

On the Move Task Force					
Draft Core Projects-- Approved by 2035 Task Force October 31, 2006					
1	Committed Projects				
	Goal Group	Staff Recommendation	Cost Estimate (\$ millions)	Goal Group Total (\$ millions)	Total Projects (\$ millions)
	Environment				
	E-1 Improve traffic flow with ITS freeway management system and travel info		\$12.6		
				\$12.6	
	Freight				
	F-10 McCord Road railroad grade separation		\$18.0		
	F-19 Widen I-475 [Under study – TRAC Tier II project -- see SE-3]				
				\$18.0	
	Passenger				
	P-6 New TARPS paratransit facility adjoining Toledo train station		*10.8 m		
	P-13 Wabash Cannonball Trail - North-South Connector		\$1.7		
	P-14 "Westside" Trail acquisition and construction, Laskey Rd. to Knight Preserve (Excludes bridge reconstruction, project P-15)		\$10.0		
	P-16 Riverside Trail-Phase 1, downtown Toledo to Craig Bridge		\$1.3		
	P-19 Craig (former I-280) Bridge - Convert to street with paths, & I-280 trench land reuse		\$21.8		
	P-44 Eliminate McCord Road choke point, Angola to Airport Hwy (See F-10)				
	NEW Replace transit fleets (2 cycles of fleet replacements)		\$100.0		
				\$134.8	
	Safety & Efficiency				
	SE-4 Widen SR 25 to 5 lanes and add turn lanes from Poe to Newton		\$14.0		
	SE-6 Maumee River Crossing: Complete new I-280 bridge DONE				
	SE-7 I-75/I-475 systems interchange improvement, Phase 1		\$94.2		
	SE-9 Improve I-475 interchange at Salisbury/Dussel		\$35.0		
	SE-10 Toledo ITS-Freeway Management System (See E-1)				
	SE-17 McCord Rd. /NS grade separation (See F-10)				
	SE-19 Grade separation at Wales Road		\$14.0		
	SE-23 Upgrade Buck Rd. /Lime City Rd. intersection, add turn lanes, signalization		\$1.2		
	SE-44 City of Toledo ITS traffic signal computer & interconnects		\$3.0		
	SE-45 Wheeling St, widen Pickle-Navarre		\$9.5		
	SE-46 Sylvania Ave., widen McCord Rd. to Holland-Sylvania Rd		\$7.2		
	SE-48 US 24: Waterville to napoleon, new expressway		\$234.2		
				\$412.3	\$577.7
					Total Committed
2 Projects for inclusion in the Fiscal Constraint as "Catch Up Projects"					
	Preserve System				
	SP-1 11th Street from Washington to Jackson Pavement Reconstruction		\$2.2		
	SP-2 Airport Hwy & Western Byrne to Anthony Wayne Trail Pavement Reconstruction		\$9.0		
	SP-3 Alexis from Talmadge to Jackman Pavement Reconstruction		\$14.7		
	SP-4 Angola Holland-Sylvania to Reynolds Pavement Reconstruction		\$2.4		
	SP-5 Bancroft Reynolds to Ottawa Hills C.L. Pavement Reconstruction		\$5.3		

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SP-6 Benore from Detroit to Alexis Pavement Reconstruction		\$1.8		
SP-7 Broadway & Summit from Glendale to Erie Pavement Reconstruction		\$32.5		
SP-8 US-24, I-75(Exit203b) to S. L. & Detroit, Telegraph to Alexis Pavement Reconstruction		\$23.2		
SP-9 US-24 (Detroit) Anthony Wayne Tr. to Arlington Pavement Reconstruction		\$5.2		
SP-10 Dorr from Fernwood to 17th Pavement Reconstruction		\$6.8		
SP-11 Douglas Sylvania to State Line Pavement Reconstruction		\$9.6		
SP-12 East Broadway from SR-795 to County Line Pavement Reconstruction		\$6.4		
SP-13 Expressway South from Lagrange to Manhattan Pavement Reconstruction		\$1.9		
SP-14 Five Point from SR-65 to SR-25 Pavement Reconstruction		\$5.4		
SP-15 Fort Meigs from Roachton to River Road Pavement Reconstruction		\$3.1		
SP-16 Franklin from Adams to Bancroft Pavement Reconstruction		\$1.7		
SP-17 Hill from Reynolds to Detroit Pavement Reconstruction		\$16.5		
SP-18 Holland / Sylvania from Hill to Dorr Pavement Reconstruction		\$1.8		
SP-19 Kellog from SR-65 to SR-235 Pavement Reconstruction		\$5.1		
SP-20 Luckey from Moline-Martin to Ayers Pavement Reconstruction		\$1.7		
SP-21 Matzinger from Lint to Ann Arbor RR Pavement Reconstruction		\$3.0		
SP-22 Monroe from Secor to Detroit Pavement Reconstruction		\$11.1		
SP-23 Navarre from Woodville to Oregon City Limits Pavement Reconstruction		\$2.4		
SP-24 Nebraska from Westwood to Brown Pavement Reconstruction		\$4.0		
SP-25 Nebraska from Hawley to Collingwood Pavement Reconstruction		\$2.7		
SP-26 Otter Creek from Consaul to Bay Shore Pavement Reconstruction		\$3.9		
SP-27 Pemberville from Sugar Ridge to SR-582 Pavement Reconstruction		\$2.4		
SP-28 Starr from Wheeling to Belt Pavement Reconstruction		\$4.6		
SP-29 Stearns from SR-199 to US-23 Pavement Reconstruction		\$1.0		
SP-30 Suder from Manhattan to Benore Pavement Reconstruction		\$7.5		
SP-31 Tracy SR-795 to Northwood City Limits Pavement Reconstruction		\$4.0		
SP-32 Washington from Erie to Monroe Pavement Reconstruction		\$3.9		
SP-33 Anthony Wayne Trail from Toledo City Limits to Lafayette Pavement Reconstruction		\$34.6		
SP-34 Eckel Junction Rd, between SR 199 & Thompson Rd		\$5.0		
Bridges - Lucas and Wood Counties		\$500.0		
			\$746.4	Total catch up
				\$746.4
3	Under Study (TRAC Tier II) – Task Force approved as committed as shown			
SE-3 I-475/US 23, top priority phases (Under consideration: Widen to 6 lanes, Perrysburg split to state line and to Monroe St. east-west; add interchanges at Dorr St and Salisbury/20A braided; incorporate SR-25 interchange modification study (IMS) recommendations; and improvements on Corey Rd. and Sylvania Ave.)	TF decision: Of total \$637.5 m, fund \$200 m as committed (top priority phases). Consider other phases at next plan update.	\$200.0		

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SE-8 I-75/I-475 systems interchange Phase 2 and related improvements to local arterials including Cherry Street	TF decision: fund as committed	\$111.5		
SE-11 I-75 widen to 6 lanes from Phillips Ave. to I-280	TF decision: fund as committed	\$40.0		
SE-12 I-75 widen to 6 lanes from Washington St. to SR 25/AWT (Southbound SR 25 entrance ramp to southbound I-75 will enter on right side using a collector-distributor road with the southbound Collingwood entrance ramp)	TF decision: fund as committed	\$30.0		
F-12 Summit St. rail grade separation or completion of the Buckeye Basin Evaluate along with other remaining projects	TF decision: not committed (\$11 m); feasibility study outcome uncertain	\$0.0		
			\$381.5	Total Tier II Projects
				\$381.5
4 Top 10% Projects				
Environment				
E-2 Improved signalization (ITS arterial signal coordination, signal warning, timing)		\$2.8		
			\$2.8	
Freight				
F-1 US 20A, from I-475 to Toledo Express: relocate widen & limited access for improved access to freight terminals		\$26.9		
F-7 Eliminate rail / highway conflict that impedes access to the proposed Jeep supplier park (rail grade separation or relocation; or "MULTI-F" freight monorail) [<i>cost based on Stickney grade separation</i>]		\$14.0		
			\$40.9	
Passenger				
P-2 Add rural transit circulators (requires additional funding base)		\$6.0		
P-4 Fund and build Technology Corridor people-mover; include link to BGSU (if incl. connection to BG - \$94 m)	TF decision: count \$10m of \$70m cost in fiscal constraint (balance from other funding sources)	\$10.0	modified by recommendation from Jim Gee	
P-5 Downtown trolley system and link to UT (\$60.0 to \$77.0 depending on corridor)	TF decision: count \$10m of \$77m in fiscal constraint (balance: other funding sources)	\$10.0	modified by recommendation from Jim Gee	
P-15 Rehab or replace "upriver" rail bridge as ped-bike crossing (part of Westside Corridor project)		\$4.5		
P-20 Bike connector, North Coast Inland Trail to Wabash Cannonball Trail across northern Wood County		\$6.5		
			\$37.0	
Research				
Fixed guideway transit connecting area research facilities using available r.o.w.'s where possible. (See P-4)				
			\$0.0	
Safety & Efficiency				
SE-1 US 20 widen to 5 lanes and adds turns lanes at intersections from Perrysburg to SR420		\$35.0		
SE-5 Widen I-75 to 6 lanes from Findlay to Perrysburg		\$101.0		
SE-27 ITS: improve signal coordination (Woodville Rd, Navarre Ave, Monroe St, Sylvania Ave, Central Ave, McCord Rd, Holland-Sylvania Rd, US 24, US 25, Reynolds Rd, US 20, US 20-23, Alexis Rd, Telegraph Rd, Summit St, Airport Hwy, Perrysburg-Holland Rd) from the ITS plan (See E-2)				
			\$136.0	Total top 10%
				\$216.7
5 Additional Projects seeking inclusion				
Passenger				

	Goal Group	Staff Recommendation	Cost Estimate (\$ millions)	Goal Group Total (\$ millions)	Total Projects (\$ millions)
	P-7 Upgrade deteriorating infrastructure at MLK Plaza & improve passenger access to multiple rail lines				
	P-8 Ohio Hub High Speed Rail Implementation: may incl. passenger Vickers rail/rail overpass, new Maumee River Bridge, upgrade MLK Plaza infrastructure & passenger access to multiple rail lines, etc.	Don't count in fiscal constraint: separate funding source	* \$105,000	Modified by TF to merge P-7 & P-8	
				\$0.0	Total Additional Projects
					\$0.0
					GRAND TOTAL
					\$1,922.3