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F-2 Extend Toledo Express North-South runway [duplicate: P-9]	Yes: floodplains, wetlands	Potential increase with increases in air traffic	No	Yes	No		Considered essential by Port Authority. Part of their long range plan	1	N/A	Will provide greater flexibility for air freight facility at TEA	N/A	N/A	Yes	N/A	
F-3 Build US 20A / I-475 interchange [potentially part of SE-3, committed]	Yes: prime farmland, wetlands	Potential increase if traffic volumes increase	No	No	No		N/A	1	N/A	Part of ODOT study for increased traffic flow and congestion reduction	N/A	AADT=10500, 9% trucks	Yes	1	
F-4 Redevelop private roads providing access to air freight facilities at Toledo Express	Yes: prime farmland, floodplains, parks, wetlands	Minimal	No	Yes	No		N/A	1	Yes	Would allow for long double and triple trailer access to air freight facilities	N/A	N/A	Yes	N/A	
F-5 Access and infrastructure for Trans-Pacific Inland Port (Canadian National container facility): upgrade connecting and entrance roads and utilities	Yes: prime farmland, floodplain, wetlands	Minimal	Possibly, based on location of facility	Yes	No		700 for construction, 3000 to 5000 following ancillary developments	2	Yes	Part of TMACOG legislative agenda	N/A	N/A	Yes	N/A	
F-6 Improve local roads off of SR 795 serving industry	Yes: prime farmland, riparian habitat, wetlands, EJ	Minimal	No	Marginally	No		N/A	1	No	Supports part of TMACOG legislative agenda	N/A	On SR 795: AADT=20100, 13% trucks	Yes	N/A	
F-8 Bigger better intermodal freight terminal	None	Minimal	Possibly, based on location of facility	Yes	No		Would certainly grow jobs. No number available. Give a subjective rating	2	Yes	Supports part of TMACOG legislative agenda	N/A	N/A	Yes	N/A	
F-9 Vickers crossing (Fly over)	Yes: prime farmland, wetlands	Could reduce pollution	Yes	Yes	No		N/A	1	Yes	Is considered a bottleneck contributing to blocked crossing and delays for railroads	80+ moves for NS, 50+ moves for CSX	N/A	N/A	0	

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F-11 Reconstruct Alexis Ave. pavement, Hagman Rd. to US 23	Yes: prime farmland, floodplains, parks, wetlands, forest, EJ	Minimal	Yes	Yes	No		N/A	1	No	N/A	AADT= 39000 10% trucks	N/A	N/A	27	
F-12 Summit St. grade separation or completion of the Buckeye Basin	Yes: prime farmland, floodplains, parks, riparian habitat, wetlands, forest, EJ	Could reduce pollution	Yes	Yes	No		N/A	2	No	Continues to be studied by the City of Toledo	30+ moves per day by NS AADT= 8800, 8.5% trucks	N/A	N/A	1	
F-13 Consaul Street grade separation	Yes: prime farmlands, floodplains, parks, wetlands, forest, EJ	Could reduce pollution	Yes	Yes	No		N/A	2	No	N/A	30 to 40 moves a day between NS and CSX AADT= 9100, 8% trucks	N/A	N/A	1	
F-14 Efficient road connector (new NHS connector) from I-75 to US Post Office & MLK Plaza	Yes, floodplains, parks, riparian habitat, wetlands, EJ	Minimal	Yes	Yes	No		N/A	1	No	N/A	AADT (Collingwood)=5400, 51% trucks; AADT (Newton)=3300, 39% trucks	Yes	No	not available	
F-15 Widen the I-75 Disalle bridge	Yes, floodplains, parks, riparian habitat, wetlands, forest, EJ	Reducing congestion could reduce pollution	Yes	Yes	No		N/A	1	No	Would reduce congestion increased safety	AADT SB=45500, 20% trucks; AADT NB=43600, 10.6% trucks	N/A	N/A	3	
F-16 Improve ramps South Ave. / I-75	Yes, floodplains, parks, wetlands, EJ	Minimal	Yes	Yes	No		N/A	1	No	Part of TMACOG NHS Connector study	N/A	Yes, 2 intersections. AADT SB=4600, 19% trucks; AADT NB=1300, 38% trucks	Yes	1	
F-17 Improve on-ramp Miami St. to south bound I-75	Yes: prime farmlands, floodplains, parks, riparian habitat, wetlands	Minimal	Yes	Yes	No		N/A	1	No	Part of TMACOG NHS Connector study	AADT=4000, 15% trucks	N/A	Yes	Not available	
F-18 New I-75 interchange, north side of Bowling Green [see SE-29]	Yes: prime farmland,	Minimal	No	No	No		N/A	1	No	Dropped from TRAC 2 by ODOT	N/A	Establishes a connector to industry in northern BG	N/A	N/A	

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F-20 Upgrade I-80/90 I-75 interchange [see SE-21]	Yes: prime farmland, floodplains, wetlands	Reducing congestion could reduce pollution	No	Yes	No		N/A	1	No	N/A	AADT=5875, 6.6% trucks	N/A	N/A	Not available	
F-21 New parallel east-west runway at Toledo Express Airport	None	Potential increase with increases in air traffic	No	Yes	No		N/A	1	No	N/A	N/A	N/A	N/A	N/A	
SE-2 Widen to 5 lanes Central Ave. from Centennial to Crissey Rd. and add turn lanes	Yes: prime farmland, floodplains, parks, wetlands	Reducing congestion could reduce pollution	No	No	No		N/A	1	No	N/A	N/A	AADT=16100, 20% trucks	N/A	3	
SE-13 US 6 from Napoleon to Fremont: Add turn lanes	Yes, prime farmland, floodplains, riparian habitat, wetlands	Minimal	No	No	No		N/A	1	No	N/A	N/A	AADT=9500, 24% trucks	N/A	24	
SE-14 US 6 widen to 6 lanes from Napoleon to Fremont: Add through lanes	Yes: prime farmland, floodplains, riparian habitat, wetlands	Increase in traffic volumes could increase pollution	No	No	No		N/A	1	No	N/A	N/A	AADT=9500, 24% trucks	N/A	24	
SE-15 SR 64/SR 65/Mechanic St 3-way stop at intersection (signalization, turn lanes and roundabout)	Yes: prime farmland, floodplain, parks, riparian habitat, wetlands	Minimal	No	Marginally	No		N/A	1	No	N/A	N/A	1 lane, AADT=20500, 20% trucks	N/A	0	
SE-16 I-75 / SR 582 interchange--(adding turn lanes at ramp terminals and signals)	Yes: prime farmland, wetlands	Minimal	No	Marginally	No		N/A	1	No	N/A	N/A	2 lanes, AADT=61700, 24% trucks	N/A	3	
SE-18 US 20 from Perrysburg to SR 420: ITS	Yes: prime farmland, riparian habitat, wetlands	Reducing congestion could reduce pollution	No	Yes	No		N/A	1	No	N/A	N/A	AADT=15000, 23% trucks	N/A	26	
SE-20 Advance warning signs on I-75 at I-80/90 / SR 795	Yes: prime farmland, floodplain, wetlands	Reducing congestion could reduce pollution	No	Yes	No		N/A	1	No	N/A	N/A	2 lanes, AADT=67000, 22% trucks	N/A	N/A	

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SE-21 I-80/90 at SR795 / I-75: Increase turnpike entrance capacity (add 2-3 reversible booths) [duplicate F-20]	Yes: prime farmland, floodplain, wetlands	Reducing congestion could reduce pollution	No	Yes	No		N/A	1	No	N/A	N/A	1 lane, AADT=67000, 22% trucks	N/A	N/A	
SE-22 Make SR 795 (2000 feet) 4 lanes to I-280 from Lemoyne Rd. to Pemberville Rd.	Yes: prime farmland, wetlands	Minimal	No	No	No		N/A	1	No	N/A	N/A	AADT=15700, 11% trucks	N/A	6	
SE-24 Detroit/Telegraph/Laskey Roundabout	Yes: prime farmland, floodplain, parks, wetlands	Reducing congestion could reduce pollution	Yes	Yes	No		N/A	1	No	N/A	N/A	3 lanes, AADT=15600, 15% trucks	N/A	N/A	
SE-25 Douglas/Laskey/Tremainsville roundabout	Yes: floodplains, wetlands	Reducing congestion could reduce pollution	Yes	Yes	No		N/A	1	No	N/A	N/A	3 lanes, AADT=26000, 10% trucks	N/A	N/A	
SE-26 Heatherdowns/Garden Rd. (Holland-Sylvania Rd. to Manley Rd.)--Widen/replace bridge	Yes: prime farmland, riparian habitat, wetlands	Minimal	No	Marginally	Possibly if bridge is built with bike lanes		N/A	1	No	N/A	N/A	AADT=27800, 6% trucks	N/A	0	
SE-29 Add a new I-75 interchange north of Bowling Green [duplicate: F-18]	Yes: Prime farmland	Minimal	No	No	No		N/A	1	No	N/A	N/A	1 lane, AADT=57200, 25% trucks	N/A	N/A	
SE-30 Douglas Rd. at UT--Grade-separated pedestrian crossing, tie into Westside Technology Corridor [see P-39]	Yes: prime farmland, floodplain, wetlands, EJ	Pollution reduction	Yes	Yes	Yes					N/A	N/A	AADT=21800, 9% trucks		N/A	

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SE-47 Advance Warning signal for blocked grade crossings (Westwood/NS, Consaul/NS&CSX, Matzinger/CSX&AA, Summit/CSX)	Westwood: prime farmland, wetlands, forest, EJ Consaul: prime farmland, floodplain, parks, wetlands, forest, EJ Matzinger: prime farmland, floodplain, riparian habitat, wetlands Summit: prime farmland, floodplain, parks, riparian habitat, wetlands, forest, EJ	Reducing congestion could reduce pollution	Yes	Yes	No		N/A	2	possibly	N/A	N/A	N/A	N/A	N/A	
P-1 Real time bus arrival information	None	Additional ridership could reduce pollution	Yes	Yes	Marginally		N/A	1	no	N/A	N/A	N/A	N/A	N/A	
P-3 Signal prioritization for buses	None	Additional ridership could reduce pollution	Yes	Yes	Marginally		N/A	1	no	N/A	N/A	N/A	N/A	N/A	
P-9 Toledo Express Airport north-south runway extension [use F-2]	Yes: floodplain, wetlands	Potential increase with increases in air traffic	No	Yes	No					N/A	N/A	N/A	0		
P-10 Provide for passenger connection via water to Lake Erie Islands from Toledo	Yes: prime farmland, riparian habitat, wetlands	Minimal	No	Marginally	No		N/A	N/A	possibly	N/A	N/A	N/A	yes	N/A	
P-11 Complete Sylv.-Metamora Rd. (Erie St.) bike path west of Centennial Park, and bike lanes south on Kilburn Rd. to Central Ave.	Yes: prime farmland, floodplain, parks, riparian habitat, wetlands	Pollution reduction	No	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=5200, 11% trucks	yes	0	

***Choke point--narrow, heavy traffic, other cycling hazards

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P-12 Expansion of University/ Parks Trail to the north into Michigan	Yes: prime farmland, floodplain, parks, riparian habitat, wetlands	Pollution reduction	Marginally	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=18000, 7% trucks	yes	N/A	
P-17 Riverside Trail-Phase 2, Craig Bridge to Point Place	Yes: floodplain, parks, riparian habitat, wetlands, forest, EJ	Pollution reduction	Yes	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=8800, 7% trucks	yes	N/A	
P-18 Point Place Connector Bike Trail	Yes: prime farmland, floodplain, parks, wetlands, forest, EJ	Pollution reduction	Yes	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=8800, 7% trucks	yes	N/A	
P-21 Eliminate Monroe/Alexis/ Main St bike choke point***	Yes: prime farmland, floodplain, parks, riparian habitat, wetlands	Minimal	Yes	Yes	Yes		N/A	N/A	N/A	N/A	N/A	2 lanes, AADT=15900,8% trucks	yes	3	
P-22 SR 64 - paved berms from Whitehouse to Waterville	Yes: prime farmland, floodplain, wetlands, parks, riparian habitat, wetlands	Pollution reduction	No	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=6700, 7% trucks	no	3	
P-23 SR 65 - paved berms from Grand Rapids to Rossford excluding curbed sections and areas within City of Perrysburg	Yes: prime farmland, floodplain, parks, riparian habitat, wetlands	Pollution reduction	No	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=12000, 8% trucks	no	4	
P-24 Bike facility on Coy Rd (Oregon) - corporation limit to Corduroy Rd	Yes, prime farmland, wetlands	Pollution reduction	No	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=9800, 4% trucks	yes	2	
P-25 Bike facility on Seaman Rd. (Oregon) - Wheeling St to Stadium Rd	Yes: prime farmland, floodplain, parks, wetlands, forest, EJ	Pollution reduction	No	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=4400, 6% trucks	yes	1	
P-26 Bike facility on Pickle Rd. (Oregon) - Wheeling St to Wynn Rd	Yes: prime farmland, riparian habitat, wetlands	Pollution reduction	No	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=5200, 6% trucks	yes	1	

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P-27 Bike facility on Wheeling St. (Oregon) - Woodville Rd to Pickle Rd	Yes: prime farmland, wetlands	Pollution reduction	Yes	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT =9800, 2% trucks	yes	1	
P-28 Bike facility on Whittlesey St. (Oregon) - Starr Ave to Seaman Rd	Yes: prime farmland, floodplain, parks, wetlands, forest, EJ	Pollution reduction	Yes	Yes	Yes		N/A	N/A	N/A	N/A	N/A	N/A	yes	0	
P-29 Bike path along NS rail line to Wynn Rd to Bayshore Rd to Hancock Senior Center (Oregon)	Yes: prime farmland, floodplain, wetlands, parks, riparian habitat, wetlands	Pollution reduction	Yes	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=3100, 5% trucks	yes	3	
P-30 Bike path connecting Pickle and Seaman Rds between Coy and Lallendorf Rd (Oregon)	Yes: prime farmland, wetlands	Pollution reduction	No	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=9800, 4% trucks	yes	0	
P-31 Bike path along Amolsch Ditch between Brown Rd and Pickle Rd (Oregon)	Yes: prime farmland, wetlands	Pollution reduction	Yes	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=5000, 6% trucks	yes	N/A	
P-32 Connection between Oregon trail system and trail crossing Craig Bridge	Yes: prime farmland, floodplains, Parks, wetlands, forest, EJ	Pollution reduction	Yes	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=7600, 3% trucks	yes	4	
P-33 Connection between Oregon trail system and North Coast Inland Trail	Yes: prime farmland, floodplain, riparian habitat, wetlands	Pollution reduction	No	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=11200, 4% trucks	yes	N/A	
P-34 Ped/bike connection across I-475 on SR 25 (Perrysburg)	Yes: prime farmland, wetlands, forest, EJ	Pollution reduction	No	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=21100, 9% trucks	yes	5	
P-35 Bike network signage project	None	Minimal	Marginally	Yes	Yes		N/A	N/A	N/A	N/A	N/A	N/A	yes	N/A	

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P-36 Eastside Maumee River trail (Connect I-280/Craig Bridge, Marina District, former Olive Branch RR / International Park)	Yes: prime farmland, floodplain, parks, riparian habitat, wetlands, forest, EJ	Pollution reduction	Yes	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=22000, 7% trucks	yes	N/A	
P-37 Preserve grade separated bike-ped crossing at Main Street	Yes: floodplain, parks, riparian habitat, wetlands, EJ	Minimal	No	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=17000, 6% trucks	yes	N/A	
P-38 Swan Creek trail (Extend Riverwalk from Erie St. Market to Swan Cr. Metropark)	Yes: prime farmland, floodplain, parks, riparian habitat, wetlands, forest, EJ	Pollution reduction	Yes	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=19000, 9% trucks	yes	N/A	
P-39 Pedestrian bridge across Douglas Rd at UT tied to Westside corridor [duplicate SE-30]	Yes: prime farmland, floodplain, wetlands, EJ	Pollution reduction	Yes	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=24000, 9% trucks	yes	N/A	
P-40 Airport Hwy Ped/bike facilities across I-475 and accessing Spring Meadows shopping center.	Yes: prime farmland, floodplain, riparian habitat, wetlands	Pollution reduction	No	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=48600, 8% trucks	yes	7	
P-41 Pedestrian facilities on Wooster Street crossing of I-475 accessing stores	Yes: prime farmland, wetlands	Pollution reduction	No	Yes	Yes		N/A	N/A	N/A	N/A	N/A	AADT=11100, 6% trucks	yes	3	
P-42 Robust traveler information for highway and transit modes [For ITS freeway system, see E-1 & SE-10, committed]	None	Minimal	Marginally	Yes	Marginally		N/A	N/A	N/A	N/A	N/A	N/A	no	N/A	

Q: How important or effective is this project in meeting each of the Plan Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	Environment: Protect and sustain community and natural					Freight: Be a world-class multi-modal freight transportation hub									GOAL SCORE 0-10
	1. Optimize the use of existing built infrastructure				2. Quality of life / sustainability/ livability	1. Supports economic development in our region				2. Reduces freight modal conflict	3. Improves connectivity / capacity		4. Improves freight safety		
	a. Negatively impact environmentally sensitive areas? (proximal to environmental justice, prime farmland, wetlands, floodplain, parkland, forest)	b. Will this project impact air quality? (increase pollution)	c. Support redevelopment of urban core areas (Env. Justice + high density + CBD)	d. Conform to Principles of Growth Strategies?	a. Does this project improve community walkability/bikeability	GOAL SCORE 0-10	a. New businesses, jobs or acres of commercial development	b. Number of transportation modes to be provided or upgraded	c. Establishes public-private partnership	d. Other information	a. # of conflicting vehicular moves eliminated or improved	a. Increases capacity of a hwy connector to freight facilities (# added lane miles; # improved intersections; congestion; AADT (avg daily traffic); % trucks)	b. Improves non-hwy mode or connection between modes	a. Average # of truck crashes/yr (2003-2005); other information	GOAL SCORE 0-10
P-45 Eliminate Detroit Ave, Waggoner to Lagrange choke point***	Yes: prime farmland, floodplain, wetlands	Minimal	Yes	Yes	Yes		N/A	N/A	N/A	N/A	N/A	ADT=9900, 10% truck	yes	2	
P-46 Eliminate Berdan, Martha to Cherry choke point***	Yes: floodplain, parks, riparian habitat, wetlands, forest	Minimal	Yes	Yes	Yes		N/A	N/A	N/A	N/A	N/A	ADT=11500, 9% truck	yes	3	
P-47 Eliminate Detroit/Glendale, Harvard to Schneider choke point***	Yes: prime farmland, floodplain, parks, riparian habitat, wetlands, forest	Minimal	Yes	Yes	Yes		N/A	N/A	N/A	N/A	N/A	ADT=24000, 5% truck	yes	2	
P-48 Eliminate Alexis, Hagman to Suder choke point***	Yes: prime farmland, floodplain, wetlands	Minimal	Yes	Yes	Yes		N/A	N/A	N/A	N/A	N/A	ADT=25000, 5% truck	yes	24	
P-49 Eliminate SR 51 (Woodville Rd), Oak to Curtice choke point***	Yes: prime farmland, floodplain, parks, wetlands, forest	Minimal	No	Yes	Yes		N/A	N/A	N/A	N/A	N/A	ADT=19000, 5% truck	yes	11	
P-50 Eliminate Wheeling, Navarre to Woodville choke point***	Yes: prime farmland, wetlands	Minimal	No	Yes	Yes		N/A	N/A	N/A	N/A	N/A	ADT=9800, 7% truck	yes	2	
Research 3-5-5 (R-3-114) Fund a pilot project of parts/goods movement for localized areas/supply chains (MULTI-F).	None	Minimal	Yes	Yes	No		Supports development of N Toledo industrial area	1 or 2	possibly	N/A	N/A	N/A	yes	N/A	
Research 3-9-8 Separate transit connection for BGSU/Owens CC/UT/MUO (in I-75/I-475 and/or rail r-o-w).	None	Pollution reduction	In some areas	Yes	Marginally		N/A	1	possibly	N/A	N/A	N/A	yes	N/A	

***Choke point--narrow, heavy traffic, other cycling hazards

Q: How important or effective is this project in meeting each of the Plan	Passenger: Be a top quality multi-modal passenger transportation hub										GOAL SCORE 0-10
	1. Region wide transportation network for both auto & non-auto				2. Promote alternatives to personal vehicle usage		3. Personal mobility for all		4. Balanced & rational spending on passenger? modes (lower environmental costs)		
Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	a. Percent of regional population served by full-service transit (in 2035)	b. Connects low income & minority areas to suburban jobs via alternative mode	c. Miles of regional bikeway network AND importance	d. Improves connection between alternative passenger modes	a. Increase in population within 1/2 mile of bikeway (in 2035)	b. Improves Transit or Passenger Rail; increases ridership	a. Increases elderly*** and disabled access to transportation	b. # schools within 1/2 mi. of new bike/ped facility	a. Reduces air quality impact: BEST – NONmotorized mode GOOD – alternative motorized mode FAIR – reduce congestion/improve efficiency	b. Minimizes increase in paved surfaces (acres of new pavement)	
F-2 Extend Toledo Express North-South runway [duplicate: P-9]	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n\	N/A	10.5 acres new pavement area	
F-3 Build US 20A / I-475 interchange [potentially part of SE-3, committed]	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n\	FAIR	2.0 acres new pavement area (minimum)	
F-4 Redevelop private roads providing access to air freight facilities at Toledo Express	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n\	N/A	Not determined	
F-5 Access and infrastructure for Trans-Pacific Inland Port (Canadian National container facility): upgrade connecting and entrance roads and utilities	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n\	N/A	Not determined	
F-6 Improve local roads off of SR 795 serving industry	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n\	N/A	Not determined	
F-8 Bigger better intermodal freight terminal	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n\	N/A	0 increase	
F-9 Vickers crossing (Fly over)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n\	GOOD -- some benefits for passenger rail (reduced delays at Vickers)	0 increase	

***Choke point--narrow, heavy traffic, other cycling hazards

Q: How important or effective is this project in meeting each of the Plan	Passenger: Be a top quality multi-modal passenger transportation hub										
	1. Region wide transportation network for both auto & non-auto				2. Promote alternatives to personal vehicle usage		3. Personal mobility for all		4. Balanced & rational spending on passenger? modes (lower environmental costs)		
Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	a. Percent of regional population served by full-service transit (in 2035)	b. Connects low income & minority areas to suburban jobs via alternative mode	c. Miles of regional bikeway network AND importance	d. Improves connection between alternative passenger modes	a. Increase in population within 1/2 mile of bikeway (in 2035)	b. Improves Transit or Passenger Rail; increases ridership	a. Increases elderly*** and disabled access to transportation	b. # schools within 1/2 mi. of new bike/ped facility	a. Reduces air quality impact: BEST – NONmotorized mode GOOD – alternative motorized mode FAIR – reduce congestion/improve efficiency		b. Minimizes increase in paved surfaces (acres of new pavement)
F-11 Reconstruct Alexis Ave. pavement, Hagman Rd. to US 23	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n/a	N/A		0 increase
F-12 Summit St. grade separation or completion of the Buckeye Basin	N/A	N/A	N/A	May accommodate ped or bike links	N/A	N/A	N/A	n/a	FAIR: Reduce motor vehicle delays at rail crossing		Not determined
F-13 Consaul Street grade separation	N/A	N/A	N/A	May accommodate ped links	N/A	N/A	N/A	n/a	FAIR: Reduce motor vehicle delays at rail crossing		0 increase
F-14 Efficient road connector (new NHS connector) from I-75 to US Post Office & MLK Plaza	N/A	N/A	N/A	Improve bus access to train station?	N/A	N/A	N/A	n/a	FAIR (moderately congested area)		Not determined
F-15 Widen the I-75 Disalle bridge	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n/a	FAIR (moderately congested area)		1.5 acres new pavement area
F-16 Improve ramps South Ave. / I-75	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n/a	FAIR: some improvement to congested area		Design not determined
F-17 Improve on-ramp Miami St. to south bound I-75	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n/a	FAIR: limited benefit since not congested		Design not determined
F-18 New I-75 interchange, north side of Bowling Green [see SE-29]		N/A	N/A		N/A		N/A	n/a			2.0 acres new pavement (minimum)

***Choke point--narrow, heavy traffic, other cycling hazards

Q: How important or effective is this project in meeting each of the Plan	Passenger: Be a top quality multi-modal passenger transportation hub											
	1. Region wide transportation network for both auto & non-auto				2. Promote alternatives to personal vehicle usage		3. Personal mobility for all		4. Balanced & rational spending on passenger? modes (lower environmental costs)			GOAL SCORE 0-10
Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	a. Percent of regional population served by full-service transit (in 2035)	b. Connects low income & minority areas to suburban jobs via alternative mode	c. Miles of regional bikeway network AND importance	d. Improves connection between alternative passenger modes	a. Increase in population within 1/2 mile of bikeway (in 2035)	b. Improves Transit or Passenger Rail; increases ridership	a. Increases elderly*** and disabled access to transportation	b. # schools within 1/2 mi. of new bike/ped facility	a. Reduces air quality impact: BEST – NONmotorized mode GOOD – alternative motorized mode FAIR – reduce congestion/improve efficiency		b. Minimizes increase in paved surfaces (acres of new pavement)	
F-20 Upgrade I-80/90 I-75 interchange [see SE-21]		N/A	N/A		N/A		N/A	n\A			N/A	
F-21 New parallel east-west runway at Toledo Express Airport	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n\A	N/A		38.0 acres new pavement area	
SE-2 Widen to 5 lanes Central Ave. from Centennial to Crissey Rd. and add turn lanes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n\A	FAIR: moderately congested area		4.5 acres new pavement area	
SE-13 US 6 from Napoleon to Fremont: Add turn lanes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n\A	FAIR: improve efficiency, but not a congested area		Number of turn lanes not determined	
SE-14 US 6 widen to 6 lanes from Napoleon to Fremont: Add through lanes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n\A	FAIR: improve efficiency, but not a congested area		108.0 acres new pavement	
SE-15 SR 64/SR 65/Mechanic St 3-way stop at intersection (signalization, turn lanes and roundabout)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n\A	FAIR: improve efficiency, but not a congested area		Design not determined	
SE-16 I-75 / SR 582 interchange--(adding turn lanes at ramp terminals and signals)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n\A	FAIR: improve efficiency, but not a congested area		0.5 acres new pavement area	
SE-18 US 20 from Perrysburg to SR 420: ITS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n\A	FAIR: moderately congested area		0 increase	
SE-20 Advance warning signs on I-75 at I-80/90 / SR 795	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n\A	N/A		0 increase	

***Choke point--narrow, heavy traffic, other cycling hazards

Q: How important or effective is this project in meeting each of the Plan	Passenger: Be a top quality multi-modal passenger transportation hub										GOAL SCORE 0-10
	1. Region wide transportation network for both auto & non-auto				2. Promote alternatives to personal vehicle usage		3. Personal mobility for all		4. Balanced & rational spending on passenger? modes (lower environmental costs)		
Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	a. Percent of regional population served by full-service transit (in 2035)	b. Connects low income & minority areas to suburban jobs via alternative mode	c. Miles of regional bikeway network AND importance	d. Improves connection between alternative passenger modes	a. Increase in population within 1/2 mile of bikeway (in 2035)	b. Improves Transit or Passenger Rail; increases ridership	a. Increases elderly*** and disabled access to transportation	b. # schools within 1/2 mi. of new bike/ped facility	a. Reduces air quality impact: BEST – NONmotorized mode GOOD – alternative motorized mode FAIR – reduce congestion/improve efficiency	b. Minimizes increase in paved surfaces (acres of new pavement)	
SE-21 I-80/90 at SR795 / I-75: Increase turnpike entrance capacity (add 2-3 reversible booths) [duplicate F-20]	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n/a	FAIR: reduce delays at area with intermittent backups	0 increase	
SE-22 Make SR 795 (2000 feet) 4 lanes to I-280 from Lemoyne Rd. to Pemberville Rd.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n/a	FAIR: improve efficiency, but not a congested area	3.0 acres new pavement area	
SE-24 Detroit/Telegraph/Laskey Roundabout	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n/a	FAIR: improve efficiency, but not a congested area	0 increase	
SE-25 Douglas/Laskey/Tremainsville roundabout	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n/a	FAIR: congested area	0 increase	
SE-26 Heatherdowns/Garden Rd. (Holland-Sylvania Rd. to Manley Rd.)--Widen/replace bridge	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n/a	FAIR: moderately congested area	1.0 acres new pavement area	
SE-29 Add a new I-75 interchange north of Bowling Green [duplicate: F-18]	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n/a	FAIR: moderately congested area; reduce congestion in downtown	2.0 acres new pavement area (minimum)	
SE-30 Douglas Rd. at UT--Grade-separated pedestrian crossing, tie into Westside Technology Corridor [see P-39]		N/A	N/A		N/A		N/A	n/a		Not determined	

***Choke point--narrow, heavy traffic, other cycling hazards

Q: How important or effective is this project in meeting each of the Plan	Passenger: Be a top quality multi-modal passenger transportation hub										
	1. Region wide transportation network for both auto & non-auto				2. Promote alternatives to personal vehicle usage		3. Personal mobility for all		4. Balanced & rational spending on passenger? modes (lower environmental costs)		
Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	a. Percent of regional population served by full-service transit (in 2035)	b. Connects low income & minority areas to suburban jobs via alternative mode	c. Miles of regional bikeway network AND importance	d. Improves connection between alternative passenger modes	a. Increase in population within 1/2 mile of bikeway (in 2035)	b. Improves Transit or Passenger Rail; increases ridership	a. Increases elderly*** and disabled access to transportation	b. # schools within 1/2 mi. of new bike/ped facility	a. Reduces air quality impact: BEST – NONmotorized mode GOOD – alternative motorized mode FAIR – reduce congestion/improve efficiency		b. Minimizes increase in paved surfaces (acres of new pavement)
SE-47 Advance Warning signal for blocked grade crossings (Westwood/NS, Consaul/NS&CSX, Matzinger/CSX&AA, Summit/CSX)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	n/a	FAIR: reduce delays at rail crossings by diverting traffic to another route		0 increase
P-1 Real time bus arrival information	N/A*	N/A	N/A	Could provide bus arrival time at train station, airport, etc.	N/A	Yes	**	**	GOOD		0 increase
P-3 Signal prioritization for buses	N/A*	N/A	N/A	N/A	N/A	Yes (gives approaching bus a green light)	N/A	N/A	GOOD		0 increase
P-9 Toledo Express Airport north-south runway extension [use F-2]	N/A*	N/A	N/A	N/A	N/A	adds airport capacity	N/A	N/A	Air travel is least fuel-efficient		10.5 acres new pavement
P-10 Provide for passenger connection via water to Lake Erie Islands from Toledo	N/A*	N/A	N/A	Link to bus, bike trail; future link to trolley	N/A	Increase in travel by water	N/A	N/A	GOOD		0 increase
P-11 Complete Sylv.-Metamora Rd. (Erie St.) bike path west of Centennial Park, and bike lanes south on Kilburn Rd. to Central Ave.	N/A	N/A	5 miles Importance: subjective	Connects to weekday bus service at E. end of project	3,500 persons	N/A	**	No	BEST		6 acres new pavement area

***Choke point--narrow, heavy traffic, other cycling hazards

Q: How important or effective is this project in meeting each of the Plan	Passenger: Be a top quality multi-modal passenger transportation hub										GOAL SCORE 0-10
	1. Region wide transportation network for both auto & non-auto				2. Promote alternatives to personal vehicle usage		3. Personal mobility for all		4. Balanced & rational spending on passenger? modes (lower environmental costs)		
Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	a. Percent of regional population served by full-service transit (in 2035)	b. Connects low income & minority areas to suburban jobs via alternative mode	c. Miles of regional bikeway network AND importance	d. Improves connection between alternative passenger modes	a. Increase in population within 1/2 mile of bikeway (in 2035)	b. Improves Transit or Passenger Rail; increases ridership	a. Increases elderly*** and disabled access to transportation	b. # schools within 1/2 mi. of new bike/ped facility	a. Reduces air quality impact: BEST – NONmotorized mode GOOD – alternative motorized mode FAIR – reduce congestion/improve efficiency	b. Minimizes increase in paved surfaces (acres of new pavement)	
P-12 Expansion of University/ Parks Trail to the north into Michigan	N/A	** (Extends urban trail into Michigan)	5 miles Importance: subjective	Connects to bus service, downtown Sylvania	12,300 persons	N/A	**	1 School	BEST	7.5 acres new pavement area	
P-17 Riverside Trail-Phase 2, Craig Bridge to Point Place	N/A	N/A	1.5 miles Importance: subjective	Connects to TARTA routes	6,400 persons	N/A	**	2 Schools	BEST	2 acres new pavement area	
P-18 Point Place Connector Bike Trail	N/A	N/A	1.5 miles Importance: subjective	Connects to transit routes	7,400 persons	N/A	**	2 Schools	BEST	2.5 acres new pavement area	
P-21 Eliminate Monroe/Alexis/ Main St bike choke point***	N/A	N/A	1 mile Importance: subjective	Gives cyclists more transit options	**	N/A	**	5 Schools	BEST	(Solution not yet determined but could include bike lanes)	
P-22 SR 64 - paved berms from Whitehouse to Waterville	N/A	N/A	4.5 miles Importance: subjective	Connects into Waterville TARTA route	6,500 persons	**	**	2 Schools	BEST	6.5 acres new pavement area	
P-23 SR 65 - paved berms from Grand Rapids to Rossford excluding curbed sections and areas within City of Perrysburg	N/A	N/A	19 miles Importance: subjective	Connects non-transit areas into existing bus service areas	17,600 persons	**	**	1 School	BEST	27.5 acres new pavement area	
P-24 Bike facility on Coy Rd (Oregon) - corporation limit to Corduroy Rd	N/A	N/A	3 miles Importance: subjective	N/A	8,900 persons	N/A	**	3 Schools	BEST	3.5 acres new pavement area	
P-25 Bike facility on Seaman Rd. (Oregon) - Wheeling St to Stadium Rd	N/A	N/A	4 miles Importance: subjective	Links current non-transit area to 1/4 mi from E. Tol. transit route	7,800 persons	**	**	4 Schools	BEST	5 acres new pavement area	
P-26 Bike facility on Pickle Rd. (Oregon) - Wheeling St to Wynn Rd	N/A	N/A	3 miles Importance: subjective	N/A	5,700 persons	N/A	**	2 Schools	BEST	3.5 acres new pavement area	

***Choke point--narrow, heavy traffic, other cycling hazards

Q: How important or effective is this project in meeting each of the Plan	Passenger: Be a top quality multi-modal passenger transportation hub										
	1. Region wide transportation network for both auto & non-auto				2. Promote alternatives to personal vehicle usage		3. Personal mobility for all		4. Balanced & rational spending on passenger? modes (lower environmental costs)		
Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	a. Percent of regional population served by full-service transit (in 2035)	b. Connects low income & minority areas to suburban jobs via alternative mode	c. Miles of regional bikeway network AND importance	d. Improves connection between alternative passenger modes	a. Increase in population within 1/2 mile of bikeway (in 2035)	b. Improves Transit or Passenger Rail; increases ridership	a. Increases elderly*** and disabled access to transportation	b. # schools within 1/2 mi. of new bike/ped facility	a. Reduces air quality impact: BEST – NONmotorized mode GOOD – alternative motorized mode FAIR – reduce congestion/improve efficiency		b. Minimizes increase in paved surfaces (acres of new pavement)
P-27 Bike facility on Wheeling St. (Oregon) - Woodville Rd to Pickle Rd	N/A	N/A	1 miles Importance: subjective	N/A	3,800 persons	N/A	**	1 School	BEST		1 acre new pavement area
P-28 Bike facility on Whittlesey St. (Oregon) - Starr Ave to Seaman Rd	N/A	N/A	.5 miles Importance: subjective	N/A	7,000 persons	N/A	**	2 Schools	BEST		0.5 acres new pavement
P-29 Bike path along NS rail line to Wynn Rd to Bayshore Rd to Hancock Senior Center (Oregon)	N/A	N/A	7 miles Importance: subjective	N/A	4,000 persons	N/A	**	1 School	BEST		9.5 acres new pavement area
P-30 Bike path connecting Pickle and Seaman Rds between Coy and Lallendorf Rd (Oregon)	N/A	N/A	1.5 miles Importance: subjective	N/A	3,900 persons	N/A	**	No	BEST		2 acres new pavement area
P-31 Bike path along Amolsch Ditch between Brown Rd and Pickle Rd (Oregon)	N/A	N/A	.5 miles Importance: subjective	N/A	3,600 persons	N/A	**	2 Schools	BEST		1 acre new pavement area
P-32 Connection between Oregon trail system and trail crossing Craig Bridge	N/A	Connects N. & E. Toledo with Oregon	1.5 miles Importance: subjective	Connects Oregon (non-transit) to TARTA system	10,100 persons	**	**	4 Schools	BEST		2 acres new pavement area
P-33 Connection between Oregon trail system and North Coast Inland Trail	N/A	N/A	4.5 miles Importance: subjective	N/A	** (Corridor, route to be determined)	N/A	**	Yes (trail location not determined; see School Map)	BEST		6.5 acres new pavement area
P-34 Ped/bike connection across I-475 on SR 25 (Perrysburg)	N/A	N/A	.5 miles Importance: subjective	Links to one transit route south of bridge	2,200 persons	N/A	**	No	BEST		0.5 acres new pavement
P-35 Bike network signage project	N/A	**	411 miles Importance: subjective	Provides navigational assist across region	N/A	N/A	**	N/A	BEST		0 increase

***Choke point--narrow, heavy traffic, other cycling hazards

Q: How important or effective is this project in meeting each of the Plan	Passenger: Be a top quality multi-modal passenger transportation hub										GOAL SCORE 0-10
	1. Region wide transportation network for both auto & non-auto				2. Promote alternatives to personal vehicle usage		3. Personal mobility for all		4. Balanced & rational spending on passenger? modes (lower environmental costs)		
Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	a. Percent of regional population served by full-service transit (in 2035)	b. Connects low income & minority areas to suburban jobs via alternative mode	c. Miles of regional bikeway network AND importance	d. Improves connection between alternative passenger modes	a. Increase in population within 1/2 mile of bikeway (in 2035)	b. Improves Transit or Passenger Rail; increases ridership	a. Increases elderly*** and disabled access to transportation	b. # schools within 1/2 mi. of new bike/ped facility	a. Reduces air quality impact: BEST – NONmotorized mode GOOD – alternative motorized mode FAIR – reduce congestion/improve efficiency	b. Minimizes increase in paved surfaces (acres of new pavement)	
P-36 Eastside Maumee River trail (Connect I-280/Craig Bridge, Marina District, former Olive Branch RR / International Park)	N/A	N/A	1.5 miles Importance: subjective	Limited: connects to water taxi and future marina district	9,600 persons	**	**	6 Schools	BEST	2 acres new pavement area	
P-37 Preserve grade separated bike-ped crossing at Main Street	N/A	N/A	less than .5 mi. Importance: subjective	Limited: connects to water taxi and future marina district	**	N/A	**	No	BEST	0.5 acres new pavement	
P-38 Swan Creek trail (Extend Riverwalk from Erie St. Market to Swan Cr. Metropark)	N/A	N/A	7 miles Importance: subjective	N/A	34,800 persons	N/A	**	4 Schools	BEST	10 acres new pavement area	
P-39 Pedestrian bridge across Douglas Rd at UT tied to Westside corridor [duplicate SE-30]	N/A	N/A	less than .5 mi.	Connect to future Westside corridor path & people mover	N/A	N/A	**	1 School	BEST	0.5 acres new pavement	
P-40 Airport Hwy Ped/bike facilities across I-475 and accessing Spring Meadows shopping center.	N/A	Allows access to a suburban employment center	1 mile	Connects Spring Meadows to transit rte at Holl-Sylv Rd	4,500 persons	**	**	1 School	BEST	1.5 acres new pavement area	
P-41 Pedestrian facilities on Wooster Street crossing of I-475 accessing stores	N/A	N/A	.5 mile	N/A	5,000 persons	N/A	**	1 School	BEST	1 acre new pavement area	
P-42 Robust traveler information for highway and transit modes [For ITS freeway system, see E-1 & SE-10, committed]	N/A	N/A	N/A	N/A	N/A	Improves transit traveler information	**	N/A	FAIR to GOOD: supports more efficient highways and use of transit	0 increase	

***Choke point--narrow, heavy traffic, other cycling hazards

Q: How important or effective is this project in meeting each of the Plan	Passenger: Be a top quality multi-modal passenger transportation hub										GOAL SCORE 0-10
	1. Region wide transportation network for both auto & non-auto				2. Promote alternatives to personal vehicle usage		3. Personal mobility for all		4. Balanced & rational spending on passenger? modes (lower environmental costs)		
Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	a. Percent of regional population served by full-service transit (in 2035)	b. Connects low income & minority areas to suburban jobs via alternative mode	c. Miles of regional bikeway network AND importance	d. Improves connection between alternative passenger modes	a. Increase in population within 1/2 mile of bikeway (in 2035)	b. Improves Transit or Passenger Rail; increases ridership	a. Increases elderly*** and disabled access to transportation	b. # schools within 1/2 mi. of new bike/ped facility	a. Reduces air quality impact: BEST – NONmotorized mode GOOD – alternative motorized mode FAIR – reduce congestion/improve efficiency	b. Minimizes increase in paved surfaces (acres of new pavement)	
P-45 Eliminate Detroit Ave, Waggoner to Lagrange choke point***	N/A	N/A	.5 mile Importance: subjective	** Would give access to bus rte. south of choke pt	3,000 persons	N/A	**	No	GOOD	(Solution not yet determined but could include bike lanes)	
P-46 Eliminate Berdan, Martha to Cherry choke point***	N/A	N/A	.5 mile Importance: subjective	**	9,100 persons	N/A	**	3 Schools	GOOD	(Solution not yet determined but could include bike lanes)	
P-47 Eliminate Detroit/Glendale, Harvard to Schneider choke point***	N/A	N/A	1 mile Importance: subjective	N/A	7,800 persons	N/A	**	3 Schools	GOOD	(Solution not yet determined but could include bike lanes)	
P-48 Eliminate Alexis, Hagman to Suder choke point***	N/A	N/A	.5 mile Importance: subjective	N/A	3,300 persons	N/A	**	1 School	GOOD	(Solution not yet determined but could include bike lanes)	
P-49 Eliminate SR 51 (Woodville Rd), Oak to Curtice choke point***	N/A	N/A	2.5 miles Importance: subjective	Connects unserved area to 2 bus routes	18,200 persons	** (see 1.d.)	**	6 Schools	GOOD	(Solution not yet determined but could include bike lanes)	
P-50 Eliminate Wheeling, Navarre to Woodville choke point***	N/A	N/A	1.5 miles Importance: subjective	N/A	6,700 persons	N/A	**	1 School	GOOD	(Solution not yet determined but could include bike lanes)	
Research 3-5-5 (R-3-114) Fund a pilot project of parts/goods movement for localized areas/supply chains (MULTI-F).	N/A		N/A	N/A	N/A	N/A		n/a	N/A	N/A	
Research 3-9-8 Separate transit connection for BGSU/Owens CC/UT/MUO (in I-75/I-475 and/or rail r-o-w).	N/A		N/A	Yes	N/A	Yes		n/a	GOOD	N/A	

***Choke point--narrow, heavy traffic, other cycling hazards

Q: How important or effective is this project in meeting each of the Plan	Safety & Efficiency: Designed and operated to promote safe and efficient travel across all modes							GOAL SCORE 0-10	Research: Be a center of transportation research			GOAL SCORE 0-10
	ACCESS AND OTHER: High priority for special programs for improving safety and efficiency	CONGESTION: Reduce travel time (congestion and delay) by improving system		SAFETY: Safe transportation; Reduce conflicts between modes					1. Innovation and Research			
Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	1. ITS road monitoring & traveler information 2. Access Management 3. Signal Coordination 4. Advance warning signs at RR crossings 5. Access to key destinations	a. Current Average Daily Traffic (Truck Counts)	c. Congested area (LOS E- Moderate LOS F-Heavy)	a. Number of crashes (average # per year for 2003-2005)	b. Number of truck crashes (average # per year for 2003-2005)	c. No. of injuries / and deaths (2005)	d. Other	a. Freight movement innovation	b. Passenger movement innovation	c. Transportation linking research facilities		
F-2 Extend Toledo Express North-South runway [duplicate: P-9]	No	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A		
F-3 Build US 20A / I-475 interchange [potentially part of SE-3, committed]	Yes - 1, 2, 5	10500 (900)	F	8	1	5/0	No	N/A	N/A	N/A		
F-4 Redevelop private roads providing access to air freight facilities at Toledo Express	Yes - 2, 5	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A		
F-5 Access and infrastructure for Trans-Pacific Inland Port (Canadian National container facility): upgrade connecting and entrance roads and utilities	Yes - 2, 5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
F-6 Improve local roads off of SR 795 serving industry	Yes - 2, 5	N/A	No	N/A	N/A	N/A	Yes	N/A	N/A	N/A		
F-8 Bigger better intermodal freight terminal	No	N/A	N/A	N/A	N/A	N/A	Yes	N/A	N/A	N/A		
F-9 Vickers crossing (Fly over)	No	N/A	N/A	3	0	0/0	Yes	N/A	N/A	N/A		

***Choke point--narrow, heavy traffic, other cycling hazards

Q: How important or effective is this project in meeting each of the Plan Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	Safety & Efficiency: Designed and operated to promote safe and efficient travel across all modes							GOAL SCORE 0-10	Research: Be a center of transportation research			GOAL SCORE 0-10
	ACCESS AND OTHER: High priority for special programs for improving safety and efficiency	CONGESTION: Reduce travel time (congestion and delay) by improving system		SAFETY: Safe transportation; Reduce conflicts between modes					1. Innovation and Research			
	1. ITS road monitoring & traveler information 2. Access Management 3. Signal Coordination 4. Advance warning signs at RR crossings 5. Access to key destinations	a. Current Average Daily Traffic (Truck Counts)	c. Congested area (LOS E- Moderate LOS F-Heavy)	a. Number of crashes (average # per year for 2003-2005)	b. Number of truck crashes (average # per year for 2003-2005)	c. No. of injuries / and deaths (2005)	d. Other		a. Freight movement innovation	b. Passenger movement innovation	c. Transportation linking research facilities	
F-11 Reconstruct Alexis Ave. pavement, Hagman Rd. to US 23	Yes - 2, 3	N/A	No	605	27	301/1	No		N/A	N/A	N/A	
F-12 Summit St. grade separation or completion of the Buckeye Basin	Yes - 3	N/A	No	1	1	1/0	Yes		N/A	N/A	N/A	
F-13 Consaul Street grade separation	No	N/A	No	11	1	0/0	Yes		N/A	N/A	N/A	
F-14 Efficient road connector (new NHS connector) from I-75 to US Post Office & MLK Plaza	Yes - 3, 5	Yes	E	N/A	N/A	N/A	Yes		N/A	N/A	N/A	
F-15 Widen the I-75 Disalle bridge	Yes - 1, 5	N/A	E	19	3	12/0	Yes, additional through and turn lanes		N/A	N/A	N/A	
F-16 Improve ramps South Ave. / I-75	Yes - 1	4600 (900)	F	5	1	0/0	Yes		N/A	N/A	N/A	
F-17 Improve on-ramp Miami St. to south bound I-75	Yes - 1	N/A	No	N/A	N/A	N/A	Yes		N/A	N/A	N/A	
F-18 New I-75 interchange, north side of Bowling Green [see SE-29]	Yes - 5	45200 (14100)	E				No		N/A			

***Choke point--narrow, heavy traffic, other cycling hazards

Q: How important or effective is this project in meeting each of the Plan Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	Safety & Efficiency: Designed and operated to promote safe and efficient travel across all modes							GOAL SCORE 0-10	Research: Be a center of transportation research			GOAL SCORE 0-10
	ACCESS AND OTHER: High priority for special programs for improving safety and efficiency	CONGESTION: Reduce travel time (congestion and delay) by improving system		SAFETY: Safe transportation; Reduce conflicts between modes					1. Innovation and Research			
	1. ITS road monitoring & traveler information 2. Access Management 3. Signal Coordination 4. Advance warning signs at RR crossings 5. Access to key destinations	a. Current Average Daily Traffic (Truck Counts)	c. Congested area (LOS E- Moderate LOS F-Heavy)	a. Number of crashes (average # per year for 2003-2005)	b. Number of truck crashes (average # per year for 2003-2005)	c. No. of injuries / and deaths (2005)	d. Other		a. Freight movement innovation	b. Passenger movement innovation	c. Transportation linking research facilities	
F-20 Upgrade I-80/90 I-75 interchange [see SE-21]	No	N/A	No				Yes		N/A			
F-21 New parallel east-west runway at Toledo Express Airport	No	N/A	N/A	N/A	N/A	N/A	No		N/A	N/A	N/A	
SE-2 Widen to 5 lanes Central Ave. from Centennial to Crissey Rd. and add turn lanes	No	16100 (3300)	E	7	3	3 / 0	Yes, additional through and turn lanes		N/A	N/A	N/A	
SE-13 US 6 from Napoleon to Fremont: Add turn lanes	No	9500 (2300)	No	97	24	46/1	Yes, turn lanes		N/A	N/A	N/A	
SE-14 US 6 widen to 6 lanes from Napoleon to Fremont: Add through lanes	No	9500 (2300)	No	97	24	46/1	Yes, added through lanes		N/A	N/A	N/A	
SE-15 SR 64/SR 65/Mechanic St 3-way stop at intersection (signalization, turn lanes and roundabout)	Yes - 3	20500 (4200)	No	2	0	0/0	Yes, added turn lanes		N/A	N/A	N/A	
SE-16 I-75 / SR 582 interchange--(adding turn lanes at ramp terminals and signals)	No	61700 (14500)	No	14	3	0/0	Yes, added turn lanes		N/A	N/A	N/A	
SE-18 US 20 from Perrysburg to SR 420: ITS	No	15000 (3400)	E	161	26	71/3	Yes		N/A	N/A	N/A	
SE-20 Advance warning signs on I-75 at I-80/90 / SR 795	Yes- 1	67000 (14800)	No	N/A	N/A	N/A	Yes, alert motorists to sudden stops		N/A	N/A	N/A	

Q: How important or effective is this project in meeting each of the Plan Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	Safety & Efficiency: Designed and operated to promote safe and efficient travel across all modes							GOAL SCORE 0-10	Research: Be a center of transportation research			GOAL SCORE 0-10
	ACCESS AND OTHER: High priority for special programs for improving safety and efficiency	CONGESTION: Reduce travel time (congestion and delay) by improving system		SAFETY: Safe transportation; Reduce conflicts between modes					1. Innovation and Research			
	1. ITS road monitoring & traveler information 2. Access Management 3. Signal Coordination 4. Advance warning signs at RR crossings 5. Access to key destinations	a. Current Average Daily Traffic (Truck Counts)	c. Congested area (LOS E- Moderate LOS F-Heavy)	a. Number of crashes (average # per year for 2003-2005)	b. Number of truck crashes (average # per year for 2003-2005)	c. No. of injuries / and deaths (2005)	d. Other		a. Freight movement innovation	b. Passenger movement innovation	c. Transportation linking research facilities	
SE-21 I-80/90 at SR795 / I-75: Increase turnpike entrance capacity (add 2-3 reversible booths) [duplicate F-20]	No	57000 (14800)	No	N/A	N/A	N/A	No		N/A	N/A	N/A	
SE-22 Make SR 795 (2000 feet) 4 lanes to I-280 from Lemoyne Rd. to Pemberville Rd.	No	15700 (1800)	No	32	6	23/0	Yes, additional lanes		N/A	N/A	N/A	
SE-24 Detroit/Telegraph/Laskey Roundabout	Yes - 5	15600 (2400)	No	N/A	N/A	N/A	Yes, reduced crash angles		N/A	Roundabout -- innovative for our region	N/A	
SE-25 Douglas/Laskey/Tremainsville roundabout	Yes - 5	26000 (2500)	F	N/A	N/A	N/A	Yes, reduced crash angles		N/A	Roundabout -- innovative for our region	N/A	
SE-26 Heatherdowns/Garden Rd. (Holland-Sylvania Rd. to Manley Rd.)--Widen/replace bridge	No	27800 (1700)	E	9	0	1/0	No		N/A	N/A	N/A	
SE-29 Add a new I-75 interchange north of Bowling Green [duplicate: F-18]	Yes - 5	57200 (14200)	E	N/A	N/A	N/A	No		N/A	N/A	N/A (highway link to BGSU already exists)	
SE-30 Douglas Rd. at UT--Grade-separated pedestrian crossing, tie into Westside Technology Corridor [see P-39]	Yes - 5	21800 (1900)	N/A	N/A	N/A	N/A	Yes, avoid street, ped conflict point		N/A			

Q: How important or effective is this project in meeting each of the Plan	Safety & Efficiency: Designed and operated to promote safe and efficient travel across all modes							Research: Be a center of transportation research			
	ACCESS AND OTHER: High priority for special programs for improving safety and efficiency	CONGESTION: Reduce travel time (congestion and delay) by improving system		SAFETY: Safe transportation; Reduce conflicts between modes				GOAL SCORE 0-10	1. Innovation and Research		
Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	1. ITS road monitoring & traveler information 2. Access Management 3. Signal Coordination 4. Advance warning signs at RR crossings 5. Access to key destinations	a. Current Average Daily Traffic (Truck Counts)	c. Congested area (LOS E- Moderate LOS F-Heavy)	a. Number of crashes (average # per year for 2003-2005)	b. Number of truck crashes (average # per year for 2003-2005)	c. No. of injuries / and deaths (2005)	d. Other		a. Freight movement innovation	b. Passenger movement innovation	c. Transportation linking research facilities
SE-47 Advance Warning signal for blocked grade crossings (Westwood/NS, Consaul/NS&CSX, Matzinger/CSX&AA, Summit/CSX)	Yes - 4	N/A	N/A	N/A	N/A	N/A	Yes	N/A	Somewhat innovative for our region	N/A	
P-1 Real time bus arrival information	No	N/A	N/A	N/A	N/A	N/A	No	N/A	This technology Innovative for our region	N/A	
P-3 Signal prioritization for buses	Yes - 3	N/A	N/A	N/A	N/A	N/A	No	N/A	This technology Innovative for our region	N/A	
P-9 Toledo Express Airport north-south runway extension [use F-2]	No	N/A	N/A				No	N/A			
P-10 Provide for passenger connection via water to Lake Erie Islands from Toledo	No	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	
P-11 Complete Sylv.-Metamora Rd. (Erie St.) bike path west of Centennial Park, and bike lanes south on Kilburn Rd. to Central Ave.	No	5200 (600)	No	3	0	3/0	Yes	N/A	N/A	N/A	

***Choke point--narrow, heavy traffic, other cycling hazards

Q: How important or effective is this project in meeting each of the Plan Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	Safety & Efficiency: Designed and operated to promote safe and efficient travel across all modes							GOAL SCORE 0-10	Research: Be a center of transportation research			GOAL SCORE 0-10
	ACCESS AND OTHER: High priority for special programs for improving safety and efficiency	CONGESTION: Reduce travel time (congestion and delay) by improving system		SAFETY: Safe transportation; Reduce conflicts between modes					1. Innovation and Research			
	1. ITS road monitoring & traveler information 2. Access Management 3. Signal Coordination 4. Advance warning signs at RR crossings 5. Access to key destinations	a. Current Average Daily Traffic (Truck Counts)	c. Congested area (LOS E- Moderate LOS F-Heavy)	a. Number of crashes (average # per year for 2003-2005)	b. Number of truck crashes (average # per year for 2003-2005)	c. No. of injuries / and deaths (2005)	d. Other		a. Freight movement innovation	b. Passenger movement innovation	c. Transportation linking research facilities	
P-12 Expansion of University/ Parks Trail to the north into Michigan	No	18000 (1300)	No	N/A	N/A	N/A	Yes		N/A	N/A	N/A	
P-17 Riverside Trail-Phase 2, Craig Bridge to Point Place	No	8800 (600)	No	N/A	N/A	N/A	Yes		N/A	N/A	N/A	
P-18 Point Place Connector Bike Trail	No	8800 (600)	No	N/A	N/A	N/A	Yes		N/A	N/A	N/A	
P-21 Eliminate Monroe/Alexis/ Main St bike choke point***	No	15900 (1300)	F	70	3	24/0	Yes		N/A	N/A	N/A	
P-22 SR 64 - paved berms from Whitehouse to Waterville	No	6700 (500)	No	20	3	8/1	Yes		N/A	N/A	N/A	
P-23 SR 65 - paved berms from Grand Rapids to Rossford excluding curbed sections and areas within City of Perrysburg	No	12000 (1000)	No	101	4	17/0	Yes		N/A	N/A	N/A	
P-24 Bike facility on Coy Rd (Oregon) - corporation limit to Corduroy Rd	No	9800 (400)	No	52	2	27/1	Yes		N/A	N/A	N/A	
P-25 Bike facility on Seaman Rd. (Oregon) - Wheeling St to Stadium Rd	No	4400 (250)	No	22	1	16/0	Yes		N/A	N/A	N/A	
P-26 Bike facility on Pickle Rd. (Oregon) - Wheeling St to Wynn Rd	No	5200 (300)	N/A	21	1	9/0	Yes		N/A	N/A	N/A	

***Choke point--narrow, heavy traffic, other cycling hazards

Q: How important or effective is this project in meeting each of the Plan Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	Safety & Efficiency: Designed and operated to promote safe and efficient travel across all modes							GOAL SCORE 0-10	Research: Be a center of transportation research			GOAL SCORE 0-10
	ACCESS AND OTHER: High priority for special programs for improving safety and efficiency	CONGESTION: Reduce travel time (congestion and delay) by improving system		SAFETY: Safe transportation; Reduce conflicts between modes					1. Innovation and Research			
	1. ITS road monitoring & traveler information 2. Access Management 3. Signal Coordination 4. Advance warning signs at RR crossings 5. Access to key destinations	a. Current Average Daily Traffic (Truck Counts)	c. Congested area (LOS E- Moderate LOS F-Heavy)	a. Number of crashes (average # per year for 2003-2005)	b. Number of truck crashes (average # per year for 2003-2005)	c. No. of injuries / and deaths (2005)	d. Other		a. Freight movement innovation	b. Passenger movement innovation	c. Transportation linking research facilities	
P-27 Bike facility on Wheeling St. (Oregon) - Woodville Rd to Pickle Rd	No	9800 (200)	No	23	1	12/0	Yes		N/A	N/A	N/A	
P-28 Bike facility on Whittlesey St. (Oregon) - Starr Ave to Seaman Rd	No	N/A	N/A	2	0	5/0	Yes		N/A	N/A	N/A	
P-29 Bike path along NS rail line to Wynn Rd to Bayshore Rd to Hancock Senior Center (Oregon)	No	3100 (150)	No	14	3	13/0	Yes		N/A	N/A	N/A	
P-30 Bike path connecting Pickle and Seaman Rds between Coy and Lallendorf Rd (Oregon)	No	9800 (400)	No	1	0	0/0	Yes		N/A	N/A	N/A	
P-31 Bike path along Amolsch Ditch between Brown Rd and Pickle Rd (Oregon)	No	5000 (300)	No	N/A	N/A	N/A	Yes		N/A	N/A	N/A	
P-32 Connection between Oregon trail system and trail crossing Craig Bridge	No	7600 (250)	No	40	4	4/1	Yes		N/A	N/A	N/A	
P-33 Connection between Oregon trail system and North Coast Inland Trail	No	11200 (400)	E	N/A	N/A	N/A	Yes		N/A	N/A	N/A	
P-34 Ped/bike connection across I-475 on SR 25 (Perrysburg)	No	21100 (1800)	F	32	5	12/0	Yes		N/A	N/A	N/A	
P-35 Bike network signage project	No	N/A	N/A	N/A	N/A	N/A	Yes		N/A	N/A	N/A	

Q: How important or effective is this project in meeting each of the Plan	Safety & Efficiency: Designed and operated to promote safe and efficient travel across all modes							Research: Be a center of transportation research			
	ACCESS AND OTHER: High priority for special programs for improving safety and efficiency	CONGESTION: Reduce travel time (congestion and delay) by improving system		SAFETY: Safe transportation; Reduce conflicts between modes				GOAL SCORE 0-10	1. Innovation and Research		
Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	1. ITS road monitoring & traveler information 2. Access Management 3. Signal Coordination 4. Advance warning signs at RR crossings 5. Access to key destinations	a. Current Average Daily Traffic (Truck Counts)	c. Congested area (LOS E- Moderate LOS F-Heavy)	a. Number of crashes (average # per year for 2003-2005)	b. Number of truck crashes (average # per year for 2003-2005)	c. No. of injuries / and deaths (2005)	d. Other		a. Freight movement innovation	b. Passenger movement innovation	c. Transportation linking research facilities
P-36 Eastside Maumee River trail (Connect I-280/Craig Bridge, Marina District, former Olive Branch RR / International Park)	No	22000 (1600)	No	N/A	N/A	N/A	Yes	N/A	N/A	N/A	
P-37 Preserve grade separated bike-ped crossing at Main Street	No	17000 (1100)	No	N/A	N/A	N/A	Yes	N/A	N/A	N/A	
P-38 Swan Creek trail (Extend Riverwalk from Erie St. Market to Swan Cr. Metropark)	No	19000 (1700)	No	N/A	N/A	N/A	Yes	N/A	N/A	N/A	
P-39 Pedestrian bridge across Douglas Rd at UT tied to Westside corridor [duplicate SE-30]	No	24000 (2100)	No	N/A	N/A	N/A	Yes	N/A	N/A	Some benefit? (Links parts of UT campus)	
P-40 Airport Hwy Ped/bike facilities across I-475 and accessing Spring Meadows shopping center.	No	48600 (3900)	F	158	7	86/0	Yes	N/A	N/A	N/A	
P-41 Pedestrian facilities on Wooster Street crossing of I-475 accessing stores	No	11100 (650)	No	44	3	14/0	Yes	N/A	N/A	N/A	
P-42 Robust traveler information for highway and transit modes [For ITS freeway system, see E-1 & SE-10, committed]	Yes - 1, 5	N/A	N/A	N/A	N/A	N/A	Yes	N/A	Opportunity for innovation	N/A	

***Choke point--narrow, heavy traffic, other cycling hazards

Q: How important or effective is this project in meeting each of the Plan Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	Safety & Efficiency: Designed and operated to promote safe and efficient travel across all modes							GOAL SCORE 0-10	Research: Be a center of transportation research			GOAL SCORE 0-10
	ACCESS AND OTHER: High priority for special programs for improving safety and efficiency	CONGESTION: Reduce travel time (congestion and delay) by improving system		SAFETY: Safe transportation; Reduce conflicts between modes					1. Innovation and Research			
	1. ITS road monitoring & traveler information 2. Access Management 3. Signal Coordination 4. Advance warning signs at RR crossings 5. Access to key destinations	a. Current Average Daily Traffic (Truck Counts)	c. Congested area (LOS E- Moderate LOS F-Heavy)	a. Number of crashes (average # per year for 2003-2005)	b. Number of truck crashes (average # per year for 2003-2005)	c. No. of injuries / and deaths (2005)	d. Other		a. Freight movement innovation	b. Passenger movement innovation	c. Transportation linking research facilities	
P-45 Eliminate Detroit Ave, Waggoner to Lagrange choke point***	Yes - 2, 3	9900 (1000)	No	20	2	10/1	Yes		N/A	N/A	N/A	
P-46 Eliminate Berdan, Martha to Cherry choke point***	Yes - 2, 3	11500 (1000)	No	42	3	13/1	Yes		N/A	N/A	N/A	
P-47 Eliminate Detroit/Glendale, Harvard to Schneider choke point***	Yes - 2, 3	24000 (1200)	F	82	2	27/0	Yes		N/A	N/A	N/A	
P-48 Eliminate Alexis, Hagman to Suder choke point***	Yes - 2, 3	25000 (1300)	No	72	24	12/0	Yes		N/A	N/A	N/A	
P-49 Eliminate SR 51 (Woodville Rd), Oak to Curtice choke point***	Yes - 2, 4	19000 (1000)	No	184	11	66/0	Yes		N/A	N/A	N/A	
P-50 Eliminate Wheeling, Navarre to Woodville choke point***	Yes - 2, 5	9800 (700)	No	44	2	16/0	Yes		N/A	N/A	N/A	
Research 3-5-5 (R-3-11 4) Fund a pilot project of parts/goods movement for localized areas/supply chains (MULTI-F).	No	N/A	N/A	N/A	N/A	N/A	No		Highly innovative	N/A	N/A	
Research 3-9-8 Separate transit connection for BGSU/Owens CC/UT/MUO (in I-75/I-475 and/or rail r-o-w).	No	N/A	E	N/A	N/A	N/A	Yes		N/A	Potential to innovate	YES	

***Choke point--narrow, heavy traffic, other cycling hazards

Q: How important or effective is this project in meeting each of the Plan	System Preservation: Protect the region's investment by maintaining and					GOAL SCORE 0-10	Grand Total
	1. Optimize use of existing built infrastructure			2. Regional impact			
Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	a. Number of lane miles reconstructed, maintained, or upgraded	b. Current traffic volume (and truck volume)	c. Pavement Condition Rating & structure condition****	d. Extent to which upgrades existing rather than building new: BEST - Maintains/ reconstructs GOOD - Upgrades on existing alignment FAIR - Upgrades existing facility-adds new capacity	a. Serves densely developed area (Census Urbanized Area)		
F-2 Extend Toledo Express North-South runway [duplicate: P-9]	New pavement / N/A	N/A	N/A	FAIR	No		
F-3 Build US 20A / I-475 interchange [potentially part of SE-3, committed]	New pavement / N/A	10500 (900)	N/A	N/A	No		
F-4 Redevelop private roads providing access to air freight facilities at Toledo Express	Not determined	N/A	N/A	N/A	No		
F-5 Access and infrastructure for Trans-Pacific Inland Port (Canadian National container facility): upgrade connecting and entrance roads and utilities	Not determined	N/A	N/A	FAIR	No		
F-6 Improve local roads off of SR 795 serving industry	Not determined	N/A	N/A	FAIR	No		
F-8 Bigger better intermodal freight terminal	N/A	N/A	N/A	N/A	No		
F-9 Vickers crossing (Fly over)	N/A	N/A	N/A	N/A	No		

***Choke point--narrow, heavy traffic, other cycling hazards

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Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	a. Number of lane miles reconstructed, maintained, or upgraded	b. Current traffic volume (and truck volume)	c. Pavement Condition Rating & structure condition****	d. Extent to which upgrades existing rather than building new: BEST - Maintains/ reconstructs GOOD - Upgrades on existing alignment FAIR - Upgrades existing facility-adds new capacity	a. Serves densely developed area (Census Urbanized Area)		
F-11 Reconstruct Alexis Ave. pavement, Hagman Rd. to US 23	36.8 lane miles	N/A	55 / 11	BEST	Yes		
F-12 Summit St. grade separation or completion of the Buckeye Basin	N/A	N/A	65 / 27	FAIR	Yes		
F-13 Consaul Street grade separation	N/A	N/A	N/A	FAIR	Yes		
F-14 Efficient road connector (new NHS connector) from I-75 to US Post Office & MLK Plaza	Not determined	Yes	N/A	FAIR or N/A	Yes		
F-15 Widen the I-75 Disalle bridge	3.0 existing lane miles	N/A	87 / 3	FAIR	Yes		
F-16 Improve ramps South Ave. / I-75	0.8 existing lane miles	4600 (900)	N/A	FAIR	Yes		
F-17 Improve on-ramp Miami St. to south bound I-75	0.3 existing lane miles	N/A	N/A	FAIR	Yes		
F-18 New I-75 interchange, north side of Bowling Green [see SE-29]	New pavement / N/A	45200 (14100)			No		

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F-20 Upgrade I-80/90 I-75 interchange [see SE-21]	New pavement / N/A	N/A			No		
F-21 New parallel east-west runway at Toledo Express Airport	New pavement / N/A	N/A	N/A	N/A	No		
SE-2 Widen to 5 lanes Central Ave. from Centennial to Crissey Rd. and add turn lanes	2.0 existing lane miles	16100 (3300)	82 / 3	FAIR	No		
SE-13 US 6 from Napoleon to Fremont: Add turn lanes	New pavement / N/A	20500 (4200)	Worst 78 / 10	FAIR	No		
SE-14 US 6 widen to 6 lanes from Napoleon to Fremont: Add through lanes	56.2 existing lane miles	61700 (14500)	Worst 78 / 10	FAIR	No		
SE-15 SR 64/SR 65/Mechanic St 3-way stop at intersection (signalization, turn lanes and roundabout)	N/A	15000 (3400)	Worst 73 / 8	FAIR	No		
SE-16 I-75 / SR 582 interchange--(adding turn lanes at ramp terminals and signals)	New pavement / N/A	67000 (14800)	Worst 91 / 9	FAIR	No		
SE-18 US 20 from Perrysburg to SR 420: ITS	N/A	67000 (14800)	Worst 87 / 2	GOOD	No		
SE-20 Advance warning signs on I-75 at I-80/90 / SR 795	N/A	15700 (1800)	N/A	GOOD	No		

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Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	a. Number of lane miles reconstructed, maintained, or upgraded	b. Current traffic volume (and truck volume)	c. Pavement Condition Rating & structure condition****	d. Extent to which upgrades existing rather than building new: BEST - Maintains/ reconstructs GOOD - Upgrades on existing alignment FAIR - Upgrades existing facility-adds new capacity	a. Serves densely developed area (Census Urbanized Area)		
SE-21 I-80/90 at SR795 / I-75: Increase turnpike entrance capacity (add 2-3 reversible booths) [duplicate F-20]	N/A	15600 (2400)	N/A	FAIR	No		
SE-22 Make SR 795 (2000 feet) 4 lanes to I-280 from Lemoyne Rd. to Pemberville Rd.	2.0 lane miles	26000 (2500)	69 / 16	FAIR	No		
SE-24 Detroit/Telegraph/Laskey Roundabout	N/A	27800 (1700)	Worst 43 / 36	FAIR	Yes		
SE-25 Douglas/Laskey/Tremainsville roundabout	N/A	57200 (14200)	Worst 60 / 25	FAIR	Yes		
SE-26 Heatherdowns/Garden Rd. (Holland-Sylvania Rd. to Manley Rd.)--Widen/replace bridge	0.6 existing lane miles	21800 (1900)	94 / 4	FAIR	Yes		
SE-29 Add a new I-75 interchange north of Bowling Green [duplicate: F-18]	New pavement / N/A	N/A	94 / 1	N/A	No		
SE-30 Douglas Rd. at UT--Grade-separated pedestrian crossing, tie into Westside Technology Corridor [see P-39]	N/A	21800 (1900)			Yes		

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Give a GOAL SCORE of 0 to 10: 0 = negative or no value 1 = low value 10= highest value	a. Number of lane miles reconstructed, maintained, or upgraded	b. Current traffic volume (and truck volume)	c. Pavement Condition Rating & structure condition****	d. Extent to which upgrades existing rather than building new: BEST - Maintains/ reconstructs GOOD - Upgrades on existing alignment FAIR - Upgrades existing facility-adds new capacity	a. Serves densely developed area (Census Urbanized Area)		
SE-47 Advance Warning signal for blocked grade crossings (Westwood/NS, Consaul/NS&CSX, Matzinger/CSX&AA, Summit/CSX)	N/A	N/A	N/A	GOOD	Yes		
P-1 Real time bus arrival information	N/A	N/A	N/A	N/A	Yes		
P-3 Signal prioritization for buses	N/A	N/A	N/A	N/A	Yes		
P-9 Toledo Express Airport north-south runway extension [use F-2]	New pavement / N/A	N/A			No		
P-10 Provide for passenger connection via water to Lake Erie Islands from Toledo	N/A	N/A	N/A	N/A	No		
P-11 Complete Sylv.-Metamora Rd. (Erie St.) bike path west of Centennial Park, and bike lanes south on Kilburn Rd. to Central Ave.	New pavement / N/A	5200 (600)	84 / 10	Erie: N/A (new path) Kilburn: FAIR (upgrades road, adds bike capacity)	No		

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P-12 Expansion of University/ Parks Trail to the north into Michigan	New pavement / N/A	18000 (1300)	N/A	N/A	No		
P-17 Riverside Trail-Phase 2, Craig Bridge to Point Place	New pavement / N/A	8800 (600)	N/A	N/A	Yes		
P-18 Point Place Connector Bike Trail	New pavement / N/A	8800 (600)	N/A	N/A	Yes		
P-21 Eliminate Monroe/Alexis/ Main St bike choke point***	Not determined	15900 (1300)	76 / 17	FAIR	Yes		
P-22 SR 64 - paved berms from Whitehouse to Waterville	New pavement / N/A	6700 (500)	96 / 1	FAIR upgrades road, adds bike capacity	No		
P-23 SR 65 - paved berms from Grand Rapids to Rossford excluding curbed sections and areas within City of Perrysburg	New pavement / N/A	12000 (1000)	63 / 9	FAIR upgrades road, adds bike capacity	No		
P-24 Bike facility on Coy Rd (Oregon) - corporation limit to Corduroy Rd	New pavement / N/A	9800 (400)	81 / 13	FAIR upgrades road, adds bike capacity	Yes		
P-25 Bike facility on Seaman Rd. (Oregon) - Wheeling St to Stadium Rd	New pavement / N/A	4400 (250)	72 / 24	FAIR upgrades road, adds bike capacity	No		
P-26 Bike facility on Pickle Rd. (Oregon) - Wheeling St to Wynn Rd	New pavement / N/A	5200 (300)	N/A	FAIR upgrades road, adds bike capacity	No		

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P-27 Bike facility on Wheeling St. (Oregon) - Woodville Rd to Pickle Rd	New pavement / N/A	9800 (200)	85 / 12	FAIR upgrades road, adds bike capacity	Yes		
P-28 Bike facility on Whittlesey St. (Oregon) - Starr Ave to Seaman Rd	New pavement / N/A	N/A	N/A	FAIR upgrades road, adds bike capacity	Yes		
P-29 Bike path along NS rail line to Wynn Rd to Bayshore Rd to Hancock Senior Center (Oregon)	New pavement / N/A	3100 (150)	77 / 15	N/A	No		
P-30 Bike path connecting Pickle and Seaman Rds between Coy and Lallendorf Rd (Oregon)	New pavement / N/A	9800 (400)	N/A	N/A	Yes		
P-31 Bike path along Amolsch Ditch between Brown Rd and Pickle Rd (Oregon)	New pavement / N/A	5000 (300)	N/A	N/A	Yes		
P-32 Connection between Oregon trail system and trail crossing Craig Bridge	New pavement / N/A	7600 (250)	98 / 0	FAIR and N/A. Part will upgrade existing roads, part on new alignment.	Yes		
P-33 Connection between Oregon trail system and North Coast Inland Trail	New pavement / N/A	11200 (400)	92 / 2	FAIR and N/A. Part will upgrade existing roads, part on new alignment.	No		
P-34 Ped/bike connection across I-475 on SR 25 (Perrysburg)	New pavement / N/A	21100 (1800)	65 / 16	FAIR upgrades road, adds bike capacity	Yes		
P-35 Bike network signage project	N/A	N/A	N/A	FAIR upgrades roads & paths with signage	N/A		

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P-36 Eastside Maumee River trail (Connect I-280/Craig Bridge, Marina District, former Olive Branch RR / International Park)	New pavement / N/A	22000 (1600)	N/A	N/A	Yes		
P-37 Preserve grade separated bike-ped crossing at Main Street	N/A	17000 (1100)	N/A	N/A	Yes		
P-38 Swan Creek trail (Extend Riverwalk from Erie St. Market to Swan Cr. Metropark)	New pavement / N/A	19000 (1700)	N/A	N/A	Yes		
P-39 Pedestrian bridge across Douglas Rd at UT tied to Westside corridor [duplicate SE-30]	N/A	24000 (2100)	N/A	N/A	Yes		
P-40 Airport Hwy Ped/bike facilities across I-475 and accessing Spring Meadows shopping center.	New pavement / N/A	48600 (3900)	97 / 1	FAIR upgrades road, adds bike capacity	Yes		
P-41 Pedestrian facilities on Wooster Street crossing of I-475 accessing stores	New pavement / N/A	11100 (650)	96 / 2	FAIR upgrades road, adds bike capacity	Yes		
P-42 Robust traveler information for highway and transit modes [For ITS freeway system, see E-1 & SE-10, committed]	N/A	N/A	N/A	N/A	N/A		

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P-45 Eliminate Detroit Ave, Waggoner to Lagrange choke point***	Not determined	9900 (1000)	55 / 21	FAIR upgrades road, adds bike/ped capacity	Yes		
P-46 Eliminate Berdan, Martha to Cherry choke point***	Not determined	11500 (1000)	63 / 23	FAIR upgrades road, adds bike/ped capacity	Yes		
P-47 Eliminate Detroit/Glendale, Harvard to Schneider choke point***	Not determined	24000 (1200)	74 / 19	FAIR upgrades road, adds bike/ped capacity	Yes		
P-48 Eliminate Alexis, Hagman to Suder choke point***	Not determined	25000 (1300)	52 / 23	FAIR upgrades road, adds bike/ped capacity	Yes		
P-49 Eliminate SR 51 (Woodville Rd), Oak to Curtice choke point***	Not determined	19000 (1000)	73 / 7	FAIR upgrades road, adds bike/ped capacity	Yes		
P-50 Eliminate Wheeling, Navarre to Woodville choke point***	Not determined	9800 (700)	Worst 69 / 18	FAIR upgrades road, adds bike/ped capacity	Yes		
Research 3-5-5 (R-3-11 4) Fund a pilot project of parts/goods movement for localized areas/supply chains (MULTI-F).	N/A	N/A	N/A	N/A	N/A		
Research 3-9-8 Separate transit connection for BGSU/Owens CC/UT/MUO (in I-75/I-475 and/or rail r-o-w).	N/A	N/A	N/A	N/A	Yes		

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