



US 23 CORRIDOR SAFETY RECOMMENDATIONS

In June 2024, Ohio Governor Mike DeWine and Ohio Department of Transportation (ODOT) Director Jack Marchbanks announced ODOT's recommendations for improving safety and travel on U.S. 23 between Worthington and Waldo. The primary recommendation for each segment of U.S. 23 is listed below. These recommendations include significant enhancements that would reduce the number of traffic signals from 39 to 7 or less, cut travel time in half, and reduce crashes by up to 250 annually. The recommendations listed below are not exhaustive and final plans are subject to change based on public input.

Segment 1 Recommendation:

ODOT recommends building upon major investments previously made at the U.S. 23 Trench by adding a lane to U.S. 23 and building a median barrier wall to reduce cross-over crashes. The recommendation also includes turning the Lazelle Road intersection into an interchange. Traffic signals in this segment would be reduced from 8 to 4.

Segment 2 Recommendation:

ODOT identified the intersection of State Route 750 and U.S. 23 as a key location for improvement. ODOT has previously made safety upgrades such as adding turn lanes and upgrading the intersection's traffic signal, but crashes have persisted. ODOT recommends an interchange be constructed to reduce traffic crashes and congestion. Traffic signals would be reduced from 6 to 0.

Segment 3 Recommendation:

This segment includes Home Road, one of Delaware County's major east-west roadways. The Delaware County Engineer's Office is developing a railroad grade separation project east of U.S. 23 to improve safety and address delays. ODOT recommends the construction of an interchange at this location to connect to this major local road. Traffic signals would be reduced from 5 to 0.

Segment 4 Recommendation:

ODOT recommends that an interchange be constructed at U.S. 23 and Glenn Parkway, which runs along the southeast side of the City of Delaware. Traffic signals would be reduced from 5 to 2.

Segment 5 Recommendation:

ODOT recommends building an overpass in this segment between State Route 315 and U.S. 42. This upgrade would maintain access from neighborhoods to businesses and parks while also improving safety. Feedback from ODOT's first round of public meetings showed that there are historic properties along this segment; this will be taken into consideration as individual projects are developed in the area. Traffic signals would be reduced from 8 to 0.

Segment 6 Recommendation:

This segment begins in front of the Delaware County Fairgrounds and continues north to Coover Road. Coover Road is the main access point for Buckeye Valley High School and has a high percentage of young drivers in the region. ODOT recommends an interchange be constructed to eliminate T-bone crashes. Traffic signals would be reduced from 5 to 0.

Segment 7 Recommendation:

This segment of U.S. 23 includes one of the last signals at State Route 229 traveling toward Toledo. Traffic crashes are common at this intersection, including serious and fatal traffic crashes. ODOT recommends that an interchange be constructed to improve public safety. ODOT would avoid major impacts to the Village of Norton, as well as to the Delaware Reservoir dam embankment. Traffic signals would be reduced from 2 to 0.

NOTE: U.S. 23 north of U.S. 42 (located between zones five and six is already a freeway, so major revisions are not needed at this location. ODOT will continue to invest in maintaining this roadway and plans to make safety and congestion adjustments at the ramps connecting to U.S. 36 and State Route 37.