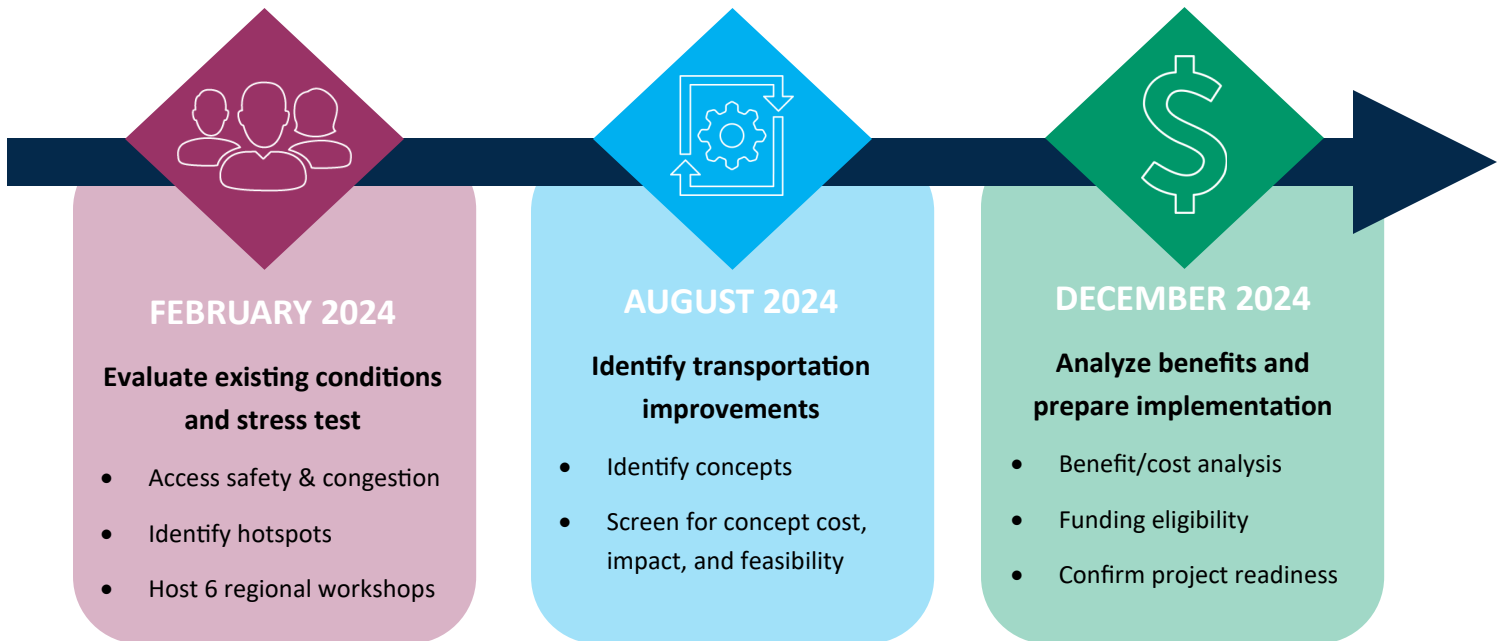
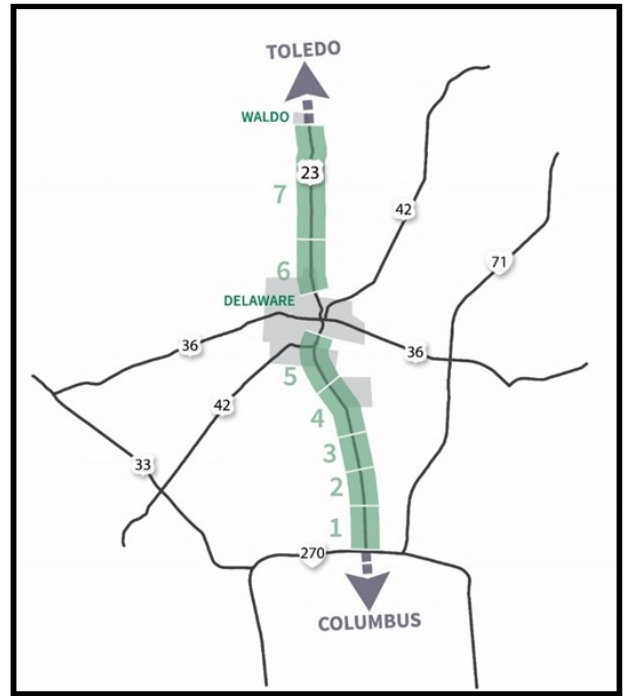


The Ohio Department of Transportation (ODOT) began the U.S. Route 23 Connect corridor study in Spring 2021. The study looked at ways to **improve safety and congestion** by reducing the number of traffic signals and intersections along the U.S. 23 corridor. This corridor has **40 traffic signals and 30% more traffic** than the roadway was designed to accommodate.

U.S. 23 Safety Improvements

- Improve safety and congestion along more than 23 miles from Waldo to Worthington.
- Corridor is divided into 7 segments to better consider local needs, conditions, and impacts.
- ODOT will hold a series of public meetings in October.

During the public engagement period, ODOT will present several concepts for each segment along U.S. 23. The concepts range from minor improvements that have the least impact on property, business, and the environment to more extensive upgrades that have greater impacts to property and access. The goal is to balance safety, costs, and overall impact on communities.



U.S. 23 is a major commuter route that serves a mix of local users and regional through traffic with 15 percent being truck traffic. As the area around the corridor continues to grow, it's important to analyze potential concepts for making travel safer and more efficient. Below are four improvements options being evaluated.

TRADITIONAL FREEWAY INTERCHANGES

Traditional freeway interchanges replace an intersection with bridge and ramp connections, eliminating the need for a traffic signal on U.S. 23.



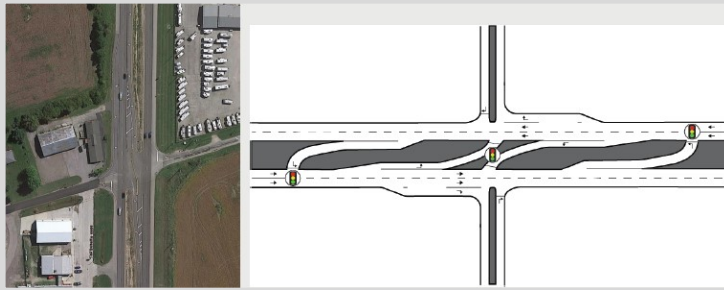
CONNECTOR ROAD INTERCHANGES

Connector road interchanges replace an intersection with a bridge and two-way connector roads. This eliminates the need for a traffic signal on U.S. 23. These minimize adjacent property impacts.



RESTRICTED CROSSING U-TURNS (RCUTs)

RCUTs restrict side street left turns and through movements, but allow these movements via a U-turn. RCUTs can be signalized or unsignalized.



OVERPASSES & UNDERPASSES

Overpasses and underpasses allow traffic on U.S. 23 and side streets to flow uninterrupted without stopping at a traffic signal.



Better Connections across the state including Northwest Ohio

Included in House Bill 23, the \$10 million Strategic Transportation & Development Analysis requires ODOT to work with the Department of Development and the Governor's Office of Workforce Transformation to complete a transportation and economic development analysis to identify high priority development sites and hot spots, while at the same time assess the transportation system over the next three decades. This study will look at more direct freeway connections between the Columbus metro area and communities in northwest Ohio. This first-of-its-kind analysis looks to discover new and anticipated economic and community development opportunities.