



## Project Information

Application ID

2025\_D05\_02

Date Submitted

5/28/2025

Project Name

Franklin/Licking SR 161 22.10/0.00

ODOT District

District 5

County

Licking

ODOT PID

117878

Project Mode

Roadway/Freight

Current TRAC Tier

Tier II

Requested TRAC Tier

Tier II

### Project Description

The project involves the widening of SR 161 and SR 37 in Franklin and Licking County. Work will include operational improvements to the service interchanges at Beech Road, Mink Street and SR 37. The project is being developed to support expected high intensity use economic development projects near the Silicon Heartland site western Licking County.



## Project Sponsor Information

Project Name

Franklin/Licking SR 161 22.10/0.00

Sponsoring Agency

ODOT District 5

Project Contact

Heather Gilbert

Phone

(740) 323-5113

Email

Heather.Gilbert@dot.ohio.gov

Address

9600 Jacksontown Road SE

City

Jacksontown

State

Ohio

Zip Code

43030

Type of Application

Existing Project (Tier I, II or III)



## Project Schedule

*New projects are required to supply project milestone information. Please select the status of each milestone below as either Not Started, In Progress or Completed. Additionally please enter the corresponding date for the milestone and status.*

	Status	Date
Planning Studies	In Progress	7/1/2025
Interchange Modification Study (IMS) / Interchange Justification Studies (IJS)	Not Started	12/1/2026
Preliminary Engineering Studies		
Environmental / NEPA Approval	In Progress	8/1/2026
Detailed Design	Not Started	
Right-of-Way Acquisition	Not Started	9/15/2027
Utility Relocation	Not Started	9/1/2028



## Transportation Information

In an effort to understand the complex issues associated with the project TRAC collects a variety of transportation related data and information in the evaluation process including: congestion data, safety data, truck traffic, and model derived transportation values; such as, cost/benefit analysis and air quality. The roadway segments associated with the application is the basis of this analysis. Transit and Freight related projects should identify the roadway segments that will receive the benefit from projects implementation.

New project applications must identify the **primary roadway segment** that will be improved by the project and ancillary roadways that will be improved as part of the project.

	ODOT NLFID	Begin Point	End Point
Primary Roadway Segment	SFRASR00161**C	22.100	23.710
Secondary Roadway Segments	SLICSR00161**C	0.000	8.840
	SLICSR00037**C	12.220	15.590

New Roadways / New Alignment

Begin Latitude

Begin Longitude

End Latitude

End Longitude





### Transit Multi-Modal Project Information

Transit Type

Route/Number

Peak Hour Ridership

Existing Capacity

Added Peak Hour Capacity

Peak Hour Ridership/Capacity Ratio

Vehicle Miles Traveled (VMT) Reduction

### Freight Multi-Modal Project Information

Freight Type

Route/Number

Existing Freight Volume

Existing Freight Capacity

Existing Freight Volume /  
Existing Freight Capacity Ratio

Freight Capacity Increase

Truck Miles Traveled (TMT) Reduction



## Strategic Transportation System (STS) Connections

*The Strategic Transportation System (STS), identified as part of Access Ohio 2045 (Ohio's long range transportation plan), stratifies Ohio's significant transportation corridors and inter-modal hubs. Additional information about the STS and Access Ohio 2045 can be found on the Access Ohio 2045 webpage.*

**The project is part of an STS corridor:**

Yes

**The project will facilitate a connection between two or more corridors or modal hubs identified on the STS:**

Yes

*Please provide a brief explanation as to how this project will facilitate a connection between two or more STS resources.*

The project area is parallel and adjacent to two other STS routes - a designated bike route is located within the project area and a designated bus route (GoBus Route D Columbus//Wooster) is served by this corridor.

**The project will connect an STS resource with a local freight or transit facility or resource:**

Yes

*Please provide a brief explanation as to how this project will connect an STS resource with a local freight or transit facility or resource*

The corridor is located to be the primary corridor to serve the New Albany Business Park and Silicon Heartland development area.



## Local Investment Factors

### Built Out Local Attributes

Local Investment factors analysis and evaluation of the dollar value of existing, local built-out attributes such as streets, water, and land use. For this analysis TRAC has standardized the project area as a one-mile "rectangular" buffer around the primary roadway segment. Additionally TRAC also considers percentage of acres served by local services within the rectangular buffer with the following formula: **(Length of the primary roadway segment in miles + 2 miles) x 2 miles x 640 acres**

Length of the primary roadway segment  
being improved by the project:

13.81

Estimated Project Area Acreage:

20,237

What is the estimated percentage of acres being served by the local services within the estimated project area calculated above?

Local Streets and Roadways  
Electrical Service  
Water and Sewer Service

100%

100%

43%

What is the estimated square footage for the following building types within the calculated project area?

Light Industrial  
Heavy Industrial  
Warehouse  
Commercial  
Institutional

1,515,683

1,108,996

385,547

77,764

The estimated percentage of road route miles  
served by transit routes (excluding ADA/Para  
Transit) within the project area:

0%

The estimated percentage of existing  
building square footage currently vacant:

0%



### New Local Investments

TRAC will consider the monetized value of public investments or commitments for new, non-project infrastructure and private investments within 5-year time horizon prior to and after the date of this TRAC Application.

The dollar value of committed or recent public investment in new, non-project infrastructure within the project area (millions):

\$ 69

The present value of private investment in existing facilities within the project area (millions):

\$ 3,455

### Economic Distress - Poverty & Unemployment Rates

As part of the application scoring process, ODOT collects county level information as the standard measurement for poverty and unemployment factors; however, if a project sponsor provides defensible data at a sub-county or census tract level, TRAC can consider that level of geographic analysis for scoring and evaluation.

Are you entering distress values for a sub-county area to be used in the evaluation of this application?

No - I want to use the information collected by ODOT.

County  
Sub-County Poverty Rate  
Poverty Rate Data Source  
Sub-County Unemployment Rate  
Unemployment Rate Data Source




# Project Funding Plan

## TRAC Funding Request

Please indicate the amount of funding being requested by phase and fiscal year. Funding requests should consider the funding that will be needed with the next two fiscal years.

Identify the phase(s) new TRAC funding is being requested for as part of this application:

DD - Detailed Design  
RW - Right-of-Way

	Amount (Millions)	Requested Fiscal Year
PE Funding Request		
DD Funding Request	\$ 0.5	2027
RW Funding Request	\$ 10.0	2027
CO Funding Request		

Total New TRAC Funding Request	\$ 10.5
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The TRAC previously committed funding for project development or construction:

Yes

PE

DD

\$ 5.0

RW

CO

Additional TRAC funds will be requested for future phases of project development or construction:

Yes

PE

DD

RW

CO

\$ 125.0



### Local Funding Commitments

*Project Development and construction can be funded with multiple local funding sources. The questions below will help identify the funding sources for this project.*

Local funding sources will be used  
in project development or construction:

No

Total number of local funding sources:

Local Funding Source (1)

PE

DD

RW

CO

Local Funding Source (2)

PE

DD

RW

CO

Local Funding Source (3)

PE

DD

RW

CO

Local Funding Source (4)

PE

DD

RW

CO

Local Funding Source (5)

PE

DD

RW

CO

Local Funding Totals

PE

DD

RW

CO



### Non-TRAC Funding Sources

How many Non-TRAC funding sources (e.g. ODOT Program, Federal Grant, Community Project Funds) are being pursued, have given a commitment to fund, and/or have been secured for project development and/or construction activities?

1

PE	DD	RW	CO
\$ 8.0			

### Funding Summary

	PE	DD	RW	CO
Local Funding				
Non-TRAC	\$ 8.0			
Previous TRAC Funding	\$ 5.0			
New TRAC Funding		\$ 0.5	\$ 10.0	
Future TRAC Funding				\$ 125.0
Funding Totals	\$ 13.0	\$ 0.5	\$ 10.0	\$ 125.0
Total Project Cost				\$ 148.5

Total Local	Total Non-TRAC	Total TRAC
	\$ 8.0	\$ 140.5
% Local	% Non-TRAC	% TRAC
	5%	95%



## Tier I Construction Estimate

*Projects requesting Tier I status are required to submit a budgetary construction estimate. Additionally estimates must be inflated to the anticipated year of construction.*

Roadway

Drainage

Traffic Control

Structures

Retaining Walls

Railroad

Contingency

Total Estimate

Date of Inflated Estimate

Year of Inflation Estimate





## MPO & District Acknowledgement

### MPO Acknowledgement

The project is within the boundaries of a Metropolitan Planning Organization (MPO) or a Regional Transportation Planning Organization (RTPO):

Yes

Identify the respective MPO or RTPO:

LCATS (Newark)

The MPO or RTPO provided a letter of support or acknowledgment:

Yes

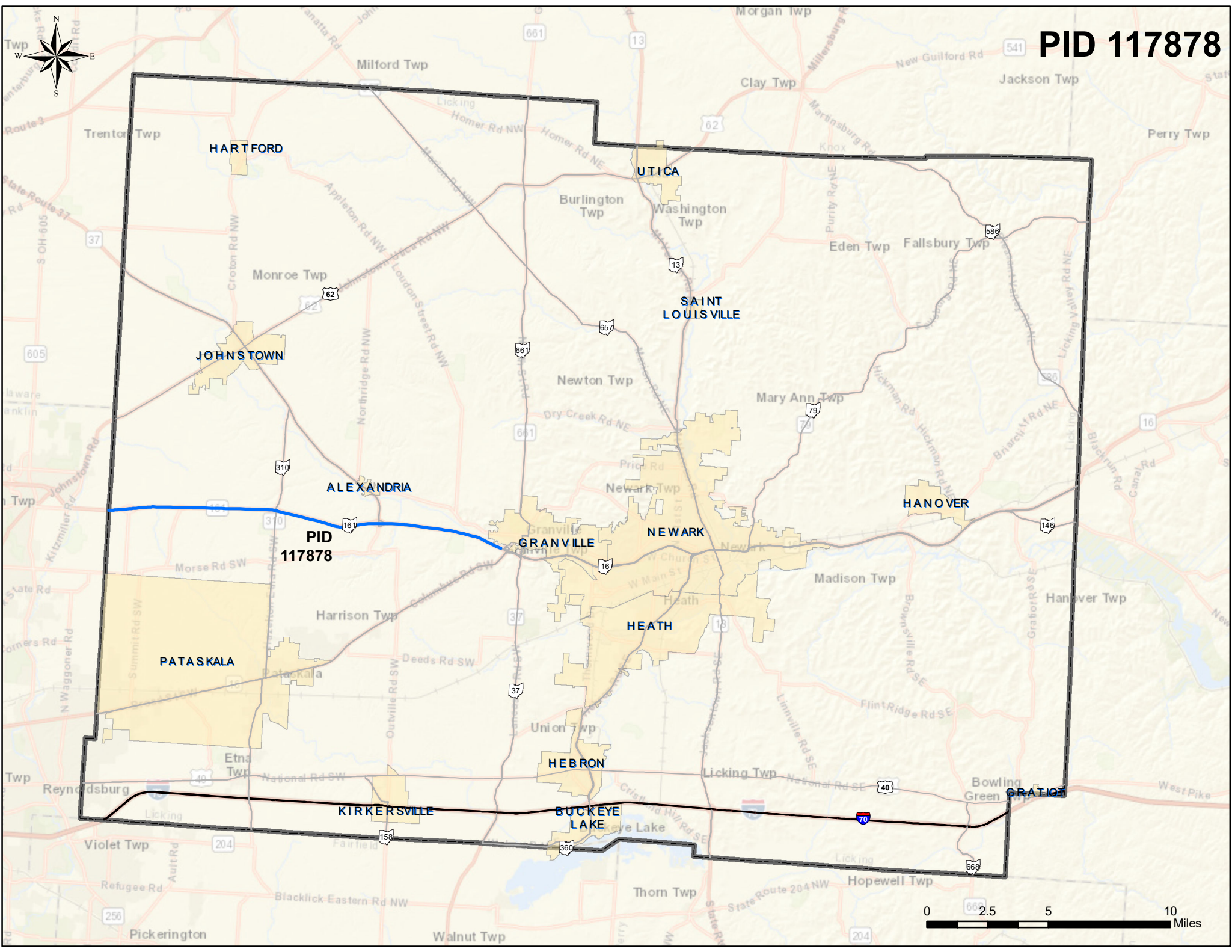
### District Acknowledgement

The applicant/project sponsor contacted the ODOT District Planning Office regarding project development and construction:

The ODOT District Office provided a letter of support or acknowledgment:

### Attachments

PID 117878





ECONOMIC DEVELOPMENT

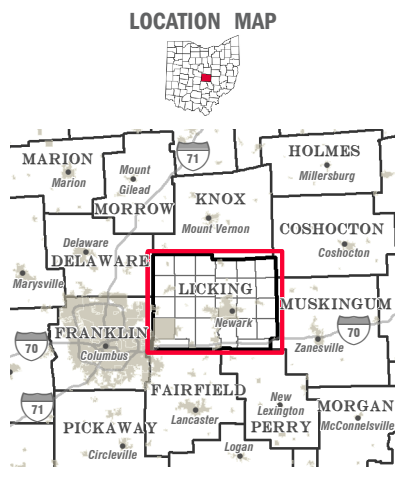
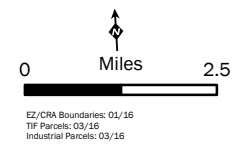
Licking County, Ohio.

- Enterprise Zones
- Community Reinvestment Areas
- TIF Parcels
- Industrial Land Use Parcels
- Jobs Ready Site
- Municipal Corporations
- Townships
- Interstate/US/State Route
- Railroads
- Major Transportation Projects

ECONOMIC DEVELOPMENT INCENTIVES INCLUDE:

- Enterprise Zone (EZ)
- Community Reinvestment Area (CRA)
- Tax Increment Financing (TIF)
- Joint Economic Development District/Zone (JEDD/JEDZ)\*
- Tax Abatement (Improvements Only)\*

\* not displayed

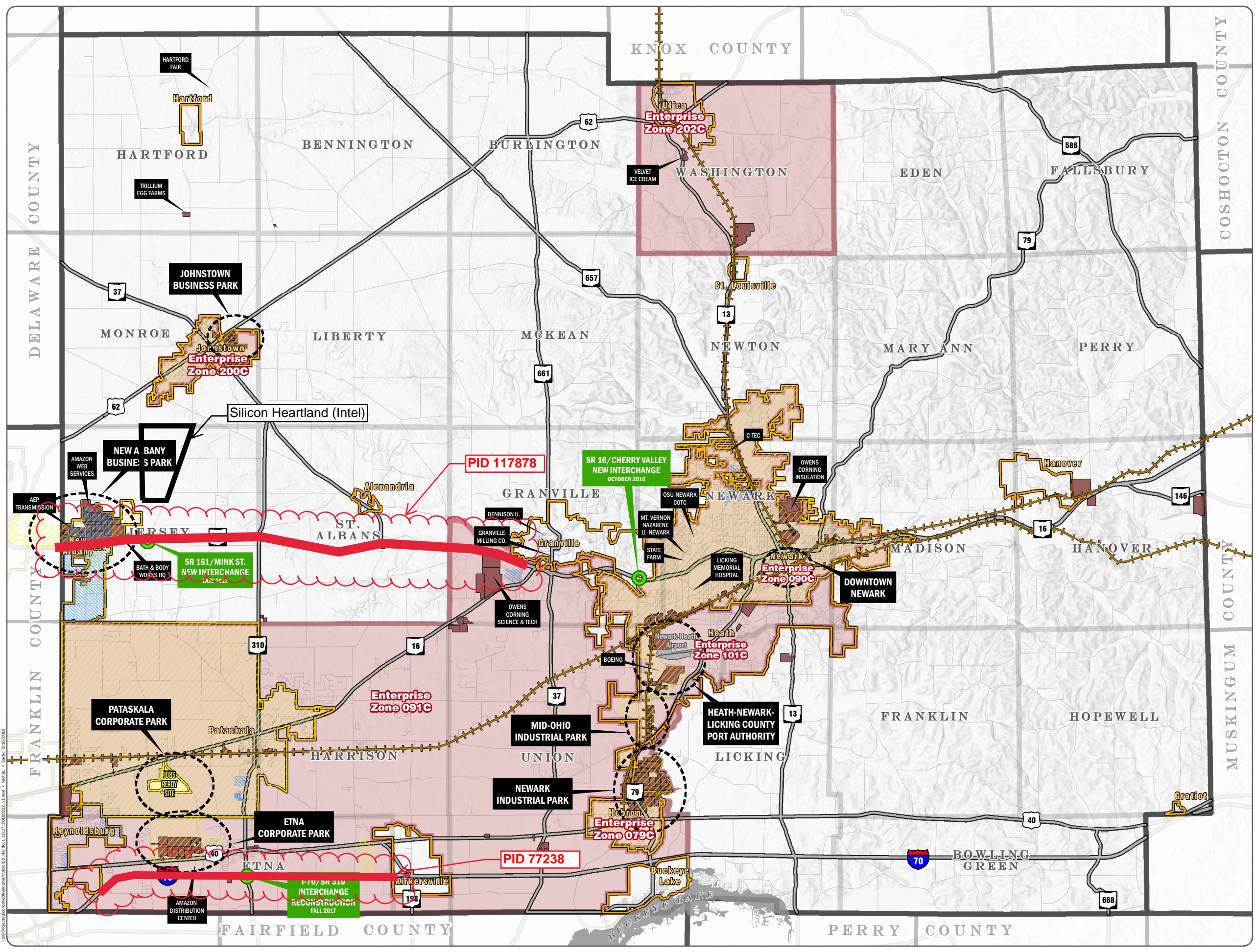


MICHAEL L. SMITH  
LICKING COUNTY AUDITOR  
GIS DEPARTMENT

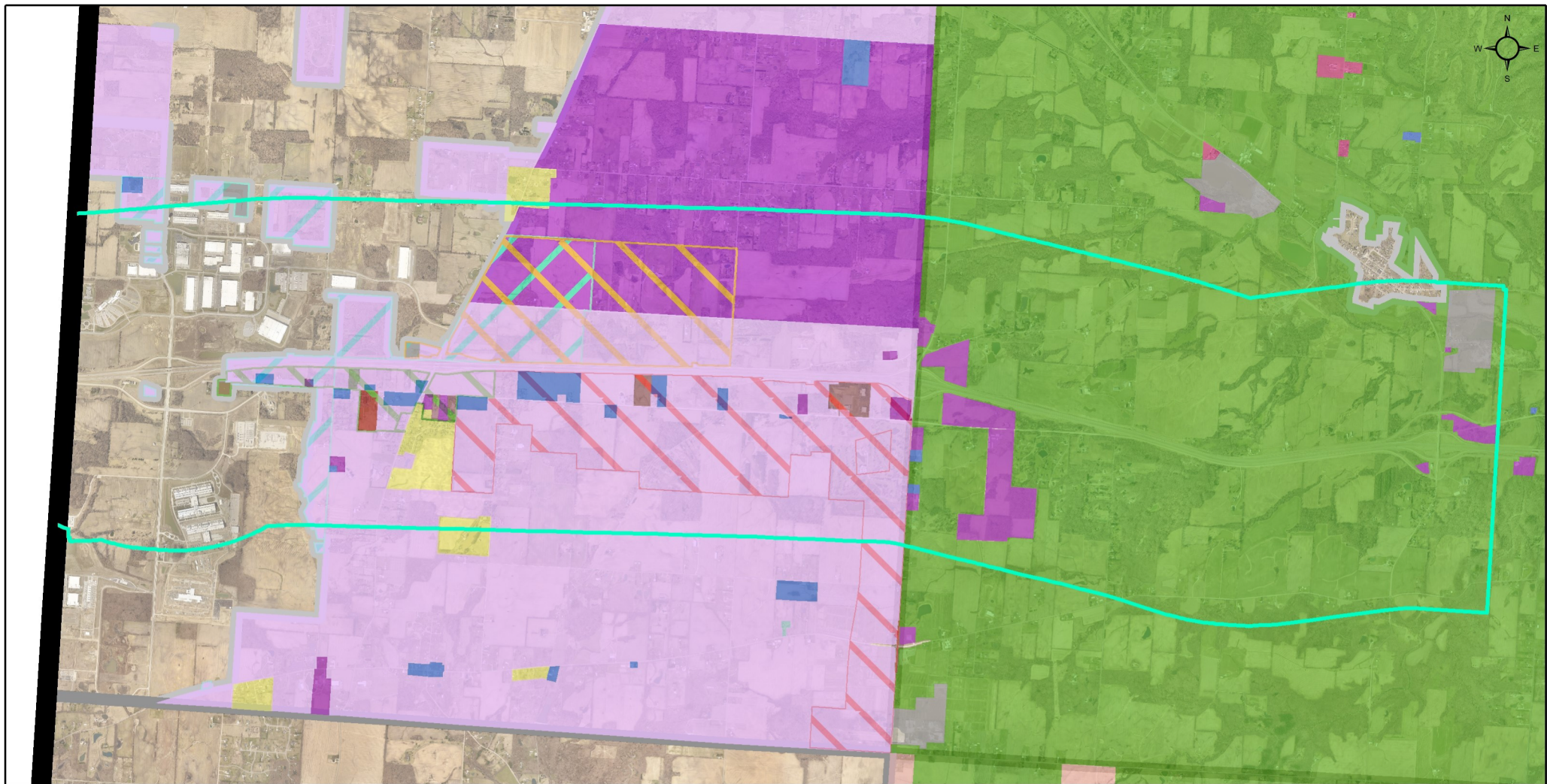
Kyle R. Schaper, GISP  
GIS Director



The information and features on this map have been compiled by Licking County staff from a variety of sources, and are subject to change without notice. Licking County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information.







### Jersey Township

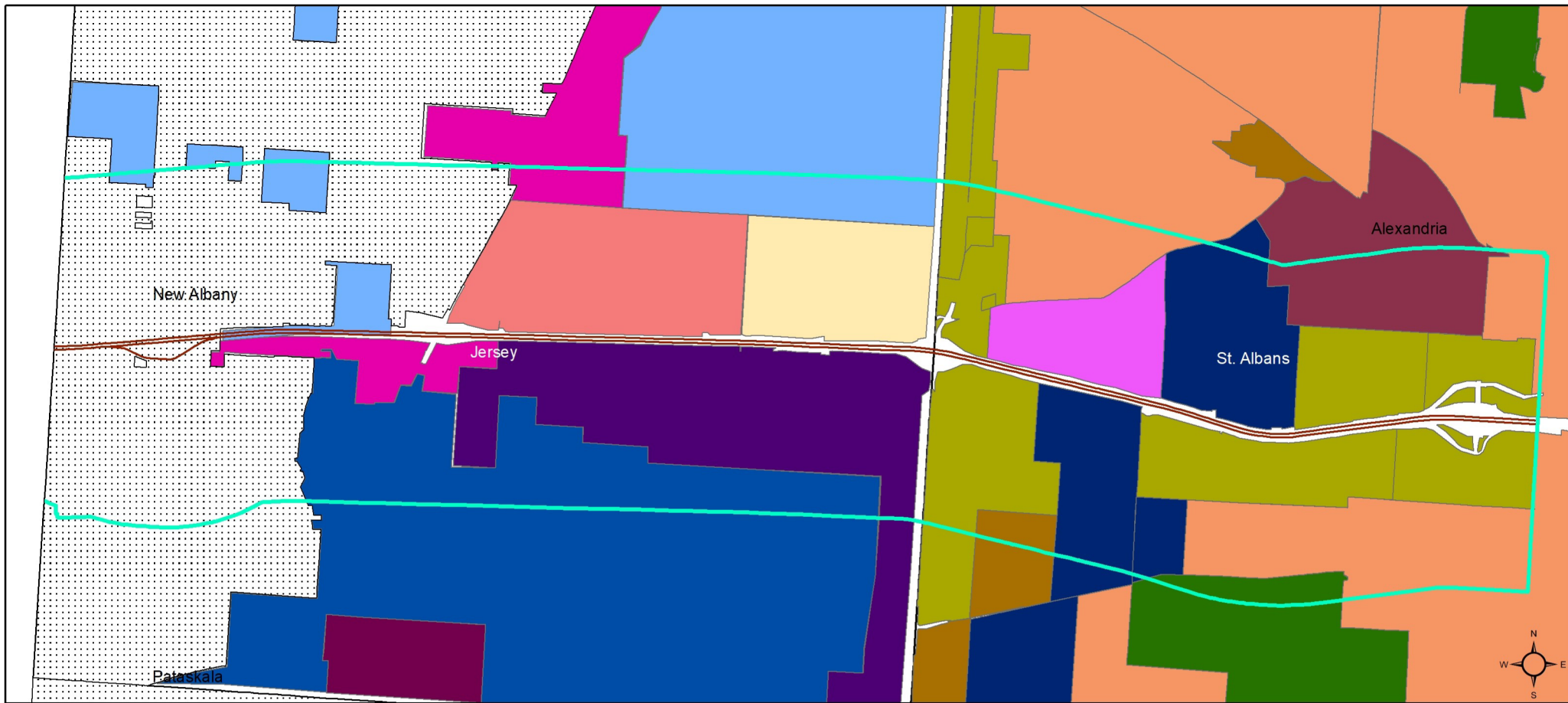
-  MUOD, Mixed Use Office District
-  CPOW, Commercial Professional Office - Worthington Corridor Overlay District
-  MU-W, Mixed Use - Worthington Corridor Overlay District
-  IE-W, Innovation Employment - Worthington Corridor Overlay District
-  MU, Mixed Use
-  NB, Neighborhood Business
-  GB, General Business

-  GB-1, General Business
-  GB-2, General Business
-  M-1, Manufacturing
-  R-1, Residential
-  R-2, General Residential
-  R-3, Multi Residential
-  RR, Rural Residential
-  RR3, Rural Residential

### St Albans Township

-  M&D, Manufacturing and Distribution District
-  AG, Agricultural District
-  CN, Conservation/Natural Recreation District
-  GB, General Business District
-  NB, Neighborhood Business District
-  RR, Rural Residential District
-  B-1, General Business District
-  B-2, General Business District
-  LB, Local Business District
-  M-1, Light Manufacturing District





### Jersey Future Land Use



### St Albans Future Land Use





MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

111 Liberty St., Suite 100  
Columbus, Ohio 43215  
[www.morpc.org](http://www.morpc.org)

May 21, 2025

Heather Ann Gilbert, P.E.  
ODOT District 5  
9600 Jacksontown Road SE, Jacksontown, OH 43030

**Re: MPO Acknowledgement of FRA/LIC-SR-161-22.10/0.00 (SR 161 and SR 37 Improvements; PID 117878) TRAC application**

Dear Ms. Gilbert,

On behalf of the Mid-Ohio Regional Planning Commission (MORPC), the federally designated metropolitan planning organization (MPO) for Central Ohio, we hereby acknowledge the submission of the FRA/LIC-SR-161-22.10/0.00 (SR 161 and SR 37 Improvements) application to the Transportation Review Advisory Council (TRAC) for consideration of funding through the Major New Capacity program.

After reviewing the application, we find that the project aligns with MORPC's plans and programs. The project will be evaluated with other TRAC applications from the MORPC MPO area during the project prioritization process for this TRAC application cycle. The priority list of projects within the MORPC MPO region will then be presented to TRAC during a regional public hearing later this year.

Please do not hesitate to contact us if you need any further information or assistance.

Sincerely,

Shelby Oldroyd  
Associate Planner  
Mid-Ohio Regional Planning Commission

**William Murdock, AICP**  
Executive Director

**Chris Amorose Groomes**  
Chair

**Michelle Crandall**  
Vice Chair

**Ben Kessler**  
Secretary



May 21, 2025

Transportation Review Advisory Committee  
Ohio Department of Transportation  
1980 West Broad Street  
Columbus, Ohio 43223

Regarding ODOT District 5 application for PID 117878

Director Boratyn,

As the Technical Study Director of the Licking County Area Transportation study, I am writing you today in support of the ODOT District 5 application for Detail Design and Rights of Way services in SFY2027 for PID 117878. This project seeks to ultimately widen and improve traffic flow along State Routes 161 & 37 in both Franklin and Licking Counties.

As this project along SR161 & SR37 in eastern Franklin and western Licking Counties quickly approaches its' 20-year design life, it approaches it as this area is one of the fastest job creators nationally. This segment has recently experienced significant growth in the pharmaceutical industry including Amgen. This job growth has also changed from a primarily single direction of traffic in each peak period to significant traffic flows in both directions during both the A.M. and P.M. peak periods.

As the MPO for Newark, Ohio urbanization area, LCATS and its Policy Committee, plans to include this project in the LCATS TIP as it aligns with program priorities from our Long-Range Transportation Plan, LaunchLCA, including increasing density, improving multimodal access to work and context design.

We look forward to supporting ODOT District 5 as they continue to improve the safety, connectivity, and quality of life in Licking County. We continue to believe in this project and thank you for your consideration of this application.

Sincerely,

Matthew Hill  
Technical Study Director  
Licking County Area Transportation Study  
740-670-5191