


FINAL 2026 - 2029 Major New Construction Program List


Tier I - Construction Commitments

*Projects are subject to change if the fiscal projections change. The figures denoted for major new revenue are estimated as a planning tool only.
All major new budget amounts are subject to further federal authorization.



 Pamela Boratyn, ODOT Director & TRAC Chair

4/23/2026



 transportation.ohio.gov

Phase Key for TRAC Commitments

| | | | |
|----|----|----|----|
| PE | DD | RW | CO |
|----|----|----|----|

| LINE | DIST | PID | PROJECT | DESCRIPTON | FUNDING SOURCES | | | | | COMMITMENTS (FISCAL YEARS) | | | |
|------|------|-------------------|---|--|-----------------|----------|----------|---------|------------|----------------------------|----------|----------|---------|
| | | | | | TRAC | NON-TRAC | LOCAL | UNFUN | TOTAL | 2026 | 2027 | 2028 | 2029 |
| 1 | 3 | 116570 | Erie US 6 Connectivity Corridor | Roadway and pedestrian enhancements (Sandusky to Huron) | \$ 14.4 | \$ 34.8 | \$ 3.0 | \$ - | \$ 52.2 | \$ 10.2 | | | |
| 2 | 4 | 114865 | Summit I-77/SR 8 (Braid) | Non-interstate widening and ramp reconstruction | \$ 73.0 | \$ 0.9 | \$ - | \$ - | \$ 73.9 | \$ 0.2 | \$ 66.0 | | |
| 3 | 4 | 115723 | Stark SR 172 Corridor | Roadway enhancements, w/roundabouts | \$ 5.3 | \$ 17.6 | \$ 4.8 | \$ - | \$ 27.7 | | \$ 5.3 | | |
| 4 | 4 | 115790 | Mahoning US 224 Corridor | Roadway and access management enhancements | \$ 8.9 | \$ 13.6 | \$ 1.5 | \$ - | \$ 24.0 | \$ 0.1 | \$ 6.2 | | |
| 5 | 5 | 116840 | Knox SR 13 Relocation | New roadway alignment along the Kokosing River (Mt. Vernon) | \$ 8.9 | \$ 3.5 | \$ 1.1 | \$ - | \$ 13.5 | | \$ 5.6 | | |
| 6 | 6 | 116500 | Franklin COTA W. Broad Street Corridor | Implement Bus Rapid Transit along US 40 (Broad Street) (Downtown Columbus to Prarie Township) | \$ 15.0 | \$ 49.5 | \$ 377.9 | \$ - | \$ 442.4 | | \$ 15.0 | | |
| 7 | 7 | 115795 | Montgomery DIA Northeast Logistics | Roadway enhancements (Lightner/North Dixie/Northwoods) | \$ 21.2 | \$ - | \$ 5.2 | \$ - | \$ 26.4 | \$ 1.2 | \$ 17.6 | | |
| 8 | 12 | 113889 | Cuyahoga US 422 @ Harper Road Interchange | Interchange conversion (Diverging Diamond Interchange) | \$ 7.1 | \$ 0.1 | \$ 3.9 | \$ - | \$ 11.1 | | \$ 7.1 | | |
| 9 | 12 | 115318 | Cuyahoga GCRTA MetroHealth Line | Implement Bus Rapid Transit along US 42 (Detroit Superior Bridge to Pearl/State and Broadview Roads) | \$ 12.0 | \$ 6.9 | \$ 56.2 | \$ - | \$ 75.1 | | \$ 12.0 | | |
| 10 | 12 | 118479/ 104553 | Cuyahoga GCRTA Light Rail Track | Reconstruct 10 miles of Blue/Green Lines | \$ 14.3 | \$ 37.9 | \$ 29.0 | \$ 6.7 | \$ 87.9 | | \$ 10.0 | | |
| 11 | 12 | 125149 | Cuyahoga SR 291 (Brook Park) | Interstate roadway and ramp improvements | \$ 35.0 | \$ - | \$ 11.9 | \$ 35.3 | \$ 82.2 | | \$ 35.0 | | |
| 12 | 6 | 115792 | Franklin CR 122 (Alum Creek Drive) | Add third lane (SR 317 to Groveport Road) | \$ 12.8 | \$ 41.0 | \$ 7.8 | \$ - | \$ 61.6 | | | \$ 8.7 | |
| 13 | 6 | 121811 | Franklin US 33 Widening (Segment 1) | Add third lane (I-270 to Gender Road) | \$ 84.8 | \$ 3.0 | \$ 0.2 | \$ - | \$ 88.0 | \$ 2.0 | | \$ 82.8 | |
| 14 | 8 | 113647 | Butler I-75 @ Millikin Road | New interchange and various roadway improvements | \$ 37.6 | \$ 0.5 | \$ 47.0 | \$ - | \$ 85.1 | \$ 0.1 | \$ 8.7 | \$ 27.0 | |
| 15 | 8 | 115417 | Hamilton I-275 SmartLane | Implement SmartLanes (US 42 to SR 28) | \$ 86.8 | \$ 0.6 | \$ - | \$ 2.0 | \$ 89.4 | \$ 1.3 | \$ 0.4 | \$ 76.6 | |
| 16 | 8 | 123701 | Hamilton CR 14 @ I-74 | Interchange improvements | \$ 7.1 | \$ 3.1 | \$ 2.2 | \$ - | \$ 12.4 | | | \$ 3.2 | |
| 17 | 8 | 88129/ 122358 | Hamilton I-75 11.09 (Thru the Valley) | Replace railroad bridge & add new spans for I-75 unification | \$ 80.7 | \$ - | \$ - | \$ 6.0 | \$ 86.7 | \$ 2.1 | \$ 1.9 | \$ 2.0 | \$ 63.5 |
| | | | | | \$ 524.9 | \$ 213.0 | \$ 551.7 | \$ 50.0 | \$ 1,339.6 | \$ 28.2 | \$ 181.8 | \$ 198.3 | \$ 63.5 |

FINAL 2026 - 2029 Major New Construction Program List

Tier II - Development Commitments

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Phase Key for TRAC Commitments

| LINE | DIST | PID | PROJECT | DESCRIPTION | FUNDING SOURCES | | | | | COMMITMENTS (FISCAL YEARS) | | | |
|------|------|--------|--|--|-----------------|-----------------|----------------|-------------------|-------------------|----------------------------|----------------|---------------|---------------|
| | | | | | TRAC | NON-TRAC | LOCAL | UNFUN | TOTAL | 2026 | 2027 | 2028 | 2029 |
| 18 | 5 | 77238 | Licking I-70 Widening | Add third lane in each direction (Palmer Road to SR 158) | \$ 5.0 | \$ - | \$ - | \$ 62.4 | \$ 67.4 | \$ 0.5 | \$ 3.2 | | |
| 19 | 5 | 96808 | Fairfield/Licking I-70 @ SR 256 Interchange | Interchange and roadway improvements; new Taylor Road bridge over I-70 | \$ 20.1 | \$ - | \$ - | \$ 165.0 | \$ 185.1 | | \$ 1.3 | | |
| 20 | 6 | 115425 | Pickaway US 23 @ SR 762 | New interchange | \$ 14.7 | \$ 5.0 | \$ - | \$ 59.5 | \$ 79.2 | \$ 4.0 | \$ 1.0 | | |
| 21 | 7 | 119672 | Montgomery I-70 | Development PID | \$ 5.5 | \$ 0.2 | \$ - | \$ 216.5 | \$ 222.2 | \$ 2.8 | | | |
| | | 125025 | | Phase 1: Add third lane (SR 48 to Kimmel) | \$ - | \$ - | \$ - | \$ 102.2 | \$ 102.2 | | | | |
| | | 125026 | | Phase 2: Add third lane (Kimmel to Brookville-Phillipsburg) | \$ - | \$ - | \$ - | \$ 65.9 | \$ 65.9 | | | | |
| | | 125027 | | Phase 3: Add third lane (Brookville-Phillipsburg to Upper Lewisburg-Salem) | \$ - | \$ - | \$ - | \$ 66.1 | \$ 66.1 | | | | |
| 22 | 8 | 120804 | Hamilton I-75 @ I-275 Interchange | Interchange and roadway improvements | \$ 7.0 | \$ - | \$ - | \$ 89.1 | \$ 96.1 | \$ 5.5 | | | |
| 23 | 6 | 119403 | Delaware US 23 Corridor | Planning/Development PID | \$ 10.3 | \$ - | \$ - | \$ - | \$ 10.3 | | \$ 7.6 | | |
| | | 119804 | | Intersection and roadway improvements @ SR 229 | \$ 3.6 | \$ - | \$ - | \$ 27.0 | \$ 30.6 | \$ 2.3 | | | |
| | | 119805 | | Intersection and roadway improvements @ Coover Road | \$ 1.2 | \$ - | \$ - | \$ 11.3 | \$ 12.5 | | | | |
| | | 124219 | | Intersection and roadway improvements @ Orange Road | \$ 5.0 | \$ - | \$ - | \$ 61.0 | \$ 66.0 | \$ 5.0 | | | |
| 24 | 6 | 119387 | Franklin US 33 Corridor | Development/Planning PID | \$ 8.6 | \$ - | \$ - | \$ - | \$ 8.6 | \$ 0.3 | | | |
| | | 121812 | | Interchange improvements @ I-270 | \$ 2.3 | \$ - | \$ - | \$ 30.0 | \$ 32.3 | \$ 2.3 | | | |
| | | 121814 | | New interchange @ Bixby Road | \$ 6.4 | \$ - | \$ - | \$ 45.0 | \$ 51.4 | \$ 6.4 | | | |
| | | 124116 | | Add lane in each direction (Refugee Road to I-270) | \$ - | \$ - | \$ - | \$ 28.0 | \$ 28.0 | | | | |
| | | 124117 | | Add lane in each direction (Gender Road to Diley Road) | \$ - | \$ - | \$ - | \$ 34.2 | \$ 34.2 | | | | |
| 25 | 8 | 117139 | Preble I-70 Widening | Design PID | \$ 5.0 | \$ 4.1 | \$ - | \$ - | \$ 9.1 | \$ 1.0 | \$ 1.1 | | |
| | | 124180 | | Phase 1 - Full rehabilitation and add third lane in each direction (Ohio/Indiana state line to Oxford Gettysburg Road) | \$ - | \$ 48.5 | \$ - | \$ 15.0 | \$ 63.5 | | | | |
| | | 124626 | | Phase 2 - Full rehabilitation and add lane in each direction (Oxford Gettysburg Road to US 127) | \$ - | \$ 43.5 | \$ - | \$ 20.0 | \$ 63.5 | | | | |
| 26 | 8 | 105315 | Hamilton Western Hills Viaduct | Construct new bridge (Eastern Approach) | \$ 5.0 | \$ 0.1 | \$ 1.8 | \$ - | \$ 6.9 | \$ 0.6 | \$ 1.6 | | |
| 27 | 11 | 116216 | Harrison US 22 | Add second lane in each direction (Cadiz to Hopedale) | \$ 2.5 | \$ - | \$ - | \$ 47.8 | \$ 50.3 | \$ 0.2 | | | |
| 28 | 2 | 117677 | Lucas I-475 @ SR 2 (Airport Highway) Interchange | Interchange Conversion (Diverging Diamond Interchange) | \$ 4.0 | \$ 2.5 | \$ - | \$ 32.7 | \$ 39.2 | \$ 1.7 | \$ 0.5 | | |
| 29 | 2 | 115418 | Lucas I-475 Widening | Add third lane in each direction (US 23 to Douglass Road) | \$ 19.4 | \$ - | \$ - | \$ 233.0 | \$ 252.4 | \$ 1.1 | | | |
| 30 | 5 | 117878 | Franklin/Licking SR 161 Widening | Add third lane in each direction (US 62 to SR 37) | \$ 5.0 | \$ 8.0 | \$ - | \$ 135.0 | \$ 148.0 | \$ 0.6 | \$ 1.2 | | |
| 31 | 6 | 124226 | Fayette Bluegrass Parkway Ext. (Phase 4) | New roadway/new alignment (SR 729 to SR 41) | \$ 4.0 | \$ - | \$ 0.5 | \$ 68.0 | \$ 72.5 | \$ 4.0 | | | |
| 32 | 6 | 124030 | Franklin I-71 @ I-270 (North Outerbelt) | Interchange and roadway improvements | \$ 3.0 | \$ - | \$ - | \$ 36.0 | \$ 39.0 | \$ 3.0 | | | |
| 33 | 6 | 117947 | Franklin SR 315 @ Lane Avenue | Interchange and roadway improvements | \$ 1.5 | \$ - | \$ 50.3 | \$ 62.0 | \$ 113.8 | \$ 1.5 | | | |
| 34 | 8 | 117567 | Warren SR 48 Widening | Add lane in each direction (Ridgeview to Mason Morrow Road) | \$ 2.0 | \$ - | \$ 2.3 | \$ 64.0 | \$ 68.3 | \$ 2.0 | | | |
| 35 | 12 | 124351 | Lake SR 615 @ I-90 Interchange | Interchange and roadway improvements | \$ 3.0 | \$ - | \$ - | \$ 12.0 | \$ 15.0 | \$ 1.0 | \$ 2.0 | | |
| 36 | 12 | 114642 | Cuyahoga I-480 @ Granger Road Interchange | Convert partial interchange into a full interchange | \$ 1.0 | \$ - | \$ 1.3 | \$ 14.3 | \$ 16.6 | \$ 1.0 | | | |
| 37 | 12 | 114409 | Cuyahoga I-271/US 422 | Interchange and roadway improvements | \$ 1.6 | \$ 2.9 | \$ 15.7 | \$ - | \$ 20.2 | \$ 1.6 | | | |
| 38 | 7 | 124127 | Clark I-70 @ I-675 Interchange | Interchange and roadway improvements | \$ 6.0 | \$ - | \$ - | \$ 75.0 | \$ 81.0 | | \$ 3.0 | \$ 3.0 | |
| 39 | 1 | 119643 | Van Wert US 30 Interchange | Interchange and roadway improvements | \$ 1.4 | \$ - | \$ - | \$ 25.9 | \$ 27.3 | | | | |
| 40 | 4 | 20344 | Stark US 30 18.35 | Relocate US 30 on new alignment (Trump Avenue to SR 44) | \$ 8.5 | \$ 2.0 | \$ 12.0 | \$ 88.0 | \$ 110.5 | | | | |
| 41 | 6 | 79608 | Delaware I-71 @ Big Walnut Road | New interchange | \$ - | \$ 2.2 | \$ 0.6 | \$ 75.0 | \$ 77.8 | | | | |
| 42 | 7 | 115160 | Montgomery/Greene I-675 @ Wilmington Pike | Interchange and roadway improvements | \$ 0.6 | \$ 3.2 | \$ 1.9 | \$ 61.5 | \$ 67.2 | | | | |
| 43 | 8 | 115755 | Butler North Hamilton Crossing | New east-west river crossing on new alignment | \$ 2.0 | \$ 0.4 | \$ 3.0 | \$ 34.2 | \$ 39.6 | | | | |
| | | | | | \$ 165.2 | \$ 122.6 | \$ 89.4 | \$ 2,162.6 | \$ 2,539.8 | \$ 15.6 | \$ 52.3 | \$ 3.0 | \$ 3.0 |

FINAL 2026 - 2029 Major New Construction Program List

Tier III - Development Commitments

*Projects are subject to change if the fiscal projections change. The figures denoted for major new revenue are estimated as a planning tool only.
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Phase Key for TRAC Commitments

| LINE | DIST | PID | PROJECT | DESCRIPTION | FUNDING SOURCES | | | | | COMMITMENTS (FISCAL YEARS) | | | |
|------|------|--------|------------------------------------|---|-----------------|------------|------------|----------|------------|----------------------------|--------|--------|---------|
| | | | | | TRAC | NON-TRAC | LOCAL | UNFUN | TOTAL | 2026 | 2027 | 2028 | 2029 |
| | | | | | | | | | | | | | |
| 44 | 6 | 77370 | Franklin I-70 / I-71 | Project 2D: Reconstruct I-70/I-71 east interchange (Grant to Miller/I-70 to Main) | \$ 64.5 | \$ 2.5 | \$ 1.5 | \$ 140.0 | \$ 208.5 | | \$ 3.0 | | |
| | | 77371 | | Project 3: Reconstruct I-71 (Broad to Main) | \$ 21.3 | \$ 1.3 | \$ 0.3 | \$ 94.2 | \$ 117.1 | | \$ 2.0 | | |
| | | 77372 | | Project 4A: Rebuild I-70 Eastbound (Big Build, Part 1) | \$ 23.2 | \$ 328.6 | \$ 36.3 | \$ - | \$ 388.1 | | \$ 0.2 | | |
| | | 89464 | | Project 6A: Rebuild I-70 Westbound (Big Build, Part 3) | \$ 27.5 | \$ 1.1 | \$ - | \$ - | \$ 28.6 | \$ 4.6 | | | |
| | | 96053 | | Project 4B: South Trench (Big Build, Part 4) | \$ 6.5 | \$ - | \$ - | \$ - | \$ 6.5 | | \$ 2.2 | | |
| | | 88035 | | Project 5: Reconstruct I-70, add fifth lane (East Freeway) | \$ 6.0 | \$ - | \$ - | \$ 121.1 | \$ 127.1 | | | \$ 0.5 | |
| | | 81828 | | Project 6, 6C, 6D: Upgrade I-71/ I-70 /SR 315 interchange | \$ 2.3 | \$ - | \$ - | \$ 98.0 | \$ 100.3 | | \$ 0.2 | | |
| 45 | 8 | 88124 | Hamilton I-75 (Thru the Valley) | Phase 3: Add fourth lane in each direction, various roadway and ramp improvements | \$ 0.8 | \$ 74.4 | \$ - | \$ - | \$ 75.2 | | | | |
| | | 117167 | | Unify I-75 along existing southbound alignment, add lane, and construct collector-distributor to SR 126 WB ramp | \$ 11.2 | \$ - | \$ - | \$ 187.5 | \$ 198.7 | \$ 3.9 | \$ 2.2 | | |
| 46 | 8 | 89068 | Hamilton I-75 Brent Spence Bridge | Development/Right-of-Way PID | \$ 109.1 | \$ 3.5 | \$ 6.7 | \$ - | \$ 119.3 | | | | |
| | | 113361 | | Reconstruct I-75 (Linn to Marshall - Central Portion) | \$ 19.1 | \$ 331.8 | \$ 8.7 | \$ 63.8 | \$ 423.4 | | | | |
| | | 114161 | | Reconstruct I-75 (Findlay to Marshall - Northern Portion) | \$ 12.5 | \$ 114.7 | \$ - | \$ - | \$ 127.2 | | | | |
| | | 116649 | | Brent Spence Bridge Corridor | \$ 24.1 | \$ 2,433.4 | \$ 1,182.5 | \$ 942.9 | \$ 4,582.9 | \$ 4.5 | | | \$ 14.0 |
| 47 | 8 | 93968 | Clermont/Hamilton Eastern Corridor | Phase 2A: I-275 @ SR 32 Interchange Ramp Widening | \$ - | \$ - | \$ - | \$ 15.0 | \$ 15.0 | | | | |
| | | 82134 | | Phase 3: I-275 @ SR 32 Interchange Reconstruction | \$ - | \$ - | \$ - | \$ 7.4 | \$ 7.4 | | | | |
| | | 86461 | | Segment I: Red Bank Shared Use Path | \$ - | \$ 2.9 | \$ 0.8 | \$ - | \$ 3.7 | | | | |
| | | 86462 | | Segment II / III: SR 32 (US 50 to Bells Lane) | \$ 5.0 | \$ - | \$ - | \$ 161.9 | \$ 166.9 | | | | |
| | | 82370 | | Segment IVA: New interchange at SR 32 and Bach Buxton | \$ 8.0 | \$ 0.5 | \$ 0.1 | \$ 8.0 | \$ 16.6 | | | | |
| 48 | 6 | 90200 | Delaware I-71 @ Sunbury Parkway | Development PID | \$ 2.3 | \$ 0.2 | \$ 39.7 | \$ - | \$ 42.2 | | | | |
| | | 106960 | | Phase B: Extend Sunbury Parkway to 3B&K Road | \$ 4.0 | \$ 3.0 | \$ 2.7 | \$ 10.0 | \$ 19.7 | \$ 4.0 | | | |
| | | 106961 | | Phase C: Extend Sunbury Parkway (3B&K Road to US 36/SR 37) | \$ - | \$ - | \$ 24.0 | \$ 6.0 | \$ 30.0 | | | | |
| 49 | 4 | 122867 | Summit I-76 (Kenmore Leg) | Interstate reconstruction (West Akron Beltway) | \$ - | \$ 45.0 | \$ 0.2 | \$ 33.3 | \$ 78.5 | | | | |
| 50 | 8 | 80468 | Greene US 35 | Construct new interchange between Factory/Orchard | \$ 0.6 | \$ 3.7 | \$ 0.3 | \$ 74.3 | \$ 78.9 | | | | |

| LINE | DIST | PID | PROJECT | DESCRIPTION | FUNDING SOURCES | | | | | COMMITMENTS (FISCAL YEARS) | | | |
|------|------|-------|-------------------------------------|--|-----------------|----------|----------|------------|------------|----------------------------|------------|---------|---------|
| | | | | | TRAC | NON-TRAC | LOCAL | UNFUND | TOTAL | 2026 | 2027 | 2028 | 2029 |
| | | | | | | | | | | | | | |
| 51 | 12 | 77332 | Cuyahoga Cleveland Innerbelt (I-90) | Right-of-Way Acquisition PID | \$ 116.5 | \$ 0.1 | \$ - | \$ - | \$ 116.6 | | | | |
| | | 77510 | | Environmental Studies PID | \$ 17.0 | \$ - | \$ - | \$ - | \$ 17.0 | | | | |
| | | 80406 | | CCG3B: Reconstruct I-77 approach to the Central Interchange | \$ - | \$ - | \$ - | \$ 201.6 | \$ 201.6 | | | | |
| | | 86745 | | CCG4A: Relocate easterly sewer interceptor | \$ - | \$ - | \$ - | \$ 11.7 | \$ 11.7 | | | | |
| | | 80408 | | CCG4B: Relocate CSX RR overhead bridge | \$ - | \$ - | \$ - | \$ 64.1 | \$ 64.1 | | | | |
| | | 86744 | | CCG4C: Relocate NS RR overhead bridge | \$ - | \$ - | \$ - | \$ 64.1 | \$ 64.1 | | | | |
| | | 82392 | | CCG4D: Reconstruct overhead bridges (Innerbelt Curve) | \$ - | \$ - | \$ - | \$ 58.4 | \$ 58.4 | | | | |
| | | 77413 | | CCG4E: Relocate I-90 at SR 2 (Innerbelt Curve) (Superior Ave. to East 49th) | \$ 15.4 | \$ 80.3 | \$ - | \$ 248.3 | \$ 344.0 | \$ 6.0 | \$ 6.1 | | |
| | | 79580 | | CCG5A: Reconstruct overhead bridges (Prospect to Payne) | \$ - | \$ - | \$ - | \$ 113.0 | \$ 113.0 | | | | |
| | | 25795 | | CCG5B: Reconstruct EB I-90 (E. 22nd to Superior Avenue) | \$ - | \$ - | \$ - | \$ 271.4 | \$ 271.4 | | | | |
| | | 86746 | | CCG5C: Reconstruct WB I-90 (E. 22nd to Superior Avenue) | \$ - | \$ - | \$ - | \$ 203.0 | \$ 203.0 | | | | |
| | | 82378 | | CCG7: Bridge/pavement rehab along I-71 (US 42 to I-90) | \$ - | \$ - | \$ - | \$ 187.0 | \$ 187.0 | | | | |
| | | | | | | | \$ 496.9 | \$ 3,427.0 | \$ 1,303.8 | \$ 3,386.0 | \$ 8,613.7 | \$ 25.6 | \$ 18.8 |

| Major Program | State Fiscal Years | | | |
|---|--------------------|-----------------|-----------------|-----------------|
| | 2026 | 2027 | 2028 | 2029 |
| Major New Traditional Revenue | \$ 373.0 | \$ 162.6 | \$ 150.0 | \$ 150.0 |
| Total Revenue | \$ 373.0 | \$ 162.6 | \$ 150.0 | \$ 150.0 |
| Encumbered Funds | \$ 354.7 | \$ - | \$ - | \$ - |
| Tier I Commitments | \$ 28.2 | \$ 181.8 | \$ 198.3 | \$ 63.5 |
| Tier II Commitments | \$ 15.6 | \$ 52.3 | \$ 3.0 | \$ 3.0 |
| Tier III Commitments | \$ 25.6 | \$ 18.8 | \$ 0.5 | \$ 14.0 |
| Projected Change Orders/Unanticipated PE & RW | \$ 17.5 | \$ 15.0 | \$ 10.0 | \$ 5.0 |
| Total TRAC Commitments | \$ 441.6 | \$ 267.9 | \$ 211.8 | \$ 85.5 |
| Balance | \$ (68.6) | \$ (105.3) | \$ (61.8) | \$ 64.5 |
| Cumulative Balance | \$ (68.6) | \$ (173.9) | \$ (235.7) | \$ (171.2) |
| Percent Under/Over Committed | -20% | | | |