

Central Ohio Rural Planning Organization

2018-2040 Transportation Plan Executive Summary



Central Ohio
Rural Planning
Organization

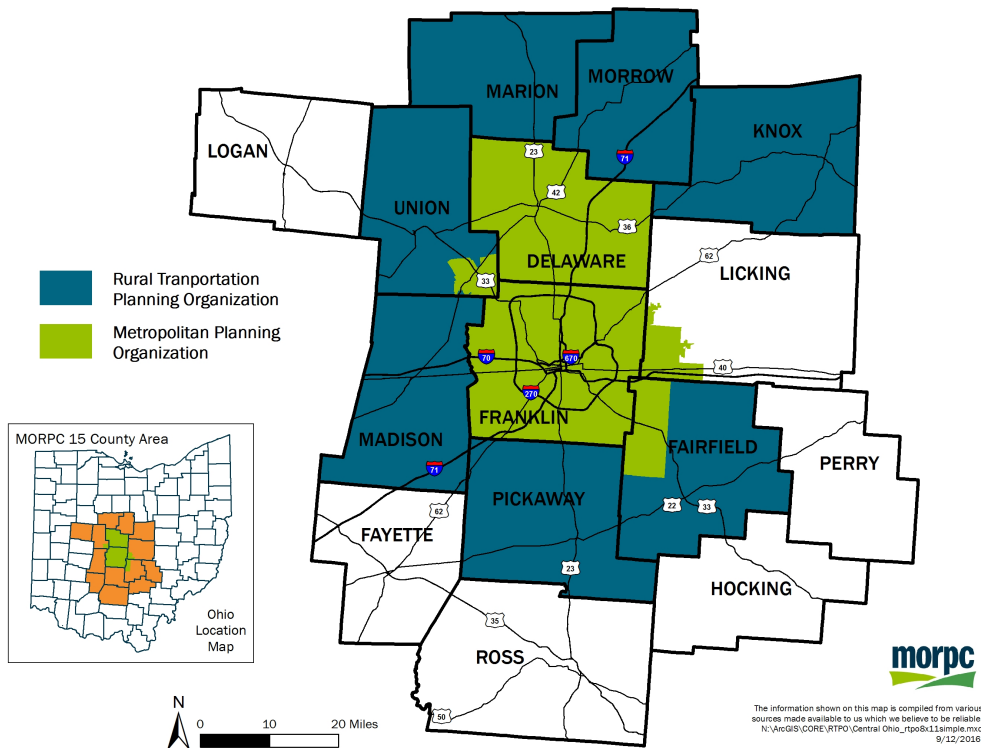


Mid-Ohio Regional
Planning Commission

Executive Summary

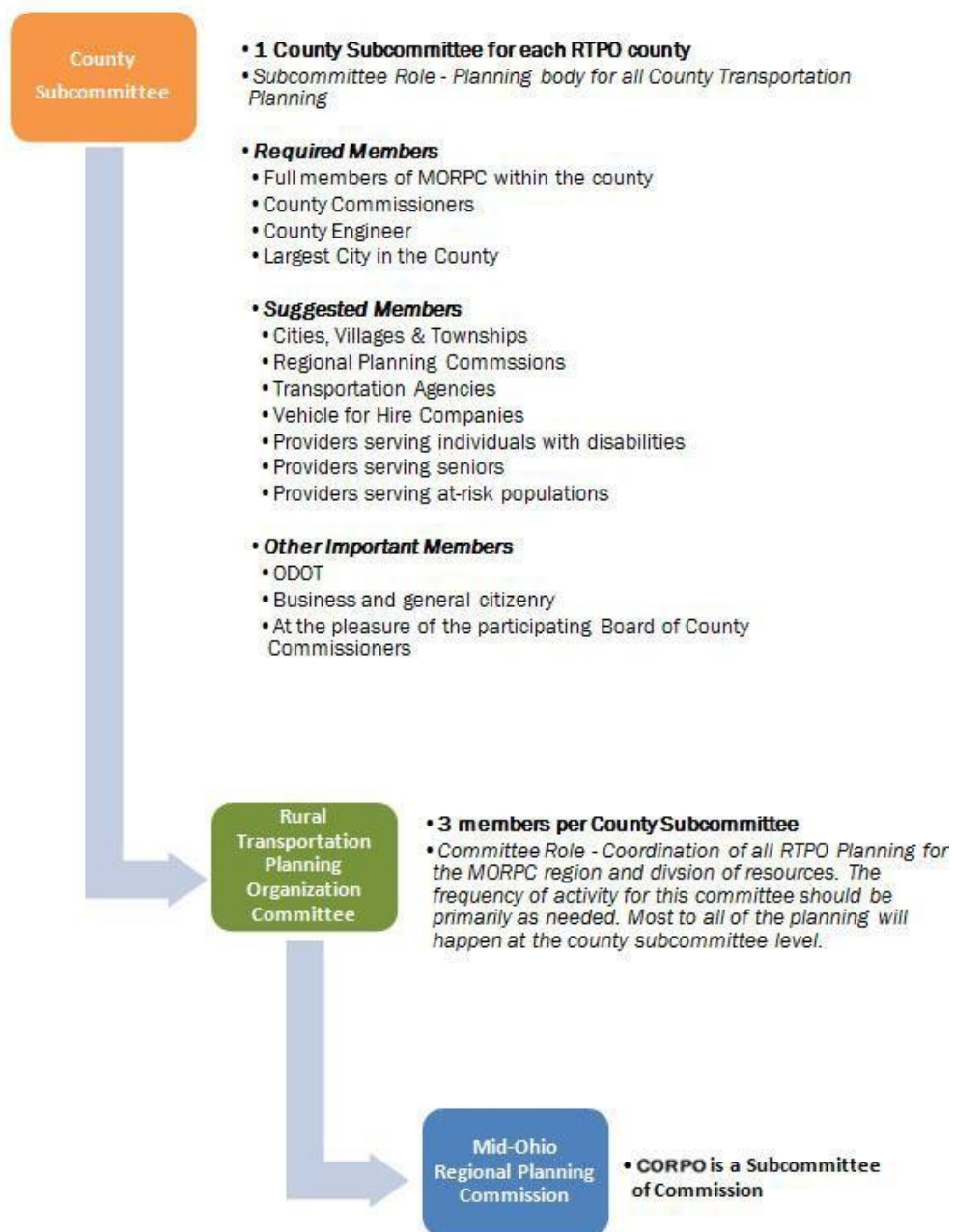


The Central Ohio Rural Planning Organization (CORPO) was formed in the summer of 2016, to serve as the Regional Planning Organization (RPO) for a seven county area of Central Ohio. This area includes the counties of Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union.



CORPO is intended to conduct regional transportation planning among the non-metropolitan counties surrounding the Mid-Ohio Regional Planning Commission’s (MORPC) Metropolitan Planning (MPO) area. The purpose of this plan is to help anticipate future transportation needs in the CORPO study area and to document the transportation planning process of CORPO, its members and partners. The CORPO Transportation Plan or (CTP) was developed as the first transportation plan of its kind for CORPO. The plan identifies needed investments for maintaining and improving the region’s multi-modal transportation network. The creation of CORPO as well as this long-range transportation plan was a two year process coordinated by ODOT, MORPC and the member counties of CORPO.

The development of the 2018 – 2040 CORPO Transportation Plan was guided by the CORPO Committee as well as by CORPO county subcommittees. These committees are made up of public and private stakeholders such as local elected officials, engineers, economic development professionals, transit agencies, local business representatives and those who work with seniors and the mobility impaired from all seven member-counties (see figure below). This plan was prepared by MORPC staff under the guidance of the CORPO committee and subcommittees.



CORPO Demographics

In order to assess the CORPO area's existing and future conditions, data was collected related to demographics, employment, safety, congestion and other relevant data sets. Being aware of how many users the transportation system has and where they are going is vital to understanding the future needs of the system. This data was used by CORPO to evaluate their transportation system and better determine what their priorities are. The tables and maps on the following five pages outline CORPO's findings. For a more detailed look at the data please see the existing and future conditions sections of the CTP.

According to Census population estimates, the CORPO area's total population was 469,984 in July 2016. This represents a 2 percent increase from the 2010 Census estimated population of 460,299. There are a number of factors contributing to this change such as increased employment opportunities, access to the various transportation corridors, new residential developments and CORPO's proximity to the Greater Columbus area. The CORPO study area is projected to grow by nearly 50,000 people by 2040.

CORPO Area Population Estimates		
Year	Population	2010 - 2016 % Change
2010	460,299	
2011	462,213	
2012	461,619	
2013	463,690	
2014	466,640	
2015	468,011	
2016	469,984	

CORPO County Population Estimates		
County	2016 Population	2016 -2040 Forecasted Change
Fairfield	152,597	27,170
Knox	60,814	(990)
Madison	43,419	840
Marion	65,096	(5,910)
Morrow	35,036	580
Pickaway	57,565	7,690
Union	55,457	13,620

CORPO Demographics Cont.

As of April 2017, every CORPO county saw a reduction in the unemployment rate since 2013. CORPO counties also saw unemployment rates that were lower to that of the State of Ohio, where the rate was 4.4 percent. Ohio's rate was higher than the national rate of 4.1 percent that same month. These unemployment rates are positive, not only because they are low but because they have steadily declined over the last five years.

CORPO County Unemployment Rates		
County	2017 Rate	2013 - 2017 % Change
Fairfield	3.6%	-3%
Knox	3.6%	-3.3%
Madison	3.2%	-3.1%
Marion	4.3%	-3.6%
Morrow	4.2%	-3.2%
Pickaway	3.9%	-3.5%
Union	3.0%	-2.8%

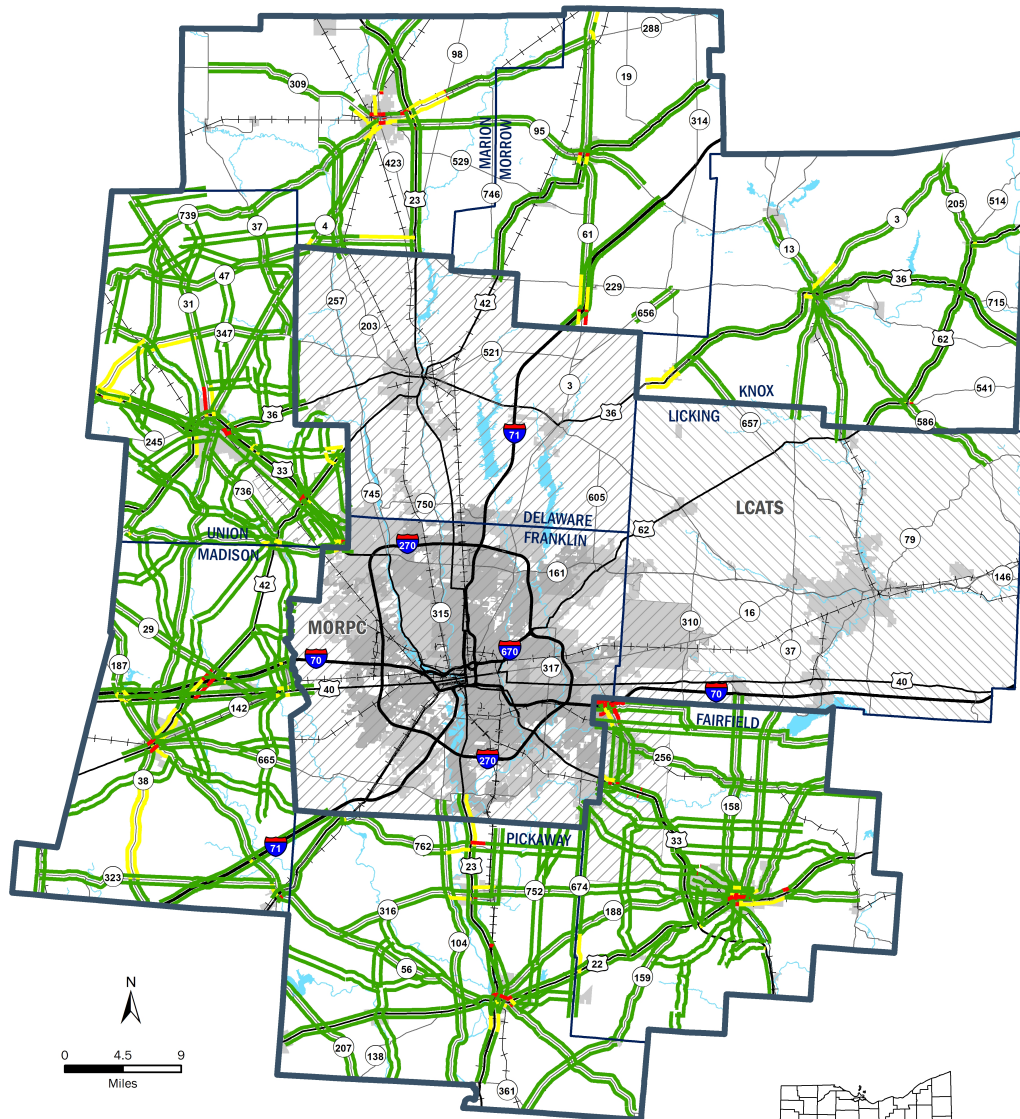
In 2015 the CORPO study area was home to a over 150,000 total jobs and is projected to be home to nearly 30,000 new jobs by 2040.

CORPO County Jobs		
County	2015 Totals	2040 Growth
Fairfield	41,840	8,750
Knox	23,900	4,240
Madison	14,700	1,950
Marion	23,840	640
Morrow	5,120	1,040
Pickaway	13,300	9,830
Union	32,110	7,430

Congestion

The following two maps reflect the the estimated days per week a facility is congested during the peak hour on routes in the CORPO area.

CORPO Peak Period Congestion - AM

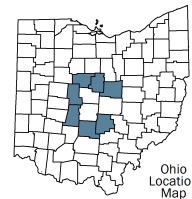


CENTRAL OHIO RURAL PLANNING ORGANIZATION

% Days Congested 2017 AM *

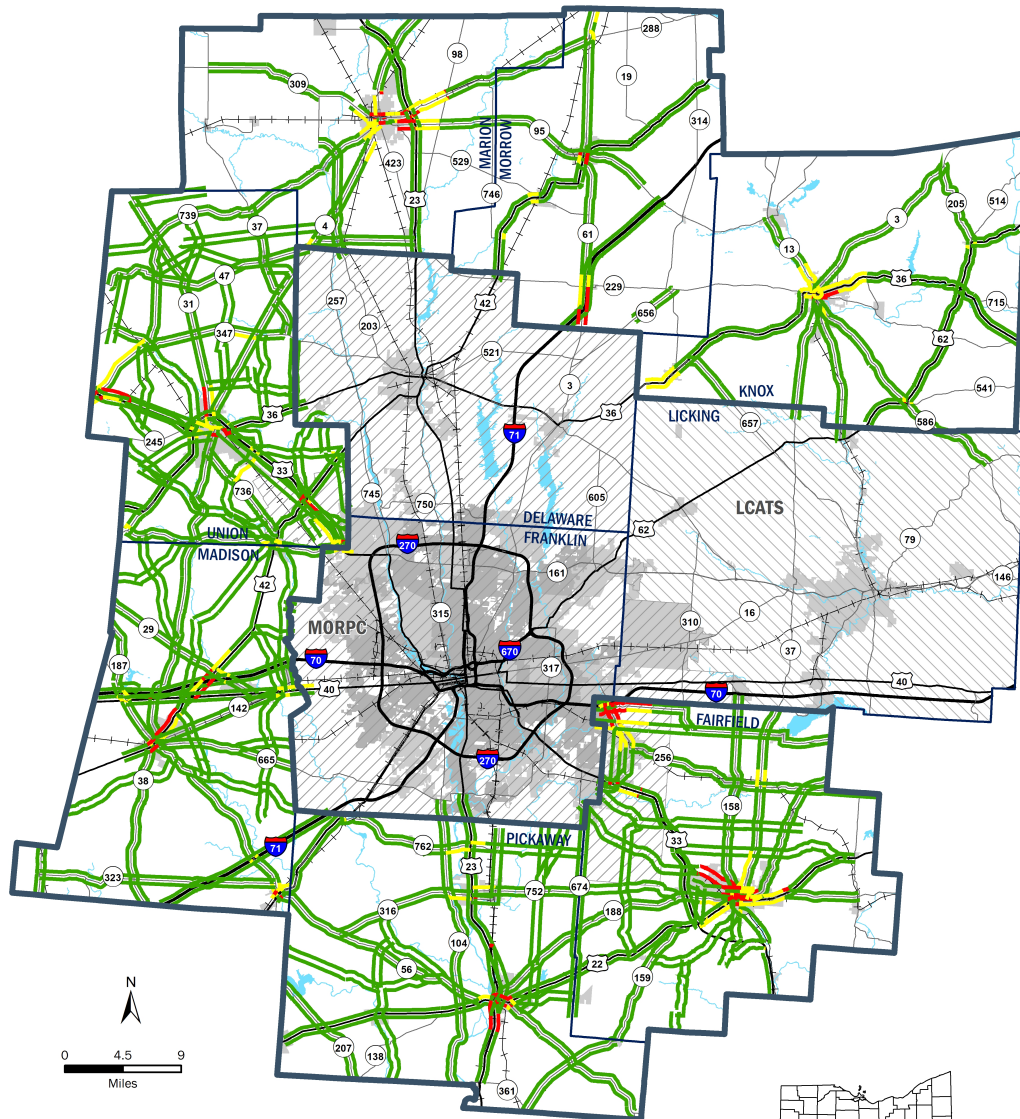
- <= 20% (< 1 day per week)
 - 20 - 60% (2-3 days per week)
 - > 60% (3+ days per week)
- CORPO
 - County
 - MORPC MPO
 - LCATS MPO

* Congestion: more than 50% extra travel time
Source: INRIX Travel Time data



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
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CORPO Peak Period Congestion - PM

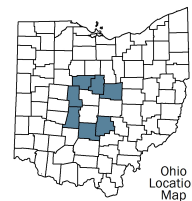


CENTRAL OHIO RURAL PLANNING ORGANIZATION

% Days Congested 2017 PM *

- <=20% (< 1 day per wk)
 - 20 - 60% (2-3 days per wk)
 - > 60% (3+ days per wk)
- CORPO
 - County
 - MORPC MPO
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* Congestion: more than 50% extra travel time
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Safety

The primary function of a transportation network is to move people and goods from their origin to destination as safely as possible. If a network is unsafe, its utility is greatly diminished. One way to determine which areas of the network may have a safety issue or where these issues may one day arise is to collect and analyze crash data. CORPO utilized crash data to map crash densities and to also produce detailed tables of both crash and occupant specific statistics. Please see Chapter 3 of the CTP to find each of the CORPO county's safety summaries. The following table outlines the overall crashes in each of the CORPO counties from 2012 to 2016.

CORPO Area Total Crashes by County		
County	2012-2016 Total Crashes	2012 - 2016 % Change
Fairfield	14,278	8%
Knox	6,523	-11%
Madison	4,696	27%
Marion	7,913	1%
Morrow	4,760	15%
Pickaway	6,099	14%
Union	5,800	14%

CORPO Planning Process

Stakeholder and public participation was sought during the planning process. This occurred through the CORPO Committee, open subcommittee meetings, public comment periods and through a virtual open house facilitated by MORPC. CORPO sought input on the existing transportation network as well as future needs. By utilizing stakeholder input, goals were developed for the CORPO plan (Please see Chapter 2 of the CTP for Goals and Objectives).

The Goals for the 2018 – 2040 CORPO Transportation Plan are as follows:

- Preserve and maintain the existing transportation system in a state of good repair.
- A safe transportation system for all users.
- Accessibility and mobility options for all users.
- An integrated, connected and coordinated transportation system.
- A transportation system that promotes a collaborative and focused approach to support economic vitality.

CORPO Planning Process - Cont.

Using the data collected for the existing conditions and future conditions sections of the CTP, as well as feedback by CORPO members, strategies were proposed in the plan. Many of the strategies directly apply to the goals and objectives developed for the plan. The strategies for the 2018 – 2040 CORPO Transportation Plan are as follows:

- Alleviate existing or anticipated congestion.
- Improve employee and customer access to businesses through infrastructure
- Study or improve fixed-route and demand-response transit service.
- Improve public transportation connections and coordination between communities.
- Make transportation decisions that positively impact freight movements and maximize the effectiveness of the region's integrated freight transportation system.
- Expand bicycle and pedestrian networks through the development of multi-use path connections.
- Promote and strengthen transportation safety efforts.
- Multi-jurisdictional dialogue to improve opportunities for collaboration.
- Preserve and maintain the existing transportation system.
- Broaden the transportation system managed in a coordinated manner.
- Make transportation decisions that positively impact freight movements and maximize the effectiveness of the region's integrated freight transportation system.
- Develop a transportation system to serve all demographic population groups.
- Reduce the occurrence of severe crashes and address high-crash locations.
- Improve human services transportation and coordination with public transit.

Transportation Funding & Sources

Funding for the transportation system comes from a variety of places. These include federal funds, state funds and local funds. It is unlikely that there will ever be adequate funds to meet all of the transportation needs in the CORPO counties. The CORPO Transportation Plan does not make specific forecast of the amount of funds available through 2040. However, Chapter 4 of the CTP outlines the major funding sources and programs that fund the maintenance and expansion of the transportation system.

Funding for the higher level roadway system is heavily dependent on federal funding sources delivered through ODOT funding programs and state gas tax revenue. The FAST-Act is the current federal transportation law that set the federal funding level. There has been small growth in recent years and it is possible the amount of federal funding could grow more substantially in future federal legislation. Likewise, state gas tax has seen small recent growth. Substantial additional revenue at the state level is dependent on the state legislature. With this small growth at federal and state levels, and the emphasis of those dollars for preservation, maintenance and management of the existing system, more growth will likely need to come more from local and private sectors for expansion of the system and maintenance of the lower level roadways.

The state and federal governments levy gasoline taxes and transportation-related fees. Some of the proceeds are shared directly with local governments. Local governments also levy license fees. In addition, many of them have property and income taxes used for operations and capital improvements. The private sector is often required to contribute to new or improved transportation infrastructure to facilitate their developments.

Currently, sales taxes constitute the bulk of the funding for urban transit systems. However, that is generally not the case for the Transit systems in the CORPO area. These transit systems receive Federal Transit Administration funding through ODOT office of transit as well as funds from the Ohio general fund and some local funding through local general revenue. No state gas tax dollars assist with funding transit operations or capital.

The following list shows the major types of funding available for transportation system improvements in the CORPO counties.

Funding Cont.

Federal Sources

- National Highway Performance Program (NHPP) Funds
- Interstate Maintenance Funds
- Surface Transportation Block Grant (STBG) Program Funds
- Transportation Alternatives Program (TAP) Funds
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Bridge Replacement and Rehabilitation Program (BR)
- Highway Safety Improvement Program (HSIP)
- Special Project Earmarks
- Federal National Discretionary programs (BUILD, INFRA, etc.)
- Urbanized Area Formula Program Grants—Sections 5307 and 5340
- Enhanced Mobility of Seniors and Persons with Disabilities—Formula Grant Section 5310
- Bus and Bus Facilities Discretionary Grants—Section 5339 State Source
- Capital Investment Grants (CIG) - Section 5309

State

- State-Controlled Gas Tax Allocated Across Many State Programs
- General Revenue Funds for Transit
- Ohio Public Works Commission – State Capital Improvement Program (SCIP)
- Ohio Public Works Commission – Local Transportation Improvement Program (LTIP)
- Ohio Development Services Agency – Roadwork Development (629) Program

Local

- License Plate Registration Fees
- Portion of State Gas Tax
- Sales Tax
- General Revenue (from income tax & property tax)
- Special Purpose Sources (tax-increment financing, transportation improvement districts, joint economic development districts, road levies, development assessments, etc.)

CORPO Priorities

One of the primary purposes of the CORPO Committee as well as the CTP was the identification of not only locally but also regionally significant transportation priorities in the seven county CORPO study area. CORPO, utilizing the data collected in the existing conditions and future conditions sections of the CTP selected projects that were important to local communities but also to Central Ohio as a whole. Many of these priorities directly correspond to specific goals and strategies developed by CORPO. These include projects that add roadway capacity, study or expand transit systems or provide bike and pedestrian facilities. Most of the items listed below and in the CTP are projects intended to expand physical components of the transportation system.

Although the projects selected for the CTP primarily focus on expansion projects, CORPO would be remiss if the overall need for system maintenance was not addressed as a top priority for CORPO's member counties. Federal legislation has placed an emphasis on system preservation and maintenance, this includes projects related to operation of the transportation system (e.g., plowing, mowing, painting, and traffic control), bridge replacement/rehabilitation, road resurfacing and reconstruction.

Funding resources for maintenance continues to be limited yet spending on preservation, maintenance, and operations makes up a substantial category of what regions spend on their transportation systems. The CORPO area's existing transportation system needs to be maintained and operated efficiently to ensure the health, safety, and welfare of the region. While operations, maintenance, and system preservation in aggregate are significant, the individual projects are often so small they seem regionally trivial. Consequently, the CTP does not individually identify these types of projects.

Over the years, Ohio has generally provided adequate resources to preserve and maintain its roads and bridges. Significant portions of federal, state, and local budgets fund system preservation and maintenance activities. Often, funding used on regional system expansion projects, such as those identified throughout the CTP, address system preservation through the rehabilitation of existing facilities when adding capacity.

The following map and tables display the priority projects identified by CORPO Members. Individual county project maps may be found in Chapter 5 of the CTP.

CORPO Priorities

The chapters of the CORPO Transportation Plan detail both existing and future conditions such as socio-economics, demographics, safety and infrastructure conditions. Using analyses of these conditions, goals and objectives and a series of strategies as a guide, at least \$2.4 billion dollars in priority projects were selected by CORPO's subcommittees to be included in the transportation plan. CORPO members ranked these projects into high, medium and low categories. Each project was assigned a group type. These group types generally utilize different funding. The grouping allowed for a less complicated method of prioritizing projects.

The group types are as follows:

- Freeway, Expressways and Interchange Projects
- Arterial and Collector Roadway Projects
- Intersection and Access Management Projects
- Transit
- Bike and Pedestrian Projects
- Other Project Types
- Maintenance and Bridge Projects

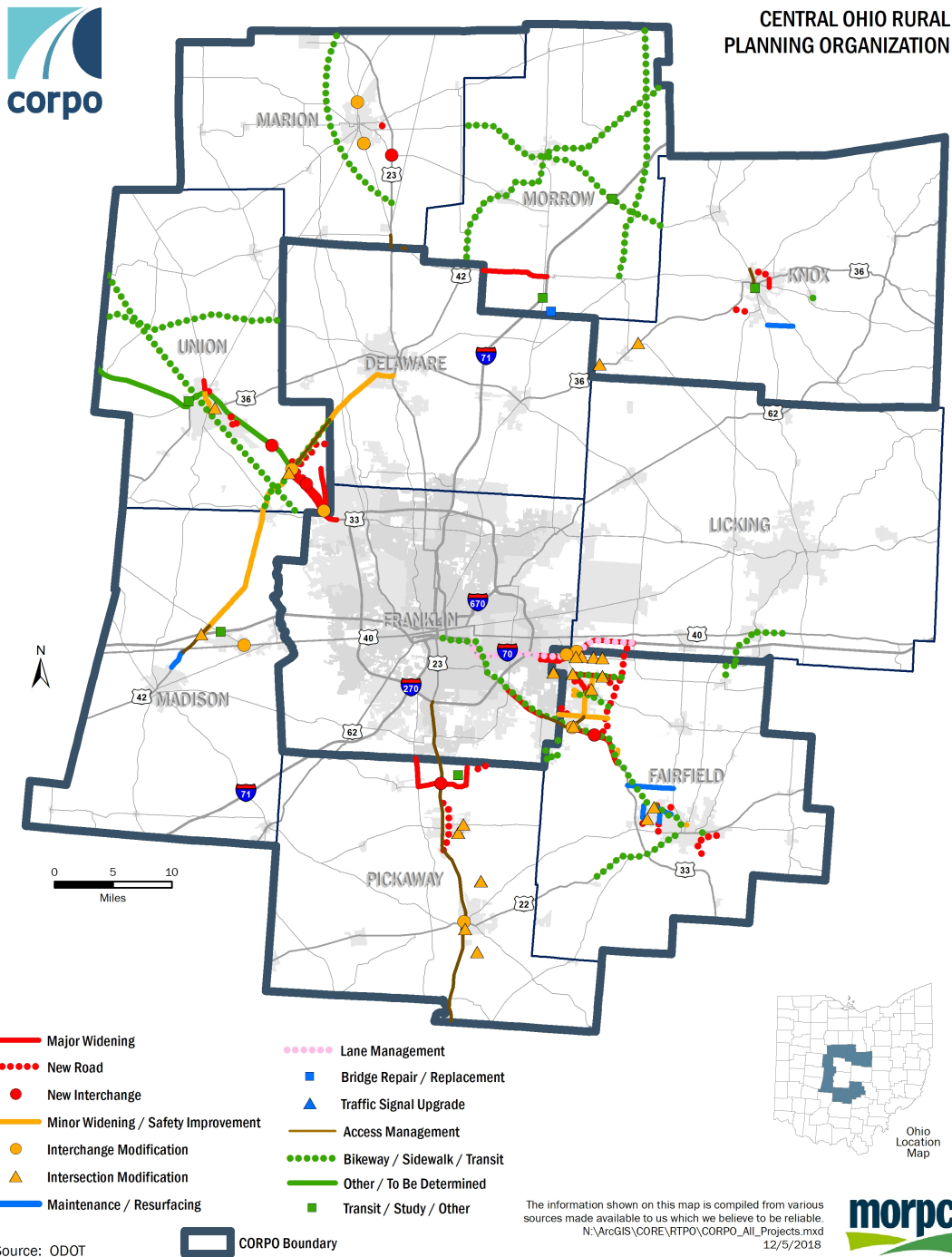
(Please see the individual county sections in the CTP for more detailed maps.)

Some of the identified projects cross into Delaware, Franklin and Licking counties in order to provide better connectivity in Central Ohio. Franklin and Delaware counties are not within the CORPO boundaries and are within the Mid-Ohio Regional Planning Commission (MORPC) MPO boundary.

Executive Summary



CORPO Identified Projects



2018 - 2040 CORPO Transportation Plan Project Listing

Freeway, Expressway, and Interchange Projects

County	ID	Project Description	Type	Cost (Millions)	Priority
Fairfield	FAI5	US 33 - Convert 4-lane roadway to 4-lane freeway from Gender Rd (SR 674) to Hill / Diley Rd*	Access Management	\$3 - \$4	High
Pickaway	PIC2	US 23 from South Bloomfield to US 22	Access Management	\$68 - \$72	High
Pickaway	PIC16	US 23 Circleville US 22 to Tarlton Rd.	Access Management	TBD	High
Fairfield	FAI61	I-70 (East Freeway) at SR 256 and at Taylor Road/SR 204*	Interchange Modification	\$9 - \$12	High
Madison	MAD10	SR 29 and I-70 Interchange	Interchange Modification	TBD	High
Union	UNI14	Reconstruction or upgrade of the US-33/OH-161 Interchange in Dublin to meet traffic demand.*	Interchange Modification	\$44	High
Union	UNI17	Reconstruct or upgrade the US-33/US-42 interchange to address congestion and safety issues*	Interchange Modification	\$44	High
Fairfield	FAI74	I-70 from Brice to SR 256; Major widening*	Major Widening	\$70 - \$135	High
Fairfield	FAI6	I-70 (East FRWY) - Widen freeway from 4-lanes to 6 lanes total both directions from SR 256 to SR 310*	Major Widening	\$24 - \$30	High
Morrow	MRW6	SR 229 Full or partial limited access connection between US 23 and I-71 generally along SR 229 (MRW6 A Priority MAR7 C Priority)	Major Widening	TBD	High
Fairfield	FAI66	US 33 (Southeast Freeway) from Hamilton Rd (SR 317) to Gender Road (SR 674)*	Major Widening	\$57 - \$72	High
Fairfield	FAI67	US 33 (Columbus-Lancaster Road) from Hill Rd/Diley Rd to Carroll Interchange*	Major Widening	\$4	High
Fairfield	FAI50	US 33 (Southeast Freeway) at Pickerington Road, New Interchange*	New Interchange	\$4 - \$6	High
Marion	MAR4	SR 529 / US 23; New Interchange	New Interchange	\$22 - \$29	High
Pickaway	PIC7	Construct interchange at US 23 and SR 762 (Duvall Road)	New Interchange	\$17	High
Pickaway	PIC3	Convert US 23 to Limited Access Freeway between I-270 and SR 752	Access Management	\$207 - \$265	High
Fairfield	FAI64	I-70 (East Freeway) from Alum Creek Dr to SR 310*	Lane Management	\$6 - \$7	Medium
Pickaway	PIC17	US 23 & US 22- Improve traffic patterns to interchange, updrage and improve aesthetics of western entrance to the City of Circleville	Interchange Modification	TBD	Medium
Fairfield	FAI68	US 33 (Southeast Freeway) / Bixby Road; New interchange*	New Interchange	\$61	Medium
Union	UNI19	Construct a new interchange at US-33 and Mitchell-Dewitt Road*	New Interchange	\$25	Medium
Union	UNI5	US 33 from Avery RD to US 42; Major widening*	Major Widening	\$40	Medium
Union	UNI32	US 33 - Construct New Interchange, Beecher-Gamble/US33	New Interchange	\$25	Low
Union	UNI42	I-270 / US 33 - Continue to rebuild of interchange to meet traffic demand	Other / To Be Determined	\$90	Low

*These projects are also within or partially within the MORPC MPO boundary. Most are included in MORPC's 2016 - 2040 MTP. All will be evaluated for inclusion in MORPC's 2020 - 2050 MTP to be adopted in May of 2020.

2018 - 2040 CORPO Transportation Plan Project Listing

Arterial and Collector Roadway Projects

County	ID	Project Description	Type	Cost (Millions)	Priority
Fairfield	FAI91	Refugee Rd - Widen to 5- lanes from Woodstock Ave to Toll Gate Road*	Major Widening	TBD	High
Union	UNI38	Hyland-Croy Rd - Widen from 2 to 4 lanes (includes roundabout at Hyland-Croy/Post Rd)*	Major Widening	\$3.50	High
Pickaway	PIC15	New roadway network within Harrison Twp., Madison Twp. JEDD / Intermodal area	New Road	TBD	High
Union	UNI41	SR 31 from South of Mill Rd to just North of Mill Wood BLVD; Major widening	Major Widening	\$2	High
Fairfield	FAI94	Duffy Rd Improvements - Economic Development Potential	Minor Widening/Rehab.	TBD	High
Fairfield	FAI4	Ewing Street Connector / Commerce Street Extension	New Road	\$21	High
Fairfield	FAI11	I-70 to US 33 Connector - New roadway from I-70 to US 33*	New Road	\$140	High
Fairfield	FAI96	New roadway from Election House Road to 33A through General Sherman Junior High School Prop.	New Road	TBD	High
Marion	MAR3	McMahon-University Dr Connect - New roadway connecting McMahon Boulevard (off SR 95) to University Drive to the west	New Road	\$3 - \$5	High
Union	UNI7	Construct a connector road at the new industrial park in southern Marysville.	New Road	\$10	High
Union	UNI4	Construct a connector to Cooks Pointe mixed-use development. New connect OH-4 and OH-31	New Road	\$4	High
Pickaway	PIC1	Bypass around Village of South Bloomfield	New Road	60	High
Fairfield	FAI13	SR 256 at Hill Rd - Widen road from 2 lanes to 4 lanes total both directions with complete street, Diley to Town Square*	Major Widening	\$0.90	Medium
Fairfield	FAI14	Tussing Road from Brice Road to SR 256 ; Major Widening*	Major Widening	\$23 - \$29	Medium
Pickaway	PIC5	Widen SR 762 (Duvall Road and Ashville Pike) from 3 to 5 lanes	Major Widening	37	Medium
Union	UNI31	US 42 between US 33 and Delaware County Line - Widening w/center turn lane. Interim improvements possible at select intersections.*	Major Widening	\$39-\$51	Medium
Union	UNI39	Industrial PKWY from SR 161 to US 42, Major widening of roadway*	Major Widening	\$15	Medium
Union	UNI40	Mill Wood BLVD to Creekview Dr; Major widening of roadway	Major Widening	\$1.50	Medium
Fairfield	FAI92	Carroll-Northern Rd - Feldon Court to Pleasantville Road*	Minor Widening	TBD	Medium
Fairfield	FAI62	Busey Road from Bowen Rd to Allen Rd; Minor widening*	Minor Widening / Safety Improvement	\$3	Medium
Fairfield	FAI20	Columbus St (Wright Rd) from Diley Rd to Hill Rd (SR 256) - Add turn lanes and complete street facilities to 2-lane roadway*	Minor Widening / Safety Improvement	\$24 - \$30	Medium
Fairfield	FAI17	Hill Rd from Hill Road to Columbus Street (SR 256)Hill Road; Minor widening*	Minor Widening / Safety Improvement	\$10 - \$12	Medium

*These projects are also within or partially within the MORPC MPO boundary. Most are included in MORPC's 2016 - 2040 MTP. All will be evaluated for inclusion in MORPC's 2020 - 2050 MTP to be adopted in May of 2020.

2018 - 2040 CORPO Transportation Plan Project Listing

Arterial and Collector Roadway Projects - Continued

			Type	Cost (Millions)	Priority
Fairfield	FAI22	Long Rd - Add turn lanes and complete street facilities to 2-lane roadway from Columbus Street to Diley Road*	Minor Widening / Safety Improvement	\$4 - \$5	Medium
Fairfield	FAI63	Milnor Rd from Pickerington Road to Refugee Road Milnor Road; Minor widening*	Minor Widening / Safety Improvement	\$2	Medium
Fairfield	FAI77	Lehman Rd extension from Bowen to Busey*	New Road	\$4 - \$8	Medium
Fairfield	FAI78	Commerce Dr realignment from Hill Rd to Diley Rd; New roadway*	New Road	\$1 - \$3	Medium
Fairfield	FAI21	Allen Rd Ext - New Roadway 1 lane(s) each direction with complete street facilities from Stemen Road to Ault Road	New Road	\$109 - \$140	Medium
Fairfield	FAI98	Anchor Ave / Dave Johns Ave roadways within Rockmill Industrial Park	New Road	TBD	Medium
Fairfield	FAI16	Courtright Dr Ext East - 1 lane(s) each direction with complete street facilities from Milnor Road to Pickerington Road*	New Road	\$6 - \$8	Medium
Fairfield	FAI15	Courtright Dr Ext West - New Roadway 1 lane in each direction with complete street facilities from SR 256*	New Road	\$2	Medium
Fairfield	FAI100	Ety Road Extension from West Fair Ave to SR 188 (Roxton Ravine Area) and Intersection Geometrics	New Road	TBD	Medium
Fairfield	FAI97	Connector Road from Greencrest Way to S.R. 158	New Road	TBD	Medium
Knox	KN03	Extend Beech Street from Sychar Road to Mansfield Avenue	New Road	\$9 - \$12	Medium
Knox	KN04	Extend Upper Gilchrist Road from New Gambier Road to Eastern Star Road	New Road	TBD	Medium
Pickaway	PIC11	SR 762 from SR 104 to US 23; Major Widening	Major Widening	\$16 - \$22	Medium
Pickaway	PIC4	Richenbacker Parkway - New roadway 2 lanes in each direction from Ashville Pike to Pontius Road	New Road	\$25 - \$50	Medium
Union	UNI33	New roadway alignment for Home Road (Delaware Co)/Blaney Road (Union Co)*	New Road	\$30	Medium
Union	UNI34	Ravenhill Parkway Ext. - From existing western terminus to Mitchell-Dewitt Rd., 1 lane each direction*	New Road	\$25	Medium
Union	UNI35	Watkins - California Rd Realignment, from Watkins-California Rd. to US-42, 1 lane each direction*	New Road	\$2	Medium
Fairfield	FAI71	Hill Rd Relocation from Busey Rd at Hill Rd (south leg) to Hill Rd north of Busey Rd*	Access Management	\$2 - \$4	Medium
Pickaway	PIC12	SR 104 from 762 to Franklin County line. Major widening of roadway	Major Widening	\$25	Low
Knox	KN01	Edgewood Rd. from SR 229 to US 36; Connection and Major Widening	Major Widening	\$7 - \$10	Low
Marion	MAR7	Full or partial limited access connection between US 23 and I-71 generally along SR 229 (MRW6 A priority MAR7 C priority)	Access Management	TBD	Low
Union	UNI10	SR 31 (US 33 to US 68) - Widening and safety improvements	Minor Widening / Safety Improvement	TBD	Low
Knox	KN05	Blackjack Rd - Extend road to US 36/SR 3, create southern truck route, could utilize Henry Rd corridor	New Road	\$31 - \$40	Low
Union	UNI3	Construct new roadway to serve the 33 Innovation Park in southern Marysville	New Road	\$3.50	Low
Pickaway	PIC20	Widen SR 762 from US 23 to Rickenbacker Prkwy from 3 to 5 lanes	Major Widening	\$37	Low

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2018 - 2040 CORPO Transportation Plan Project Listing

Intersection and Access Management Projects

County	ID	Project Description	Type	Cost (Millions)	Priority
Knox	KN02	Improve Sandusky Street corridor to improve connectivity of SR 13	Access Management	TBD	High
Fairfield	FAI38	Basil-Western Realignment - Roundabout at Hill/Kings Crossing, extend Kings Crossing to edge of parcel #0370211900*	Intersection Modification	TBD	High
Fairfield	FAI46	Refugees Rd at Pickerington Rd - Road Realignment /Connector Road*	Intersection Modification	TBD	High
Fairfield	FAI90	SR 204 and Wagram Rd - New intersection configuration*	Intersection Modification	TBD	High
Knox	KN07	Centerburg Intersections - Improvements to correct non-right angled intersection at Oliver at US 36 / SR 3	Intersection Modification	\$1	High
Knox	KN08	Centerburg Intersections - Improvements to correct non-right angled intersection at Updike Road at 36 / SR3	Intersection Modification	\$1	High
Madison	MAD3	US 42 -Add center non-traversable median, safe u-turns at intersections from CR104 (Simpson Rd to SR 29)	Intersection Modification	\$2 - \$3	High
Union	UNI21	Five Points Instersection Improvement - Rebuild of intersection to accommodate traffic demand	Intersection Modification	\$4	High
Union	UNI23	Reconstruct or upgrade the US-42/Industrial Parkway intersection*	Intersection Modification	\$10	High
Marion	MAR2	Barks Rd. and SR 423; Intersection modification	Intersection Modification	\$1 - \$4	High
Fairfield	FAI93	East Fair Ave - Intersection of East Fair and High St. (Add dedicated Left hand turn lane on East leg of Fair)	Minor Widening/Rehab.	TBD	High
Madison	MAD8	US 42 and I-70 Expansion - Expand interchange to facilitate growth in the City of London	Intersection Modification	\$14 - \$16	High
Fairfield	FAI81	Fair Avenue / Collins Ave intersection improvements	Intersection Modification	\$1 - \$4	Medium
Pickaway	PIC18	Safety Improvements to intersection of Tarlton Rd. (C016) and Kingston Pk. (C009)	Intersection Modification	TBD	Medium
Pickaway	PIC19	Safety improvements to intersection of Walnut Creek Pk. (C007) and Bell Station Rd. (T039)	Intersection Modification	TBD	Medium
Fairfield	FAI45	Pickerington Rd (Center St) at Minor Rd/Meadows BLVD - Add/Modify turn lanes and add complete street facilities*	Intersection Modification	\$1 - \$2	Medium
Fairfield	FAI47	SR 204 at Harmon - Add/Modify turn lanes and add complete street facilities*	Intersection Modification	\$1 - \$2	Medium
Fairfield	FAI48	SR 204 at Milnor - Construct roundabout with complete street facilities*	Intersection Modification	\$3 - \$4	Medium
Fairfield	FAI49	SR 204 at Taylor Rd - Add/Modify turn lanes and add complete street facilities*	Intersection Modification	\$93 - \$121	Medium
Fairfield	FAI39	CR 33A/Election House Road Intersection Upgrade	Intersection Modification	\$1	Medium
Marion	MAR1	SR 4 / SR 423 at Marion-Williamsport Rd; Intersection Modification	Intersection Modification	\$1.5 - \$4.5	Medium
Pickaway	PIC9	US 23 from Tarlton Rd to Ross County line - Access Management	Access Management	\$52 - \$55	Medium
Madison	MAD9	US 29 / US 40 - Realign Intersection	Intersection Modification	23	Low
Pickaway	PIC21	NS grade seperation study / plan development, construction, City of Circleville	Intersection Modification	TBD	Low

2018 - 2040 CORPO Transportation Plan Project Listing

Intersection and Access Management Projects - Continued

County	ID	Project Description	Type	Cost (Millions)	Priority
Pickaway	PIC22	NS grade seperation study / plan development, construction, Village of Ashville	Intersection Modification	TBD	Low
Pickaway	PIC23	Improvements to SR 752 and Long St. in the Village of Ashville	Intersection Modification	TBD	Low

*These projects are also within or partially within the MORPC MPO boundary. Most are included in MORPC's 2016 - 2040 MTP. All will be evaluated for inclusion in MORPC's 2020 - 2050 MTP to be adopted in May of 2020.

2018 - 2040 CORPO Transportation Plan Project Listing

Transit

County	ID	Project Description	Type	Cost (Millions)	Priority
Knox	KNO11	Kat Transit Facility Replacement - Expand from 2 acre site to new property. Will handle transfers, GoBus, maintenance and grow from 28 vehicles to 30.	Transit	\$3	High

2018 - 2040 CORPO Transportation Plan Project Listing

Bike and Pedestrian Projects

County	ID	Project Description	Type	Cost (Millions)	Priority
Fairfield	FAI53	US 22 Trail from from Amanda to Lancaster; multi-use path	Multi-Use Path	\$4	High
Fairfield	FAI59	Wright Rd from Diley Rd to Pickerington Ponds; multi-use path*	Multi-Use Path	\$0.7 - \$1	High
Fairfield	FAI52	Refugee Rd. from Woodstock Avenue to Saylor Road; multi-use path*	Multi-Use Path	\$1	Medium
Fairfield	FAI26	Multiuse path to connect Buckeye Lake area at Millersport to state bikeway on SR 40	Multi-Use Path	TBD	Medium
Fairfield	FAI101	Pedestrian Access Routes (PAR) extended along E. Main in Lancaster	Pedestrian	TBD	Medium
Fairfield	FAI60	Conrail Trail from Allen Rd to Hill Rd; multi-use path*	Multi-Use Path	\$2 - \$4	Low
Fairfield	FAI54	Lithopolis Bike and Pedestrian Improvements from Winchester Rd to Columbus St*	Multi-Use Path	\$1.5 - \$3	Low
Fairfield	FAI55	Smith Rd. from Stoney Bluff Way to Rolling Acres Dr multi-use path*	Multi-Use Path	\$1.5 - \$3	Low
Fairfield	FAI56	Elder Lane from Penny Dr. to Columbus St ; multi-use path*	Multi-Use Path	\$1.5 - \$3	Low
Fairfield	FAI57	Lithopolis Winchester Rd. from Red Tail Dr. to Walnut St.; multi-use path*	Multi-Use Path	\$1.5 - \$3	Low
Fairfield	FAI58	Lithopolis Winchester Rd. from Winchester Rd. to Columbus St. ; multi-use path*	Multi-Use Path	\$1 - \$3	Low
Fairfield	FAI95	Little Walnut Creek Trail from Gender Road to Carroll-Northern Road; mutli-use path*	Multi-Use Path	\$3 - \$4	Low
Knox	KNO13	Gambier Trail Ext. - Connection to Downtown	Multi-Use Path	TBD	Low
Knox	KNO12	Fredericktown Bike Trail Ext. - Better Connectivity	Multi-Use Path	TBD	Low

*These projects are also within or partially within the MORPC MPO boundary. Most are included in MORPC's 2016 - 2040 MTP. All will be evaluated for inclusion in MORPC's 2020 - 2050 MTP to be adopted in May of 2020.

2018 - 2040 CORPO Transportation Plan Project Listing Studies

County	ID	Project Description	Type	Cost (Millions)	Priority
Fairfield	FAI3	Lancaster to Columbus High Capacity Transit Study	Study	TBD	High
Union	UNI9	Study US 33 from SR 161 to SR 347 (TRC) and develop a corridor plan.	Study	\$0.50	High
Union	UNI51	Study multi-use trail networks in the county.	Study	TBD	High
Knox	KNO10	Mount Vernon and Knox Co. to I-71, I-70 and I-77	Study	TBD	Medium
Union	UNI30	US 42 Freight Study from Madison Co line to Del Co line	Study	TBD	Medium
Marion	MAR12	Study the US 23 Marion Southern Bypass	Study	TBD	Medium
Morrow	MRW1	Planning around I-71 interchanges to maximize development potential	Study	TBD	Medium
Morrow	MRW4	Study high-capacity transit corridor from US 36 to Nationwide Blvd	Study	TBD	Medium
Morrow	MRW5	Study scenic byways for SR 314, SR 95, and SR 42	Study	TBD	Medium
Union	UNI43	Safety study of SR 347.	Study	TBD	Medium
Union	UNI8	Columbus to Chicago Passenger Rail - 300 mile corridor improvements		\$1-\$3	Medium

2018 - 2040 CORPO Transportation Plan Project Listing

Other Project Types

County	ID	Project Description	Type	Cost (Millions)	Priority
Union	UNI20	US 33 / West Fifth St - Aesthetic improvements	Other / To Be Determined	\$2	High
Marion	MAR11	Railroad overpasses within Marion Co. (higher priority locations)	Other / To Be Determined	TBD	Medium
Pickaway	PIC8	Norfolk Southern intermodal facility expansion to add lift capacity	Other / To Be Determined	TBD	Low
Marion	MAR11	Railroad overpasses within Marion Co. (lower priority locations)	Other / To Be Determined	TBD	Low
Union	UNI44	Transportation Research Facility Internal Improvements	Other / To Be Determined	\$45	Low

2018 - 2040 CORPO Transportation Plan Project Listing

Maintenance and Bridge Projects

County	ID	Project Description	Type	Cost (Millions)	Priority
Morrow	MRW2	CR 15 over Big Walnut Creek - Bridge Replacement	Bridge Repair / Replacement	TBD	High
Fairfield	FAI32	Columbus Road Improvements Election House Road to Whittier	Maintenance / Resurfacing	TBD	High
Fairfield	FAI31	Ety Road and Bridge Improvements	Maintenance / Resurfacing	\$5	High
Madison	MAD2	US 42 - Add center two-way left turn lane from CR 135 (Betty Wilson Road) to CR 104 (Simpson Road)	Maintenance / Resurfacing	\$10 - \$15	High
Knox	KN09	Murray Rd. improvements from SR 586 to SR 13; Other roadway modifications	Maintenance / Resurfacing	TBD	Medium
Fairfield	FAI80	Camp Ground Road Improvements; Other roadway modification	Maintenance / Resurfacing	\$1	Medium
Fairfield	FAI30	Coonpath Road - SR158 to CR 33	Maintenance / Resurfacing	\$5	Medium

Executive Summary



The CTP was presented to the public as well as the subcommittees for comment. The final plan was adopted by the CORPO Committee and submitted to ODOT for approval. ODOT will submit the plan to the Governor's office requesting that CORPO be designated a Regional Transportation Planning Organization (RTPO). CORPO intends to act as the designated RTPO for its seven counties, tasked with maintaining the long range transportation plan by updating it at least every five years, as well as developing and implementing a Regional Transportation Improvement Program (TIP) in coordination with ODOT's State Transportation Improvement Program (STIP).