

SOUTH OUTERBELT

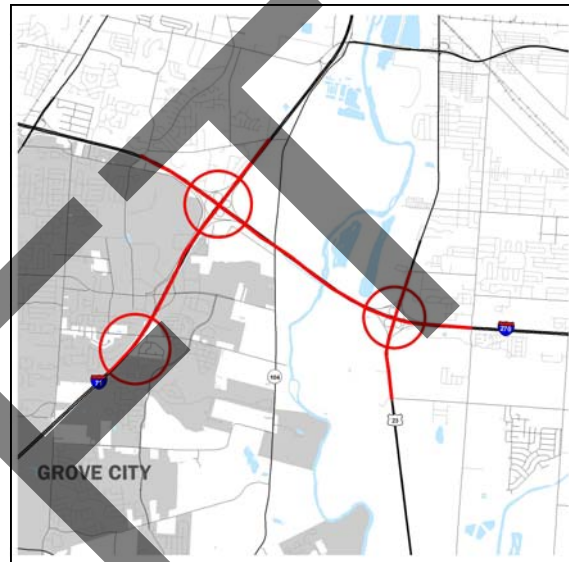
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WHAT IS IT, AND WHY IS IT SO IMPORTANT?

This portion of I-270 is used to move freight traffic from the Rickenbacker Inland Port to I-71 and I-70.

Rickenbacker is a major economic generator for central Ohio. Over the next 30 years, the area will be responsible for the creation of over 20,000 jobs, and have over a \$15 billion impact on the region. In addition to the Rickenbacker area, Grove City is home to many logistics companies that rely on the I-71/270 interchange, and the corresponding interchange at I-71/Stringtown Rd.

Currently, the logistics industry is responsible for over 14% of private sector employment in the region. This project is critical for the continued success of this sector. In addition to these advantages, this project will potentially reduce through truck volumes I-70/71 through downtown Columbus, a recognized truck bottleneck by FHWA.



RICKENBACKER INFRASTRUCTURE COORDINATING COMMITTEE (RICC) PRIORITIZATION

Several projects in the South Outerbelt have been ranked by the RICC committee in their infrastructure prioritization efforts.

- 3. I-270 Widening between I-71 and US 23
- 4. I-270/71 Interchange Upgrade
- 5. I-270/US 23 Interchange Upgrade
- 8. I-71/Stringtown Road Interchange Upgrade

SOUTH I-270 WIDENING

Currently, the I-270 bridges over the Scioto river are being rehabilitated and widened as part of a long-term strategy to improve the South Outerbelt. This is the first step in a plan to both complete full depth pavement rehabilitation and addition of a third through lane of I-270 and an auxiliary lane between I-71 and

US 23 on the south side of Columbus. This project would upgrade the last remaining four lane portion of I-270. This project will be funding through traditional ODOT district funding, and will help expedite freight travel in/out of the Rickenbacker area.

INTERCHANGE STUDIES

The Transportation Review Advisory Council (TRAC) provided ODOT \$2.5 million to study ways to address deficiencies in the I-270/71 area. This study will primarily look at long term fixes for the I-270/US 23, I-270/71, and I-71/

Stringtown Road. These three interchanges are somewhat inter-related, especially I-270/71 and I-71/Stringtown Road. This study will also look at other transportation needs on the freeway in the study area.