

Transportation Improvement Program Application Summary

The Transportation Improvement Program is composed of these component sub-programs: The Surface Transportation Program (STP); the Transportation Enhancement Program (TEP) and the Congestion Mitigation/Air Quality Program (CM/AQ).

MORPC requires that a designated official be authorized to submit said applications and execute project agreements for approved projects. In addition to funding applications for projects not previously submitted, under its new rules MORPC requests the City "reauthorize" projects submitted prior to 2008 to reaffirm the City's continuing commitment to those projects.

Ordinance 0988-2008 authorizes the Public Service Director to submit applications and to execute project agreements for approved projects. Specific projects for which applications will likely be submitted are listed within the body of the ordinance. This document summarizes each project line item:

Projects currently on the TIP that require an "update" application:

Alum Creek Drive Phase II (Williams Road to Refugee Road). Construction in 2010. Total project cost estimate \$22,946,442 (STP request = \$17,156,000 (Ordinance 1882-1994)

The purpose of this project is to reduce congestion and increase safety. It also provides for pedestrian and bicycle mobility. Alum Creek Drive is a part of the "inland port" initiative for providing better access to and from the Rickenbacker Airport. The project will also include the addition of curb and gutter, sidewalks, bikepath, storm sewers, lighting, 2300 feet of widening and reconstruction on Williams Road and 700 feet of widening and reconstruction on Watkins Road.

Hilliard Rome Road (I-70 to Roberts Road). Construction in 2009. Total cost estimate = \$10,963,000, (STP request = \$8,700,000) (Ordinances 1249-1994, 1244-1998)

The purpose of this project is to reduce congestion and increase safety. It also provides for pedestrian and bicycle mobility. Existing conditions include a former rural roadway with pavement extended and restriped in an effort to extend capacity as much as possible. The finished roadway will have new pavement, curbs and gutters, sidewalks, storm sewers, street lighting, and bike lanes.

Columbus Signals Project Phase A (formerly called Phase 13). Construction in 2009. Total cost estimate = \$5,612,000, (CMAQ request = \$4,554,000)

The purpose of this project is to improve signal coordination by replacement of the existing traffic signal central system and upgrade of the existing signal interconnect cable, which is coaxial cable, similar to a cable TV system. The new system will be based on technology geared toward the future, including a blend of fiber-optic cable, wireless communications and a transition plan for the existing coaxial cable system. The new system and communications will be based on the recommendations of a study conducted by MORPC and considers the needs of COTA and other municipal governmental jurisdictions within Central Ohio, as well as, ODOT and Franklin County. The net result of the project is to reduce congestion and increase safety.

Columbus Signals Project Phase B (formerly called Phase 11). Construction in 2010. Total cost estimate = \$5,653,000, (CMAQ request = \$4,924,318)

The purpose of this project is to improve signal coordination by continuing the replacement of the existing signal interconnect cable following the model of the Columbus Signals Project Phase A, above. In addition, it will extend the central system to other areas of Columbus (Neil Avenue, near northwest side, Franklinton,

Hilltop), Grandview Heights and Upper Arlington. The net result of these projects is to reduce congestion and increase safety.

Columbus Signals Project Phase C (formerly called Phase 12). Construction in 2012. Total cost estimate = \$5,951,220, (CMAQ request = \$5,115,660)

The purpose of this project is to improve signal coordination by continuing the replacement of the existing signal interconnect cable following the model of the Columbus Signals Project Phase A, above. In addition, it will extend the central system to other areas of Columbus (near northeast area including Mount Vernon Avenue, Summit & Fourth Streets corridor, South High Street, Georgesville Road). The net result of these projects is to reduce congestion and increase safety.

Columbus Signals Project Phase D (formerly called Phase 14). Construction in 2014. Total cost estimate = \$8,228,000, (CMAQ request = \$7,084,000)

The purpose of this project is to improve signal coordination by completing the replacement of the existing signal interconnect cable following the model of the Columbus Signals Project Phase A, above. The net result of these projects is to reduce congestion and increase safety.

Hard Road Phase A, (Sawmill to Smoky Row). Construction in 2014. Total cost estimate = \$5,940,000, (STP request = \$4,752,000) (Ordinance 1021-1992)

This project will widen Hard Road from 2 lanes to 5 lanes. The finished roadway will have curb, sidewalk, gutters, storm sewers, streetlighting, and bike lanes. This project is Phase A of a 3-phase project to widen Hard Road between Sawmill Road and State Route 315. Phase A limits are between Sawmill Road and Smoky Row Road. Phase B is currently under construction. Phase C construction is to begin construction in SFY 2009. The purpose of this project is to relieve congestion, increase safety, and provide for pedestrian and bicycle mobility.

Paving the Way (2008 – Beyond 2011) – Paving the Way Program 2008-2011, total project cost estimate = \$875,000 (STP+ request = \$700,000); 2012-2013, total project cost estimate = \$450,000 (STP+ request = \$360,000)

Paving the Way works with all jurisdictions in central Ohio to provide a one-stop-shop for road construction information. The Program also works to improve coordination of road construction projects, restrictions and closures by the many jurisdictions involved in road construction in central Ohio. Paving the Way has worked since 1990 to keep the public informed about road construction and to promote traffic management, work-zone safety, ridesharing, walking and biking. Paving the Way's website is the second most linked-to website serving central Ohio. The program has 2 /12 full time staff and is operated out of the Public Service Department Director's Office.

Streetcar Project (Downtown). Construction will be based upon a study which will ultimately give us direction on the feasibility of a streetcar system and potential funding sources. Project estimate: \$100,000,000. Project estimated between \$60,000,000 and \$100,000,000.

The purpose of this project is to create a downtown streetcar system that provides needed circulation and connectivity, stimulates economic development, enhances downtown's vitality, and provides for future links with surrounding neighborhoods.

Potential projects that require a complete application:

Alum Creek Drive Phase 1 (US 33 to Refugee Road). Construction possible in 2014 or beyond. Total project cost estimate \$22,946,442 (STP request = \$17,156,000) (Ordinance 1882-1994)

The purpose of this project is to reduce congestion and increase safety. It also provides for pedestrian and bicycle mobility. Alum Creek Drive is a part of the "inland port" initiative for providing better access to and from the Rickenbacker Airport. The project will also include the addition of curb and gutter, sidewalks, storm sewers, lighting, 2300 feet of widening and reconstruction.

Gender Road (US33 to Shannon Road). Construction beyond 2012. Project estimated at \$10,000,000

The City has taken over project responsibilities from Franklin County. Instead of a rural highway design, the City will pursue a more urban design (sidewalks, curbs and gutters, street lights, bikepaths, etc.) and safety upgrades will be considered to match the vision of the Southeast Plan. Franklin County has indicated that they still plan to contribute construction.

Gender Road (Shannon Road to Chantry Drive). Construction beyond 2012. Project estimated at \$10,000,000

Same description as for the other phase of Gender Road above.

Hamilton Road (I-70 to I-270). Construction beyond 2012. Project estimated at \$23,000,000

Hamilton Road, from the Eastland Mall area to I-70, ranks No. 1 on the state's most accident-prone local roadways with 823 crashes from 2003 to 2005. Safety upgrades will be constructed based on alternatives from traffic studies. The roadway will be reconstructed to be amenable to pedestrians and cyclists. Medians and other roadside enhancements would be considered for economic development, not unlike the design for Morse Road between Indianola Avenue and Cleveland Avenue.

Sunbury Road (I-270 to SR 161). Construction possible beyond 2010. Project estimated at \$5,000,000

The scope of this project consists of the widening of Sunbury Road to three (3) lanes between I-270 and SR-161. The proposed section for Sunbury Road is to be one lane each direction plus a center turn lane. The project will include removal and replacement of drive approaches, adjusting inlets and valve boxes to grade, relocating fire hydrants, salvaging the existing pavement where possible, pavement full depth pavement replacement where necessary, and resurfacing of the existing pavement. The project will include sidewalks and a bikepath.

I70/71 Caps (Downtown). Construction will be based upon a study to determine which bridges over I 70/71 split should be capped. Project estimate: \$50,000,000 to \$100,000,000.

The purpose of this projects is to "heal the scar" created by the I 70/71 split and provide for connectivity and pedestrian access from downtown and adjoining neighborhoods such as German Village and the Brewery District.