

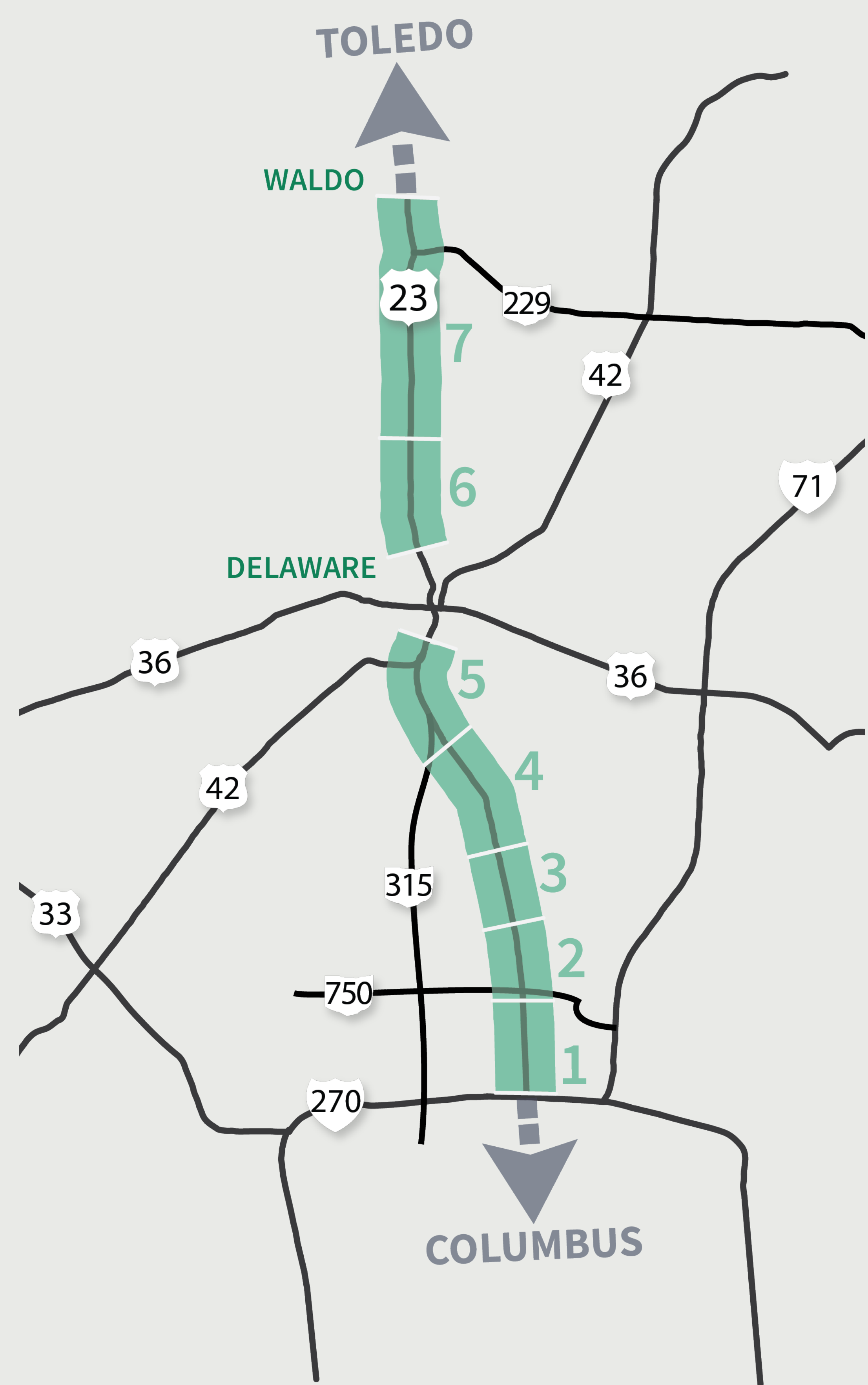
WHAT WE'RE DOING

- » **Planning for improvements** to the U.S. 23 corridor between I-270 and Waldo, aiming to provide safer and more efficient travel, including increased travel time reliability for through traffic.
- » **Considering different concepts** that range in size and scope.
- » **Informing a future action plan** that pinpoints specific project concepts that can be advanced into project development.

THE STUDY AREA

The study area covers over 23 miles of U.S. 23 between Columbus and Waldo.

The corridor has been divided into seven segments to better consider local context and community needs when planning for corridor improvements.

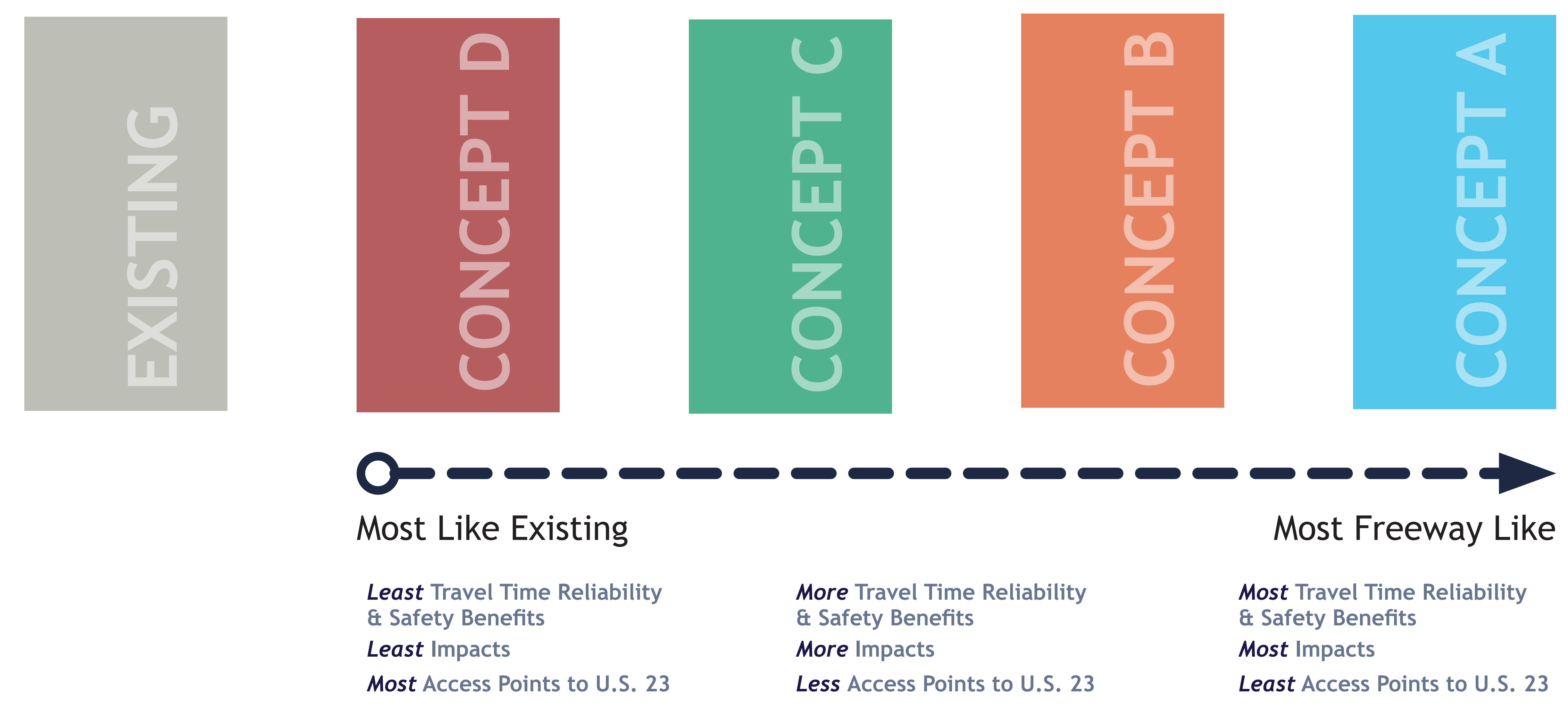


- 7** Main Road to SR 229
- 6** Pennsylvania Avenue to Coover Road
- 5** SR 315 to U.S. 42
- 4** Hyatts Road/Shanahan Road to Pollock Road
- 3** Orangepoint Drive to Olentangy Crossing
- 2** Green Meadows Drive to Orange Road
- 1** I-270 to Olentangy Meadows Drive

THE CONCEPTS

Several concepts have been prepared for each of the seven segments. Community feedback informed the development of the concepts, which are aligned with the project goals of increasing safety and reducing congestion.

Concepts range from small changes to fix 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. Concepts for each segment are independent of other segments.

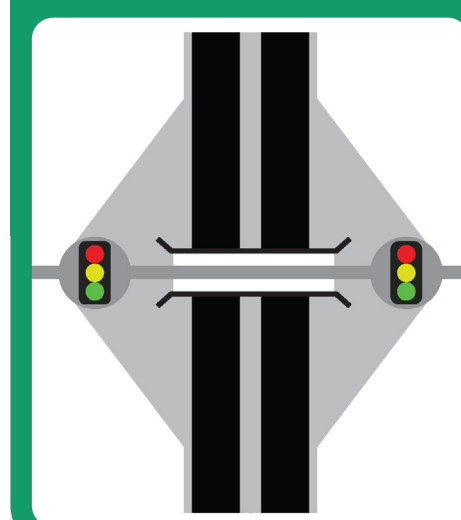


WHAT WE'RE ASKING

ODOT is looking for the below feedback:

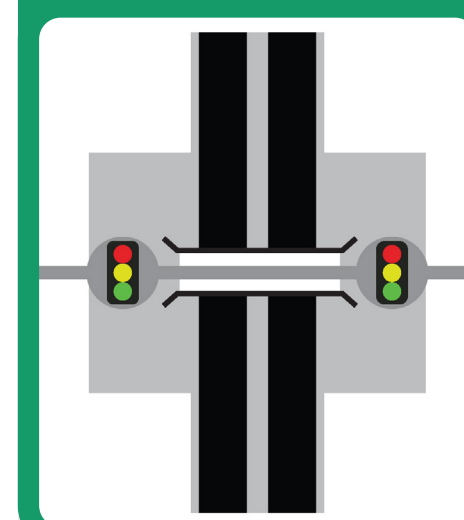
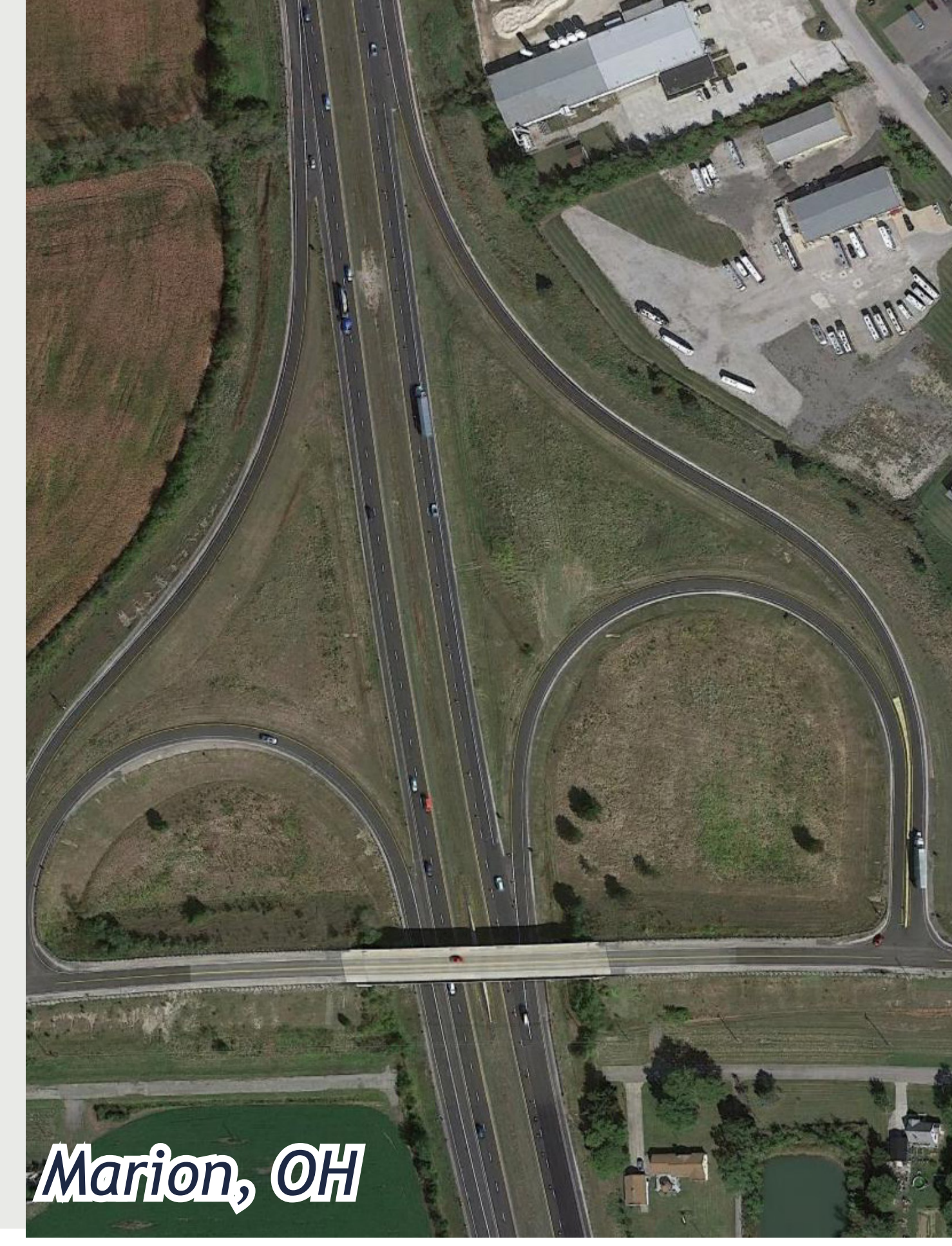
- » **Is INCREASING TRAVEL TIME RELIABILITY or MAINTAINING ACCESS POINTS more important to you within each segment?**
- » **Where along the corridor are you concerned about changes to access?**
- » **Which of the proposed improvements make sense to you?**

Combinations of improvements can be considered. So, please tell us what you like and dislike at specific intersections.



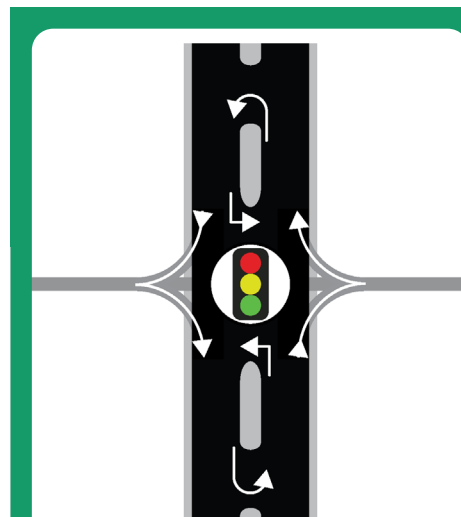
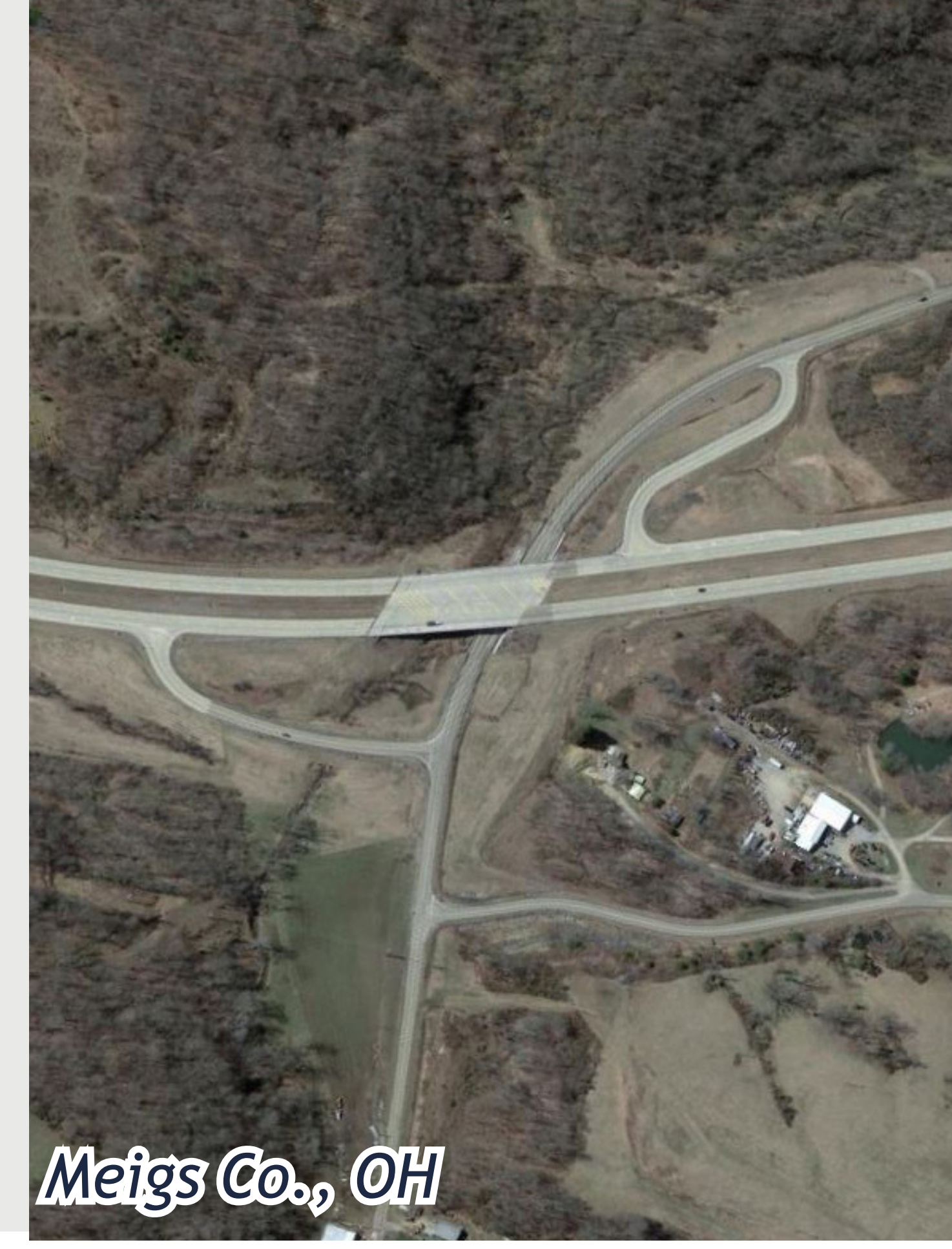
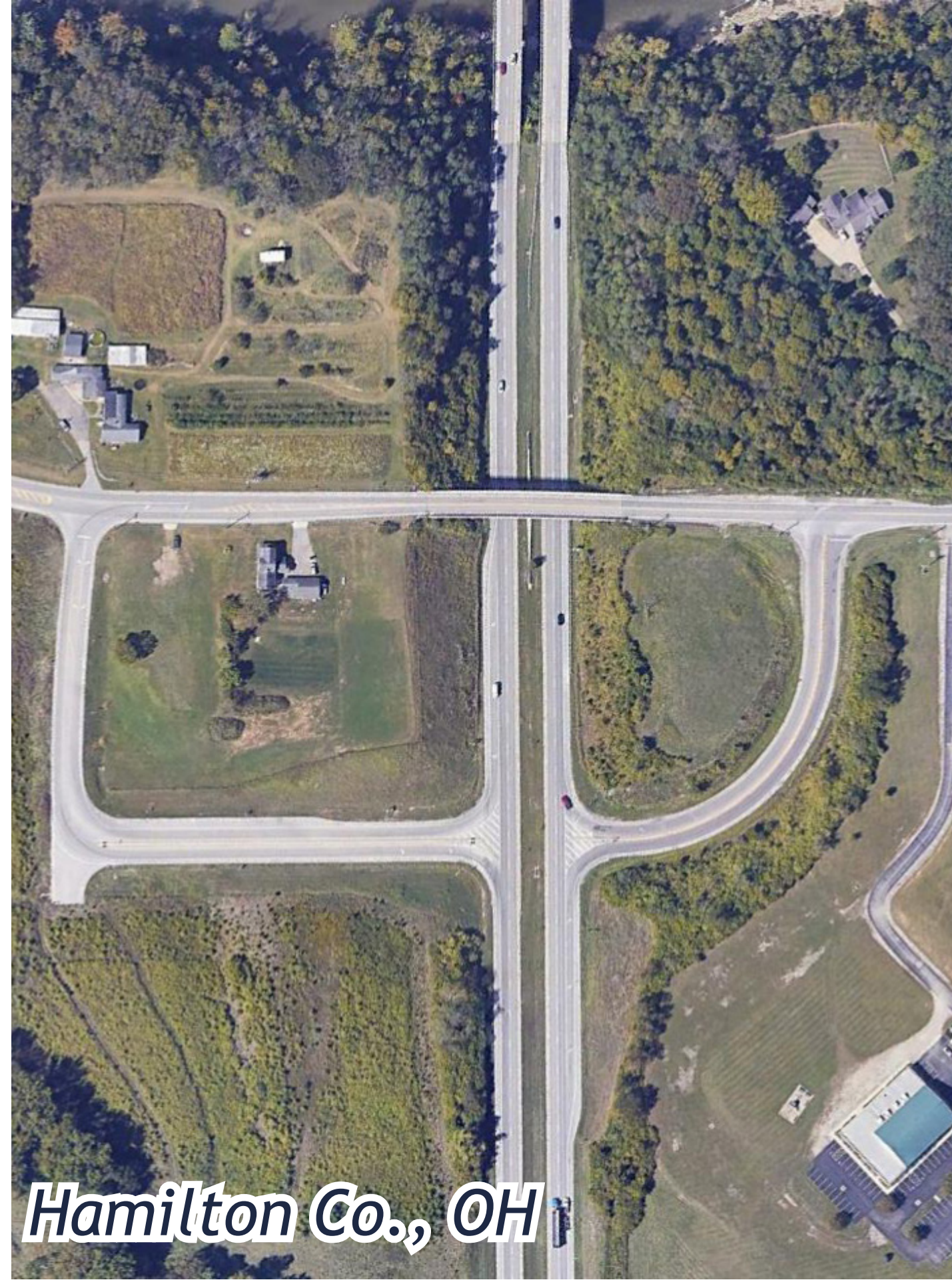
TRADITIONAL FREEWAY INTERCHANGES

Traditional freeway interchanges replace an intersection with a bridge and ramp connections, eliminating the need for a signal on U.S. 23. Traffic enters and exits U.S. 23 at high speeds. There are many shapes of potential traditional freeway interchanges. These will be designed to allow for a u-turn movement.



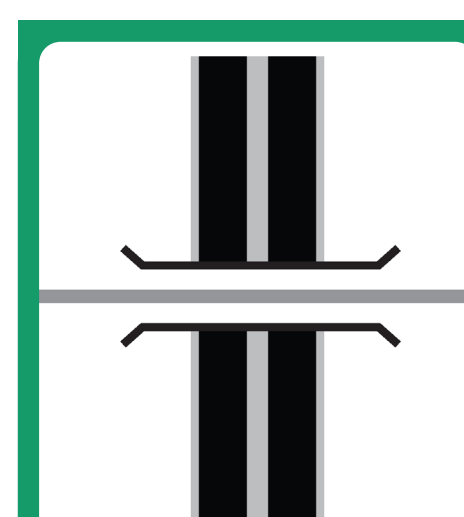
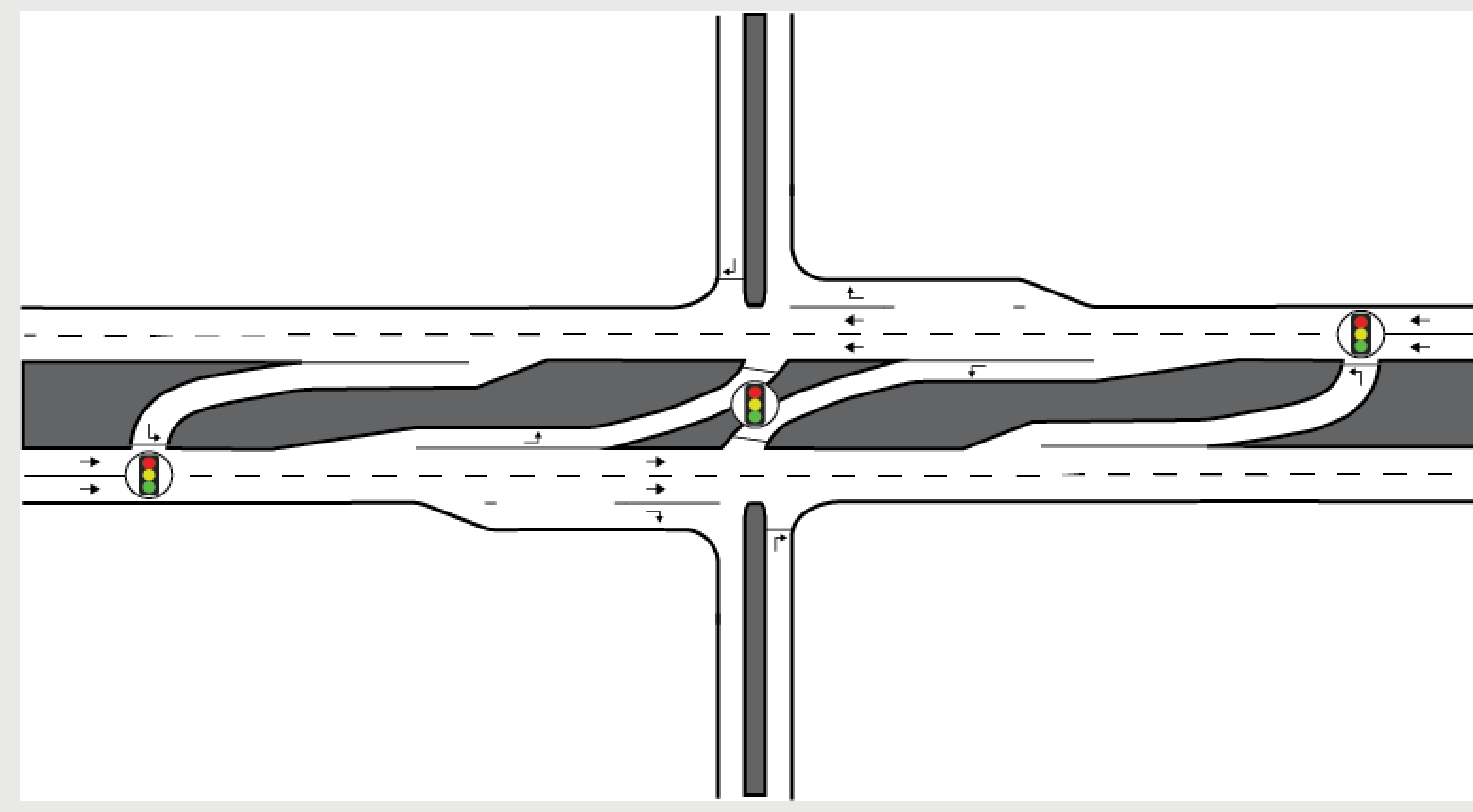
CONNECTOR ROAD INTERCHANGES

Connector road interchanges replace an intersection with a bridge and two-way connector roads. This eliminates the need for a signal on U.S. 23. However, traffic enters and exits U.S. 23 at low speeds. These are flexible in design to minimize adjacent property impacts. These will provide for a u-turn movement.



RESTRICTED CROSSING U-TURNS (RCUTs)

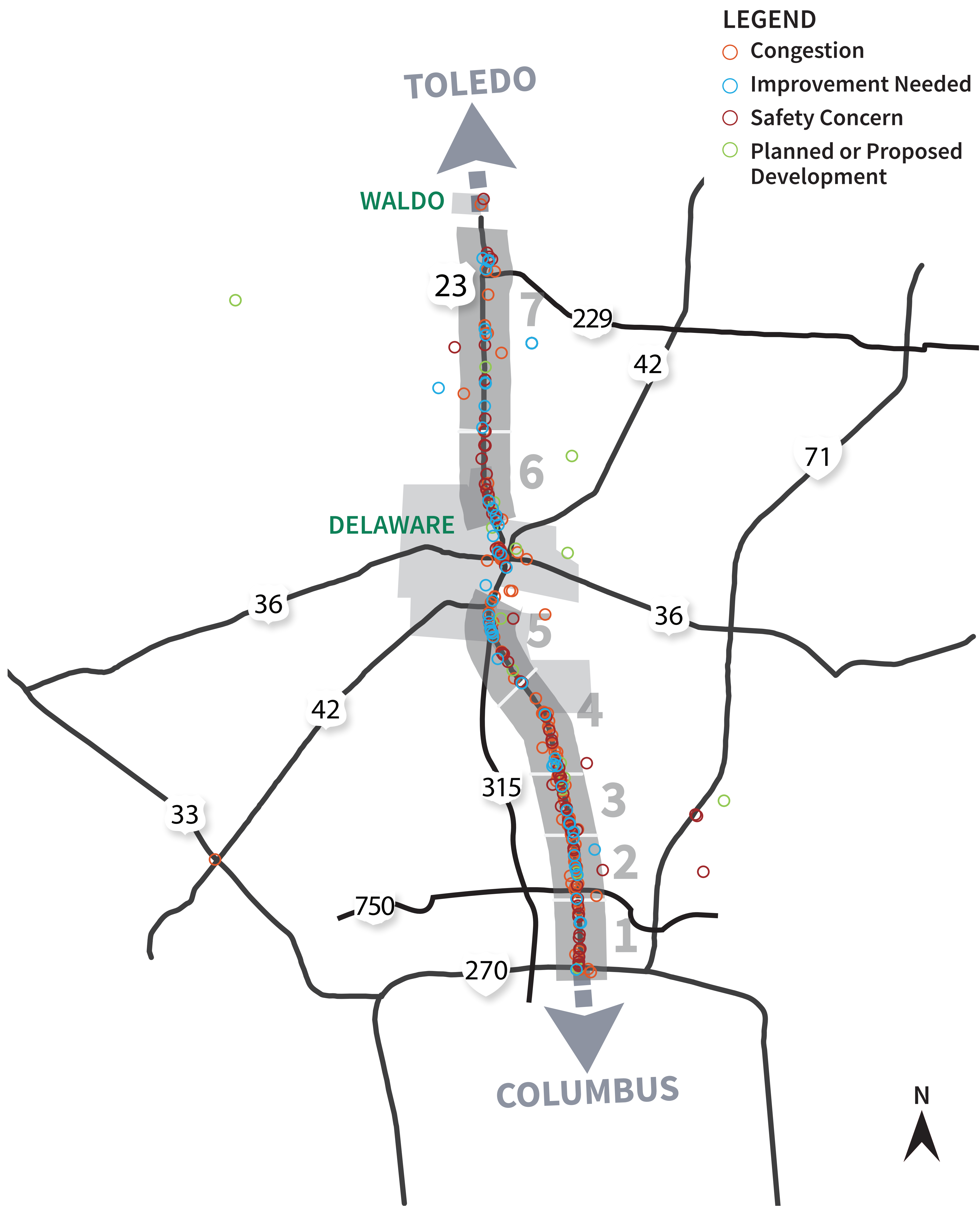
RCUTs restrict side street left turns and through movements, but allow these movements via a nearby U-turn. RCUTs can be signalized or unsignalized. RCUTs reduce intersection delays and improve safety, compared with traditional signals.



OVERPASSES & UNDERPASSES

Overpasses and underpasses allow traffic on U.S. 23 and side streets to flow without stopping at an intersection. These do not have direct connections between U.S. 23 and the side street. Traffic wishing to make a connection between routes must divert to another location.





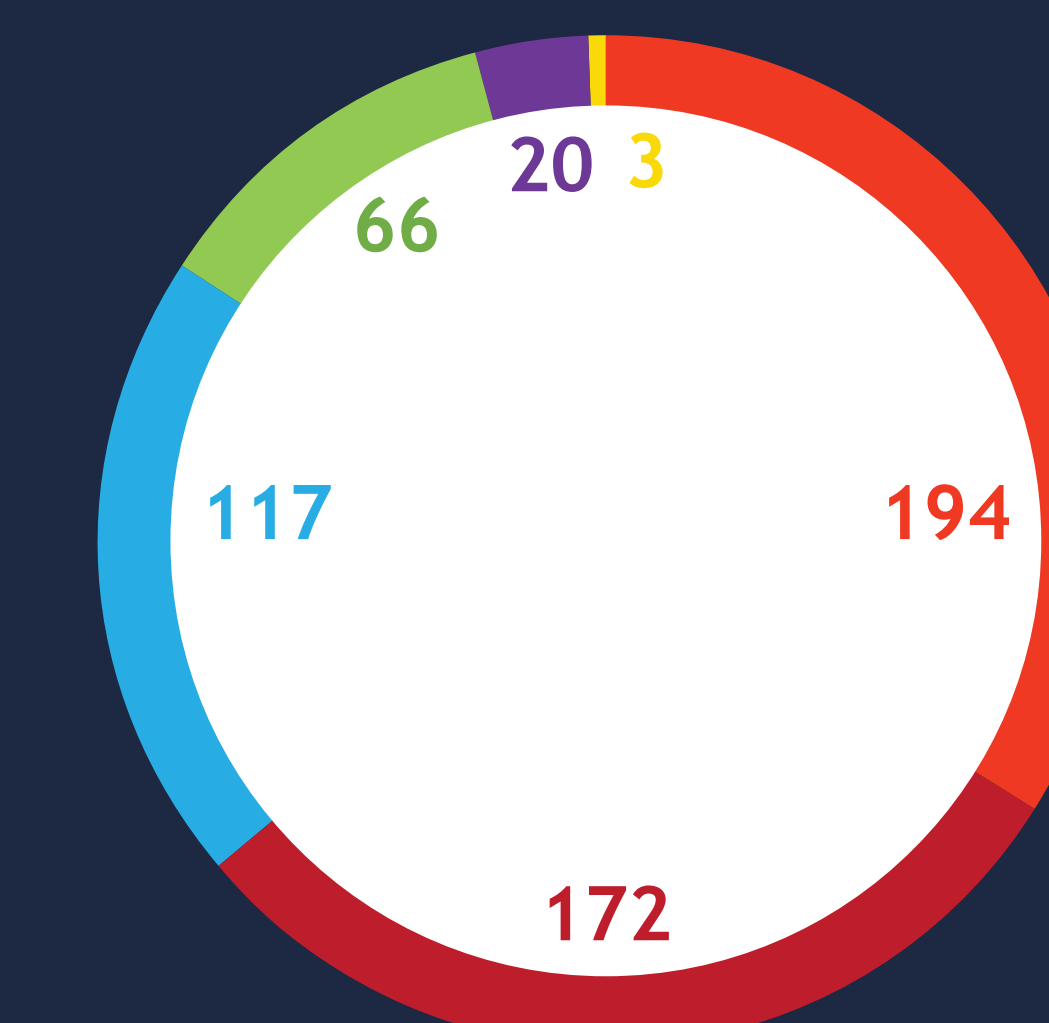
Common Themes for Each Segment

7
6
5
4
3
2
1

CONGESTION	SAFETY	NEEDED IMPROVEMENTS
<ul style="list-style-type: none"> » 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 	<ul style="list-style-type: none"> » 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 	<ul style="list-style-type: none"> » Interchange needed at U.S. 23 and SR 229 » Delaware State Park entrance intersection needs improvement » Traffic signal timing/coordination
<ul style="list-style-type: none"> » Too many traffic signals/traffic signals too close together » Access out of Shroyer's Mobile Homes to U.S. 23 southbound difficult » Too many access points to U.S. 23 	<ul style="list-style-type: none"> » Intersection of U.S. 23 and Coover Road <ul style="list-style-type: none"> ▫ Poor visibility on Coover road looking at southbound U.S. 23 traffic ▫ Heavy usage at peak times, new drivers navigating intersection » Intersection of U.S. 23 and Hills-Miller Road is dangerous 	<ul style="list-style-type: none"> » 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
<ul style="list-style-type: none"> » Too many traffic signals/traffic signals too close together » Traffic signals do not seem coordinated 	<ul style="list-style-type: none"> » Left turn from Hull Drive onto U.S. 23 south is dangerous 	<ul style="list-style-type: none"> » Limit access/entry points to U.S. 23 » Upgrade/re-work U.S. 42 and U.S. 23 intersection area » Frontage roads
<ul style="list-style-type: none"> » Heavy congestion at Glenn Parkway » Heavy congestion during peak hours » Too many traffic signals/traffic signals too close together 	<ul style="list-style-type: none"> » 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) 	<ul style="list-style-type: none"> » Frontage roads » Light for left turn lane onto U.S. 23 southbound at Glenn Parkway needs to be longer to allow more cars
<ul style="list-style-type: none"> » 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 to U.S. 23 » Semi-trucks slow traffic 	<ul style="list-style-type: none"> » 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 	<ul style="list-style-type: none"> » Frontage roads » Limit access/entry points to U.S. 23 » Pedestrian accommodations needed
<ul style="list-style-type: none"> » Heavy congestion during peak hours » Too many traffic signals/traffic signals too close together » Too many access points to U.S. 23 	<ul style="list-style-type: none"> » 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 	<ul style="list-style-type: none"> » Frontage roads/thru traffic bypass lanes needed » Limit access/entry points to U.S. 23 » Pedestrian accommodations » Traffic signal timing needs to be improved
<ul style="list-style-type: none"> » 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 to U.S. 23, left turn movements should be limited 	<ul style="list-style-type: none"> » 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 	<ul style="list-style-type: none"> » 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

In November 2022, ODOT introduced a Public Comment Map for the public to provide location-specific feedback for the Route 23 Connect Study. These comments focused on key areas of congestion, safety, and desired improvements.

572 RESPONSES
November 2022 - January 2023



PID 112768

Northern Segments



7 Main Rd. to SR 229

4 Serious Injury Crashes
1 Fatal Crash

50,000 Vehicles Daily

1 min Delay

10 Businesses

6 Pennsylvania Ave. to Coover Rd.

6 Serious Injury Crashes

50,000 Vehicles Daily

7 min Delay

30 Businesses

5 SR 315 to US 42

7 Serious Injury Crashes
1 Fatal Crash

50,000 Vehicles Daily

6 min Delay

80 Businesses

*Daily Traffic Volumes and Delay values are based on future projections

Southern Segments



4 Hyatts Rd./Shanahan Rd. to Pollock Rd.

6 Serious Injury Crashes

50,000 Vehicles Daily

4 min Delay

20 Businesses

3 Orangepoint Dr. to Olentangy Crossings

5 Serious Injury Crashes
1 Fatal Crash

60,000 Vehicles Daily

9 min Delay

55 Businesses

2 Green Meadows Dr. to Orange Rd.

6 Serious Injury Crashes
1 Fatal Crash

65,000 Vehicles Daily

11 min Delay

90 Businesses

1 I-270 to Olentangy Meadows Dr.

6 Serious Injury Crashes
4 Fatal Crashes

80,000 Vehicles Daily

7 min of Peak Hour Delay

90 Businesses