

DRAFT 2006-2011 Major New Construction Program List

Tier I - Projects for Construction SFYs 2006-2011

January 12, 2005

The following projects were selected for construction in State Fiscal Years 2006-2011. Projects are subject to change if fiscal projections change.

The figures denoted for project revenue are estimated as a planning tool only. All major new budget amounts are subject to future federal authorization.



| Dist. | Project | PID | Project Cost | Local Demo | Total TRAC Commitment | Description | Fiscal Year | | | | | | | | | | | | | |
|-------|--------------------------------|-------------------|--------------|----------------------------------|-----------------------|---|-------------|--------|---------|-------------------------|---------|---------|---------|---------|------|------|------|------|--|--|
| | | | | | | | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | | |
| 1 | 1 Defiance US 24 | 24337 | \$27.9 | \$8.6M Demo | \$19.3 | Fort to Port from SR 424 to SR 15 | \$3.9 | \$15.0 | | | | | | | | | | | | |
| 2 | 1 Defiance/Henry US 24 | 19047 | \$38.1 | \$2M Safety/\$1M Local/\$.2 Dist | \$35.1 | Fort to Port from Defiance to Napoleon | \$2.3 | | \$32.0 | \$0.3 | | | | | | | | | | |
| 3 | 1 Hancock US 30 | 12420/77300 | \$63.5 | \$1.4M Demo | \$57.4 | Relocate US 30 from SR 235 to US 68 | \$54.5 | | | | | | | | | | | | | |
| 4 | 1 | 12421 | | \$1.8M Demo | \$0.2 | Relocate US 30 from US 68 to SR 37 | | | | | | | | | | | | | | |
| 5 | 1 Hancock/Wyandot US 30 | 12422 | \$50.8 | \$2.8M Demo | \$44.5 | Relocate US 30 from SR 37 to Upper Sandusky | \$44.5 | | | | | | | | | | | | | |
| 6 | 1 Hancock - 30 Abandonment | | | | | Abandonment for major new project | | | | \$5.5 | | | | | | | | | | |
| 7 | 1 Paulding US 24 | 24334 | \$77.4 | \$ Disc | \$75.4 | Fort to Port from Indiana State line to US 127 | \$6.4 | \$3.1 | \$60.0 | \$0.4 | | | | | | | | | | |
| 8 | 1 Paulding/Defiance US 24 | 24336, 79063 | \$74.7 | | \$74.7 | Fort to Port from US 127 to SR 424 | \$5.9 | \$1.3 | \$58.0 | \$1.3 | | | | | | | | | | |
| 9 | | | | | | | \$0.3 | | \$1.2 | | | | | | | | | | | |
| 10 | 2 Henry/Lucas US 24 | 17893/20404 | \$233.1 | \$2.6 Disc. | \$230.5 | Fort to Port From Napoleon to Waterville | \$6.0 | \$7.5 | \$1.5 | \$173.0 | | | | | | | | | | |
| 11 | | | | | | | \$3.8 | \$19.4 | \$18.3 | | | | | | | | | | | |
| 12 | | 77730 | | \$1.0 Disc. | | Glenwood Overpass | \$0.2 | | \$0.5 | \$0.5 | | | | | | | | | | |
| 13 | 2 Lucas I-475 | 75937 | \$35.8 | \$17.4 Local | \$18.4 | Upgrade interchange on I-475 at Salisbury Rd/ Dussel Dr. | \$2.0 | \$3.0 | \$11.6 | | | | | | | | | | | |
| 14 | 2 Lucas I-75/I-475 | 23648/77255 | \$120.1 | \$0.3 Disc/\$0.5 District | \$119.3 | Upgrade I-75/ I-475 Systems Interchange Phase 1 | | | \$1.4 | \$3.2 | \$43.0 | | | | | | | | | |
| 15 | | 77254 | | | | Upgrade I-75/ I-475 Systems Interchange Phase 2 | \$5.5 | | | | | \$1.0 | \$62.0 | | | | | | | |
| 16 | 2 Lucas/Ottawa SR 2 | 23569,23570 | \$19.1 | \$5.0 Demo | \$15.1 | Safety Upgrading on SR 2 frm Oregon to Port Clinton | | | | | | | | | | | | | | |
| 17 | 2 | 21052 | | | | | \$0.5 | \$0.5 | \$1.0 | \$6.0 | | | | | | | | | | |
| 18 | 2 | 23572 | | | | | \$0.4 | \$4.0 | | | | | | | | | | | | |
| 19 | 2 | 77062 | | | | | \$0.3 | \$1.5 | | | | | | | | | | | | |
| 20 | 2 Lucas/Wood ITS | 76049 | \$14.6 | | \$14.6 | Toledo ITS - Freeway management System | | | | | \$2.0 | | \$12.6 | | | | | | | |
| 21 | 2 Maumee River Crossing | 20786 | \$391.0 | \$50 Demo | \$341.0 | Replace current lift bridge with a new structure | \$6.2 | | \$11.8 | continued bond payments | | | | | | | | | | |
| 22 | 2 Sandusky SR 53 | 9443 | \$18.6 | | \$18.6 | Widen SR 53 from US 6 (Fremont Bypass) to Turnpike | \$16.2 | | | | | | | | | | | | | |
| 23 | 2 Wood US 20/SR 420 | 20213 | \$22.3 | \$9.7 Demo | \$17.3 | Upgrade of the US 20/SR 420 intersection near Lemoyne Rd. | \$13.6 | | | | | | | | | | | | | |
| 24 | 2 Wood/Sandusky US 20 | 23312 | \$22.0 | \$2.5 Disc. | \$22.0 | Widen US 20 from SR 420 to Lime St. in Woodville | \$2.5 | | \$18.5 | | | | | | | | | | | |
| 25 | 3 Medina - I 71 | 77018 | \$1.4 | | \$1.4 | Noise Wall for add lane restriping project | | \$1.4 | | | | | | | | | | | | |
| 26 | 3 Medina - I71 | 14018 | \$38.7 | \$31 M Multi Lane | \$7.7 | Reconstruct and widen to three lanes | | \$7.7 | | | | | | | | | | | | |
| 27 | 3 Medina I-71 | 14017, 75657 | \$80.6 | \$74.7 ML/Dist | \$5.9 | Widen I-71 from Wayne C.L. to I-76 | \$4.0 | | \$1.9 | | | | | | | | | | | |
| 28 | 3 Medina SR 18 | 4082 | \$19.4 | \$2 Local/\$1.6 Demo/\$1.8 Dist | \$14.0 | Widen SR 18 from Windfall Rd. to Summit C.L. | \$11.7 | | | | | | | | | | | | | |
| 29 | 3 Richland I-71 | 19956 | \$38.6 | \$35.1 Dist/ML | \$3.5 | Add a lane from Morrow C.L. to SR 97 | \$3.5 | | | | | | | | | | | | | |
| 30 | 3 Wayne US 30 | 77402/16285/16287 | \$87.9 | \$25 Demo | \$63.8 | Honeytown Road improvements on new 4 lane facility | \$0.4 | \$0.5 | | | | | | | | | | | | |
| 31 | 3 Wayne US 30 | 75253 | \$1.5 | | \$1.5 | Abandonment for major new project | | | \$1.5 | | | | | | | | | | | |
| 32 | 3 Crawford/Richland US 30 | 75251 | \$2.5 | | \$2.5 | Abandonment for major new project | | \$2.5 | | | | | | | | | | | | |
| 33 | 4 Mahoning I-80 | 6080 | \$75.1 | \$50.8 ML/MB | \$25.1 | Widen I-80 and replace twin bridges over the Meander Reservoir | \$2.5 | \$18.3 | | | | | | | | | | | | |
| 34 | 4 Stark I-77 | 20410, 20412 | \$115.1 | \$7.2 Dist | \$107.9 | Upgrading of I-77 Canton from SR 172 to US 62 Tusc. To 13th St. | | \$34.6 | | | | | | | | | | | | |
| 35 | 4 Stark I-77 | 21610 | | \$1 Scats/\$3.1 Local | | Beldon Village to Wayview | \$35.6 | | | | | | | | | | | | | |
| 36 | 4 Summit I-77 | 16372 | \$34.4 | | \$34.4 | Widen I-77 from Airport Interchange to SR 241 | \$33.0 | | | | | | | | | | | | | |
| 37 | 4 Summit I-77 | 16514 | \$53.8 | ML \$15 | \$36.0 | Add lane from SR 162 to SR 21 | \$2.0 | \$32.4 | | | | | | | | | | | | |
| 38 | | | | | | | \$0.1 | | | | | | | | | | | | | |
| 39 | 4 Summit SR 8 | 24508 | \$94.2 | \$4.2M Local/\$0.7 MPO | \$89.3 | Convert to limited Access from I-271 to Twinsburg Rd. | \$4.1 | \$7.5 | \$72.0 | | | | | | | | | | | |
| 40 | 4 Summit SR 8 | 24507 | \$66.0 | OTC \$14/ML \$5 | \$44.6 | Convert to limited Access from SR 303 to Twinsburg Rd. | \$2.9 | \$7.9 | | \$31.0 | | | | | | | | | | |
| 41 | 4 Summit/Stark ITS | 77482 | \$14.4 | | \$14.4 | Akron/Canton ITS - Freeway Management System | | \$2.0 | | \$12.4 | | | | | | | | | | |
| 42 | 5 Franklin/Fairfield US 33 | 76687 | \$40.0 | | \$40.0 | Convert limited Access/build interchange Bixby Rd | | \$13.0 | \$20.0 | | | | | | | | | | | |
| 43 | | 78328 | | | | overpass at Ebright Road | \$2.0 | \$5.0 | | | | | | | | | | | | |
| 44 | 5 Franklin/Licking SR 161/37 | 12139, 77587 | \$131.4 | | \$131.4 | Upgrade SR 161/37/16 corridor | \$14.3 | \$41.5 | \$40.1 | | | | | | | | | | | |
| 45 | 5 | 24486,77221 | | | | from New Albany to Granville | \$3.3 | \$11.0 | \$7.2 | | | | | | | | | | | |
| 46 | 5 Muskingum US 22/SR 93 | 20428 | \$31.7 | \$17.2 Local/\$1.5 Demo | \$13.0 | New Connector from US 22/SR 93 to US 40 Rehl Rd | \$1.0 | \$3.0 | | \$9.0 | | | | | | | | | | |
| 47 | 5 Fairfield US 33 | | | | | Lancaster Abandonment Cost | \$5.0 | | | | | | | | | | | | | |
| 48 | 6 Franklin 270/315/23/ 71 | 77320 | \$191.5 | | \$191.5 | Upgrade I-270/I71 Interchange North outerbelt | \$3.5 | \$22.0 | | | | | | | | | | | | |
| 49 | 6 | 77319 | | | | Upgrade I-270/SR 315, US 23 interchanges Phase 1 | \$12.8 | \$10.0 | | \$66.0 | | | | | | | | | | |
| 50 | 6 | 77375 | | | | Upgrade I-270/SR 315, US 23 interchanges Phase 2 | | | \$9.0 | | \$66.0 | | | | | | | | | |
| 51 | 6 Franklin I-670/Stelzer | 75293 | \$38.8 | \$19.3M Local | \$19.5 | Upgrade International Blvd/Stelzer Rd intersection to interchange | | | \$18.0 | | | | | | | | | | | |
| 52 | 6 Franklin I-70/I-71 | 23318,77369 | \$434.5 | \$1.6M SPR/\$2.9M Dist. | \$426.0 | I-70/71 Split reconstruction | \$17.0 | \$16.0 | | \$73.0 | \$100.0 | \$100.0 | \$100.0 | | | | | | | |
| 53 | 6 | 77372,77370,77370 | | | | | | \$10.0 | \$10.0 | | | | | | | | | | | |
| 54 | 6 Franklin Multimodal Terminal | 22503 | \$24.9 | \$11.8 COTA/FTA | \$13.1 | Construct a multi-modal center in downtown Columbus | | | \$13.1 | | | | | | | | | | | |
| 55 | 6 Franklin Rickenbacker | | \$16.5 | \$1.5 Demo | \$8.2 | Extension of Alum Creek Drive | | | | | | | \$8.2 | | | | | | | |
| 56 | 7 Clark I-70 | 24997, 75315 | \$54.4 | \$8.4 MLR/ \$17 Dist | \$29.0 | Add lane from Enon Rd to SR 54 | | \$4.1 | | \$0.2 | \$18.0 | \$6.7 | | | | | | | | |
| 57 | 7 Montgomery I-70 | 22935 | \$46.8 | \$33.5 Multi/Dist | \$13.3 | Widen I-70 from I-75 to Clark CL | | \$13.3 | | | | | | | | | | | | |
| 58 | 7 Montgomery I-70/I-75 | 19069 | \$142.1 | | \$142.1 | Reconstruct and expand I-70/I-75 Interchange | \$42.6 | | | | | | | | | | | | | |
| 59 | 7 Montgomery I-75 | 75927 | \$176.9 | \$2.1 District/Disc | \$174.8 | Interchange upgrade at SR 4, Main St and Grand Ave (Downtown Dayton) Phase 1A | \$7.5 | | \$156.0 | | | | | | | | | | | |
| 60 | 7 Montgomery I-75 | 77245 | \$42.0 | \$2M Demo | \$40.0 | Add third continuous lane on I-75 through the US 35 Interchange Phase 1B | \$2.0 | | \$1.0 | \$39.0 | | | | | | | | | | |
| 61 | 7 Montgomery I-75 | 77247 | \$247.0 | | \$247.0 | Upgrade I75 interchanges from US 35/75 to Monument Ave Phase 2 | | \$18.0 | | \$2.0 | | | | \$227.0 | | | | | | |
| 62 | 7 Montgomery I-75/Austin Rd | 10697, 77246 | \$30.5 | 0.9 HP/7.5MPO/13 Local | \$13.6 | Construct a new interchange at Austin Pike and I-75 | \$0.9 | \$3.8 | | | \$8.9 | | | | | | | | | |
| 63 | 7 Montgomery ITS | 77249 | \$7.3 | | \$7.3 | Dayton ITS - Freeway management System | | | | \$1.0 | | | | \$6.3 | | | | | | |

| Dist. | Project | PID | Project Cost | Local Demo | Total TRAC Commitment | Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|-------|---------|-----------------------------|-------------------|------------|---|-------------|---|--------|--------|--------|---------|--------|---------|--------|---------|------|------|------|
| 64 | 8 | Butler/Warren I-75 | 24664 | \$59.4 | \$18.5M Multi-Lane/\$1.0 Dist | \$40.0 | Add lane from SR 129 to SR 122 | \$5.0 | | | \$34.3 | | | | | | | |
| 65 | 8 | Butler/Warren I-75/SR 63 | 24659 | \$56.0 | \$4.6M MultiLane | \$51.4 | Upgrade I-75 and SR 63 interchange | \$1.0 | \$5.0 | \$0.6 | \$39.7 | | | | | | | |
| 66 | 8 | Clermont I-275/SR 32 | 76289 | \$74.0 | | \$74.0 | Upgrade I-275/SR 32 Interchange | \$2.5 | | \$1.0 | \$19.0 | \$0.5 | \$49.0 | | | | | |
| 67 | | | | | | | | | | \$2.0 | | | | | | | | |
| 68 | 8 | Clermont SR 28 | 77359 | \$10.5 | | \$10.5 | Purchase the SR 28 Bypass from Clermont County | \$10.5 | | | | | | | | | | |
| 69 | 8 | Clinton SR 73 | 16621 | \$65.0 | | \$60.0 | Wilmington Bypass | \$5.5 | \$6.5 | \$24.0 | \$12.0 | \$12.0 | | | | | | |
| 70 | 8 | Hamilton Banks Intermodal | 77164 | \$27.1 | \$16.1M Local/MPO | \$11.0 | Construct Sataellite parking alternative downtown | \$11.0 | | | | | | | | | | |
| 71 | 8 | Hamilton I-275 | 22386 | \$103.2 | 76.8 MLR /Dist | \$26.4 | Add lane from Winton Rd to US 42 | \$0.3 | \$1.5 | \$24.6 | | | | | | | | |
| 72 | 8 | Hamilton I-75 | 76256 | \$159.8 | 53.2M MLR | \$106.5 | Improve 75 and upgrade interchanges between SR 4 and Sharon Rd | \$6.5 | | \$2.0 | \$3.0 | | \$80.0 | | | | | |
| 73 | | | | | | | | | | | \$11.5 | \$3.0 | | | | | | |
| 74 | 8 | Hamilton I-75 | 76257 | \$140.7 | | \$107.0 | Improve 75 and up[grade interchanges between Western Hills Viaduct and SR 4 | \$3.0 | \$4.0 | | \$5.0 | \$3.4 | \$11.6 | \$80.0 | | | | |
| 75 | 8 | Hamilton Transit Center | 77236 | \$9.4 | \$5.9M Local/FTA | \$3.5 | Expand Government Square Transit Center | \$3.5 | | | | | | | | | | |
| 76 | 8 | Hamilton/Warren US 22 | 75882,25065,75879 | \$53.1 | \$8.6M Locals/\$2M Safety | \$42.5 | int. (ph 1) Widen 22/3 from Fields Ertel to Foster Viaduct (ph 2) | \$5.0 | \$35.4 | | | | | | | | | |
| 77 | 8 | Warren I-75 | 10754 | \$106.8 | \$19.2M Multi-Lane/\$2.7 Dist/\$4 Local | \$84.3 | Add lane from Sr 122 to MOT county line and upgrade SR 122 interchange | \$4.0 | \$2.2 | \$7.4 | \$2.0 | \$68.7 | | | | | | |
| 78 | 9 | Ross SR 207/US 23 Connector | 18492 | \$30.5 | \$3.5 locals | \$27.0 | Construct a connector between SR 207 and US 23 | \$22.7 | | | | | | | | | | |
| 79 | 10 | Hocking/Athens US 33 | 14040,23846 | \$130.5 | \$3.8M Demo | \$126.7 | New 4 lane highway to bypass Nelsonville | \$5.5 | \$3.7 | | \$60.0 | \$50.0 | | | | | | |
| 80 | 10 | Washington SR 7 | 76224 | \$19.3 | | \$19.3 | Improve SR 7 on the eastside of Marietta | \$1.8 | \$2.4 | | \$14.7 | | | | | | | |
| 81 | 11 | Jefferson SR 43 | 21397 | \$4.8 | \$1.1M District/\$0.2MPO/\$0.1 Locals | \$3.4 | Widen SR 43 | \$1.0 | \$2.4 | | | | | | | | | |
| 82 | 12 | Cuyahoga Bessemer Ave. | 20329 | \$8.0 | \$1.8 Locals | \$6.2 | Extension of Bessemer Ave. to increase connectivity to I-490 | | | \$0.4 | \$2.2 | | | | | | | |
| 83 | | | | | | | | | \$0.2 | | | | | | | | | |
| 84 | 12 | Cuyahoga I-71/90 | 77510 | \$699.1 | MB \$100M / \$15M MLR | \$416.9 | PDP Steps 5-8 Interbelt Corridor | \$8.0 | \$16.0 | | | | | | | | | |
| 85 | 12 | Cuyahoga I-71/90 | 77413 | | | | Innerbelt Curve | | \$1.2 | \$0.8 | \$134.0 | | | | | | | |
| 86 | | 77837/78839/78840 | | | | | | | \$8.0 | \$3.4 | | | | | | | | |
| 87 | 12 | Cuyahoga I-71/90 | | | | | | | \$7.9 | \$2.5 | | | | | | | | |
| 88 | 12 | Cuyahoga I-71/90 | 77613 | | | | East 55th St. | \$0.6 | | \$6.0 | | | | | | | | |
| 89 | 12 | Cuyahoga I-71/90 | | | | | | \$0.5 | | | | | | | | | | |
| 90 | 12 | Cuyahoga I-71/90 | 76941 | | | | Quigley Road Connector | \$1.0 | \$10.0 | | | | | | | | | |
| 91 | 12 | Cuyahoga I-71/90 | | | | | | \$3.0 | | | | | | | | | | |
| 92 | 12 | Cuyahoga I-71/90 | 77332 | | | | Innerbelt Bridge and Southern Curve | | | \$15.0 | \$15.0 | | \$200.0 | | | | | |
| 93 | 12 | Cuyahoga I-71/90 | | | | | | | \$3.0 | | | | | | | | | |
| 94 | 12 | Cuyahoga I-71/90 | 25795 | | | | Trench | | \$1.0 | | \$9.0 | \$9.0 | | | \$167.0 | | | |
| 95 | 12 | Cuyahoga I-71/90 | | | | | | | | | | \$2.0 | | | | | | |
| 96 | 12 | Cuyahoga I-71/90 ITS | 77331 | \$23.3 | | \$23.3 | Cleveland ITS - Freeway Management System (MOT) | \$2.7 | \$20.6 | | | | | | | | | |
| 97 | 12 | Cuyahoga I-77 | 22222 | \$46.5 | \$12M Multi-Lane | \$34.5 | Add lane from SR 82 to Rockside Rd. | \$2.0 | \$0.1 | | \$32.2 | | | | | | | |
| 98 | 12 | Cuyahoga SR 237 | 23051 | \$22.7 | \$10.7 Local | \$12.0 | Improve SR 237 ramps servicing Hopkins Airport | \$0.8 | | | \$11.2 | | | | | | | |
| 99 | 12 | Cuyahoga SR 322/I-271 | 12472 | \$14.4 | \$2.5 city/\$0.6 Dist | \$11.2 | Upgrade interchange and improve Mayfield Rd. | | | \$11.2 | | | | | | | | |
| 100 | 12 | Cuyahoga SR 82 | 7848,75105 | \$12.0 | \$8 Demo/Local | \$4.0 | Widen sections in Strongsville | \$4.0 | | | | | | | | | | |
| 101 | 12 | Cuyahoga US 6 | 25043,77330 | \$49.8 | | \$49.8 | Reconstruction of Cleveland's west Shoreway | \$1.6 | \$3.2 | | \$40.0 | | | | | | | |
| 102 | | | | | | | | | \$5.0 | | | | | | | | | |
| 103 | 12 | Euclid Avenue Corridor | 20332, 78837 | \$247.4 | \$177.4 FTA/Locals | \$70.0 | Euclid Corridor improvements | \$2.2 | \$59.7 | | | | | | | | | |
| 104 | 12 | Euclid Avenue Corridor | 78839, 78840 | | | | | \$3.2 | \$1.0 | | | | | | | | | |
| 105 | 12 | Lake I-90 | 5774 | \$23.7 | \$15.3M Multi-Lane | \$8.4 | Add lane from SR 306 to SR 615 | | \$8.4 | | | | | | | | | |
| 106 | 12 | Lake SR 2 | 13486 | \$117.6 | \$24.3M Multi-Lane | \$93.3 | Add lane and interchange upgrade from SR 640 to SR 283 | \$3.0 | \$4.3 | \$2.2 | \$51.6 | \$32.2 | | | | | | |
| 107 | 12 | Lake SR 84 | 9247 | \$12.9 | \$4.7 Local | \$8.3 | Widen SR 84 from I-90 to US 6 | | \$8.3 | | | | | | | | | |
| 108 | 12 | Lake US 20 | 8411 | \$15.9 | \$1.6M Dist | \$14.3 | Widen US 20 from Mentor C.L. to Fern Rd. in Painesville | | \$8.0 | | | | | | | | | |

Southeast Ohio Plan

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|-----|----|-----------------------------|--------------|---------|------------|--------|---|--------|-------|-------|--|--|--|--|--|--|--|--|
| 109 | 10 | Washington US 50 Corridor D | 21009, 23565 | \$54.8 | ARC Funded | \$54.8 | Provide access to new Ohio River crossing near Belpre | \$43.8 | | | | | | | | | | |
| 110 | 10 | Washington US 50 Corridor D | | | | | | \$3.0 | | | | | | | | | | |
| 111 | 9 | Scioto SR 823 | 19415,77366 | \$300.9 | \$3.5M HP | \$59.3 | Portsmouth Bypass | \$8.5 | \$6.0 | \$9.7 | | | | | | | | |
| 112 | 9 | Scioto SR 823 | | | | | | \$0.5 | \$2.0 | | | | | | | | | |

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|--|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------|---------|---------|-----------|
| Major New Budget / Payout | \$617.0 | \$593.0 | \$724.0 | \$798.0 | \$500.0 | \$500.0 | \$500.0 | \$500.0 | \$500.0 | \$500.0 | \$500.0 | \$500.0 |
| Tier 1 Commitments | \$508.1 | \$568.2 | \$673.5 | \$911.0 | \$414.7 | \$320.3 | \$634.1 | \$0.0 | \$167.0 | \$0.0 | \$0.0 | \$0.0 |
| Southeast Ohio Plan Commitments | \$55.8 | \$8.0 | \$9.7 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Tier 2 Commitments | \$30.1 | \$35.7 | \$44.9 | \$20.1 | \$7.0 | \$75.2 | \$16.4 | | | | | |
| Projected Change Orders | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 |
| Unanticipated PE and RW | \$10.0 | \$25.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 |
| | \$644.0 | \$676.9 | \$808.1 | \$1,011.1 | \$501.7 | \$475.5 | \$730.5 | \$80.0 | \$247.0 | \$80.0 | \$80.0 | \$80.0 |
| Balance | (\$27.0) | (\$83.9) | (\$84.1) | (\$213.1) | (\$1.7) | \$24.5 | (\$230.5) | \$420.0 | \$253.0 | \$420.0 | \$420.0 | \$420.0 |
| Cumulative Balance | (\$27.0) | (\$110.9) | (\$195.0) | (\$408.1) | (\$409.8) | (\$385.3) | (\$615.8) | (\$195.8) | \$57.2 | \$477.2 | \$897.2 | \$1,317.2 |

DRAFT 2006-2011 Major New Program List

Tier II - Projects to Be Continued for Some Stage of Development

The following list explains the project development activities for the Tier II Major New Construction Projects.
January 12, 2005



| Dist. | Project | PID | Project Cost | Local Demo | Total TRAC Commitment | Description | Funding Schedule | | | | | | | | | | | |
|-------|--------------------------------|-------|--------------|-----------------------------------|-----------------------|--|---|--------|--------|---|-------------------------------|--------|--------|-------|-------|-------|-------|-------|
| | | | | | | | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
| 113 | 1 Allen I-75 | 76691 | \$95 | \$90M MLR | \$0.0 | I-75 constuction Auglaize Co. Line to SR 81 | Development by multi-lane program | | | | | | | | | | | |
| 114 | 2 Lucas I-475/US 23 | 23647 | \$200.0 | \$1.0 ODOT | \$5.0 | Upgrade and Widen I-475/US 23 | \$2.0 | \$3.0 | | | | | | | | | | |
| 115 | 2 Lucas I-75 | 77242 | \$18.0 | | \$0.0 | Add lane from SR 25 and Washington St. | Completing Interchange Modification Study | | | | | | | | | | | |
| 116 | 2 Lucas I-75 | 76032 | \$40.0 | | \$1.5 | Add lane from Phillips Ave. interchange to I-280. | \$1.5 | | | | | | | | | | | |
| 117 | 2 Wood I-75 | 23890 | \$9.2 | | \$0.0 | New Interchange at I-75 north of Bowling Green | Locals currently Developing Project | | | | | | | | | | | |
| 118 | 3 Medina - US 42 | 75995 | \$25.4 | | \$1.5 | US 42 widening and reconstruction | | \$0.2 | \$1.3 | | | | | | | | | |
| 119 | 3 Richland I-71/US 30 | 77234 | \$25.0 | | \$0.0 | Reconstruct the existing I-71/US 30 interchange | Development currently funded by ODOT district | | | | | | | | | | | |
| 120 | 4 Ashtabula I-90 | 77256 | | | \$1.0 | Upgrade the SR11 freeway interchange with I-90 | | \$1.0 | | | | | | | | | | |
| 121 | 4 Mahoning I-80 | 77261 | \$74.2 | Local \$2.6 entire corridor study | \$0.0 | Express lane through SR 46 and IR 680 and upgrade interchanges | | | | | | | | | | | | |
| 122 | 4 Mahoning/Trumbull I-80 | 77260 | \$87.7 | \$18.8M Multi-Lane | \$6.8 | Add third lane from I-680/SR 11 to SR 193 & improve interchanges | | | | | \$6.8 | | | | | | | |
| 123 | 4 Mahoning/Trumbull US 62 | 9566 | \$75.0 | \$2.9 Demo | \$3.7 | Hubbard Arterial new alignment from US 62F to I-80 | \$2.7 | | | | | | | | | | | |
| 124 | 4 Sta/Mah/Col US 62F/SR14 | 4089 | \$135.3 | \$2.9 Demo | \$0.0 | Relocate US 62 from SR 225 to SR 11 | Completing Feasibility Study / Environmental Document | | | | | | | | | | | |
| 125 | 4 Stark US 30 | 20344 | \$36.2 | | \$10.2 | Relocation US 30 from Trump Ave to SR 44 | \$3.6 | | \$6.1 | | | | | | | | | |
| 126 | 4 Summit I-76 | 77262 | \$48.8 | | \$0.0 | Reconstruct the IR 76 interchange with SR 21 | | | | | | | | | | | | |
| 127 | 4 Summit I-76 | 77263 | \$22.5 | | \$0.0 | Add third lane and upgrade interchanges from SR 21 to Barber Rd | | | | | | | | | | | | |
| 128 | 4 Summit I-76 | 77268 | \$43.6 | | \$5.2 | Add third lane and upgrade interchanges from Barber to State Rd | | | | | | \$5.2 | | | | | | |
| 129 | 4 Summit I-76/277 | 77266 | \$73.1 | | \$24.3 | Reconstruct State and Wooster Road interchanges | | | | \$6.0 | \$5.7 | \$5.0 | \$7.6 | | | | | |
| 130 | 4 Summit I-76/277 | 77265 | \$72.7 | | \$3.6 | Add third lane & upgrade interchanges from State St. to I 77 (W Jct.) | | | | | | \$3.6 | | | | | | |
| 131 | 4 Summit I-76/277 | 77264 | \$109.4 | | \$0.0 | Reconstruct the I-76 interchange with I-77 and SR 261 (N. Kenmore Leg) | | | | | | | | | | | | |
| 132 | 4 Summit I-76/77 | 77270 | \$191.7 | \$4M MLR | \$55.8 | Reconstruct the interchange with SR 8/I-77 (Central Interchange) | \$4.0 | \$5.4 | \$5.0 | \$8.6 | | \$32.8 | | | | | | |
| 133 | 4 Summit I-76/77 | 77269 | \$100.6 | | \$5.6 | Reconstruct interchanges with Main/Broadway & Wolf Ledges/Grant St. | | | | | | \$5.6 | | | | | | |
| 134 | 4 Summit Multimodal Center | 78032 | \$20.7 | | \$0.9 | Downtown Multimodal Transportation Center in Akron | | \$0.9 | | | | | | | | | | |
| 135 | 4 Summit SR 8 | 11661 | \$8.1 | \$4.1 City | \$0.2 | New Interchange SR 8 at Seasons Rd. | Locals currently Developing Project | | | | | | | | | | | |
| 136 | 5 Coshocton/Muskingum SR 16 | 77239 | \$110.0 | | \$3.0 | Upgrade SR 16 from SR 60 to Coshocton | | \$3.0 | | | | | | | | | | |
| 137 | 5 Fairfield/Licking I-70 | 77238 | \$132.6 | | \$1.5 | Add lane between existing three lane sections at SR 256 and SR 79 | | | \$1.5 | | | | | | | | | |
| 138 | 5 Franklin/Fairfield US 33 | 23152 | \$105.0 | | \$15.0 | Convert U.S. 33 at-grade intersection at Carroll interchange | \$4.1 | | \$10.0 | | | | | | | | | |
| 139 | 6 Franklin/Delaware Light Rail | 75306 | \$502.9 | | \$5.4 | Delaware to Downtown Columbus Light Rail Transit Line | \$2.9 | | | | | | | | | | | |
| 140 | 6 Franklin/Fairfield -70 | 76997 | \$200.0 | | \$20.0 | Upgrade I 70 from 270 to 256 | | \$5.0 | \$15.0 | | | | | | | | | |
| 141 | 6 Franklin I 71 | | \$68.9 | | \$0.0 | Add lane on I -71 from Pickaway /Franklin County Line to I-270 | District funding design | | | | | | | | | | | |
| 142 | 6 Franklin I 71 (Grove City) | | \$35.0 | | \$0.0 | Grove City Interchanges | Locals developing project | | | | | | | | | | | |
| 143 | 6 Franklin I 270 | | \$53.5 | | \$1.7 | Add lane I 270 (Southern Outerbelt) | | \$1.7 | | | | | | | | | | |
| 144 | 7 Montgomery I-75 | 77248 | \$24.8 | .35 Local / .25 Dist | \$2.9 | Complete four missing movement on I-75 at West Carrollton | \$1.4 | | \$1.5 | | | | | | | | | |
| 145 | 8 Butler SR 4 | 76290 | \$28.5 | | \$0.0 | Widening SR 4 | Locals developing project | | | | | | | | | | | |
| 146 | 8 Clermont/Hamilton SR 32 | 22970 | \$450.0 | | \$4.4 | Eastern Corridor Study | Locals developing project | | | | | | | | | | | |
| 147 | 8 Hamilton I-75 | 75119 | \$387.0 | | \$37.0 | Reconfiguration of Ohio approaches to Brent Spence Bridge | | \$6.5 | | \$5.5 | \$25.0 | | | | | | | |
| 148 | 8 Hamilton I-75 | | \$59.1 | | \$3.3 | Reconstruction I 75 /interchanges Towne and 562 | | \$3.3 | | | | | | | | | | |
| 149 | 8 Hamilton 75/275 | 77278 | \$69.4 | | \$4.0 | Improvements to I 75 / 275 interchange | | | \$4.0 | | | | | | | | | |
| 150 | 9 Ross SR 104 | 21250 | \$9.8 | | \$0.0 | Widen SR 104 from US 35 to north entrance of VA Hospital | P.E. Completed by locals | | | | | | | | | | | |
| 151 | 9 Scioto SR 52 | 77071 | | \$0.4 SPR | \$0.0 | Access study of intersection at US 52 and CR 9 | Completing Access Study | | | | | | | | | | | |
| 152 | 9 Lawrence - SR 7 | 75923 | \$83.8 | \$1.24 Demo | \$0.0 | Phase 2 of the Chesapeake Bypass | | | | | | | | | | | | |
| 153 | 11 Belmont I 70 | 77785 | \$34.5 | | \$0.9 | Reconfigure existing 70/Mall Rd Interchange | | \$0.9 | | | | | | | | | | |
| 154 | 11 Columbiana SR 170 | 19599 | \$6.6 | | \$2.4 | Add lane from Homestead to CR 428 St. Clair Ave. | | \$2.0 | | Construction to be funded by the Safety Program | | | | | | | | |
| 155 | 11 Stark/Columbiana US 30 | 10748 | \$146.7 | | \$2.0 | Relocation of US 30 from SR 44 to SR 9 | | \$2.0 | | | | | | | | | | |
| 156 | 11 Tuscarawas I-77/CR 80 | 19734 | \$14.7 | \$7.0 Demo | \$1.8 | New interchange at CR 80 in Dover | | | \$0.5 | \$1.3 | Construction not fully funded | | | | | | | |
| 157 | 11 Jefferson New River Bridge | | \$86.2 | | \$0.6 | New Ohio River Bridge | | \$0.6 | | | | | | | | | | |
| 158 | 12 Cuyahoga SR 87 | | \$18.4 | | \$0.2 | Widen SR 87 from I 271 to Lander Circle | | \$0.2 | | | | | | | | | | |
| 159 | 12 Cuyahoga/Summit I 77 | | \$22.7 | | \$0.0 | Add lane on I 77 from Ohio turnpike to SR 82 | Project being developed by multilane program | | | | | | | | | | | |
| 160 | 12 Cuyahoga Intermodal | 77334 | | | \$3.9 | Cuyahoga River Valley Intermodal Connector | \$3.9 | | | | | | | | | | | |
| 161 | 12 Cuyahoga Opportunity Cor. | 77333 | | | \$4.0 | University Circle Access | \$4.0 | | | | | | | | | | | |
| | | | | | | | \$30.1 | \$35.7 | \$44.9 | \$20.1 | \$7.0 | \$75.2 | \$16.4 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Tier 3 - Projects Not Recommending Funding from TRAC

- 1 Defiance 66
- 2 Wood I-75
- 5 Licking 16 (Cherry Valley)
- 5 Muskingum SR 60
- 6 Delaware/Morrow I-71
- 6 Franklin I270/317
- 6 Delaware - new road
- 7 Montgomery I 75 (Leo - Wagner Ford)
- 7 Montgomery US 35
- 7 Miami IR 75
- 7 Clark I 70 (Burnett Rd Interchange)
- 7 Montgomery I 70
- 8 Hamilton 74/275
- 8 Butler 27
- 8 Warren SR 741
- 10 Washington SR 60
- 12 Cuyahoga US 42
- 12 Cuyahoga SR 254