

## TRANSPORTATION PLAN

Prepared by the  
Mid-Ohio Regional Planning Commission

June, 1989

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## TRANSPORTATION PLAN

The Transportation Plan is required by the Federal-aid Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, as part of the "3C" (Continuing, Cooperative and Comprehensive) Planning Process carried out by designated metropolitan planning organizations (MPOs). Projects generally must first be on the Transportation Plan before they can be added to the Transportation Improvement Program (TIP).

The MORPC Transportation Plan includes a list of highway deficiencies and recommended improvements and a listing of deficient bridges in the region. Also a part of the Transportation Plan but not included herein, is the Short-Range Transit Plan (SRTP) of the Central Ohio Transit Authority (COTA), the COTA 2000 Long-Range System Plan and the Regional Bikeway Plan. Projects involving the maintenance of the existing highway system (except bridges) are generally added to the Transportation Plan at the same time they are added to the TIP.

The following pages contain 1) the year 2010 listing of transportation deficiencies and recommended improvements; 2) the current listing of deficient bridges in the region; and 3) a brief summary of both the short-range and long-range transit plans.

TRANSPORTATION PLAN

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TRANSPORTATION PLAN

SECTION I

Year 2010 Highway Plan

Highway Deficiencies and Recommended Improvements

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## Overview of the Transportation Planning Process

### Introduction

Public services, like transportation, have generally closely followed, or perhaps preceded, development. In the Columbus area, this has particularly been the case, as evidenced by the traditional ease of travel around the region, despite steady population growth. Traffic congestion is a relatively new phenomenon here and is far less severe than in many other urban areas of the nation.

Congestion has become an increasing problem in Columbus though, and across the nation, for many reasons, including an aging highway system, limited funding and an ever-increasing automobile and truck usage and dependence in the nation. This latter reason is perhaps the most complex and is the result of demographic trends and development decisions and policies that lead directly to increased highway system use.

The Columbus area freeway system, much of which was built as a result of the federal Interstate highway program, was new or non-existent twenty-five years ago. These same freeways are now an indispensable element in the transportation system of central Ohio and are essential for the everyday functioning of the community. Far more traffic is carried on these freeways than on any other element of the transportation system. Parts of several area freeways exceed 120,000 vehicles per 24-hour period.

Some of the apparent congestion on this part of the highway system results from repairs and major reconstruction of facilities that are nearing the end of their useful life. This problem will continue through the next decade as the Interstate highway system is readied for the next century.

The Transportation Plan is a tool used to establish regional transportation priorities and to assess the transportation needs of the region. The Transportation Plan is also a requirement under federal regulations for the area to continue to receive federal highway and transit funding.

### Transportation Funding

Sources of funding for transportation improvements have changed in the past few years, as the federal government's role in transportation continues to evolve. The federal government's long history of involvement with roadways in the United States peaked with the building of the massive Interstate highway system starting in the 1950's.



The federal government distributed to the states huge sums of money, that were collected through a federal gasoline tax, to build the Interstate highway system as well as to make other improvements to state and local roads throughout America. The federal government share of the cost of these improvements generally ranges from a minimum of 75 percent to up to 100 percent.

However, due to concern over the federal budget deficit and to an overall direction of reduced federal involvement in local matters, there has been in recent years a significant drop in federal assistance for transportation. This has been most severe in the transit area, where massive cuts have been made, but highway expenditures have also been affected by reduced federal funding available for capacity-expansion type improvements, at a period when highway demand is at an all time high.

This reduced federal support for making capacity improvements to the urban highway system has inevitably led to a search for new funding sources to meet the growing demand for roadway improvements. Across the nation, local communities, often in conjunction with private companies, are finding new ways to fund roadway improvements with reduced, or no federal assistance.

The Columbus area is no exception to this trend. Major improvements to Bethel Rd. are being financed by city funds and the Franklin County engineer has financed locally major improvements to Sawmill Rd. and to the Fishinger Rd. bridge.

Joint publically/privately financed improvements to the local highway system are becoming more commonplace. Such projects completed or underway in this area include the widening of Cleveland Ave. near SR161, the building of the I270/Tuttle Rd. interchange and the widening of Sawmill Rd. between SR161 and I270. Future such projects, now in the planning stages, include the new interchange and connecting roads for I71 in southern Delaware County, the widening of US23 between I270 and Flint Rd. and the new Campus View-Worthington Woods connection over the railroad tracks.

This trend will continue and, increasingly, local roadway improvements will have to be largely financed with local and private funds. Federal funds are likely to be principally used for maintenance of roads that have a national importance, such as the Interstate highway system. In order to meet the demand for highway improvements, new sources of local funding will be needed along with expanded public/private partnerships to respond to the transportation problems.



## Highway Travel Growth

There is a growing demand for highway travel in urban areas of the United States that is primarily the result of development patterns and of demographic characteristics of the population. These two forces together have resulted in unprecedented demand for urban highway travel, which has further resulted, in a number of cities, in severe highway congestion, termed "Gridlock", meaning all traffic is at a standstill. Though "Gridlock" may be experienced in only a few cities, it can be said that, in general, most growing cities and suburbs have not been able to keep pace with highway travel demand and are experiencing mounting levels of congestion.

One of the trends leading to increased demand for auto travel is the continuing and expanding trend of suburbanization. In the early part of this century, travel in urban areas was usually dependent upon proximity to transit lines. Development followed transit routes or transit routes were built to serve developments. Available land near transit lines was limited and therefore densities were higher. As the automobile came into common use, development was able to spread out and rapid suburbanization began.

The new suburban community began mostly as a residential "bedroom" community, dependent on the central city for most major services. The suburban development soon expanded, however, to include shopping areas and, eventually, regional shopping areas that began to rival the old central city shopping district. This trend continues as suburbs are not only major residential and shopping locations, but major employment centers as well. The total increase in suburban employment is much higher than that in older, more-established parts of the community.

In Columbus, there has been significant growth in employment centers in the suburbs, particularly along the northern Outerbelt. These suburban employment locations are auto-oriented and are difficult to reach via transit. This dispersion of employment centers into low-density areas makes transit service uneconomical and inefficient and encourages increased automobile travel. Ridesharing has also not been very popular due to plentiful parking, relatively inexpensive gasoline and uncongested travel (until recently).

The other major trend leading to unprecedented demand for auto travel is demographic-related. Specifically, this is the increase in the number of households and the increase in the number of workers per household.



In the urban area of Columbus, the number of households has increased an estimated forty percent since 1970 while the population has increased only fifteen percent. If there were only one work trip generated out of each of those additional households, there would be an approximately forty percent increase in travel demand for work purposes, from 1970-1990. It is likely that not only are most of those additional work trips single-passenger, automobile trips but also that the bulk of them occur during peak periods, further aggravating the congestion problem.

The increased number of workers, increased auto ownership and increased number of all kinds of trips, combined with the increasing dispersion of area employment into the suburbs, have together created unprecedented demands on the region's transportation network. The vehicle miles traveled on the area roadway system is estimated to have increased 83 percent from 1970 to 1990.

#### Year 2010 Modeling Process

The process of updating the highway element of the Transportation Plan is explained in the report entitled "Transportation Plan Review and Update Process", last amended by MORPC in June 1987. The process starts with an update of the land-use inventory and the demographic profile. The information is divided into small geographic units called "traffic zones." The land-use information is gathered largely by examining aerial photographs and other sources of regional development and by actual in-field examination. The demographic information obtained is based on U.S. Census data.

The information gathered at this stage is used to develop base year estimates from which projections can be made. In the case of the 2010 highway plan, the base year was 1980.

Following the development of the base data, forecasts of future land-use and future demographics are made. These forecasts are geared toward the horizon year of the plan, which in this case is 2010. The forecasts are based on the best information available regarding future development and demographic trends and patterns and are made in consultation with local community representatives.

In general, the heaviest growth areas are in the north I270 corridor, stretching from Hilliard to Gahanna and into lower Delaware County. The Pickerington and Grove City areas are other projected growth centers. Most of the rest of the area is expected to experience modest growth or remain stable.

Once complete, the forecasts become an integral part of the transportation modeling process. They are used by the model to determine not only the number and kind of travel "generated" in each traffic zone but also where those trips generated are going, or, in transportation jargon, what zone they are "attracted" to.



The modeling process should closely match the travel behavior in metropolitan Columbus. This demand for travel, as represented in the model by trips generated and trips attracted, is then superimposed upon a computer-simulation of the street and highway "network" representing the Columbus area.

The model simulates trips in the network and mirrors the real world by finding the best route to a destination. This process ultimately provides traffic volume forecasts for most of the important roads in the area, which is used initially to identify future highway deficiencies for the region.

#### Year 2010 Plan Development

From the MORPC modeling process, a list of roadway deficiencies in the region was compiled. Deficiencies identified by local communities in meetings held with them were added to the list of computer-generated deficiencies. Additional information was gathered to aid in determining the extent of each deficiency and potential solutions. From this information, a new listing of deficiencies with potential solutions was developed. This listing was distributed to all area communities for review.

Comments received from area communities were evaluated and, in most cases, incorporated into the deficiency listing. Testing of the potential solutions to the deficiencies was submitted to the Ohio Department of Transportation. Estimated costs for each of the suggested improvements were developed and each deficiency and solution was put through the evaluation and prioritization process.

In the evaluation process, eight factors were considered in evaluating a deficiency and possible solution. These factors included the severity of the problem, the future traffic volume, the regional significance, safety factors, the cost of the improvement, the SEE impacts, the energy impacts and the air quality impacts.

A revised listing of the deficiencies was prepared as a result of the evaluation and prioritization process. The new listing showed how each deficiency rated in the eight evaluation factors as well as the priority group each deficiency fell into. Five priority groups were established and the deficiencies were distributed evenly into each group depending on their total evaluation score. This listing was distributed to all area communities for review and comment.

Based on comments received, a final listing was prepared which became part of the plan once adopted.



## Highlights of 2010 Plan

The 2010 Highway Plan is different, in some significant ways, from its predecessor, the Year 2000 Highway Plan. One of the most noticeable differences is size. The 2000 plan included less than 100 deficiencies. The 2010 plan includes in excess of 200.

One reason for the increase in the number of deficiencies is the continued rapid urban expansion of the Columbus area into the far reaches of Franklin County in the north and in the southeast and into neighboring Delaware and Fairfield Counties. These areas have rural highway systems that, in order to carry urban traffic, require extensive improvements. Many of these improvements have been added to this transportation plan.

Another difference in this highway plan compared to the former one, is more of a focus on the freeway system. Whereas the former plan, for the most part, ignored freeway deficiencies, this plan includes a number of sections of the Outerbelt and parts of I70, I71 and SR315 for improvement.

This plan also includes many freeway interchange deficiencies. These also were mostly ignored in the old Year 2000 Highway Plan.

In addition to the freeways themselves and the interchanges, the access to the freeway interchanges have been included for improvement in many cases. Many of these are existing bottlenecks and probably were also included in the year 2000 plan.

Another change, occurring gradually over time, is that Mid-Ohio transportation plans have become more flexible. This has happened in order to make the plan more responsive to the myriad of factors that determine what highway improvements are built and when.

As in past plans, specific improvements for deficiencies have been identified but the emphasis is focused on identifying the deficiencies. It is recognized that specific details of the improvements will be determined later as part of project development.

Priority and funding have also been modified somewhat to be less restrictive. The projects have been grouped into categories based on the score they received in the evaluation process. However, it is recognized that this is an imperfect rating procedure and that many other factors are considered in deciding whether or not to actually program a deficiency for improvement.



For some of the same reasons, projects have not been grouped into funded and non-funded categories. Funding estimates cannot be made very accurately, particularly now when increasing amounts of private and local funding are being used to make roadway improvements. Hence, though estimates of funding have been prepared, projects are not being grouped into funded and non-funded as was done with the Year 2000 Highway Plan.

#### Other Parts of the Transportation Plan

Most of the attention here has focused on the Year 2010 highway deficiencies part of the Transportation Plan, because this is a major and important updated section of the plan. However, there are other sections of the plan, including the deficient bridge listing, the short-range and long-range transit plans and the bikeway plan.

The deficient bridge listing has been updated, as it is routinely done twice each year. Bridges are shown that are structurally deficient or are functionally obsolete and are eligible to be added to the Transportation Improvement Program (TIP), should funding to improve the bridge be identified.

The Short-Range Transit Plan is prepared annually by the Central Ohio Transit Authority (COTA) and becomes part of the adopted MORPC Transportation Plan. The short-range plan is also reflected in the projects programmed in the MORPC TIP.

The Long-Range Transit Plan was prepared by MORPC for COTA in early 1988 and was adopted at that time. This plan remains unchanged from then.

Finally, there is the bikeway plan, which has not been modified in a number of years.



Explanation for  
Year 2010 Plan Deficiencies Listing

Introduction/Categories

The deficiencies table lists the roadway deficiencies and possible solutions that were identified as part of the year 2010 transportation planning process. Pages 1 through 5 of the table represent categories A through E respectively. The projects falling into each category are listed in alphabetical order.

Categories A-E were derived based on scores from the evaluation and prioritization process, with "A" representing those deficiencies and solutions with the highest scores and "E" those with the lowest. The total number of deficiencies were roughly divided evenly into the five categories.

The amount of importance given to the category a deficiency and solution is in is limited for at least three major reasons. First, though it was attempted to develop an objective evaluation and prioritization process, there is inevitably a qualitative element involved in the process that can result in varying scores depending on the individual evaluator's perception.

Second, in many cases, very few score points separate projects in the different categories, particularly in adjacent categories. In some cases, an increase in points as few as eight could move a deficiency two categories higher.

Third, in funding the improvement of a deficiency, various factors can be considered in addition to the evaluation that resulted from the year 2010 planning process.

Page 17 lists the deficiencies for which no specific solution to the deficiency was identified. These deficiencies did not go through the evaluation and prioritization process. Where an improvement to another deficiency, listed in categories A-E, may help also to alleviate this deficiency, it is identified along with the applicable map number. These deficiencies may also be helped by relatively low-cost, transportation system management (TSM)-type improvements.

Deficiencies/Improvements

The table is divided into two major sections -- Deficiencies and Improvements. Under those headings are the location or description and map number. Two different sets of map numbers are used, one identifying roadway deficiency locations and the other identifying improvement locations.



In the majority of cases, where the improvement is to the deficiency itself, the deficiency and the improvement are in the same location. In those cases where a deficient section of roadway is not recommended for improvement (e.g., SR315 in Liberty Twp.) but an improvement at another location (e.g., Sawmill Rd. extension) to alleviate the deficiency is recommended, deficiency and improvement locations would be different.

In the deficiency location column, the approximate location of the deficiency is defined. As mentioned previously, deficiencies in each category are listed in alphabetical (not priority) order.

Numbers in parenthesis following a location indicate that the deficiency or part of the deficiency is listed again elsewhere in the table and the number(s) correspond to the deficiency map numbers of the repeat listing. Deficiencies are repeat listed when they were used in the evaluation and prioritization process in assessing more than one improvement.

The improvement description shows the suggested roadway improvement to alleviate the deficiency shown on the same line. Each improvement is associated with a specific deficiency which has the same map number.

Other suggested roadway improvements, originally listed with other deficiencies, may also be shown on subsequent lines, with the map number identifying the location of that improvement in the table and on the map. If several improvements are combined under one listing, additional improvement map numbers are listed in parenthesis following the listing.

Most of the improvements shown are self-explanatory. Minor widenings are roadway widenings usually involving less than one full additional lane, in order either to bring existing lanes up to standard or to add turn pockets. Major widenings generally will include at least two additional lanes and result in major capacity increases. Interchange upgrading indicates an unspecified improvement to the interchange that may include widened or new ramps. Any of these types of improvements may include operational-type improvements as well, such as signals, signs, restriping, etc.

The improvements shown are the recommendations arising out of the year 2010 planning process. Should a decision be made to correct a deficiency, more detailed analysis at that time would determine the most appropriate and cost-effective improvement.



### Responsible Jurisdictions

Responsible jurisdiction(s) attempts to identify the principal responsible parties (maximum of 2) for the deficient section of roadway shown on the same line. In most cases, an improvement to alleviate the deficiency would have to be initiated by the listed community/agency. In some cases however, the responsibility to implement an improvement may lie elsewhere or involve other communities/agencies not shown.

In general, the responsible parties shown are the incorporated community through which the deficiency passes. If the deficiency passes through unincorporated areas, the applicable county is shown. For State, U.S. and Interstate routes, ODOT may also (or only) be listed.

### Possible Funding Sources

A maximum of two possible federal funding sources that may be applicable to making a specific roadway improvement are shown in the table. In general, those improvements located within the Columbus Urban (FAUS) Boundary are shown using "M" or Federal-aid Urban System funds. The main exception to this are any improvements involving the Interstate highway system (including crossings of non-Interstate with Interstate). These improvements, in or out of the urban area, are shown as "I" which indicates that Interstate funding sources might be applicable, probably Interstate reconstruction funds.

For improvements located outside of the Urban Boundary, the federal funding source shown depends on the federal-aid highway system the road is included in. Primary routes are shown with "F" funding and Rural Secondary routes are shown with "S" funding. Those routes not on the federal-aid system are identified with an "X" in the funding column.

### Committed Projects

The final page of the listing shows "committed" projects. "Committed" projects are deficiencies for which funding to make the required improvement has been identified. This includes projects in both the five and ten year portions of the MORPC FY 1990-1994 TIP, projects to be funded with federal HES funds, projects to be funded 100 percent with local or private funds and projects where some construction is already underway.



Some of the "committed" projects are included in the A-E listings and are identified with an asterisk by the project number. "Committed" projects represent identified deficiencies and would revert back to the Year 2010 Plan listing should funding commitments be withdrawn.



YEAR 2010 HIGHWAY PLAN  
 CATEGORY "A" DEFICIENCIES  
 (in alphabetical order)

Deficiency		Responsible Jurisdictions		Improvement		Possible Funding Sources	
Map No.	Location	#1	#2	Map No.	Description	#1	#2
1	Brice Rd Refugee-Gender	Columbus	Brice	1	Minor Widening/Safety Imps.	M	
*2	Cleveland Ave Morse-SR161	Columbus	Franklin Co.	2	Minor Widening/Safety Imps.	M	
3	Hamilton Rd Granville-US62	Gahanna		3	Major Widening	M	
4	Hayden Run Rd Dublin-US33	Columbus		4	Intersection Improvements	M	
5	I270 SR315-US23	ODOT		5	Major Widening	I	
				23	SR161 Widening (24,26,137)		
6	I270N/High St Interchange	ODOT	Columbus	6	Interchange Upgrading	I	
				66	I71/Powell/Max. Interchange		
7	I270N US23-I71	Columbus	ODOT	7	Major Widening	I	
8	I270/Cemetery Rd Interchange	ODOT		8	Interchange Upgrading	I	
9	I270/SR315 Interchange	Columbus	ODOT	9	Interchange Upgrading	I	
10	I70/SR256 Interchange (46)	ODOT		10	Interchange Upgrading	I	
11	I71N/I270 Interchange	Columbus	ODOT	11	Interchange Upgrading	I	
12	I71S Stringtown-I270	ODOT		12	Major Widening	I	
13	I71/Morse Interchange	Columbus	ODOT	13	Interchange Upgrading	I	
14	I71/SR104 Interchange	Columbus	ODOT	14	Interchange Upgrading	I	
15	I71/SR161 Interchange	Columbus	ODOT	15	Interchange Upgrading	I	
16	Morse Rd I71-SR3	Columbus	Franklin Co.	16	Minor Widening/Safety Imps.	M	
17	Morse Rd SR3-I270	Franklin Co.	Columbus	17	Major Widening	M	
18	Refugee Rd US33-Hamilton	Columbus		18	Minor Widening/Safety Imps.	M	
				40	Hamilton Rd Widening		
19	Sawmill Rd Bethel-SR161	Columbus		19	Major Widening	M	
20	Sawmill Rd Federated Blvd-I270	Columbus		20	Minor Widening/Safety Imps.	M	
*21	Sinclair Rd I71 Ramps-SR161	Columbus		21	Major Widening	M	
*22	SR161 Cherry Bottom-Hamilton	Columbus		22	Major Widening	M	
*23	SR161 Linworth-SR315	Worthington	ODOT	23	Major Widening	M	
				5	Widen I270 (7,43,44,80)		
				52	Morse-Bethel Connector		
*24	SR161 SR257-Linworth (25)	Dublin	Columbus	24	Major Widening	M	
				5	Widen I270 (7,43,44,80)		
25	SR161 SR257-Sawmill (24)	Dublin		25	Hard Rd Extension	M	
26	SR161 SR315-Evening	Worthington	ODOT	26	Minor Widening/Safety Imps.	M	
				5	Widen I270 (7,43,44,80)		
				52	Morse-Bethel Connector		
27	SR256 Columbus-I70 (133,167)	Fairfield Co.		27	Pickerington Bypass	M	
*28	SR256 I70-Livingston	Reynoldsburg	ODOT	28	Major Widening	M	
				46	I70/Mink Rd Interchange		
29	SR315/Lane Ave Interchange (102)	Columbus	ODOT	29	Operational Improvements	M	
30	Sunbury Rd SR161-Central College	Franklin Co.		30	Major Widening	M	
31	US23 Flint-Powell (33,66)	Columbus	ODOT	31	Major Widening	M	F
				60	Sawmill Rd Extension		
32	US23 Wilson Bridge-I270 (33,66)	Columbus		32	Major Widening	M	I
				94	Sancus Blvd Widening		
33	US23 Wilson Bridge-Powell (31,32,66)	Delaware Co.		33	Sancus Blvd Extension	M	
34	W. Broad St Norton-Georgesville	ODOT		34	Major Widening	M	



YEAR 2010 HIGHWAY PLAN  
 CATEGORY "B" DEFICIENCIES  
 (in alphabetical order)

Map No.	Deficiency Location	Responsible Jurisdictions		Map No.	Improvement Description	Possible Funding Sources	
		#1	#2			#1	#2
35	Alum Creek Dr Refugee-I70 Ramps	Columbus		35	Major Widening	M	
36	E. Broad St I270-Reys./N.A. Rd	Columbus	ODOT	36	Major Widening	M	
37	Flint Rd US23-Lazelle	Franklin Co.		37	Minor Widening/Safety Imps.	M	
38	Frantz Rd Dublin-Rings	Columbus	Dublin	38	Major Widening	M	
39	Greenlawn Ave I71-High St	Columbus		39	Operational Improvements	M	
40	Hamilton Rd Refugee-Livingston	Columbus		40	Major Widening	M	I
41	Hard Rd Linworth-SR315	Columbus	Franklin Co.	41	Major Widening	M	
42	Henderson Rd Sawmill-Chevy Chase	Franklin Co.		42	Major Widening	M	
43	I270 I71-SR3	Columbus	ODOT	43	Major Widening	I	
				23	SR161 Widening (24,26,137)		
44	I270 Sawmill-SR315	Columbus	ODOT	44	Major Widening	I	
45	I70E Main St Ramps-Hamilton	Columbus	ODOT	45	Major Widening	I	
46	I70/SR256 Interchange (10)	ODOT		46	I70/Mink Rd Interchange	I	
47	I71 Broadway-Morse	Columbus	ODOT	47	Major Widening	I	
48	I71/Greenlawn Interchange	Columbus	ODOT	48	Interchange Upgrading	I	
49	Linworth Rd Olent. Riv. Rd-SR161 (50)	Columbus	Worthington	49	Minor Widening/Safety Imps.	M	
50	Linworth Rd Olent. Riv. Rd-SR161 (49)	Columbus	Worthington	50	Godown Rd Ext & Widening	M	
51	Morse Rd Hamilton-Reys./N.A. Rd	Franklin Co.		51	Minor Widening/Safety Imps.	M	S
52	Morse Rd SR315-I71 (Incls. M-B Conn.)	Columbus		52	Major Widening	M	
53	Mound St Central-I70 Ramps	Columbus		53	Intersection Improvements	M	
54	North Broadway SR315-I71	Columbus		54	Intersection Improvements	M	
				52	Morse-Bethel Connector		
55	Norton Rd Alkire-Georgesville	Columbus		55	Major Widening	M	
56	Powell Rd SR315-S. Old State	Delaware Co.		56	Major Widening	S	
*57	Powell Rd Worthington-Cleveland Ext	Delaware Co.		57	New Location	S	
58	Snouffer Rd Bent Tree-Linworth	Franklin Co.		58	Major Widening	M	
59	SR3 County Line-Maxtown	Westerville	ODOT	59	Major Widening	M	
60	SR315 I270-Home	Delaware Co.		60	Sawmill Rd Extension	M	S
61	SR315 SR161-I270	ODOT		61	Major Widening	M	
62	SR315/Bethel Rd Interchange	ODOT	Columbus	62	Interchange Upgrading	M	
63	SR315/SR161 Interchange	ODOT	Worthington	63	Interchange Upgrading	I	
64	Trabue Rd Mckinley-Scioto River	Columbus		64	Major Widening	M	
65	US23 Powell-Orange (66)	ODOT		65	Major Widening	F	
				60	Sawmill Rd Extension		
*66	US23 Wilson Bridge-Orange (31,32,33,65)	ODOT		66	I71/Powell/Max. Interchange	X	
67	US62/SR3 Hyde-Brown	Columbus	ODOT	67	Major Widening	M	
68	Wilson Bridge Rd Linworth-Sancus	Worthington	Columbus	68	Major Widening	M	I
69	Worthington Rd Lazelle-Africa	Delaware Co.		69	Major Widening	S	
				33	Sancus Blvd Extension		
				66	I71/Powell/Max. Interchange		
70	W-G Rd Sancus-Lazelle	Columbus	Worthington	70	Major Widening	M	
				33	Sancus Blvd Ext & Widening (94)		



YEAR 2010 HIGHWAY PLAN  
 CATEGORY "C" DEFICIENCIES  
 (in alphabetical order)

Deficiency		Responsible Jurisdictions		Improvement		Possible Funding Sources	
Map No.	Location	#1	#2	Map No.	Description	#1	#2
71	Courtright Refugee-Livingston	Columbus		71	Minor Widening/Safety Imps.	M	I
				40	Hamilton Rd Widening		
72	Davidson Rd Avery-Dublin	Hilliard	Columbus	72	Major Widening	M	I
73	Dempsey Rd SR3-Sunbury Rd	Franklin Co.		73	Minor Widening/Safety Imps.	M	I
*74	Dublin Rd Fishinger-Hayden Run	Franklin Co.	Hilliard	74	Minor Widening/Safety Imps.	M	
75	E. Hudson St High-Summit	Columbus		75	Intersection Improvements	M	
76	E. Hudson St I71-Cleveland	Columbus		76	Intersection Improvements	M	
77	Fisher Rd Phillipi-Wilson	Columbus		77	Major Widening	M	
78	Georgesville Rd Sullivant-Broad	Franklin Co.	Columbus	78	Operational Improvements	M	
79	Hoover Rd White-Gantz	Grove City	Franklin Co.	79	Major Widening	M	
80	I270 US33/SR161-Sawmill	ODOT		80	Major Widening	I	
81	I270N/SR3 Interchange	ODOT		81	Interchange Upgrading	I	
				66	I71/Powell/Max. Interchange		
82	I270W/Broad St Interchange	ODOT		82	Interchange Upgrading	I	
83	I270/Georgesville Interchange	Columbus	ODOT	83	Operational Improvements	I	
84	I270S/US62/SR3 Interchange	ODOT		84	Operational Improvements	I	
				86	I71/Hoover Rd Interchange		
*85	I71/Stringtown Rd Interchange (84)	ODOT		85	Interchange Upgrading	I	
86	I71/Stringtown Rd Interchange (85)	ODOT	Grove City	86	I71/Hoover Rd Interchange	I	
87	Innis Rd SR3-Sunbury	Columbus		87	Minor Widening/Safety Imps.	M	
88	Lane Ave Olen. Riv. Rd-Neil	Columbus		88	Minor Widening/Safety Imps.	M	
89	Morse Rd I270-Hamilton	Columbus		89	Major Widening	M	
90	Post Rd Coffman-US33/SR161	Dublin		90	Major Widening	M	I
*91	Powell Rd S. Old State-Worth. Rd	Delaware Co.		91	New Location	S	I
92	Refugee Rd Gender-SR256	Columbus	Pickerington	92	Minor Widening/Safety Imps.	M	
93	Refugee Rd Noe Bixby-Brice	Columbus	Brice	93	Minor Widening/Safety Imps.	M	
94	Sancus Blvd Wilson Br.-Lazelle	Columbus	Worthington	94	Major Widening	M	
95	Sawmill Rd Henderson-Bethel	Franklin Co.	Columbus	95	Minor Widening/Safety Imps.	M	
96	Shannon/Wright Winchester-SR256	Columbus	Pickerington	96	Minor Widening/Safety Imps.	X	
97	Smoky Row Rd Snouffer-Del. Co. Line	Columbus		97	Minor Widening/Safety Imps.	M	
98	SR161 Hamilton-Babbitt	Columbus	ODOT	98	New Location	M	F
99	SR204 SR256-Milnor	Pickerington	ODOT	99	Major Widening	M	
				27	Pickerington Bypass		
				46	I70/Mink Rd Interchange		
100	SR3 Cleveland-I270	Columbus	ODOT	100	Major Widening	M	
101	SR310 I70-US40	ODOT		101	Major Widening	S	
102	SR315/Lane Ave Interchange (29)	Columbus	ODOT	102	SR315/OSU Interchange	M	
103	Stelzer Rd At Morse	Columbus		103	Intersection Improvements	M	
104	Sunbury Rd Leonard-Agler	Columbus	Franklin Co.	104	Minor Widening/Safety Imps.	M	
105	Tussing Rd Brice-SR256	Columbus	Pickerington	105	Major Widening	M	
106	US62 Hamilton-Morse	Gahanna	ODOT	106	Major Widening	M	



YEAR 2010 HIGHWAY PLAN  
 CATEGORY "D" DEFICIENCIES  
 (in alphabetical order)

Deficiency		Responsible Jurisdictions		Improvement		Possible Funding Sources	
Map No.	Location	#1	#2	Map No.	Description	#1	#2
107	Agler Rd SR3-Sunbury	Franklin Co.	Columbus	107	Minor Widening/Safety Imps.	M	
108	Big Walnut Rd Africa-SR3	Delaware Co.		108	Major Widening	S	
109	Cassady Ave Bexley Corp-I670	Columbus		109	Minor Widening/Safety Imps.	M	
110	Clark State Rd Hamilton-Reys./N.A. Rd	Franklin Co.	Gahanna	110	Minor Widening/Safety Imps.	M	S
111	Cline Rd Demorest-US62/SR3	Franklin Co.	Columbus	111	Major Widening	M	
112	Gender Rd Refugee-Brice	Columbus		112	Major Widening	M	
113	Groveport Rd Frusta-Alum Creek Dr	Obetz		113	Minor Widening/Safety Imps.	M	
114	Hamilton Rd Morse-SR161	Columbus		114	Major Widening	M	
115	Hempstead Rd Dempsey-Spring	Franklin Co.		115	Minor Widening/Safety Imps.	M	
116	Henderson Rd US33-Sawmill	Franklin Co.		116	Minor Widening/Safety Imps.	M	
117	Hilliard/Rome Rd Feder-Tinapple	Columbus	Hilliard	117	Major Widening	M	
118	Hil./Cemetery Rd Fishinger-Dublin	Franklin Co.	Hilliard	118	Minor Widening/Safety Imps.	M	
119	I270/Morse Rd Interchange	Columbus	ODOT	119	Interchange Upgrading	I	
120	I70/Alum Creek Dr Interchange	Columbus	ODOT	120	Interchange Upgrading	I	
121	I70/Hague Ave Interchange	ODOT		121	Interchange Upgrading	I	
122	I70/SR310 Interchange	ODOT		122	Operational Improvements	I	
				46	I70/Mink Rd Interchange		
123	Kenny Rd King-Kinnear	Franklin Co.	Columbus	123	Minor Widening/Safety Imps.	M	
124	Kenny/Godown Rds Henderson-Bethel	Columbus		124	Major Widening	M	
125	Lancaster Ave Livingston-Broad	Reynoldsburg	ODOT	125	Minor Widening/Safety Imps.	M	
126	Mink Rd I70-Main St	Licking Co.		126	Major Widening	X	
127	Norton Rd Kropp/Grove City-Alkire	Franklin Co.	Columbus	127	Minor Widening/Safety Imps.	M	
128	Oakland Park Cleveland-SR3	Columbus	Franklin Co.	128	Minor Widening/Safety Imps.	M	
129	Phillipi Rd Broad-Fisher	Franklin Co.		129	Minor Widening/Safety Imps.	M	
130	Powell Rd SR257-SR315	ODOT		130	New Location	S	
131	Reed Rd Henderson-Bethel	Columbus		131	Minor Widening/Safety Imps.	M	
				124	Kenny/Godown Widening		
132	South Old State Rd Lazelle-Powell	Delaware Co.		132	Minor Widening/Safety Imps.	S	
133	SR256 Columbus-Refugee (27,167)	Pickerington	ODOT	133	Central Pickerington Bypass	M	
134	Stygler Rd US62-Morse	Gahanna		134	Minor Widening/Safety Imps.	M	
135	Sunbury Rd Central College-Smothers	Franklin Co.		135	Minor Widening/Safety Imps.	M	
136	Sunbury Rd Morse-SR161	Columbus	Franklin Co.	136	Major Widening	M	
137	US33/SR161 Monterey-SR745	Dublin		137	Minor Widening/Safety Imps.	M	
				5	Widen I270 (7,43,44,80)		
138	Worthington Rd Africa-Big Walnut (174)	Delaware Co.		138	Minor Widening/Safety Imps.	S	
				174	I71/Big Walnut Rd Interchange		



YEAR 2010 HIGHWAY PLAN  
 CATEGORY "E" DEFICIENCIES  
 (in alphabetical order)

Deficiency		Responsible Jurisdictions		Improvement		Possible Funding Sources	
Map No.	Location	#1	#2	Map No.	Description	#1	#2
139	Alkire Rd Sandusky St-Norton Rd	Franklin Co.		139	Minor Widening/Safety Imps.	S	M
140	Avery Rd Hayden Run-US33/SR161	Franklin Co.	Dublin	140	Minor Widening/Safety Imps.	M	
141	Bixby Rd Groveport-SR317	Groveport		141	Minor Widening/Safety Imps.	M	
142	Bixby Rd SR317-US33	Groveport	Franklin Co.	142	Minor Widening/Safety Imps.	M	
143	Clime Rd Georgesville-Demorest	Columbus	Franklin Co.	143	Major Widening	M	
144	Columbus St US62-Hoover	Grove City		144	Major Widening	M	
145	County Line Rd Otterbein-Sunbury	Westerville		145	Minor Widening/Safety Imps.	M	
146	Demorest Rd/Briggs Rd Intersection	Franklin Co.		146	Intersection Improvements	M	
147	Diley Rd US33-SR256	Pickerington	Fairfield Co.	147	Minor Widening/Safety Imps.	X	
148	Gender Rd Groveport-SR674	Canal Winch.		148	Minor Widening/Safety Imps.	X	
149	Glick Rd SR745-SR257	Columbus	Del	149	Major Widening	X	
150	Harmon Rd Refugee-SR204	Fairfield Co.		150	Minor Widening/Safety Imps.	X	
151	Hayden Run Rd Avery-Dublin	Franklin Co.		151	Minor Widening/Safety Imps.	M	
152	Hilliard/Rome Rd US40-Fisher/Feder	Franklin Co.	Columbus	152	Minor Widening/Safety Imps.	M	
153	Hoover Rd SR665-White	Franklin Co.	Grove City	153	Minor Widening/Safety Imps.	M	I
154	I70/Hilliard Rome Interchange	Columbus	ODOT	154	Operational Improvements	I	
155	Kinnear Rd Kenny-Olentangy Riv. Rd	Franklin Co.		155	Minor Widening/Safety Imps.	M	
156	Main St Davidson-Hayden Run	Franklin Co.	Hilliard	156	Major Widening	M	
157	Main St SR317-Richardson	Groveport	Franklin Co.	157	Minor Widening/Safety Imps.	M	
158	Maxtown Rd SR3-Sunbury	Delaware Co.		158	Minor Widening/Safety Imps.	X	
159	Mcnaughten Rd Livingston-Main	Columbus		159	Minor Widening/Safety Imps.	M	
160	Mcnaughten Rd Main-Broad	Columbus		160	Major Widening	M	
161	Pickerington/Lockville Busey-SR256	Pickerington	Fairfield Co.	161	Minor Widening/Safety Imps.	M	S
162	Sawmill Rd Fra. Co. Line-Powell	Delaware Co.		162	New Location	S	
163	Sawmill Rd Saltergate-Del. Co. Line	Franklin Co.		163	Major Widening	M	
164	Scioto Darby Crk. Rd Amity-Cemetery	Franklin Co.	Hilliard	164	Minor Widening/Safety Imps.	S	M
165	Snouffer Rd Sawmill-Bent Tree	Columbus	Franklin Co.	165	Major Widening	M	
166	Spring Rd Walnut-Maxtown	Westerville	Delaware Co.	166	Minor Widening/Safety Imps.	M	
167	SR256 Columbus-Refugee (27,133)	Pickerington	ODOT	167	Major Widening	M	
				46	I70/Mink Rd Interchange		
				133	Central Pickerington Bypass		
168	SR317 Rohr-US33	ODOT	Groveport	168	Operational Improvements	M	
169	Sunbury Rd Smothers-Maxtown	Delaware Co.		169	Minor Widening	M	
170	US33 At Ebright	ODOT		170	Operational Improvements	M	
171	US62 Walnut-Licking Co. Line	ODOT		171	Minor Widening/Safety Imps.	S	
172	Walnut St SR3-Sunbury	Westerville		172	Minor Widening/Safety Imps.	M	
173	Wilcox Rd Hayden Run-Shier Rings	Franklin Co.		173	Minor Widening/Safety Imps.	X	
174	Worth. Rd Africa-Big Walnut (138)	ODOT		174	I71/Big Walnut Rd Interchange	I	



YEAR 2010 HIGHWAY PLAN  
DEFICIENCIES WITH NO SOLUTION IDENTIFIED  
(in alphabetical order)

Deficiency		Responsible Jurisdictions		Improvement		Possible Funding Sources	
Map No.	Location	#1	#2	Map No.	Description	#1	#2
175	Brice Rd Gender-Livingston	Columbus	Reynoldsburg	N/A	Deficient -- No Improvement	N/A	N/A
176	Busch Blvd North Of SR161	Columbus		N/A	Deficient -- No Improvement	N/A	N/A
177	Cleveland Ave Eleventh-Seventeenth	Columbus		N/A	Deficient -- No Improvement	N/A	N/A
178	Cooke Rd I71-Karl	Franklin Co.	Columbus	N/A	Deficient -- No Improvement	N/A	N/A
179	Henderson Rd Kenny-High	Columbus		N/A	Deficient -- No Improvement	N/A	N/A
				52	Morse-Bethel Connector		
180	I270S/US33 Interchange	Columbus	ODOT	N/A	Deficient -- No Improvement	N/A	N/A
181	I270E/SR161 Interchange	Columbus	ODOT	N/A	Deficient -- No Improvement	N/A	N/A
182	I70 At Livingston Ave (WB On Ramp)	Columbus	ODOT	N/A	Deficient -- No Improvement	N/A	N/A
183	I70E/I270 Interchange	Columbus	ODOT	N/A	Deficient -- No Improvement	N/A	N/A
184	I70W/Broad St Interchange	Columbus	ODOT	N/A	Deficient -- No Improvement	N/A	N/A
185	I70W/I270 Interchange	Columbus	ODOT	N/A	Deficient -- No Improvement	N/A	N/A
186	I71 At Weber Rd (SB On Ramp)	Columbus	ODOT	N/A	Deficient -- No Improvement	N/A	N/A
187	I71 Fifth Ave-N. Broadway	Columbus	ODOT	N/A	Deficient -- No Improvement	N/A	N/A
188	I71/11th Ave Interchange	Columbus	ODOT	N/A	Deficient -- No Improvement	N/A	N/A
189	Mill St Granville-Cherry Bottom	Gahanna	ODOT	N/A	Deficient -- No Improvement	N/A	N/A
				3	Ham. Rd Granvl.-US62 Widening		
190	Neil Ave Innerbelt-Fifth Ave	Columbus		N/A	Deficient -- No Improvement	N/A	N/A
191	Noe Bixby/Woodcrest Refugee-Living.	Columbus		N/A	Deficient -- No Improvement	N/A	N/A
				40	Hamilton Rd Widening		
192	Olentangy Riv. Rd Hender.-Linworth	Columbus	Franklin Co.	N/A	Deficient -- No Improvement	N/A	N/A
				50	Godown Rd Ext & Widening (124)		
193	Schrock Rd W-G Rd-Conrail	Worthington		N/A	Deficient -- No Improvement	N/A	N/A
194	SR161 Evening-Huntley	Worthington	ODOT	N/A	Deficient -- No Improvement	N/A	N/A
				52	Morse-Bethel Connector		
				5	Widen I270 (7,43,44,80)		
195	SR161 Huntley-Cleveland	Columbus	ODOT	N/A	Deficient -- No Improvement	N/A	N/A
				5	Widen I270 (7,43,44,80)		
196	SR3 I270-College	Westerville		N/A	Deficient -- No Improvement	N/A	N/A
197	SR315 At Lane Ave - Area Streets	Columbus	OSU	N/A	Deficient -- No Improvement	N/A	N/A
				102	SR315/OSU Interchange		
198	SR315 Innerbelt Ramps-Ackerman Rd	Columbus	ODOT	N/A	Deficient -- No Improvement	N/A	N/A
199	S. High St South Of Greenlawn	Columbus		N/A	Deficient -- No Improvement	N/A	N/A
200	US33/SR104 Interchange	Columbus	ODOT	N/A	Deficient -- No Improvement	N/A	N/A
201	US33/SR161 I270-Monterey	Dublin	ODOT	N/A	Deficient -- No Improvement	N/A	N/A
				5	Widen I270 (7,43,44,80)		
202	US33/SR161 SR745-SR257	Dublin	ODOT	N/A	Deficient -- No Improvement	N/A	N/A
				5	Widen I270 (7,43,44,80)		
203	W. Main St Cleveland-SR3	Westerville		N/A	Deficient -- No Improvement	N/A	N/A

Notes to Listing:

-- Asterisk (\*) indicates that project is a committed (funded) project. Committed projects are not identified by number on the Year 2010 Highway Plan project location map.



# YEAR 2010 HIGHWAY PLAN

## Map Showing Deficiencies and Recommended Improvements


(see corresponding list)

Prepared By  
Mid-Ohio Regional Planning Commission  
285 E. Main St., Columbus, OH 43215  
June, 1989



### LEGEND

**123** Map Location Number

#### Major Roadway Improvements:


 Major Widening


 Interchange Upgradings

 OR  New Locations

#### TSM-Type Improvements:



 Minor Widening/Safety

 Intersection Improvements

 OR  Operational Improvements

#### Deficient Location Only:

 Improvement Elsewhere

 OR  No Improvement Recommended

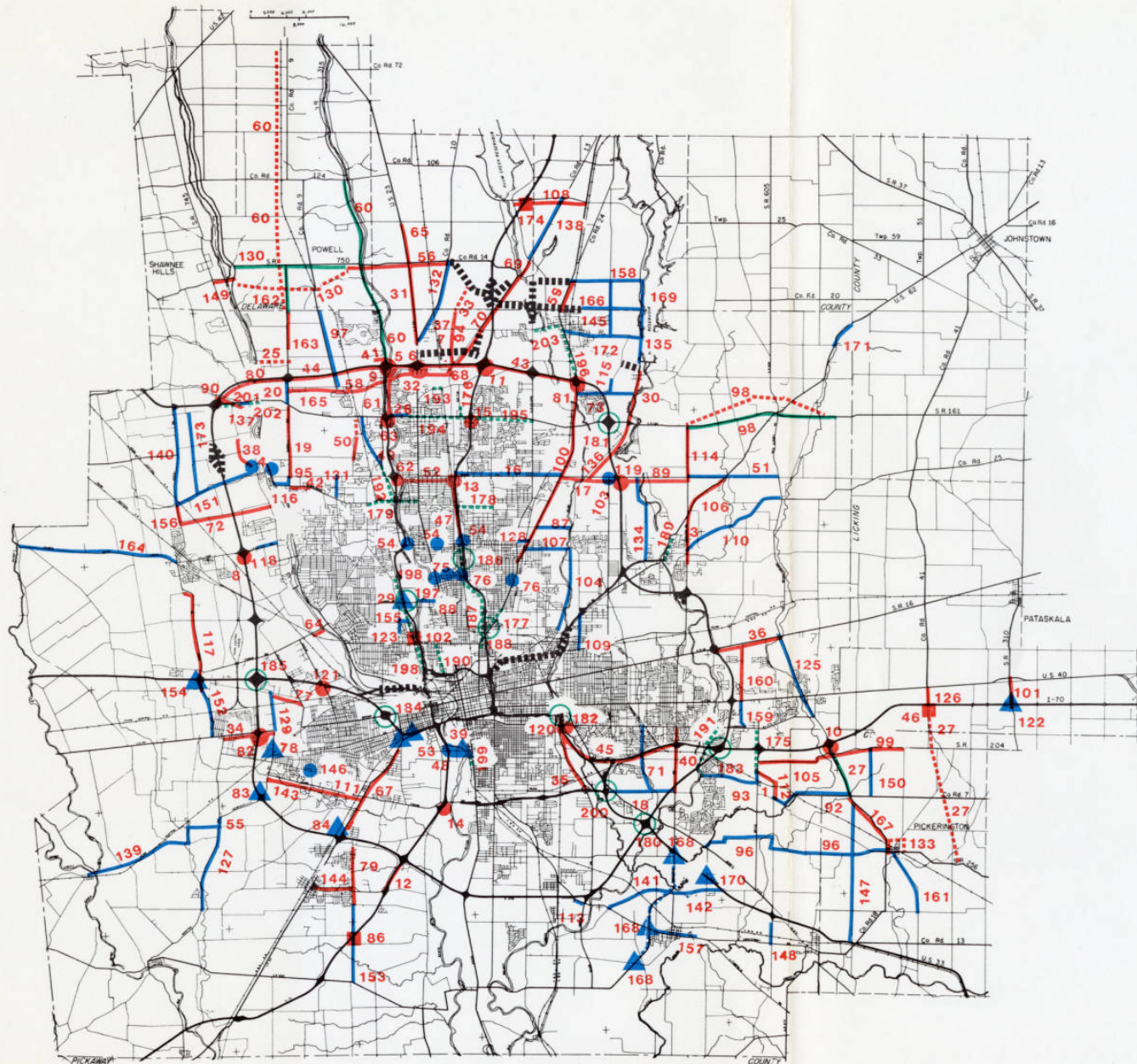
 Committed Projects

### SELECTED MAJOR COMMITTED WIDENING PROJECTS

(not identified on map)

NOTE: See project listing for a complete list of committed projects.

Bethel Rd.	Riverside Dr.-SR315
Dublin Rd.	Fishing Rd.-Hayden Run Rd.
Sinclair Rd.	Freeway Dr.-South-SR161
SR161	Riverside Dr.-SR315
SR161	Cherry Bottom Rd.-Hamilton Rd.
SR256	Refugee Rd.-Livingston Ave.
US23	I270-Flint Rd.





Projects identified as "deficiencies" but assumed to be "committed" and therefore not included in the Transportation Plan listing:

Projects in the FY 1990-1994 TIP (see TIP for complete list)

Cleveland Ave ext. W. Main-SR3	New Road
Cleveland Ave Ferris-Minerva Park	Widen (5-1a)
Granville St Mill-Hamilton	Widen
Hamilton Rd Morrison-Granville	Widen
Hard Rd Smoky Row-Linworth	Widen (5-1a) & Grade Sep
I270/Sawmill Rd Interchange	Upgrade Int.
I70/Brice Rd Interchange	Upgrade Int.
I70/Hamilton Interchange	Upgrade Int.
I71/Stringtown Interchange	Widen Road & Ramp
Livingston Ave Alum Creek Dr-US33	Widen (6-1a)
Livingston Ave Nelson-Alum Creek	Widen (6-1a)
Pickerington/Lockville US33-Busey	Widen
Smothers Rd W-G Rd-SR3	New Roadway
SR256 Refugee-I70	Widen (4-1a)
Sullivant Ave Norton-Georgesville	Widen (5-1a)
Wilson Rd I70-Trabue Rd	Widen
W. Fifth Ave Olen. Riv. Rd-Battelle	Widen (5-1a)

Projects in the 1994+ (LR) section of the TIP

Kenny/Godown Rds Henderson-Bethel	Widen
Sinclair Rd I71 ramps-SR161	Widen
SR161 Cherry Bottom-Hamilton	Widen
SR161 Linworth-SR315	Widen
SR161 SR257-Linworth	Widen
SR256 I70-Livingston	Widen

Projects to be funded with HES funds

Morse/Cleveland intersection	Safety
I71/SR161 interchange	Safety

Privately or Locally-Committed Projects

Bethel Rd Riverside Dr-SR315	Widen (5-1a)
Campus View/Worthington Woods connection	RR overpass
I270 Tuttle-US33/SR161	Widen (6-1a)
I71/Powell/Maxtown Interchange	New Int.
Powell Rd S. Old State-Worthington Rd	Widen
Powell Rd Worthington-Cleveland Ext.	New Road



Privately or Locally-Committed Projects (continued)

Sancus Blvd Wilson Br.-Lazelle  
US23 I270-Flint

New Road (2-1a)  
Widen (6-1a)

Projects Under-Construction

I-670 Third St-I270  
Spring-Sandusky Interchange project  
Tuttle Rd interchange

New Road  
New Road  
New Int.



## TRANSPORTATION PLAN

### SECTION II

#### Structurally Deficient and Functionally Obsolete Bridges

The following list of structurally-deficient and functionally-obsolete bridges is part of MORPC's Regional Transportation Plan. A bridge is considered deficient if its sufficiency rating is less than 80.1 percent and if it is designated structurally-deficient or functionally-obsolete. The sufficiency rating is based on a computer-generated formula and is an overall judgement of the condition of a bridge from 0 (the worst possible rating) to 100 (the best possible rating).

Structurally-deficient and functionally-obsolete are arbitrary designations based on certain specific criteria. In the inspection of bridges, various attributes are appraised from 0 (immediate replacement necessary to put back into service) through 2 (basically intolerable condition requiring high priority of replacement), 3 (basically intolerable condition requiring high priority of repair), 4 (condition meeting minimum tolerable limits to be left in place as is), to 9 (conditions superior to present desirable criteria). From either the BR86 Bridge Inspection Report or the BR87 Bridge Inventory and Appraisal Code Sheet, a bridge is structurally-deficient if any of the following conditions are met:

- (BR86) The general appraisal is 2 or less or any of these is 4 or less: deck, superstructure, substructure or culvert;
- (BR87) The waterway adequacy is 2 or less.

A bridge is functionally-obsolete if any of the following conditions are met:

- (BR86) The general appraisal is 3 or
- (BR87) The waterway adequacy is 3 or any of these are 3 or less: deck geometry, underclearance, or approach roadway alignment.

Bridges on the following listing meet the above criteria. These bridges may be eligible for inclusion in the 5-year TIP on a project-by-project basis subject to availability of funding.



STRUCTURALLY DEFICIENT/FUNCTIONALLY OBSOLETE BRIDGES  
(SPAN > 9 FT. AND SUFFICIENCY RATING < 80.1 PERCENT)  
JUNE 1989

Maint. Agency	Route	Bridge Number	Location	Suff. Rating	SD/FO	Gen App	Status	Length in Feet
COL	Joyce Ave.	CLSAVE	N&W n. of Fifth Ave.	02.0	SD	3	Detailed Design	757
DUAL	Leonard Ave.	CLSRDAVE	B&O/CONRAIL	02.0	SD	2	On TIP (I670)	569
ODOT	(FAI) SR 204	0093	Trib. of Blacklick Creek	02.0	SD	3	Plan Pending	44
RR	Sunbury Rd.	CLSRYRD	B&O/Conrail	03.2	SD	2	On TIP (I670)	391
COLW	(DEL) O'Shaughnessy	CLSSY RSVR	Scioto River	10.0	SD	5	Plans Drawn	1005
ODOT	(FRA) US 62 in New Albany	FRA2921	Rose Run	11.5	SD	2	Plan FD 10/1/88	22
COL	Indianola Ave.	CLSNOLA	Over Iuka Ave.	12.1	SD	3	Environ. review	86
COL	Walcutt Rd.	CLSTTRD	Roberts-Milkkin Ditch	13.9	SD	3	Detailed Design	17
FRA	US 40 (Main St.)	FRA2397	Blacklick Creek	15.5	SD	3	Detailed Design	129
ODOT	(FRA) I-71	2075	Over Velma Avenue	20.0	SD	4		167
ODOT	(FRA) SR3 (Cleveland Av.)	FRA1658	Railroad Yard	20.1	SD	3	On TIP (I670)	746
COL	Calumet St.	CLSETST	Walhalla Ravine	22.1	SD	3	Plan Pending	273
DEL	C21 (Africa Rd.)	DEL0145	No Name Ditch	22.2	SD	4	*Detail Design	39
FRA	US 40 (Broad St.)	FRA1528	Alum Creek	22.3	SD	2	Detailed Design	162
DEL	C124 (Home Rd.)	DEL0632	Olentangy River	23.1	SD	3	On TIP	245
ODOT	(FRA) SR 104	0255	Grant Run	23.5	SD	2	Plan Underway	54
ODOT	(FRA) US 40	0360	Clover Run	23.5	SD	3	Const. in 1990	22
ODOT	(FRA) SR 665	0528	Hellbranch Creek	25.6	SD	2	Plan Underway	54
DEL	US 42	DEL0099	No Name Ditch	26.9	SD	4		26
COL	Mound St	CLSST	Over relief West Short St	27.2	SD	4	Detailed Insp.	342
ODOT	(FRA) SR 161	2266	Geiger Run	27.3	SD	2	Const. in 1990	16
DEL	SR 750 (Powell Rd.)	DEL0259	Bartholomew Run	28.5	SD	2	Plan Underway	24
FRA	US 40 (Broad St.)	FRA1227	Scioto River	28.5	SD	2	Detailed Design	697
ODOT	(FRA) SR 104	0668	Marsh Run	28.7	SD	2	Plan Pending	21
COL	Mound St	CLSST	Over Conrail W Short St	29.5	SD	4	Detailed Insp.	325
VAL	Diblee Ave.	VAL0041	Dry Run	30.4	SD	3		19
FRA	C11 (Alkire Rd.)	PLE0181	Little Darby Creek	30.7	SD	3	Detailed Design	158
ODOT	(FRA) SR 104 Jackson Pke.	FRA0685	Big Run	31.1	SD	2	Plans Pending	58
RR	Taylor Ave.	CLSRAVE	B&O/Conrail	31.1	SD	2	On TIP (I670)	689
COL	US 62 (Town St.)	FRA0130	Scioto River	32.3	SD	2	Replace in '91	700
ODOT	(FRA) I-71	1854	Over Railroad Yards	33.9	SD	4		625
FRA	US 23 (Indianola Ave.)	FRA1556	Glen Echo	34.3	SD	3		59
ODOT	(DEL) SR 315	0768	Hughes Run	34.3	SD	3		17
ODOT	(FRA) I-71	0431	Under Young Road	34.8	SD	4		295
ODOT	(FRA) US 40	0291	West Fork Hellbranch Run	35.8	SD	3	Plan Underway	28
FRA	C10 (Dublin Rd.)	NOR0782	Smith Ditch	37.1	SD	4	Under Study	20
FRA	C126 (Watkins Rd.)	MAD0302	Trib. of Alum Creek	38.0	SD	4	Detailed Design	41
ODOT	(FRA) SR 665	0887	Over 71 -0609	38.1	SD	4	*	295
FRA	T126 (Watkins Rd.)	MAD0319	Tributary	38.2	SD	6	Detailed Design	12
ODOT	(FRA) SR 674	0110	Lisle Run	39.4	SD	3	Plans Pending	28
FRA	SR 16 (Broad St.)	FRA1025 L	Blacklick Creek	39.5	SD	3		113
ODOT	(FRA) SR 315	0133 R	US33	39.5	SD	4	On TIP (SP-SA)	142
COL	Olentangy River Rd	CLSANGY RV	Over Run W High Street	40.0	SD	4		30
ODOT	(FRA) SR 665	0214	Spring Run	40.6	SD	3		34



STRUCTURALLY DEFICIENT/FUNCTIONALLY OBSOLETE BRIDGES  
(SPAN > 9 FT. AND SUFFICIENCY RATING < 80.1 PERCENT)  
JUNE 1989

Maint. Agency	Route	Bridge Number	Location	Suff. Rating	SD/FO	Gen App	Status	Length in Feet
ODOT	(FRA) SR 315	0049	Sullivant Ave	41.7	SD	4		145
FRA	C9 (Olentangy River Rd.)	SHA1003	Sharon Run	41.9	SD	3	* Detail Design	15
ODOT	(DEL) SR 315	0087	Risley Run	42.3	SD	4		23
LIC	T156 (Cable Rd.)	LIM0325	Muddy Fork	43.0	FO	5		52
FRA	C9 (Olentangy River Rd.)	SHA1016	No Name Run	43.1	SD	4	*	14
DUB	C161 (Coffman Rd.)	WAS0002	South Fork Indian Run	43.7	SD	4		66
FRA	C11 (Alkire Rd.)	FRA1076	Big Run	44.5	SD	4	Prelim Design	17
ODOT	(FRA) SR 315	1306	York Temple Run	45.2	SD	3		10
FRA	C84 (Worth-Galena Rd.)	SHA0319	Ditch	45.8	SD	4	On Hold	18
ODOT	(DEL) US 42	0195	Scioto River	45.8	SD	4		520
ODOT	(DEL) SR 315	0424	Quarry Run	46.1	SD	3		12
ODOT	(FRA) SR 315	0068	Over 70 & Olentangy River	46.3	SD	4		608
FRA	T285 (Graessle Rd.)	PLE0121	Tributary	46.4	SD	4	Under Construct	19
FRA	C350 (Fifth Ave.)	FRA0223	Olentangy River	47.5	SD	4	Detailed Design	365
ODOT	(FAI) SR 256	FAI0285	Tributary of George Creek	47.5	SD	4	On TIP	67
ODOT	(FAI) SR 256	FAI0310	Tributary of George Creek	47.5	SD	4		18
ODOT	(FRA) I-70	1312	315SB to 70EB over ramp	47.9	SD	4		78
DEL	C123 (Hyatts Rd.)	DEL0270	Smith Ditch	48.2	SD	3		19
ODOT	(FRA) US33 (Riverside Dr)	0738	Slate Run	48.5	SD	3	Plan Underway	24
FRA	C18 (Central College Rd)	PLA0462	Sugar Run	48.9	SD	4	Sold 5/89	25
FRA	SR 16 (Broad St)	FRA1025 R	Blacklick Creek	48.9	SD	4	Detailed Design	111
FRA	US 62 (Main St)	FRA1411	Scioto River	49.3	SD	4		638
FRA	C224 (Ashbrook Rd. covrd)	MAD0002	Little Walnut Creek	49.8	FO	6		129
ODOT	(FRA) US 23 (N High St)	2381	Spring Run	50.5	SD	4		10
DEL	US 23	DEL 0126	Adams Ditch No. 182	50.8	SD	4		15
COL	US 23D (Summit Street)	FRA0070	Over Iuka Ave.	51.4	SD	4		59
ODOT	(FRA) I-71	2346 R	Over Cooke Road	51.4	SD	5		175
FAI	C25 (Amanda-Northern Rd.)	BLO0001	Trib. of Walnut Creek	51.8	FO	6	Plan Underway	18
FRA	C126 (Watkins Rd.)	MAD0306	Alum Creek	52.7	FO	5	Detailed Design	107
COL	Alum Creek Dr.	CLSRKDROLD	Over stream	52.8	SD	4		15
ODOT	(FRA) I-70	1493 R	EB 70 under Parsons Ave.	52.8	SD	4		132
COL	Overbrook Dr.	CLSR00KD	Creek #2 e. of High St.	52.9	SD	4	In Design	21
FRA	T217 (Palmer Rd.)	TRU0046	Tributary	53.6	SD	4	Prelim Design	18
FRA	SR 16 (Broad St)	FRA0606	Mason Run	54.5	SD	4		13
COL	Front St	CLSST	Over Conrail N Nationwide	54.8	SD	4	*	313
FRA	C68 (King Ave.)	CLI0185	Olentangy River	55.0	SD	4	Prelim Design	415
FRA	SR 16	FRA0741	Big Walnut Creek	56.2	SD	4		224
ODOT	(FRA) I-71	1801 L	71SB over RP 71NB TO 670	56.4	SD	5	On TIP (I-71)	258
COL	Watkins Rd.	CLSNRSD	Over N&W e. of Fairwood	56.5	SD	4	Detailed Insp.	476
FRA	C106 (Waggoner Rd.)	TRU0218	Tributary	56.6	SD	4	Sell in FY 1990	24
FRA	CR 35 (Alton Rd.)	PRA0192	Hellbranch Run	56.9	SD	4	Detailed Design	39
FRA	T2077 (Lazar Rd.)	JAC0010	Marsh Run	57.0	SD	4		17
DEL	T132 (Cook Rd.)	DEL0119	Eversole Run	57.1	SD	4		60
FRA	C11 (Alkire Rd.)	PLE0188	Big Darby Creek	57.1	FO	5	Detailed Design	257



STRUCTURALLY DEFICIENT/FUNCTIONALLY OBSOLETE BRIDGES  
(SPAN > 9 FT. AND SUFFICIENCY RATING < 80.1 PERCENT)  
JUNE 1989

Maint. Agency	Route	Bridge Number	Location	Suff. Rating	SD/FO	Gen App	Status	Length in Feet
ODOT	(FRA) I-670	0435	Over N & W RR.	57.3	SD	4		242
ODOT	(FRA) I-670	0421	Over RR yards	57.3	SD	4	*	499
ODOT	(FRA) SR 16 (Broad St)	1120	Stone Quarry Run	58.6	SD	4		24
FRA	US 33 (Riverside Dr.)	FRA1164	Evans Run	58.7	SD	4		18
FRA	C32 (Hayden Run Rd.)	NOR0337	Tributary	59.3	SD	4	Detailed Design	22
FRA	CR661 (Old Lambert Rd.)	PLE0020	Trib Hellbranch Run	59.5	SD	4	On hold	18
FRA	T192 (Bevelheimer Rd.)	PLA0080	Sugar Run Tributary	59.5	SD	4	Replace in FY90	18
FRA	SR 3 (State St)	FRA2821	County Line Run	59.6	SD	4		19
ODOT	(FRA) I-71	1875	Over Second Avenue	59.7	SD	5	On TIP (I-71)	139
FRA	T150 (Beach Rd.)	BRO0001	Big Darby Creek	60.3	FO	6		179
FRA	CR63 (Linworth Rd.)	PER0193	Carhart Ditch	60.7	SD	4	Plan on Hold	16
FRA	C44 (Brand Rd)	WAS0053	North Fork Indian Run	60.7	SD	4	Detail Design	36
FRA	C256 (Gantz Rd.)	FRA0163	Tributary	61.4	SD	4	Detailed Design	14
FRA	C28 (Roberts Rd.)	NOR0812	Tributary	61.7	SD	4	On hold	15
FRA	C2 (Hayes Rd.)	MAD0249	Big Run Creek	61.8	SD	4	Under Construct	44
FRA	US 23 (Indianola Ave.)	FRA1557	Glen Echo	61.8	SD	4		14
DUB	C41 (Liggett Rd.)	DUB0002	South Fork Indian Run	62.3	FO	7		23
FRA	T1128 (Richter Rd.)	FRA0070	Whims Ditch	62.3	SD	6		27
ODOT	(DEL) I-71	0246 R	Over TR107	62.8	SD	4		150
ODOT	(DEL) I-71	0287 L	Alum Creek	62.8	SD	4		293
FRA	W. Third Ave.	FRA0212	Olentangy River	62.9	SD	4	Prelim Investig	369
ODOT	(FRA) I-71	0296 R	Over B & O RR.	63.4	SD	4	On TIP (I-71)	164
ODOT	(FRA) I-70	0910	Over Fisher Rd	63.6	SD	4		117
DEL	SR 315	0854	Dry Run Branch	64.6	SD	4		10
ODOT	(FRA) SR 315	0738	Blinn Ditch	64.6	SD	4		10
FRA	SR 674	FRA0278	Walnut Creek	65.4	SD	5		200
ODOT	(FRA) SR 315	0067	US 62DA (Town Street)	65.6	SD	5		145
ODOT	(FRA) SR 315	0133	US 33	65.8	SD	4	On TIP (Sp-Sa)	142
FRA	C2 (Hayes Rd.)	MAD0060	Little Walnut Creek	66.1	FO	6	Replace in 1991	120
COL	US 33	FRA2276	NB33 under College Av Ext	66.6	SD	4		255
FRA	T220 (Long Rd.)	MAD0005	Blacklick Creek	66.9	FO	5		107
ODOT	(FRA) SR 315	0059	US 62 (Rich St)	66.9	SD	5		145
ODOT	(FRA) SR 315	1166	Wilson Bridge Rd	67.0	SD	4	*	556
COL	US 33	FRA1537	Over 315 Southbound	68.0	SD	4	Spring-Sandusky	86
ODOT	(FRA) I-670	0370	Under Goodale-Park St	69.2	SD	4		221
ODOT	(FRA) I-71	2191	Under Weber Road	69.3	SD	5	On TIP (I-71)	203
ODOT	(FRA) I-270	4732	Under Williams Rd.	69.4	SD	5	Sold 5/89	325
ODOT	(FRA) I-71	0767	Under Hoover Rd.	70.2	SD	4		328
COL	Stelzer Rd.	CLSERRD	Over BO & Conrail S Fifth	70.2	SD	5	*	394
LIC	C26 (Summit Rd.)	LIM0395	Muddy Fork	71.6	FO	6		17
LIC	C38 (Columbia Rd.)	LIM0480	Muddy Fork	71.9	SD	4		44
ODOT	(FRA) I-670	0224 R	Over SB 315-0152	72.4	SD	5	On TIP (Sp-Sa)	104
ODOT	(FRA) US 23	2291	Over I-270	74.9	SD	5		341
ODOT	(FRA) I-71	0903 L	Over White Rd.	75.0	SD	5		119



STRUCTURALLY DEFICIENT/FUNCTIONALLY OBSOLETE BRIDGES  
 (SPAN > 9 FT. AND SUFFICIENCY RATING < 80.1 PERCENT)  
 JUNE 1989

Maint. Agency	Route	Bridge Number	Location	Suff. Rating	SD/FO	Gen App	Status	Length in Feet
ODOT	(FRA) I-71	1436 R	Over Greenlawn Avenue	75.3	SD	5		160
ODOT	(FRA) I-71	0153 R	Big Darby Creek	75.4	SD	5		330
COL	SR 315	FRA0090	SR 315 Southbound	75.6	SD	4	On TIP (Sp-Sa)	196
ODOT	(FRA) I-670	0406	Over FRA 23-1244	76.0	SD	4		249
ODOT	(FRA) SR 315	0049	Over I-670-0304	76.2	SD	5	On TIP (Sp-Sa)	149
ODOT	(FRA) I-670	0274	SR315NB & Olentangy River	77.1	SD	5	*	475
ODOT	(FRA) I-670	0211 R	Over FRA 33-1523	77.2	SD	5		130
LIC	T0309 (Hupp Rd.)	LIC295	Stream	77.3	FO	7	*	22
ODOT	(FRA) SR 315	0030 R	Ramp (SR315SB to I70EB)	77.5	SD	5		77
ODOT	(FRA) I-670	0411	Ramp P Over Service Rd A	77.5	SD	4	*	112
FRA	T2322 (Nixon Road)	FRA0010	Dry Run Ditch	78.0	FO	7		16
ODOT	(FRA) I-71	2239	Under EN Broadway	78.6	SD	5	ON TIP (I-71)	215
ODOT	(FAI) US 33	0291 L	Sycamore Creek	78.8	SD	5		133
FAI	T207 (Diley Rd.)	VIO0025	Walnut Creek	(structure removed, awaiting replacement)				
FAI	T107 (Amanda-Northern Rd)	VIO0024	Walnut Creek	(structure removed, awaiting replacement)				



## TRANSPORTATION PLAN

### SECTION III

#### Summary of the Short-Range Transit Plan \*

The Short-Range Transit Plan (SRTP) shows the status of the COTA system in 1988, and current projections for funding, service and equipment through 1993.

Capital expenditures for the next five years will include the purchase of 21 advanced design vehicles to replace 31 buses which will have reached or exceeded 12 years of operation. Additional equipment will also be acquired to serve the increased demand anticipated for the Ameriflora Festival in 1992.

Operationally, COTA anticipates that total service hours will fluctuate slightly but will remain essentially unchanged. Total passengers are expected to decrease 1.5% over the five years delineated in the plan which is due to a proposed fare increase in 1992. Total operating revenue will increase by 21.5% by the end of the five year period.

Many changes are expected in the upcoming year which will change the look of the COTA system as it presently exists. The CSA is proposing to change the entire structure and emphasis of the COTA system, as well as update goals and objectives, service standards and funding scenarios. COTA's future plans will be determined by when to ask the community for more funding, what amount of funding, and for what length of time any sales tax increase would remain in effect.

COTA will continue to work within limited resources to provide an effective transit system to the citizens of Franklin County. Nineteen eighty-eight will be a pivotal year, as COTA continues to work with the community to develop a new transit plan which will set the future course of transit in Central Ohio.

\* Text is from the "Short-Range Transit Plan" report, COTA, April 1989.



Summary of the  
COTA 2000 Long Range Plan \*

The Central Ohio Transit Authority 2000 Plan, prepared by the Mid-Ohio Regional Planning Commission for COTA, is an analysis of public transportation needs in the Columbus and Franklin County area for the next 12 to 15 years. The central Ohio area is projected to grow significantly over this period, resulting in higher levels of travel. To meet the increased travel demands, the public transportation system will require expansion and modernization.

Guided by goals and objectives developed by the Community Transit Task Force and detailed examination of future travel demands, the analysis focused upon the needs of specific travel corridors in central Ohio. All available transit technologies were carefully studied and evaluated for their effectiveness and cost in each corridor.

The Mid-Ohio region is expected to grow in population by about 200,000 (21 percent) between 1980 and the year 2000. In keeping with this, employment is expected to increase by 40 percent over the same period to a total of about 610,000 jobs. The resultant increase in travel (total trips being made in the region) is projected to be 59 percent.

Based on these, and similar land use projections, and transit system operating assumptions, each of the region's eight travel corridors was evaluated for its potential to support some form of fixed guideway transit system. Using an analysis technique known as a "pivot point model" a generic fixed guideway system operating under ideal conditions was tested for each corridor. The estimated patronage or ridership was evaluated against threshold levels deemed necessary to support fixed guideway systems. This evaluation resulted in the North, East, Southwest, and West Corridors being selected for detailed simulation modeling analysis.

All available state-of-the-art fixed guideway technologies were examined for their applicability in Columbus. The technologies were evaluated against eight key criteria including function, speed, capacity, right-of-way requirements, automation, control systems, performance, reliability, safety, and availability.

Based on this evaluation, two technologies; light rail and automated guideway transit (AGT), were judged to have applicability to Columbus.

\* Text is from the "COTA 2000 Long-Range System Plan" report, MORPC, January 1988.



In the category of AGT, two specific systems were selected for further analysis. These were UTDC's Intermediate Capacity system and Bombardier's Mark VI Monorail. Detailed computer simulation testing of the selected technologies in each corridor included evaluation of 7 alternative transit networks. The networks included 6 permutations of the technologies. Both AGT systems were tested in each corridor on various alignments. Light-rail transit was tested in the North and Southwest Corridors where railroad rights-of-way might be available. A bus only alternative network was also tested for comparative analysis.

Early in the analysis, based on patronage estimates generated by computer analysis, the light-rail option was eliminated from consideration. The evaluation revealed that the rail corridors do not provide the easy access to the high density residential areas nor the employment and commercial centers necessary to generate the ridership to support such a system. Such a system would require high level bus "feeder" service which would push operating costs too high to be cost effective. This type of operation also requires increased transferring between modes which has a detrimental effect on ridership.

Further analysis of the AGT options in each corridor revealed that increases in transit patronage would be marginal as compared to an improve bus only system. This marginal ridership increase is estimated, at most, to be about 15,000 patrons a day. The capital cost differential was found to be extreme. The estimated capital cost of the most effective guideway system is estimated at \$103.5 million annually compared to \$7.7 million annually for the bus system alternative.

According to the cost analysis, none of the guideway alternatives would come close to being cost effective from an operating standpoint. The projected operating cost recovery ratio for the best performing alternative is 19.8 percent as compared to the bus system forecast of 33.5 percent. Thus, the best performing alternative would recoup only about one-fifth of its operating cost from the farebox versus over one-third for the all bus alternative. This is in line with current COTA goals of a 30 percent farebox recovery ratio.

Overall, the analysis showed that each additional passenger carried on the guideway system would cost an additional \$28.79 daily against an estimated revenue of \$0.94.

It is the conclusion of this planning effort and analysis that the construction of an automated guideway system or light-rail transit system in the Columbus metropolitan area is not warranted and cannot be supported given the current growth trend, development policies, and economic conditions.



To meet the public transportation needs of the Columbus and Franklin County area over the next 12 years, it is recommended that

COTA retain and expand on the existing bus system as reflected by the recommendations of its consultant Booz, Allen, Hamilton, Inc. to achieve more system productivity. It is further recommended that COTA expand the bus system as demands warrant over the next 12 years. It is projected that the peak hour fleet will need to be expanded by approximately 117 buses, from 273 today to 390 in the future.

This expansion will require capital expenditures of approximately \$7.7 million annually or \$92.3 million over the 12 year period.

This recommendation will serve the public with the most cost effective and efficient public transportation system while meeting the goals and objectives set forth by the Community Transit Task Force and the COTA Board of Trustees.