

2006-2011 Major New Construction Program List

Tier I - Projects for Construction SFYs 2006-2011

May 12, 2005



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

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



| Dist. | Project | PID | Project Cost | Local Demo | Total TRAC Commitment | Description | Fiscal Year | | | | | | | | | | | | | |
|-------|------------------------------|---------------------|--------------|---------------------------------|-----------------------|---|-------------|--------|---------|-------------------------|---------|---------|---------|------|------|------|------|------|--|--|
| | | | | | | | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | | |
| 1 | Defiance US 24 | 24337 | \$37.3 | \$8.6M Demo | \$29.5 | Fort to Port from SR 424 to SR 15 | \$0.6 | \$27.4 | | | | | | | | | | | | |
| 2 | Defiance/Henry US 24 | 19047 | \$38.1 | \$2M Safety/\$.2 Dist | \$35.1 | Fort to Port from Defiance to Napoleon | \$0.7 | \$0.2 | \$32.0 | \$0.3 | | | | | | | | | | |
| 3 | Hancock US 30 | 12420/77300 | \$63.5 | \$1.4M Demo | \$57.4 | Relocate US 30 from SR 235 to US 68 | \$54.5 | | | | | | | | | | | | | |
| 4 | Hancock/Wyandot US 30 | 12422 | \$50.8 | \$2.8M Demo | \$44.5 | Relocate US 30 from SR 37 to Upper Sandusky | \$44.5 | | | | | | | | | | | | | |
| 6 | Hancock - 30 Abandonment | 78584 | \$5.5 | | \$5.5 | Abandonment for major new project | | \$0.5 | | \$5.0 | | | | | | | | | | |
| 7 | Paulding US 24 | 24334 | \$77.4 | \$ Disc | \$75.4 | Fort to Port from Indiana State line to US 127 | \$3.1 | \$1.3 | \$65.0 | \$0.4 | | | | | | | | | | |
| 8 | Paulding/Defiance US 24 | 24336, 79063 | \$74.7 | | \$74.7 | Fort to Port from US 127 to SR 424 | \$4.0 | \$8.3 | \$55.5 | \$1.3 | | | | | | | | | | |
| 10 | Henry/Lucas US 24 | 17893/20404 | \$233.1 | \$2.6 Disc. | \$230.5 | Fort to Port From Napoleon to Waterville | \$6.0 | \$7.5 | | \$173.0 | | | | | | | | | | |
| 11 | | | | | | | \$3.8 | \$19.4 | \$18.3 | | | | | | | | | | | |
| 12 | | 77730 | | \$1.0 Disc. | | Glenwood Overpass | \$0.2 | | \$0.5 | \$0.5 | | | | | | | | | | |
| 13 | Lucas I-475 | 75937 | \$35.8 | \$17.4 Local | \$18.4 | Upgrade interchange on I-475 at Salisbury Rd/ Dussel Dr. | | \$2.0 | \$3.0 | \$11.6 | | | | | | | | | | |
| 14 | Lucas I-75/I-475 | 77255 | \$120.1 | \$0.3 Disc | \$119.3 | Upgrade I-75/ I-475 Systems Interchange Phase 1 | | \$1.4 | \$3.2 | | | \$43.0 | | | | | | | | |
| 15 | | 77254/23648 | | \$0.5 SPR | | Upgrade I-75/ I-475 Systems Interchange Phase 2 | \$5.5 | | | | \$1.0 | \$62.0 | | | | | | | | |
| 16 | Lucas/Ottawa SR 2 | 23569,23570 | \$19.1 | \$4.3 Demo/\$0.5 Disc. | \$15.1 | Safety Upgrading on SR 2 frm Oregon to Port Clinton | | \$0.5 | \$0.5 | \$1.0 | \$6.0 | | | | | | | | | |
| 17 | | 21052 | | | | | \$0.4 | \$4.4 | | | | | | | | | | | | |
| 18 | | 23572 | | | | | \$0.3 | \$1.8 | | | | | | | | | | | | |
| 19 | | 77062 | | | | | | | | | | | | | | | | | | |
| 20 | Lucas/Wood ITS | 76049 | \$14.6 | | \$14.6 | Toledo ITS - Freeway management System | | | | | \$2.0 | | \$12.6 | | | | | | | |
| 21 | Maumee River Crossing | 20786 | \$410.0 | \$50 Demo | \$360.0 | Replace current lift bridge with a new structure | \$6.2 | | \$17.2 | continued bond payments | | | | | | | | | | |
| 22 | | 77816/21891/21895 | | | | | | | \$5.4 | | | | | | | | | | | |
| 22 | Sandusky SR 53 | 9443 | \$18.6 | | \$18.6 | Widen SR 53 from US 6 (Fremont Bypass) to Turnpike | \$16.2 | | | | | | | | | | | | | |
| 23 | Wood US 20/SR 420 | 20213 | \$22.3 | \$9.7 Demo | \$17.3 | Upgrade of the US 20/SR 420 intersection near Lemoyne Rd. | \$13.6 | | | | | | | | | | | | | |
| 24 | Wood/Sandusky US 20 | 23312 | \$22.0 | | \$22.0 | Widen US 20 from SR 420 to Lime St. in Woodville | \$1.6 | \$0.9 | \$18.5 | | | | | | | | | | | |
| 25 | Medina - I 71 | 77018 | \$1.5 | .1 Dist | \$1.4 | Noise Wall for add lane restriping project | | \$1.4 | | | | | | | | | | | | |
| 26 | Medina - I71 | 14018 | \$40.0 | \$32 M Multi Lane/\$0.4 Dist | \$7.7 | Reconstruct and widen to three lanes | | \$7.7 | | | | | | | | | | | | |
| 27 | Medina I-71 | 14017, 75657 | \$96.4 | \$90.4 ML/Dist | \$5.9 | Widen I-71 from Wayne C.L. to I-76 | \$4.0 | | \$1.9 | | | | | | | | | | | |
| 28 | Medina SR 18 | 4082/77798 | \$19.4 | \$2 Local/\$1.6 Demo/\$1.8 Dist | \$14.0 | Widen SR 18 from Windfall Rd. to Summit C.L. | \$11.7 | | | | | | | | | | | | | |
| 29 | Richland I-71 | 19956 | \$38.6 | \$35.1 Dist/ML | \$3.5 | Add a lane from Morrow C.L. to SR 97 | \$3.5 | | | | | | | | | | | | | |
| 30 | Wayne US 30 | 77402/16285/16287 | \$87.9 | \$25 Demo | \$63.8 | Honeytown Road improvements on new 4 lane facility | \$0.4 | \$0.5 | | | | | | | | | | | | |
| 31 | Wayne US 30 | 75253 | \$1.5 | | \$1.5 | Abandonment for major new project | | | \$1.5 | | | | | | | | | | | |
| 32 | Crawford/Richland US 30 | 75251 | \$2.5 | | \$2.5 | Abandonment for major new project | | \$2.5 | | | | | | | | | | | | |
| 33 | Mahoning I-80 | 6080 | \$75.1 | \$50.8 ML/MB | \$25.1 | Widen I-80 and replace twin bridges over the Meander Reservoir | \$2.5 | \$18.3 | | | | | | | | | | | | |
| 34 | Stark I-77 | 10769,20410, 20412 | \$115.1 | 7.2 Dist. | \$107.9 | Upgrading of I-77 Canton from SR 172 to US 62 Tusc. To 13th St. | | \$34.6 | | | | | | | | | | | | |
| 35 | Stark I-77 | 16639, 21610 | | \$1 Scats/\$3.1 Local | | Beldon Village to Wayview | \$35.6 | | | | | | | | | | | | | |
| 36 | Summit I-77 | 16372 | \$34.4 | | \$34.4 | Widen I-77 from Airport Interchange to SR 241 | \$33.0 | | | | | | | | | | | | | |
| 37 | Summit I-77 | 16514 | \$53.8 | ML \$15/ \$2 NW | \$36.0 | Add lane from SR 162 to SR 21 | \$2.0 | \$32.4 | | | | | | | | | | | | |
| 38 | | | | \$1.5 Dist | | | \$0.1 | | | | | | | | | | | | | |
| 39 | Summit SR 8 | 11045/24508 | \$94.2 | \$0.7 MPO | \$89.3 | Convert to limited Access from I-271 to Twinsburg Rd. | \$4.1 | \$7.5 | \$72.0 | | | | | | | | | | | |
| 40 | Summit SR 8 | 79061, 24507 | \$67.1 | OTC \$14/ML \$5 | \$45.7 | Convert to limited Access from SR 303 to Twinsburg Rd. | \$2.9 | \$7.9 | \$2.0 | \$31.0 | | | | | | | | | | |
| 41 | Summit/Stark ITS | 77482 | \$14.4 | | \$14.4 | Akron/Canton ITS - Freeway Management System | | \$0.7 | | | | | | | | | | | | |
| 42 | Franklin/Fairfield US 33 | 76687 | \$40.0 | | \$40.0 | Convert limited Access/build interchange Bixby Rd overpass at Ebright Road | | \$13.0 | \$20.0 | | | | | | | | | | | |
| 43 | | 78328 | | | | | \$2.0 | \$5.0 | | | | | | | | | | | | |
| 44 | Franklin/Licking SR 161/37 | 12139, 77587 | \$131.4 | \$0.5 SPR | \$131.4 | Upgrade SR 161/37/16 corridor from New Albany to Granville | \$14.3 | \$41.5 | \$40.1 | | | | | | | | | | | |
| 45 | | 24486,77221 | | | | | \$3.3 | \$11.0 | \$7.2 | | | | | | | | | | | |
| 46 | Muskingum US 22/SR 93 | 20428 | \$31.7 | \$17.2 Local/\$1.5 Demo | \$15.0 | New Connector from US 22/SR 93 to US 40 Rehl Rd | \$1.0 | \$3.0 | | \$11.0 | | | | | | | | | | |
| 47 | Fairfield US 33 | 22641 | \$9.9 | \$2 Dist/\$2 MPO/ \$0.9 Local | \$5.0 | Lancaster Abandonment Cost | \$5.0 | | | | | | | | | | | | | |
| 48 | Franklin 270/315/23/ 71 | 76144 / 77320 | \$191.5 | | \$191.5 | Upgrade I-270/I71 Interchange North outerbelt | \$2.5 | \$22.0 | | | | | | | | | | | | |
| 49 | | 77319 | | | | Upgrade I-270/SR 315, US 23 interchanges Phase 1 | \$12.8 | \$10.0 | | \$66.0 | | | | | | | | | | |
| 50 | | 77375 | | | | Upgrade I-270/SR 315, US 23 interchanges Phase 2 | | | \$9.0 | \$66.0 | | | | | | | | | | |
| 51 | Franklin I-670/Stelzer | 75293 | \$38.8 | \$19.3M Local | \$19.5 | Upgrade International Blvd/Stelzer Rd intersection to interchange | | | \$18.0 | | | | | | | | | | | |
| 52 | Franklin I-70/I-71 | 23318,77369 | \$434.5 | \$1.6M SPR/\$2.9M Dist. | \$426.0 | I-70/71 Split reconstruction | \$3.0 | \$12.0 | \$22.0 | \$73.0 | \$100.0 | \$100.0 | \$100.0 | | | | | | | |
| 53 | | 77372,77370,77370 | | | | | | \$10.0 | \$10.0 | | | | | | | | | | | |
| 54 | Franklin Multimodal Terminal | 22503 | \$24.9 | \$11.8 COTA/FTA | \$13.1 | Construct a multi-modal center in downtown Columbus | | | | \$13.1 | | | | | | | | | | |
| 55 | Franklin Rickenbacker | 79322 | \$16.5 | \$1.5 Disc./\$6.8 Local | \$8.2 | Extension of Alum Creek Drive | | | | | | | \$8.2 | | | | | | | |
| 56 | Clark I-70 | 24997, 75315 | \$54.4 | \$8.4 MLR/ \$17 Dist | \$29.0 | Add lane from Enon Rd to SR 54 | | \$4.1 | | \$0.2 | \$6.7 | \$18.0 | | | | | | | | |
| 57 | Montgomery I-70 | 22935 | \$46.8 | \$33.5 Multi/Dist | \$13.3 | Widen I-70 from I-75 to Clark CL | | \$13.3 | | | | | | | | | | | | |
| 58 | Montgomery I-70/I-75 | 19069 | \$142.1 | | \$142.1 | Reconstruct and expand I-70/I-75 Interchange | \$42.6 | | | | | | | | | | | | | |
| 59 | Montgomery I-75 | 75927 | \$176.9 | \$2.1 District/Disc | \$174.8 | Interchange upgrade at SR 4, Main St and Grand Ave (Downtown Dayton) Phase 1A | \$7.5 | | \$156.0 | | | | | | | | | | | |
| 60 | Montgomery I-75 | 77245 | \$42.0 | \$2M Demo | \$40.0 | Add third continuous lane on I-75 through the US 35 Interchange Phase 1B | \$2.0 | | \$1.0 | \$39.0 | | | | | | | | | | |
| 61 | Montgomery I-75 | 77247 | \$247.0 | | \$247.0 | Upgrade I75 interchanges from US 35/75 to Monument Ave Phase 2 | | \$18.0 | | \$2.0 | | | \$227.0 | | | | | | | |
| 62 | Montgomery I-75/Austin Rd | 10697, 77246, 78222 | \$30.5 | 0.9 HP/7.5MPO/13 Local | \$13.6 | Construct a new interchange at Austin Pike and I-75 | \$0.9 | \$3.8 | | \$8.9 | | | | | | | | | | |
| 63 | Montgomery ITS | 77249 | \$7.3 | | \$7.3 | Dayton ITS - Freeway management System | | | | \$1.0 | | | \$6.3 | | | | | | | |

| Dist. | Project | PID | Project Cost | Local Demo | Total TRAC Commitment | Description | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|----------------------------|--------------------------------|--------------------------|--------------|---|-----------------------|---|--------|--------|--------|--------|---------|--------|---------|---------|------|------|------|------|
| 64 | 8 Butler/Warren I-75 | 24664 | \$59.4 | \$18.5M Multi-Lane/\$1.0 Dist | \$40.0 | Add lane from SR 129 to SR 122 | \$2.4 | | | \$67.4 | | | | | | | | |
| 65 | 8 Butler/Warren I-75/SR 63 | 24659 | \$56.0 | \$4.6M MultiLane | \$51.4 | Upgrade I-75 and SR 63 interchange; construction part of line 64 | \$1.0 | \$5.0 | \$0.6 | | | | | | | | | |
| | | 79715 | | | | Bridge SR 63 | \$0.2 | \$6.8 | | | | | | | | | | |
| 66 | 8 Clermont I-275/SR 32 | 76289 | \$74.0 | | \$74.0 | Upgrade I-275/SR 32 Interchange | \$2.5 | | \$1.0 | \$19.0 | \$0.5 | \$49.0 | | | | | | |
| 67 | | | | | | | | | \$2.0 | | | | | | | | | |
| 68 | 8 Clermont SR 28 | 77359 | \$10.5 | | \$10.5 | Purchase the SR 28 Bypass from Clermont County | \$10.5 | | | | | | | | | | | |
| 69 | 8 Clinton SR 73 | 16621, 78569,78570,78571 | \$64.7 | 3.7 Demo/1.0 local | \$60.0 | Wilmington Bypass | \$6.4 | \$1.8 | \$21.5 | \$23.3 | | | | | | | | |
| | | | | | | | \$0.1 | | \$6.2 | \$0.3 | \$0.4 | | | | | | | |
| 70 | 8 Hamilton Banks Intermodal | 77164 | \$27.1 | \$16.1M Local/MPO | \$11.0 | Construct Sataellite parking alternative downtown | \$11.0 | | | | | | | | | | | |
| 71 | 8 Hamilton I-275 | 22386 | \$103.2 | 76.8 MLR /Dist | \$26.4 | Add lane from Winton Rd to US 42 | \$0.3 | \$1.5 | \$24.6 | | | | | | | | | |
| 72 | 8 Hamilton I-75 | 76256 | \$159.8 | 53.2M MLR | \$106.5 | Improve 75 and upgrade interchanges between SR 4 and Sharon Rd | \$6.5 | | \$2.0 | \$3.0 | | \$80.0 | | | | | | |
| 73 | | | | | | | | | | \$11.5 | \$3.0 | | | | | | | |
| 74 | 8 Hamilton I-75 | 76257 | \$140.7 | 31.5 MLR/1.7 Dist/1.1 Local | \$107.0 | Improve 75 and uplgrade interchanges between Western Hills Viaduct and SR 4 | \$3.0 | \$4.0 | | \$5.0 | \$3.4 | \$11.6 | \$80.0 | | | | | |
| 75 | 8 Hamilton Transit Center | 77236 | \$9.4 | \$5.9M Local/FTA | \$3.5 | Expand Government Square Transit Center | \$3.5 | | | | | | | | | | | |
| 76 | 8 Hamilton/Warren US 22 | 75882, 25065,75879,78950 | \$53.1 | \$8.6M Locals/\$2M Safety | \$42.5 | (ph 1) Widen 22/3 from Fields Ertel to Foster Viaduct (ph 2) | \$2.9 | \$35.4 | | | | | | | | | | |
| | | | | | | | | \$2.1 | | | | | | | | | | |
| 77 | 8 Warren I-75 | 10754 | \$106.8 | \$19.2M Multi-Lane/\$2.7 Dist/\$4 Local | \$84.3 | Add lane from Sr 122 to MOT county line and upgrade SR 122 interchange | \$4.0 | \$2.2 | \$7.4 | \$2.0 | \$68.7 | | | | | | | |
| | | | | | | | | | \$2.2 | | | | | | | | | |
| 78 | 9 Ross SR 207/US 23 Connector | 18492 | \$30.5 | \$3.5 locals | \$27.0 | Construct a connector between SR 207 and US 23 | \$22.7 | | | | | | | | | | | |
| 79 | 10 Hocking/Athens US 33 | 14040,23846, 79577 | \$130.5 | \$3.8M Demo | \$126.7 | New 4 lane highway to bypass Nelsonville | \$5.5 | \$3.7 | | \$60.0 | \$50.0 | | | | | | | |
| 80 | 10 Washington SR 7 | 76224 | \$19.3 | | \$19.3 | Improve SR 7 on the eastside of Marietta | \$1.8 | \$2.4 | | \$14.7 | | | | | | | | |
| 81 | 11 Jefferson SR 43 | 21397 | \$4.8 | \$1.1M District/\$0.2MPO/\$0.1 Locals | \$3.4 | Widen SR 43 | \$1.0 | \$2.4 | | | | | | | | | | |
| 82 | 12 Cuyahoga Bessemer Ave. | 78076 | \$4.0 | \$1.2 Locals | \$2.8 | Extension of Bessemer Ave. to increase connectivity to I-490 Phase 2 | | \$0.2 | \$0.4 | \$2.2 | | | | | | | | |
| 83 | | | | | | | | | | | | | | | | | | |
| 84 | 12 Cuyahoga I-71/90 | 77510 | \$714.0 | MB \$100M / \$15M MLR | \$614.0 | PDP Steps 5-8 Interbelt Corridor | \$8.0 | \$12.0 | | | | | | | | | | |
| 85 | 12 Cuyahoga I-71/90 | 77413 | | | | Innerbelt Curve | 0.3 | \$8.0 | \$3.4 | \$34.0 | \$100.0 | | | | | | | |
| 86 | | | | | | | | | \$8.9 | | | | | | | | | |
| 87 | | 78837/78839/78840 | | | | Park and Ride N. Olmstead, Strongsville, Westlake | | \$1.2 | \$0.8 | | | | | | | | | |
| | | | | | | | | | \$0.5 | \$1.0 | | | | | | | | |
| 88 | 12 Cuyahoga I-71/90 | 77613 | | | | East 55th St. | \$0.9 | \$0.6 | \$6.0 | | | | | | | | | |
| 89 | 12 Cuyahoga I-71/90 | | | | | | \$0.5 | | | | | | | | | | | |
| 90 | 12 Cuyahoga I-71/90 | 76941 | | | | Quigley Road Connector | \$0.9 | \$1.0 | | | | | | | | | | |
| 91 | 12 Cuyahoga I-71/90 | | | | | | \$3.0 | \$10.0 | | | | | | | | | | |
| 92 | 12 Cuyahoga I-71/90 | 77332 | | | | Innerbelt Bridge and Southern Curve | | | \$15.0 | \$15.0 | | | \$200.0 | | | | | |
| 93 | 12 Cuyahoga I-71/90 | | | | | | | | \$3.0 | | | | | | | | | |
| 94 | 12 Cuyahoga I-71/90 | 25795 | | | | Trench | | \$1.0 | | | \$9.0 | \$9.0 | | \$167.0 | | | | |
| 95 | 12 Cuyahoga I-71/90 | | | | | | | | | | | \$2.0 | | | | | | |
| 96 | 12 Cuyahoga I-71/90 ITS | 77331 | \$23.3 | | \$23.3 | Cleveland ITS - Freeway Management System (MOT) | \$2.7 | | \$20.6 | | | | | | | | | |
| 97 | 12 Cuyahoga I-77 | 22222 | \$56.8 | \$22M Multi-Lane | \$34.5 | Add lane from SR 82 to Rockside Rd. | \$2.0 | \$0.1 | | \$32.2 | | | | | | | | |
| 98 | 12 Cuyahoga SR 237 | 23051 | \$22.7 | \$10.5 Local | \$12.0 | Improve SR 237 ramps servicing Hopkins Airport | \$0.8 | | | \$11.2 | | | | | | | | |
| 99 | 12 Cuyahoga US 322/I-271 | 12472 | \$18.4 | \$4.2 city/\$0.6 Dist/1.4 MPO | \$12.2 | Upgrade interchange and improve Mayfield Rd. | | | \$12.2 | | | | | | | | | |
| 100 | 12 Cuyahoga SR 82 | 7848,75105 | \$12.0 | \$8 Demo/Local | \$4.0 | Widen sections in Strongsville | \$4.0 | | | | | | | | | | | |
| 101 | 12 Cuyahoga US 6 | 77330 | \$49.8 | | \$49.8 | Reconstruction of Cleveland's west Shoreway | \$1.6 | \$3.2 | | \$40.0 | | | | | | | | |
| 102 | | | | | | | | \$5.0 | | | | | | | | | | |
| 103 | 12 Euclid Avenue Corridor | 20332, 78837 | \$247.4 | \$177.4 FTA/Locals | \$70.0 | Euclid Corridor improvements | \$2.2 | \$59.7 | | | | | | | | | | |
| 104 | 12 Euclid Avenue Corridor | 78839, 78840 | | | | | \$3.2 | \$1.0 | | | | | | | | | | |
| 105 | 12 Lake I-90 | 5774 | \$23.7 | \$15.3M Multi-Lane | \$8.4 | Add lane from SR 306 to SR 615 | | \$8.4 | | | | | | | | | | |
| 106 | 12 Lake SR 2 | 13486, 79545 | \$117.6 | \$24.3M Multi-Lane | \$93.3 | Add lane and interchange upgrade from SR 640 to SR 283 | \$5.0 | \$2.3 | \$2.2 | \$51.6 | \$32.2 | | | | | | | |
| 107 | 12 Lake SR 84 | 9247 | \$12.9 | \$4.7 Local | \$8.3 | Widen SR 84 from I-90 to US 6 | | \$8.3 | | | | | | | | | | |
| 108 | 12 Lake US 20 | 8411 | \$15.9 | \$1.6M Dist | \$14.3 | Widen US 20 from Mentor C.L. to Fern Rd. in Painesville | | \$8.0 | | | | | | | | | | |
| Southeast Ohio Plan | | | | | | | | | | | | | | | | | | |
| 109 | 10 Washington US 50 Corridor D | 21009, 23565 | \$61.3 | ARC Funded | \$61.3 | Provide access to new Ohio River crossing near Belpre | \$53.0 | | | | | | | | | | | |
| 110 | 10 | | | | | | \$6.0 | | | | | | | | | | | |
| 111 | 9 Scioto SR 823 | 19415,77366 | \$300.9 | \$3.5M HP | \$59.3 | Portsmouth Bypass | \$8.5 | \$6.0 | \$9.7 | | | | | | | | | |
| 112 | 9 | | | | | | \$0.5 | \$2.0 | | | | | | | | | | |

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|--|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|---------|---------|---------|-----------|
| Major New Budget / Payout | \$617.0 | \$593.0 | \$724.0 | \$798.0 | \$500.0 | \$500.0 | \$500.0 | \$500.0 | \$500.0 | \$500.0 | \$500.0 | \$500.0 |
| Tier 1 Commitments | \$481.3 | \$565.5 | \$712.4 | \$797.2 | \$536.8 | \$331.6 | \$634.1 | \$0.0 | \$167.0 | \$0.0 | \$0.0 | \$0.0 |
| Southeast Ohio Plan Commitments | \$68.0 | \$8.0 | \$9.7 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Tier 2 Commitments | \$27.1 | \$32.5 | \$51.2 | \$20.1 | \$7.0 | \$75.2 | \$16.4 | | | | | |
| Projected Change Orders | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 |
| Unanticipated PE and RW | \$10.0 | \$25.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 | \$40.0 |
| | \$626.4 | \$671.0 | \$853.3 | \$897.3 | \$623.8 | \$486.8 | \$730.5 | \$80.0 | \$247.0 | \$80.0 | \$80.0 | \$80.0 |
| Balance | (\$9.4) | (\$78.0) | (\$129.3) | (\$99.3) | (\$123.8) | \$13.2 | (\$230.5) | \$420.0 | \$253.0 | \$420.0 | \$420.0 | \$420.0 |
| Cumulative Balance | (\$9.4) | (\$87.4) | (\$216.7) | (\$316.0) | (\$439.8) | (\$426.6) | (\$657.1) | (\$237.1) | \$15.9 | \$435.9 | \$855.9 | \$1,275.9 |

