ODOT would like to thank all participants who submitted over 600 comments during this round of engagement, which included four in-person public meetings and two virtual public meetings conducted in November 2023. Individuals were able to attend the meetings and provided feedback for 30 days via the public survey, study website, email, phone, and verbally at virtual and in-person public meetings.

This document provides responses to questions, as well as a general summary of comments received. Due to the number of questions and comments received, this document is organized by the topics below.

Note that some questions have been asked and answered in previous study documents and may have updated answers in this document.

Table of Contents

STUDY BACKGROUND & PURPOSE

1. What is the study area and what portion/length of U.S. 23 is included?

The study area, shown below in Figure 1, includes approximately 23 miles of U.S. 23 from Waldo in Marion County to I-270 in Franklin County, as well as portions of Delaware and Franklin counties.

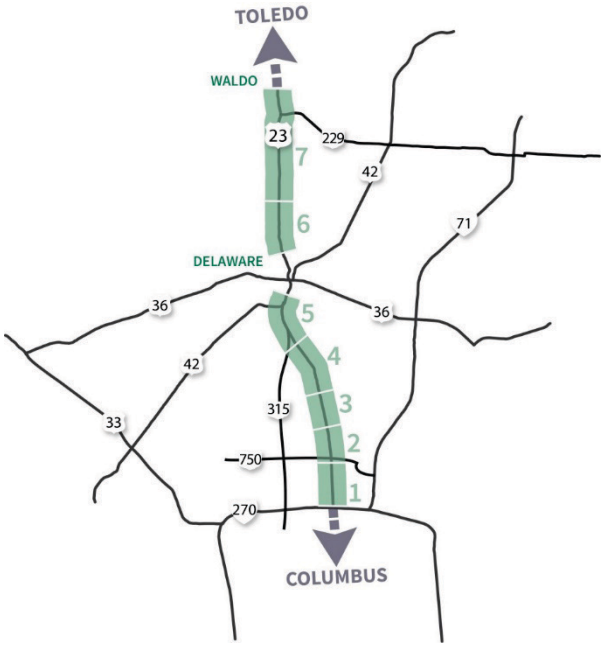

Figure 1: Study Area

2. Why was Waldo chosen as the northern limit of the study area?

Waldo was chosen as the northern limit of the study area because SR 229 near Waldo is the northernmost signal on U.S. 23. Traffic on U.S. 23 is free-flow north of this point, with no signals or stop signs to slow through traffic.

3. What about the rest of the U.S. 23 corridor north of Waldo?

North of Waldo, the U.S. 23/SR 15 corridor is free-flow, with no signals or stop signs for through traffic. In recent years, ODOT has removed several intersections and median breaks north of Waldo, replacing them with interchanges, overpasses, or raised median barriers. Other remaining intersection locations are either under design or being evaluated for potential improvements.

4. Why is the project area split up into different segments?

The project area is split into seven different segments (see Figure 1) to consider local context and community needs when planning for corridor improvements.

5. Why is the study needed?

U.S. 23 already has 30% more traffic than the roadway was designed to accommodate, leading to increased congestion, unpredictable travel times, bottlenecks, and higher crash rates. This study will also support Central Ohio as a national logistics hub by strengthening connection and access to northwest Ohio, Michigan, and Canada.

6. What is this study looking at?

The Route 23 Connect Study focuses on improvements along the U.S. 23 corridor between I-270 and Waldo. The study will inform an action plan which will identify specific new project concepts that can be advanced. These new project concepts will range in size and scope.

STUDY BACKGROUND & PURPOSE *(Continued)*

7. What planned improvements are included in the traffic projections and concept analysis?

The study assumes completion of all projects in the 2050 MORPC Metropolitan Transportation Plan (morpc.org/mtp2050). This includes improvements to the I-71/U.S. 36/SR 37 interchange, a new I-71/Big Walnut Interchange, widening of U.S. 36/SR 37 on the east side of Delaware, Home Road extension to Lewis Center Road, and many more projects.

8. Is the proposed I-71/Big Walnut Road interchange factored into this study?

Yes, the study factors in the construction of the proposed I-71/Big Walnut interchange, as well as all projects included in the 2050 MORPC Metropolitan Transportation Plan (morpc.org/mtp2050).

9. What are the concepts being proposed for each segment? Where can I find more information?

Guided by community input and project goals, different preliminary concepts were developed for the seven segments to enhance safety and ease congestion. The preliminary concepts range from small changes to improve existing intersection conditions, to larger changes that would create a more freeway-like condition. The preliminary concepts developed for the segments can be viewed and downloaded at: publicinput.com/23connect

10. Wasn't there already a study on U.S. 23? What happened to the Columbus-to-Toledo bypass?

Route 23 Connect previously studied the feasibility of creating a fully free-flow connection between Waldo and I-270. However, the Preliminary Feasibility Study showed there was no feasible concept to provide a freeway connection between I-270 and Waldo due to high costs and impacts. The current study is focused on making improvements to the existing U.S. 23 corridor.

11. Can alternate bypass options be explored despite abandoning the previous location?

Additional bypass options are not being explored in this study. The current study is focused on making improvements to the existing U.S. 23 corridor.

12. How will this be different than studies that came before that didn't result in long lasting impacts?

Unlike prior studies, the current Route 23 Connect study is focused on a smaller area and will consider the recent substantial changes in Central Ohio's growth due to economic development, transportation trends, and the trucking industry. Unlike earlier studies, this study concentrates solely on enhancing the existing U.S. 23 corridor without proposing new freeway alignments.

STUDY BACKGROUND & PURPOSE *(Continued)*

13. How can my organization or myself get more involved in the study?
ODOT encourages citizen participation in this study. Any interested individual or organization is encouraged to subscribe to the study website, which will put you on our email list. To subscribe, visit the study website here: publicinput.com/23connect. You may also subscribe to other ODOT updates by scrolling to the bottom of ODOT's website here: transportation.ohio.gov

14. Will there be additional surveys and opportunities to provide comments?
Information regarding the next steps will be released in Summer 2024. To ensure you are on our email list to be notified, please subscribe to our website by visiting publicinput.com/23connect.

STUDY PROCESS

15. What is the overall schedule for the rest of the process?
Based on preliminary technical data and feedback received from public involvement, the preliminary concepts for each segment will be further refined and studied. Another round of public meetings will occur in Fall 2024, when technical studies are complete, and the results of the technical analyses will be shared for each segment.

16. Have concepts been selected for each segment?
No, the preliminary concepts have not yet been selected. ODOT and their consultant team will be conducting technical studies (safety, traffic operations/delay, costs, environmental impacts, etc.) on the concepts. Feedback from past and future public meetings will be included in the decision-making process along with the technical data.

17. Will the concepts be voted on by the public?
There will not be a tally of votes to determine a concept to advance or eliminate. However, ODOT wants to gather public feedback on each concept. This feedback is an important part of the decision-making process.

18. Will the same Concept (A, B, C, or D) be selected for all segments?
No, each segment is independent of other segments. Different concepts may be recommended at separate locations on U.S. 23. Additionally, portions of multiple concepts within a segment may be combined for a recommended concept.

STUDY PROCESS *(Continued)*

19. What stakeholders have been involved and provided feedback?

Stakeholders for the study include all municipalities and Townships along U.S. 23, representatives from nearby planning and economic development agencies, emergency services, and other interested parties in Delaware, Franklin, and Marion Counties. Stakeholders were invited to two stakeholder meeting open houses in November 2023. Many stakeholder groups provided feedback at the meeting and during the public comment period.

20. Why weren't public meeting notifications send out via U.S. Mail?

The study is in a very early and preliminary phase; therefore, public meeting notifications were not sent out via U.S. mail. The public was notified of the meetings via email from ODOT, targeted advertisements on the NextDoor app, signage posted along the corridor, radio advertisements and other various community channels.

21. Are additional public meetings planned, perhaps specific to each segment?

Additional public involvement is planned to continue to collect public feedback on the concepts. ODOT anticipates the next round of public meetings will be announced in Summer 2024, with the meetings occurring in Fall 2024. This will coincide with when technical studies will be completed, and the results of the technical analyses will be shared for each segment at the meetings.

22. Will estimated costs and construction year be presented during future public involvement?

Estimated costs for the concepts will be developed and provided at the public meetings in Fall 2024. Construction year will likely not be known until specific projects are advanced into project development.

23. I know someone that submitted comments during the public comment period and did not receive a response, why is that?

Typically, for a study of this size, comments are documented, organized, and summarized so that the project team can adequately respond to all comments in an efficient manner. These comment response documents will continue to be posted to the project website.

24. Is this public comment period just a formality?

No. The feedback received during the public comment period genuinely matters. Comments and public feedback are important in our decision-making process. Each comment is carefully reviewed and considered as it provides invaluable insights to help shape and refine the preliminary concepts. Your input prompts discussions and often leads to real changes in the approach and recommendations.

IMPLEMENTATION

25. What is the plan to implement the concepts?

Based on public feedback and results from the technical data, this study (to be complete in late 2024) will include an action plan to identify specific projects which can be advanced into project development. Once specific projects have been identified, ODOT must conduct additional technical studies, environmental reviews, public involvement, develop plans, and obtain funding to move the project into construction.

26. Are there set budgets and timelines for constructing recommended concepts?

Since we are early in the study phase, there are no set budgets or timelines for construction. Before ODOT can consider construction, ODOT must conduct environmental studies, develop plans, and obtain funding for the individual projects that are recommended by this study. Each of these items typically takes multiple years for a study of this scale. The exact timeline will depend on which concepts are advanced from this study.

ODOT has obtained funding for more detailed studies of improvements at the SR 229 and Coover Road intersections.

27. What short-term fixes or improvements have been implemented, and are there plans for more?

ODOT is constantly reviewing how signal timing can be improved in the corridor and what technology can be used to help. ODOT has also received funding to complete more detailed studies on two key intersections in Segment 6 and 7 – Coover Road and SR 229. Those intersections are currently being studied to improve safety. ODOT will continue to pursue funding solutions for improvements throughout the corridor.

28. Can improvements be phased—for instance, starting with Concept C while allowing future upgrades to Concepts A or B?

Yes, the goal of this study is to identify improvements that can be implemented in the short-term and long-term. The study will prioritize improvements. At some locations, this could include identifying immediate enhancements while leaving room for additional improvements in the future.

29. How will the concepts be prioritized?

Concepts will be prioritized based upon a variety of factors, such as:

- Transportation benefits (safety, travel time, etc.)
- Community impacts
- Cultural and natural resource impacts
- Construction and right-of-way costs
- Public feedback
- Available funding

TRAFFIC DATA

30. Are traffic volumes and congestion being analyzed to inform the study's future recommendations?

Each concept will be analyzed for its ability to improve traffic flow/congestion. Traffic operations will be considered for both US 23 through and local traffic. These results will be provided at the next round of public meetings in Fall 2024.

31. How much of the total corridor traffic is through vehicles?

The percentage of through traffic on U.S. 23 varies by location. Through vehicles make up approximately 40% of all traffic in the northern portion of the study area and approximately 15% of all traffic in the southern portion of study area.

32. What are the rush hour times, and were these times factored into the concepts?

Rush hour times are generally considered those times when traffic volumes peak – typically around morning and evening commutes. Rush hour peaks were considered in the initial concepts; however, adjustments to concepts are expected. Traffic analyses will continue to ensure optimal performance and avoid low levels of service during these times.

33. Which segments experience the heaviest traffic congestion?

The City of Delaware and south of Delaware to I-270 experience the heaviest traffic congestion. Drivers in Segment 2 (Green Meadows Dr. to Orange Rd.) are predicted to experience the most delay in future years, followed by Segments 3,1, and 6.

34. Will improving U.S. 23 attract more traffic, negating the improvements we're trying to make?

Increased capacity often makes a route more attractive and increases traffic volume. However, the proposed concepts will be designed for additional traffic to divert from other routes. Thus, the concepts are still likely to decrease congestion and delays in the study area, even if traffic volumes increase.

35. Will rapid growth eventually overwhelm completed improvements, leading to the same issues?

The study has accounted for planned development and growth in Delaware County by using current and future land use and planning data from local and regional jurisdictions. Traffic forecasts are based on land use plans for 2050.

36. Do the study and improvements account for future traffic and populations?

Yes, the study is utilizing traffic volume forecasts and statewide and regional travel demand models for the year 2050. These models contain traffic, population, land use, and employment forecasts for the year 2050. Data on projected regional growth can be found on the Mid-Ohio Regional Planning Commission (MORPC) website here: morpc.org/tool-resource/estimates-projections.

CORRIDOR TRAFFIC MANAGEMENT

37. Can all segments be widened to three lanes in each direction?

In some areas, it might not be essential for improved traffic flow or safety. Many concepts that remove traffic signals are expected to improve traffic operations sufficiently that an additional through lane on U.S. 23 is not needed. The study team will continue to evaluate the need for potential widening in all areas on U.S. 23.

38. Have improvements to other routes between Columbus and Toledo (I-75, U.S. 33, U.S. 68/SR 31, etc.) been considered?

Several other routes between Columbus and Toledo were considered for improvements before this study. However, data shows that travel demand is much higher along U.S. 23. Additionally, other routes would have a longer travel distance between Toledo and Columbus and/or are not free-flow, such as U.S. 68/SR 31 and U.S. 33 west of Bellefontaine.

39. Can additional north-south routes be created to relieve some congestion from U.S. 23?

A system of frontage roads or backage roads – roads running parallel to U.S. 23, either in front of or behind development – can be used to help congestion and safety on U.S. 23. Some locations already have a parallel road system established. The use of frontage/backage parallel routes is expected continue to be a long-term strategy to improve congestion along U.S. 23.

40. If U.S. 23 access is limited, are side streets ready for increased traffic? Who ensures the side streets will operate acceptably?

A crucial element of this study is considering the impact that diverted traffic would have on feeder or side streets. For concepts where traffic on adjacent streets is expected to increase beyond their current capacity, necessary upgrades will be included in the overall cost of the concept. If such a concept advances to construction, the ODOT project would include the necessary upgrades to adjacent local streets. However, the local agency (city, county, or township) would likely continue to provide future maintenance on those streets.

41. Are the proposed improvements expected to increase travel times for local east-west traffic?

Impacts to east-west travel time impacts will vary depending on the particular improvement. Although certain access points on U.S. 23 will be reduced or altered, essential east/west connections will be preserved where needed. This balance aims to improve traffic while ensuring vital connections for the community's convenience and safety.

CORRIDOR TRAFFIC MANAGEMENT *(Continued)*

42. How will the east/west connections be maintained despite reducing intersections and access points on U.S. 23?

Enhancing traffic flow involves optimizing access points while preserving essential east/west connections. Although certain access points on U.S. 23 will be reduced, ODOT is committed to maintaining connectivity through strategic measures like interchanges, overpasses, and RCUTs (Restricted Crossing U-Turns) with right-in-right-outs. This balance aims to improve traffic flow while ensuring vital connections for the community's convenience and safety.

43. Can ODOT install traffic cameras north of Cheshire Road, near SR 315, and north of Delaware near Waldo to help manage traffic flow?

The traffic cameras from SR 315 to Hills-Miller Road are maintained by the City of Delaware and may not be accessible by ODOT's system. However, ODOT has made note of this and will investigate further.

44. Will any laws be created to prohibit and/or allow certain lane usage based upon vehicle size and/or time-of-day?

State law does not allow for certain vehicle types (i.e., trucks) to be prohibited on state routes. This study is only assessing a long-term concept for the regional traffic needs of U.S. 23. ODOT is not pursuing the creation of additional motor vehicle laws to address those needs.

45. Could U.S. 23 become a toll road to discourage usage and alleviate congestion?

Tolling is not being considered in this study.

46. Are RCUTs effective in managing traffic, particularly in high-speed or high-volume areas?

Yes, RCUTs (Restricted Crossing U-Turns) effectively manage traffic in high-speed and high-volume zones by reducing conflict points and enhancing safety. Studies show their efficiency in improving traffic flow while minimizing delays. More information on how RCUTs function in high-speed and high-volume areas can be found here: www.safety.fhwa.dot.gov/intersection/rltci/

47. Have "Texas U-turn/turnaround" options been considered for this area?

A Texas turnaround, also known as a Texas U-turn, is a type of intersection or interchange design that allows drivers to make a U-turn in advance of the cross street. These are typically used in locations where there are one-way frontage roads alongside the main corridor and usually require bridges. One-way frontage roads are not being considered at this time (except for the existing frontage roads in Segment 7), therefore Texas U-turns have not been considered.

SAFETY

48. How will the proposed concepts improve safety?

The study will evaluate each concept for its potential to improve safety on U.S. 23. Each of the concepts are expected to improve safety by reducing the number of vehicle conflict points and reducing congestion. Many of the improvements proposed in the concepts, such as overpasses and RCUTs, are proven effective safety measures. Information on the safety performance of each concept will be available at the next round of public meetings.

49. Which segments face the most significant safety challenges?

All of the segments on U.S. 23 have multiple locations that rank on ODOT's Highway Safety Improvement Program (HSIP), which identifies locations with higher numbers of crashes than expected. According to the study's preliminary segment assessment, Segment 1 (I-270 to Olentangy Meadows Drive) had the greatest number of serious crashes in the past three years. Segment 5 had the second-most serious crashes.

50. Can the speed limit be lowered/made consistent through the corridor?

This study is focused on improving safety by reducing congestion on U.S. 23. ODOT will continue to monitor its roadways regarding potential speed limit revisions. However, ODOT is not an enforcement agency. The Ohio State Highway Patrol and local law enforcement are responsible for enforcing traffic laws such as speeding and reckless driving.

51. Regarding enforcement, what measures can be taken to enhance compliance with traffic rules on U.S. 23?

The Ohio State Highway Patrol and local law enforcement are responsible for enforcing traffic laws such as speeding and reckless driving. Citizens can contact law enforcement to share concerns.

52. How will emergency services be affected if access to specific areas is removed?

Although direct access to U.S. 23 may be limited in certain areas, reducing congestion on U.S. 23 is expected to improve emergency response times. If a concept is advanced, emergency response times for specific locations will be evaluated and design changes (such as traversable medians) may be incorporated. Continued coordination with emergency services will be maintained through this study and any future design work.

53. How are U.S. 23 traffic signals activated—by timers or sensors? Can they be switched to timers for smoother flow?

The traffic lights on U.S. 23 are coordinated and have been retimed multiple instances in recent years. The implementation of newer technology allows the traffic timing to adapt to the real-time traffic flow that is on U.S. 23. The current mix of both timing and sensors allows for the best optimization of traffic flow.

SAFETY *(Continued)*

54. Can traffic signal adjustments include longer buffer times or improved signage?
ODOT continually tries to improve signal timing for the U.S. 23 corridor. ODOT policy is to not use "Prepare to Stop When Flashing" signs at signals, as data indicates that such signs do not reduce crashes and may encourage drivers to race to "beat the light".

55. Can medians have barriers or grass strips to prevent unauthorized left turns?
Yes, many of the concepts show a raised median along the entirety of U.S. 23 so that left turns are only allowed at designated spots where there is a break in the median (i.e., a U-turn or signalized intersection).

56. Will a more high-speed, freeway-like design compromise safety for drivers?
Limiting access on a roadway enhances safety by reducing conflict points and risky maneuvers. Freeways with controlled access and fewer entry/exit points minimize abrupt lane changes and potential collisions. Studies show that streamlining access results in safer, smoother traffic flow, reducing crashes caused by unpredictable movements on high-speed roads.

57. Will improvements include LED lighting in the median like I-270?
ODOT is adopting LED lighting as the standard for interstate upgrades. As the need arises for street light enhancements on U.S. 23, LED lighting will be evaluated for potential implementation.

58. Can vertical blinders be built on top of median barriers to block headlight glare from trucks and SUVs?
ODOT appreciates suggestions for safety improvements. Once concepts are moved into a design phase, these details will be explored further.

ENVIRONMENTAL CONSIDERATIONS

59. Will a comprehensive environmental analysis be performed to evaluate the consequences of these improvements?

Yes, as part of the on-going analysis, each concept will be evaluated based on their potential impacts to the various resources (such as parklands, historic sites, farmland, waterways, endangered species, and other resources) that may occur within the concept footprint. ODOT strives to avoid resource impacts, and impacts are minimized when unavoidable. Once a concept is identified to move forward into design, more detailed analyses will be performed to minimize impacts.

60. Are noise and air quality assessments being conducted for the recommendations?

Traffic noise and air impacts will be considered as the concepts are developed and evaluated. If noise impacts cannot be avoided, ODOT has a process for determining whether a location is eligible for noise walls/barriers. Even if noise barriers are warranted, further public involvement, including aesthetic considerations, plays a vital role in determining if and how the barriers are built. Concepts will also be evaluated for air quality impacts and will follow ODOT's process to determine if mitigation is warranted.

61. What steps are being taken to protect historic sites?

ODOT will thoroughly assess potential impacts on historic resources during concept evaluation. Collaborating with local communities and stakeholders, we will pinpoint concerns and strategize ways to prevent, reduce, or offset impacts on historic properties. Projects progressing from these concepts and seeking federal funding must adhere to Section 106 of the National Historic Preservation Act (NHPA) regulations.

62. Will there be an incorporation of sustainable treatments such as pollinator habitats, bioswale medians, vegetative buffers, or wildlife crossing bridges?

ODOT has many pollinator habitats around Ohio and supports their inclusion where feasible. Wildlife crossing bridges have also been installed in more rural areas where endangered species habitat is present. Sustainable treatments may be considered as concepts are moved into a design phase; however, it is too early to be considered at this time in the study.

PROPERTY ACQUISITION AND RIGHT-OF-WAY

63. When would property owners be notified about impacts from proposed construction? What is ODOT's procedure for acquiring homes and properties needed for projects?

The concepts being studied are broad in nature as they represent general connections and access options that ODOT is considering. If a concept is chosen for further evaluation, property acquisition would not begin for several years as the concept moves into design phases. ODOT will follow all applicable laws and regulations regarding the determination of Fair Market Value for properties. Federal and State laws are in place to protect your rights during the acquisition process. ODOT has a detailed process when it buys property. Please visit the following webpage for further information: transportation.ohio.gov/working/publications/when-odotneeds-property

64. Can the required land for these concepts be purchased by ODOT in advance of further development?

ODOT acquires land only when justified by a transportation improvement project and when impacts are unavoidable. ODOT will coordinate the needs with all of the locals to help ensure future development is offset and possibly donate right-of-way to the county/city for improving this corridor.

65. The buildings and other items on the concept drawings are not to scale. How can we provide comments if we don't know what the property impacts are?

At this point in the process, the concepts and maps are general in nature as they represent a variety of different access options that ODOT is considering. Once a concept is selected, additional analysis will be performed to evaluate different configurations and impacts. There will be many more opportunities to provide feedback.

66. I think these improvements will negatively impact my property value. Will something be done to offset property values?

Assessing property value changes due to roadway improvements involves a comprehensive evaluation process. ODOT compensates property owners directly impacted by roadway improvements. If property acquisition is needed, ODOT will follow all applicable laws and regulations regarding the determination of Fair Market Value for properties.

67. Do RCUTs require a significant amount of adjacent property?

Compared to a conventional intersection, an RCUT typically has a slightly larger footprint due to the additional pavement needed for the U-turn movements signage/signals. However, an RCUT requires much less property than an interchange because most of the construction occurs in the middle of the roadway or median area.

OTHER MODES OF TRANSPORTATION

68. Have transit or high-speed rail alternatives been examined instead of current improvements?

While transit and/or high-speed rail is a worthwhile component of a growing regional transportation system, it does not address one of the key issues facing the corridor – a substantial increase in truck traffic and through trips. Because of the expense of building a high-speed rail system, federal funding from the Federal Transit Authority (FTA) is required. To meet FTA funding requirements certain ridership thresholds must be met, which would require substantial population increases along the corridor.

69. Is there planning for pedestrian, bike facilities, and safety for vulnerable road users on U.S. 23?

Given the high number of vehicles and high speeds, most of U.S. 23 is not a desirable facility for bike lanes or pedestrian accommodations. Community plans in the study area show that bicycle and pedestrian traffic is being focused onto parallel north south routes. For more information about regional efforts to create more walkable and bikeable communities, visit: morpc.org/program-service/bicycle-pedestrian

In the portion of U.S. 23 within the City of Columbus where sidewalks exist, sidewalk connections will continue to be maintained.

70. Will any proposed improvements include a multi-use bike path installation?

No concepts will include the installation of a new multi-use bike path. However, any existing multi-use bike paths impacted by a concept would be replaced. Please see previous response regarding pedestrian and bike facilities.

ECONOMIC DEVELOPMENT AND LAND USE

71. Would this project involve redistricting students to different schools?

Redistricting decisions are entirely under the discretion of local school districts and their transportation departments. Redistricting has not been part of discussions with school representatives regarding any of the concepts. ODOT will continue to coordinate with local school officials.

72. Can developers be mandated to include access roads to intersections and RCUTs when constructing new developments?

Developers are responsible for offsetting their impact to the roadway system. ODOT and local agencies (cities, villages, townships) have detailed processes that require developers to identify their traffic impacts prior to development. Offsetting impact can include turn lanes, new roadways, new signals, driveway upgrades, or other improvements. More information on development impacts and related transportation improvements can be found at: https://www.transportation.ohio.gov/about-us/basics/dev-related

73. Why are there so many intersections and driveways along U.S. 23? Can ODOT close existing driveways or prevent new driveways from being built?

Many portions of U.S. 23 within the study area are not limited-access, therefore property owners have rights to access the roadway, which includes creating driveways and curb cuts along U.S. 23 for access. ODOT does not have the authority to close all existing private driveways and curb cuts in these areas. Other portions of U.S. 23 are already limited-access, which restricts new curb cuts and private driveways from being built in those areas. Ultimately, local governments control the zoning and development in their communities.

SEGMENT 1S

74. Is consideration given to the backups along I-270 Eastbound to the I-71 exit and how it affects this segment of U.S. 23?
ODOT recognizes that this area is a significant bottleneck. A project at the I-71/I-270 interchange outside of this study area is currently in development. The project will add an additional lane to the I-71 northbound exit. The project is currently in detailed design and ODOT is currently working to secure construction funding. Construction could occur as early as 2025.

75. Will any of these concepts raise the elevation of US 23 above the current street height?
If interchanges or overpasses are built, either US 23 or the cross street could be elevated in the immediate vicinity of the interchange/overpass.

76. Will Flint Road and Campus View Boulevard maintain access to US 23 and I-270 in the proposed concepts?
Existing preliminary concepts for Segment 1S would allow traffic on Flint Road and Campus View Boulevard to have access to and from US 23, I-270, SR 315, and High Street/Worthington. All existing movements would remain.

77. Can ODOT work with Google maps and/or Waze to improve navigation in this area?
ODOT will explore opportunities to collaborate with these navigation platforms to better manage traffic flow in this area.

78. How will construction impacts to nearby residents be minimized?
Road construction can have numerous effects on the community, such as increased noise, and temporary road or lane closures. It is too early to know specific construction impacts of any concept. If a concept is advanced to construction, ODOT will work to minimize the impacts of construction on adjacent properties.

79. Are there plans to enhance lane signage in this area?
Signage on the U.S. 23 southbound approach to I-270 was modified in 2021 to better serve traffic needs. ODOT's operations team consistently assesses operations within the interchange area to improve signal timing, upgrade signing, implement pavement markings, etc. ODOT is currently working on the implementation of shield logos on the pavement to designate lanes for better navigation. This area will continue to be monitored to see if further changes are necessary to improve safety and/or operations.

80. Has the I-270/U.S. 23 been under constant construction for many years?
ODOT has made major investments in recent years at this location. The North Side MegaFix project has substantially improved traffic operations and safety on I-270 and U.S. 23.

SEGMENT 1S *(Continued)*

Segment 1S Comments Summary

- Concept A:
  - Multiple commenters supported Concept A
- Concept B:
  - Multiple commenters supported Concept B
- Other comments were received including:
  - Desire that no changes are made to this area
  - Concern about the potential impacts to the Woods at Josephinum and Campus View Boulevard neighborhoods, landscaped mound on west side of U.S. 23, the Pontifical College Josephinum, and High Street Baptist Church
  - Prefer tunneling over overpasses from an aesthetic and noise perspective
  - Prefer that southbound express lanes start after Flint Road to avoid ravine impacts
  - Prefer that impacts to Camp Mary Orton Area are minimized

SEGMENT 1N

81. Is anything being proposed to maintain pedestrian access across U.S. 23 at Lazelle Road?

Currently, no pedestrian improvements are being considered across U.S. 23 at Lazelle Road. As concepts advance into further development, pedestrian improvements may be included if warranted in a certain area. Concepts A, B, and C are expected to improve pedestrian safety and mobility across U.S. 23, as a bridge would be provided at Lazelle Road. In Concept D, pedestrian crossing of U.S. 23 would remain similar to the existing conditions, with a signalized intersection remaining at U.S. 23 and Lazelle Road.

Segment 1N Comments Summary

- Concept A:
  - Multiple commenters supported Concept A
  - Desire that Concept A include additional overpasses from Concept B
  - Desire that Concept A not include a widening to 3 lanes in each direction
- Concept B:
  - Multiple commenters supported Concept B
- Concept C:
  - Multiple commenters supported Concept C
- Concept D:
  - Multiple commenters supported Concept D
- Other comments were received including:
  - Desire that full access be maintained to/from Olentangy Meadows Drive
  - Desire that full access be maintained to/from Highbluffs Boulevard
  - Desire that impacts to woodlands and ravines in this area be minimized
  - Suggestion that a cul-de-sac be built on Old Lazelle Road so that it no longer intersects U.S. 23

SEGMENT 2

82. Will Concept A just shift traffic problems to Highfield Drive or other local streets?

Each of the concepts are expected to divert some local trips off U.S. 23 and onto adjacent feeder or side streets. The study will evaluate where traffic will be redistributed to and what, if any, improvements may be needed to adjacent streets. If concepts advance into project development, the project will evaluate affected roads for necessary improvements.

83. If Concept D is selected, how would you get from Delaware to Polaris?

If Concept D were implemented, it's likely that southbound U.S. 23 traffic (traveling from Delaware) would turn left onto Orange Road, and then right onto Highfield Drive to head south towards SR 750. Drivers could then take a left from Highfield Drive onto SR 750 and continue until arriving at Polaris.

Segment 2 Comments Summary

- Concept A:
  - Multiple commenters supported Concept A
- Concept B:
  - Multiple commenters supported Concept B
  - Suggestion that Concept B include a right-in/right-out access to Highbanks Metro Park, similar to Concept D
- Concept C:
  - Multiple commenters supported Concept C
  - Suggestion that Concept C be modified to convert all signals to right-in/right-out access and have a connector road interchange at SR 750
- Concept D:
  - Multiple commenters supported Concept D
  - Suggestion that a connector road interchange be included in Concept D
- Other comments were received including:
  - Desire to avoid impacts to natural and archaeological features in Highbanks Metro Park
  - Desire to avoid impacts to ravine and woodlands south of Hidden Ravines Drive
  - Suggestion that an access connection be provided between the BJ's and Walmart plazas
  - Desire that a public street connection be made between Owenfield Drive and W. Orange Road
  - Desire that full access to/from U.S. 23 be maintained at Highbanks Metro Park, Meadow Park Drive, and Hidden Ravines Drive

SEGMENT 3

84. Is access for emergency vehicles considered for this segment? Orange Township fire station 361 and Mount Carmel Lewis Center Emergency Room are in this segment.

Access for emergency vehicles is considered for this segment, as there are multiple medical facilities and the fire station. Ongoing coordination with the Orange Township Fire and EMS and other local emergency services will be important when making improvements in this area. Based on feedback provided from emergency service providers, some changes such as traversable medians might be included in one or more concepts to help minimize impacts.

85. Will improvements to segment #3 and #4 be considered together as the buses from the three Olentangy schools will be impacted?

Although the corridor is divided into segments, as the concepts are further evaluated, they will be looked at more holistically to see how certain access changes may influence other areas beyond that specific segment. Coordination with local schools will be ongoing as concepts are further developed to ensure impacts to school bus patterns are minimized.

Segment 3 Comments Summary

- Concept A:
  - Multiple commenters supported Concept A
  - Desire that Concept A should include an overpass at Olentangy Crossings
  - Desire that more access points be removed in Concept A
- Concept B:
  - Multiple commenters supported Concept B
  - Desire that Concept B include widening to 3 lanes in each direction
- Concept C:
  - Multiple commenters supported Concept C
  - Desire that an overpass at Halfway Avenue be included in Concept C
  - Desire that an overpass without connector roads be installed at Home Road
- Concept D:
  - Multiple commenters supported Concept D
  - Desire that more U-turn locations be added to Concept D
- Other comments were received including:
  - Desire to preserve full access to/from U.S. 23 at Orangepoint Drive, Corduroy Road, Home Road, and/or Lewis Center Road
  - Desire that full access at Olentangy Crossing be maintained to access Shale Hollow Park
  - Desire to minimize impacts to the wooded ravine north of Home Road
  - Suggestion that Olentangy Crossing location be converted into a design similar to the SR 315/Bethel Road interchange
  - Desire that access changes not negatively impact school bus service
  - Desire that an interchange not be built at Home Road due to nearby environmental resources

SEGMENT 4

86. Can any of the signals in this section be converted to flash mode except at peak times?

ODOT consistently monitors this corridor to identify any safety or operational improvements such as signal timing changes that would benefit the corridor.

87. What impacts will these concepts have on Olentangy schools access onto Shanahan Road?

If a selected concept was shown to impact the Olentangy schools access on Shanahan Road, further studies would be completed to determine the necessary improvements needed for safety and operation.

Segment 4 Comments Summary

- Concept A:
  - Multiple commenters support Concept A
  - Suggestion that Concept A have connector road interchanges instead of traditional interchanges.
  - Suggestion that Concept A eliminate access at Glenn Parkway/Winter Road, instead having more frontage roads to provide access to adjacent locations
  - Suggestion that a new road connection be built between Shanahan Road and Glenn Parkway
  - Desire that the proposed frontage road between Pollock Road and Cheshire Road not be included
  - Desire to allow right-in/right-out access at Pollock Road
- Concept B:
  - Multiple commenters support Concept B
  - Desire that Concept B include widening to 3 lanes in each direction
- Concept C:
  - Multiple commenters support Concept C
- Concept D:
  - Multiple commenters support Concept D
- Suggestion that a new road connection be built between Shanahan Road and Glenn Parkway
  - Desire that the proposed frontage road between Pollock Road and Cheshire Road not be included
- Other comments were received including:
  - Desire that full access be maintained from Shanahan Road
  - Desire that an interchange not be built at Hyatts Road/Shanahan Road, due to nearby ecological resources
  - Desire that left turns from Pollock Road to U.S. 23 southbound be eliminated
  - Desire that full access at Cheshire Road be provided
  - Desire to see full access remain at Glenn Parkway
  - Desire that an interchange not be built at Glenn Parkway/Winter Road, due to nearby ecological resources
  - Desire to see improved access to/from Worthington Arms, potentially via new frontage road
  - Desire that access to Hickory Woods Park not be negatively impacted
  - Desire that access to future Preservation Park (west side of U.S. 23) not be negatively impacted
  - Desire that Shale Hollow Park maintenance access on Hyatts Road not be impacted

SEGMENT 5

88. There are historic buildings and landmarks in this area, are those expected to be impacted with the proposed recommendations?
Further studies and evaluation will be done on each concept to evaluate resource impacts, including impacts to historic properties. Projects that advance from the concepts will be developed to minimize impacts to historic properties.

89. How much traffic will be diverted to Stratford Road if these concepts are implemented?
Additional technical studies will be completed in 2024 to better understand where traffic would redistribute with each concept in Segment 5. The results will be shared with the public. If concepts advance into project development, the project will evaluate affected roads for necessary improvements.

90. Has the team been working with the City of Delaware on the improvements for this section?
The City of Delaware has been an active and valued community partner in our project. The city has provided valuable feedback, and our collaboration remains ongoing. As we refine concepts, this coordination with community partners, including the city, will continue.

91. Can the private drive between Delaware Community Plaza and Hull Drive be converted into a public road?
Converting a private drive to a public road would involve agreements between the shopping center owner and local authorities, legal documentation, possible upgrades, adherence to regulations, and the transfer of maintenance responsibilities.

Segment 5 Comments Summary

- Concept A:
  - Multiple commenters supported Concept A
  - Desire that Concept A include a crossing at Hull Drive
  - Desire that Concept A include a crossing at Hawthorn Boulevard
  - Desire that Concept A include widening to 3 lanes in each direction
  - Desire that Concept A not modify the existing configuration of the U.S. 42 intersections
  - Desire that Concept A be modified to include the Concept B configuration at SR 315
  - Suggestion that a third interchange be added to Concept A
  - Multiple commenters expressed concern about Concept A potentially increasing traffic volumes on residential streets and/or Stratford Road
  - Comments expressed concern that an interchange at SR 315 would negatively impact the Olentangy River
- Concept B:
  - Multiple commenters supported Concept B
  - Multiple commenters expressed concern about Concept B potentially increasing traffic volumes on residential streets and/or Stratford Road

SEGMENT 5 *(Continued)*

- Concept C:
  - Multiple commenters supported Concept C
  - Multiple commenters expressed concern about Concept C potentially increasing traffic volumes on residential streets and/or Stratford Road
  - Comments suggested that the U.S. 42 interchange in Concept B be used in Concept C
- Concept D:
  - Multiple commenters supported Concept D
  - Suggestion that Concept D include an RCUT at Cottswold Drive
- Concept E:
  - Multiple commenters supported Concept E
  - Suggestion that the Delaware Plaza South signal be removed from this concept and an extension of Coughlin Lane be used to connect to other signals
  - Suggestion that Concept E include an RCUT at Cottswold Drive
  - Suggestion that Concept E be modified with fewer changes to intersections but signal timing adjustments to provide greater north-south movement
- Other comments were received including:
  - Commenters expressed concern that concepts would further inhibit east-west connectivity in the City of Delaware
  - Commenters supported concepts that maintain U.S. 23 connection to S. Sandusky Street
  - Commenters supported concepts that maintain access to/from SR 315 (Concepts A, C, D, and E)
  - Desire that impacts to historic resources in the area be avoided or minimized, including the historic Stratford Road area
  - Desire that impacts to Stratford Ecological Center be avoided or minimized
  - Desire that an interchange not be constructed at SR 315
  - Desire that a connector road link Hull Drive and Cottswold Drive
  - Desire that impacts to natural resources north of Hull Drive be avoided or minimized
  - Desire that Chesrown Chevrolet/Buick/GMC continue to have access via Hull Drive
  - Desire that the entire segment be widened to 3 lanes in each direction
  - Suggestion that Chapman Road be used to divert traffic and congestion from SR 315
  - Suggestion that Meeker Way be converted to an RCUT operation
  - Suggestion that extending U.S. 42 eastward as a southeast bypass of Delaware be included in concepts
  - Desire that a continuous flow connection be made from U.S. 42 to U.S. 23 north
  - Suggestion to maintain full access at Meeker Way but remove traffic signal at Hawthorn Boulevard.
  - Suggest avoiding cul-de-sacs north of Hull Drive due to nearby ecological resources

SEGMENT 6

92. What is the future connection to Hills-Miller Road shown in this segment? Where can I find more information on it?

In recent years, the City of Delaware and Delaware County have been exploring a potential new arterial roadway connection. This potential connection is independent from the Route 23 Connect study. No specific plans have been confirmed for this connection.

93. Have you explored the option of widening Troy Road to take some of the overflow from U.S. 23?

The City of Delaware and Delaware County have explored potential improvements to Troy Road; however, this study is focusing on finding options to make U.S. 23 more functional.

94. Can the U.S. 23 be modified to improve sight distance for southbound traffic in this segment?

ODOT recognizes that sight distance is a concern in certain areas of U.S. 23. Road profile improvements may be included as concepts are developed and further refined.

95. Where can I access U.S. 23 in Concept 6A?

Concept 6A proposes traditional freeway interchanges or connector road interchanges at four locations- Pennsylvania Avenue, Panhandle Road/Merrick Parkway, Hills-Miller Road, and Coover Road. Those four locations would be the only access points to and from U.S. 23. Additional roadways – frontage and backage roads – would be constructed to connect individual properties and smaller roadways to these four access points.

96. Would adding right turn lanes to existing intersections improve traffic flow?

Yes, right turn lanes can help the operations and safety of an intersection by helping to remove slowing traffic from through lanes. Right turn lanes would be considered for any concept where intersections remain. If a Build concept advances, detailed project development will address lane assignments and traffic flow improvements.

Segment 6 Comments Summary

- Concept A:
  - Multiple commenters supported Concept A
  - Comments suggested that a right-in/right-out access remain at the retail plaza
  - Comments suggested that Concept A include a connection to Panhandle Road
- Concept B:
  - Multiple commenters supported Concept B
  - Comments suggested that a right-in/right-out access remain at the retail plaza
  - Comments suggested that Concept B also include widening to 3 lanes each direction

SEGMENT 6 *(Continued)*

- Concept C:
  - Multiple commenters supported Concept C
  - Comments suggested that an interchange (no signals, no left turns) at Coover Road be added to Concept C
- Concept D:
  - Multiple commenters supported Concept D
  - Comments supported converting the Panhandle Road intersection to an RCUT
- Other comments were received including:
  - Desire that all movements be maintained between U.S. 23 and Merrick Parkway
  - Desire that a connection be made between Woodhaul Court and the County Fairgrounds
  - Desire to see a new roadway connection U.S. 23 to U.S. 36/SR 37 around the northeast part of Delaware
  - Desire to see Pennsylvania Avenue extended east across the Olentangy River to U.S. 42
  - Desire that a backage road connecting Hills-Miller Road with the retail plaza west of U.S. 23 be included in any concept
  - Desire to see right-in/right-out access maintained at Pinecrest Drive
  - Desire that no new ramps be constructed at Pennsylvania Avenue
  - Desire that the Panhandle Road intersection not be converted to an interchange

SEGMENT 7

97. As a short-term improvement, can left turn signal phases be added to allow traffic to turn onto SR 229 from U.S. 23?

ODOT continuously monitors this corridor to identify safety or operational improvements such as signal timing adjustments. Short-term improvements may be considered if shown to be beneficial.

98. Can the test pavement lanes In Segment 7 be opened to traffic?

The test pavement lanes are currently being used as frontage roads for local access. There are no plans or operational need to using the test pavement lanes for through traffic. In all concepts, the former test pavement lanes would either remain as one or two-way local frontage roads or be eliminated.

99. Are improvements needed in this segment?

Like for any project, No-Build (no improvements) is an option. While Segment 7 has the lowest traffic volumes, the Build concepts would likely improve travel times and safety. Several serious injury/fatal crashes have occurred in this segment in recent years.

SEGMENT 7 *(Continued)*

Segment 7 Comments Summary

- Concept A:
  - Multiple commenters supported Concept A
  - Comments suggested widening U.S. 23 to 3 lanes in this area
  - Comment that Concept A is best for farm equipment crossing U.S. 23
- Concept B:
  - Multiple commenters supported Concept B
  - Desire to route U.S. 23 over SR 229 and provide U-turns to access SR 229
- Concept C:
  - Multiple commenters supported Concept C
- Concept D:
  - Multiple commenters supported Concept D
  - Multiple commenters did not want to see an overpass at SR 229
- Other comments were received including:
  - Desire to avoid impacts to Army Corps of Engineers reserve land north of SR 229
  - Preference that River Run Park access on Main Road remain unchanged
  - Desire for an interchange at US 23 & Newmans Cardington Road
  - Desire to lengthen the right turn lane at the Delaware State Park entrance
  - Desire for left-turn signal phases on U.S. 23 at SR 229
  - Desire for no overpass at SR 229