

APPENDIX A

PUBLIC ENGAGEMENT MATERIALS



DRAFT NOVEMBER 2024
PRELIMINARY FEASIBILITY STUDY
U.S. 23 CORRIDOR STUDY, PID 112768

First	Last	Organization	Title
Thom	Leiter	40 Degrees Media	
Ron	Bullard	Berlin Township	Township Trustee
Ken	O'Brien	Berlin Township	Township Trustee
Meghan	Raehill	Berlin Township	Township Trustee
Claudia	Smith	Berlin Township	Fiscal Officer
Mary	Hinkelman	Commerce	Executive Director
Kati	Thompson	Development	Director
Tom	Ailabbouni	Buckeye Valley Local School District	Vice President
Donald	Dicke	Buckeye Valley Local School District	President
Amy	Dutt	Buckeye Valley Local School District	Board Member
Troy	Jeffrey	Buckeye Valley Local School District	Board Member
April	Scowden	Buckeye Valley Local School District	Board Member
Ric	Stranges	Buckeye Valley Local Schools	Superintendent
Claus	Eckert	Central Ohio Watershed Council	Chairperson
Reynaldo	Stargell	City of Columbus	Traffic Management Administrator
James	Young	City of Columbus	City Engineer/Administrator
Mark	Lundine	Development	Economic Development Administrator
Sandra	Pereira	City of Delaware	Planning & Community Development Director
Bill	Ferrigno	City of Delaware	City Engineer
Logan	Brunney	City of Delaware	Economic Development Coordinator
Cory	Hoffman	City of Delaware	Council Member
Tom	Homan	City of Delaware	City Manager
Nicolas	Langford	City of Delaware	Economic Development Director
Ted	Miller	City of Delaware	Parks & Natural Resources Director
Adam	Moore	City of Delaware	Chief of Police
Tim	Pyle	City of Delaware	Interim Fire Chief
Robyn	Stewart	City of Worthington	Acting City Manager
Don	DePerro	Columbus Chamber of Commerce	President & CEO
Mark	Reed	Common Ground Free Store	
Paul	Toth	ConnecToledo	
Mike	Borger	CORPO	Principal Transportation Planner
Devayani	Puranik	COTA	
Kim	Sharp	COTA	Sr. Director of Development
Rusty	Orben	CSX	
Holly	Quaine	Commercce	Secretary
Ted	Backus	Delaware City Schools	Board Vice President
Melissa	Harris	Delaware City Schools	Board Member
Jayna	McDaniel-Browning	Delaware City Schools	Board President
Janelle	Gasaway	Delaware City Schools	Board Member
Michael	Wiener	Delaware City Schools	Board Member
Heidi	Kegley	Delaware City Schools	Superintendent
Jeff	Benton	Delaware County	County Commissioner
Tracie	Davies	Delaware County	County Administrator
Barb	Lewis	Delaware County	County Commissioner
Gary	Merrell	Delaware County	County Commissioner
Jonathan	Kabat	Development	Economic Development Coordinator
Tyler	Lane	Development	Administrator
Chris	Bauserman	Delaware County Engineer	County Engineer
Lee	Brodnar	Delaware County Engineer	Administrator
Robert	Riley	Delaware County Engineer	Chief Deputy Engineer
Chris	Baker	Delaware County Foundation	CEO
Donna	Meyer	Delaware County Historical Society	Executive Director
Julie	McGill	District	Staff Engineer
Scott	Stephens	Delaware County Soil & Water	District Administrator
Ferzan	Ahmed	Delaware County Transit	Board Chair
Andy	Volenik	Delaware County Transit	
Scott	Sanders	Commission	Executive Director

23Connect - Community Partners List

July 2024

Beau	Euton	Delaware Twp	Township Trustee
Kevin	Hennessy	Delaware Twp	Township Trustee
Randy	Ormeroid	Delaware Twp	Township Trustee
Mark	Smith	DGL	
Jesse	Roush	Economic Development Authority	Executive Director
Debbie	Becker	Coalition	Member
Jim	Palmisano	Coalition	President
Mark	Donnelly	FHWA Ohio Division	
Dionne	Neubauer	Commerce	Director
Dan	Sheaffer	Development	Director
Kevin	Boyce	Franklin County	County Commissioner
Fritz	Crosier	Franklin County	Deputy County Engineer
Autumn	Mitchell	Franklin County	Policy Manager
Erica	Crawley	Franklin County	County Commissioner
John	O'Grady	Franklin County	County Commissioner
Terri	Pritchard	Franklin County	County Engineer
Emmanuel	Torres	Development	Administrator
Dick	Lorenz	Tributaries	Board President
		Friends of the Big Walnut Creek	
Kelly	Thiel	Watershed	Chair
Carrie	Morrow	Olentangy and Scioto River Ravines	
Renee	Vaughan	Genoa Township	Township Trustee
Rachel	DeNoewer	Green Columbus	Board President
Claus	Eckert	Green Columbus	Executive Director
Phil	Greenberg	JobsOhio	
JP	Nauseef	JobsOhio	President
Scott	Donaldson	Liberty Twp	Township Trustee
Shyra	Eichhorn	Liberty Twp	Township Trustee
Kevin	Vaughn	Liberty Twp	Township Administrator
Staci	Hood	Liberty Twp	
Mary Beth	Robinson	Liberty Twp	
Rick	Karr	Liberty Twp	Fiscal Officer
Bryan	Newell	Liberty Twp	Township Trustee
Courtney	Hendershot	Main Street Delaware	Executive Director
Caroline	Pusateri	Main Street Delaware	Program Director
Matthew	Carbary	Marion Area Chamber of Commerce	President
Gus	Comstock	Marion CANDO!	
Ken	Lengieza	Marion City/County RPC	Special Projects Director
Evelyn	Warr-Cummings	Marion City/County RPC	Director
Andy	Appelfeller	Marion County	County Commissioner
Brad	Irons	Marion County	County Engineer
Kerr	Murray	Marion County	County Commissioner
Mark	Davis	Marion County	County Commissioner
Gus	Comstock	Development	
Kelly	Bonnette	Marion Intermodal Facility	Terminal Manager
Rick	Clunk	Marlboro Twp	Township Trustee
Ed	Reely	Marlboro Twp	Township Trustee
Jeni Lynn	Reely	Marlboro Twp	Fiscal Officer
Jeffrey	Warner	Marlboro Twp	Township Trustee
Larry	Peck	MetroParks	Deputy Director
Parag	Agrawal	MORPC	Programming
Joseph	Garrity	MORPC	Chief Govt Affairs Officer
Nick	Gill	MORPC	
Elliot	Lewis	MORPC	Strategic Projects Manager
William	Murdock	MORPC	Executive Director
Brian	Pierson	Mount Carmel	
Charlie	Solley	Nationwide Childrens	VP Government Relations
Kate	Todavine	Nationwide Childrens	Exec Admin to VP Gov Relations

23Connect - Community Partners List

July 2024

Jason	Wazelle	Norfolk Southern	
Franz	Geiger	NP Limited	
Glen	Cobb	ODNR	
Heather	Doherty	ODNR	Scenic River Coordinator
Kyla	Maunz	ODNR	
Beckie	Merriman	ODNR	Delaware State Park
Jason	Meyers	ODNR	Alum Creek State Park
Mitch	Blackford	ODOT	Assistant Director of Field Operations
Lori	Duguid	ODOT	Deputy Director, Division of Engineering
Chris	Hughes	ODOT	District 1 Deputy Director
Pat	McColley	ODOT	District 2 Deputy Director
Jim	Gates	ODOT	Deputy Director of Planning
Andrew	Shepler	ODOT	Maritime & Freight Program Manager
David	Slatzer	ODOT	Chief Engineer & Director of Transportation Policy
Greg	Vergamini	ODOT	Legislative Affairs
Howard	Wood	ODOT	Chief of Staff
Anthony	Turowski	ODOT	District 6 Deputy Director
Edward	King	ODOT Jobs & Commerce	Jobs & Commerce Regional Manager
Kristen	Frissora	Ohio Business Roundtable	
Steve	Stivers	Ohio Chamber of Commerce	
Matt	MacLaren Esp.	Ohio Chamber of Commerce	Director of Travel & Tourism
		Ohio Department of Agriculture	Farmland Protection Office
Mark	Barbash	Association	
Katie	Stierwalt	Ohio Environmental Council	
Tim	Barnes	Ohio Farm Bureau	Trustee
Abra	Dunn	Ohio Farm Bureau	Counties
Melinda	Lee	Ohio Farm Bureau	Counties
Brian	Lorenz	Ohio House of Representatives	Representative
Beth	Lear	Ohio House of Representatives	Representative
Beth	Liston	Ohio House of Representatives	Representative
Riordan	McClain	Ohio House of Representatives	Representative
Matt	Dietrich	Ohio Rail Development Commission	Director
Andrew	Brenner	Ohio Senate	Senator
Stephanie	Kunze	Ohio Senate	Senator
Bill	Reineke	Ohio Senate	Senator
Erica	Copeland	Ohio Sierra Club	Executive Director
Katy	Farber	Development Agency	
David	Brown	Ohio State Highway Patrol	Staff Lieutenant
Eric	Caudill	Ohio State Highway Patrol	Delaware Outpost Commander
Chris	Wheeler	Delaware	
Thomas	Balzer	Ohio Trucking Association	President & CEO
Jeffrey	Kasler	OhioHealth	Director of Government Relations
Jennifer	Barry	Olander Park	
Kevin	Darberkow	Olentangy Schools	Board Member
Brandon	Lester	Olentangy Schools	Board Vice President
Kevin	O'Brien	Olentangy Schools	Board President
Libby	Wallick	Olentangy Schools	Board Member
Lakesha	Wyse	Olentangy Schools	Board Member
Todd	Meyer	Olentangy Schools	Superintendent
Kenny	McDonald	One Columbus	President
Steve	Cuckler	One Delaware	
Joseph	Pemberton	One Delaware	President & CEO
Silas	Bowers	Orange Township	
Robin	Duffee	Orange Township	
Aaron	James	Orange Township	
Nathan	McNiell	Orange Township	
Michele	Boni	Orange Twp	Planning Administrator
Erica	Fouss	Orange Twp	Township Trustee

23Connect - Community Partners List

July 2024

Michael	Ringle	Orange Twp	Township Trustee
Lisa	Knapp	Orange Twp	Township Trustee
Lisa	Kraft	Orange Twp	Fiscal Officer
Mike	Clark	Orange Twp Fire Department	Assistant Fire Inspector
Alec	Thompson	Foundation	
Kenzie	Johnston	OSU Extension - Delaware County	Ag & Natural Resources Director
Don	Stevens	University	Director
Jorge	Sanclemente	Planet Marca	
Perry	Cahall	Pontifical College Josephinum	Academic Dean of the School of Theology
Joe	Testa	Pontifical College Josephinum	Member of the Board of Trustees
Jim	O'Connor	Pontifical College Josephinum	Vice President of Administration
Fr. Stash	Dailey	Pontifical College Josephinum	Vice President of the College of Liberal Arts
Lisa	Carver	Commerce	Executive Director
Mary	Van Haaften	County	Executive Director
Dean	Monkse	Northwest Ohio	President & CEO
Adam	Wickham	River Valley Local Schools	Superintendent
Don	Rengert	River Valley Local Schools	Board President
Cheryl	Beineke	River Valley Local Schools	Board Vice President
Staci	Glenn-Short	River Valley Local Schools	Board Member
Robert	Stump	River Valley Local Schools	Board Member
Ben	Albright	River Valley Local Schools	Board Member
Laura	Kunze	Sharon Twp	Township Trustee
John	Oberle	Sharon Twp	Township Trustee
Tony	Palmer	Sharon Twp	Township Trustee
Miranda	Fisher	State Historic Preservation Office	Architecture Transportation Reviews Manager
Nick	Rhodes	Statehouse	Policy Advisor
Macy	Flanagan	Strand Associates	
Tiffany	Bosch	Sylvania Area Chamber of Commerce	President/CEO
William	Sanford	Sylvania Economic Development	
Bill	Stanley	The Nature Conservancy of Ohio	Director
David	Gedeon	TMACOG	
Sandy	Spang	TMACOG	Executive Director
Scott	Grenerth	TMACOG Freight Advisory Committee	
Thomas	Winston	Toledo-Lucas County Port Authority	President & CEO
Heather	Bradley	Commerce	Vice President
Anthony	Selking	Toledo Trucking Association	President
Joe	Cappel	Toledo-Lucas County Port Authority	Vice President of Business Development
Tom	Kovacik	NW Ohio	President
Brian	Dicken	TRCC	
Ben	Bradford	Tri-Township Fire	Captain
Rick	Black	Tri-Township Fire	Captain
Earl	Lehner	Troy Twp	Township Trustee
Troy	Morris	Troy Twp	Township Trustee
Tracy	Parsons	Troy Twp	Fiscal Officer
Doug	Price	Troy Twp	Township Trustee
Chris	Matta	Turnpike Commission	
Eli	Faes	University of Toledo	
Sylvia	Chelf	US Army Corps of Engineers	
Nick	Schell	Natural Resources Conservation	Biologist
		Village of Waldo	Mayor
Mike	Augenstein	Waldo Twp	Township Trustee
Jill	Corwin	Waldo Twp	Township Fiscal Officer
Greg	Price	Waldo Twp	Township Trustee
John	Seiter	Waldo Twp	Township Trustee
Wade	Gottschalk	Commission	Executive Director
Trent	Bowers	Worthington Schools	Superintendent
Charlie	Wilson	Worthington Schools	Board President
Nikki	Hudson	Worthington Schools	Board Vice President

Jennifer	Best	Worthington Schools	Board Member
Kelli	Davis	Worthington Schools	Board Member
Nikki	Hudson	Worthington Schools	Board Member
Erin	Synk	Yay Bikes!	Vice Chair
Kevin	Moreland		
Michael	Oravec		
Doug	Parks		
Chris	Rinehart		
Ron	Sabatino		
Adam	Vosz		

DRAFT

Virtual Public Meetings

ROUTE 23 CONNECT
DELAWARE REGIONAL CONNECTION STUDY
PID 112768



Participate online at:

publicinput.com/23Connect

Participate by phone at: (855) 925-2801, code: 4637

ODOT has begun a study to evaluate different options for improvements between Waldo in Marion County and I-270 in Franklin County. The Route 23 Connect: Delaware Regional Connection Study will determine the feasibility of creating a free-flow connection between Columbus and Toledo. The study will evaluate multiple large-scale improvements, including an upgrade of the existing alignment, and a combination of the existing alignment and new connections to U.S. 33 or I-71. More details on the study are provided on ODOT's website at transportation.ohio.gov/23connect.

The purpose of the public meetings is to gather feedback on the existing U.S. 23 corridor and how it impacts your driving patterns. We will provide a brief update on the study, but the meeting will be primarily focused on listening to your concerns and needs related to U.S. 23.

Due to the large geographic area and large number of possible participants, the study area has been broken into smaller groups. The same information will be presented at each of the meetings. We encourage you to attend the session based on your geographic location, however you are welcome to attend any that fit your schedule.

These meetings will be held online at the website and phone number above. Following the meetings, a recording of the presentation will be posted on the website with copies of meeting materials.

Questions and comments can be submitted on the study website and by mail, email, or phone. Comments must be received by August 16, 2021.

Take our online survey at publicinput.com/23connect.

MEETING GROUPS & DATES

GROUP A - Northwest
Wednesday, July 7 - 12:00 PM

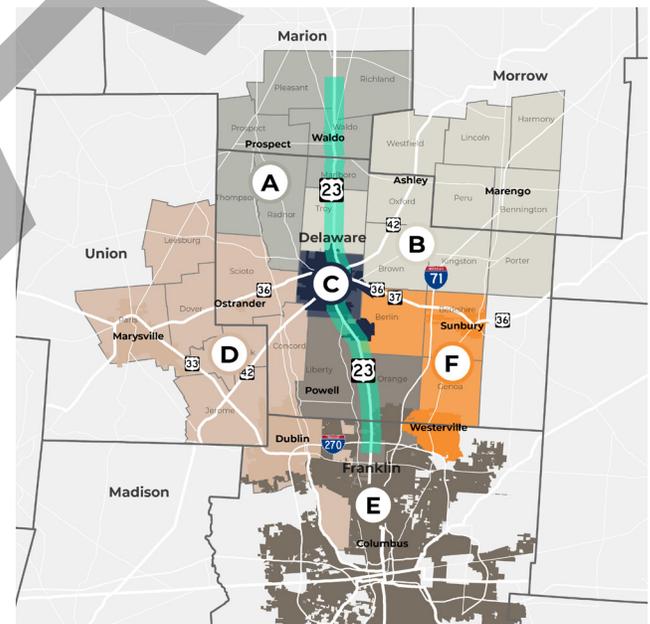
GROUP B - Northeast
Wednesday, July 7 - 5:00 PM

GROUP C - Central
Tuesday, July 13 - 12:00 PM

GROUP D - Southwest
Tuesday, July 13 - 5:00 PM

GROUP E - South
Wednesday, July 14 - 12:00 PM

GROUP F - Southeast
Wednesday, July 14 - 5:00 PM



CONTACT

Anthony Turowski, P.E., Project Manager
400 E. William Street, Delaware, OH 43015
Anthony.Turowski@dot.ohio.gov • (740) 833-8186

SCAN TO
LEARN MORE



Individuals who may require interpretation or translation services or a reasonable accommodation to participate in this meeting should contact Breanna Badanes, (614) 995-0755 or Breanna.Badanes@dot.ohio.gov, no later than June 30, 2021. Public participation is solicited without regard to race, color, sex, age, national origin, or disability.

Public Meetings

ROUTE 23 CONNECT
DELAWARE REGIONAL CONNECTION STUDY
PID 112768



PARTICIPATE ONLINE

When

Wednesday, November 3, 2021

Time

12:00PM

Location

publicinput.com/23Connect

Join by phone at:

(855) 925-2801, code: 4637

PARTICIPATE IN-PERSON

When

Wednesday, November 10, 2021

Time

12:00PM - 2:00 PM or 6:00 PM - 8:00 PM

Location

Delaware County Fairgrounds

Merchant Building

236 Pennsylvania Avenue

Delaware, OH 43015

A presentation will be given at the start time of each meeting.

IN-PERSON MEETING LOCATION



PROJECT CONTACT

Anthony Turowski, P.E., Project Manager
400 E. William Street, Delaware, OH 43015
Anthony.Turowski@dot.ohio.gov • (740) 833-8186

ABOUT ROUTE 23 CONNECT

ODOT has begun a study to determine the feasibility of creating a free-flow connection between Columbus and Toledo. The Route 23 Connect: Delaware Regional Connection study will evaluate multiple large-scale improvements, including an upgrade of the existing alignment, and a combination of the existing alignment and new connections to U.S. 33 or I-71. More details on the study are provided on ODOT's website at transportation.ohio.gov/23connect.

PUBLIC MEETING INFORMATION

ODOT will be hosting a new round of public meetings as a follow-up to the July 2021 virtual public meetings. The purpose of these public meetings is to summarize public feedback received to date, share the Draft Purpose & Need statement, introduce the initial concepts, explain methods of evaluating concepts, and get your input. You are encouraged to ask questions and/or provide comments during this meeting. The same information will be presented at all meetings - whether they are virtual or in-person - so please attend the meeting that best suits your needs.

For in-person events, all persons in attendance will be required to follow all federal, state, local, or venue policies in effect on the meeting date. This includes face covering policies and/or other health-related protocols.

Following the meetings, a recording of the presentation will be posted on the project website with copies of meeting materials.

Questions and comments can be submitted on the study website and by mail, email, or phone. Comments must be received by December 13, 2021.

Scan the QR Code
to the right to
visit the project
website.



ADDITIONAL PUBLIC MEETINGS

ROUTE 23 CONNECT

DELAWARE REGIONAL CONNECTION STUDY (PID 112768)

Participate in-person:

Wednesday, Jan. 19, 2022 • 6:00 PM - 8:00 PM

A presentation will be given at the start time of the meeting

Delaware County Fairgrounds, Exposition Center
236 Pennsylvania Avenue, Delaware, OH 43015

Participate online:

Thursday Jan. 27, 2022 • 12:00PM

publicinput.com/23Connect

Participate by phone at: (855) 925-2801, code: 4637

This ODOT study will determine the feasibility of creating a free-flow connection between Columbus and Toledo. The Route 23 Connect: Delaware Regional Connection study will evaluate multiple large-scale improvements, including an upgrade of the existing alignment, and a combination of the existing alignment and new connections to U.S. 33 or I-71. More details on the study can be found at transportation.ohio.gov/23connect.

Due to the amount of interest in this study and feedback received so far, two additional public meetings have been added to provide another opportunity to learn about the project. The information shared will be the same that was shared at the November public meetings. No new information will be presented. ODOT will introduce the initial concepts, explain how they will be evaluated, and get your input. You are encouraged to ask questions and/or provide comments during this meeting. The same information will be presented at both the virtual and in-person meeting, so please attend the meeting that best suits your needs.

For in-person events, all persons in attendance will be required to follow all federal, state, local, or venue policies in effect on the meeting date. This includes face covering policies and/or other health-related protocols.

The current public comment period has been extended. Questions and comments can be submitted on the study website and by mail, email, or phone. Please submit your comments by February 28, 2022 to be considered during this phase of the study.

IN-PERSON MEETING LOCATION



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MORE INFO**



CONTACT

Brooke Ebersole, Public Information Officer
400 E. William Street, Delaware, OH 43015
d06.pio@dot.ohio.gov • (740) 833-8268

Join us for Route 23 Connect public meetings!

ODOT is hosting in-person and virtual meetings with Q&A to summarize public feedback received to date, introduce new concepts for improvements along U.S. 23, and get your input. The concepts use combinations of improvement options that aim to balance more reliable travel times with maintaining local access points on U.S. 23.

Project Overview

The Route 23 Connect Study focuses on improvements along the U.S. 23 corridor between I-270 and Waldo.

This study will develop concepts which will be evaluated to determine an action plan to identify specific projects that can be advanced into project development.

Public Meetings

Four in-person, open-house format meetings have been scheduled over a two-week period.

All materials displayed at the public meeting will also be available on the website. If you are unable to attend an in-person meeting, ODOT will host two online meetings as well. A brief presentation and open house will be given at the beginning of each online meeting. Following this presentation, the project team will answer questions from the public.

Please stop by or log in to provide input at any time during the meeting hours indicated.

IN-PERSON MEETINGS

Meetings 1 & 2

DATE: Wednesday, November 8, 2023

TIME: 12:00PM - 2:00PM

&

TIME: 5:00 PM - 7:00 PM

LOCATION: Delaware County Fairgrounds,
Ag Center, 236 Pennsylvania Avenue,
Delaware, OH 43015

Meetings 3 & 4

DATE: Tuesday, November 14, 2023

TIME: 12:00PM - 2:00PM

&

TIME: 5:00 PM - 7:00 PM

LOCATION: Nationwide Hotel and Conference Center,
North Carolina Building*, 100 Green Meadows Drive,
Lewis Center, OH 43035

*Event venue at SR 750 entrance
nearest to U.S. 23

ONLINE MEETINGS WITH Q&A

Online Meeting 1

DATE: Wednesday, November 15, 2023

TIME: 12:00 PM

Online Meeting 2

DATE: Thursday, November 16, 2023

TIME: 6:00 PM

LOCATION: publicinput.com/23Connect or
Join by phone at: (855) 925-2801, code: 4637

PROJECT CONTACT

Hannah Salem

400 E. William Street, Delaware, OH 43015

d06.pio@dot.ohio.gov • (740) 833-8268

Questions and comments can be submitted on the study website and by mail, email, or phone.

Please submit your comments by December 15, 2023 to be considered during this phase of the study.

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U.S. 23 Corridor Study • PID 112768

Participate at in-person meetings:

TUESDAY, AUGUST 6, 2024

12:00 PM - 2:00 PM & 5:00 PM - 7:00 PM

Nationwide Hotel and Conference
Center, North Carolina Building*,
100 Green Meadows Drive,
Lewis Center, OH 43035

* Event venue at SR 750 entrance nearest to
U.S. 23

WEDNESDAY, AUGUST 14, 2024

12:00 PM - 2:00 PM & 5:00 PM - 7:00 PM

Delaware County Fairgrounds,
Ag Building
236 Pennsylvania Avenue,
Delaware, OH 43015

THURSDAY, AUGUST 15, 2024

12:00 PM - 2:00 PM & 5:00 PM - 7:00 PM

Brookshire Event Venue,
405 Greif Parkway, Delaware, Ohio 43015

Participate in online sessions:

WEDNESDAY, AUGUST 7, 2024

12:00 PM

TUESDAY, AUGUST 13, 2024

6:00 PM

publicinput.com/23Connect

Call in via phone at: (855) 925-2801, code: 4637

(note: graphics will be shown online)

The meeting materials will be posted on the project website:

publicinput.com/23Connect

Questions and comments can be submitted on the study website
and by mail, email, or phone.

Please submit your comments by **September 16, 2024** to be
considered during this phase of the study.

PROJECT CONTACT

Hannah Salem
Ohio Department of Transportation, District 6
400 E. William Street, Delaware, OH 43015
d06.pio@dot.ohio.gov • (740) 833-8268

**SCAN FOR
MORE INFO**



Individuals who require interpretation services or a reasonable accommodation to participate in these meetings should contact Hannah Salem at 740-833-8268 no later than July 30, 2024. Public participation is solicited without regard to race, color, sex, age, national origin, or disability.

Thank you to all who provided comments during the recent public engagement for Route 23 Connect. ODOT received over 3,000 comments during this round of engagement. A more detailed response to comments will be provided in the coming weeks, but this list of Frequently Asked Questions (FAQ) contains responses to common questions we heard throughout this period.

1 When will the study be complete?

In the summer of 2022, ODOT plans to present the initial evaluation of the concepts. Next fall and winter (2022-23), ODOT plans to have a completed study with a recommended concept. The timeline for the study can be found on the “Timeline” tab of the study website here: publicinput.com/23connect.

2 When will the recommended concept be built?

Before ODOT can consider construction, ODOT must conduct environmental studies, develop plans, and obtain funding. Each of these items typically takes multiple years for a study of this scale. Therefore, if a viable concept is identified and funded, construction would not begin for at least 7-10 years.

3 Is there funding currently budgeted to construct a recommended concept?

No. At this time, only funding for the planning study is budgeted.

4 Why is ODOT studying the U.S. 23 corridor?

This study is the first step in determining if a free-flow connection between Toledo and Columbus is possible. It will not identify an exact route, or commit ODOT to construct any improvements.

5 What is the next step after a concept is recommended?

The next step is to evaluate possible routes and improvements within the recommended concept area.

6 Has a decision on a concept already been made?

No. Technical data (such as traffic forecasts and cost estimates) continues to be updated and public feedback is an important part of the decision-making process. Feedback from the fall/winter public meetings and the upcoming summer public meetings will be included in the decision-making process along with the updated technical data.

7 Who will make the decision on which concept is advanced?

A large, diverse team of ODOT subject matter experts will make the decision on which concept to advance for further study, if any.

8 What factors are considered in the evaluation of concepts?

This study will consider the transportation benefits, along with community impacts, cultural and natural resource impacts, and costs. Public feedback on these factors is important to the evaluation process. (see figure 1)

Purpose & Need	Potential Community Impacts	Potential Natural & Cultural Resources Impacts	Estimated Costs
Travel time between Waldo and I-270	Residential Displacements	Farmland	Construction Cost
Travel Time Reliability/Predictability	Commercial Displacements	Park & Recreational Impacts (Section 4(f)/6(f))	Right-of-Way
Safety - HSIP “hotspot” locations for through traffic	Noise Sensitive Areas	Streams & Wetlands	Utility Impacts
Road Segment Capacity	Flood Control Facilities	Endangered Species Habitat	
Intersection Level-of-Service (traffic operations)	Historic Sites	Archaeological Resources	
Consistency with Local Community Plans (land use, traffic mix)		Hazardous Materials	

Figure 1. ODOT is using a variety of factors to determine the best concept for further study.

9 How are farmland, natural resources, and historic sites being considered during the decision-making process?

Each concept will be evaluated based on the impacts to the various resources that may occur within the footprint. ODOT will consider the individual merits of each resource and analyze the combined impacts for each concept overall. Impacts to farmland, natural resources, and historic sites will be refined throughout this study as further data and public input is gathered and analyzed. ODOT strives to avoid resource impacts and impacts are minimized when unavoidable.

10 When and how will ODOT purchase homes, land, and businesses?

It is too early in the study process to know what, if any, specific property impacts will be. ODOT has a detailed process when it buys property. Please visit the following webpage for further information on ODOT's property acquisition process: transportation.ohio.gov/working/publications/when-odot-needs-property

11 Is there a cost comparison available?

Estimated costs will be provided at the public meetings in summer 2022.

12 Can I get more detailed maps of the concepts be provided?

The "swaths" for each concept are broad in nature as they represent general connections ODOT is considering. After the study is finalized, if ODOT chooses to move forward with a concept, specific routes within or near each swath will be identified in greater detail. Larger versions of the current concepts can be found on the Documents tab on the study website here: publicinput.com/23connect

13 When is the next public meeting and how can I be notified?

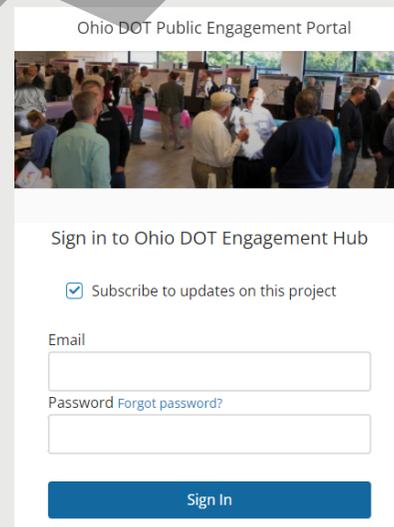
ODOT anticipates the next round of public meetings will begin in summer 2022. To ensure you are on our email list, please subscribe to our website. Instructions are below.

Note: If you provided this information previously or provided your information at a previous meeting, you will not need to repeat this step.

1. Click gear on top right corner, then Create Account.



2. Provide your email address and set a password.



Ohio DOT Public Engagement Portal

Sign in to Ohio DOT Engagement Hub

Subscribe to updates on this project

Email

Password [Forgot password?](#)

If you have difficulty with the steps above, you can send an email to 23connect@publicinput.com

To learn more about Route 23 Connect, visit: Transportation.Ohio.Gov/23Connect

Individuals who require interpretation services or a reasonable accommodation to participate should contact:

Brooke Ebersole | 740.833.8268 | d06.pio@dot.ohio.gov

ODOT would like to thank the over 3,500 individuals who provided comments during this round of engagement, which included an online survey and five public meetings conducted from November 2021 through February 2022. Individuals provided feedback via the public survey, study website, comment forms and verbal comments at public meetings, via phone, and via email.

This document provides responses to questions, as well as a general summary of comments received. Due to the amount of questions and comments received, this document is organized by the topics below.

Note that some questions have been asked and answered in previous study documents and may have updated answers in this document.

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STUDY BACKGROUND

1. What is the study area and what portion/length of U.S. 23 is included?

The study area, shown in Figure 1, includes approximately 23.5 miles of U.S. 23 from Waldo in Marion County to I-270 in Franklin County, as well as portions of Delaware, Franklin, Marion, Morrow, and Union counties.

The study area map can be found on the study website here:

publicinput.com/23connect

2. Why was Waldo chosen as the northern limit of the study area?

Waldo was chosen as the northern limit of the study area because SR 229 near Waldo is the northernmost signal on U.S. 23. Traffic on U.S. 23 is free-flow north of this point, with no signals or stop signs to slow through traffic.

3. What about the rest of the U.S. 23 corridor north of Waldo?

North of Waldo, the U.S. 23/SR 15 corridor is free-flow, with no signals or stop signs for through traffic. In recent years, ODOT has removed several intersections and median breaks north of Waldo, replacing them with interchanges, overpasses, or raised median barriers. Other remaining intersection locations are either under design or being evaluated for potential improvements.

4. How is this different from the previous I-73 study done in the 1990's?

The study conducted in the 1990s analyzed the feasibility of constructing a freeway crossing through all of Ohio - from Toledo to Portsmouth and beyond. While that study did include an analysis of the Central Ohio area, no work was completed and the data used is nearly 30 years old.

5. What planned improvements are included in the traffic projections and concept analysis?

The study assumes completion of all projects in the 2050 MORPC Metropolitan Transportation Plan (morpc.org/mtp2050). This includes improvements to the I-71/U.S. 36/SR 37 interchange, a new I-71/Big Walnut Interchange, widening of U.S. 36/SR 37 on the east side of Delaware, Home Road extension to Lewis Center Road, and many more projects.

6. Is the proposed I-71/Big Walnut Road interchange factored into this study?

Yes, the study factors in the construction of the proposed I-71/Big Walnut interchange, as well as all projects included in the 2050 MORPC Metropolitan Transportation Plan (morpc.org/mtp2050).

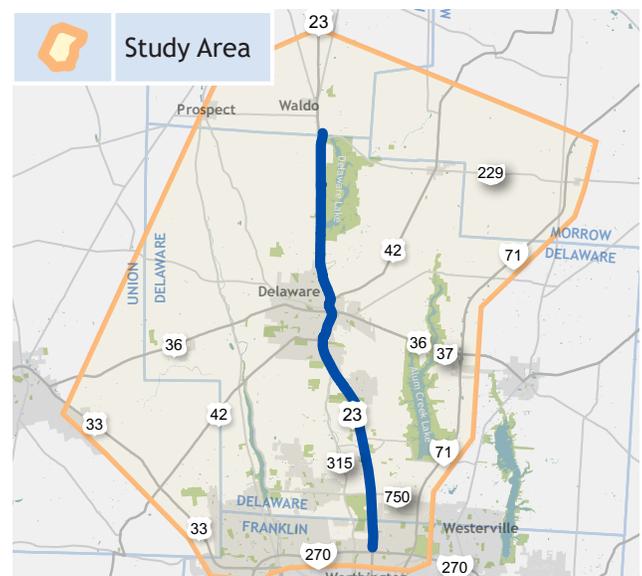


Figure 1: Study Area

STUDY PROCESS

7. Why is ODOT studying the U.S. 23 corridor?

ODOT is conducting this study to determine if a free-flow connection between Toledo and Columbus is feasible. This study will not identify an exact route, or commit ODOT to construct any improvements.

8. What is the projected schedule for the study? When will it be complete?

Information regarding next steps will be released in the coming weeks.

9. What public meetings have been held on this study? Are past public meeting presentations available?

ODOT has hosted two rounds with a total of eleven (11) public meetings about this study to date. Recordings of presentations from each round of public engagement are available on the study website here: publicinput.com/23connect

10. When is the next public meeting and how can I be notified?

Information regarding next steps will be released in the coming weeks. To ensure you are on our email list to be notified, please subscribe to our website by visiting publicinput.com/23connect

11. How can my organization or myself get more involved in the study?

ODOT encourages citizen participation in this study. Any interested individual or organization is encouraged to subscribe to the study website, which will put you on our email list. To subscribe, visit the study website here: publicinput.com/23connect. You may also subscribe to other ODOT updates by scrolling to the bottom of ODOT's website here: transportation.ohio.gov

12. Will there be additional surveys and opportunities to provide comments?

Information regarding next steps will be released in the coming weeks. To ensure you are on our email list to be notified, please subscribe to our website by visiting publicinput.com/23connect

13. Can more detailed maps of the concepts be provided?

Larger versions of the current concepts can be found on the study website here: publicinput.com/23connect. The “swaths” for each concept are broad in nature as they represent general connections ODOT is considering. After the study is finalized, if ODOT chooses to move forward with a concept, specific routes within or near each swath will be identified in greater detail.

14. Is it possible that multiple concepts be chosen and constructed as part of this study?

The purpose of the study is to determine if any concepts are worthy of further consideration.

15. Has ODOT made a decision on which concept is recommended?

A final decision can only be made after all comments and technical data are reviewed.

16. Who is making the decisions on this study?

A large, diverse team of ODOT subject matter experts will make the decision on which concept to advance for further study, if any.

17. Are any outside firms or organizations involved in making a decision?

If a concept is advanced for further study, several outside agencies will review the study and provide feedback. This may include the Ohio Department of Natural Resources, the Ohio Department of Historic Preservation, the Federal Highway Administration, and other government agencies.

18. Will the concepts be voted on by the public?

There will not be a tally of votes to determine a concept to advance or eliminate. However, ODOT wants to gather public feedback on each concept. This feedback is an important part of the decision-making process.

STUDY PROCESS (CONTINUED)

19. How are local community plans considered in this study?

Community plans have been gathered from all Cities, Villages, and Townships in the study area along with county, regional, and statewide planning studies, and all are being considered as part of this study.

20. Why weren't public meeting notifications sent out via U.S. Mail?

We are in the very early stages of the study and the study area is extremely large, covering over 500 square miles and over 400,000 individuals; therefore, public meeting notifications were not sent out via U.S. mail.

21. What information was shared with the Steering Committee and Stakeholders? What input have they had in the study?

The information presented to the Steering Committee and Stakeholder groups is the same information that was presented at the public meetings. The Steering Committee typically advises the project team regarding Stakeholder coordination and provides information about how best to interact with their constituents. Stakeholders are provided an opportunity to learn what will be shared with their constituents so they can advocate on behalf of the community they represent and so they are prepared to answer any questions they may receive from their constituents. The input received from the public is considered equal to the input received from these groups. Various comments and questions were submitted by all study participants and are included in this response to comments.

22. Who is represented on the Steering Committee and Stakeholder group?

All municipalities and Townships along U.S. 23 are represented as either Steering Committee members or Stakeholders. The Steering Committee also includes representatives from planning and economic development agencies in Delaware, Franklin, Marion, Morrow, and Union Counties. A full list of the Steering Committee members can be found on the project website here: publicinput.com/23connect.

23. What happens next after a concept is recommended?

If a concept is recommended for further evaluation, the next step is to conduct a study that evaluates possible routes and improvements within that recommended concept. Information regarding next steps will be released in the coming weeks.

24. When would construction occur if a concept is selected?

Construction of any concept is dependent upon many factors, such as needs, public input, impacts, and funding. No construction dollars are currently allocated for this effort as ODOT is in the initial planning phase. Before ODOT can consider construction, ODOT must conduct environmental studies, develop plans, and obtain funding. Each of these items typically takes multiple years for a study of this scale. Therefore, if a viable concept is identified, construction would not begin for at least 7-10 years.

25. How will this study be different than those that came before that didn't result in lasting improvements?

Unlike prior studies, the current Route 23 Connect study is focused on a smaller area - U.S. 23 between Waldo and I-270. Much has changed over past several decades, including the growth of Central Ohio, transportation patterns, and the trucking/freight/logistics industry.

STUDY PURPOSE

26. How will efficiency and connectivity between other routes be improved with this plan?

The purpose of this study is to evaluate ways to enhance connectivity between Waldo and I-270. With an improved connection, other parallel routes may see improved efficiency. If building a new connection would cause congestion on another route, ODOT would address those impacts.

27. Why are current U.S. 23 delays of 10 minutes considered so important?

A delay of 10 minutes per trip for a daily commuter translates to approximately 80 hours of lost time per year (two full work weeks). The time lost stopped in traffic, multiplied by the thousands of vehicles using the corridor every day, represents a large amount of lost time for people.

28. What does ODOT mean by a “free-flow connection”? Is that the same as a freeway?

A freeway has all access controlled via ramps with no intersections, while a free-flow road does not have stop signs or signals for through traffic but may have intersections.

PROPOSED CONCEPTS

29. How many concepts are being considered in this study?

There are seven (7) concepts being considered as a part of this study. Concepts can be found on the project website here: publicinput.com/23connect

30. Why do some concepts affect areas that are not near U.S. 23?

This study is evaluating regional transportation movements between Columbus and Toledo. New routes outside of U.S. 23 were considered due to the large amount of development along U.S. 23.

31. Have improvements to other routes between Columbus and Toledo (I-75, U.S. 33, U.S. 68/SR 31, etc.) been considered?

Several other routes between Columbus and Toledo were considered for improvements before this study. However, data shows that travel demand is much higher along U.S. 23. Additionally, other routes would have a longer travel distance between Toledo and Columbus and/or are not free-flow, such as U.S. 68/SR 31 and U.S. 33 west of Bellefontaine.

32. Will U.S. 23 north of Waldo be studied, including the section between Carey and Toledo?

ODOT has no current plans for studying or upgrading U.S. 23 between Carey and Toledo. The majority of through traffic uses SR 15 and I-75 between Carey and Toledo.

PROPOSED CONCEPTS *(CONTINUED)*

- 33. If increased truck traffic from the Gordie Howe bridge is a concern, are other northern connections to I-71 or I-75 being considered?**

Increased traffic from the Gordie Howe bridge is projected to flow to or through Columbus via the U.S. 23 corridor. Routing via I-71 or I-75 would have a longer travel distance, and is therefore not being considered as part of this study.

- 34. Is a second outerbelt around Columbus being considered?**

ODOT is conducting this study to determine if a free-flow connection between Toledo and Columbus is possible. Therefore this study is not evaluating or considering a new outerbelt around Columbus.

- 35. Are any short-term improvements being considered for this corridor?**

ODOT continuously monitors its roadways, including U.S. 23, to identify safety or operations improvements such as signal timing, signing, turn lanes, etc.

- 36. Is a “Northeast Bypass” to connect U.S. 23 and U.S. 36/SR 37 around the City of Delaware being considered?**

The study assumes completion of all projects in the 2050 MORPC Metropolitan Transportation Plan (morpc.org/mtp2050). This includes a new two-lane roadway around the northeastern edge of Delaware (Byzbe Parkway).

- 37. Could SR 315 be widened to help traffic flow on U.S. 23?**

Hillside topography, proximity to the west bank of the Olentangy River, environmental features, and public support for the Scenic Byway has hindered the ability to widen SR 315.

- 38. What improvements to existing roadways would be included with the proposed concepts?**

Concepts would include improvements to portions of adjacent roadways impacted by new interchanges or new roads. If a concept is recommended for further evaluation, an additional study would determine what roadways would be impacted or improved with each concept.

- 39. Will more lanes be added or taken away to alleviate traffic?**

ODOT is in the process of developing and evaluating concepts. There are currently no plans to remove or reduce lanes on U.S. 23.

- 40. Can turn lanes and off ramps be added to create a safer departure for vehicles?**

Yes, new interchanges are being considered along U.S. 23 to improve safety and reduce congestion.

- 41. Will any ramps to other routes be added to alleviate congestion?**

ODOT is in the process of developing and evaluating concepts. One concept would include new interchanges along U.S. 23, while others would include new routes that can be used to bypass U.S. 23.

- 42. Could roundabouts be used to replace signals and create free-flow conditions on U.S. 23?**

Roundabouts would not create free-flow conditions because drivers entering a roundabout must yield to drivers already in the roundabout, creating delays.

- 43. Will there be improvements at the interchange the I-270/U.S. 23 for whichever concept is selected?**

Concept C1 includes making U.S. 23 a free-flow route in the study area, including improvements at I-270. Other concepts would not include improvements at the I-270/U.S. 23 interchange.

PROPOSED CONCEPTS *(CONTINUED)*

44. What improvements could be done at I-270 and U.S. 33?

Concepts W1 and W2 could involve improvements to the I-270/U.S. 33 interchange. If either of these concepts were recommended for further evaluation, an additional study would be conducted to determine any needed upgrades to handle additional traffic volumes.

45. How can the test pavement area on U.S. 23 in northern Delaware County be used to improve traffic flow?

Depending on which concept, if any, is recommended for further evaluation, the test pavement area on U.S. 23 could be evaluated as part of a potential solution.

46. Will improvements be designed to accommodate larger vehicles, such as farm equipment or trucks?

Yes, new roadways are normally designed to accommodate the types of vehicles expected to use the facility, including large trucks or farm equipment.

47. What aesthetic improvements will be made along with these concepts?

If this effort moves from planning study to project development, aesthetic improvements will be considered in later phases of development. The public would have opportunities to provide input on aesthetic considerations.

48. Would the proposed concepts include rest stops or truck parking facilities?

ODOT is aware that truck parking is important to truck drivers and operators, who must abide by regulations concerning length of driver shifts. If a concept is advanced for further study, rest areas and truck parking will be examined to determine if these facilities should be incorporated into the recommended concept.

49. Can you please avoid my property?

If a concept that includes a new route is advanced, further study within the concept area would be done to evaluate multiple routes within the concept. New routes would be developed to minimize impacts to properties.

50. How wide would new freeway connections be?

Exact right-of-way limits will not be determined in this study. A new freeway generally has right-of-way between two hundred and three hundred feet (200-300 ft.), which can vary depending on terrain (flat, hilly) and density of development. Right-of-way widths are typically wider at interchanges.

51. If a new freeway connection is built, would development be restricted along the new routes?

Local governments will continue to control the zoning and development in their communities, including lands around any new routes. New routes would only have interchanges/access points at state routes.

52. Why are the proposed new routes not shown as possibly intersecting U.S. 23 north of Waldo?

SR 229 in Waldo is the northernmost signal on U.S. 23. North of this point, U.S. 23 traffic is free-flow, with no signals or stop signs to slow through traffic. Thus, this study focuses on improvements south of Waldo. As indicated by the concept maps, Concept E1 and E2 may connect to U.S. 23 slightly north of Waldo.

53. Can unused railroad right-of-way be used as routes for eastern and western concepts?

None of the proposed concepts parallel a railroad right-of-way for a substantial distance, therefore their use is not currently being considered as routes for concepts that include new routes.

PROPOSED CONCEPTS *(CONTINUED)*

54. How many new interchanges are included in Concept C1?

Concept C1 currently includes 11 new or modified interchanges between I-270 and Waldo.

55. Are innovative or unusual designs (trenches, elevated freeways, truck lanes, etc.) being considered for U.S. 23 improvements as part of Concept C1?

ODOT appreciates all the suggestions it has received regarding innovative design concepts for upgrading U.S. 23. All these options are being saved and would be considered if improvements are recommended for the existing corridor.

56. What improvements will be made to specific intersections along the U.S. 23 corridor?

If a concept is advanced, further study would determine what improvements would be made at individual locations.

57. Can frontage and/or backage roads be implemented to help alleviate congestion?

A system of frontage roads or backage roads - roads running parallel to U.S. 23, either in front of or behind development - can be used to help congestion and safety on U.S. 23. Some locations already have a parallel road system established. Regardless of the concept selected, the use of frontage/backage parallel routes is expected continue to be a long-term strategy to improve congestion along U.S. 23.

58. Would Concept C1 make U.S. 23 a limited-access roadway?

Yes, Concept C1 would convert much of U.S. 23 to a limited-access roadway, with frontage roads or backage roads used to provide access to properties.

59. If Concept C1 is not selected, does that mean there will be no improvements to existing U.S. 23?

ODOT continuously monitors U.S. 23 to identify locations for safety and congestion improvements; therefore, improvements along existing U.S. 23 are very likely even if Concept C1 is not selected.

EVALUATION OF CONCEPTS

60. What metrics are being used to evaluate each concept?

This study will consider the transportation benefits, along with community impacts, cultural and natural resource impacts, and costs. A chart showing these metrics can be seen in Figure 2. Public feedback on these factors is important to the evaluation process.

61. Are certain metrics given more or less weight?

ODOT will consider the individual merits of each metric/resource and analyze the combined impacts for each concept overall.

62. Is the study more focused on local traffic or through traffic?

The study is not more focused on one type of road user or another. Rather, ODOT is concerned with the reliability of the road network for all users.

63. Will the study evaluate congestion throughout Delaware County?

Yes, the study will analyze congestion along U.S. 23 at several locations throughout the study area, as well as congestion along major alternate through routes such as U.S. 36/SR 37, U.S. 42, and SR 315.

64. Are there long-term detrimental effects if the No-Build is selected?

If the No-Build concept is selected, the existing congestion and safety issues on the U.S. 23 corridor will remain and would need to be addressed as part of future initiatives.

Purpose & Need	Potential Community Impacts	Potential Natural & Cultural Resources Impacts	Estimated Costs
Travel time between Waldo and I-270	Residential Displacements	Farmland	Construction Cost
Travel Time Reliability/Predictability	Commercial Displacements	Park & Recreational Impacts (Section 4(f)/6(f))	Right-of-Way
Safety - HSIP "hotspot" locations for through traffic	Noise Sensitive Areas	Streams & Wetlands	Utility Impacts
Road Segment Capacity	Flood Control Facilities	Endangered Species Habitat	
Intersection Level-of-Service (traffic operations)	Historic Sites	Archaeological Resources	
Consistency with Local Community Plans (land use, traffic mix)		Hazardous Materials	

Figure 2: Study Metrics

TRAFFIC & TECHNICAL DATA

65. Can technology be used to improve congestion in the corridor?

ODOT has installed dynamic message signs to indicate to drivers the fastest travel path at a given time. ODOT recently upgraded signals on U.S. 23 with technology to improve traffic flow and improve safety, and will continue to evaluate the corridor for other cost-effective technology upgrades that could benefit drivers.

66. Is the predicted increase in smart vehicle technology factored into the traffic volume forecasts?

Yes, smart vehicle technology is considered in the development of traffic volume forecasts, based on currently available information.

67. Could the SMART corridor initiative be expanded to this area?

If a concept is recommended for further study ODOT will consider many potential improvements as part of that concept, including incorporating SMART technology.

68. How would the proposed new freeway concepts affect traffic volumes on my local streets (County road, township road, city street, etc.)?

If a concept is recommended for further evaluation, additional traffic analysis would be conducted to better understand what impacts will occur to local roadways.

69. Would the proposed concepts with new routes (W1, W2, E1, E2, or E3) negatively impact I-71 or U.S. 33, which are already heavily traveled?

The western concepts (W1, W2) include any necessary upgrades to U.S. 33 to offset increased traffic volumes. The eastern concepts (E1, E2, E3) include any necessary upgrades to I-71 to offset increased traffic volumes.

70. Will the concepts reduce traffic on U.S. 23 south of Delaware?

All of the concepts with new routes will divert some through traffic away from the U.S. 23 corridor. While the greatest reduction in delays is likely to occur in and north of Delaware, there is expected to be some reduction in through traffic south of Delaware on U.S. 23. Additional information on the traffic impacts of each concept will be shared when the feasibility study is finalized in the coming weeks.

71. What reduction in travel times is expected with a free-flow connection?

Current data shows that drivers experience 5-10 minutes of delays during peak hours. This is expected to increase over time. Projections for future delays are being developed and will be shared when the feasibility study is finalized in the coming weeks.

72. How does ODOT determine the number/percentage of vehicles that would divert to a concept with a potential new route?

ODOT is using traffic forecasting models to project traffic volumes expected to use new routes to the east or west, as well as data showing current traffic origins and destinations.

73. What are the current traffic volumes on U.S. 23? Have they increased in recent years?

Traffic volumes on U.S. 23 vary throughout the study area (See Figure 3). There are approximately 30,000 vehicles per day at Waldo. Through the City of Delaware and southern Delaware County, traffic volumes range between 30,000-50,000 vehicles per day. In Franklin County near I-270, traffic volumes exceed 80,000 vehicles per day. Traffic volumes have increased in recent decades along U.S. 23 in Delaware County.

TRAFFIC & TECHNICAL DATA (CONTINUED)

74. How much truck traffic is on U.S. 23 in the study area? Has truck traffic increased on U.S. 23? Why?

Truck traffic varies along U.S. 23, with the northern portions of the study area seeing larger volumes of trucks. North of the City of Delaware, there are nearly 5,000 trucks per day. South of the City of Delaware, there are about 2,500 trucks per day. Truck traffic has increased on U.S. 23 due to Central Ohio's position as a freight and logistics hub.

75. How much of U.S. 23 traffic is passing through the study area, compared with local traffic?

The percentage of through traffic on U.S. 23 varies by location (See Figure 4). Through vehicles make up approximately 40% of all traffic in the northern portion of the study area and approximately 15% of all traffic in the southern portion of study area.

76. How much traffic would the eastern or western concepts divert from U.S. 23? Is it enough to make a difference?

The traffic that the eastern or western concepts would divert from U.S. 23 is currently being evaluated and will be shared when the feasibility study is finalized in the coming weeks.

77. Regarding traffic volume forecasts, how far into the future is this study looking?

The study is evaluating conditions, including traffic volume forecasts, for the year 2050.

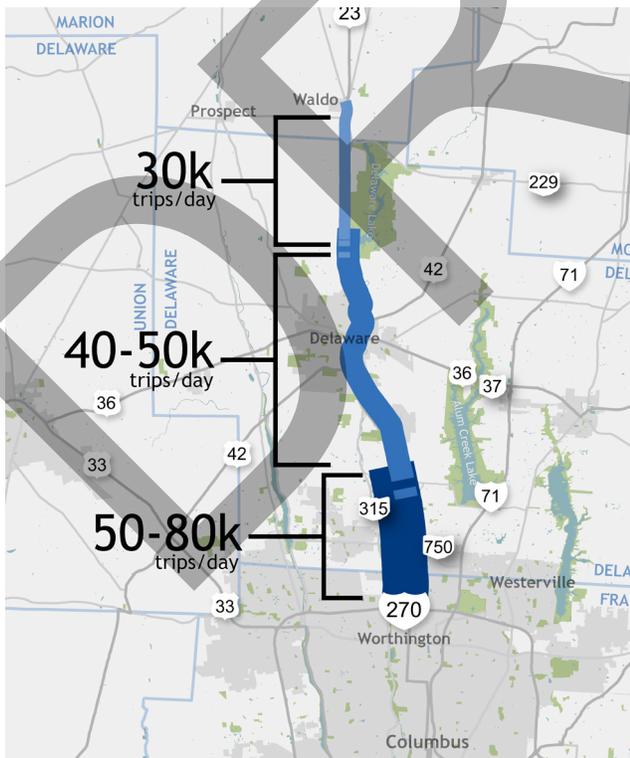


Figure 3: 2021 U.S. 23 Traffic Volumes

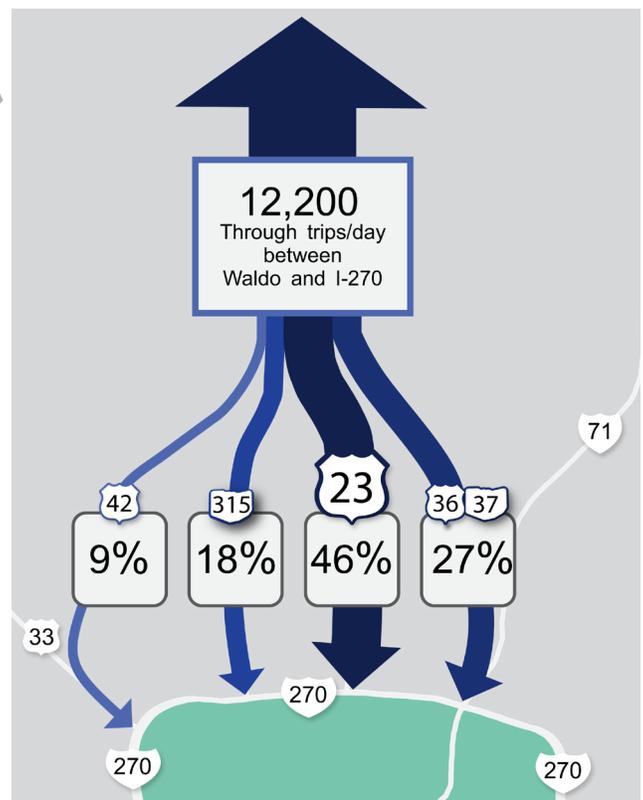


Figure 4: Percentage of Through Trips Between Waldo and I-270

TRAFFIC & TECHNICAL DATA (CONTINUED)

78. Won't adding capacity just result in induced demand, so that more traffic is accommodated and we end up right back where we started? How fast will traffic take up the new capacity?

Increased capacity often makes a route more attractive and increases traffic volume. However, the proposed concepts would create a free-flow connection, which is likely to decrease congestion and delays in the study area, even if traffic volumes increase.

79. Is the congestion on SR 61 taken into account in this study?

Traffic volumes and congestion on roadways in the Central Ohio area (including Delaware and Morrow Counties, such as SR 61) will be included in the analyses for this study.

80. Are the majority of drivers heading east or west once they connect with 270?

Based on current data of U.S. 23 through traffic in the study area, more traffic comes to/from the east on I-270 than to/from the west on I-270.

81. Are maps available of congestion and travel times?

Maps of congestion and travel times are shown in Figures 5 and 6, respectively.

82. Why did the public meeting slideshow only show AM peak hour travel times?

The study is evaluating travel times in both AM and PM peak hours. The AM peak hour travel times were shown in the presentation as a sample data set. Further travel time information will be shared when the feasibility study is finalized in the coming weeks.

MINUTES TO		INTERSTATE 270	
		FREEFLOW	AM PEAK
VIA	42 SOUTH	34min	38min
VIA	315 SOUTH	29min	41min
VIA	23 SOUTH	28min	38min
VIA	36/37 EAST	31min	37min

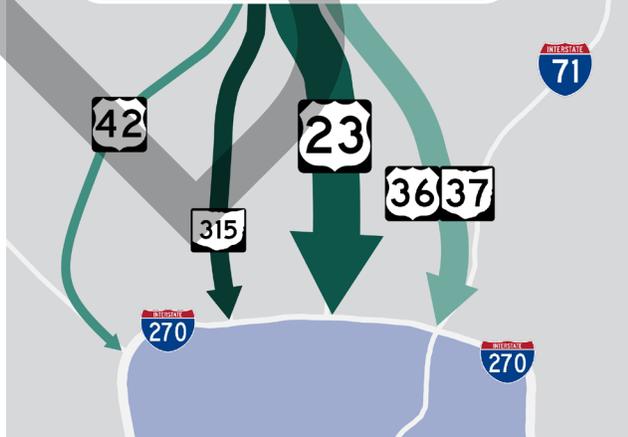


Figure 5: Existing (2019) AM Peak Hour Travel Times between Waldo & I-270

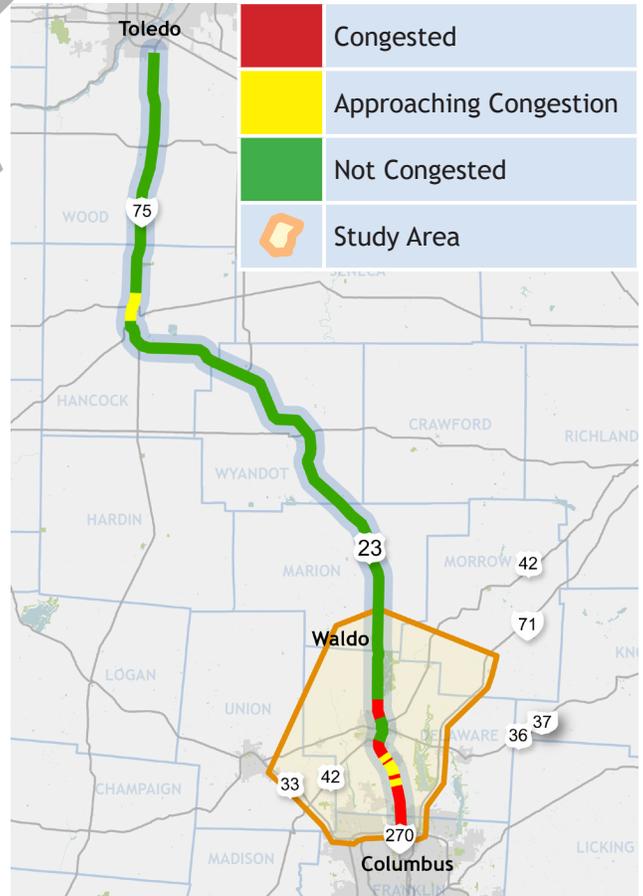


Figure 6: Existing Congestion in I-75/U.S. 23/SR 15 Corridor

ENVIRONMENTAL CONSIDERATIONS

83. How are farmland, natural resources, and historic sites being considered during the decision-making process?

Each concept is evaluated based on the sum of its resource impacts. Impacts to farmland, natural resources, and historic sites will be refined if a concept is advanced. No specific weight is given to each resource type. ODOT strives to avoid resource impacts, and impacts are minimized when unavoidable.

84. What steps are being taken to protect prime farmland?

ODOT recognizes that Central Ohio's farmland is a critical resource for residents and the statewide economy. Minimizing impacts to farmland will be considered in future environmental studies if a concept is advanced.

85. What steps are being taken to protect historic sites?

ODOT will consider any potential impacts to historic resources throughout the study development process. The study team will also work with local communities and interested parties to identify areas of concern and look for ways to avoid, minimize, or mitigate impacts to historic properties.

86. How are the potential impacts to farmland being calculated?

The amount of farmland potentially impacted by each concept is being compared to the amount impacted by the other concepts. For any concept that is advanced, ODOT will attempt to avoid or minimize impacts to farmland and farming operations.

87. What steps are being taken to protect the natural environment?

As concepts are developed, impacts to environmental features such as parklands, historic sites, farmland, waterways, endangered species, and other resources will be considered. The study team will also work with local communities and interested parties to identify areas of concern and look for ways to avoid, minimize, or mitigate impacts.

88. Does ODOT take into account the safety, operational (access/stormwater, etc.) and efficiency impacts to owners of farmland when it is split by limited access roadways?

Yes. When a new road or improved road directly impacts properties, ODOT is required to evaluate the impacts on a property-by-property basis to ensure that affected property owners retain full use of their land. An engineering analysis is performed to make sure that a transportation project does not have an adverse impact on drainage.

89. What steps are being taken to protect State Parks, County parks, and local parks?

ODOT recognizes that parks and recreational areas are vital community resources and minimizing impacts to these resources will be considered in future environmental studies if a concept is advanced.

90. Will an analysis be conducted per the USDA's Farmland Protection Policy Act?

Yes, the U.S. Department of Agriculture is a study stakeholder. Formal coordination with the U.S. Department of Agriculture will occur if a concept is advanced.

ENVIRONMENTAL CONSIDERATIONS (CONTINUED)

91. What steps are being taken to protect waterways like the Scioto River, Olentangy River, Little Walnut Creek, Mill Creek, and others?

ODOT recognizes that all waterways are vital and regulated resources covered by the federal Clean Water Act. Minimizing impacts to these resources will be considered in this study and any future environmental studies if a concept is advanced.

92. What steps are being taken to protect wildlife?

ODOT recognizes that some wildlife is covered by the Endangered Species Act. Minimizing impacts to endangered species will be considered in future environmental studies if a concept is advanced.

93. How would the proposed concepts affect floodplains and flood-prone areas?

ODOT recognizes that there are floodplains and flooding concerns in the study area. ODOT must avoid making flooding situations worse and ensures all projects are in compliance with National Flood Insurance Program (NFIP) requirements.

94. What steps are being taken to minimize impacts to local schools?

If a concept is recommended for further evaluation, ODOT would coordinate with local schools, police, fire, EMS and other community service providers in order to minimize impacts to local schools.

95. Are noise impacts considered as part of this study?

Traffic noise will be considered as the concepts are developed and evaluated. If noise impacts cannot be avoided, ODOT has a process for determining whether a location is eligible for noise walls/barriers. Even if noise barriers are warranted, further public involvement, including aesthetic considerations, plays a vital role in determining if and how the barriers are built.

96. Is light pollution a criteria being evaluated in this study?

The “swath” areas shown on the maps for each concept are broad in nature as they represent general connections ODOT is considering. If a concept is advanced, the potential changes in night-time light levels would be evaluated.

97. Will the study take into account reduced fuel usage and/or lower carbon emissions?

Any concept that improves congestion and travel time reliability would have a positive impact on air quality and carbon emissions. If a concept is advanced, the effects of the concepts on air quality of fuel consumption would be evaluated.

98. Are impacts during construction being considered?

Road construction can have numerous effects on the community, such as increased noise, and temporary road or lane closures. If a concept is advanced to construction ODOT would consider the impacts of construction on adjacent properties.

SAFETY

99. How will the proposed concepts improve safety?

The concepts for improvements will be evaluated on their potential for improving safety for all vehicles. Highly-congested roadways are typically associated with a higher number of crashes. Any concept that decreases congestion is expected to also improve safety. The concepts to be evaluated would provide free-flow movement for through traffic, with reduced conflict points and reduced potential for crashes, when compared with the existing stop-and-go U.S. 23 corridor with hundreds of driveways and intersections.

100. How would proposed concepts impact emergency response times?

Reducing congestion on U.S. 23 is expected to improve emergency response times. If a concept is advanced, emergency response times for specific locations will be evaluated.

101. How will intersections and traffic signals be made safer?

This study is evaluating the potential for a long-term concept for the U.S. 23 corridor and that concept may go beyond localized intersection improvements. However, regardless of the recommended long-term concept, ODOT and local partners will continue to monitor intersections for potential safety improvements. Several dozen locations on the existing corridor rank on ODOT's Highway Safety Improvement Program (HSIP), which identifies locations that have higher numbers of crashes than expected (see Figure 7). These locations will continue to be monitored, evaluated, and improved as necessary.

102. How does U.S. 23 compare to statewide safety and mobility goals?

Over 40 segments of this roadway are ranked in the top 500 HSIP Locations and therefore do not meet ODOT's safety and mobility goals (see Figure 7).

103. Would building a new freeway lead to increased crime?

ODOT does not have any data to indicate that any concept would have any effect on crime rates.

104. How is this study addressing speed limits and reckless driving?

This study is focused on improving safety by reducing congestion on U.S. 23 and other through routes. ODOT will continue to monitor its roadways regarding potential speed limit revisions. However, ODOT is not an enforcement agency. The Ohio State Highway Patrol and local law enforcement are responsible for enforcing traffic laws such as speeding and reckless driving.

105. Will warning signals be implemented to create a safer route?

ODOT policy is to not use "Prepare to Stop When Flashing" signs at signals, as data indicates that such signs do not reduce crashes and may encourage drivers to race to "beat the light". Additionally, modern traffic signal technology uses radar detection to strategically change the light from green to red during gaps in traffic whenever possible.

106. What signage improvements will be made to better inform drivers of necessary lane changes at the U.S. 23 and I-270 interchange?

Signage on the U.S. 23 southbound approach to I-270 was modified in 2021 to better serve traffic needs. The current study is looking at long-term concepts for the U.S. 23 corridor and regional traffic needs. ODOT's operations team consistently assesses operations within the interchange area to improve signal timing, upgrade signing, implement pavement markings, etc. This area will continue to be monitored to see if further changes are necessary to improve safety and/or operations.

SAFETY (CONTINUED)

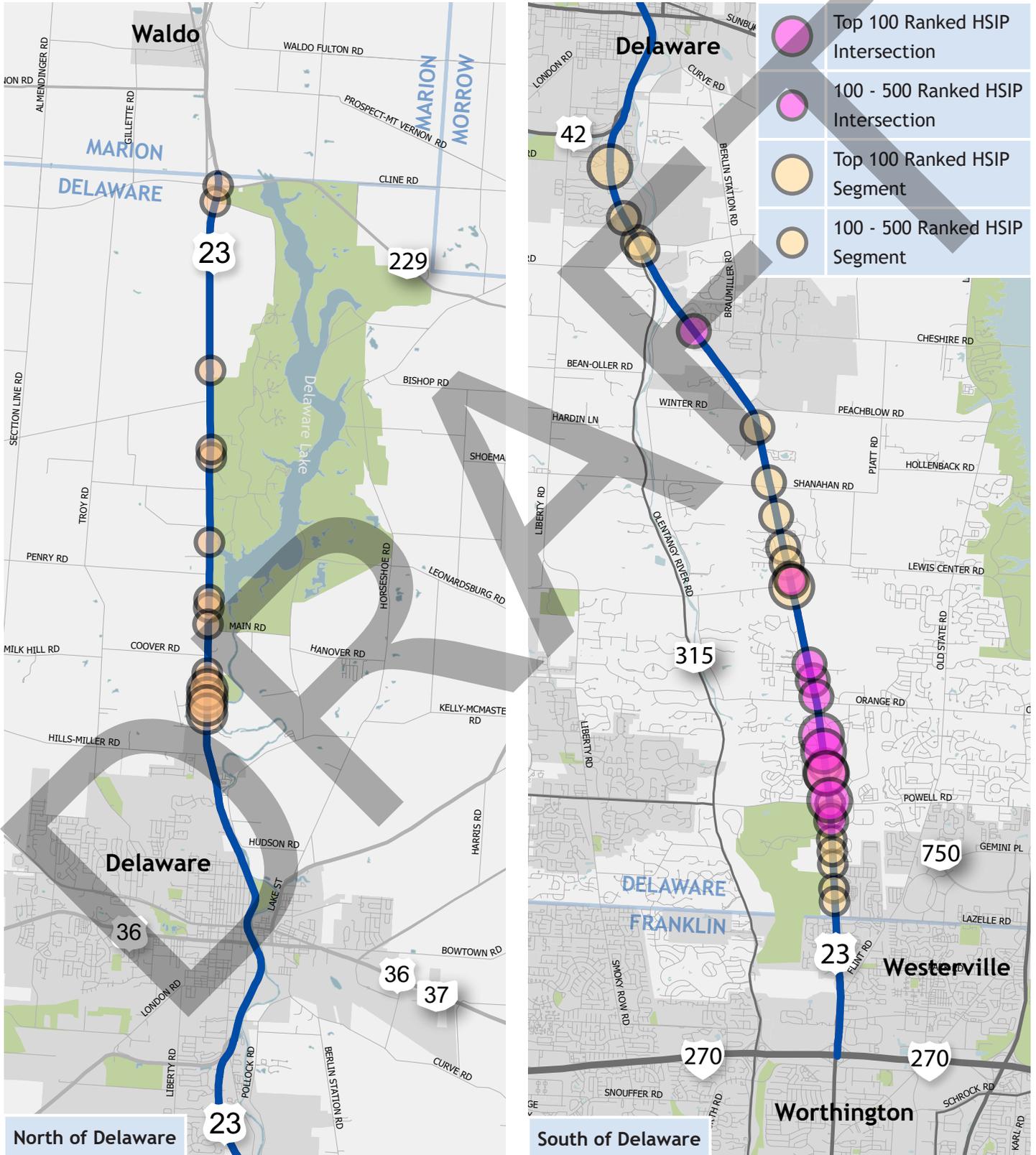


Figure 7: 2018 Highway Safety Improvement Program (HSIP) Priority Locations

COSTS & FUNDING

107. How much would each of the concepts cost?

Estimated costs will be provided for each of the concepts and shared when the feasibility study is finalized in the coming weeks.

108. Has funding been budgeted to construct the any of the proposed concepts?

Currently, only the planning study is funded. No funding has been budgeted for construction at this time.

109. Is tolling a possibility to pay for any of the proposed concepts?

Tolling is not being considered in this study.

PROPERTY ACQUISITION & RIGHT-OF-WAY

110. Which specific properties would be impacted with each concept? When and how will ODOT purchase homes, land, and businesses?

The areas shown on the maps for each concept are broad in nature as they represent general connections ODOT is considering. If a concept is chosen for further evaluation, property acquisition would not begin for many years. ODOT will follow all applicable laws and regulations regarding the determination of Fair Market Value for properties. Federal and State laws are in place to protect your rights during the acquisition process. ODOT has a detailed process when it buys property. Please visit the following webpage for further information on ODOT's property acquisition process: transportation.ohio.gov/working/publications/when-odot-needs-property

111. What effects would the proposed concepts have on home or land values?

The areas shown on the maps for each concept are broad in nature as they represent general connections ODOT is considering. If a concept is advanced, impacts on properties would be evaluated.

112. Would homeowners near a new freeway be compensated?

ODOT compensates property owners directly impacted by roadway improvements.

113. Would eminent domain be used to purchase land? How does it work and arrive at a purchase price?

If property acquisition is needed, ODOT will follow all applicable laws and regulations regarding the determination of Fair Market Value for properties. Federal and State laws are in place to protect your rights during the acquisition process. Please visit the following webpage for further information about ODOT's property acquisition process: transportation.ohio.gov/working/publications/when-odot-needs-property

OTHER MODES OF TRANSPORTATION

114. Is public transportation an option to reduce congestion?

Public transportation options can be beneficial in reducing the number of vehicles on the road. However, ODOT does not have the authority to implement public transportation. Portions of U.S. 23 already have bus service. The southern edge of the study area in Franklin County is serviced by the Central Ohio Transit Authority (COTA). Delaware County Transit (DCT) operates bus service along the U.S. 23 corridor south of the City of Delaware. It is not expected that traffic demand on U.S. 23 could be noticeably lessened via increased public transportation usage, in part due to the development pattern of the region.

115. Is light rail an option to reduce congestion?

While light rail is a worthwhile component of a growing regional transportation system, it does not address one of the major issues facing the corridor - a substantial increase in truck traffic and through trips. Because of the expense of building a light rail system, federal funding from the Federal Transit Authority (FTA) is required. To meet FTA funding requirements certain ridership thresholds must be met, which would require substantial population increases along the corridor.

116. How is pedestrian and bicycle travel being considered in this study?

Given the high number of vehicles, high speeds, and interchange ramps in the City of Delaware, most of U.S. 23 is not a desirable facility for bike lanes. Community plans in the study area show that bicycle traffic is being focused onto parallel north-south routes. For more information about regional efforts to create more walkable and bikeable communities, visit: morpc.org/program-service/bicycle-pedestrian

117. Could the proposed Hyperloop address congestion and safety on U.S. 23?

Due to the early stages of study for the proposed Hyperloop, including its potential alignment, it is too early to determine the impacts it could have on congestion and safety on U.S. 23.

118. Would a north-central Ohio intermodal facility help divert some of the truck traffic to existing rail corridors?

If a new intermodal facility were built, it would likely help to better facilitate the flow of goods throughout Ohio. However, ODOT is not aware of any planned intermodal facilities.

ECONOMIC DEVELOPMENT & LAND USE

119. What kind of economic impact is expected with the proposed concepts?

If a concept is advanced for further study, the economic impacts of that concept will be analyzed.

120. How can the region grow economically as a benefit from this study?

A well-functioning transportation network is important for the growth of the region and the state. Better accommodating traffic and shipping paths allows the region to build upon its strength as a distribution hub and the tens of thousands of jobs directly associated with this sector. Improving congestion and safety will promote economic development along the U.S. 23 corridor.

ECONOMIC DEVELOPMENT & LAND USE (CONTINUED)

121. How has the study accounted for planned development and growth in Delaware County?

The study has accounted for planned development and growth in Delaware County by using current and future land use and planning data from local and regional jurisdictions. Traffic forecasts are based on land use plans for 2050.

122. How much population growth is expected in the region and how will that affect U.S. 23?

The project team is using statewide and regional travel demand models. These models contain population, land use, and employment forecasts for the year 2050. Data on projected regional growth can be found on the Mid-Ohio Regional Planning Commission (MORPC) website here: morpc.org/tool-resource/estimates-projections. Figure 8 shows projected growth in Delaware County. Traffic along U.S. 23 is project to continue to increase regardless of any concept chosen for advancement.

123. Does the recent announcement of Intel's planned manufacturing facility in Licking County affect the Route 23 Connect study?

Intel's specific plans are not included in the study, however; it uses travel demand forecasts that include substantial growth in Licking County, including the portion of Licking County that contains the planned manufacturing facility.

124. Will the recent trend of remote working affect the results of the study?

Daily traffic volumes have nearly rebounded to pre-pandemic conditions, while truck volumes are exceeding pre-pandemic levels. For up-to-date information on Regional Traffic Analysis, visit the ODOT website here: transportation.ohio.gov/wps/portal/gov/odot/working/data-tools/resources/regional-traffic-analysis. As the study continues, traffic forecasts will be updated and further refined to reflect the future trends in traffic volume, including the effects of remote working.

125. What effects would the eastern and western concepts have on businesses that rely on U.S. 23 traffic?

It is too early in the study process to identify impacts on businesses that rely on a high volume of through traffic. If a concept is advanced, effects on businesses will be considered.

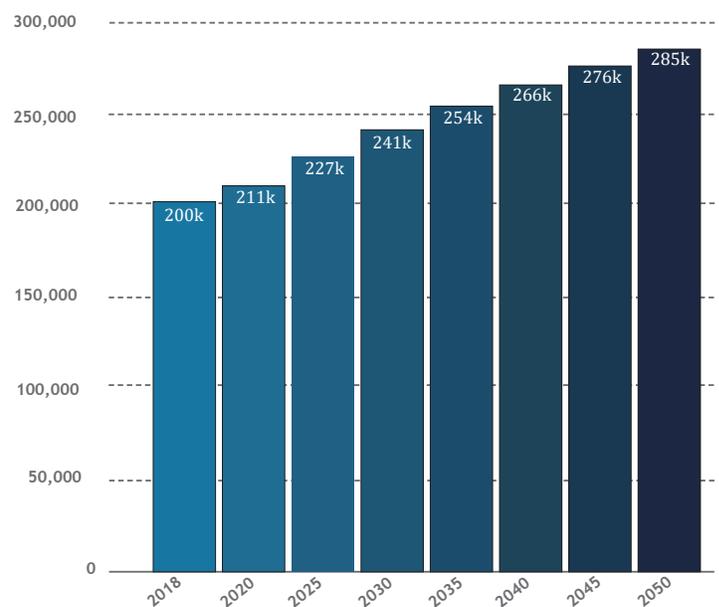


Figure 8: Delaware County Population Growth (MORPC)

ECONOMIC DEVELOPMENT & LAND USE *(CONTINUED)*

126. How would a new corridor affect tax revenues for the county?

The “swaths” for each concept are broad in nature as they represent general connections ODOT is considering. If a concept is advanced, impacts to tax revenues will be evaluated.

127. What impact would these concepts have on zoning and land use?

Local-level zoning and housing decisions will not be directed by this study, as these decisions are a function of local governments. Consistency with local planning documents is included in the evaluation of concepts.

128. Residents like the small-town feel of the study area. How will this be affected by this study?

Results of the public survey show that many users of U.S. 23 are already seeking other routes through the study area to avoid traffic along U.S. 23. Addressing congestion may reduce the need to seek other routes within the study area, allowing these routes to continue to retain lower levels of traffic volume and therefore their small-town feel.

EXISTING ROADWAY NETWORK & ODOT PROCEDURES

129. Why are there so many intersections and driveways along U.S. 23? Can ODOT close existing driveways or prevent new driveways from being built?

Many portions of U.S. 23 within the study area are not limited-access, therefore property owners have rights to access the roadway, which includes creating driveways and curb cuts along U.S. 23 for access. ODOT does not have the authority to close all existing private driveways and curb cuts in these areas. Other portions of U.S. 23 are already limited-access, which restricts new curb cuts and private driveways from being built in those areas.

130. Are private developers responsible for improving roadways when they build a new development?

Developers are responsible for mitigating or offsetting their impact to the roadway system. ODOT and local agencies (cities, villages, townships) have detailed processes that require developers to identify their traffic impacts prior to development. Offsetting impact can include turn lanes, new roadways, new signals, driveway upgrades, or other improvements.

131. Will the improvements on U.S. 36/SR 37 still be needed if one of the Route 23 Connect concepts are built?

This study assumes completion of all projects in the 2050 MORPC Transportation Plan (morpc.org/mtp2050), which includes the widening of “The Point” on US 36/ SR 37 on the east side of Delaware and improvements to the I-71/U.S. 36/SR 37 interchange, and more. Therefore this study does not impact the need for these improvements.

132. The U.S. 23 improvements at I-270 (North Side Mega Fix) were recently completed. Why are more improvements to U.S. 23 needed?

The North Side Mega Fix greatly improved traffic flow in the I-270/U.S. 23 interchange vicinity. Prior to that project, northbound traffic backups from U.S. 23 routinely extended onto I-270 and SR 315. The current Route 23 Connect study focuses on a broader area of U.S. 23 throughout all of Delaware County, and the need to create a free-flow connection between Toledo and Columbus.

EXISTING ROADWAY NETWORK & ODOT PROCEDURES (CONTINUED)

133. How can lanes be added to I-71 between Polaris Parkway and I-270? If that is needed, why did the recent work in the area not complete them?

Concepts containing new eastern routes (E1, E2, E3) may require additional lanes on I-71 to accommodate a larger traffic volume diverting from US 23 to I-71. The study will evaluate the costs and any impacts associated with added lanes on I-71 for the eastern concepts. Previous projects did not divert enough traffic to warrant the addition of more lanes on I-71. It was not cost-effective for ODOT to construct additional lanes on I-71 with previous projects, because these eastern concepts may not be advanced.

134. Will any laws be created to prohibit and/or allow certain lane usage based upon vehicle size and/or time of day?

State law does not allow for certain vehicle types (i.e. trucks) to be prohibited on state routes. This study is only assessing a long-term concept for the regional traffic needs of U.S. 23. ODOT is not pursuing the creation of additional motor vehicle laws to address those needs.

135. Can traffic signals be removed along U.S. 23? Could turn lanes be added to remove traffic from through lanes?

The existing traffic signals provide the primary means of access to/from the U.S. 23 corridor. Removing signals would require other improvements to provide access.

136. Has ODOT considered making U.S. 36/SR 37 limited access between the City of Delaware and adjacent cities (Sunbury, Marysville, Newark)?

The planned I-71/U.S. 36/SR 37 interchange improvements will help improve travel between Delaware and Sunbury. There are currently no plans for large-scale improvements to U.S. 36 west of Delaware or to SR 37 east of Sunbury.

137. Has ODOT considered widening U.S. 23 south of Columbus towards Chillicothe?

There have been past studies to improve U.S. 23 between Columbus and Chillicothe. Intersection improvements are the only improvements planned for U.S. 23 between Columbus and Chillicothe at this time.

138. Are there plans to extend Green Meadows Drive north?

Yes, according to the Delaware County Engineer's Office, a new section of Green Meadows Drive between Lewis Center Road and Home Road is planned for construction in 2022.

GENERAL COMMENTS

ODOT is appreciative of all those who have provided input as part of this study. A summary of general comments received is provided below.

- Multiple commenters stated that they see traffic congestion on U.S. 23 and improvements are needed.
- Multiple commenters stated that they feel unsafe when traveling U.S. 23 and improvements are needed.
- Multiple commenters stated that trucks are the safety problem on the corridor.
- Multiple commenters stated that traffic seeking alternate paths are using their neighborhood streets, making them unsafe and not residential.
- Multiple commenters stated that congestion and safety issues on U.S. 23 may not have reached current levels if it had been managed differently in previous decades.
- Multiple commenters supported the study due to the need to provide improved travel times from Northwest Ohio and outlying communities to major hospitals in Columbus.
- Multiple commenters from the Toledo region addressed the need for better connections to Central Ohio to enhance manufacturing and logistics within the state.
- Multiple commenters felt that new/expanded roadways would not solve traffic problems.
- Multiple commenters believe that new/expanded roadways have unacceptable environmental consequences.
- Multiple commenters stated that new/expanded roadways are a poor use of financial resources.
- Multiple commenters provided a wide variety of design suggestions (such as tunnels, truck lanes, elevated freeways) for Concept C1.
- Multiple commenters suggested specific routes or interchange locations for the proposed eastern routes (E1, E2, E3).
- Multiple commenters suggested specific routes or interchange locations for the proposed western routes (W1, W2).
- Multiple commenters suggested specific routes for new/upgraded roadways to bypass U.S. 23, including SR 4, SR 47, SR 229 between Waldo and Marengo, and others.
- Multiple commenters supported improvements to U.S. 23 outside of the study area (closing/modifying various intersections north of Waldo).
- Multiple commenters opposed all of the concepts that involve new routes.
- Multiple commenters stated that they do not want improvements on U.S. 23, and that a new route would be preferable.
- Multiple commenters would like U.S. 23 to be more of a local street than major freeway.
- Multiple commenters stated that doing nothing is not the solution.
- Multiple commenters stated that the focus should be on U.S. 23 to address both through and local traffic issues.
- Multiple commenters stated that they do not think there are any problems with the current corridors, especially travel times.
- Multiple commenters prefer the option with the least amount of impact to private and public land.
- Multiple commenters stated that it is critical to preserve and protect farmland.
- Multiple commenters believe Concept C1 will be the cheapest and most cost-effective concept.
- Multiple commenters at November-January public meetings stated that they wanted more information before making a decision about the concepts.
- Multiple commenters stated that they do not feel the proposed I-71/Big Walnut interchange is needed.
- Multiple commenters provided information regarding various development sites in the study area.

Route 23 Connect Public Comment Map Summary

PID 112768 | U.S. 23 Corridor Study



Highlights

- 572 total comments submitted between November 2022 and January 2023
- Segment 2 (area surrounding Orange Road and SR-750 [Powell Road]) most discussed with 102 comments
- Congestion most discussed theme (168 comments) followed by Safety Concerns (150 comments)

Overall Comment Themes for U.S. 23 Study Area

Congestion

- Major concern south of City of Delaware
- Too many traffic lights/traffic lights too close together
- Too many access points (entrances/exits) to U.S. 23
- Traffic signals do not seem coordinated
- Truck traffic adds to congestion

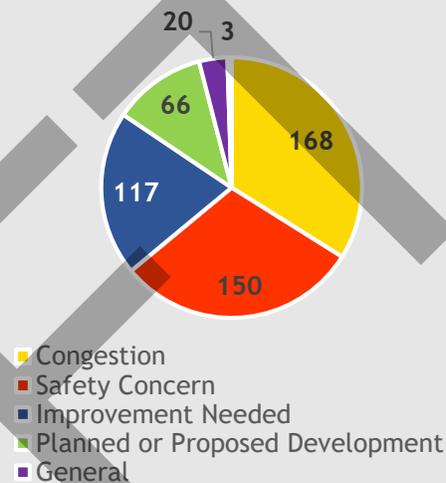
Safety Concerns

- Major safety concerns north of City of Delaware
- Speed limit is too high and not consistent
- Drivers do not follow traffic control devices (right-in/right-out, traffic signals, medians, speed limit)
- Visibility issues
- Dangerous intersections throughout corridor

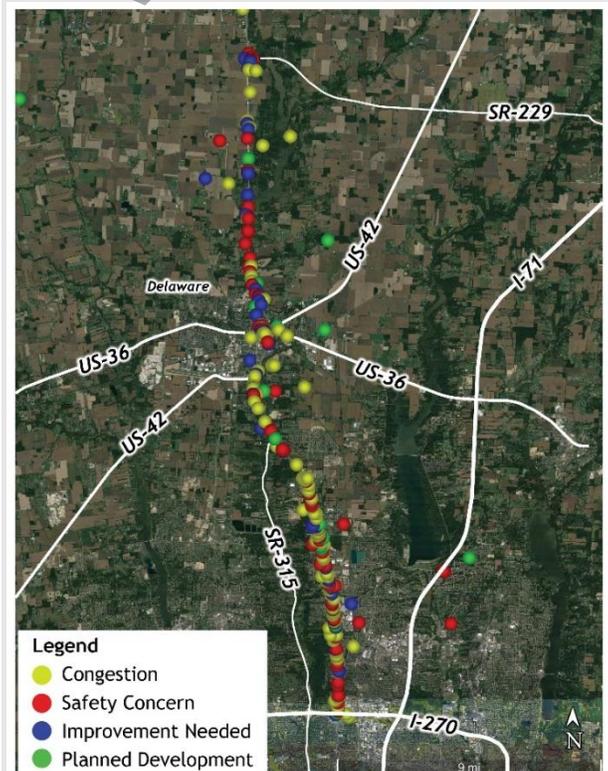
Improvements Needed

- Access management needed at intersections with U.S. 23 (limit or consolidate access/entry points from side roads to U.S. 23, right-in/right-out, overpass, interchange, remove left turn options, etc.)
- Use of frontage roads
- Potential re-routes or additional connections needed to alleviate U.S. 23 usage/traffic
- Improved traffic signal timing/coordination
- Pedestrian facilities for alternate modes of transportation needed around City of Delaware, trail connections, and park areas

Comment Distribution by Topic



Map Pin Overview – Entire Study



Route 23 Connect Public Comment Map Summary

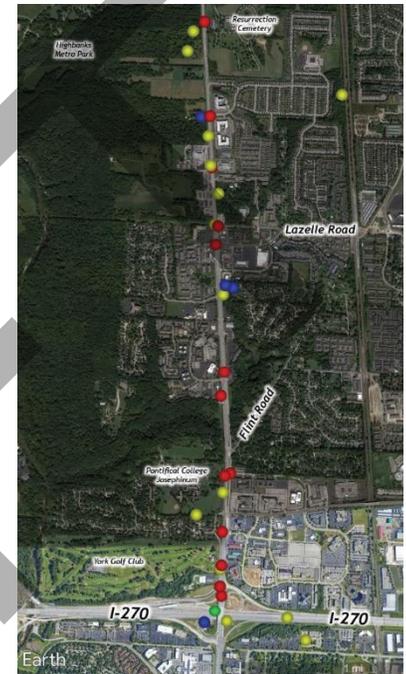
PID 112768 | U.S. 23 Corridor Study



Segment 1: I-270 to Olentangy Meadows Drive (45 Comments)

Top Themes

- **Congestion (Top Theme - 19 comments)**
 - Traffic needs to be directed away from/around U.S. 23/I-270 interchange
 - Too many traffic signals/traffic signals too close together
 - Too many access points (entrances/exits) to U.S. 23, left turn movements should be limited
- **Safety Concerns (16 comments)**
 - Lane/exit signage for southbound U.S. 23 towards I-270 is insufficient and diagonal arrows are confusing, causes people to switch lanes at the last minute, crashes
 - Traffic signal so close to I-270 off-ramp causes rear end crashes
- **Improvements Needed (8 comments)**
 - Better signage/pavement painting is needed on U.S. 23 southbound at I-270/SR 315/U.S. 23 interchange area
 - Add ramp directly from U.S. 23 northbound to I-270 E to avoid traffic from SR 315
 - Pedestrian improvements/facilities needed in area



Legend

- Congestion
- Improvement Needed
- Safety Concern
- Planned Development

Route 23 Connect Public Comment Map Summary

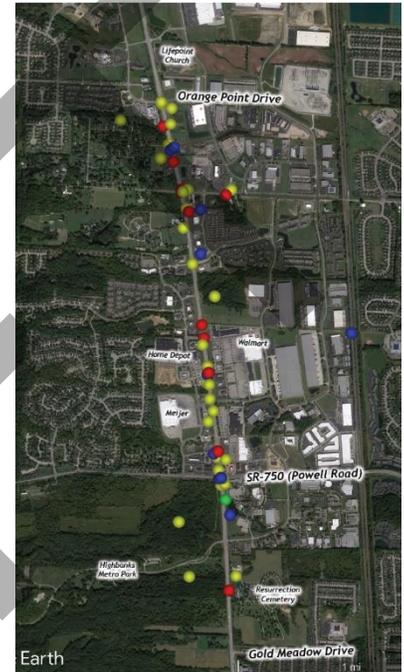
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Segment 2: Green Meadows Drive to Orange Road (102 Comments)

Top Themes

- **Congestion (Top Theme - 44 comments)**
 - Heavy congestion during peak hours
 - Too many traffic signals/traffic signals too close together
 - Too many access points (entrances/exits) to U.S. 23
 - Frontage roads/thru traffic bypass lanes needed
 - Traffic signal timing needs to be improved
- **Safety Concerns (24 comments)**
 - Lots of people running red lights
 - Speed limit too high
 - Light cycles too short, not enough buffer time between light changes
 - U.S. 23 roadway curvature at Orange Road causes visibility issues
- **Improvements Needed (20 comments)**
 - Frontage roads
 - Limit access/entry points to U.S. 23
 - Pedestrian accommodations



Legend

- Congestion
- Safety Concern
- Improvement Needed
- Planned Development

Route 23 Connect Public Comment Map Summary

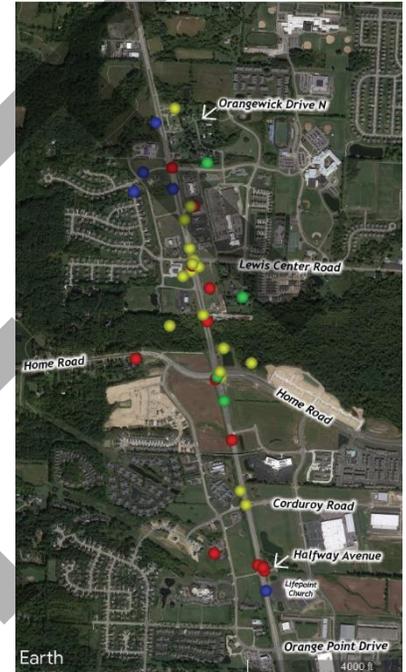
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Segment 3: Orange Point Drive to Olentangy Crossing (62 Comments)

Top Themes

- **Congestion (Top Theme - 25 comments)**
 - Heavy congestion during peak hours near Lewis Center Road and Home Road
 - Too many traffic signals/traffic signals too close together
 - Too many access points (entrances/exits) to U.S. 23
 - Semi-trucks slow traffic
- **Safety Concerns (16 comments)**
 - Too many drivers running red lights
 - Speed limit too high
 - Right-in/right-out not followed at Halfway Avenue, need to build up median to enforce
- **Improvements Needed (9 comments)**
 - Frontage roads
 - Limit access/entry points to U.S. 23
 - Pedestrian accommodations needed



Legend

- Congestion
- Safety Concern
- Improvement Needed
- Planned Development

DRAFT

Route 23 Connect Public Comment Map Summary

PID 112768 | U.S. 23 Corridor Study



Segment 4: Hyatts Road/Shanahan Road to Pollock Road (54 Comments)

Top Themes

- **Congestion (Top Theme - 20 comments)**
 - Heavy congestion at Glenn Parkway
 - Heavy congestion during peak hours
 - Too many traffic signals/traffic signals too close together
- **Safety Concern (12 comments)**
 - Drivers on U.S. 23 run red lights at Cheshire Road intersection creating very dangerous situation
 - Pollock Road intersection is dangerous (should have limited access/intersection improvements)
- **Improvements Needed (9 comments)**
 - Frontage roads
 - Light for left turn lane onto U.S. 23 southbound at Glenn Parkway needs to be longer, or additional left turn lane needed to allow more cars



Legend

- Congestion
- Safety Concern
- Improvement Needed
- Planned Development

Route 23 Connect Public Comment Map Summary

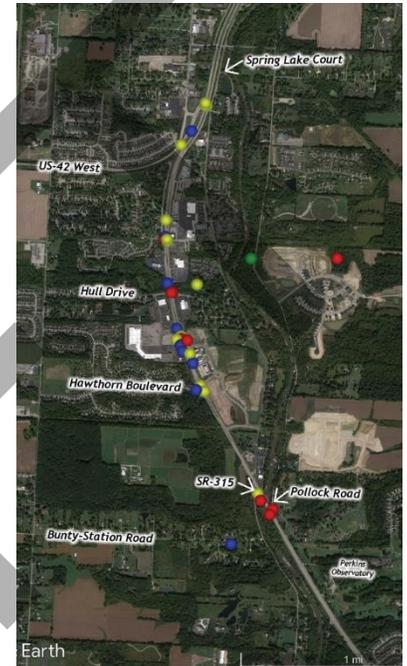
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Segment 5: SR 315 to U.S. 42 (45 Comments)

Top Themes

- **Congestion (Top Theme - 17 comments)**
 - Too many traffic signals/traffic signals too close together
 - Traffic signals do not seem coordinated
- Improvements Needed (13 comments)
 - Limit access/entry points to U.S. 23
 - Upgrade/re-work U.S. 42 and U.S. 23 intersection area
 - Frontage roads
- Safety Concerns (12 comments)
 - Left turn from Hull Drive onto U.S. 23 south is dangerous



Legend

- Congestion
- Improvement Needed
- Safety Concern
- Planned Development

DRAFT

Route 23 Connect Public Comment Map Summary

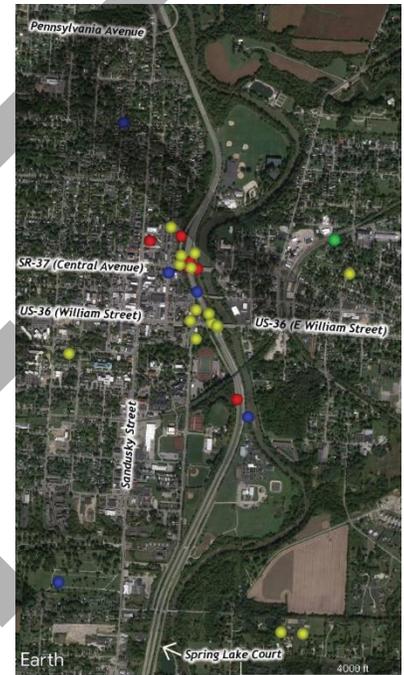
PID 112768 | U.S. 23 Corridor Study



City of Delaware: Between Segments 5 and 6 (49 Comments)

Top Themes

- **Congestion (Top Theme - 21 comments)**
 - U.S. 36 (William Street) area has severe congestion
 - SR 37 (Central Avenue) area has severe congestion
- Improvements Needed (15 comments)
 - Northbound on-ramp connection at SR 37 (William Street) and U.S. 23
 - Lighting and beautification needed under overpass to help connect downtown with the riverfront district
- Safety Concern (7 comments)
 - Prioritize and improve pedestrian and bike facilities at U.S. 23 and SR 37 (Central Avenue)



Legend

- Congestion
- Improvement Needed
- Safety Concern
- Planned Development

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Route 23 Connect Public Comment Map Summary

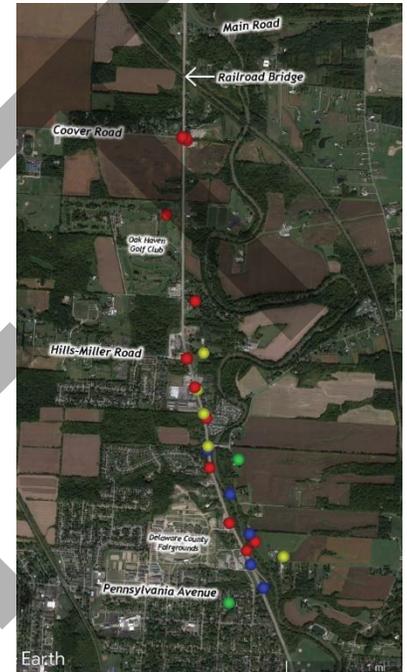
PID 112768 | U.S. 23 Corridor Study



Segment 6: Pennsylvania Avenue to Coover Road (59 Comments)

Top Themes

- **Safety Concerns (Top Theme - 27 comments)**
 - Intersection of U.S. 23 and Coover Road
 - Overgrown trees cause poor visibility on Coover road looking at southbound U.S. 23 traffic
 - Heavy usage by Buckeye Valley students and busses at peak times, new drivers navigating intersection
 - Intersection of U.S. 23 and Hills-Miller Road is dangerous
 - Too many access points (entrances/exits) to U.S. 23
- **Congestion (10 comments)**
 - Too many traffic signals/traffic signals too close together
 - Access out of Shroyer's Mobile Homes to U.S. 23 southbound difficult
- **Improvements Needed (13 comments)**
 - Frontage roads
 - Limit access/entry points to U.S. 23 and across U.S. 23
 - Pedestrian and cyclist accommodations needed to connect to nearby parks and trails



Legend

- Congestion
- Improvement Needed
- Safety Concern
- Planned Development

Route 23 Connect Public Comment Map Summary

PID 112768 | U.S. 23 Corridor Study



Segment 7: Main Road to SR 229 (65 Comments)

Top Themes

- **Safety Concerns (Top Theme - 36 comments)**
 - U.S. 23 and SR 229 is dangerous
 - Left turns from Main Road to southbound on U.S. 23 are dangerous, railroad bridge causes visibility issues
 - Turning right out of Delaware State Park to merge onto northbound U.S. 23 is dangerous
- **Improvements Needed (15 comments)**
 - Interchange needed at U.S. 23 and SR 229
 - Delaware State Park entrance intersection needs improvement
 - Traffic signal timing/coordination
- **Congestion (12 comments)**
 - Too many traffic signals/traffic signals too close together
 - Traffic signals do not seem to be coordinated
 - Test pavement area should be opened to traffic to ease congestion



Legend

- Congestion
- Safety Concern
- Improvement Needed
- Planned Development

DRAFT



ODOT would like to thank all participants who submitted over 600 comments during this round of engagement, which included four in-person public meetings and two virtual public meetings conducted in November 2023. Individuals were able to attend the meetings and provided feedback for 30 days via the public survey, study website, email, phone, and verbally at virtual and in-person public meetings.

This document provides responses to questions, as well as a general summary of comments received. Due to the number of questions and comments received, this document is organized by the topics below.

Note that some questions have been asked and answered in previous study documents and may have updated answers in this document.

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STUDY BACKGROUND & PURPOSE

1. What is the study area and what portion/length of U.S. 23 is included?

The study area, shown below in Figure 1, includes approximately 23 miles of U.S. 23 from Waldo in Marion County to I-270 in Franklin County, as well as portions of Delaware and Franklin counties.

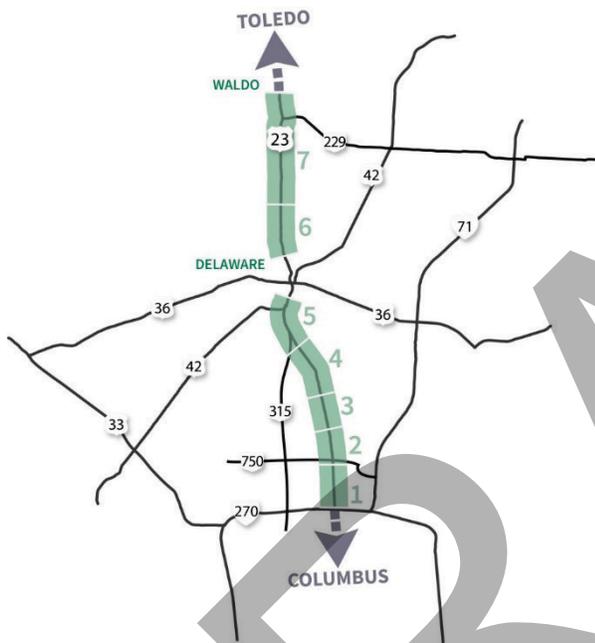


Figure 1: Study Area

2. Why was Waldo chosen as the northern limit of the study area?

Waldo was chosen as the northern limit of the study area because SR 229 near Waldo is the northernmost signal on U.S. 23. Traffic on U.S. 23 is free-flow north of this point, with no signals or stop signs to slow through traffic.

3. What about the rest of the U.S. 23 corridor north of Waldo?

North of Waldo, the U.S. 23/SR 15 corridor is free-flow, with no signals or stop signs for through traffic. In recent years, ODOT has removed several intersections and median breaks north of Waldo, replacing them with interchanges, overpasses, or raised median barriers. Other remaining intersection locations are either under design or being evaluated for potential improvements.

4. Why is the project area split up into different segments?

The project area is split into seven different segments (see Figure 1) to consider local context and community needs when planning for corridor improvements.

5. Why is the study needed?

U.S. 23 already has 30% more traffic than the roadway was designed to accommodate, leading to increased congestion, unpredictable travel times, bottlenecks, and higher crash rates. This study will also support Central Ohio as a national logistics hub by strengthening connection and access to northwest Ohio, Michigan, and Canada.

6. What is this study looking at?

The Route 23 Connect Study focuses on improvements along the U.S. 23 corridor between I-270 and Waldo. The study will inform an action plan which will identify specific new project concepts that can be advanced. These new project concepts will range in size and scope.



STUDY BACKGROUND & PURPOSE *(Continued)*

7. What planned improvements are included in the traffic projections and concept analysis?

The study assumes completion of all projects in the 2050 MORPC Metropolitan Transportation Plan (morpc.org/mtp2050).

This includes improvements to the I-71/U.S. 36/SR 37 interchange, a new I-71/Big Walnut Interchange, widening of U.S. 36/SR 37 on the east side of Delaware, Home Road extension to Lewis Center Road, and many more projects.

8. Is the proposed I-71/Big Walnut Road interchange factored into this study?

Yes, the study factors in the construction of the proposed I-71/Big Walnut interchange, as well as all projects included in the 2050 MORPC Metropolitan Transportation Plan (morpc.org/mtp2050).

9. What are the concepts being proposed for each segment? Where can I find more information?

Guided by community input and project goals, different preliminary concepts were developed for the seven segments to enhance safety and ease congestion. The preliminary concepts range from small changes to improve existing intersection conditions, to larger changes that would create a more freeway-like condition. The preliminary concepts developed for the segments can be viewed and downloaded at: publicinput.com/23connect

10. Wasn't there already a study on U.S. 23? What happened to the Columbus-to-Toledo bypass?

Route 23 Connect previously studied the feasibility of creating a fully free-flow connection between Waldo and I-270. However, the Preliminary Feasibility Study showed there was no feasible concept to provide a freeway connection between I-270 and Waldo due to high costs and impacts. The current study is focused on making improvements to the existing U.S. 23 corridor.

11. Can alternate bypass options be explored despite abandoning the previous location?

Additional bypass options are not being explored in this study. The current study is focused on making improvements to the existing U.S. 23 corridor.

12. How will this be different than studies that came before that didn't result in long lasting impacts?

Unlike prior studies, the current Route 23 Connect study is focused on a smaller area and will consider the recent substantial changes in Central Ohio's growth due to economic development, transportation trends, and the trucking industry. Unlike earlier studies, this study concentrates solely on enhancing the existing U.S. 23 corridor without proposing new freeway alignments.



STUDY BACKGROUND & PURPOSE *(Continued)*

13. How can my organization or myself get more involved in the study?

ODOT encourages citizen participation in this study. Any interested individual or organization is encouraged to subscribe to the study website, which will put you on our email list. To subscribe, visit the study website here: publicinput.com/23connect. You may also subscribe to other ODOT updates by scrolling to the bottom of ODOT's website here: transportation.ohio.gov

14. Will there be additional surveys and opportunities to provide comments?

Information regarding the next steps will be released in Summer 2024. To ensure you are on our email list to be notified, please subscribe to our website by visiting publicinput.com/23connect.

STUDY PROCESS

15. What is the overall schedule for the rest of the process?

Based on preliminary technical data and feedback received from public involvement, the preliminary concepts for each segment will be further refined and studied. Another round of public meetings will occur in Fall 2024, when technical studies are complete, and the results of the technical analyses will be shared for each segment.

16. Have concepts been selected for each segment?

No, the preliminary concepts have not yet been selected. ODOT and their consultant team will be conducting technical studies (safety, traffic operations/delay, costs, environmental impacts, etc.) on the concepts. Feedback from past and future public meetings will be included in the decision-making process along with the technical data.

17. Will the concepts be voted on by the public?

There will not be a tally of votes to determine a concept to advance or eliminate. However, ODOT wants to gather public feedback on each concept. This feedback is an important part of the decision-making process.

18. Will the same Concept (A, B, C, or D) be selected for all segments?

No, each segment is independent of other segments. Different concepts may be recommended at separate locations on U.S. 23. Additionally, portions of multiple concepts within a segment may be combined for a recommended concept.



STUDY PROCESS *(Continued)*

19. What stakeholders have been involved and provided feedback?

Stakeholders for the study include all municipalities and Townships along U.S. 23, representatives from nearby planning and economic development agencies, emergency services, and other interested parties in Delaware, Franklin, and Marion Counties. Stakeholders were invited to two stakeholder meeting open houses in November 2023. Many stakeholder groups provided feedback at the meeting and during the public comment period.

20. Why weren't public meeting notifications sent out via U.S. Mail?

The study is in a very early and preliminary phase; therefore, public meeting notifications were not sent out via U.S. mail. The public was notified of the meetings via email from ODOT, targeted advertisements on the NextDoor app, signage posted along the corridor, radio advertisements and other various community channels.

21. Are additional public meetings planned, perhaps specific to each segment?

Additional public involvement is planned to continue to collect public feedback on the concepts. ODOT anticipates the next round of public meetings will be announced in Summer 2024, with the meetings occurring in Fall 2024. This will coincide with when technical studies will be completed, and the results of the technical analyses will be shared for each segment at the meetings.

22. Will estimated costs and construction year be presented during future public involvement?

Estimated costs for the concepts will be developed and provided at the public meetings in Fall 2024. Construction year will likely not be known until specific projects are advanced into project development.

23. I know someone that submitted comments during the public comment period and did not receive a response, why is that?

Typically, for a study of this size, comments are documented, organized, and summarized so that the project team can adequately respond to all comments in an efficient manner. These comment response documents will continue to be posted to the project website.

24. Is this public comment period just a formality?

No. The feedback received during the public comment period genuinely matters. Comments and public feedback are important in our decision-making process. Each comment is carefully reviewed and considered as it provides invaluable insights to help shape and refine the preliminary concepts. Your input prompts discussions and often leads to real changes in the approach and recommendations.



IMPLEMENTATION

25. What is the plan to implement the concepts?

Based on public feedback and results from the technical data, this study (to be complete in late 2024) will include an action plan to identify specific projects which can be advanced into project development. Once specific projects have been identified, ODOT must conduct additional technical studies, environmental reviews, public involvement, develop plans, and obtain funding to move the project into construction.

26. Are there set budgets and timelines for constructing recommended concepts?

Since we are early in the study phase, there are no set budgets or timelines for construction. Before ODOT can consider construction, ODOT must conduct environmental studies, develop plans, and obtain funding for the individual projects that are recommended by this study. Each of these items typically takes multiple years for a study of this scale. The exact timeline will depend on which concepts are advanced from this study.

ODOT has obtained funding for more detailed studies of improvements at the SR 229 and Coover Road intersections.

27. What short-term fixes or improvements have been implemented, and are there plans for more?

ODOT is constantly reviewing how signal timing can be improved in the corridor and what technology can be used to help. ODOT has also received funding to complete more detailed studies on two key intersections in Segment 6 and 7 – Coover Road and SR 229. Those intersections are currently being studied to improve safety. ODOT will continue to pursue funding solutions for improvements throughout the corridor.

28. Can improvements be phased—for instance, starting with Concept C while allowing future upgrades to Concepts A or B?

Yes, the goal of this study is to identify improvements that can be implemented in the short-term and long-term. The study will prioritize improvements. At some locations, this could include identifying immediate enhancements while leaving room for additional improvements in the future.

29. How will the concepts be prioritized?

Concepts will be prioritized based upon a variety of factors, such as:

- Transportation benefits (safety, travel time, etc.)
- Community impacts
- Cultural and natural resource impacts
- Construction and right-of-way costs
- Public feedback
- Available funding



TRAFFIC DATA

30. Are traffic volumes and congestion being analyzed to inform the study's future recommendations?

Each concept will be analyzed for its ability to improve traffic flow/congestion. Traffic operations will be considered for both US 23 through and local traffic. These results will be provided at the next round of public meetings in Fall 2024.

31. How much of the total corridor traffic is through vehicles?

The percentage of through traffic on U.S. 23 varies by location. Through vehicles make up approximately 40% of all traffic in the northern portion of the study area and approximately 15% of all traffic in the southern portion of study area.

32. What are the rush hour times, and were these times factored into the concepts?

Rush hour times are generally considered those times when traffic volumes peak - typically around morning and evening commutes. Rush hour peaks were considered in the initial concepts; however, adjustments to concepts are expected. Traffic analyses will continue to ensure optimal performance and avoid low levels of service during these times.

33. Which segments experience the heaviest traffic congestion?

The City of Delaware and south of Delaware to I-270 experience the heaviest traffic congestion. Drivers in Segment 2 (Green Meadows Dr. to Orange Rd.) are predicted to experience the most delay in future years, followed by Segments 3,1, and 6.

34. Will improving U.S. 23 attract more traffic, negating the improvements we're trying to make?

Increased capacity often makes a route more attractive and increases traffic volume. However, the proposed concepts will be designed for additional traffic to divert from other routes. Thus, the concepts are still likely to decrease congestion and delays in the study area, even if traffic volumes increase.

35. Will rapid growth eventually overwhelm completed improvements, leading to the same issues?

The study has accounted for planned development and growth in Delaware County by using current and future land use and planning data from local and regional jurisdictions. Traffic forecasts are based on land use plans for 2050.

36. Do the study and improvements account for future traffic and populations?

Yes, the study is utilizing traffic volume forecasts and statewide and regional travel demand models for the year 2050. These models contain traffic, population, land use, and employment forecasts for the year 2050. Data on projected regional growth can be found on the Mid-Ohio Regional Planning Commission (MORPC) website here: morpc.org/tool-resource/estimates-projections.



CORRIDOR TRAFFIC MANAGEMENT

37. Can all segments be widened to three lanes in each direction?

In some areas, it might not be essential for improved traffic flow or safety. Many concepts that remove traffic signals are expected to improve traffic operations sufficiently that an additional through lane on U.S. 23 is not needed. The study team will continue to evaluate the need for potential widening in all areas on U.S. 23.

38. Have improvements to other routes between Columbus and Toledo (I-75, U.S. 33, U.S. 68/SR 31, etc.) been considered?

Several other routes between Columbus and Toledo were considered for improvements before this study. However, data shows that travel demand is much higher along U.S. 23. Additionally, other routes would have a longer travel distance between Toledo and Columbus and/or are not free-flow, such as U.S. 68/SR 31 and U.S. 33 west of Bellefontaine.

39. Can additional north-south routes be created to relieve some congestion from U.S. 23?

A system of frontage roads or backage roads - roads running parallel to U.S. 23, either in front of or behind development - can be used to help congestion and safety on U.S. 23. Some locations already have a parallel road system established. The use of frontage/backage parallel routes is expected continue to be a long-term strategy to improve congestion along U.S. 23.

40. If U.S. 23 access is limited, are side streets ready for increased traffic? Who ensures the side streets will operate acceptably?

A crucial element of this study is considering the impact that diverted traffic would have on feeder or side streets. For concepts where traffic on adjacent streets is expected to increase beyond their current capacity, necessary upgrades will be included in the overall cost of the concept. If such a concept advances to construction, the ODOT project would include the necessary upgrades to adjacent local streets. However, the local agency (city, county, or township) would likely continue to provide future maintenance on those streets.

41. Are the proposed improvements expected to increase travel times for local east-west traffic?

Impacts to east-west travel time impacts will vary depending on the particular improvement. Although certain access points on U.S. 23 will be reduced or altered, essential east/west connections will be preserved where needed. This balance aims to improve traffic while ensuring vital connections for the community's convenience and safety.



CORRIDOR TRAFFIC MANAGEMENT *(Continued)*

42. How will the east/west connections be maintained despite reducing intersections and access points on U.S. 23?

Enhancing traffic flow involves optimizing access points while preserving essential east/west connections. Although certain access points on U.S. 23 will be reduced, ODOT is committed to maintaining connectivity through strategic measures like interchanges, overpasses, and RCUTs (Restricted Crossing U-Turns) with right-in-right-outs. This balance aims to improve traffic flow while ensuring vital connections for the community's convenience and safety.

43. Can ODOT install traffic cameras north of Cheshire Road, near SR 315, and north of Delaware near Waldo to help manage traffic flow?

The traffic cameras from SR 315 to Hills-Miller Road are maintained by the City of Delaware and may not be accessible by ODOT's system. However, ODOT has made note of this and will investigate further.

44. Will any laws be created to prohibit and/or allow certain lane usage based upon vehicle size and/or time-of-day?

State law does not allow for certain vehicle types (i.e., trucks) to be prohibited on state routes. This study is only assessing a long-term concept for the regional traffic needs of U.S. 23. ODOT is not pursuing the creation of additional motor vehicle laws to address those needs.

45. Could U.S. 23 become a toll road to discourage usage and alleviate congestion?

Tolling is not being considered in this study.

46. Are RCUTs effective in managing traffic, particularly in high-speed or high-volume areas?

Yes, RCUTs (Restricted Crossing U-Turns) effectively manage traffic in high-speed and high-volume zones by reducing conflict points and enhancing safety. Studies show their efficiency in improving traffic flow while minimizing delays. More information on how RCUTs function in high-speed and high-volume areas can be found here:

www.safety.fhwa.dot.gov/intersection/rltci/

47. Have "Texas U-turn/turnaround" options been considered for this area?

A Texas turnaround, also known as a Texas U-turn, is a type of intersection or interchange design that allows drivers to make a U-turn in advance of the cross street. These are typically used in locations where there are one-way frontage roads alongside the main corridor and usually require bridges. One-way frontage roads are not being considered at this time (except for the existing frontage roads in Segment 7), therefore Texas U-turns have not been considered.



SAFETY

- 48. How will the proposed concepts improve safety?**
The study will evaluate each concept for its potential to improve safety on U.S. 23. Each of the concepts are expected to improve safety by reducing the number of vehicle conflict points and reducing congestion. Many of the improvements proposed in the concepts, such as overpasses and RCUTs, are proven effective safety measures. Information on the safety performance of each concept will be available at the next round of public meetings.
- 49. Which segments face the most significant safety challenges?**
All of the segments on U.S. 23 have multiple locations that rank on ODOT's Highway Safety Improvement Program (HSIP), which identifies locations with higher numbers of crashes than expected. According to the study's preliminary segment assessment, Segment 1 (I-270 to Olentangy Meadows Drive) had the greatest number of serious crashes in the past three years. Segment 5 had the second-most serious crashes.
- 50. Can the speed limit be lowered/made consistent through the corridor?**
This study is focused on improving safety by reducing congestion on U.S. 23. ODOT will continue to monitor its roadways regarding potential speed limit revisions. However, ODOT is not an enforcement agency. The Ohio State Highway Patrol and local law enforcement are responsible for enforcing traffic laws such as speeding and reckless driving.
- 51. Regarding enforcement, what measures can be taken to enhance compliance with traffic rules on U.S. 23?**
The Ohio State Highway Patrol and local law enforcement are responsible for enforcing traffic laws such as speeding and reckless driving. Citizens can contact law enforcement to share concerns.
- 52. How will emergency services be affected if access to specific areas is removed?**
Although direct access to U.S. 23 may be limited in certain areas, reducing congestion on U.S. 23 is expected to improve emergency response times. If a concept is advanced, emergency response times for specific locations will be evaluated and design changes (such as traversable medians) may be incorporated. Continued coordination with emergency services will be maintained through this study and any future design work.
- 53. How are U.S. 23 traffic signals activated—by timers or sensors? Can they be switched to timers for smoother flow?**
The traffic lights on U.S. 23 are coordinated and have been retimed multiple instances in recent years. The implementation of newer technology allows the traffic timing to adapt to the real-time traffic flow that is on U.S. 23. The current mix of both timing and sensors allows for the best optimization of traffic flow.



SAFETY *(Continued)*

54. Can traffic signal adjustments include longer buffer times or improved signage?

ODOT continually tries to improve signal timing for the U.S. 23 corridor. ODOT policy is to not use “Prepare to Stop When Flashing” signs at signals, as data indicates that such signs do not reduce crashes and may encourage drivers to race to “beat the light”.

55. Can medians have barriers or grass strips to prevent unauthorized left turns?

Yes, many of the concepts show a raised median along the entirety of U.S. 23 so that left turns are only allowed at designated spots where there is a break in the median (i.e., a U-turn or signalized intersection).

56. Will a more high-speed, freeway-like design compromise safety for drivers?

Limiting access on a roadway enhances safety by reducing conflict points and risky maneuvers. Freeways with controlled access and fewer entry/exit points minimize abrupt lane changes and potential collisions. Studies show that streamlining access results in safer, smoother traffic flow, reducing crashes caused by unpredictable movements on high-speed roads.

57. Will improvements include LED lighting in the median like I-270?

ODOT is adopting LED lighting as the standard for interstate upgrades. As the need arises for street light enhancements on U.S. 23, LED lighting will be evaluated for potential implementation.

58. Can vertical blinders be built on top of median barriers to block headlight glare from trucks and SUVs?

ODOT appreciates suggestions for safety improvements. Once concepts are moved into a design phase, these details will be explored further.



ENVIRONMENTAL CONSIDERATIONS

59. Will a comprehensive environmental analysis be performed to evaluate the consequences of these improvements?

Yes, as part of the on-going analysis, each concept will be evaluated based on their potential impacts to the various resources (such as parklands, historic sites, farmland, waterways, endangered species, and other resources) that may occur within the concept footprint. ODOT strives to avoid resource impacts, and impacts are minimized when unavoidable. Once a concept is identified to move forward into design, more detailed analyses will be performed to minimize impacts.

60. Are noise and air quality assessments being conducted for the recommendations?

Traffic noise and air impacts will be considered as the concepts are developed and evaluated. If noise impacts cannot be avoided, ODOT has a process for determining whether a location is eligible for noise walls/barriers. Even if noise barriers are warranted, further public involvement, including aesthetic considerations, plays a vital role in determining if and how the barriers are built. Concepts will also be evaluated for air quality impacts and will follow ODOT's process to determine if mitigation is warranted.

61. What steps are being taken to protect historic sites?

ODOT will thoroughly assess potential impacts on historic resources during concept evaluation. Collaborating with local communities and stakeholders, we will pinpoint concerns and strategize ways to prevent, reduce, or offset impacts on historic properties. Projects progressing from these concepts and seeking federal funding must adhere to Section 106 of the National Historic Preservation Act (NHPA) regulations.

62. Will there be an incorporation of sustainable treatments such as pollinator habitats, bioswale medians, vegetative buffers, or wildlife crossing bridges?

ODOT has many pollinator habitats around Ohio and supports their inclusion where feasible. Wildlife crossing bridges have also been installed in more rural areas where endangered species habitat is present. Sustainable treatments may be considered as concepts are moved into a design phase; however, it is too early to be considered at this time in the study.



PROPERTY ACQUISITION AND RIGHT-OF-WAY

63. When would property owners be notified about impacts from proposed construction? What is ODOT's procedure for acquiring homes and properties needed for projects?

The concepts being studied are broad in nature as they represent general connections and access options that ODOT is considering. If a concept is chosen for further evaluation, property acquisition would not begin for several years as the concept moves into design phases. ODOT will follow all applicable laws and regulations regarding the determination of Fair Market Value for properties. Federal and State laws are in place to protect your rights during the acquisition process. ODOT has a detailed process when it buys property. Please visit the following webpage for further information:

transportation.ohio.gov/working/publications/when-odotneeds-property

64. Can the required land for these concepts be purchased by ODOT in advance of further development?

ODOT acquires land only when justified by a transportation improvement project and when impacts are unavoidable. ODOT will coordinate the needs with all of the locals to help ensure future development is offset and possibly donate right-of-way to the county/city for improving this corridor.

65. The buildings and other items on the concept drawings are not to scale. How can we provide comments if we don't know what the property impacts are?

At this point in the process, the concepts and maps are general in nature as they represent a variety of different access options that ODOT is considering. Once a concept is selected, additional analysis will be performed to evaluate different configurations and impacts. There will be many more opportunities to provide feedback.

66. I think these improvements will negatively impact my property value. Will something be done to offset property values?

Assessing property value changes due to roadway improvements involves a comprehensive evaluation process. ODOT compensates property owners directly impacted by roadway improvements. If property acquisition is needed, ODOT will follow all applicable laws and regulations regarding the determination of Fair Market Value for properties.

67. Do RCUTs require a significant amount of adjacent property?

Compared to a conventional intersection, an RCUT typically has a slightly larger footprint due to the additional pavement needed for the U-turn movements signage/signals. However, an RCUT requires much less property than an interchange because most of the construction occurs in the middle of the roadway or median area.



OTHER MODES OF TRANSPORTATION

68. Have transit or high-speed rail alternatives been examined instead of current improvements?

While transit and/or high-speed rail is a worthwhile component of a growing regional transportation system, it does not address one of the key issues facing the corridor - a substantial increase in truck traffic and through trips. Because of the expense of building a high-speed rail system, federal funding from the Federal Transit Authority (FTA) is required. To meet FTA funding requirements certain ridership thresholds must be met, which would require substantial population increases along the corridor.

69. Is there planning for pedestrian, bike facilities, and safety for vulnerable road users on U.S. 23?

Given the high number of vehicles and high speeds, most of U.S. 23 is not a desirable facility for bike lanes or pedestrian accommodations. Community plans in the study area show that bicycle and pedestrian traffic is being focused onto parallel north south routes. For more information about regional efforts to create more walkable and bikeable communities, visit:

morpc.org/program-service/bicycle-pedestrian

In the portion of U.S. 23 within the City of Columbus where sidewalks exist, sidewalk connections will continue to be maintained.

70. Will any proposed improvements include a multi-use bike path installation?

No concepts will include the installation of a new multi-use bike path. However, any existing multi-use bike paths impacted by a concept would be replaced. Please see previous response regarding pedestrian and bike facilities.



ECONOMIC DEVELOPMENT AND LAND USE

71. Would this project involve redistricting students to different schools?

Redistricting decisions are entirely under the discretion of local school districts and their transportation departments. Redistricting has not been part of discussions with school representatives regarding any of the concepts. ODOT will continue to coordinate with local school officials.

72. Can developers be mandated to include access roads to intersections and RCUTs when constructing new developments?

Developers are responsible for offsetting their impact to the roadway system. ODOT and local agencies (cities, villages, townships) have detailed processes that require developers to identify their traffic impacts prior to development. Offsetting impact can include turn lanes, new roadways, new signals, driveway upgrades, or other improvements. More information on development impacts and related transportation improvements can be found at:

<https://www.transportation.ohio.gov/about-us/basics/dev-related>

73. Why are there so many intersections and driveways along U.S. 23? Can ODOT close existing driveways or prevent new driveways from being built?

Many portions of U.S. 23 within the study area are not limited-access, therefore property owners have rights to access the roadway, which includes creating driveways and curb cuts along U.S. 23 for access. ODOT does not have the authority to close all existing private driveways and curb cuts in these areas. Other portions of U.S. 23 are already limited-access, which restricts new curb cuts and private driveways from being built in those areas. Ultimately, local governments control the zoning and development in their communities.



SEGMENT 1S

74. Is consideration given to the backups along I-270 Eastbound to the I-71 exit and how it affects this segment of U.S. 23?

ODOT recognizes that this area is a significant bottleneck. A project at the I-71/I-270 interchange outside of this study area is currently in development. The project will add an additional lane to the I-71 northbound exit. The project is currently in detailed design and ODOT is currently working to secure construction funding. Construction could occur as early as 2025.

75. Will any of these concepts raise the elevation of US 23 above the current street height?

If interchanges or overpasses are built, either US 23 or the cross street could be elevated in the immediate vicinity of the interchange/overpass.

76. Will Flint Road and Campus View Boulevard maintain access to US 23 and I-270 in the proposed concepts?

Existing preliminary concepts for Segment 1S would allow traffic on Flint Road and Campus View Boulevard to have access to and from US 23, I-270, SR 315, and High Street/Worthington. All existing movements would remain.

77. Can ODOT work with Google maps and/or Waze to improve navigation in this area?

ODOT will explore opportunities to collaborate with these navigation platforms to better manage traffic flow in this area.

78. How will construction impacts to nearby residents be minimized?

Road construction can have numerous effects on the community, such as increased noise, and temporary road or lane closures. It is too early to know specific construction impacts of any concept. If a concept is advanced to construction, ODOT will work to minimize the impacts of construction on adjacent properties.

79. Are there plans to enhance lane signage in this area?

Signage on the U.S. 23 southbound approach to I-270 was modified in 2021 to better serve traffic needs. ODOT's operations team consistently assesses operations within the interchange area to improve signal timing, upgrade signing, implement pavement markings, etc. ODOT is currently working on the implementation of shield logos on the pavement to designate lanes for better navigation. This area will continue to be monitored to see if further changes are necessary to improve safety and/or operations.

80. Has the I-270/U.S. 23 been under constant construction for many years?

ODOT has made major investments in recent years at this location. The North Side MegaFix project has substantially improved traffic operations and safety on I-270 and U.S. 23.



SEGMENT 1S *(Continued)*

Segment 1S Comments Summary

- Concept A:
 - Multiple commenters supported Concept A
- Concept B:
 - Multiple commenters supported Concept B
- Other comments were received including:
 - Desire that no changes are made to this area
 - Concern about the potential impacts to the Woods at Josephinum and Campus View Boulevard neighborhoods, landscaped mound on west side of U.S. 23, the Pontifical College Josephinum, and High Street Baptist Church
 - Prefer tunneling over overpasses from an aesthetic and noise perspective
 - Prefer that southbound express lanes start after Flint Road to avoid ravine impacts
 - Prefer that impacts to Camp Mary Orton Area are minimized

SEGMENT 1N

81. **Is anything being proposed to maintain pedestrian access across U.S. 23 at Lazelle Road?**

Currently, no pedestrian improvements are being considered across U.S. 23 at Lazelle Road. As concepts advance into further development, pedestrian improvements may be included if warranted in a certain area.

Concepts A, B, and C are expected to improve pedestrian safety and mobility across U.S. 23, as a bridge would be provided at Lazelle Road. In Concept D, pedestrian crossing of U.S. 23 would remain similar to the existing conditions, with a signalized intersection remaining at U.S. 23 and Lazelle Road.

Segment 1N Comments Summary

- Concept A:
 - Multiple commenters supported Concept A
 - Desire that Concept A include additional overpasses from Concept B
 - Desire that Concept A not include a widening to 3 lanes in each direction
- Concept B:
 - Multiple commenters supported Concept B
- Concept C:
 - Multiple commenters supported Concept C
- Concept D:
 - Multiple commenters supported Concept D
- Other comments were received including:
 - Desire that full access be maintained to/from Olentangy Meadows Drive
 - Desire that full access be maintained to/from Highbluffs Boulevard
 - Desire that impacts to woodlands and ravines in this area be minimized
 - Suggestion that a cul-de-sac be built on Old Lazelle Road so that it no longer intersects U.S. 23



SEGMENT 2

82. Will Concept A just shift traffic problems to Highfield Drive or other local streets?

Each of the concepts are expected to divert some local trips off U.S. 23 and onto adjacent feeder or side streets. The study will evaluate where traffic will be redistributed to and what, if any, improvements may be needed to adjacent streets. If concepts advance into project development, the project will evaluate affected roads for necessary improvements.

83. If Concept D is selected, how would you get from Delaware to Polaris?

If Concept D were implemented, it's likely that southbound U.S. 23 traffic (traveling from Delaware) would turn left onto Orange Road, and then right onto Highfield Drive to head south towards SR 750. Drivers could then take a left from Highfield Drive onto SR 750 and continue until arriving at Polaris.

Segment 2 Comments Summary

- Concept A:
 - Multiple commenters supported Concept A
- Concept B:
 - Multiple commenters supported Concept B
 - Suggestion that Concept B include a right-in/right-out access to Highbanks Metro Park, similar to Concept D
- Concept C:
 - Multiple commenters supported Concept C
 - Suggestion that Concept C be modified to convert all signals to right-in/right-out access and have a connector road interchange at SR 750
- Concept D:
 - Multiple commenters supported Concept D
 - Suggestion that a connector road interchange be included in Concept D
- Other comments were received including:
 - Desire to avoid impacts to natural and archaeological features in Highbanks Metro Park
 - Desire to avoid impacts to ravine and woodlands south of Hidden Ravines Drive
 - Suggestion that an access connection be provided between the BJ's and Walmart plazas
 - Desire that a public street connection be made between Owenfield Drive and W. Orange Road
 - Desire that full access to/from U.S. 23 be maintained at Highbanks Metro Park, Meadow Park Drive, and Hidden Ravines Drive



SEGMENT 3

84. Is access for emergency vehicles considered for this segment? Orange Township fire station 361 and Mount Carmel Lewis Center Emergency Room are in this segment.

Access for emergency vehicles is considered for this segment, as there are multiple medical facilities and the fire station. Ongoing coordination with the Orange Township Fire and EMS and other local emergency services will be important when making improvements in this area. Based on feedback provided from emergency service providers, some changes such as traversable medians might be included in one or more concepts to help minimize impacts.

85. Will improvements to segment #3 and #4 be considered together as the buses from the three Olentangy schools will be impacted?

Although the corridor is divided into segments, as the concepts are further evaluated, they will be looked at more holistically to see how certain access changes may influence other areas beyond that specific segment. Coordination with local schools will be ongoing as concepts are further developed to ensure impacts to school bus patterns are minimized.

Segment 3 Comments Summary

- Concept A:
 - Multiple commenters supported Concept A
 - Desire that Concept A should include an overpass at Olentangy Crossings
 - Desire that more access points be removed in Concept A
- Concept B:
 - Multiple commenters supported Concept B
 - Desire that Concept B include widening to 3 lanes in each direction
- Concept C:
 - Multiple commenters supported Concept C
 - Desire that an overpass at Halfway Avenue be included in Concept C
 - Desire that an overpass without connector roads be installed at Home Road
- Concept D:
 - Multiple commenters supported Concept D
 - Desire that more U-turn locations be added to Concept D
- Other comments were received including:
 - Desire to preserve full access to/from U.S. 23 at Orangepoint Drive, Corduroy Road, Home Road, and/or Lewis Center Road
 - Desire that full access at Olentangy Crossing be maintained to access Shale Hollow Park
 - Desire to minimize impacts to the wooded ravine north of Home Road
 - Suggestion that Olentangy Crossing location be converted into a design similar to the SR 315/Bethel Road interchange
 - Desire that access changes not negatively impact school bus service
 - Desire that an interchange not be built at Home Road due to nearby environmental resources



SEGMENT 4

86. Can any of the signals in this section be converted to flash mode except at peak times?

ODOT consistently monitors this corridor to identify any safety or operational improvements such as signal timing changes that would benefit the corridor.

87. What impacts will these concepts have on Olentangy schools access onto Shanahan Road?

If a selected concept was shown to impact the Olentangy schools access on Shanahan Road, further studies would be completed to determine the necessary improvements needed for safety and operation.

Segment 4 Comments Summary

- Concept A:
 - Multiple commenters support Concept A
 - Suggestion that Concept A have connector road interchanges instead of traditional interchanges.
 - Suggestion that Concept A eliminate access at Glenn Parkway/Winter Road, instead having more frontage roads to provide access to adjacent locations
 - Suggestion that a new road connection be built between Shanahan Road and Glenn Parkway
 - Desire that the proposed frontage road between Pollock Road and Cheshire Road not be included
 - Desire to allow right-in/right-out access at Pollock Road
- Concept B:
 - Multiple commenters support Concept B
 - Desire that Concept B include widening to 3 lanes in each direction
- Concept C:
 - Multiple commenters support Concept C
- Concept D:
 - Multiple commenters support Concept D
- Suggestion that a new road connection be built between Shanahan Road and Glenn Parkway
 - Desire that the proposed frontage road between Pollock Road and Cheshire Road not be included
- Other comments were received including:
 - Desire that full access be maintained from Shanahan Road
 - Desire that an interchange not be built at Hyatts Road/Shanahan Road, due to nearby ecological resources
 - Desire that left turns from Pollock Road to U.S. 23 southbound be eliminated
 - Desire that full access at Cheshire Road be provided
 - Desire to see full access remain at Glenn Parkway
 - Desire that an interchange not be built at Glenn Parkway/Winter Road, due to nearby ecological resources
 - Desire to see improved access to/from Worthington Arms, potentially via new frontage road
 - Desire that access to Hickory Woods Park not be negatively impacted
 - Desire that access to future Preservation Park (west side of U.S. 23) not be negatively impacted
 - Desire that Shale Hollow Park maintenance access on Hyatts Road not be impacted



SEGMENT 5

- 88. There are historic buildings and landmarks in this area, are those expected to be impacted with the proposed recommendations?**
Further studies and evaluation will be done on each concept to evaluate resource impacts, including impacts to historic properties. Projects that advance from the concepts will be developed to minimize impacts to historic properties.
- 89. How much traffic will be diverted to Stratford Road if these concepts are implemented?**
Additional technical studies will be completed in 2024 to better understand where traffic would redistribute with each concept in Segment 5. The results will be shared with the public. If concepts advance into project development, the project will evaluate affected roads for necessary improvements.

- 90. Has the team been working with the City of Delaware on the improvements for this section?**
The City of Delaware has been an active and valued community partner in our project. The city has provided valuable feedback, and our collaboration remains ongoing. As we refine concepts, this coordination with community partners, including the city, will continue.
- 91. Can the private drive between Delaware Community Plaza and Hull Drive be converted into a public road?**
Converting a private drive to a public road would involve agreements between the shopping center owner and local authorities, legal documentation, possible upgrades, adherence to regulations, and the transfer of maintenance responsibilities.

Segment 5 Comments Summary

- Concept A:
 - Multiple commenters supported Concept A
 - Desire that Concept A include a crossing at Hull Drive
 - Desire that Concept A include a crossing at Hawthorn Boulevard
 - Desire that Concept A include widening to 3 lanes in each direction
 - Desire that Concept A not modify the existing configuration of the U.S. 42 intersections
 - Desire that Concept A be modified to include the Concept B configuration at SR 315
 - Suggestion that a third interchange be added to Concept A
 - Multiple commenters expressed concern about Concept A potentially increasing traffic volumes on residential streets and/or Stratford Road
 - Comments expressed concern that an interchange at SR 315 would negatively impact the Olentangy River
- Concept B:
 - Multiple commenters supported Concept B
 - Multiple commenters expressed concern about Concept B potentially increasing traffic volumes on residential streets and/or Stratford Road



SEGMENT 5 (Continued)

- Concept C:
 - Multiple commenters supported Concept C
 - Multiple commenters expressed concern about Concept C potentially increasing traffic volumes on residential streets and/or Stratford Road
 - Comments suggested that the U.S. 42 interchange in Concept B be used in Concept C
- Concept D:
 - Multiple commenters supported Concept D
 - Suggestion that Concept D include an RCUT at Cottswold Drive
- Concept E:
 - Multiple commenters supported Concept E
 - Suggestion that the Delaware Plaza South signal be removed from this concept and an extension of Coughlin Lane be used to connect to other signals
 - Suggestion that Concept E include an RCUT at Cottswold Drive
 - Suggestion that Concept E be modified with fewer changes to intersections but signal timing adjustments to provide greater north-south movement
- Other comments were received including:
 - Commenters expressed concern that concepts would further inhibit east-west connectivity in the City of Delaware
 - Commenters supported concepts that maintain U.S. 23 connection to S. Sandusky Street
 - Commenters supported concepts that maintain access to/from SR 315 (Concepts A, C, D, and E)
 - Desire that impacts to historic resources in the area be avoided or minimized, including the historic Stratford Road area
 - Desire that impacts to Stratford Ecological Center be avoided or minimized
 - Desire that an interchange not be constructed at SR 315
 - Desire that a connector road link Hull Drive and Cottswold Drive
 - Desire that impacts to natural resources north of Hull Drive be avoided or minimized
 - Desire that Chesrown Chevrolet/Buick/GMC continue to have access via Hull Drive
 - Desire that the entire segment be widened to 3 lanes in each direction
 - Suggestion that Chapman Road be used to divert traffic and congestion from SR 315
 - Suggestion that Meeker Way be converted to an RCUT operation
 - Suggestion that extending U.S. 42 eastward as a southeast bypass of Delaware be included in concepts
 - Desire that a continuous flow connection be made from U.S. 42 to U.S. 23 north
 - Suggestion to maintain full access at Meeker Way but remove traffic signal at Hawthorn Boulevard.
 - Suggest avoiding cul-de-sacs north of Hull Drive due to nearby ecological resources



SEGMENT 6

92. What is the future connection to Hills-Miller Road shown in this segment? Where can I find more information on it?

In recent years, the City of Delaware and Delaware County have been exploring a potential new arterial roadway connection. This potential connection is independent from the Route 23 Connect study. No specific plans have been confirmed for this connection.

93. Have you explored the option of widening Troy Road to take some of the overflow from U.S. 23?

The City of Delaware and Delaware County have explored potential improvements to Troy Road; however, this study is focusing on finding options to make U.S. 23 more functional.

94. Can the U.S. 23 be modified to improve sight distance for southbound traffic in this segment?

ODOT recognizes that sight distance is a concern in certain areas of U.S. 23. Road profile improvements may be included as concepts are developed and further refined.

95. Where can I access U.S. 23 in Concept 6A?

Concept 6A proposes traditional freeway interchanges or connector road interchanges at four locations- Pennsylvania Avenue, Panhandle Road/Merrick Parkway, Hills-Miller Road, and Coover Road. Those four locations would be the only access points to and from U.S. 23. Additional roadways – frontage and backage roads – would be constructed to connect individual properties and smaller roadways to these four access points.

96. Would adding right turn lanes to existing intersections improve traffic flow?

Yes, right turn lanes can help the operations and safety of an intersection by helping to remove slowing traffic from through lanes. Right turn lanes would be considered for any concept where intersections remain. If a Build concept advances, detailed project development will address lane assignments and traffic flow improvements.

Segment 6 Comments Summary

- Concept A:
 - Multiple commenters supported Concept A
 - Comments suggested that a right-in/right-out access remain at the retail plaza
 - Comments suggested that Concept A include a connection to Panhandle Road
- Concept B:
 - Multiple commenters supported Concept B
 - Comments suggested that a right-in/right-out access remain at the retail plaza
 - Comments suggested that Concept B also include widening to 3 lanes each direction



SEGMENT 6 *(Continued)*

- Concept C:
 - Multiple commenters supported Concept C
 - Comments suggested that an interchange (no signals, no left turns) at Coover Road be added to Concept C
- Concept D:
 - Multiple commenters supported Concept D
 - Comments supported converting the Panhandle Road intersection to an RCUT
- Other comments were received including:
 - Desire that all movements be maintained between U.S. 23 and Merrick Parkway
 - Desire that a connection be made between Woodhaul Court and the County Fairgrounds
 - Desire to see a new roadway connection U.S. 23 to U.S. 36/SR 37 around the northeast part of Delaware
 - Desire to see Pennsylvania Avenue extended east across the Olentangy River to U.S. 42
 - Desire that a backage road connecting Hills-Miller Road with the retail plaza west of U.S. 23 be included in any concept
 - Desire to see right-in/right-out access maintained at Pinecrest Drive
 - Desire that no new ramps be constructed at Pennsylvania Avenue
 - Desire that the Panhandle Road intersection not be converted to an interchange

SEGMENT 7

97. As a short-term improvement, can left turn signal phases be added to allow traffic to turn onto SR 229 from U.S. 23?

ODOT continuously monitors this corridor to identify safety or operational improvements such as signal timing adjustments. Short-term improvements may be considered if shown to be beneficial.

98. Can the test pavement lanes in Segment 7 be opened to traffic?

The test pavement lanes are currently being used as frontage roads for local access. There are no plans or operational need to using the test pavement lanes for through traffic. In all concepts, the former test pavement lanes would either remain as one or two-way local frontage roads or be eliminated.

99. Are improvements needed in this segment?

Like for any project, No-Build (no improvements) is an option. While Segment 7 has the lowest traffic volumes, the Build concepts would likely improve travel times and safety. Several serious injury/fatal crashes have occurred in this segment in recent years.



SEGMENT 7 *(Continued)*

Segment 7 Comments Summary

- Concept A:
 - Multiple commenters supported Concept A
 - Comments suggested widening U.S. 23 to 3 lanes in this area
 - Comment that Concept A is best for farm equipment crossing U.S. 23
- Concept B:
 - Multiple commenters supported Concept B
 - Desire to route U.S. 23 over SR 229 and provide U-turns to access SR 229
- Concept C:
 - Multiple commenters supported Concept C
- Concept D:
 - Multiple commenters supported Concept D
 - Multiple commenters did not want to see an overpass at SR 229
- Other comments were received including:
 - Desire to avoid impacts to Army Corps of Engineers reserve land north of SR 229
 - Preference that River Run Park access on Main Road remain unchanged
 - Desire for an interchange at US 23 & Newmans Cardington Road
 - Desire to lengthen the right turn lane at the Delaware State Park entrance
 - Desire for left-turn signal phases on U.S. 23 at SR 229
 - Desire for no overpass at SR 229

(PID 112768)

Participate at in-person meetings:

TUESDAY, AUGUST 6, 2024

12:00 PM - 2:00 PM & 5:00 PM - 7:00 PM

Nationwide Hotel and Conference Center, North Carolina Building*,
100 Green Meadows Drive, Lewis Center, OH 43035

* Event venue at SR 750 entrance nearest to U.S. 23

WEDNESDAY, AUGUST 14, 2024

12:00 PM - 2:00 PM & 5:00 PM - 7:00 PM

Delaware County Fairgrounds, Ag Building
236 Pennsylvania Avenue, Delaware, OH 43015

THURSDAY, AUGUST 15, 2024

12:00 PM - 2:00 PM & 5:00 PM - 7:00 PM

Brookshire Event Venue,
405 Greif Parkway, Delaware, Ohio 43015

Participate in online sessions:

**WEDNESDAY,
AUGUST 7, 2024**

12:00 PM

**TUESDAY,
AUGUST 13, 2024**

6:00 PM

publicinput.com/23Connect

Call in via phone at: (855) 925-2801, code: 4637

(note: graphics will be shown online)

A short presentation will be given at the beginning of each online session. Following this presentation, the project team will answer questions from the public.

ODOT is hosting meetings for the public to provide feedback on the Route 23 Connect concepts introduced in Fall 2023. The project team will present how well each concept performs, including travel time reductions, safety benefits, estimated costs, and likely community and environmental effects. The feedback will be part of the final evaluation of the concepts and the suggested corridor action plan.

The Route 23 Connect Study focuses on improvements along the U.S. 23 corridor between I-270 and Waldo. This study has developed concepts which are being evaluated to guide a corridor action plan to identify specific projects that can be advanced into project development.

Questions and comments can be submitted on the study website and by mail, email, or phone.

Please submit your comments by September 16, 2024 to be considered during this phase of the study.

CONTACT ODOT AT:

Hannah Salem, Public Information Officer
Ohio Department of Transportation, District 6
400 E. William Street, Delaware, OH 43015
d06.pio@dot.ohio.gov • 740.833.8268

**SCAN FOR
MORE INFO**



**Department of
Transportation**

Individuals who require interpretation services or a reasonable accommodation to participate in these meetings should contact Hannah Salem at 740-833-8268 no later than July 30, 2024. Public participation is solicited without regard to race, color, sex, age, national origin, or disability.



U.S. 23 Corridor Study • PID 112768

Participate at in-person meetings:

TUESDAY, AUGUST 6, 2024

12:00 PM - 2:00 PM & 5:00 PM - 7:00 PM

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publicinput.com/23Connect

Questions and comments can be submitted on the study website
and by mail, email, or phone.

Please submit your comments by **September 16, 2024** to be
considered during this phase of the study.

PROJECT CONTACT

Hannah Salem
Ohio Department of Transportation, District 6
400 E. William Street, Delaware, OH 43015
d06.pio@dot.ohio.gov • (740) 833-8268

**SCAN FOR
MORE INFO**



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sex, age, national origin, or disability.*

June 20, 2024

RE: Route 23 Connect (PID 112768): July Community Partner Meetings

Dear Community Partner,

The Ohio Department of Transportation (ODOT) would like to thank you for your time and input on the Route 23 Connect Study. This letter serves to 1) update you on the study and 2) invite you to participate in our upcoming Community Partner meetings.

Project Update

On Monday, June 17, Governor DeWine reiterated ODOT's goal to improve safety and traffic operations on U.S. 23 between I-270 and Waldo. More information on this announcement can be found [here](#).

Project Background

The Route 23 Connect Study focuses on improvements along the U.S. 23 corridor between I-270 and Waldo. This study has developed concepts which are being evaluated to guide a corridor action plan that will identify specific projects that can be advanced into project development. The study concepts range in size and scope, aiming to provide safety and more efficient travel, including improved travel time reliability for through traffic.

Route 23 already has 30% more traffic than the roadway was designed to accommodate, leading to increased congestion, unpredictable travel times, bottlenecks, and higher crash rates. This study will support Columbus as a national logistics hub by strengthening connection and access to northwest Ohio, Michigan, and Canada.

Additional project information and meeting materials are located on the project website: publicinput.com/23Connect

Upcoming Meetings

ODOT has planned two (2) Community Partner meetings for the month of July to share results of evaluation of project concepts for improvements along U.S. 23 and get your input. These concepts, which were introduced at the Fall 2023 public meetings, range from smaller changes that improve existing stop-and-go conditions to larger changes that would create a more freeway-like condition. The concepts use combinations of improvement options that aim to balance more reliable travel times with maintaining local access points along U.S. 23.

We hope to gather your feedback on:

- Which of the improvements makes sense to you and should be a priority?
- Which metrics are the most important to you?
- Is there other information you feel should be considered when selecting the concepts to move forward?

The meetings will be hosted in an open-house format with no formal presentation. The same information will be available at all in-person meetings. You are encouraged to attend any meeting that best fits your schedule. Please stop by to provide input at any time during the meeting hours indicated. Information for the meetings is as follows:

Community Partner Meeting 1

When: Wednesday, July 10, 2024

Times: 12:00 PM - 2:00 PM

Location: Nationwide Hotel and Conference Center, North Carolina Building*,
100 Green Meadows Drive, Lewis Center, OH 43035

* Event venue at SR 750 entrance nearest to U.S. 23

Community Partner Meeting 2

When: Tuesday, July 16, 2024

Times: 12:00 PM - 2:00 PM

Location: Delaware County Fairgrounds, Ag Building
236 Pennsylvania Avenue, Delaware, OH 43015

The community partner meetings will be followed up with public meetings in August. There will be six (6) in-person public meetings and two (2) online question and answer sessions. The public meeting dates are below:

In-Person Public Meetings 1 & 2

When: Tuesday, August 6, 2024

Time: 12:00PM - 2:00 PM & 5:00 PM - 7:00 PM

Location: Nationwide Hotel and Conference Center, North Carolina Building*,
100 Green Meadows Drive, Lewis Center, OH 43035

* Event venue at SR 750 entrance nearest to U.S. 23

In-Person Public Meetings 3 & 4

When: Wednesday, August 14, 2024

Time: 12:00 PM - 2:00 PM & 5:00 PM - 7:00 PM

Location: Delaware County Fairgrounds, Ag Building
236 Pennsylvania Avenue, Delaware, OH 43015

In-Person Public Meetings 5 & 6

When: Thursday, August 15, 2024

Time: 12:00 PM - 2:00 PM & 5:00 PM - 7:00 PM

Location: Brookshire Event Venue,
405 Greif Parkway, Delaware, OH 43015

Online Q&A Session 1

When: Wednesday, August 7, 2024

Time: 12:00PM

Location: publicinput.com/23Connect | Join by phone at: (855) 925-2801, code: 4637

Online Q&A Session 2

When: Tuesday, August 13, 2024

Time: 6:00PM

Location: publicinput.com/23Connect | Join by phone at: (855) 925-2801, code: 4637

Comments are also encouraged after the meeting, but we ask that all comments be submitted by **September 16, 2024** to be considered during this phase of development. The project website <https://publicinput.com/23connect> is the best place to provide comments outside of the formal public outreach meetings. Comments may also be provided via email, phone or mail to:

Jessica Ormeroid, PE, PTOE
Project Manager
Ohio Department of Transportation - District 6
400 East William Street
Delaware, OH 43015
Jessica.Ormeroid@dot.state.oh.us
614-357-5430

We hope you can join us for one of these meetings, but if you cannot attend, please contact me and I will provide the materials to you. We look forward to your continued involvement in Route 23 Connect!

Respectfully,

Jessica Ormeroid, PE, PTOE
Project Manager



Department of
Transportation

Contact: Hannah Salem at d06.pio@dot.ohio.gov or (740) 833-8268

ODOT Seeking Feedback on Evaluation of Improvement Concepts along U.S. Route 23 in Delaware County

Upcoming public meeting opportunities

DELAWARE, Ohio ([Date Here](#)) – The Ohio Department of Transportation (ODOT) District 6 invites community members to participate in public meetings regarding the study of U.S. 23 in Delaware County and the surrounding areas. This study, led by ODOT and partners at the Mid-Ohio Regional Planning Commission (MORPC) and Toledo Metropolitan Area Council of Governments (TMACOG), focuses on improvements along the U.S. 23 corridor between I-270 north and Waldo.

This study focuses on improvements along the U.S. 23 corridor between I-270 and Waldo. This study has developed concepts which are being evaluated to guide a corridor action plan that will identify specific projects that can be advanced into project development. The study concepts range in size and scope, aiming to provide safer and more efficient travel, including improved travel time reliability for through traffic. Additional project information and meeting materials are located on the project website: publicinput.com/23Connect

In order to ensure all interested members of the public are able to participate, ODOT has scheduled six in-person meetings over a two-week time period. The meetings will be hosted in an open-house format with no formal presentation. The same information will be available at all in-person meetings. The public is encouraged to attend any meeting that best fits their schedule. In-person meeting information is as follows:

In-Person Meetings 1 & 2

When: Tuesday, August 6, 2024

Time: 12:00PM - 2:00 PM & 5:00 PM - 7:00 PM

Location: Nationwide Hotel and Conference Center, North Carolina Building*,
100 Green Meadows Drive, Lewis Center, OH 43035

* Event venue at SR 750 entrance nearest to U.S. 23

In-Person Meetings 3 & 4

When: Wednesday, August 14, 2024

Time: 12:00 PM - 2:00 PM & 5:00 PM - 7:00 PM

Location: Delaware County Fairgrounds, Ag Building
236 Pennsylvania Avenue, Delaware, OH 43015

In-Person Meetings 5 & 6

When: Thursday, August 15, 2024

Time: 12:00 PM - 2:00 PM & 5:00 PM - 7:00 PM

Location: Brookshire Event Venue,
405 Greif Parkway, Delaware, Ohio 43015

All materials displayed at the public meeting will also be available on the website. If you are unable to attend an in-person meeting, ODOT will host two online question & answer sessions as well. A brief presentation will be given at the beginning of each online session. Following this presentation, the project team will answer questions from the public. Online session information is as follows:

Online Session 1: Wednesday, August 7, 2024 at 12:00 PM

Online Session 2: Tuesday, August 13, 2024 at 6:00 PM

Sessions can be attended by joining online or by phone:

Online: <https://publicinput.com/23connect>

Phone: 1-855-925-2801, Meeting Code: 4637

Individuals who require interpretation services or a reasonable accommodation to participate in these meetings should contact Hannah Salem at (740) 833-8268 no later than July 30, 2024. Public participation is solicited without regard to race, color, sex, age, national origin, or disability.

Questions or comments regarding this study may be directed to Hannah Salem, at (740) 833-8268, or by email at d06.pio@dot.ohio.gov. Comments must be received by September 16, 2024.

###

Join us for Route 23 Connect public meetings!

ODOT is hosting public meetings to share results of evaluation of project concepts for improvements along U.S. 23 and get your input. These concepts, which were introduced at the Fall 2023 public meetings, range from smaller changes that improve existing stop-and-go conditions, to larger changes that would create a more freeway-like condition. The concepts use combinations of improvement options that aim to balance more reliable travel times with maintaining local access points along U.S. 23.

We hope to gather your feedback on:

- Which of the improvements makes sense to you and should be a priority?
- Which metrics are the most important to you?
- Is there other information you feel should be considered when selecting the concepts to move forward?

Project Background

The Route 23 Connect Study focuses on improvements along the U.S. 23 corridor between I-270 and Waldo. This study has developed concepts which are being evaluated to guide a corridor action plan that will identify specific projects that can be advanced into project development. The study concepts range in size and scope, aiming to provide safer and more efficient travel, including improved travel time reliability for through traffic.

Route 23 already has 30% more traffic than the roadway was designed to accommodate, leading to increased congestion, unpredictable travel times, bottlenecks, and higher crash rates. This study will support Columbus as a national logistics hub by strengthening connection and access to northwest Ohio, Michigan, and Canada.

Additional project information and meeting materials are located on the project website here: publicinput.com/23Connect

In-person Meetings

In order to ensure all interested members of the public are able to participate, ODOT has scheduled six in-person meetings over a two-week time period. The meetings will be hosted in an open-house format with no formal presentation. The same information will be available at all in-person meetings. Please stop by to provide input at any time during the meeting hours indicated.

In-Person Meetings 1 & 2

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Location: Delaware County Fairgrounds, Ag Building
236 Pennsylvania Avenue, Delaware, OH 43015

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When: Thursday, August 15, 2024

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405 Greif Parkway, Delaware, Ohio 43015

Online Q&A Sessions

All materials displayed at the public meeting will also be available on the website. If you are unable to attend an in-person meeting, ODOT will host two online question & answer sessions as well. A brief presentation will be given at the beginning of each online session. Following this presentation, the project team will answer questions from the public. Online session information is as follows:

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Online Session 2

When: Tuesday, August 13, 2024

Time: 6:00PM

Location: publicinput.com/23Connect | Join by phone at: (855) 925-2801, code: 4637

Individuals who require interpretation services or a reasonable accommodation to participate in these meetings should contact Hannah Salem at 740-833-8268 no later than July 30, 2024. Public participation is solicited without regard to race, color, sex, age, national origin, or disability.

Learn more and submit comments online!

Project information, meeting materials, and an online comment form are located on the project website: publicinput.com/23Connect

Questions and comments can be submitted on the project website and by mail, email, or phone.

Please submit your comments by Monday, September 16, 2024 to be considered during this phase of the study.

Route 23 Connect

Summer 2024 Meetings - Comment Response
October 2024

PID 112768 | U.S. 23 Corridor Study



Department of
Transportation



ODOT would like to thank all participants who submitted over 370 comments during this round of engagement, which included six in-person public meetings, and two online public meetings conducted in August 2024. Individuals were able to attend the meetings and provide feedback for 40 days via the public survey, study website, email, phone, and/or verbally at virtual and in-person public meetings.

This document provides responses to questions, as well as a general summary of comments received. Due to the number of questions and comments received, this document is organized by the topics below.

Note that some questions have been asked and answered in previous study documents and may have updated answers in this document.

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STUDY BACKGROUND & PURPOSE

1. What is the study area and what portion/length of U.S. 23 is included?

The study area, shown below in Figure 1, includes approximately 23 miles of U.S. 23 from Waldo in Marion County to I-270 in Franklin County, as well as portions of Delaware and Franklin counties.

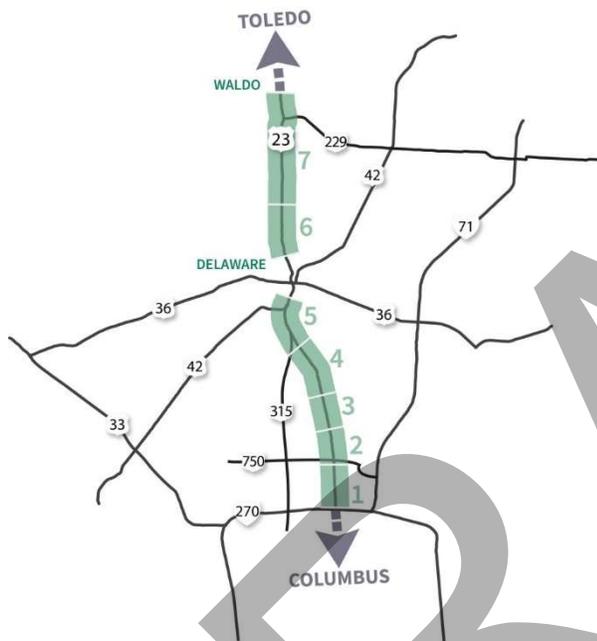


Figure 1: Study Area

2. Why was Waldo chosen as the northern limit of the study area?

Waldo was chosen as the northern limit of the study area because SR 229 near Waldo is the northernmost signal on U.S. 23. Traffic on U.S. 23 is free-flow north of this point, with no signals or stop signs to slow through traffic.

3. What about the rest of the U.S. 23 corridor north of Waldo?

North of Waldo, the U.S. 23/SR 15 corridor is free-flow, with no signals or stop signs for through traffic. In recent years, ODOT has removed several intersections and median breaks north of Waldo, replacing them with interchanges, overpasses, or raised median barriers. Other remaining intersection locations are either under design or being evaluated for potential improvements.

4. Why is the project area split up into different segments?

The project area is split into seven different segments (see Figure 1) to consider local context and community needs when planning for corridor improvements.

5. Why is the study needed?

U.S. 23 already has 30% more traffic than the roadway was designed to accommodate, leading to increased congestion, unpredictable travel times, bottlenecks, and higher crash rates. This study will also support Central Ohio as a national logistics hub by strengthening connection and access to northwest Ohio, Michigan, and Canada.

6. What is this study looking at?

The Route 23 Connect Study focuses on improvements along the U.S. 23 corridor between I-270 and Waldo. The study will inform an action plan which will identify specific new project concepts that can be advanced. These new project concepts range in size and scope.



STUDY BACKGROUND & PURPOSE *(Continued)*

7. What planned improvements are included in the traffic projections and concept analysis?

The study assumes completion of all projects in the 2050 MORPC Metropolitan Transportation Plan (morpc.org/mtp2050).

This includes improvements to the I-71/U.S. 36/SR 37 interchange, a new I-71/Big Walnut Interchange, widening of U.S. 36/SR 37 on the east side of Delaware, Home Road extension to Lewis Center Road, and many more projects.

8. Is the proposed I-71/Big Walnut Road interchange factored into this study?

Yes, the study factors in the construction of the proposed I-71/Big Walnut interchange, as well as all projects included in the 2050 MORPC Metropolitan Transportation Plan (morpc.org/mtp2050).

9. What are the concepts being proposed for each segment? Where can I find more information?

Guided by community input and project goals, different preliminary concepts were developed for the seven segments to enhance safety and ease congestion. The preliminary concepts range from small changes to improve existing intersection conditions, to larger changes that would create a more freeway-like condition. The preliminary concepts developed for the segments can be viewed and downloaded at: publicinput.com/23connect

10. What was new in this round of public engagement?

Since the last round of public engagement, the team has worked to further evaluate all concepts for each segment based on a wide range of criteria. Each segment exhibit now contains a summary ranking for each of the evaluation criteria - ranging from least desirable to most desirable. The evaluation criteria can be found in the “project introduction” tab on the study webpage: publicinput.com/23connect Additionally, the apparent high-performing concept(s) for each location have been highlighted, based on current data/analysis.

11. How were the evaluation matrix ratings for natural and cultural resource impacts developed?

Natural and cultural resource impacts were assessed by identifying public parks, historic sites and/or historic districts that may be impacted by each concept. A representative footprint for each of the concepts was estimated and then evaluated to determine potential natural or cultural resource impacts. This initial evaluation was not comprehensive. Once a concept is identified to advance into design, more detailed analyses will be performed to develop layouts that avoid or minimize impacts, per National Environmental Policy Act (NEPA) requirements.



STUDY BACKGROUND & PURPOSE *(Continued)*

12. How were the ratings for community impacts developed?

Community impacts were assessed by identifying environmental justice populations and special land uses (like Stratford Ecological Center and Camp Mary Orton) that could be affected, as well as considering the extent of potential property acquisition. An initial footprint of each of the potential concepts was evaluated to identify possible impacts. This initial evaluation was preliminary; detailed analyses will be conducted to minimize impacts once a concept advances into the design phase.

13. My community commented last time that we disliked a concept. Why is it still being shown?

ODOT understands that some concepts presented during the Fall 2023 public meetings were not preferred by some communities. No concepts were eliminated following the Fall 2023 public meetings, because the technical analyses (safety/congestion benefits, cost, community impacts, natural & cultural resource impacts) had yet to be performed. With technical data now being finalized, the study will be identifying potential concepts to be advanced. Public feedback remains an important factor in identifying the high-performing concepts.

14. What do the different symbols mean on the concept drawings?

A key to the symbols used on the concept drawings evaluation criteria can be found in the "Project Introduction" tab on the study webpage: publicinput.com/23connect. The image labeled "Improvement Options" (Board #2) shows the concepts and their associated symbol.

15. Wasn't there already a study on U.S. 23? What happened to the Columbus-to-Toledo bypass?

Route 23 Connect previously studied the feasibility of creating a fully free-flow connection between Waldo and I-270. However, the Preliminary Feasibility Study showed there was no feasible concept to provide a freeway connection between I-270 and Waldo due to high costs and impacts. The current study is focused on making improvements to the existing U.S. 23 corridor.

16. Will the Gordie Howe project impact traffic on U.S. 23?

The Gordie Howe bridge being built in Detroit will replace an aging bridge to Canada that currently experiences severe bottlenecks. The new Gordie Howe bridge will have more capacity and improved customs facilities. It is expected that the new bridge will attract vehicles currently using other border crossings (e.g. Buffalo/Niagara Falls). This bridge, combined with growth of freight/logistics industries in Central/Southern Ohio, is expected to increase traffic on U.S. 23.

17. Can alternate bypass options be explored despite abandoning the previous location?

Additional bypass options are not being explored in this study. The current study is focused on making improvements to the existing U.S. 23 corridor.



STUDY BACKGROUND & PURPOSE *(Continued)*

18. How will this be different than studies that came before that didn't result in long lasting impacts?

Unlike prior studies, the current Route 23 Connect study is focused on a smaller area and will consider the recent substantial changes in Central Ohio's growth due to economic development, transportation trends, and the trucking industry. Unlike earlier studies, this study concentrates solely on enhancing the existing U.S. 23 corridor without proposing new freeway alignments.

19. How can my organization or myself get more involved in the study?

ODOT encourages citizen participation in this study. Any interested individual or organization is encouraged to subscribe to the study website, which will put you on our email list. To subscribe, visit the study website here: publicinput.com/23connect. You may also subscribe to other ODOT updates by scrolling to the bottom of ODOT's website here: transportation.ohio.gov

20. Will there be additional surveys and opportunities to provide comments?

Information regarding the high-performing concepts and action plan will be released in early 2025. To ensure you are on our email list to be notified, please subscribe to our website by visiting publicinput.com/23connect. Comments are welcome at any time on the project website.

21. I'm having issues subscribing to the notification list online.

If you are having issues with subscribing to the notification list online, you can contact the ODOT District 6 Public Information Office at 740.833.8268 or email d06.pio@dot.ohio.gov.

STUDY PROCESS

22. What is the overall schedule for the rest of the process?

After receiving public input from the Summer 2024 meetings, the project team will finalize the identification of high-performing concepts for the corridor. In early 2025, an action plan will be released that prioritizes each of the improvements in the corridor.

23. Will the concepts be voted on by the public?

There will not be a tally of votes to determine a concept to advance or eliminate. However, ODOT wants to gather public feedback on each concept. This feedback is an important part of the decision-making process.



STUDY PROCESS *(Continued)*

24. Will the same Concept (A, B, C, or D) be selected for all segments?

No, each segment is independent of other segments. Different concepts may be advanced at separate locations on U.S. 23. Additionally, portions of multiple concepts within a segment may be combined to create a high-performing concept.

25. Is travel speed the top priority for this study? It seems like it is, based on the “high-performing improvements”.

While improving traffic flow and travel time is one consideration, ODOT is committed to ensuring that any advanced improvements balance safety, accessibility, and the needs of the community. When the graphics refer to “high-performing improvements,” ODOT is evaluating concepts based on several criteria, such as safety, travel time reliability, benefit-cost ratio, and potential impacts to properties/community resources.

26. What Community Partners have been involved and provided feedback?

Community Partners for the study include all municipalities and townships along U.S. 23, representatives from nearby planning and economic development agencies, emergency services, local school districts, and other interested parties in Delaware, Franklin, and Marion Counties. Community Partners were invited to two Community Partner meeting open houses in July 2024. Many community groups provided feedback at the meeting and during the public comment period.

27. Many of these segments impact multiple jurisdictions and community groups. How will the improvements balance all of these different viewpoints?

ODOT understands the importance of balancing viewpoints across multiple jurisdictions. In July 2024, we held Community Partner open houses with representatives from municipalities, townships, planning agencies, local school districts, and emergency services in Delaware, Franklin, and Marion Counties. Feedback from these meetings, along with public input, is being considered to ensure the final improvements meet the needs of all involved communities.

28. Why weren’t public meeting notifications sent out via U.S. Mail?

The study is in a very early and preliminary phase; therefore, public meeting notifications were not sent out via U.S. mail. The public was notified of the meetings via email from ODOT, targeted advertisements on the NextDoor app, signage posted along the corridor, radio advertisements and other various community channels.

29. I know someone that submitted comments during the public comment period and did not receive a response, why is that?

Typically, for a study of this size, comments are documented, organized, and summarized so that the project team can adequately respond to all comments in an efficient manner. These comment response documents will continue to be posted to the project website.



STUDY PROCESS *(Continued)*

30. Is this public comment period just a formality?

No. The feedback received during the public comment period genuinely matters. Comments and public feedback are important in our decision-making process. Each comment is carefully reviewed and considered as it provides invaluable insights to help shape and refine the preliminary concepts. Your input prompts discussions and often leads to real changes in the approach and recommendations.

IMPLEMENTATION

31. What is the plan to implement the concepts?

Based on public feedback and results from the technical data, this study (to be complete in early 2025) will include an action plan to identify specific projects which can be advanced into project development. Once specific projects have been identified, ODOT must conduct additional technical studies, environmental reviews, public involvement, develop plans, and obtain funding to move the project into construction.

32. Are there set budgets and timelines for constructing high-performing concepts?

Since we are in the study phase, there are no set budgets or timelines for construction. Before ODOT can consider construction, ODOT must conduct environmental studies, develop plans, and obtain funding for the individual projects that are identified by this study. Each of these items typically takes multiple years for a study of this scale. The exact timeline will depend on which concepts are advanced from this study.

ODOT has obtained funding for more detailed studies of improvements at the SR 229 and Coover Road intersections.

33. When will we know construction and/or detour impacts?

Since we're still early in the study phase, construction/detour plans will be developed once specific projects are identified, funded, environmentally cleared, and designed. This process will take several years, and since not all projects will happen at once, construction impacts will likely be staggered. Detour or lane closure information will be publicized during the future project development process, and prior to the beginning of any construction to keep the public informed.



IMPLEMENTATION *(Continued)*

34. What short-term fixes or improvements have been implemented, and are there plans for more?

ODOT is constantly reviewing how signal timing can be improved in the corridor and what technology can be used to help. ODOT has also received funding to complete more detailed studies on two key intersections in Segment 6 and 7 – Coover Road and SR 229. Those intersections are currently being studied to improve safety. ODOT will continue to pursue funding solutions for improvements throughout the corridor.

35. Can improvements be phased—for instance, starting with Concept C while allowing future upgrades to Concepts A or B?

Yes, the goal of this study is to identify improvements that can be implemented in the short-term and long-term. The study will prioritize improvements. At some locations, this could include identifying immediate enhancements while leaving room for additional improvements in the future.

TRAFFIC DATA

36. How much of the total corridor traffic is through vehicles?

The percentage of through traffic on U.S. 23 varies by location. Through vehicles make up approximately 40% of all traffic in the northern portion of the study area and approximately 15% of all traffic in the southern portion of study area.

37. What percentage of the traffic is trucks?

The truck percentage varies throughout the 23-mile study corridor. Truck percentages are higher in the northern parts of the study area, where overall traffic volumes are lower. Trucks represent approximately 15% of traffic volume north of Delaware. Trucks represent approximately 4% of traffic volume just north of I-270.

38. What are rush hour times, and were these times factored into the concepts?

Rush hour times are generally considered those times when traffic volumes peak - typically around morning and evening commutes. Rush hour peaks were considered in the initial concepts; however, adjustments to concepts are expected. Traffic analyses will continue to ensure optimal performance and avoid low levels of service during these times.

39. Which segments experience the heaviest traffic congestion?

The City of Delaware and south of Delaware to I-270 experience the heaviest traffic congestion. Drivers in Segment 2 (Green Meadows Dr. to Orange Rd.) are predicted to experience the most delay in future years, followed by Segments 3, 1, and 6.



TRAFFIC DATA *(Continued)*

40. Will improving U.S. 23 attract more traffic, negating the improvements we're trying to make?

Increased capacity often makes a route more attractive and increases traffic volume. However, the proposed concepts were designed for additional traffic to divert from other routes. Thus, the concepts are still likely to decrease congestion and delays in the study area, even if traffic volumes increase.

41. Will rapid growth eventually overwhelm completed improvements, leading to the same issues?

The study has accounted for planned development and growth in Delaware County by using current and future land use and

planning data from local and regional jurisdictions. Traffic forecasts are based on land use plans for 2050.

42. Do the study and improvements account for future traffic and populations?

Yes, the study is utilizing traffic volume forecasts and statewide and regional travel demand models for the year 2050. These models contain traffic, population, land use, and employment forecasts for the year 2050. Data on projected regional growth can be found on the Mid-Ohio Regional Planning Commission (MORPC) website here: morpc.org/tool-resource/estimates-projections.

CORRIDOR TRAFFIC MANAGEMENT

43. Can all segments be widened to three lanes in each direction? Is widening to 3 lanes necessary in the segments shown?

The study team has identified locations anticipated to need additional lanes on the concept graphics. In some areas, additional lanes do not appear to be necessary for improved traffic flow or safety. Many concepts that remove traffic signals are expected to improve traffic operations sufficiently that an additional through lane on U.S. 23 is not needed. Further study would confirm the need for additional lanes for any concept that is advanced.

44. Have improvements to other routes between Columbus and Toledo (I-75, U.S. 33, U.S. 68/SR 31, etc.) been considered?

Several other routes between Columbus and Toledo were considered for improvements before this study. However, data shows that travel demand is much higher along U.S. 23. Additionally, other routes would have a longer travel distance between Toledo and Columbus and/or are not free-flow, such as U.S. 68/SR 31 and U.S. 33 west of Bellefontaine.



CORRIDOR TRAFFIC MANAGEMENT *(Continued)*

45. Can additional north-south routes be created to relieve some congestion from U.S. 23?

A system of frontage roads or backage roads - roads running parallel to U.S. 23, either in front of or behind development - can be used to help congestion and safety on U.S. 23. Some locations already have a parallel road system established. The use of frontage/backage parallel routes is expected continue to be a long-term strategy to improve congestion along U.S. 23, and is included on many of the high-performing concepts.

46. If U.S. 23 access is limited, are side streets ready for increased traffic? Who ensures the side streets will operate acceptably?

A crucial element of this study is considering the impact that diverted traffic would have on feeder or side streets. For concepts where traffic on adjacent streets is expected to increase beyond their current capacity, necessary upgrades have been included in the overall cost of the concept. If such a concept advances to construction, the ODOT project would include the necessary upgrades to adjacent local streets. However, the local agency (city, county, or township) would likely continue to provide future maintenance on those streets.

47. Will the improvements include signage to help drivers find businesses and other attractions?

If access changes are made, ODOT will consider options to help maintain visibility and access to businesses and attractions along the corridor. This could include additional signage to assist drivers in locating these destinations. Any signage plans would be developed in coordination with local jurisdictions and affected businesses and follow ODOT's guidelines to ensure safety and clarity for all road users.

48. Are the proposed improvements expected to increase travel times for local east-west traffic?

Impacts to east-west travel time impacts will vary depending on the particular improvement. Although certain access points on U.S. 23 will be reduced or altered, essential east/west connections will be preserved where needed. This balance aims to improve traffic while ensuring vital connections for the community's convenience and safety.

49. Has an elevated expressway been considered?

An elevated expressway would be extremely costly and wouldn't fully address the issues that currently exist on U.S. 23. The corridor serves both regional and local traffic, so a solution focused solely on regional travel wouldn't solve the congestion and accessibility challenges for local drivers. The concepts examined better balance the needs of all users while being more feasible and cost-efficient to implement.



CORRIDOR TRAFFIC MANAGEMENT *(Continued)*

50. How will the east/west connections be maintained despite reducing intersections and access points on U.S. 23?

Enhancing traffic flow involves optimizing access points while preserving essential east/west connections. Although certain access points on U.S. 23 will be reduced, ODOT is committed to maintaining connectivity through strategic measures like interchanges, overpasses, and RCUTs (Restricted Crossing U-Turns) with right-in-right-outs. This balance aims to improve traffic flow while ensuring vital connections for the community's convenience and safety.

51. Can ODOT install traffic cameras north of Cheshire Road, near SR 315, and north of Delaware near Waldo to help manage traffic flow?

The traffic cameras from SR 315 to Hills-Miller Road are maintained by the City of Delaware and may not be accessible by ODOT's system. However, ODOT has made note of this and will investigate further.

52. Will any laws be created to prohibit and/or allow certain lane usage based upon vehicle size and/or time-of-day?

State law does not allow for certain vehicle types (i.e., trucks) to be prohibited on state routes. This study is only assessing a long-term concept for the regional traffic needs of U.S. 23. ODOT is not pursuing the creation of additional motor vehicle laws to address those needs.

53. Could U.S. 23 become a toll road to discourage usage and alleviate congestion?

Tolling is not being considered in this study.

54. Are RCUTs effective in managing traffic, particularly in high-speed or high-volume areas?

Yes, RCUTs (Restricted Crossing U-Turns) effectively manage traffic in high-speed and high-volume zones by reducing conflict points and enhancing safety. Studies show their efficiency in improving traffic flow while minimizing delays. More information on how RCUTs function in high-speed and high-volume areas can be found here: www.safety.fhwa.dot.gov/intersection/rltci/

55. Can school buses utilize RCUTs?

Yes, school buses can safely use RCUTs (Restricted Crossing U-Turns). RCUTs are designed to accommodate large vehicles, including school buses and fire trucks, by providing sufficient space (also called a "loon") for turning movements. They also improve safety by reducing conflict points, which can be beneficial for bus routes.

56. Have "Texas U-turn/turnaround" options been considered for this area?

A Texas turnaround, also known as a Texas U-turn, is a type of intersection or interchange design that allows drivers to make a U-turn in advance of the cross street. These are typically used in locations where there are one-way frontage roads alongside the main corridor and usually require bridges. One-way frontage roads are not being considered at this time (except for the existing frontage roads in Segment 7), therefore Texas U-turns have not been considered.



CORRIDOR TRAFFIC MANAGEMENT *(Continued)*

57. Why are there not roundabouts being proposed at any of the intersection on U.S. 23?

While roundabouts can be effective at many intersections, the high volume of traffic on U.S. 23 presents unique challenges that make roundabouts less suitable in some areas. We are evaluating various options to address congestion and improve traffic flow, and our recommendations will consider the best solutions for each specific intersection based on traffic conditions, safety, and overall effectiveness.

58. Can ODOT work with Google maps and/or Waze to improve navigation in this area?

ODOT will explore opportunities to collaborate with these navigation platforms to better manage traffic flow in this area.

SAFETY

59. How would the proposed concepts improve safety?

Each of the concepts are expected to improve safety by reducing the number of vehicle conflict points and reducing congestion. Many of the improvements proposed in the concepts, such as overpasses and RCUTs, are proven effective safety measures. Information on the safety performance of each concept is shown on the evaluation matrix.

60. Which segments face the most significant safety challenges?

All of the segments on U.S. 23 have multiple locations that rank on ODOT's Highway Safety Improvement Program (HSIP), which identifies locations with higher numbers of crashes than expected. According to the study's preliminary segment assessment, Segment 1 (I-270 to Olentangy Meadows Drive) had the greatest number of serious crashes in the past three years. Segment 5 had the second-most serious crashes.

61. Can the speed limit be lowered/made consistent through the corridor?

This study is focused on improving safety by reducing congestion on U.S. 23. ODOT will continue to monitor its roadways regarding potential speed limit revisions. However, ODOT is not an enforcement agency. The Ohio State Highway Patrol and local law enforcement are responsible for enforcing traffic laws such as speeding and reckless driving.

62. Regarding enforcement, what measures can be taken to enhance compliance with traffic rules on U.S. 23?

The Ohio State Highway Patrol and local law enforcement are responsible for enforcing traffic laws such as speeding and reckless driving. Citizens can contact law enforcement to share concerns.



SAFETY *(Continued)*

63. How would implementing Concept A make U.S. 23 safer? It seems like this would make it unsafe.

Concept A, which aims to create a more freeway-like condition on U.S. 23, is designed to enhance safety by reducing conflict points and improving traffic flow. Concept A generally has the fewest conflict points and intersections, which would be expected to reduce crashes related to turning movements and stopped traffic.

64. How would new entrance and exit ramps, along with one-way turns on U.S. 23, make it safer, especially for school buses?

Creating new entrance and exit ramps along with one-way turns on U.S. 23 aims to improve safety by streamlining traffic flow and reducing complex interactions at intersections. This approach helps minimize the potential for crashes by controlling where vehicles enter and exit the highway, reducing conflict points, and improving sight lines. Concepts with traditional interchanges or connector road interchanges would eliminate left turns and signals at those locations on U.S. 23, which would reduce possibilities of left turn or rear-end crashes for all vehicle types, including school buses.

65. How would emergency services be affected if access to specific areas is removed?

Although direct access to U.S. 23 may be limited in certain areas, reducing congestion on U.S. 23 is expected to improve emergency response times. If a concept is advanced, emergency response times for specific locations will be evaluated and design changes (such as traversable medians) may be incorporated. Continued coordination with emergency services will be maintained through this study and any future design work.

66. How are U.S. 23 traffic signals activated—by timers or sensors? Can they be switched to timers for smoother flow?

The traffic signals on U.S. 23 are coordinated and have been retimed multiple instances in recent years. The implementation of newer technology allows the traffic timing to adapt to the real-time traffic flow that is on U.S. 23. The current mix of both timing and sensors allows for the best optimization of traffic flow.

67. Can traffic signal adjustments include longer buffer times or improved signage?

ODOT continually tries to improve signal timing for the U.S. 23 corridor. ODOT policy is to not use “Prepare to Stop When Flashing” signs at signals, as data indicates that such signs do not reduce crashes and may encourage drivers to race to “beat the light”.



SAFETY *(Continued)*

68. Can medians have barriers or grass strips to prevent unauthorized left turns?

Yes, many of the concepts show a raised median along the entirety of U.S. 23 so that left turns are only allowed at designated spots where there is a break in the median (i.e., a U-turn or signalized intersection).

69. Will a more high-speed, freeway-like design compromise safety for drivers?

Limiting access on a roadway enhances safety by reducing conflict points and risky maneuvers. Freeways with controlled access and fewer entry/exit points minimize abrupt

lane changes and potential collisions. Studies show that streamlining access results in safer, smoother traffic flow, reducing crashes caused by unpredictable movements on high-speed roads.

70. Can vertical blinders be built on top of median barriers to block headlight glare from trucks and SUVs?

ODOT appreciates suggestions for safety improvements. Once concepts are moved into a design phase, these details will be explored further.

ENVIRONMENTAL CONSIDERATIONS

71. Will a comprehensive environmental analysis be performed to evaluate the consequences of these improvements?

Yes, as part of the on-going analysis, each concept will be evaluated based on their potential impacts to the various resources (such as parklands, historic sites, farmland, waterways, endangered species, and other resources) that may occur within the concept footprint. ODOT strives to avoid resource impacts, and impacts are minimized when unavoidable. Once a concept is identified to move forward into design, more detailed analyses will be performed to minimize impacts.

including those to riparian buffers, wetlands, and scenic rivers, will be thoroughly evaluated, documented, and minimized or mitigated to the greatest extent possible. Ensuring the protection of these resources is a key part of the future project development process for specific improvements that are advanced.

For further information on ODOT's environmental processes, please visit the following link:

<https://www.transportation.ohio.gov/programs/environmental-services>

72. Will impacts to environmental resources such as riparian buffers, wetland impacts, scenic rivers, be minimized to the greatest extent possible?

Yes, all projects that are advanced will require evaluation and approvals under the National Environmental Policy Act (NEPA). This means that environmental impacts,

73. Will waterway permitting be obtained for the improvements?

Yes, waterway permitting will be obtained for any improvements that are advanced, if required. As part of the project development process for specific improvements that are advanced, ODOT will ensure that all necessary permits are acquired to comply with environmental regulations and protect waterway resources.



ENVIRONMENTAL CONSIDERATIONS *(Continued)*

74. Are noise and air quality assessments being conducted for the concepts?

Traffic noise and air quality impacts will be considered as the concepts are further developed and evaluated in the project development process. If noise impacts cannot be avoided, ODOT has a process for determining whether a location is eligible for noise walls/barriers. Even if noise barriers are warranted, further public involvement, including aesthetic considerations, plays a vital role in determining if and how the barriers are built. Concepts will also be evaluated for air quality impacts and will follow ODOT's process to determine if mitigation is warranted.

75. What steps are being taken to protect historic sites?

ODOT will thoroughly assess potential impacts on historic resources during concept evaluation. Collaborating with local communities and stakeholders, we will pinpoint concerns and strategize ways to prevent, reduce, or offset impacts on historic properties. Projects progressing from these concepts and seeking federal funding must adhere to Section 106 of the National Historic Preservation Act (NHPA) regulations.

76. Will there be an incorporation of sustainable treatments such as pollinator habitats, bioswale medians, vegetative buffers, or wildlife crossing bridges?

ODOT has many pollinator habitats around Ohio and supports their inclusion where feasible. Wildlife crossing bridges have also been installed in more rural areas where endangered species habitat is present. Sustainable treatments may be considered as concepts are moved into a design phase;

however, it is too early to identify specific treatments that might be implemented.

77. Was access to parks considered in the analysis?

Any changes to parkland access was included in the overall evaluation of parks and recreational resources. None of the concepts would eliminate access to the parks; rather, access might be rerouted or adjusted to improve safety and ensure continued connectivity. ODOT's goal is to enhance safety while preserving access to these important areas.

78. How would these concepts affect Highbanks Metro Park?

All of the concepts are likely to have some impact to Highbanks Metro Park if U.S. 23 is widened. However, specific extents of impacts for proposed interchanges and intersections are not yet known. For any concepts advanced, further study would look to refine concepts to minimize park impacts, and particularly avoid the recreational or historic/archaeological resources in the park. For more information, see the Public Meeting Detailed Evaluation Matrix (2024) file on the project website.



PROPERTY ACQUISITION AND RIGHT-OF-WAY

79. When would property owners be notified about impacts from proposed construction? What is ODOT's procedure for acquiring homes and properties needed for projects?

The concepts being studied are broad in nature as they represent general connections and access options that ODOT is considering. If a concept is chosen for further evaluation, property acquisition would not begin for several years as the concept moves into design phases. ODOT will follow all applicable laws and regulations regarding the determination of Fair Market Value for properties. Federal and State laws are in place to protect your rights during the acquisition process. ODOT has a detailed process when it buys property. Please visit the following webpage for further information:

transportation.ohio.gov/working/publications/when-odotneeds-property

80. Can the required land for these concepts be purchased by ODOT in advance of further development?

ODOT acquires land only when justified by a transportation improvement project and when impacts are unavoidable. ODOT will coordinate the needs with all of the locals to help ensure future development is offset and possibly donate right-of-way to the county/city for improving this corridor.

81. The buildings and other items on the concept drawings are not to scale. How can we provide comments if we don't know what the property impacts are?

At this point in the process, the concepts and maps are general in nature as they represent a variety of different access options that ODOT is considering. Once a concept is selected, additional analysis will be performed to evaluate different configurations and impacts. There will be many more opportunities to provide feedback.

82. I think these improvements will negatively impact my property value. Will something be done to offset property values?

Assessing property value changes due to roadway improvements involves a comprehensive evaluation process. ODOT compensates property owners directly impacted by roadway improvements. If property acquisition is needed, ODOT will follow all applicable laws and regulations regarding the determination of Fair Market Value for properties.

83. Do RCUTs require a significant amount of adjacent property?

Compared to a conventional intersection, an RCUT typically has a slightly larger footprint due to the additional pavement needed for the U-turn movements signage/signals. However, an RCUT requires much less property than an interchange because most of the construction occurs in the middle of the roadway or median area.



OTHER MODES OF TRANSPORTATION

84. Have transit or high-speed rail alternatives been examined instead of current improvements?

While transit and/or high-speed rail is a worthwhile component of a growing regional transportation system, it does not address one of the key issues facing the corridor - a substantial increase in truck traffic and through trips. Because of the expense of building a high-speed rail system, federal funding from the Federal Transit Authority (FTA) is required. To meet FTA funding requirements certain ridership thresholds must be met, which would require substantial population increases along the corridor.

85. Is there planning for pedestrian, bike facilities, and safety for vulnerable road users on U.S. 23?

Given the high number of vehicles and high speeds, most of U.S. 23 is not a desirable facility for bike lanes or pedestrian

accommodations. Community plans in the study area show that bicycle and pedestrian traffic is being focused onto parallel north south routes. For more information about regional efforts to create more walkable and bikeable communities, visit:

morpc.org/program-service/bicycle-pedestrian

In the portion of U.S. 23 within the City of Columbus where sidewalks exist, sidewalk connections will continue to be maintained.

86. Will any proposed improvements include a multi-use bike path installation?

No concepts would include the installation of a new multi-use bike path along U.S. 23. However, any existing multi-use bike paths impacted by a concept would be replaced. Bike paths and/or pedestrian facilities could be included on cross streets with new overpasses/underpasses, allowing for crossing of U.S. 23.

ECONOMIC DEVELOPMENT AND LAND USE

87. Would this project involve redistricting students to different schools?

Redistricting decisions are entirely under the discretion of local school districts and their transportation departments. Redistricting has not been part of discussions with school representatives regarding any of the concepts. ODOT will continue to coordinate with local school officials.

88. Can developers be mandated to include access roads to intersections and RCUTs when constructing new developments?

Developers are responsible for offsetting their impact to the roadway system. ODOT and local agencies (cities, villages, townships) have detailed processes that require developers to identify their traffic impacts prior to development. Offsetting impact can include turn lanes, new roadways, new signals, driveway upgrades, or other improvements. More information on development impacts and related transportation improvements can be found at:

<https://www.transportation.ohio.gov/about-us/basics/dev-related>



ECONOMIC DEVELOPMENT AND LAND USE *(Continued)*

89. Why are there so many intersections and driveways along U.S. 23? Can ODOT close existing driveways or prevent new driveways from being built?

Many portions of U.S. 23 within the study area are not limited-access, therefore property owners have rights to access the roadway, which includes creating driveways and curb cuts along U.S. 23 for access. ODOT does not have the authority to close all existing private driveways and curb cuts in these areas. Other portions of U.S. 23 are already limited-access, which restricts new curb cuts and private driveways from being built in those areas. Ultimately, local governments control the zoning and development in their communities.

90. Can legislation be passed so that ODOT has more control over development and access on U.S. 23?

The control over development on U.S. 23 primarily falls under local zoning and development agencies rather than ODOT. Legislative changes could potentially impact how development is managed, but decisions about land are typically handled at the local level. Access management for the majority of the corridor is controlled by ODOT. When new or revised access to ODOT-maintained roadways is proposed by developers, these requests must conform to the requirements established in the State Highway Access Management Manual (SHAMM). The SHAMM provides standards for intersection and driveway spacing on ODOT-maintained roadways.

SEGMENT 1S

91. Is consideration given to the backups along I-270 Eastbound to the I-71 exit and how it affects this segment of U.S. 23?

ODOT recognizes that this area is a significant bottleneck. A project at the I-71/I-270 interchange outside of this study area is currently in development. The project will add an additional lane to the I-71 northbound exit. The project is currently in detailed design and ODOT is currently working to secure construction funding. Construction could occur as early as 2025.

92. Will access be maintained to York Golf Club?

Access to York Golf Club will be maintained, but the location and method of access might change depending on the high-performing concept and further analysis.

93. With any option, U.S. 23 south into Worthington needs something to slow traffic south of the bridge over 270. Maybe some speed bumps?

Speed bumps are generally not suitable for a state route with high traffic volumes. ODOT, in collaboration with the City of Worthington, will evaluate other traffic-calming measures that are more appropriate for managing speeds on U.S. 23/High Street south of I-270.



SEGMENT 1S (Continued)

94. Will any of these concepts raise the elevation of U.S. 23 above the current street height?

If interchanges or overpasses are built, either U.S. 23 or the cross street could be elevated in the immediate vicinity of the interchange/overpass. Further engineering study would determine which roadway would be elevated in those scenarios.

95. Will Flint Road and Campus View Boulevard maintain access to U.S. 23 and I-270 in the proposed concepts?

Existing preliminary concepts for Segment 1S would allow traffic on Flint Road and Campus View Boulevard to have access to and from US 23, I-270, SR 315, and High Street/Worthington. All existing movements would remain.

96. Will any of the concepts add a bike path along U.S. 23?

No concepts are expected to include new bike paths along U.S. 23. Please see question 86 regarding pedestrian and bike facilities.

97. How will construction impacts to nearby residents be minimized?

Road construction can have numerous effects on the community, such as increased noise, and temporary road or lane closures. It is too early to know specific construction impacts of any concept. If a concept is advanced to construction, ODOT will work to minimize the impacts of construction on adjacent properties.

98. Are there plans to enhance lane signage in this area?

Signage on the U.S. 23 southbound approach to I-270 was modified in 2021 to better serve traffic needs. ODOT's operations team consistently assesses operations within the interchange area to improve signal timing, upgrade signing, implement pavement markings, etc. ODOT is currently working on the implementation of shield logos on the pavement to designate lanes for better navigation. This area will continue to be monitored to see if further changes are necessary to improve safety and/or operations.

99. Has the I-270/U.S. 23 been under constant construction for many years?

ODOT has made major investments in recent years at this location. The North Side MegaFix project has substantially improved traffic operations and safety on I-270 and U.S. 23.

100. The No-Build/Existing is marked as the high-performing concept. If this ends up being the high-performing concept in the action plan, does it mean that no improvements will be made?

If the No-Build is identified as the high-performing concept, no further major roadway/ramp improvements would be developed further into planning and/or design at this time. However, ODOT would continue to monitor this location and evaluate potential lower-cost signing or striping modifications that can be made to improve southbound traffic flow approaching I-270.



SEGMENT 1S *(Continued)*

Segment 1S Comments Summary

- Concept A:
 - Multiple commenters supported Concept A
- Concept B:
 - Multiple commenters supported Concept B
- Keep Existing:
 - Multiple commenters supported to keep this segment as existing
- Other comments were received including:
 - Suggestion that southbound express lanes start after Flint Road to avoid ravine impacts
 - Suggestion to consider a diverging diamond interchange

SEGMENT 1N

101. Is access for emergency vehicles considered for this segment? Columbus Fire and EMS 33 on Lazelle Road is located near this segment.

Yes, the study is evaluating how each concept would affect emergency vehicle access. Ongoing coordination with Fire, EMS, and other local emergency services will be important when making improvements in this area.

102. Is access for school buses considered for this segment? Olentangy Meadows Elementary is near this segment.

Yes, access for school-related traffic, including buses are being considered in the planning process. ODOT will continue coordinating with schools as the study progresses into projects to address any specific needs and concerns related to school bus access.

103. Is anything being proposed to maintain pedestrian access across U.S. 23 at Lazelle Road?

Concepts A, B, and C are expected to improve pedestrian safety and mobility across U.S. 23, as a bridge would be provided at Lazelle Road. In Concept D, pedestrian crossing of U.S. 23 would remain similar to the existing conditions, with a signalized intersection remaining at U.S. 23 and Lazelle Road.

104. Can a bike path be provided to connect this area to Highbanks Metro Park?

The City of Columbus has interest in providing a future pedestrian/bicycle connection to Highbanks Metro Park to serve residents south of the park. As any concept is advanced for this segment, ODOT would plan to accommodate such a future connection. Concepts A, B, and C for Segment 1N would construct bridges over/under U.S. 23 and could provide opportunities for pedestrians and bicyclists to more safely cross U.S. 23 and access a future connection to Highbanks Metro Park.



SEGMENT 1N *(Continued)*

105. Why are new traffic signals being added for U-turns in Concepts C and D when existing traffic signals already allow for full access?

The U-turn movements proposed in Concepts C and D would allow the overall signal system to operate more efficiently than the current condition. Diverting some left turn movements to U-turns would result in more overall green time for U.S. 23.

106. In Concepts B and C, how will businesses on Northwoods Boulevard east of U.S. 23 access U.S. 23? Will they need to enter the Sanctuary neighborhood to turn around due to the right-in-right-out on Windsong Way?

In Concepts B and C, businesses east of U.S. 23 on Northwoods Boulevard can access U.S. 23 using the Northwoods Boulevard connector road. Alternatively, they can use Northwoods Boulevard to cross U.S. 23 to the west and then use the right-out at Northwoods Boulevard to head southbound on U.S. 23. The Sanctuary neighborhood will not be used as a turning point.

107. This segment serves mostly local traffic. Why is this section being analyzed for modifications that would affect local residents?

While there are many local trips in this segment, there are still thousands of through vehicles that use this segment every day. This segment experiences congestion and safety concerns that are anticipated to worsen. The purpose of this study is to address these issues and make U.S. 23 safe and efficient for all travelers – local and regional.

108. Will any of the concepts modify the grades on Windsong Way such that it would create challenges in adverse weather?

Currently, none of the concepts propose grade changes for Windsong Way. Windsong Way is proposed to remain on its current alignment.

Segment 1N Comments Summary

- Concept A:
 - Multiple commenters supported Concept A
 - Desire that Concept A includes access to Resurrection Cemetery via access road from Lazelle Road.
 - Desire that Concept A include additional overpass at Northwoods Boulevard
 - Concern that rerouting traffic to Lazelle Road will cause bottleneck
- Concept B:
 - Multiple commenters supported Concept B
 - Desire that Concept B include connection from Windbrush Avenue to Highfield Drive
 - Desire that Concept B not include U.S. 23 widening
 - Desire that Concept B open a second entrance to the Olentangy Highbluffs neighborhood using the fire access road that connects to Lazelle Road
 - Desire that Concept B include some of the Concept A frontage roads to allow for better access to/from Windsong Way and Highbluffs Boulevard



SEGMENT 1N *(Continued)*

Segment 1N Comments Summary (Continued)

- Concept C:
 - Multiple commenters supported Concept C
 - Desire that Concept C not include U.S. 23 widening
 - Desire that Concept C open a second entrance to the Olentangy Highbluffs neighborhood using the fire access road that connects to Lazelle Road
 - Desire that Concept C include some of the Concept A frontage roads to allow for better access to/from Windsong Way and Highbluffs Boulevard
- Concept D:
 - Multiple commenters supported Concept D
 - Desire that Concept D include a connection from Windsong Way to Northwoods Blvd
 - Desire that Concept D not include U.S. 23 widening
 - Desire that Concept D open a second entrance to the Olentangy Highbluffs neighborhood using the fire access road that connects to Lazelle Road
 - Desire that Concept D include some of the Concept A frontage roads to allow for better access to/from Windsong Way and Highbluffs Boulevard
- Keep Existing:
 - Multiple commenters supported to keep this segment as existing
- Other comments were received including:
 - Desire that full access be maintained to/from Windsong Way, and that the traffic signal remain
 - Desire that full access be maintained to/from Highbluffs Boulevard, and that the traffic signal remain
 - Concern that the removal of the Windsong Way/Highbluffs Boulevard signal will increase travel times for residents and for emergency services
 - Concern that potential right-in/right-out intersections are more unsafe than signals since merge movements are required
 - Concern that reduced access would negatively impact businesses
 - Desire that impacts to woodlands and ravines in this area be minimized

SEGMENT 2

109. Would Concept A just shift traffic problems to Highfield Drive or other local streets?

Each of the concepts are expected to divert some local trips off U.S. 23 and onto adjacent feeder or side streets. If concepts advance into project development, ODOT will conduct more detailed analysis to evaluate impacts to local roads and identify necessary improvements to local roads.



SEGMENT 2 *(Continued)*

110. If Concept D is selected, how would you get from Delaware to Polaris?

If Concept D were implemented, it's likely that southbound U.S. 23 traffic (traveling from Delaware) would have several options to head toward the Polaris mall area. One option would be to turn left onto Orange Road, then right onto Highfield Drive and left on Green Meadows Drive to access SR 750. Another option would be to turn right onto Meadow Park Avenue or Neverland Drive and use Owenfield Drive to access SR 750.

111. Any consideration of adding a bike path or pedestrian facilities?

No concepts are expected to include the installation of bike paths or pedestrian facilities along U.S. 23. Please see question 86 regarding pedestrian and bike facilities.

112. In Concept C, why is this proposed Highbanks Metro Park entrance not shown aligned with Owenfield Drive?

If Concept C is advanced, further study and coordination with Highbanks Metro Park would be needed to identify the best

location for the park access onto SR 750. The park access would have to be located in a position where it can operate safely and effectively, while avoiding/minimizing impacts to park facilities.

113. Would a diverging diamond on SR 750 work?

A diverging diamond interchange (DDI) is one of many potential interchange configurations that may be explored further at SR 750, if Concept A or B is advanced.

114. Will the Orange Road railroad grade separation be complete before work at Orange Road and U.S. 23?

The Orange Road railroad grade separation project is currently expected to be completed in 2028. It is very unlikely that any construction at U.S. 23/Orange Road would begin before 2028 due to the time required to advance a major improvement through the ODOT project development process.

Segment 2 Comments Summary

- Concept A:
 - Multiple commenters supported Concept A
 - Suggestion that Concept A add a southbound only ramp from Highbanks Metro Park to U.S. 23
 - Note that an interchange at SR 750 may impact the headwaters of a ravine within Highbanks Metro Park
- Concept B:
 - Multiple commenters supported Concept B
 - Suggestion that Concept B be modified to remove the interchange at Green Meadows Drive
 - Suggestion that Concept B be modified to maintain full access at Green Meadows Drive
 - Support for Concept B improvements from Orange Road to Meadow Park Avenue
 - Note that an interchange at SR 750 may impact the headwaters of a ravine within Highbanks Metro Park



SEGMENT 2 *(Continued)*

- Concept C:
 - Multiple commenters supported Concept C
 - Support for an overpass at SR 750
 - Suggestion that Concept C be modified to remove the traffic signal at Windbrush Avenue
 - Suggestion that Concept C avoid extending Owenfield Drive into Highbanks Metro Park due to cultural and ecological impacts
 - Suggestion that Concept C be modified to include connection to Highbanks Metro Park from Concept D
- Other comments were received including:
 - Desire to avoid impacts to natural and archaeological features in Highbanks Metro Park
 - Desire that full access to/from U.S. 23 be maintained at Highbanks Metro Park
 - Desire to not widen U.S. 23 in this segment
 - Desire to avoid impacts to ravine and woodlands south of Hidden Ravines Drive
 - Desire to have a grass median in lieu of barrier wall/median

SEGMENT 3

115. Is access for emergency vehicles considered for this segment? Orange Township fire station 361 and Mount Carmel Lewis Center Emergency Room are in this segment.

Yes, the study is evaluating how each concept would affect emergency vehicle access. Ongoing coordination with Orange Township Fire, and the emergency medical providers (Nationwide Children's, OhioHealth, Mount Carmel) in this segment will be important when making improvements in this area.

Based on feedback provided from emergency service providers, some changes such as traversable medians may be considered in one or more concepts to help minimize impacts.

116. How will the three Olentangy schools east of U.S. 23 be considered in this study?

Impacts to schools and bus routes have been evaluated for each of the concepts. Access to/from the Olentangy schools could be

affected by concepts in Segment 3 and Segment 4. As the concepts for Segment 3 and Segment 4 are further evaluated, any proposed recommendations will be looked at together to see how school access would be affected. Coordination with local schools will continue as concepts are further developed to ensure impacts to school bus patterns are minimized.

117. How will the proposed I-71 and Big Walnut Road interchange impact the design?

If an I-71/Big Walnut Road interchange is constructed, it could increase traffic demand on Home Road. To be conservative, the traffic forecasts used in this study have assumed that an I-71/Big Walnut Road interchange is built in the future.



SEGMENT 3 *(Continued)*

Segment 3 Comments Summary

- Concept A:
 - Multiple commenters supported Concept A
- Concept B:
 - Multiple commenters supported Concept B
- Concept C:
 - Multiple commenters supported Concept C
- Concept D:
 - Multiple commenters supported Concept D
- Other comments were received including:
 - Desire to preserve full access to/from U.S. 23 at Corduroy Road
 - Desire to make sure concepts coordinate with schools in the area
 - Desire for connection from Gooding Boulevard to Artesian Run
 - Desire to not widen U.S. 23 in this segment
 - Desire that full access at Olentangy Crossing be maintained to access Shale Hollow Park
 - Desire that an interchange not be built at Home Road due to nearby environmental resources

SEGMENT 4

118. Can any of the signals in this section be converted to flash mode except at peak times?

ODOT consistently monitors this corridor to identify any safety or operational improvements such as signal timing changes that would benefit the corridor.

119. What impacts will these concepts have on Olentangy Schools' access onto Shanahan Road?

Impacts to schools and bus routes have been evaluated for each of the concepts. Access to/from the Olentangy schools could be affected by concepts in Segment 3 and Segment 4. As the concepts for Segment 3 and Segment 4 are further evaluated, any proposed recommendations will be looked at together to see how school access would be affected. Coordination with local schools will continue as concepts are further developed to ensure impacts to school bus patterns are minimized.

120. How would these concepts affect properties with direct access to U.S. 23, including the Worthington Arms community?

Concept 4A would remove all direct access. Frontage or backage roads would be constructed to provide access to adjacent interchanges. Concepts 4B, 4C, and 4D would allow right-in/right-out access to remain. Left turn movements would either be made via frontage/backage roads to adjacent interchanges, U-turns via adjacent interchanges, or U-turns at RCUT intersections. Future development roadways are expected to provide further connections to Shanahan Road and Peachblow Road for locations east of U.S. 23.



SEGMENT 4 (Continued)

Segment 4 Comments Summary

- Concept A:
 - Multiple commenters support Concept A
 - Suggestion that Concept A be modified to include a frontage road connecting Winter Road, Greif Parkway, and Hyatts Road
- Concept B:
 - Multiple commenters support Concept B
- Concept C:
 - Multiple commenters support Concept C
 - Desire for Concept C to be modified to include a traffic signal at Hyatts Road/Shanahan Road to accommodate the school bus traffic
- Concept D:
 - Multiple commenters support Concept D
- Keep Existing:
 - Multiple commenters supported to keep this segment as existing
- Other comments were received including:
 - Concern that RCUTs are not suitable for the school bus traffic in this area
 - Desire for a left turn signal at Hyatts Road/Shanahan Road to accommodate the school bus traffic
 - Desire for U.S. 23 to be widened to 3 lanes in this segment
 - Desire that an interchange not be built at Hyatts Road/Shanahan Road, due to nearby ecological resources
 - Desire that an interchange not be built at Glenn Parkway/Winter Road, due to nearby ecological resources
 - Desire that access to Hickory Woods Park not be negatively impacted
 - Desire that access to future Preservation Park (west side of U.S. 23) not be negatively impacted
 - Desire that Shale Hollow Park maintenance access on Hyatts Road not be impacted



SEGMENT 5

121. My community commented last time that we disliked a concept. Why is it still being shown?

ODOT understands that some concepts presented during the Fall 2023 public meetings were not preferred by some communities. No concepts were eliminated following the Fall 2023 public meetings, because the technical analyses (safety/congestion benefits, cost, community impacts, natural & cultural resource impacts) had yet to be performed. With technical data now being finalized, the study will be identifying potential concepts to be advanced. Public feedback remains an important factor in identifying the recommended concepts.

122. There are historic buildings and landmarks in this area, are those expected to be impacted with the proposed recommendations?

Each concept is being evaluated on its potential impacts to the historical and cultural resources in this segment. This evaluation is a key factor in which concept(s) will be recommended to be advanced into project development. For any concepts that are advanced, further studies and evaluation will be done on each concept to evaluate resource impacts, including impacts to historic properties. Projects that advance from the concepts will be developed to avoid or minimize impacts to historic properties. Projects progressing from these concepts and seeking federal funding must adhere to Section 106 of the National Historic Preservation Act (NHPA) regulations.

123. How much traffic will be diverted to Stratford Road if these concepts are implemented?

If concepts advance into project development, the project will evaluate affected roads for necessary improvements.

124. Has the team been working with the City of Delaware on the improvements for this section?

The City of Delaware has been an active and valued community partner in our project. The City has provided valuable feedback, and our collaboration remains ongoing. As we refine concepts, this coordination with community partners, including the City, will continue.

125. Can the private drive between Delaware Community Plaza and Hull Drive be converted into a public road?

Converting a private drive to a public road would involve agreements between the shopping center owner and local authorities, legal documentation, possible upgrades, adherence to regulations, and the transfer of maintenance responsibilities.



SEGMENT 5 *(Continued)*

Segment 5 Comments Summary

- Concept A:
 - Multiple commenters supported Concept A
 - Suggestion that Concept A be modified to include an overpass at Hull Drive
 - Concern about Concept A potentially increasing traffic volumes on residential streets and/or Stratford Road
 - Concern that an interchange at SR 315 would negatively impact the Olentangy River
- Concept B:
 - Multiple commenters supported Concept B
 - Concern about Concept B potentially increasing traffic volumes on residential streets and/or Stratford Road
 - Suggestion that Concept B be modified to include an overpass at Hull Drive
- Concept C:
 - Multiple commenters supported Concept C
 - Concern about Concept C potentially increasing traffic volumes on residential streets and/or Stratford Road
 - Suggestion that Concept C be modified to include the Hawthorn Boulevard configuration from Concept B.
 - Suggestion that Concept C be modified to remove all traffic signals
- Concept E:
 - Multiple commenters supported Concept E
- Other comments were received including:
 - Desire that impacts to historic resources in the area be avoided or minimized, including the historic Stratford Road area
 - Suggestion to cul-de-sac Stratford Road north of U.S. 23
 - Suggestion that Winston Road connect south to Hull Drive
 - Desire that impacts to Stratford Ecological Center be avoided or minimized
 - Desire that an interchange not be constructed at SR 315
 - Desire that impacts to natural resources north of Hull Drive be avoided or minimized
 - Desire that impacts to natural resources south of the existing US 42 interchange be avoided or minimized
 - Suggest avoiding cul-de-sacs north of Hull Drive due to nearby ecological resources



SEGMENT 6

126. What is the future connection to Hills-Miller Road shown in this segment? Where can I find more information on it?

In recent years, the City of Delaware and Delaware County have been exploring a potential new arterial roadway connection. This potential connection is independent from the Route 23 Connect study. No specific plans have been confirmed for this connection.

127. Have you explored the option of widening Troy Road to take some of the overflow from U.S. 23?

The City of Delaware and Delaware County have explored potential improvements to Troy Road; however, this study is focusing on finding options to make U.S. 23 more functional.

128. Can the U.S. 23 be modified to improve sight distance for southbound traffic in this segment?

ODOT recognizes that sight distance is a concern in certain areas of U.S. 23. Road profile improvements may be included as concepts are developed and further refined.

129. Where can I access U.S. 23 in Concept A?

Concept 6A proposes traditional freeway interchanges or connector road interchanges at four locations- Pennsylvania Avenue, Panhandle Road/Merrick Parkway, Hills-Miller Road, and Coover Road. Those four locations would be the only access points to and from U.S. 23. Additional

roadways – frontage and backage roads – would be constructed to connect individual properties and smaller roadways to these four access points.

130. Would adding right turn lanes to existing intersections improve traffic flow?

Yes, right turn lanes can help the operations and safety of an intersection by helping to remove slowing traffic from through lanes. Right turn lanes would be considered for any concept where intersections remain. If a Build concept advances, detailed project development will address lane assignments and traffic flow improvement.

131. How would northbound traffic access the Retail Plaza (with BMV and Board of Elections) in Concept 6C and 6D?

In Concept 6C, northbound traffic bound for the retail plaza would exit U.S. 23 at the Hills Miller Road connector road interchange, cross over U.S. 23, re-enter U.S. 23 southbound, and then turn right into the plaza. Exiting traffic bound for northbound U.S. 23 would have to turn right (southbound) and either turn around at the Pennsylvania Avenue interchange or turn around using Merrick Parkway and local roads to access the interchange at Hills-Miller Road. In Concept 6D, northbound drivers would U-turn at the adjacent Hills Miller Road RCUT intersection in order to access the plaza. Drivers leaving the plaza in Concept 6D would U-turn at the adjacent Merrick Parkway intersection in order to go northbound on U.S. 23.



SEGMENT 6 *(Continued)*

132. In Concepts 6A and 6B, would access to Coover Road be maintained? How would the connector road interchanges work?

Yes, full access to Coover Road would be maintained via the proposed connector road interchange in Concept 6A or Concept 6B. The connector road interchange would feature an overpass, allowing for access to/from the northbound direction of U.S. 23. Connector roads would link Coover Road to U.S. 23, similar to the sample connector road interchange photos shown on the Improvement Options display board (see project website).

Segment 6 Comments Summary

- Concept A:
 - Multiple commenters supported Concept A
 - Suggestion that Concept A be modified to eliminate one or two of the interchanges and utilize Troy Road to the west.
 - Suggestion that Concept A be modified to include a connection to Panhandle Road
 - Concern that concept A would have negative impacts to Oakhaven Golf Course
 - Desire to have Coover Road grade-separated as it appears to provide improved safety for those traveling to Buckeye Valley Schools
- Concept B:
 - Multiple commenters supported Concept B
- Concept C:
 - Multiple commenters supported Concept C
 - Suggestions that Concept C be modified to include an interchange at Coover Road
 - Concerns about direct southbound entrance ramp impacting the historic Northwest neighborhood
- Concept D:
 - Multiple commenters supported Concept D
 - Concerns about direct southbound entrance ramp impacting the historic Northwest neighborhood
- Keep Existing:
 - Comment supports keeping this segment as existing
- Other comments were received including:
 - Desire to not widen U.S. 23 in this segment
 - Concern that widening near Oakhaven Golf Course would require noise mitigation
 - Desire that no new ramps be constructed at Pennsylvania Avenue to avoid impacts to nearby natural resources
 - Concern that medians and right-turn only access will require additional travel distance and drive time



SEGMENT 7

133. As a short-term improvement, can left turn signal phases be added to allow traffic to turn onto SR 229 from U.S. 23?

ODOT continuously monitors this corridor to identify safety or operational improvements such as signal timing adjustments. Short-term improvements may be considered if shown to be beneficial.

134. Can the test pavement lanes in Segment 7 be opened to traffic?

The test pavement lanes are currently being used as frontage roads for local access. There are no plans or operational need to

using the test pavement lanes for through traffic. In all concepts, the former test pavement lanes would either remain as one or two-way local frontage roads or be eliminated.

135. Are improvements needed in this segment?

Like for any project, No-Build (no improvements) is an option. While Segment 7 has the lowest traffic volumes, the Build concepts would likely improve travel times and safety. Several serious injury/fatal crashes have occurred in this segment in recent years.

Segment 7 Comments Summary

- Concept A:
 - Multiple commenters supported Concept A
 - Suggestion to modify Concept A to include a bridge connecting Troutman Road to two-way frontage road
 - Suggestion to use Weiser Road and Brundage Road as off and on-ramps for minimal impact to existing right-of-way
- Concept B:
 - Multiple commenters supported Concept B
 - Suggestion to modify Concept B to eliminate the interchange at SR 229
- Concept C:
 - Multiple commenters supported Concept C
- Concept D:
 - Multiple commenters supported Concept D
- Other comments were received including:
 - Concern regarding school busses being able to utilize RCUTs
 - Concern about school buses needing to stop on U.S. 23 to load and unload students
 - Desire to install dedicated turn lanes on U.S. 23 to Wiley Road and Penry Road
 - Desire for a train underpass
 - Desire for short term improvement at Norton - a left turn signal for northbound motorists wanting to make a left turn onto Norton Rd.
 - Suggestion to focus efforts/resources in other areas of U.S. 23
 - Suggestion to focus efforts/resources on this segment first to avoid future issues
 - Desire to not widen U.S. 23 in this segment
 - Desire to avoid impacts to Army Corps of Engineers reserve land north of SR 229
 - Desire that River Run Park access on Main Road remain unchanged