

Project Title	Requesting Entity	Amount Requested	Letter of Support	Description	Safety Benefits	Economic Benefits	Mobility Benefits	Environmental Benefits
Access to CVNP, Riverview Rd/Boston Mills Rd Intersection	Summit County Engineer	\$480,000	Summit County Engineer Alan Brubaker	This project is for the planning, design, right-of-way acquisition, construction, and construction inspection to improve the Riverview Rd. and Boston Mills Rd. intersection and accessibility improvement to the Cuyahoga Valley National Park.	Roundabouts are safer for vehicle and pedestrian traffic. Pedestrians will never have to enter the roundabout as crosswalks are set at designated areas before the circle. Roundabouts also have reduced motor accident rates, making them safer than typical intersections.	Reduced congestion and easier access to the Cuyahoga Valley Scenic Railroad will enable more cultural, economic, and community events to take place in the CVNP. More tourists will be able to safely use the many natural and cultural opportunities available in the CVNP.	Constructing a modern roundabout at the Boston Mills and Riverview Road intersection will increase traffic efficiency by continuous traffic flow into and out of the intersection. This will be utilized by both Summit County citizens using the route to travel to work and by the many tourists visiting the CVNP each year.	Continuous traffic will decrease stopped traffic at the intersection. As a result, the air quality will improve in the CVNP as emissions will be reduced.
Barber Rd/Clark Mill Rd Intersection Improvements	Norton (City of)	\$625,000	Mayor Dave Koontz	This project request is for the design and construction of the intersection realignment, turn lane improvements, new signage, lane markings, striping and traffic signal modifications for the intersection of Barber Road and Clark Mill Road. The project is focussed at the intersection and would extend approximately 500 feet on each of the 4 legs of the intersection.	This project will optimize the geometry of the intersection and improve safety by aligning the 2 opposing legs of Clark Mill Rd. and by providing turning lanes as appropriate on all 4 legs of this signalized intersection. New pavement, signs, lane markings, striping, and revised signal timing will increase the volume of traffic and the safety, as well.	This project will create approximately 50 construction jobs. It will provide improved traffic flow and turning movements for large delivery trucks serving the 12 local businesses and industries along Clark Mill and Summit Road. The improvements will help to retain approximately 200 jobs at these facilities.	This project will increase vehicle volume capacity, safe traffic movement through the intersection, and provide increased turning radii for large delivery trucks including semi-trucks.	For this project, the existing asphalt pavement at the intersection will be scarified and the removed asphalt will be recycled and mixed with the new asphalt. The combined paving mixture will reduce the need to manufacture new asphalt by as much as 30%. This intersection improvement project is an integral part of the Wolf Creek 319(h) grant project which has the benefits of stream restoration, riparian protection, and floodplain enhancement for increased downstream flood protection.
Baumhart Rd. Rehab	Lorain (City of)	\$2,000,000	Mayor Tony Krasienko	This project proposes to rehabilitate a 1.40 mile four lane segment of Baumhart by milling the existing asphalt pavement, performing base repairs, resurfacing with asphaltic concrete, handicap ramps, new pavement markings, drainage work, etc. Included in the work is the planning, engineering, construction management and construction of the project.	The rehabilitation of Baumhart Road will greatly improve the flow of traffic and commerce through the city, decreasing the amount of accidents.	This project will support 25 to 50 construction and commercial jobs.	This project will improve vehicle traffic flow.	Smoother traffic flow reduces congestion which results in less emissions and fuel use.
Brecksville Park and Ride Facility	Cleveland RTA	\$4,484,000	Mayor Hruby	This project is to complete the planning, land acquisition, design and construction of the Brecksville Park & Ride Facility. The proposed facility will be located in the highly congested I-77 corridor near the I-77/Ohio Turnpike/SR-21 interchange.	The facility will remove approximately 300 cars from the peak hour vehicle volume in the highly congested, high-accident prone I-77 corridor enhancing the safety of the corridor.	The economic benefit will be decreased commuting costs for those commuters switching to transit and using the Park & Ride in the I-77 corridor. The design and construction will preserve or create 65-70 jobs in the region.	Mobility will be greatly enhanced by providing transit capacity in the I-77 corridor and during the Innerbelt Bridge Reconstruction that will be ongoing when this project is completed.	The environment will be enhanced by reduced congestion and tail-pipe emissions from commuters utilizing our buses in the corridor.

Broadview Road Improvements (North)	Broadview Heights (City of)	\$1,000,000	Mayor Sam Alai	This project will provide the major reconstruction and paving of State Route 176 (Broadview Road) beginning at State Route 82 (to the south) and ending at Sprague Road (to the north). The improvement will provide a bike lane pursuant to City of Broadview Heights Health and Wellness Ordinance 146-08.	This project will improve and widen SR 176 and alleviate safety and congestion problems with the installation of two left turn movements and improved signalization.	The City of Broadview Heights has commercial centers on the north and south ends of the project. This project will alleviate congestion problems and improve roadway conditions enhancing the economic growth and development of the area.	This project will also provide a bicycle lane in conjunction with the City Master Health and Wellness Initiative, enhancing health and wellness in our community. This will also complete the existing sidewalks provide safe pedestrian movement. The completion of the bicycle lane and sidewalk will promote safe travel to the City's recreation complex located on SR 176 in the middle of the project.	This project will promote higher air quality by reducing congestion in the addition of the two left turn intersection movements.
Canton-Akron-Cleveland Commuter Rail Project	Akron METRO	\$1,600,000	Robert Pfaff, Executive Director, METRO	This request is for an alternative analysis and to continue the current authorization under SAFE TEA-LU for the commuter rail project connect Canton, Akron, and Cleveland. A major investment study was completed on this project. However, the recommendations from the region's three Metropolitan Planning Organizations (MPO) was not consistent. NOACA and SCATS wanted to progress in evaluating the preferred alternative emerging from the study. AMATS did not feel the described alternative was cost effective. Additional work is needed to re-evaluate the ridership, cost, and other impacts.	The completion of this project would reduce single occupant vehicles.	This commuter rail project would support 4250 direct construction jobs. An additional 3,000-5,000 jobs would be supported by the rail service.	This commuter rail project would provide greater mobility in the three county area.	It is estimated that nearly 5,000 cars would be removed from our region's roads, resulting in less fuel being consumed and less emissions.
Center Ridge Rd. (US 20) Corridor Widening Project	North Ridgeville (City of)	\$690,000	State Rep. Matt Lundy	This application is for the environmental review of a project to construct and widen Center Ridge Road (U.S. 20) from Stoney Ridge Rd. to Lear Nagle Rd. from three to five lanes	The Center Ridge Road (U.S. 20) Corridor Widening Project will alleviate congestion and decrease the number of auto accidents. It is common to have conflicting access points throughout the Corridor. Crash studies have indicated that there are a preponderance of rear-end and side-swipe crashes which can be attributed to congestion and driveway access management. The analyses of crashes showed a preponderance of rear-end and side swipe crashes. The conclusion derived is that safety is directly related to congestion.	It is estimated that the proposed Center Ridge Road (U.S. 20) Corridor Widening Project could generate as much as \$50 million in private development. It will create numerous jobs for the construction industry.	The Center Ridge Road (U.S. 20) Corridor Widening Project will be reduce traffic delays. Residents will be able to walk or bike to their grocery or drug stores, etc.	The Center Ridge Road (U.S. 20) Corridor Widening Project will reduce air pollution since less gas will be used by vehicles sitting in traffic.
Chester Road Relocation	Avon (City of)	\$366,000	Mayor James Smith	Plan, design, and engineer the relocation of Chester Road - SR 611 intersection west through vacant property. Construct approximately 0.42 miles of new roadway and utilities.	Currently, Chester Road operates at a level of service F during peak hours. Traffic is congested, causing difficulty for any safety vehicles that may need to access or pass through the area.	Improved and relocated roadway will improve traffic flow and spur additional private development in the area. At least 20 full time jobs would be created for construction of project, and additional jobs will be created through new development.	Currently existing Chester Road operates at a level of service F during peak hours. Project will improve level of service and reduce congestion.	Project will keep traffic moving and prevent fuel waste and reduce emissions from idling vehicles.

Citywide Signalization Project	Brunswick (City of)	\$589,373	City Manager Bob Zienkowski	The Brunswick Citywide Signalization Project includes the removal and replacement of traffic signals and control systems at 25 locations throughout the city. This project will greatly improve public safety, ease traffic congestion and reduce on-going maintenance costs. The project includes upgrading traffic signals at 24 intersections, installation of a new signal at 1 intersection, emergency signals at three fire/police stations, emergency vehicle preemption at 23 locations, detection for the sight impaired at 3 locations, an interconnect system and a central monitoring and control station. This project will also address ADA access issues at each intersection. Construction of this project will be administered by ODOT, has a PID number and Stage 3 plans are currently under development.	Safety benefits include installation emergency vehicle pre-emption, battery backup of key signalized intersections, ADA improvements and brighter LED lights.	Economic development benefits include the reduction of congestion and more efficient flow of traffic along State Route 303 to and from the I-71 interchange. Reduced congestion will entice increase business activity at this key northern Medina County interchange.	Mobility benefits include the central synchronization of the entire traffic signal system with the City of Brunswick via a central command post within the Police Department. Central control will allow the city to react to unique situations or events very quickly by adjusting signal timings as the traffic conditions at any given time warrant.	Environmental benefits include the savings of fuel and reduction of exhaust gases due to traffic congestion. Pedestrian improvements at each intersection will also promote the ability to walk to destinations.
Enclosed Pedestrian Walkway	Cuyahoga County	\$2,800,000	County Commissioner Tim Hagan		The weather in Cleveland, Ohio during the months of January through March often has sub-zero temperatures and winds in excess of 50 mph and icy conditions at water's edge due to proximity to Lake Erie resulting in hazardous, even dangerous, conditions for pedestrian crossing.	The Rock Hall and Great Lakes Science Center estimated that an enclosed connector passage will increase their overall attendance by 20 percent or more from January through March, which would result in a net increase of approximately 3,060 visitors. If roughly half of them reside outside of Ohio, the economic impact is estimated at \$1,499,400. Approximately 76 design and construction jobs will be supported.	The pedestrian walkway will provide a safer access between GLSC and the Rock Hall during the winter months for pedestrians and visitors.	"Green" building principles will be used, such as high efficiency windows and low emission paints or finishes. The roof will be a green design: the roof will be covered by grass. The goal is to achieve LEED silver certification.
Goodyear/Market St. Corridor Bus Rapid Transit Project	Akron METRO	\$28,000,000	Robert Pfaff, Executive Director, METRO	This project will develop and deploy a Bus Rapid Transit (BRT) service to East/West Market Street and the Goodyear redevelopment area. This project seeks to fund the build out and vehicle purchase for the corridor.	This project will reduce the number of single occupant vehicles on the road.	This project will support 700 direct construction jobs. An additional 1000 jobs would be supported by the transit service	This would provide greater mobility in a three county area.	Nearly 1,000 cars would be removed from the region's roads reducing oil consumption and related emissions.
I-277-I-77 Corridors Broadway Main Interchange Upgrade	Akron (City of)	\$5,000,000	Mayor Don Plusquellic	Funding is being requested for a planning, environmental and design of an upgraded interchange on I-277/I-77 at Broadway Street /Main Street. This project is part of the larger Central Interchange corridor upgrade, a \$122M project that was canceled by ODOT last year. The safety of this interchange is a concern for the City of Akron and it is desired that this Broadway Street/MainStreet interchange is reconstructed for safety reasons even if the Central Interchange cannot be reconstructed at this time. Design is estimated at \$5M and construction at \$25M.	Current crashes at the Broadway Street/Main Street Interchange total 40, and, at the adjacent Wolf Ledges/Grant Street interchanges, the accidents total 101 due to the short weave distances. Interchange reconstruction at Broadway/Main will not only improve safety at that interchange, but it will close the Wolf Ledges/Grant Street interchanges, eliminating the short weaves. Both interchanges are well above the Urban Interstate Average for crashes.	This project will support 50 construction jobs. This project promotes economic development due to its proximity to the Bridgestone Tech Center. Bridgestone has committed to stay in Akron and keep its associated jobs here. The I-277 /I-77 Corridor improves access from the Tech Center to the Interstate.	The improved interchanges on the I-76/I-77 interstate at the Broadway/Main and Wolf Ledges/Grant Street will improve access to the Central interchange by reducing weaves on the mainline.	This project will reduce congestion at this interchange thereby improving air quality.
I-76 - Martha Ave. Interchange Study	Akron (City of)	\$2,000,000	Mayor Don Plusquellic	This project is to study and design a new interchange near Marth Avenue on I-76. This is the primary access point to the Goodyear Redevelopment Area. The current interchange configuration does not allow for easy access to prime areas of development.	This project will help create a new exit ramp from I-76 to Martha Avenue, which will provide better traffic access to a major source of employment and the associated developed campus.	This is part of the Goodyear Redevelopment project, an \$800 million public-private partnership that allows for the retention of over 2000 jobs and will spur additional jobs from the related development.	This project will improve vehicle traffic and reduce congestion.	The reduction of congestion will reduce emissions and fuel consumption.

I-77 and State Route 82 Interchange Modification	Broadview Heights (City of)	\$5,000,000	Mayor Sam Alai	This project will include design and construction of both the eastbound and westbound exit ramps off of southbound I-77. There will be minor improvements on I-77 to increase storage for the westbound off-ramp reconfiguration. Improvements will be completed on State Route 82 to manage the reconfiguration of the ramps. No additional right of way will need to be acquired.	This project will eliminate safety and congestion issues on the exit ramps of I-77 and State Route 82. The change in configuration and added signalization will promote the safe operation of vehicular traffic at the interchange.	This improvement will enhance current and potential development that is proposed on adjacent land. I-77 is currently being improved to handle increased traffic flow on the mainline which will add to the current safety and congestion at this interchange. Proposed development including a large medical office building and major retail at the intersection will also overburden the interchange. Immediate improvements may produce upwards of 5000 jobs.	This project will manage the existing traffic flow and reduce congestion caused by the current ramp configuration, thereby improving air quality. The reconfiguration of the ramps will provide the increased capacity that will be required by the impending development. The reconfiguration will provide improved access to development and proposed development on the north and south sides of Route 82.	This project will promote higher air quality by reducing congestion and assist in current storm water management initiatives.
Lake Link Trail and Lakefront Connector Bridge	Cuyahoga County	\$12,000,000	Mayor Jackson	This funding is for the design, construction, and property acquisition for the Lake Link Trail and Lakefront Connector Bridge. These presently unfunded projects are a part of the ongoing design and construction of the extension of the Towpath Trail and Greenway (see accompanying map). Acquisition of 90% of the property needed for the Lake Link Trail is currently underway, made possible by \$1.3 million from the State of Ohio "Clean Ohio" program.	By separating pedestrians and bicyclists from automobile traffic and trains, residents of Cleveland and visitors to Northeast Ohio may safely access the Towpath Trail and Lake Erie. The only non-vehicular access from Downtown Cleveland to Wendy Park and the natural shoreline of Lake Erie presently requires more than a dozen street crossings along a three mile route, whereas this project will decrease the street crossings to three along a half-mile route.	The design and construction of this project will create approximately 400 new jobs in surveying, engineering, planning, and construction. New and redevelopment efforts spurred by this project are expected to create 750-1000 permanent retail, hospitality, and white-collar jobs. Further construction along the West Bank of the Flats depends on the completion of this project.	This project will address the lack of greenspace and access to Lake Erie by residents of Ohio City, Tremont, and public housing residents in the Cuyahoga Metropolitan Housing Authority's Lakeview Terrace and Riverview Tower. Likewise, residents and workers in Downtown Cleveland and near-westside neighborhoods will have access to the Towpath Trail and Greenway, which will connect Cleveland to the Cuyahoga Valley National Park, Akron, and south all the way to New Philadelphia.	The Lakefront Connector Bridge provides direct pedestrian and bicycle access from Downtown Cleveland to the natural shore of Lake Erie (reducing three-mile car trips to Wendy Park). The Lake Link Trail will include natural areas for managing stormwater from urban runoff and create a habitat for native plants and wildlife in a highly urbanized area. Public access to Lake Erie and the natural area improvements also increases awareness of the importance of ecological preservation and restoration.
Lear Nagle Road Reconstruction and Widening Project	North Ridgeville (City of)	\$9,200,000	State Rep. Matt Lundy	This project is to reconstruct and widen Lear Nagle Road from Center Ridge Rd. to Lorain Rd. from two to four lanes. Turn lanes will also be added on Chestnut Ridge Road. The funding will be used to construct and acquire right of way.	The project will result in a decrease in congestion and accidents.	Improvements to the roadway will encourage further economic growth in North Ridgeville's commercial area. The proposed project may generate as many as 100 temporary construction jobs.	This project will reduce traffic delays.	The reduced traffic delays will reduce emissions and fuel consumption.
Lorain & Ashland County North-South Roadway	Lorain County	\$9,400,000	Commissioner Ted Kalo	This project is for the right of way acquisition and construction of a roadway from the City of Lorain south to S.R. 10/US20. The preliminary engineering for this project is complete.	The Lorain & Ashland County North-South Roadway will eliminate heavy traffic and truck traffic on our small ancillary roads.	This project will support 30 to 50 construction jobs. When complete, commercial freight will be moved quicker and the western portion of Lorain County may see additional development. An estimated 30 – 50 construction jobs will be need in order to complete Phase I work.	This project will allow for commercial freight to move quicker, removes heavy traffic and truck traffic from our small ancillary roads and will allow easy access for all vehicles.	Allowing commercial freight to move quicker will result in a reduction of emissions and oil consumption from congestion.

Lorain County Regional Airport, Spur Road	Lorain County	\$7,000,000	Commissioner Ted Kalo	This project is for the planning, design, engineering, site preparation, and construction of an asphalt roadway that will link the Lorain County Regional Airport and its Aviation-Related Industrial Park Site to State Route 10/I-480 divided highway system.	The Spur Road will allow the Lorain county Regional Airport to be a reliever airport to the already congested Cleveland Hopkins Airport.	This Spur Road will enhance Lorain County and the Lorain County Regional Airport Industrial Park by providing convenient access to State Route 10/I-480. The construction alone will bring 30 to 50 jobs to our region, and after completion, there is an unlimited amount of future growth that can come with making the Airport more accessible.	The spur road will provide a convenient connection of the interstate roadways to the Lorain County Regional Airport, thereby, enhancing mobility between road way and air way freight haulers.	The Spur Road will relieve congest
Lorain Heritage Streetcar Project	Lorain Port Authority	\$6,837,014	Mayor Tony Krasienko	This project is for the development, operation, and maintenance of Lorain Heritage Streetcar System including; equipment, track, overhead wire, power supply, maintenance, storage facility.	The Lorain Heritage Streetcar line will provide more efficient means of public accessibility during festival events.	The Lorain Heritage Streetcar Project will create 14 jobs. The project will spur redevelopment in downtown Lorain by connecting 21 blocks of commercial development to the waterfront.	The Lorain Heritage Streetcar provides more efficient means of access to the waterfront and a proposed educational campus to the south, thereby reducing the effect of the current 21 block transportation and commercial corridor.	The Lorain Heritage Streetcar reduces traffic congestion and automobile traffic. The streetcar will also provide research opportunities for 2nd and 3rd generation light rail vehicles.
METRO Regional Transit Authority Bus Replacement	Akron METRO	\$27,900,000	Robert Pfaff, Executive Director, METRO	This project seeks to replace 79 large buses and 70 small buses in Summit County operated by Akron METRO.	The new buses would reduce single occupant vehicles, improving congestion and possibly reducing the number of auto accidents.	Akron METRO estimates that 1300 direct manufacturing jobs would be retained to manufacture the new buses.	The new buses would assist citizens throughout Summit County maintain access to quality public transportation.	Akron METRO estimates that nearly 22,000 cars are kept off the road by buses through the multiple transit systems that operate throughout the State of Ohio. Keeping these cars off the road reduces emissions and fuel consumption.
Oberlin Ave. Rehab Part 2	Lorain (City of)	\$2,000,000	Mayor Tony Krasienko	The project proposes to rehabilitate a 1.78 mile segment of Oberline Avenue from West 30th St. to West Erie Ave. - U.S. 6 by milling the existing asphalt pavement, performing base repairs, resurfacing with asphaltic concrete, curb replacement, handicap ramps, new pavement markings, restriping to a three lane section, drainage work, etc. Included in the work is the planning, engineering, construction management and construction of the project.	The rehabilitation and introduction of a new three lane section of the roadway will greatly improve the flow of traffic and commerce through the city and decrease the number of accidents.	This project will support 50 to 100 construction and commercial jobs.	This project will improve traffic flow while improving turning movements with the new third lane.	Smoother traffic flow and the reduction of congestion will lessen emissions and fuel use.
Ohio & Erie Canal Towpath Trail/Confluence Park Project	Ohio & Erie Canalway Coalition/City of Akron/Summit County/Metro Parks	\$2,000,000	Executive Russ Pry	This project will develop and construct a trailhead for hikers and bicyclists and provide for the design and development of a lock connecting the Ohio & Erie Canal to the Portage Lakes at Long Lake and canoe launch facilities in Coventry Township, City of Barberton and City of Akron. The Ohio & Erie Canal Towpath Trail/Confluence Park Project is a multi-model hiking, bicycling and canoeing trail that connects the City of Barberton, City of Akron, Coventry Township and the Portage Lakes State Park with the new Bridgestone Technology Park.	The Ohio & Erie Canal Towpath Trail/Confluence Park Project provides safe access to neighborhoods, churches, grocery stores and schools to children, individuals and families in the 13th Congressional District.	The Ohio & Erie Canal Towpath Trail/Confluence Park Project is a free community resource that provides children, individuals and families of all abilities the opportunity to experience the natural, historical and natural resources along the Ohio & Erie Canal and Towpath Trail.	The Ohio & Erie Canal Towpath Trail/Confluence Park Project encourages the use of environmentally friendly modes of transportation, including hiking, bicycling and canoeing, that decreases the use of roads and highways for transportation. Users of the Ohio & Erie Canal Towpath Trail and Water Trail lead healthier lifestyles, are more productive workers and have	The Ohio & Erie Canal Towpath Trail/Confluence Park Project encourages the use of environmentally friendly modes of transportation, including hiking, bicycling and canoeing, that decreases the use of roads and highways for transportation. Users of the Ohio & Erie Canal Towpath Trail and Water Trail lead healthier lifestyles, are more productive workers and have lower health care costs.

Ohio State Route 303 Pavement Resurfacing Project	Brunswick (City of)	\$3,420,000	City Manager Bob Zienkowski	The Ohio State Route 303 Pavement Resurfacing Project will begin at the intersection of S.R. 303 and West 130th Street, the east corporation line of the City of Brunswick, and will extend westward approximately 3.8 miles to its intersection with the west corporation line of the City of Brunswick and will include improvements at the I-71 and S.R. 303 interchange. Activities associated with the project will include field surveying, base mapping, engineering design, plan production, utility location, subsurface investigations, right-of-way verification, right-of-way acquisition, utility relocation and construction of the designated improvements.	Safety benefits include the removal of uneven and deteriorated pavement areas, pedestrian improvements and new signage. The grinding and resurfacing of the roadway will also allow the re-creation of an acceptable cross slope that will insure proper roadway drainage.	Economic development benefits include the creation of 100 jobs and increased business activity surrounding the I-71 interchange due to a more efficient and safer flow of traffic along State Route 303.	The proposed project will significantly increase pedestrian mobility between the industrial areas east of I-71 to the commercial areas, schools and medical facilities west of I-71 along the S.R. 303 corridor. A sidewalk will be installed as part of this project in that area where one does not exist at this time.	Environmental benefits include the savings of fuel and reduction of exhaust gases due to traffic congestion caused by poor roadway conditions. Pedestrian improvements will also promote the ability to walk to destinations.
Pearl Ave. Rehab	Lorain (City of)	\$1,500,000	Mayor Tony Krasienko	The project will rehabilitate a 1.39 mile two lane segment of Pearl Avenue by cold recycling the existing asphalt pavement, performing base repairs, resurfacing with asphaltic concrete, handicap ramps, new pavement markings, drainage work, etc. Included in the work is the planning, engineering, construction management and construction of the project.	Pearl is a major artery through the southeast section of the City of Lorain. The rehabilitation of the roadway will greatly improve the flow of traffic and commerce through the city, resulting in less accidents.	This project will support 25 to 50 construction and commercial jobs.	This project will improve vehicle traffic flow.	The decrease in congestion will reduce emissions and fuel consumption.
Pearl Road Widening	Strongsville (City of)	\$6,000,000	Mayor Tom Perciak	This project request is to construct and widen Pearl Road in Strongsville, Ohio. This project includes the removal of the two lane asphalt road and replacing it with a new five lane concrete roadway with sidewalks and curbs.	This portion of Pearl Road has more accidents than the statewide average due to the number of vehicle and lack of turning lanes. The proposed continuous center left turn lane and additional through lanes will allow for safer mobility.	The City of Strongsville estimates that 100 jobs will be created by this project. The widening will also benefit the number of existing businesses located along the project corridor.	The continuous center left turn lane and additional through lanes eliminate the stopping of vehicles and all for traffic to flow smoothly. In addition, traffic signal timing adjustments will increase mobility.	The traffic signal timing adjustments and the improvement of vehicle flow will decrease emissions and fuel consumption. The existing signals will be replaced with Light Emitting Diode (LED) signals which are more efficient and require less energy.
Portage Lakes Drive Improvement Environmental Study and Preliminary Design	Summit County Engineer	\$800,000	Summit County Engineer Alan Brubaker	Portions of Portage Lakes Drive are deteriorating, causing parts of the roadway to fall into the Portage Lakes. To address this problem, a major study is needed to determine how best to approach the situation. Many factors, including environmental, are critical to ensuring the integrity of the Portage Lakes system. This project is for the preliminary design and the geotechnical and environmental studies necessary to move forward with an improvement plan for Portage Lakes Drive.	This project will provide sidewalks on both sides of the street for pedestrians, provide safe access to the water edge, and improve the intersections at Portage Lakes and Turkeyfoot Road.	Portage Lakes Drive is one of the main roads that feeds the Portage Lakes area. Portage Lakes is a mix of recreational, residential, and commercial establishments, making it a desirable destination for Summit County visitors and residents. Improving this road would increase the beauty of the area, drawing more visitors and tourists, as well as increasing and improving traffic flow. Area businesses would definitely benefit from the upgrades.	Currently, sidewalks exist on only one side of the street. Adding sidewalks and enhancements will provide greater mobility, provide for the better flow of traffic, provide spaces for cyclists and improve handicap accessibility.	Storm water run off currently flows directly into the various lakes. Providing curb section with storm sewers will reduce the amount of pollutants that discharge into the Lakes. Providing a smoother flow of traffic will improve air quality and reduce congestion.

Revere Schools Scenic Byway Project	Western Reserve Land Conservancy (through ODOT)	\$1,040,000	Bath Township Administrator William Snow	This project is for the acquisition and development of easements along a State Scenic Byway (CR-47 - Everett Road) that will be used for pedestrians and bicycles on a proposed trail corridor.	The project would provide safe off-road pedestrian and bicycle trailside facilities and access along a State Scenic Byway.	According to the Western Reserve Land Conservancy, open space amenities, including access to trails, bikeways and parks, provide a significant economic benefit for the community. Homes near open space have higher property values than similar homes located away from protected open space and many people are willing to pay for this added amenity. Preserving home values, in turn preserves property tax revenues.	The acquisition is directly adjacent to a Proposed Trail corridor which runs along CR-47 as identified in the Summit County General Land Use Plan (2006). The corridor connects the project site to the Cuyahoga National Park and other trail corridors in Richfield Township and Clinton Township. In addition, an AMATS report (2004) identifies CR-47 as a local bikeway project that would link to Cleveland Metroparks' Hinkley Reservation and Medina County Park District's Allardale park.	This project site is directly adjacent to a Proposed Greenway and Ecologically Sensitive Area as has been identified in the Summit County General Land Use Plan (2006). This project will help to directly implement this plan by permanently preserving a 56-acre parcel which fronts along a State Scenic Byway and builds upon and enhances greenway recommendations.
Richard Howe House Towpath Trail Trailhead	Ohio & Erie Canalway Coalition/City of Akron/Summit County	\$500,000	City of Akron	Funding will be used to construct facilities related to the 110-mile Ohio & Erie Canalway trail pedestrian and bike path for the trail users at the Richard Howe House Towpath Trail Trailhead.	The Richard Howe House Towpath Trail Trailhead provides safe access to neighborhoods, churches, grocery stores and schools to children, individuals and families in the 13th Congressional District.	The Richard Howe House Towpath Trail Trailhead is a key part of the redevelopment of downtown Akron. Within a 4 block area, the Ohio & Erie Canal Towpath Trail has stimulated over \$110,000,000 of public/private investment along the Towpath Trail. Since 1996, the Ohio & Erie Canalway has leveraged over \$300,000,000 of public/private investment along the Ohio & Erie Canal Towpath Trail from Cleveland to New Philadelphia, Ohio.	The Richard Howe House Towpath Trail Trailhead is a free community resource that provides children, individuals and families of all abilities the opportunity to experience the natural, historical and natural resources along the Ohio & Erie Canal and Towpath Trail.	The Richard Howe House Towpath Trail Trailhead encourages the use of environmentally friendly modes of transportation, including hiking, bicycling and canoeing, that decreases the use of roads and highways for transportation. Users of the Ohio & Erie Canal Towpath Trail lead healthier lifestyles, are more productive workers and have lower health care costs.
Route 82 Widening Project	North Royalton (City of)	\$25,970,000	Mayor Stefanik	The request is to widen State Route 82 to relieve the congestion in this major east west corridor. This section of State Route 82 is the only remaining unimproved mainline segment between I-71 & I-77, necessitating a new 3/5 lane pavement; Closed, Gravity Drainage System; Grading; Sidewalks / Drive Aprons; Waterlines;	This project will reduce the accident rate and improve the response time for safety forces.	This project will improve access to the industrial areas and the Town Center. Current access to the industrial park is poor and is a deterrent to future development. Expanding St. Rt. 82 would elp the development of the Town Center District, which may create over 1000 jobs.	This project will improve traffic flow.	Reducing congestion and improving traffic flow will reduce emissions and fuel consumption.
South Main Street Phase VI	Summit County Engineer	\$4,000,000	Executive Russ Pry	This project is for the design, planning, acquiring right of way, construction and inspection of South Main Street, from Lakota Street to Althea Avenue in Coventry Township, Ohio. This portion of South Main Street will complete the missing link connecting the City of Green Central Business District with the South side of Akron, along I-277 corridor serving Northeastern Ohio.	The project will replace substandard width lanes as well as providing left turn bays for traffic to await breaks in opposing flows. Plans also call for providing modern traffic signals and improved pedestrian safety by the addition of sidewalks, pedestrian cross walks and pedestrian traffic signals. The project will also provide wider, safer areas for existing Metro busses to stop and board and discharge transit patrons.	Fourteen million dollars have been invested so far on South Main Street, a project that has been five years in the making. The highly developed and crucial corridor is used to connect commercial, retail and industrial entities between two progressive communities. More development will be possible by increased access to business by both motorists and pedestrians.	This project will provide pedestrian access in an area where there is currently no pedestrian side walk or bicycle access. Plans also call for providing safe locations for pedestrians to cross the streets. The facility also crosses a proposed Metro Parks hike and bike trail located at the Feeder Canal and will improve access to the area. The project will also provide wider, safer areas for existing Metro busses to stop and board and discharge transit patrons.	Wider roads and left turn bays will decrease congestion along the corridor, leading to less stop and go traffic and better air quality. The plan also calls for improved access to the Portage Lakes recreational area as well as the state park.

SR 619/Turkeyfoot Rd. Intersection Re-Alignment	New Franklin	\$400,000	Mayor Al Bollas	This project is for the engineering, construction, and re-alignment of Turkeyfoot Rd. westerly to align with Point Comfort Dr. creating a conventional 4 leg signalized intersection. The project includes widening and resurfacing of SR-619 and Point Comfort Dr. for approximately 650' and 200'. Turkeyfoot will be re-aligned /reconstructed for approximately 600'.	The SR-619/TurkeyFoot Rd. Intersection Re-Alignment is around Portage Lakes and a golf course. In addition to the re-alignment, sidewalks will be included thru this heavily utilized pedestrian corridor to ensure their safety.	The SR-619/TurkeyFoot Rd. Intersection Re-Alignment project will allow an increased flow of activity through and around Portage Lakes. This will aid in the local outdoor and recreational economy that has developed around th lakes.	The SR-619/TurkeyFoot Rd. Intersection Re-Alignment will eliminate two back to back tee intersections and improve traffic progression along the east/west arterial corridor.	The SR-619/TurkeyFoot Rd. Intersection Re-Alignment project will help to alleviate vehicle congestion, thus improving the quality of the air.
State Road Improvements	Cuyahoga Falls (City of)	\$3,646,752	City Engineer Tony Demasi	This project will include right-of-way acquisition and construction of State Road, from Bath Road to Seasons Road.	Current lane width and roadway drainage is substandard and unsafe. Widening the roadway to standard widths, improving roadway drainage, and providing a bicycle lane will improve safety.	Current economic development has been hampered by the poor characteristics of the roadway. Developers have indicated to the City of Cuyahoga Falls a need to improve the roadway, and we are hopeful that economic development activity will increase in this corridor once the roadway is widened	Alternative modes of transportation are limited in Cuyahoga Falls. By adding a bicycle lane, more bicyclists will use this facility and ease congestion and increase the motor safety.	By improving the drainage characteristics of the roadway, cleaner water satisfying Phase 2 Stormwater regulations will be achieved. Also, by coordinating the signals, less delays and better emissions will be achieved.
State Street Bridge	Akron (City of)	\$4,000,000	Mayor Don Plusquellic	This project includes the design, construction, and inspection of the State Street Bridge between South Main Street and Water Street.	This project will replace a bridge that has reached its useful life.	The State Street Bridge provides a basic connection from the City of Akron's downtown city center to the Akron Children's Hospital and YMCA buildings located on the opposite side of the Ohio and Erie Canal. The State Street Bridge provides direct access to the immediately adjacent State Street parking deck as well as the AAA baseball stadium.	The bridge has components that are 86 years old and is reaching the end of its useful life. Replacing the bridge will allow for continued transport to State Street.	Replacing the bridge will prevent future congestion, reducing emissions and fuel consumption.
Summa Health System Akron City Hospital Emergency Department Expansion	Summa	\$4,600,000	Executive Russ Pry	This request is for the planning phase to build a new Emergency Department(ED) at Summa Hospitals. This new ED necessitates the reconfiguration of the federal highway system from Route 8 and the surrounding roads that serve as the entrance points to the ED. Akron City Hospital is a medical intake area and serves as the tertiary hub for the six hospital Summa Health System, and has a 20% higher intake than the next largest ED in the 5-county area. This new ED expands the hub that has already begun with a Level I trauma designation and construction of a new, 92 bed critical care center. The new ED and reconfiguration of the surrounding roads completes this transformation.	Summa is a major provider of emergency services, and will be a major coordinator of services in a mass casualty incident. The ED will serve the community in access to care and in a disaster or community epidemics. Akron City Hospital is the hub of Summa's Emergency Services and Disaster Response. Emergency vehicle traffic must be configured to avoid bottlenecks that delay needed patient care and rapid return of emergency response vehicles. The expansion will allow a 20% increase of the ED.	Emergency Department expansion project includes increased employment of both professional and non-professional staff. The new emergency department estimates that there will be an increase in full-time employees to 150 from the current FTE number of 115. In addition, many constructions jobs will be saved and/or created in order to complete the task.	Emergency vehicle and private vehicles swarm the hospital's emergency access during mass casualty incidents. Planned/coordinated traffic movement is integral to an effective disaster response. These new configurations will greatly decrease the Akron City Hospital's campus congestion. Currently, it is extremely difficult to get in and out of the campus, ultimately slowing down emergencies. This configuration will ease that congestion and create a direct route to the emergency entrances.	The plans for this facility are based in the current space with expansion into adjacent parking space. There will be minimal environmental impact. Additional environmental considerations, such as the potential need for mass victim decontamination will require Summa to provide for contained decontamination water run-off system.

University of Akron Transportation Center	University of Akron	4800000	Jolene Molitoris, Director, ODOT	The Akron University Transportation Center (UTC) was established as a result of SAFETY-LU to promote transportation research and education in Ohio. The mission of the Akron UTC is to optimize transportation mobility and infrastructure management by pooling the excellence of knowledge and expertise currently existing at institutions of higher learning in Ohio. The center focuses on conducting applied research, providing quality education to the future transportation professionals, and disseminating state-of-the-art knowledge and technology for implementation in the real world. The theme of the Akron UTC is Transportation Mobility and Infrastructure Management, which addresses the challenges facing the transportation systems in Ohio and it summarizes the strengths in research and education existing at The University of Akron and other participating universities. The center's research covers the following areas: Safety Enhancement and Crash Reduction, Traffic Control and Congestion Mitigation, Data Security, Emergency and Special Event Management, Pavement Design, Highway Materials and	With more than 320,000 crashes each year in Ohio including over one thousand fatalities and one hundred thousand injuries, a major focus area of the Akron UTC is traffic safety. The project will allow the center to conduct further research on traffic crashes and reduction, and education for responsible and preventive driving.	A highly effective transportation system will facilitate efficient operation of critical defense installations and bases, NASA, as well as the headquarters of numerous corporations in Ohio, thus promoting economic development in the state.	Traffic delay in Ohio is responsible for over 250 million hours of lost time, which amounts to \$500 million each year in lost productivity. This number is expected to double by the year 2020 if the problem is not effectively tackled.	The Akron UTC has conducted research on air pollution and highway littering, and will continue to promote research that investigates the environmental impact and benefits in Ohio.
Valley Parkway Multipurpose Path	Broadview Heights (City of)	\$2,505,000	Alai; Stefanik; Patty Stevens, Chief of Planning of Metro parks; Hruby, Brecksville Mayor; Kasaris, Councilman North Royalton;	The funding will be used to plan, design, construct and acquire right of way for the Valley Parkway Multipurpose Trail Connection will complete the multipurpose trail from Ridge Road in North Royalton to Route 21 in Brecksville. The improvement will provide a bike lane pursuant to City of Broadview Heights Health and Wellness Ordinance 146-08.	The Multipurpose Trail will allow bicycle and pedestrian traffic to safely move through the Parkway. Currently all bicycle and pedestrian traffic must use the roadway to travel and intermix with automotive traffic.	Once completed, the multipurpose trail will enhance the economic viability of existing communities within the region, enhance the region's quality of life, Enhance a community's identity, and promote a healthier community through planning and environmental linkages from an integrated transportation perspective.	This project will provide a bicycle/pedestrian path in conjunction with the Metroparks Long Range Plan and the City's Master Health and Wellness Initiative, enhancing health and wellness in our communities.	This project will promote higher air quality by promoting alternative ways to travel throughout the region.
Wooster Rd (SR 585) Improvements and Landscape Enhancements	Norton (City of)	\$300,000	Mayor Dave Koontz	This project request is for the design and construction of road improvements and landscape enhancement along Wooster Road(SR 585) beginning on the east at Norton/Barberton corporate line and ending on the southwest gate at the Summit County/Wayne County line, a distance of 1.32 miles. The upgrades will include road shoulders, repairing or replacing guar rail, scarify and repave road surfaces, replace road signs, and stripe the road. Landscape enhancements are planned, as well.	This project will complete road shoulder upgrades, repair and replace guar rail, install new road signs, and repave and strip road. All of this will improve safe conditions for the driver and traffic.	This project creates approximately 50 construction jobs. The structural improvements and landscaping enhancements of this interchange road with SR21 are a step toward the economic development of the interchange. Retail, commercial, and office/industrial uses are proposed at the interchange and are estimated to create 200 new jobs. This gateway entrance will also assist in advancing economic development in Barberton and Doylestown.	This project will increase accessibility and safety in the SR 21/ Wooster Road interchange corridor.	For this project, the existing asphalt pavement at the intersection will be scarified and the removed asphalt will be recycled and mixed with the new asphalt. The combined paving mixture will reduce the need to manufacture new asphalt by as much as 30%. Landscaping enhancements will improve the visual environment.