

Central Ohio Rural Planning Organization

2018-2040 Transportation Plan Executive Summary



Central Ohio
Rural Planning
Organization

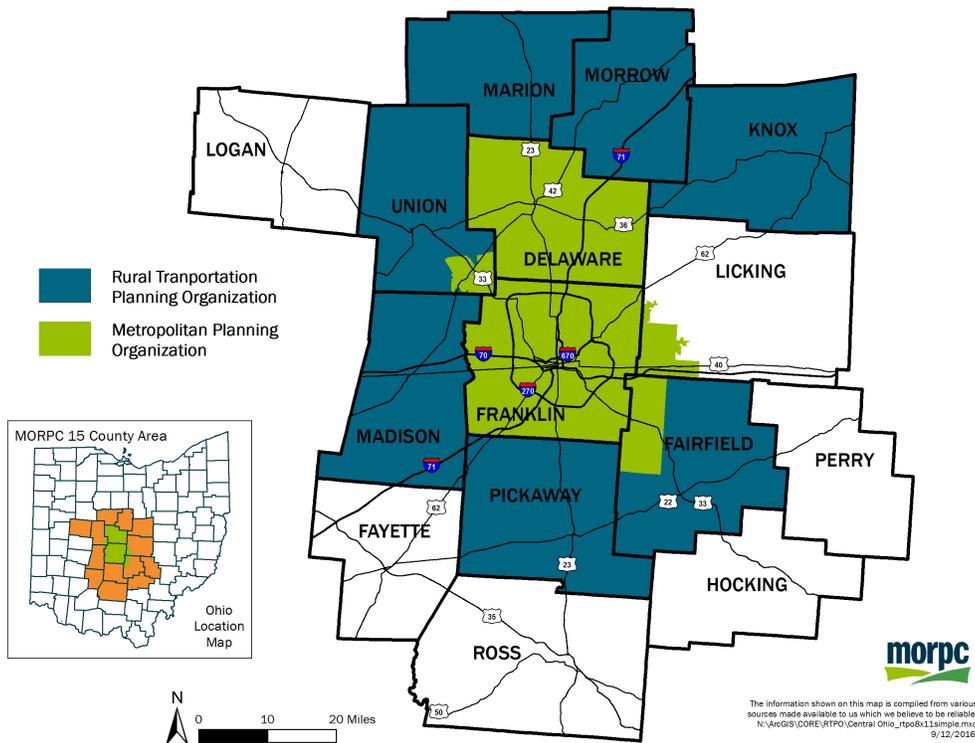


Mid-Ohio Regional
Planning Commission

Executive Summary

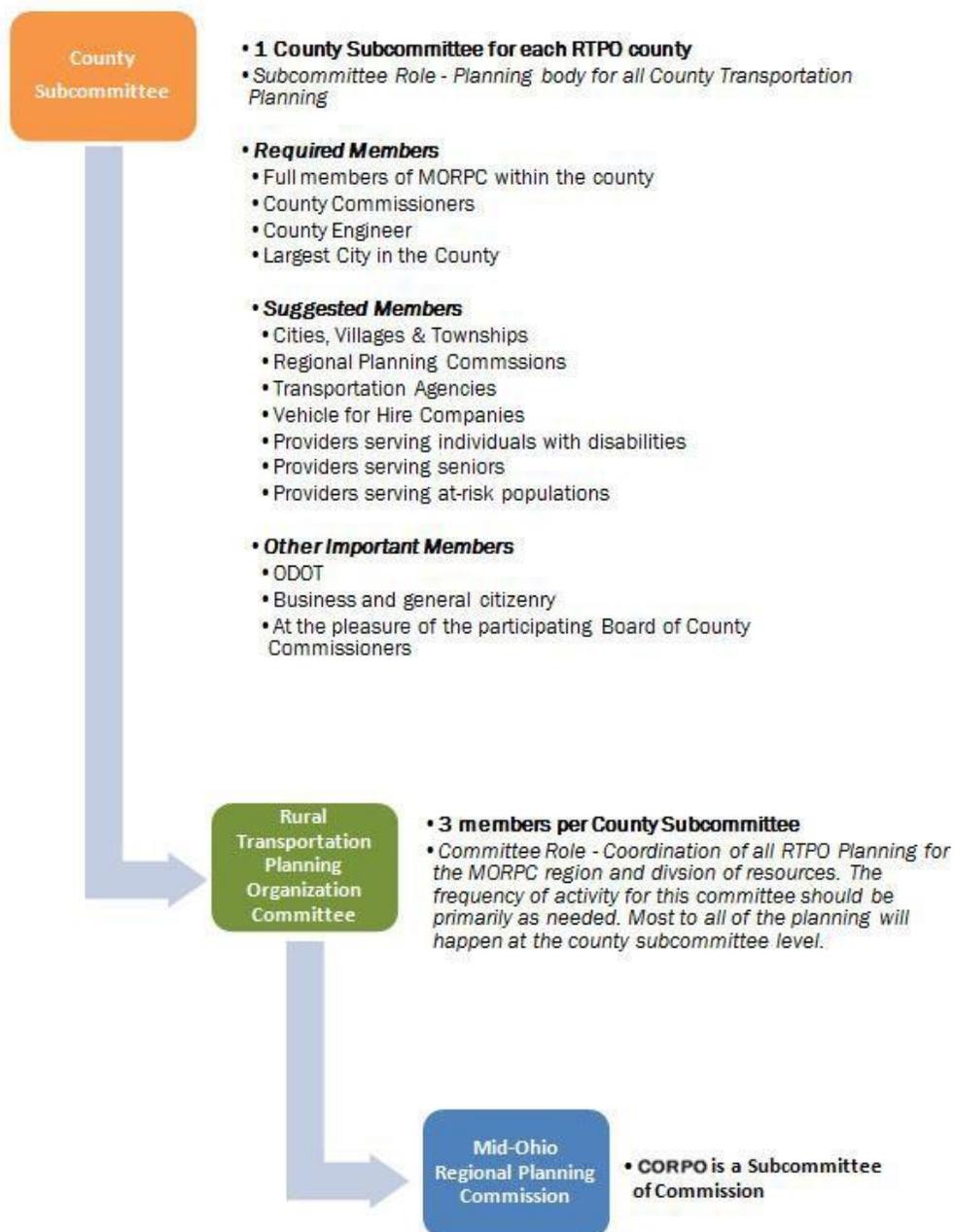


The Central Ohio Rural Planning Organization (CORPO) was formed in the summer of 2016, to serve as the Regional Planning Organization (RPO) for a seven county area of Central Ohio. This area includes the counties of Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union.



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% |

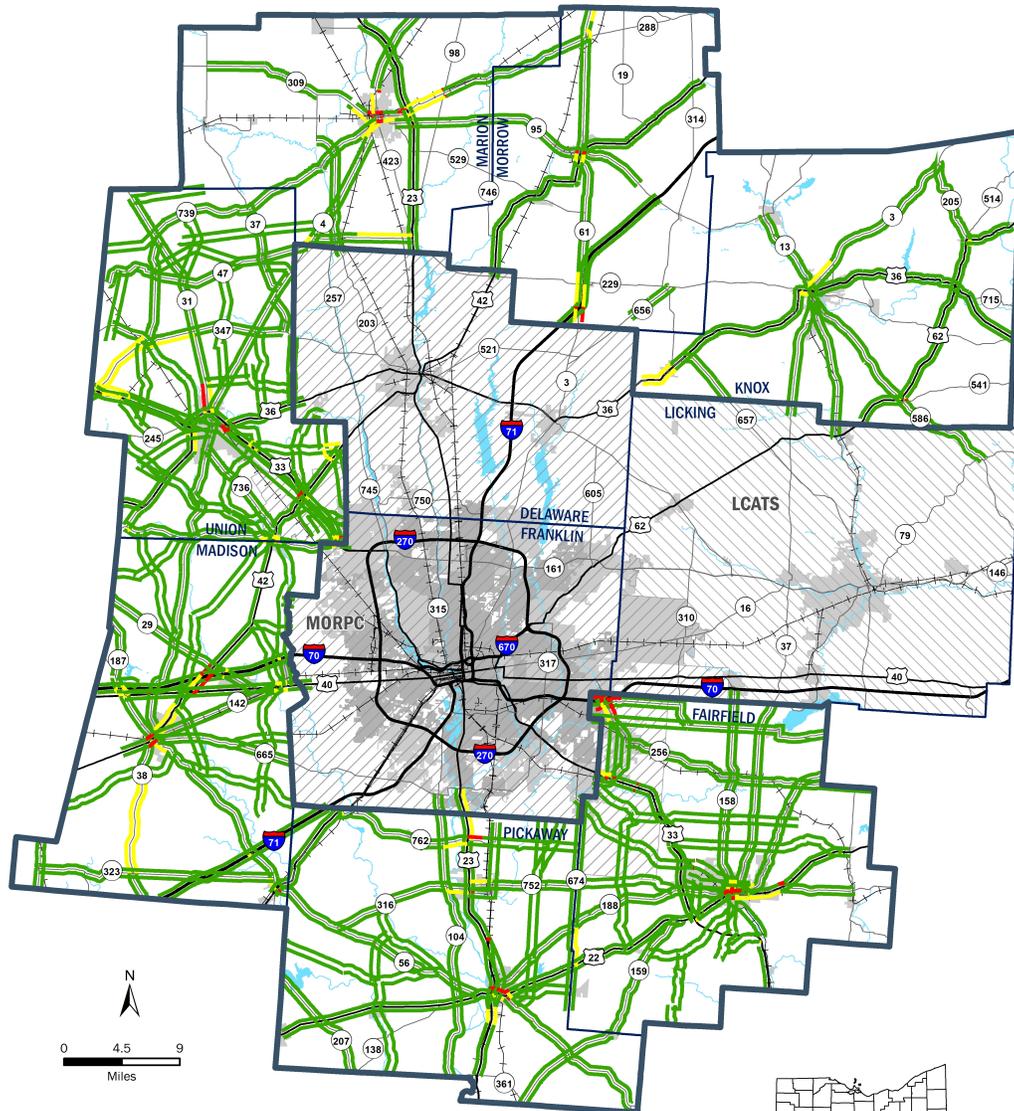
In 2015 the CORPO study area was home to a over 150,000 total jobs and is projected to be home to nearly 30,000 new jobs by 2040.

| 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

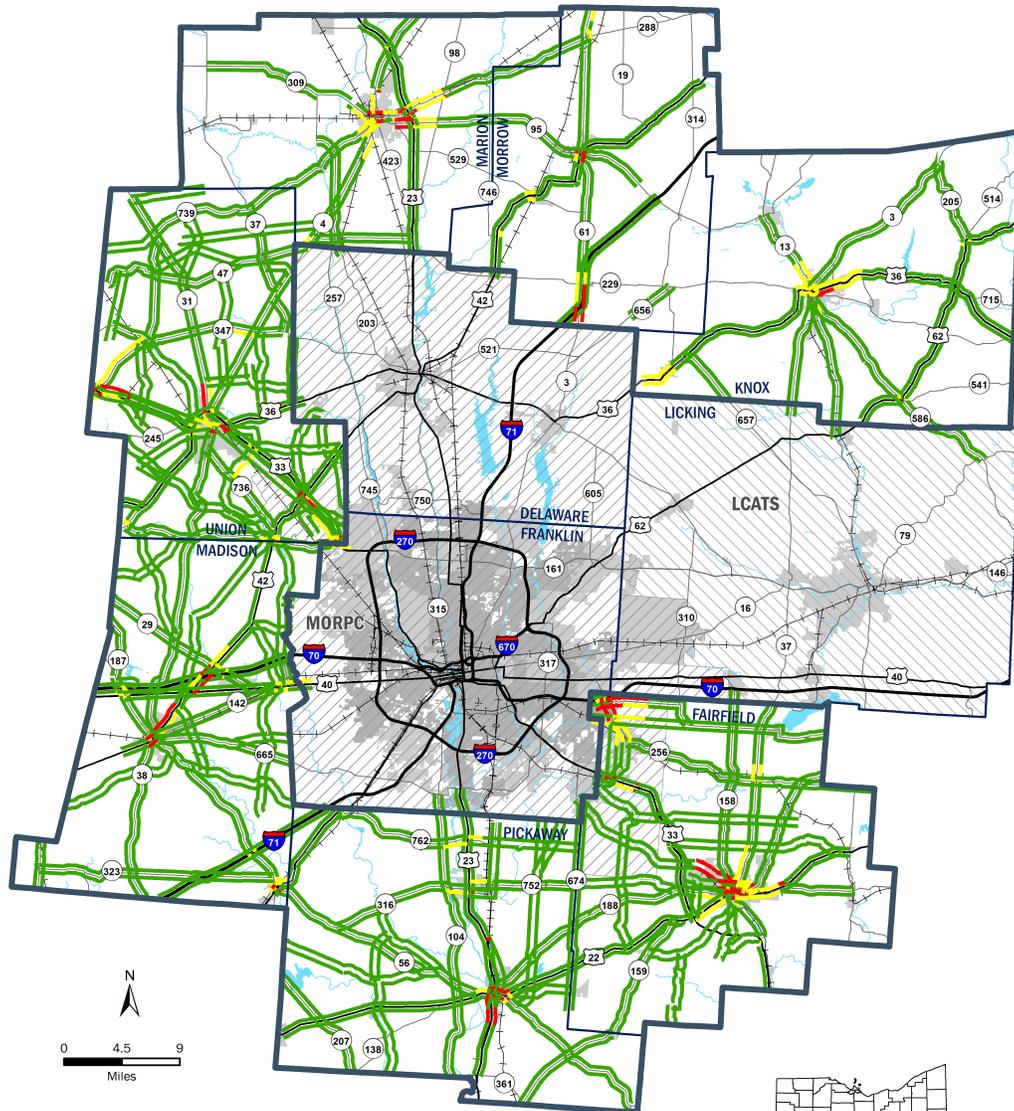
* Congestion: more than 50% extra travel time

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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 3/29/2018

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
 - 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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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

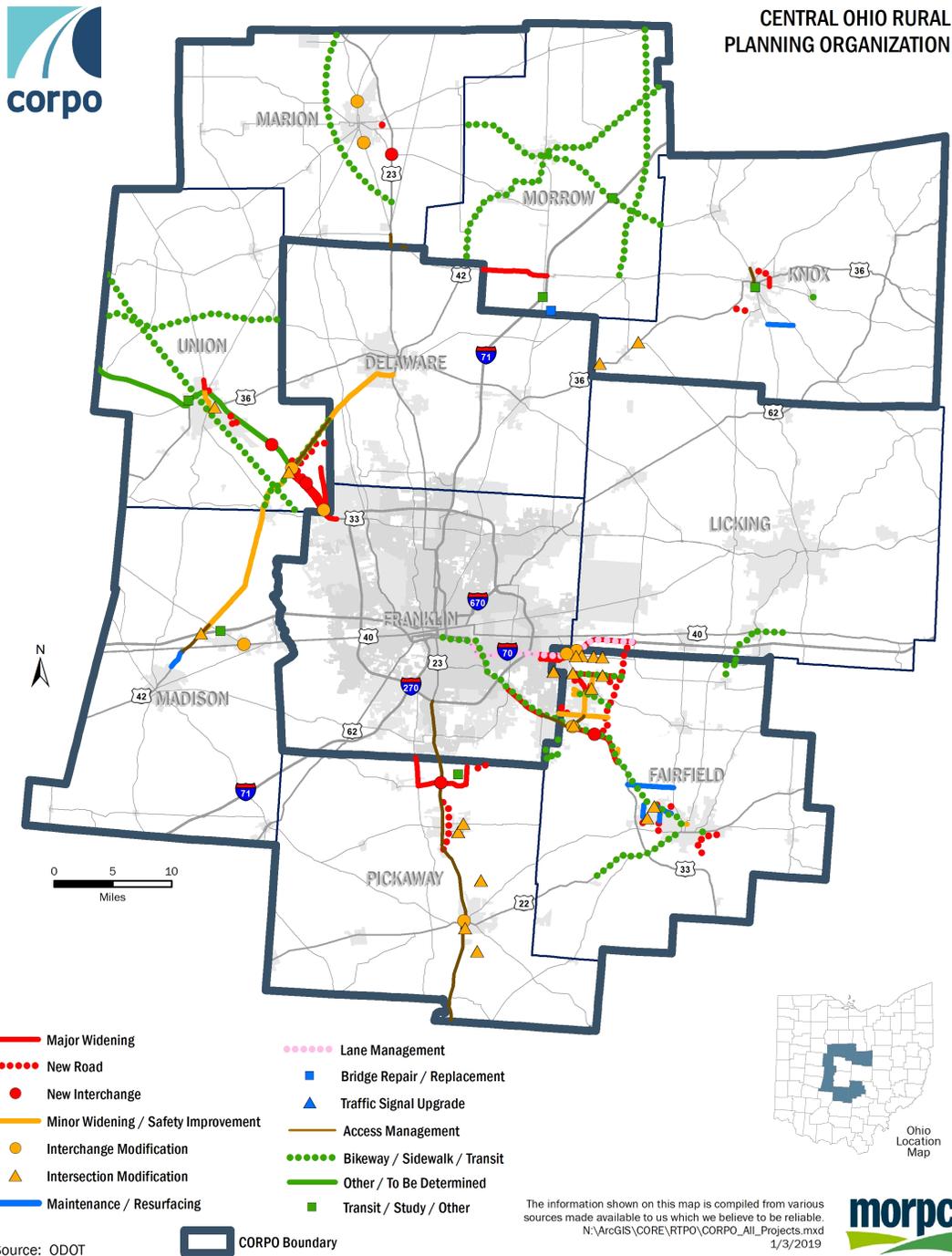
(Please see the individual county sections in the CTP for more detailed maps.)

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 |

*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

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).