

Rickenbacker Infrastructure Project Prioritization

Rickenbacker Infrastructure Coordinating Committee

Central Ohio has historically been a crossroads for freight transportation. In 2008, this was demonstrated once again with the location of Norfolk Southern's Rickenbacker Intermodal (Mega) Facility (IMF) in Pickaway County. Our efforts as a region, coupled with our critical location in the global supply chain have led to our continuous success as a logistics center. Today, over 14 percent of private sector employment in central Ohio can be attributed to the industry.

As our region's success continues, we must work to ensure that we do not become a victim of that success by not planning and investing for the future accordingly. In 2007, recognizing the impending construction of the Rickenbacker IMF and the potential roadway impacts that would result, the jurisdictions in the Rickenbacker area and MORPC completed the *Rickenbacker Area Road Network Assessment*. This assessment identified the necessary roadway improvements to facilitate the overall success of the Rickenbacker area.

However, this document was not created to be a static document. Following its release, MORPC worked with local public and private sector leaders to create the Rickenbacker Infrastructure Coordinating Committee (RICC). The RICC was created with the mission to identify/prioritize projects, seek funding, and to foster cooperation. Essentially, they are charged with implementing the assessment and updating the project lists/priorities.

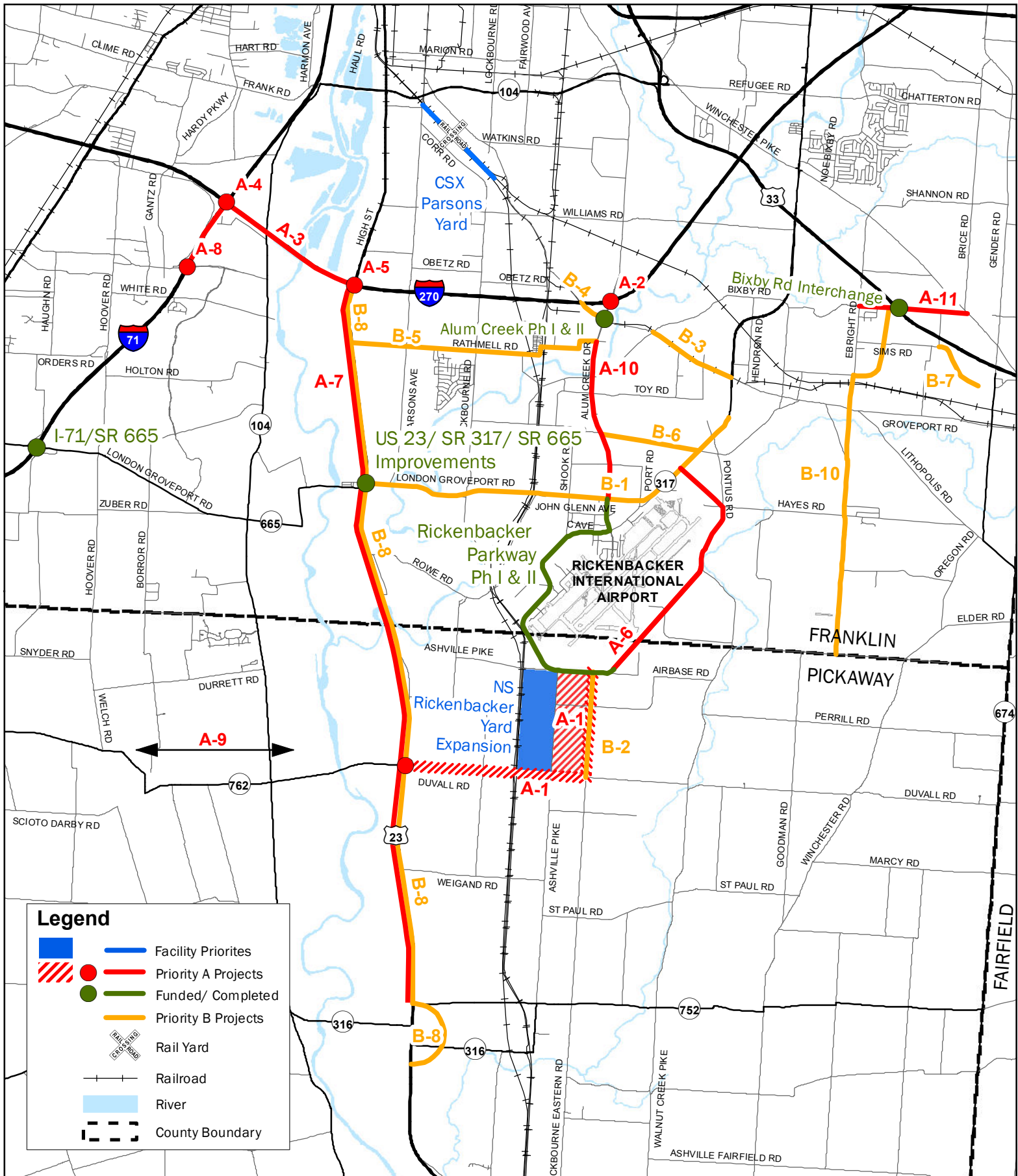
Even before the assessment was completed and the RICC was formed the importance of the Rickenbacker was recognized. Since 2000 over \$118 Million has been dedicated to improving the roadway network in area. The majority of this funding has been spent more recently to meet the needs of an increasingly successful Rickenbacker area.

With many of the RICC's top priority projects receiving funding (See attached map – Green Labeled projects), the RICC set out to update the project list and prioritization. Throughout 2010, the group met and discussed the various attributes of each project. Following this discussion, the group worked to narrow down projects and begin to prioritize projects according to their importance to the success of the Rickenbacker area. The group decided to prioritize the projects by separating the highest priority projects and others that are more long term. The group then prioritized the highest priority projects individually. Recently, the prioritization was finalized, and it is my pleasure to share them with you. In the attached map you will find red (highest priority) and orange (long term) colored project labels. Each label has a corresponding project description on the reverse side of the map.

If you have any questions about the RICC or its prioritization, please feel free contact Dan Haake, MORPC's freight planner, at 614-233-4149/dhaake@morpc.org.



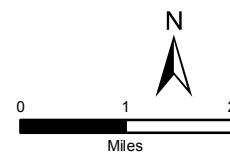
(Page intentionally blank)



Rickenbacker Infrastructure Coordinating Committee's Rickenbacker Infrastructure Project Prioritization



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
n:/argis/local/rick_icc/RickenbackerPriorities.mxd March 2011



**RICKENBACKER INFRASTRUCTURE COORDINATING COMMITTEE (RICC) - PROJECT PRIORITIZATION
Spring 2011**

Success Stories – Fully Funded Projects

ALUM CREEK PHASE I AND II – INTERSECTION/INTERCHANGE UPGRADES – \$14.3 M
BIXBY INTERCHANGE – NEW INTERCHANGE - \$37.5 M
I-71/SR 665 – INTERCHANGE UPGRADE – \$46.7 M
US 23/SR 317/SR 665 – INTERSECTION ALIGNMENT – \$4.1 M
RICKENBACKER PARKWAY PHASE I AND II – NEW ROAD - \$29.1 M

Priority “A” Projects – Highest Priority, Numbered by Priority (keyed to attached map)

A-1 PICKAWAY EAST/WEST CONNECTOR – NEW ROAD

- Back-door connection between the intermodal area and US 23
- Pickaway County Engineer’s Office currently completing the environmental phase.
- Total Project Cost: \$44.07 M, Funding Committed: \$2.68 M, Pending: \$2.7 M for Detailed Design (TRAC)

A-2 ALUM CREEK/GROVEPORT RD PHASE III – INTERCHANGE UPGRADE

- Phase III will add further capacity to Rickenbacker’s front-door
- Total Project Cost: \$9.6 M, not currently funded

A-3 I-270 WIDENING from US 23 and I-71 – MAJOR WIDENING

- Roadway widening and upgrades of the interchanges at I-270/US 23, I-270/I-71, and I-71/Stringtown Road
- Total Project Cost of Widening and Interchange Upgrades: \$182 M, Funding Committed: \$4.96 M

A-4 I-270/I-71 – INTERCHANGE UPGRADE

- Roadway widening and upgrades of the interchanges at I-270/US 23, I-270/I-71, and I-71/Stringtown Road
- Total Project Cost of Widening and Interchange Upgrades: \$182 M, Funding Committed: \$4.96 M

A-5 I-270/US 23 – INTERCHANGE UPGRADE

- Roadway widening and upgrades of the interchanges at I-270/US 23, I-270/I-71, and I-71/Stringtown Road
- Total Project Cost of Widening and Interchange Upgrades: \$182 M, Funding Committed: \$4.96 M

A-6 RICKENBACKER PARKWAY EXTENSION – NEW ROAD

- Final Phase of a loop road around Rickenbacker International Airport
- Total Project Cost: \$27.7M, not currently funded

A-7 US 23 SUSTAINABILITY - ACCESS MANAGEMENT/RIGHT-OF-WAY PRESERVATION

- \$ 500k ODOT study completed, on-going work by transportation and land use officials

A-8 I-71/STRINGTOWN ROAD – INTERCHANGE UPGRADE

- Roadway widening and upgrades of the interchanges at I-270/US 23, I-270/I-71, and I-71/Stringtown Road
- Total Project Cost of Widening and Interchange Upgrades: \$182 M, Funding Committed: \$4.96 M

A-9 CONNECTION TO I-71 – NEW ROAD

- Long-term project, connection from the Rickenbacker area to I-71

A-10 ALUM CREEK DRIVE FROM SR 317 TO RATHMELL ROAD – MAJOR WIDENING

- Not currently funded

A-11 BIXBY ROAD FROM EBRIGHT ROAD TO WINCHESTER PIKE – MAJOR WIDENING

- Project dependent on ODOT’s new interchange at Bixby Road/US 33 being constructed
- Total Project Cost: \$18.4 M; Funding Committed: \$14 M

Intermodal Facility Projects (labeled on attached map)

RICKENBACKER INTERMODAL FACILITY – CAPACITY EXPANSION

PROPOSED, CSX INTERMODAL FACILITY AT PARSONS YARD - \$133 MILLION, “NATIONAL GATEWAY PROJECT”

Priority “B” Projects – Long-Term Projects, Not numbered by Priority (keyed to attached map)

B-1 SR 317 FROM US 23 TO ALUM CREEK DRIVE – MAJOR WIDENING

B-2 LOCKBOURNE EASTERN ROAD FROM DUVAL ROAD – MAJOR WIDENING

B-3 GROVEPORT ROAD FROM BIXBY ROAD TO SR 317 – MINOR WIDENING

B-4 GROVEPORT ROAD FROM I-270 TO ALUM CREEK DRIVE – MINOR WIDENING

B-5 RATHMELL ROAD FROM HIGH STREET TO ALUM CREEK DRIVE – MINOR WIDENING

B-6 ROHR ROAD FROM ALUM CREEK DRIVE TO SR 317 – MINOR WIDENING

B-7 SIMS ROAD – GENDER ROAD CONNECTOR FROM RAGER ROAD TO WINCHESTER BOULEVARD – NEW ROAD

B-8 US 23 – LIMITED ACCESS CONVERSION

B-9 RICHARDSON ROAD – UPGRADE EXISTING ROAD/NEW ROAD