

Strategic
**Transportation
& Development**

Analysis



**Executive
Summary**

February 14, 2025



Department of
Transportation

Governor DeWine and General Assembly,

I am pleased to officially submit the Statewide Transportation and Development Analysis (Study) as directed by House Bill 23. This report fulfills the requirement to identify how Ohio's transportation system can support statewide economic growth.

The Study examined state and regional demographics, economic development opportunities, transportation system congestion risks, and passenger and freight travel needs over the next 10, 20, and 30 years. It focused on how the state's major interregional highways can support statewide economic goals in the context of ODOT's broader mission to provide a transportation system that is safe, accessible, well-maintained, and positioned for the future.

ODOT maintains the state's network of major highways and bridges, the backbone for moving people and goods within Ohio, through Ohio, and across the nation. This network supports state and global trade, enhances access to major development sites, enables workforce access, and supports local economic development priorities.

ODOT invests billions annually to achieve its mission. Approximately 90% of those funds are dedicated to maintaining the existing infrastructure. The Study helps ODOT, our partners, and state and local officials understand future needs and provides a roadmap for the state's transportation investment priorities to align with development goals.

ODOT analyzed risks associated with congestion in seven geographic/economic regions and studied interregional connections along six focus corridors. These corridors included Toledo to Columbus and Sandusky to Columbus, as specified in H.B. 23. The analysis identified locations across the state with congestion risks, referred to as "hotspots." Most of these hotspots will be managed through ODOT projects that are already partially or fully funded. The Study shows that, overall, the strategic highway network is mostly performing well. The proposed recommendations will help the state continue to meet the transportation, workforce, and economic development needs of our residents and businesses in the decades to come.

ODOT very much appreciates the efforts of our staff and local, regional, and statewide partners who contributed to this Study. We also value our partnership with the Ohio Department of Development and the Governor's Office of Workforce Transformation. Their input was critical to shaping the data and recommendations. ODOT looks forward to working with the Administration and the Legislature as we consider implementing these recommendations to support Ohio's economic prosperity.

Sincerely,

Pamela Boratyn

Director

Ohio Department of Transportation

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Strategic Transportation and Development Analysis

A Comprehensive Effort to Keep Ohio Moving and Growing

Transportation connections have always been a key driver of Ohio's economic growth, encompassing the Ohio River and Lake Erie with railroads, highways, maritime ports, and airports. Today, as Ohio seeks to preserve its economic strengths and position itself for growth, its highways remain a critical asset connecting its diverse regions to other states and nations.

In House Bill 23, effective July 1, 2023, Governor Mike DeWine and the Ohio Legislature directed the Ohio Department of Transportation (ODOT) to conduct a

strategic analysis of Ohio's highway corridors and how they can support statewide economic growth. This Study examined statewide and regional demographics, economic development opportunities, transportation system congestion risks, and travel needs over the next 30 years.

It focused on Ohio's major interregional highway corridors and how they support statewide economic development goals in the context of ODOT's broader mission to provide a transportation system that is safe, accessible, well-maintained, and positioned for the future.



Cincinnati - Ohio River



Columbus – Statehouse

House Bill 23



Section 203.47. STRATEGIC TRANSPORTATION AND DEVELOPMENT ANALYSIS

The foregoing appropriation item 776672, Strategic Transportation and Development Analysis, shall be used for a statewide study of the Ohio transportation system, in collaboration with the Department of Development (ODOD) and the Governor's Office of Workforce Transformation (OWT). The Study shall analyze statewide and regional demographics, investigate economic development growth opportunities, examine current transportation systems and capacities, forecast passenger and freight travel needs over a ten, twenty, and thirty year time frame, identify current and future transportation links, evaluate and rank current and potential risks of future system congestion, and make actionable recommendations for transportation system projects to support statewide economic growth, including improving links between Toledo and Columbus and between Sandusky and Columbus. At any time, individual hotspot locations may receive advanced analysis of conceptual remedies with planning costs. The Department of Transportation may contract with third parties as necessary to execute this Study. The Study shall be completed by December 31, 2024.



Objectives

Understand Where Ohio is Today and Where it is Going

Demographics, Economics, Workforce, and Development

pg 8

Describe How Ohio's Transportation System Supports Ohio's Economy

Travel Demand, Capacity, and Performance Statewide, by Region, and by Corridor

pg 20

Identify Findings and Current and Future Risks of System Congestion

pg 60

Make Actionable Recommendations For Transportation System Projects to Support Statewide Economic Growth

pg 62

Approach

The Strategic Transportation and Development Analysis was guided by H.B. 23 language and implemented through existing ODOT processes, combined with a closer examination of how well highways serve current and potential job centers.

Strategic

ODOT collaborated with state, regional, and local officials, including ODOD, OWT, and Ohio's regional planning organizations and JobsOhio's economic development partners. Their unique perspectives informed and validated the transportation and development assessments. ODOT also convened internal subject matter experts to guide a review of existing ODOT processes, programs, and initiatives that support coordinated transportation and development investments.

Transportation

ODOT analyzed current and future passenger and freight travel demand and congestion risks. The transportation analysis considered the entire state highway system. However, attention was focused on Ohio's interstate highways and a subset of US and state highways that carry the majority of vehicle travel. Defined for this effort as the Study Network, the highways analyzed include 4,236 route miles across Ohio and represents 22% of ODOT and Ohio Turnpike Commission-owned mileage.

The Study Network includes critical interstate and interregional connections and carries 40% of the state network's total vehicle miles traveled (VMT) and 80% of statewide truck VMT. The Study analyzed changes in travel demand and system performance on the network starting in 2025 and over the next 10, 20, and 30 years across three population growth scenarios.

Development

ODOT led a detailed analysis of statewide and regional demographic, economic, workforce, and development trends based on the latest state and national data sets. It considered local and regional economic development and comprehensive planning information shared by local and regional representatives. This is a comprehensive approach and creates value for ODOT and its partners.

Analysis

ODOT used stakeholder input and data to delineate critical transportation needs that can better support statewide economic growth opportunities today and in the future. This Study compared congestion risks across five unique perspectives, including their impact on market connections, site development, workforce access, business and logistics efficiency, and quality places. Layered on top of this information was a review of ODOT's existing programs, policies, plans, and investments across seven regions and six focus corridors.

This executive summary highlights those findings and actionable recommendations, which are discussed in more detail in the Strategic Transportation and Development Analysis Report and appendices.

The analysis concluded that most of Ohio's highway corridors perform well today and are expected to continue to do so in the future, even if population and economic growth accelerate from current trends. However, several transportation risks could constrain future economic development potential.



Listening Sessions



Engagement Highlights

ODOT engaged
500+

transportation and economic development stakeholders across Ohio, including elected officials, business leaders, and regional and local governments.



40
interviews




10
listening sessions



1
statewide webinar



1
statewide survey



Where We Are Today & Where We Are Going

Ohio's economy and quality of life rely on the transportation system, which is the backbone for moving people and goods within Ohio and between Ohio and the world. Current and future trends across demographics, economics, workforce, and development impact the system's performance today and into the future.

The Study's outcome is a better understanding of how Ohio's transportation system – particularly its major highways – influences and supports statewide economic growth.

Demographics

In 2023, Ohio's population was 11.8 million, ranking it the seventh largest in the nation. Over the last 30 years, Ohio's population grew by approximately 1 million, and as of 2020, more people were moving into than out of Ohio. ODOD's demographic forecasts include baseline, medium, and high population growth scenarios based on economic revitalization and job opportunities, affordable housing and cost of living, and migration away from areas facing the threat of extreme weather events. The variability of these factors accounts for the range of population scenarios for 2055, which is 10.99 million on the low end and 12.13 million on the high end, a difference of 1.14 million people.

The population projections are not uniform across the state. Central and Southwest Ohio are projected to increase population in the baseline forecast, while other regions are projected to lose population from 2020 to 2055. Urban and urban-fringe counties are projected to have the most significant population growth, including:

- Licking, Delaware, Fairfield, and Union counties in Central Ohio and Warren County in Southwest Ohio are projected to grow by more than 15%.
- Franklin and Pickaway counties in Central Ohio, Clermont County in Southwest Ohio, and Geauga County in Northeast Ohio are projected to grow between 5% and 15%.

- Greene County in West Ohio, Hamilton County in Southwest Ohio, Wood County in Northwest Ohio, and Lorain County in Northeast Ohio are projected to grow by less than 5%.

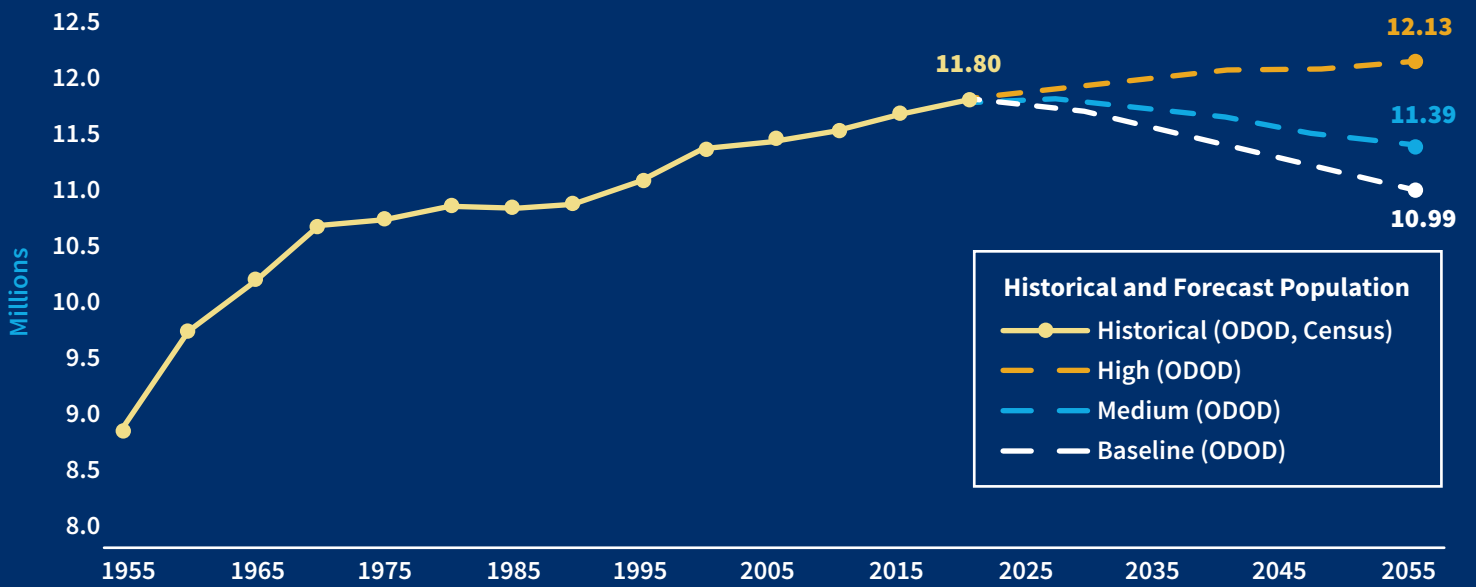
The state's 75 other counties are projected to lose population in the baseline forecast, ranging from less than a 1% decline to as high as 36%. In the high growth forecast, the number of counties with population losses decreases to 67.



Ohio's population could increase by up to **334,000 people** by 2055

- Due to:**
- Increased economic opportunity
 - Affordable housing/cost of living
 - Geopolitical stability
 - Migration away from areas threatened by extreme weather

Ohio Population Projections

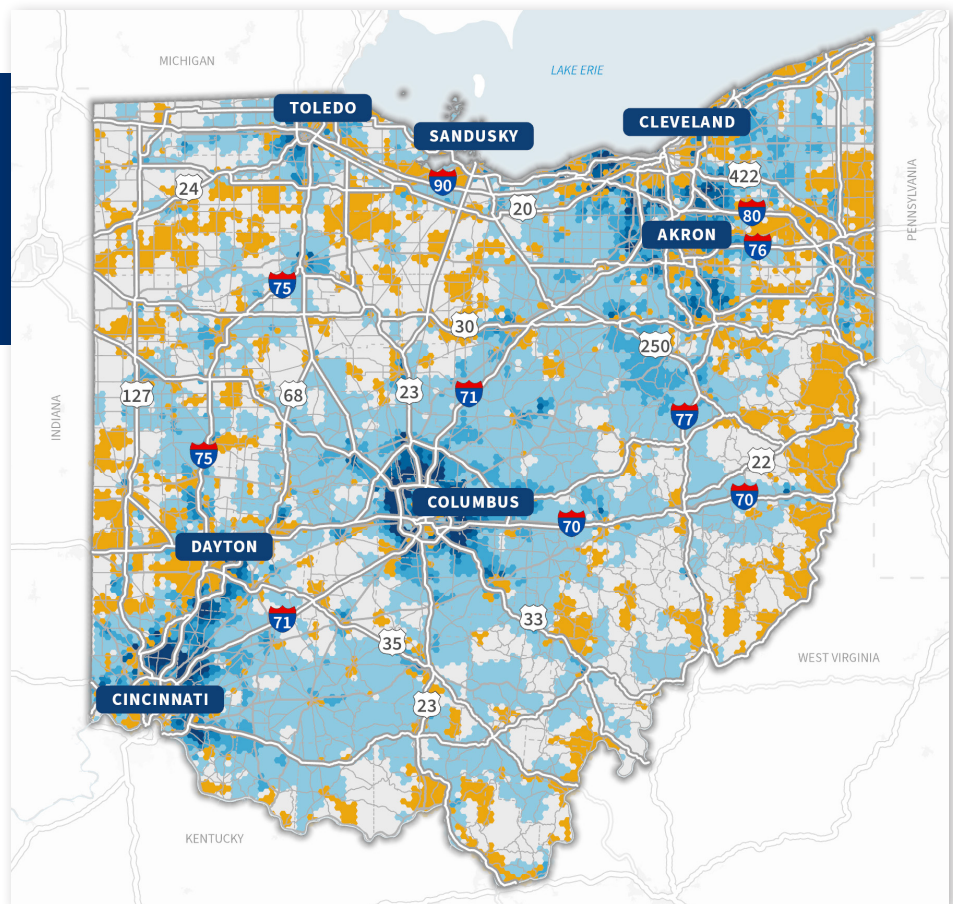


Source: US Census Bureau, ODOD

Change in Population

1990 to 2020 (US Census)

- Decrease (More than 10)
- Minimal Change
- Increase (11 to 100)
- Increase (101 to 500)
- Increase (501 to 1,000)
- Increase (1,001 to 2,500)
- Increase (More than 2,500)



Source: IPUMS NHGIS, University of Minnesota, www.nhgis.org, US Decennial Census, 1990, 2020

Economics

The economy and transportation system are inextricably linked. The state’s multimodal transportation system, including its highways, rail corridors, airports, transit systems, and marine ports, leads the nation by many measures. This supports the industries and the workforce that drive the state’s economy.

Ohio’s Largest Industries Today

Ohio’s largest industries, ranked by number of employees, continue to shift toward service-providing sectors, including:



Education and Health Services



Professional and Business Services



Leisure and Hospitality



Trade, Transportation, and Utilities

These industries, and others, have powered Ohio’s Gross Domestic Product (GDP). In 2023, Ohio’s GDP was \$872.7 billion, the seventh highest in the nation. Six of Ohio’s metropolitan statistical areas (MSAs) ranked in the top 100 in the nation for GDP. Cincinnati, Columbus, and Cleveland are in the top 40.

Ohio is
6th
in the nation
in freight volume

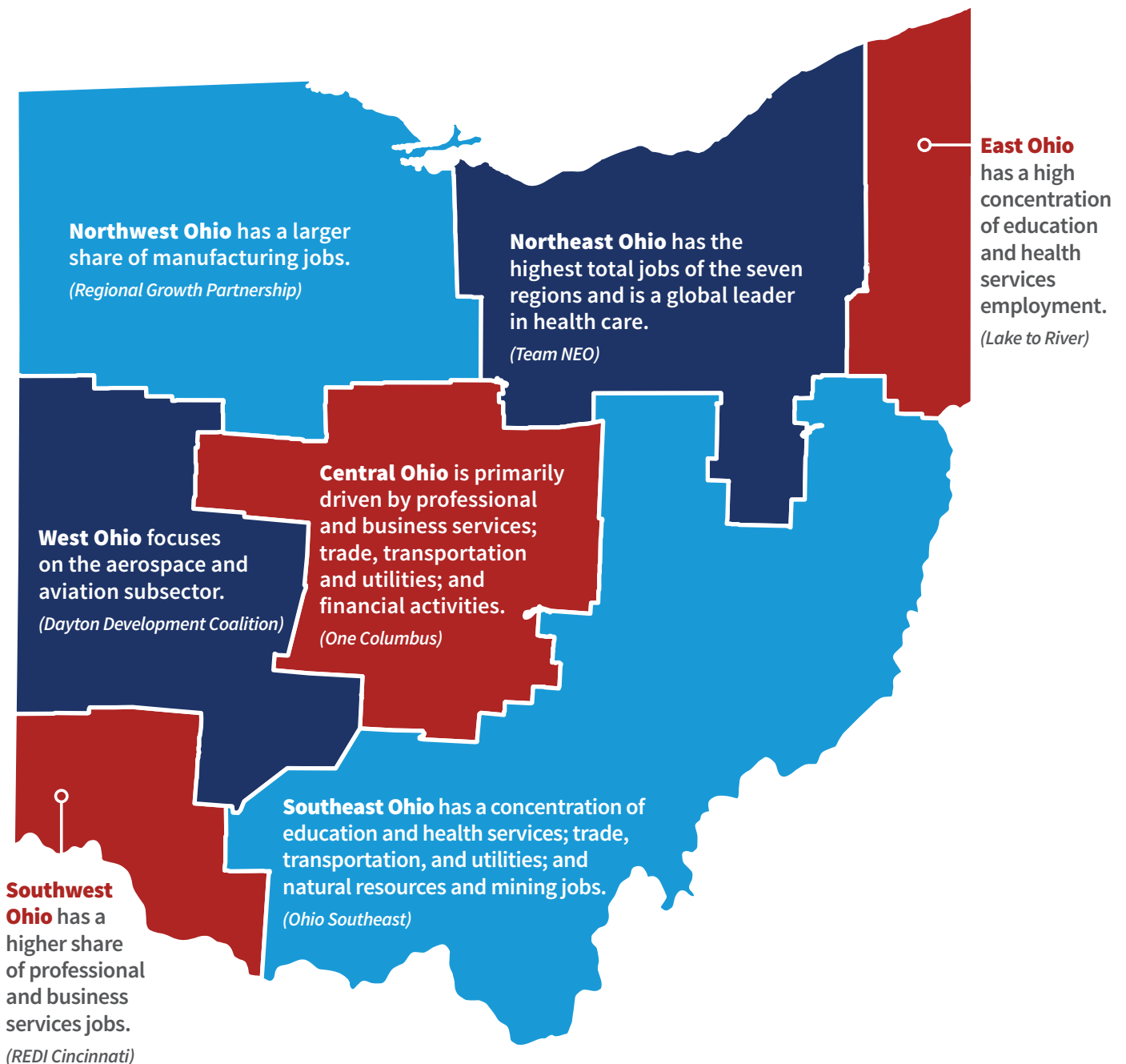
with nearly
1.4 billion tons
moved to, from, and
through Ohio annually.

In 2023, Ohio’s GDP
was **\$872.7 billion**,
the seventh highest
in the nation.

Regional Economic Snapshots

JobsOhio, the state's private economic development corporation, organizes Ohio into seven regions to facilitate economic growth. Each is managed by a *regional network partner*, as highlighted below. ODOT leveraged these geographic regions as part of the Study.

Each JobsOhio region has distinctive economic characteristics that create competitive advantages in Ohio, across the Great Lakes region, and nationally. Significant job growth in service sectors continues in Central and Southwest Ohio, powering overall statewide growth. Unique industries leverage assets and skilled workforces to maintain and grow Ohio's manufacturing strength in Northwest, Northeast, and East Ohio.



Growing Ohio's Economy with Targeted Industries

JobsOhio identified **11 growth sectors** that are more concentrated in Ohio than national averages.

- 1 Advanced Manufacturing**
- 2 Advanced Mobility**
- 3 Aerospace and Aviation**
- 4 Automotive**
- 5 Energy and Chemicals**
- 6 Financial Services**
- 7 Food and Agribusiness**
- 8 Healthcare**
- 9 Logistics and Distribution**
- 10 Military and Federal**
- 11 Technology**

Freight-dependent industries such as logistics and distribution, food and agribusiness, and energy and chemicals outpace job growth in the state.

These industries will continue to rely upon transportation system investments to connect Ohio to markets across the country and around the globe.

Tourism

Another crucial industry advancing Ohio's economy is tourism. Tourist sites and amenities attract visitors who spend money on accommodations, food, transportation, and other services, which generate jobs and employment.



Cedar Point – Sandusky

Employment growth in tourism-related industries has outpaced growth in the state's total employment over the past decade.

20%

growth in
amusements, gambling,
and recreation

20%

growth in
museums,
historic sites,
zoos, and parks

12%

growth in
performing arts
and spectator
sports

Workforce

In 2022, nearly 6 million Ohioans participated in the workforce. Over the past 30 years, the workforce participation rate - the percent of the working-age population that has a job or is actively seeking work - has declined as Ohio's population has aged. Northwest and West Ohio's workforce participation rates are close to the statewide rate, while rates in the Northeast and Southwest regions are usually higher. East Ohio's workforce participation rate is generally lower.

Since 2000, Ohio's workforce has increased in metropolitan regions, particularly along interstate corridors between Columbus and Cincinnati. Employment growth is positive in almost all sectors, with business and financial services, and trade, transportation, and utilities sectors driving growth.



Employment growth is positive in almost all sectors, with business and financial services and trade, transportation, and utilities sectors driving growth.



ODOT Employees

Workforce and Access Challenges

Driving alone is the most common commute mode across all regions, accounting for 75% of all commute trips in Central Ohio and 83% in Northwest Ohio. In fact, over 40% of workers commute across county lines, indicating a high demand for regional workforce travel.

The emergence of remote work could help mitigate future workforce access challenges.

Workforce access is defined as the number of workers accessing an employment site within 40 minutes. It is forecasted to decline in most areas except for the urban cores of the Central and Southwest regions. However, growing congestion in these regions may reduce the number of workers within a 40-minute commute by 2055, jeopardizing economic growth and productivity.

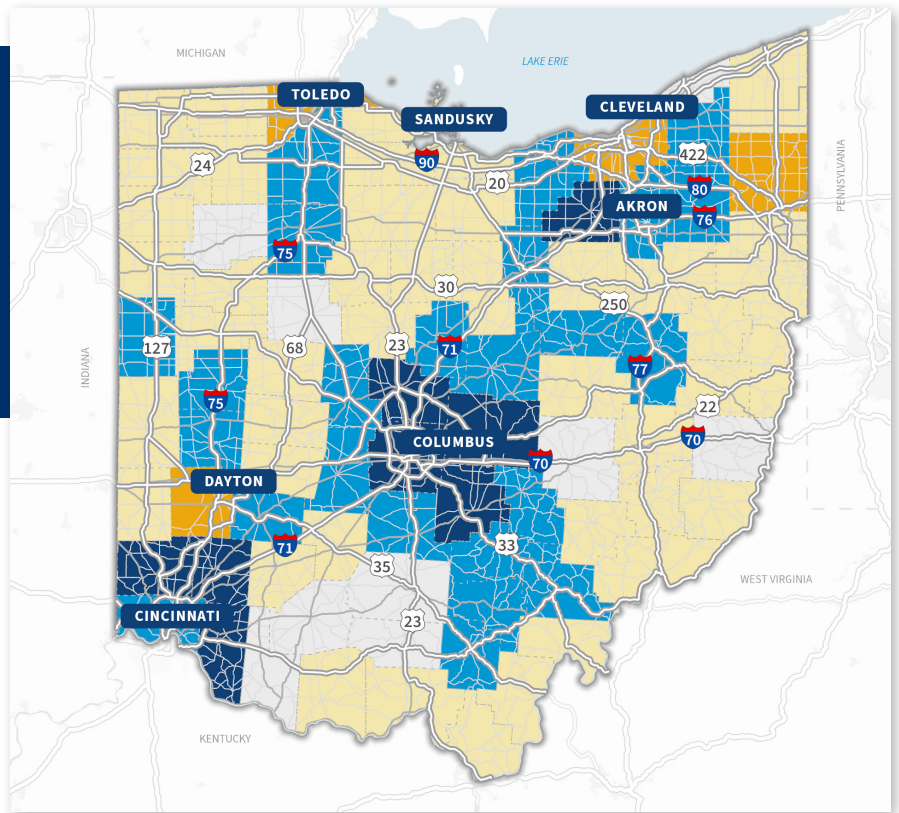
A lack of multimodal options, especially in rural areas, can make commuting difficult for workers who cannot afford to own and maintain a vehicle or who have disabilities and depend on safe, reliable multimodal options. Even when public transit is available, most transit services stop at county and state lines. For example, this limits opportunities for Southeast Ohioans, where 47.5% commute outside the workforce region, including outside of Ohio.



Change in Civilian Workforce by County

2000 to 2020

- Decrease (More than 10,000)
- Decrease (250 to 10,000)
- Minimal Change
- Increase (250 to 10,000)
- Increase (More than 10,000)

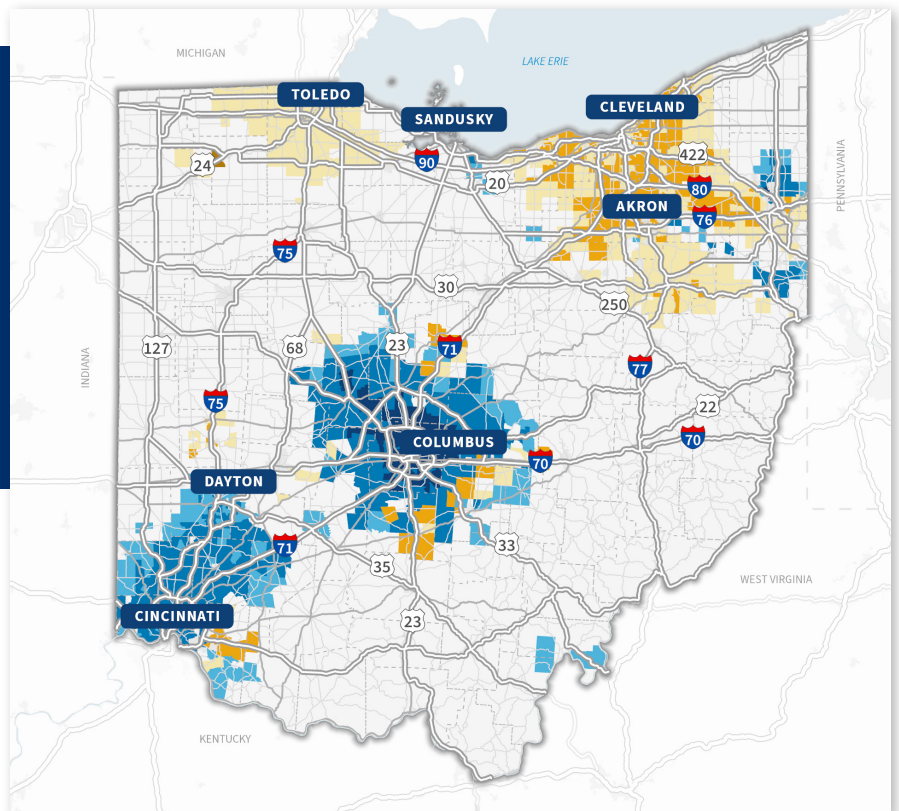


Source: US Census Bureau, Decennial Census, 2000, 2016-2020 ACS 5-Year Estimates

Projected Change in Workforce Access within 40 Minutes

2025 to 2055

- Decrease (More than 50,000)
- Decrease (10,001 to 50,000)
- Decrease (5,000 to 10,000)
- Minimal Change
- Increase (5,000 to 10,000)
- Increase (10,001 to 50,000)
- Increase (More than 50,000)



Source: Ohio Statewide Model, ODOD Population Projections

Development

Ohio's development trends are a key driver of the state's transportation needs and investments. The patterns of how, where, and to what extent land is developed in Ohio impact the types and levels of economic activity. In turn, this affects how, where, and when people travel.

Since 1990, many urban and suburban counties have experienced widespread land use changes. Others have not. Some city centers have become denser, and mixed-use development has reemerged. In surrounding rural areas, improved highway corridors and new exit ramps have attracted large-scale retail, mixed commercial uses, and single-family residential development on what was once agricultural or undeveloped land. Large industrial developments along some corridors have created job opportunities and generated truck traffic.

The state's cities, counties, townships, and villages make land use and development decisions. This is an opportunity to balance growth opportunities with preserving local character. Ohio's regional planning organizations facilitate regional coordination to identify sites, transportation, and land use goals. Economic development organizations also represent regions and identify needs and opportunities to spur economic development. Different boundaries, responsibilities, and goals among these entities create a complex decision-making and implementation environment.



Intel Site Rendering - Johnstown



The Columbus, Cincinnati, and Dayton triangle

is forecasted to have the most widespread development changes.

More localized growth is expected around the state.

Based on the population projections and economic trends discussed earlier in this section, Central and Southwest Ohio are anticipated to experience the most significant development changes through 2055. These regions are becoming more economically connected, with development potential increasing for the in-between counties along major transportation corridors. These counties have access to a large and skilled workforce, highways, and ample developable land.

Localized growth is expected in portions of Northwest, Northeast, Southeast, and West Ohio, generally near transportation corridors and economic hubs. Other parts of these regions, as well as most of East Ohio, are projected to experience population declines under current forecasts. These parts of the state may see fewer land use and development changes.

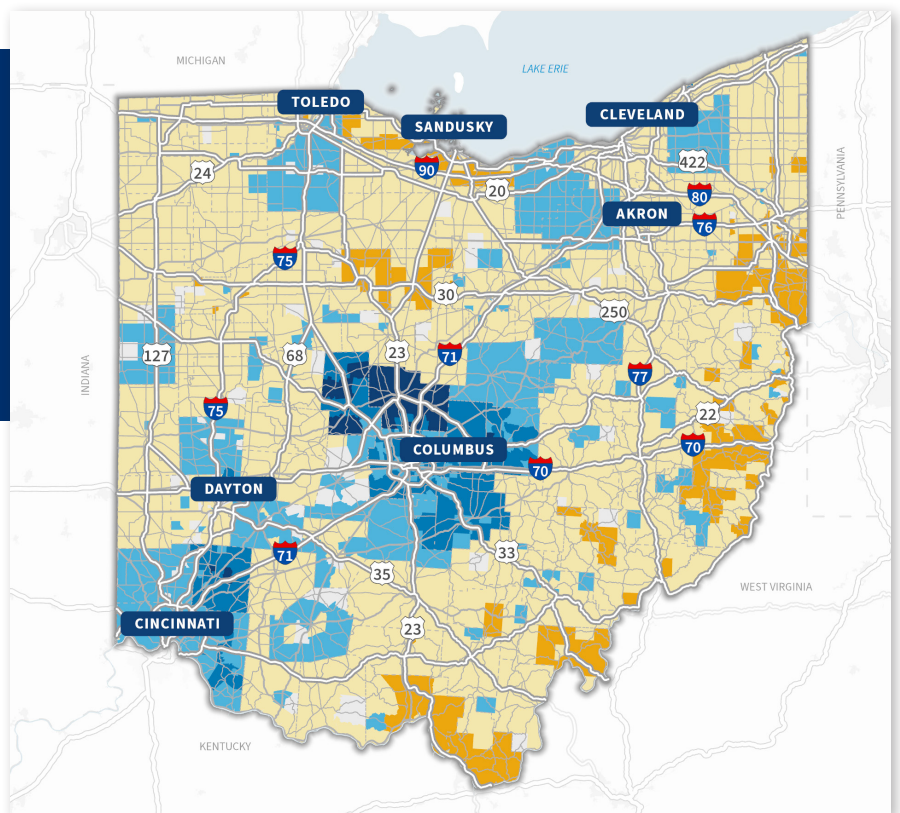
There is potential for development patterns to vary from these forecasts in regions or communities in response to specific economic development opportunities. Statewide and regional economic development organizations have identified potential economic development sites in all regions of the state. Many regions, particularly East, Northeast, and Northwest Ohio, also have underutilized sites and infrastructure that could be converted to new uses. Some regions, such as Southeast Ohio, are exploring opportunities to attract remote workers and grow natural resources, recreation, and tourism industries while maintaining existing rural or small-town character.

Transportation connections are one factor that contributes to future development potential, and development changes can impact the transportation system. For example, expected traffic volumes generated by an economic development site may create safety and congestion concerns for existing transportation facilities and nearby neighborhoods.

Baseline Population Growth Forecast

2025 to 2055

- Decrease (More than 15%)
- Decrease (1% to 15%)
- Minimal Change
- Increase (1% to 15%)
- Increase (16% to 30%)
- Increase (More than 30%)



Source: Ohio Statewide Model, ODOD Population Projections

How Ohio's Transportation System Supports the Economy

Ohio's highway network moves people and goods across the state and beyond.

Ohio's interstate highways and a subset of US and state highways carry the majority of vehicle travel within and between Ohio and neighboring states and markets. Referred to as the Study Network for the purposes of this report, this system includes highways of national and statewide significance that connect markets inside and outside of Ohio, rural areas to nearby economic centers, and key intermodal terminals, airports, marine ports, and rail to the supply chain.

ODOT Manages



42,000+
highway lane miles



17%
of the state's total



14,000+
bridges



32%
of the state's total

ODOT's Roadways Carry

51%



of all vehicle traffic



73%



of all freight traffic

Successful maintenance and operation of the highway system depend on extensive partnerships between ODOT and federal, state, regional, and local agencies.

Traffic Findings

While travel volume on Ohio's entire highway network is expected to remain relatively stable, travel on the Study Network is forecasted to grow up to 18% through 2055. Truck traffic accounts for most of this growth, rising from 32 million to over 48 million daily VMT, a 50% increase, through 2055. This means the Study Network's share of total statewide VMT will grow from 44% to 48% through 2055 and demonstrates the magnitude of its importance to Ohio's economy today and into the future.

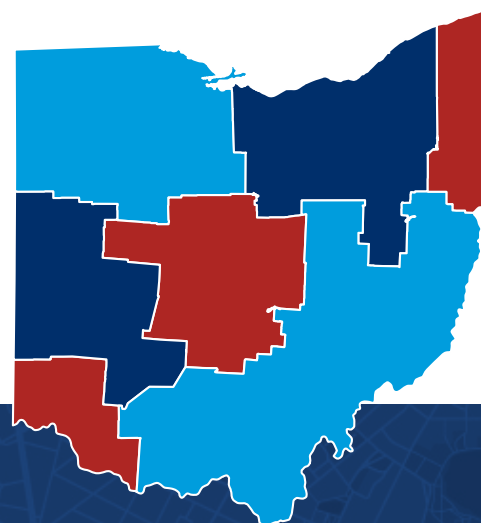
The Study Network plays a dual role supporting the livelihoods of residents and businesses and facilitating trade between markets. **Regional networks** support safe and reliable access within regions to job centers for workers and access for logistics and distribution networks. **Interregional connections** support high-speed and reliable travel within and between the seven JobsOhio regions, markets, and neighboring states.

Regional Networks

Economic shifts and development pressures across Ohio are reshaping travel demand. Resulting congestion challenges can impede safe workforce access, freight movement, and economic growth. Congestion risks on the Study Network were evaluated using key measures, including:

- Morning and evening peak period congestion
- Additional congestion resulting from building priority development sites
- Workforce access loss within a 40-minute commute due to congestion
- Truck bottlenecks

Congestion risks for each region were analyzed through 2055 based on existing and future population forecasts, travel patterns, and development opportunities.



Congestion Risk Hotspot Findings

There are 72 congestion risk hotspots on the Study Network that may constrain economic growth opportunities across Ohio's seven regions. **ODOT project development and construction activities are addressing congestion risks on 51 of these 72 hotspots.**

Hotspot Risk by Region

Fifty-eight of the 72 congestion risk hotspots are located in Northeast, Central, and Southwest Ohio. Most of these exist in 2025 and are challenges to address immediately. Central and Southwest Ohio show the highest intensity risks, with hotspots that include three or more of the individual congestion risks. In contrast, most Northeast Ohio hotspots are lower intensity, involving only one risk.

Lower-intensity Regions

Northwest, Southeast, and West Ohio each have six or fewer hotspots, primarily lower-intensity, with single risks evenly distributed between timing periods. No hotspots were identified in East Ohio.

Distribution Across the Study Network

More than half, 37, of the 72 hotspots are located on interstates and nearly all are in metropolitan areas except I-70 in Zanesville. The remaining hotspots include 22 on US highways and 13 on state routes.

System Efficiency

Despite the challenges posed by the hotspots, they represent only 12% of the mileage of the expansive 4,200-mile Study Network and 3% of the ODOT and Turnpike Commission system. **Most of the Study Network functions efficiently and is expected to maintain this performance through 2055, even under various population growth scenarios.**



Congestion Risk Hotspots

The Study Report, Appendix J, provides additional descriptions of each hotspot and the status of projects managing congestion at each location.

Region	Total Hotspot Count	Timing		Intensity		
		2025	2035+	1 Risk	2 Risk	3+ Risk
Northwest	6	4	2	2	4	0
Northeast	16	8	8	9	6	1
East	0	0	0	0	0	0
Southeast	3	2	1	1	1	1
Central	27	20	7	7	8	12
West	5	3	2	1	2	2
Southwest	15	11	4	3	3	9
Statewide	72	48	24	23	24	25

Timing – when the congestion risk appears at the hotspot / Intensity – how many congestion risks the hotspot will experience in 2055, out of four total

Congestion Risk Hotspots

— Congestion Risk Hotspots



Source: Strategic Transportation and Development Analysis Team



Northwest Ohio

Findings

Northwest Ohio is the gateway for Ohio's Midwestern trading partners. Many major Midwestern economic centers, such as Chicago, Detroit, and Minneapolis-St. Paul, connect with national and international markets through Northwest Ohio.



Toledo

Population and Development Change

Northwest Ohio's population decreased by over 30,000 residents from 2010 to 2023. Forecasts show continued declines ranging from 10% to 19% through 2055, particularly within Lucas County and rural areas, while Wood County is expected to grow. The Toledo metropolitan region saw total jobs grow 2% from 2017 to 2022. During this period, Wood County showed the fifth highest increase in jobs of all Ohio counties, while Lucas County continued to lose jobs.

Traffic Volumes

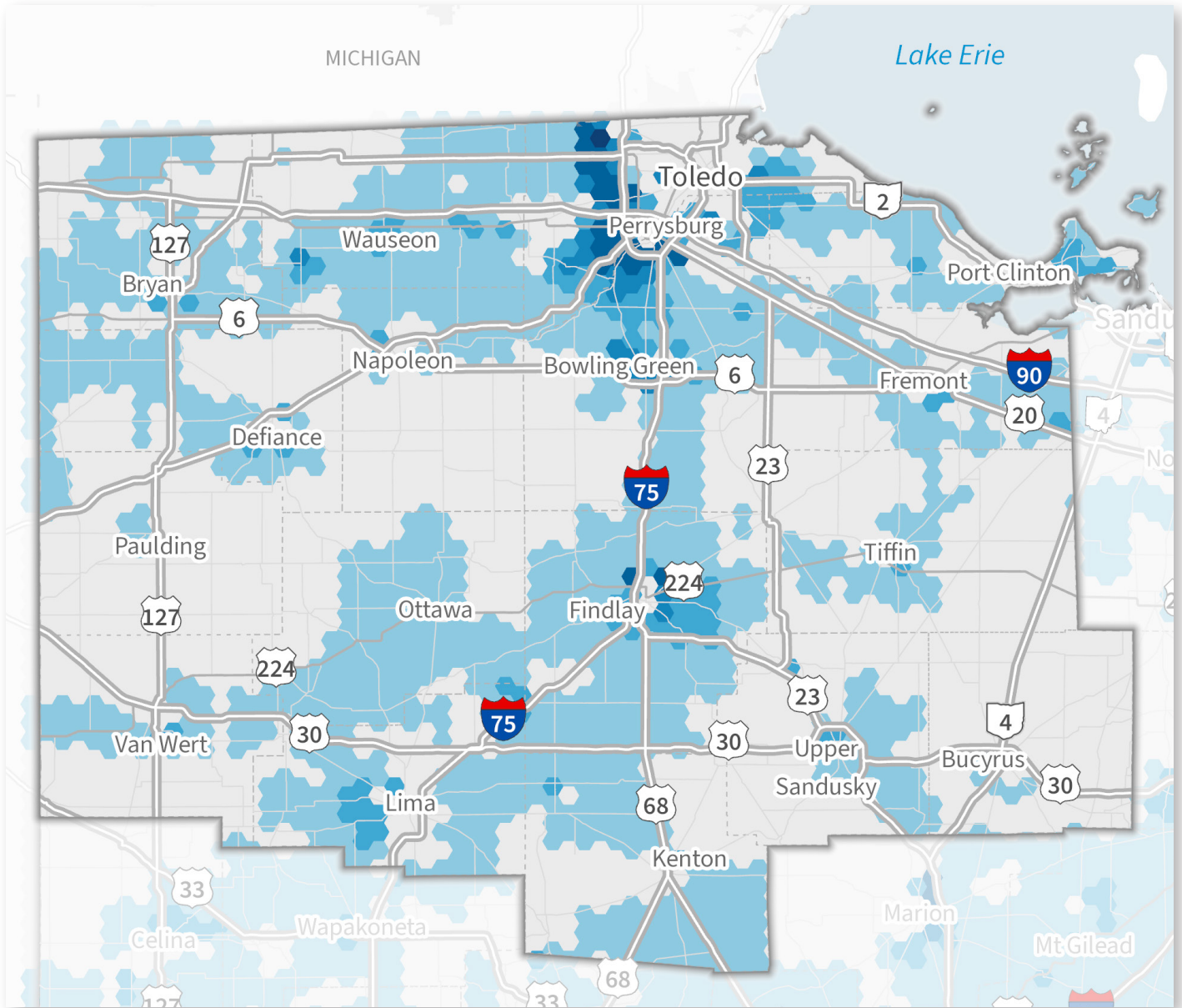
The highest traffic volume in the region is on I-475 between I-75 and SR51, with 100,000 vehicles daily. To the west and south of Toledo, I-475 daily volumes range from 90,000 on the north end to 75,000 between the Ohio Turnpike and I-75. The I-75 corridor south of Toledo and I-90 east of Toledo also have daily volumes above 50,000.

Existing and Future Congestion

Northwest Ohio's existing congestion is concentrated during peak periods on I-475 between US20 and the Ohio Turnpike, at interchanges like US20/US23 with I-75 and US20 with I-475, and in smaller urban centers such as Bucyrus (SR4) and Van Wert (US127). Future congestion risks are projected to intensify, with six hotspots identified, including areas along I-475 and I-75 south of Toledo. Additional isolated hotspots are anticipated near Van Wert, Defiance, Napoleon, and Bucyrus, with two of these risks currently of moderate intensity.

Northwest Ohio Population Change

1990 to 2020

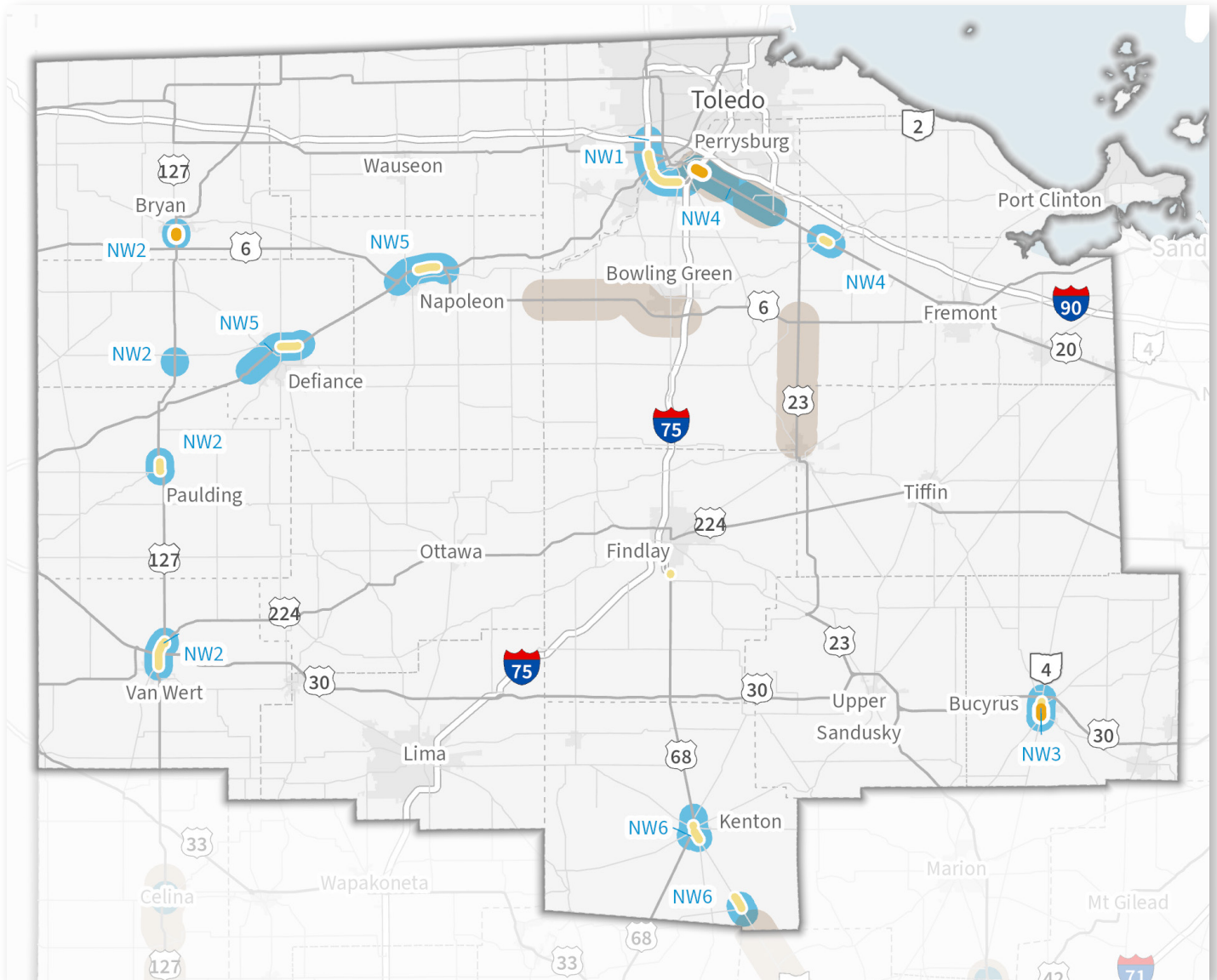


Source: US Decennial Census, 1990, 2020



Northwest Ohio Congestion Risk Hotspots

2025 to 2055



Source: Strategic Transportation and Development Analysis Team

- 0 Risk Type
- 1 Risk Type
- 2 Risk Types
- 3+ Risk Types
- Partial or No Access Control Corridors in Growth Areas
- Congestion Risk Hotspots

Northwest Ohio Congestion Risk Locations

2055 Hotspots

Hotspot ID	Location	Timing	Intensity
NW1	I-475 (I-75 to I-80/I-90)	2035+	2 Risks
NW2	US127 (within city and village centers of Van Wert, Paulding, Bryan)	2025	2 Risks
NW3	SR4 (Bucyrus)	2025	2 Risks
NW4	US20 (Woodville and within Wood County to I-75 interchange)	2025	2 Risks
NW5	US24 (within or adjacent to Napoleon and Defiance)	2035+	1 Risk
NW6	US68/SR31 (within city and village centers of Kenton and Mt. Victory)	2025	1 Risk



Northeast Ohio Findings

Northeast Ohio is the state's largest region by total population, with over 3.6 million residents. This region is located at a confluence of interstates that directly connect to every metropolitan area in the state and to the Northeast, Mid-Atlantic, and Southeast markets.



Cleveland

Population and Development Change

The region's population reached a high of 3.74 million in 2000, and since then has declined by over 93,000 residents. Population is forecasted to continue to decline, especially in the urban cores. Growth is anticipated to continue and accelerate in Geauga, Lorain, Medina, and northern Summit counties. Northeast Ohio lost 91,000 jobs, or 6% of its employment, from 2002 to 2022. Most of these losses were in Cuyahoga County.

Traffic Volumes

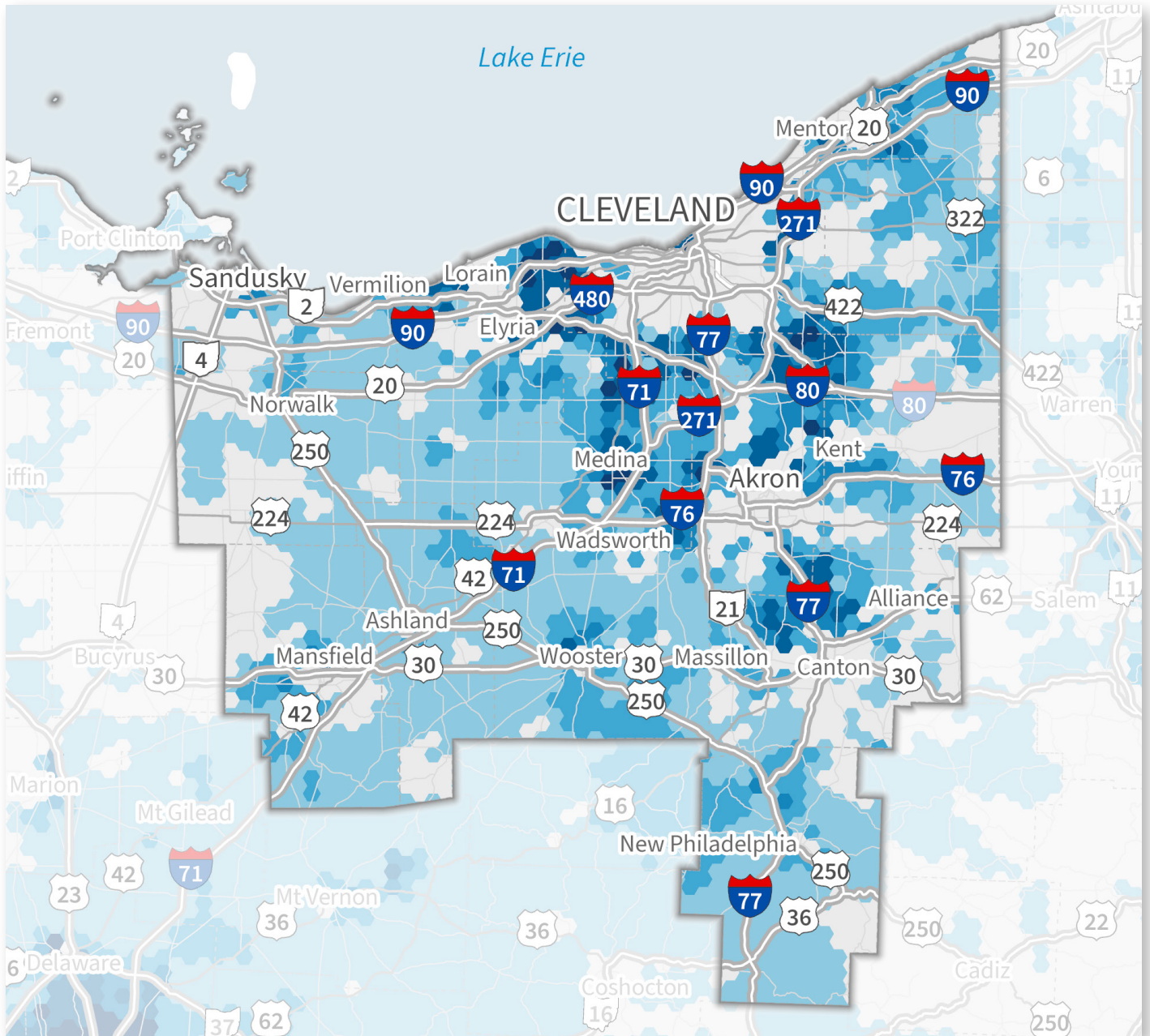
Most of I-90, I-271, I-480, and I-71 within Cuyahoga County have daily traffic volumes of 100,000 or more. I-77 and I-76 in Akron also carry daily traffic volumes of 100,000 or more. I-90 and I-71 in Lorain County and I-77 between Akron and Canton experience daily traffic volumes above 75,000.

Existing and Future Congestion

The interstate system throughout the region operates efficiently, with existing congestion limited to segments of I-480 from I-271 to I-71; I-90 in downtown Cleveland; and I-77, I-76, and I-271 in Akron. Congestion will intensify through 2055 across 16 congestion risk hotspots, with eight of those existing today and six of moderate intensity. Four of these hotspots are in the Cleveland core along I-480, I-490, and I-90, and another five are along I-77, I-76, and I-277 through Akron.

Northeast Ohio Population Change

1990 to 2020

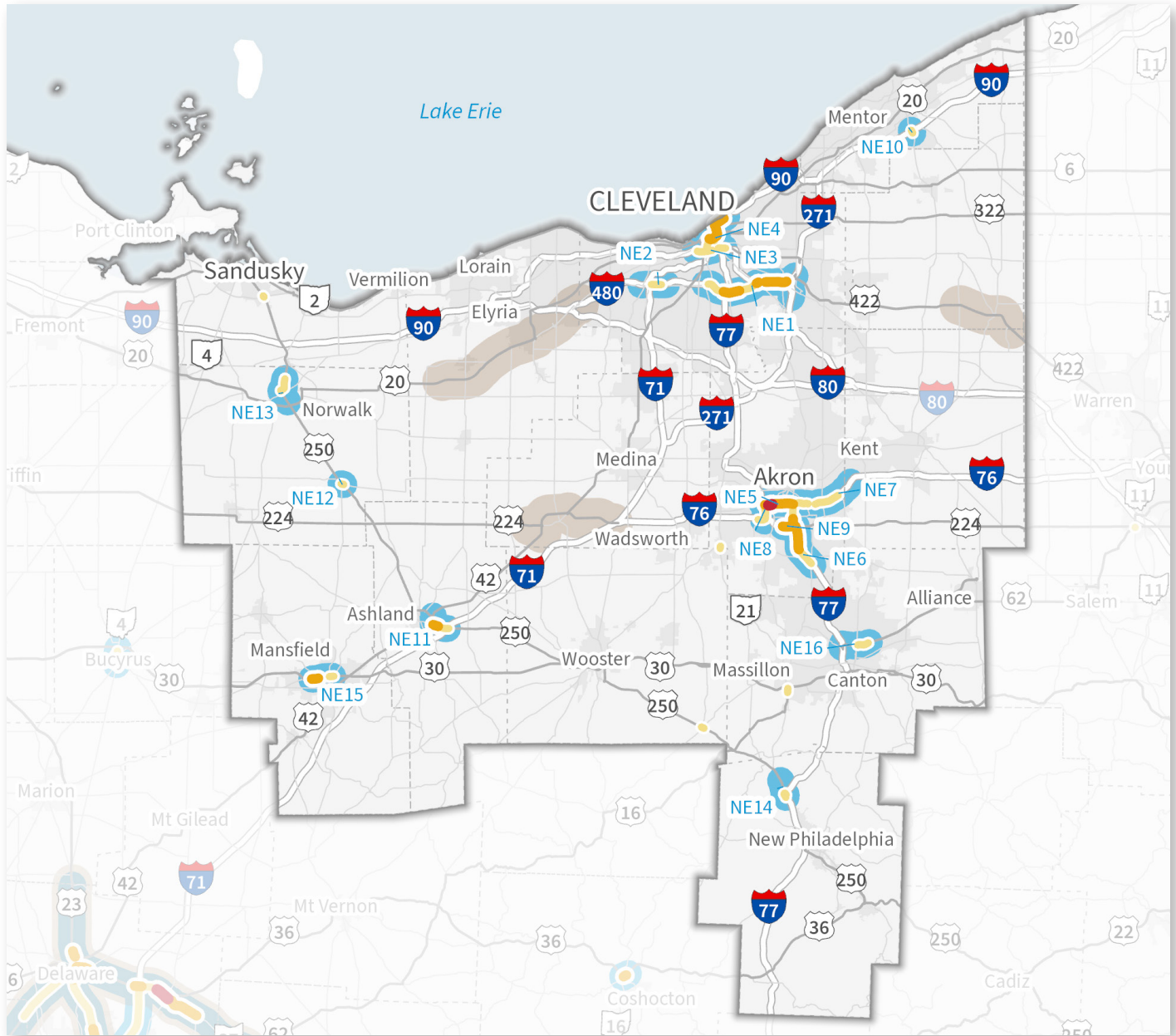


Source: US Decennial Census, 1990, 2020



Northeast Ohio Congestion Risk Hotspots

2025 to 2055



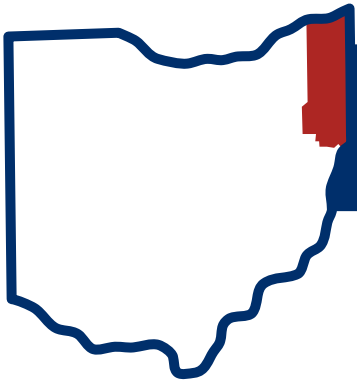
Source: Strategic Transportation and Development Analysis Team

- 0 Risk Type
- 1 Risk Type
- 2 Risk Types
- 3+ Risk Types
- Partial or No Access Control Corridors in Growth Areas
- Congestion Risk Hotspots

Northeast Ohio Congestion Risk Locations

2055 Hotspots

Hotspot ID	Location	Timing	Intensity
NE1	I-480 (I-271 to SR176)	2025	2 risks
NE2	I-480 (W. 130th Street to SR237)	2035+	1 risk
NE3	I-90/I-490 Cleveland Innerbelt (I-77 to I-71 to W. 44th Street)	2035+	1 risk
NE4	I-90 (SR283 to I-490)	2025	2 risks
NE5	I-76/I-77 Akron Beltway (I-77N/I-76W to I-77S)	2025	3+ risks
NE6	I-77 Akron Beltway (I-76 to SR241)	2025	2 risks
NE7	I-76 (I-77S to SR532)	2025	1 risk
NE8	I-76 Akron Beltway (SR619 to I-77N)	2025	1 risk
NE9	I-277 Akron Beltway (S. Main Street to I-77)	2025	2 risks
NE10	SR44 (I-90 interchange area near Painesville)	2035+	1 risk
NE11	US250 (Ashland area, I-71 to US42)	2035+	2 risks
NE12	US250 (Fitchville Township, SR162 to SR13)	2035+	1 risk
NE13	US250 (Norwalk, US20 to Republic Street)	2035+	1 risk
NE14	US250 (Strasburg village center and I-77 interchange)	2035+	1 risk
NE15	US30 (Mansfield, Trimble Road to SR13)	2025	2 risks
NE16	US62 (Canton, I-77 to Columbus Road)	2035+	1 risk



East Ohio Findings

East Ohio is the gateway to Northeast and Mid-Atlantic markets. This region supports a variety of economic assets including two ports, several universities, major health care facilities, intermodal freight hubs, and historic manufacturing centers.



Ashtabula Lighthouse

Population and Development Change

From 1990 to 2020, the population declined by more than 77,000 residents, or 10.1%, the highest total and percent decrease of all seven regions. The Youngstown metropolitan area was hit hard with job losses between 2017 and 2022, losing almost 12,000 wage-and-salary jobs, a 5% decrease. There are recent promising economic growth signs in energy and manufacturing employment such as the Ultium Cells plant in Lordstown.

Traffic Volumes

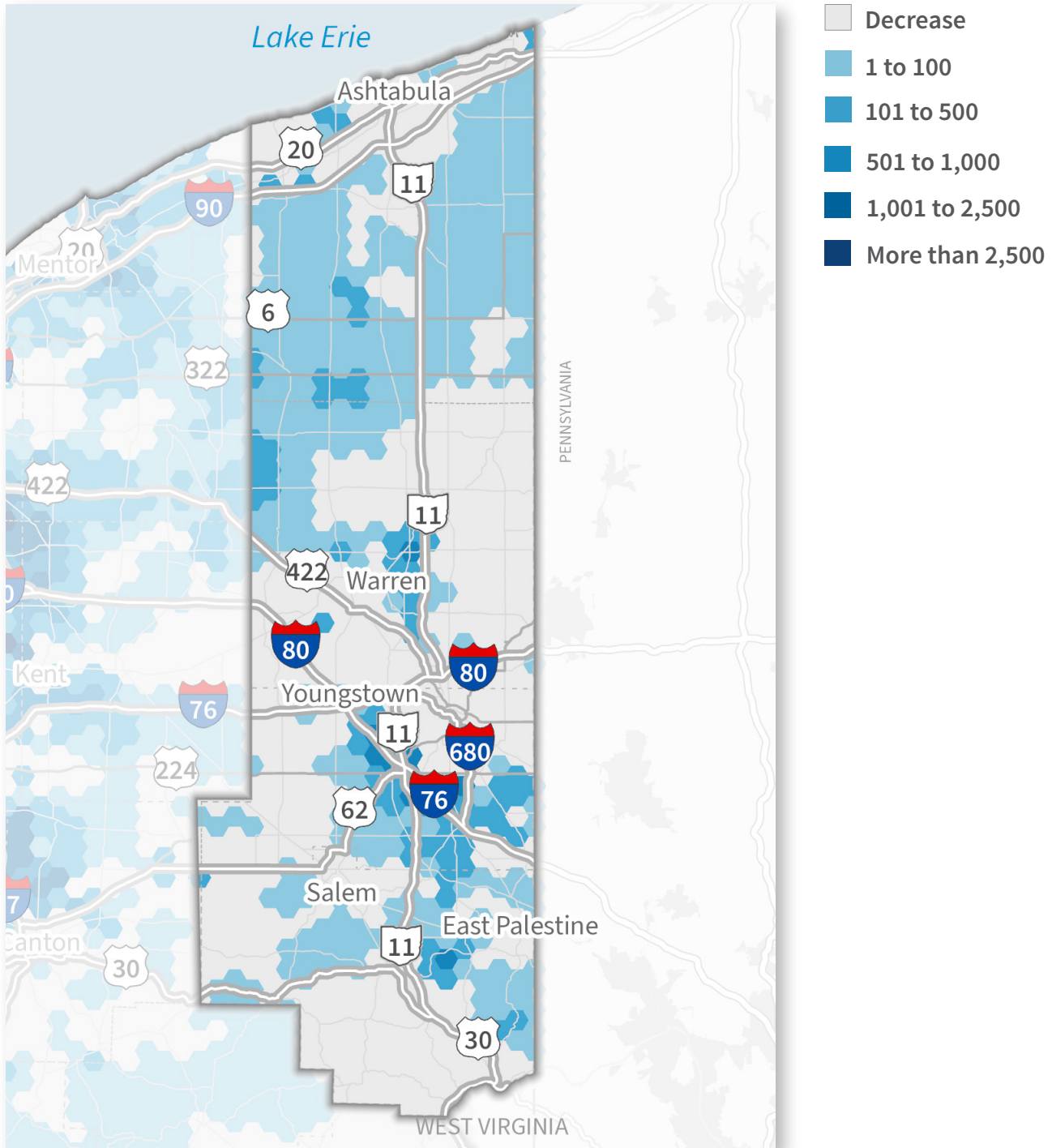
I-80 between the Ohio Turnpike and I-680 interchange has the highest daily volume in the region, between 52,000 and 57,000 vehicles per day. I-680 in downtown Youngstown also surpasses 50,000 vehicles per day. SR11 between Youngstown and Warren and SR5 around Warren are the only non-interstate facilities in East Ohio with over 25,000 trucks a day.

Existing and Future Congestion

East Ohio is one of the least congested regions in the state, with current peak period congestion limited to segments of US20 and I-90 in Ashtabula County, US422 northwest of Warren, the Ohio Turnpike (I-76) from I-680 to the Pennsylvania state line, and along limited segments of US62 between Salem and Youngstown. Population declines ranging from 15.4% to 23.4% are forecasted through 2055. This could contribute to stagnant or declining traffic volumes. Unlike other regions, there are no segments of the Study Network in East Ohio expected to experience congestion or other congestion risks by 2055.

East Ohio Population Change

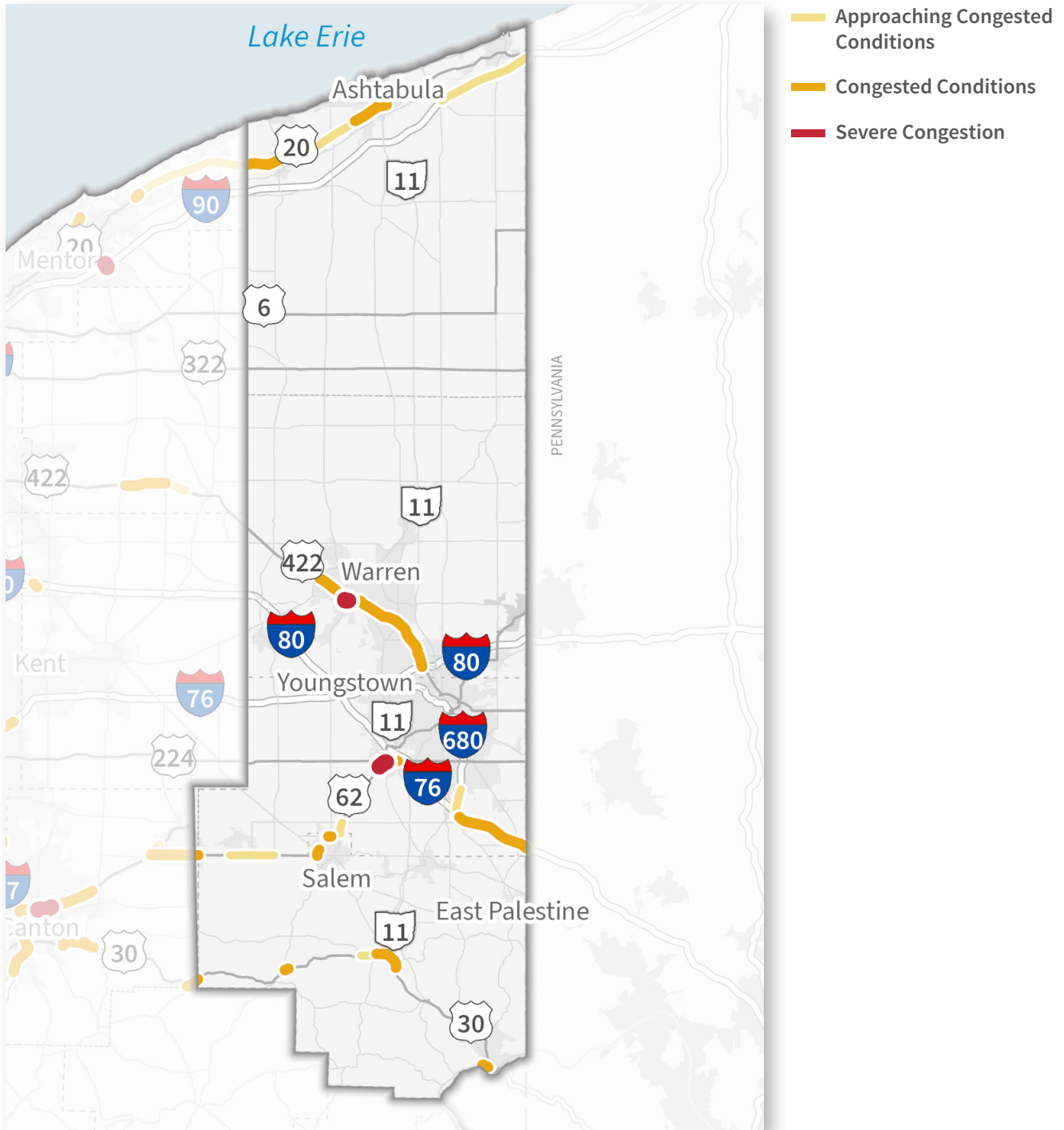
1990 to 2020



Source: US Decennial Census, 1990, 2020

East Ohio Existing Peak Period Congestion

2025 to 2055

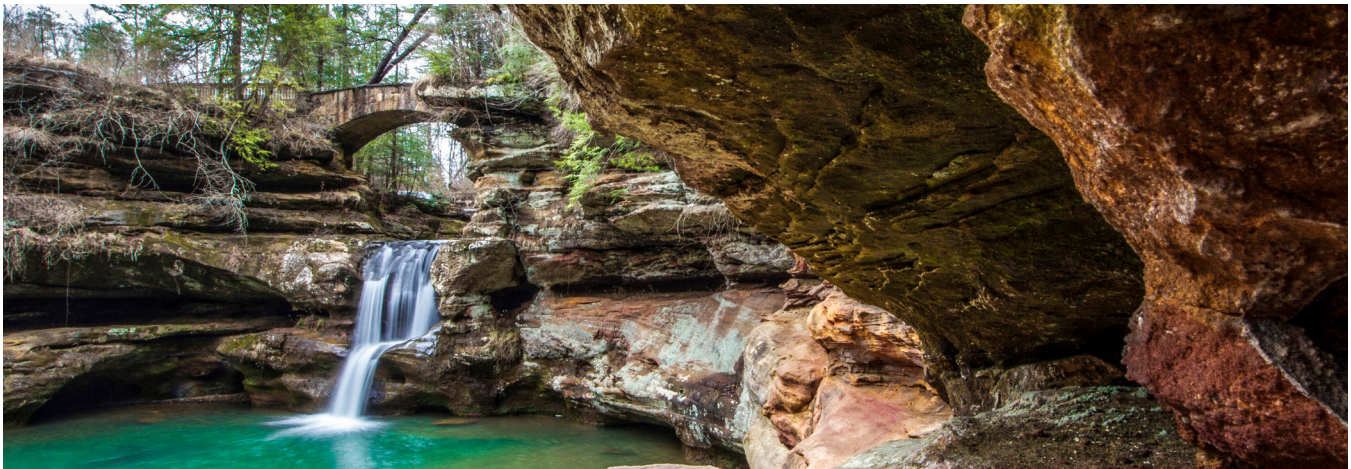


Source: Strategic Transportation and Development Analysis Team



Southeast Ohio Findings

Southeast Ohio is known for its natural resources, recreational assets, access to the Ohio River, and abundance of industrial sites focused on natural resource extraction and manufacturing. This region makes up almost one-third of Ohio's land mass and has a population over 1 million. It is the only Ohio region that is mostly rural – 66% of residents live in rural areas.



Hocking Hills

Population and Development Change

The region has grown by 1.4%, adding approximately 4,100 additional residents since 1990. Growth has primarily occurred in areas around Hillsboro, Chillicothe, and Zanesville given closer proximity to Southwest and Central Ohio. There is also growth around Logan in Hocking County associated with its strong tourism and recreation economy, and in northeast Holmes County, home to large Amish communities. Southeast Ohio has the highest share of goods-producing jobs in natural resources and mining at 7% and is tied for the highest in share of service jobs in leisure and hospitality at 17%. Both of these industries continue to grow.

Traffic Volumes

I-70 in Zanesville and to the west toward Licking County carries 36,000 vehicles daily. On I-70, just west of the split with I-470 near St. Clairsville, daily traffic totals

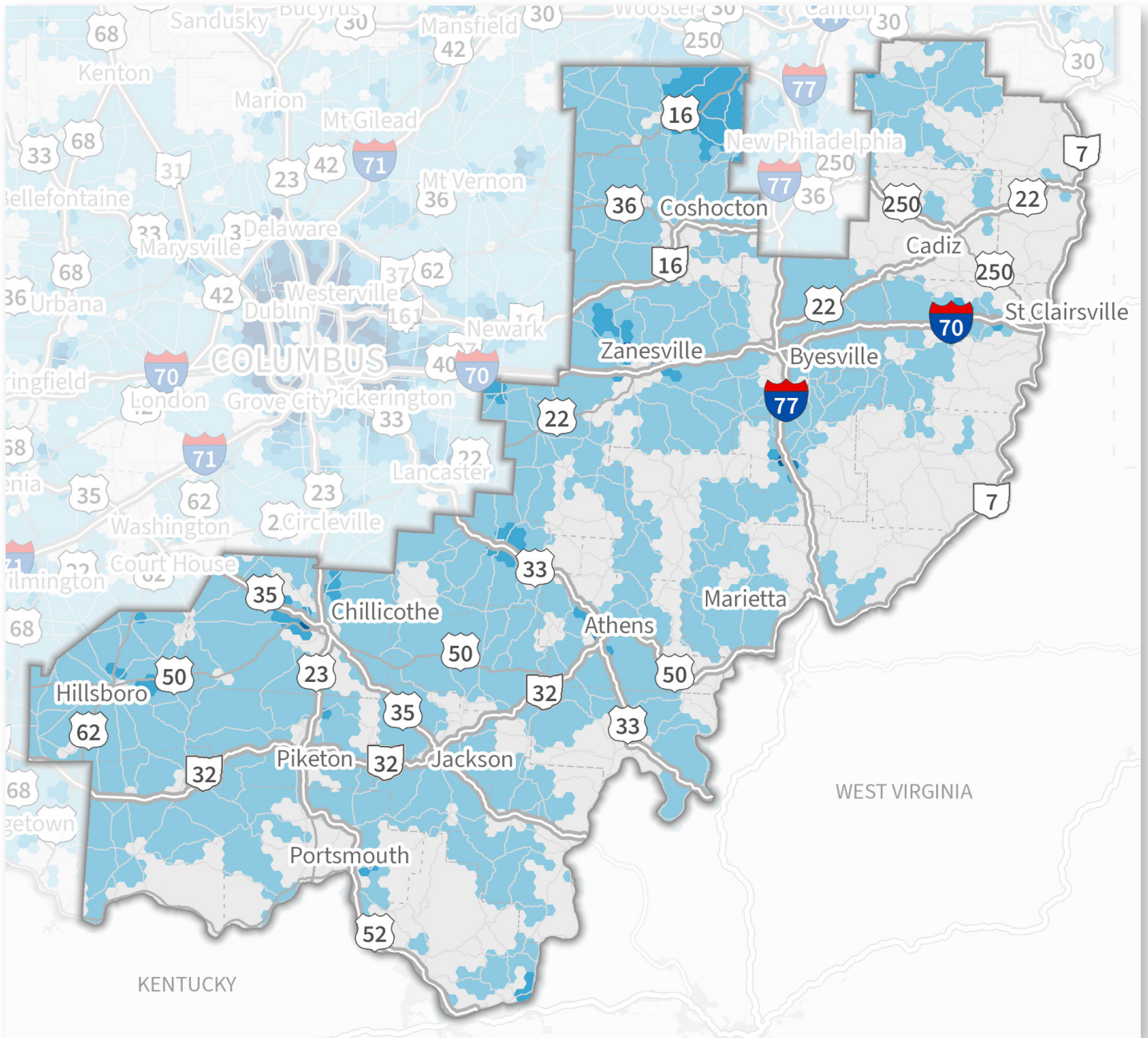
around 48,000 vehicles, the highest traffic volume segment within the region. The region also depends on I-77 as the primary north-south connection from Northeast Ohio and to West Virginia. This route connects five universities and multiple medical centers, with the highest daily volume just north of I-70 near Cambridge, with nearly 25,000 vehicles.

Existing and Future Congestion

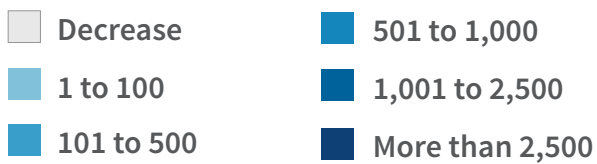
Congestion impacts can be far reaching in Southeast Ohio, particularly during severe weather events or delays from crashes, due to a less connected and lower capacity network. Existing congestion risks occur on I-70 in Zanesville, SR7 in Marietta, US23 in Waverly, and US52 along the Ohio River near Huntington. Future congestion risk hotspots are limited to specific interchanges and short Study Network segments in Zanesville, Coshocton, and Waverly.

Southeast Population Change

1990 to 2020

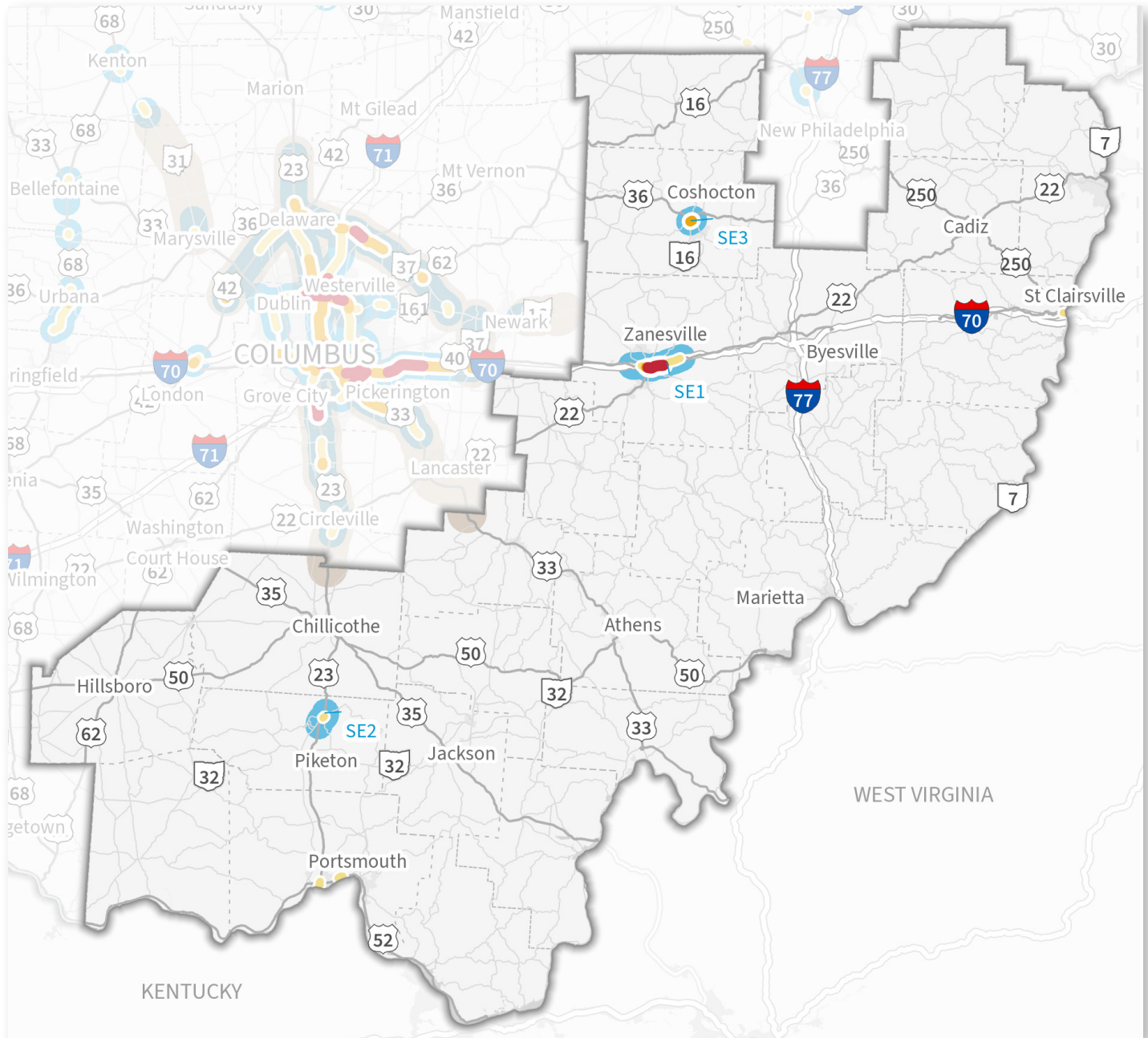


Source: US Decennial Census, 1990, 2020



Southeast Congestion Risk Hotspots

2025 to 2055



Source: Strategic Transportation and Development Analysis Team

- 0 Risk Type
- 1 Risk Type
- 2 Risk Types
- 3+ Risk Types
- Partial or No Access Control Corridors in Growth Areas
- Congestion Risk Hotspots

Southeast Ohio Congestion Risk Locations

2055 Hotspots

Hotspot ID	Location	Timing	Intensity
SE1	I-70 (Zanesville, Sonora Road to US40)	2025	3+ risks
SE2	US23 (within Waverly village center)	2025	1 risk
SE3	US36 (Coshocton area, intersection with SR16)	2035+	1 risk



Central Ohio Findings

Central Ohio is the second fastest growing region in the Midwest. It features a dynamic and growing economy centered around the state capital, emerging tech industries, health care, and research conducted at The Ohio State University and other institutions.



Columbus

Population and Development Change

This region includes Ohio's most populous county, Franklin County, with 1.3 million people in 2023, and Ohio's fastest growing county, Delaware County, which added over 17,000 people in 2020. Population is forecasted to continue to grow. Development will expand in all directions, particularly in Delaware, Licking, Fairfield, and Pickaway counties. The region is anticipated to add 300,000 new residents by 2055 in the ODDO baseline forecast.

Traffic Volumes

The I-70/I-71 split and I-670 serve the major employment centers in downtown Columbus and carry over 100,000 vehicles a day. I-670 connects to I-270, I-70, John Glenn Columbus International Airport, The Ohio State University, Greater Columbus Convention Center, and northern neighborhoods of Columbus. I-270 connects I-70, I-71, and I-670 with other parts of the Study Network and fast-growing suburbs and

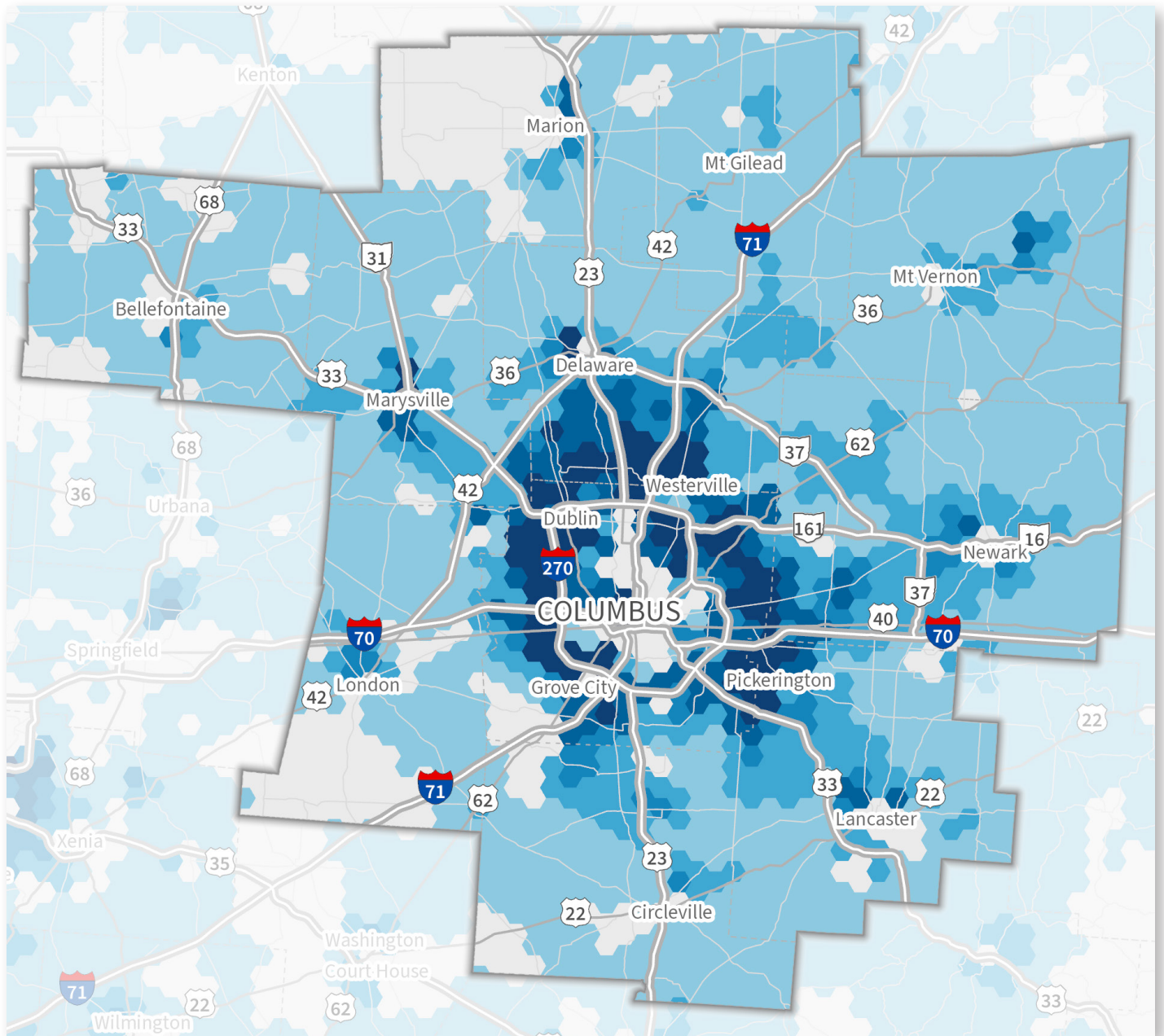
emerging activity centers. Several segments of I-270 carry over 125,000 vehicles per day, with the segment on the north end between SR315, US23, and I-71 carrying over 160,000 vehicles per day. US23, US33 and SR161 provide critical connections to communities outside of Columbus. Average daily traffic volumes on these facilities are highest adjacent to I-270 and range from a high of 80,000 on US33 in southeast Columbus to a low of 39,000 on US23 just south of I-270.

Existing and Future Congestion

Today, Central Ohio faces the most extensive peak-period congestion in the state. Severe congestion is concentrated on I-270, particularly from northwest to southeast, and at interchanges with I-70, I-71, and US33. Inside I-270, major bottlenecks occur on I-71, I-70, and I-670. Other high-risk areas include US23 north and south of I-270, US33 northwest of I-270, and SR161 east of I-270. Future congestion is expected to worsen along US36 and SR37 in Delaware and Licking counties due to development, with lower congestion risks on US42 and US68.

Central Population Change

1990 to 2020

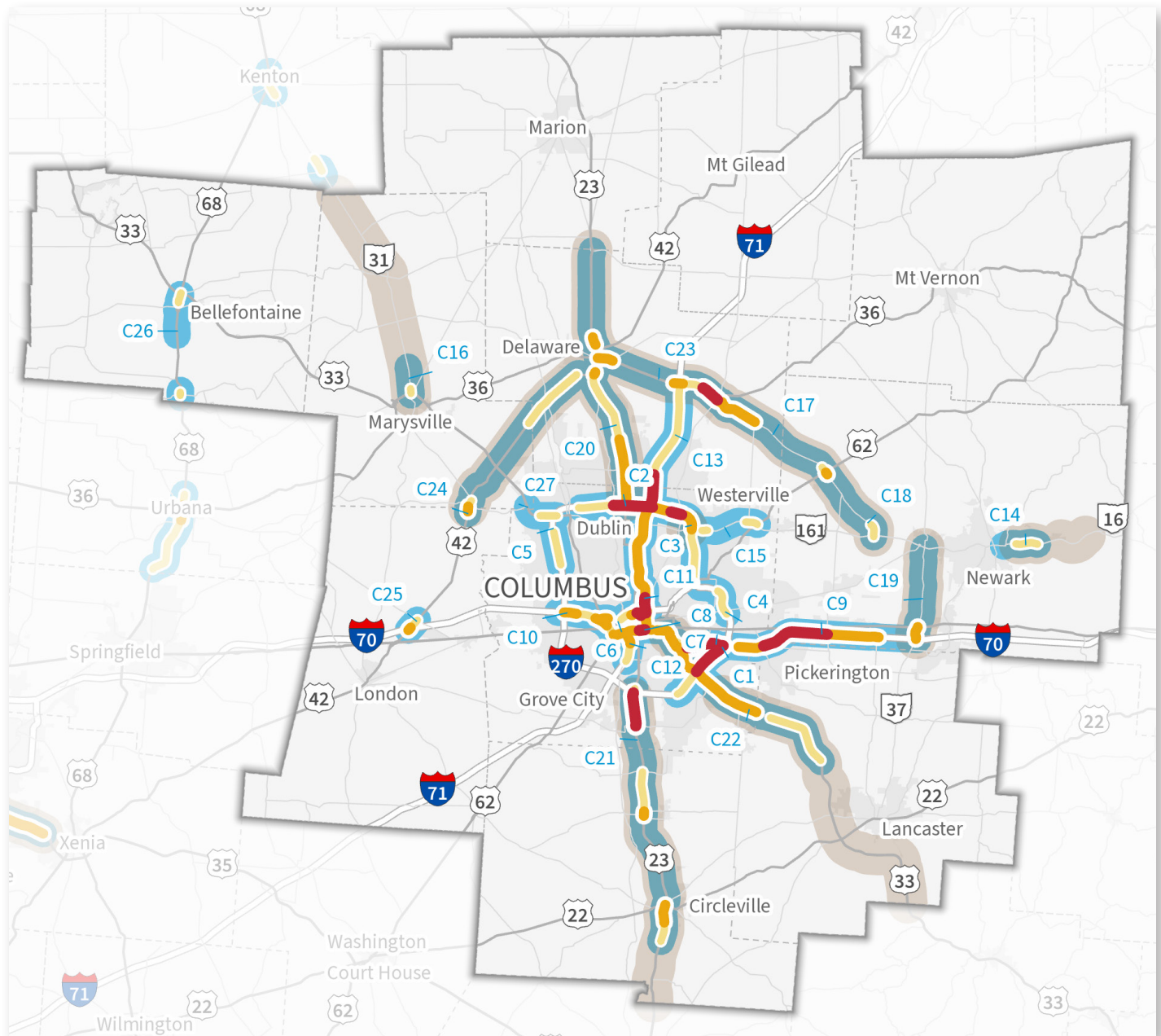


Source: US Decennial Census, 1990, 2020



Central Congestion Risk Hotspots

2025 to 2055



Source: Strategic Transportation and Development Analysis Team

- 0 Risk Type
- 1 Risk Type
- 2 Risk Types
- 3+ Risk Types
- Partial or No Access Control Corridors in Growth Areas
- Congestion Risk Hotspots

Central Ohio Congestion Risk Locations

2055 Hotspots

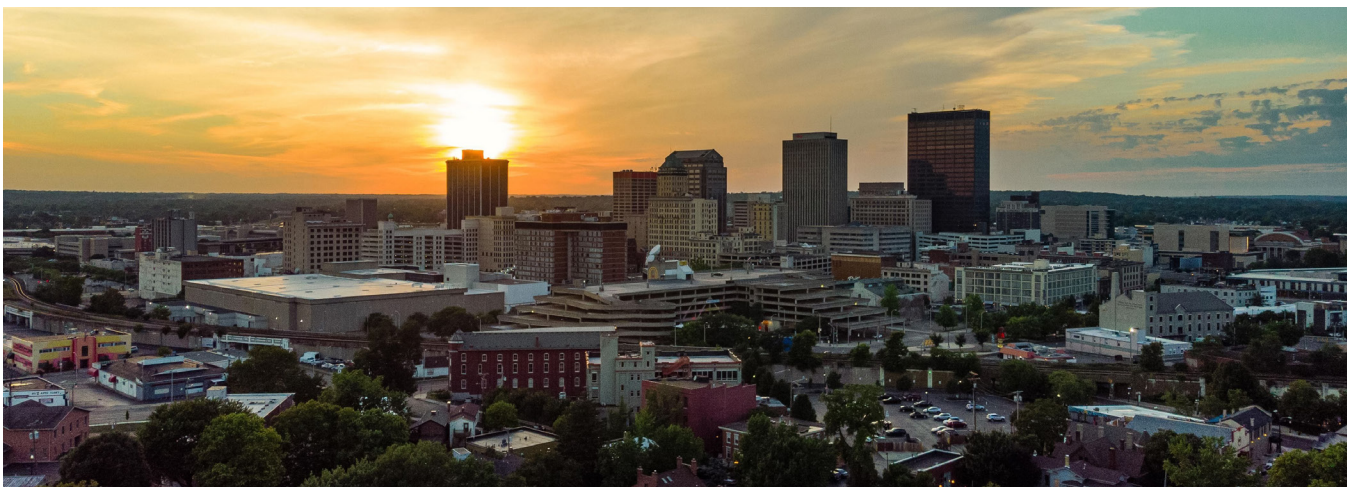
Hotspot ID	Location	Timing	Intensity
C1	I-270 East (I-70 to Alum Creek Drive)	2025	3+ risks
C2	I-270 North (Sawmill to I-71)	2025	3+ risks
C3	I-270 East (SR317 to SR16)	2025	1 risk
C4	I-270 Northeast (I-71 to I-670)	2025	3+ risks
C5	I-270 Northwest (Cemetery Road to US33)	2035+	2 risks
C6	I-670 (I-71N to SR315 to I-70W)	2025	3+ risks
C7	1-70/1-71/I-670 (in Central Columbus)	2025	3+ risks
C8	I-70 East (I-71N to I-270E)	2025	3+ risks
C9	I-70 East (I-270E to SR37)	2025	3+ risks
C10	I-70 West (I-270W to I-71S)	2025	2 risks
C11	I-71 (I-270 to I-670)	2025	3+ risks
C12	I-71 (I-70 to SR104)	2025	2 risks
C13	I-71 (US36 to I-270)	2025	3+ risks
C14	SR16 (east of Newark, Marne Road to Cedar Street)	2035+	1 risk
C15	SR161 (I-270 to US62)	2035+	1 risk
C16	SR31 (Marysville, US33 to SR128)	2035+	1 risk

Hotspot ID	Location	Timing	Intensity
C17	SR37 (US36 to US62)	2025	1 risk
C18	SR37 (US62 to SR161)	2025	1 risk
C19	SR37 (SR161 to I-70E)	2025	1 risk
C20	US23 North (Waldo, SR229 to I-270)	2025	3+ risks
C21	US23 South (I-270 to Circleville/Dupont Road)	2025	2 risks
C22	US33 South (I-70 to I-270 to US33 Business)	2025	2 risks
C23	US36 (Delaware, US23 to I-71 to Sunbury, SR3/SR37)	2025	2 risks
C24	US42 (US23 to US33, and in Plain City)	2035+	2 risks
C25	US42 (SR29 to I-70)	2035+	2 risks
C26	US68 (in Bellefontaine and in West Liberty)	2035+	1 risk
C27	US33 North (SR160/SR4 to I-270)	2025	1 risk



West Ohio Findings

West Ohio is known for its pioneering and lasting role in aviation, business machines, automotive parts, and national defense. This region's location at the crossroads of national east-west and north-south trucking corridors, I-70 and I-75, positions it well for future growth to support supply chain and logistics industries.



Dayton

Population and Development Change

Since 1990, the region's population has remained generally stable, with an increase of 13,953 residents, or 1.3%. However, where those residents live has changed. Increasingly, West Ohio's population is becoming more urban and concentrated within the Dayton metropolitan area. Economic drivers such as Wright-Patterson Air Force Base continue to spur growth along with new mega site developments, including the Honda-LG Energy battery plant along I-71 in Fayette County.

Traffic Volumes

I-75 through Dayton carries between 60,000 to over 100,000 vehicles per day while volumes on I-70 range from about 72,000 to 76,000 vehicles per day. Though US33 travels through only a relatively small portion of West Ohio in Mercer and Auglaize counties, it forms

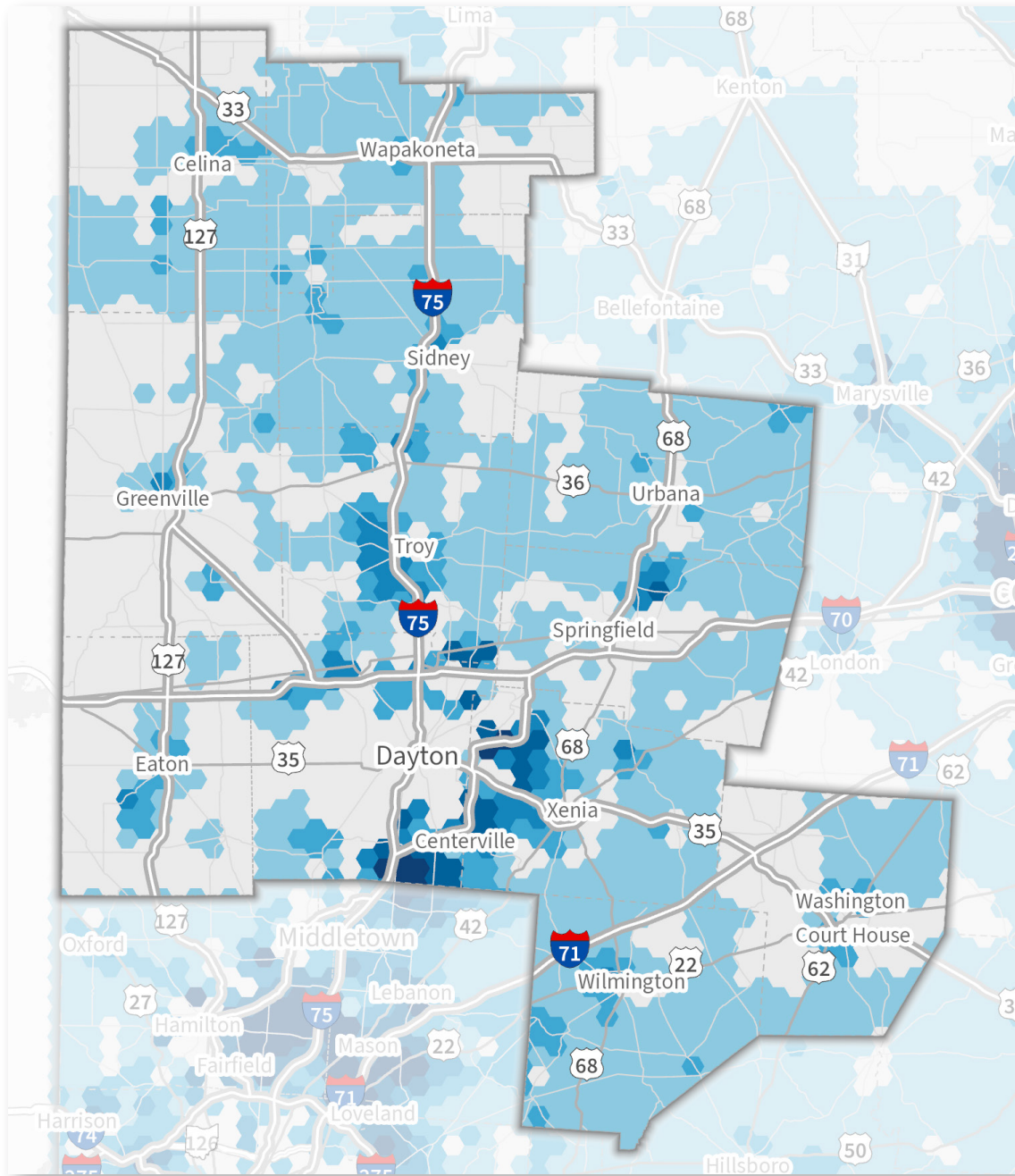
a critical east-west alternative to I-70 to connect with the Columbus metropolitan region. Near its intersection with US127, US33 is estimated to carry about 7,500 vehicles per day. SR49 between Dayton and Greenville also carries nearly 9,400 vehicles per day.

Existing and Future Congestion

While congestion is not as widespread as other regions in the state, it could hinder economic growth and development. Corridors in West Ohio that experience moderate to severe levels of congestion today and in the future include I-75 between I-675 and I-70; US35 between I-675 and US3; US127 at various locations in Preble, Darke, and Mercer counties; US33 at various locations in Mercer and Auglaize counties; and SR49 at I-75. The highest intensity risk is located along I-75 in Dayton. New risks are appearing on US68 in Champaign County, including through Urbana at the intersection with US36.

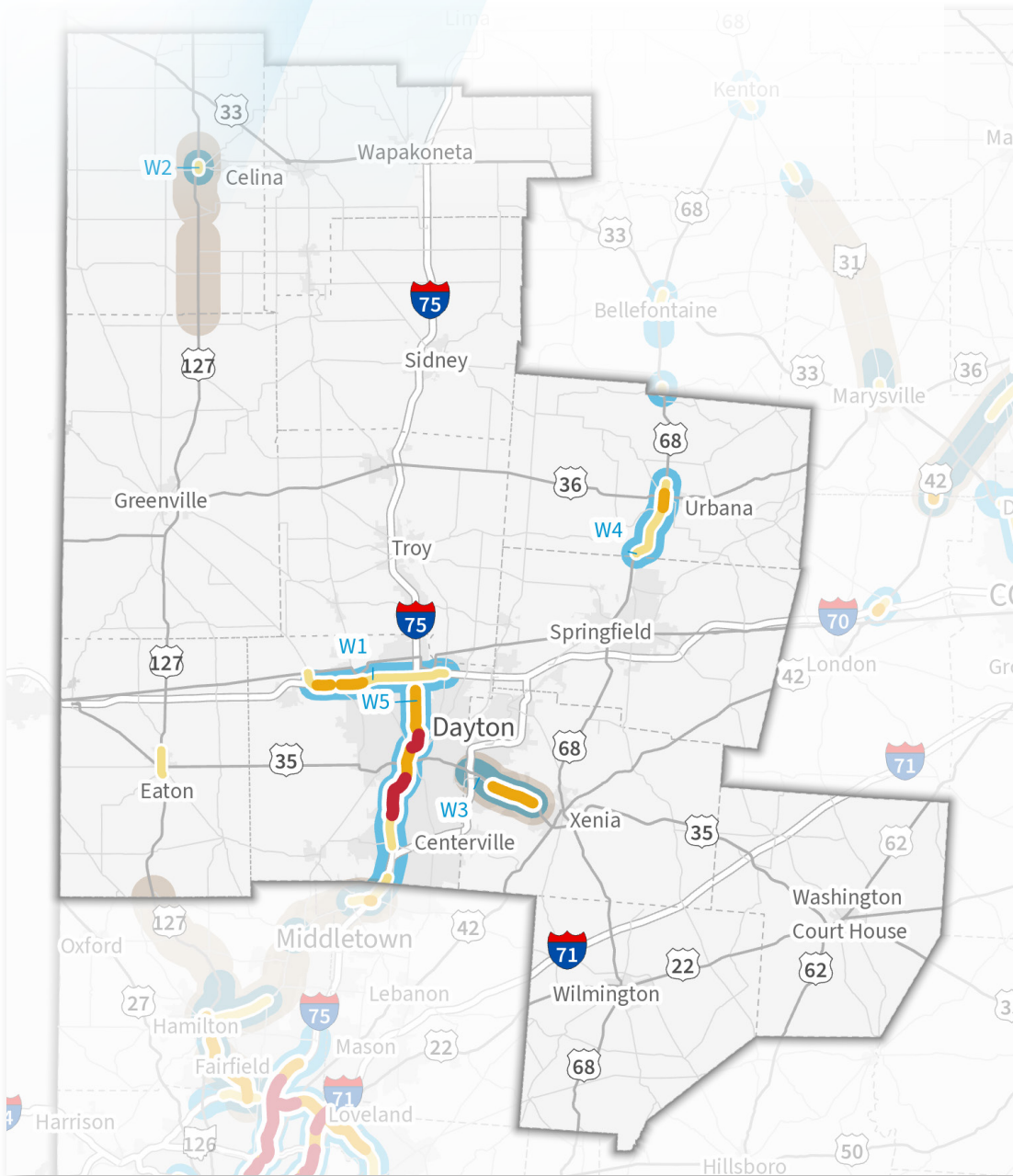
West Ohio Population Change

1990 to 2020



Source: US Decennial Census, 1990, 2020





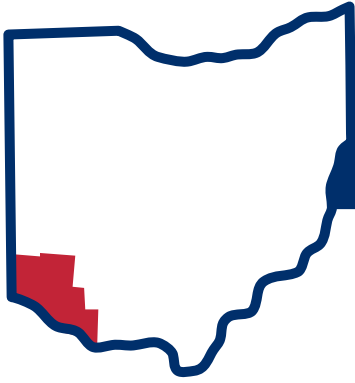
Source: Strategic Transportation and Development Analysis Team

- 0 Risk Type
 - 1 Risk Type
 - 2 Risk Types
 - 3+ Risk Types
- Partial or No Access Control Corridors in Growth Areas
 - Congestion Risk Hotspots

West Ohio Congestion Risk Locations

2055 Hotspots

Hotspot ID	Location	Timing	Intensity
W1	I-70 (SR202 to SR49)	2035+	2 risks
W2	US127 (Celina city center, SR29 to SR197)	2035+	1 risk
W3	US35 (I-675 to US35 Business/ Xenia)	2025	2 risks
W4	US68 (Clark/Champaign county line through Urbana)	2025	2 risks
W5	I-75 (I-70 to SR73, also see SW1)	2025	3+ risks



Southwest Ohio Findings

Southwest Ohio is a major multimodal hub with high growth and concentrated employment opportunities. The region has the nation's largest inland port, which is located on the Ohio River; interstate highways and the Brent Spence Bridge, one of the most significant infrastructure construction megaprojects in the nation; freight and passenger rail; and direct access to Cincinnati/Kentucky International Airport and CVG Global Logistics Park.



Cincinnati

Population and Development Change

This region has experienced the second highest growth rate among the state's regions. Since 1990, population has increased by nearly 18%, with more than 271,000 additional residents. Hamilton County's population declined during this period by 4%, or more than 35,000 residents, while the population of Butler and Clermont counties both grew by around 30% and Warren County grew by 81%, an increase of 128,428 residents. Particularly in Clermont and Warren counties, much of this growth is occurring in suburban and exurban areas along US and state highways.

Traffic Volumes

I-71 between Pfeiffer Road and I-275 in Hazelwood carries nearly 149,000 vehicles per day, making it one of the highest volume locations in Southwest Ohio. I-75 between Sharon Road and I-275 carries nearly 142,000 vehicles per day while volumes on I-275 reach up to 122,000 vehicles

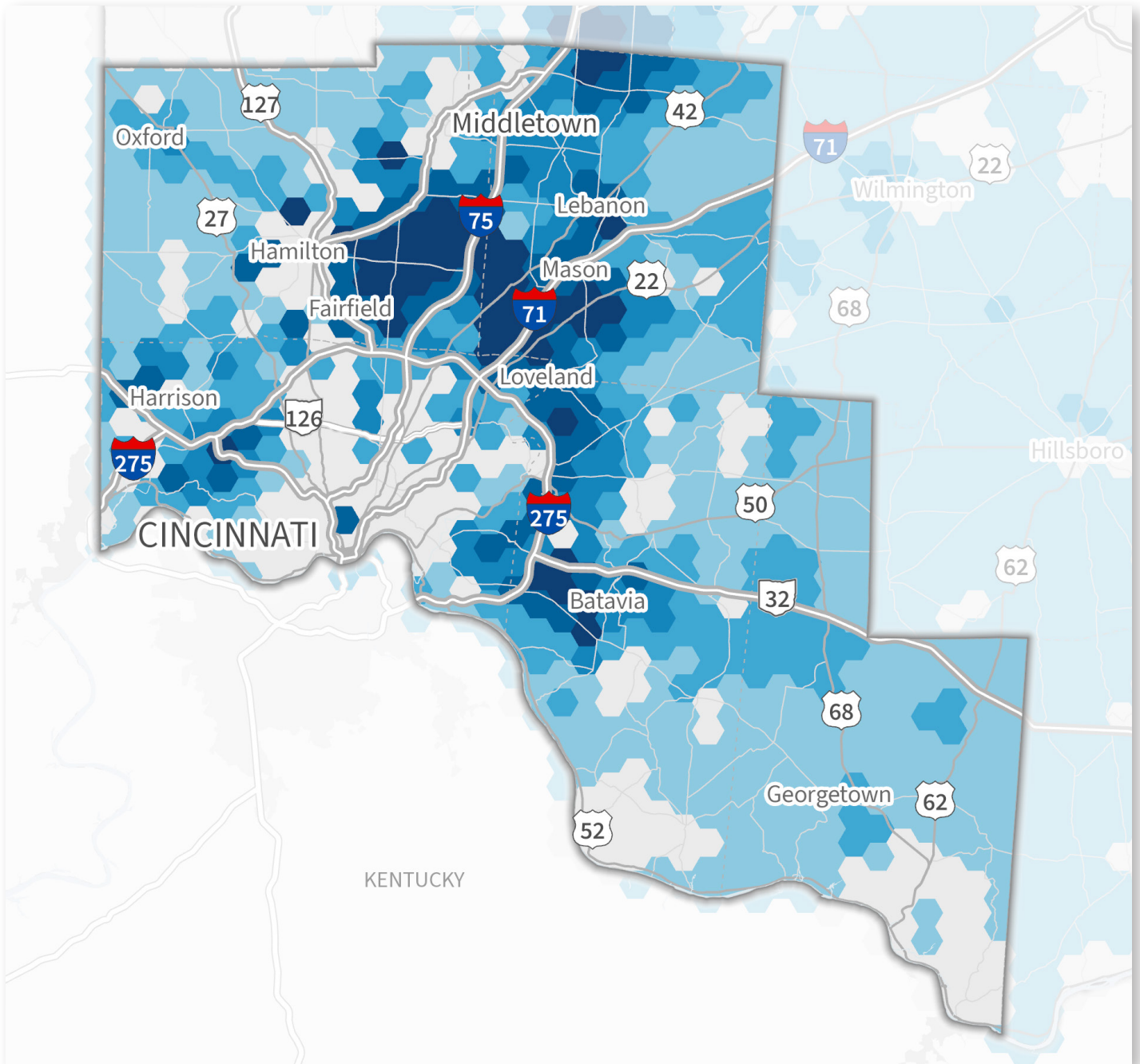
per day at its busiest locations. US127, which carries 25,000 vehicles per day on average, is an important route for north-south intraregional travel throughout Southwest Ohio. SR32, a primary connection through Clermont County and toward Southeast Ohio, carries over 44,000 vehicles per day between I-275 and Batavia.

Existing and Future Congestion

Multiple facilities along the Study within Southwest Ohio, and concentrated in Hamilton County, experience moderate to severe levels of congestion. This includes I-75 between the Ohio-Kentucky state line and I-275, I-75 between I-275 and Tylersville Road in West Chester Township, SR4 between I-275 and Symmes Road, I-71 between the Ohio-Kentucky state line and SR126, I-71 between SR126 and I-275, I-275 between I-75 and SR131, SR32 between I-275 and Olive Branch-Stonelick Road, and SR 4 to SR73 through Hamilton and Middletown. Many of these areas are projected to increase in intensity, with 12 of the 16 congestion risk hotspots projected to be moderate or high intensity by 2055.

Southwest Ohio Population Change

1990 to 2020

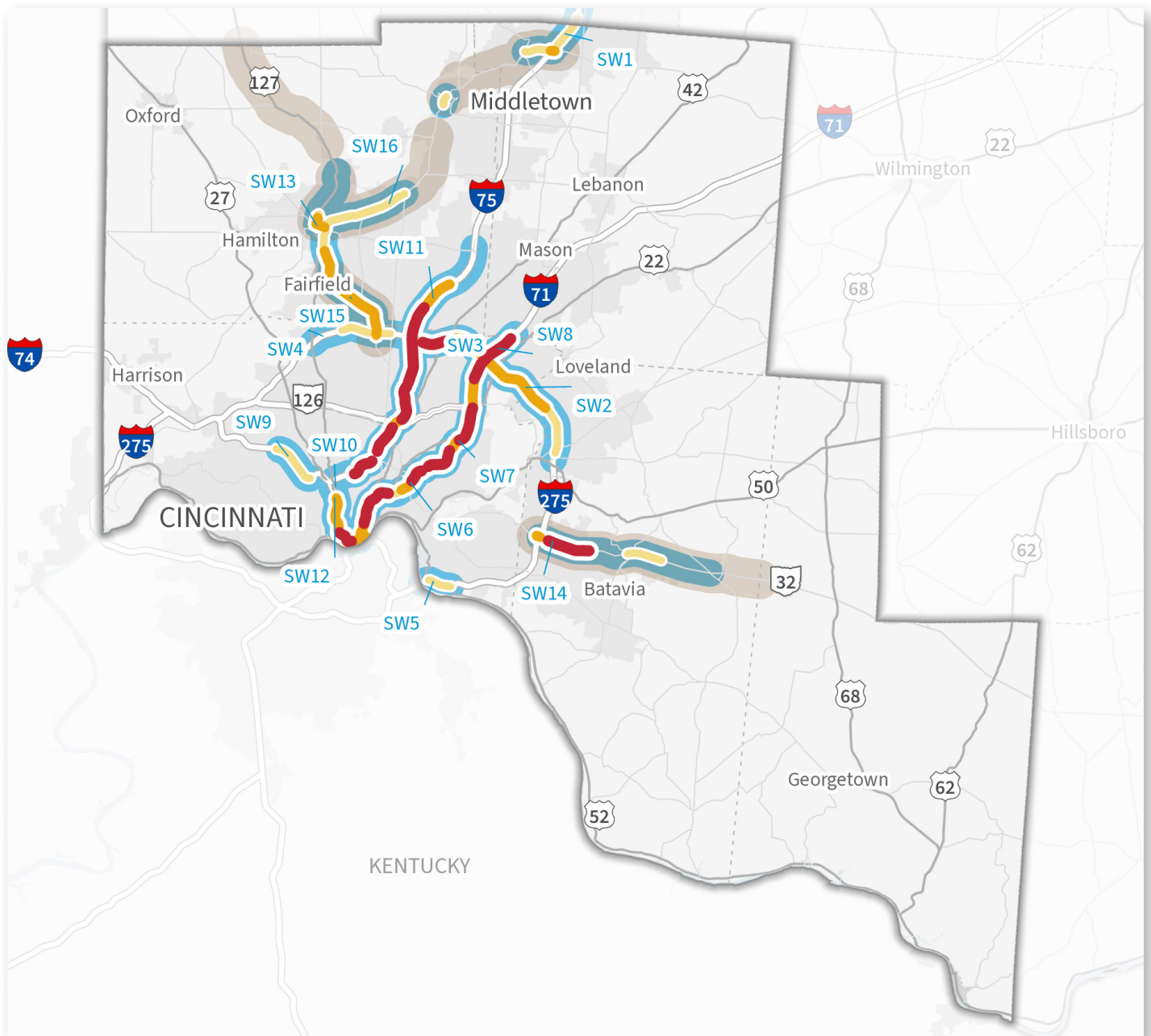


Source: US Decennial Census, 1990, 2020



Southwest Ohio Congestion Risk Hotspots

2025 to 2055



Source: Strategic Transportation and Development Analysis Team

- 0 Risk Type
- 1 Risk Type
- 2 Risk Types
- Partial or No Access Control Corridors in Growth Areas
- Congestion Risk Hotspots

Southwest Ohio Congestion Risk Locations

2055 Hotspots

Hotspot ID	Location	Timing	Intensity
SW1	I-75 (I-70 to SR73)	2025	3+ risks
SW2	I-275 Northeast (SR131 to I-71)	2025	2 risks
SW3	I-275 North (I-71 to I-75)	2025	3+ risks
SW4	I-275 North (I-75 to Forest Park)	2035+	1 risk
SW5	I-275 Southeast (US52 interchanges to Ohio River bridge)	2035+	1 risk
SW6	I-71/I-471 (I-75 to SR562)	2025	3+ risks
SW7	I-71 (SR562 to I-275)	2025	3+ risks
SW8	I-71 North (I-275 to Fields Ertel Road)	2025	3+ risks
SW9	I-74 (N. Bend Road to Montana Avenue)	2035+	2 risks
SW10	I-75 (I-275 to I-74)	2025	3+ risks
SW11	I-75 (SR129 to I-275)	2025	3+ risks
SW12	I-75 (I-74 to I-71/Brent Spence Bridge)	2025	3+ risks
SW13	US127 (SR4, Hamilton to New Miami area)	2035+	1 risk
SW14	SR32 (I-275 to SR276)	2025	2 risks
SW15	SR4 (I-275 to SR129)	2025	2 risks
SW16	SR4/SR73 (SR129 to SR747, Middletown center, SR73 from SR4 to I-75)	2025	1 risk

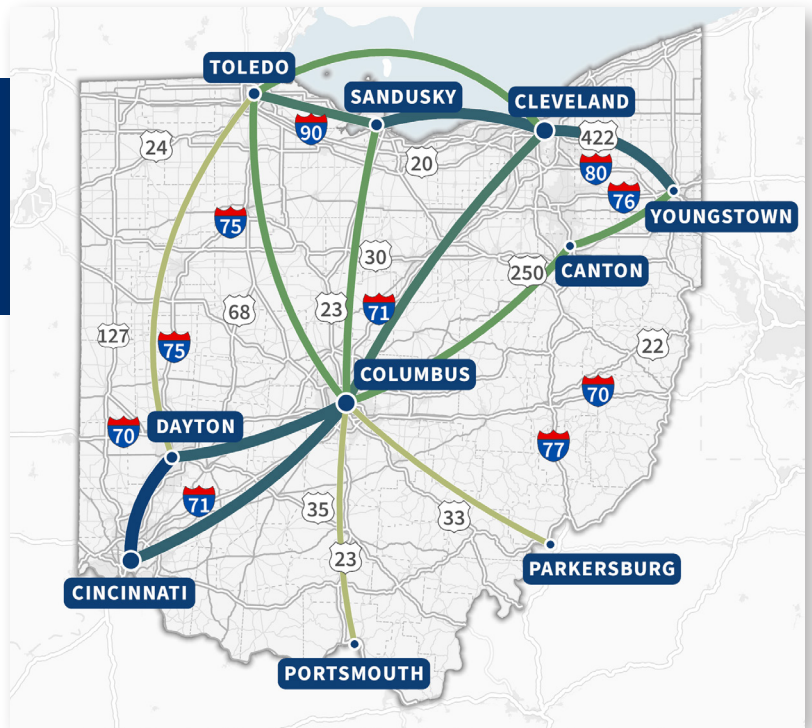
Interregional Connections

Travel patterns on the Study Network connecting one region to another or to another state were analyzed along 38 unique corridors connecting 33 markets. This includes five major in-state markets, seven major out-of-state markets, and 21 secondary markets.

Interregional Daily Auto Flows

2025

- 501 to 1,000
- 1,001 to 5,000
- 5,001 to 10,000
- 10,001 to 20,000
- More than 20,000

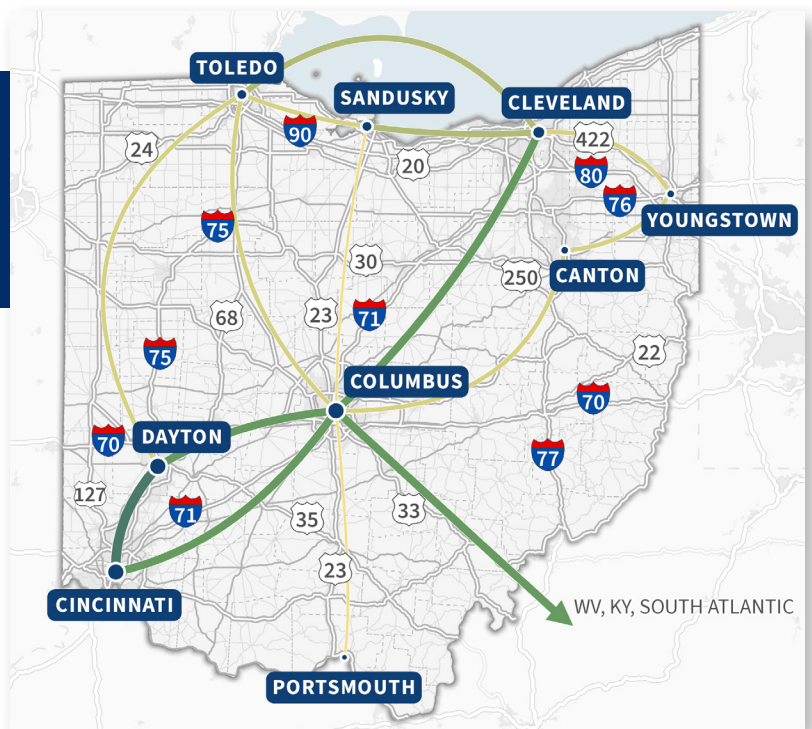


Source: Streetlight Data and Strategic Transportation and Development Analysis Team

Interregional Daily Truck Flows

2025

- Less than 100
- 101 to 500
- 501 to 1,000
- 1,001 to 5,000
- More than 5,000



Source: Ohio Statewide Model and Strategic Transportation and Development Analysis Team

Interregional Travel Patterns and Performance

The highest volume movement of people and goods between the 33 markets occurs primarily along interstate corridors. These facilities provide direct and high-capacity connections to existing industry clusters, skilled workforces, and priority development sites across Ohio. They connect primary markets, such as Cleveland-Columbus and the triangle of Columbus-Cincinnati-Dayton. Cincinnati-Dayton represents the strongest interregional market-to-market connection as measured by passenger vehicle and commercial truck volumes. The Cleveland-Sandusky, Canton-Youngstown, and Cleveland-Youngstown market-to-market flows are also high volume and auto oriented, mainly due to proximity, commuting, and historical economic ties.

Columbus-Dayton is the highest interregional market pair in terms of total volume of freight flows. There are also high flows between Cincinnati-Dayton, Cleveland-Columbus, and Toledo-Cleveland. Trucks comprise at least 15% of vehicle movements in each of these pairs. Truck tonnage and value are also critical indicators of market-to-market importance to Ohio's economy. The Cleveland-Columbus connection has the highest tonnage and value in Ohio, carrying 206,000 tons of freight annually with a total value of \$867 million. Other corridors rise in importance when looking at tonnage and value, including Toledo-Dayton, Toledo-Cincinnati, and market connections along the Ohio Turnpike.

Delays and crashes on interregional corridors increase performance risk and can jeopardize economic growth. While high volume corridors are more susceptible to performance risks, many of these corridors have ample capacity and can quickly recover from incidents and manage congestion outside of peak periods. These include Ohio's interstates and access-controlled US and state highways that operate efficiently outside of major metropolitan areas.

In contrast, US and state highways with partial or no access control in growing areas face multiple risks to moving people and goods from region to region. Direct highway access from developments, side roads, or driveways can lead to crashes, congestion, and reduced reliability. Prime examples include US23, US33, US35, US68, SR32, SR4, and SR37, which connect primary and secondary markets while also supporting development in growing areas around Columbus and Cincinnati.

Based on the findings above and input from stakeholders, six focus corridors were identified for further investigation, including the Toledo-Columbus and Sandusky-Columbus corridors as noted in H.B. 23.

Focus Corridors

- == Study Network
- Focus Corridors



Source: Strategic Transportation and Development Analysis Team



Toledo-Columbus

This corridor connects Northwest Ohio, including Toledo, with Central Ohio’s fast-growing Delaware and Union counties. It is also a critical link to Detroit and US-Canada border crossings from Central Ohio, including the Gordie Howe International Bridge, which is expected to open in 2025. Population is expected to grow south along I-75 in Toledo’s suburbs and in Bowling Green, Findlay, Delaware, Marysville, and northern Columbus suburbs. There are existing congestion issues, including on US23 in Delaware

County, and other areas are nearing capacity. Future congestion risks are expected to expand. The corridor has a mix of full, partial, and no access control with almost 2,000 private driveways and over 400 at-grade intersections. These conflict points can lead to crashes and congestion, which degrade the safety and reliability of the travel route. This corridor contains 20% of the top segments identified in the state’s Highway Safety Improvement Program (HSIP) which funds infrastructure improvements to prevent serious injuries and traffic deaths on Ohio roads.



- 1 4 8**
Partial/No Access Control

- 2**
Narrow Shoulders

- 3**
At-grade Rail Crossing

- 4 5 8**
Congestion

- 6 7 8**
Safety Concerns, Development Pressures

Source: Strategic Transportation and Development Analysis Team

Economic Assets

- Intermodal/Transload Facilities
- Water Ports
- Airport

Development Types

- Bodies of Water
- Natural
- Rural
- Suburban
- Urban



Sandusky-Columbus

This corridor connects Sandusky and resort areas along Lake Erie with communities in Delaware and Franklin counties. Sandusky’s economy relies on tourism and manufacturing while the Delaware County economy is expected to continue to diversify. Population growth along the corridor has been mixed. The Port of Sandusky and proximity to I-90 provides growth opportunities for logistics-related businesses. Population is forecasted to continue declining in rural areas between Sandusky and Marion. Delaware and northern Columbus suburbs will continue to grow and generate strong travel demand on

the corridor. Several corridor segments are experiencing congestion while others are nearing capacity. US23 and I-71 between US36 and I-270 have the highest number of future congestion risks.

Approximately 50% of the mileage along the corridor has no access control and has numerous driveways. These conflict points can lead to crashes and congestion, which degrade the safety and reliability of the travel route. The corridor includes over 20% of the state’s top 100 HSIP locations with priority segments along I-71.



1 2

Narrow Shoulders

3 4 6

Congestion, Safety Issues, Development Pressures, Partial/No Access Control

5 6

Forecasted Increases in Congestion

Source: Strategic Transportation and Development Analysis Team

Economic Assets

- Intermodal/Transload Facilities
- Water Ports
- Airport

Development Types

- Bodies of Water
- Natural
- Rural
- Suburban
- Urban



Columbus-Kentucky/West Virginia (US23, US52)

This corridor connects Central Ohio with Southeast Ohio, Portsmouth, the Ohio River, West Virginia, and Kentucky. Grove City and the southeastern segments of I-270 have attracted a workforce searching for affordable housing. Bedroom communities are anticipated to continue to develop along US23 south toward Circleville as well as in Grove City and the southeastern segment of the Columbus I-270 outerbelt. Rickenbacker International Airport has spurred strong logistics-related businesses nearby, resulting in significant growth in employment and truck trips. Ross County and areas further south are expected to

decline in population but there are pockets of development and manufacturing opportunities north of Chillicothe. Portsmouth has experienced population and employment declines, but increases in development are expected. There are multiple segments nearing capacity. Access control varies significantly along US23 and US52. Dense commercial driveway spacing and numerous residential driveways can lead to crashes and congestion risks, which degrade the safety and reliability of the travel route.



- 1 2**
Current/Forecasted Congestion and Development Pressures

- 3 4 5**
Approaching Congested Conditions

- 3 6**
Partial/No Access Control

- 4**
Safety Concerns

- 7**
Dense Development

Source: Strategic Transportation and Development Analysis Team

Economic Assets

- Intermodal/Transload Facilities
- Water Ports
- Airport

Development Types

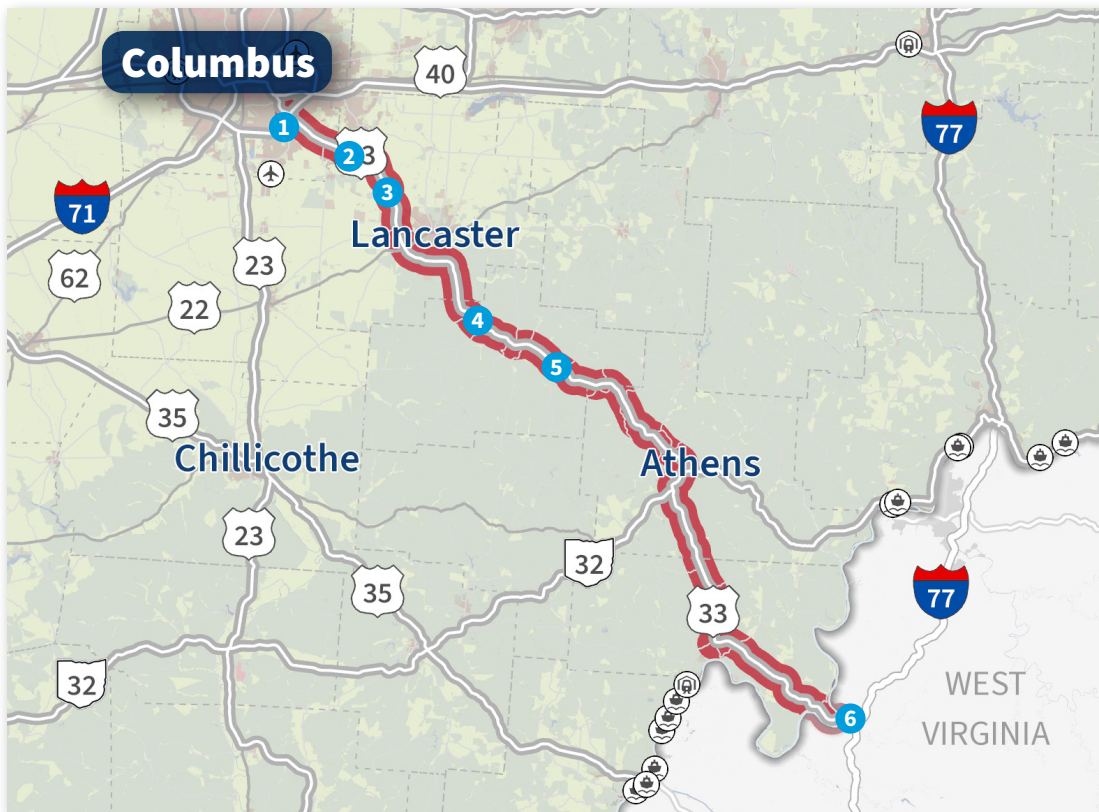
- Bodies of Water
- Natural
- Rural
- Suburban
- Urban



Columbus-West Virginia (US33)

This corridor connects Central Ohio with Southeast Ohio, the Ohio River, and West Virginia. It also connects Columbus and its southeast suburbs of Groveport and Canal Winchester and travels along the south edge of Pickerington. This segment of US33 is a four-lane highway with partial access control. Strong economic growth in Columbus and the southeast suburbs of Franklin County is expected to continue. Groveport, Canal Winchester, and Pickerington have experienced strong population and employment growth over the last 20 years. Rickenbacker International Airport, which can be accessed from US33, is a major employer and truck trip generator.

Athens has experienced modest population growth over the last 20 to 30 years. US33 is a key gateway for tourism destinations, while population and employment in Ohio River communities have declined over the last several decades. Congestion is concentrated at the northern end of the corridor on US33 from the I-270 interchange to SR317. US33 is nearing capacity almost entirely from SR317 through Groveport and Canal Winchester to the US33 Business Route branch in Fairfield County. Access varies between partial and full control, which can lead to crashes and congestion and degrade the safety and reliability of the travel route. The corridor has 29 HSIP locations.



- 1 3** Current/Forecasted Congestion and Development Pressures

- 2** Residential Growth and Airport Expansion

- 4 5** Dense Access Issues, and Tourism-Related Development Pressures

- 6** Congested Two-Lane Bridge, Growth in Freight Traffic

Source: Strategic Transportation and Development Analysis Team

Economic Assets

- Intermodal/Transload Facilities
- Water Ports
- Airport

Development Types

- Bodies of Water
- Natural
- Rural
- Suburban
- Urban



Cincinnati-Dayton (I-75)

This corridor connects Dayton and Cincinnati. The north end of the corridor is near Dayton International Airport and Union Global Logistics Airpark at Dayton Airport, with many logistics-related businesses located nearby. To the east of the corridor with access from I-675, Wright-Patterson Air Force Base is a major military installation focusing on logistics. The corridor includes large, fast-growing suburbs as well as large manufacturing employers. Major employers and logistics-related businesses are located in downtown Cincinnati and at the Port of Cincinnati-Northern Kentucky, which recently

expanded and is now the largest inland port in the country. I-75 currently is experiencing congestion on several segments. In the future, the highest congestion risks are on I-75 near the I-275 interchange and from SR73 north through downtown Dayton. Interchanges are adequately spaced and have signalized intersections, except the northbound entrance ramp from Stewart Street. The segments with the most safety concerns are primarily near system interchanges and in downtown Dayton. The corridor has 12 priority segments and nine priority intersections in the HSIP top 100 locations.



Source: Strategic Transportation and Development Analysis Team

Economic Assets

- Intermodal/Transload Facilities
- Water Ports
- Airport

Development Types

- Bodies of Water
- Natural
- Rural
- Suburban
- Urban

1 2

Development Pressures Around Airport and Logistics Airpark

1 4

Congestion, Safety Concerns, Development Pressures

3 4

Lanes Decline from Eight to Six, Growing Employment at Wright-Patterson Airforce Base

5 7

Congestion, Safety Concerns

6

Bottleneck



Canton/Youngstown-West Virginia/ Pennsylvania (US30, SR11)

This corridor connects Northeast Ohio with West Virginia and the Pittsburgh metropolitan area in Pennsylvania. Canton and Youngstown have experienced population and employment declines in their urban cores. However, Canton has recorded population growth in some northern areas, while Youngstown has observed growth in its southwestern suburbs. Employment trends have fluctuated, with significant job losses in higher-paying manufacturing industries. In East Canton, US30 features rural areas with existing warehousing and logistics businesses. Austintown Township has shown population and employment growth trends. US224 provides connectivity to SR11 and I-680, facilitating regional movement. I-680 and I-76 enhance network connectivity and access to logistics and warehousing industries. The

corridor includes a mix of roadway types. The western portion lacks access control, consisting primarily of a two-lane roadway with sections that expand to three lanes near villages or for truck climbing lanes. The eastern portion is a four-lane, fully access-controlled interstate highway with 10 interchanges. No corridor segments are experiencing congestion currently, and traffic volumes are generally well below roadway capacity. Safety concerns have been identified along US30 between East Canton and Minerva and on SR11 from the I-80 interchange to the US224 interchange, which records the highest crash frequency on the corridor.



- 1
- 2
- 3

Access Control and
Safety Concerns

- 4

Difficult to See Around
Hills and Curves

Source: Strategic Transportation and Development Analysis Team

Economic Assets

- Intermodal/
Transload Facilities
- Water Ports
- Airport

Development Types

- Bodies of Water
- Natural
- Rural
- Suburban
- Urban

Findings and Actionable Recommendations

H.B. 23 directs ODOT to “make actionable recommendations for transportation system projects to support statewide economic growth, including improving links between Toledo and Columbus and between Sandusky and Columbus.” The recommendations address the Study’s key findings.

Findings

Existing ODOT processes and programs are advancing projects to manage congestion risks.

ODOT is actively developing highway projects to expand capacity and improve operations that will manage congestion risks at 51 of the 72 hotspots. ODOT’s capabilities are augmented by regional and local agencies that conduct their own planning efforts and often rely on ODOT for data, technical assistance, planning support, and funding for project delivery.

ODOT and its regional and local partners continue to strengthen existing processes and programs to plan proactively, coordinate funding to enhance project investments, and make data-driven decisions that link transportation and development more effectively.

Ohio’s interregional trade corridors are vital to the state’s economic growth, but select corridors are facing congestion risks.

Most of Ohio’s interstate corridors operate well today and are forecasted to continue to operate well into the future. Locations with multiple and widespread congestion risks that could impact efficient person and goods movement are primarily located in the Central Ohio and Southwest Ohio regions, with additional segments on primary commuting and truck corridors in the urbanized

areas of Cleveland, Akron, and Dayton. Beyond immediate congestion risks, interregional corridors in fast-growing areas, such as US36 and SR37 in Delaware and Licking counties; SR31 in Union County; US23 in Delaware, Franklin, and Pickaway counties; SR32 in Clermont County; and US33 in Fairfield County face challenges due to partial or nonexistent access control. Driveways and at-grade intersections degrade safe and reliable travel on these highways today, while new development and associated direct access points could further degrade traffic safety, flow, and functionality.

Site development creates opportunities and risks.

Strategic economic development sites are anticipated to create jobs and draw investment to Ohio. However, these sites are sometimes located in areas where additional trips generated by site development could add to congestion risk on the system. Among 78 priority development sites considered in this Study, 25 sites have limited direct connections to interstates or four-lane highways, 43 sites are located near highways that are projected to experience congestion risks through 2055, and 16 sites have both limited connectivity and proximity to congestion risk. These findings demonstrate the importance of managing planning and project design processes that ensure, when these sites are built out, that they have the necessary access to make the sites productive and that the traffic impacts of their buildout can be absorbed by appropriate transportation investments.

Findings

Shifts in Ohio's workforce will impact demand for transportation.

Changes in Ohio's workforce, ranging from a decline in the prime working-age population to an increase in employees working later into their lives, impact transportation demand and require new workforce access strategies. With increasing travel distances and more workers facing mobility challenges, alternative transportation options to driving alone will become increasingly important. However, workforce access via a 40-minute fixed-route transit trip is limited outside of large and mid-sized metro areas, particularly across county lines. Since over 40% of Ohio workers work in different counties than where they reside, some workers may not be able to access jobs. Without adjustments, this could constrain the state's ability to support economic growth and workforce participation.

Growth in truck volumes will impact system preservation, efficiency, and operations.

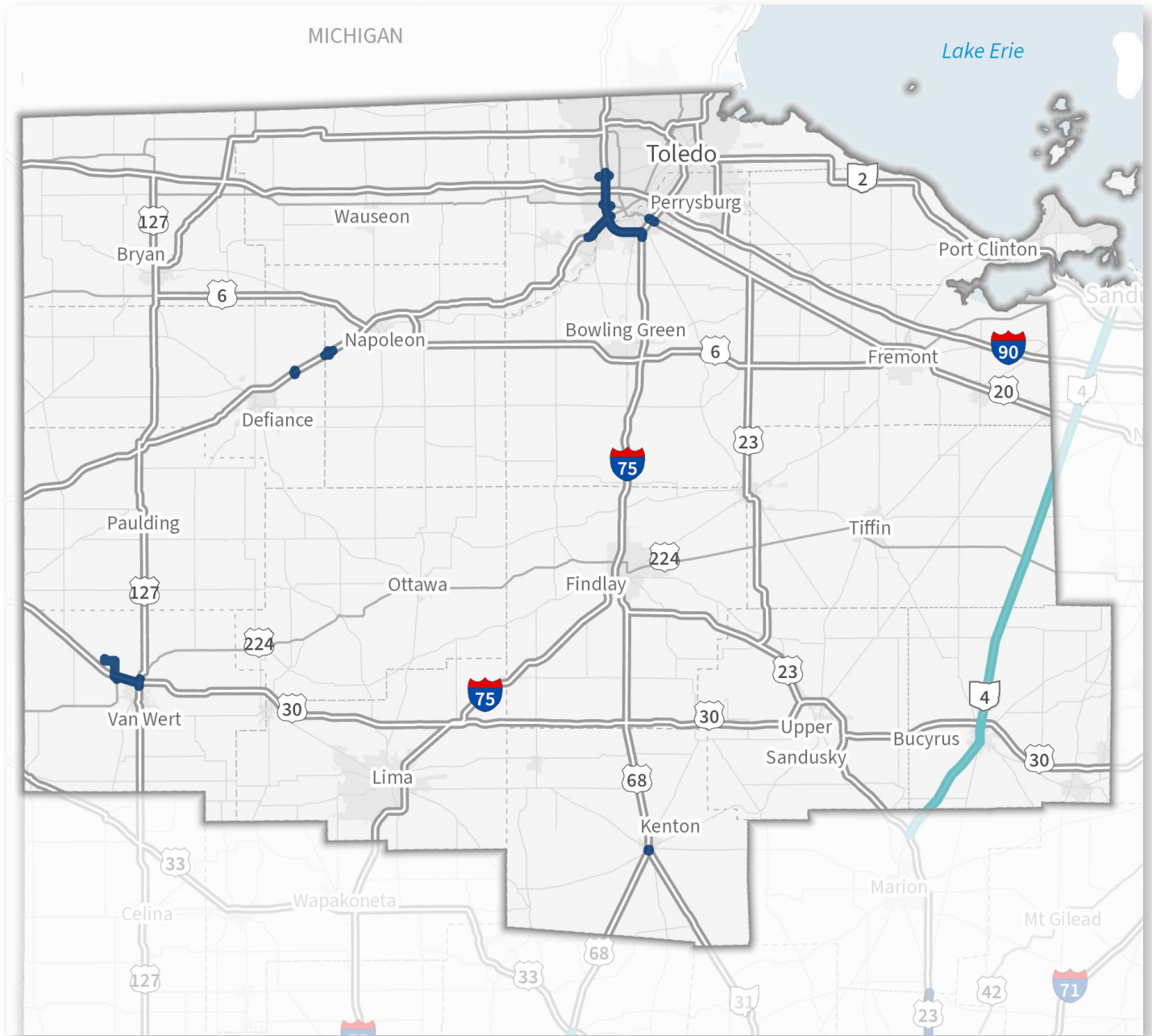
Between 2020 and 2055, statewide commercial vehicle VMT is projected to increase by 44%. This will cause greater wear and tear on pavement and bridges and require more intensive and frequent preservation work. Increasing truck volumes also generate the need for more truck parking. Limited truck parking along major freight corridors can lead to drivers parking in undesignated or unsafe locations. Time spent looking for parking also decreases the distance that a truck can travel since federal regulations limit hours of operation per day. Given that reliable delivery times are critical to freight-intensive industries, the pressure from higher truck volumes could impose costs on Ohio businesses and the state's and national economies.

The intersection of development pressures and transportation needs vary significantly across Ohio.

Ohio's development trends and associated transportation needs vary widely. Columbus and Cincinnati are expanding into suburban areas, which is driving demand for new highway access. Other cities such as Cleveland and Akron, with less growth, are focusing on preserving and modernizing infrastructure to maintain economic stability. Some rural areas close to major urban areas are growing; other rural areas are focusing on specific sectors such as natural resources, agriculture, or outdoor recreation; while other rural areas are seeing population decline. Some parts of the state actively encourage growth and economic development; others seek to preserve their existing industries and character.

Whether they are growing rapidly, staying steady, or forecasted to lose population, all communities benefit from transportation projects to improve safety, access, and quality of life. This could mean projects to manage traffic in high-growth communities or stimulate activity and new development in low-growth communities. However, many local governments may lack the technical expertise or resources needed to deliver larger, more complex projects. ODOT continues to coordinate with regional planning organizations and local governments to help align transportation strategies and investments with community visions and development plans.

Northwest Ohio Priority Recommendations



Source: Strategic Transportation and Development Analysis Team

■ Priority Areas with Projects in Process

■ Priority Areas that Need Projects

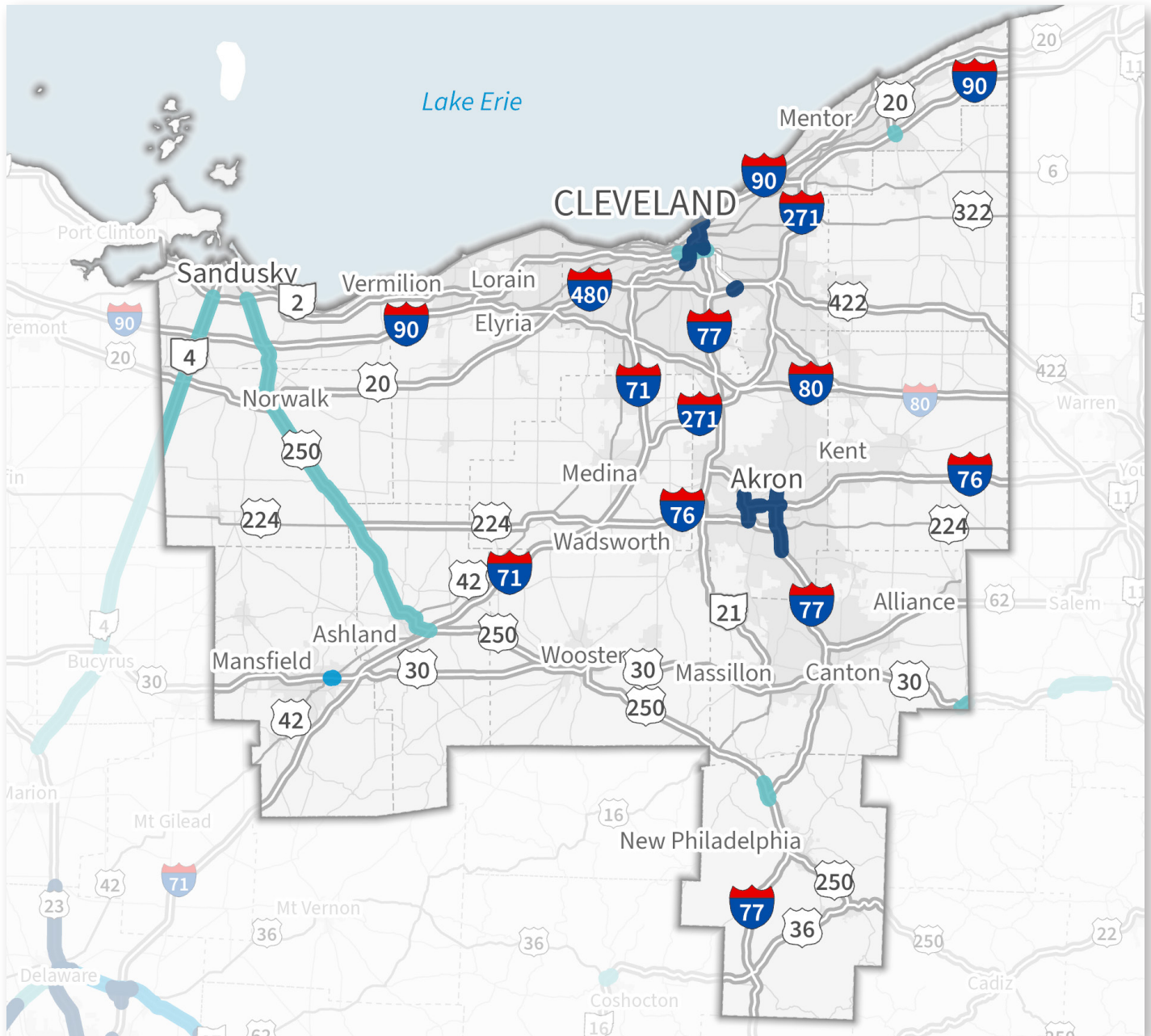
Northwest Ohio Priority Areas with Projects in Process

Project Group	Phase/Project Description	Hotspots	PID	Status
US24 (Independence Road) (Defiance)	Construct an overpass at the US24/CR185 (Independence Road) intersection.	NW5	115840	In Development
US68/SR31 Roundabout (Hardin)	Build a roundabout on US68 at the intersection of Perry Street and US31 from Espy Street to the railroad.	NW6	121008	In Development
US24 @ CR17D (Henry)	Replace the existing intersection on US24 at CR17D with a new diverging diamond interchange.	NW5	117712	In Development
I-475 @ US20A Interchange (Lucas)	Build a new interchange at I-475 and US20A (part 1), widen I-475 (part 2), and resurface US24 (part 3).	NW1	99731	In Construction
	Conduct preliminary engineering for widening the I-475 bridge over Monclova Road and NS railroad.	NW1	96482	In Construction
	Conduct preliminary engineering for replacing existing pavement and widening I-475 from US24 to bridge over NS railroad.	NW1	95875	In Construction
I-475/SR2 Interchange (Lucas)	Convert the I-475 interchange at Airport Highway (SR2) to a diverging diamond interchange.	NW1	117677	In Development
US30 Interchange (Van Wert)	Remove the at-grade intersection of Liberty Union Road at US30 and realign Liberty Union Road to connect to the existing US30 and US224 interchange.	NW2	119643	In Development
US20 @ I-75 (Wood)	Reconstruct the interchange into a diverging diamond in Perrysburg.	NW4	117678	In Development
I-475 (Wood/Lucas)	Widen I-475 to three lanes from I-75 to US24.	NW1	113219	In Development

Northwest Ohio Priority Areas that Need Project Development

Priority Area	Project Development Need
SR4 (Bucyrus)	There are existing and future congestion due to signalized intersections, frequent driveways, and at grade rail crossings. There are no existing ODOT projects to manage these risks.
SR4 from SR2 to US23	There are capacity and operational constraints through existing city and town centers, primarily Bucyrus, and safety issues along SR4 in rural areas including narrow shoulders and constrained passing opportunities given the lack of turn lanes. There are no existing ODOT projects anticipated to manage these risks.

Northeast Ohio Priority Recommendations



Source: Strategic Transportation and Development Analysis Team

■ Priority Areas with Projects in Process

■ Priority Areas that Need Projects

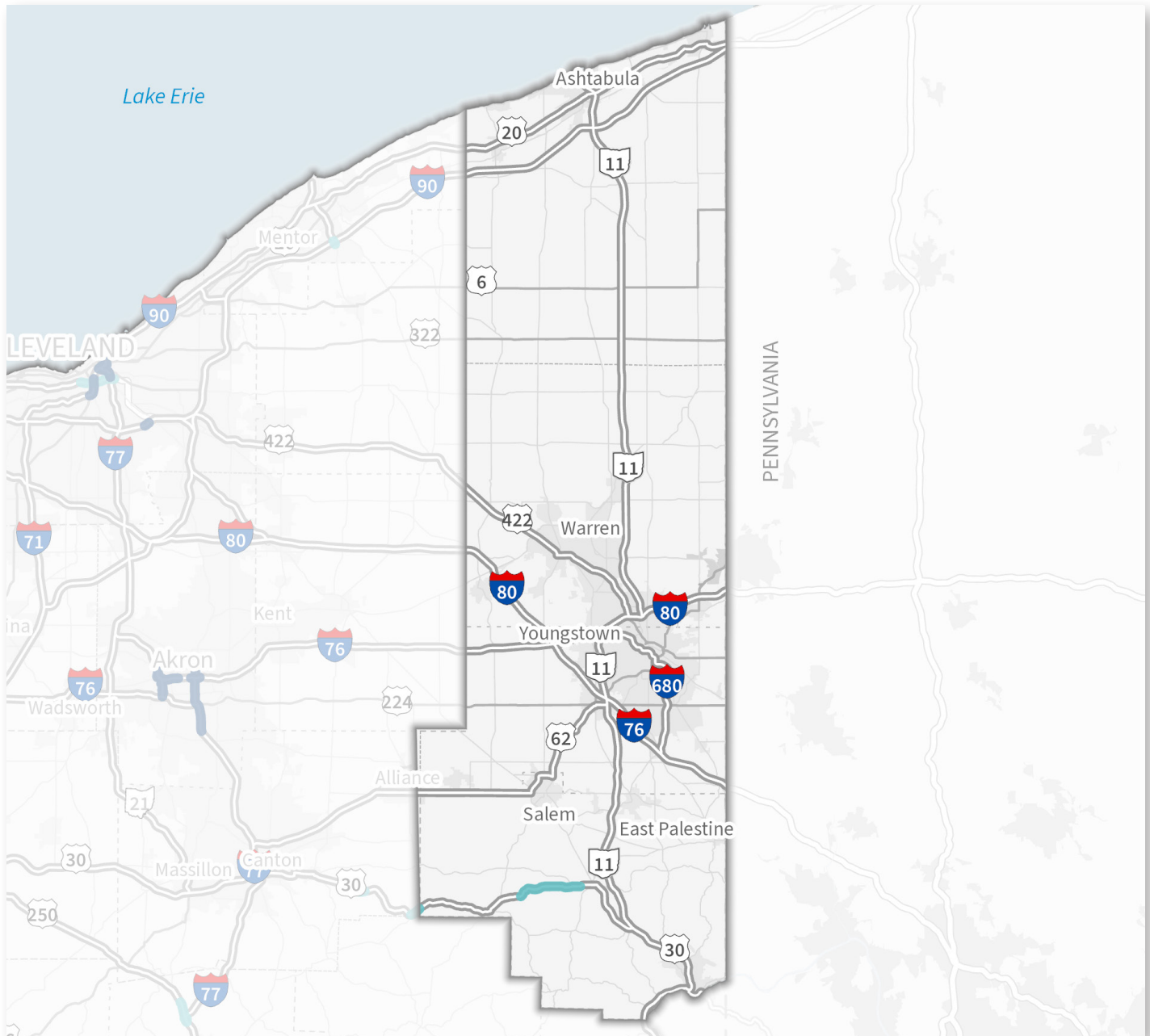
Northeast Ohio Priority Areas with Projects in Process

Project Group	Phase/Project Description	Hotspots	PID	Status
Akron Beltway (Summit)	Improve the west side within the Akron Beltway freeway system to increase capacity and improve safety (Kenmore leg).	NE8	100713	In Development
	Improve the west side within the Akron Beltway to increase capacity and improve safety.	NE5, NE8	122867	In Development
	Reconstruct existing pavement and add capacity to I-77 between Arlington Road and the I-277/US224 interchange and add lanes to ramps at the I-277 interchange.	NE6, NE9	106002	In Construction
	Rebuild several structures, replace pavement, and improve ramps on the south and west legs of the Akron Beltway.	NE5, NE6, NE7	102329	In Construction
	Improve I-77 just north of Lovers Lane to SR8 and SR8 from I-77 to just north of Perkins Street.	NE6	114865	In Development
Cleveland Innerbelt (Cuyahoga, I-90)	Acquire right-of-way for Cleveland Innerbelt projects.	NE4	77332	In Development
	Improve I-90 Central Interchange (9th Street to Carnegie) (phase CCG3A)	NE4	82382	In Development
	Reconstruct the I-77 approach to Central interchange (phase CCG3B).	NE4	80406	In Development
	Relocate easterly sewer interceptor (phase CCG4A).	NE4	86745	In Development
	Relocate CSX railroad overhead bridge (phase CCG4B).	NE4	80408	In Development
	Relocate NS railroad overhead bridge (phase CCG4C).	NE4	86744	In Development
	Reconstruct overhead bridges near SR2 (Innerbelt Curve) (phase CCG4D).	NE4	82392	In Development
	Relocate I-90 at SR2 (Innerbelt Curve) (phase CCG4E).	NE4	77413	In Development
	Reconstruct overhead bridges (Prospect to Payne) (phase CCG5A).	NE4	79580	In Development
	Reconstruct EB I-90 (E. 22nd to Superior Avenue) (phase CCG5B).	NE4	25795	In Development
Reconstruct WB I-90 (E. 22nd to Superior Avenue) (phase CCG5C).	NE4	86746	In Development	
Rehabilitate bridge and repave I-71 from US42 to I-90 (phase CCG7).	NE4	82378	In Development	
I-480 @ Granger Road (Cuyahoga)	Reconstruct existing interchange into a full interchange for I-480 @ Granger Road.	NE1	114642	In Development
US30 and US42 (Richland)	Conduct a US30 and US42 interchange study.	NE15	119315	In Development

Northeast Ohio Priority Areas that Need Project Development

Priority Area	Project Development Need
I-90/I-490 (I-77 to I-71 to W 44th)	There is existing and future congestion forecasted due partially to the close spacing of the I-77 and I-71 interchanges in Cleveland. No ODOT projects are underway to manage these risks.
SR44 (Painesville/I-90)	There are congestion risks primarily associated with development around the SR44/I-90 interchange. No ODOT projects are underway to manage these risks.
US250 (Ashland)	There is congestion due to signalized intersections and driveways. No ODOT projects are underway to manage these risks.
US250 (Fitchville)	There is existing and future congestion forecasted due to stop-controlled and signalized intersections and turning movements. No ODOT projects are underway to manage these risks.
US250 (Norwalk)	There is congestion due to signalized intersections, turning movements, and frequent driveways. No ODOT projects are underway to manage these risks.
US250 (Strasburg)	There is congestion due to signalized intersections, frequent driveways, and the US250/I-77 interchange geometry. No ODOT projects are underway to manage these risks.
US250 from SR2 to I-71	There are capacity and operational constraints through existing city and town centers and safety issues along US250 in rural areas, including narrow shoulders and constrained passing opportunities given the lack of turn lanes. There are no existing ODOT projects anticipated to manage these risks.
US30 (Stark & Columbiana Counties)	There are safety, access management, and geometric issues on US30, particularly in Robertsville, Minerva, and Hanoverton that can impact safe and reliable travel along the corridor for passenger and freight vehicles. There are no existing ODOT projects anticipated to manage these risks.

East Ohio Priority Recommendations



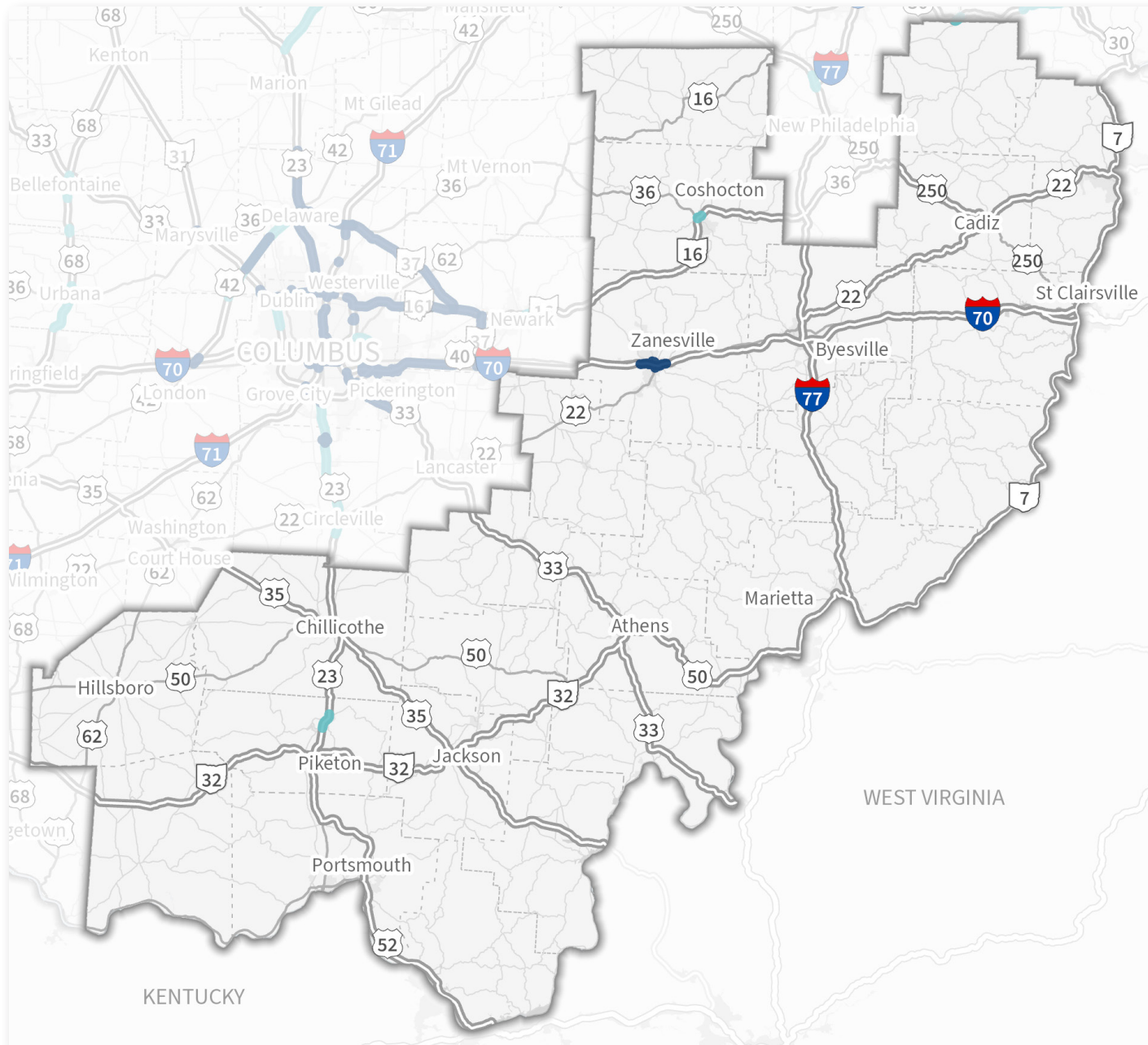
Source: Strategic Transportation and Development Analysis Team

— Priority Areas that Need Projects

East Ohio Priority Areas that Need Project Development

Priority Area	Project Development Need
US30 (Stark/Columbiana)	There are safety, access management, and geometric issues on US30, particularly in Robertsville, Minerva, and Hanoverton that can impact safe and reliable travel along the corridor for passenger and freight vehicles. There are no existing ODOT projects anticipated to manage these risks.

Southeast Ohio Priority Recommendations



Source: Strategic Transportation and Development Analysis Team

■ Priority Areas with Projects in Process

■ Priority Areas that Need Projects

Southeast Ohio Priority Areas with Projects in Process

Project Group	Phase/Project Description	Hotspots	PID	Status
I-70 (Muskingum)	Rehabilitate pavement and bridges and widen I-70 through Zanesville.	SE1	93006	In Construction

Southeast Ohio Priority Areas that Need Project Development

Priority Area	Project Development Need
US23 (Waverly)	There is existing and future congestion forecasted due to signalized intersections, frequent driveways, and at grade rail crossings. No ODOT projects are underway to manage these risks.
US36 (Coshocton)	There is congestion due to signalized intersections and driveways. No ODOT projects are underway to manage these risks.

Central Ohio Priority Areas with Projects in Process

Project Group	Phase/Project Description	Hotspots	PID	Status
I-71 @ Big Walnut Road (Delaware)	Construct a new interchange and improve the roadway at I-71 @ Big Walnut Road.	C13	110964	In Development
I-71 @ Sunbury Parkway (Delaware)	Add a new interchange south of US36/SR37 (phase A).	C13, C23	106959	In Development
	Extend Sunbury Parkway to 3B&K Road (phase B).	C23	106960	In Development
	Extend Sunbury Parkway from 3B&K Road to Africa Road (phase C).	C23	106961	In Development
US36 (Delaware)	Build additional lanes on US36/SR37 and reconstruct and lengthen the NS railroad structure on the east side of Delaware to reduce congestion and improve safety.	C23	103626	In Construction
US36 @ Galena (Delaware)	Widen US36/SR37 at CR34 (Galena Road) to provide eastbound and westbound left turn lanes, replace a traffic signal, and add intersection lighting and dilemma zone detection.	C23	104502	In Construction
SR37 (Delaware/Licking)	Improve the intersection of SR37 and CR51 (County Line Road).	C17	120539	In Development
US33 @ Pickerington Road (Fairfield)	Add a new interchange and improve US33.	C22	77555	In Development
I-70 @ SR256 (Fairfield/Licking)	Improve interchanges at I-70, SR256, and Taylor Road.	C9	96808	In Development
CR70 (Franklin)	Widen Sawmill Road (CR70) from five to seven lanes from I-270 to Hard Road and add a shared-use path. Upgrade the Bright Road/Sawbury Boulevard and Hard Road intersections.	C2	99848	In Development
Far East Freeway (Franklin)	Reconstruct and improve several ramp movements in the I-70/I-270 interchange (phase 1D).	C1, C8, C9	99959	In Development
	Upgrade the intersection of US33 and Petzinger Road (phase 2).	C8, C22	95626	In Development
	Upgrade the I-70 interchange at Hamilton Road (phase 3).	C8	96807	In Development
	Add a westbound lane and upgrade the Brice Road interchange (phase 1B & C).	C9	98232	In Development

Project Group	Phase/Project Description	Hotspots	PID	Status
I-270 & US33 North (Franklin)	Phase 2: Reconstruct the I-270/US33/SR161 interchange.	C5, C27	96029	In Development
I-270 @ Easton Way (Franklin)	Extend westbound left turn lane on Easton Way approaching Stelzer Road.	C4	113663	In Development
I-270 @ I-71 (North Outerbelt, Franklin)	Widen the I-270 eastbound ramp to I-71 northbound, add a lane on I-71 northbound, and rehab the bridge.	C2, C13	105435	In Development
I-270 @ US23 South (Franklin)	Reconfigure the I-270/US23 interchange south of Columbus by removing north and south loop ramps and providing turn lanes and signals on other ramps. Rebuild pavement on ramps L, M, O, P1, R, and S. Rehabilitate structures.	C1, C21	92616	In Construction
I-270 South Outerbelt (Franklin)	Replace and rebuild the ramps for I-71 @ I-270.	C21	100204	In Development
	Widen Stringtown Road to provide additional through and turn lanes @ I-71.	C21	100213	In Development
I-70/I-71 (Franklin)	Rebuild I-70/I-71 eastbound/northbound and add a new lane through the I-70/I-71 overlap area (part 1).	C7	105523	In Construction
	Reconstruct the I-70/I-71 east interchange (Grant to Miller/I-70 to Main) (project 2D).	C7, C8	77370	In Development
	Reconstruct I-71 from Broad to Main (project 3).	C7	77371	In Development
	Reconstruct I-70 and add a fifth lane (East Freeway) (project 5).	C7, C8	88035	In Development
	Upgrade I-71/I-70/SR315 interchange (project 6, 6C, 6D).	C7	81828	In Development
	Reconstruct SR15 southbound ramps (project 6B).	C7	98200	In Development
	Rebuild the existing infrastructure of I-70 west in the overlapped area of I-70 west and I-71 south. Add a fifth through lane.	C7, C10	89464	In Development
I-71 SmartLane (Franklin)	Northbound I-71 improvements from I-670 to North Broadway, bridge rehabilitation at multiple locations, installation of ITS infrastructure from I-670 to I-270, and upgraded lighting (phase 1).	C11	109164	In Development
	I-71 improvements to support hard shoulder (phase 2).	C11	122438	In Development
	Southbound I-71 improvements from I-270 to I-670, bridge rehabilitation and replacement at multiple locations, installation of SmartLane devices, and median barrier replacement (phase 3).	C11	122444	In Development

Project Group	Phase/Project Description	Hotspots	PID	Status
SR161 (Franklin)	Widen SR161 from I-270 to US62 and widen the ramp from SR161 westbound to I-270 northbound.	C3, C11	116322	In Construction
US33 Corridor (Franklin)	Conduct preliminary and final engineering and purchase right-of-way for US33 @ Bixby Road.	C22	76687	In Development
	Conduct preliminary and final engineering for roadway improvements along US33.	C22	119387	In Development
	Construct a new interchange at the intersection of US33 and TR229 (Bixby Road).	C22	121814	In Development
	Upgrade the I-270/US33 interchange.	C1, C22	121812	In Development
SR315 Northbound Ramp (Franklin)	Widen US33 from two to three lanes in each direction from SR104 (Refugee Road) to Diley Road (TR207).	C22	121811	In Development
	Conduct environmental review and preliminary engineering for I-270 @ SR315 improvements.	C15, C18	117878	In Development
SR161 (Franklin/Licking)	Eliminate a loop ramp and construct SR315 northbound to I-270 westbound flyover ramp.	C9	77238	In Development
SR161 (Franklin/Licking)	Expand SR161 from US62 to SR37 and add a third lane.	C25	109072	In Development
I-70 (Licking)	Add a third lane on I-70 from Palmer Road to SR158.	C21	115425	In Development
US42 @ I-70 (Madison)	Widen lanes, provide a center turn lane, widen shoulders, revise signal operations, and improve traffic control.	C2	81749	In Development
US23 @ SR762 (Pickaway)	Build a new US23/SR762 interchange.	C2	77319	In Development
SR31 (Union)	Widen SR31 from Elwood Avenue to the US33 eastbound ramp intersection.	C16	114102	In Construction
US33 (Union)	Upgrade and reconfigure the US33/SR161/Post Road interchange including relocating ramps and improving adjacent roadways.	C27	80748	In Construction
US42 (Union/Delaware)	Reconstruct US42, including widening shoulders and adding limited turn lanes.	C24	111381	In Development

Project Group	Phase/Project Description	Hotspots	PID	Status
US23 North Corridor Improvements (Franklin/Delaware/Marion)	Complete the US23 corridor study.	C20	112768	In Development
	Conduct US23 project development activities.	C20	TBD	In Development
	Add a lane to US23 and build a US23/Lazelle Road interchange to reduce traffic signals from eight to four in this segment (segment I).	C20	TBD	In Development
	Build a US23/SR750 interchange to reduce traffic signals from six to zero in this segment (segment II).	C20	TBD	In Development
	Build a Home Road interchange to reduce traffic signals from five to zero in this segment (segment III).	C20	TBD	In Development
	Build an interchange at US23 and Glenn Parkway to reduce traffic signals from five to two in this segment (segment IV).	C20	TBD	In Development
	Segment V: Build an overpass between SR315 and US42 to reduce traffic signals from eight to zero in this segment (segment V).	C20	TBD	In Development
	Build a US23/Coover Road interchange to reduce traffic signals from five to zero in this segment (segment VI).	C20	TBD	In Development
Build a US23/SR229 interchange to reduce traffic signals from two to zero in this segment (segment VII).	C20	TBD	In Development	

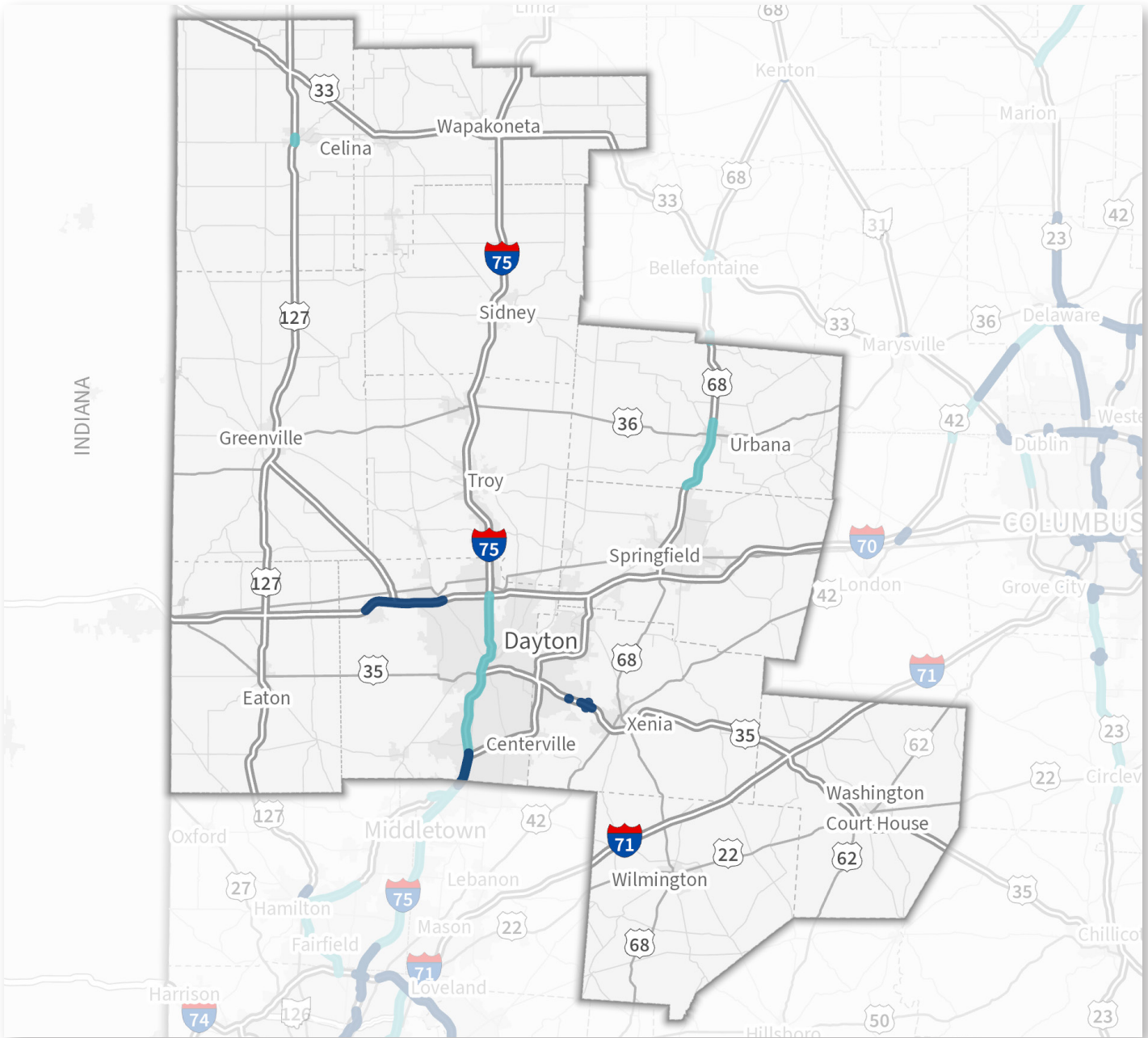
The table below identifies four ongoing ODOT planning studies that will develop recommendations to manage existing and future congestion in these hotspots.

Project Group	Phase/Project Description
I-670 (I-71 North to SR315 to I-70 West) (Franklin)	ODOT plans to conduct a transportation system management and operations study on this corridor starting in 2025.
SR37 (US36/SR3 in Sunbury to Johnstown/ US62)	SR37 needs are being evaluated as part of the US36/SR37 Corridor Study within the Silicon Heartland Initiative.
SR37 (US62 to SR161) (Licking)	SR37 needs are being evaluated as part of the US36/SR37 Corridor Study within the Silicon Heartland Initiative.
SR37 (SR161 to I-70 East) (Licking)	SR37 needs are being evaluated within the SR161/I-70 Connection Study as part of the Silicon Heartland Initiative.

Central Ohio Priority Areas that Need Project Development

Priority Area	Project Development Need
I-270E (SR317 to SR16)	There is only one congestion risk. Solutions may be identified through the Silicon Heartland Initiative coordination and may warrant additional study or operational changes.
I-270 Northwest (Hilliard to US33)	It is uncertain if the ramp improvement project at US33 will manage the two congestion risks forecasted in 2035 or later. No additional ODOT projects are underway to address risks.
SR16 (Newark)	Intersection delays and congestion on SR16 at Dayton and Marne Roads are forecasted in 2035 or later. No ODOT projects are underway to address risks.
US68 (Bellefontaine, West Liberty)	There is existing and future congestion in Bellefontaine and West Liberty due to signalized intersections and frequent driveways. No existing ODOT projects are underway to manage multiple congestion risks.
US42 (US23 to US33, Plain City)	There is a fully funded rehabilitation and shoulder widening project underway in this area, but it is not anticipated to manage multiple congestion risks. No ODOT projects are underway to manage the remaining risks.
US23 (I-270 to south of Circleville/ Dupont Road)	There are existing and forecasted congestion, safety, and access management issues associated with at-grade signalized and unsignalized intersections, transition from a divided to undivided roadway with varying shoulder widths, and partial or no access control. There are two ODOT projects that will manage portions of the congestion risks within this priority area at the interchange with I-270 and the new interchange at SR762. The remainder of this priority area does not have existing ODOT projects to manage the remaining congestion risks.

West Ohio Priority Recommendations



Source: Strategic Transportation and Development Analysis Team

- Priority Areas with Projects in Process
- Priority Areas that Need Projects

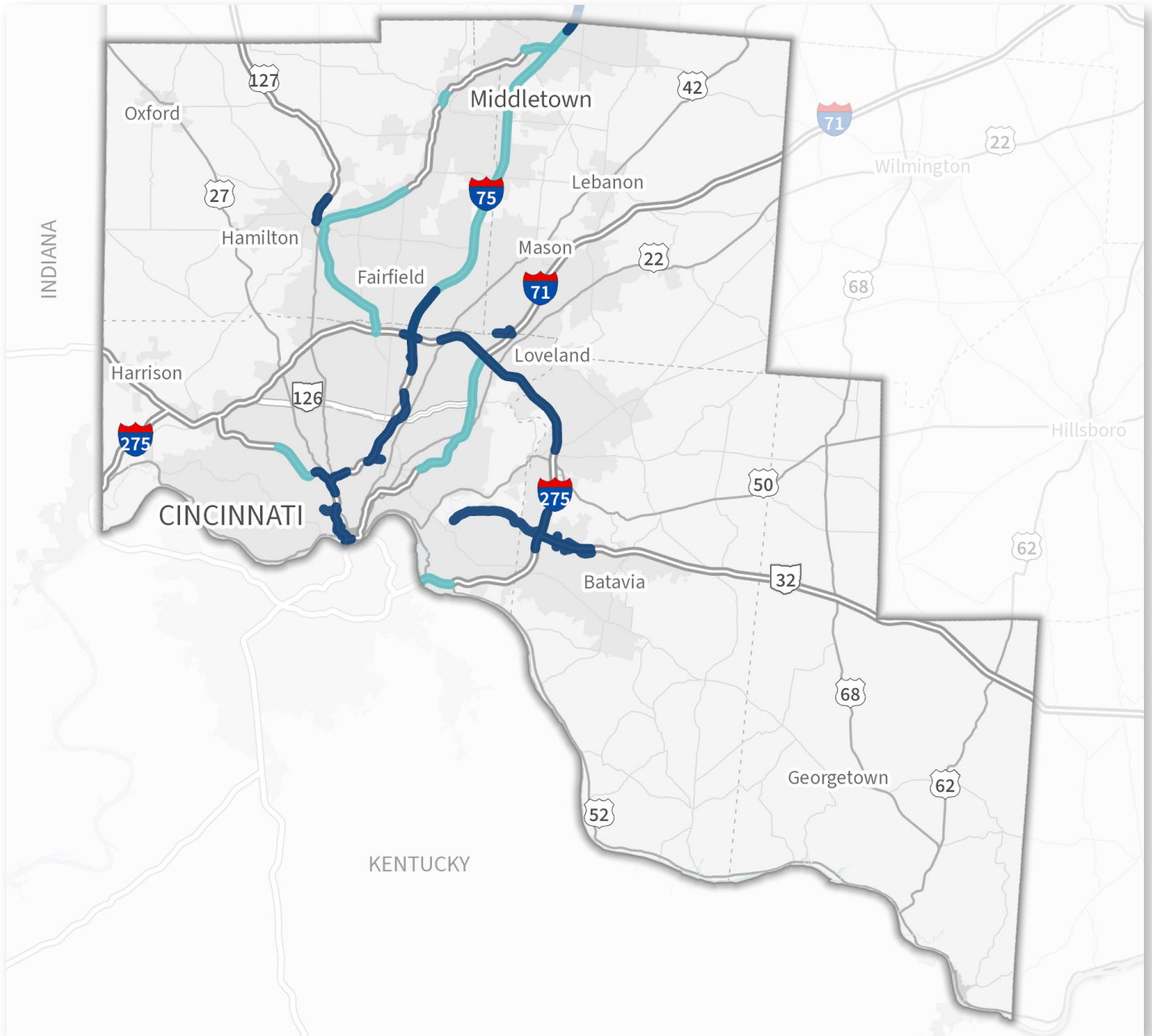
West Ohio Priority Areas with Projects in Process

Project Group	Phase/Project Description	Hotspots	PID	Status
US35 (Greene)	Eliminate at-grade intersections at Factory and Shakertown Roads and Orchard Lane by constructing a new interchange between Factory Road and Orchard Lane.	W3	80468	In Development
US35 (Greene)	Replace the existing US35/Valley Road/Trebein Road intersection with a new interchange.	W3	107217	In Construction
I-70 (Montgomery)	Widen I-70 to three lanes in each direction from Upper Lewisburg-Salem Road to SR48.	W1	119672	In Development
I-75 @ I-675 (Warren/Montgomery)	Reconstruct and widen I-75 to four-lanes in each direction between I-675 and Pennyroyal Road.	W5, SW1	113579	In Development

West Ohio Priority Areas that Need Project Development

Priority Area	Project Development Need
US68 (Champaign/ Urbana)	US68 shows existing peak period congestion within Urbana and congestion risks expand in 2055 along the entire corridor. There are no ODOT projects underway along this section of US68.
US127 (Celina)	There is congestion due to signalized intersections and driveways. No ODOT projects are underway to manage these risks.
I-75 (I-275 to I-70)	I-75 from I-275 to I-70 faces existing and future congestion, reliability, safety, and operational risks that are anticipated to intensify as development continues adjacent to the corridor and truck traffic continues to grow. There are two ODOT projects that will manage portions of the congestion risks within this priority area, including ongoing study of improvements at the I-75/I-275 interchange and widening I-75 from north of SR73 to I-675. The remainder of this priority area does not have existing ODOT projects to manage the remaining congestion risks.

Southwest Ohio Priority Recommendations



Source: Strategic Transportation and Development Analysis Team

■ Priority Areas with Projects in Process

■ Priority Areas that Need Projects

Southwest Ohio Priority Areas with Projects in Process

Project Group	Phase/Project Description	Hotspots	PID	Status
Butler North Hamilton Crossing (Butler/Hamilton)	Add a new east-west river crossing on a new alignment.	SW13	115755	In Development
Eastern Corridor (Clermont/Hamilton)	Construct the Glen Este Withamsville overpass, approaches, and ramps, and build a local connector distributor road on SR32.	SW14	103957	In Construction
	Rebuild the interchange at SR32 and Bach Buxton.	SW14	103954	In Construction
	Reconstruct SR32, US50 to Bells Lane (segment II/III).	SW14	86462	In Development
	Rebuild the I-275/SR32 Interchange - phase 2A (segment IV).	SW14	93968	In Development
	Rebuild the I-275/SR32 Interchange - phase 3 (segment IV).	SW14	82134	In Development
	Add a new diverging diamond interchange at SR32 and Bach Buxton (segment IVA).	SW14	82370	In Development
I-275 Improvements (Hamilton)	Construct a braided roadway from Reed Hartman Highway to I-71.	SW3	121926	In Development
I-275 SmartLane (Hamilton)	Implement SmartLanes along I-275 from US42 to SR28.	SW2	115417	In Development
I-75 Mill Creek Expressway (Hamilton)	Acquire right-of-way (phase 5).	SW10	83723	In Development
	Reconstruct the southbound I-75 connection to westbound I-74, add a through lane on westbound I-74 from south lane mile marker 19.10 to south lane mile marker 18.01 (phase 5B).	SW10, SW12	104668	In Construction
	Construct a new pump station and combined sewer overflow for the widening of I-75 (phase 8B).	SW10	117526	In Construction
	Construct an additional lane and rehabilitate pavement and bridges from Regina Graeter Way to SR26 (phase 8C).	SW10	117525	In Development
	Reconstruct SR562 from I-75 to the Paddock Avenue interchange.	SW10	121447	In Development

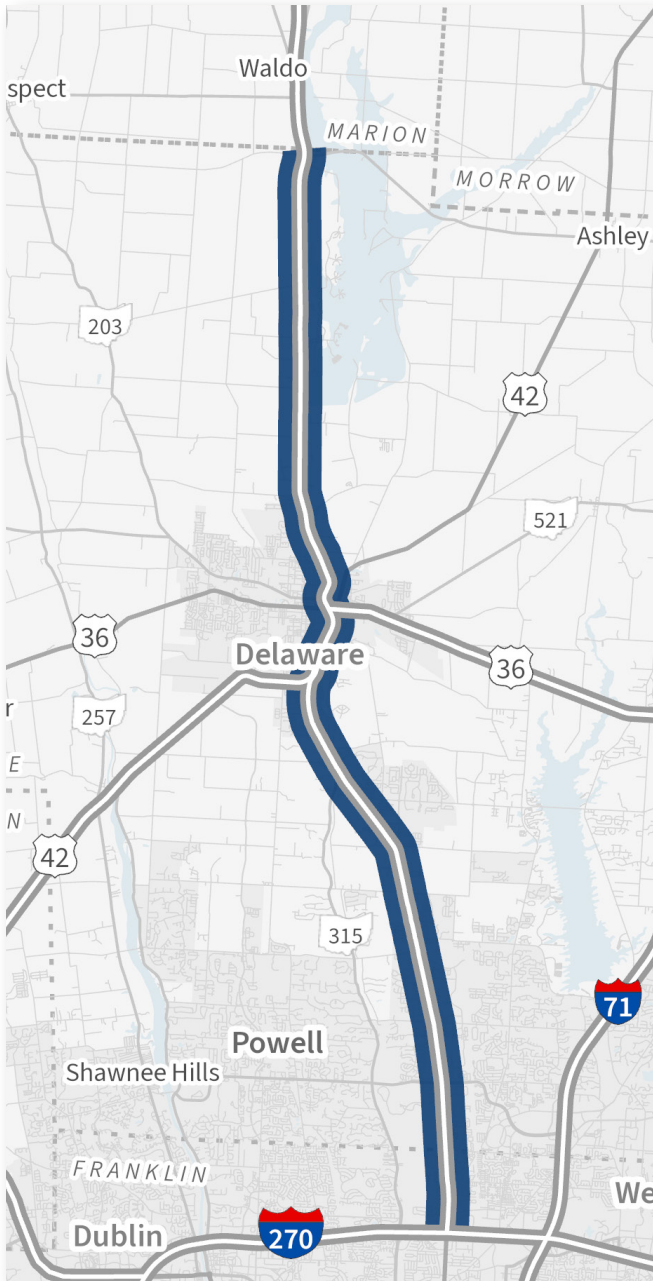
Project Group	Phase/Project Description	Hotspots	PID	Status
I-75 Through the Valley (Hamilton)	Development work for I-75.	SW10	113687	In Development
	Add a fourth lane in each direction and improve ramps (phase 3).	SW10	88124	In Development
	Unify I-75 along existing southbound alignment, add a fourth lane, and build a collector-distributor to SR126 westbound ramp (phase 5 & 6).	SW10	117167	In Development
	Phase 8: Add a fourth lane on I-75 in both directions and auxiliary lanes from Sharon Road to Glendale Milford Road and from Sharon Road to I-275 (phase 8).	SW10	76256	In Construction
	Replace the railroad bridge and add new spans for I-75 unification.	SW10	88129	In Development
I-75 Brent Spence Bridge (Hamilton)	Build a large diameter storm sewer trunk line between Gest Street and Western Hills Viaduct along I-75 in the Brent Spence Corridor.	SW12	122902	In Development
	Build the Brent Spence Bridge.	SW12, SW6	116649	In Construction
	Improve I-75 from Findlay Street to Liberty.	SW12	122052	In Development
	Purchase right-of-way and complete development of the Brent Spence Bridge.	SW12	89068	In Development
	Reconstruct I-75 from Findlay to Marshall - Northern Portion.	SW12	114161	In Development
	Reconstruct I-75 from Linn to Marshall - Central Portion.	SW12	113361	In Development
	Reconstruct Linn Street over I-75.	SW12	122048	In Development
Western Hills Viaduct (Hamilton)	Conduct development - engineering, right-of-way acquisition, etc. - for Western Hills Viaduct.	SW12	85388	In Development
	Construct western approach.	SW12	105314	In Development
	Construct eastern approach.	SW12	105315	In Development
	Construct a new viaduct.	SW12	105349	In Development
I-75 @ I-275 (Hamilton/Butler)	Improve the I-75/I-275 interchange and roadway.	SW3, SW4, SW10, SW11	120804	In Development
CR4/CR1 (Hamilton/Warren)	Widen Fields Ertel Road from two lanes to five lanes between Snider Road and Wilkens Boulevard.	SW8	114606	In Development
I-75 @ I-675 (Warren/Montgomery)	Reconstruct and add lanes on I-75 between I-675 and Pennyroyal Road.	SW1, W5	113579	In Development

Southwest Ohio Priority Areas that Need Project Development

Priority Area	Project Development Need
SR4/SR73 (Hamilton-Middletown-I-75)	SR4 from Hamilton to Franklin Township and SR73 connecting to I-75 has multiple existing and future congestion risks forecasted on different segments in 2025 and 2055. There are minor intersection projects underway within this hotspot area; however, these are not anticipated to manage widespread congestion in this hotspot area.
SR4 (I-275 to SR129)	SR4 shows existing severe peak period congestion north of I-275 and multiple congestion risks starting in 2035. There is an intersection improvement project within this hotspot area. However, there are no other projects underway to manage risks associated with a high-volume corridor with minimal access control in a developed area.
I-71 (SR562 to I-275)	This segment of I-71 shows existing severe peak period congestion and multiple congestion risks starting in 2035. There are no ODOT projects along this section of I-71.
I-275SE (US52)	There is limited congestion risk appearing after 2035 on I-275 north of the Ohio River and at the US52 interchange and there are no ODOT projects underway to manage risks.
I-74 (N. Bend Road to Montana Avenue)	There is limited congestion risk appearing after 2035 on I-74 west of the I-75 interchange and there are no ODOT projects underway to manage risks.
I-75 (I-275 to I-70)	I-75 from I-275 to I-70 faces existing and future congestion, reliability, safety, and operational risks that are anticipated to continue to intensify and expand as development continues to occur adjacent the corridor and truck traffic continues to grow. There are two ODOT projects will manage portions of the congestion risks within this priority area including ongoing study of improvements at the I-75/I-275 interchange and the widening of I-75 from north of SR73 to I-675. The remainder of this priority area does not have existing ODOT projects to manage the remaining congestion risks.



Toledo-Columbus Priority Projects in Process



Source: Strategic Transportation and Development Analysis Team

— Priority Projects in Process

The US23 corridor north of Columbus has experienced significant development pressures over the last decade, decreasing the speed and reliability of the connection between Toledo and Columbus.

The priority recommendation is to improve US23 between Waldo and I-270. ODOT's US23 North corridor improvements, developed in tandem with this Study, would reduce the 39 traffic lights along the corridor to seven or fewer. The US23 improvements include widening lanes, adding several interchanges, and building overpasses to reduce travel time and improve safety. ODOT will advance priority segments and interchanges into preliminary design and move others into early phases of the project development process.

ODOT was also asked to analyze the benefits and feasibility of completing non-stop freeway access from Toledo to Columbus. Undoubtedly, if the federal government were to build an interstate highway system from scratch today, a freeway between Toledo and Columbus would be included. However, since the system was devised in the 1950s, today's considerations must take into account the development that has occurred along this corridor in the decades since.

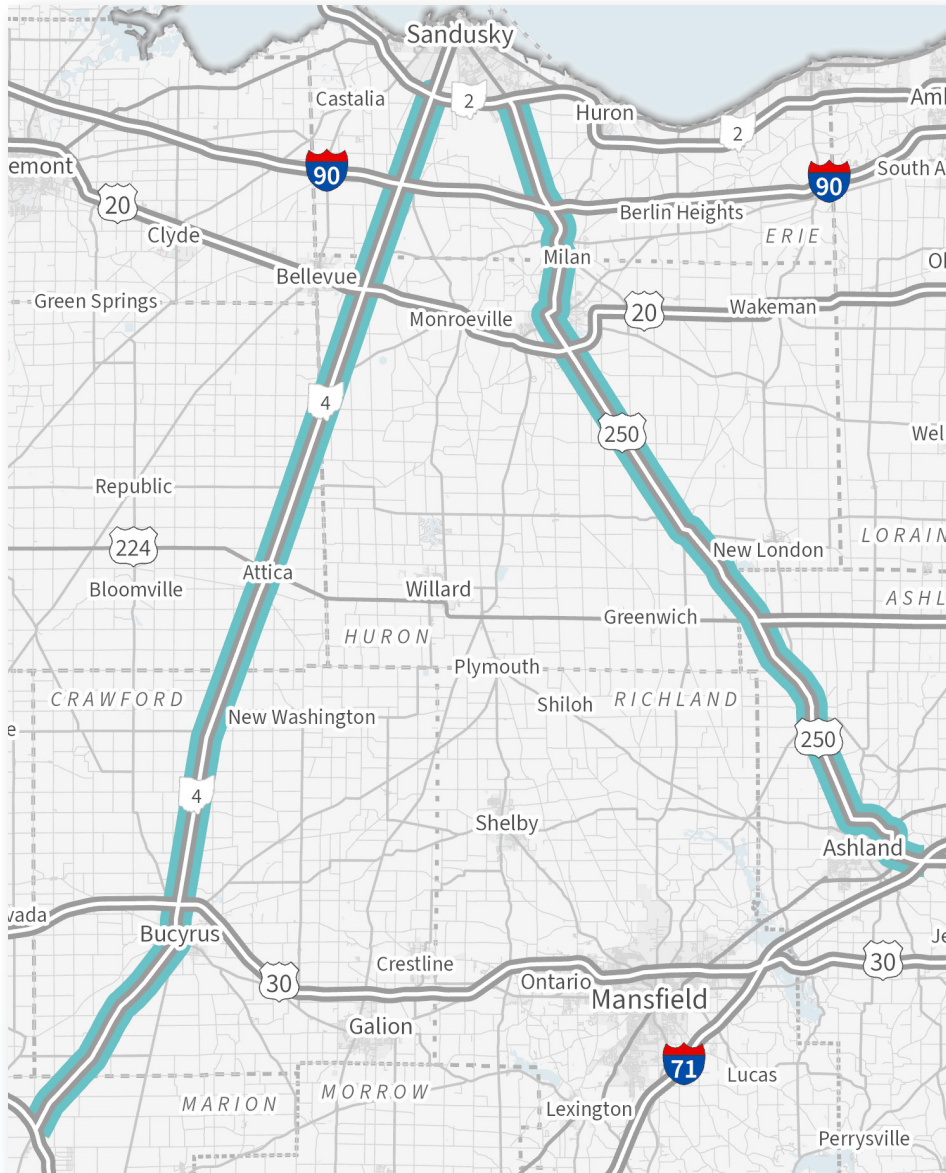
ODOT evaluated and compared the benefits and feasibility of the previously announced US23 Connect road construction recommendations with alternative expressway connections between US23 and I-71 in Marion and Delaware counties, as well as potentially making US23 completely freeway between I-75 and I-270.

The findings conclude that the US23 North corridor improvement plan recommended by ODOT in June 2024 is the most beneficial, cost effective, and feasible recommendation to address congestion and safety risks in the corridor. Therefore, this Study does not recommend construction of an alternative freeway due to the cost as well as minimal travel time reductions from such an alternative freeway.



Sandusky-Columbus

Priority Areas that Need Project Development



Development pressures on the US23 corridor north of Columbus have reduced the efficiency of the Sandusky and Columbus connections. Two-lane rural US and state highways also create safety and congestion challenges.

The priority recommendations are to improve US23 between Waldo and I-270 and to investigate potential improvements to SR4 and US250. For the US23 corridor, ODOT is actively advancing projects based on the US23 recommendations. ODOT will advance priority segments and interchanges into preliminary design and move others into the early phases of project development. **For SR4 and US250, ODOT will initiate a feasibility analysis to develop projects that will address capacity and operational constraints through existing city and town centers, primarily Bucyrus and Norwalk, and widen narrow shoulders and add turn lanes in rural areas.**

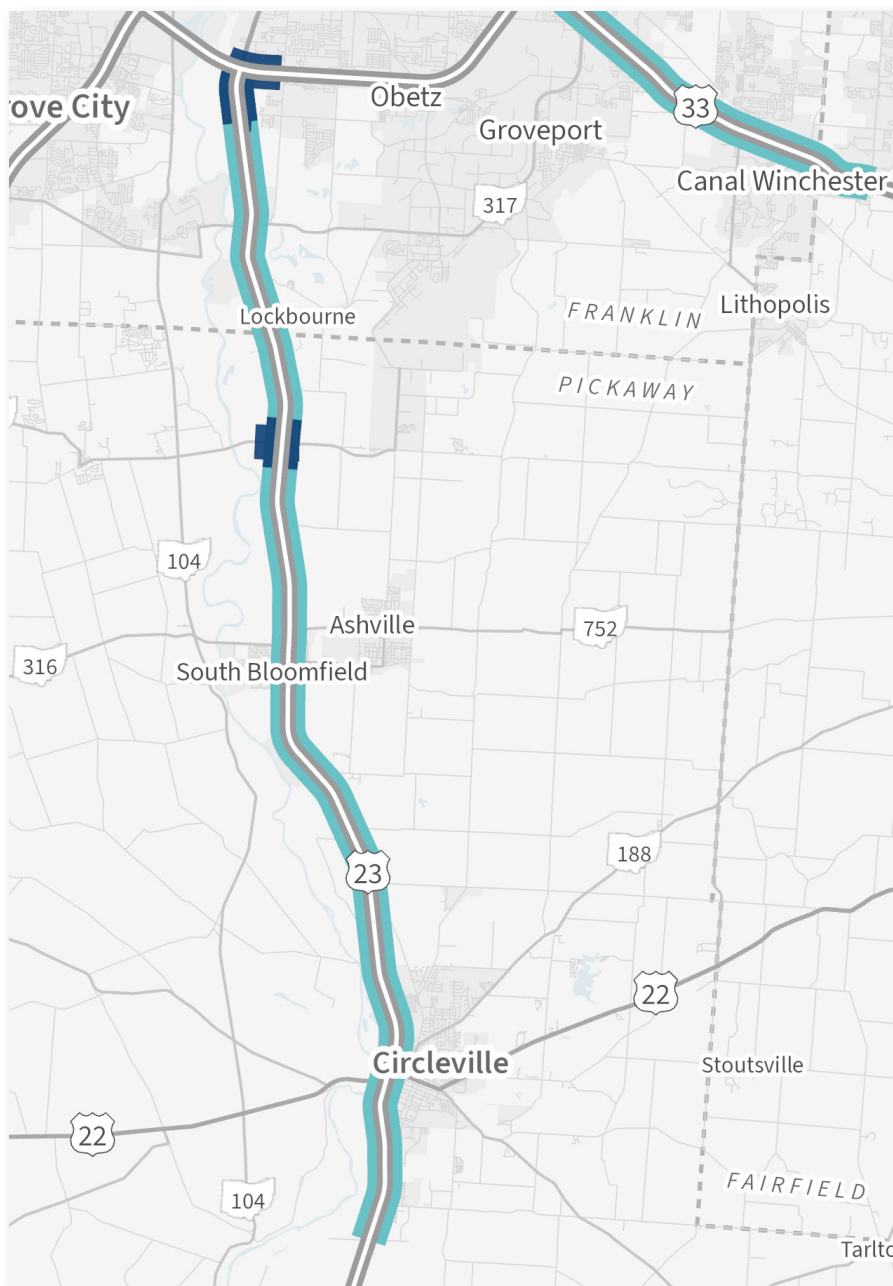
Source: Strategic Transportation and Development Analysis Team

— Priority Areas that Need Project Development



Columbus-Kentucky/West Virginia (US23, US52)

Priority Areas that Need Project Development



Source: Strategic Transportation and Development Analysis Team

Development pressure is building along US23 from I-270 through South Bloomfield. Based on growth forecasts, it is anticipated to continue south toward Circleville. This corridor segment has partial access control and is anticipated to face vehicle volume growth, particularly trucks, given ongoing development around Rickenbacker International Airport. There are two ODOT projects that will manage portions of the congestion risks within this priority area at the interchange with I-270 and a new interchange at SR762. The remainder of this priority area does not have existing ODOT projects to manage congestion risks.

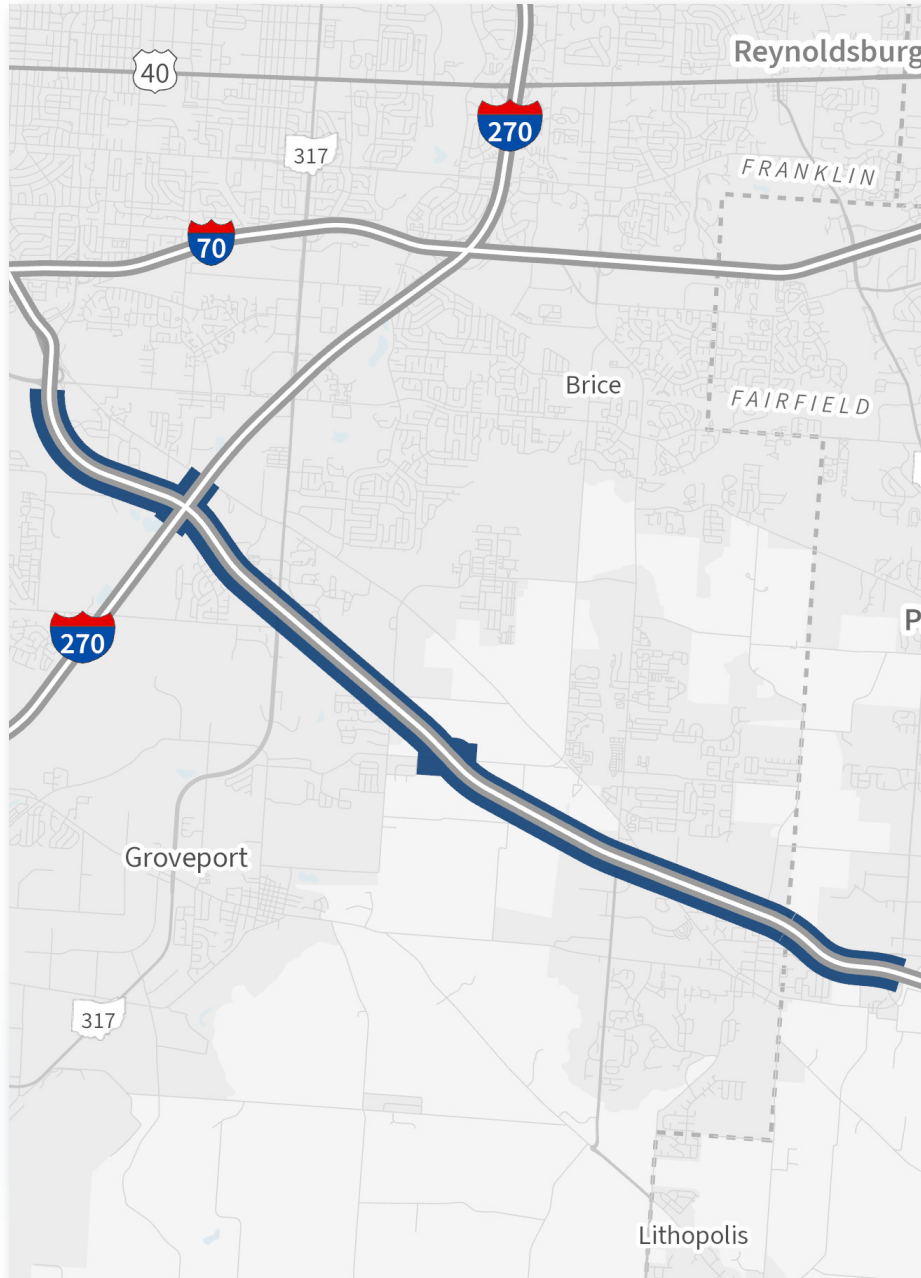
The priority recommendation is to initiate a feasibility analysis and initial project development activities that will position ODOT to increase capacity and manage access on US23 from I-270 to south of Circleville.

ODOT will partner with local governments, regional planning organizations, and economic development organizations to build consensus for projects that manage access such as consolidating driveways and service roads and manage congestion risks by improving intersections and traffic signal operations and adding lanes. These improvements will help preserve the corridor's ability to support interregional mobility while also providing safe access to new residential and industrial development.

— Priority Areas that Need Project Development



Columbus-West Virginia (US33) Priority Projects in Process



ODOT has steadily committed significant resources to address the current and future operational and safety needs of the US33 corridor.

The priority recommendation is to finalize ongoing project development and seek construction funding for existing ODOT projects in Franklin and Fairfield counties. US33 projects in Franklin County include widening US33 from two to three lanes in each direction from SR105 (Refugee Road) to Diley Road, building a new interchange on US33 at Bixby Road, and upgrading the US33/I-270 interchange. Completing these projects would manage the most pressing needs, positioning the corridor to better serve truck traffic growth generated by Rickenbacker International Airport and nearby industries and tourism traffic accessing recreation opportunities in Hocking Hills.

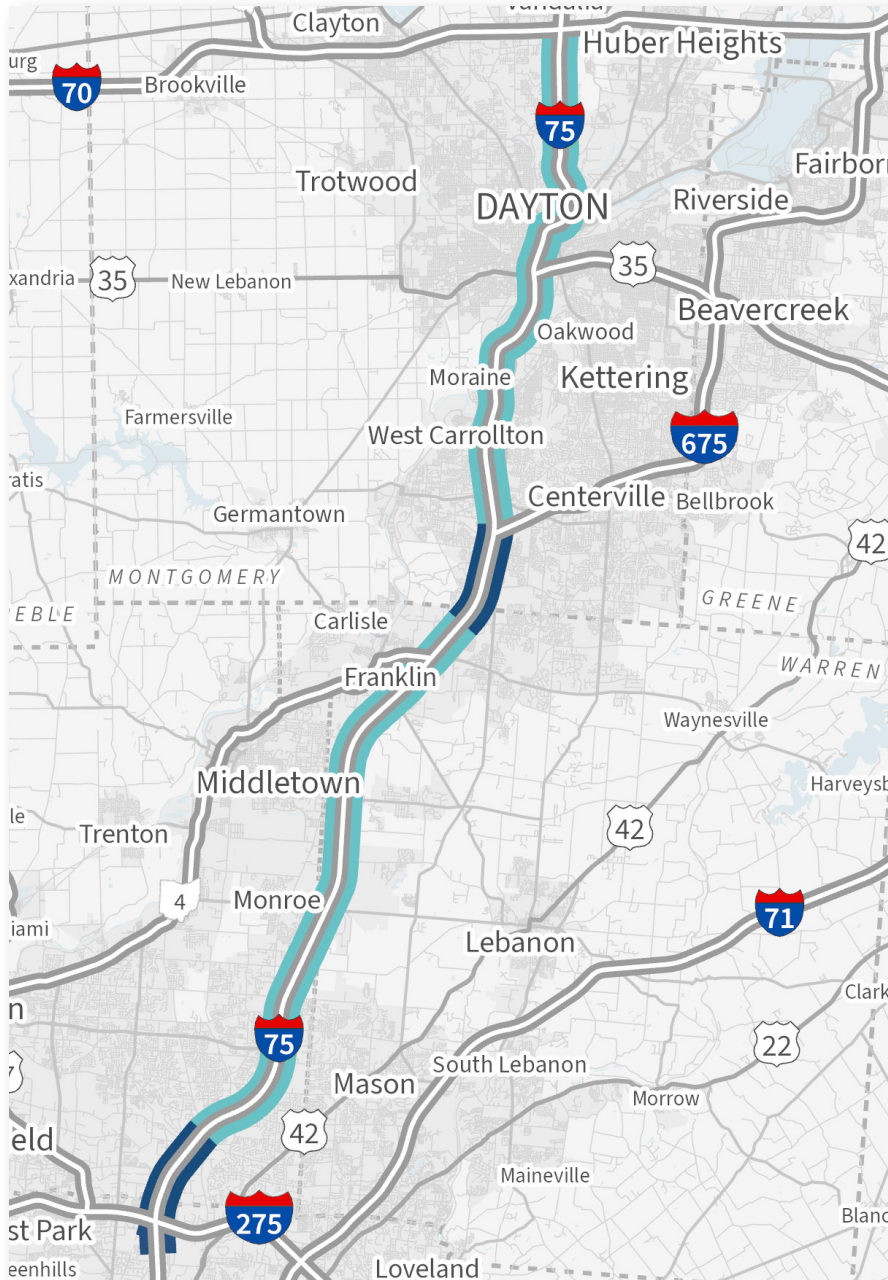
Source: Strategic Transportation and Development Analysis Team

■ Priority Projects in Process



Cincinnati-Dayton (I-75)

Priority Areas that Need Project Development



Source: Strategic Transportation and Development Analysis Team

- Priority Areas that Need Project Development
- Priority Projects in Process

Development pressures on I-75 between I-70 and I-275 are expected to be concentrated in the northern Cincinnati and Greater Dayton areas. Vehicle volume growth on this corridor from increased development combined with continued high truck volumes will increase congestion and safety risks. There are two ODOT projects that will manage portions of the congestion risks within this priority area, including the ongoing I-75/I-275 interchange study and the widening of I-75 from Pennyroyal Road to I-675. The remainder of this priority area does not have existing ODOT projects to manage congestion risks.

The priority recommendations are to continue project development associated with the ongoing I-75/I-275 interchange study and to conduct a corridor-wide feasibility analysis to define phasing of project development and construction.

The I-75/I-275 interchange study recommendations, once fully funded and constructed, should manage congestion risks at the most significant bottleneck in the corridor. ODOT will partner with local governments, regional planning organizations, and economic development organizations to build consensus for future corridor projects. Future projects on I-75, particularly within Montgomery County and Dayton, will position ODOT to address ramp spacing, safety concerns, and current and emerging bottlenecks in alignment with major rehabilitation needs.



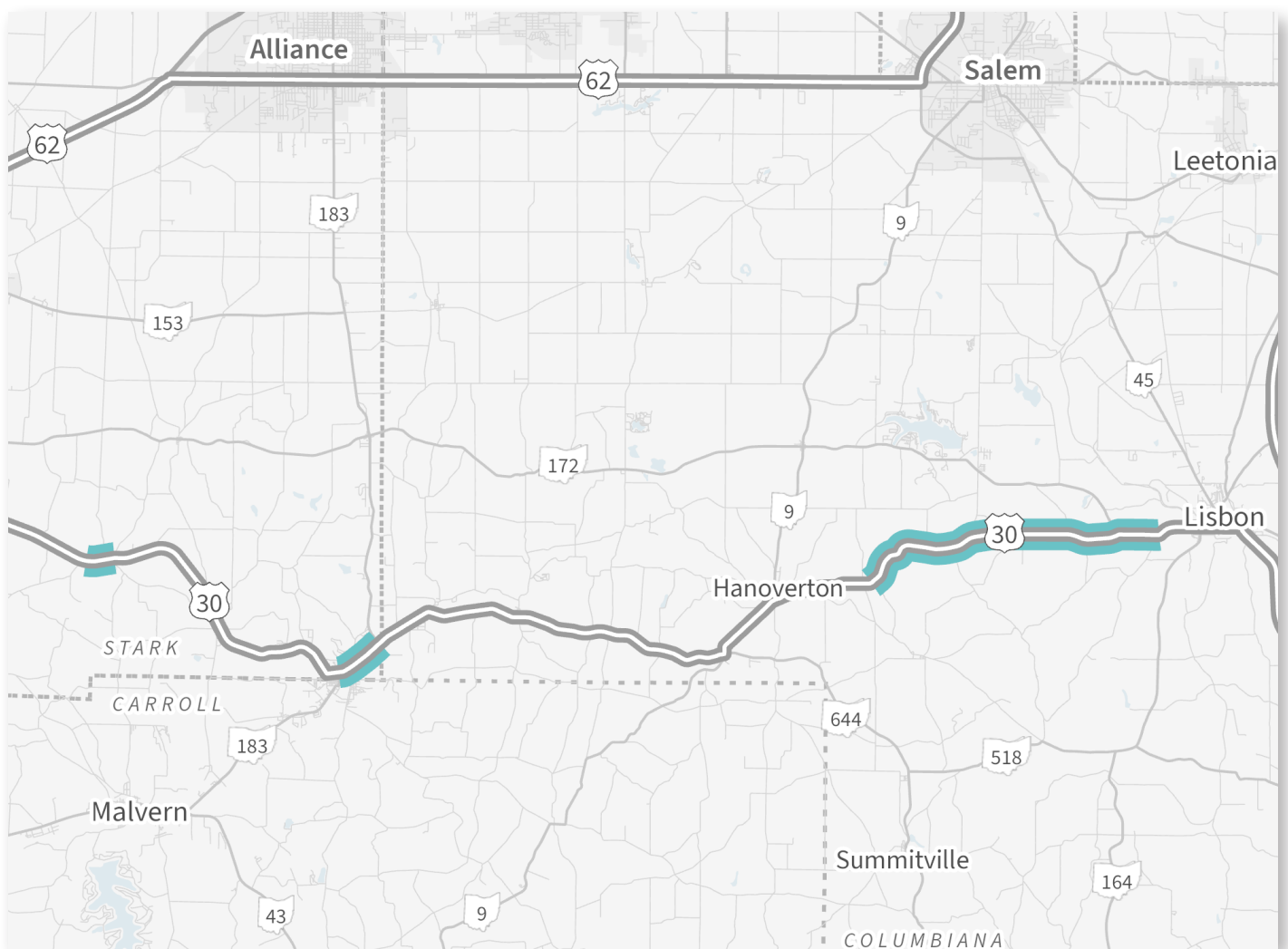
Canton/Youngstown-West Virginia/ Pennsylvania (US30, SR11)

Priority Areas that Need Project Development

Current and future congestion risks on US30 and SR11 are low, but minor geometric and safety concerns exist along US30.

The priority recommendation for US30 is to address these safety and geometric issues in Stark and Columbiana counties. Key strategies include improving intersections, consolidating driveways, and mitigating safety challenges such as limited sight distances around curves.

Based on the analysis of current and projected conditions, pursuing new alternative expressway alignments for US30 between Canton and SR11 is not recommended. This conclusion considers the low congestion risks, high costs, and feasibility constraints associated with such alignments. However, ODOT will continue to monitor US30 and SR11 for development pressures from the Canton/Youngstown areas to West Virginia and Pennsylvania to identify and address emerging issues.



Source: Strategic Transportation and Development Analysis Team

 Priority Areas that Need Project Development

Actionable Recommendations at a Glance

Projects and Studies in Progress

- Continue to advance existing ODOT projects that are anticipated to manage congestion risks within the priority areas, which include 51 of the 72 congestion risk hotspots.
- Advance ODOT recommended improvements to the US23 corridor between Waldo and I-270 to help relieve congestion and enhance connectivity between Toledo and Columbus as well as between Sandusky and Columbus.
- Complete ongoing studies, secure construction funding for unfunded projects, and deliver projects cost effectively.

Projects Needed

- Initiate project development activities or new planning and feasibility studies with regional partners to resolve hotspots or corridor concerns.
- Based on the findings of the focus corridor needs assessments, advance project development and planning in these priority areas:
 - Advance ODOT recommended improvements to the US23 corridor between Waldo and I-270 to help relieve significant congestion and enhance connectivity between Toledo and Columbus as well as between Sandusky and Columbus.
 - For SR4 and US250, ODOT will initiate a feasibility analysis to develop projects that will address capacity and operational constraints through existing city and town centers, primarily Bucyrus and Norwalk, and widen narrow shoulders and add turn lanes in rural areas.
 - ODOT will initiate a feasibility analysis and initial project development activities on US23 in Franklin and Pickaway counties that will position ODOT to increase capacity and manage access on US23 from I-270 to south of Circleville.
 - ODOT will finalize ongoing project development and seek construction funding for existing ODOT projects to improve US33 in Franklin and Fairfield counties.
 - ODOT will continue project development associated with the ongoing I-75/I-275 interchange study and will conduct a I-75 feasibility analysis from I-275 to I-70 to define phasing of project development and construction.
- ODOT will address safety and geometric issues on US30 in Stark and Columbiana counties through improving intersections, consolidating driveways, and mitigating safety challenges such as limited sight distances around curves.

Next Steps

The findings, processes, tools, and data developed through the Strategic Transportation and Development Analysis should be a part of ODOT's standard business practices to ensure that economic development remains an ongoing element of ODOT's planning and project development. Key activities would integrate the economic, site, workforce, and community development

measures and approaches the Study developed into ongoing multimodal planning and programming processes such as Access Ohio 2050, Ohio's long-range transportation plan; Transport Ohio, the state freight plan; the Transportation Review Advisory Council (TRAC), which selects large capital projects for funding approval; and others.



**Department of
Transportation**

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