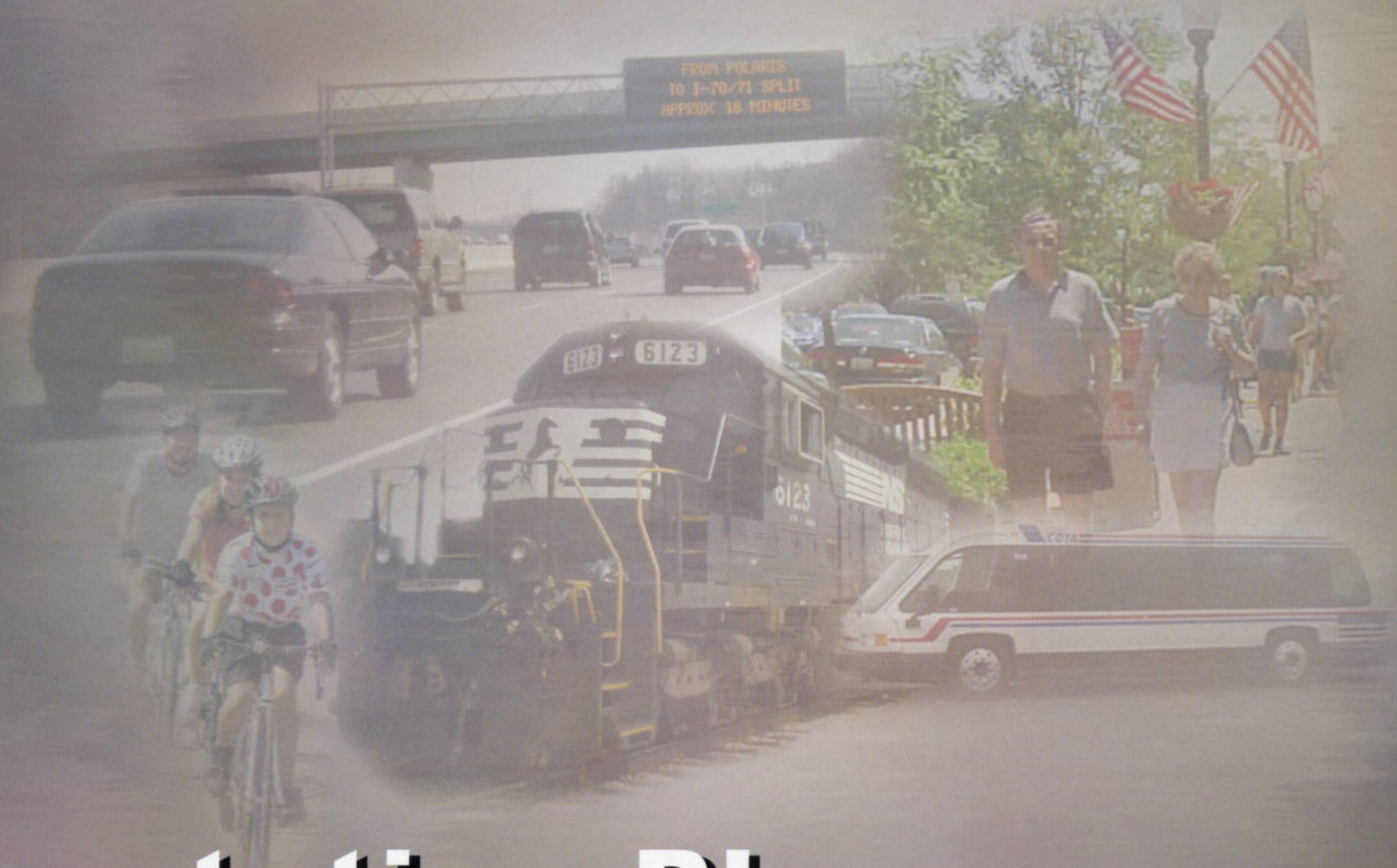
Planning for our FUTURE



2030 Transportation Plan Summary

Plan Approved May 2004

MORPC

Local History

Ohio
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GLOSSARY
Common Transportation Acronyms and Initialisms

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AMPO	Association of Metropolitan Planning Organizations
APTA	American Public Transit Association
AVL	Automatic Vehicle Location System
CAC	Citizen Advisory Committee
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMFMS	Columbus Metropolitan Freeway Management System
CM	Congestion Management System
COTA	Central Ohio Transit Authority
DMS	Dynamic Message Sign
DOT	Department of Transportation
EIS	Environmental Impact Statement
EJ	Environmental Justice
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
HOV	High Occupancy Vehicle
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation Systems
LCATS	Licking County Area Transportation Study
LOS	Level of Service
LRT	Light Rail Transit
MAGLEV	Magnetic Levitation
MIS	Major Investment Study
MORPC	Mid-Ohio Regional Planning Commission
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
NEPA	National Environmental Policy Act
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NTSB	National Transportation Safety Board
OARC	Ohio Association of Regional Councils
ODOT	Ohio Department of Transportation
OPWC	Ohio Public Works Commission
ORDC	Ohio Rail Department Commission
OTIS	On-line Travel Information System
P&R	Park and Ride
PM	Particulate Matter
ROW	Right-of-way
SPUI	Single Point Urban Interchange
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAC	Transportation Advisory Committee
TDM	Transportation Demand Management
TEA21	Transportation Equity Act for the 21st Century
TEP	Transportation Enhancement Program
TID	Transportation Improvement District
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TOD	Transit Oriented Department
TRAC	Transportation Review Advisory Council
UA	Urbanized Area
VMT	Vehicle Miles of Travel

1. Introduction

1.1. Purpose of the Transportation Plan

This report summarizes the regional 2030 Transportation Plan of the Mid-Ohio Regional Planning Commission (MORPC). The Plan lays out the goals for transportation in much of the Central Ohio region and includes a long-range set of projects and programs to achieve the goals. It includes discussions on land use, livability, various modes of travel (transit, pedestrian, bicycle, automobile, etc.), management and operations, freight, safety, funding, transportation needs, and a project listing. The full report and its companion documents are available from MORPC. The Transportation Plan is used as a basis to decide how federal transportation funds should be spent for the next 20 years. The Plan must be updated every three years.

1.2. Role of MORPC

MORPC is a public planning agency operating under state and federal law and is governed by an independent commission comprised of local officials appointed by member communities and counties. MORPC is the principal agency conducting regional transportation planning for Central Ohio and serves as the designated "metropolitan planning organization" (MPO) for the Columbus urbanized area.

An "MPO" is a transportation planning agency established per federal requirements in urban areas of 50,000 or more population.

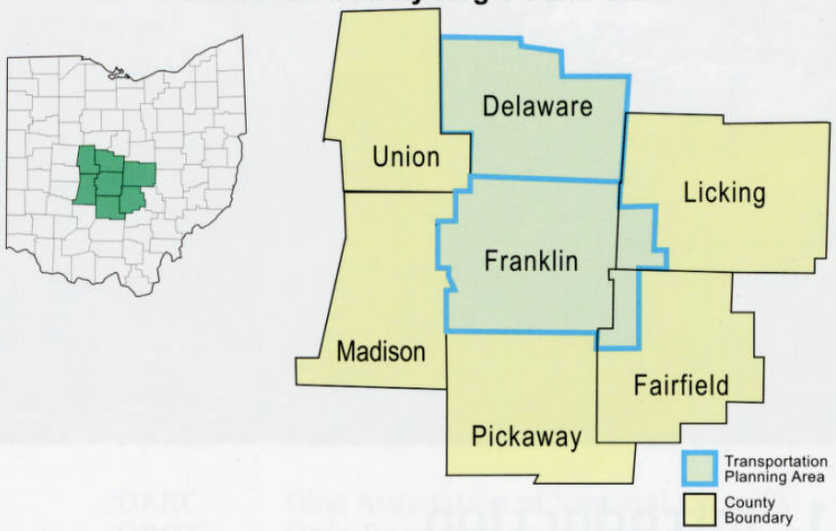
The primary function of an MPO under federal law is to produce a transportation plan and transportation improvement program (TIP) for the region and to keep these documents updated. The TIP is a four-year program of transportation projects that are significant to the region, have been funded and are being actively pursued. These two documents are required for Central Ohio to receive the millions of federal transportation dollars spent

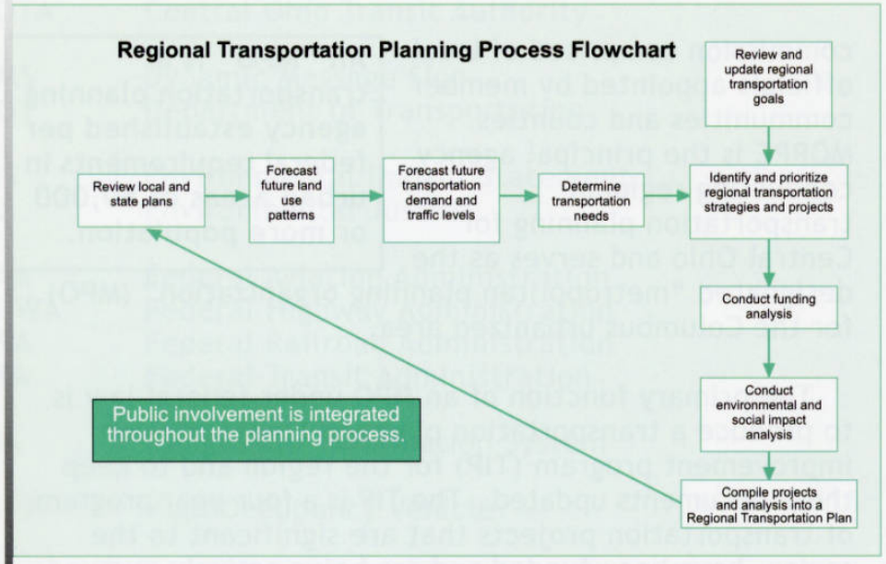
annually in Central Ohio for highway, transit, bikeway and pedestrian improvements.

The MORPC transportation planning area, or "MPO area," encompasses: Franklin and Delaware counties, Bloom and Violet townships and the city of Pickerington in Fairfield County, Etna Township and the city of Pataskala in Licking County. The study area boundaries are approved by the governor with guidance from the Ohio Department of Transportation (ODOT).

There is a second MPO in Central Ohio, the Licking County Area Transportation Study (LCATS), that covers the Newark urban area east of Columbus and all of Licking County not covered by MORPC. MORPC and LCATS work together on issues of common interest.

MORPC Transportation Planning Area within the Seven County Region and Ohio





1.3. Transportation planning process

Developing the regional transportation plan involves a combination of research, analysis, priority-setting and outreach that spans a three-year period. As an MPO, MORPC is required to have a proactive public involvement process that provides complete information, timely public notice and full public access to key decisions, and that supports early and continuing involvement of the public in developing plans, the TIP and the Transportation Plan.

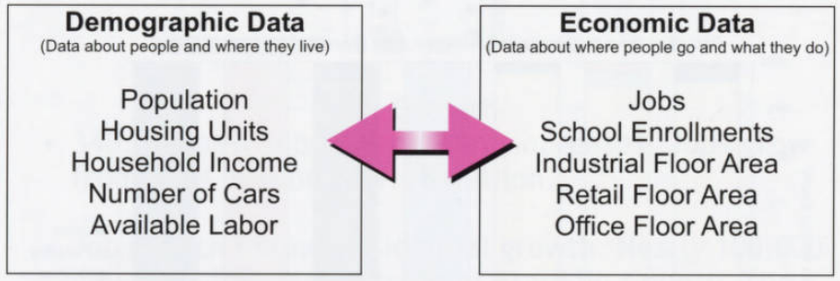
MORPC's public involvement process utilizes technical and citizen advisory committees, special project committees, and general outreach and information dissemination.

2. Regional Conditions and Trends

2.1. Data and the Planning Process

The main factors that affect transportation are the population and economy of the region. In other words: Who is using the transportation system and how are they using it? Developing a transportation plan requires knowing the current size and distribution of the region's population and jobs and then projecting demographic and economic trends at least 20 years into the future.

Demographic data are counted at the place where people live. Economic data are counted at the place where people work. Combining these two types of data through modeling and other tools allows planners and engineers to forecast travel patterns and estimate future volumes of traffic. Analyses are performed to identify transportation needs and determine which transportation projects and programs will help the most people at the most economical cost while causing the least amount of harm to people and the environment.



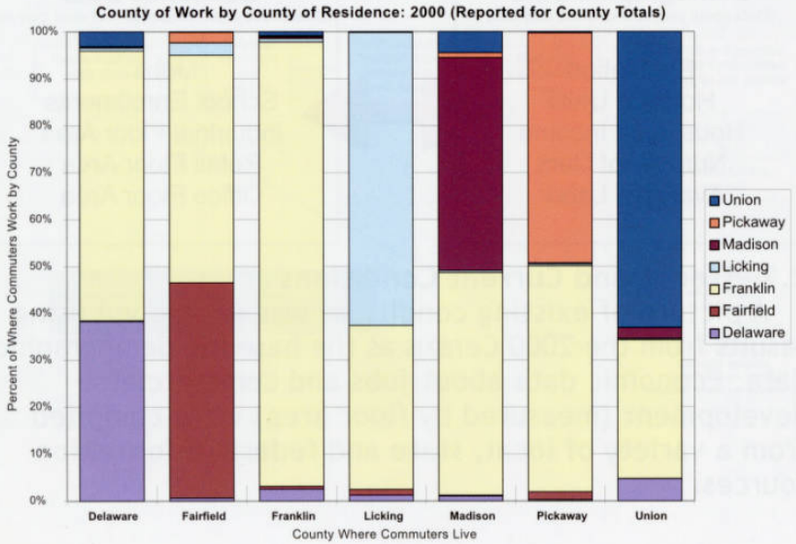
2.2. Trends and Current Conditions

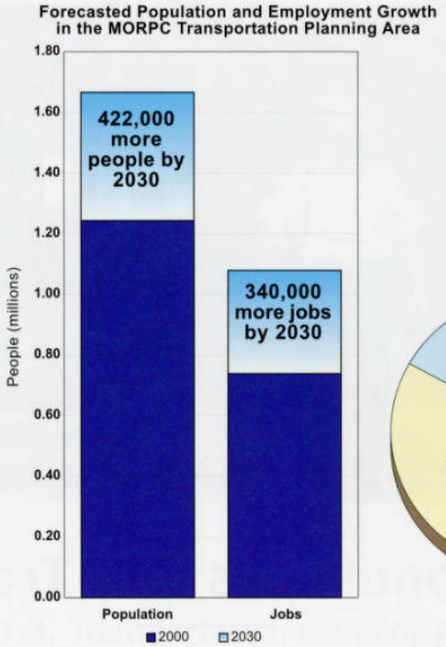
A picture of existing conditions was developed using results from the 2000 Census as the baseline demographic data. Economic data about jobs and commercial development (measured by floor area) were compiled from a variety of local, state and federal information sources.

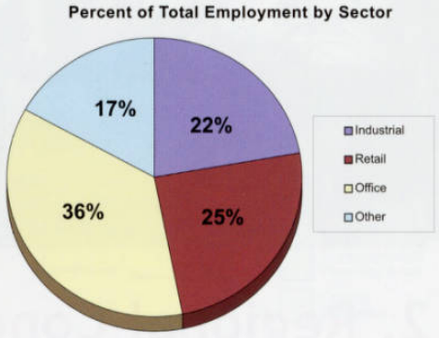
In a nutshell, Central Ohio is growing with a diverse economy and mobile workforce. Unlike other large urban counties in Ohio, Franklin County grew during the 1990s. It added 100,000 people. Delaware County added 47,000 people and the population of portions of Licking and Fairfield counties in the MORPC area each grew by 13,000.

In 2000, the planning area's 740,000 jobs were broadly distributed among the major employment sectors of retail, office, industrial and other smaller industries that include government, communication and utilities and resource extraction industries.

Many workers travel outside of their home county for jobs. Half of the workers from Delaware and Fairfield counties commute to Franklin county. About one-third of Licking County workers make the commute to Franklin County as well. By contrast, approximately 93 percent of Franklin County residents work in Franklin County.





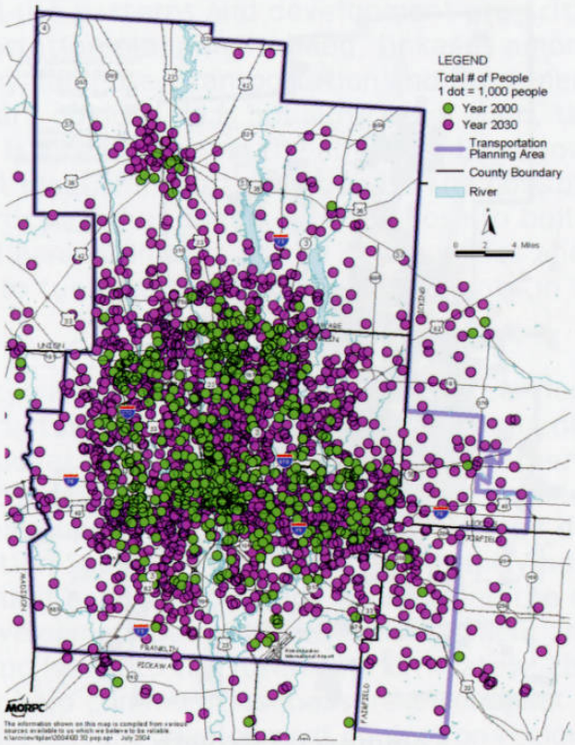


2.3. Future Conditions

The forecasting process begins with an analysis of current conditions in the region. Population and employment forecasts are developed based on historic growth and assumptions of the region's share of state growth. State, regional and local land-use policies all feed into the forecasting process. The regional population forecasts were officially adopted for planning purposes by the MORPC Policy Board.

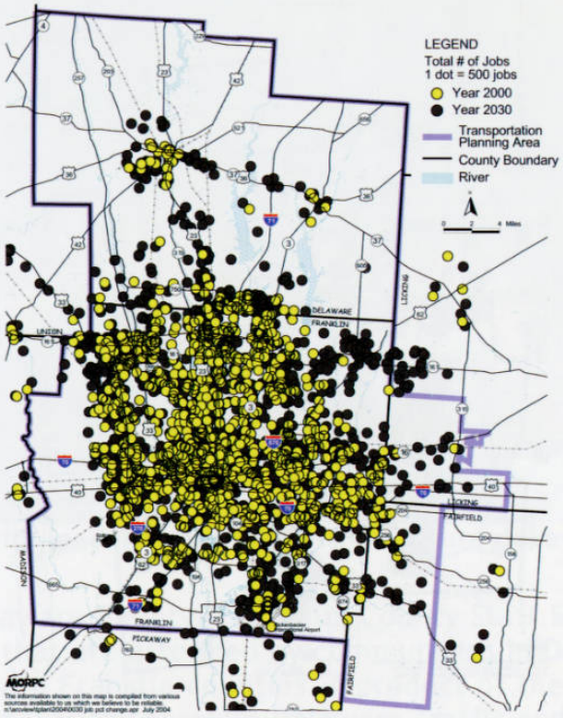
Since the location of housing and jobs is driven by market forces and local land-use regulations, local land-use planning is intricately tied to regional transportation planning. MORPC makes it a priority to incorporate goals and assumptions from local plans in its forecasts. The following maps and bulleted information describe at a glance the changes the region is forecasted to see by 2030.

2030 Forecast at a Glance for the MORPC Transportation Planning Area



Residential Growth

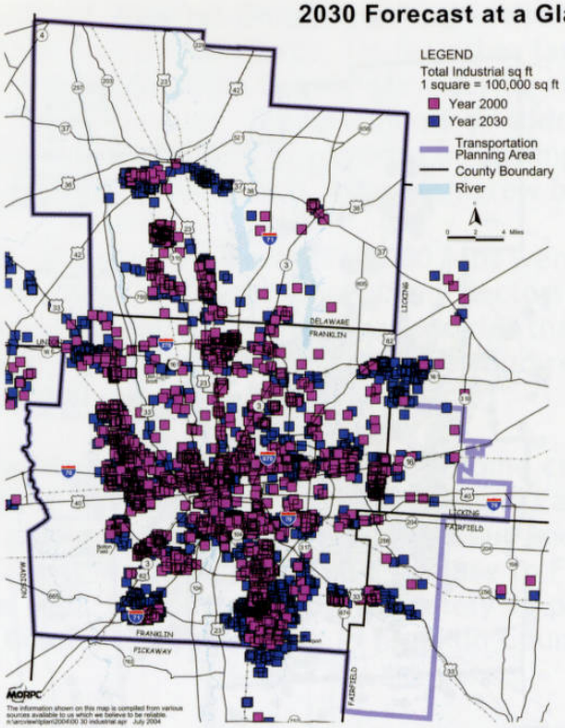
- 422,000 new people (34 percent increase). Population grows from 1.24 million to 1.66 million.
- 230,000 new housing units (42 percent increase).
- Nearly half of the new growth is projected outside of Franklin County.
  - 150,000 new people in Delaware County (more than doubles)
  - 30,000 new people in Northeastern Fairfield County (74 percent increase)
  - 20,000 new people in Western Licking County (81 percent increase)

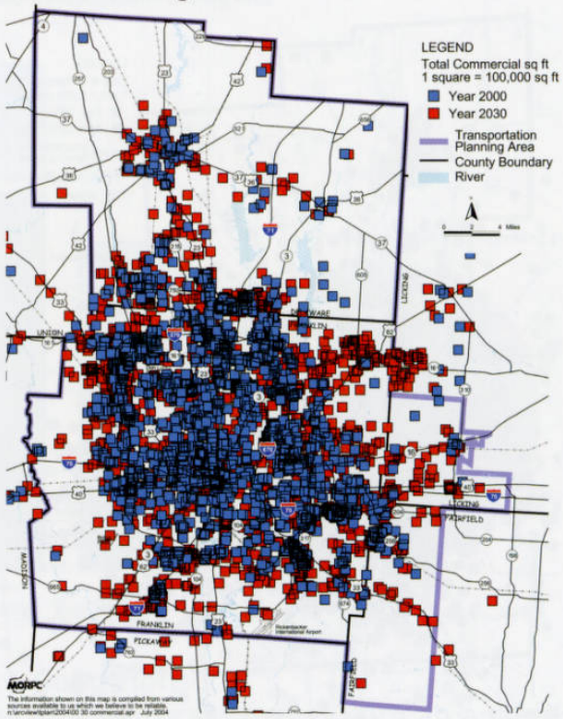


Job Growth

- 340,000 new jobs (46 percent increase). Jobs grow from 0.74 million to 1.08 million.
- Job growth follows residential growth. Nearly 100,000 new jobs forecast outside of Franklin County. The share of jobs in Franklin County drops from 92 percent to 85 percent.
- The Dublin and New Albany areas continue to attract job growth while competition with outlying areas is expected to cost jobs in some of the mature communities of Clintonville, Reynoldsburg, Worthington and Bexley.

2030 Forecast at a Glance for the MORPC Transportation Planning Area





Industrial Growth

- 74 million square feet of industrial floor area (58 percent increase).
- Central Ohio continues to be a main freight distribution hub for the eastern United States. Continued efforts to improve inter-modal connections regarding rail, road and air will increase the demand for storage of goods.
- Developing industrial areas include nodes around Rickenbacker, I-70 near West Jefferson and Etna Township, I-71 near Grove City, along the US 36/37 corridor in Delaware County, and the northwest and southeast corridors of US 33 around Dublin and Canal Winchester.

Commercial Growth

- 115 million square feet of new commercial space (62 percent increase).
- Commercial development includes retail and office uses. These include uses such as stores, hotels, restaurants, office parks, banks and medical offices. New development of this type is often associated with new residential growth.
- Commercial growth is forecast to be strong in communities outside of I-270 and in Downtown Columbus.

2.4. Regional Challenges and Cooperation

Land-use patterns and development are critical to transportation planning. Indeed, linkages among the economy, land-use, transportation and the general quality of life are obvious. It is not surprising, then, that rapid growth is already testing the ability of local governments to meet local transportation needs. The cost of infrastructure that communities choose to build has a direct financial impact on the communities and their ability to fund maintenance and operations in the long term.

Policymakers, burdened by increased service and infrastructure demand from rapid development on tight local budgets, are tentatively coming together around specific issues. A regional growth strategy started in 2003 is building upon a regional dialogue initiated during the Congestion Summit of early 2001. The aptly named "Regional Connections" study is exploring the effects of land development patterns on the environment and bringing economic issues to the forefront. Ultimately, this project aims to help communities measure the impact of their plans and current development choices on regional growth patterns and future quality of life.

In collaboration with the Regional Connections project, a seven county regional public opinion survey was conducted to ascertain public attitudes toward growth and development and their relationship to transportation investments. The survey included questions about highway widening, access to public transit, carpool and vanpool services, modal split and strategies to achieve better air quality. The response to one survey question asking voters to prioritize public spending is shown on this page.

MORPC is engaged in ongoing efforts to promote communications among local governments. One example

Community leaders mapping possible future development

is the Delaware County / Franklin County Staff Summit meetings that are attended by communities in Delaware and northern Franklin counties. A product of these discussions was the Franklin-Delaware Traffic and Growth Management Toolkit study, completed in 2003, that

Response to Selected Regional Survey Question

How would you allocate $100 in tax dollars among these seven items?

Improved Schools - **$25**
Improving Roads including freeways and streets - **$20**
More police protection - **$19**
Public transportation including bus and light rail - **$12**
More bike paths and walking trails - **$8**
Open space acquisitions - **$9**
Development incentives - **$7**

provided local decision makers with development tools they could use to help mitigate the negative impacts of development.

In addition, MORPC regularly meets one-on-one with local governments to keep abreast of development and transportation issues. This allows MORPC to maintain a database of regional information that can be used by all local governments and helps with the development of this transportation plan.

Participants at a Regional Connections meeting

3. Regional Surface Transportation Plan

A transportation plan reflects the desires and needs of a community in a set of transportation facilities and services. Given the current state of our region, forecasted growth, and local challenges and opportunities, this regional transportation plan attempts to develop a future transportation system that allows people and commodities to move about and access various locations within and beyond the community.

The complete Transportation Plan is composed of several documents covering a range of topics. The following summary of the Plan presents the overall purpose of regional transportation and the elements of the transportation system. A list of proposed transportation projects is described at the end and included on the enclosed map.

3.1. Transportation Vision and Goals

The transportation plan is framed by a vision that the region will be a vibrant, healthy, integrated and affordable community in which to live, work, learn, play and visit. To achieve this vision, plans from MORPC and other organizations in the transportation planning area must include strategies and actions that recognize the interdependence among various social, environmental and economic needs and provide a balanced approach to meeting those needs.

MORPC's approach is embodied in its official goals for the regional transportation system. The goal, shown on page 10, will help achieve the regional vision by promoting interconnected transportation that safely moves both people and goods in a manner that recognizes its impact on the overall health and welfare of the regions citizens and businesses.

3.2. Moving People and Goods

The key to moving people and goods is to create an efficient, flexible and accessible transportation system. Such a system contains many methods of travel such as biking, walking, driving and using transit. Understanding the role each mode of transportation plays in the overall system is critical to identifying appropriate transportation projects to meet the region's transportation needs.

When considering each mode, it is important to keep in mind that each travel decision involves trade-offs among time, money and practicality. For example, most of us drive to places because a car is a quick way to reach many destinations near and far. However, the overall expense of owning and operating an automobile (purchase cost, insurance, licensing, fuel, maintenance and storage) is a significant, but often hidden, cost. This means that a transportation system relying only on automobile travel will create a financial burden on many and be unaffordable to some. There are many examples of such trade-offs. Therefore, in order to maximize the accessibility (including affordability), flexibility and efficiency of transportation, the Transportation Plan integrates a variety of travel modes.

3.3. Pedestrians and Bicycles

A review and survey of the MPO area in 1996 found that adequate pedestrian facilities existed within much of the central city area, but within and between the suburban and urbanizing rural areas, there were not sufficient

MORPC Transportation System Goals

The goals were developed to help guide planners and community leaders toward achieving the regional transportation vision.

Goal I: Improve the efficiency and service provided by the regional transportation system.

- Reduce travel time and delay in the transportation system.
- Increase the comfort and convenience of the transportation system users.
- Facilitate efficient freight movement through, on and among multiple transportation modes.

Goal II: Enhance the safety of the regional transportation system.

- Remedy dangerous highway, transit, pedestrian and bicycle facilities.
- Enhance pedestrian safety through the minimization and elimination of conflicts among pedestrians, bicycles and automobiles.

Goal III: Develop and redevelop the transportation system to improve the long-term quality of life of citizens and travelers in the region. Protect the transportation-related social, environmental and economic well being of the citizens of the region.

- Focus on the neighborhoods, disadvantaged groups, the environment, economic development and costs.

Goal IV: Protect the investment in the regional transportation system.

- Maintain and/or rehabilitate existing elements of the transportation system to acceptable levels.

Goal V: Develop and redevelop land and make transportation investments that mutually reinforce appropriate uses of land, multiple modal options for travelers and freight, and the use of existing infrastructure to its optimum level.

- Promote an efficient interdependence and integration of land use, transportation and community facilities.
- Encourage development designs that incorporate public transportation considerations and the use of demand management technique.
- Provide accesses to new and existing industrial and commercial areas from freeways and major arterial streets without disrupting residential areas.
- Reserve sufficient right-of-way to accommodate traffic growth through the year 2030.
- Encourage industrial and warehousing development in areas with rail service to reduce reliance of freight movement on trucking.

facilities to serve bicycles or pedestrians. As a result, these non-motorized modes are the subject of special improvement efforts in Central Ohio.

Pedestrian Planning

Walking begins for most of us around the age of one. Walking is the most basic means of traveling; even the use of vehicles requires travelers to be pedestrians for a portion of every trip in order to move between the vehicle and buildings or other destinations. Walking provides inexpensive, flexible transportation that can access nearly any destination. Providing pedestrian travel options means promoting an active, healthy community and providing travel options to those who cannot afford a car and to those who do not drive, including children, seniors and people with disabilities.

An Example of Pedestrian Facilities

A street lacking pedestrian facilities

Pedestrian travel usually works best for short- and medium-length local trips, especially in congested environments. Compared to other modes, it requires comparatively little infrastructure that is much cheaper to build and maintain. Pedestrian facilities include more than just the traditional sidewalk. These facilities also include walkways, crosswalks, pedestrian signals, curb cuts and ramps for people with disabilities, bus stops or loading areas, bridges or tunnels, and stairs or escalators related to these facilities.

With the region's population and employment forecasted to increase, increased efforts are needed to provide safe and convenient pedestrian connections wherever possible. In addition, linking pedestrian facilities to transit increases the flexibility and efficiency of walking. MORPC works with local governments to promote best practices when pedestrian facilities are being designed and installed. This includes a manual of sample facilities and special information and networking opportunities to learn how to make facilities accessible to people with disabilities.

Bikeway Planning

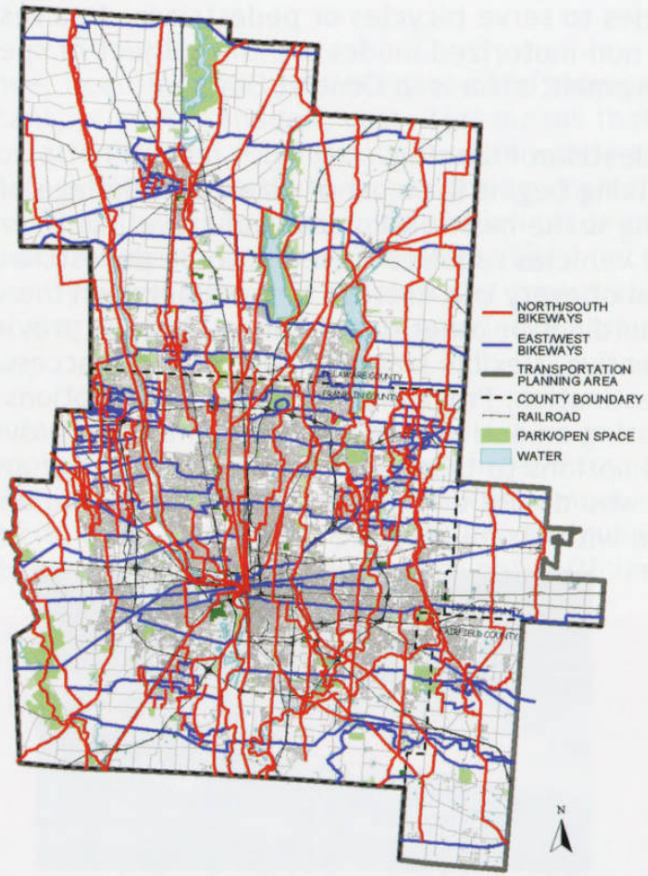
A bicycle is often the first vehicle a person owns. Because bicycles are inexpensive to purchase and operate, compact and do not require an operating license, they are ideal for providing independence to children and economical transportation to adults.

Bicycle travel works well for local trips of any length. They operate well on lower-speed or lower-volume roadways and can access nearly any destination. As a non-motorized mode, cycling offers health and environmental benefits much like walking. Cycling facilities have smaller dimensions than most roads and are, therefore, less costly. As with pedestrian travel, access to transit increases the flexibility and range of bicycle travel.

A family takes advantage of one of the many Central Ohio bikeways

The *2003 Regional Bikeway Plan* contains proposed bikeways that will expand the 322-mile network of existing and committed facilities into a 1,238-mile regional bikeway network utilizing corridors along rivers, railroads, utility easements and roadways. This network will provide direct and convenient bicycle travel within and between residential areas, places of employment and regional activity centers.

In July 2002, MORPC amended its rules of allocating certain federal transportation funds and included new project evaluation criteria that increase the ability of pedestrian and bicycle projects to receive funding. Additional policy changes have since been adopted to increase the construction of bicycle and pedestrian facilities in the transportation planning area.



2030 Proposed Regional Bikeway Map

3.4. Transit

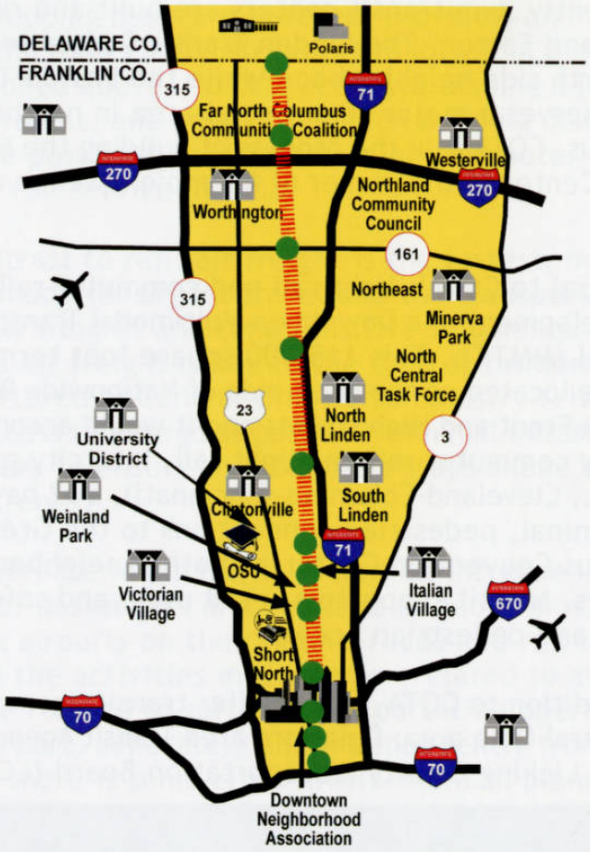
Transit provides environmental benefits and reduces congestion while providing transportation at less cost than owning an automobile. It is ideal for moving large numbers of people on medium- to long-distance local trips (or short trips on high frequency routes) and on regular trips between major destinations or along major corridors. Transit takes many forms - such as buses, light rail, subways, commuter trains - depending on the number of people and types of trips served.

The largest transit provider in the MPO area is the Central Ohio Transit Authority (COTA) which primarily serves Franklin County communities.

In February 1999, COTA, working in partnership with MORPC, released *Vision 2020: Transportation for a Great Community.* This long range plan was designed to address the current and projected mobility needs of the Central Ohio area through the year 2020. The major elements of the plan include: expansion of transit services into the growth areas of COTA's service district; provision of improved intra-suburban and inter-suburban services; expanded reverse commute services that link center city workers to new employment centers around I-270; significantly enhanced transit services for disabled individuals who cannot access the fixed route services; implementation of new transit services which remove COTA's vehicles from the congested highway network (e.g., light rail, bus rapid transit and commuter rail); and implementation of Intelligent Transportation System (ITS) technologies to improve the movement of COTA's buses on the highway system.

Based on public input received during the Vision 2020 planning effort, COTA decided to further investigate the feasibility of passenger rail service in the priority North Corridor. This service would utilize existing railroad right-of-way, parallel to I-71, between Lazelle Road and 18th Avenue where the line would access the downtown via neighborhood streets and run through downtown on High Street to Mound Street. A detailed study is underway on how to implement this service.

While developing Vision 2020, COTA also investigated a diesel-powered commuter rail option between Columbus to Newark. The study predicted ridership for a portion of the rail line of roughly 2,000 riders per day in the year



Proposed North Corridor Light Rail Line

2010. Additional study of this corridor will be undertaken when interest in commuter rail returns.

A key element of Vision 2020 is the creation of neighborhood transit centers to facilitate the transfer of passengers between transit routes, enable passenger pickup and drop off, and provide transit-supportive services such as child care and banking. A total of 19 transit centers and 22 neighborhood circulator routes are planned.

Currently, two transit centers are built and running: Linden and Easton. The Linden Transit Center serves a near north side neighborhood while the Easton Transit Center serves a major commercial area in northeast Columbus. COTA is in the process of building the Near East Transit Center at the corner of Champion Avenue and Main Street.

Integral to COTA's light rail and commuter rail plans is the development of a Downtown Multimodal Transportation Terminal (MMTT). This 115,000 square foot terminal, would be located on the north side of Nationwide Boulevard between Front and High streets and it would accommodate intracity commuter rail and light rail, intercity passenger rail (e.g., Cleveland-Columbus-Cincinnati), a 12 bay express bus terminal, pedestrian connections to the Greater Columbus Convention Center and other neighboring facilities, transit supportive retail uses, and safe auto, bicycle and pedestrian access.

In addition to COTA, two smaller transit agencies serve the Central Ohio area: Delaware Area Transit Agency (DATA) and the Licking County Transportation Board (LCTB).

The Easton Transit Center

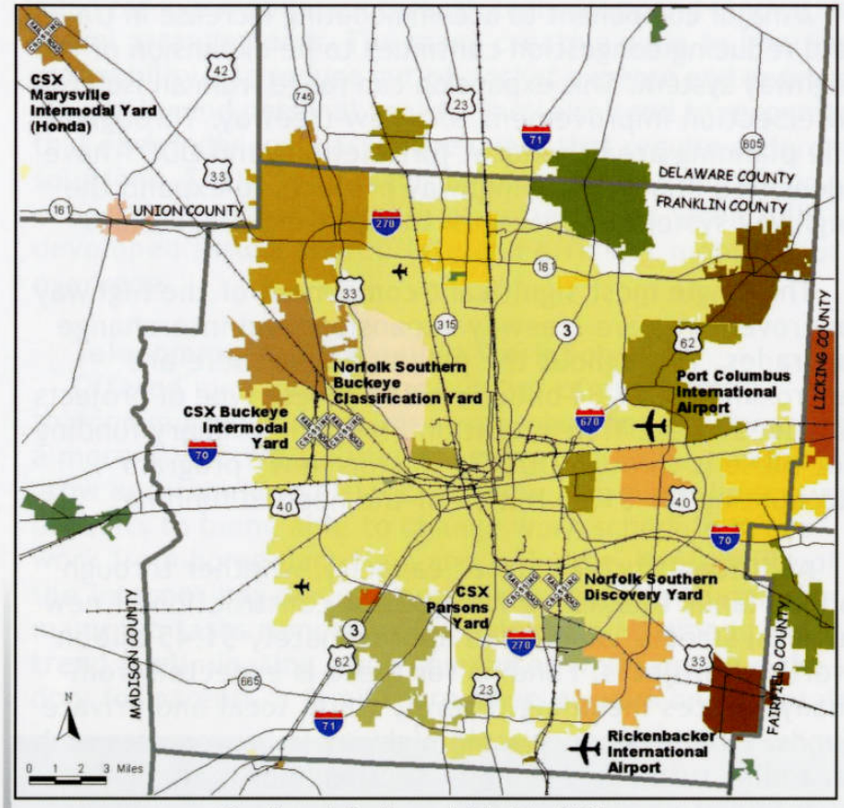
The Linden Transit Center

These agencies operate a combination of fixed route and on-demand service in their respective counties and between Columbus and Delaware or Columbus and Newark.

3.5. Rail and Airports

There is a direct correlation between the success of a region's economy and the efficient movement of people and goods. Therefore, as Columbus continues to grow, there is a need to improve the people- and cargo-carrying capacity of the local transportation system. Central Ohio is considered a distribution nexus, and as a result local businesses depend on the proficient movement of air cargo, containers and trailers in their daily operations. Central Ohio's current rail and air assets are key to the region's position as a hub for cargo handling.

Rail tends to be most time and cost effective for long local, regional or intercity passenger trips and for long distance hauling of heavy or bulk cargo. For the railroads to improve productivity and profitability, they need to invest in double-stack cars, larger hopper/tank cars, and higher boxcars/auto-rack cars, which in turn require



Regional Rail and Air Facilities

investment in high-clearance tunnels, higher weight capacity track and stronger bridges. The high cost of these improvements has limited railroads to upgrading only the highest volume and most profitable lines. Other lines have been down graded or abandoned, and more and more, railroads are looking to the public sector to help fund service improvements.

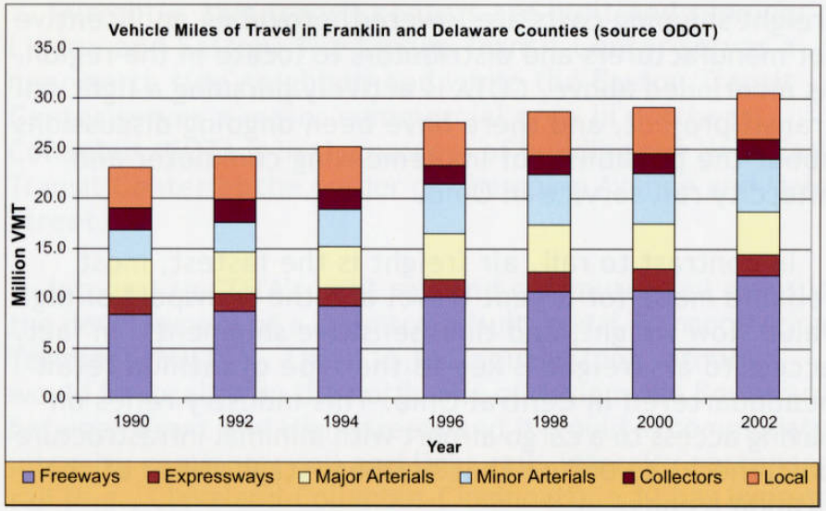
Acquisition of rail right-of-way provides a unique opportunity for the public sector to expand travel capacity and for the private rail sector to consolidate operations. By improving rail lines to accommodate passenger travel, freight shipping costs are lowered, providing an incentive for manufacturers and distributors to locate in the region. As mentioned above, COTA is actively pursuing a light rail transit project, and there have been ongoing discussions about the possibility of implementing commuter and intercity rail service in Ohio.

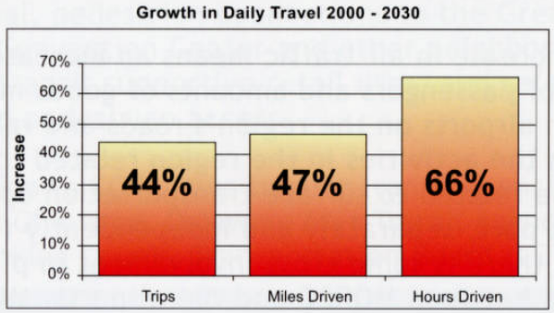
In contrast to rail, air freight is the fastest, most reliable mode for urgent travel and the transport of high value, low weight, and time sensitive shipments. In fact, access to air freight is key to the type of fashion retail headquartered in Central Ohio. This industry relies on having access to a cargo airport with minimal infrastructure bottlenecks to ensure that business stays ahead of the fashion trends.

Any increase in air traffic means an increase in the number of passengers and amounts of goods moving to and from airports on the region's roads and rail lines. Although the activities in the region related to aviation and those related to surface transportation operate, for the most part, separately and independently from one another, there is some cross-involvement in planning activities between MORPC and the airports. MORPC has also provided assistance to the area airports, upon request, in noise studies and in some planning efforts. From MORPC's perspective, this allows us to be aware of plans of the airports that may impact the surface transportation system.

3.6. Highways

Automobiles are often a fast and convenient way to travel between destinations. They can convey people and goods any distance at any time of day or night, although other modes are often more efficient and cost effective for short trips, long trips and trips during peak travel times.





Due to regional growth and changing travel patterns, traffic volumes continue to increase. As a result, today's roadways are increasingly congested. Vehicle miles of travel grew 25 percent between 1990 and 2000 in Franklin and Delaware counties, while population grew only 15 percent. This disproportional growth in the number of miles traveled is expected to continue with an almost 50 percent increase in vehicle miles of travel by the year 2030. With this continued increase in travel there will also be a dramatic increase in travel under congested conditions.

A major component to accommodating increase in travel and reducing congestion continues to be expansion of the highway system. This expansion can range from an isolated intersection improvement to a new freeway. Throughout the planning area the local jurisdictions and ODOT have identified hundreds of highway projects to expand the highway system to deal with the growing congestion.

The single most significant component of the highway improvements are freeway expansions and interchange upgrades. Throughout the planning area there are approximately $1.84 billion worth of these type of projects included in the Transportation Plan. The primary funding for these is through ODOT's "Major/New" program accounting for $1.53 billion of the needed funding.

Additional surface street capacity, whether through added lanes to existing facilities or construction of new arterial streets, amount to approximately $1.45 billion worth of projects. Funding for these is expected from many sources including federal, state, local and private funds. Finally, smaller scale highway improvements such as adding turn lanes and intersection improvements total approximately $0.67 billion. Once again the funding for these will come from a variety of federal, state, local and private sources.

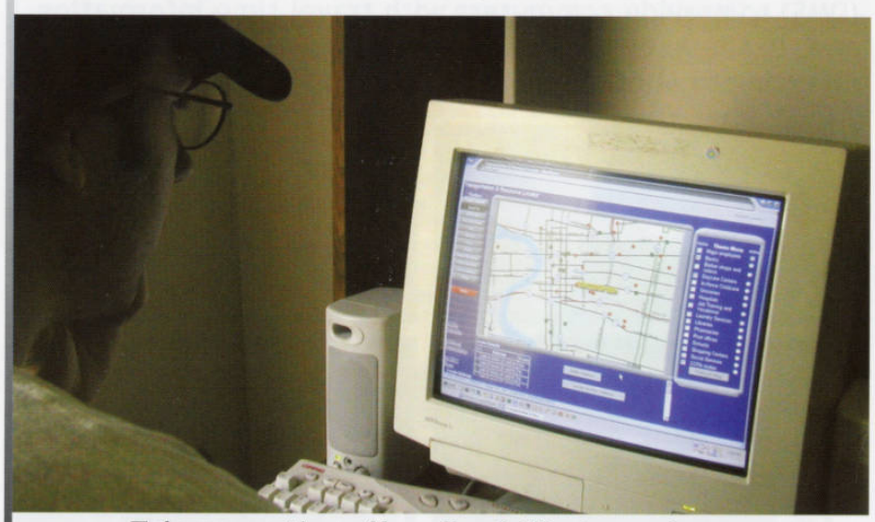
3.7. Managing Transportation Demand

As daytime travel, especially during rush hours, becomes more congested and the cost of building more roads becomes higher, the need for reducing travel becomes greater. Transportation demand management (TDM) refers to strategies aimed at reducing travel frequency or distance. Innovations in the way we view mobility are changing our traditional reliance on owning and driving a car for most trips. Today, more and more people are being introduced to alternatives that free them from the

need for automobile use through technology and innovative travel arrangements. The many creative ways to improve our mobility also reduce out-of-pocket expense and improve air quality and personal health. They also tend to recognize that each individual has unique needs that require different solutions. There is no magic solution to transportation congestion, rather a wealth of options that when fully developed assure appropriate and efficient mobility for everyone.

Telecommuting & Flexible Work Schedule

Offered by an increasing number of employers, telecommuting and flexible work schedules are becoming a more attractive solution for many workers. As regions grow and commute distances follow, there are increasing benefits to being able to change work schedules or to work from home part-time and full-time. Availability of the internet has made it possible for people to perform many job tasks remotely via computer and email. This trend is eliminating some commutes while opening the door for parents or family care givers to work and maintain a household independent of daycare or nursing home expenses. All employers and employees are encouraged to explore these options in order to reduce the demand on our transportation system and the associated costs.



Telecommuting offers flexibility to workers

Ridesharing

Still more efforts are being made to help people reduce the role of the automobile at the household level. Ridesharing, in the form of carpooling and vanpooling, reduces congestion and helps people save time and money for other pursuits. Combining the predictable work commute of multiple people is an efficient way for many workers to reduce transportation costs and stress. Ridesharing combines the benefits of auto and transit travel. The MORPC RideSolutions program provides a ride matching service and educational materials for interested commuters and employers.

Car Sharing

An innovative way to reduce both the cost and demand for vehicle travel is car sharing. A growing trend across the country, carsharing is a concept that allows individuals to belong to a network and share the expense of the automobile and pay only for the time they use a vehicle. It works best when integrated with other modes such as walking and transit which reduce the need for vehicular travel in the first place.

A comparison of car sharing programs across the country reveals that sharing a car used less than 8,000 miles per year can save money - up to thousands of dollars annually. This savings does not take into account additional issues associated with ownership such as car storage and license and registration fees. Many people find that a pay-as-you-go automobile arrangement promotes a greater awareness of vehicular costs and helps limit unnecessary travel.

3.8. Managing a Complex Transportation System

The ability to move about our neighborhood, our city and between cities has been taken for granted for years. Transportation mobility affects our ability to do our jobs, our quality of life and the economic productivity of our country. In today's environment, our mobility is also important to our safety and security. Increasingly, however, our mobility is jeopardized by congestion.

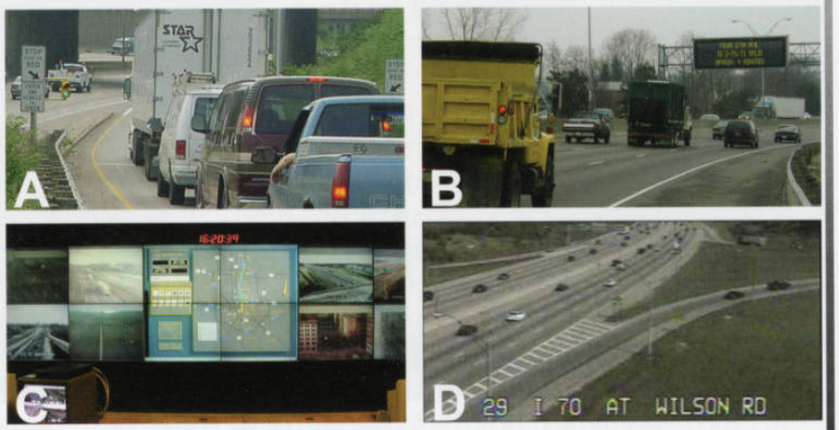
Dynamic message signs provide motorists with timely information

The Texas Transportation Institute estimates that in 2000 the 75 largest metropolitan areas experienced 3.6 billion vehicle-hours of delay resulting in 5.7 billion gallons in wasted fuel and $67.5 billion in lost productivity. Traffic congestion impacts everything we do including going to work, picking up the kids at school, getting them to the soccer game, doing grocery shopping or delivering products to stores for our consumption. Congestion is a part of daily life for millions of people.

While reducing the amount of vehicular travel is the only sure way to reduce congestion, better approaches to operation of the transportation network also help improve traffic flow and meet growing travel demands. As better operations become a strategy more fully applied to transportation, it will require rethinking how services are delivered to those who depend on the transportation system. In every program area, MORPC is trying to effectively address the congestion problem through reshaping its traditional way of doing business through new approaches and technologies.

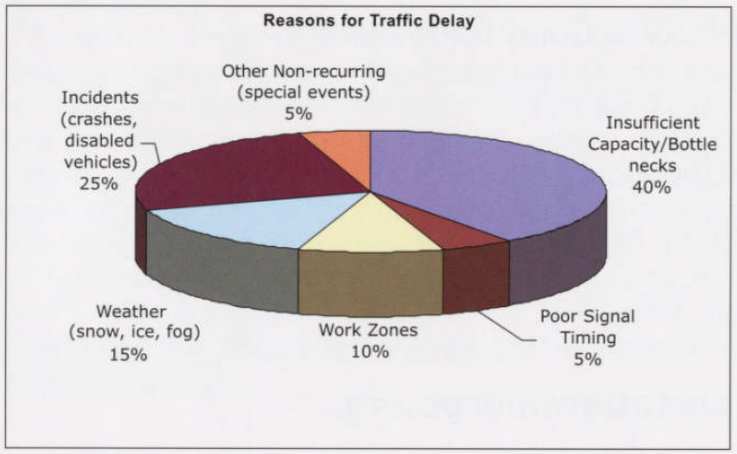
One new approach is crash investigation signs that removes incidents from the road to clear lanes for travel. This cost-effective strategy improves day-to-day operations and mitigates non-recurring congestion.

The Freeway Management System (FMS) is a collaborative effort between the City of Columbus, ODOT and various media partners. The system is a technological approach that includes: A) ramp metering to help disperse traffic entering the freeway; B) dynamic message signs (DMS) to provide commuters with travel time information and, in the event of heavy congestion, the option of diverting to another route; C) the traffic management



center (TMC) which is the hub where all information is collected and distributed; and, D) closed circuit television cameras to provide commuters "eyes on the road" before they leave their home or office.

COTA uses Intelligent Transportation System (ITS) technologies to help manage fleet operations. COTA buses are equipped with Americans with Disabilities Act (ADA)-compliant devices to allow passengers to see and hear "next bus" information and to help the dispatch center communicate with drivers to ensure that buses arrive at stops safely and on-time.

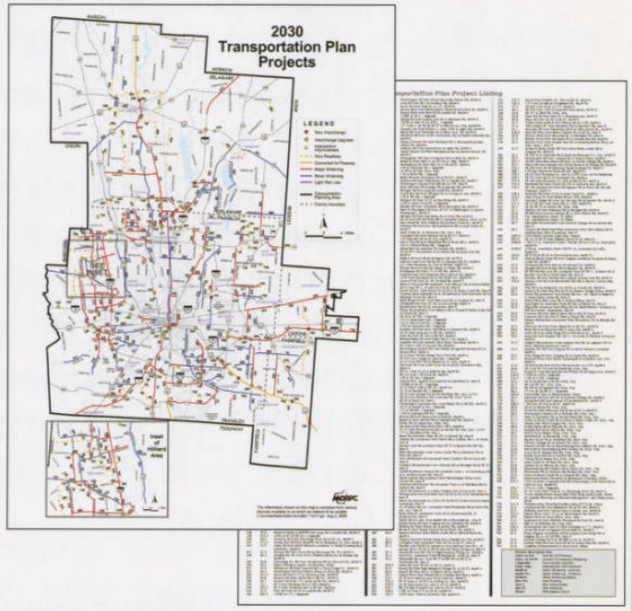


In short, changing the way transportation operates through the use of technology will help reduce congestion. The various strategies and technologies MORPC is pursuing include:

- regional collaboration;
- improving day-to-day operations;
- reducing recurring congestion;
- mitigating non-recurring congestion;
- enhancing emergency transportation response;
- improving freight operations; and
- facilitating integrated ITS deployment.

3.9. Project Listing and Maps

The 2030 Transportation Plan projects map shows the projects proposed for construction by the year 2030. The total cost for all projects matches the amount of funding expected to be available in the region (see the Funding section for more details). Each project is summarized on the Project List and referenced on the map by its project ID number.



See inside back cover for map and project list

3.10. Additional Transportation Resources

More information on the topics covered in this Plan, and many more, can be obtained from the MORPC Transportation Department. Below is a sampling of the many available transportation studies and reports that can be obtained from the Transportation Department.

Studies and Reports Available from the MORPC Transportation Department

- 2030 Regional Transportation Plan Companion Reports:
  - Land Use and Demographic Trends and Forecast
  - Transportation Modes in a Livable Region
  - Bikeway Plan
  - Pedestrian Plan
  - Operations & Management / System Preservation & Maintenance
  - Central Ohio Regional ITS Architecture
  - Freight Planning in Central Ohio
  - Critical Movement - Transportation Safety in Central Ohio
  - Historical and Projected Transportation Funding in Central Ohio
  - Congestion Management System Existing and Future Conditions Report
- Transportation Improvement Program (TIP)
- Central Ohio Freight Fact Book
- Transit Oriented Development Regional Demonstration Project
- State Route 317 Access Management/Corridor Study
- North Corridor Major Investment Study
- Traffic Count Maps

Visit our website at http://transportation.morpc.org.

4. Impacts & Implementation of the Plan

The implementation of projects within the Transportation Plan must be analyzed from several perspectives covering environmental, social and financial concerns.

4.1. Air Quality

The quality of our air affects the health and well being of each one of us. Central Ohio has grappled with ground-level ozone for years. Ozone is a colorless gas that can cause difficulty breathing and lead to other respiratory problems. A newer concern is fine particulate matter, also referred to as PM2.5. Fine particulates may be solid or liquid and are smaller than the diameter of a human hair. Children are at greatest risk because they are more active outdoors and their lungs are still developing. Ozone is a summertime problem, whereas particle pollution is a year-round issue.

In accordance with federal Clean Air Act regulations, the U.S. EPA has designated six Central Ohio counties as "non-attainment" for failing to meet air quality standards for ozone. Several counties will also be designated non-attainment in late 2004 for failing to meet the fine particulates standard.

The transportation sector, especially cars and trucks on the road, contributes significantly to the ozone and fine particulate pollution problems. Unfortunately, in spite of improvements in fuel efficiency and vehicle emission controls, growth in travel in Central Ohio means transportation continues to be a significant contributor to poor air quality.

MORPC is committed to bringing Central Ohio back into attainment with federal air quality standards and has determined that the Transportation Plan will contribute

to improving air quality in a number of ways. First, the general highway improvements will reduce congestion, which reduces some vehicle emissions. Second, the RideSolutions vanpooling and carpooling services will help people share rides to work. Third, the significant expansion of transit bikeways and sidewalks will allow more people to travel without driving. Finally, MORPC's Air Quality Program and Congestion Mitigation/Air Quality (CM/AQ) special project funding will contribute to new technologies and behavior change leading to improved air quality. Over the next few years, MORPC will be working with Ohio EPA, ODOT and our local communities to evaluate and decide upon transportation strategies that will reduce vehicle emissions in Central Ohio.

4.2. Environmental Justice

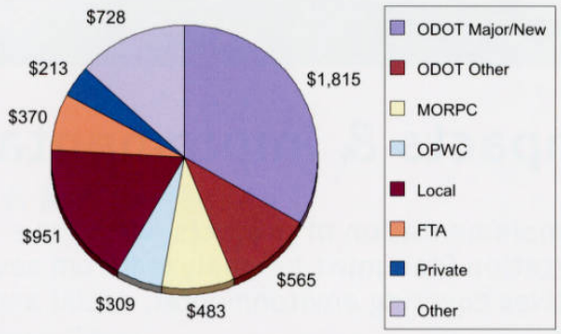
On February 11, 1994, President Clinton issued Executive Order 12898 on Environmental Justice. This order focuses attention on the environmental and human health conditions of minority and low-income communities. Environmental Justice embraces the principle that all people and communities are entitled to equal protection under our environmental, health, employment, housing, transportation and civil rights laws.

In response to this requirement, MORPC has continued to provide the opportunity for all segments of the community, to play an integral role in shaping the Transportation Plan. Through the technical analysis, MORPC determined the Transportation Plan as a whole creates no disproportionate adverse impacts on the target populations. Many quantitative measures were used to make this determination. Even so, the measures in total cannot take into account all things that can be considered with regard to environmental justice issues; however, they do provide some insight into whether significant environmental justice issues are present. Additional refinement of the analysis and public input will occur as the various transportation projects are implemented.

4.3. Funding

The projects contained within the Transportation Plan do not form a regional wish list; they are constrained by a financial plan. With this financial element, the Transportation Plan becomes a tool for the community to realistically establish its priorities within the financial resources it is likely to have available.

Transportation Plan Project
Funding Sources through 2030 (in millions)



The Transportation Plan includes several aspects of transportation system financing. These include:

- designating resources to adequately operate and maintain our existing roads and transit system;
- identifying funding to meet needs to expand the transportation system;
- balancing needs for highways, transit, pedestrians, bicycling and other modes of travel;
- ensuring projects remain on schedule to use allocated funds;
- securing Central Ohio's fair share of state and federal funds;
- finding new sources of funding.

Existing Highway System

A recent study indicates Ohio has some of the best maintained roads in the nation and Columbus has some of the best maintained roads of the major Ohio cities. In its Statistical Report 2003, ODOT states that it has the best statewide pavement and bridge condition in decades. MORPC estimates it costs about $85 million per year to operate and maintain local roads in the MORPC area. The plan assumes operations, maintenance and preservation will be adequately funded in the long run.

Transportation System Expansion

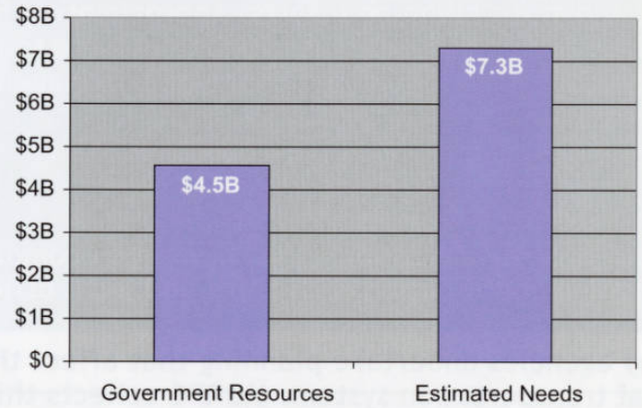
Beyond operating and preserving the transportation system, other types of projects, initiatives and strategies have been identified to expand the transportation system. These include such things as additional freeway lanes and upgraded interchanges, new or widened arterial streets, advanced traffic control on roads and freeways, an expanded bus fleet, and special transit stations. The funding for these comes from a variety of sources.

Total Transportation Plan expenditures are expected to be more than $5.4 billion by the year 2030. Expenditures by project type are: $4.0 billion for highways, nearly $1.3 billion for transit and $0.2 billion for the freeway management system (FMS), traffic signals and other projects. The last category includes marketing programs, special studies, bus purchases and miscellaneous projects.

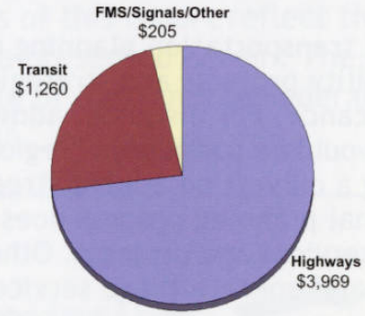
Approximately $4.5 billion in government resources will be available through 2030 to expand the transportation system based on historical trends and assuming the Ohio General Assembly and Congress will provide resources projected by ODOT. However, in developing the Transportation Plan, needed transportation improvements amounting to about $7.3 billion were identified. Thus, other funding sources will need to be identified.

Transportation Plan Funding Sources

- ODOT Major/New program (major Freeways) and other ODOT funding for state route improvements from federal and state sources
- MORPC-attributable federal funds (STP and CM/AQ)
- Ohio Public Works Commission funds
- County-attributable federal funding
- Local government funding
- Private funding
- Federal Transit Administration funding
- Other funds such as congressional earmarks, some innovative techniques and increased COTA sales tax



Transportation Plan Project Expenditures through 2030 (in millions)



4.4. Relationship of the Plan to State and Local Processes

The Regional Transportation Planning Process is only one part of the complex process that develops projects and services to meet the mobility needs of Central Ohio. Local governments such as cities, counties, villages and townships each have responsibility for highways. Local authorities such as COTA have responsibility for providing transit. Private, quasi-public and public agencies often provide transportation services to special populations. ODOT has some responsibility in all of these areas.

Identifying Transportation Needs

A primary source for transportation projects includes local and state planning efforts. Approximately 500 transportation needs were identified from these sources:

- transportation model and congestion management system
- review of the previous Transportation Plan
- review of local planning efforts
- review of state planning efforts
- review of special studies that have been completed
- ongoing coordination with state and local officials

Many agencies undertake planning that affect the regional transportation system. MORPC collects this information and incorporates it into regional transportation planning.

The regional transportation planning process does not include all mobility projects and strategies, only those of regional significance. For instance, adding lanes to an arterial street would be considered "regionally significant" while replacing a culvert on a local street would not. Also, the regional planning process does not deliver transportation services and projects. Other agencies build these projects and operate these services.

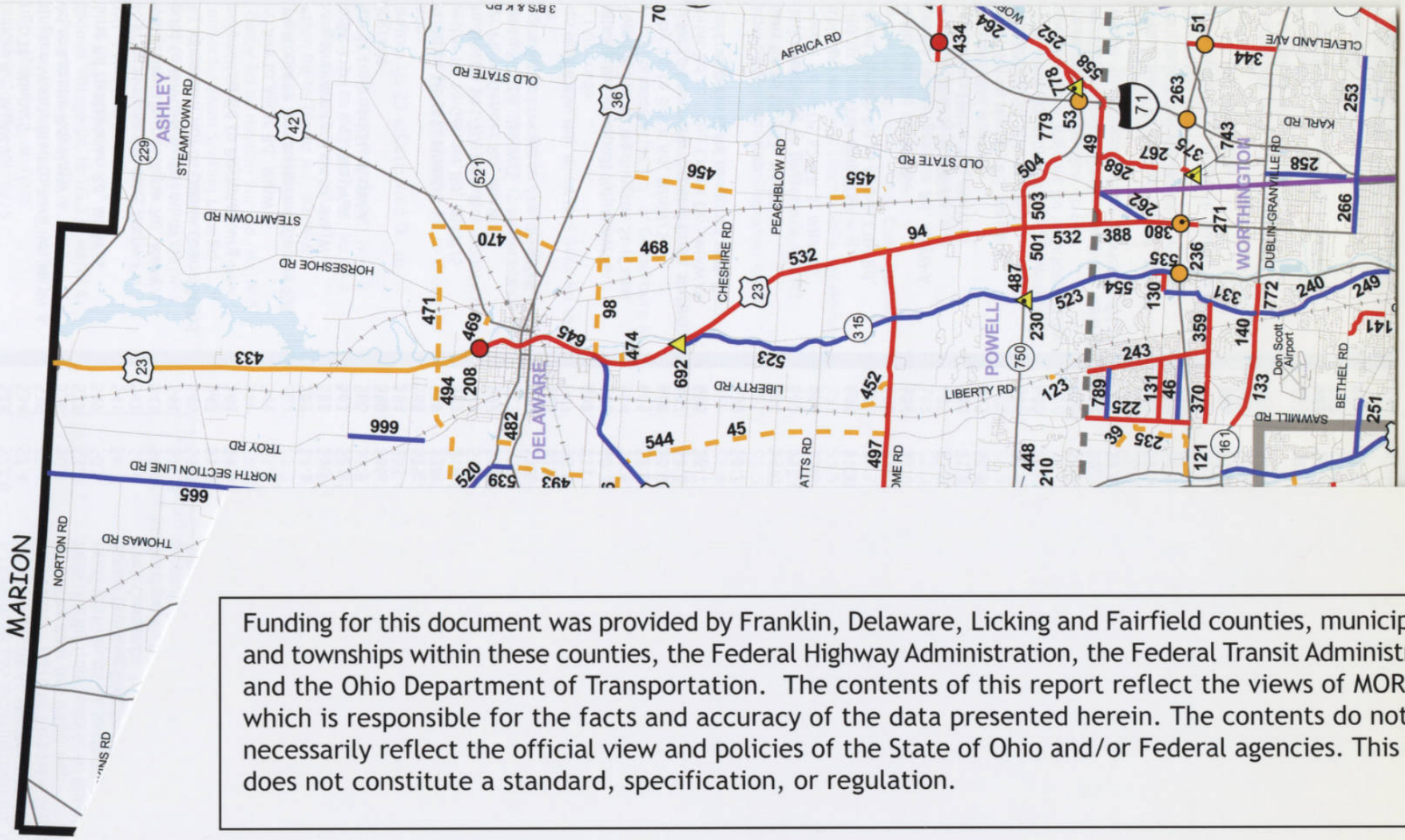
ODOT also has a major role in transportation in the state and in the MPO process. ODOT's primary role in transportation, and of most importance to local communities, is to provide funding - most state and federal transportation funds are routed through ODOT. ODOT is also the owner of all of the interstates and all of the US and state routes outside of municipalities. The federal government looks to ODOT as the primary party responsible for overseeing the process of building federally-funded transportation projects in Ohio and implementing federal requirements and policies within the state.

Regional planning is the precursor to ODOT's multi-step Project Development Process. It precedes more detailed project planning, design, and construction.

In short, the regional planning process ties together and makes sense out of the important needs, goals, strategies and projects of local governments and ODOT.

4.5. Future Transportation Plans

The transportation planning process is intended to be a flexible approach to obtaining public and stakeholder comments and developing a plan for transportation improvements over the next 20 years and more. In an effort to improve that process, MORPC will begin a new approach to outreach and feedback for the next Transportation Plan due to be completed in 2007. That approach will include the periodic reporting of various transportation plan topics as work is completed. The information will be distributed via the MORPC newsletter and website and is expected to provide the public and other stakeholders the ability to review smaller amounts of information more frequently, thereby allowing a more thorough review of the transportation plan elements.



Funding for this document was provided by Franklin, Delaware, Licking and Fairfield counties, municipalities and townships within these counties, the Federal Highway Administration, the Federal Transit Administration, and the Ohio Department of Transportation. The contents of this report reflect the views of MORPC, which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of the State of Ohio and/or Federal agencies. This report does not constitute a standard, specification, or regulation.

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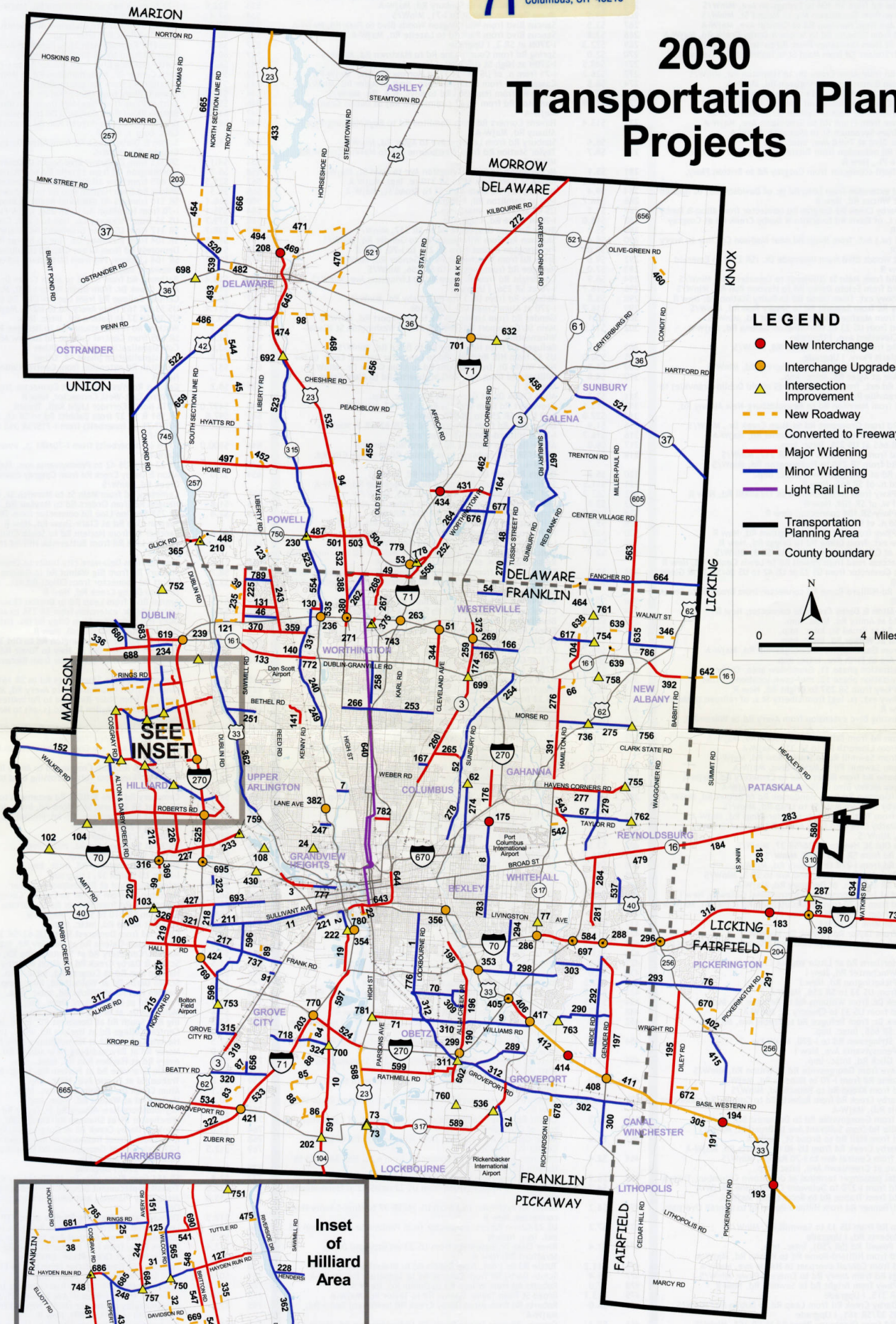
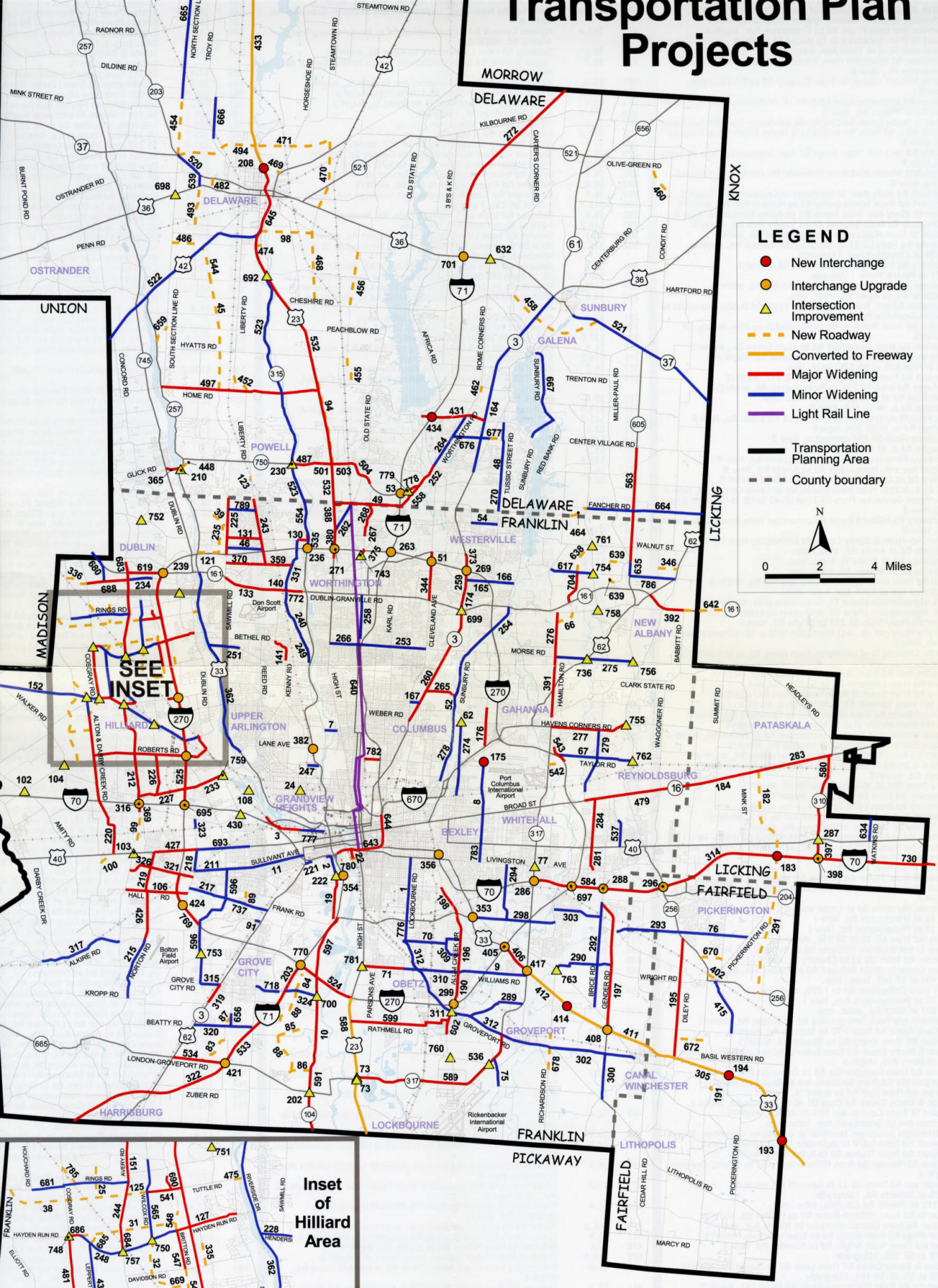
2030 Transportation Plan Projects



Transportation Plan Projects



MORPC

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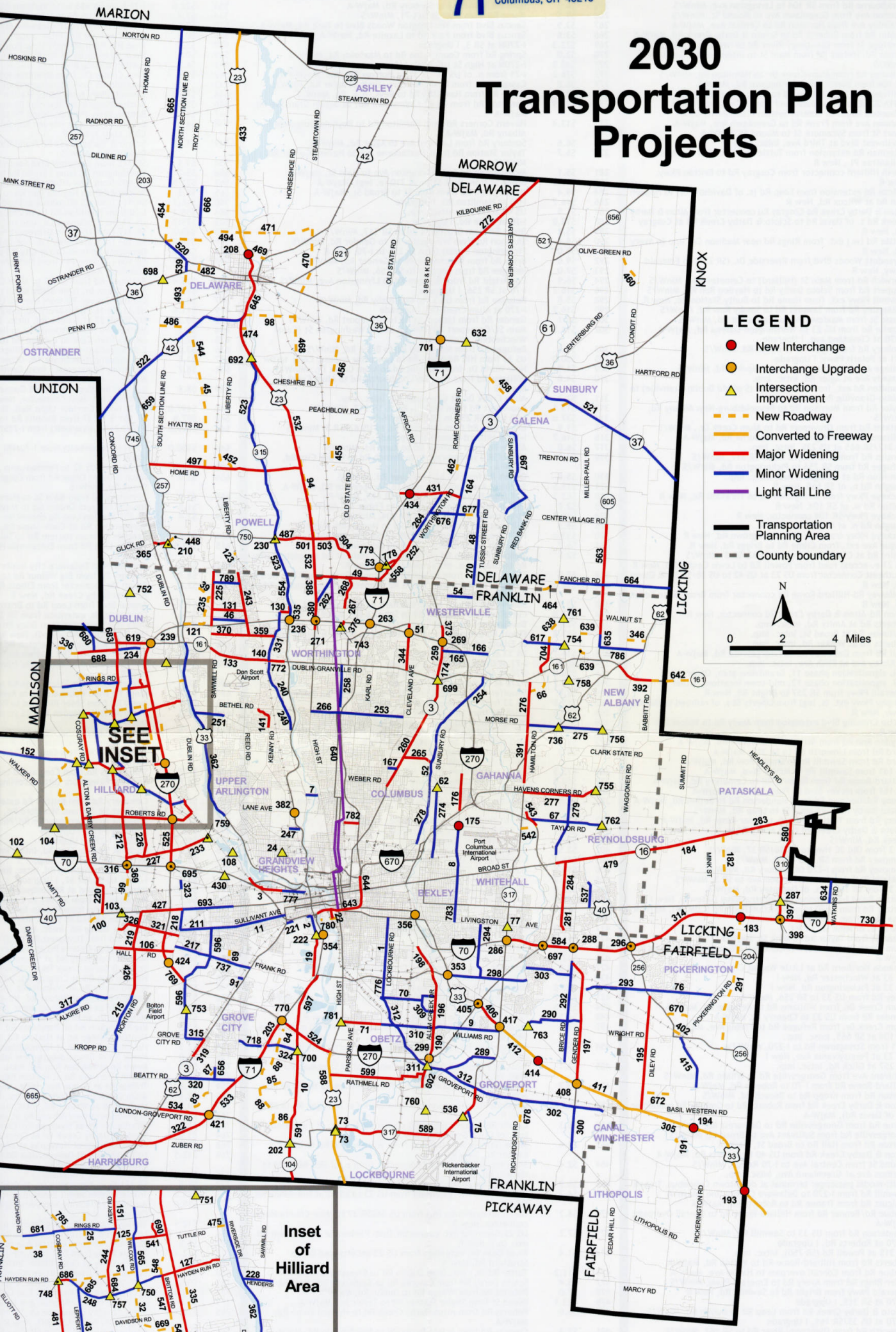
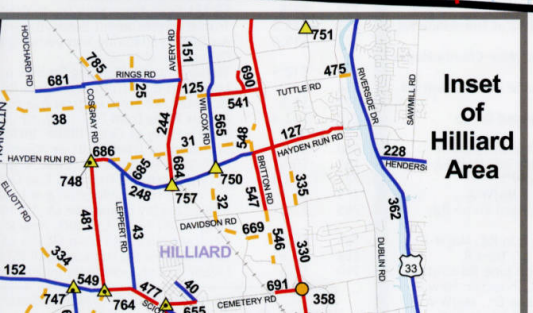
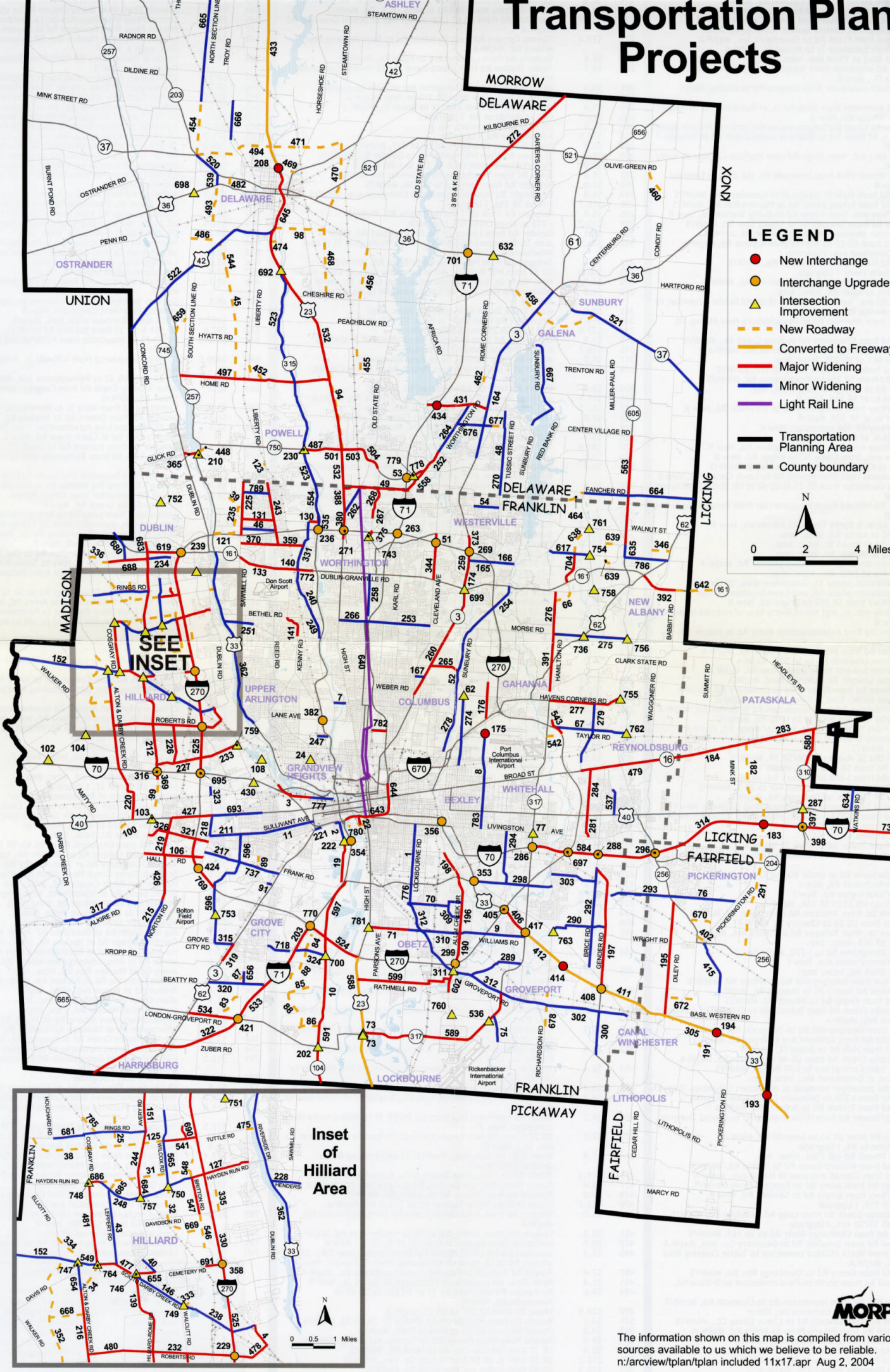




Transportation Plan Projects



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sources available to us which we believe to be reliable.
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2030 Transportation Plan Project Listing

ID	Cost*	Project Limits, Project Description**
1	$9.9	Lockbourne Rd from SR 104 to Livingston Ave, MinW/S
2	$2.9	Harmon Ave from Greenlawn Ave to Mound St, MinW/S
3	$7.1	McKinley Ave from Harrison Rd to Central Ave, MajW-A
4	$3.4	Dublin Rd from Roberts Rd to Scioto & Darby Creek Rd, MajW-A
7	$5.1	Dodridge St from Olentangy River Rd to Neil Ave, MinW/S
8	$17.3	James Rd/Stelzer Rd from Main St to International Gateway, MinW/S
9	$8.5	Williams Rd from Alum Creek Dr. to Hamilton Rd, MinW/S
10	$9.6	SR 104 from Borror Rd to Stringtown Rd, MajW-A
11	$30.9	Sullivant Ave from Wilson Rd to Central Ave, MinW/S
12	$747.9	COTA 200 Expansion Buses and Transit Centers, Transit
13	$18.1	Advanced Regional Control System (CORTRAN), Other
19	$8.2	Harmon Ave from Frank Rd to Greenlawn Ave, MajW-A
22	$2.1	Short St from Sycamore St to Mound St, MajW-A
24	$0.6	Northwest Blvd at Third Ave, Intsc. Imp.
25	$4.8	Eiterman Rd extension from Tuttle Crossing Blvd extension to Ballantrae Pl., New R
31	$12.0	North Hilliard connector from Cosgray Rd to Britton Pkwy, New R
32	$4.1	Wilcox Rd extension from Leap Rd (s. of Davidson Rd) to Hayden Run Rd at Wilcox Rd, New R
34	$4.0	Alton & Darby Creek Rd-Cosgray Rd connector from Alton & Darby Creek Rd s. of Davis Rd to Scioto & Darby Creek Rd at Cosgray Rd, New R
38	$5.6	Tuttle Rd (w.) ext. from Rings Rd near Madison Co. line to Avery Rd, New R
39	$3.3	Wyandott Woods Blvd from Riverside Dr. (SR 257) to Emerald Pkwy, New R
40	$1.4	Norwich Rd from Main St (Hilliard) to Cemetery Rd, MinW/S
43	$4.3	Leppert Rd from Scioto Darby Rd to Hayden Run Rd, MinW/S
45	$22.1	Sawmill Pkwy ext. from Home Rd to Bunty Station Rd, New R
46	$4.0	Billingsley Rd from Sawmill Rd to Smoky Row Rd, MinW/S
48	$5.0	Tussic St from Maxtown Rd to Big Walnut Rd, MinW/S
49	$12.2	Lazelle Rd from US 23 to Worthington-Galena Rd, MajW-A
51	$17.7	I-270 at Cleveland Ave, I Upgrade
52	$7.7	Sunbury Rd from Agler Rd to Morse Rd, MinW/S
53	$24.8	I-71 at Polaris Pkwy, I Upgrade
54	$3.1	College Ave from Otterbein Ave to Spring Rd, MinW/S
62	$0.6	Cassady Ave at Agler Rd, Intsc. Imp.
66	$6.4	Hamilton Rd ext. from Hamilton Rd (S of old Dublin-Granville) to Dublin-Granville Rd, New R
67	$6.0	Taylor Rd from Morrison Rd to Reynoldsburg-New Albany Rd, MinW/S
70	$6.5	Watkins Rd from Groveport Rd to Alum Creek Dr., MinW/S
71	$9.0	Williams Rd from High St to Lockbourne Rd, MajW-A
73	$2.2	SR 317/SR 665 at US 23S, Intsc. Imp.
75	$3.2	Pontius Rd from s. of Hayes Rd to SR 317, MinW/S
76	$6.3	Refugee Rd from SR 256 to Pickerington Rd, MinW/S
77	$0.6	Hamilton Rd at Livingston Ave, Intsc. Imp.
83	$3.4	Haughn Rd n. of SR 665, New R
84	$2.0	Buckeye Pkwy from Stringtown Rd to Thrailkill Rd, New R
85	$2.8	Holton Rd w. of SR 104, New R
86	$2.5	Buckeye Pkwy-SR 104 connector, New R
87	$1.9	Haughn Rd n. of Orders Rd, New R
88	$9.4	Buckeye Pkwy from SR 665 to Stringtown Rd, New R
89	$1.2	Hague Ave ext. from Clime Rd to Briggs Rd, New R
91	$4.2	Alkire Rd at CSX Railroad w. of US 62/SR 3, MinW/S
94	$8.1	US 23 e. access road from Powell Rd to Lewis Center Rd, New R
98	$59.7	Southeast Connector from US 23 at US 42 to US 36/SR 37 at Glenn Rd, New R
99	$12.5	Galloway Rd-Hilliard Rome Rd connector from Broad St to Feder Rd, New R
100	$2.2	Alton Rd-Alton & Darby Creek Rd connector, New R
102	$0.6	Roberts Rd at Amity Rd, Intsc. Imp.
103	$0.9	Galloway Rd at Broad St, Intsc. Imp.
104	$0.6	Roberts Rd at Walker Rd, Intsc. Imp.
106	$14.7	Hall Rd from Galloway Rd to Georgesville Rd, MajW-A
108	$0.6	McKinley Ave at Fifth Ave, Intsc. Imp.
118	$1.9	Col. signalization phase 11, Grandview area, Other
120	$2.9	Col. signalization phase 12, mid-town locations, Other
121	$6.0	Emerald Pkwy from SR 257 to Bright Rd, New R
123	$1.2	Murphy Pkwy ext. (s. leg) from Liberty St s. of railroad to Murphy Pkwy, New R
125	$9.0	Tuttle Crossing Blvd extension from Avery Rd to Wilcox Rd, New R
127	$7.9	Hayden Run Rd from Britton Rd to Dublin Rd, MajW-A
130	$11.3	Hard Rd from Linworth Rd to SR 315, MajW-A
131	$6.9	Hard Rd from Sawmill Rd to Smoky Row Rd, MajW-A
133	$14.8	SR 161 from Sawmill Rd to McVey Blvd, MajW-A
139	$17.3	Hilliard-Rome Rd from Roberts Rd to Cemetery Rd, MajW-A
140	$15.0	SR 161 from McVey Blvd to Flora Villa Dr., MajW-A
141	$6.0	Kenny Rd/Godown Rd from Henderson Rd to Bethel Rd, MajW-A
146	$5.2	Scioto Darby Rd from Main St to Leap Rd, MinW/S
151	$12.8	Avery Rd from Tuttle Blvd ext. to Shier-Rings Rd, MajW-A
152	$3.6	Scioto & Darby Creek Rd from Amity Rd to Alton & Darby Creek Rd, MinW/S
164	$14.9	SR 3 from Old 3C Hwy to US 36/SR 37, MinW/S
165	$2.7	Dempsey Rd from SR 3 to I-270, MinW/S
166	$5.8	Dempsey Rd from I-270 to Sunbury Rd, MinW/S
167	$1.1	Oakland Park Ave from Cleveland Ave to SR 3, MinW/S
174	$5.7	SR 3 from SR 161 to s. of Dempsey Rd, MajW-A
175	$36.0	Stelzer Rd at I-670 connector/International Gateway, New I
176	$7.7	Stelzer Rd from I-670 to near McCutcheon Rd (CDMS 8), MajW-A
182	$19.9	Etna Pkwy from I-70 to SR 16, New R
183	$14.5	I-70 at e. of Mink St, New I
184	$8.8	Broad St from Taylor Rd to Mink St, MajW-A
190	$6.5	Alum Creek Dr. from I-270 (including I-270 ramps) to Williams Rd, MajW-A
191	$0.9	Amanda Northern Rd at Little Walnut Creek, New R
193	$15.0	US 33 at Winchester Rd, New I
194	$15.0	US 33 at Pickerington Rd, New I
195	$14.2	Diley Rd from US 33 to SR 256, MajW-A
196	$21.4	Alum Creek Dr. from Williams Rd to Refugee Rd, MajW-A
197	$14.7	Gender Rd from US 33 to Chantry Dr, MajW-A
198	$7.7	Alum Creek Dr. from Refugee Rd to Frebis Ave, MajW-A
202	$0.6	SR 104 at SR 665, Intsc. Imp.
203	$10.7	I-71 from Stringtown Rd to I-270, MajW-Fw
208	$4.2	US 23 at Pennsylvania Ave, New I
210	$0.6	SR 257 at Glick Rd, Intsc. Imp.
211	$4.0	Sullivant Ave from Georgesville Rd to Wilson Rd, MinW/S
212	$9.6	Hilliard-Rome Rd from I-70 to Roberts Rd, MajW-A
215	$4.1	Norton Rd from Kropp Rd to Bausch Rd, MinW/S
216	$12.0	Alton & Darby Creek Rd from Roberts Rd to Cosgray Rd connector (s. of Davis Rd), MajW-A
217	$5.2	Clime Rd from Georgesville Rd to Demorest Rd, MinW/S
218	$4.0	Georgesville Rd from Sullivant Ave to Broad St, MinW/S
219	$12.9	Norton Rd from Hall Rd to Broad St, MajW-A
220	$15.5	Alton & Darby Creek Rd from US 40 to Roberts Rd, MajW-A
221	$3.0	Mound St from Central Ave to I-70 Ramps, MinW/S
222	$0.9	Harmon Ave at Greenlawn Ave, Intsc. Imp.
224	$15.0	Multi-modal passenger terminal at downtown Columbus, Transit
225	$9.7	Sawmill Rd from I-270 to Delaware County line, MajW-A
226	$7.3	Walcutt Rd from Trabue Rd to Roberts Rd, MajW-A
227	$11.2	Trabue Rd/Renner Rd from Hilliard-Rome Rd to Conrail Overpass, MajW-A
228	$1.5	Henderson Rd from US 33 to Sawmill Rd, MinW/S
229	$16.7	I-270 at Roberts Rd, I Upgrade
230	$0.9	SR 315 at Powell Rd (SR 750), Intsc. Imp.
232	$8.9	Roberts Rd from Hilliard-Rome Rd to Wilson Rd, MajW-A
233	$13.3	Trabue Rd from Conrail overpass to Hague Ave, MajW-A
234	$2.2	Shier-Rings Rd from Avery Rd to Emerald Pkwy, MinW/S
235	$4.6	Emerald Pkwy from Bright Rd to Sawmill Rd, New R
236	$63.5	I-270 at SR 315, I Upgrade
238	$3.6	Scioto & Darby Creek Rd from Leap Rd to Dublin Rd, MinW/S
239	$16.4	I-270 at US 33/SR 161, I Upgrade
240	$5.6	Linworth Rd from Olentangy River Rd to SR 161, MinW/S
243	$13.3	Smoky Row Rd from Snouffer Rd to Delaware Co. line, MajW-A
244	$4.5	Avery Rd from North Hilliard connector to Tuttle Crossing Blvd extension, MajW-A
247	$1.5	Kinnear Rd from Kenny Rd to Olentangy Riv. Rd, MinW/S
264	$5.3	Worthington Rd from Africa Rd to Big Walnut Rd, MinW/S
265	$6.1	Innis Rd from SR 3 to Sunbury Rd, MajW-A
266	$9.5	Morse Rd from High St to I-71, MinW/S
267	$3.5	Sancus Blvd from Worthington Woods Blvd to Park Rd, MajW-A
268	$3.8	Sancus Blvd from Park Rd to Lazelle Rd, MajW-A
269	$22.3	I-270N at SR 3, I Upgrade
270	$2.0	Spring Rd from County Line Rd to Maxtown Rd, MinW/S
271	$48.5	I-270N at High St (US 23N), I Upgrade
272	$26.2	I-71 from n. of US 36/SR 37 to Morrow Co. line, MajW-Fw
274	$6.8	Cassady Ave from Bexley n. corp. limit to Agler Rd, MinW/S
275	$7.8	Morse Rd from Hamilton Rd to Reys.-N.A. Rd, MinW/S
276	$11.9	Hamilton Rd from US 62 (Johnstown Rd) to Dublin Granville Rd, MajW-A
277	$13.4	Havens Corners Rd from Hamilton Rd to Reynoldsburg-New Albany Rd, MajW-A
278	$6.6	Sunbury Rd from Leonard Ave to Agler Rd, MinW/S
279	$6.7	Taylor Station Rd from Westbourne Ave to Havens Corner Rd, MinW/S
281	$5.1	McNaughten Rd from Livingston Ave to Main St, MajW-A
283	$18.2	Broad St from Mink St to SR 310 (e. leg), MajW-A
284	$9.4	McNaughten Rd from Main St to Broad St, MajW-A
286	$16.7	I-70 at Hamilton Rd, I Upgrade
287	$1.5	US 40 at SR 310, Intsc. Imp.
288	$18.0	I-70 at Brice Rd, I Upgrade
289	$5.3	Bixby Rd from Groveport Rd to SR 317, MinW/S
290	$8.4	Shannon Rd from Winchester Pk to Gender Rd, MinW/S
291	$9.0	Pickerington bypass from SR 256 to I-70, New R
292	$9.6	Brice Rd from Winchester Pk to Gender Rd, MinW/S
293	$7.0	Refugee Rd from Long Rd to SR 256, MinW/S
294	$6.9	Courtright Rd from Refugee Rd to Livingston Ave, MinW/S
296	$16.7	I-70 at SR 256, I Upgrade
298	$5.8	Refugee Rd from US 33 to Noe Bixby Rd, MinW/S
299	$16.7	I-270 at Alum Creek Dr., I Upgrade
300	$5.1	Gender Rd from Lithopolis Rd to Groveport Rd, MinW/S
302	$11.5	Main St/Groveport Rd from SR 317 to Washington St (Canal Winchester), MinW/S
303	$5.2	Refugee Rd from Noe-Bixby Rd to Brice Rd, MinW/S
305	$50.0	US 33 from Hill Rd/Diley Rd to Lancaster bypass, Conv. to Fw
309	$1.9	New World Dr. from Watkins Rd to Alum Creek Dr., MinW/S
310	$4.0	Williams Rd from Corr Rd/Lockbourne Rd to Alum Creek Dr., MinW/S
311	$2.3	Alum Creek Dr. at Groveport Rd, Intsc. Imp.
312	$13.1	Groveport Rd from Watkins Rd to SR 317, MinW/S
314	$37.0	I-70 from SR 256 to SR 310, MajW-Fw
315	$1.9	Grove City Rd from Demorest Rd to US 62/SR 3, MinW/S
316	$16.7	I-70 at Hilliard-Rome Rd, I Upgrade
317	$6.0	Alkire Rd from Gardner Rd to Kunz Rd, MinW/S
319	$4.6	US 62/SR 3 (Broadway) from Rensch Rd to Grove City Rd, MajW-A
320	$5.8	Orders Rd from US 62 to Hoover Rd, MinW/S
321	$11.5	Sullivant Ave from Norton Rd to Georgesville Rd, MajW-A
322	$63.3	I-71 from Pickaway Co. line to SR 665, MajW-Fw
323	$2.6	Phillipi Rd from Conrail tracks to Fisher Rd, MinW/S
324	$18.0	Stringtown Rd from I-71 to SR 104, MinW/S
326	$5.3	Sullivant Ave from Galloway Rd to Norton Rd, MajW-A
330	$33.4	I-270 from Cemetery Rd to US 33/SR 161, MajW-Fw
331	$6.7	Linworth Rd from SR 161 to Hard Rd, MinW/S
333	$2.7	Walcutt Rd/Leap Rd connector from Walcutt Rd at Scioto Darby Rd to Leap Rd n. of railroad tracks, New R
334	$2.5	Elliott Rd ext. from Elliott Rd to Alton & Darby Creek Rd, New R
335	$12.9	Trueman Blvd-Edwards Farms Rd connector from Davidson Rd to Edwards Farms Rd, New R
336	$3.7	Shier-Rings Rd ext. from Houchard Rd to Cosgray Rd, New R
344	$12.0	Cleveland Ave from SR 161 to Schrock Rd, MajW-A
346	$2.4	Bevelheimer Rd-US 62 Connector, New R
352	$13.8	Elliott Rd extension from Roberts Rd to Scioto & Darby Creek Rd at Elliott Rd, New R
353	$16.7	US 33 at SR 104, I Upgrade
354	$6.3	I-71 at Greenlawn Ave, I Upgrade
356	$16.7	I-70 at Alum Creek Dr., I Upgrade
358	$16.7	I-270 at Cemetery Rd, I Upgrade
359	$8.4	Snouffer Rd from Bent Tree Blvd to Linworth Rd, MajW-A
362	$15.8	US 33 from Lane Ave to SR 161, MinW/S
365	$16.0	Glick Rd from SR 745 to SR 257, MajW-A
369	$1.6	Hilliard-Rome Rd from Feder Rd to I-70, MajW-A
370	$4.9	Snouffer Rd from Sawmill Rd to Bent Tree Blvd, MajW-A
373	$2.9	SR 3 from I-270 to Schrock Rd, MajW-A
375	$0.5	Worthington-Galena Rd from Wilson Bridge Rd/Huntley Rd to Sancus Blvd, MajW-A
380	$73.5	US 23 from Wilson Bridge Rd to Flint Rd, MajW-A
382	$10.0	SR 315 interchange at Lane Ave, I Upgrade
388	$5.7	US 23 from Flint Rd to Delaware Co. line, MajW-A
391	$4.5	Hamilton Rd from Clark State Rd to US 62 (Johnstown Rd), MajW-A
392	$11.2	SR 161 from US 62 to Babbitt Rd, MajW-Fw
397	$7.1	SR 310 from I-70 to US 40, MajW-A
398	$6.3	I-70 at SR 310, I Upgrade
402	$2.5	Central Pick. bypass from Conrail to Columbus St, New R
405	$16.7	I-270SE at US 33, I Upgrade
406	$11.5	US 33 from I-270 to SR 317, MajW-Fw
408	$16.7	US 33 at Gender Rd, I Upgrade
411	$25.0	US 33 from Gender Rd to Hill Rd/Diley Rd, Conv. to Fw
412	$15.0	US 33 from Hamilton Rd to Gender Rd, Conv. to Fw
414	$25.0	US 33 at Bixby Rd, New I
415	$4.2	Pickerington/Lockville Rds. from Busey Rd to SR 256, MinW/S
417	$16.7	US 33 at Hamilton Rd, I Upgrade
421	$16.7	I-71 at SR 665, I Upgrade
424	$12.5	I-270 at Georgesville Rd, I Upgrade
426	$13.0	Norton Rd from Bausch Rd to Hall Rd, MajW-A
427	$8.5	Broad St from Norton Rd to Georgesville Rd, MajW-A
430	$2.0	Fisher Rd at Hague Ave, Intsc. Imp.
431	$11.8	Big Walnut Rd from Africa Rd to SR 3, MajW-A
433	$74.7	US 23 from Pennsylvania Ave to Marion Co. line, Conv. to Fw
434	$14.5	I-71 at Big Walnut Rd, New I
448	$4.5	Glick Rd extension from SR 257 to Powell Rd, New R
452	$2.6	Liberty Rd connection from Home Rd to Liberty Rd n. of Home, New R
454	$5.8	Section Line Rd extension from SR 37 to Buttermilk Hill Rd, New R
455	$3.1	Piatt Rd extension from Lewis Center Rd to Shanahan Rd at Piatt Rd, New R
456	$5.2	Piatt Rd-Roloson Rd connector from Cheshire Rd to Curve Rd, New R
458	$15.6	Cheshire Rd extension from Cheshire Rd at Domigan Rd to SR 37, New R
460	$3.3	Condit Rd-Porter Central Rd connector from n. of Centerburg Rd to s. of Olive Green Rd, New R
462	$1.4	Rome Corners Rd extension from Worthington Rd to Lewis Center Rd, New R
464	$2.4	Smothers Rd-Fancher Rd connector from e. of Red Bank Rd to Harlem Rd, New R
468	$6.9	Glenn Rd extension (s.) from Cheshire Rd to Curve Rd, New R
469	$4.7	Pennsylvania Ave extension from US 23 to US 42 at Horseshoe Rd, New R
470	$8.2	Glenn Rd extension (n.) from US 36/SR 37 to Mink-County Home connector, New R
471	$7.2	US 23-Glenn Rd ext. connector from Panhandle Rd to Glenn Rd ext. (n.), New R
474	$1.4	River Oaks Dr. extension from US 23 atCottswold Dr. to Stratford Rd, New R
475	$11.2	Tuttle Rd (e.) ext. from Dublin Rd to Riverside Dr., New R
477	$5.4	Scioto Darby Rd from Cosgray Rd to Cemetery Rd, MajW-A
478	$7.0	Roberts Rd from Wilson Rd to Dublin Rd, MajW-A
479	$13.1	Broad St from Taylor Station Rd to Taylor Rd, MajW-A
480	$6.0	Roberts Rd from Alton Darby Creek Rd to Hilliard Rome Rd, MajW-A
481	$2.3	Cosgray Rd from Scioto Darby Rd to Hayden Run Rd, MajW-A
482	$0.9	Lexington Glen extension from US 36 to US 37, New R
486	$3.3	Section Line Rd-US 42 connector from Section Line Rd s. of Airport Rd to US 42 at US 42-Sawmill Pkwy Connector, New R
487	$7.4	Powell Rd from SR 315 to Highmeadows Village Dr., MajW-A
532	$57.5	US 23 from Franklin Co. line to US 42
533	$22.6	I-71 from SR 665 to Stringtown Rd, M
534	$7.4	SR 665 from US 62 to I-71, MajW-A
535	$0.3	SR 315 from I-270 to Clubview Blvd S
536	$0.8	SR 317 at Rohr Rd, Intsc. Imp.
537	$3.0	Rose Hill Rd from Main St to Rosedale
539	$0.8	Houk Rd from US 36 to US 37, MinW/
541	$6.7	Tuttle Crossing Blvd from Wilcox Rd
542	$1.6	Tech Center Dr. from Hamilton Rd to
543	$1.1	Morrison Rd from Waterbury Blvd to
544	$16.8	Sawmill Pkwy from Bunty Station Rd
546	$5.5	Britton Pkwy from Reynolds Dr. to Da
547	$1.6	Britton Pkwy from Davidson Rd to Ha
548	$4.6	Britton Pkwy from Hayden Run Rd to Cols. corp.), New R
549	$1.5	Scioto & Darby Creek Rd from Alton Cosgray Rd, MinW/S
554	$4.1	SR 315 from Clubview Blvd South to
558	$5.7	Worthington Rd from Lazelle Rd to P
563	$21.5	SR 605 from New Albany Rd East to C
565	$5.3	Wilcox Rd from Hayden Run Rd to Wo
580	$16.1	SR 310 from US 40 (National Road) to
584	$55.1	I-70 from Hamilton Rd to SR 256, Ma
588	$79.7	US 23 from Pickaway Co. line to I-27
589	$38.7	SR 317 from US 23 to Groveport Rd,
591	$14.9	SR 104 from Pickaway Co. line to Bor
596	$14.3	Demorest Rd from Grove City Rd to S
597	$18.2	SR 104 (Jackson Pk) from Stringtown freeway), MajW-A
599	$18.4	Rathmell Rd from US 23 to Alum Cre
602	$13.3	Alum Creek Dr. from Bixby Rd to I-27
617	$3.9	Central College Rd from Lee Rd/Ulry
619	$11.4	US 33/SR 161 from Avery Rd to I-270
632	$0.3	US 36/SR 37 at Galena Rd, Intsc. Imp
634	$1.1	Watkins Rd from National Rd to Refu
635	$2.0	SR 605 from Central College Rd to N
636	$3.0	Col. signalization phase 13, Other
637	$3.5	Col. signalization phase 14, Other
638	$8.7	Hamilton Rd extension from Central New R
639	$8.2	Campus Rd West/East-West Connecto existing East-West Connector, New R
640	$497.0	COTA North Corridor Light Rail, Trans
642	$97.8	SR 161 & SR 37 from Babbitt Rd to SR
643	$300.0	I-70/I-71 (s. innerbelt) from I-71S/SR MajW-Fw
644	$100.0	I-71N (e. innerbelt) from I-70/I71 (s. MajW-Fw
645	$34.0	US 23 from US 42 to Pennsylvania Ave
654	$2.0	Alton & Darby Creek Rd from Cosgray Creek Rd, MinW/S
655	$3.0	Cemetery Rd from Main St to Norwic
656	$1.8	Haughn Rd from Orders Rd to Mayfai
659	$2.4	SR 257-Section Line Rd connector fro Section Line Rd at Clark-Shaw Rd, Ne
664	$9.8	Fancher Rd from Harlem Rd to South
665	$12.6	Section Line Rd from Buttermilk Hill MinW/S
666	$3.6	Troy Rd from Delaware city limits to
667	$8.7	Sunbury Rd from Big Walnut Rd to Ga
668	$2.6	Elliott Rd connector from Elliott Rd to Alton Darby Creek Rd, New R
669	$1.5	Ansmil Blvd from Leap Rd to Britton
670	$2.8	Courtright Dr. extension from SR 256
672	$3.0	Diley-Hill connector from Diley Rd (b Hill Rd (future, relocated), New R
676	$3.5	Freeman Rd from Worthington Rd to
677	$1.6	Freeman Rd from Old 3C Hwy to Tuss
678	$4.3	Ebright-Richardson connector from R New R
680	$2.2	Eiterman Rd from Shier-Rings Rd to S
681	$4.8	Rings Rd from Houchard Rd to Avery
683	$3.7	Avery Rd from Shier-Rings Rd to Peri
684	$2.8	Avery Rd from Hayden Run Rd (s. of) MajW-A
685	$1.0	Leppert Rd extension from Hayden R North Hilliard connector, New R
686	$2.5	Hayden Run Rd from Cosgray Rd to N MajW-A
688	$7.2	Shier-Rings Rd from Cosgray Rd to Av
690	$4.7	Emerald Pkwy from Tuttle Crossing B MajW-A
691	$1.8	Cemetery Rd from Britton Rd extens
692	$5.0	US 23 at SR 315 and Stratford Rd, Int
693	$7.4	Broad St from Georgesville Rd/Phillip
695	$16.7	I-70W at I-270, I Upgrade
697	$16.7	I-70E at I-270, I Upgrade
698	$0.6	US 36 at Section Line Rd, Intsc. Imp.
699	$3.7	SR 3 at SR 161, Intsc. Imp.
700	$0.5	SR 104 at Stringtown Rd, Intsc. Imp.
701	$6.3	I-71 at US 36/SR 37, I Upgrade
703	$65.0	Intermodal Yard at Rickenbacker, Oth
704	$6.5	Hamilton Rd from SR 161 to Central
718	$3.1	Stringtown Rd from Hoover Rd to Ma
730	$58.4	I-70 from SR 310 to SR 37, MajW-Fw
736	$8.6	US 62 at Morse Rd, Intsc. Imp.
737	$4.9	Clime Rd from Demorest Rd to US 62
743	$0.5	Worthington-Galena Rd at Huntley R
746	$7.5	Main St/Cemetery Rd at Scioto Darby
747	$1.5	Scioto & Darby Creek Rd at Alton & D
748	$2.3	Hayden Run Rd at Cosgray Rd, Intsc.
749	$0.6	Scioto Darby Rd at Walcutt Rd, Intsc
750	$1.3	Hayden Run Rd at Wilcox Rd, Intsc. I
751	$0.7	Frantz Rd at Blazer Pkwy, Intsc. Imp
752	$1.6	Muirfield Dr. at Brand Rd, Intsc. Imp.
753	$3.5	Big Run South Rd at Demorest Rd, In
754	$2.2	Central College Rd at Harlem Rd, Int
755	$2.5	Havens Corners Rd at Reynoldsburg-N
756	$2.0	Morse Rd at Reynoldsburg-New Alban
757	$3.5	Avery Rd at Hayden Run Rd, Intsc. Im
758	$2.1	Dublin Granville Rd at Harlem Rd, In
759	$1.8	Trabue Rd at Hague Ave, Intsc. Imp.
760	$2.1	Alum Creek Dr. at Rohr Rd, Intsc. Imp
761	$0.8	Harlem Rd at Walnut Rd, Intsc. Imp.
762	$0.8	Reynoldsburg-New Albany Rd at Tayl
763	$2.9	Winchester Pk at Shannon Rd/Ebrigh
764	$3.0	Scioto & Darby Creek Rd at Cosgray
768	$8.5	Riversouth Street Networks at downt
769	$12.5	I-270 (vicinity of Georgesville Rd inte Sullivant Ave, MajW-Fw
770	$16.7	I-71S at I-270, I Upgrade
772	$2.8	SR 161 from Flora Villa Dr. to Olenta
773	$75.0	Transit Replacement Buses/Bike/Ped
774	$15.0	Air Quality Planning and Demand Ma Other
775	$12.5	Transportation Planning Studies usin
776	$2.2	Lockbourne Rd from Groveport Rd to
777	$2.5	McKinley Ave from Central Ave to So
778	$12.4	Polaris Pkwy from I-71 to Worthingto
779	$0.9	Polaris Pkwy at Orion Place, Intsc. Im
780	$1.6	Sycamore St from Whittier Peninsula
781	$0.9	High St at Williams Rd, Intsc. Imp.
782	$10.4	Seventeenth Ave from N-S Rail Overp
783	$5.0	James Rd from Livingston Ave to Mai
785	$2.3	Rings-Cosgray connector (Amlin bypa Cosgray Rd (e. of CSX RR), New R
786	$6.0	Central College Rd from SR 605 to US
789	$1.9	Summit View Rd from Sawmill Rd to
790	$3.5	Livability Enhancements in Downtow

* All costs shown in millions of dollars

11	$30.9	Sullivant Ave from Wilson Rd to Central Ave, MinW/S
12	$747.9	COTA 200 Expansion Buses and Transit Centers, Transit
13	$18.1	Advanced Regional Control System (CORTRAN), Other
19	$8.2	Harmon Ave from Frank Rd to Greenlawn Ave, MajW-A
22	$2.1	Short St from Sycamore St to Mound St, MajW-A
24	$0.6	Northwest Blvd at Third Ave, Intsc. Imp.
25	$4.8	Eiterman Rd extension from Tuttle Crossing Blvd extension to Ballantrae Pl., New R
31	$12.0	North Hilliard connector from Cosgray Rd to Britton Pkwy, New R
32	$4.1	Wilcox Rd extension from Leap Rd (s. of Davidson Rd) to Hayden Run Rd at Wilcox Rd, New R
34	$4.0	Alton & Darby Creek Rd-Cosgray Rd connector from Alton & Darby Creek Rd s. of Davis Rd to Scioto & Darby Creek Rd at Cosgray Rd, New R
38	$5.6	Tuttle Rd (w.) ext. from Rings Rd near Madison Co. line to Avery Rd, New R
39	$3.3	Wyandott Woods Blvd from Riverside Dr. (SR 257) to Emerald Pkwy, New R
40	$1.4	Norwich Rd from Main St (Hilliard) to Cemetery Rd, MinW/S
43	$4.3	Leppert Rd from Scioto Darby Rd to Hayden Run Rd, MinW/S
45	$22.1	Sawmill Pkwy ext. from Home Rd to Bunty Station Rd, New R
46	$4.0	Billingsley Rd from Sawmill Rd to Smoky Row Rd, MinW/S
48	$5.0	Tussic St from Maxtown Rd to Big Walnut Rd, MinW/S
49	$12.2	Lazelle Rd from US 23 to Worthington-Galena Rd, MajW-A
51	$17.7	I-270 at Cleveland Ave, I Upgrade
52	$7.7	Sunbury Rd from Agler Rd to Morse Rd, MinW/S
53	$24.8	I-71 at Polaris Pkwy, I Upgrade
54	$3.1	College Ave from Otterbein Ave to Spring Rd, MinW/S
62	$0.6	Cassady Ave at Agler Rd, Intsc. Imp.
66	$6.4	Hamilton Rd ext. from Hamilton Rd (S of old Dublin-Granville) to Dublin-Granville Rd, New R
67	$6.0	Taylor Rd from Morrison Rd to Reynoldsburg-New Albany Rd, MinW/S
70	$6.5	Watkins Rd from Groveport Rd to Alum Creek Dr., MinW/S
71	$9.0	Williams Rd from High St to Lockbourne Rd, MajW-A
73	$2.2	SR 317/SR 665 at US 23S, Intsc. Imp.
75	$3.2	Pontius Rd from s. of Hayes Rd to SR 317, MinW/S
76	$6.3	Refugee Rd from SR 256 to Pickerington Rd, MinW/S
77	$0.6	Hamilton Rd at Livingston Ave, Intsc. Imp.
83	$3.4	Haughn Rd n. of SR 665, New R
84	$2.0	Buckeye Pkwy from Stringtown Rd to Thrailkill Rd, New R
85	$2.8	Holton Rd w. of SR 104, New R
86	$2.5	Buckeye Pkwy-SR 104 connector, New R
87	$1.9	Haughn Rd n. of Orders Rd, New R
88	$9.4	Buckeye Pkwy from SR 665 to Stringtown Rd, New R
89	$1.2	Hague Ave ext. from Clime Rd to Briggs Rd, New R
91	$4.2	Alkire Rd at CSX Railroad w. of US 62/SR 3, MinW/S
94	$8.1	US 23 e. access road from Powell Rd to Lewis Center Rd, New R
98	$59.7	Southeast Connector from US 23 at US 42 to US 36/SR 37 at Glenn Rd, New R
99	$12.5	Galloway Rd-Hilliard Rome Rd connector from Broad St to Feder Rd, New R
100	$2.2	Alton Rd-Alton & Darby Creek Rd connector, New R
102	$0.6	Roberts Rd at Amity Rd, Intsc. Imp.
103	$0.9	Galloway Rd at Broad St, Intsc. Imp.
104	$0.6	Roberts Rd at Walker Rd, Intsc. Imp.
106	$14.7	Hall Rd from Galloway Rd to Georgesville Rd, MajW-A
108	$0.6	McKinley Ave at Fifth Ave, Intsc. Imp.
118	$1.9	Col. signalization phase 11, Grandview area, Other
120	$2.9	Col. signalization phase 12, mid-town locations, Other
121	$6.0	Emerald Pkwy from SR 257 to Bright Rd, New R
123	$1.2	Murphy Pkwy ext. (s. leg) from Liberty St s. of railroad to Murphy Pkwy, New R
125	$9.0	Tuttle Crossing Blvd extension from Avery Rd to Wilcox Rd, New R
127	$7.9	Hayden Run Rd from Britton Rd to Dublin Rd, MajW-A
130	$11.3	Hard Rd from Linworth Rd to SR 315, MajW-A
131	$6.9	Hard Rd from Sawmill Rd to Smoky Row Rd, MajW-A
133	$14.8	SR 161 from Sawmill Rd to McVey Blvd, MajW-A
139	$17.3	Hilliard-Rome Rd from Roberts Rd to Cemetery Rd, MajW-A
140	$15.0	SR 161 from McVey Blvd to Flora Villa Dr., MajW-A
141	$6.0	Kenny Rd/Godown Rd from Henderson Rd to Bethel Rd, MajW-A
146	$5.2	Scioto Darby Rd from Main St to Leap Rd, MinW/S
151	$12.8	Avery Rd from Tuttle Blvd ext. to Shier-Rings Rd, MajW-A
152	$3.6	Scioto & Darby Creek Rd from Amity Rd to Alton & Darby Creek Rd, MinW/S
164	$14.9	SR 3 from Old 3C Hwy to US 36/SR 37, MinW/S
165	$2.7	Dempsey Rd from SR 3 to I-270, MinW/S
166	$5.8	Dempsey Rd from I-270 to Sunbury Rd, MinW/S
167	$1.1	Oakland Park Ave from Cleveland Ave to SR 3, MinW/S
174	$5.7	SR 3 from SR 161 to s. of Dempsey Rd, MajW-A
175	$36.0	Stelzer Rd at I-670 connector/International Gateway, New I
176	$7.7	Stelzer Rd from I-670 to near McCutcheon Rd (CDMS 8), MajW-A
182	$19.9	Etna Pkwy from I-70 to SR 16, New R
183	$14.5	I-70 at e. of Mink St, New I
184	$8.8	Broad St from Taylor Rd to Mink St, MajW-A
190	$6.5	Alum Creek Dr. from I-270 (including I-270 ramps) to Williams Rd, MajW-A
191	$0.9	Amanda Northern Rd at Little Walnut Creek, New R
193	$15.0	US 33 at Winchester Rd, New I
194	$15.0	US 33 at Pickerington Rd, New I
195	$14.2	Diley Rd from US 33 to SR 256, MajW-A
196	$21.4	Alum Creek Dr. from Williams Rd to Refugee Rd, MajW-A
197	$14.7	Gender Rd from US 33 to Chantry Dr, MajW-A
198	$7.7	Alum Creek Dr. from Refugee Rd to Frebis Ave, MajW-A
202	$0.6	SR 104 at SR 665, Intsc. Imp.
203	$10.7	I-71 from Stringtown Rd to I-270, MajW-Fw
208	$4.2	US 23 at Pennsylvania Ave, New I
210	$0.6	SR 257 at Glick Rd, Intsc. Imp.
211	$4.0	Sullivant Ave from Georgesville Rd to Wilson Rd, MinW/S
212	$9.6	Hilliard-Rome Rd from I-70 to Roberts Rd, MajW-A
215	$4.1	Norton Rd from Kropp Rd to Bausch Rd, MinW/S
216	$12.0	Alton & Darby Creek Rd from Roberts Rd to Cosgray Rd connector (s. of Davis Rd), MajW-A
217	$5.2	Clime Rd from Georgesville Rd to Demorest Rd, MinW/S
218	$4.0	Georgesville Rd from Sullivant Ave to Broad St, MinW/S
219	$12.9	Norton Rd from Hall Rd to Broad St, MajW-A
220	$15.5	Alton & Darby Creek Rd from US 40 to Roberts Rd, MajW-A
221	$3.0	Mound St from Central Ave to I-70 Ramps, MinW/S
222	$0.9	Harmon Ave at Greenlawn Ave, Intsc. Imp.
224	$15.0	Multi-modal passenger terminal at downtown Columbus, Transit
225	$9.7	Sawmill Rd from I-270 to Delaware County line, MajW-A
226	$7.3	Walcutt Rd from Trabue Rd to Roberts Rd, MajW-A
227	$11.2	Trabue Rd/Renner Rd from Hilliard-Rome Rd to Conrail Overpass, MajW-A
228	$1.5	Henderson Rd from US 33 to Sawmill Rd, MinW/S
229	$16.7	I-270 at Roberts Rd, I Upgrade
230	$0.9	SR 315 at Powell Rd (SR 750), Intsc. Imp.
232	$8.9	Roberts Rd from Hilliard-Rome Rd to Wilson Rd, MajW-A
233	$13.3	Trabue Rd from Conrail overpass to Hague Ave, MajW-A
234	$2.2	Shier-Rings Rd from Avery Rd to Emerald Pkwy, MinW/S
235	$4.6	Emerald Pkwy from Bright Rd to Sawmill Rd, New R
236	$63.5	I-270 at SR 315, I Upgrade
238	$3.6	Scioto & Darby Creek Rd from Leap Rd to Dublin Rd, MinW/S
239	$16.4	I-270 at US 33/SR 161, I Upgrade
240	$5.6	Linworth Rd from Olentangy River Rd to SR 161, MinW/S
243	$13.3	Smoky Row Rd from Snouffer Rd to Delaware Co. line, MajW-A
244	$4.5	Avery Rd from North Hilliard connector to Tuttle Crossing Blvd extension, MajW-A
247	$1.5	Kinnear Rd from Kenny Rd to Olentangy Riv. Rd, MinW/S
248	$6.3	Hayden Run Rd from North Hilliard connector to Britton Rd, MinW/S
249	$6.0	Olentangy Riv. Rd from Henderson Rd to Linworth Rd, MinW/S
250	$0.5	Upper Arlington signal coordination, Other
251	$2.2	Henderson Rd from Sawmill Rd to Chevy Chase Ct., MinW/S
252	$6.3	Worthington Rd from Polaris Pkwy to Africa Rd, MajW-A
253	$11.0	Morse Rd from I-71 to Cleveland Ave, MinW/S
254	$6.0	Sunbury Rd from Morse Rd to SR 161, MinW/S
258	$4.1	Sinclair Rd from I-71 ramps to SR 161, MinW/S
259	$2.1	SR 3 from Dempsey Rd to I-270, MajW-A
260	$23.3	SR 3 from Cleveland Ave to SR 161, MajW-A
262	$3.5	Flint Rd from US 23 to Lazelle Rd, MinW/S
263	$25.5	I-270N at I-71, I Upgrade
275	$7.8	Morse Rd from Hamilton Rd to Reys.-N.A. Rd, MinW/S
276	$11.9	Hamilton Rd from US 62 (Johnstown Rd) to Dublin Granville Rd, MajW-A
277	$13.4	Havens Corners Rd from Hamilton Rd to Reynoldsburg-New Albany Rd, MajW-A
278	$6.6	Sunbury Rd from Leonard Ave to Agler Rd, MinW/S
279	$6.7	Taylor Station Rd from Westbourne Ave to Havens Corner Rd, MinW/S
281	$5.1	McNaughten Rd from Livingston Ave to Main St, MajW-A
283	$18.2	Broad St from Mink St to SR 310 (e. leg), MajW-A
284	$9.4	McNaughten Rd from Main St to Broad St, MajW-A
286	$16.7	I-70 at Hamilton Rd, I Upgrade
287	$1.5	US 40 at SR 310, Intsc. Imp.
288	$18.0	I-70 at Brice Rd, I Upgrade
289	$5.3	Bixby Rd from Groveport Rd to SR 317, MinW/S
290	$8.4	Shannon Rd from Winchester Pk to Gender Rd, MinW/S
291	$9.0	Pickerington bypass from SR 256 to I-70, New R
292	$9.6	Brice Rd from Winchester Pk to Gender Rd, MinW/S
293	$7.0	Refugee Rd from Long Rd to SR 256, MinW/S
294	$6.9	Courtright Rd from Refugee Rd to Livingston Ave, MinW/S
296	$16.7	I-70 at SR 256, I Upgrade
298	$5.8	Refugee Rd from US 33 to Noe Bixby Rd, MinW/S
299	$16.7	I-270 at Alum Creek Dr., I Upgrade
300	$5.1	Gender Rd from Lithopolis Rd to Groveport Rd, MinW/S
302	$11.5	Main St/Groveport Rd from SR 317 to Washington St (Canal Winchester), MinW/S
303	$5.2	Refugee Rd from Noe-Bixby Rd to Brice Rd, MinW/S
305	$50.0	US 33 from Hill Rd/Diley Rd to Lancaster bypass, Conv. to Fw
309	$1.9	New World Dr. from Watkins Rd to Alum Creek Dr., MinW/S
310	$4.0	Williams Rd from Corr Rd/Lockbourne Rd to Alum Creek Dr., MinW/S
311	$2.3	Alum Creek Dr. at Groveport Rd, Intsc. Imp.
312	$13.1	Groveport Rd from Watkins Rd to SR 317, MinW/S
314	$37.0	I-70 from SR 256 to SR 310, MajW-Fw
315	$1.9	Grove City Rd from Demorest Rd to US 62/SR 3, MinW/S
316	$16.7	I-70 at Hilliard-Rome Rd, I Upgrade
317	$6.0	Alkire Rd from Gardner Rd to Kunz Rd, MinW/S
319	$4.6	US 62/SR 3 (Broadway) from Rensch Rd to Grove City Rd, MajW-A
320	$5.8	Orders Rd from US 62 to Hoover Rd, MinW/S
321	$11.5	Sullivant Ave from Norton Rd to Georgesville Rd, MajW-A
322	$63.3	I-71 from Pickaway Co. line to SR 665, MajW-Fw
323	$2.6	Phillipi Rd from Conrail tracks to Fisher Rd, MinW/S
324	$18.0	Stringtown Rd from I-71 to SR 104, MinW/S
326	$5.3	Sullivant Ave from Galloway Rd to Norton Rd, MajW-A
330	$33.4	I-270 from Cemetery Rd to US 33/SR 161, MajW-Fw
331	$6.7	Linworth Rd from SR 161 to Hard Rd, MinW/S
333	$2.7	Walcutt Rd/Leap Rd connector from Walcutt Rd at Scioto Darby Rd to Leap Rd n. of railroad tracks, New R
334	$2.5	Elliott Rd ext. from Elliott Rd to Alton & Darby Creek Rd, New R
335	$12.9	Trueman Blvd-Edwards Farms Rd connector from Davidson Rd to Edwards Farms Rd, New R
336	$3.7	Shier-Rings Rd ext. from Houchard Rd to Cosgray Rd, New R
344	$12.0	Cleveland Ave from SR 161 to Schrock Rd, MajW-A
346	$2.4	Bevelheimer Rd-US 62 Connector, New R
352	$13.8	Elliott Rd extension from Roberts Rd to Scioto & Darby Creek Rd at Elliott Rd, New R
353	$16.7	US 33 at SR 104, I Upgrade
354	$6.3	I-71 at Greenlawn Ave, I Upgrade
356	$16.7	I-70 at Alum Creek Dr., I Upgrade
358	$16.7	I-270 at Cemetery Rd, I Upgrade
359	$8.4	Snouffer Rd from Bent Tree Blvd to Linworth Rd, MajW-A
362	$15.8	US 33 from Lane Ave to SR 161, MinW/S
365	$16.0	Glick Rd from SR 745 to SR 257, MajW-A
369	$1.6	Hilliard-Rome Rd from Feder Rd to I-70, MajW-A
370	$4.9	Snouffer Rd from Sawmill Rd to Bent Tree Blvd, MajW-A
373	$2.9	SR 3 from I-270 to Schrock Rd, MajW-A
375	$0.5	Worthington-Galena Rd from Wilson Bridge Rd/Huntley Rd to Sancus Blvd, MajW-A
380	$73.5	US 23 from Wilson Bridge Rd to Flint Rd, MajW-A
382	$10.0	SR 315 interchange at Lane Ave, I Upgrade
388	$5.7	US 23 from Flint Rd to Delaware Co. line, MajW-A
391	$4.5	Hamilton Rd from Clark State Rd to US 62 (Johnstown Rd), MajW-A
392	$11.2	SR 161 from US 62 to Babbitt Rd, MajW-Fw
397	$7.1	SR 310 from I-70 to US 40, MajW-A
398	$6.3	I-70 at SR 310, I Upgrade
402	$2.5	Central Pick. bypass from Conrail to Columbus St, New R
405	$16.7	I-270SE at US 33, I Upgrade
406	$11.5	US 33 from I-270 to SR 317, MajW-Fw
408	$16.7	US 33 at Gender Rd, I Upgrade
411	$25.0	US 33 from Gender Rd to Hill Rd/Diley Rd, Conv. to Fw
412	$15.0	US 33 from Hamilton Rd to Gender Rd, Conv. to Fw
414	$25.0	US 33 at Bixby Rd, New I
415	$4.2	Pickerington/Lockville Rds. from Busey Rd to SR 256, MinW/S
417	$16.7	US 33 at Hamilton Rd, I Upgrade
421	$16.7	I-71 at SR 665, I Upgrade
424	$12.5	I-270 at Georgesville Rd, I Upgrade
426	$13.0	Norton Rd from Bausch Rd to Hall Rd, MajW-A
427	$8.5	Broad St from Norton Rd to Georgesville Rd, MajW-A
430	$2.0	Fisher Rd at Hague Ave, Intsc. Imp.
431	$11.8	Big Walnut Rd from Africa Rd to SR 3, MajW-A
433	$74.7	US 23 from Pennsylvania Ave to Marion Co. line, Conv. to Fw
434	$14.5	I-71 at Big Walnut Rd, New I
448	$4.5	Glick Rd extension from SR 257 to Powell Rd, New R
452	$2.6	Liberty Rd connection from Home Rd to Liberty Rd n. of Home, New R
454	$5.8	Section Line Rd extension from SR 37 to Buttermilk Hill Rd, New R
455	$3.1	Piatt Rd extension from Lewis Center Rd to Shanahan Rd at Piatt Rd, New R
456	$5.2	Piatt Rd-Roloson Rd connector from Cheshire Rd to Curve Rd, New R
458	$15.6	Cheshire Rd extension from Cheshire Rd at Domigan Rd to SR 37, New R
460	$3.3	Condit Rd-Porter Central Rd connector from n. of Centerburg Rd to s. of Olive Green Rd, New R
462	$1.4	Rome Corners Rd extension from Worthington Rd to Lewis Center Rd, New R
464	$2.4	Smothers Rd-Fancher Rd connector from e. of Red Bank Rd to Harlem Rd, New R
468	$6.9	Glenn Rd extension (s.) from Cheshire Rd to Curve Rd, New R
469	$4.7	Pennsylvania Ave extension from US 23 to US 42 at Horseshoe Rd, New R
470	$8.2	Glenn Rd extension (n.) from US 36/SR 37 to Mink-County Home connector, New R
471	$7.2	US 23-Glenn Rd ext. connector from Panhandle Rd to Glenn Rd ext. (n.), New R
474	$1.4	River Oaks Dr. extension from US 23 atCottswold Dr. to Stratford Rd, New R
475	$11.2	Tuttle Rd (e.) ext. from Dublin Rd to Riverside Dr., New R
477	$5.4	Scioto Darby Rd from Cosgray Rd to Cemetery Rd, MajW-A
478	$7.0	Roberts Rd from Wilson Rd to Dublin Rd, MajW-A
479	$13.1	Broad St from Taylor Station Rd to Taylor Rd, MajW-A
480	$6.0	Roberts Rd from Alton Darby Creek Rd to Hilliard Rome Rd, MajW-A
481	$2.3	Cosgray Rd from Scioto Darby Rd to Hayden Run Rd, MajW-A
482	$0.9	Lexington Glen extension from US 36 to US 37, New R
486	$3.3	Section Line Rd-US 42 connector from Section Line Rd s. of Airport Rd to US 42 at US 42-Sawmill Pkwy Connector, New R
487	$7.4	Powell Rd from SR 315 to Highmeadows Village Dr., MajW-A
493	$1.4	Houk Rd s. extension from Pittsburgh Dr. to US 36, New R
494	$9.6	Panhandle Rd ext. from SR 37 at SR 203 to US 23 at Panhandle Rd, New R
497	$28.8	Home Rd from SR 257 to US 23, MajW-A
501	$4.2	Powell Rd from High Meadows Village Dr. to US 23, MajW-A
503	$4.8	Powell Rd from US 23 to Polaris Pkwy, MajW-A
504	$9.9	Polaris Pkwy from Powell Rd to Fashion Mall Pkwy, MajW-A
520	$2.9	SR 37 from Section Line Rd to Houk Rd, MinW/S
521	$12.3	SR 37 from e. of SR 3 to Licking Co. line, MinW/S
522	$18.5	US 42 from Union Co. line to US 23, MinW/S
523	$18.1	SR 315 from Franklin Co. line to US 23, MinW/S
524	$28.5	I-270 (S) from I-71 to US 23, MajW-Fw
525	$29.7	I-270 from I-70W to Cemetery Rd, MajW-Fw
544	$16.8	Sawmill Pkwy from Bunty Station Rd
546	$5.5	Britton Pkwy from Reynolds Dr. to Da
547	$1.6	Britton Pkwy from Davidson Rd to Ha
548	$4.6	Britton Pkwy from Hayden Run Rd to Cols. corp.), New R
549	$1.5	Scioto & Darby Creek Rd from Alton Cosgray Rd, MinW/S
554	$4.1	SR 315 from Clubview Blvd South to
558	$5.7	Worthington Rd from Lazelle Rd to P
563	$21.5	SR 605 from New Albany Rd East to C
565	$5.3	Wilcox Rd from Hayden Run Rd to Wo
580	$16.1	SR 310 from US 40 (National Road) to
584	$55.1	I-70 from Hamilton Rd to SR 256, Ma
588	$79.7	US 23 from Pickaway Co. line to I-27
589	$38.7	SR 317 from US 23 to Groveport Rd,
591	$14.9	SR 104 from Pickaway Co. line to Bor
596	$14.3	Demorest Rd from Grove City Rd to S
597	$18.2	SR 104 (Jackson Pk) from Stringtown freeway), MajW-A
599	$18.4	Rathmell Rd from US 23 to Alum Cre
602	$13.3	Alum Creek Dr. from Bixby Rd to I-27
617	$3.9	Central College Rd from Lee Rd/Ulry
619	$11.4	US 33/SR 161 from Avery Rd to I-270
632	$0.3	US 36/SR 37 at Galena Rd, Intsc. Imp
634	$1.1	Watkins Rd from National Rd to Refu
635	$2.0	SR 605 from Central College Rd to N
636	$3.0	Col. signalization phase 13, Other
637	$3.5	Col. signalization phase 14, Other
638	$8.7	Hamilton Rd extension from Central New R
639	$8.2	Campus Rd West/East-West Connecto existing East-West Connector, New R
640	$497.0	COTA North Corridor Light Rail, Trans
642	$97.8	SR 161 & SR 37 from Babbitt Rd to SR
643	$300.0	I-70/I-71 (s. innerbelt) from I-71S/SR MajW-Fw
644	$100.0	I-71N (e. innerbelt) from I-70/I71 (s. MajW-Fw
645	$34.0	US 23 from US 42 to Pennsylvania Ave
654	$2.0	Alton & Darby Creek Rd from Cosgray Creek Rd, MinW/S
655	$3.0	Cemetery Rd from Main St to Norwic
656	$1.8	Haughn Rd from Orders Rd to Mayfai
659	$2.4	SR 257-Section Line Rd connector fro Section Line Rd at Clark-Shaw Rd, N
664	$9.8	Fancher Rd from Harlem Rd to South
665	$12.6	Section Line Rd from Buttermilk Hill MinW/S
666	$3.6	Troy Rd from Delaware city limits to
667	$8.7	Sunbury Rd from Big Walnut Rd to Ga
668	$2.6	Elliott Rd connector from Elliott Rd to Alton Darby Creek Rd, New R
669	$1.5	Ansmil Blvd from Leap Rd to Britton
670	$2.8	Courtright Dr. extension from SR 256
672	$3.0	Diley-Hill connector from Diley Rd (b Hill Rd (future, relocated), New R
676	$3.5	Freeman Rd from Worthington Rd to
677	$1.6	Freeman Rd from Old 3C Hwy to Tuss
678	$4.3	Ebright-Richardson connector from R New R
680	$2.2	Eiterman Rd from Shier-Rings Rd to S
681	$4.8	Rings Rd from Houchard Rd to Avery
683	$3.7	Avery Rd from Shier-Rings Rd to Peri
684	$2.8	Avery Rd from Hayden Run Rd (s. of) MajW-A
685	$1.0	Leppert Rd extension from Hayden R North Hilliard connector, New R
686	$2.5	Hayden Run Rd from Cosgray Rd to N MajW-A
688	$7.2	Shier-Rings Rd from Cosgray Rd to Av
690	$4.7	Emerald Pkwy from Tuttle Crossing B MajW-A
691	$1.8	Cemetery Rd from Britton Rd extens
692	$5.0	US 23 at SR 315 and Stratford Rd, Int
693	$7.4	Broad St from Georgesville Rd/Phillip
695	$16.7	I-70W at I-270, I Upgrade
697	$16.7	I-70E at I-270, I Upgrade
698	$0.6	US 36 at Section Line Rd, Intsc. Imp.
699	$3.7	SR 3 at SR 161, Intsc. Imp.
700	$0.5	SR 104 at Stringtown Rd, Intsc. Imp.
701	$6.3	I-71 at US 36/SR 37, I Upgrade
703	$65.0	Intermodal Yard at Rickenbacker, Oth
704	$6.5	Hamilton Rd from SR 161 to Central
718	$3.1	Stringtown Rd from Hoover Rd to Ma
730	$58.4	I-70 from SR 310 to SR 37, MajW-Fw
736	$8.6	US 62 at Morse Rd, Intsc. Imp.
737	$4.9	Clime Rd from Demorest Rd to US 62
743	$0.5	Worthington-Galena Rd at Huntley R
746	$7.5	Main St/Cemetery Rd at Scioto Darby
747	$1.5	Scioto & Darby Creek Rd at Alton & D
748	$2.3	Hayden Run Rd at Cosgray Rd, Intsc.
749	$0.6	Scioto Darby Rd at Walcutt Rd, Intsc
750	$1.3	Hayden Run Rd at Wilcox Rd, Intsc. I
751	$0.7	Frantz Rd at Blazer Pkwy, Intsc. Imp
752	$1.6	Muirfield Dr. at Brand Rd, Intsc. Imp
753	$3.5	Big Run South Rd at Demorest Rd, In
754	$2.2	Central College Rd at Harlem Rd, Int
755	$2.5	Havens Corners Rd at Reynoldsburg-N
756	$2.0	Morse Rd at Reynoldsburg-New Alban
757	$3.5	Avery Rd at Hayden Run Rd, Intsc. Im
758	$2.1	Dublin Granville Rd at Harlem Rd, In
759	$1.8	Trabue Rd at Hague Ave, Intsc. Imp.
760	$2.1	Alum Creek Dr. at Rohr Rd, Intsc. Imp
761	$0.8	Harlem Rd at Walnut Rd, Intsc. Imp.
762	$0.8	Reynoldsburg-New Albany Rd at Tayl
763	$2.9	Winchester Pk at Shannon Rd/Ebrigh
764	$3.0	Scioto & Darby Creek Rd at Cosgray
768	$8.5	Riversouth Street Networks at downt
769	$12.5	I-270 (vicinity of Georgesville Rd inte Sullivant Ave, MajW-Fw
770	$16.7	I-71S at I-270, I Upgrade
772	$2.8	SR 161 from Flora Villa Dr. to Olenta
773	$75.0	Transit Replacement Buses/Bike/Ped
774	$15.0	Air Quality Planning and Demand Ma Other
775	$12.5	Transportation Planning Studies usin
776	$2.2	Lockbourne Rd from Groveport Rd to
777	$2.5	McKinley Ave from Central Ave to Sou
778	$12.4	Polaris Pkwy from I-71 to Worthingto
779	$0.9	Polaris Pkwy at Orion Place, Intsc. Im
780	$1.6	Sycamore St from Whittier Peninsula
781	$0.9	High St at Williams Rd, Intsc. Imp.
782	$10.4	Seventeenth Ave from N-S Rail Overp
783	$5.0	James Rd from Livingston Ave to Mai
785	$2.3	Rings-Cosgray connector (Amlin bypa Cosgray Rd (e. of CSX RR), New R
786	$6.0	Central College Rd from SR 605 to US
789	$1.9	Summit View Rd from Sawmill Rd to
790	$3.5	Livability Enhancements in Downtow

*** All costs shown in millions of dollars**

**** Project Description Key:**

Conv. to Fw:	Convert to Freew
Conv. to Fw/W:	Convert to Freew
I Upgrade:	Interchange Upgr
Intsc. Imp.:	Intersection Imp
MajW-A:	Major Widening
MajW-Fw:	Major Widening
MinW/S:	Minor Widening/
New Fw:	New Freeway
New I:	New Interchange
New R:	New Roadway
Other:	FMS/Signals/Oth

2030 Transportation Plan Project Listing

nits, Project Description**		
Rd from SR 104 to Livingston Ave, MinW/S	264	$5.3
e from Greenlawn Ave to Mound St, MinW/S	265	$6.1
e from Harrison Rd to Central Ave, MajW-A	266	$9.5
rom Roberts Rd to Scioto & Darby Creek Rd, MajW-A	267	$3.5
from Olentangy River Rd to Neil Ave, MinW/S	268	$3.8
telzer Rd from Main St to International Gateway,	269	$22.3
	270	$2.0
	271	$48.5
from Alum Creek Dr. to Hamilton Rd, MinW/S	272	$26.2
n Borror Rd to Stringtown Rd, MajW-A	274	$6.8
e from Wilson Rd to Central Ave, MinW/S	275	$7.8
xpansion Buses and Transit Centers, Transit	276	$11.9
egional Control System (CORTRAN), Other		
e from Frank Rd to Greenlawn Ave, MajW-A	277	$13.4
m Sycamore St to Mound St, MajW-A		
Blvd at Third Ave, Intsc. Imp.	278	$6.6
d extension from Tuttle Crossing Blvd extension to	279	$6.7
Pl., New R		
rd connector from Cosgray Rd to Britton Pkwy,	281	$5.1
	283	$18.2
xtension from Leap Rd (s. of Davidson Rd) to Hayden	284	$9.4
Vilcox Rd, New R	286	$16.7
by Creek Rd-Cosgray Rd connector from Alton & Darby	287	$1.5
of Davis Rd to Scioto & Darby Creek Rd at Cosgray	288	$18.0
	289	$5.3
v.) ext. from Rings Rd near Madison Co. line to Avery	290	$8.4
	291	$9.0
Woods Blvd from Riverside Dr. (SR 257) to Emerald	292	$9.6
R	293	$7.0
from Main St (Hilliard) to Cemetery Rd, MinW/S	294	$6.9
from Scioto Darby Rd to Hayden Run Rd, MinW/S	296	$16.7
wy ext. from Home Rd to Bunty Station Rd, New R	298	$5.8
Rd from Sawmill Rd to Smoky Row Rd, MinW/S	299	$16.7
om Maxtown Rd to Big Walnut Rd, MinW/S	300	$5.1
from US 23 to Worthington-Galena Rd, MajW-A	302	$11.5
veland Ave, I Upgrade		
from Agler Rd to Morse Rd, MinW/S	303	$5.2
ris Pkwy, I Upgrade	305	$50.0
from Otterbein Ave to Spring Rd, MinW/S	309	$1.9
e at Agler Rd, Intsc. Imp.	310	$4.0
d ext. from Hamilton Rd (S of old Dublin-Granville) to		
nville Rd, New R	311	$2.3
rom Morrison Rd to Reynoldsburg-New Albany Rd,	312	$13.1
	314	$37.0
from Groveport Rd to Alum Creek Dr., MinW/S	315	$1.9
l from High St to Lockbourne Rd, MajW-A	316	$16.7
665 at US 23S, Intsc. Imp.	317	$6.0
from s. of Hayes Rd to SR 317, MinW/S	319	$4.6
from SR 256 to Pickerington Rd, MinW/S		
d at Livingston Ave, Intsc. Imp.	320	$5.8
n. of SR 665, New R	321	$11.5
wy from Stringtown Rd to Thrailkill Rd, New R	322	$63.3
v. of SR 104, New R	323	$2.6
wy-SR 104 connector, New R	324	$18.0
n. of Orders Rd, New R	326	$5.3
wy from SR 665 to Stringtown Rd, New R	330	$33.4
ext. from Clime Rd to Briggs Rd, New R	331	$6.7
t CSX Railroad w. of US 62/SR 3, MinW/S	333	$2.7
cess road from Powell Rd to Lewis Center Rd, New R		
onnector from US 23 at US 42 to US 36/SR 37 at Glenn	334	$2.5
	335	$12.9
d-Hilliard Rome Rd connector from Broad St to Feder		
	336	$3.7
ton & Darby Creek Rd connector, New R	344	$12.0
at Amity Rd, Intsc. Imp.	346	$2.4
d at Broad St, Intsc. Imp.	352	$13.8
at Walker Rd, Intsc. Imp.		
m Galloway Rd to Georgesville Rd, MajW-A	353	$16.7
ve at Fifth Ave, Intsc. Imp.	354	$6.3
zation phase 11, Grandview area, Other	356	$16.7
zation phase 12, mid-town locations, Other	358	$16.7
wy from SR 257 to Bright Rd, New R	359	$8.4
y ext. (s. leg) from Liberty St s. of railroad to Murphy	362	$15.8
R	365	$16.0
sing Blvd extension from Avery Rd to Wilcox Rd,	369	$1.6
	370	$4.9
n Rd from Britton Rd to Dublin Rd, MajW-A	373	$2.9
om Linworth Rd to SR 315, MajW-A	375	$0.5
om Sawmill Rd to Smoky Row Rd, MajW-A		
n Sawmill Rd to McVey Blvd, MajW-A	380	$73.5
me Rd from Roberts Rd to Cemetery Rd, MajW-A	382	$10.0
n McVey Blvd to Flora Villa Dr., MajW-A	388	$5.7
Godown Rd from Henderson Rd to Bethel Rd, MajW-A	391	$4.5
y Rd from Main St to Leap Rd, MinW/S		
om Tuttle Blvd ext. to Shier-Rings Rd, MajW-A	392	$11.2
rby Creek Rd from Amity Rd to Alton & Darby	397	$7.1
MinW/S	398	$6.3
Old 3C Hwy to US 36/SR 37, MinW/S	402	$2.5
d from SR 3 to I-270, MinW/S	405	$16.7
d from I-270 to Sunbury Rd, MinW/S	406	$11.5
rk Ave from Cleveland Ave to SR 3, MinW/S	408	$16.7
R 161 to s. of Dempsey Rd, MajW-A	411	$25.0
at I-670 connector/International Gateway, New I	412	$15.0
from I-670 to near McCutcheon Rd (CDMS 8), MajW-A	414	$25.0
from I-70 to SR 16, New R	415	$4.2
f Mink St, New I	417	$16.7
om Taylor Rd to Mink St, MajW-A	421	$16.7
Dr. from I-270 (including I-270 ramps) to Williams Rd,	424	$12.5
	426	$13.0
rthern Rd at Little Walnut Creek, New R	427	$8.5
nchester Rd, New I	430	$2.0
ckerington Rd, New I	431	$11.8
om US 33 to SR 256, MajW-A	433	$74.7
Dr. from Williams Rd to Refugee Rd, MajW-A	434	$14.5
from US 33 to Chantry Dr, MajW-A	448	$4.5
Dr. from Refugee Rd to Frebis Ave, MajW-A	452	$2.6
R 665, Intsc. Imp.		
tringtown Rd to I-270, MajW-Fw	454	$5.8
nnsylvania Ave, New I		
lick Rd, Intsc. Imp.	455	$3.1
ve from Georgesville Rd to Wilson Rd, MinW/S		
me Rd from I-70 to Roberts Rd, MajW-A	456	$5.2
from Kropp Rd to Bausch Rd, MinW/S		
rby Creek Rd from Roberts Rd to Cosgray Rd connector	458	$15.6
Rd), MajW-A		
om Georgesville Rd to Demorest Rd, MinW/S	460	$3.3
e Rd from Sullivant Ave to Broad St, MinW/S		
from Hall Rd to Broad St, MajW-A	462	$1.4
rby Creek Rd from US 40 to Roberts Rd, MajW-A		
om Central Ave to I-70 Ramps, MinW/S	464	$2.4
e at Greenlawn Ave, Intsc. Imp.		
l passenger terminal at downtown Columbus, Transit	468	$6.9
from I-270 to Delaware County line, MajW-A	469	$4.7
from Trabue Rd to Roberts Rd, MajW-A		
Renner Rd from Hilliard-Rome Rd to Conrail Overpass,	470	$8.2
Rd from US 33 to Sawmill Rd, MinW/S	471	$7.2
berts Rd, I Upgrade		
owell Rd (SR 750), Intsc. Imp.	474	$1.4
from Hilliard-Rome Rd to Wilson Rd, MajW-A		
from Conrail overpass to Hague Ave, MajW-A	475	$11.2
Rd from Avery Rd to Emerald Pkwy, MinW/S	477	$5.4
wy from Bright Rd to Sawmill Rd, New R	478	$7.0
315, I Upgrade	479	$13.1
rby Creek Rd from Leap Rd to Dublin Rd, MinW/S	480	$6.0
33/SR 161, I Upgrade		
d from Olentangy River Rd to SR 161, MinW/S	481	$2.3
Rd from Snouffer Rd to Delaware Co. line, MajW-A	482	$0.9
om North Hilliard connector to Tuttle Crossing Blvd	486	$3.3
MajW-A		
from Kenny Rd to Olentangy Riv. Rd, MinW/S	487	$7.4
Worthington Rd from Africa Rd to Big Walnut Rd, MinW/S	532	$57.5
Innis Rd from SR 3 to Sunbury Rd, MajW-A	533	$22.6
Morse Rd from High St to I-71, MinW/S	534	$7.4
Sancus Blvd from Worthington Woods Blvd to Park Rd, MajW-A	535	$0.3
Sancus Blvd from Park Rd to Lazelle Rd, MajW-A	536	$0.8
I-270N at SR 3, I Upgrade	537	$3.0
Spring Rd from County Line Rd to Maxtown Rd, MinW/S	539	$0.8
I-270N at High St (US 23N), I Upgrade	541	$6.7
I-71 from n. of US 36/SR 37 to Morrow Co. line, MajW-Fw	542	$1.6
Cassady Ave from Bexley n. corp. limit to Agler Rd, MinW/S	543	$1.1
Morse Rd from Hamilton Rd to Reys.-N.A. Rd, MinW/S	544	$16.8
Hamilton Rd from US 62 (Johnstown Rd) to Dublin Granville Rd,	546	$5.5
MajW-A	547	$1.6
Havens Corners Rd from Hamilton Rd to Reynoldsburg-New	548	$4.6
Albany Rd, MajW-A		
Sunbury Rd from Leonard Ave to Agler Rd, MinW/S	549	$1.5
Taylor Station Rd from Westbourne Ave to Havens Corner Rd,		
MinW/S	554	$4.1
McNaughten Rd from Livingston Ave to Main St, MajW-A	558	$5.7
Broad St from Mink St to SR 310 (e. leg), MajW-A	563	$21.5
McNaughten Rd from Main St to Broad St, MajW-A	565	$5.3
I-70 at Hamilton Rd, I Upgrade	580	$16.1
US 40 at SR 310, Intsc. Imp.	584	$55.1
I-70 at Brice Rd, I Upgrade	588	$79.7
Bixby Rd from Groveport Rd to SR 317, MinW/S	589	$38.7
Shannon Rd from Winchester Pk to Gender Rd, MinW/S	591	$14.9
Pickerington bypass from SR 256 to I-70, New R	596	$14.3
Brice Rd from Winchester Pk to Gender Rd, MinW/S	597	$18.2
Refugee Rd from Long Rd to SR 256, MinW/S		
Courtright Rd from Refugee Rd to Livingston Ave, MinW/S	599	$18.4
I-70 at SR 256, I Upgrade	602	$13.3
Refugee Rd from US 33 to Noe Bixby Rd, MinW/S	617	$3.9
I-270 at Alum Creek Dr., I Upgrade	619	$11.4
Gender Rd from Lithopolis Rd to Groveport Rd, MinW/S	632	$0.3
Main St/Groveport Rd from SR 317 to Washington St (Canal	634	$1.1
Winchester), MinW/S	635	$2.0
Refugee Rd from Noe-Bixby Rd to Brice Rd, MinW/S	636	$3.0
US 33 from Hill Rd/Diley Rd to Lancaster bypass, Conv. to Fw	637	$3.5
New World Dr. from Watkins Rd to Alum Creek Dr., MinW/S	638	$8.7
Williams Rd from Corr Rd/Lockbourne Rd to Alum Creek Dr.,		
MinW/S	639	$8.2
Alum Creek Dr. at Groveport Rd, Intsc. Imp.		
Groveport Rd from Watkins Rd to SR 317, MinW/S	640	$497.0
I-70 from SR 256 to SR 310, MajW-Fw	642	$97.8
Grove City Rd from Demorest Rd to US 62/SR 3, MinW/S	643	$300.0
I-70 at Hilliard-Rome Rd, I Upgrade		
Alkire Rd from Gardner Rd to Kunz Rd, MinW/S	644	$100.0
US 62/SR 3 (Broadway) from Rensch Rd to Grove City Rd,		
MajW-A	645	$34.0
Orders Rd from US 62 to Hoover Rd, MinW/S	654	$2.0
Sullivant Ave from Norton Rd to Georgesville Rd, MajW-A		
I-71 from Pickaway Co. line to SR 665, MajW-Fw	655	$3.0
Phillipi Rd from Conrail tracks to Fisher Rd, MinW/S	656	$1.8
Stringtown Rd from I-71 to SR 104, MinW/S	659	$2.4
Sullivant Ave from Galloway Rd to Norton Rd, MajW-A		
I-270 from Cemetery Rd to US 33/SR 161, MajW-Fw	664	$9.8
Linworth Rd from SR 161 to Hard Rd, MinW/S	665	$12.6
Walcutt Rd/Leap Rd connector from Walcutt Rd at Scioto Darby		
Rd to Leap Rd n. of railroad tracks, New R	666	$3.6
Elliott Rd ext. from Elliott Rd to Alton & Darby Creek Rd, New R	667	$8.7
Trueman Blvd-Edwards Farms Rd connector from Davidson Rd to	668	$2.6
Edwards Farms Rd, New R		
Shier-Rings Rd ext. from Houchard Rd to Cosgray Rd, New R	669	$1.5
Cleveland Ave from SR 161 to Schrock Rd, MajW-A	670	$2.8
Bevelheimer Rd-US 62 Connector, New R	672	$3.0
Elliott Rd extension from Roberts Rd to Scioto & Darby Creek Rd		
at Elliott Rd, New R	676	$3.5
US 33 at SR 104, I Upgrade	677	$1.6
I-71 at Greenlawn Ave, I Upgrade	678	$4.3
I-70 at Alum Creek Dr., I Upgrade		
I-270 at Cemetery Rd, I Upgrade	680	$2.2
Snouffer Rd from Bent Tree Blvd to Linworth Rd, MajW-A	681	$4.8
US 33 from Lane Ave to SR 161, MinW/S	683	$3.7
Glick Rd from SR 745 to SR 257, MajW-A	684	$2.8
Hilliard-Rome Rd from Feder Rd to I-70, MajW-A		
Snouffer Rd from Sawmill Rd to Bent Tree Blvd, MajW-A	685	$1.0
SR 3 from I-270 to Schrock Rd, MajW-A		
Worthington-Galena Rd from Wilson Bridge Rd/Huntley Rd to	686	$2.5
Sancus Blvd, MajW-A		
US 23 from Wilson Bridge Rd to Flint Rd, MajW-A	688	$7.2
SR 315 interchange at Lane Ave, I Upgrade	690	$4.7
US 23 from Flint Rd to Delaware Co. line, MajW-A		
Hamilton Rd from Clark State Rd to US 62 (Johnstown Rd),	691	$1.8
MajW-A	692	$5.0
SR 161 from US 62 to Babbitt Rd, MajW-Fw	693	$7.4
SR 310 from I-70 to US 40, MajW-A	695	$16.7
I-70 at SR 310, I Upgrade	697	$16.7
Central Pick. bypass from Conrail to Columbus St, New R	698	$0.6
I-270SE at US 33, I Upgrade	699	$3.7
US 33 from I-270 to SR 317, MajW-Fw	700	$0.5
US 33 at Gender Rd, I Upgrade	701	$6.3
US 33 from Gender Rd to Hill Rd/Diley Rd, Conv. to Fw	703	$65.0
US 33 from Hamilton Rd to Gender Rd, Conv. to Fw	704	$6.5
US 33 at Bixby Rd, New I	718	$3.1
Pickerington/Lockville Rds. from Busey Rd to SR 256, MinW/S	730	$58.4
US 33 at Hamilton Rd, I Upgrade	736	$8.6
I-71 at SR 665, I Upgrade	737	$4.9
I-270 at Georgesville Rd, I Upgrade	743	$0.5
Norton Rd from Bausch Rd to Hall Rd, MajW-A	746	$7.5
Broad St from Norton Rd to Georgesville Rd, MajW-A	747	$1.5
Fisher Rd at Hague Ave, Intsc. Imp.	748	$2.3
Big Walnut Rd from Africa Rd to SR 3, MajW-A	749	$0.6
US 23 from Pennsylvania Ave to Marion Co. line, Conv. to Fw	750	$1.3
I-71 at Big Walnut Rd, New I	751	$0.7
Glick Rd extension from SR 257 to Powell Rd, New R	752	$1.6
Liberty Rd connection from Home Rd to Liberty Rd n. of Home,	753	$3.5
New R	754	$2.2
Section Line Rd extension from SR 37 to Buttermilk Hill Rd,	755	$2.5
New R	756	$2.0
Piatt Rd extension from Lewis Center Rd to Shanahan Rd at	757	$3.5
Piatt Rd, New R	758	$2.1
Piatt Rd-Roloson Rd connector from Cheshire Rd to Curve Rd,	759	$1.8
New R	760	$2.1
Cheshire Rd extension from Cheshire Rd at Domigan Rd to SR 37,	761	$0.8
New R	762	$0.8
Condit Rd-Porter Central Rd connector from n. of Centerburg Rd	763	$2.9
to s. of Olive Green Rd, New R	764	$3.0
Rome Corners Rd extension from Worthington Rd to Lewis	768	$8.5
Center Rd, New R	769	$12.5
Smothers Rd-Fancher Rd connector from e. of Red Bank Rd to		
Harlem Rd, New R	770	$16.7
Glenn Rd extension (s.) from Cheshire Rd to Curve Rd, New R	772	$2.8
Pennsylvania Ave extension from US 23 to US 42 at Horseshoe Rd,	773	$75.0
New R	774	$15.0
Glenn Rd extension (n.) from US 36/SR 37 to Mink-County Home		
connector, New R	775	$12.5
US 23-Glenn Rd ext. connector from Panhandle Rd to Glenn Rd	776	$2.2
ext. (n.), New R	777	$2.5
River Oaks Dr. extension from US 23 atCottswold Dr. to	778	$12.4
Stratford Rd, New R	779	$0.9
Tuttle Rd (e.) ext. from Dublin Rd to Riverside Dr., New R	780	$1.6
Scioto Darby Rd from Cosgray Rd to Cemetery Rd, MajW-A	781	$0.9
Roberts Rd from Wilson Rd to Dublin Rd, MajW-A	782	$10.4
Broad St from Taylor Station Rd to Taylor Rd, MajW-A	783	$5.0
Roberts Rd from Alton Darby Creek Rd to Hilliard Rome Rd,	785	$2.3
MajW-A		
Cosgray Rd from Scioto Darby Rd to Hayden Run Rd, MajW-A	786	$6.0
Lexington Glen extension from US 36 to US 37, New R	789	$1.9
Section Line Rd-US 42 connector from Section Line Rd s. of	790	$3.5
Airport Rd to US 42 at US 42-Sawmill Pkwy Connector, New R		
Powell Rd from SR 315 to Highmeadows Village Dr., MajW-A		
US 23 from Franklin Co. line to US 42, MajW-A		
I-71 from SR 665 to Stringtown Rd, MajW-Fw		
SR 665 from US 62 to I-71, MajW-A		
SR 315 from I-270 to Clubview Blvd South, MinW/S		
SR 317 at Rohr Rd, Intsc. Imp.		
Rose Hill Rd from Main St to Rosedale Ave, MinW/S		
Houk Rd from US 36 to US 37, MinW/S		
Tuttle Crossing Blvd from Wilcox Rd to I-270, MajW-A		
Tech Center Dr. from Hamilton Rd to Morrison Rd, New R		
Morrison Rd from Waterbury Blvd to Tech Center Dr., MajW-A		
Sawmill Pkwy from Bunty Station Rd to US 42, New R		
Britton Pkwy from Reynolds Dr. to Davidson Rd, New R		
Britton Pkwy from Davidson Rd to Hayden Run Rd, MajW-A		
Britton Pkwy from Hayden Run Rd to existing Britton Pkwy (at		
Cols. corp.), New R		
Scioto & Darby Creek Rd from Alton Darby Creek Rd to		
Cosgray Rd, MinW/S		
SR 315 from Clubview Blvd South to Delaware Co. line, MinW/S		
Worthington Rd from Lazelle Rd to Polaris Pkwy, MajW-A		
SR 605 from New Albany Rd East to Center Village Rd, MajW-A		
Wilcox Rd from Hayden Run Rd to Woerner & Temple Rd, MinW/S		
SR 310 from US 40 (National Road) to Broad St, MajW-A		
I-70 from Hamilton Rd to SR 256, MajW-Fw		
US 23 from Pickaway Co. line to I-270, Conv. to Fw/Widening		
SR 317 from US 23 to Groveport Rd, MajW-A		
SR 104 from Pickaway Co. line to Borror Rd, MajW-A		
Demorest Rd from Grove City Rd to Sullivant Ave, MinW/S		
SR 104 (Jackson Pk) from Stringtown Rd to Frank Rd (SR 104		
freeway), MajW-A		
Rathmell Rd from US 23 to Alum Creek Dr., MajW-A		
Alum Creek Dr. from Bixby Rd to I-270, MajW-A		
Central College Rd from Lee Rd/Ulry Rd to Harlem Rd, MinW/S		
US 33/SR 161 from Avery Rd to I-270, MajW-Fw		
US 36/SR 37 at Galena Rd, Intsc. Imp.		
Watkins Rd from National Rd to Refugee Rd, MinW/S		
SR 605 from Central College Rd to New Albany Rd, MinW/S		
Col. signalization phase 13, Other		
Col. signalization phase 14, Other		
Hamilton Rd extension from Central College Rd to Harlem Rd,		
New R		
Campus Rd West/East-West Connector from New Albany Rd to		
existing East-West Connector, New R		
COTA North Corridor Light Rail, Transit		
SR 161 & SR 37 from Babbitt Rd to SR 16, New Fw		
I-70/I-71 (s. innerbelt) from I-71S/SR 315 to I-71N (e. innerbelt),		
MajW-Fw		
I-71N (e. innerbelt) from I-70/I71 (s. innerbelt) to I-670,		
MajW-Fw		
US 23 from US 42 to Pennsylvania Ave, MajW-Fw		
Alton & Darby Creek Rd from Cosgray connector to Scioto & Darby		
Creek Rd, MinW/S		
Cemetery Rd from Main St to Norwich St, MajW-A		
Haughn Rd from Orders Rd to Mayfair Rd, MinW/S		
SR 257-Section Line Rd connector from SR 257 n. of Butts Rd to		
Section Line Rd at Clark-Shaw Rd, New R		
Fancher Rd from Harlem Rd to South County Line Rd, MinW/S		
Section Line Rd from Buttermilk Hill Rd to Marion County line,		
MinW/S		
Troy Rd from Delaware city limits to Coover Rd, MinW/S		
Sunbury Rd from Big Walnut Rd to Galena village limits, MinW/S		
Elliott Rd connector from Elliott Rd ext. (bt. Davis & Roberts)		
to Alton Darby Creek Rd, New R		
Ansmil Blvd from Leap Rd to Britton Pkwy, New R		
Courtright Dr. extension from SR 256 to Milnor Rd, New R		
Diley-Hill connector from Diley Rd (bt. Basil-Western & Busey) to		
Hill Rd (future, relocated), New R		
Freeman Rd from Worthington Rd to Old 3C Hwy, MinW/S		
Freeman Rd from Old 3C Hwy to Tussic Rd, New R		
Ebright-Richardson connector from Richardson Rd to Ebright Rd,		
New R		
Eiterman Rd from Shier-Rings Rd to SR 161, MinW/S		
Rings Rd from Houchard Rd to Avery Rd, MinW/S		
Avery Rd from Shier-Rings Rd to Perimeter Dr., MajW-A		
Avery Rd from Hayden Run Rd (s. of) to North Hilliard connector,		
MajW-A		
Leppert Rd extension from Hayden Run Rd (at Leppert Rd) to		
North Hilliard connector, New R		
Hayden Run Rd from Cosgray Rd to North Hilliard connector,		
MajW-A		
Shier-Rings Rd from Cosgray Rd to Avery Rd, MajW-A		
Emerald Pkwy from Tuttle Crossing Blvd to Dublin corp. line,		
MajW-A		
Cemetery Rd from Britton Rd extension to I-270, MajW-A		
US 23 at SR 315 and Stratford Rd, Intsc. Imp.		
Broad St from Georgesville Rd/Phillipi Rd to Hague Ave, MinW/S		
I-70W at I-270, I Upgrade		
I-70E at I-270, I Upgrade		
US 36 at Section Line Rd, Intsc. Imp.		
SR 3 at SR 161, Intsc. Imp.		
SR 104 at Stringtown Rd, Intsc. Imp.		
I-71 at US 36/SR 37, I Upgrade		
Intermodal Yard at Rickenbacker, Other		
Hamilton Rd from SR 161 to Central College Rd, MajW-A		
Stringtown Rd from Hoover Rd to Marlane Dr., MinW/S		
I-70 from SR 310 to SR 37, MajW-Fw		
US 62 at Morse Rd, Intsc. Imp.		
Clime Rd from Demorest Rd to US 62/SR 3, MinW/S		
Worthington-Galena Rd at Huntley Rd, Intsc. Imp.		
Main St/Cemetery Rd at Scioto Darby Rd, Intsc. Imp.		
Scioto & Darby Creek Rd at Alton & Darby Creek Rd, Intsc. Imp.		
Hayden Run Rd at Cosgray Rd, Intsc. Imp.		
Scioto Darby Rd at Walcutt Rd, Intsc. Imp.		
Hayden Run Rd at Wilcox Rd, Intsc. Imp.		
Frantz Rd at Blazer Pkwy, Intsc. Imp.		
Muirfield Dr. at Brand Rd, Intsc. Imp.		
Big Run South Rd at Demorest Rd, Intsc. Imp.		
Central College Rd at Harlem Rd, Intsc. Imp.		
Havens Corners Rd at Reynoldsburg-New Albany Rd, Intsc. Imp.		
Morse Rd at Reynoldsburg-New Albany Rd, Intsc. Imp.		
Avery Rd at Hayden Run Rd, Intsc. Imp.		
Dublin Granville Rd at Harlem Rd, Intsc. Imp.		
Trabue Rd at Hague Ave, Intsc. Imp.		
Alum Creek Dr. at Rohr Rd, Intsc. Imp.		
Harlem Rd at Walnut Rd, Intsc. Imp.		
Reynoldsburg-New Albany Rd at Taylor Rd, Intsc. Imp.		
Winchester Pk at Shannon Rd/Ebright Rd, Intsc. Imp.		
Scioto & Darby Creek Rd at Cosgray Rd, Intsc. Imp.		
Riversouth Street Networks at downtown Columbus, Other		
I-270 (vicinity of Georgesville Rd interchange) from Alkire Rd to		
Sullivant Ave, MajW-Fw		
I-71S at I-270, I Upgrade		
SR 161 from Flora Villa Dr. to Olentangy River Rd, MajW-A		
Transit Replacement Buses/Bike/Ped using CMAQ funds, Other		
Air Quality Planning and Demand Management use CMAQ Funds,		
Other		
Transportation Planning Studies using STP Funds, Other		
Lockbourne Rd from Groveport Rd to SR 104, MinW/S		
McKinley Ave from Central Ave to Souder Ave, MinW/S		
Polaris Pkwy from I-71 to Worthington Rd, MajW-A		
Polaris Pkwy at Orion Place, Intsc. Imp.		
Sycamore St from Whittier Peninsula to Front St, New R		
High St at Williams Rd, Intsc. Imp.		
Seventeenth Ave from N-S Rail Overpass to I-71, MajW-A		
James Rd from Livingston Ave to Main St, MinW/S		
Rings-Cosgray connector (Amlin bypass) from Rings Rd to		
Cosgray Rd (e. of CSX RR), New R		
Central College Rd from SR 605 to US 62, MinW/S		
Summit View Rd from Sawmill Rd to Smoky Row Rd, MinW/S		
Livability Enhancements in Downtown, Other		

*** All costs shown in millions of dollars**

Ave from Wilson Rd to Central Ave, MinW/S
Expansion Buses and Transit Centers, Transit
Regional Control System (CORTRAN), Other
ve from Frank Rd to Greenlawn Ave, MajW-A
rom Sycamore St to Mound St, MajW-A
Blvd at Third Ave, Intsc. Imp.
Rd extension from Tuttle Crossing Blvd extension to
Pl., New R
iard connector from Cosgray Rd to Britton Pkwy,

extension from Leap Rd (s. of Davidson Rd) to Hayden
Wilcox Rd, New R
rby Creek Rd-Cosgray Rd connector from Alton & Darby
s. of Davis Rd to Scioto & Darby Creek Rd at Cosgray

(w.) ext. from Rings Rd near Madison Co. line to Avery

Woods Blvd from Riverside Dr. (SR 257) to Emerald
R
d from Main St (Hilliard) to Cemetery Rd, MinW/S
d from Scioto Darby Rd to Hayden Run Rd, MinW/S
kwy ext. from Home Rd to Bunty Station Rd, New R
Rd from Sawmill Rd to Smoky Row Rd, MinW/S
rom Maxtown Rd to Big Walnut Rd, MinW/S
from US 23 to Worthington-Galena Rd, MajW-A
eveland Ave, I Upgrade
d from Agler Rd to Morse Rd, MinW/S
aris Pkwy, I Upgrade
e from Otterbein Ave to Spring Rd, MinW/S
ve at Agler Rd, Intsc. Imp.
Rd ext. from Hamilton Rd (S of old Dublin-Granville) to
anville Rd, New R
from Morrison Rd to Reynoldsburg-New Albany Rd,

d from Groveport Rd to Alum Creek Dr., MinW/S
Rd from High St to Lockbourne Rd, MajW-A
665 at US 23S, Intsc. Imp.
l from s. of Hayes Rd to SR 317, MinW/S
d from SR 256 to Pickerington Rd, MinW/S
Rd at Livingston Ave, Intsc. Imp.
l n. of SR 665, New R
kwy from Stringtown Rd to Thrailkill Rd, New R
w. of SR 104, New R
kwy-SR 104 connector, New R
l n. of Orders Rd, New R
kwy from SR 665 to Stringtown Rd, New R
ext. from Clime Rd to Briggs Rd, New R
at CSX Railroad w. of US 62/SR 3, MinW/S
ccess road from Powell Rd to Lewis Center Rd, New R
Connector from US 23 at US 42 to US 36/SR 37 at Glenn

Rd-Hilliard Rome Rd connector from Broad St to Feder

lton & Darby Creek Rd connector, New R
d at Amity Rd, Intsc. Imp.
Rd at Broad St, Intsc. Imp.
d at Walker Rd, Intsc. Imp.
om Galloway Rd to Georgesville Rd, MajW-A
ve at Fifth Ave, Intsc. Imp.
ization phase 11, Grandview area, Other
ization phase 12, mid-town locations, Other
kwy from SR 257 to Bright Rd, New R
wy ext. (s. leg) from Liberty St s. of railroad to Murphy
R
ssing Blvd extension from Avery Rd to Wilcox Rd,

un Rd from Britton Rd to Dublin Rd, MajW-A
om Linworth Rd to SR 315, MajW-A
om Sawmill Rd to Smoky Row Rd, MajW-A
m Sawmill Rd to McVey Blvd, MajW-A
me Rd from Roberts Rd to Cemetery Rd, MajW-A
m McVey Blvd to Flora Villa Dr., MajW-A
Godown Rd from Henderson Rd to Bethel Rd, MajW-A
by Rd from Main St to Leap Rd, MinW/S
rom Tuttle Blvd ext. to Shier-Rings Rd, MajW-A
arby Creek Rd from Amity Rd to Alton & Darby
MinW/S
Old 3C Hwy to US 36/SR 37, MinW/S
Rd from SR 3 to I-270, MinW/S
Rd from I-270 to Sunbury Rd, MinW/S
ark Ave from Cleveland Ave to SR 3, MinW/S
SR 161 to s. of Dempsey Rd, MajW-A
at I-670 connector/International Gateway, New I
from I-670 to near McCutcheon Rd (CDMS 8), MajW-A
from I-70 to SR 16, New R
of Mink St, New I
rom Taylor Rd to Mink St, MajW-A
k Dr. from I-270 (including I-270 ramps) to Williams Rd,

orthern Rd at Little Walnut Creek, New R
Vinchester Rd, New I
ickerington Rd, New I
rom US 33 to SR 256, MajW-A
k Dr. from Williams Rd to Refugee Rd, MajW-A
from US 33 to Chantry Dr, MajW-A
k Dr. from Refugee Rd to Frebis Ave, MajW-A
SR 665, Intsc. Imp.
Stringtown Rd to I-270, MajW-Fw
ennsylvania Ave, New I
Glick Rd, Intsc. Imp.
ve from Georgesville Rd to Wilson Rd, MinW/S
me Rd from I-70 to Roberts Rd, MajW-A
from Kropp Rd to Bausch Rd, MinW/S
rby Creek Rd from Roberts Rd to Cosgray Rd connector
s Rd), MajW-A
rom Georgesville Rd to Demorest Rd, MinW/S
le Rd from Sullivant Ave to Broad St, MinW/S
from Hall Rd to Broad St, MajW-A
rby Creek Rd from US 40 to Roberts Rd, MajW-A
rom Central Ave to I-70 Ramps, MinW/S
e at Greenlawn Ave, Intsc. Imp.
al passenger terminal at downtown Columbus, Transit
l from I-270 to Delaware County line, MajW-A
l from Trabue Rd to Roberts Rd, MajW-A
Renner Rd from Hilliard-Rome Rd to Conrail Overpass,

Rd from US 33 to Sawmill Rd, MinW/S
berts Rd, I Upgrade
Powell Rd (SR 750), Intsc. Imp.
from Hilliard-Rome Rd to Wilson Rd, MajW-A
from Conrail overpass to Hague Ave, MajW-A
s Rd from Avery Rd to Emerald Pkwy, MinW/S
kwy from Bright Rd to Sawmill Rd, New R
315, I Upgrade
arby Creek Rd from Leap Rd to Dublin Rd, MinW/S
33/SR 161, I Upgrade
d from Olentangy River Rd to SR 161, MinW/S
Rd from Snouffer Rd to Delaware Co. line, MajW-A
rom North Hilliard connector to Tuttle Crossing Blvd
MajW-A
from Kenny Rd to Olentangy Riv. Rd, MinW/S
n Rd from North Hilliard connector to Britton Rd,

Riv. Rd from Henderson Rd to Linworth Rd, MinW/S
ngton signal coordination, Other
Rd from Sawmill Rd to Chevy Chase Ct., MinW/S
n Rd from Polaris Pkwy to Africa Rd, MajW-A
rom I-71 to Cleveland Ave, MinW/S
l from Morse Rd to SR 161, MinW/S
from I-71 ramps to SR 161, MinW/S
Dempsey Rd to I-270, MajW-A
Cleveland Ave to SR 161, MajW-A
om US 23 to Lazelle Rd, MinW/S
-71, I Upgrade

275	$7.8	Morse Rd from Hamilton Rd to Reys.-N.A. Rd, MinW/S
276	$11.9	Hamilton Rd from US 62 (Johnstown Rd) to Dublin Granville Rd, MajW-A
277	$13.4	Havens Corners Rd from Hamilton Rd to Reynoldsburg-New Albany Rd, MajW-A
278	$6.6	Sunbury Rd from Leonard Ave to Agler Rd, MinW/S
279	$6.7	Taylor Station Rd from Westbourne Ave to Havens Corner Rd, MinW/S
281	$5.1	McNaughten Rd from Livingston Ave to Main St, MajW-A
283	$18.2	Broad St from Mink St to SR 310 (e. leg), MajW-A
284	$9.4	McNaughten Rd from Main St to Broad St, MajW-A
286	$16.7	I-70 at Hamilton Rd, I Upgrade
287	$1.5	US 40 at SR 310, Intsc. Imp.
288	$18.0	I-70 at Brice Rd, I Upgrade
289	$5.3	Bixby Rd from Groveport Rd to SR 317, MinW/S
290	$8.4	Shannon Rd from Winchester Pk to Gender Rd, MinW/S
291	$9.0	Pickerington bypass from SR 256 to I-70, New R
292	$9.6	Brice Rd from Winchester Pk to Gender Rd, MinW/S
293	$7.0	Refugee Rd from Long Rd to SR 256, MinW/S
294	$6.9	Courtright Rd from Refugee Rd to Livingston Ave, MinW/S
296	$16.7	I-70 at SR 256, I Upgrade
298	$5.8	Refugee Rd from US 33 to Noe Bixby Rd, MinW/S
299	$16.7	I-270 at Alum Creek Dr., I Upgrade
300	$5.1	Gender Rd from Lithopolis Rd to Groveport Rd, MinW/S
302	$11.5	Main St/Groveport Rd from SR 317 to Washington St (Canal Winchester), MinW/S
303	$5.2	Refugee Rd from Noe-Bixby Rd to Brice Rd, MinW/S
305	$50.0	US 33 from Hill Rd/Diley Rd to Lancaster bypass, Conv. to Fw
309	$1.9	New World Dr. from Watkins Rd to Alum Creek Dr., MinW/S
310	$4.0	Williams Rd from Corr Rd/Lockbourne Rd to Alum Creek Dr., MinW/S
311	$2.3	Alum Creek Dr. at Groveport Rd, Intsc. Imp.
312	$13.1	Groveport Rd from Watkins Rd to SR 317, MinW/S
314	$37.0	I-70 from SR 256 to SR 310, MajW-Fw
315	$1.9	Grove City Rd from Demorest Rd to US 62/SR 3, MinW/S
316	$16.7	I-70 at Hilliard-Rome Rd, I Upgrade
317	$6.0	Alkire Rd from Gardner Rd to Kunz Rd, MinW/S
319	$4.6	US 62/SR 3 (Broadway) from Rensch Rd to Grove City Rd, MajW-A
320	$5.8	Orders Rd from US 62 to Hoover Rd, MinW/S
321	$11.5	Sullivant Ave from Norton Rd to Georgesville Rd, MajW-A
322	$63.3	I-71 from Pickaway Co. line to SR 665, MajW-Fw
323	$2.6	Phillipi Rd from Conrail tracks to Fisher Rd, MinW/S
324	$18.0	Stringtown Rd from I-71 to SR 104, MinW/S
326	$5.3	Sullivant Ave from Galloway Rd to Norton Rd, MajW-A
330	$33.4	I-270 from Cemetery Rd to US 33/SR 161, MajW-Fw
331	$6.7	Linworth Rd from SR 161 to Hard Rd, MinW/S
333	$2.7	Walcutt Rd/Leap Rd connector from Walcutt Rd at Scioto Darby Rd to Leap Rd n. of railroad tracks, New R
334	$2.5	Elliott Rd ext. from Elliott Rd to Alton & Darby Creek Rd, New R
335	$12.9	Trueman Blvd-Edwards Farms Rd connector from Davidson Rd to Edwards Farms Rd, New R
336	$3.7	Shier-Rings Rd ext. from Houchard Rd to Cosgray Rd, New R
344	$12.0	Cleveland Ave from SR 161 to Schrock Rd, MajW-A
346	$2.4	Bevelheimer Rd-US 62 Connector, New R
352	$13.8	Elliott Rd extension from Roberts Rd to Scioto & Darby Creek Rd at Elliott Rd, New R
353	$16.7	US 33 at SR 104, I Upgrade
354	$6.3	I-71 at Greenlawn Ave, I Upgrade
356	$16.7	I-70 at Alum Creek Dr., I Upgrade
358	$16.7	I-270 at Cemetery Rd, I Upgrade
359	$8.4	Snouffer Rd from Bent Tree Blvd to Linworth Rd, MajW-A
362	$15.8	US 33 from Lane Ave to SR 161, MinW/S
365	$16.0	Glick Rd from SR 745 to SR 257, MajW-A
369	$1.6	Hilliard-Rome Rd from Feder Rd to I-70, MajW-A
370	$4.9	Snouffer Rd from Sawmill Rd to Bent Tree Blvd, MajW-A
373	$2.9	SR 3 from I-270 to Schrock Rd, MajW-A
375	$0.5	Worthington-Galena Rd from Wilson Bridge Rd/Huntley Rd to Sancus Blvd, MajW-A
380	$73.5	US 23 from Wilson Bridge Rd to Flint Rd, MajW-A
382	$10.0	SR 315 interchange at Lane Ave, I Upgrade
388	$5.7	US 23 from Flint Rd to Delaware Co. line, MajW-A
391	$4.5	Hamilton Rd from Clark State Rd to US 62 (Johnstown Rd), MajW-A
392	$11.2	SR 161 from US 62 to Babbitt Rd, MajW-Fw
397	$7.1	SR 310 from I-70 to US 40, MajW-A
398	$6.3	I-70 at SR 310, I Upgrade
402	$2.5	Central Pick. bypass from Conrail to Columbus St, New R
405	$16.7	I-270SE at US 33, I Upgrade
406	$11.5	US 33 from I-270 to SR 317, MajW-Fw
408	$16.7	US 33 at Gender Rd, I Upgrade
411	$25.0	US 33 from Gender Rd to Hill Rd/Diley Rd, Conv. to Fw
412	$15.0	US 33 from Hamilton Rd to Gender Rd, Conv. to Fw
414	$25.0	US 33 at Bixby Rd, New I
415	$4.2	Pickerington/Lockville Rds. from Busey Rd to SR 256, MinW/S
417	$16.7	US 33 at Hamilton Rd, I Upgrade
421	$16.7	I-71 at SR 665, I Upgrade
424	$12.5	I-270 at Georgesville Rd, I Upgrade
426	$13.0	Norton Rd from Bausch Rd to Hall Rd, MajW-A
427	$8.5	Broad St from Norton Rd to Georgesville Rd, MajW-A
430	$2.0	Fisher Rd at Hague Ave, Intsc. Imp.
431	$11.8	Big Walnut Rd from Africa Rd to SR 3, MajW-A
433	$74.7	US 23 from Pennsylvania Ave to Marion Co. line, Conv. to Fw
434	$14.5	I-71 at Big Walnut Rd, New I
448	$4.5	Glick Rd extension from SR 257 to Powell Rd, New R
452	$2.6	Liberty Rd connection from Home Rd to Liberty Rd n. of Home, New R
454	$5.8	Section Line Rd extension from SR 37 to Buttermilk Hill Rd, New R
455	$3.1	Piatt Rd extension from Lewis Center Rd to Shanahan Rd at Piatt Rd, New R
456	$5.2	Piatt Rd-Roloson Rd connector from Cheshire Rd to Curve Rd, New R
458	$15.6	Cheshire Rd extension from Cheshire Rd at Domigan Rd to SR 37, New R
460	$3.3	Condit Rd-Porter Central Rd connector from n. of Centerburg Rd to s. of Olive Green Rd, New R
462	$1.4	Rome Corners Rd extension from Worthington Rd to Lewis Center Rd, New R
464	$2.4	Smothers Rd-Fancher Rd connector from e. of Red Bank Rd to Harlem Rd, New R
468	$6.9	Glenn Rd extension (s.) from Cheshire Rd to Curve Rd, New R
469	$4.7	Pennsylvania Ave extension from US 23 to US 42 at Horseshoe Rd, New R
470	$8.2	Glenn Rd extension (n.) from US 36/SR 37 to Mink-County Home connector, New R
471	$7.2	US 23-Glenn Rd ext. connector from Panhandle Rd to Glenn Rd ext. (n.), New R
474	$1.4	River Oaks Dr. extension from US 23 atCottswold Dr. to Stratford Rd, New R
475	$11.2	Tuttle Rd (e.) ext. from Dublin Rd to Riverside Dr., New R
477	$5.4	Scioto Darby Rd from Cosgray Rd to Cemetery Rd, MajW-A
478	$7.0	Roberts Rd from Wilson Rd to Dublin Rd, MajW-A
479	$13.1	Broad St from Taylor Station Rd to Taylor Rd, MajW-A
480	$6.0	Roberts Rd from Alton Darby Creek Rd to Hilliard Rome Rd, MajW-A
481	$2.3	Cosgray Rd from Scioto Darby Rd to Hayden Run Rd, MajW-A
482	$0.9	Lexington Glen extension from US 36 to US 37, New R
486	$3.3	Section Line Rd-US 42 connector from Section Line Rd s. of Airport Rd to US 42 at US 42-Sawmill Pkwy Connector, New R
487	$7.4	Powell Rd from SR 315 to Highmeadows Village Dr., MajW-A
493	$1.4	Houk Rd s. extension from Pittsburgh Dr. to US 36, New R
494	$9.6	Panhandle Rd ext. from SR 37 at SR 203 to US 23 at Panhandle Rd, New R
497	$28.8	Home Rd from SR 257 to US 23, MajW-A
501	$4.2	Powell Rd from High Meadows Village Dr. to US 23, MajW-A
503	$4.8	Powell Rd from US 23 to Polaris Pkwy, MajW-A
504	$9.9	Polaris Pkwy from Powell Rd to Fashion Mall Pkwy, MajW-A
520	$2.9	SR 37 from Section Line Rd to Houk Rd, MinW/S
521	$12.3	SR 37 from e. of SR 3 to Licking Co. line, MinW/S
522	$18.5	US 42 from Union Co. line to US 23, MinW/S
523	$18.1	SR 315 from Franklin Co. line to US 23, MinW/S
524	$28.5	I-270 (S) from I-71 to US 23, MajW-Fw
525	$29.7	I-270 from I-70W to Cemetery Rd, MajW-Fw
544	$16.8	Sawmill Pkwy from Bunty Station Rd to US 42, New R
546	$5.5	Britton Pkwy from Reynolds Dr. to Davidson Rd, New R
547	$1.6	Britton Pkwy from Davidson Rd to Hayden Run Rd, MajW-A
548	$4.6	Britton Pkwy from Hayden Run Rd to existing Britton Pkwy (at Cols. corp.), New R
549	$1.5	Scioto & Darby Creek Rd from Alton Darby Creek Rd to Cosgray Rd, MinW/S
554	$4.1	SR 315 from Clubview Blvd South to Delaware Co. line, MinW/S
558	$5.7	Worthington Rd from Lazelle Rd to Polaris Pkwy, MajW-A
563	$21.5	SR 605 from New Albany Rd East to Center Village Rd, MajW-A
565	$5.3	Wilcox Rd from Hayden Run Rd to Woerner & Temple Rd, MinW/S
580	$16.1	SR 310 from US 40 (National Road) to Broad St, MajW-A
584	$55.1	I-70 from Hamilton Rd to SR 256, MajW-Fw
588	$79.7	US 23 from Pickaway Co. line to I-270, Conv. to Fw/Widening
589	$38.7	SR 317 from US 23 to Groveport Rd, MajW-A
591	$14.9	SR 104 from Pickaway Co. line to Borror Rd, MajW-A
596	$14.3	Demorest Rd from Grove City Rd to Sullivant Ave, MinW/S
597	$18.2	SR 104 (Jackson Pk) from Stringtown Rd to Frank Rd (SR 104 freeway), MajW-A
599	$18.4	Rathmell Rd from US 23 to Alum Creek Dr., MajW-A
602	$13.3	Alum Creek Dr. from Bixby Rd to I-270, MajW-A
617	$3.9	Central College Rd from Lee Rd/Ulry Rd to Harlem Rd, MinW/S
619	$11.4	US 33/SR 161 from Avery Rd to I-270, MajW-Fw
632	$0.3	US 36/SR 37 at Galena Rd, Intsc. Imp.
634	$1.1	Watkins Rd from National Rd to Refugee Rd, MinW/S
635	$2.0	SR 605 from Central College Rd to New Albany Rd, MinW/S
636	$3.0	Col. signalization phase 13, Other
637	$3.5	Col. signalization phase 14, Other
638	$8.7	Hamilton Rd extension from Central College Rd to Harlem Rd, New R
639	$8.2	Campus Rd West/East-West Connector from New Albany Rd to existing East-West Connector, New R
640	$497.0	COTA North Corridor Light Rail, Transit
642	$97.8	SR 161 & SR 37 from Babbitt Rd to SR 16, New Fw
643	$300.0	I-70/I-71 (s. innerbelt) from I-71S/SR 315 to I-71N (e. innerbelt), MajW-Fw
644	$100.0	I-71N (e. innerbelt) from I-70/I71 (s. innerbelt) to I-670, MajW-Fw
645	$34.0	US 23 from US 42 to Pennsylvania Ave, MajW-Fw
654	$2.0	Alton & Darby Creek Rd from Cosgray connector to Scioto & Darby Creek Rd, MinW/S
655	$3.0	Cemetery Rd from Main St to Norwich St, MajW-A
656	$1.8	Haughn Rd from Orders Rd to Mayfair Rd, MinW/S
659	$2.4	SR 257-Section Line Rd connector from SR 257 n. of Butts Rd to Section Line Rd at Clark-Shaw Rd, New R
664	$9.8	Fancher Rd from Harlem Rd to South County Line Rd, MinW/S
665	$12.6	Section Line Rd from Buttermilk Hill Rd to Marion County line, MinW/S
666	$3.6	Troy Rd from Delaware city limits to Coover Rd, MinW/S
667	$8.7	Sunbury Rd from Big Walnut Rd to Galena village limits, MinW/S
668	$2.6	Elliott Rd connector from Elliott Rd ext. (bt. Davis & Roberts) to Alton Darby Creek Rd, New R
669	$1.5	Ansmil Blvd from Leap Rd to Britton Pkwy, New R
670	$2.8	Courtright Dr. extension from SR 256 to Milnor Rd, New R
672	$3.0	Diley-Hill connector from Diley Rd (bt. Basil-Western & Busey) to Hill Rd (future, relocated), New R
676	$3.5	Freeman Rd from Worthington Rd to Old 3C Hwy, MinW/S
677	$1.6	Freeman Rd from Old 3C Hwy to Tussic Rd, New R
678	$4.3	Ebright-Richardson connector from Richardson Rd to Ebright Rd, New R
680	$2.2	Eiterman Rd from Shier-Rings Rd to SR 161, MinW/S
681	$4.8	Rings Rd from Houchard Rd to Avery Rd, MinW/S
683	$3.7	Avery Rd from Shier-Rings Rd to Perimeter Dr., MajW-A
684	$2.8	Avery Rd from Hayden Run Rd (s. of) to North Hilliard connector, MajW-A
685	$1.0	Leppert Rd extension from Hayden Run Rd (at Leppert Rd) to North Hilliard connector, New R
686	$2.5	Hayden Run Rd from Cosgray Rd to North Hilliard connector, MajW-A
688	$7.2	Shier-Rings Rd from Cosgray Rd to Avery Rd, MajW-A
690	$4.7	Emerald Pkwy from Tuttle Crossing Blvd to Dublin corp. line, MajW-A
691	$1.8	Cemetery Rd from Britton Rd extension to I-270, MajW-A
692	$5.0	US 23 at SR 315 and Stratford Rd, Intsc. Imp.
693	$7.4	Broad St from Georgesville Rd/Phillipi Rd to Hague Ave, MinW/S
695	$16.7	I-70W at I-270, I Upgrade
697	$16.7	I-70E at I-270, I Upgrade
698	$0.6	US 36 at Section Line Rd, Intsc. Imp.
699	$3.7	SR 3 at SR 161, Intsc. Imp.
700	$0.5	SR 104 at Stringtown Rd, Intsc. Imp.
701	$6.3	I-71 at US 36/SR 37, I Upgrade
703	$65.0	Intermodal Yard at Rickenbacker, Other
704	$6.5	Hamilton Rd from SR 161 to Central College Rd, MajW-A
718	$3.1	Stringtown Rd from Hoover Rd to Marlane Dr., MinW/S
730	$58.4	I-70 from SR 310 to SR 37, MajW-Fw
736	$8.6	US 62 at Morse Rd, Intsc. Imp.
737	$4.9	Clime Rd from Demorest Rd to US 62/SR 3, MinW/S
743	$0.5	Worthington-Galena Rd at Huntley Rd, Intsc. Imp.
746	$7.5	Main St/Cemetery Rd at Scioto Darby Rd, Intsc. Imp.
747	$1.5	Scioto & Darby Creek Rd at Alton & Darby Creek Rd, Intsc. Imp.
748	$2.3	Hayden Run Rd at Cosgray Rd, Intsc. Imp.
749	$0.6	Scioto Darby Rd at Walcutt Rd, Intsc. Imp.
750	$1.3	Hayden Run Rd at Wilcox Rd, Intsc. Imp.
751	$0.7	Frantz Rd at Blazer Pkwy, Intsc. Imp.
752	$1.6	Muirfield Dr. at Brand Rd, Intsc. Imp.
753	$3.5	Big Run South Rd at Demorest Rd, Intsc. Imp.
754	$2.2	Central College Rd at Harlem Rd, Intsc. Imp.
755	$2.5	Havens Corners Rd at Reynoldsburg-New Albany Rd, Intsc. Imp.
756	$2.0	Morse Rd at Reynoldsburg-New Albany Rd, Intsc. Imp.
757	$3.5	Avery Rd at Hayden Run Rd, Intsc. Imp.
758	$2.1	Dublin Granville Rd at Harlem Rd, Intsc. Imp.
759	$1.8	Trabue Rd at Hague Ave, Intsc. Imp.
760	$2.1	Alum Creek Dr. at Rohr Rd, Intsc. Imp.
761	$0.8	Harlem Rd at Walnut Rd, Intsc. Imp.
762	$0.8	Reynoldsburg-New Albany Rd at Taylor Rd, Intsc. Imp.
763	$2.9	Winchester Pk at Shannon Rd/Ebright Rd, Intsc. Imp.
764	$3.0	Scioto & Darby Creek Rd at Cosgray Rd, Intsc. Imp.
768	$8.5	Riversouth Street Networks at downtown Columbus, Other
769	$12.5	I-270 (vicinity of Georgesville Rd interchange) from Alkire Rd to Sullivant Ave, MajW-Fw
770	$16.7	I-71S at I-270, I Upgrade
772	$2.8	SR 161 from Flora Villa Dr. to Olentangy River Rd, MajW-A
773	$75.0	Transit Replacement Buses/Bike/Ped using CMAQ funds, Other
774	$15.0	Air Quality Planning and Demand Management use CMAQ Funds, Other
775	$12.5	Transportation Planning Studies using STP Funds, Other
776	$2.2	Lockbourne Rd from Groveport Rd to SR 104, MinW/S
777	$2.5	McKinley Ave from Central Ave to Souder Ave, MinW/S
778	$12.4	Polaris Pkwy from I-71 to Worthington Rd, MajW-A
779	$0.9	Polaris Pkwy at Orion Place, Intsc. Imp.
780	$1.6	Sycamore St from Whittier Peninsula to Front St, New R
781	$0.9	High St at Williams Rd, Intsc. Imp.
782	$10.4	Seventeenth Ave from N-S Rail Overpass to I-71, MajW-A
783	$5.0	James Rd from Livingston Ave to Main St, MinW/S
785	$2.3	Rings-Cosgray connector (Amlin bypass) from Rings Rd to Cosgray Rd (e. of CSX RR), New R
786	$6.0	Central College Rd from SR 605 to US 62, MinW/S
789	$1.9	Summit View Rd from Sawmill Rd to Smoky Row Rd, MinW/S
790	$3.5	Livability Enhancements in Downtown, Other

*** All costs shown in millions of dollars**

**** Project Description Key:**

Conv. to Fw:	Convert to Freeway
Conv. to Fw/W:	Convert to Freeway/Widening
I Upgrade:	Interchange Upgrade
Intsc. Imp.:	Intersection Improvement
MajW-A:	Major Widening - Arterial
MajW-Fw:	Major Widening - Freeway
MinW/S:	Minor Widening/Safety
New Fw:	New Freeway
New I:	New Interchange
New R:	New Roadway
Other:	FMS/Signals/Other