OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

RESOLUTION NO. 2015-003

A RESOLUTION APPROVING THE REGIONAL TRANSPORTATION PLAN DEVELOPED FOR CARROLL, COLUMBIANA, COSHOCTON, GUERNSEY, HARRISON, HOLMES, MUSKINGUM, AND TUSCARAWAS COUNTIES.

WHEREAS, OMEGA is participating in a two-year Regional Transportation Planning Organization (RTPO) Pilot Program in nonmetropolitan regions of the state;

WHEREAS, OMEGA developed a Regional Transportation Plan in accordance with Contract Agreement between OMEGA and the Ohio Department of Transportation (ODOT); and

WHEREAS, the Transportation Advisory Committee recommended that the Executive Board approve the Regional Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED that the Executive Board approves the Regional Transportation Plan subject to the following:

1. If applicable, any final comments regarding the plan that are received from ODOT, board members, and/or general public will be addressed upon their receipt by OMEGA.

2. If any of these comments result in substantive changes to the Regional Transportation Plan, then such changes will be brought forth to the Executive Board for approval.

PASSED: June 17, 2015

Raymond Eyler
President

Domenick Mucci, Jr.
Vice President

Chris Abbuhl
Secretary

Dorothy Skowrunski
Treasurer

1.0 INTRODUCTION

The Ohio Mid-Eastern Governments Association (OMEGA) is organized as an agency of local governments pursuant to Section 167 of the Ohio Revised Code and is designated by the Appalachian Regional Commission as a Local Development District and by the US Department of Commerce, Economic Development Administration, as an Economic Development District. OMEGA is a collaborative body of member governments that serves as a facilitator between state and federal government agencies and local entities to provide opportunities in economic and community development through networking, education, planning, research, and allocation of resources. OMEGA serves ten counties in Ohio: Belmont, Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Jefferson, Muskingum, & Tuscarawas.



On July 1, 2013, the Ohio Department of Transportation authorized OMEGA to participate in a two-year pilot program to develop a Regional Transportation Planning Organization (RTPO) to serve the eight counties in OMEGA's district which are not members of a Metropolitan Planning Organization. These eight counties include: Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas.

A regional voice and planning organization is needed to address the major transportation needs that will facilitate economic and community development, address safety and congestion issues, and improve the quality of life for our residents.

Our Regional Transportation Planning Organization will focus on the following planning efforts:

1. Development of a **Five Year** Regional Transportation Plan (RTP) by June 30, 2015.

2. Facilitation of a consultation process which will allow for OMEGA's members to discuss regional transportation issues with ODOT, and where ODOT will provide updates regarding current plans, programs and projects occurring within OMEGA's region.

3. Facilitation of public outreach efforts.

4. Development of transportation expertise amongst OMEGA staff.

The development of the Regional Transportation Plan (RTP) is a coordinated effort involving and engaging decision makers and stakeholders to include local elected officials, development agencies, private industry, ODOT, and the general public. The RTP will be financially responsible; promote the retention, expansion and redevelopment of regional industrial centers to include the shale industry; develop a public transit and human services transportation system to improve access and mobility; and develop a pedestrian and trail network to improve the quality of life for our residents.

Consistent with the eight planning factors that need to be considered under the Moving Ahead for Progress in the 21st Century (MAP-21), OMEGA in conjunction with the Transportation Advisory Committee (TAC) and Executive Board have adopted the following the goals for the development of a Regional Transportation Plan:

- **Goal 1:** Preserve, Maintain and Improve Existing Transportation Systems
- **Goal 2:** Address Safety and Congestion Issues
- **Goal 3:** Facilitate Economic and Community Development
- **Goal 4:** Improve Quality of Life
- **Goal 5:** Develop a Financially Responsible Regional Transportation Plan

This Regional Transportation Plan includes the follow specific elements:

- Goals and Objectives
- Existing Conditions
- Future Conditions
- Needs Analysis
- Recommendations
- Fiscal Analysis
- Public Involvement

Specific objectives to meet the five goals were developed and provided in Section 2.0 of the RTP.

Documentation of existing conditions provided the framework for plan development and will provide the baseline for quantitatively measuring the success of the plan implementation. A detailed analysis of the existing conditions of the transportation systems in the RTPO region is provided in Section 3.0 of the RTP. Specific baseline data in the Existing Conditions Section includes: demographics, roads, bridges, transit, ports and rivers, aviation, rail, safety, economy, bicycle routes, and environmental concerns.

After establishing the baseline conditions of the transportation systems in the RTPO region, OMEGA projected the future conditions of the region and the impact those conditions will have on the transportation systems. Analysis of the future conditions (see Section 4.0) of the region focused on the impact of demographics, traffic, and shale development on the transportation systems in the region including roads, bridges, rivers, aviation, and transit. OMEGA relied on modeling conducted by the ODOT Office of Statewide Planning and Research and by the Ohio Development Services Agency to predict future demographic and traffic conditions of the region.

Assessment of the existing and future conditions along with input from OMEGA's Executive Board, Transportation Advisory Committee, Citizen's Advisory Board, other stakeholders, and the general public formed the basis for identifying the needs of the region, development of a preliminary projects list, and recommendations. The results of this analysis and recommendations are documented in Sections 5.0 and 6.0 of the plan.

Relying on historical data provided by ODOT, OMEGA also estimated the annual level of funding that may be available for locally initiated projects. OMEGA assumed that federal and state funding levels would be equivalent to the ten-year historical average and would remain flat over the planning period. Results of this fiscal analysis are provided in Section 7.0 of the plan.

Finally, documentation on public involvement activities aside from the regularly scheduled Executive Board, Transportation Advisory Committee, and Citizens Advisory Board Meetings is provided in Section 8.0 of the plan.

2.0 GOALS AND OBJECTIVES

In conjunction with the Transportation Advisory Committee and the Executive (Policy) Board, OMEGA has established the following goals and objectives for the Regional Transportation Plan. Although this plan will initially focus on a five year planning horizon, these goals and objectives will also provide the framework for more long term planning in the future.

These goals and objectives have also been developed to address the eight planning factors that need to be considered under federal law:

1. Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system across and between modes, people, and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Goal 1: Preserve, Maintain and Improve Existing Transportation Systems

Objectives

1.1. Identify the existing conditions of roads, bridges, rail, airports, and ports.
1.2. Develop a prioritized list of improvements based upon current condition and use.
1.3. Develop a plan for implementation of the recommended improvements.
1.4. Consider Complete Streets (ODOT Policy No. 20-012 (P)), where appropriate, in the planning, design, construction, maintenance and operation of new and rehabilitated transportation facilities within the public rights of way.

Goal 2: Address Safety and Congestion Issues

Objectives

2.1. Obtain and analyze traffic data including supplemental information from local officials and the public.
2.2. Assess performance based upon level of service criteria and strive to maintain an acceptable level of service.
2.3. Facilitate operational improvements such as signal optimization to improve traffic flow and level of service.
2.4. Facilitate the development of projects (such as turn lanes, channelization, intersection modifications, road widening, additional lanes, signalization improvements, etc.) to reduce congestion and improve safety.
2.5. Obtain and analyze crash data.
2.6. Identify high hazard areas.
2.7. Facilitate the development of projects (such as signage, sight distance improvements, re-alignment of horizontal and vertical curves, etc.) to improve safety and reduce the frequency and severity of crashes.
2.8. Develop a financial strategy for projects that can be implemented within the next five years that will address safety and congestion issues.

Goal 3: Facilitate Economic and Community Development

Objectives

3.1. Identify the transportation systems needed to fully support the shale development in the region especially as related to sustainability and importance to the state, national, and international demand for energy and petroleum-based products.
3.2. Identify current and planned industrial/business parks and clusters and the transportation system improvements (roads, rail, freight, and river) needed to facilitate development and/or to improve existing operations of these industrial/business parks.
3.3. Identify the transportation systems needed to fully support planned development in the region.
3.4. Identify corridors that will promote economic development and connectivity.
3.5. Advocate for the development of these corridors, such as, US 30 Ohio's Energy Corridor or the Columbus to Pittsburgh corridor.
3.6. Identify projects that will promote the development and use of intermodal facilities including the port at Wellsville.
3.7. Identify current and planned commercial centers and the transportation system improvements needed to facilitate the development of these centers and to improve public access.

Goal 4: Improve Quality of Life

Objectives

4.1. Identify the service areas of the public and human services transit agencies.
4.2. Assess the need to improve and/or expand existing transit services in order to increase usage, accessibility, and mobility.
4.3. Develop a plan to implement the recommended transit system improvements.
4.4. Identify existing trails and pedestrian/bicycle routes for non-recreational (those who use bicycles as primary mode of transportation) and recreational users.
4.5. Assess the need to expand or improve pedestrian/bicycle access to encourage linkage to regional, state, and national trail systems and heritage corridors for recreational and non-recreational users.
4.6. Develop a plan to implement the recommended pedestrian/bicycle improvements for recreational and non-recreational users.

Goal 5: Develop a Financial Responsible Regional Transportation Plan

5.1. Develop a prioritized list of projects that will best meet the needs of the region which can be implemented during the five-year planning period between 2016 and 2020.
5.2. Develop an implementation schedule that is based upon the region's fair share of federal and state economic resources and importance to the state and national economy especially as related to the region's energy resources and other developments.

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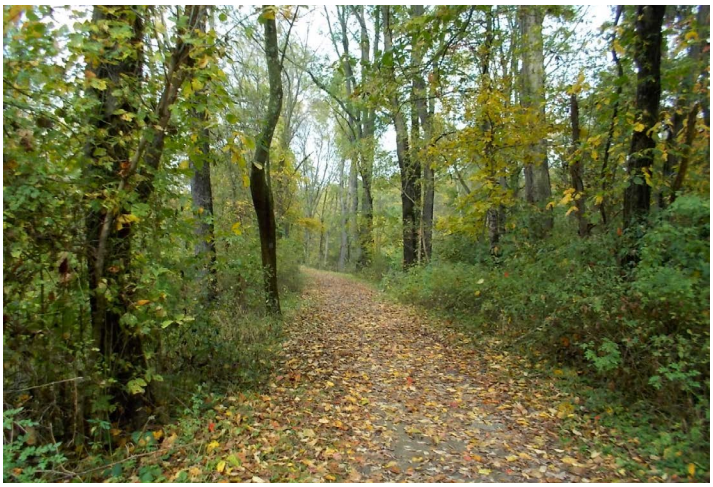
Regional Transportation Plan
Existing Conditions
June 1, 2015













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EXECUTIVE SUMMARY FOR EXISTING CONDITIONS

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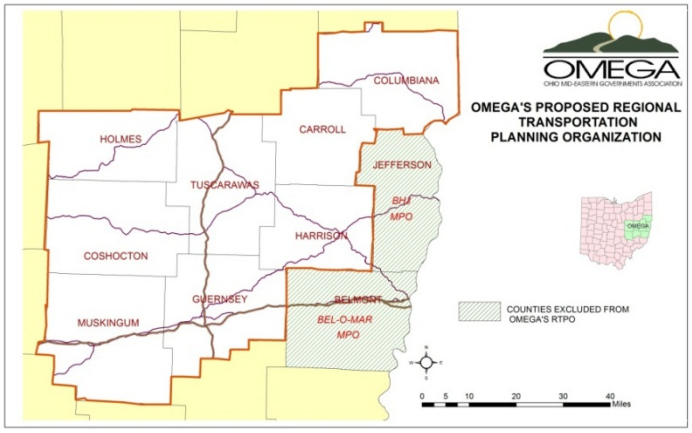

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Specific objectives to meet these goals were also developed and provided in Section 2.0 of the RTP.

Documentation of existing conditions will provide the framework for plan development and will provide the baseline for quantitatively measuring the success of the plan implementation. Once these existing conditions are known, OMEGA in cooperation with the TAC, Citizens Advisory Board, Executive Board, and ODOT, and with guidance from the Eastgate Regional Council of Governments, will be able to identify the transportation needs of the region and focus on the development of specific projects to meet those needs.

Specific baseline data in the Existing Conditions Section includes: demographics, roads, bridges, transit, ports and rivers, aviation, rail, safety, economy, bicycle routes, and environmental concerns. Data contained in the Existing Conditions Section is summarized herein.

Demographics

According to the 2010 Census, the population of the OMEGA RTPO region is 450,551 which accounts for just under 4% of the state's population. The population of the RTPO region is expected to decline by 2.64% over the next 30 years; however, the population of Holmes County is projected to increase by almost 7%. Approximately 4.67% of the population is designated as minority with minority population centered in the more urbanized areas. Almost 17% of the population is age 65 or older and is also centered in the more urbanized areas. Harrison County has a higher elderly population than the entire region.

The OMEGA region is also the epicenter of shale development in the State of Ohio. The impact of this development especially in Carroll, Columbiana, Guernsey, and Harrison Counties on population and employment is currently unknown. However, population and employment may actually increase as shale development continues to expand in the area.

Historically, income levels, unemployment rates, and poverty rates for the region have been higher than state and national levels. However, with shale development and the improved state economy, current unemployment rates (June 2014) in six of the eight counties are less than national unemployment rates.

Poverty levels in the eight-county planning area are generally higher than the state poverty rate. Based upon the 2012 5-year ACS estimates, Harrison County has the highest poverty rate, 19.4%, in the planning area.

The highest concentration of households without cars, over 400 households per census tract, is located in Holmes County which is likely attributable to the high Amish population in Holmes County. Higher concentrations of households without cars are also located in the more urbanized areas. The average travel time to work in the OMEGA RTPO is 25 minutes and 50% of the residents have a travel time of less than 20 minutes.

Roads

Two interstates, I-70 and I-77, a major east-west and a major north-south corridor, respectively are located in the OMEGA RTPO region. Both have been identified as part of the Strategic Transportation System (STS) in Access 2040 and are important to the national economy as they carry large volumes of freight both inside and outside Ohio. I-70 extends through Guernsey and Muskingum Counties and I-77 extends through Guernsey and Tuscarawas Counties. Other routes on the STS include: US 30 Ohio's Energy Corridor in Columbiana County, US 36 and SR 16 in Coshocton and Muskingum Counties, US 250 in Harrison and Tuscarawas Counties, SR 7 in Columbiana County, and US 22 in Harrison County have been identified as Statewide Primary Corridors.

There are approximately 10,346 lane miles of roads in the OMEGA RTPO, over 70% of which are classified as local. Percentage of the remaining roads by functional class is as follows:

- Interstate 1.1%
- Freeway and Expressway 0.2%
- Other Principal Arterial 2.3%
- Minor Arterial 4.4%
- Major Collector 12.4%
- Minor Collector 9.2%

Carroll and Holmes Counties are the only two counties in the OMEGA RTPO that do not have any four-lane roads.

Annual Average Daily Traffic (AADT) for all state and federal routes within the planning area were reviewed. With the exception of the interstates, SR 60 (Maple Avenue in Zanesville) and US 250 between New Philadelphia and Uhrichsville, the AADT of all state and federal routes within the planning area is less than 20,000. With the exception of Harrison County, all counties in the RTPO area have at least one segment of a state or national route with an AADT greater than 10,000.

Traffic counts prior to the onset of shale development in Carroll, Columbiana, and Harrison Counties were reviewed to data collected in 2013 and 2014. Dramatic increases in truck and the total volume of vehicles were observed in Carroll and Harrison Counties. The volume of truck traffic on SR 9, SR 212, SR 332, and SR 542 in Carroll County has more than doubled between 2011 and 2013. During this same period in Carroll County, the total volume has increased by at least 20% on SR 9, SR 164, SR 212, SR 332, SR 542, and SR 644.

The impact of shale development on AADT in Columbiana County does not appear to be as significant as that for Carroll County. Only modest increases in total volume were observed on SR 39 (4% increase) and SR 644 (8% increase). On all other state routes, the total volume of traffic has either stayed the same as previous years or decreased. However, the total volume of trucks on SR 267 almost doubled and the total truck volume on SR 45, SR 165, SR 344, and SR 518 increased by more than 50% while the truck volumes on SR 9 and SR 14 increased by over 30%.

The AADT on almost all state routes in Harrison County increased between 2011 and 2014. One of the most significant increases occurred on SR 151 where the total volume of traffic increased by 50% and the volume of trucks almost doubled. The total volume of traffic on SR 519 almost doubled. Truck volume significantly increased on SR 799 (125% increase), SR 646 (153% increase), and SR 800 (248% increase). These significant increases are primarily attributable to the shale development that is occurring in the area to include the construction of the processing facilities near Scio and Cadiz.

Pavement Condition Ratings (PCRs) were also reviewed for state routes and limited local roads. PCRs were available for approximately 2,848 miles of roads. Approximately 70% of the state routes are in good to very good condition and approximately 14% of the roads for which PCR data is available are in fair to poor or poor condition.

Level of Service (LOS) and Volume to Capacity Ratios (V/C) were also reviewed to assess the level of congestion within the OMEGA RTPO. Several routes were identified throughout the region as having a LOS of D. SR 83 south of Millersburg in Holmes County and a section of SR 146 west of Zanesville in Falls Township have a LOS of E. There are no routes within the RTPO that have a LOS of F.

Based upon normalized AADT data for 2012, the V/C ratio for all state and national routes within the planning area is generally less than 0.55. Exceptions are noted along certain segments of I-70 in Guernsey and Muskingum Counties (ranging from 0.58 to 0.90), SR 209 in Cambridge (0.59 to 0.75), SR 83 in Millersburg (0.68), and SR 60 in Zanesville (0.62 to 0.64).

Bridges

In the OMEGA RTPO region, there are 2,964 bridges, 61% of which are under local jurisdiction and the remaining 39% under state jurisdiction. There are 138 bridges under local jurisdiction that have a General Appraisal Rating of 4 or less. Muskingum County has the highest number of bridges under local jurisdiction as well as the highest number of local bridges with a general appraisal rating of 4 or less.

Transit

The eight-county RTPO is served by four transit organizations and two coordinated transportation agencies:

- Carroll County Transit
- Community Action Rural Transit System (CART) serving Columbiana County
- Coshocton County Coordinated Transportation Agency (CCCTA)
- South East Area Transit (SEAT) serving Guernsey and Muskingum Counties
- Harrison County Rural Transit
- Tuscarawas Coordinated Public Transportation

Holmes County is the only county within the planning area that is not served by a transit or coordinated transportation organization.

In 2013, over 368,100 passengers, 56% of which are elderly and/or disabled were served by these organizations. All of these organizations provide demand services and only one, SEAT, provides fixed routes as well as demand services. A limited fixed route or shuttle service is also provided by CCCTA. An operational summary of each of these agencies is provided in Section 3.5.

Rivers and Ports

There are three major rivers that run through the OMEGA study area: the Ohio River, the Muskingum River, and the Tuscarawas River. The Ohio River is a primary shipping channel for the region, state, and nation, and is also used for recreation; whereas, the Muskingum and Tuscarawas Rivers are used primarily for recreation. Of critical importance to the region is the intermodal facility at Wellsville in Columbiana County that provides access to road, rail, and the river. This facility is located within a one day drive of five of the six largest population markets in Ohio, has a 3,500 foot expandable rail siding that connects to the Norfolk Southern main line, and a 60 ton overhead river crane and bulk cargo handling system. Sixteen private river terminals are also located along the Ohio River in Columbiana County within the New Cumberland pool.

Aviation

All counties with the RTPO are served by a general service airport. Of these airports, two, the Richard Downing Airport in Coshocton County and the Zanesville Municipal Airport are classified as Level 1 Airports. The Zanesville Municipal Airport and the Richard Downing Airport have runways that are 5,000 feet long which enables the airports to handle turbine powered and corporate jet aircraft. Currently, Cambridge Municipal, Carroll County – Tolson, and Harry Clever Field are exploring options to increase the runway length in order to accommodate corporate aircraft. Holmes County is currently in the process of extending the runway at the Holmes County airport to 4,400 feet in order to meet the demand for air services in the area.

Rail

Over 1,260 miles of rail lines and ten railroad owners are within the RTPO. With shale development, access to rail is becoming critical. The processing plants in Harrison County have installed several rail sidings in order to be able to ship products by rail. Harrison County is served by the Columbus and Ohio River Railroad and the Wheeling Lake Erie Railroad. Connectivity of these rail lines to product destinations will be a key component in the viability of shipping product by rail.

Although freight data for these rail lines is not currently available, volume is available. Railroad volumes show how much traffic is actually on the rail systems. The segment densities are calculated by the Federal Railroad Administration with the scale of 1-7, with 1 being less dense and 7 being the most dense. In general, the railroads throughout the region are fairly open and not congested. The most congested line (rating of 4) in the rail system that serves the OMEGA RTPO region is a Norfolk Southern line that connects Salem to Cleveland in the North, Pittsburgh in the East and Canton in the West. In the more urbanized areas, the congestion or density level increases to a 3. The rest of the lines in the area have a 1 or 2 level of congestion.

Safety

One of the most critical goals established for the OMEGA RTPO is to improve the safety of the transportation systems. To identify and document existing safety issues or areas of concern in the eight-county planning area, OMEGA used the GIS Crash Analysis Tool (GCAT). For the purposes of this study, a three period, 2011 to 2013 was selected for analysis.

For the period between 2011 and 2013, there were 30,113 crashes in the eight-county planning area, an increase of almost 2% (190 more crashes). The total number of crashes in Guernsey, Harrison, and Tuscarawas Counties increased significantly over this period. The number of crashes increased by 5.75% (65 more crashes) in Guernsey County, over 24% (72 more crashes) in Harrison County, and by over 10% (227 more crashes) in Tuscarawas County. Coshocton County experienced a dramatic decrease in the total number of crashes by almost 35% (176 fewer crashes). Crashes in Holmes County decreased by almost 5% and the total number of crashes in Muskingum County showed a modest decrease of 0.5%. The total number of crashes in Carroll and Columbiana Counties increased by approximately 2%.

Of the 30,113 crashes in the OMEGA District, 7,502 resulted in injuries and 171 resulted in fatalities. The average rate of injury for all crashes is 24.9% and the average rate of fatality for all crashes is 0.56%. Although the highest number of fatalities was in Columbiana County, the rate of fatality in that county is 0.61%. While only 3.26% of all crashes occur in Harrison County, 1.52% of those crashes resulted in fatalities.

The five most common types of accidents in the OMEGA RTPO are:

- Fixed Object: 29%
- Rear End: 17%
- Animal: 15%
- Angle: 11.5%
- Sideswipe: 9.5%

ODOT has identified 100 segments of local roads with the highest risk and 100 segments of state routes with the highest risk. This designation is based upon number of injuries, fatalities, ADT, and length of road segment. ODOT, using crash data for the period of 2008 to 2012, has identified the following as high risk rural roads in the OMEGA RTPO planning area:

Carroll County

- 40th Highest State System, SR 542 between Holly Road NW and Magnolia Corporation Line
- 46th Highest Local System, SR 171 between Avalon Rd and SR 43

Columbiana County

- 11th Highest State System, SR 172 between the Stark County Line and US 30
- 16th Highest State System, SR 558 between SR 45 and Fairfield School Road

- 33rd Highest State System, SR 172 between Rochester Road and US 30
- 56th Highest State System, SR 517 between Lisbon Corporation Line and SR 7
- 5th Highest State System, Cameron Rd between County Airport Road and McIntosh Road
- 29th Highest State System, Lower Elkton Road between half a mile south of Crestview Road and half a mile north of Kelly Park Road
- 49th Highest State System, Scotts Mill Road between Taylor Road and SR 154
- 66th Highest State System, Dyke Road between Yeagar Road and one half mile west of Jackson Street
- 70th Highest State System, Roller Coaster Road between Lincoln Highway and one half mile northwest of Guy Road

Coshocton County

- 13th Highest Local System, CR 271 between one half mile south of Township 278 Road and one half mile north of County 429 Road
- 38th Highest Local System, Welker Drive

Harrison County

- 10th Highest Local System, Toot Road between Mattern Road and SR 9
- 27th Highest Local System, Rose Valley Road between Lamborn Road and Unionvale Kenwood Road
- 53rd Highest Local System, Dennison Avenue between US 250 and Sheridan Avenue
- 83rd Highest Local System, Old Jewett Road between New Rumley Road and Scott Road

Holmes County

- 96th Highest State System, SR 241 between Millersburg Corporation Line and CR 616
- 52nd Highest Local System, School Street between S Railroad Street and Bucy Drive
- 80th Highest Local System, TR 454 between TR 452 and SR 60

Tuscarawas County

- 96th Highest Local System, Pleasant Valley Drive between Reeds Run Road NE and 0.5 miles south of Reeds Run Road NE

Neither Guernsey County nor Muskingum County had any roads on either the top 100 local or top 100 state lists.

OMEGA also created heat maps of accidents to identify additional roads of concern. These heat maps were based upon crash data from 2011 through 2013. Based upon these maps, OMEGA identified the following areas of concern:

Carroll County

- In Carrollton, 41 crashes have occurred within two blocks of the intersection of Lisbon Street and Main Street with 13 crashes occurring within the intersection.
- In Minerva, 39 crashes have occurred along SR 183, a section of road 1.25 miles long; 5 of the crashes were at the intersection of SR 183 and Grant Boulevard.
- In Brown Township at the intersection of SR 43 and SR 183, 26 crashes have occurred within a block of the intersection and 9 crashes occurred in the intersection.

Columbiana County

- In Saint Clair Township along one mile of SR 170 between Dresden Avenue and Saint Clair Avenue, approximately 150 crashes have occurred. Thirty-three of these accidents occurred at the intersection of SR 170 and Dresden Avenue and 19 occurred at the SR 170 and Saint Clair Avenue intersection.
- In Hanover Township, 29 crashes have occurred with one half mile of the intersection of SR 9 and SR 172.
- In Salem Township, 55 crashes have occurred along SR 45 between St. Jacob Logtown Road and SR 558.

Coshocton County

- In the City of Coshocton, 80 accidents have occurred along 2nd Street between Chestnut Street and Vine Street, a section of road only half a mile long.
- In Lafayette Township, 10 accidents have occurred at the intersection of SR 93 and US 36.
- In Bethlehem Township, 18 crashes have occurred within one mile of the intersection of US 36 and SR 60.

Guernsey County

- Approximately 85 crashes have occurred in the vicinity of the I-70 and SR 209 interchange (Exit 178). Thirty-three of these accidents occurred on I-70.
- In Oxford Township, 34 crashes have occurred along I-70 between Batesville Road and Pisgah Road.
- In Valley Township, 83 crashes have occurred along SR 313 within the township boundaries.

Harrison County

- In Cadiz, 30 crashes near a 500 foot section of Main Street between Warren Street and Market Street have occurred.
- In Monroe Township, 26 crashes have occurred along Cadiz Dennison Road between the Tuscarawas County line and Plum Run Road.
- In Green Township, 9 crashes have occurred along the half mile section of Cadiz-Steubenville Road between Hopedale and the Jefferson County Line.

Holmes County

- Along a 1.5 mile curved section of SR 83 in Mechanic Township, 24 accidents have occurred.
- Between Berlin and Walnut Creek, 100 crashes have occurred along the 4 mile stretch of SR 39 between US 62 and SR 515.
- In Berlin Township, 39 crashes have occurred along a 700 foot section of US 62 / SR 39 between the west end of Oak Street and the east end of Oak Street.

Muskingum County

- In Zanesville, approximately 700 crashes have occurred along Maple Avenue between Brandywine Avenue and SR 146.
- In Zanesville along SR 60 between Linden Avenue and Elm Street, approximately 180 crashes have occurred including 47 at the SR 60 and Linden Avenue intersection and 36 at the Elm Street and SR 60 intersection.

- In Wayne Township, 41 crashes have occurred along SR 60 between Millers Lane and Cutler Lake Road.

Tuscarawas County

- In New Philadelphia, 141 crashes have occurred within one quarter mile of the intersection of SR 39 and High Avenue with 45 crashes occurring in the intersection.
- Along a 3.5 mile section of US 250 between Dennison and the Harrison County Line, 64 crashes have occurred.
- In Goshen Township, 123 crashes have occurred on SR 39 between New Philadelphia and Roswell.

OMEGA also identified those areas where road geometrics may have contributed to the accident and high crash areas along US 30 Ohio's Energy Corridor. Specific details concerning these incidents are provided in Section 3.9.

Economy

Development of the shale energy industry has dominated the local economy in the OMEGA district. Core shale-related employment includes well drilling and development, pipeline construction, and construction of processing facilities. Employment and facilities related to the transportation of materials, pipeline, and products have also increased. In addition several oil and gas service related businesses are being developed throughout the region to support shale development activities. The ripple effect on non-shale industries, such as food, lodging, and retail businesses has also been significant.

As of May 15, 2015, 1,456 wells in the Utica shale have been permitted, drilled, being drilled, or are in in OMEGA ten-county region. Carroll County leads the state with 481 wells, 358 of which are in production. Second is Harrison County with 343 wells, 149 of which are in production. Guernsey County has 84 wells in production and Columbiana County has 56 wells in production. Six processing plants are also located in the area: four in Harrison County, one in Columbiana County, and one in Carroll County.

Forty-one deep wells for the injection of brine and spent drilling fluids have also been installed in the OMEGA RTPO. OMEGA will monitor the volume of truck traffic associated with the operation of these wells and the impact on the local community.

In addition, to shale development, five other industry clusters have been identified in the Comprehensive Economic Development Strategy for OMEGA. These include food, wood, plastics, metals, and steel. Improvements to the transportation systems to support the continued development of these clusters will be identified.

Thirty-seven major industrial parks or business centers are located in the OMEGA RTPO. These industrial or business centers are in various stages of development from initial planning to completely occupied

without any available space. Improvements (such as access to rail, interstate access, logistics, etc.) to the transportation systems needed to support or expand these centers will be considered.

Bike Trails

Ten major bike trails and the US 50 Bike Route extend through the OMEGA RTPO planning area. Excluding the US 50 Bike Route and small recreational loop trails, the total length of these trails is approximately 82 miles. Potential connection to other statewide trails as well as connectivity to other points of interest and communities will be considered.

Environmental

Any project that will be considered for federal funding needs to follow the National Environmental Policy Act (NEPA) in order to assess the potential impact of the project on the environment. Key components that are always included in that review process are floodplains, wetlands, historic places, and threatened or endangered species. To provide a basis for initiating that environmental process, OMEGA has included a review of the flood plains, wetlands, and historic places in this plan. For any project that will be receiving federal funds, a more in depth analysis will be required which may include wetlands delineation, ecological surveys, archaeological surveys, and other more detailed environmental investigations. Knowledge of flood prone areas is also important when planning transportation improvements so that the cost effectiveness of elevating a roadway or relocating a road outside of the flood plain can be considered.

3.0 EXISTING CONDITIONS

In order to develop a comprehensive Regional Transportation Plan that will best meet the needs of the region, the state of the region and the current condition of the existing transportation systems must be defined. Documentation of these existing conditions will form the basis for plan development and will provide the baseline for quantitatively measuring the success of the plan implementation. Specific baseline data in this section includes: demographics, roads, bridges, transit, ports and rivers, aviation, rail, safety, economy, bicycle routes, and environmental concerns.

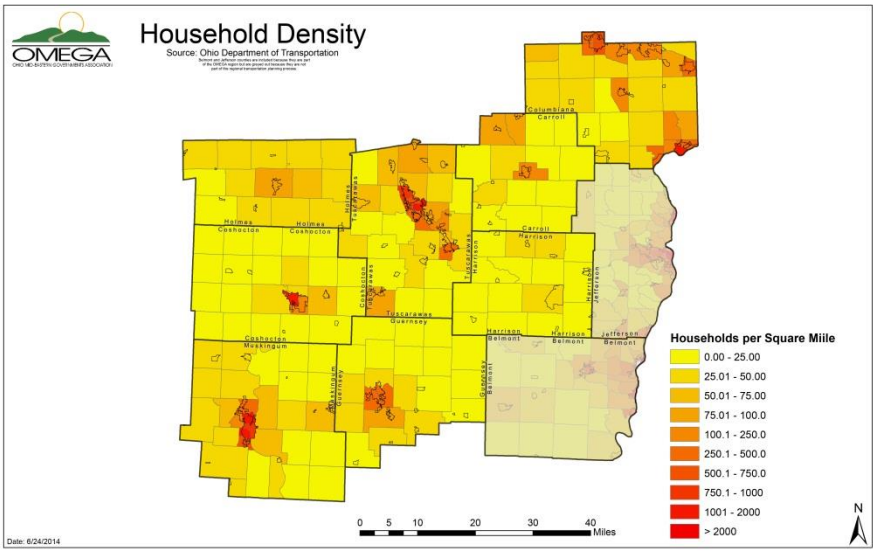
3.1 Demographics

Demographics are a key component to understanding the needs of the region and how transportation systems may best meet those needs. This data will also be used to assess potential environmental justice issues associated with the list of priority projects to be programmed during the five-year planning period. Population data, projections, characteristics, income, and employment are summarized in this section.

3.1.1 Population

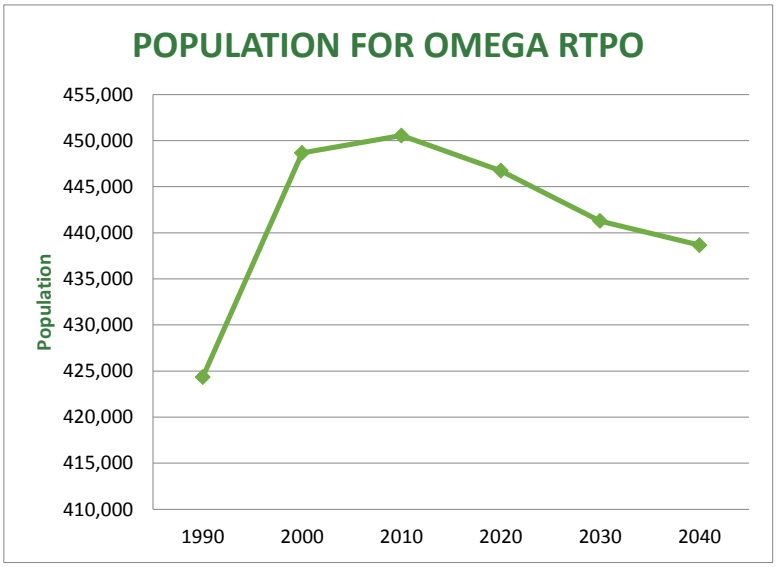
According to the 2010 Census, the total population of Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties is 450,551 which accounts for just under 4% of the state's population. Columbiana County is the only county in the OMEGA RTPO area with a population greater than 100,000 and Harrison County is the smallest with a population of 15,864. In all of the counties, as shown in Figure 3-1, the population is distributed more densely in the more urbanized areas such as Cambridge, Columbiana, Coshocton, Dover, East Liverpool, New Philadelphia, Salem, Uhrichsville, and Zanesville, with the population density decreasing away from the city centers.

Figure 3-1: Household Density



As shown in Table 3-1 and Figures 3-2 and 3-3, the population of the eight-county planning area is expected to decrease by 2.64%, or almost 12,000 people between 2010 and 2040. However, the population of Holmes County is projected to increase by almost 7%. Carroll and Tuscarawas Counties are also projected to have a slight increase in population of less than 1%. Coshocton and Guernsey Counties are projected to lose over 9% of their population by 2040.

Figure 3-2: Population Projections for OMEGA RTPO



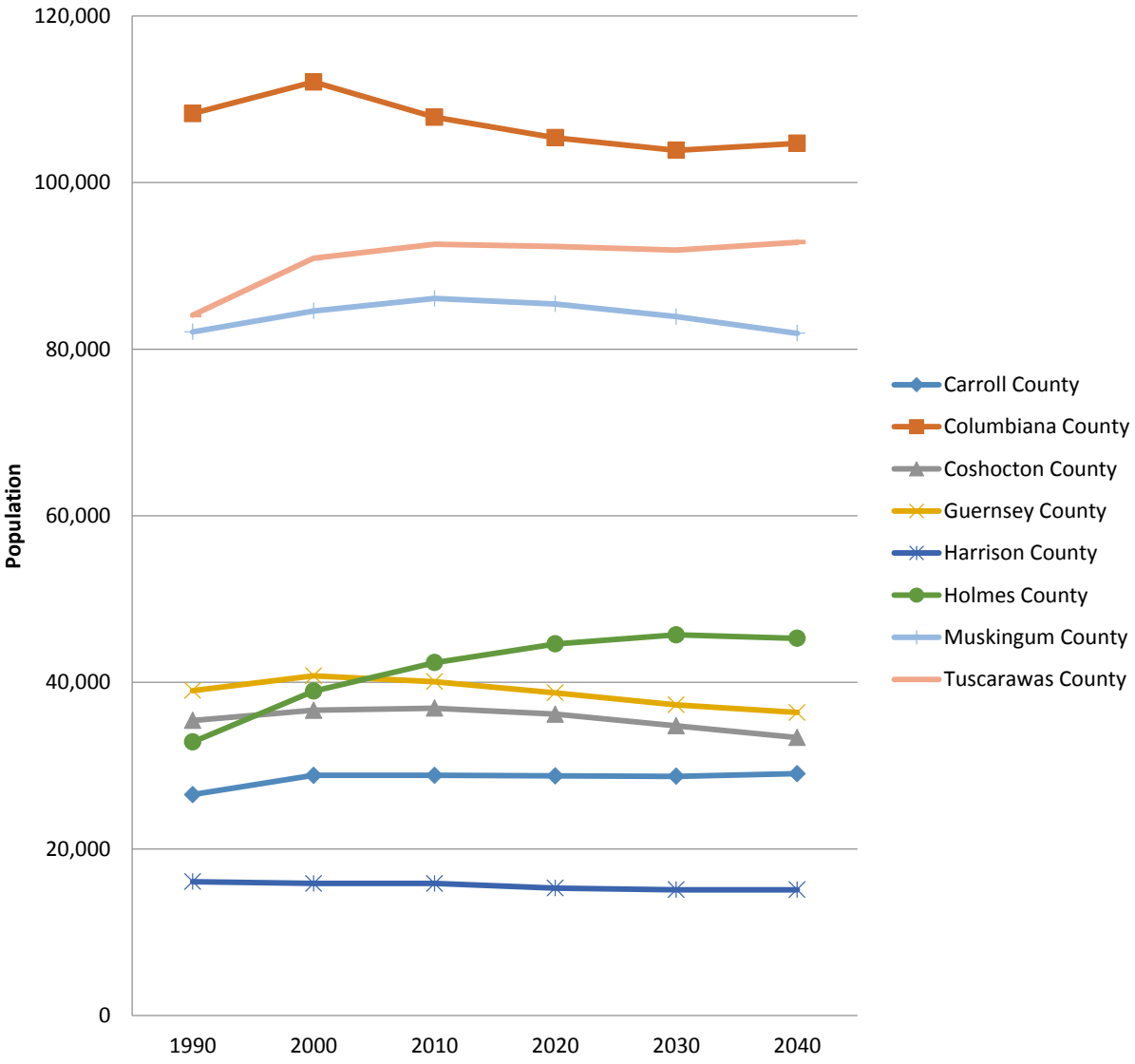
The OMEGA region is also the epicenter of shale development in the State of Ohio. The impact of this development especially in Carroll, Columbiana, Guernsey, and Harrison Counties on population is currently unknown and may actually increase as shale development continues to expand in the area.

Table 3-1: Population Projections

	Actual			Projected			Change	
County	1990	2000	2010	2020	2030	2040	2010 to 2020	2010 to 2040
Carroll	26,521	28,836	28,836	28,770	28,720	29,040	-0.23%	0.71%
Columbiana	108,276	112,075	107,841	105,380	103,870	104,710	-2.28%	-2.90%
Coshocton	35,427	36,655	36,901	36,190	34,790	33,390	-1.93%	-9.51%
Guernsey	39,024	40,792	40,087	38,750	37,310	36,390	-3.34%	-9.22%
Harrison	16,085	15,856	15,864	15,300	15,100	15,100	-3.56%	-4.82%
Holmes	32,849	38,943	42,366	44,620	45,700	45,280	5.32%	6.88%
Muskingum	82,068	84,585	86,074	85,420	83,900	81,900	-0.76%	-4.85%
Tuscarawas	84,090	90,914	92,582	92,310	91,890	92,840	-0.29%	0.28%
Total	**424,340**	**448,656**	**450,551**	**446,740**	**441,280**	**438,650**	**-0.85%**	**-2.64%**

Source: Ohio County Profiles 2013; Prepared by the Office of Policy, Research and Strategic Planning

FIGURE 3-3: POPULATION PROJECTIONS BY COUNTY

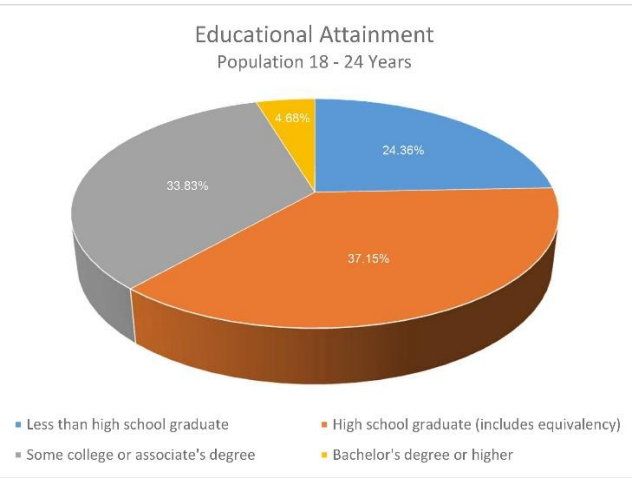


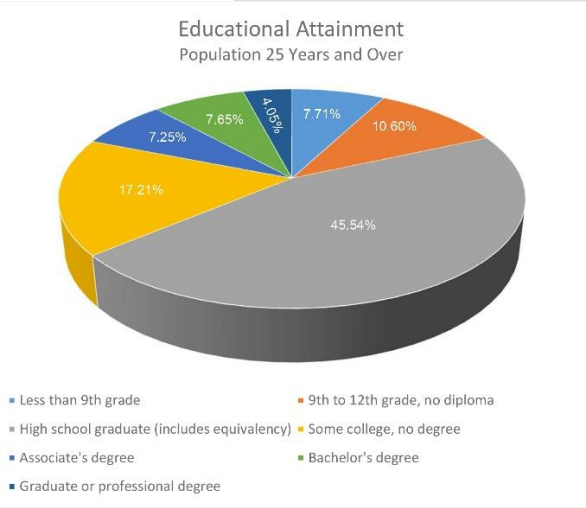
3.1.2 Educational Attainment

Educational attainment in the study area is very widespread. The U.S. Census ACS 5 Year Estimates breaks down educational attainment into two age groups: 18 to 24 years old and 25 years and over. As shown in Figure 3-4, for the 18 to 24 year old age group, almost 25% of the age group does not have a high school degree. Less than 5% of the age group has a bachelor's degree. The remaining percentage of the age group ranges from having a high school degree to having an associate's degree. For the 25 and older group, 45.5% of the population has obtained only a high school degree. Only 7.25% has an

associate's degree and 7.65% has a bachelor's degree. The biggest concern of this demographic is that over 18% of the group does not have a high school degree, of which 7.71% has less than a ninth grade education.

Figure 3-4: Educational Attainment

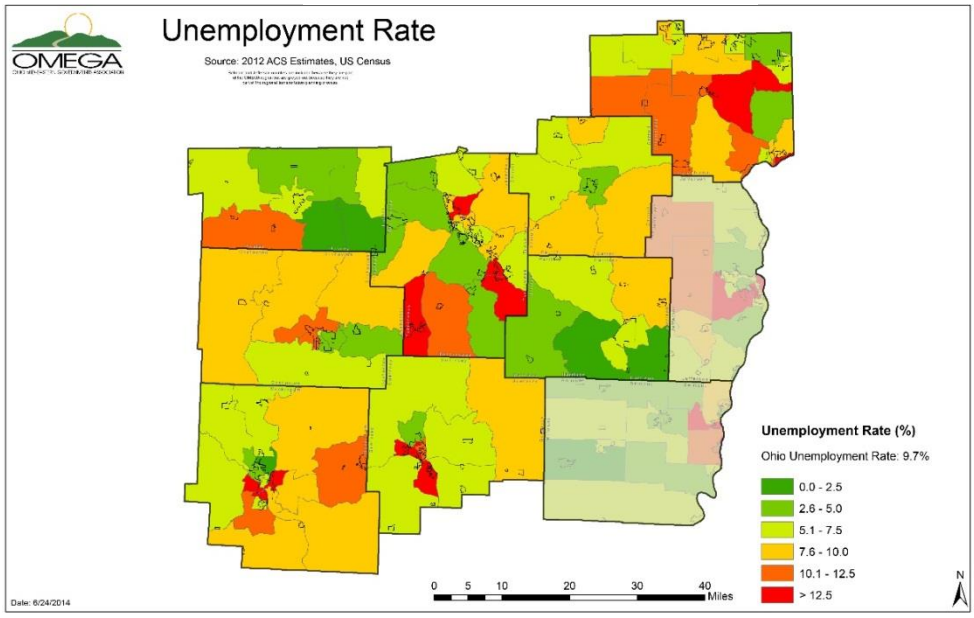




3.1.3 Employment

In 2010, the entire employment of the OMEGA area was 249,400, which is 4.7% of all those working in the state. Columbiana and Tuscarawas Counties accounted for 88,100 people in the workforce. According to the most recent 5-year American Community Survey (ACS) data (2008 to 2012), the average unemployment rate of the planning area was 9.06% which equates to approximately 22,559 people who are out of work. Unemployment rates using the 2012 ACS data are shown in Figure 3-5. Columbiana (11.0%), Coshocton (10.10%), Guernsey (11.40%), and Muskingum (10.30%) Counties all had unemployment rates above the state rate of 9.70%.

Figure 3-5: Unemployment Rates



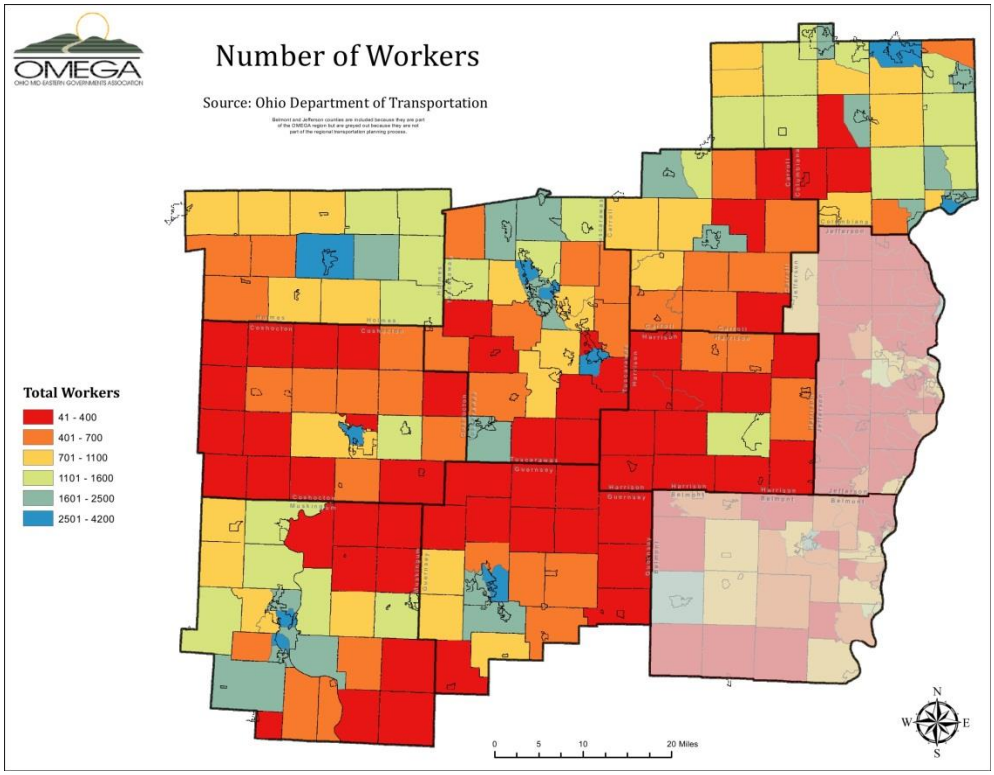
Please note that the impact of shale development and overall improvement of the state and national economies have dramatically reduced the unemployment rate for the planning area. As of June 2014 (Table 3-2), the unemployment rate in Carroll, Harrison, Holmes, and Tuscarawas Counties are below both state and national unemployment rates. Unemployment rates in Coshocton and Muskingum Counties continue to be above state and national rates. However, the unemployment rate in Guernsey and Columbiana Counties is 6.2%, which is greater than the state unemployment rate, but just below the national rate. Holmes County continues to have the lowest unemployment rate in the planning area at 3.9%.

Table 3-2: June 2014 Unemployment Rates
(Not Seasonally Adjusted)

County	Unemployment Rate
Carroll	5.8%
Columbiana	6.2%
Coshocton	7.3%
Guernsey	6.2%
Harrison	5.3%
Holmes	3.9%
Muskingum	7.1%
Tuscarawas	4.9%
State of Ohio	5.9%
U.S.	6.3%

Employment by Traffic Analysis Zone (TAZ) is shown in Figure 3-6. This figure illustrates that employment is concentrated in the more urban areas of the planning area. Not surprisingly, the two counties with the lowest unemployment rates (Holmes and Tuscarawas Counties) also have a higher density of workers than the other six counties.

Figure 3-6: Number of Workers



3.1.4 Income

Every county in the study area had a median household income and per capita income lower than the respective state averages. The average median household income was $41,453, almost $7,000 less than the state average. Only seven census tracts in the study area had a higher median household income than the state average. The average per capita income for the study area was $20,283, over $5,000 lower than the state average (see Figures 3-7 through 3-9).

Figure 3-7: Median Household Income

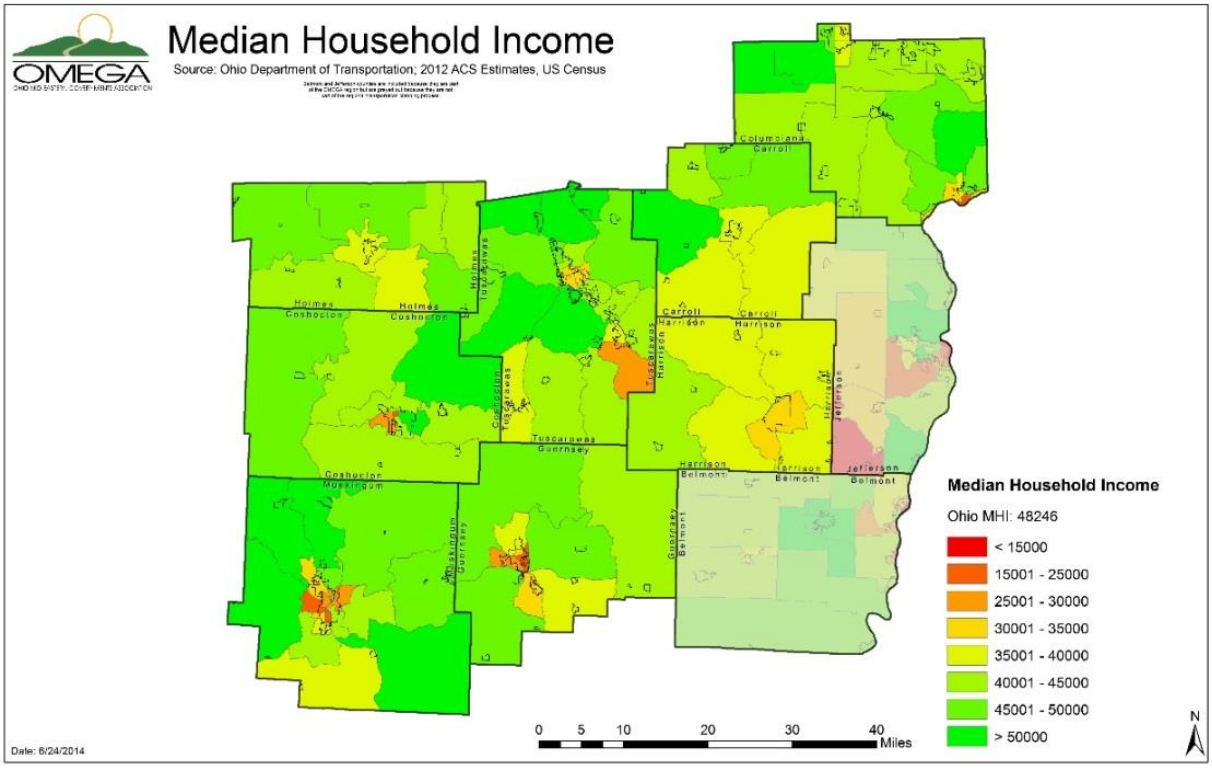


Figure 3-8: Median Household Income Compared to Ohio

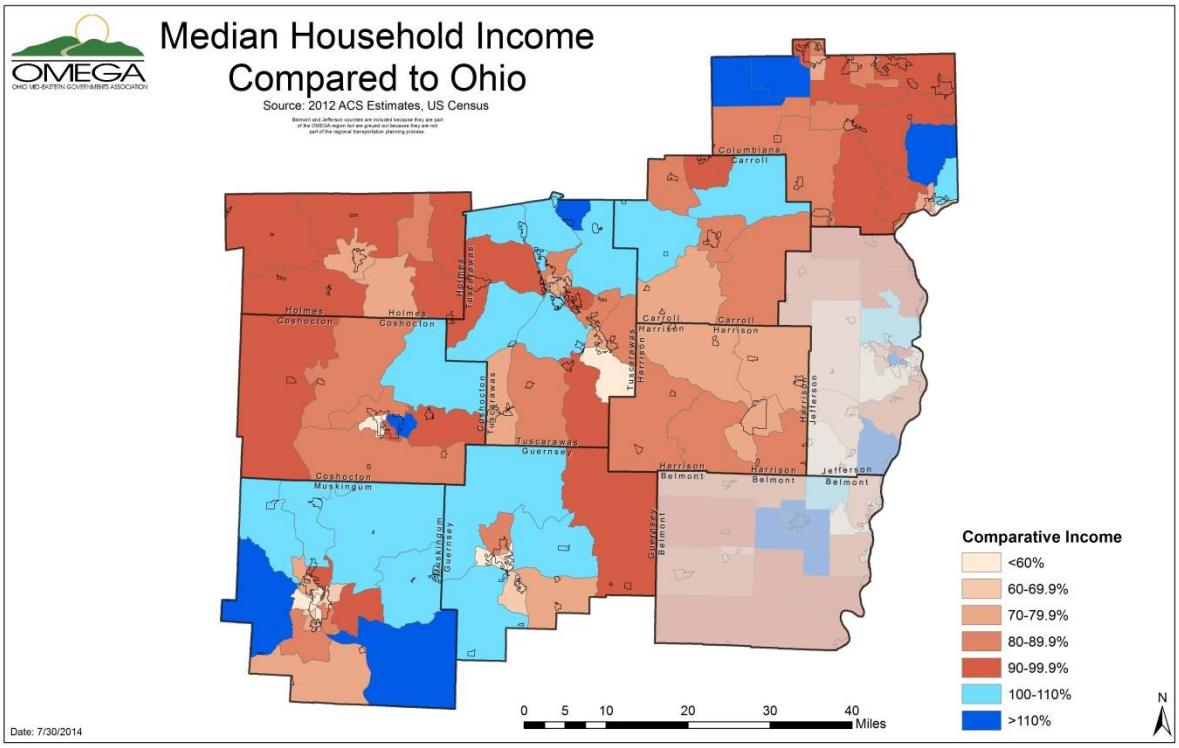
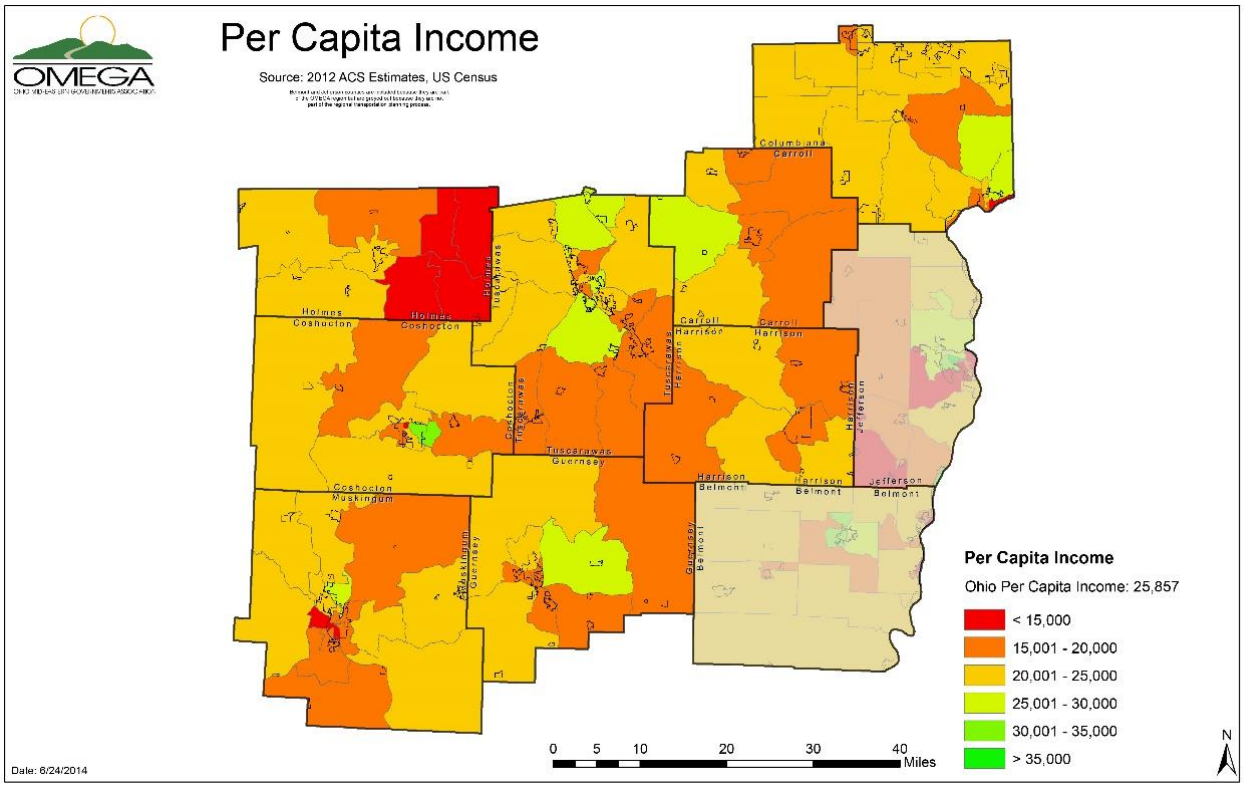


Figure 3-9: Per Capita Income



3.1.5 Poverty

Based upon the 2012 5 Year ACS Estimates, Columbiana, Coshocton, Guernsey, Harrison, Holmes, and Muskingum Counties all had poverty rates higher than the state average of 15.4%. Harrison County had the highest rate at 19.4%. The poverty levels shown in Figures 3-10 and 3-11 are based upon the 2012 ACS data.

Figure 3-10: Poverty Level

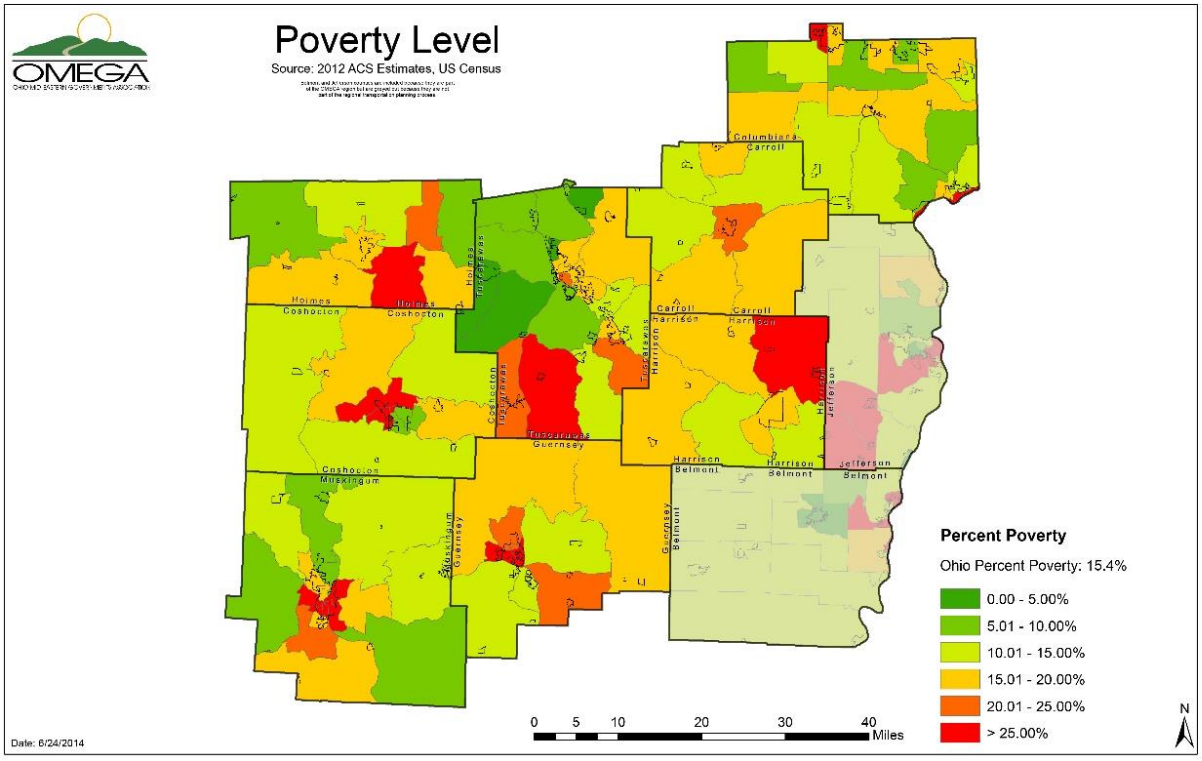
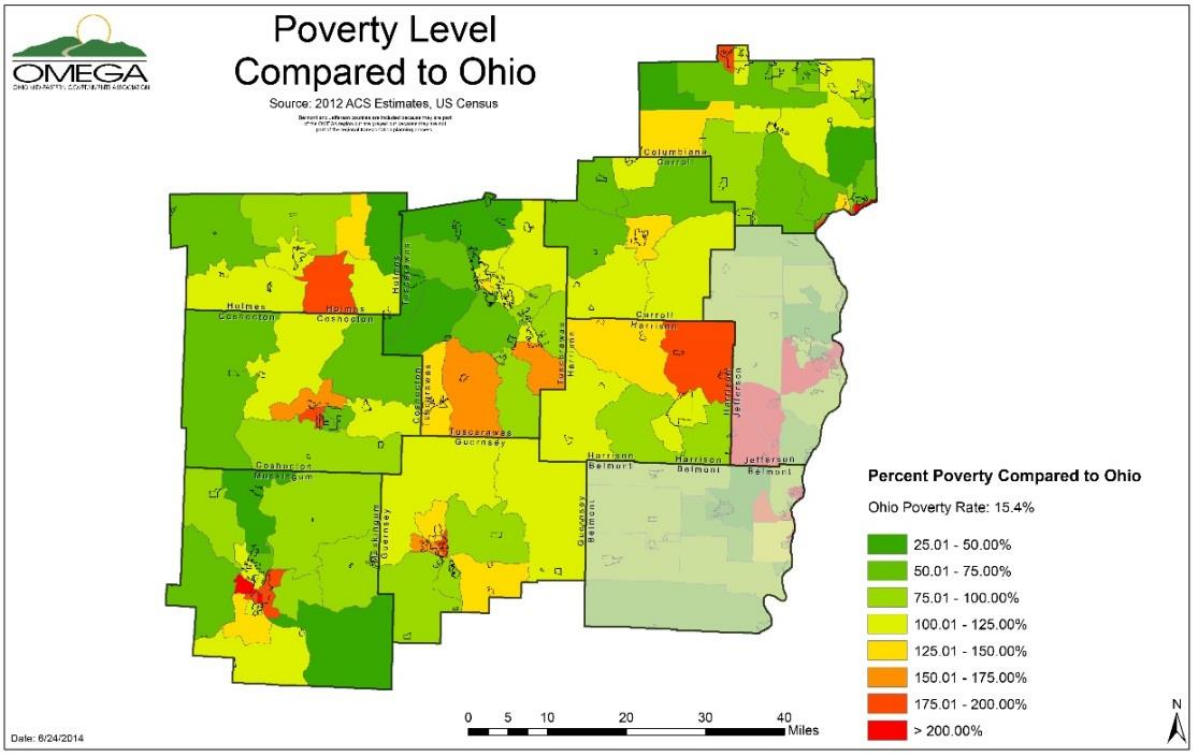


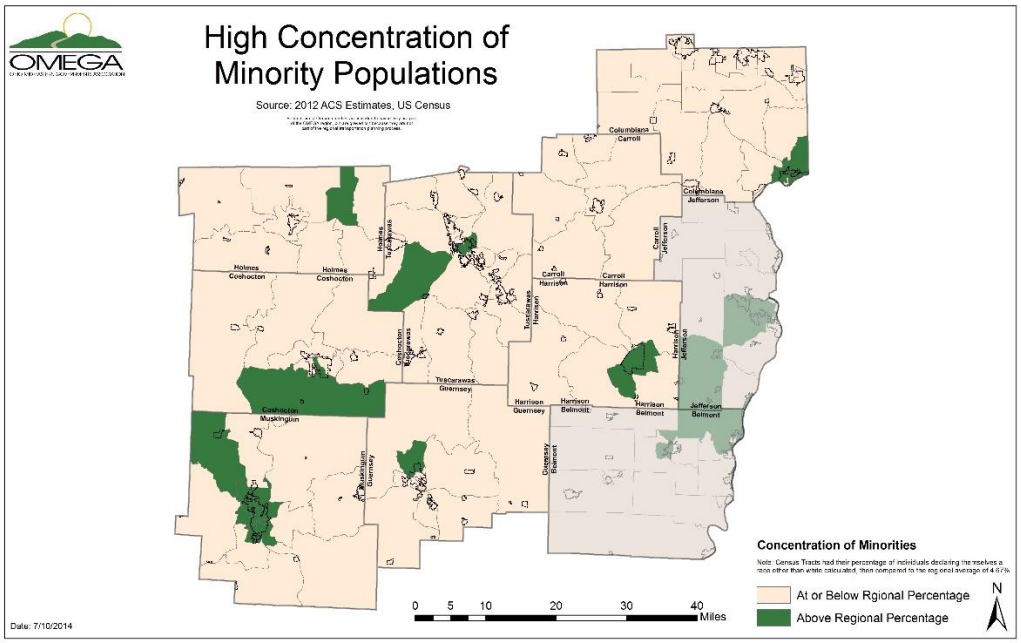
Figure 3-11: Poverty Level Compared to Ohio



3.1.6 Minority Population

Only 4.67% of the total population in the OMEGA RTPO planning area is designated as minority. According to the U.S. Census 2012 5 Year Estimates, 96.1% of the population is white and 1.83% are African American. As shown in Figure 3-12, minority populations are centered in the more urbanized areas of the counties, with the minority population getting sparser the farther outside of the cities.

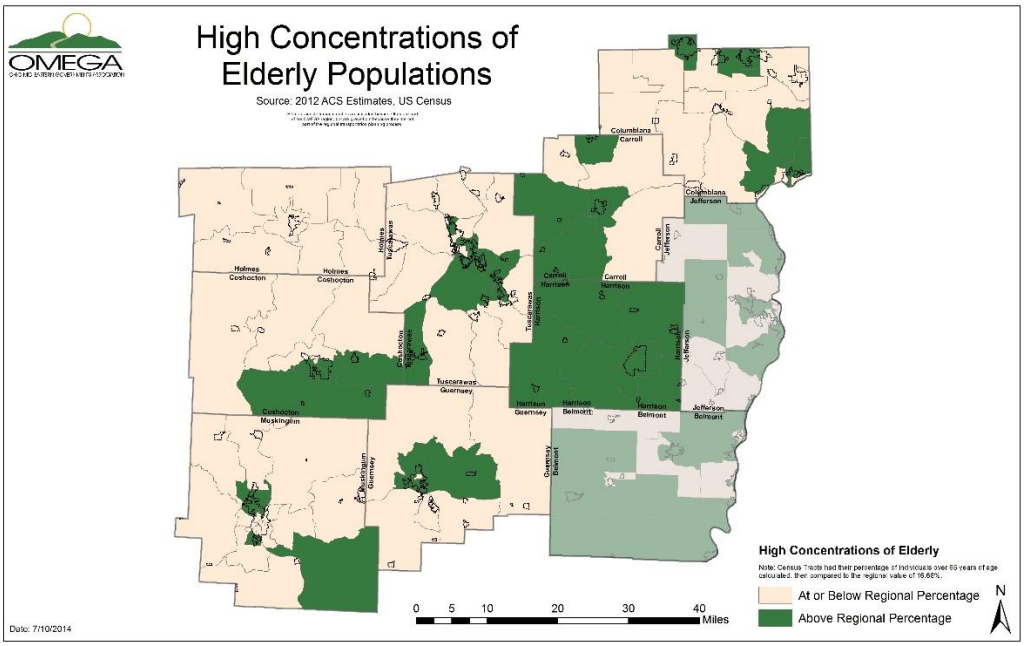
Figure 3-12: High Concentrations of Minority Populations



3.1.7 Elderly Population

Based upon the U.S. Census 2012 5 Year ACS Estimates, 16.66% of the population are 65 years of age or older. Harrison County, in its entirety, has a higher elderly population than the entire region on average. As shown in Figure 3-13, the higher concentrations of the elderly are located in the more urbanized areas of the region.

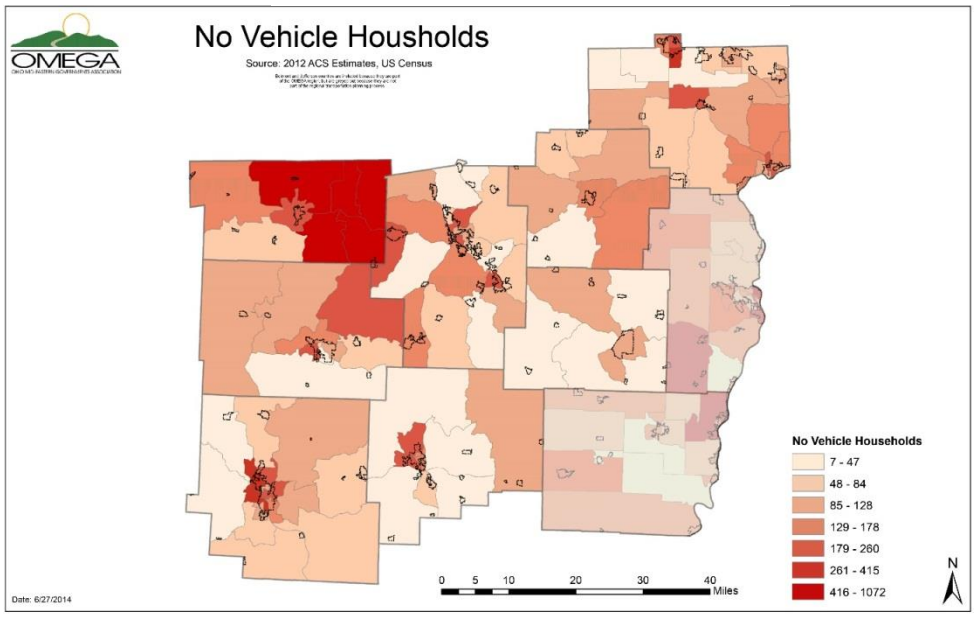
Figure 3-13: High Concentrations of Elderly Populations



3.1.8 Zero Car Households

U.S. Census 2012 5 Year ACS Estimates data (Figure 3-14) were used to identify households without cars. The majority of households without cars were located in the more urbanized areas. The one anomaly with the data showed that Holmes County had very high concentrations, over 400 households per census tract, of Zero Car Households. This likely can be attributed to the high Amish populations located within the county.

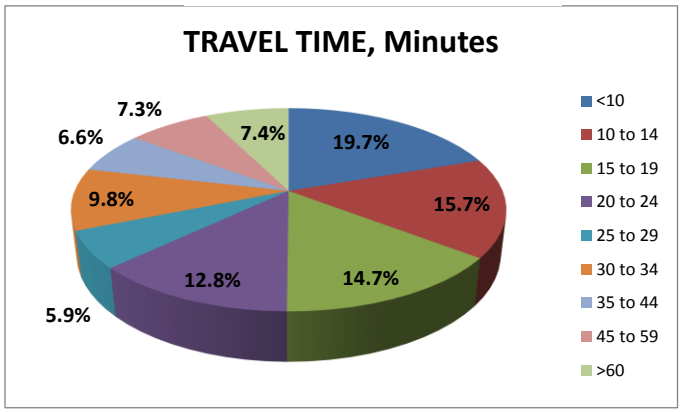
Figure 3-14: No Vehicle Households



3.1.9 Travel Time

The average travel time to work in the OMEGA RTPO region is approximately 25 minutes, ranging from an average low of 21 minutes in Tuscarawas County to a high of 33 minutes in Carroll County. As shown in Figure 3-15, almost 20% of the region has a travel time of less than 10 minutes and 50% have a travel time of less than 20 minutes. This indicates that the majority of the residents living in the OMEGA RTPO have a relatively short commute to work.

Figure 3-15: Travel Time



3.2 Land Use

Land use is an important part of transportation planning. The total area of the OMEGA RTPO region is 4,072.1 square miles which is approximately 10% of the total area of the State of Ohio. The largest county in the RTPO by area is Muskingum County at 664.6 square miles, and the smallest is Carroll County at 394.7 square miles.

Land use data was readily available for six of the eight counties in the OMEGA RTPO region. Carroll and Columbiana were originally without land use data; Columbiana County land use data was later digitized by OMEGA, and a mixed land use/land cover map for Carroll was created in an effort to describe the county. Complete land use data for Carroll County will be incorporated in this report when available. Table 3-3 shows the distribution of land use for Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties. Please note that since this data is based upon parcels, the total acreage listed in Table 3-3 is lower than the total acreage of a particular county as bodies of water and right of ways are not included in the parcel data. For instance, the total acreage for Muskingum County is actually 425,344 acres while the acreage listed in Table 3-3 is only 401,820 acres. However, the percentages by classification or use in Table 3-3 work well as the percentages represent usable land.

Eight land use classifications were established: agricultural, commercial, industrial (which includes mining), multi-family residential (3 or more residential units), residential, parks and public use, vacant, and no data. These classifications were made by selecting the three digit Ohio land use codes and assigning that code to the applicable land use. Land use maps for each of the six counties listed above are provided in Appendix A.

Table 3-3: County Land Use Summary

	Coshocton		Guernsey		Harrison		Holmes	
Use	Acres	Percentage	Acres	Percentage	Acres	Percentage	Acres	Percentage
Agriculture	175,649	48.09%	234,851	60.28%	125,898	47.90%	159,072	59.54%
Commercial	6,872	1.88%	4,212	1.08%	2,810	1.07%	5,725	2.14%
Industrial	17,184	4.71%	1,426	0.37%	937	0.36%	1,504	0.56%
Multi-Family Residential	48	0.01%	175	0.04%	39	0.01%	83	0.03%
No Data	374	0.10%	3,376	0.87%	3,288	1.25%	18	0.01%
Parks and Public Use	33,307	9.12%	27,321	7.01%	22,773	8.66%	3,231	1.21%
Residential	26,905	7.37%	40,666	10.44%	10,627	4.04%	18,893	7.07%
Vacant	104,874	28.72%	77,563	19.91%	96,484	36.71%	78,659	29.44%
Total	**365,213**		**389,590**		**262,857**		**267,184**	

	Muskingum		Tuscarawas		Total	
	Acres	Percentage	Acres	Percentage	Acres	Percentage
Agriculture	178,114	44.33%	254,121	66.78%	1,127,705	54.55%
Commercial	15,210	3.79%	6,606	1.74%	41,435	2.00%
Industrial	2,356	0.59%	5,619	1.48%	29,025	1.40%
Multi-Family Residential	472	0.12%	288	0.08%	1,106	0.05%
No Data	5,026	1.25%	0	0.00%	12,081	0.58%
Parks and Public Use	31,544	7.85%	9,505	2.50%	127,681	6.18%
Residential	42,520	10.58%	29,656	7.79%	169,267	8.19%
Vacant	126,579	31.50%	74,732	19.64%	558,891	27.04%
Total	**401,820**		**380,527**		**2,067,191**	

3.2.1 Agriculture

Approximately 55% of land use (1,127,705 acres) in the OMEGA RTPO region is classified as agriculture. Agricultural land is any land that is being used for producing crops, raising livestock, orchards, tobacco, or timber. Tuscarawas County has the highest number of acres classified as agriculture with over 254,000 acres (67%) and Muskingum County has the lowest number of acres classified as agriculture with 178,114 acres (44%).

3.2.2 Commercial

Commercial land is land that is being used for business purposes. Businesses such as grocery stores, restaurants, offices, shopping centers, hotels, etc. are all commercial. The county with the highest percentage of commercial land is Muskingum County which is 3.79% commercial land. The lowest percentage is Guernsey County which is only 1.08% commercial land or 4,212 acres. Approximately 2% of the region's land is classified as commercial (41,435 acres).

3.2.3 Industrial

Industrial land is any land use for industrial purposes such as a factory, processing facility, minerals (oil, gas, coal, others) and mining, industrial warehouses, etc. The highest percentage of industrial land is in Coshocton County which is 4.71% industrial land. Please note that Linton Township in Coshocton County is mainly classified as industrial, which is reflective of the strip mining that once occurred. Much of this formerly mined land is now open green space, but is still classified as industrial even though the land is

now green space as it is owned by Eastern Southern Ohio Electric. The lowest is Guernsey County which is only 0.37% industrial. Approximately 1.4% of the region's land use is classified as industrial. As shale development continues, this will likely increase.

3.2.4 Multi-family Residential

Multifamily Residential land is any land taken up by buildings that house three or more households. Muskingum County has the highest multifamily residential land use while Harrison has the lowest multifamily residential land use. This is the lowest type of land use in the region with only 0.05 % of the land considered multi-family residential.

3.2.5 Parks and Public Use

Parks and Public Use is any land that is a park, land that is owned by the federal, state or local government such as a courthouse or other tax exempt structures such as schools. The highest percentage of Parks and Public Use land is in Coshocton County while the lowest is in Holmes County.

3.2.6 Residential

Residential land is any land that is occupied by single or two household structures. Muskingum County has the highest percentage and acreage of residential land while Harrison has the lowest residential land use.

3.2.7 Vacant

Vacant land is the second highest land type across the region. Currently, almost 27% percent of the region's land use is classified as vacant. Vacant land can be vacant commercial, vacant residential, vacant industrial or just vacant open land. Although Harrison County has the highest percentage of vacant land, Muskingum County has the highest acreage (approximately 126,579 acres) while the least amount of vacant land is in Tuscarawas County (74,732 acres).

3.2.8 No Data

Parcels that do not contain a land use code are included in the category of No Data.

3.3 Roads

An inventory of existing transportation facilities is a key element in developing a Regional Transportation System. This section identifies the highway network within OMEGA's eight-county RTPO planning area which is eligible for federal aid as well as the major highway corridors that serve this area. Specific information that is documented in this section includes:

3.3.1 Functional Classification
3.3.2 Average Daily Traffic Counts
3.3.3 Pavement Condition
3.3.4 Level of Service and Congestion

3.3.1 Functional Classification

The National Functional Classification (NFC) System is used to determine the level of importance placed on each road within a particular planning area. The three levels of classification are: (1) arterial highways, (2) collector streets, and (3) local roads. These classifications represent a balance between mobility and access. Arterial highways have the highest degree of mobility and a low degree of access; whereas, local roads have a lower mobility, but a high degree of access. Collectors represent a balance between mobility and access. Factors involved with functional classification include efficiency of travel, access points or control, speed limit, route spacing, usage (average daily traffic or vehicle miles traveled), number of lanes, and regional or statewide significance. The impact of these characteristics on functional classification is illustrated below.

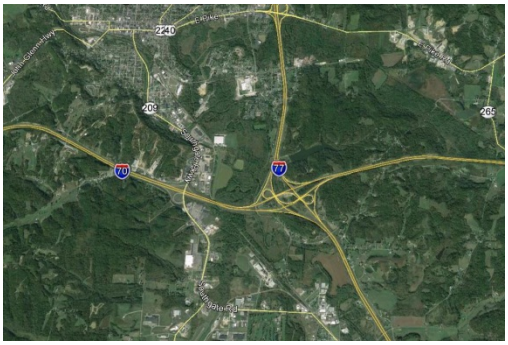
Functional Classification	Distance Served (and Length of Route)	Access Points	Speed Limit	Distance between Routes	Usage (AADT and DVMT)	Significance	Number of Travel Lanes
Arterial	Longest	Few	Highest	Longest	Highest	Statewide	More
Collector	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Local	Shortest	Many	Lowest	Shortest	Lowest	Local	Fewer

Source: ODOT Presentation 02/12/14

Functional Classification is important for program and project prioritization, asset management, safety programs, highway and bridge design, traffic control and access management, and maintenance. In October 2013, the Federal Highway Administration (FHWA) modified the concept, criteria, and procedures for classification. The National Federal-Aid Highway System is updated every ten years after the census. Urban/rural boundaries have changed, the treatment of routes crossing between urban and rural boundaries have changed, and rural and urban designations have been consolidated. With these modifications, the new functional classifications are:

Old Functional Classification	New Functional Classification	Roadway Type
01, 11	01	Interstate
12	02	Freeway and Expressway
02, 14	03	Other Principal Arterial
06, 16	04	Minor Arterial
07,17	05	Major Collector
08	06	Minor Collector
09, 19	07	Local

A map showing the Functional Classifications in OMEGA's planning area is shown on Figure 3-17 and Functional Classification Maps for each of the eight counties and major cities are included in Appendix B. Please note that these maps were sent to FHWA in April 2014 for approval and acceptance by ODOT, MPOs, RPOs, and Counties; approval is anticipated later this year. Local roads are not eligible for federal aid. Rural minor collectors are eligible for federal aid, but the percentage of funds available for this classification is low.



Two interstates, I-70 and I-77 are located in OMEGA's RTPO planning area, both of which are designated as National Highway Corridors in Access Ohio 2040. I-70 is a major east-west corridor and I-77 is a major north-south corridor. Both have been identified as part of the Strategic Transportation System (STS) in Access Ohio 2040 and are important to the national economy as they carry large volumes of freight both inside and outside Ohio. I-70 extends through Guernsey and Muskingum Counties and I-77 extends through Guernsey and Tuscarawas Counties. The total center lane miles of interstate in OMEGA's RTPO is 114.2 miles and accounts for 1.1% of all of the roads in the OMEGA RTPO.

Only US 250 in Tuscarawas County between New Philadelphia and Uhrichsville, US 36 west of Uhrichsville, and US 30 in southeastern Columbiana County extending through the City of East Liverpool are classified as Freeways and Expressways and account for only 20.5 miles or 0.2% of all of the roads in the OMEGA RTPO. Principal Arterials include sections of US 30, US 62, SR 7, SR 9, SR11, SR 14, and SR 45 in Columbiana County, US 36 and SR 16 in Coshocton County, US 22 and sections of SR 209 in Guernsey County; US 22 and US 250 in Harrison County, US 22, US 40, and SR 60 in the Zanesville Urbanized area, SR 16 in Muskingum County; and US 36 west of I-77 and near Uhrichsville, sections of US 250, SR 212,

and SR 800 in Tuscarawas County. US 30, Ohio's Energy Corridor in Columbiana County, US 36 and SR 16 in Coshocton and Muskingum Counties, sections of US 250 in Tuscarawas and Harrison Counties, section of US 22 in Harrison County, and SR 7 in Columbiana County have also been identified as Statewide Primary Corridors and are included in the State of Ohio STS.

As shown in Figure 3-16, approximately 70% of the roads in the OMEGA RTPO are classified as Local. This represents approximately 7,283 lane miles of road. Approximately 6.7% of the roads are classified as either Other Principal Arterials or Minor Arterials with approximately 21.6% classified as either Major or Minor Collectors.

The percentage of roads by functional classification for each county is provided in Table 4. As shown in this table, the highest functional classification in Carroll and Holmes County is Minor Arterial. Neither of these counties has any four lane roads.

Figure 3-16: Functional Class

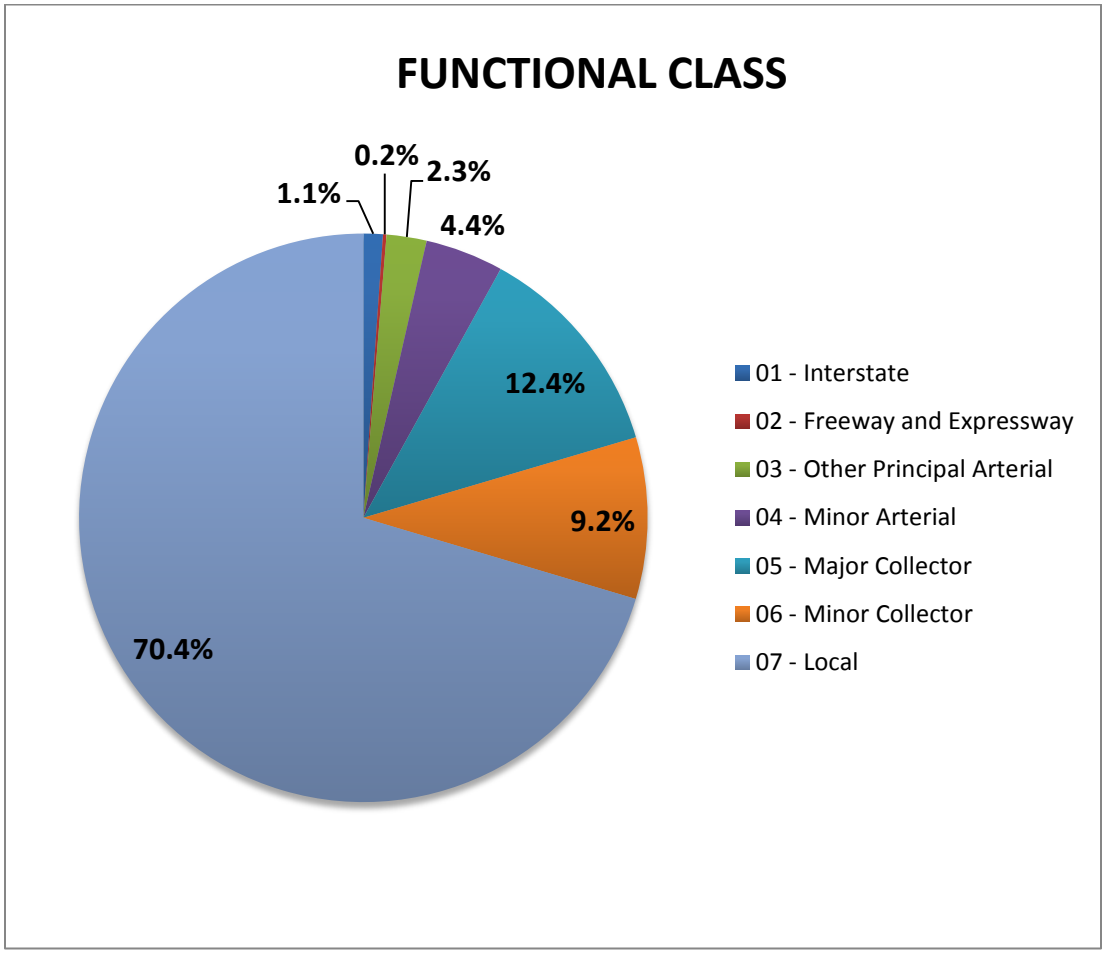


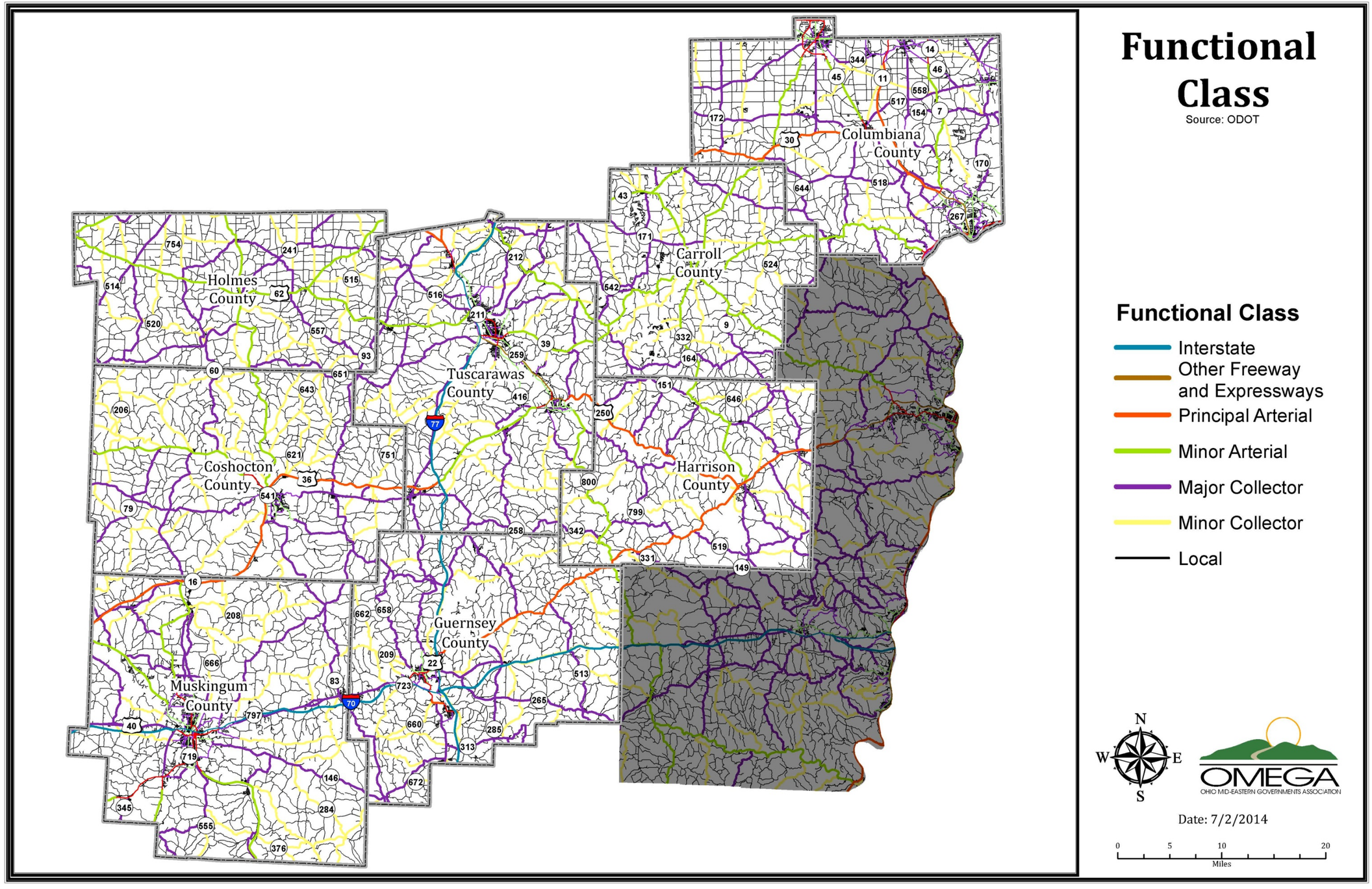
Table 3-4: Functional Class Summary by County

	Carroll		Columbiana		Coshocton		Guernsey		Harrison	
Functional Class	**Miles**	**Percentage**	**Miles**	**Percentage**	**Miles**	**Percentage**	**Miles**	**Percentage**	**Miles**	**Percentage**
01 - Interstate	0.0	0.0%	0.0	0.0%	0.0	0.0%	51.9	3.9%	0.0	0.00%
02 - Freeway and Expressway	0.0	0.0%	8.6	0.5%	0.0	0.0%	0.0	0.0%	0.0	0.0%
03 - Other Principal Arterial	0.0	0.0%	65.9	4.0%	27.2	2.2%	32.5	2.4%	43.1	4.8%
04 - Minor Arterial	85.0	9.2%	80.4	4.9%	39.5	3.1%	10.3	0.8%	26.5	3.0%
05 - Major Collector	86.6	9.4%	262.4	16.1%	125.6	10.0%	171.5	12.8%	123.1	13.8%
06 - Minor Collector	82.8	9.0%	77.3	4.7%	169.7	13.5%	132.5	9.9%	86.8	9.7%
07 - Local	665.5	72.3%	1,140.1	69.7%	895.6	71.2%	941.1	70.2%	614.9	68.8%
Total	**919.9**	**100.0%**	**1,634.7**	**100.0%**	**1,257.6**	**100.0%**	**1,339.9**	**100.0%**	**894.4**	**100.0%**

	Holmes		Muskingum		Tuscarawas		Total	
Functional Class	**Miles**	**Percentage**	**Miles**	**Percentage**	**Miles**	**Percentage**	**Miles**	**Percentage**
01 - Interstate	0.0	0.0%	27.4	1.6%	35.0	2.2%	114.2	1.1%
02 - Freeway and Expressway	0.0	0.0%	0.0	0.0%	11.9	0.7%	20.5	0.2%
03 - Other Principal Arterial	0.0	0.0%	43.1	2.6%	23.9	1.5%	235.6	2.3%
04 - Minor Arterial	65.4	6.4%	60.1	3.6%	93.1	5.8%	460.3	4.4%
05 - Major Collector	125.2	12.3%	195.8	11.7%	192.9	12.0%	1,283.1	12.4%
06 - Minor Collector	113.4	11.1%	164.2	9.8%	123.2	7.7%	949.9	9.2%
07 - Local	717.7	70.2%	1,183.9	70.7%	1,124.0	70.1%	7,282.9	70.4%
Total	**1,021.6**	**100.0%**	**1,674.5**	**100.0%**	**1,603.9**	**100.0%**	**10,346.4**	**100.0%**

Source: ODOT 01-01-13

Figure 3-17: Functional Class Map

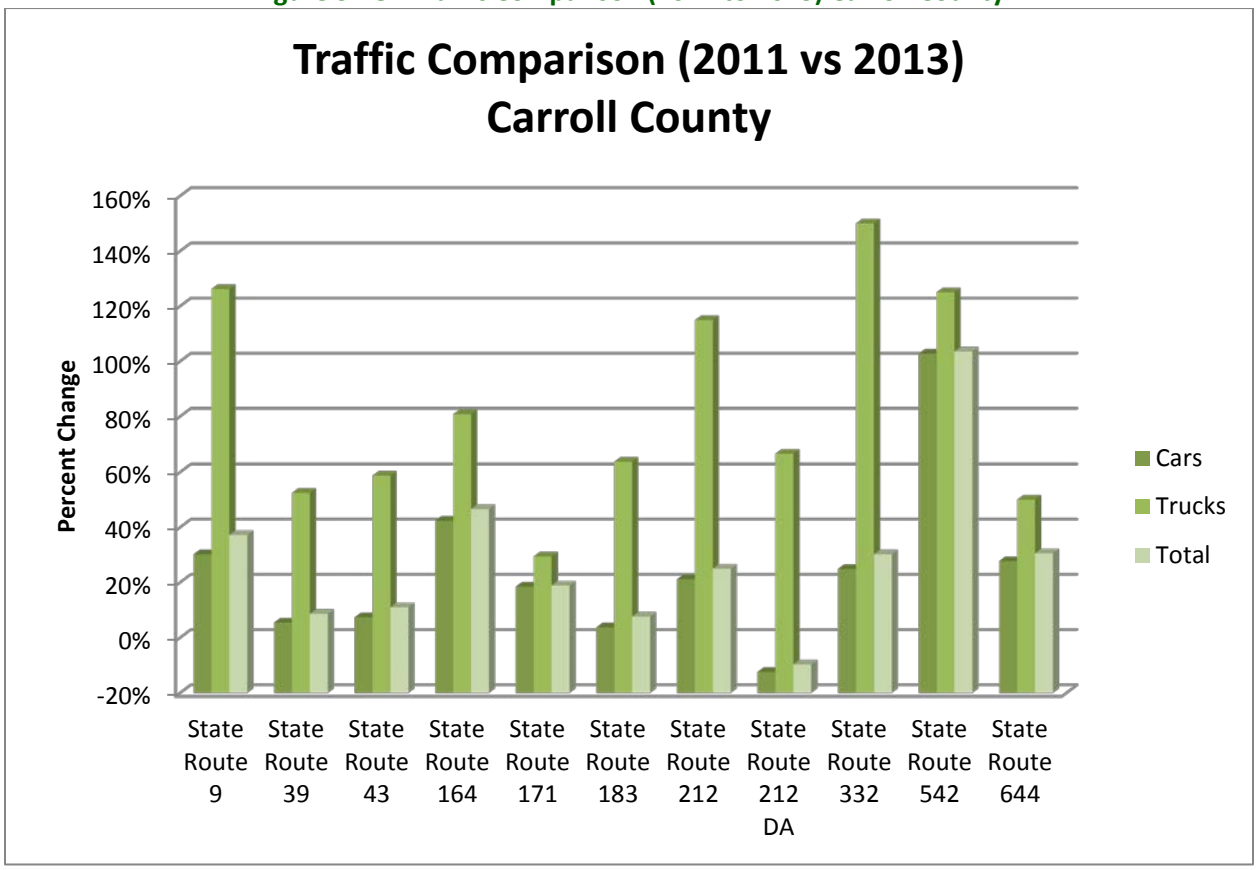


3.3.2 Traffic Volumes

Annual Average Daily Traffic (AADT) for all state and federal routes within the RTPO planning area were reviewed. Maps showing the AADT for each county, city, and village with a population of at least 2,000 are provided in Appendix C. With the exception of the interstates, SR 60 (Maple Avenue in Zanesville) and US 250 between New Philadelphia and Uhrichsville, the AADT of all state and federal routes within the planning area is less than 20,000. With the exception of Harrison County, all counties in the RTPO area have at least one segment of a state or national route with an AADT greater than 10,000.

Traffic counts prior to the onset of shale development in Carroll, Columbiana, and Harrison Counties were reviewed to data collected in 2013 and 2014. In Carroll County, the most heavily traveled roads include SR 43, SR 39, SR 183, and SR 9. The highest volume is along SR 43 at the intersection with SR 39 with an AADT of 13,620 vehicles per day, 8% of which are trucks. Since the epicenter of shale development is in Carroll County, 2013 traffic volumes were compared to 2011 traffic volumes. As shown in Figure 3-18, the total volume of truck traffic has more than doubled on SR 9, SR 212, SR 332, and SR 542 and has increased by at least 50% on SR 39, SR 43, SR 164, SR 183, and SR 212 Directional Alternate. Please note that this comparison excludes SR 524. Truck volume on this route increased by 800%, from only 20 trucks per day to 180 trucks per day.

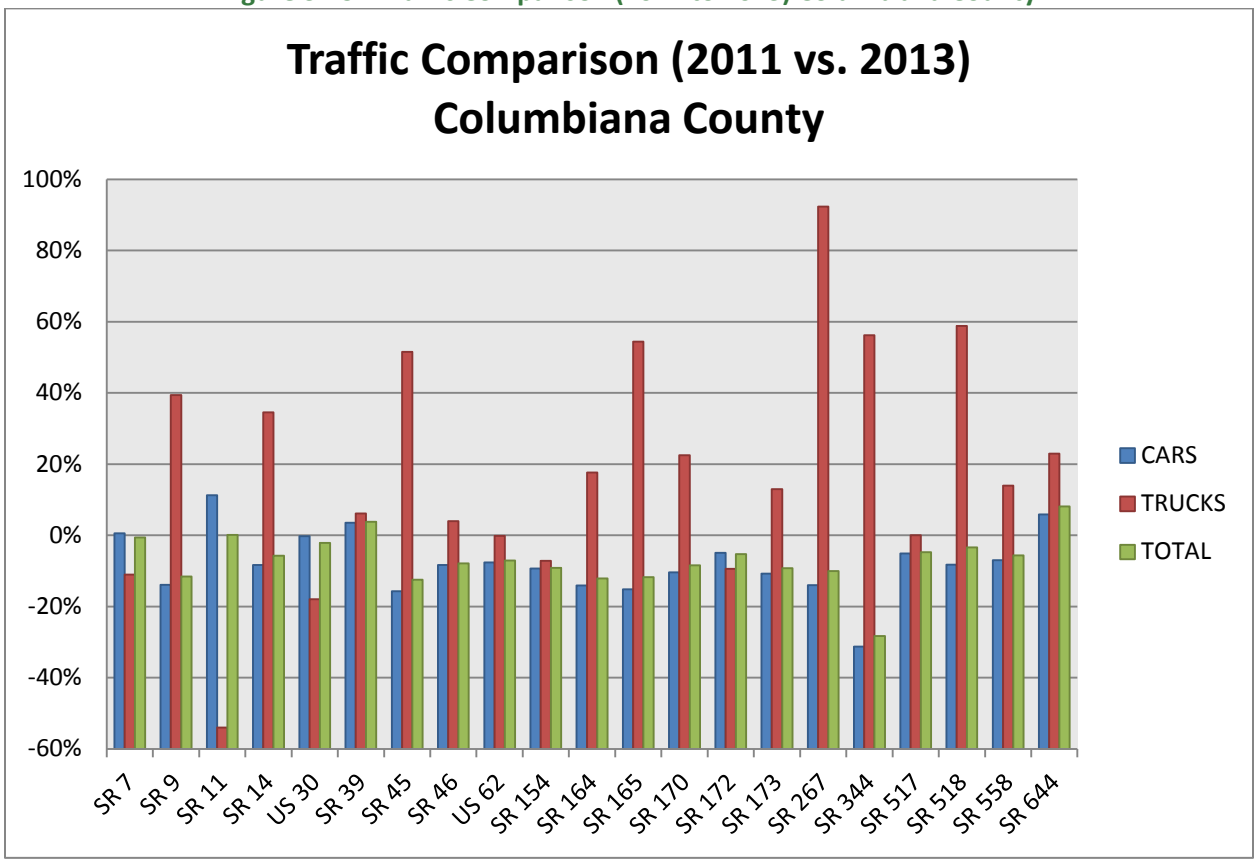
Figure 3-18: Traffic Comparison (2011 to 2013) Carroll County



Similar comparisons were also done for Columbiana and Harrison Counties as these are the two other counties in the RTPO that have been most impacted by shale development. Although Guernsey County has also been impacted by shale development, traffic counts for 2014 are not yet available.

As shown in Figure 3-19, the impact of shale development on ADT in Columbiana County does not appear to be as significant as that for Carroll County. Only modest increases in total volume were observed on SR 39 (4% increase) and SR 644 (8% increase). On all other state routes, the total volume of traffic either stayed the same as previous years or decreased. However, the total volume of trucks on SR 267 almost doubled and the total truck volume on SR 45, SR165, SR 344, and SR 518 increased by more than 50% while the truck volumes on SR 9 and SR 14 increased by over 30%.

Figure 3-19: Traffic Comparison (2011 to 2013) Columbiana County



As shown in Figure 3-20, the AADT on almost all state routes in Harrison County increased between 2011 and 2014. One of the most significant increases occurred on SR 151 where the total volume of traffic increased by 50% and the volume of trucks almost doubled. The total volume of traffic on SR 519 almost doubled. Truck volume significantly increased on SR 799 (125% increase), SR 646 (153% increase), and SR 800 (248% increase). These significant increases are primarily attributable to the shale development that is occurring in the area to include the construction of the processing facilities near Scio and Cadiz.

The dramatic impact of these developments is shown by comparing the total volume of traffic along SR 151 to 2011 and 2014 levels. As shown in Figure 3-21, the total volume on SR 151 and SR 332 increased by 70% from 2,450 to 4,170 and on SR 151 and Eastport Street in Scio, the total volume increased by 55% from 3,190 to 4,930.

Figure 3-20: Traffic Comparison (2011 to 2014) Harrison County

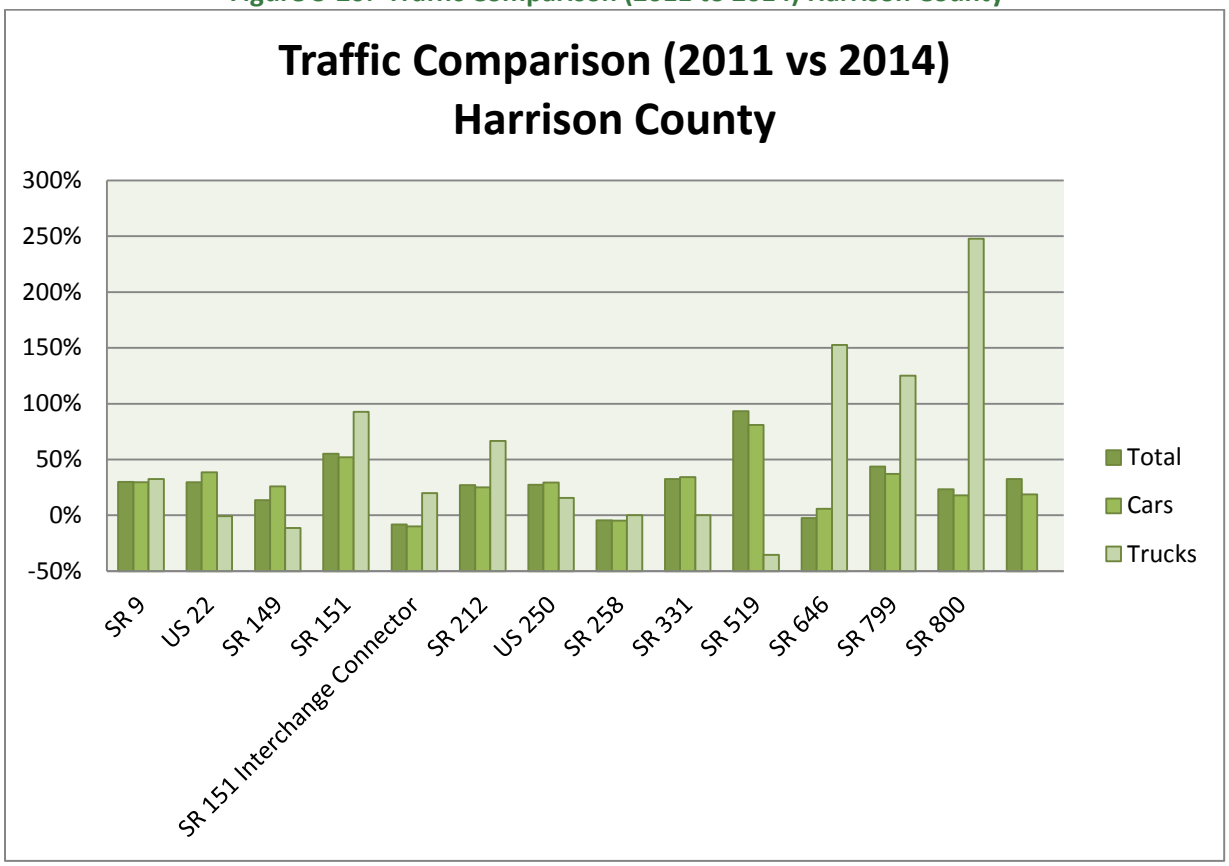
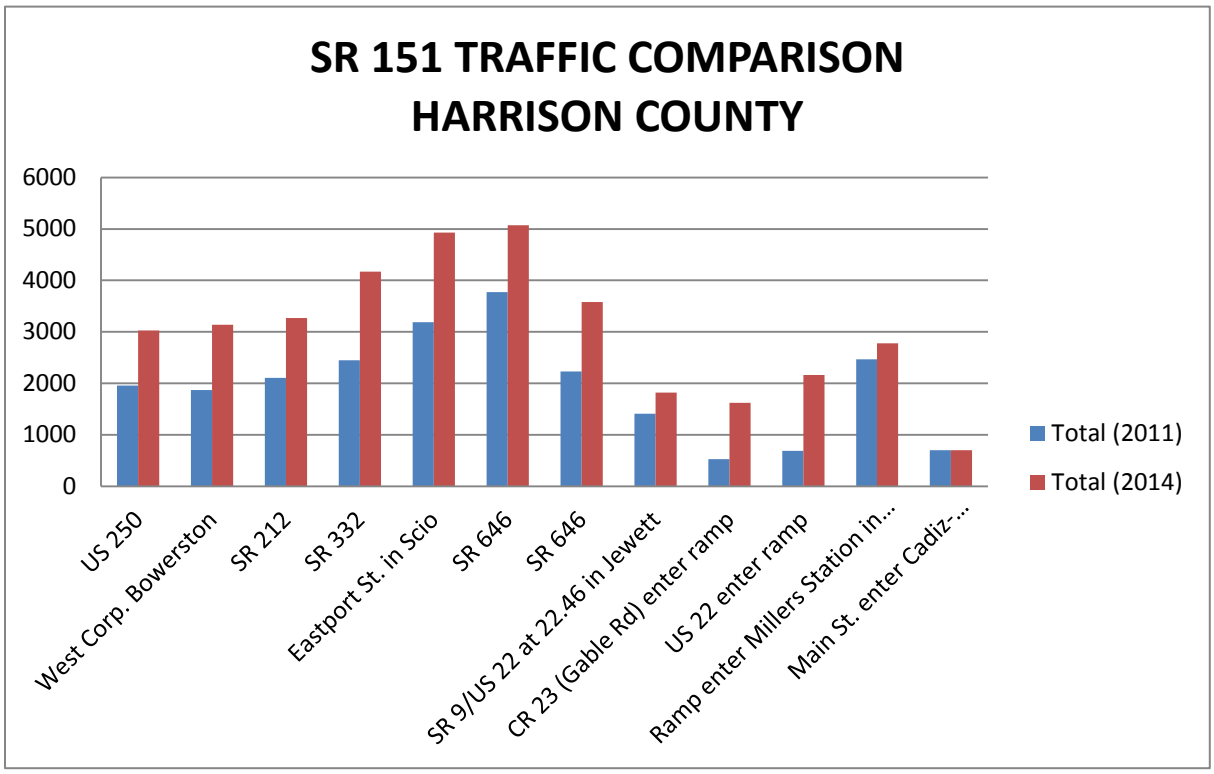


Figure 3-21: SR 151 Traffic Comparison Harrison County



3.3.3 Pavement Condition

ODOT has developed a formal Pavement Condition Rating (PCR) system to assess pavement condition in order to make informed decisions for maintenance and/or rehabilitation. The PCRs establish a standard critical threshold level below which the pavement is considered unacceptable and in need of major maintenance or rehabilitation. Various threshold levels are established that will indicate the need for routine maintenance, minor repair, major rehabilitation, etc. Pavement condition ratings also allow ODOT and local officials to rank and prioritize maintenance and rehabilitation activities. These ratings also allow for the assessment of the rate of deterioration of different pavement sections and allow the organization to modify or calibrate road performance. Pavement designers are also able to look back at the design method and analyze the effects of various design attributes on the pavement distress.

ODOT has established the following PCR scale:

PCR	Condition	
91 to 100	Very Good	
76 to 90	Good	
66 to 75	Fair	
56 to 65	Fair to Poor	
41 to 55	Poor	
0 to 40	Very Poor	

Maps showing the PCR for state and limited local routes within the OMEGA RTPO are provided in Appendix D and are summarized in Table 3-5. Please note that these ratings are based upon data from 2012 and some roads may have been improved since then or are scheduled to be improved in 2014.

Table 3-5: Pavement Condition Rating Summary

County	Pavement Conditon Rating, Miles						Total
	Very Good	Good	Fair	Fair to Poor	Poor	Very Poor	
Carroll	137.6	45.9	19.0	12.3	23.9	0.0	238.5
Columbiana	206.4	145.7	67.4	49.0	9.5	0.0	478.0
Coshocton	14.1	144.2	122.9	14.7	44.4	0.0	340.2
Guernsey	110.3	173.0	78.1	54.8	15.5	0.0	431.7
Harrison	84.0	98.0	42.5	32.3	7.7	0.0	264.4
Holmes	123.4	57.9	61.5	17.1	7.7	0.0	267.5
Muskingum	147.9	131.7	93.6	40.5	24.5	0.0	438.2
Tuscarawas	99.5	180.2	68.1	33.6	8.3	0.0	389.5
Total	**923.1**	**976.4**	**553.0**	**254.2**	**141.4**	**0.0**	**2,848.0**

Approximately 70% of the state routes are in good to very good condition and no state routes within the RTPO are in very poor condition.

The following routes are considered to be in fair to poor or poor condition:

Carroll County

- SR 212 between Sherrodsville and the Harrison County Line
- SR 212 between the Tuscarawas County Line and SR 39
- SR 164 between Leesville and SR 332

- SR 164 between the Jefferson County Line and the Jefferson County Line
- SR 39 between the Carrollton corporation line and SR 43
- Aurora Road between Bane and the Carroll/Jefferson County Line

Columbiana County

- SR 154 between SR 7 and state border
- SR 7 between Middle Fork Little Beaver Creek and the City of Columbiana
- US 30 from SR 11 interchange and SR7
- SR 664 between SR 9 and Summitville
- SR 39 from 10 Street Extension to SR 7
- SR 517 in Lisbon
- Ellsworth near the intersection with SR 14 in Salem
- SR 267 in East Liverpool
- SR 45 in Wellsville
- SR 39 from 10th Street in Yellow Creek Township to SR 7
- **City of Columbiana**: Section of Heck Road in the City of Columbiana
- **City of East Liverpool**: Sections of 4th, 6th, Jefferson, Broadway, Walnut, Park, and Lisbon Street (SR 267)
- **City of Salem:** SR 9 between New Garden Avenue and Depot Road
- **Village of East Palestine:** Clark between SR 165 and Sumner Street
- **Village of Leetonia:** Sections of Walnut, Main, Chestnut and Washington
- **Village of Lisbon:** Lee Street (SR 164) between SR 45 and SR 517
- **Village of Wellsville:** Sections of 10th, 17th, 18th, Commerce, Broadway, Main, SR 39, Springhill-Cemetery, SR 45, and SR 39

Coshocton County

- SR 83 between US 36 and the Holmes County Border
- SR 93 between US 36 and the Tuscarawas County Border
- **City of Coshocton:** Sections of SR 541*, Chestnut, Main, Walnut, Ostego, 3rd, 7th, and 16th
- **Tuscarawas Township**: TR 453

Guernsey County

- SR 265 between US 40 and SR 285*
- SR 209 between I-70 and the Muskingum County Line**
- US 40 between Old Washington and the Belmont County Line**
- SR 513 between Quaker City and US 22
- SR 258 between the Tuscarawas County line and the Tuscarawas County Line
- SR 209 in Byesville between Fourteenth Street and Sixth Street
- SR 821 in Byesville between SR 209 and Brown Drive
- **City of Cambridge:** Sections of SR 209 (Southgate Parkway and Steubenville Avenue), Georgetown Road, Oakland Blvd, Woodlawn Avenue, Fairdale Drive, and Skyline Drive

Harrison County

- Sections of US 250 between Tappan Lake and Cadiz
- SR 646 between SR 9 and the Jefferson County Line
- SR 800 in Freeport
- SR 9 south of New Athens
- SR 151 in Bowerston
- SR 212 between SR 151 and Carroll County Line
- US 250 between High Street Road and Jefferson County Line
- **Village of Cadiz:** US 250 between South Main Street and Holmes Avenue

Holmes County

- SR 515 between SR 39 and US 62**
- SR 83 in Millersburg
- SR 206 between US 62 and Coshocton County Line
- **Village of Millersburg:** Sections of SR 83 and SR 39

Muskingum County

- SR 83 from New Concord to the Coshocton County Line
- SR 93 between SR 83 and the Coshocton County Line
- SR 209 between SR 83 and the Guernsey County Line
- SR 666 from Zanesville to Dresden
- Sections of US 22 in Zanesville and South Zanesville
- US 60 in Philo
- SR 16 in Licking Township
- US 22 between Roseville Road and Springfield Township Line
- SR 555 between Moxahalla Avenue and Zanesville Corporation Line
- SR 146 between Blue Avenue and Zanesville Corporation Line
- SR 666 between Adamsville Road and Malinda Street
- SR 60 between Elberon Road and Market Street
- SR 146 between Marietta Street and Zanesville Corporation Line
- Olde Falls Road
- **City of Zanesville:** Sections of 4th, 6th, SR 146, SR 666, Linden Avenue, Zane Street, Adamsville Road, Muskingum Avenue, Putnam Street, and Lee Street
- **Village of New Concord:** SR 83 and US 22 from SR 83 to Rix Mills

Tuscarawas County

- SR 258 from Newcomerstown to the Guernsey County Line
- SR 39 near Roswell
- SR 800 south of Dennison to the Harrison County Line
- SR 39 between SR 93 and Holmes County Line
- SR 416 between Donahey Avenue and New Philadelphia Corporation Line
- SR 259 between Reiser Avenue and SR 416

- Sections of Stone Creek Road (CR 21)
- **City of Dover:** Deis Hill and sections of Front Street
- **City of New Philadelphia:** Ray Avenue between 4th and Tuscarawas, SR 259 between Beaver Avenue and the corporation Line, and Park Lane from Wabash to the corporation line
- **City of Uhrichsville:** Sections of 1st and 3rd Streets and Trenton Avenue

*Scheduled to be paved in 2014.
** Paved in 2013

3.3.4 Level of Service

Level of Service (LOS) is a qualitative measure of the operation of traffic flow. Speed, travel time, freedom to maneuver, traffic interruptions, drive inconvenience, safety, and delay are all factors considered in the LOS. The LOS is based upon different measures of effectiveness for different transportation systems.

As defined in the Highway Capacity Manual, there are six levels of service from A as being the best to F as being the worst. These levels are defined as:

- **Level A** Free flow, with low volumes and high speeds. Traffic flows at or above the posted speed limit and motorists have complete mobility between lanes. Motorists have a high level of physical and psychological comfort and incidents or point breakdowns are easily absorbed. Level of Service A typically occurs late at night in urban areas and frequently in rural areas.

- **Level B** Reasonable free or stable flow, speeds beginning to be restricted by traffic conditions. Maneuverability within the traffic stream is slightly restricted. Motorists still have a high level of physical and psychological comfort

- **Level C** In stable flow zone, but most drivers are restricted in freedom to select own speed. Ability to maneuver through lanes is noticeably restricted and lane changes require more driver awareness. Most drivers are comfortable, roads remain safely below but efficiently close to capacity, and posted speed is maintained. Minor incidents still have no effect but localized service will have noticeable effects and traffic delays will form behind the incident.

- **Level D** Approaching unstable flow; drivers have little freedom to maneuver. Lower speeds and increased traffic volume. Minor incidents will create delays.

- **Level E** Unstable flow; operating at capacity. Flow becomes irregular and speed varies, rarely reach the posted limit. Any disruption to traffic flow will create a shock wave affecting upstream traffic. Driver's level of comfort is poor.

- **Level F** Forced or breakdown flow. Frequent slowing required. Demand exceeds capacity and the road is in a constant traffic jam.

In rural areas, interstates, other freeways and expressways, and arterials are generally designed for a LOS of B (or C in hilly terrain). Collectors are normally designed for a Level of Service C (or D in hilly terrain). In urban and urbanized areas, the design LOS for these functional classifications is normally C, regardless of terrain. Local roads in both rural and urban areas are normally designed for a LOS D.

As shown in Appendix E, the Level of Service for the major routes within the RTPO is C or higher. All federal and state routes in Harrison County have a LOS of C or better. The following routes within the RTPO have an LOS of D:

- **Carroll County** SR 183 from the Stark County Line to Malvern
  SR 183 in Minerva
  SR 43 in northern Carrollton
- **Columbiana County** SR 170 between St. Clair Township and Middleton Township
  SR 14 in Columbiana and the center of downtown Columbiana
- **Coshocton County** SR 16 from the Muskingum County Line to City of Coshocton
- **Guernsey County** I-70 between Exit 176 and I-77
- **Holmes County** SR 39 between Walnut Creek and Berlin
  US 62 between Berlin and Millersburg
  SR 83 in Millersburg
- **Muskingum County** I-70 from Zanesville east to the Perry Township Line
  Section of SR 16 to the Coshocton County Line
  SR 60 between Zanesville and Muskingum Township
  Sections of SR 146 in Falls Township
  SR 93 south of the intersection with US 22
- **Tuscarawas County** SR 39 between Dover and Sugarcreek
  US 250 north of Strasburg
  Sections of SR 259 in New Philadelphia
  US 36 south of the Village of Tuscarawas

SR 83 south of Millersburg in Holmes County and a section of SR 146 west of Zanesville in Falls Township have a LOS of E. There are no routes within the RTPO that have a LOS of F.

During meetings of OMEGA's Transportation Advisory Committee (TAC) and the Executive Board, OMEGA solicited input on transportation needs and concerns. At these meetings, committee members also identified the following congested areas:

- **Columbiana County:** SR 14 east side of Salem near hospital
  SR 170 in St. Clair Township (Columbia Drive Completion)
- **Guernsey County:** I-70/SR 209 Interchange and SR 209/Dozer Road
- **Holmes County:** Downtown Millersburg (intersection of SR 39, SR 83, SR 241 and US 62) and SR 83/US 62 south of downtown Millersburg
  Intersection of SR 557/SR 39
- **Muskingum County**: Maple Avenue (SR 60) in Zanesville
- **Tuscarawas County:** I-77/SR 39 Interchange New Philadelphia (exit 81)

SR 39 (High Avenue) in New Philadelphia
I-77/SR 39 Interchange Dover (exit 83)
I-77/US 250 Interchange Strasburg (exit 87)
US 250 through Strasburg

Traffic counts, accidents, and planned developments along each of these corridors were reviewed and summarized in the sections which follow.

3.3.4.1 Columbiana County

SR 14 through the City of Salem is a two lane road with an ADT of 16,910. Between 2011 and 2013, 250 accidents including one fatal accident have occurred along SR 14 in Salem. This is a commercial area that includes the hospital, shopping centers, restaurants, and a hotel.

To alleviate the congestion along SR 170, St. Clair Township wants to complete Columbia Drive which will connect SR 170 to McGuffy Drive. The ADT along SR 170 is 10,560. Between 2011 and 2013, 139 accidents have occurred along SR 170 between US 30 and CR 428. This is also a commercial area with several shopping centers and access points to local businesses. Completion of Columbia Drive will allow local traffic to divert from SR 170 to McGuffy Drive and will alleviate the congestion that occurs especially during rush hour and weekends.

3.3.4.2 Guernsey County

Local elected officials and other community leaders were unanimous in their opinion that the I-70/SR 209 interchange (south) to include intersection of SR 209 and Dozer Road was the most congested area in the City of Cambridge and Guernsey County. The ADT of the SR 209 corridor south of I-70 is 25,310 (2011), 880 of which are type B & C commercial vehicles. During the period of 2011 to 2013, 33 accidents occurred along this corridor, 55% of which were rear end collisions or sideswipe and 21% occurred during wet weather. Severe rutting is also occurring along this corridor. SR 209 is a five lane principal arterial with some sections six-lane with a dedicated turn lane.

The SR 209 corridor includes a Pilot Station, shopping centers, strip malls, restaurants, a motel, a concrete plant, and a deep injection well for the disposal of drilling fluids from the hydraulic fracturing process. Please note that since the well was installed in 2013, any additional traffic associated with this well is not included in the 2011 counts. Planned development for this corridor includes a 100-room hotel, a 200-seat full service restaurant, an 80-room extended stay motel, and a 17,000 square foot office/retail complex. To address existing and future concerns about congestion along this corridor, ODOT retained DLZ to conduct a Safety Study for the GUE-SR 209 10.45 -10.9. This study was completed in June 2013. Several alternatives both short term and long term were considered. These alternatives ranged from adjusting signal timing to construction of a roundabout at the intersection of SR 209 and Parkway Plaza to eliminate left hand turns to the Pilot Station.

3.3.4.3 Holmes County

Three state routes (SR 39, SR 83, SR 241) and US 62 converge in downtown Millersburg. The ADT at the intersection of SR 39 and US 62 is 13,020 with 1,130 trucks and the ADT just south of town on SR 83/US 62 is 15,420 with 1,490 trucks. All routes are in this area are two lane. Between 2011 and 2013, 18 accidents have occurred.

The intersection of SR 557 and SR 39/US 62 has also been identified as a congested area. This is the major intersection in Berlin, a premiere destination for those visiting Amish Country. Restaurants, motels, shops, and strip centers line this corridor. The ADT (2011) is 9,240, 14% of which are trucks. Between 2011 and 2013, 6 accidents have occurred at this location.

3.3.4.4 Muskingum County

Maple Avenue (SR 60) from Northpointe Drive to Adair Avenue has been identified as the most congested area in Muskingum County. The ADT (2013) is 29,780, 7% of which are trucks. Over 770 accidents have occurred along this corridor, and 34 at the intersection of Maple Avenue and Adair Avenue.

This is a signalized, five lane commercial corridor that also includes two major medical complexes, restaurants, strip centers, a mall, and other office/retail establishments. Unlimited access to these businesses, substandard lane widths, and unrestricted left and right turns contribute to the congestion. Signal coordination appears to have been optimized. An access management program appears to be needed to improve traffic flow; however, this will need to be balanced by providing reasonable access to the existing businesses.

3.3.4.5 Tuscarawas County

Several congested areas were identified in Tuscarawas County, three of which are interchanges along I-77 at Exits 81, 83, and 87. The ADT of SR 39 at I-77 in New Philadelphia (Exit 81) is 16,320 and that of SR 39 at I-77 in Dover (Exit 83) is 15,860. The ADT of US 250 in Strasburg is 9,570. ODOT has adjusted the signal timing to improve traffic flow at the I-77/SR 39 interchange in New Philadelphia and plans to make some improvements at Exit 87 as well.

The ADT along SR 39 in New Philadelphia between Bluebell and Broadway ranges from 16,320 at Bluebell to 10,980 at Broadway Street. To alleviate the congestion between the railroad tracks and 7th Street NW (also known as the Five Points intersection), this section of SR 39 will be widened from two lanes to three lanes. This corridor is zoned commercial with additional commercial developments planned for the currently vacant land immediately west of the railroad tracks.

With the development of the Strasburg Industrial Park, traffic along US 250 in Strasburg is projected to increase. In 2012, Schlumberger, an oil and gas service company located to the Strasburg industrial

park. Existing businesses at this park have expanded and other new businesses have also located to this industrial park. A traffic study may need to be conducted to assess the need for improving access along this corridor to include the potential for a traffic signal at the intersection of US 250 and 12th Street. This approximately 1.7 mile long section of US 250 between I-77 and the western corporation limit is two lane through a commercial area. During the period between 2011 and 2013, 85 accidents have occurred on this section of US 250 in Strasburg.

3.3.5 Volume to Capacity Ratio

Another measure of congestion is the Volume to Capacity (V/C) Ratio. The V/C ratio is the volume of vehicles compared to the volume of vehicles the road can support based upon factors such as number of lanes, road width, and speed limit. Each road on the state network has a capacity number as well as an AADT, in this case a normalized AADT for 2012. These two numbers form the ratio. The maps in Appendix F are color coded based upon the V/C ratio. ODOT uses this number to assess the need and competitiveness of funding applications for road projects. The value determines the number of points that are applied to a sponsor's application. The V/C ratio and corresponding number of points are as follows:

V/C Ratio	Points
0 to 0.54	0
0.55 to 0.79	1 to 5
0.80 to 0.99	6 to 9
≥1	10

Under the ODOT Safety Program, a ratio of 0 to 0.54 gets 0 points; 0.55 to 0.79 is between 1 and 5 points; 0.80 to 0.99 is between 6 and 9 points; and greater than or equal to 1 receives 10 points. Please note that other funding programs, such as the Small City, may have a different scoring system for V/C Ratio.

In Carroll, Coshocton, and Harrison Counties, the V/C Ratio for the state routes is less than 0.54. In Columbiana County, SR 14 in the City of Salem has a V/C Ratio of 0.55, all other state routes in Columbiana County have a V/C Ratio less than 0.54. In Guernsey County, I-70 east of Exit 176 to I-77 has a V/C ratio of 0.67 and SR 209 south of I-70 has a V/C ratio of 0.60 to 0.75. All other state routes in Guernsey County have a V/C ratio of less than 0.54. In Holmes County, only SR 83 with a V/C ratio of 0.68 in Millersburg and US 62 east of SR 83 with a V/C ratio of 0.57 have a V/C Ratio greater than 0.54. Maple Avenue in Muskingum County has a V/C Ratio from 0.84 to 0.93. I-70 between Zanesville and Norwich, and sections of US 22, SR 146, and US 40 in Zanesville and South Zanesville have a V/C Ratio of 0.55 to 0.59. SR 250 in Strasburg has a V/C Ratio of 0.55 to 0.79 and the section of SR 39 on the eastern side of I- 77 at exit 83 in Tuscarawas County have a V/C Ratio of 0.87.

The V/C Ratio is an important part of determining need for road improvements. The roads nearing a ratio of 1.0 are barely able to support the amount of traffic they are currently carrying and should be examined and considered for improvements.

3.4 Bridges

In the OMEGA RTPO region, there are 2,964 bridges, 61% of which are under local jurisdiction and the remaining 39% under state jurisdiction. An inventory of these bridges is provided in Appendix G. This inventory includes: jurisdiction, location, structure file number, general appraisal rating, sufficiency rating, year built, load rating, length, and vertical clearance.

The general appraisal is a composite condition measurement of the major structural items of a bridge such as superstructure, piers, and abutments. General appraisal values range from 0 to 9, with 9 being like new and 0 being out of service. The specific scale is as follows:

Rating	Condition Category	Description
9	Excellent	
8	Very Good	No problems noted.
7	Good	Some minor problems.
6	Satisfactory	Structural components show minor deterioration.
5	Fair	All primary structural components are sound but may have minor defects or deterioration.
4	Poor	Advanced defects and/or deterioration.
3	Serious	Defects and/or deterioration have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2	Critical	Advanced deterioration of primary structural components. Cracks in steel or concrete may be present. Unless closely monitored, it may be necessary to close bridge until corrective actions are taken.
1	Imminent Failure	Major deterioration present in critical structural components. Loss may be present in structural support, affecting bridge stability, bridge is closed to traffic, but corrective action may be sufficient to put the bridge back into light service.
0	Failed	Bridge is out of service and beyond corrective action.

OMEGA used the general appraisal as a measure to assess the overall condition of the bridges in the planning area. Bridges with a general appraisal rating of 4 or less (see Figure 3-20) are eligible for several funding programs for rehabilitation or replacement. Maps showing the location of all bridges by county with a general appraisal rating of 4 or less are provided in Appendix H. These maps indicate if the bridge is under state or local (county or municipality) jurisdiction and whether or not the bridge has a span of 20 feet or greater. Bridges with a span of at least 20 feet are eligible for federal funding.

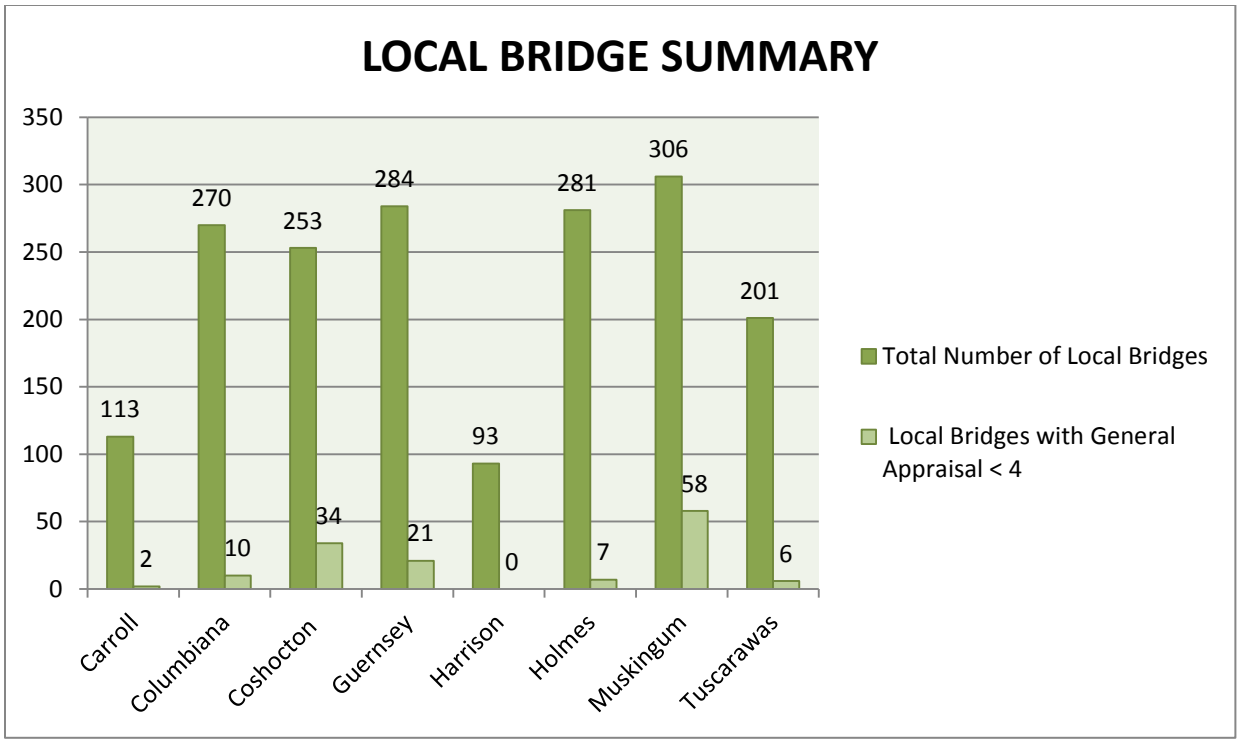
As shown in Table 3-6, there are 138 bridges under local jurisdiction that have a General Appraisal Rating of 4 or less. Muskingum County has the highest number of bridges under local jurisdiction as well as the highest number of local bridges with a general appraisal rating of 4 or less. The bridge that spans the Muskingum River in Philo is one of the largest bridges under local jurisdiction that needs to be replaced. The estimated cost to replace the bridge is several million dollars.

Table 3-6: Bridge Summary

County	Jurisdiction			General Appraisal ≤ 4		
	State	Local	Total	State	Local	Total
Carroll	61	113	174	1	2	3
Columbiana	193	270	463	12	10	22
Coshocton	107	253	360	8	34	42
Guernsey	204	284	488	10	21	31
Harrison	91	93	184	6	0	6
Holmes	100	281	381	5	7	12
Muskingum	209	306	515	17	58	75
Tuscarawas	198	201	399	6	6	12
Total	**1,163**	**1,801**	**2,964**	**65**	**138**	**203**

Please note that the information in Table 3-6 is based upon information provided by ODOT; however, the County Engineers have indicated that this data may not be the most current or accurate. Columbiana County has indicated that there are 341 under local jurisdiction versus the 270 bridges indicated in the ODOT database. Similarly, Harrison County has indicated that there are 146 bridges under local jurisdiction versus the 93 indicated in Table 3-6. In addition, the General Appraisal Rating may not be reflective of current conditions as bridges on Byesville Road (CR 347) in Guernsey County and on CR 51 in Harrison County have been closed within the last year yet these closures are not listed in the bridge data that was provided. ODOT will be updating the bridge database in the Transportation Information Management System (TIMS). Once this database is updated to include the General Appraisal Rating, OMEGA will update the bridge inventory in this section so that it is reflective of current conditions.

Figure 3-22: Local Bridge Summary



Recognizing that the rehabilitation and replacement of structurally deficient bridges is of primary importance for motorist safety and that the cost of these repairs may be problematic for many local jurisdictions, ODOT has implemented the Ohio Bridge Partnership Program. This program provides $120 million for SFY 2015 to 2017 for the replacement of bridges statewide. Projects meeting the eligibility requirements are eligible for 100% federal funds, no local match required. To be eligible for this program, a bridge must meet the following criteria:

- Structurally Deficient
- Open and carry vehicular traffic
- Not currently funded by other sources
- Meeting the federal definition of a bridge (span greater or equal to 20 feet)

Ten bridges in the OMEGA RTPO are currently included on this list. The locations of these bridges are shown in Appendix H and the current status of each bridge is summarized in Table 3-7.

Table 3-7: Ohio Bridge Partnership Program Summary

SFN	County	Location	General Appraisal	Sufficiency Rating	Load Rating, %
1536974	Columbiana	TR 848	4	18.9	10
1631578	Coshocton	CR 19, Big Run	4	29.3	35
3030814	Guernsey	CR 366	2	40.8	150
3840174	Holmes	CR 207	4	24.5	30
6030106	Muskingum	CR 31, Meigs Creek	3	55.6	150
6030181	Muskingum	CR 31, Guyst Fork	4	65.9	30
6038220	Muskingum	CR 71, Thompson Run	3	21.1	100
6044336	Muskingum	CR 301, Wakatomika Creek	3	36.2	125
6043143	Muskingum	CR 38, Wakatomika Creek	3	20.9	100
6043194	Muskingum	CR 38, Wakatomika Creek	4	23.4	35

3.5 Transit

The eight-county RTPO is served by four transit organizations and two coordinated transportation agencies:

- Carroll County Transit
- Community Action Rural Transit System (CART) serving Columbiana County
- Coshocton County Coordinated Transportation Agency (CCCTA)
- South East Area Transit (SEAT) serving Guernsey and Muskingum Counties
- Harrison County Rural Transit
- Tuscarawas Coordinated Public Transportation

Holmes County is the only county within the planning area that is not served by a transit or coordinated transportation organization.

In 2013, over 368,100 passengers, 56% of which are elderly and/or disabled were served by these organizations. All of these organizations provide demand services and only one, SEAT, provides fixed routes as well as demand services. A limited fixed route or shuttle service is also provided by CCCTA.

Information concerning each transit agency is summarized in the sections which follow. This summary is based upon information and data from the Status of Public Transit in Ohio (ODOT 2012) supplemented by information obtained from each agency.

3.5.1 Carroll County (Carroll County Transit)

1. Service Area:
    a. Carroll County and select trips outside of county
    b. Trips must start in Carroll County but are not restricted to certain destinations

2. Fixed Routes and/or Call for Service:
    a. Call Service
    b. Fixed Routes not needed – No demand

3. Days and Hours:
    a. Monday – Friday: 7:30am – 4:30pm
    b. If hours are expanded, Board would need to approve along with ODOT

4. Fare Schedule:
    a. Within Carrollton Village Limits: $2.50
    b. Within Carroll County: $4.50
    c. Out-of-County: $7.50
    d. Any trip over 40 miles one-way will be charged additional $0.25 per mile

5. Number of Users:
    a. Yearly: 33,777

6. Demographic Info:
    a. System Population: 28,836
    b. System Square Miles: 388
    c. Call for Ride Percent Demand Elderly/Disabled: 85. 6%
    d. Contracts with:
        i. Board of Disabilities
        ii. Senior Center
            1. Provides all of their transportation
        iii. Veterans Association
        iv. Jobs and Family Services
            1. Medical appointments primarily
        v. Carrollton and Malvern School Districts
            1. Primarily for disabled students
7. Buses:
    a. 6 Minivans
        i. 7 passengers or
        ii. 4 regular and 2 wheelchair spots
    b. 4 Vans
        i. 14 seats
        ii. 12 regular and 2 wheelchair spots
    c. All vehicles are handicap accessible except for one
    d. All vehicles are gas powered except for one diesel

8. Annual Budget
    a. Total System Costs: $445,559
    b. Total System Revenues: $365,586
    c. Total Capital Funds: $125,789
    d. Overall +/-: $123,421
    e. Annual Budget: $534,537

9. Performance Measures
    a. Operating Recovery Ratio: 29.35%
    b. Operating Expense/Vehicle Mile: $ 1.94
    c. Operating Expense/Trip: $12.45
    d. Passenger Trips/Vehicle Mile: 0.16

10. Needs:
    a. Operating Funds
        i. Help pay for more employees
        ii. Just ordered 2 buses
    b. May need to hire full time maintenance staff if services expand

11. General Notes:
    a. 48 hours notice required for pickup
    b. Survey is in the works to see if hours need to expand
    c. Vehicles are advertised for sale after 5 years or 100,000 miles
    d. Advertisements placed on pharmacy bags, vehicles, golf course, medical offices, and restaurants

        i. Still a perception that service is for “old people”
    e. Municipal Court uses service to transport probationers to community service
        i. Juvenile probates work at the office cleaning vehicles and doing ground maintenance
    f. 75% of trip denials are from same day calls and there is no availability.

3.5.2 Columbiana County (Community Action Rural Transit System)

1. Service Area:
    a. Columbiana County

2. Fixed Routes and/or Call for Service:
    a. Call for Service
        i. Demand/Response
    b. Possibly could use a fixed route system for Salem to Columbiana, and East Liverpool to Wellsville but a study would need to be done to determine if there would be enough use

3. Days and Hours:
    a. Monday – Friday: 6:00am – 10:00pm
    b. Saturday: 8:30am – 4:00pm Salem and East Liverpool Only
    c. Need expanded Saturday service
    d. Possibly Sunday service
        i. Mainly for Sunday Church services

4. Fare Schedule (One Way):
    a. In-Town: $1.80
    b. Inter-Community: $3.30
    c. Zone to Zone: $4.30
    d. Out of County: Call for Rates
    e. Elderly/Disabled: 50% off each fare

5. Number of Users per year:
    a. 73,802
    b. Including JARC Customers: ~100,000

6. Demographic Info:
    a. System Population: 112,075
    b. System Square Miles: 532
    c. Call for Ride Percent Demand Elderly/Disabled: 71.10%

7. Buses
    a. 31 total
        i. Current needs require 35
    b. Size varies from 8-14 seats

8. Needs:
    a. More Drivers

i. Licensing Issues

b. Buses

i. Tried Expansion Vehicles, have been denied from ODOT

- Currently Being addressed

9. Annual Budget
    a. Total System Costs: $1,628,980
    b. Total System Revenues: $1,628,980
    c. Total Capital Funds: $310,164
    d. Overall +/-: $310,164
    e. Annual Budget: $2.4 million

10. Performance Measures

a.	Operating Recovery Ratio:	46.72%
b.	Operating Expense/Vehicle Mile:	$ 2.39
c.	Operating Expense/Trip:	$22.07
d.	Passenger Trips/Vehicle Mile:	0.11

11. General Notes
    a. Need has grown quite bit, but can't meet needs of county under budget. But sometimes don't have enough drivers to fill buses currently owned.
    b. Increase in shale industry has taken drivers away from agency
    c. Job Access Reverse Commute (JARC) is a big customer base
        i. Low income travelers
        ii. Need more employer participation
            - 50% local match is required
    d. Need one bus for Northern half of county

3.5.3 Coshocton County (Coshocton County Coordinated Transportation Agency)

1. Service Area:
    a. Coshocton County and surrounding areas
2. Fixed Routes and/or Call for Service:
    a. Call for Service
3. Days and Hours:
    a. Offices: Monday – Friday: 8:00am – 4:00pm
    b. Drivers: Monday – Friday: 5:00am – 6:30pm
4. Fare Schedule:
    a. $1.00 each way
    b. Contract services
5. Number of Users per year:
    a. One way: 26,795
    b. Unduplicated: 651
6. Demographic Info:
    a. System Population: 36,901
    b. System Square Miles: 567
    c. Elderly Disabled Stats:
        i. Elderly Only (60+): 2,361

ii. Disabled: 12,369
iii. Elderly and Disabled: 3,989

7. Buses
    a. 7 total vehicles
        i. 2 new vehicles from ODOT in August will add to fleet
    b. Goal is to have no vehicles older than 7 years
8. Needs:
    a. Funding
    b. Vehicle Replacement Plan
    c. Marketing Resources
9. Annual Budget
    a. Total System Costs: $592,166
    b. Total System Revenues: $599,726
    c. Total Capital Funds: $61,000
    d. Overall +/- : $68,560
    e. Annual Budget: $596,266
10. Funding Sources
    a. ODOT
    b. AAA – Title III
    c. Social Service Contracts
        i. Department of Jobs and Family Services
        ii. Veterans Association
        iii. COAD
        iv. Medicaid Waivers
11. General Notes
    a. Offers shuttle service (see Figure 3-21) twice a week (Tuesday and Friday) from low-income and senior housing to shopping centers. Shuttle runs twice per each day of service, 10:00 am to 10:45 am and noon to 12:45 pm. Seniors ride for free and adults are $1.00.
    b. To improve access and mobility for low income residents and seniors, CCCTA is currently collaborating with City of Coshocton to install sidewalks to provide access from low income and senior housing areas to shopping, banking, and other services.
    c. Collaborates with Tuscarawas County on Cleveland and Columbus trips
    d. Currently 6 county drivers plus one contract driver who provides own vehicle, fuel, maintenance and insurance and follows all county requirements

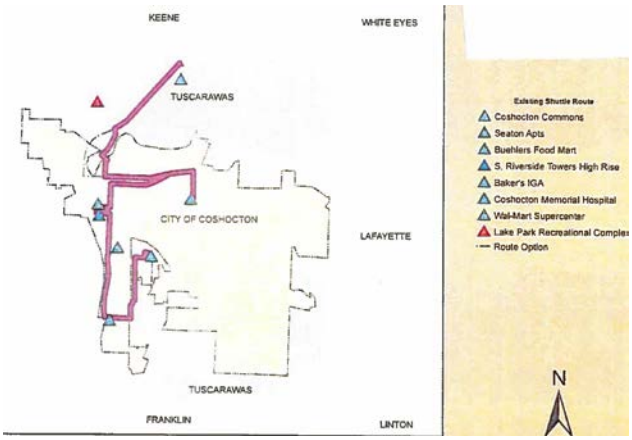


Figure 3-23: CCCTA Shuttle

3.5.4 Guernsey and Muskingum Counties (South East Area Transit)

1. Service Area:
    a. Guernsey and Muskingum Counties
2. Fixed Routes and/or Call for Service:
    a. Fixed Route
    b. Call for Service
3. Days and Hours:
    a. Monday – Friday: 8:00am – 5:00pm

4. Fare Schedule:
    a. Regular Fare: $1.00
    b. Student Fare: $0.75
    c. Elderly/Disabled Fair: $0.50
5. Number of Users per month and year:
    a. Fixed Route Yearly: 81,489
        i. E/D: 22,272
    b. Call For Service Yearly: 41,383
        i. E/D: 16,245
    c. Combined Yearly: 122,872
        i. E/D: 38,517
6. Demographic Info:
    a. System Population: 124,938
    b. System Square Miles: 1,187
    c. Call for Ride Percent Demand Elderly/Disabled: 63.69%
    d. Working class mainly, income challenged people
7. Needs:
    a. Trouble Finding Drivers
        i. Class B, with T endorsement
    b. Operating Funds for more Drivers
        i. Difficulty meeting local match
8. Annual Budget
    a. Total System Costs: $2,619,828
    b. Total System Revenues: $2,596,429
    c. Total Capital Funds: $62,551
    d. Overall +/- : $39,152
    e. Annual Budget: $2.8 million
9. Performance Measures

	Fixed Route	Demand Response
a. Operating Recovery Ratio:	4.88%	46.95%
b. Operating Expense/Vehicle Mile:	$5.07	$ 6.32
c. Operating Expense/Trip:	$8.20	$36.37
d. Passenger Trips/Vehicle Mile:	0.62	0.17

Fixed route service for the Cambridge/Byesville and Zanesville areas are shown in Figures 3-22 and 3-23.

Figure 3-24: SEAT Bus Routes – Byesville and Cambridge

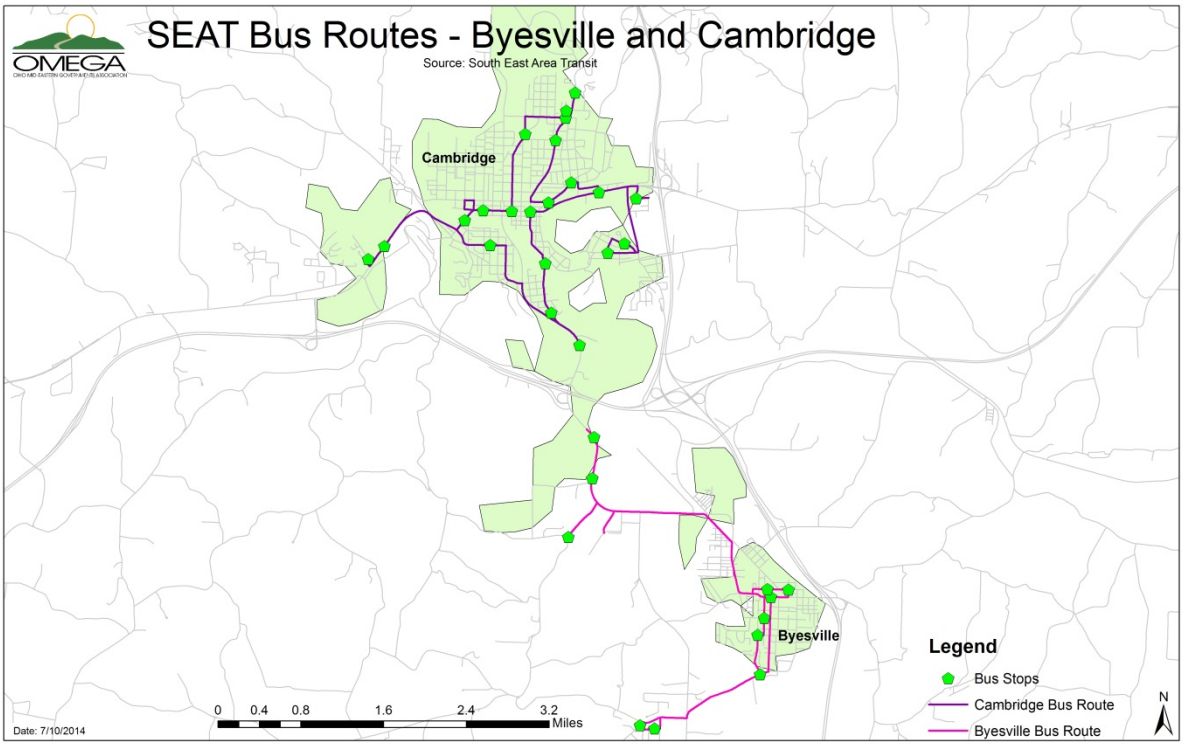
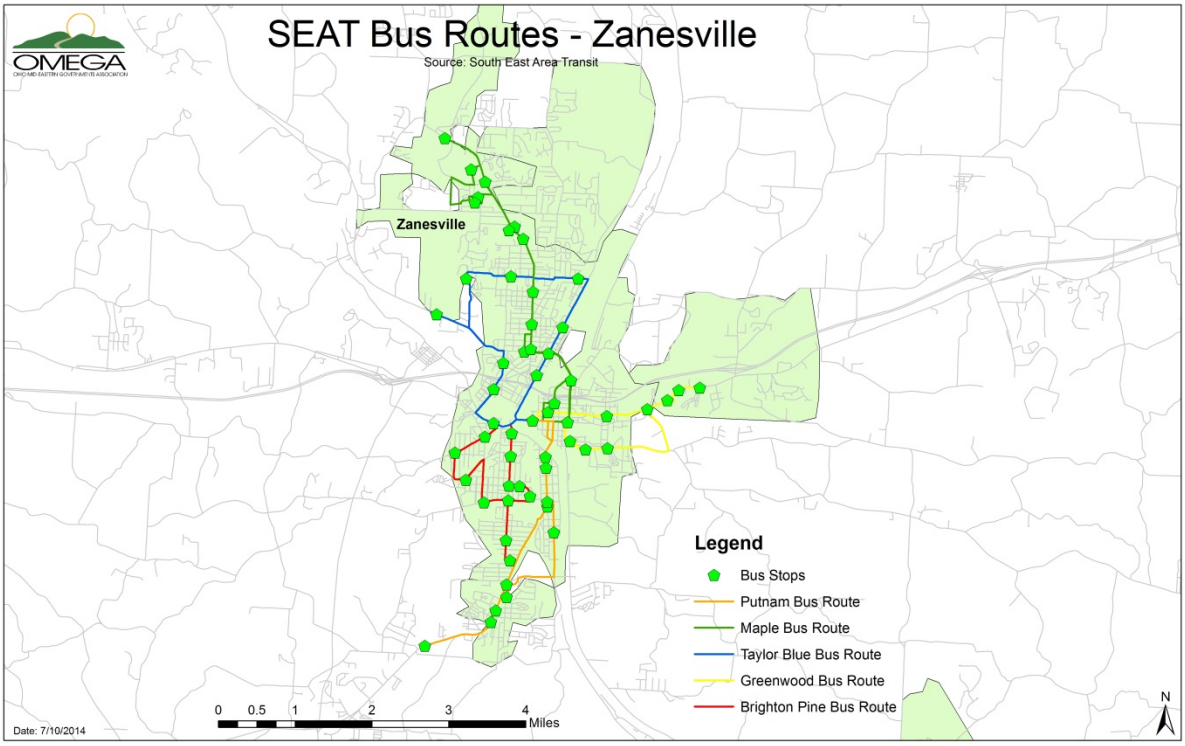


Figure 3-25: SEAT Bus Routs - Zanesville



3.5.5 Harrison County (Harrison County Rural Transit)

1. Service Area:
    a. Harrison County
2. Fixed Routes and/or Call for Service:
    a. Call for Service
3. Days and Hours:
    a. Monday – Friday: 5:00am – 5:00pm
4. Fare Schedule:
    a. Within Cadiz: $2.00
    b. Within Harrison County $4.00 (one-way)
    c. Out of County: $4.00
        i. After 40 miles additional $0.25 per mile
5. Number of Users per month and year:
    a. Yearly: 17,873
6. Demographic Info:
    a. System Population: 15,856
    b. System Square Miles: 404
    c. Call for Ride Percent Demand Elderly/Disabled: 50.41%
    d. Mostly in Village of Cadiz
7. Needs:
    a. Operating Funds
        i. Just came out of the Red
    b. More Vehicles
    c. More Drivers
8. Annual Budget
    a. Total System Costs: $567,008
    b. Total System Revenues: $567,008
    c. Total Capital Funds: $117,665
    d. Overall +/- : $117,665
    e. Annual Budget (2014): $608,073
9. Performance Measures
    a. Operating Recovery Ratio: 43.88%
    b. Operating Expense/Vehicle Mile: $1.94
    c. Operating Expense/Trip: $31.72
    d. Passenger Trips/Vehicle Mile: 0.06

3.5.6 Holmes County: None

3.5.7 Tuscarawas County (Tuscarawas Coordinated Public Transportation)

1. Service Area
    a. Tuscarawas County
2. Fixed Routes and / or Call for Service:
    a. Demand Response / Door to Door Service
3. Days and Hours:
    a. Horizons
        Monday –Friday 7 am to 11 pm
        Saturday 5 am to 11 pm

Sunday 7am to 4pm

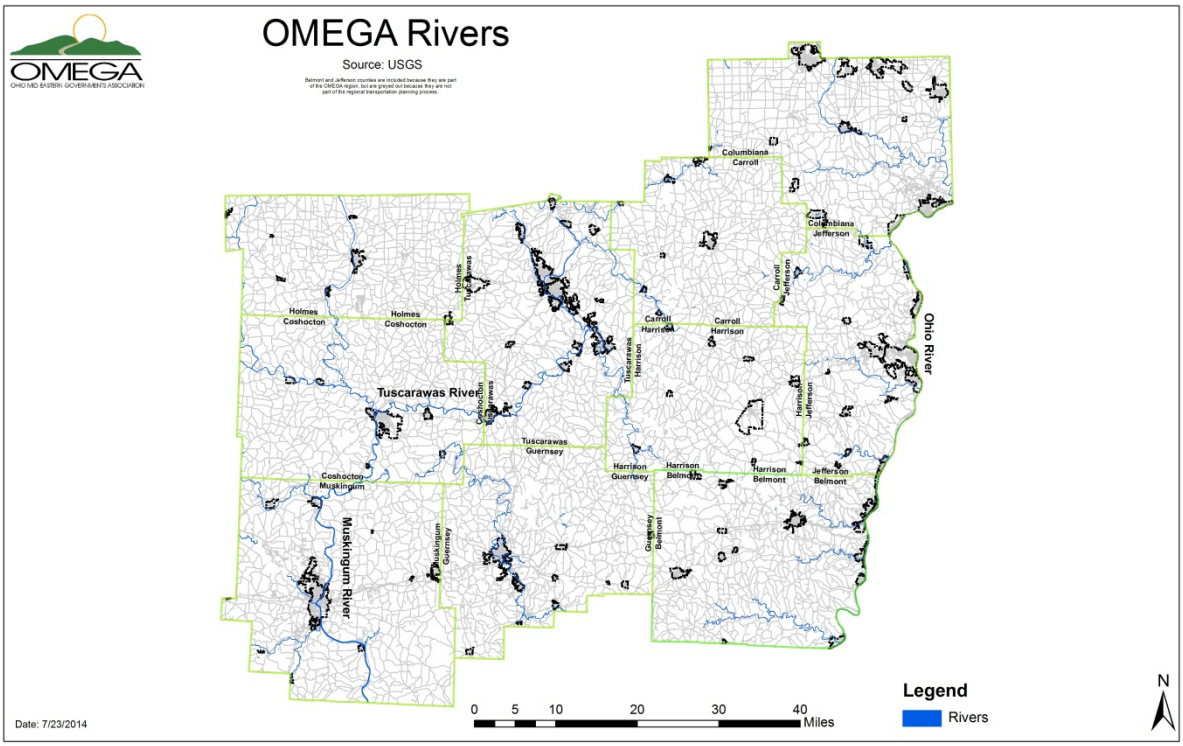
b. Society for Equal Access (SEA)
   Monday –Friday 4 am to 6 pm
c. Tuscarawas County Senior Center
   Monday –Friday 8:15 am to 3:15 pm
   Tuesday & Thursday 4 pm to 9:30 pm
   Saturday 8:15 am to 4 pm

4. Fare Schedule:
   a. Horizons
      Monday –Friday 7 am to 4 pm
      $6.00 for round trips $4.00 for one way
      Medical, School or Work
      Other trips $10 to $14 round trip depending on area of pick up
      Monday – Friday after 4 pm, Saturday &Sunday
      $6.00 round trips
      Out of County – Call for Rates
      Contact Services
   b. Society for Equal Access (SEA)
      Rates depend on area of pick up
      Call for Rates
      Contact Services
   c. Tuscarawas County Senior Center
      Monday –Friday 8:15 am to 3:15 pm
      Donation only
      Tuesday & Thursday 4 pm to 9:30 pm & Saturday
      $6.00 round trips $4.00 one way
5. Number of Users per month and year:
   a. Horizons 20,541 yearly
   b. Society for Equal Access (SEA) 24,845 yearly
   c. Tuscarawas County Senior Center 20,751 yearly
6. Demographic Info:
   a. System Populations: 92,582
   b. System Square Miles: 572
   c. Call for Ride Percent Demand Elderly/Disabled: approximately 90%
7. Needs:
   a. Funding for operations / local match
   b. Funding for medical appointments for elderly & low income clients going out of the county
8. Annual Budget
   a. Horizons $906,000
   b. Society for Equal Access (SEA) $841,000
   c. Tuscarawas County Senior Center $596,000

Section 3.6 Rivers and Ports

There are three major rivers (see Figure 3-26) that run through the OMEGA study area: the Ohio River, the Muskingum River, and the Tuscarawas River. A brief description of these rivers as related to the transportation system, as well as an overview of the ports and terminals along the Ohio River in Columbiana County is provided in this section.

Figure 3-26: OMEGA Rivers



3.6.1 Ohio River

The Ohio River is a primary shipping channel for the region, state, and nation and is also used for recreation. The Ohio River is one of the major shipping conduits in the nation, connecting the Gulf Ports to the Great Lake Ports. There are multiple dams and locks to help navigate the grade change over the course of the river, including one in the study area at the New Cumberland Lock at River Mile 54.3. Recreational users have to be cognizant of these areas as well as the major shipping enterprises on the river. Three counties within the OMEGA region, Columbiana, Jefferson, and Belmont, have direct access to the Ohio River. However, only Columbiana County is included in the RTPO. Coordination with BHJ and Bel-o-mar is expected so that the region can fully benefit from this major asset. As the shale development continues, use of the Ohio River for shipment of materials and products is expected to dramatically increase.

3.6.2 Muskingum River

The Muskingum River is the longest navigable river lying wholly within Ohio. The Muskingum River is formed by the confluence of the Tuscarawas and Walhonding Rivers in Coshocton and extends to Marietta and the Ohio River. Historically, the Muskingum River has served as a transportation corridor to and from the Ohio River. Today, the Muskingum River is primarily used for recreational purposes (fishing, boating, and other leisure activities) and extends through two counties that are in the OMEGA RTPO planning area, Coshocton and Muskingum Counties. There are ten dam and locks along the Muskingum River three of which are located in Muskingum County. With the exception of the Ellis Lock and Dam #11 in Muskingum County, all locks and dams are fully functional and still operated by hand. The Ellis Lock and Dam is closed and needs to be repaired. Based upon an estimated $5 million dollars cost to repair the facility, the Ellis Lock and Dam is expected to remain closed indefinitely.

The Muskingum River Advocacy Council hopes one day that the Ellis Lock and Dam will be repaired and opened in order to once again open the transportation corridor from Coshocton to the Ohio River. This will not only expand recreational and tourism opportunities along the Muskingum River, but potentially open the river for limited commercial use and quarter barges.

The 160-year old navigation system of the Muskingum River was designated a National Historic Civil Engineering Landmark by the American Society of Civil Engineers in 2001 and in 2006, the Muskingum River lock system was designated the first Navigation Historic District in the United States by the National Park Service.

3.6.3 Tuscarawas River

The Tuscarawas River begins in Summit County and extends through Stark, Tuscarawas, and Coshocton Counties before joining with the Walhonding River to form the Muskingum River. The Tuscarawas River was an integral part of the Ohio Erie Canal System. Today, the Tuscarawas River is used primarily for recreational purposes, such as, fishing, boating, and other leisure activities including an annual canoe and kayak race in Dover. The Ohio Erie Towpath Trail and other trails are being coordinated with river access to expand recreational opportunities in Tuscarawas County. Public access for boats is currently provided in the Villages of Tuscarawas and Gnadenhutten in Tuscarawas County and at the SR 751 Bridge in Coshocton County, northeast of the Village of West Lafayette. The City of Dover has applied for funding to create a public launch upstream of the dam below the Tuscarawas Avenue Bridge.

3.6.4 Ports

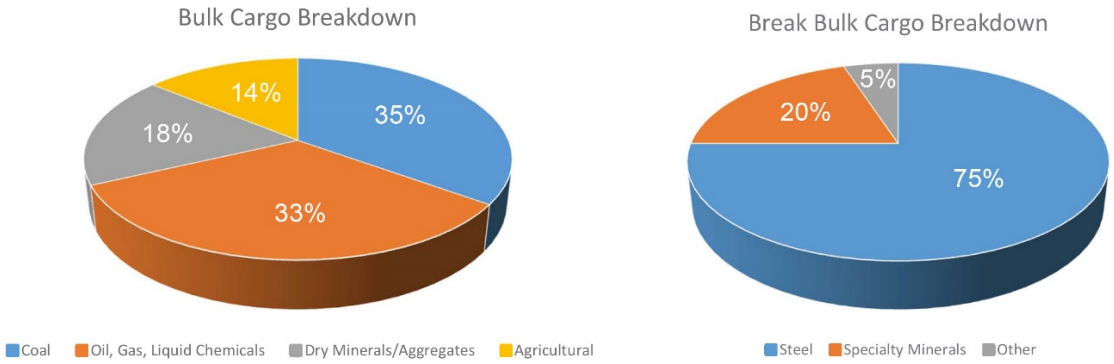
With Northeast Ohio and the Cleveland-Pittsburgh corridor being among the top manufacturing regions in the country and the world, the River System is a critical cost effective transportation corridor for these industries. In general, the cost for transportation over inland waterways is three times lower than other modes of transportation (rail and truck), resulting in a potential savings of $7 billion nationwide.

The Ohio River System connects the Midwest ports to the Mississippi River and the Gulf ports of Mobile and New Orleans. The Ohio River accounts for one-third of all U.S. commercial transportation by tonnage per year and the system as a whole moves more cargo than the Panama Canal.

For the OMEGA RTPO study region, there is only one pool in the Ohio River Navigation System. The New Cumberland Pool begins at River Mile 40, at the Pennsylvania state line, and ends at River Mile 54.3, in Stratton, Ohio at the New Cumberland Locks and Dam. Within Columbiana County, there are 11 river terminals that can be used for the shipment of goods along the river. All but two of these terminals are owned and operated by private individuals or corporations. The two remaining terminals are owned and operated by the Columbiana County Port Authority at River Miles 49.4 and 49.7. The Columbiana County Port Authority also operates the Wellsville Intermodal Park, a 70 acre facility that connects all modes of commercial transit, rail, road and water. The Intermodal Park is designated as part of Foreign Trade Zone #181.

Approximately 15 million tons of cargo originates or is destined to be shipped within the New Cumberland Pool. Cargo composition is broken down to 62% Bulk Cargo, 30% Break Bulk and 8% Project Cargo. As shown in Figure 3-27, coal, oil, gas, and liquid chemicals account for 68% of the bulk cargo that is shipped and steel accounts for 75% of the break bulk cargo that is shipped. The Project Cargo includes heavy equipment and machinery that will be used in a multitude of projects.

Figure 3-27: Cargo Breakdown



The following is summary of the ports and terminals within the New Cumberland Pool. This summary is from the 2040 Metropolitan Transportation Plan developed by the Eastgate Regional Council of Governments (April 2013). The location of these facilities is provided on Figure 3-28 and the numbers on Figure 3-28 correspond to the facility number listed herein.

Intermodal Park – Wellsville, Ohio – Foreign Trade Zone #181

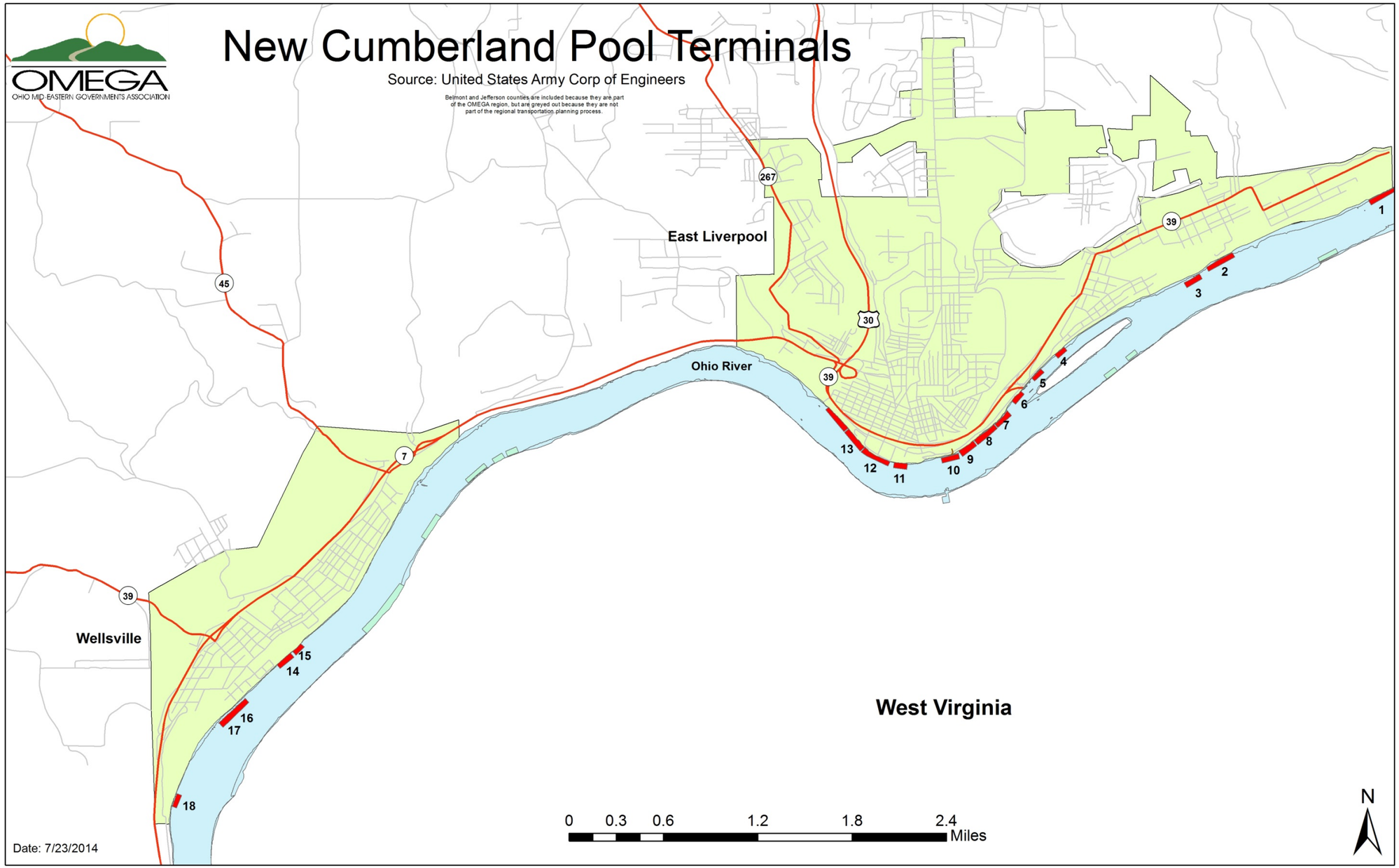
Located at River Mile 49.4, the Intermodal Park is one of the main connecting points to the Gulf ports in the South and the Great Lake ports in the North. The Park is located off of State Route 7, a four lane highway, and is 40 miles North of Interstate 70 and 40 miles South of Interstates 76/80. This allows the facility to be located within a one day drive of 5 of the United States 6 largest population markets. Also

on site is a 3,500 foot expandable rail siding that connects to the Norfolk Southern mainline. The 70 acre riverside terminal has a 60 ton overhead river crane and bulk cargo handling system with ready access to both rail and highway. Across from SR 7, there is 2,000 acres of developable land for expansion.

New businesses have taken up contracts with the facility recently. Arrowhead Utica Pipeline LLC of Houston signed a $5 million, 99 year lease to build pipelines from the Utica shale fields to the industrial park. Marathon Petroleum Company spent $2.4 million to develop 3.6 acres for a holding area for trucks hauling "wet" natural gas from the Utica shale. Drivers will use the land to park their trucks while waiting to offload their cargos into one of four 2.5 million gallon holding tanks.

Cimbar Performance Materials, based in Georgia, expanded its barite processing line at the industrial park with a $6.5 million investment, and planned to hire 27 workers in addition to the current 34 employees. The facility will produce customized mineral products in the specialty talc, calcium carbonate and magnesium hydroxide product lines. This expansion increases Cimbar's capacity to 650,000 tons. Additionally, Cimbar formed a joint effort with Anchor Drilling Fluids USA Inc. to process the drilling fluid used to lubricate drills during deep drilling.

Figure 3-28: New Cumberland Pool Terminals



EAST LIVERPOOL TERMINALS

1. **S. H. Bell Co. docks**
   This convenient location consists of two separate warehouse sites, State Line and Little England, and a centrally located office that services both facilities. The State Line site is a U.S. Customs bonded warehouse. Both sites operate as storage, transfer, and warehousing facilities capable of processing, crushing, screening, and packaging of materials.

   State Line Facility
   The State Line site is located off of SR-68 in Midland, PA on the northern bank of the Ohio River. The site covers about 92 acres of land, about ½ of which is located in the State of Ohio. The site uses 28 covered storage and processing buildings and extensive outside asphalt and concrete storage pads for storing bulk and packaged materials.

   Purpose: Receipt of ferroalloys, ores, fluorspar, refractory materials, gypsum rock, and misc. bulk commodities.

   Ohio River Mile: 40.4

   Shipments: Unknown

   Container Handling: No

   Largest Berthing: 1100' **Total Berthing:** 1100'

   Construction: 2 steel sheet-pile, cellular crane platforms extending from shore, each with concrete-surfaced solid fill and 35'x20' approach; and row of 9 steel sheet-pile, solid-filled cellular breasting dolphins in line with faces, 5 with 50'x3'steel approaches. 2 stacked barges in bank on lower side are located approximately 50'in rear of face.

   Mechanical Handling: 2 – 125 ton diesel crawler cranes, each equipped with a 125' boom with a 3½ cubic yard bucket, average unloading rate per crane 250 tons per hour; and 1 – 75 ton diesel-hydraulic crawler excavator with 3½ cubic-yard bucket equipped to handle supersacks and bulk material. 16 diesel front-end loaders with ¾ to 5 cubic-yard buckets; and 15 – 2½ ton diesel forklift trucks serve open storage area.

   Remarks: S.H. Bell Co.: 100 acres of concrete and asphalt surfaced open storage area; 26 steel frame, metal-covered, concrete and timber-walled warehouse buildings; a total of 451,000 sq. ft. of storage area with 3 processing plants is located at rear. CNC Marine of Georgetown, PA: operates fleeting area at lower end with a capacity for mooring 6 barges in 2 tiers, each 3 barges wide. Terminal straddles the Ohio-Pennsylvania state line.

   Rail Connection: 1 platform-level track serves warehouse, loading platform, and under-track pit and loading conveyor at terminal in rear; connects with Norfolk Southern Railway.

   Highway Connection: Via terminal roads, asphalt, various widths from Pennsylvania SR-68 and Ohio SR-39, respectively, asphalt, 24' wide.

2. **Little England Facility**

The Little England site is located off of St. George Street in East Liverpool, Ohio on the northern bank of the Ohio River. This site covers about 8.5 acres of land with 3 covered storage and processing buildings, and has outside concrete storage pads for storing bulk and packaged materials.

Purpose: Receipt of ferroalloys, ores, fluorspar, refractory materials, gypsum rock, and misc. bulk commodities.

Ohio River Mile: 41.2

Shipments: Unknown

Container Handling: No

Largest Berthing: 650' **Total Berthing:** 650'

Construction: Natural bank with shore moorings; and steel sheet-pile, cellular crane platform with solid fill. Row of 3 steel sheet-pile, solid-filled cellular breasting dolphins in line with face.

Mechanical Handling: 1 – 90 ton diesel crawler crane with 80'boom, equipped with 3 cubic-yard bucket; unloading rate 250 tons per hour. 3 diesel front-end loaders with ¾ to 5 cubic-yard buckets; and one 2½ ton diesel forklift truck.

Remarks: Approximately 6 acres of concrete surface open storage area; 2 steel frame, metal-covered timber walled warehouse buildings encompassing a net area of 65,000 sq. ft. are located at rear.

Rail Connection: None.

Highway Connection: Walter Street, asphalt, 20' wide Holiday Street/Oakland Avenue, each asphalt, 20' wide

Receiving and Shipping

Receiving and shipping of materials at both sites is accomplished through 3 modes of transportation:

- **River Barge:** The State Line site has 3 loading and unloading river docks equipped with 2 cranes and 1 hydraulic backhoe. The Little England site has 1 loading and unloading river dock equipped with a crane.

- **Truck:** The State Line site uses 6 van/container docks -the Little England site uses 1 van/container dock with no restrictions on flatbed capability at both sites.

- **Railroad:** The State Line site uses a 30-car siding for handling hopper-cars, boxcars, gondolas, and flatcars with a Norfolk Southern connection.

Material Drying System
The State Line site operates a Material Drying System capable of drying materials in accordance with customer moisture requirements.

3. COLUMBIANA COUNTY PORT AUTHORITY, LITTLE ENGLAND WHARF 1250 ST. GEORGE STREET, EAST LIVERPOOL, OHIO

Purpose: Not used.

Ohio River Mile: 41.4

Shipments: Domestic Only

Container Handling: No

Largest Berthing: 800' **Total Berthing:** 800'

Construction: Natural bank with shore moorings; and steel-sheet-pile bulkhead with solid fill. 2 steel sheet-pile, concrete-capped, solid-filled cellular breasting dolphins in line with face.

Mechanical Handling: None.

Remarks: Columbiana County Port Authority plant and office buildings are located at rear.

Rail Connection: One surface track at rear; connects with CSX Transportation, Inc.

Highway Connection: Railroad Street, asphalt, 15' wide
Virginia Avenue, asphalt, 28' wide
SR-39, asphalt, 24' wide

4. D. W. DICKEY & SON, EAST LIVERPOOL WHARF
700 RIVER ROAD. EAST LIVERPOOL, OHIO

Purpose: Receipt of sand, gravel, and dry bulk fertilizer.

Ohio River Mile: 42.4

Shipments: Domestic Only

Container Handling: No

Largest Berthing: 300' **Total Berthing:** 300'

Construction: Steel sheetpile, cellular crane platform with solid fill; and three steel-breasting dolphins in line with face.

Mechanical Handling: 1-100 ton diesel crawler crane with 100' boom, equipped with 4 cubic yard clamshell bucket, unloads material into storage bins at rear, rate 125 tons per hour. One 2 1/2 cubic yard diesel front-end loader serves 3 hoppers, serving a 30"electric belt conveyor extending to dry-mix concrete plant in rear.

Remarks: 3 concrete walled bins with capacity for 3,500 tons of sand and 3,500 tons of gravel are located on apron. Fertilizer is transported by truck to 7 timber-roofed warehouse buildings with concrete walls at 1080 Elmwood Street 1 mile at rear; total capacity 45,000 tons.

Rail Connection: None.

Highway Connection: Ohio Avenue, asphalt, 20' wide
River Road, asphalt, 20' wide
Broadway, asphalt, 40' wide

5. AGLAND CO-OP, EAST LIVERPOOL GRAIN DOCK
600 RIVER ROAD. EAST LIVERPOOL, OHIO

Purpose: Shipment of grain.

Ohio River Mile: 42.5

Shipments: Unknown

Container Handling: No

Largest Berthing: 200' **Total Berthing:** 200'

Construction: 1 -6'x6' steel platform; and row of 3 steel breasting dolphins, each with a 50'x3' steel approach. Center dolphin supports platform.

Mechanical Handling: Steel frame tower supporting 16" loading spout with 20' outboard reach serves spout and 2 steel storage silos at rear; rate 8,000 bushels per hour. Spout extends over River Road from a 16" electric bucket-elevator.

Remarks: 2 storage silos at rear have total capacity for 160,000 bushels of grain.

Rail Connection: None.

Highway Connection: River Road, asphalt, 20' wide
Broadway, asphalt, 40' wide
US-30, dual lane, each side 24' wide

6. **A.M.& O. TOWING, INC., EAST LIVERPOOL LANDING**
River Road East Liverpool, Ohio

Purpose: Mooring company-owned towboats for fleeting and barge-switching operations.

Ohio River Mile: 42.7

Shipments: Domestic Only

Container Handling: No

Largest Berthing: 215' **Total Berthing:** 215'

Construction: 2 spud barges with shore moorings.

Mechanical Handling: None.

Remarks: A.M.& O. Towing conducts towing-and-switching side of the fleeting and repair business operated by Billson Towing Co., Inc.

Rail Connection: None.

Highway Connection: River Road, asphalt, 20' wide
Broadway, asphalt, 40' wide
US-30, dual lane, each side 24'wide.

7. TRANSMONTAIGNE PRODUCT SERVICES, INC.,
EAST LIVERPOOL TERMINAL WHARF, 425 RIVER ROAD. EAST LIVERPOOL, OHIO

Purpose: Receipt of liquid fertilizer and solvents.

Ohio River Mile: 42.8

Shipments: Domestic Only

Container Handling: No

Largest Berthing: 315' **Total Berthing:** 315'

Construction: 1 permanently moored steel barge with 60'x5' elevated steel walkway approach; and 1 steel breasting dolphin in line with face.

Mechanical Handling: 1 – 1 ton, electric mast and boom derrick with 20' boom for handling hose on approach.

Remarks: 2 -6" fertilizer pipelines extend from wharf to 2 steel storage tanks at rear, total capacity 2,741,000 gallons; and 2 -6"solvent pipelines extend to 2 steel storage tanks, total capacity 2,111,000 gallons. 6 unused 6" pipelines extend from wharf.

Rail Connection: None

Highway Connection: River Road, asphalt, 20' wide
Broadway, asphalt, 40' wide
US-30, dual lane, each side 24' wide

8. EAST LIVERPOOL RIVER-RAIL TERMINAL, INC.
395 RIVER ROAD. EAST LIVERPOOL, OHIO

Purpose: Receipt of lubricating oils and styrene monomer.

Ohio River Mile: 42.9

Shipments: Domestic Only

Container Handling: No

Largest Berthing: 650'

Total Berthing: 650'

Construction: One 15'x10' unloading platform; and 3 steel breasting dolphins, each with 30'x4' steel approaches (center one supporting platform). A concrete bulkhead with solid fill is located above dolphins.

Mechanical Handling: 1 – 1 ton electric stiff-leg derrick with 30'boom on platform for handling hose.

Remarks: 1 -8" and 4 -6" lubricating-oil pipelines extend from wharf to 7 steel storage tanks; total capacity 100,000 barrels. 1 -6" styrene pipeline extends from wharf to 3 steel storage tanks; total capacity 25,000 barrels.

Rail Connection: None

Highway Connection: River Road, asphalt, 20' wide
Broadway, asphalt, 40' wide
US-30, dual lane, each side 24' wide

9. BILLSON TOWING CO., EAST LIVERPOOL REPAIR MOORINGS
253 RIVER ROAD. EAST LIVERPOOL, OHIO

Purpose: Mooring company-owned towboats, floating cranes, and floating drydocks; mooring towboats and barges for cleaning and repair; and mooring barges for fleeting.

Ohio River Mile: 43.1

Shipments: Domestic Only

Container Handling: No

Largest Berthing: 880' **Total Berthing:** 880'

Construction: Irregular arrangement of seven steel barges with shore moorings.

Mechanical Handling: One 100-, one 65-, and one 50-ton, diesel floating cranes with 200-, 90-, and 90-foot booms, respectively.

Remarks: Berthing space, including 200'of river bank on upper side, owned by East Liverpool River-Rail Terminal, Inc., extends to lower breasting dolphin of their wharf. Moors 1 -1,000 ton and 1 -1,200 ton floating drydocks at mooring. A brick office building is located at rear. Billson Towing Co. maintains a separate fleeting area at Seaforth Mineral & Ore Co., Inc. -East Liverpool Wharf with capacity for 24 barges, arranged 6 long by 4 wide, and at A.M. & O. Towing, Inc. – East Liverpool Landing for up to 6 barges in 2 tiers, each 3 barges wide at mooring.

Rail Connection: None.

Highway Connection: River Road, asphalt, 20' wide
Broadway, asphalt, 40' wide
US-30, dual lane, each side 24' wide

10. D. W. DICKEY & SON, INC., RIVER ROAD TERMINAL, EAST LIVERPOOL DOCK
100 RIVER ROAD. EAST LIVERPOOL, OHIO

Purpose: Receipt of dry-bulk fertilizer.

Ohio River Mile: 43.3

Shipments: Domestic Only

Container Handling: No

Largest Berthing: 200' **Total Berthing:** 200'

Construction: Row of 3 steel-breasting dolphins with 42'x3' steel walkway approach to center one.

Mechanical Handling: 1 barge-mounted excavator with 4 cubic-yard bucket, operated by Billson Towing Co., Inc., unloads into a receiving hopper which serves a 30"electric belt conveyor extending over River Road to stacking system in warehouse building, rail-loading conveyor, and 4 truck-loading spouts at rear; rate 120 tons per hour. One 2½ cubic yard diesel front-end loader serves open storage area.

Remarks: Rail-dumping pit and 2 hoppers in warehouse building serve conveyor system. Warehouse building, of timber construction over low concrete walls, has capacity for 12,000 tons of fertilizer.

Rail Connection: 1 surface track serves under-track pit at rear; connects with Norfolk Southern Railway.

Highway Connection: River Road, asphalt, 20' wide
Broadway, asphalt, 40' wide
US-30, dual lane, each side 24' wide

11. PARSONS COAL CO., EAST LIVERPOOL UPPER WHARF
FIRST AND WASHINGTON STREETS EAST LIVERPOOL, OHIO

Purpose: Receipt of coal, methanol, mineral spirits, and petroleum derivatives.

Ohio River Mile: 43.7

Shipments: Unknown

Container Handling: No

Largest Berthing: 600' **Total Berthing:** 600'

Construction: Natural bank; and concrete-block-capped steel-sheet-pile bulkhead with concrete surfaced solid fill.

Mechanical Handling: 1 -12 ton electric stiff-leg derrick with 90'boom, equipped with 2 cubic yard bucket with an unloading rate of 150 tons per hour. 1 hand-operated stiff-leg derrick with 15' boom for handling hose.

Remarks: Wharf is in line with and contiguous with adjacent Seaforth Mineral & Ore Co., East Liverpool Wharf providing continuous berthing space. 1 -8"and 5 -6" pipelines extend from the wharf to 6 steel storage tanks in rear:

Methanol handling: 1-8"+ 2 -6" pipelines, 3 storage tanks@ 630,000 gal., total storage 1,890,000 gal.

Polypropylene glycol handling: 1 -6"pipeline, 1 storage tank of 630,000 gallon capacity

Mineral spirits handling: 1 -6"pipeline, 1 storage tank of 420,000 gallon capacity Light oils handling:
1 -6"pipeline, 1 storage tank of 5,000 barrel capacity

3 storage bins at rear have capacity for 2,000 tons of coal. 2 warehouses at rear are each described under company-owned East Liverpool Lower Wharf.

Rail Connection: Two surface tracks at rear; connect with Norfolk Southern Railway.

Highway Connection: Washington Street, asphalt, 20'wide
West 2nd Street, 40' wide
US-30, dual lane, each side 24' wide

12. SEAFORTH MINERAL & ORE CO., INC. AND CITY OF EAST LIVERPOOL
FIRST AND MARKET STREETS EAST LIVERPOOL, OHIO

Purpose: Receipt of fluorspar, dry-bulk boric acid, and other miscellaneous ores.

Ohio River Mile: 43.9

Shipments: Domestic Only

Container Handling: No

Largest Berthing: 746' **Total Berthing:** 746'

Construction: Part steel-sheetpile; part concrete bulkhead with concrete-surfaced solid fill.

Mechanical Handling: 1 -100 and 2 -80 ton diesel crawler cranes, each with 90' boom equipped with 4 and 5 cubic yard buckets, unload into open storage area at rear; maximum rate 150 tons per hour. Facility has 5 diesel front-end loaders with 2½ to 8 cubic yard buckets and 8 -2½ ton forklift trucks.

Remarks: Upper and lower sides are contiguous with Parsons Coal Co., Inc., Upper and Lower Wharves. 4 elevated hoppers serve electric bucket elevators extending to 8 truck loading bins at rear. Roughly 5 acres of concrete-paved open storage area and 3 brick warehouse buildings with total area of 120,000 square feet are located at rear.

Rail Connection: 1 surface track serving loading spout at rear; connects with Norfolk Southern Railway.

Highway Connection: Washington Street, asphalt, 20'wide
West 2nd Street, 40'wide
US-30, dual lane, each side 24 feet wide

13. PARSONS COAL CO., EAST LIVERPOOL LOWER WHARF
FIRST AND JACKSON STREETS EAST LIVERPOOL, OHIO

Purpose: Receipt and shipment of steel coils and pipe; receipt of coal, gypsum rock, manganese, and other miscellaneous ores.

Ohio River Mile: 44.0

Shipments: Unknown

Container Handling: No

Largest Berthing: 400' **Total Berthing:** 400'

Construction: Concrete bulkhead with concrete-surfaced solid fill.

Mechanical Handling: 1 -15 ton electric stiff-leg derrick with 95'boom equipped with 2 cubic yard clamshell bucket; 1 -55 and 1 -60 ton diesel crawler cranes each with 80'boom, equipped with 2½ and 3 cubic yard clamshell buckets, respectively (unloading rate 100 tons of coal per hour each); 1 -60 ton diesel mobile crane with 130' boom; 5 -2 to 7½ ton gasoline and diesel forklift trucks; and 6 diesel front-end loaders with 1 to 6 cubic yard buckets.

Remarks: Wharf is contiguous with adjacent Seaforth Mineral & Ore Co., East Liverpool Wharf providing continuous berthing space. Open storage area with capacity for 3,000 tons of gypsum rock; 1 steel frame metal-covered warehouse building with concrete walls and capacity for 5,600 tons of fluorspar; 1 brick warehouse building with capacity for 4,500 tons of ores and ilmenite; and 2 truck-loading hoppers, 1 of which serves an electric bucket-elevator from ore warehouse, are located in the rear.1 brick and 1 steel frame metal-covered warehouse buildings at rear of Upper Wharf have capacity for a total of 2,800 tons of ferroalloys. Billson Towing Co. can fleet up to 24 barges moored below wharf at a steel spar barge along bank belonging to the City of East Liverpool, in 6 tiers, each 4 barges wide.

Rail Connection: 1 surface track at rear; connects with Norfolk Southern Railway.

Highway Connection: Washington Street, asphalt, 20' wide
West 2nd Street, 40' wide
US-30, dual lane, each side 24' wide

WELLSVILLE TERMINALS

14. MISSISSIPPI LIME CO.
18TH STREET. WELLSVILLE, OHIO

Purpose: Receipt of lime; mooring barges for fleeting.

Ohio River Mile: 48.4

Shipments: Domestic Only

Container Handling: No

Largest Berthing: 175' **Total Berthing:** 175'

Construction: Natural bank; and 1 – steel sheet pile, cellular crane platform with solid fill.

Mechanical Handling: 1 -100 ton, diesel crawler crane with 100’ boom, equipped with 10-cubic yard clamshell bucket, unloads into receiving hopper which serves a 29”covered electric belt-conveyor extending to storage silos at rear; rate 125 tons per hour.

Remarks: Wharf is in line and contiguous with adjacent, company-owned Wellsville Terminals Co., Lower Wharf providing continuous berthing space. 4 -steel storage silos at rear, each equipped with truck-loading spout, have total capacity for 1,800 tons.

Rail Connection: 1 surface track at rear; connects with Norfolk Southern Railway.

Highway Connection: 18th Street, asphalt, 20' wide
Main Street, asphalt, 24' wide
17th Street, asphalt, 30' wide

15. WELLSVILLE TERMINALS CO., WELLSVILLE WHARVES
18TH STREET. WELLSVILLE, OHIO

Purpose: Receipt of lime, coal, and steel; mooring barges for fleeting.

Ohio River Mile: 48.5

Shipments: Domestic Only

Container Handling: No

Largest Berthing: 500'

Total Berthing: 500'

Construction: Natural bank with shore moorings. (See Remarks)

Mechanical Handling: 1 – 200 and 1 – 100 ton diesel crawler cranes, each with 120'boom equipped with 18-and 10-cubic yard clamshell buckets, respectively; average unloading rate 650 tons per hour. 10 -4 to 32 ton diesel forklift trucks; 6 -diesel front-end loaders with 1½ to 10 cubic-yard buckets; and use of crane described under company-owned Mississippi Lime co. wharf.

Remarks: Wharf is in line and contiguous with adjacent, company-owned Mississippi Lime co. wharf providing continuous berthing space. Fleeting areas fronting City of Wellsville, Wastewater Treatment Plant below wharf and bank have capacity for 6 barges in 2 tiers, each 3 barges wide. At time of survey, plans called for the construction of a 900-foot steel sheet-pile bulkhead. Approximately 3 acres of open storage area at rear; and 3 warehouse buildings (2 steel frame, metal-covered over concrete walls and 1 of timber construction over concrete-block walls), have total area of 70,800 sq. ft.

Rail Connection: 1 surface track at rear with 20 car capacity; connects with Norfolk Southern Railway.

Highway Connection: 18th Street, asphalt, 20' wide
Main Street, asphalt, 24'wide
17th Street, asphalt, 30' wide

16. MARATHON PETROLEUM CORP., WELLSVILLE WHARF
21ST & NEVADA STREETS WELLSVILLE, OHIO

Purpose: Receipt and shipment of asphalt; receipt of fuel oil.

Ohio River Mile: 49.1

Shipments: Domestic Only

Container Handling: No

Largest Berthing: 440' **Total Berthing:** 755'

Construction: 1 permanently-moored steel barge with 45'x 5'steel-walkway approach; and 5 steel sheet-pile, solid-filled cellular breasting dolphins (1 square recessed into face of barge and 4 in line with face).

Mechanical Handling: 1– 1 ton, electric mast-and-boom derrick with 20'boom for handling hose.

Remarks: 3 – 10" pipelines extend from wharf to 3 fuel-oil storage tanks at rear; total capacity 259,000 barrels. 1 – 8" pipeline extends from wharf to 1 -54,000 barrel, asphalt storage tank at rear.

Rail Connection: None.

Highway Connection: Nevada Street, asphalt, 20' wide
18th Street, asphalt, 20'feet wide
Main Street, asphalt, 24' wide

17. COLUMBIANA COUNTY PORT AUTHORITY, WELLSVILLE DOCK
21ST & NEVADA STREETS. WELLSVILLE, OHIO

Purpose: Receipt and shipment of containerized general cargo and miscellaneous liquid-and dry-bulk commodities, including steel coils, structural steel shapes, and billets.

Ohio River Mile: 49.4

Shipments: Domestic Only

Container Handling: Yes

Largest Berthing: 480' **Total Berthing:** 480'

Construction: 6 – 20' diameter, steel-sheet-pile cellular breasting dolphins (4 in line and 2 set back behind middle 2 cells supporting structure); a single, 30' diameter steel sheet-pile, cellular breasting dolphin; and 2 steel-pipe breasting dolphins. 1 barge is permanently moored behind middle 2 cells for supporting hopper and conveyor system.

Mechanical Handling: 1 overhead bridge crane with multiple rigging, including container harnesses, clamshell bucket, and "C" hooks. Receiving hopper serves a 48"conveyor extending to storage area at rear; rate 400 tons per hour. (See Remarks)

Remarks: 1 – 6"pipeline extends from wharf to 3 steel storage tanks at rear; total capacity 872,000 barrels. 1 -212,000 sq. ft. warehouse processes material at the terminal. 4 acres of riverside storage is available adjacent to the terminal. An additional 25 acres are on opposite side of railroad tracks. 700 acres are located across SR-7 for future distribution and processing facilities. Terminal was under construction at time of survey (2005).

Rail Connection: 2 rail spurs, served by Norfolk Southern Railway, are available at the terminal with capacity for 1-unit trains totaling 100 cars (one 3,800-foot and one 3,600-foot, with plans to extend to 6,000 feet).

Highway Connection: Nevada Street, asphalt, 20'wide
18th Street, asphalt, 20'wide
Main Street, asphalt, 24'wide

18. QUALITY LIQUID FEEDS, WELLSVILLE DOCK
2402 CLARK AVENUE WELLSVILLE OHIO

Purpose: Receipt of Molasses

Ohio River Mile: 49.7

Shipments: Domestic only

Container Handling: No

Largest Berthing: 425' **Total Berthing:** 425'

Construction: Row of 4 steel-sheet-pile, solid-filled cellular breasting dolphins, 2 with 70'x7', steel walkway and pipeline approaches.

Mechanical Handling: Two 1/2-ton mast and boom derricks, each with an 18' boom for handling hose.

Remarks: 1 -12" and 1 – 8" pipelines connecting to a 6"pipeline extending from wharf to 3 steel storage tanks at rear; total capacity 872,000 barrels. 2 other liquid storage tanks are available for future use, each with 36,000-barrel-capacity. One 3"steam line serves wharf. At time of survey, plans called for this operator to move to another location and convert terminal to other uses.

Rail Connection: None.

Highway Connection: 25th Street, asphalt, 20' wide
Old Route 7, asphalt, 20-30'wide
Clark Avenue, asphalt, 24' wide.

Section 3.7 Aviation

Each of the eight counties in the RTPO region has a general service airport. The locations of these airports are provided in Figure 3-29 and a general summary of each is provided in Table 3-8.

The general service category is subdivided into different classifications to describe the types of aircraft that can be used at the airport. According to the Ohio Department of Transportation, the four airport classifications are described as:

- **Level 1**: These airports are intended to meet nearly all of the needs of general aviation turbine powered aircraft and their users. These airports should be able to provide nearly all of the services necessary to support corporate jet aircraft. This facility classification can also support recreational general aviation activities and flight training.

- **Level 2:** These airports are intended to support smaller corporate aircraft, such as small jets and turboprop aircraft, and meet many, but not necessarily all, of their needs. This airport classification is intended to support a variety of uses (business, pleasure, and training).

- **Level 3:** This classification of airports serves light, twin-engine and single-engine aircraft flying for business, pleasure, and training. Its purpose is to fulfill nearly all of the needs of piston-powered aircraft may use these airports, but the primary focus is on meeting the facilities and services that support piston-powered aircraft.

- **Level 4:** These airports include facilities that are needed for the flight operations of small general aviation aircraft but do not necessarily provide all of the support services, such as maintenance. Single-engine aircraft represent the primary aircraft type; however, many light twin-engine aircraft may also be accommodated. This airport classification supports private pilots that may be flying for business or pleasure and require minimal support facilities and services.

Zanesville Municipal Airport and Richard Downing Airport in Coshocton County are classified as Level 1 airports. This enables the airports to handle corporate aircraft. Currently, Cambridge Municipal, Carroll County – Tolson, and Harry Clever Field are exploring the options to increase the runway length in order to accommodate corporate aircraft. Holmes County is currently in the process of extending the runway at the Holmes County airport to 4,400 feet in order to meet the demand for air services in the area.

Figure 3-29: OMEGA Airports

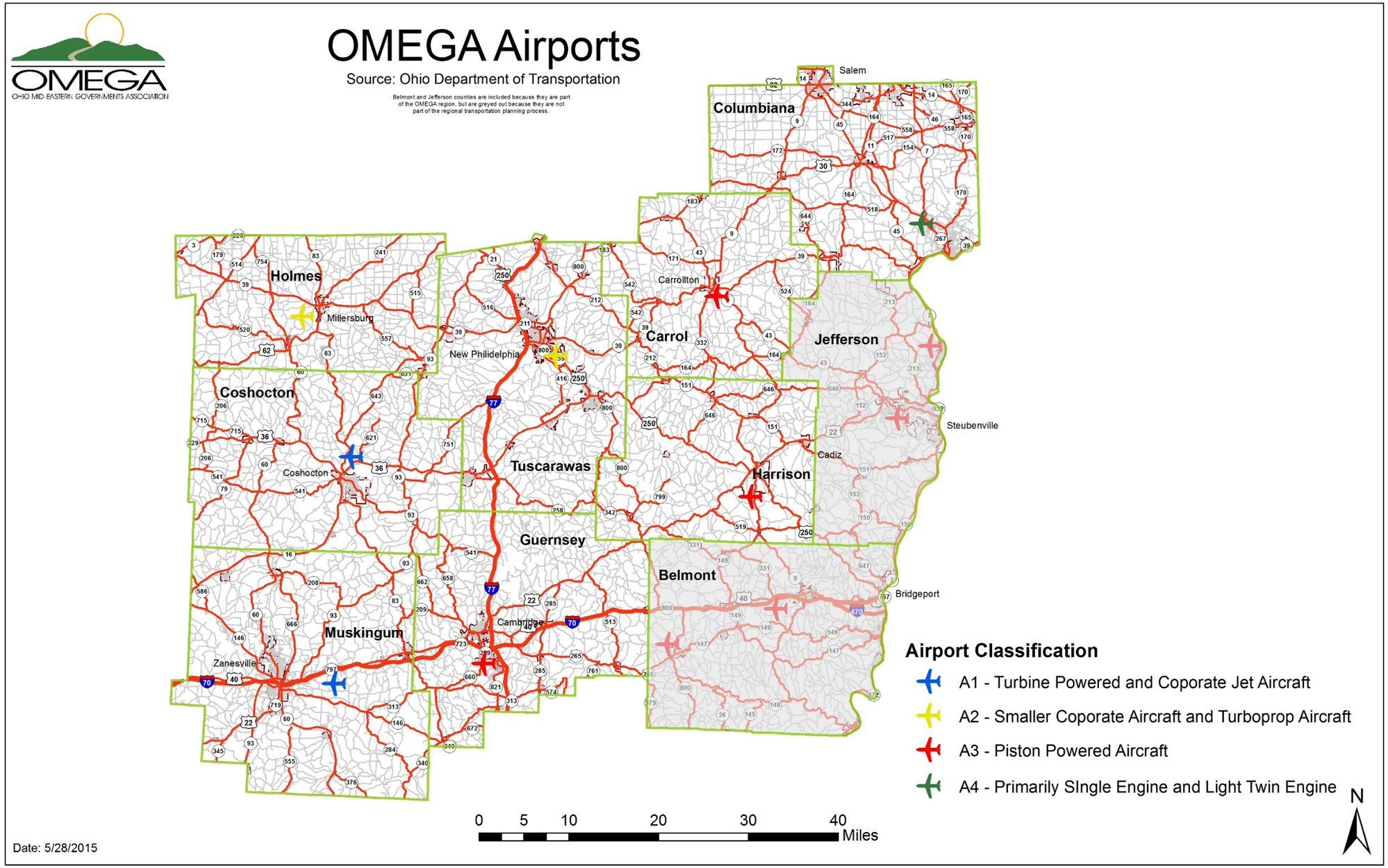


Table 3-8: Airport Summary

							Runways												
Airport Name	Nearest City	County	Level	Wind Indicator	Control Tower	Landing Fee Charge	#1 Length	#1 Surface	#1 Condition	#2 Length	#2 Surface	#2 Condition	#3 Length	#3 Surface	#3 Condition	#4 Length	#4 Surface	#4 Condition	Flights Per Year
Cambridge Municipal	Cambridge	Guernsey	A2	Yes	No	Yes	4298 X 75	Asphalt	Fair	4298 X 75	Asphalt	Fair	N/A	N/A	N/A	N/A	N/A	N/A	2,307
Carroll County - Tolson	Carrollton	Carroll	A2	Yes	No	No	4297 X 75	Asphalt	Good	4297 X 75	Asphalt	Good	N/A	N/A	N/A	N/A	N/A	N/A	35,040
Columbiana County	East Liverpool	Columbiana	A2	Yes	No	No	3503 X 75	Asphalt	N/A	3503 X 75	Asphalt	N/A	N/A	N/A	N/A	N/A	N/A	N/A	31,025
Harrison County	Cadiz	Harrison	A2	Yes	No	No	3765 X 75	Asphalt	Fair	3765 X 75	Asphalt	Fair	N/A	N/A	N/A	N/A	N/A	N/A	12,045
Harry Clever Field	New Philadelphia	Tuscarawas	A2	Yes	No	No	1907 X 70	Turf	Fair	1907 X 70	Turf	Fair	3951 x 100	Asphalt	Good	3951 x 100	Asphalt	Good	54,750
Holmes County	Millersburg	Holmes	A2	Yes	No	No	3498 X 65	Asphalt	Good	3498 X 65	Asphalt	Good	N/A	N/A	N/A	N/A	N/A	N/A	21,535
Koons	Salem	Columbiana	A3	Yes	No	No	1850 X 100	Turf	Good	1850 X 100	Turf	Good	N/A	N/A	N/A	N/A	N/A	N/A	2,548
Parr	Zanesville	Muskingum	A3	Yes	No	N/A	3100 X 26	Asphalt	Good	3100 X 26	Asphalt	Good	N/A	N/A	N/A	N/A	N/A	N/A	16,060
Parsons	Carrollton	Carroll	A3	Yes	No	No	2530 X 75	Turf	Good	2530 X 75	Turf	Good	N/A	N/A	N/A	N/A	N/A	N/A	1,664
Richard Downing	Coshocton	Coshocton	A2	Yes	No	No	5001 X 75	Asphalt	Good	5001 X 75	Asphalt	Good	N/A	N/A	N/A	N/A	N/A	N/A	19,710
Salt Fork Lodge	Cambridge	Guernsey	A3H	Yes	No	No	60 X 56	Asphalt	Fair	60 X 56	Asphalt	Fair	N/A	N/A	N/A	N/A	N/A	N/A	15
Tri-City	West Lafayette	Coshocton	A3	Yes	No	No	3000 X 100	Turf	Good	3000 X 100	Turf	Good	N/A	N/A	N/A	N/A	N/A	N/A	8,030
Zanesville Municipal	Zanesville	Muskingum	A1	Yes	No	No	5000 X 150	Asphalt	N/A	5000 X 150	Asphalt	N/A	4999 X 150	Asphalt	Fair	4999 X 150	Asphalt	Fair	33,215

Section 3.8 Rail

As shown in Figure 3-30, the OMEGA RTPO region is served by ten different rail companies which operate operate 1,261 miles of railroads. The largest of these companies is Norfolk Southern. The whole Norfolk Southern System covers approximately 21,000 route miles, of which 2,233 miles are located in Ohio. As shown in Table 3-9, the Norfolk Southern rail line in the OMEGA RTPO region covers 289 route miles and runs the length of the Ohio River connecting all of the ports in the region. The Wheeling Lake Erie Railroad is a regional railroad and is the largest railroad in the OMEGA boundary that is based in Ohio. The line connects the manufacturing and ports on Lake Erie to the ports on the Ohio River, creating a vital link in shipping.

Table 3-9: Rail Summary

		Miles	
Railroad Owner	**Abbreviation**	**Total**	**Percent**
Central Columbiana and Pennsylvania Railway	CCPR	21.13	1.68%
Columbus and Ohio River Railroad	CUOH	174.70	13.85%
Norfolk Southern	NS	288.69	22.89%
Ohio Central Railroad*	OHCR	197.17	15.64%
Ohio-Rail Corporation	OHIC	108.92	8.64%
Ohio Rail Development Commission	ORDC	26.25	2.08%
Ormet Railroad Corporation	ORMET	14.35	1.14%
Ohio Southern Railroad	OSRR	64.99	5.15%
R.J. Corman Railroad/Cleveland Line	RJCL	111.17	8.82%
Wheeling Lake Erie Railroad	WE	253.58	20.11%
Total		**1,260.95**	

*Division of Genesee & Wyoming, Inc.

With shale development, access to rail is becoming critical. The processing plants in Harrison County have installed several rail sidings in order to be able to ship products by rail. As shown in Figure 3-30, Harrison County is served by the Columbus and Ohio River Railroad and the Wheeling Lake Erie Railroad. Connectivity of these rail lines to product destinations will be a key component in the viability of shipping product by rail.

Railroad volumes show how much traffic is actually being done on the rail systems. The segment densities are calculated by the Federal Railroad Administration with the scale of 1-7, with 1 being less dense and 7 being the most dense. In general, the railroads throughout the region are fairly open and not congested. As shown in Figure 3-31, the most congested line (rating of 4) in the rail system that serves the OMGEA RTPO region is a Norfolk Southern line that connects Salem to Cleveland in the North, Pittsburgh in the East and Canton in the West. In the more urbanized areas, the congestion or density level increases to a 3. The rest of the lines in the area have a 1 or 2 level of congestion.

Figure 3-30: OMEGA Railroads Owner

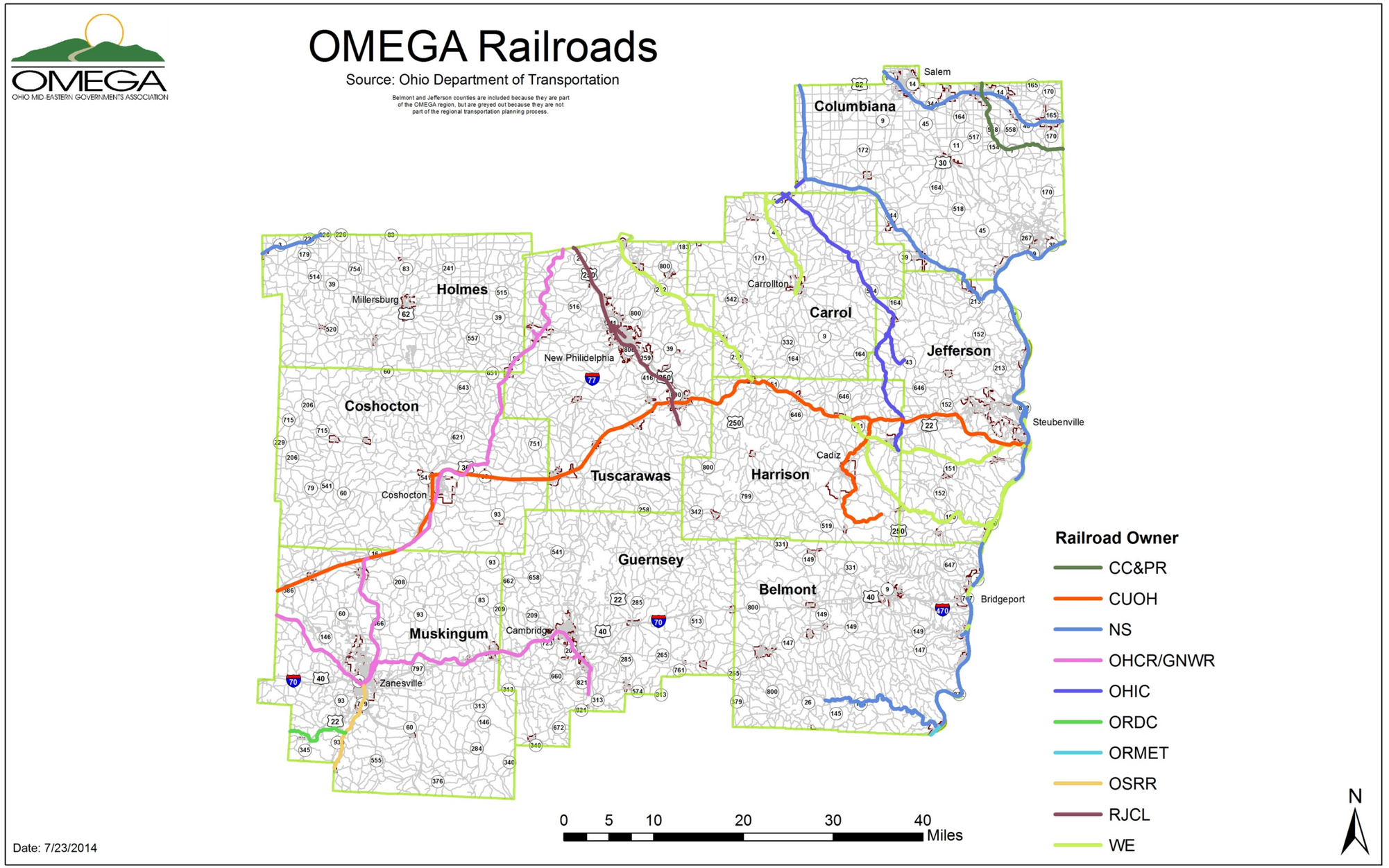
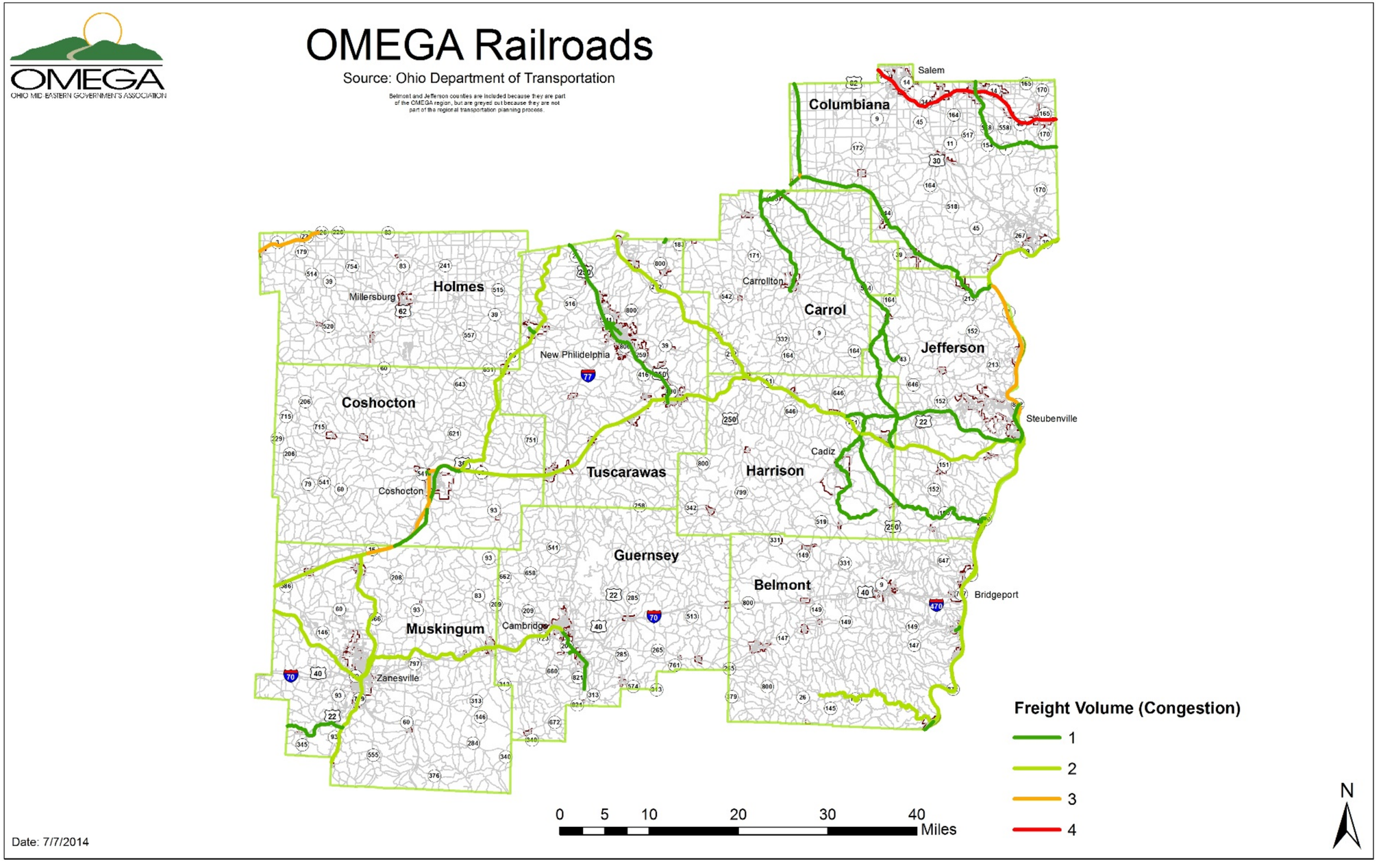


Figure 3-31: OMEGA Railroads Freight Volume



3.9 Safety

Safety is a key component of transportation planning. One of the most critical goals established for the OMEGA RTPO is to improve the safety of the transportation systems. To identify and document existing safety issues or areas of concern in the eight-county planning area, OMEGA used the GIS Crash Analysis Tool (GCAT). GCAT contains crash data from 2008 to part of 2014. For the purposes of this study, a three-year period, 2011 to 2013 was selected for analysis.

3.9.1 Crash Summaries

As shown in Table 3-10, for the period between 2011 and 2013, there were 30,113 crashes in the eight-county planning area, an increase of almost 2% (190 more crashes). The total number of crashes in Guernsey, Harrison, and Tuscarawas Counties increased significantly over this period. The number of crashes increased by 5.75% (65 more crashes) in Guernsey County, over 24% (72 more crashes) in Harrison County, and by over 10% in Tuscarawas County (227 more crashes). Coshocton County experienced a dramatic decrease in the total number of crashes by almost 35% (176 fewer crashes). Crashes in Holmes County decreased by almost 5% and the total number of crashes in Muskingum County showed a modest decrease of 0.5%. The total number of crashes in Carroll and Columbiana Counties increased by approximately 2%.

Table 3-10: Crash Summary

County	2011	2012	2013	Total	Change 2011 to 2013
Carroll	457	493	465	1,415	1.75%
Columbiana	2,051	2,042	2,095	6,188	2.15%
Coshocton	504	418	328	1,250	-34.92%
Guernsey	1,130	1,242	1,195	3,567	5.75%
Harrison	295	321	367	983	24.41%
Holmes	775	754	737	2,266	-4.90%
Muskingum	2,473	2,464	2,461	7,398	-0.49%
Tuscarawas	2,228	2,363	2,455	7,046	10.19%
Total	**9,913**	**10,097**	**10,103**	**30,113**	**1.92%**

Source: ODOT GCAT 2011 to 2013

A detailed summary of these accidents is provided in Table 3-11. As shown in Table 3-11, the five most common types of accidents in the OMEGA RTPO planning area are:

- Fixed Object: 29%
- Rear End: 17%
- Animal: 15%
- Angle: 11.5%
- Sideswipe: 9.5%

Table 3-11: Accident Summary by Type

	Carroll		Columbiana		Coshocton		Guernsey		Harrison	
Row Labels	Count	Percentage of County	Count	Percentage of County	Count	Percentage of County	Count	Percentage of County	Count	Percentage of County
Angle	117	8.27%	836	13.51%	156	12.48%	322	9.03%	56	5.70%
Animal	130	9.19%	871	14.08%	214	17.12%	719	20.16%	133	13.53%
Backing	39	2.76%	248	4.01%	71	5.68%	127	3.56%	38	3.87%
Fixed Object	592	41.84%	1928	31.16%	383	30.64%	1054	29.55%	414	42.12%
Head On	13	0.92%	53	0.86%	12	0.96%	28	0.78%	16	1.63%
Left Turn	25	1.77%	127	2.05%	17	1.36%	54	1.51%	17	1.73%
Other Non-Collision	29	2.05%	127	2.05%	12	0.96%	104	2.92%	21	2.14%
Other Non-Vehicle	0	0.00%	0	0.00%	0	0.00%	1	0.03%	0	0.00%
Other Object	23	1.63%	70	1.13%	5	0.40%	81	2.27%	4	0.41%
Overturning	68	4.81%	106	1.71%	32	2.56%	66	1.85%	44	4.48%
Parked Vehicle	41	2.90%	258	4.17%	55	4.40%	141	3.95%	36	3.66%
Pedalcycles	0	0.00%	11	0.18%	3	0.24%	6	0.17%	1	0.10%
Pedestrian	4	0.28%	26	0.42%	7	0.56%	19	0.53%	4	0.41%
Rear End	204	14.42%	1016	16.42%	178	14.24%	461	12.92%	87	8.85%
Sideswipe - Meeting	78	5.51%	245	3.96%	45	3.60%	112	3.14%	76	7.73%
Sideswipe - Passing	32	2.26%	234	3.78%	56	4.48%	245	6.87%	28	2.85%
Train	1	0.07%	2	0.03%	0	0.00%	1	0.03%	2	0.20%
Unknown	19	1.34%	30	0.48%	4	0.32%	26	0.73%	6	0.61%
Total	**1415**	**100.00%**	**6188**	**100.00%**	**1250**	**100.00%**	**3567**	**100.00%**	**983**	**100.00%**

Source: ODOT 2011 to 2013

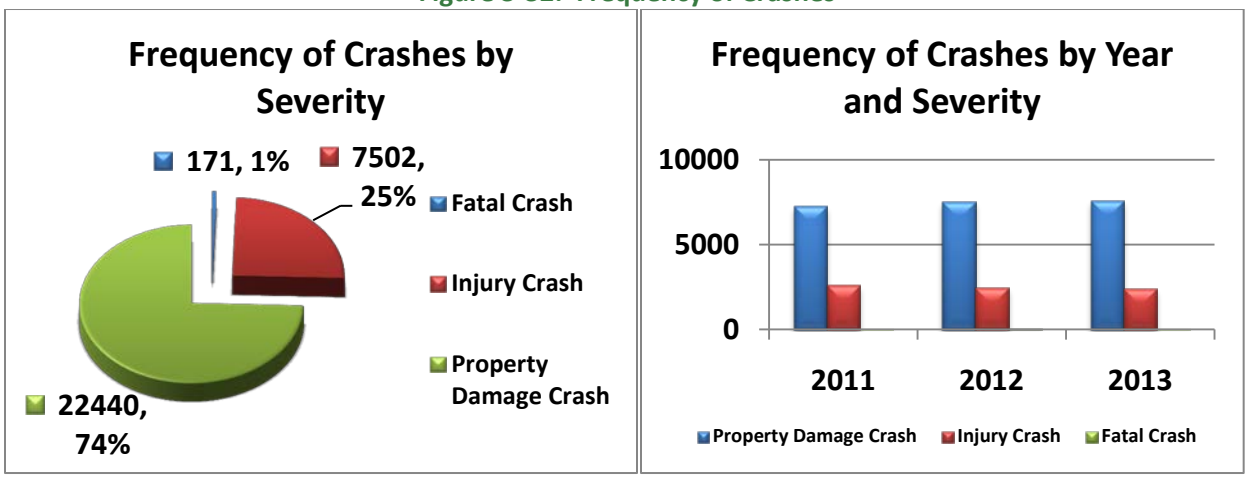
	Holmes		Muskingum		Tuscarawas		Total	
Row Labels	Count	Percentage of County	Count	Percentage of County	Count	Percentage of County	Count	Percentage of Total
Angle	247	10.90%	937	12.67%	787	11.17%	3458	11.48%
Animal	293	12.93%	917	12.40%	1349	19.15%	4626	15.36%
Backing	73	3.22%	246	3.33%	325	4.61%	1167	3.88%
Fixed Object	803	35.44%	1698	22.95%	1738	24.67%	8610	28.59%
Head On	13	0.57%	54	0.73%	46	0.65%	235	0.78%
Left Turn	35	1.54%	286	3.87%	163	2.31%	724	2.40%
Other Non-Collision	42	1.85%	141	1.91%	151	2.14%	627	2.08%
Other Non-Vehicle	0	0.00%	0	0.00%	3	0.04%	4	0.01%
Other Object	25	1.10%	83	1.12%	121	1.72%	412	1.37%
Overturning	55	2.43%	102	1.38%	115	1.63%	588	1.95%
Parked Vehicle	50	2.21%	362	4.89%	270	3.83%	1213	4.03%
Pedalcycles	17	0.75%	21	0.28%	37	0.53%	96	0.32%
Pedestrian	4	0.18%	35	0.47%	25	0.35%	124	0.41%
Rear End	366	16.15%	1603	21.67%	1274	18.08%	5189	17.23%
Sideswipe - Meeting	142	6.27%	251	3.39%	192	2.72%	1141	3.79%
Sideswipe - Passing	84	3.71%	626	8.46%	427	6.06%	1732	5.75%
Train		0.00%	2	0.03%	2	0.03%	10	0.03%
Unknown	17	0.75%	34	0.46%	21	0.30%	157	0.52%
Total	**2266**	**100.00%**	**7398**	**100.00%**	**7046**	**100.00%**	**30113**	**100.00%**

Source: ODOT 2011 to 2013

3.9.2 Crash Severity – Fatalities, Injuries and Property Damage

Of the 30,113 crashes in the OMEGA RTPO planning area, 7,502 resulted in injuries and 171 resulted in fatalities (see Figure 3-32 and Table 3-12). The average rate of injury for all crashes is 24.9% and the average rate of fatality for all crashes is 0.56%. Although the highest number of fatalities were in Columbiana County (Table 3-12), the rate of fatality in that county is 0.61%. While only 3.26% of all crashes occur in Harrison County, 1.52% of those crashes resulted in fatalities. Appendix I contains county maps that show the fatal accidents displayed to show the number of fatalities per accident. Appendix J1 contains county based heat maps showing areas where there are accidents with fatalities or injuries.

Figure 3-32: Frequency of Crashes



Source: ODOT GCAT 2011 to 2013

Table 3-12: Crash Severity

	Fatal Crashes		Injury Crashes		Property Damage Crashes		Total Crashes	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Carroll	9	5.26%	400	5.33%	1006	4.48%	1415	4.70%
Columbiana	38	22.22%	1668	22.23%	4482	19.97%	6188	20.55%
Coshocton	18	10.53%	275	3.67%	957	4.26%	1250	4.15%
Guernsey	18	10.53%	829	11.05%	2720	12.12%	3567	11.85%
Harrison	15	8.77%	298	3.97%	670	2.99%	983	3.26%
Holmes	17	9.94%	629	8.38%	1620	7.22%	2266	7.52%
Muskingum	30	17.54%	1728	23.03%	5640	25.13%	7398	24.57%
Tuscarawas	26	15.20%	1675	22.33%	5345	23.82%	7046	23.40%
Total	**171**	**100.00%**	**7502**	**100.00%**	**22440**	**100.00%**	**30113**	**100.00%**

Source: ODOT 2011-2013

3.9.3 High Risk Rural Roads

ODOT maintains a list of high-risk rural roads throughout the state covering five years of crash data. At this time the data covers 2008-2012. Segments of roads are studied based on several factors that are

determined by ODOT. This formulaic process results in the identification of high risk rural roads. ODOT further identifies the 100 segments of local roads with the highest risk and the 100 segments of state roads with the highest risk. Appendix K contains the maps produced by ODOT indicating the high-risk rural roads. Note that the years of crash data differs from the years of data used by OMEGA. Because of this, it is possible to have high-risk rural roads that do not indicate crashes on the OMEGA maps.

The High Risk Rural Roads are calculated using a formula. Multiple variables are loaded into the formula. The beginning log point, the ending log point are inserted to get the length of the road. The number of fatalities and the number of incapacitating injuries are also inserted. The number of years the study covers as well as the ADT are also inserted. These variables are then calculated to get an injury rate by using the following formula:

((Injuries + Fatalities) x 1,000,000) / ((years x 365) x Length x ADT)

This determines a value for the number of injuries per one million vehicles. Any roads with a value over the state average are classified a High Risk Rural Road.

State Average		Local Average	
Functional Class	**Crash Rate**	**Functional Class**	**Crash Rate**
Rural Major Collector	13.88	Rural Major Collector	7.88
Rural Minor Collector	17.04	Rural Minor Collector	11.15
Rural Local Road	17.04	Rural Local Road	4.46

The following roads have been identified as high risk rural roads by ODOT based upon data collected between 2008 and 2012.

Carroll County

- 40th Highest State System, SR 542 between Holly Road NW and Magnolia Corporation Line
- 46th Highest Local System, SR 171 between Avalon Rd and SR 43

Columbiana County

- 11th Highest State System, SR 172 between Stark County Line and US 30
- 16th Highest State System, SR 558 between SR 45 and Fairfield School Road
- 33rd Highest State System, SR 172 between Rochester Road and US 30
- 56th Highest State System, SR 517 between Lisbon Corporation Line and SR 7
- 5th Highest State System, Cameron Rd between County Airport Road and McIntosh Road
- 29th Highest State System, Lower Elkton Road between half a mile south of Crestview Road and half a mile north of Kelly Park Road
- 49th Highest State System, Scotts Mill Road between Taylor Road and SR 154
- 66th Highest State System, Dyke Road between Yeagar Road and one half mile west of Jackson Street
- 70th Highest State System, Roller Coaster Road between Lincoln Highway and one half mile northwest of Guy Road

Coshocton County

13th Highest Local System, CR 271 between one half mile south of Township 278 Road and one half mile north of County 429 Road

38th Highest Local System, Welker Drive

Guernsey County

No road segments in the top 100 local or top 100 state lists

Harrison County

10th Highest Local System, Toot Road between Mattern Road and SR 9

27th Highest Local System, Rose Valley Road between Lamborn Road and Unionvale Kenwood Road

53rd Highest Local System, Dennison Avenue between US 250 and Sheridan Avenue

83rd Highest Local System, Old Jewett Road between New Rumley Road and Scott Road

Holmes County

96th Highest State System, SR 241 between Millersburg Corporation Line and CR 616

52nd Highest Local System, School Street between S Railroad Street and Bucy Drive

80th Highest Local System, TR 454 between TR 452 and SR 39

Muskingum County

No road segments in the top 100 local or top 100 state lists

Tuscarawas County

96th Highest Local System, Pleasant Valley Drive between Reeds Run Road NE and 0.5 miles south of Reeds Run Road NE

3.9.4 Geometrics

Geometrics data represents the grade, and/or curve of a road where crashes occur. Crashes related to road geometrics are summarized in Figure 3-33 and Table 3-13. Note that police reports for 166 crashes provided no geometrics data. Appendix L shows maps by county of accidents involving curved roads designated by fatal and non-fatal accidents.

Figure 3-33: Frequency of Crashes by Road Contour

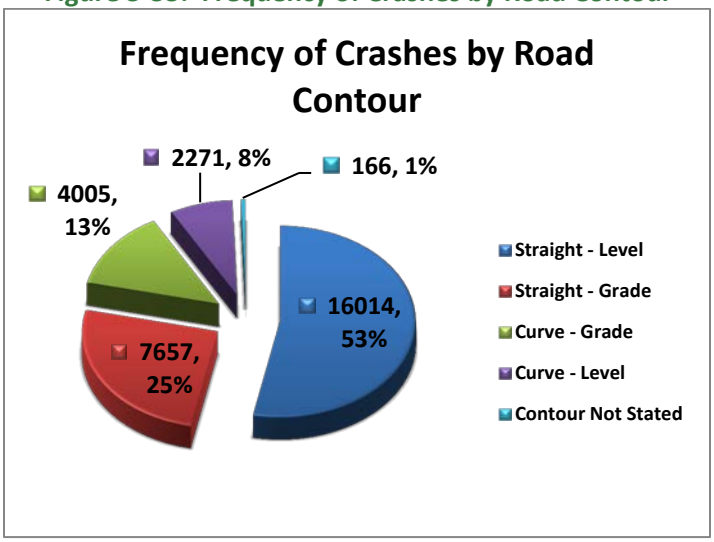
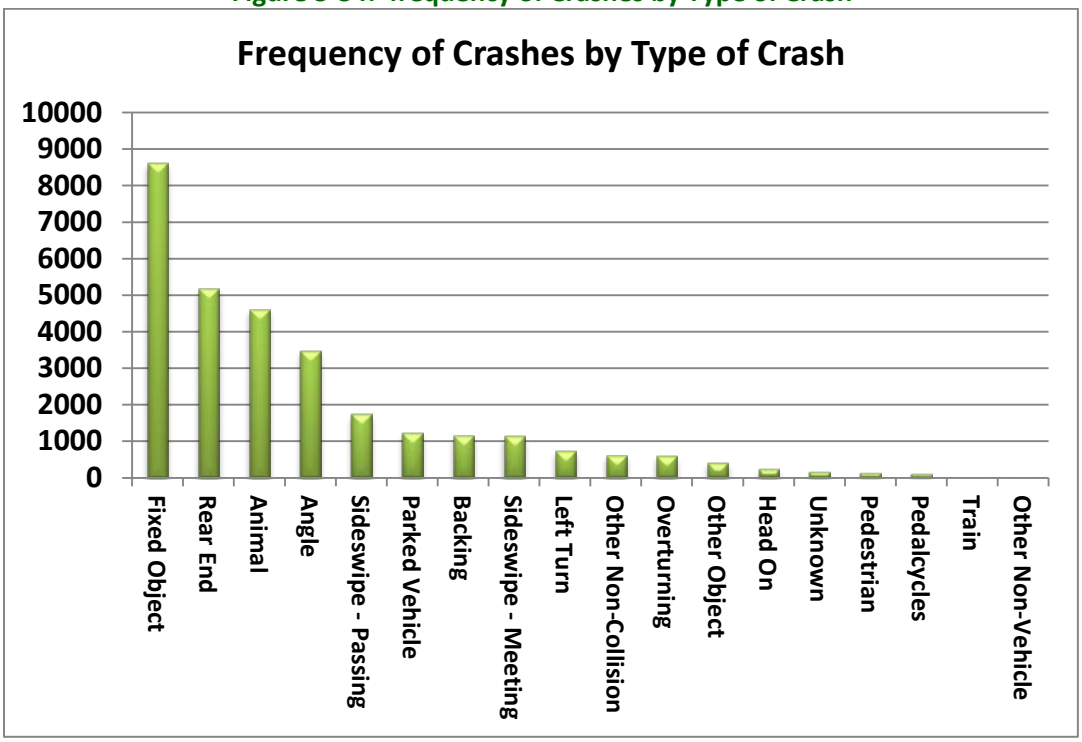


Table 3-13: Crash Geometrics

	Contour Not Stated		Curve - Grade		Curve - Level		Straight - Grade		Straight - Level		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Carroll	11	0.78%	338	23.89%	139	9.82%	408	28.83%	519	36.68%	1415	100.00%
Columbiana	100	1.62%	784	12.67%	418	6.76%	2069	33.44%	2817	45.52%	6188	100.00%
Coshocton	10	0.80%	145	11.60%	137	10.96%	145	11.60%	813	65.04%	1250	100.00%
Guernsey	17	0.48%	549	15.39%	260	7.29%	976	27.36%	1765	49.48%	3567	100.00%
Harrison	0	0.00%	290	29.50%	113	11.50%	293	29.81%	287	29.20%	983	100.00%
Holmes	1	0.04%	379	16.73%	188	8.30%	767	33.85%	931	41.09%	2266	100.00%
Muskingum	14	0.19%	689	9.31%	484	6.54%	1739	23.51%	4472	60.45%	7398	100.00%
Tuscarawas	13	0.18%	831	11.79%	532	7.55%	1260	17.88%	4410	62.59%	7046	100.00%
Total	**166**	**0.55%**	**4005**	**13.30%**	**2271**	**7.54%**	**7657**	**25.43%**	**16014**	**53.18%**	**30113**	**100.00%**

Source:ODOT 2011 to 2013

Figure 3-34: frequency of Crashes by Type of Crash



Source: ODOT 2011 to 2013

3.9.5 Fixed Object Crashes

As shown in Figure 3-34 and Table 3-11, the most common type of accident within the OMEGA RTPO planning area is fixed object crashes. As indicated in Table 3-11, 28.59% of crashes were fixed object crashes. The percentage of fixed object crashes in Muskingum and Tuscarawas Counties is lower than the average, while the percentage of fixed object crashes in Carroll, Columbiana, Coshocton, Guernsey, Harrison and Holmes counties are higher than the average.

3.9.6 Animal Crashes

As indicated by Table 3-11 there were 4,626 crashes with animals, representing 15.36% of all crashes. As indicated by Table 3-14, 91% of those crashes were crashes with deer; 3.05% were crashes with farm animals, while 5.17% were crashes with other animals.

Table 3-14: Animal Crashes

	Carroll	Columbiana	Coshocton	Guernsey	Harrison	Holmes	Muskingum	Tuscarawas	Total
Deer Hit	117	800	183	676	113	217	858	1282	4246
Farm Animal Hit	4	22	6	19	13	40	14	23	141
Other Animal	9	48	25	24	7	36	47	43	239
Total	**130**	**870**	**241**	**719**	**133**	**293**	**919**	**1348**	**4626**

Source:ODOT 2011 to 2013

3.9.7 Heat Map Showing All Crashes

Appendix J1 contains a county by county heat map of all crashes. Appendix J2 contains a county by county heat map of rural accidents. The difference between these two maps is that the complete heat maps contains all crashes, the rural heat map only includes accidents that occur outside of cities or villages. This allows the heat map scale to cover a smaller range by excluding large population areas so you can see the areas of the rural areas with larger number of accidents much easier. Areas of red indicate a higher occurrence of crashes, while green indicates fewer crashes.

Using these heat maps, OMEGA has identified the following areas of concern.

Carroll County

- In Carrollton, 41 crashes happened within two blocks of the intersection of Lisbon Street and Main Street, with 13 crashes occurring within the intersection itself.
- In Minerva there are 39 crashes along State Route 183, a section of road 1.25 miles long. Five of the crashes were at the intersection at Grant Boulevard.
- In Brown Township at the intersection of State Route 43 and State Route 183, 26 crashes within a block of the intersection including 9 crashes in the intersection have occurred.

Columbiana County

- In Saint Clair Township along one mile of State Route 170 between Dresden Avenue and Saint Clair Avenue, approximately 150 crashes with 33 in the intersection at Dresden Avenue and 19 in the intersection with Saint Clair Avenue have occurred.
- In Hanover Township, 29 crashes occurred within one half mile of the intersection of State Route 9 and State Route 172.
- In Salem Township, 55 crashes occurred along State Route 45 between St Jacob Logtown Road and State Route 558.

Coshocton County

- In Coshocton, 80 accidents along 2nd Street between Chestnut Street and Vine Street, a section of road only half a mile long, have occurred.
- In Lafayette Township, 10 accidents occurred at the intersection of State Route 93 and US 36.
- In Bethlehem Township, 18 crashes occurred within one mile of the intersection of US 36 and State Route 60.

Guernsey County

- Near Exit 178 on I-70 at State Route 209, approximately 85 crashes have occurred with 33 being at the interstate.
- In Oxford Township, 34 crashes occurred along Interstate 70 between Batesville Road and Pisgah Road.
- In Valley Township, 83 crashes occurred along State Route 313 within the township boundaries

Harrison County

- In Cadiz, 30 crashes near a 500 foot section of Main Street between Warren Street and Market Street have occurred.

- In Monroe Township, 26 crashes occurred along Cadiz- Dennison Road between the Tuscarawas County line and Plum Run Road.
- In Green Township, 9 crashes occurred along the half mile section of Cadiz-Steubenville Road between Hopedale and the Jefferson County Line

Holmes County

- Along a 1.5 mile curved section of State Route 83 in Mechanic Township, 24 crashes have occurred.
- Between Berlin and Walnut Creek, 100 crashes occurred along the 4 mile stretch of SR 39 between US 62 and SR 515
- In Berlin Township, 39 crashes occurred along a 700 foot section of US 62/SR 39 between the west end of Oak Street and the east end of Oak Street.

Muskingum County

- In Zanesville approximately 700 crashes occurred along Maple Avenue between Brandywine Avenue and SR 146.
- In Zanesville along SR 60 between Linden Avenue and Elm Street approximately 180 crashes occurred with 47 at Linden Avenue and 36 at Elm Street.
- In Wayne Township, 41 crashes occurred along SR 60 between Millers Lane and Cutler Lake Road.

Tuscarawas County

- In New Philadelphia, 141 crashes occurred within one quarter mile of the intersection of SR 39 and High Avenue with 45 crashes occurring in the intersection.
- Along a 3.5 mile section of US 250 between Dennison and the Harrison County Line, 64 crashes have occurred.
- In Goshen Township, 123 crashes have occurred between New Philadelphia and Roswell along SR 39.

3.9.8 High Risk Intersections

ODOT District 11 has identified 11 intersections of concern in Carroll, Columbiana, Harrison, Holmes and Tuscarawas Counties. A summary of the accidents that have occurred within 500 feet of each of these intersections is provided in Table 3-15.

Table 3-15: High Risk Intersections

Location	County	Crashes	Fatalities	Issue	Comments	
SR 39 and SR 43	Carroll	19	0	Sight distance and poor turning radius	3 were Left Turns	11 were Rear Ends
SR 9 and SR 43	Carroll	39	0	Sight distance and poor turning radius	11 were Fixed Object	6 were Backing
SR 170 and TR 1026	Columbiana	3	0	Crash history	1 was Angle	1 was Fixed Object
SR 517 and SR 558	Columbiana	3	0	Sight distance and profile grades	1 was Animal	1 was Other Object
SR 39 and CR 77	Holmes	9	0	Crash history, sight distance and turn lanes	7 were Rear Ends	2 were Angle
US 62 and CR 207	Holmes	5	0	Crash history and sight distance	4 were Angle	1 was Backing
SR 515 and CR 168	Holmes	6	0	Sight distance	4 were Angle	1 was Side Sweep-Meeting
US 250 and SR 646	Harrison	4	1	Turning movements from US 250 to SR 646	2 were Fixed Objects	2 were Angle
US 250 and SR 151	Harrison	8	1	Crash history and need for turn lanes	3 were Fixed Objects	2 were Animal
SR 39 and CR 89	Tuscarawas	5	0	Crash history and increased truck traffic	3 were Animals	2 were Rear Ends
SR 39 and TR 314	Tuscarawas	7	0	Crash history and increased truck traffic	4 were Animals	2 were Rear Ends

Source: ODOT 2011 to 2013

3.9.9 US Route 30 Crash Rate Analyses

US 30 Ohio's Energy Corridor is a statewide highway corridor and critical to economic development of the region. Given the importance of this corridor, OMEGA reviewed the crash data for the period between 2011 and 2013 to assess the need for safety improvements along US 30 between the Stark County border and SR 11. A crash rate study was performed along the corridor to determine the rate of crashes.

Crash rate was calculated using the procedures in ODOT's Safety Project Scoring Tool FY2014 Spreadsheet. The crash rate is calculated by using the following formula and inserting 3 for the number of years:

(Number of Crashes x 1,000,000) / ((years x 365) x Length x ADT)

Crash rates along the US 30 are provided in Table 3-16 along with the corresponding core for this element under ODOT's Safety Program. As shown in Table 3-16 and Figure 3-35, four segments along US 30 have crash rates high enough to receive the maximum of 10 points for this criteria and one segment would receive 8 points. These segments are:

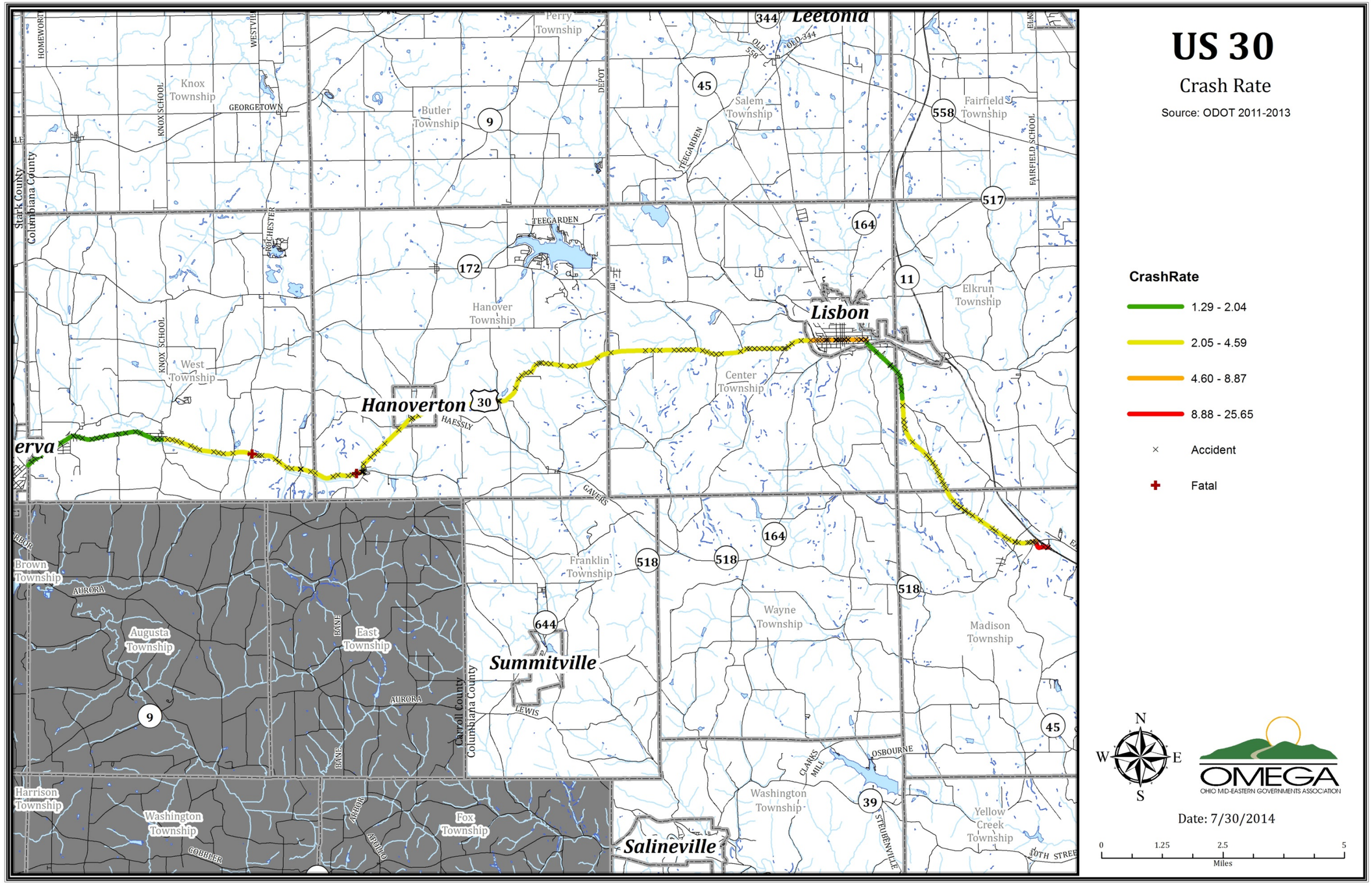
- Section begin 17.70: Middle Fork Little Beaver Creek to Market Street in Lisbon (10 points)
- Section begin 18.32: Market Street to Lincoln Way in Lisbon (10 points)
- Section begin 24.71: State Route 45 to East Liverpool Rd in Madison Township (10 points)
- Section begin 24.76: East Liverpool Rd to State Route 11 in Madison Township (10 points)
- Section begin 8.87: 1st to the Hanoverton Corporation Boundary in Hanoverton

Table 3-16: US 30 Crash Rates

Section Begin	Length	AADT	Crashes	Crash Rate	Score
0.00	2.98	7594	32	1.29	1
2.98	4.35	3519	45	2.68	4
7.33	1.54	3718	18	2.87	4
8.87	0.53	2629	7	4.59	8
9.40	6.94	2744	55	2.64	4
16.34	1.36	6211	31	3.35	5
17.70	0.62	6630	25	5.55	10
18.32	0.54	8778	36	6.94	10
18.86	1.49	5412	18	2.04	3
20.35	3.53	3915	41	2.71	4
23.88	0.83	3915	9	2.53	4
24.71	0.05	4119	2	8.87	10
24.76	0.33	1079	10	25.65	10

Source: ODOT 2011 to 2013

Figure 3-35: US 30 Crash Rates



3.10 Economy

The existing state of the economy in the OMEGA RTPO will focus on shale development, employment by sector, economic clusters, and locations of major industrial/business parks within the region. Transportation and freight movement are key components to the success of the economy in the region.

3.10.1 Shale Development

Development of the shale energy industry has dominated the local economy in the OMEGA district. Core shale-related employment includes well drilling and development, pipeline construction, and construction of processing facilities. Employment and facilities related to the transportation of materials, pipeline, and products have also increased. In addition, several oil and gas service related businesses are being developed throughout the region to support shale development activities. The ripple effect on non-shale industries, such as food, lodging, and retail businesses has also been significant.

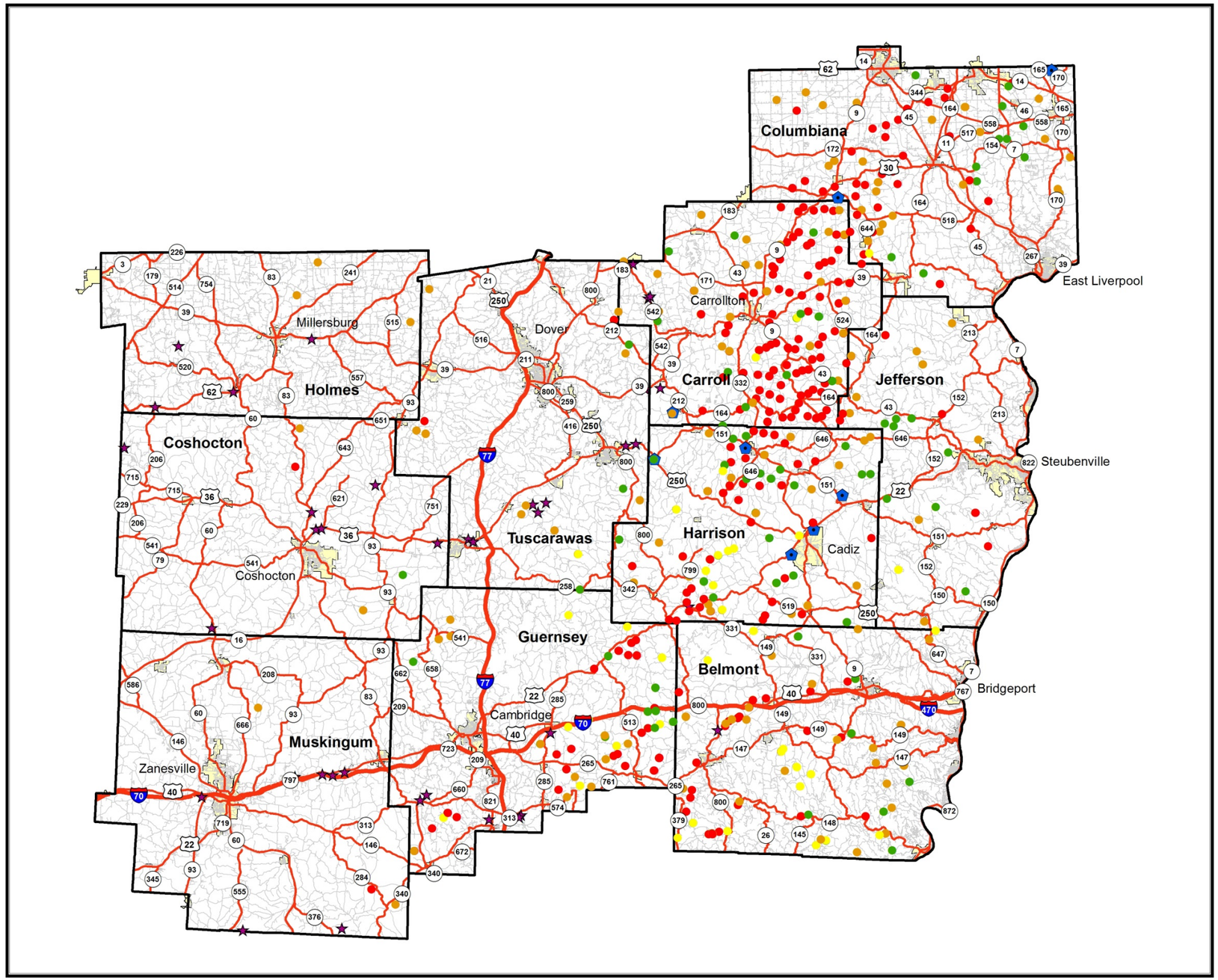
As of May 15, 2015, 1,456 wells in the Utica shale have been permitted, drilled, in process of being drilled, or are in production in the OMEGA ten-county region. As shown in Figure 3-36 and Table 3-17, Carroll County leads the state with 481 wells, 358 of which are in production. Second is Harrison County with 343 wells, 149 of which are in production. Guernsey County has 84 wells in production and Columbiana County has 56 wells in production.

TABLE 3-17: UTICA SHALE DEVELOPMENT

County	Drilled	Drilling	Permitted	Producing	Total
Belmont	38	49	75	76	238
Carroll	55	10	58	358	481
Columbiana	13	6	56	56	131
Coshocton	1	0	3	1	5
Guernsey	35	30	28	84	177
Harrison	106	33	55	149	343
Holmes	0	0	3	0	3
Jefferson	18	8	15	14	55
Muskingum	0	0	2	1	3
Tuscarawas	3	1	11	5	20
Total	**269**	**137**	**306**	**744**	**1,456**

Source: ODNR

Figure 3-36: UTICA SHALE DEVELOPMENT



OMEGA Region

Utica Shale Development

Source: Ohio Department of Natural Resources

Status

Drilled	(269)
Drilling	(137)
Permitted	(306)
Producing	(744)
Injection Wells	(41)
Processing Plants	

Based off of ODNR data from 05/16/15

N

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Date: 5/26/2015

0 3 6 12 18 24 Miles

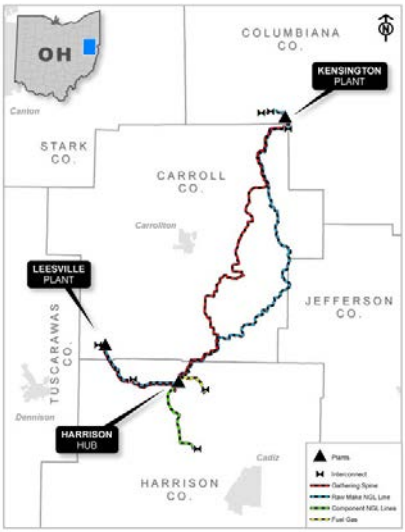
As shown in Figure 3-36, six processing plants are located in the OMEGA RTPO with an additional one planned for Tuscarawas County. These plants include:

- MarkWest Utica EMG: Cadiz Plant I and II, Harrison County
- MarkWest Utica EMG: Hopedale Fractionation Complex, Harrison County
- Momentum Utica East Ohio Midstream: Harrison Hub, Scio, Harrison County
- Momentum Utica East Ohio Midstream: Leesville Plant, Carroll County
- Momentum Utica East Ohio Midstream: Kensington Plant, Columbiana County



MarkWest is focused on the development of leading gathering, processing, fractionation, and marketing infrastructure to support natural gas production in Eastern Ohio including marketing and logistics services including truck, rail and pipeline in Harrison County.

At the Cadiz facility, methane and ethane are removed from the gas stream. The propane, butane, isobutene and other, heavier natural gas liquids flow via pipeline from Cadiz to MarkWest's Hopedale fractionator for further separation. Hopedale is also located in Harrison County. The Cadiz complex will soon include two de-ethanizers that will remove ethane from the gas stream. MarkWest currently has three options for the ethane – send it to Canada for cracking via the Mariner West Sunoco pipeline, send it to the Gulf coast for cracking via the ATEX Express pipeline, or send it to the Gulf Coast for cracking via the Bluegrass Pipeline. Since ethane is anywhere from 14 percent to 16 percent of the gas stream, an outlet is needed. For months in 2011 and 2012, officials in Ohio and West Virginia worked to secure an ethane cracker. Royal Dutch Shell eventually settled on a site in Pennsylvania located along the Ohio River.



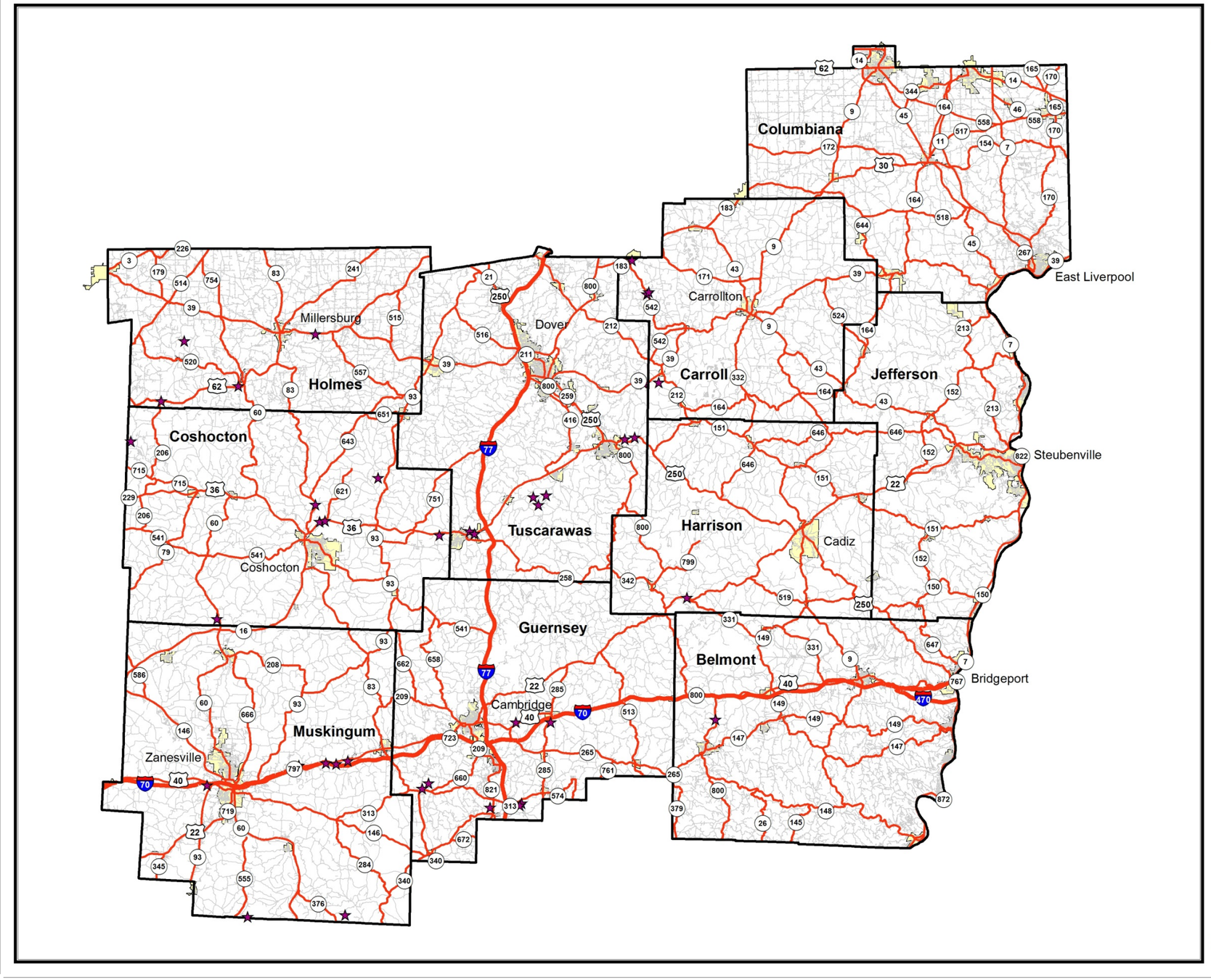
The Kensington processing plant is a cryogenic natural gas-processing plant located in southern Columbiana County. Once a hilltop farm, the 60-acre complex is now a maze of oversized pipes, valves, tanks and meters. The processing plant is 1,000 feet long and is dominated by a 17-story stainless steel-alloy demethanizer tower, complete with a turbocharger to help compress the natural gas. The $400 million plant uses temperatures as low as 180 degrees below zero Fahrenheit to separate natural gas from liquids. The result is natural gas that is purified and ready for the pipeline to be shipped to market. Ethane, propane, and butane are then transported to the processing plant in Scio for component separation.



Several deep wells for the injection of brine and spent drilling fluids have also been installed in the OMEGA RTPO. These wells have been installed

in Carroll, Coshocton, Guernsey, Holmes, Muskingum, and Tuscarawas Counties, the locations of which are shown in Figure 3-37. As of May 28, 2015, 41 of these injection wells are active. OMEGA will monitor the volume of truck traffic associated with the operation of these wells and the impact on the local community. As shown on Figure 3-37, one of these wells is located on SR 209 just south of I-70 in Guernsey County, an area that has already been identified as congested.

Figure 3-37: DEEP INJECTION WELLS



OMEGA Region

Injection Wells

Source: Ohio Department of Natural Resources

Status

★ Injection Wells (41)

Based off of ODNR data from 05/16/15

N

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Date: 5/28/2015

0 3 6 12 18 24 Miles

3.10.2 Employment by Sector

In 2012, the top five employment sectors by number of employees in the OMEGA RTPO were:

1. Trade, Transportation, and Utilities
2. Manufacturing
3. Education and Health Services
4. Government
5. Leisure and Hospitality

On the basis of annual payroll, the top five employment sectors were:

1. Manufacturing
2. Trade, Transportation, and Utilities
3. Education and Health Services
4. Government
5. Construction

Almost 40% of the employed workforce in the OMEGA RTPO was employed by the manufacturing and trade, transportation, and utilities sectors. The exceptions are in Harrison, Holmes, and Muskingum Counties. In Harrison County, these two sectors only account for 33% of the total employment. As shown in Table 3-18, 35% of the employment is in the manufacturing sector in Holmes County and only 9% of the employment is in the manufacturing sector in Muskingum County. The top employment sector in Muskingum County on the basis of employment and annual payroll is Education and Health Services. Muskingum County is home to the Muskingum University, Zane State College, a branch of Ohio University and the Genesis Medical Center.

Since this employment information is based upon 2012 data, the impact of shale development is not yet evident. With the exception of Harrison County, the natural resources and mining sector accounts for less than 2% of the total employment in the OMEGA RTPO region. In Harrison County, the natural resources and mining sector accounts for 11% of the total employment. This higher percentage appears to be reflective of the coal mining activity in the county.

As shown in Figure 3-38, the manufacturing sector in the OMEGA RTPO region accounts for approximately 19.8% of the total employment in the region; whereas the statewide average is only 13%. The other major difference in employment between the OMEGA RTPO region and the State of Ohio is the professional and business service sector which accounts for only 6.5% of the employment in OMEGA's region and for 13.3% statewide. Employment in the natural resources and mining segment is slightly higher in the OMEGA region and employment in the financial services sector is slightly higher at the state level. All other employment sectors are comparable.

Table 3-18: EMPLOYMENT BY SECTOR

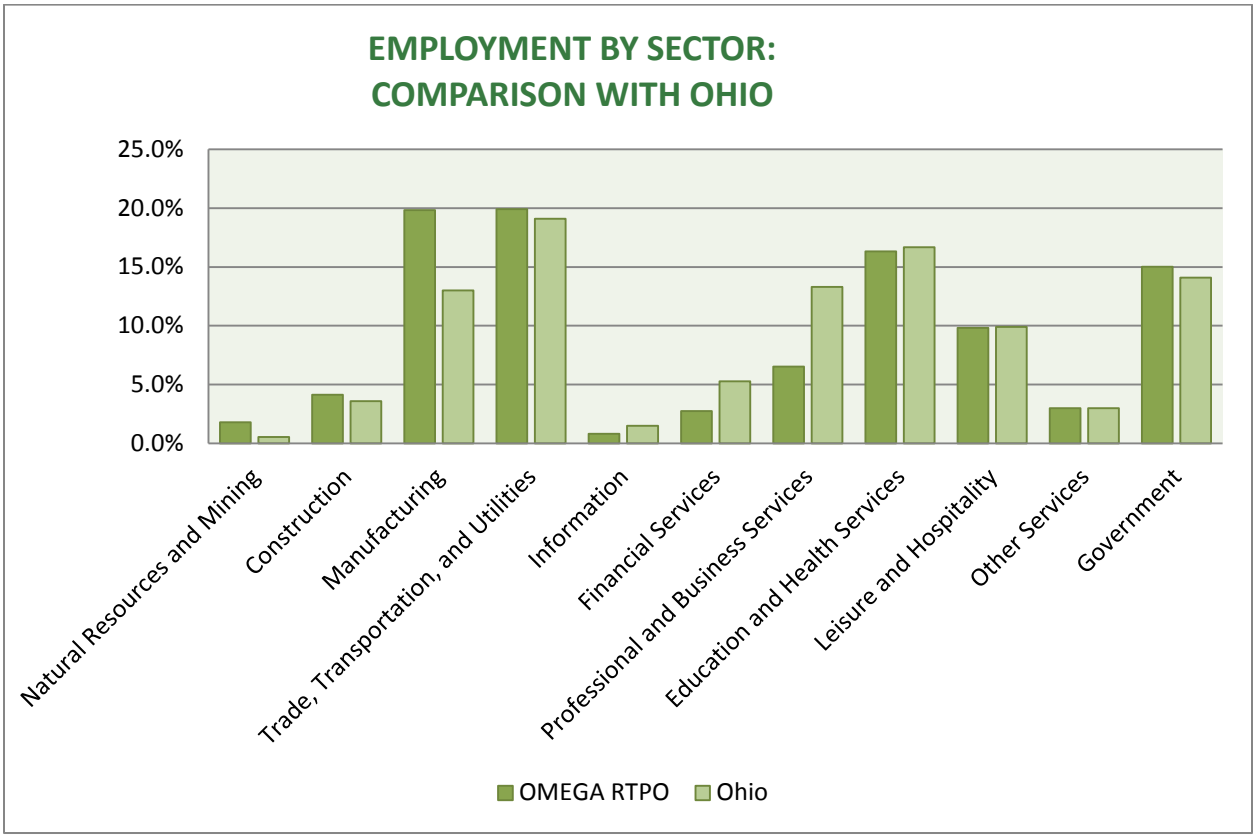
Sector	Carroll			Columbiana			Coshocton			Guernsey			Harrison		
	No.*	Paid Employees	Annual Payroll ($1,000)	No.*	Paid Employees	Annual Payroll ($1,000)	No.*	Paid Employees	Annual Payroll ($1,000)	No.*	Paid Employees	Annual Payroll ($1,000)	No.*	Paid Employees	Annual Payroll ($1,000)
Private Sector	462	4,969	158,498	2,054	25,219	786,855	644	8,749	304,156	816	11,582	401,000	252	2,692	93,951
Goods-Producing	118	1,816	80,898	434	6,890	272,777	127	2,900	132,528	143	3,624	178,590	62	1,104	55,231
Natural Resources and Mining	15	173	10,503	32	285	9,764	26	199	12,723	24	230	12,137	17	384	25,031
Construction	66	398	19,605	208	946	38,083	41	185	7,633	61	608	38,916	34	154	10,607
Manufacturing	38	1,244	50,790	194	5,659	227,930	59	2,516	112,172	58	2,786	127,537	12	567	19,594
Service-Providing	344	3,154	77,600	1,620	18,329	514,078	518	5,850	171,628	673	7,958	222,410	190	1,589	38,720
Trade, Transportation, and Utilities	116	1,219	38,738	543	6,224	191,505	169	2,070	74,631	221	2,423	67,453	72	537	15,196
Information	6	37	1,690	15	124	4,556	9	67	2,156	11	99	2,898	4	NA	NA
Financial Services	30	123	3,244	168	854	29,056	51	289	9,883	72	319	12,603	18	124	2,923
Professional and Business Services	53	196	5,661	245	1,969	62,301	72	667	19,084	93	719	30,558	26	88	3,180
Education and Health Services	39	694	16,862	263	5,326	170,504	87	1,720	51,276	120	2,514	79,538	21	518	13,091
Leisure and Hospitality	51	648	6,986	196	2,789	31,081	66	785	9,860	87	1,562	22,304	30	239	2,369
Other Services	50	237	4,418	189	1,041	24,983	64	252	4,739	70	322	7,057	20	NA	NA
Federal Government		44	1,927		587	37,712		71	3,876		125	6,541		51	2,382
State Government		31	1,468		349	18,811		42	1,924		552	26,515		45	2,299
Local Government		903	28,288		4,088	138,446		1,467	48,709		1,685	55,934		638	18,023
Total		**5,947**	**190,181**		**30,243**	**981,824**		**10,329**	**358,665**		**13,944**	**489,990**		**3,426**	**116,655**

Sector	Holmes			Muskingum			Tuscarawas			Total			Ohio		
	No.*	Paid Employees	Annual Payroll ($1,000)	No.*	Paid Employees	Annual Payroll ($1,000)	No.*	Paid Employees	Annual Payroll ($1,000)	No.*	Paid Employees	Annual Payroll ($1,000)	No.*	Paid Employees	Annual Payroll ($1,000)
Private Sector	1,055	16,150	494,906	1,706	27,063	921,794	2,125	29,988	956,794	9,114	126,412	4,117,954	272,995	4,336,385	189,100,588
Goods-Producing	486	8,238	278,829	278	4,506	218,976	484	9,255	403,504	2,132	38,333	1,621,333	41,012	863,417	46,877,564
Natural Resources and Mining	38	283	9,689	43	465	26,810	57	662	32,136	252	2,681	138,793	2,192	26,462	1,288,286
Construction	203	1,657	58,592	158	994	43,624	213	1,216	47,447	984	6,158	264,507	22,883	180,781	9,147,313
Manufacturing	245	6,298	210,548	78	3,047	148,542	215	7,377	323,921	899	29,494	1,221,034	15,938	656,174	36,441,966
Service-Providing	569	7,912	216,077	1,428	22,557	702,818	1,641	20,734	553,290	6,983	88,083	2,496,621	231,983	3,472,968	142,223,023
Trade, Transportation, and Utilities	268	3,277	92,180	463	6,993	200,016	550	6,888	199,939	2,402	29,631	879,658	67,455	964,771	36,993,796
Information	6	79	2,542	15	528	18,119	24	279	9,760	90	1,213	41,721	4,273	74,525	4,484,257
Financial Services	45	420	16,237	167	979	41,674	179	987	34,122	730	4,095	149,742	27,209	266,358	15,708,384
Professional and Business Services	68	1,604	53,819	195	1,884	60,191	229	2,594	80,631	981	9,721	315,425	49,217	672,021	38,486,568
Education and Health Services	48	964	27,403	213	7,312	306,157	208	5,224	158,424	999	24,272	823,255	30,998	841,617	34,273,405
Leisure and Hospitality	81	1,315	17,011	211	3,582	49,416	253	3,671	44,805	975	14,591	183,832	27,289	500,127	8,149,162
Other Services	53	253	6,817	160	1,267	27,076	197	1,088	25,543	803	4,460	100,633	24,350	151,338	4,055,520
Federal Government		64	2,869		231	12,466		237	12,472		1,410	80,245		78,255	5,533,758
State Government		35	1,611		362	12,108		470	24,141		1,886	88,877		128,389	7,384,454
Local Government		1,527	52,695		4,593	160,539		4,145	141,840		19,046	644,474		504,068	21,329,985
Total		**17,776**	**552,081**		**32,249**	**1,106,907**		**34,840**	**1,135,247**		**148,754**	**4,931,550**		**5,047,097**	**223,348,785**

** Number of Establishments*

Source: Ohio County Profiles, Office of Policy, Research and Strategic Planning, 2013

Figure 3-38: Employment by Sector: Comparison with Ohio



3.10.3 Economic Clusters

In the 2012 Comprehensive Development Strategy for the OMEGA region, five industrial clusters were identified: wood, food, steel, metal, and plastics. Shale development was considered the sixth emerging cluster. These five sectors account for almost 13,000 jobs or 9% of the total employment in the OMEGA RTPO region. Employment summary by county for each of these clusters is provided in Table 3-19 and maps showing the location of these industries are provided in Figures 3-39 to 3-43.

Table 3-19: Employment by Industry Cluster

	Food		Wood		Steel		Metals		Plastics	
County	No. of Businesses	Employment	No. of Businesses	Employment	No. of Businesses	Employment	No. of Businesses	Employment	No. of Businesses	Employment
Carroll	3	27	3	198	1	22	5	42	1	217
Columbiana	6	765	3	189	8	57	25	122	3	681
Coshocton	5	528	2	122	1	135	2	42	1	105
Guernsey	6	140	9	585	2	25	3	23	5	563
Harrison	2	12	2	110						
Holmes	10	1,011	24	965			2	14	2	906
Muskingum	18	1,433	8	562	2	92	7	34	3	165
Tuscarawas	9	575	20	788	5	167	14	82	11	1,368
Total	**59**	**4,491**	**71**	**3,519**	**19**	**498**	**58**	**359**	**26**	**4,005**

Source: OMEGA 2012 Comprehensive Economic Development Strategy

The food sector in OMEGA's region is especially strong in poultry processing, wineries, and processing of orchard fruits. Food sector employment is concentrated primarily in Holmes and Muskingum Counties followed by Columbiana, Tuscarawas, and Coshocton Counties.

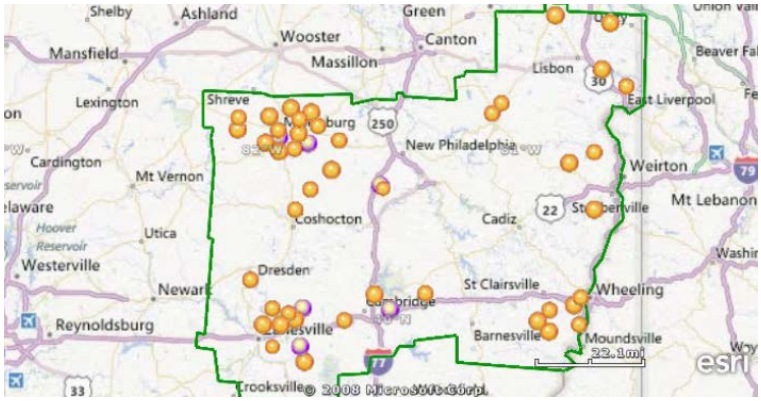


Figure 3-39: Food Cluster Map

OMEGA's wood sector includes several sawmills and small manufacturers of finished wood products. Over 60% of the wood related businesses are located in Holmes and Tuscarawas Counties. These businesses account for 50% of the employment in the wood cluster. In Holmes County, many small independent furniture manufacturers have formed an association to bid on large scale projects in order to become more successful in today's economy.

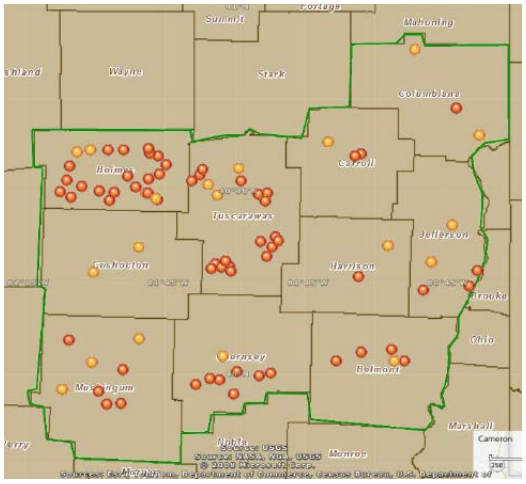


Figure 3-40: Wood Cluster Map

The plastic industry in the OMEGA RTPO relies heavily on the production of automobiles. The recent economic downturn (2008 to 2010) has had especially harsh impact on this sector. Again, Holmes and Tuscarawas Counties led the region with the number of people employed in the plastics industry followed by Columbiana and Guernsey Counties.

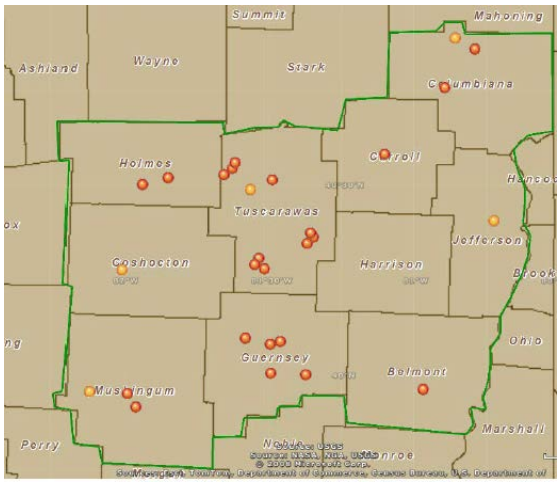


Figure 3-41: Plastics Cluster Map

The metal cluster includes the manufacture of brass and tin, as well as exotic metals such as titanium and vanadium. Firms in this area include fabricators, welders, foundries, and metal products of many varieties. In fact, one of the largest manufacturers in the nation of vanadium alloys is AMG Vanadium located in Guernsey County. Columbiana County followed by Tuscarawas County leads the region in employment in the metal sector.

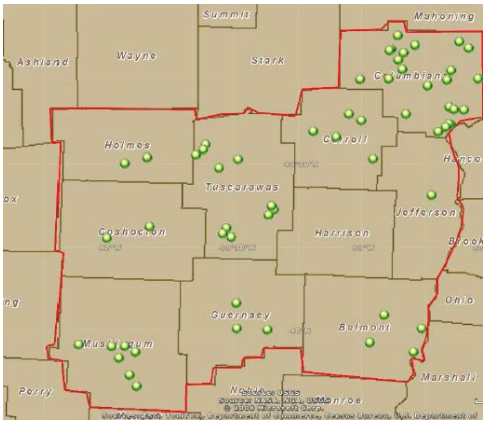


Figure 3-42: Metals Cluster Map

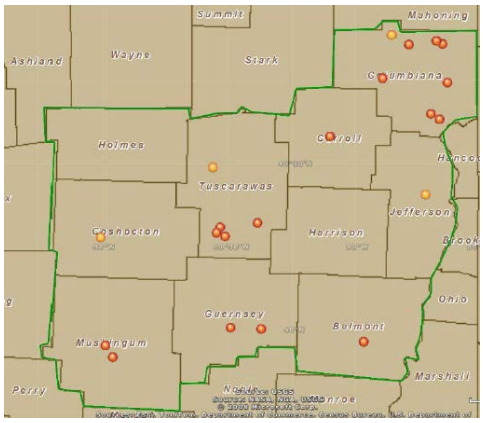


Figure 3-43: Steel Cluster Map

While once a thriving industry in our region, the steel industry has been dramatically reduced with less than 500 employees in this sector. Highest levels of employment in this sector are in Coshocton and Tuscarawas Counties.

3.10.4 Industrial/Business Centers

Logistics, freight, and employee and customer access are key components to developing and maintaining transportation systems that will support the industrial and business growth. To assist with this task, the major business and industrial centers in each county were identified as well as accessibility to a National or Statewide Highway Corridor, rail, water, and air. The locations of these centers are

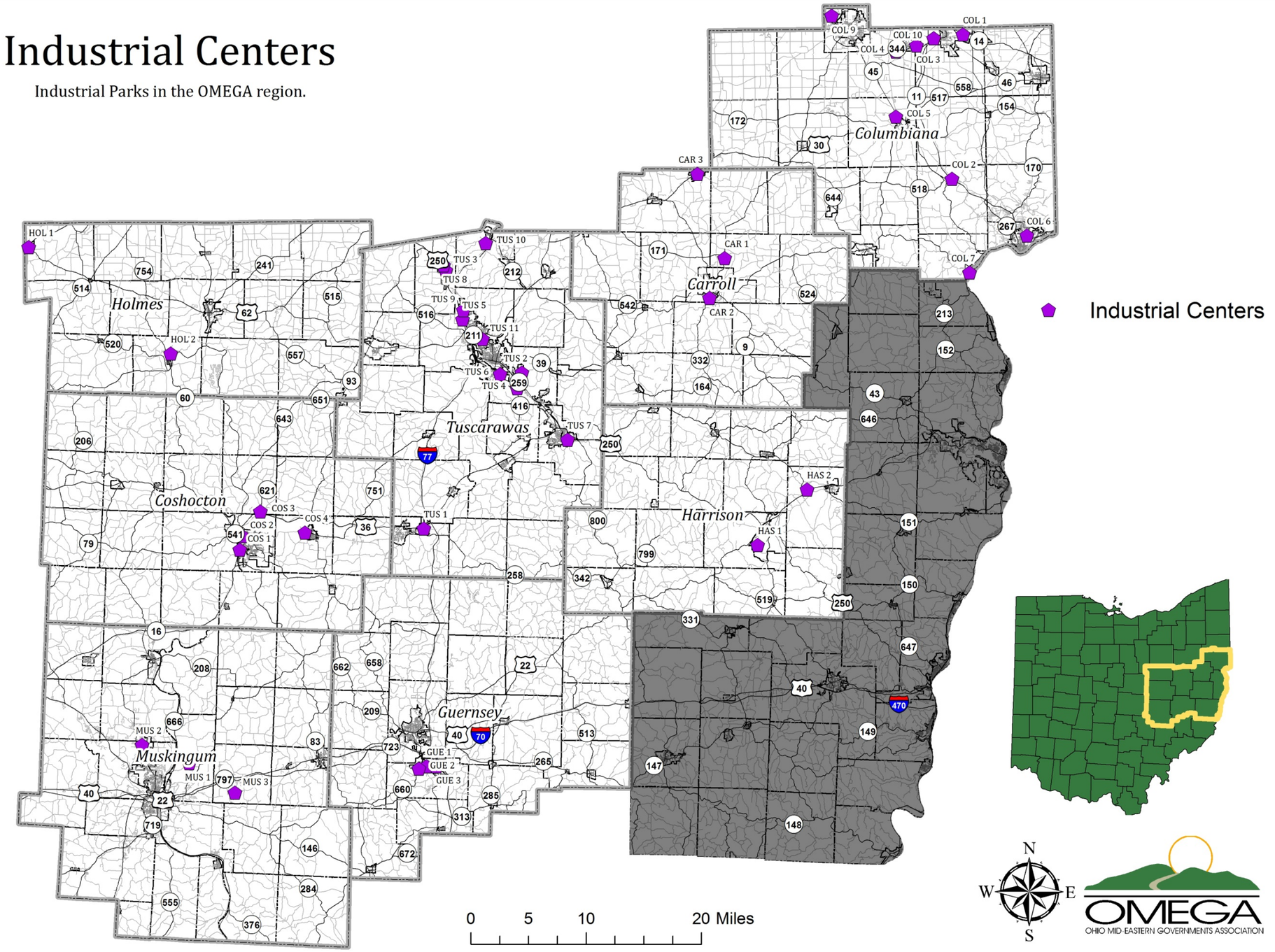
shown in Figure 3-45 and summarized in Table 3-20. The OMEGA RTPO planning area has 37 industrial/business centers that are in various stages of development from the initial planning stages to completely occupied without any available space.

Carroll and Holmes Counties are the only two counties in the OMEGA RTPO that do not have ready access to a National or Statewide Highway Corridor. Columbiana County is the only county that has business or industrial property located near the Ohio River and ready access to ports for shipping along the Ohio River. All counties have access to rail; however, not all industrial/business centers have rail access. General aviation airports also serve all counties; however, these airports are not large enough to handle freight. Several airports also need to have the runway length increased in order to better accommodate private jet service for the businesses in the region.

TABLE 3-20: INDUSTRIAL/BUSINESS CENTERS

County	Label	Industrial/Business Center	Acreage
• Carroll	CAR 1	Carroll County Commerce Park	283
	CAR 2	Carrollton Industrial Park	
	CAR 3	Minerva Industrial Park	
• Columbiana	COL 1	Columbiana Industrial Park (Heck Road)	
	COL 2	Crockery City Farms Industrial Park (intersection of SR 11 and US 30; planning stages)	
	COL 3	Leetonia Industrial Park (Cherry Fork)	
	COL 4	Leetonia Trade Park (Commerce Avenue)	126
	COL 5	Lisbon Industrial Park (Industrial Park Road)	
	COL 6	Riverview Florist technical Park (Parkway & Anderson, East Liverpool; under development)	
	COL 7	Wellsville Intermodal Facility (Clark Avenue)	
	COL 8	Better Management Distribution Center (Esterly Drive, Columbiana)	
	COL 9	Salem Industrial Park (Ellsworth Avenue)	
• Coshocton	COS 1	GE Property (Prime)	60
	COS 2	Coshocton County Port Authority	22
	COS 3	Sonnefields (US 36 and SR 621; in planning stages; but infrastructure is available)	
	COS 4	West Lafayette Industrial Park (in planning stages; infrastructure needed)	205
• Guernsey	GUE 1	I 70/ I 77 Industrial Park (full, no acreage available)	252
	GUE 2	D.O. Hall Business Center (109 acres available)	219
	GUE 3	Byesville Business Park (full, no acreage available)	49
• Harrison	HAS 1	Harrison County Industrial Park	500
	HAS 2	Pizzino Hopedale Complex	50
• Holmes	HOL 1	Loudonville Industrial Park	
	HOL 2	Killbuck Industrial Park	
• Muskingum	MUS 1	Eastpointe Business Park	1,200
	MUS 2	Northpointe Business Park	390
	MUS 3	Airport Park	
• Tuscarawas	TUS 1	Newcomerstown Industrial Park	200
	TUS 2	Tuscarawas Regional Technology Park	170
	TUS 3	Strasburg Industrial Park	
	TUS 4	Knisely New Philadelphia Industrial Park	
	TUS 5	Dover Industrial Park	
	TUS 6	Cookson Industrial Park, New Philadelphia	25
	TUS 7	Dennison Park	
	TUS 8	Hilltop Properties Industrial Park, Strasburg	
	TUS 9	Deeds Industrial Park	140
	TUS 10	Lawrence Township Industrial Park	
	TUS 11	Reeves Mill Industrial Park	

Figure 3-44: Industrial Centers



Section 3.11 Bike Trails and Routes

As shown in Figure 3-46, ten major bike trails including the US 50 Bike Route (signed route on paved roads) extend through the OMEGA RTPO planning area. Please note that this map excludes recreational trails that may be extended around a community park. Every county except for Carroll County has a trail running through it.

Below are the summaries for each of the trails in the study area:

- **Conotton Creek Trail:** Located in Harrison County, this 11.2 mile asphalt trail connects Bowerston, Scio and Jewett. The route parallels State Route 151.

- **Coshocton Three Rivers Bikeway:** This 3.2 mile trail in the City of Coshocton connects the city to Roscoe Village. Eventually, the trail will add approximately another 23 miles to connect Coshocton with Dresden and Newcomerstown. This addition will link in with the Ohio to Erie Bike Trail.

- **Great Guernsey Trail:** The trail is 6 miles long and connects the City of Cambridge to the Village of Lore City.

- **Holmes County Trail:** Located in Holmes County, the 15.9 mile trail connects Fredericksburg, Holmesville, Millersburg and Killbuck. Currently there are plans to add another 14 miles to the trail connecting Killbuck to Brinkhaven.

- **Little Beaver Creek Greenway:** The trail is part of the Great Ohio Lake to River Greenway. The 10 mile stretch in Columbiana County parallels the middle fork of Little Beaver Creek. The greenway when complete will connect Lisbon to Ashtabula along Lake Erie.

- **Muskingum Recreational Trail:** The 4.5 mile trail in Muskingum County runs along a ballast trail between Dresden and Rock Cut Road. The trail borders the Muskingum River offering spectacular views of the river and surrounding areas.

- **Ohio Erie Canalway Towpath:** Following the old Ohio & Erie Canal, the towpath connects Dover to Cleveland. 25.8 miles of the 100 mile trail lies within Tuscarawas County. Annually 2.5 million people use the Towpath.

- **Panhandle Passage Trail**: A 2.4 mile trail that connects the Village of Dennsion to the City of Uhrichsville. The trail will be extended to provide access to other points of interest in the Twin City area (not shown on map).

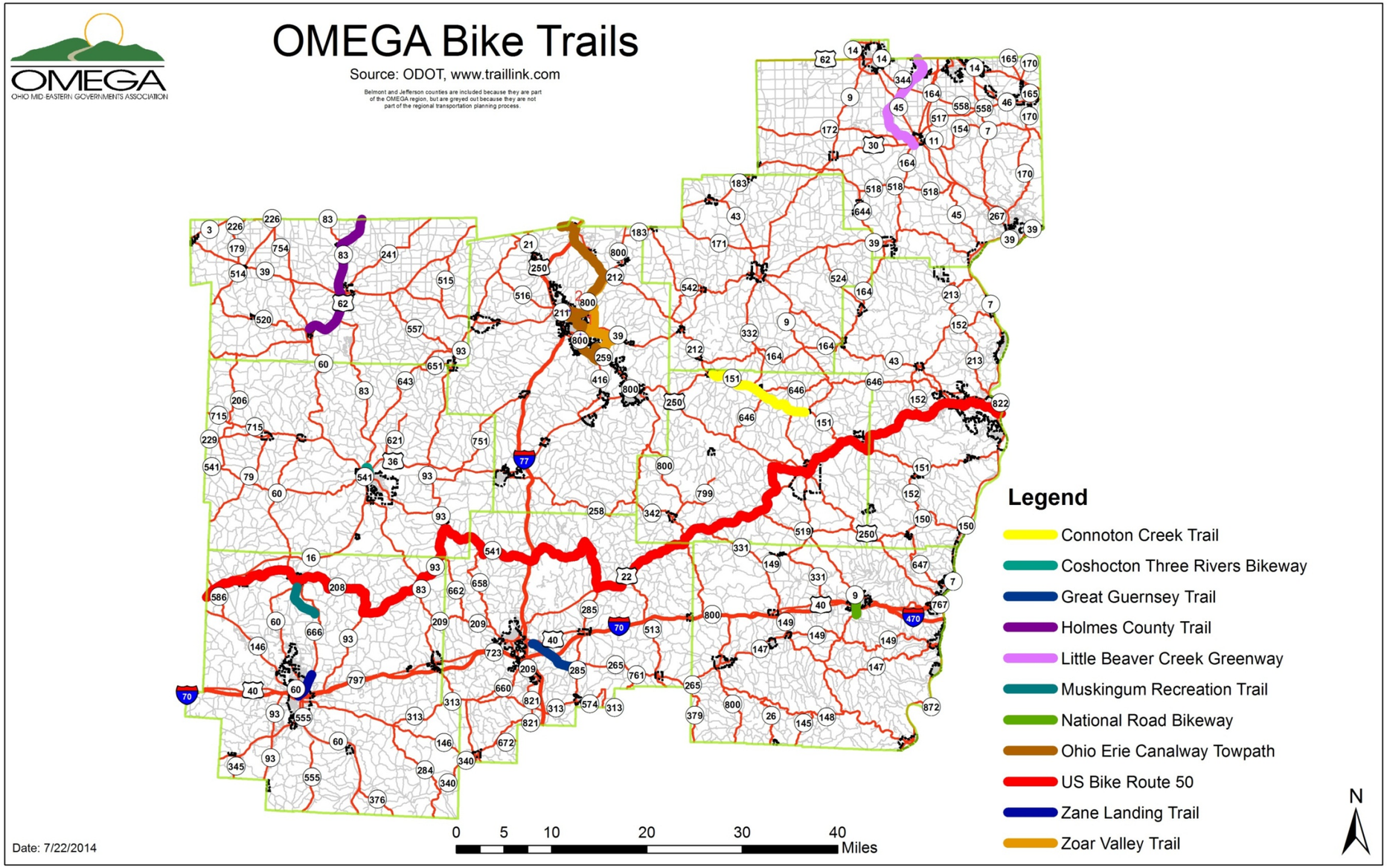
- **US Bike Route 50:** US Bike Route 50 is the first national bike route running through Ohio. The trail runs east to west across the state connecting Washington DC to California.

- **Zane Landing Trail:** This 2.7 mile trail connects downtown Zanesville to Riverside Park to the North. The trail follows the Muskingum River.

- **Zoar Valley Trail:** The Zoar Valley Trail connects New Philadelphia to the Ohio Erie Canalway Towpath.

Tuscarawas County has developed a Trail and Green Space Plan for the conservation, interpretation, development, and management of the cultural, natural, and recreational resources in the county. This plan identifies 92 miles of hiking and biking trails that, when complete, will provide linkages to cities and villages, parks, attractions, historical sites, and other points of interest in the county. The Panhandle Passage Trail, Ohio Erie Canalway Towpath, and Zoar Valley Trail are all part of this network. In addition, another bike trail is being planned to connect the City of New Philadelphia to the Village of Roswell.

Figure 3-45: OMEGA Bike Trails and Routes



Section 3.12 Environmental

Any project that will be considered for federal funding needs to follow the National Environmental Policy Act (NEPA) in order to assess the potential impact of the project on the environment. Key components that are always included in that review process are floodplains, wetlands, historic places, and threatened or endangered species. To provide a basis for initiating that environmental process, OMEGA has included a review of the flood plains, wetlands, and historic places in this plan. For any project that will be receiving federal funds, a more in depth analysis will be required which may include wetlands delineation, ecological surveys, archaeological surveys, and other more in-depth environmental investigations. Knowledge of flood prone areas is also important when planning transportation improvements so that the cost effectiveness of elevating a roadway or relocating a road outside of the flood plain can be considered.

3.12.1 Flood Plains

The Federal Emergency Management Agency (FEMA) defines a 100 year flood as a flood event having a 1 percent chance of being equaled or exceeded in any given year. The 100 year flood is also referred to as the base flood. Figure 3-47 shows the flood plains in the OMEGA RTPO planning area. Problem areas are located along the Tuscarawas River in the Dover and New Philadelphia area, the Walhonding River in Killbuck, and along Wills Creek in Cambridge. Floodplain maps for each county are provided in Appendix M.

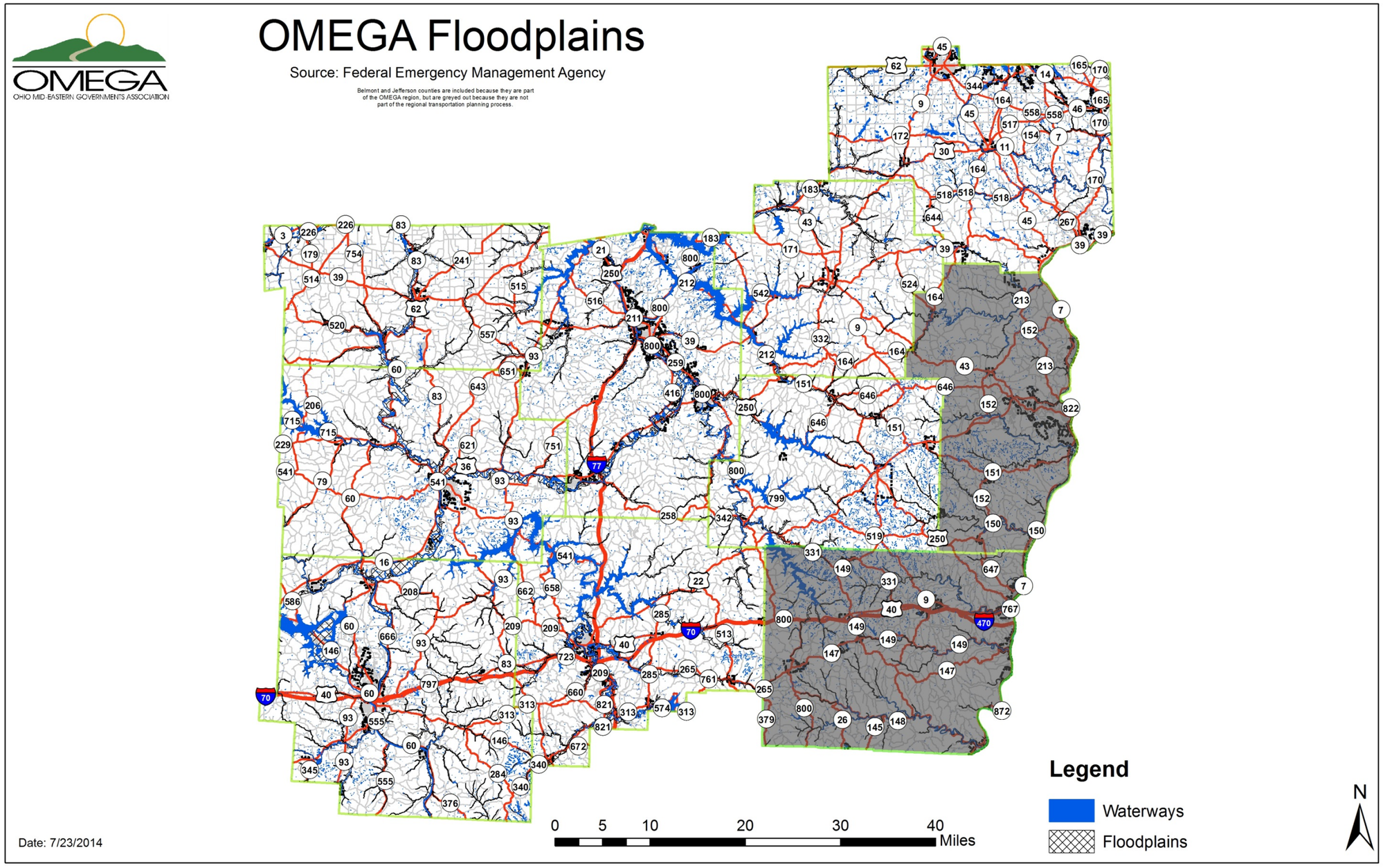
Some major flood events included:

- In June of 1998, the Wills Creek flooded, exceeding past the flood stage of 15 feet for a period of approximately 130 hours (USGS). The peak of 26.91 feet during the flood event was a record for the Wills Creek. During this event, a section of I-77 south bound was destroyed by the overflow from the Salt Fork Dam. Subsequent to this flood, this section of I-77 was re-constructed so that the overflow from Salt Fork would be safely conveyed without impacting the interstate. Several state and local routes were also flooded and impassable for several days.

- In 2004 and 2005, the Wills Creek flooded again affecting areas that included: US 40 east of Cambridge, State Routes 285 and 265 near Lore City and State Routes 313 and 146 were flooded. The peak height at the measuring station in Cambridge was 21.22 feet.

- In 2008, the Tuscarawas River flooded passing the flood stage of 7.5 feet. The peak height was recorded at 7.98 feet. Eastbound SR 212 at I-77 was flooded for several days as well as other roads in Tuscarawas County.

FIGURE 3-46: OMEGA Floodplains



3.12.2 Wetlands

A map showing the location of the wetlands from the USGS National Inventory of Wetlands is provided in Figure 3-48. Please note that this map does not depict all wetland areas in the OMEGA RTPO planning region, but only those areas that are included in the National Inventory. Those that are in the area are located along the lakes and rivers in the area. The total acreage for all of the wetlands in the OMEGA RTPO as obtained from the USGS Database is 3,573 acres, or less than 0.14% of the total planning area. As previously stated, this data base does not preclude the need for a wetland delineation for a specific project. Wetland maps for each county are provided in Appendix N.

3.12.3 Historic Places

The National Register of Historic Places designates areas or buildings that have significant historical value. In the OMEGA study area there are 202 historic buildings, 14 historic structures, 3 historic districts, 3 historic sites, and 1 historic object. Figure 3-49 shows the location of these historic places. The designated buildings are more highly concentrated in the more urbanized areas. The rest of designated areas are spread out throughout the planning area. Maps of the historic places by county are provided in Appendix O.

- **Historic Districts:**
  - Muskingum River Lock No. 10 and Canal – Zanesville
  - Godwin - Knowles House – East Liverpool
  - Concord Hicksite Friends Meeting House – Colerain (outside the RTPO area)

- **Historic Sites:**
  - John H. Morgan Surrender Site – West Point
  - Gnadenhutten Massacre Site – Gnadenhutten
  - Beginning Point of the US Public Land Survey – Ohio State Line; East Liverpool

- **Historic Object:**
  - Toronto World War I Monument – Toronto (outside the RTPO area)

FIGURE 3-47: Wetlands

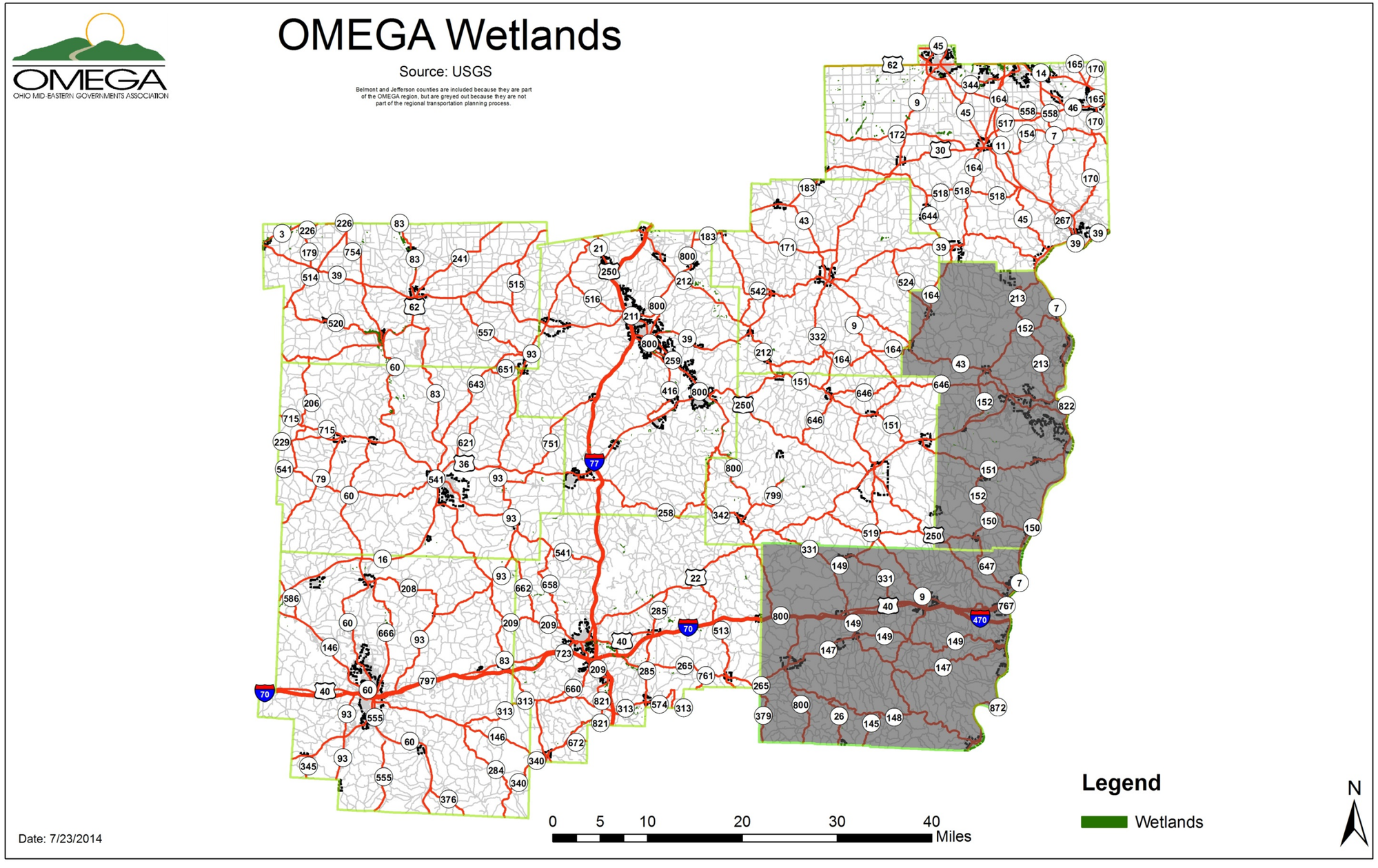
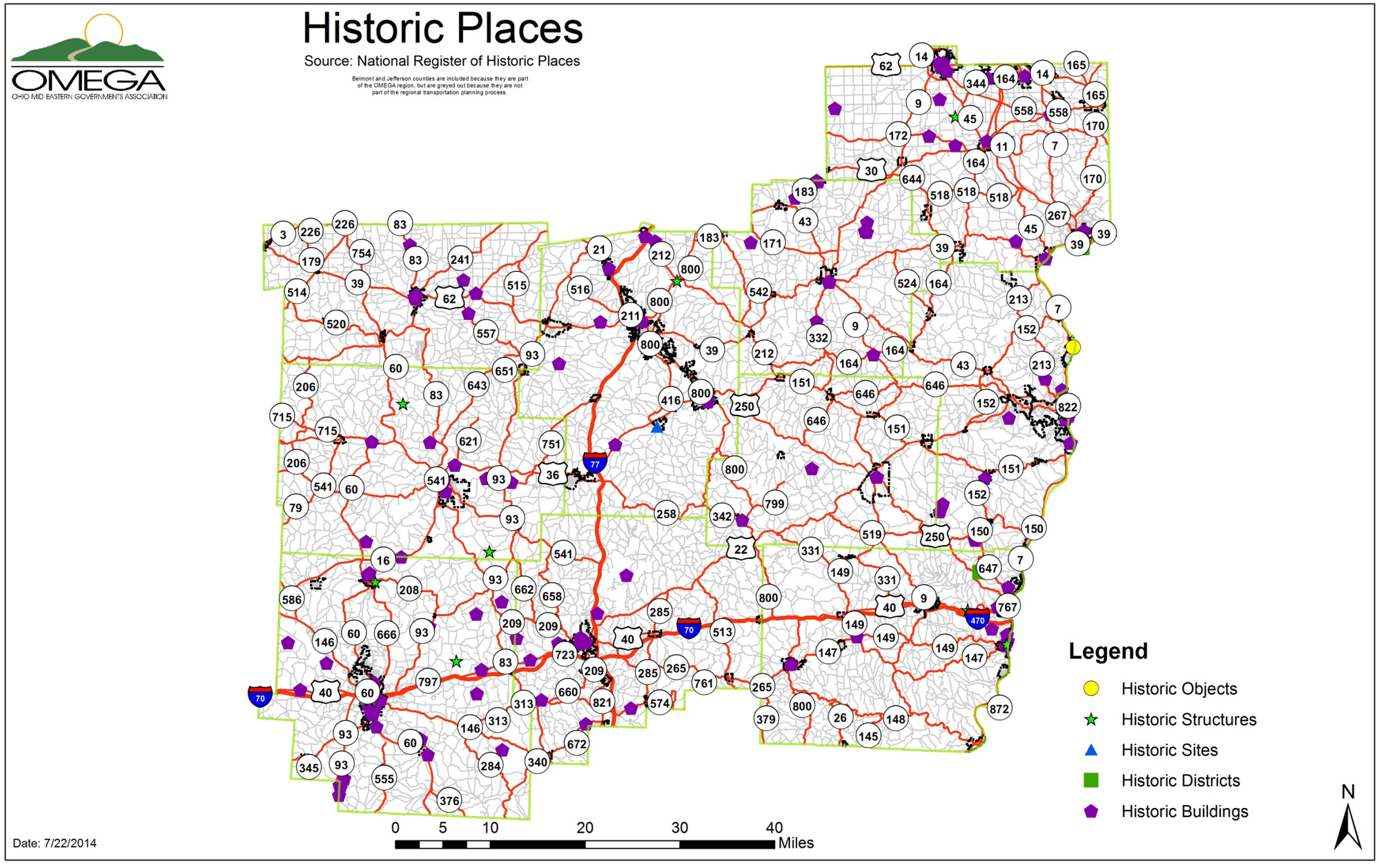


FIGURE 3-48: Historic Places



OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

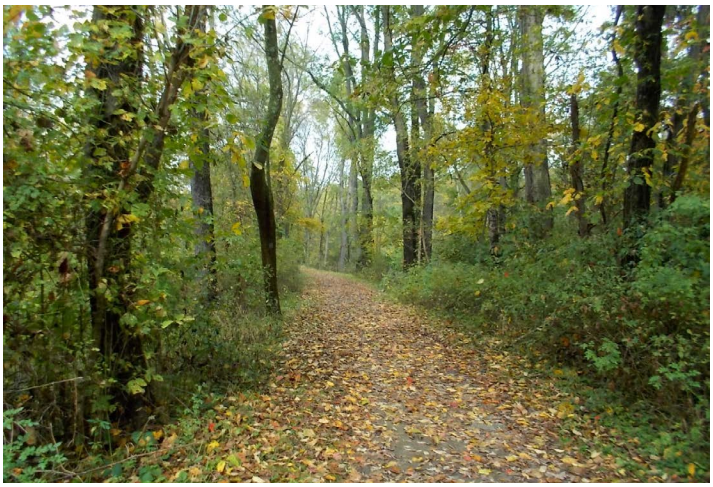





Regional Transportation Plan
Future Conditions
June 1, 2015



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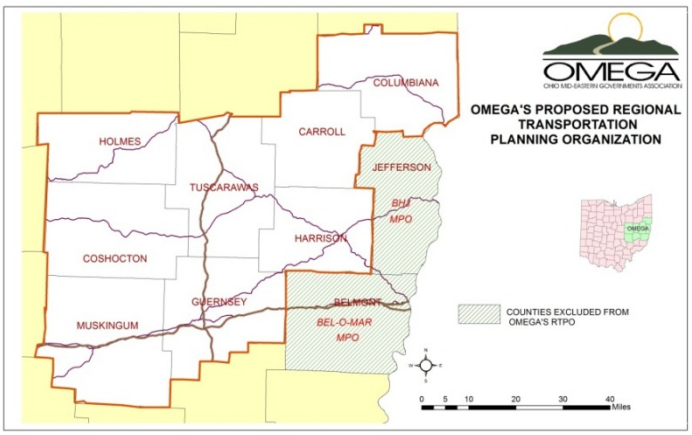
Appendix A – Airport Compliance and Benchmark Recommendations

EXECUTIVE SUMMARY FOR FUTURE CONDITIONS

The Ohio Mid-Eastern Governments Association (OMEGA) is organized as an agency of local governments pursuant to Section 167 of the Ohio Revised Code and is designated by the Appalachian Regional Commission as a Local Development District and by the US Department of Commerce, Economic Development Administration, as an Economic Development District. OMEGA is a collaborative body of member governments that serves as a facilitator between state and federal government agencies and local entities to provide opportunities in economic and community development through networking, education, planning, research, and allocation of resources. OMEGA serves ten counties in Ohio: Belmont, Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Jefferson, Muskingum, & Tuscarawas.



On July 1, 2013, the Ohio Department of Transportation authorized OMEGA to participate in a two-year pilot program to develop a Regional Transportation Planning Organization (RTPO) to serve the eight counties in OMEGA's district which are not members of a Metropolitan Planning Organization. These eight counties include: Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas.

A regional voice and planning organization is needed to address the major transportation needs that will facilitate economic and community development, address safety and congestion issues, and improve the quality of life for our residents.

Our Regional Transportation Planning Organization will focus on the following planning efforts:

1. Development of a **Five Year** Regional Transportation Plan (RTP) by June 30, 2015.

2. Facilitation of a consultation process which will allow for OMEGA's members to discuss regional transportation issues with ODOT, and where ODOT will provide updates regarding current plans, programs and projects occurring within OMEGA's region.

3. Facilitation of public outreach efforts.

4. Development of transportation expertise amongst OMEGA staff.

The development of the Regional Transportation Plan will be a coordinated effort involving and engaging decision makers and stakeholders to include local elected officials, development agencies, private industry, ODOT, and the general public. We will coordinate with adjacent MPOs as many of our major transportation routes cross multiple jurisdictions. Our RTP will be financially responsible; promote the retention, expansion and redevelopment of regional industrial centers to include the shale industry; develop a public transit and human services transportation system to improve access and mobility; and develop a pedestrian and trail network to improve the quality of life for our residents.

Consistent with the eight planning factors that need to be considered under the Moving Ahead for Progress in the 21st Century (MAP-21), OMEGA in conjunction with the Transportation Advisory Committee (TAC) and Executive Board have adopted the following the goals for the development of a Regional Transportation Plan:

- **Goal 1:** Preserve, Maintain and Improve Existing Transportation Systems
- **Goal 2:** Address Safety and Congestion Issues
- **Goal 3:** Facilitate Economic and Community Development
- **Goal 4:** Improve Quality of Life
- **Goal 5:** Develop a Financially Responsible Regional Transportation Plan

Specific objectives to meet these goals were also developed and provided in Section 2.0 of the RTP. Documentation of existing conditions will provide the framework for plan development and will provide the baseline for quantitatively measuring the success of the plan implementation. Section 3.0 of the RTP provides a detailed analysis of the existing conditions of the transportation systems in the RTPO region. Specific baseline data in the Existing Conditions Section included: demographics, roads, bridges, transit, ports and rivers, aviation, rail, safety, economy, bicycle routes, and environmental concerns.

The next step in the process to develop the RTP is to project the future conditions of the region and the impact those conditions will have on the transportation systems. Analysis of the future conditions of the region focused on the impact of demographics, traffic, and shale development on the transportation systems in the region including roads, bridges, rivers, aviation, and transit. Assessment of the existing conditions and these future conditions will form the basis for identifying the needs of the region.

DEMOGRAPHICS

The population of the OMEGA RTPO region is projected to decrease by approximately 2.64% by the year 2040. The population of Holmes County is projected to increase by almost 7% and modest growth (less than 1% is projected for Carroll and Tuscarawas Counties while the population of all other counties is projected to decrease. Noticeable shifts in population patterns were not observed upon comparison of the 2010 Census Data to the 2040 projections. As expected, population is and will continue to be centered around the cities and villages in the region. The impact of shale development on the permanent population of the region is not yet known and these population estimates may not account for the increased number of people who are now working and living in the region.

Available workforce is projected to increase by approximately 20% by 2040 with the greatest increases Carroll, Holmes, and Tuscarawas Counties. By 2040, the number of people employed in region is expected to be approximately 8% greater than the available workforce. This indicates that a significant number of workers will be traveling to the region for work.

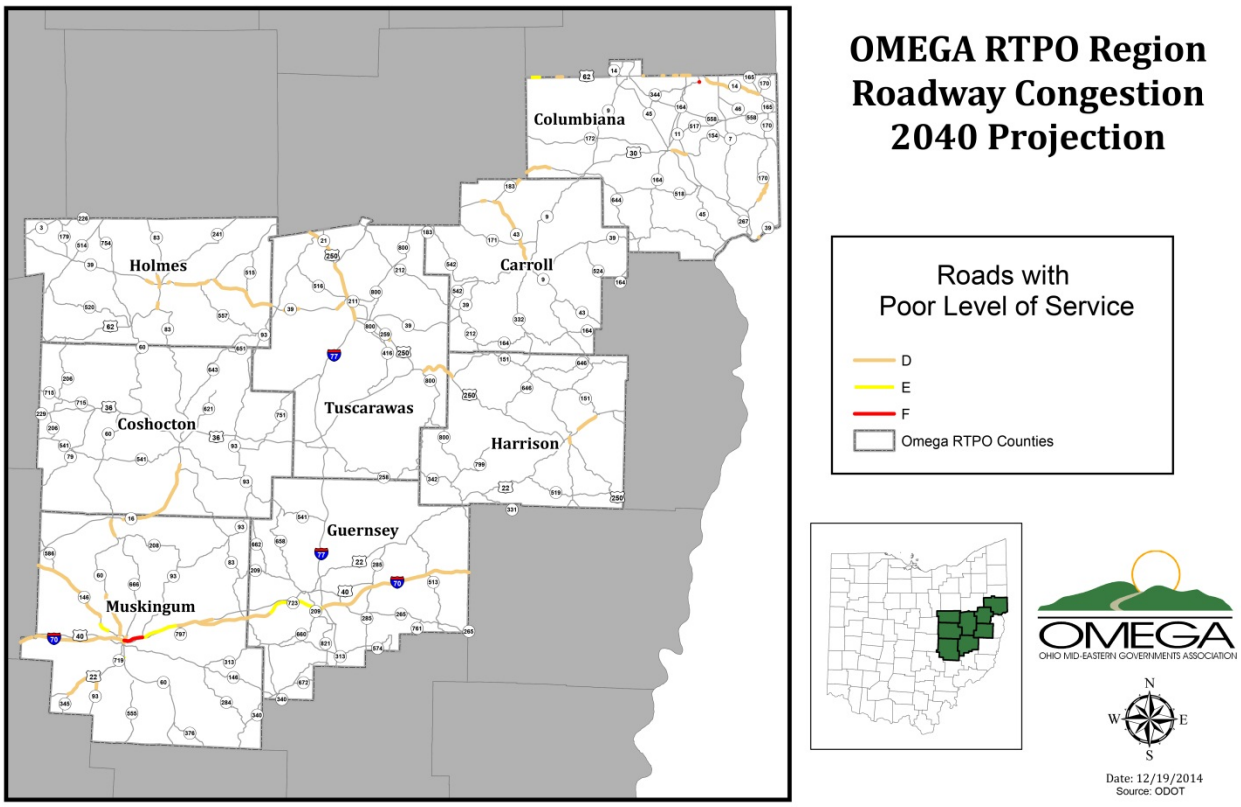
Between 2010 and 2040, the population of those age 60 and older is expected to increase by 14% and the population of those age 85 and older will increase by 69.3%. The aging population will most likely increase the need for demand response transit services for medical appointments, shopping, social visits, and other activities.

TRAFFIC VOLUME

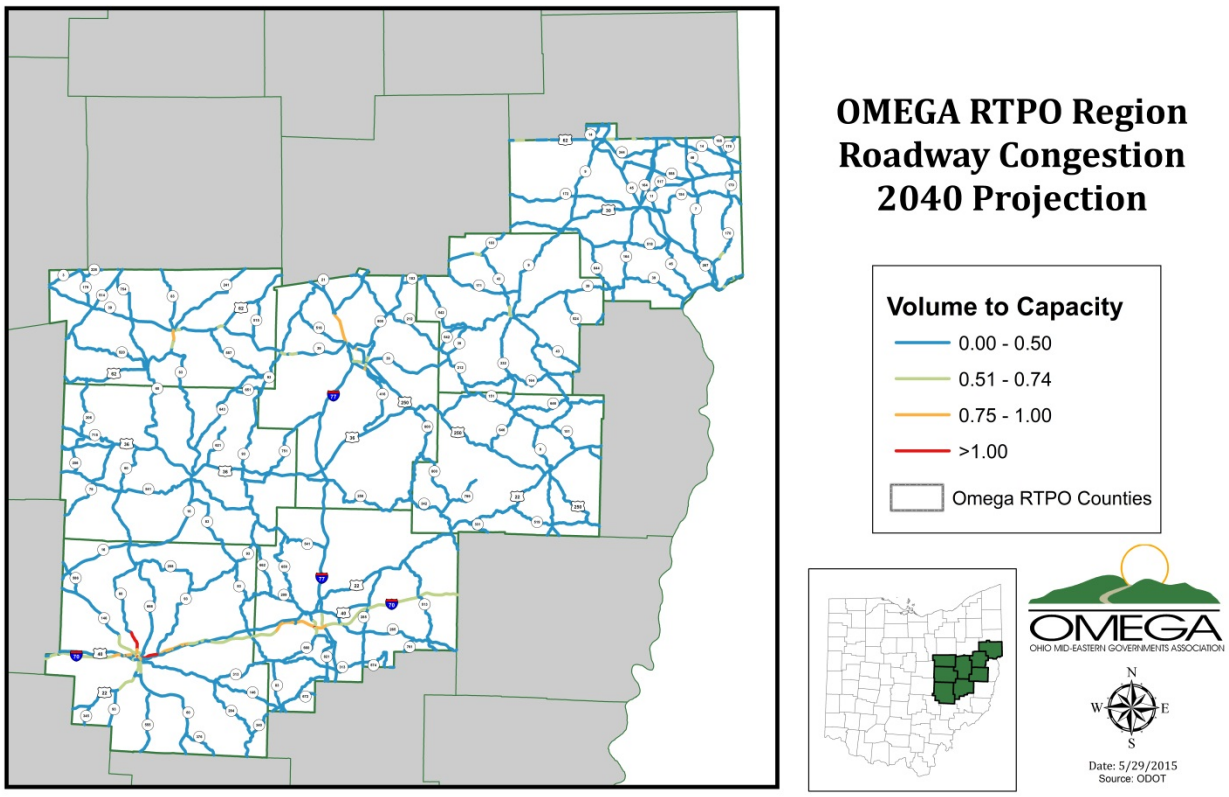
Projected traffic counts and car and truck growth rates from ODOT's 2040 Congestion Management System were analyzed and compared to actual traffic data collected between 2010 and 2014. In many instances, the data from the state's model does not appear to accurately reflect the growth that has occurred since the onset of shale development in the region. In the most active shale counties, truck volumes have increased by over 50% in three years, while the model is projecting an increase of less than 1% per year. For instance, in Harrison County, on US 22 between SR 800 and SR 331, truck volumes increased by over 63% between 2011 and 2013. However, the model is predicting a growth rate of less than 3% per year. Please note that these comparisons may be somewhat misleading since the model was based upon 2010 data. As shale development continues to move south and west, significant increases in the volume of traffic is expected to occur.

This increase in traffic volume, especially commercial trucks, will require increased pavement maintenance (resurfacing, full depth pavement replacement, pavement markings, etc.) on those roads not covered by Road Use Maintenance Agreements (RUMAs). Increased traffic volumes may also lead to congestion, and may increase safety concerns on the roads especially on the windy, hilly two lane state and local system that extends through much of our region.

Increased traffic may also impact congestion and capacity leading to the need for turn lanes, alternative routes or bypasses, and multiple drive lanes. Roads with a 2040 projected level of service of D or worse are shown in the figure below.



Another measure of congestion is the Volume to Capacity (V/C) ratio. Those roads that are projected to be at or over capacity are shown in the figure on the next page.



These projected increases in the V/C ratio as well as the degradation in level of service illustrate the need for long term planning to prevent congestion from occurring on these roads.

BRIDGES

Approximately 8% of the bridges under local jurisdiction in the RTPO region have a General Appraisal of 4 or less and should be replaced within the next five years or by 2020. The estimated cost to replace these bridges is approximately $35.35 million. In addition, 266 bridges under local jurisdiction were constructed on or before 1950 and have not been rehabilitated or reconstructed. Although these bridges may now be adequate, by 2040 these bridges will be 90 years or older and approaching the end of their useful life. The total cost to replace these older bridges is approximately $37.8 million. One major bridge in our region under local jurisdiction, the Philo Bridge (CR 32) in Muskingum County has an estimated replacement cost of $15.3 million. This bridge is currently scheduled to be replaced in 2019. Therefore the total estimated cost for replacement of local bridges in the RTPO region is approximately **$88.5 million.** Please note that as outlined in Section 3.4 of the Existing Conditions, the original data provided by ODOT does not appear to include all bridges under local jurisdiction. ODOT is currently updating the bridge data and OMEGA will revise the bridge data once the database is updated to include the general appraisal ratings. For these reasons, the current estimate of $88.5 million may underestimate the cost for bridge repairs and replacement as all bridges under local jurisdiction may not be included in this analysis.

TRANSIT

In 2013, 368,100 passengers were served by the four transit agencies and two coordinated transportation agencies in the RTPO. According to the Ohio Statewide Transit Needs Study, the average ridership for demand response services by the four transit agencies in the RTPO increased by approximately 29% or 5% per year for the period between 2008 and 2012. Using this rate of 5% per year, the transit and transportation agencies in the RTPO may need to serve over 1.3 million passengers by the year 2040. The aging population will contribute to this increase in demand for services.

With the projected increased ridership, the need for both fixed route and on demand services will increase resulting in the need for more vehicles and drivers. To address this need in a more efficient manor, transit agencies may need to consider new innovative alternatives to providing on demand services. Concerns about wait times, the need to call 24 to 48 hours in advance for service, weekend service, and service outside the normal 8 to 5 workday will need to be addressed. In addition, approximately 25% of the fleet used by the four transit agencies has reached the end of its useful life.

As outlined in the Ohio Statewide Transit Needs Study, the transit systems and coordinated transportation agencies within the RTPO region are facing the following challenges:

- Reduced funding for vehicle replacement, staff, and equipment
- Low population density outside the cities and major villages
- Increase in passengers from human service agencies as population ages
- Increased truck traffic and congestion by shale development is slowing transit vehicles and reducing services
- Scheduling
- Transportation for medical services (long distance to Columbus, Cleveland, and in some cases out of county for dialysis)
- Effective and efficient coordination with other counties and agencies
- Service to higher poverty levels
- Difficulty finding drivers especially with competition from the oil and gas (shale) industry

Additional revenue streams are needed to meet the projected increased ridership and additional interagency coordination is needed to improve service efficiency and effectiveness especially for out of county trips.

RIVERS AND PORTS

Three major rivers pass through the OMEGA RTPO region, the Ohio, Muskingum, and Tuscarawas Rivers. Of these three rivers, only the Ohio River is suitable for commercial shipping while the Muskingum and Tuscarawas Rivers are used primarily for recreation.

Of primary importance to the OMEGA RTPO region is the Intermodal Facility in Wellsville, the New Cumberland Pool Terminals between River Miles 40 and 54.3, and the New Cumberland Lock at River Mile 54.3. Approximately 15 million tons of materials are currently shipped within the New Cumberland Pool. The material shipped through this region will most likely increase as a result of the shale industry. The need to ship materials for well development such as aggregate, sand, steel, etc. as well as product will increase. As the economy increases, businesses located in adjacent counties may also have a need to ship their products and to receive raw materials by barge and then transport those materials by either rail or truck to the final destination. Transportation systems to support these businesses, such as the US 30 Ohio's Energy Corridor, as well as rail may need to be upgraded in the future to meet the increased demand. Barriers to full utilization of these port facilities along the Ohio River will need to be identified and addressed.



As indicated in Section 3.6.2 of the Existing Conditions, restoration of the Ellis Lock and Dam is needed in order to once again open the transportation corridor along the Muskingum River from the City of Coshocton to the Ohio River. This may provide the opportunity for limited commercial shipping using quarter barges. The need for dredging sections of the Muskingum to accommodate commercial shipping may also be required.

The Muskingum River has been formally designated as a water trail by the Ohio Department of Natural Resources. This designation has and will continue to increase the recreational use and tourism opportunities along the Muskingum River. Repair of the Ellis Lock and Dam will also enhance these opportunities.

Designation of the Tuscarawas River as a water trail by ODNR is currently being considered. Once designated as a water trail, the opportunities for recreation and tourism along the Tuscarawas River are expected to increase as well. Additional boat ramps and launch areas are needed to expand these opportunities as well as coordination of these access areas with regional trails in order to expand the recreational opportunities of the region.

AVIATION

Each of the eight counties in the RTPO is served by a General Aviation Airport. Three airports, Carroll County – Tolson, Cambridge Municipal, and Harry Clever Field have identified the need to expand the primary runway to 5,000 feet. In addition to these major expansions, several compliance and benchmark recommendations for each of the eight airports in the region have been identified in the Ohio Airports Focus Study.

The Critical Compliance Factors are implemented by the FAA to describe the manner in which general aviation airport runways comply with their given classification level. This includes the runway safety areas (RSA), runway protection zones (RPZ), and the general pavement condition index (PCI) of the runway and surrounding pavement.

The total estimated cost for these eight airports to maintain system compliance with the current classification level is approximately $33 million. Approximately **$31 million (94%)** will be needed over the next 20 years for maintenance of the primary runway and other pavements and approximately $1.47 million will be needed for land acquisition for runway protection zones. The remaining $443,000 is needed for the primary runway safety area for the Harry Clever Field in New Philadelphia.

The cost to comply with system benchmarks may range from $12.3 million to $23.1 million depending upon whether or not the Richard Downing Airport decides to upgrade from an Airport Reference Code (ARC) B-II to C-II. This upgrade would allow the airport to increase the design aircraft's approach speed.

In summary, the total cost for the eight general aviation airports in the OMEGA RTPO to meet the FAA Critical Compliance Factors, System Benchmarks, and the runway extension for the Cambridge Municipal Airport over the next 20 years may range from **$45.3 to $56.1 million.** Please note that costs for the runway extensions for Carroll County – Tolson and Harry Clever Field are not yet available.

SHALE DEVELOPMENT

The shale industry will continue to impact the transportation systems within the RTPO planning area. As of May 15, 2015, 1,456 wells in the Utica formation have been permitted, drilled, in the process of being drilled, or in production in the OMEGA RTPO. This represents an increase of 36% since June 2014. Currently, 744 wells are in production in the region which is an increase of 90% since June 2014. The shale play appears to be moving south from Carroll County and extending into Harrison, Guernsey, Belmont, Noble, and Monroe Counties.

This level of development is projected to continue well into the future and will extend further to the west as newer extraction technologies become more cost effective to implement. Approximately 3,300 trucks are needed per well from initial site development through the hydraulic fracturing process and placing the well into production. Current statewide modeling conducted by ODOT does not yet indicate that the increased volume of traffic will lead to congestion or capacity issues in the shale area.

However, the increased volume of traffic is impacting pavement maintenance to include the need for more frequent resurfacing, full depth pavement replacement, pavement markings, and guardrail replacement. Many of the direct impacts to local county and township roads are being addressed through Road Use Maintenance Agreements (RUMAs); however, the state system and some local roads not covered by RUMAs are being adversely impacted by this development. Pipeline construction is also adding to the increased truck volume in the region.

Six processing plants are now located in the RTPO region with a seventh planned. Construction of these facilities also contributed to the increased truck traffic in the region along with a number of superload permits. Shipment of product from these processing facilities will also impact transportation systems as product and raw materials may be shipped by pipeline, truck, rail, and potentially barge. For instance, Momentum Utica East Ohio Midstream located in Scio in Harrison County has 10 rail lines and is currently able to fill 32 rail cars with product (such as propane) in 1-1/2 hours and when in full operation will be able to fill 64 rail cars with product in 1-1/2 hours. Both rail and road systems will need to be assessed so that product and raw materials can be shipped effectively and safely to and from these facilities.

In addition, 41 injection wells are currently located in the RTPO region, an increase of 27% since June 2014. The impact of the increased volume of trucks hauling wastes for disposal at these wells on local and state routes in close proximately to cities (such as the City of Cambridge) and commercial areas will need to be assessed.

4.0 FUTURE CONDITIONS

The Regional Transportation Plan for the OMEGA RTPO region is focused on a five-year planning horizon, 2016 to 2020. However, longer term projects and needs that will have a significant impact on the RTPO region are also being considered. Therefore, assessment of future conditions especially as related to demographics and traffic volumes has been extended to 2040. Future conditions that will impact the transportation needs of the region, such as demographics, traffic volumes, bridge condition, transit systems, aviation, and the shale development industry are summarized in this section. Specific needs of the RTPO region including safety, rail, and pedestrian/bicycle facilities will be addressed in Section 5.0 of the Regional Transportation Plan.

4.1 Demographics

As indicated in Section 3.1 of the Regional Transportation Plan, the population of the OMEGA RTPO as compared to the 2010 census is projected to decline by 0.85% in 2020 and to decline by 2.64% in 2040. The population of Holmes County is projected to increase by almost 7% by 2040. Modest growth (less than 1%) is projected for Carroll and Tuscarawas Counties while the populations of all other counties are projected to decrease. As previously mentioned, these projections do not appear to consider the impact of shale development on the region.

Dot density maps (one dot = 100 people) were used to assess shifts in population patterns for the projected 2040 year. As shown in Figures 4-1 and 4-2, noticeable shifts in population patterns were not observed upon comparison of the 2010 Census Data to the 2040 projected data. As expected, population is and will continue to be centered around the cities and major villages in the RTPO region.

FIGURE 4-1: POPULATION DENSITY 2010

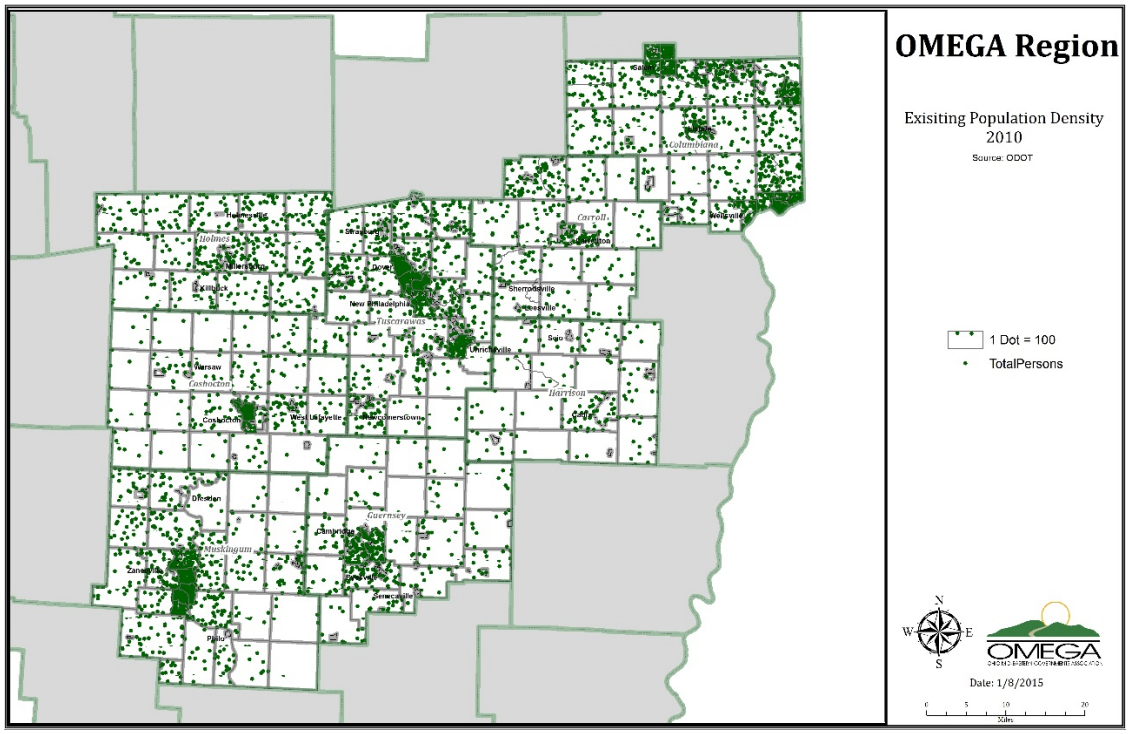
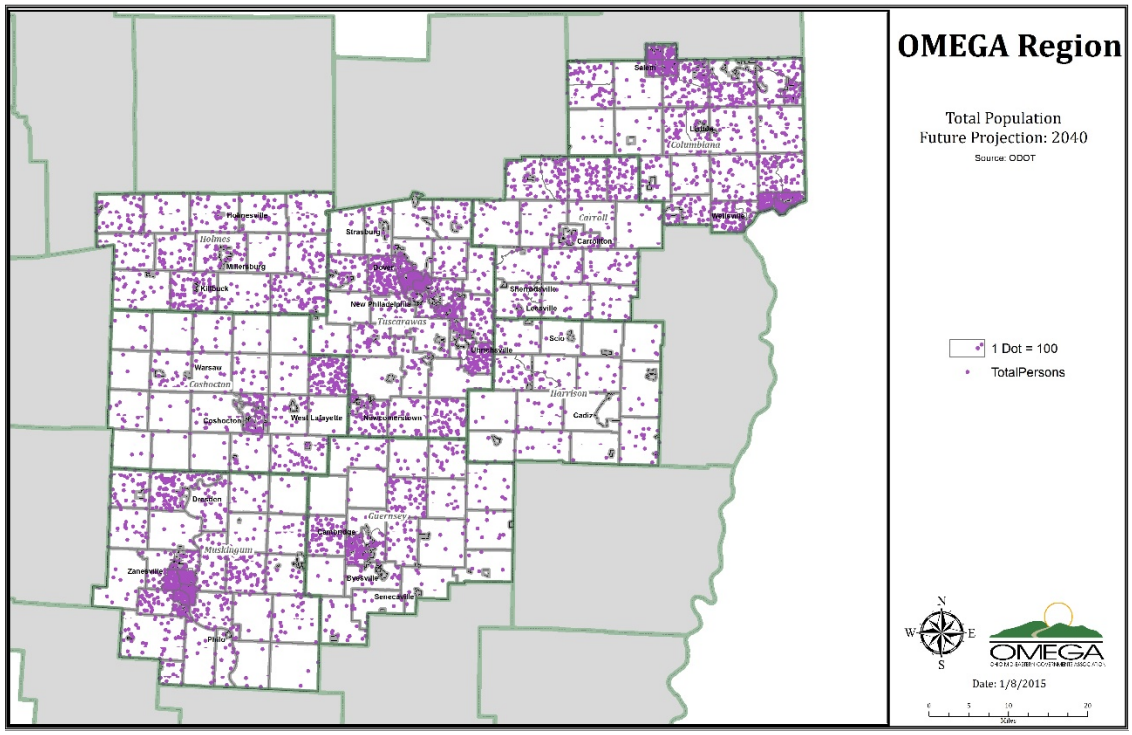
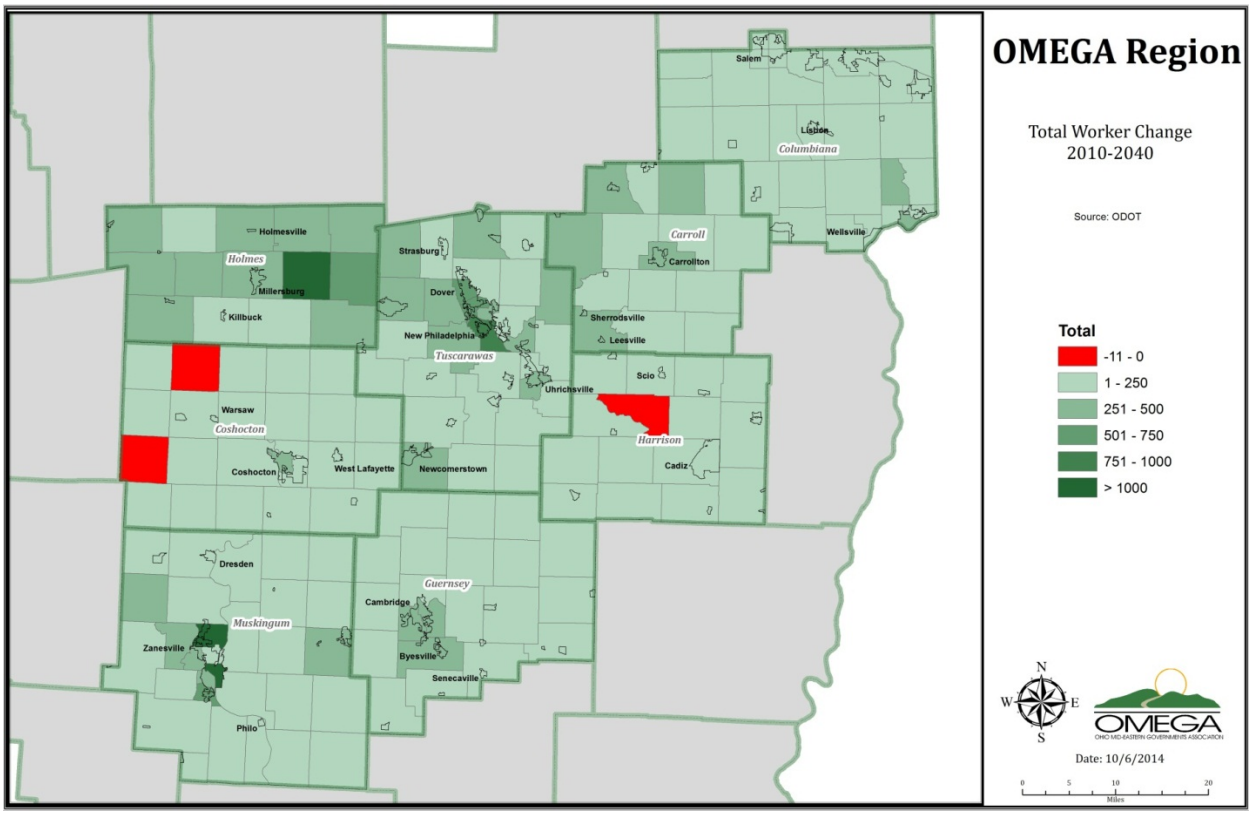


FIGURE 4-2: POPULATION DENSITY 2040



Although the population of the region is projected to decline by approximately 2.64% by 2040, the total available work force (people of working age who may or may not be employed) is expected to increase by 20% from 167,731 to 202,058. As shown in Figure 4-3, the total number of available workers is generally expected to increase with the greatest increases in Holmes, Carroll, and Tuscarawas Counties and near the City of Zanesville. Slight decreases in work force are projected in sections of Coshocton and Harrison Counties.

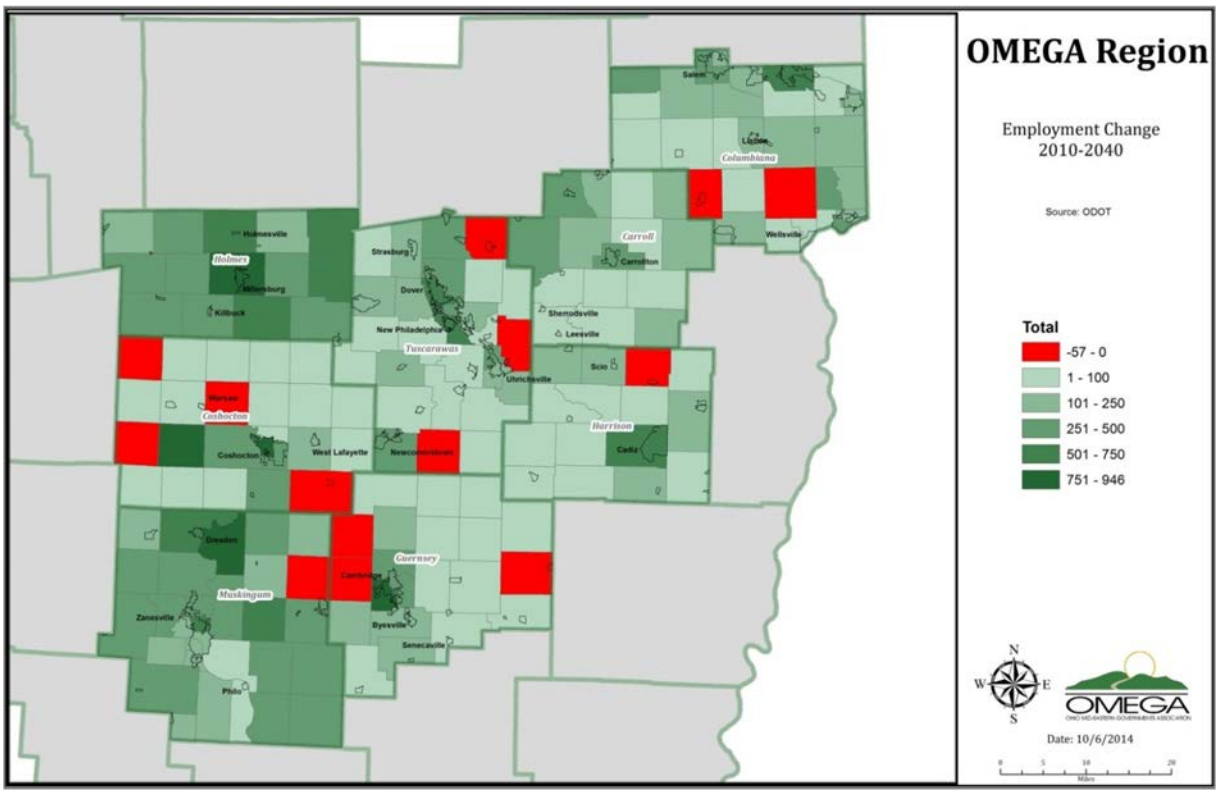
FIGURE 4-3: PROJECTED CHANGE IN WORKFORCE 2010 TO 2040



The OMEGA region is already seeing the impact of shale development and the improved economy on employment. The unemployment rate for the region has decreased from a high of 11.7% in 2010 to 5.2% for April 2015. In fact the April 2015 unemployment rate for Holmes County is 3.1%, the lowest in the RTPO region. Employment for the region is also expected to increase by 19% from 183,358 to 218,657. Since the number of employees in the region is greater than the available workforce in the region, this indicates that a significant number of workers (approximately 16,600) will be traveling into the region for work. As shown in Figure 4-4, Holmes and Muskingum Counties will see the highest increase in the number of people actually employed. Some isolated areas in Columbiana, Coshocton, Guernsey, Harrison, Muskingum, and Tuscarawas Counties are projected to either maintain current employment levels or to see slight decreases in the number of people employed. With shale

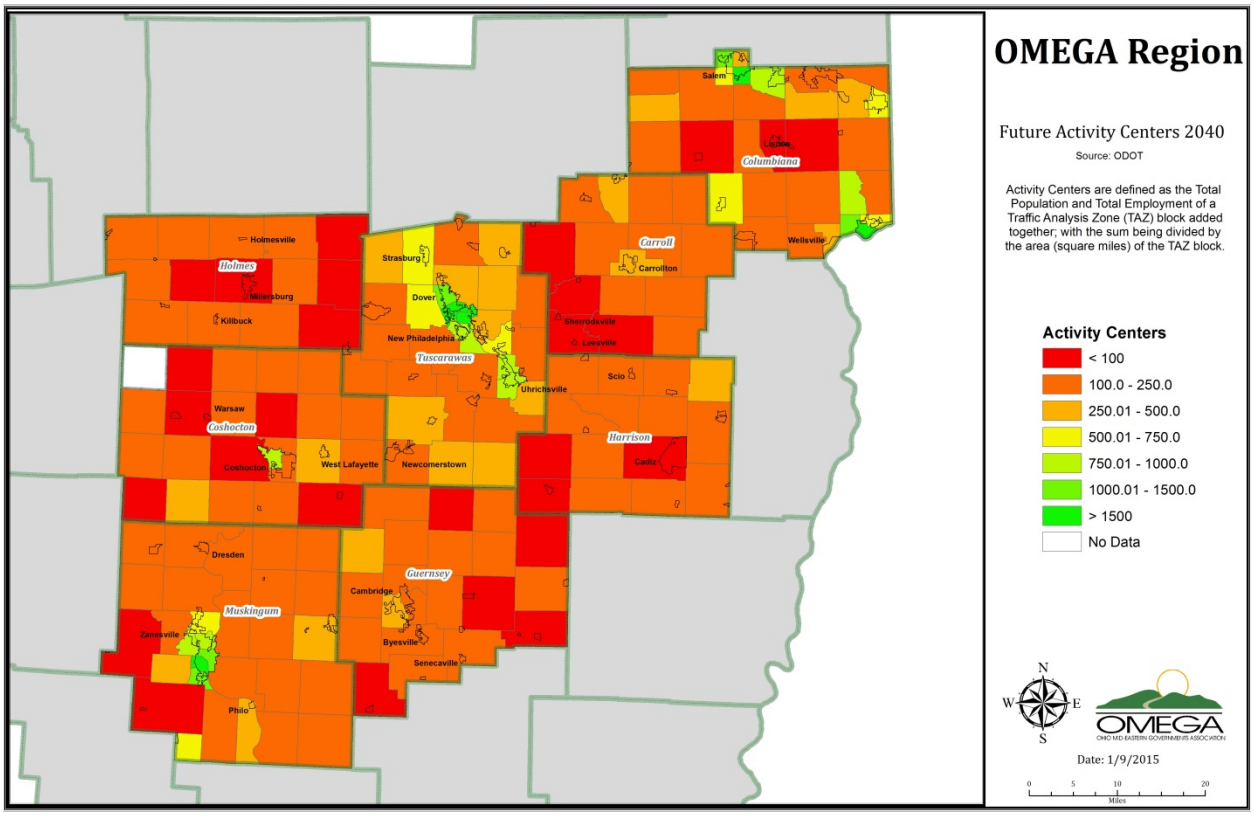
development, employment is expected to increase significantly more than projected especially in Carroll, Columbiana, and Harrison Counties where shale development activities are more prevalent.

FIGURE 4-4: PROJECTED EMPLOYMENT CHANGE 2010 TO 2040



OMEGA used an activity density index to better assess areas of concentrated activity and the potential impact on transportation systems. The concept of regional activity density focuses on given geographic areas with respect to population density and employment rates. The activity density index is defined as the sum of the population and the number of persons employed within a transportation analysis zone (TAZ) divided by the area in square miles of the TAZ. As shown in Figure 4-4.1, there are several municipalities with dense areas of human activity projected for 2040 including the cities of Coshocton, East Liverpool, Salem, Dover, New Philadelphia, Uhrichsville, and Zanesville; and the villages of South Zanesville and Dennison. As these municipalities increase economically and in population, attention will need to be paid to the local transportation infrastructure, traffic volumes, and safety concerns.

FIGURE 4-4.1 FUTURE ACTIVITY DENSITY

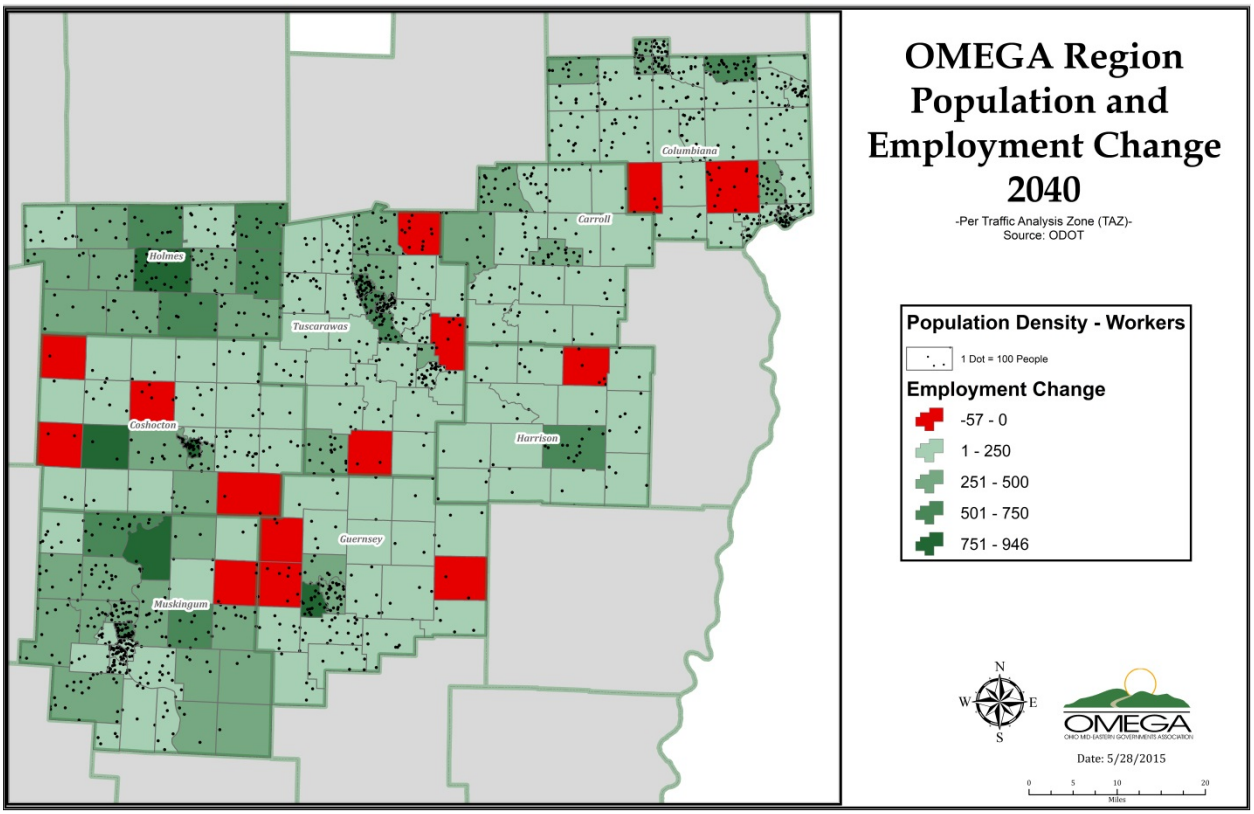


As shown in Figure 4-4.2, employment change within the region will impact the commuting distances of working age residents in the year 2040. Several areas within Muskingum and Coshocton Counties that have low worker-age population densities are projected to increase employment opportunities by 2040. Inversely, there are areas with sizeable working-age populations but negative projected employment rates, such as in northern Tuscarawas County and southeast Columbiana County. Since several of these areas are adjacent to urban areas with projected employment growth, it can be expected that these residents will work and commute father from their residence in the future. These increases and decreases in employment will affect the distances that working age residents must travel to find employment.

These employment projections may not fully address the impact of shale development on employment in Carroll, Columbiana, Harrison, and Guernsey Counties which have the highest number of wells in our region. Economic, demographic, and transportation related issues will likely be higher than projected within these counties as shale development continues. Although the number of wells in Muskingum and Tuscarawas Counties is relatively low, several major employers such as Halliburton and Schlumberger as well as other shale related service industries are located in Muskingum and Tuscarawas Counties. Two new major pipelines, the Nexus and Rover pipelines, along with numerous smaller pipeline projects, are expected to bring additional employment and economic development into the region. Additionally,

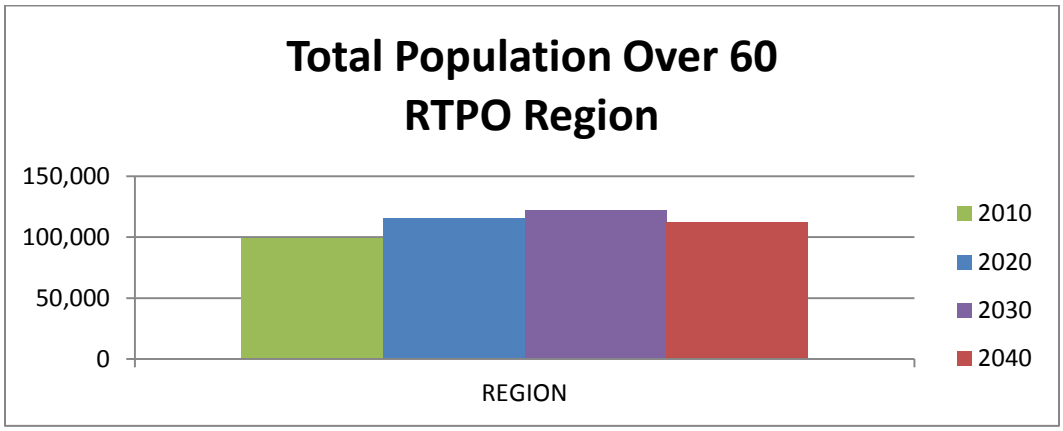
since shale development increased rapidly between 2010 and 2014, the employment projections may not have accounted for such growth.

FIGURE 4-4.2: PROJECTED EMPLOYMENT CHANGE AND WORKING AGE POPULATION DENSITY



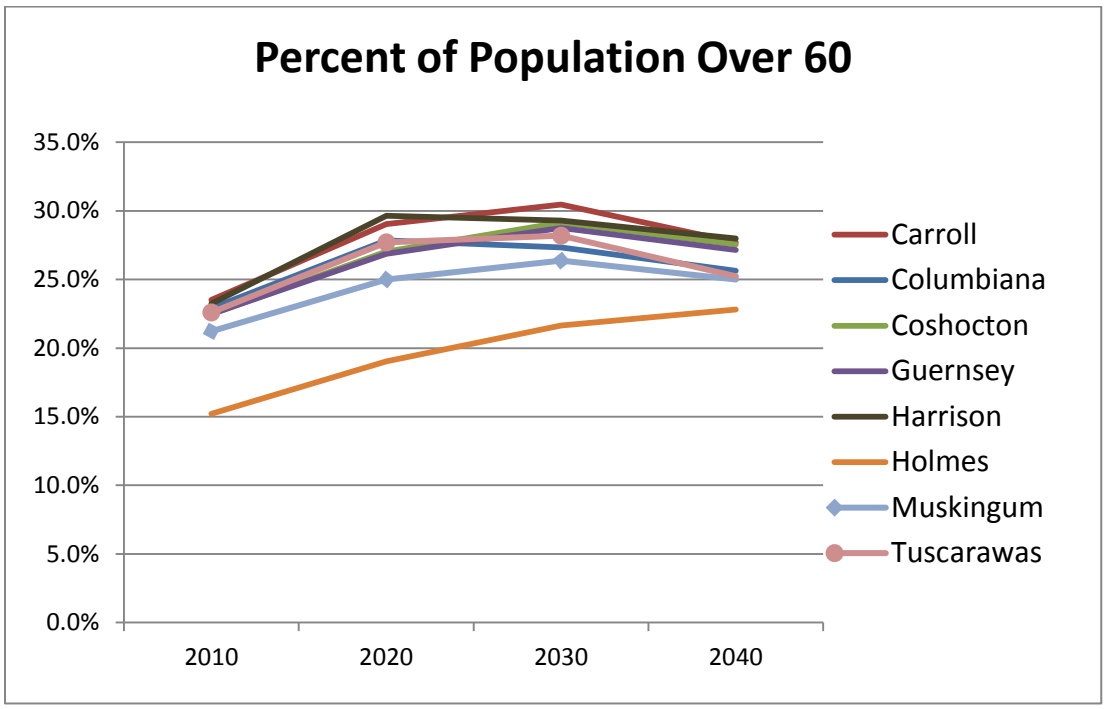
According to the 2010 Census, approximately 22% of the population in the RTPO region is currently age 60 or older. Based upon projections from the Ohio Development Services Agency, the percentage of the population over 60 by 2020 will be 26.4%. Between 2010 and 2040, the total population of age 60 and older will increase by **14%** from 98,649 to 112,000. Figure 4-5 shows this change in total numbers for the RTPO region for 2010, 2020, 2030, and 2040.

FIGURE 4-5: CURRENT AND PROJECTED POPULATION AGE 60 AND OLDER



As shown in Figure 4-6, the percentage of the population age 60 and older ranges from a low of 15.9% in Holmes County to a high of 24.8% in Harrison County. In 2040, Harrison County is projected to continue to have the highest percent of people over 60 at approximately 28% within the region, and will see significant increases within this decade. As the population ages and these people are no longer able to drive safely, the demand for transit services for routine daily activities such as shopping, banking, medical appointments, and social visits is expected to increase. Additionally, this aging population is expected to increase relatively soon and remain comparatively sizeable through the year 2040, indicating the need for long term planning to accommodate this growing demographic.

FIGURE 4-6: PROJECTED POPULATION AGE 60 AND OLDER BY COUNTY



4.2 ROADS

Preservation and maintenance of our existing transportation systems, especially roadways, is the highest priority for our region. The future condition of our primary transportation system will be impacted by the projected increases in both passenger cars and commercial trucks. Analysis of recent traffic count data and statewide modeling conducted by ODOT will form the basis for assessing the future condition and needs for preservation and maintenance of the roads in our region. Specific issues include:

1. Traffic Volumes
2. Level of Service
3. Volume to Capacity Ratio

4.2.1 Traffic Volumes

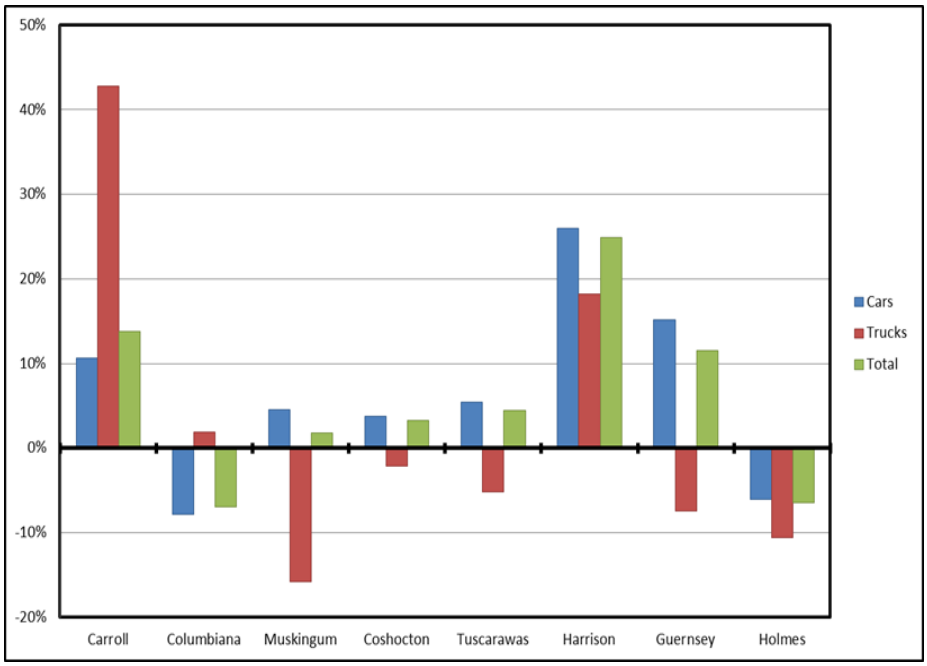
Traffic counts from ODOT are generally taken on state routes, US routes, and interstates on a three to four year cycle. This data is then used to create forecasted models so as to depict possible vehicle counts, growth rates per year, level of service, and volume to capacity ratio based upon past trends within these road systems. The information used for this section came from ODOT's 2040 Congestion Management System data, which analyzed past trends to forecast future vehicle rates in the years 2020 and 2040. OMEGA conducted a county-by-county and regional analysis to show possible future trends on the state and federal highway systems.

OMEGA compared the actual daily traffic volumes (ADT) that were measured by ODOT in 2011 (prior to shale development) to volumes recently measured by ODOT in 2013 and 2014. As shown in Figure 4-7, the greatest increases in traffic volume occurred in Carroll and Harrison Counties, the two most active shale counties in our region. In Carroll County, the total volume of trucks increased by over 40% and in Harrison County the total volume of trucks increased by almost 20%. Guernsey County also showed over a 12% increase in the total ADT despite a decrease in truck volume. This is somewhat surprising because there are currently 149 oil and gas wells and five injection wells in Guernsey County.

ODOT also provided OMEGA with the results from their statewide modeling efforts showing the projected growth rate for total volume of traffic, cars, and trucks in our region to the year 2040. Yearly vehicle growth rates were generated by ODOT's statewide model and classified into five different range categories, starting from low growth (0 to 0.25%) to high growth (3% and greater). These growth rates were seperated by vehicle type (car or truck) and analyzed individually by region and county. Projected growth rates for cars and trucks are provided in Figures 4-7.1 and 4-7.2, respectively. Roads in which the car and truck growth rates are projected to be 3% or greater per year are shown in red.

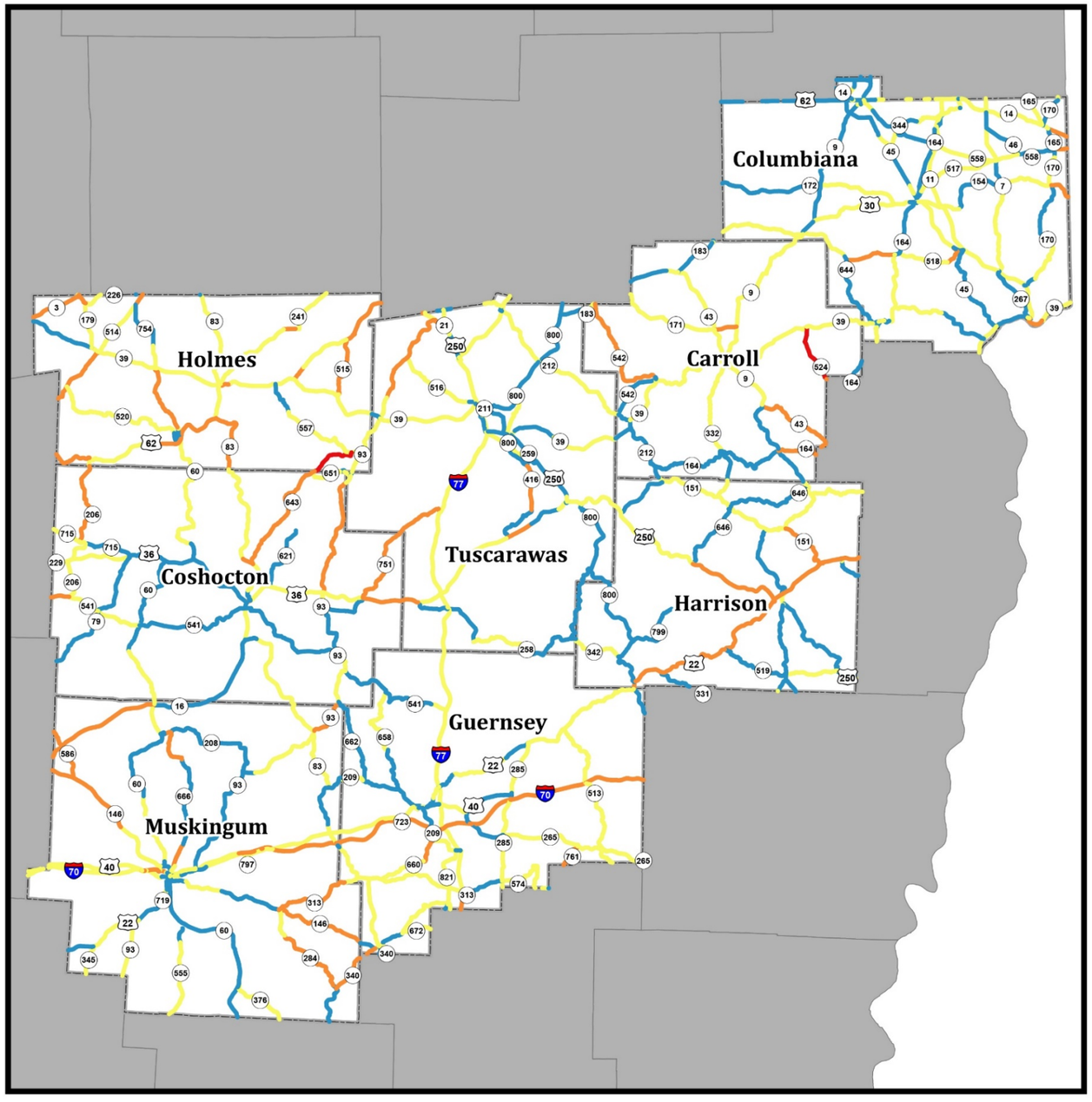
Figure 4-7.2 illustrates the projected growth rate of trucks in our region. Please note that in some cases, the increase between 2011 and 2013/2014 is greater than the increase projected for 2040. This just illustrates the difficulty in projecting the long term impact of shale development on the region.

FIGURE 4-7: CHANGE IN TRAFFIC VOLUME 2011 TO 2013/2014



These increases in traffic volumes, especially truck traffic, will also impact pavement life. As indicated in Section 3.3.3 of the Existing Conditions, approximately 948.6 center lane miles of roads or 33% of the roads for which PCR data was available are in Fair, Fair to Poor, or Poor Condition. Pavement condition will continue to degrade with the increased volume of traffic especially in Carroll, Harrison, and Guernsey Counties.

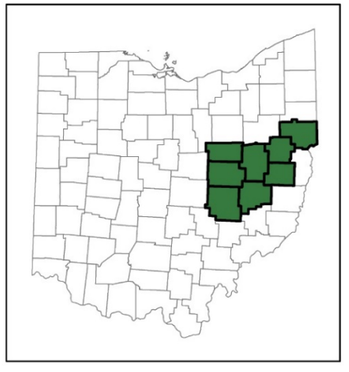
FIGURE 4-7.1: OMEGA CAR GROWTH RATES 2040 PROJECTION



OMEGA RTPO Region Roadway Congestion 2040 Projection

Car Growth Rates

- 0.00 - 0.25
- 0.26 - 0.75
- 0.76 - 1.50
- 1.51 - 3.00
- 3.01 - 5.33
- Omega RTPO Counties



OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

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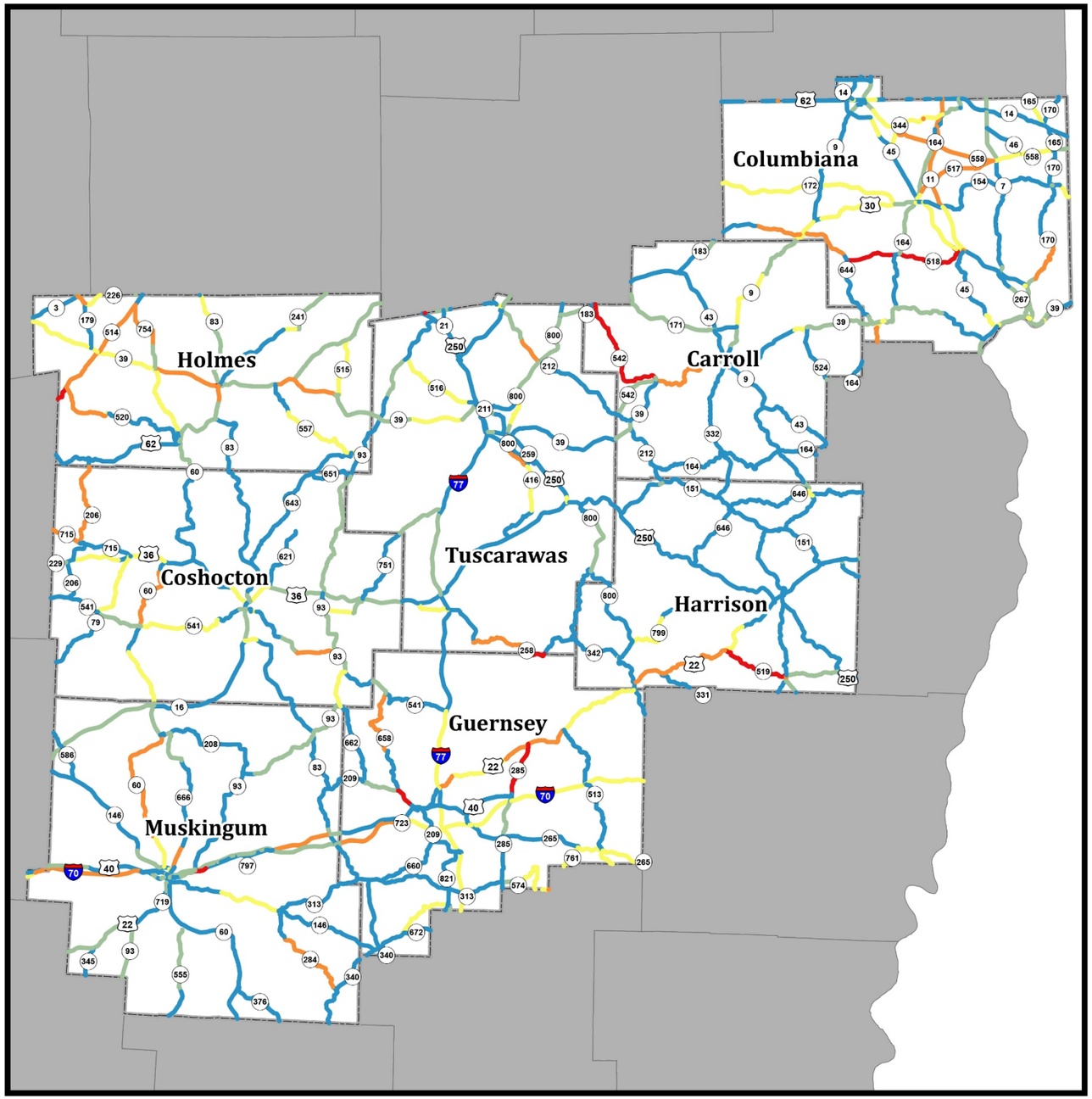
Date: 12/19/2014
Source: ODOT

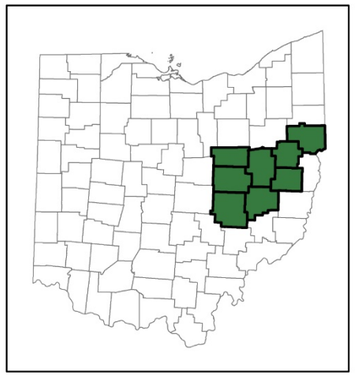
FIGURE 4-7.2: OMEGA TRUCK GROWTH RATES 2040 PROJECTION



OMEGA RTPO Region Roadway Congestion 2040 Projection

Truck Growth Rates

- 0.00 - 0.25
- 0.26 - 0.75
- 0.76 - 1.50
- 1.51 - 3.00
- 3.01 - 7.67
- Omega RTPO Counties



OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

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Date: 12/19/2014
Source: ODOT

While the 2040 CMS projection model is designed to predict volumes based on 2010 demographic and employment data and past roadway trends, it does not fully capture shale development that has and will continue to occur in our region. Averages provided by the Pennsylvania DOT show that, from the development of a well pad through the completion of hydraulic fracturing process, 3,300 trucks visit a single well pad over a six week to two month time period; the fracking process alone averages 2,100 trucks over one week. Fewer trucks are needed when water for the fracturing process is piped directly to a well. This demonstrates the inherent difficulty with capturing truck volumes within counties experiencing rapid shale development. In an effort to address this issue, we used these averages to provide truck traffic volumes from the permitted wells that are to be drilled and listed them by county below:

- **Carroll:** 58 permitted wells would bring 191,400 trucks into the county
- **Columbiana:** 56 permitted wells would bring 184,800 trucks into the county
- **Coshocton:** 3 permitted wells would bring 9,900 trucks into the county
- **Guernsey:** 28 permitted wells would bring 92,400 trucks into the county
- **Harrison:** 55 permitted wells would bring 181,500 trucks into the county
- **Holmes:** 3 permitted wells would bring 9,900 trucks into the county
- **Muskingum:** 2 permitted wells would bring 6,600 trucks into the county
- **Tuscarawas:** 11 permitted wells would bring 36,300 trucks into the county

In counties within the Utica Shale region, truck volumes may be much higher in future years than what the model can predict. Additionally, the number of expected drilling permits could rise as well. Product shipment by truck, rail, and pipeline as well as pipeline construction will also impact traffic volumes into the foreseeable future. Past and future trends regarding shale activity within our region must be recognized for future transportation issues and studies. Increases in truck growth rates will likely impact pavement conditions and maintenance. Congestion, capacity, and safety may also be of concern by the year 2040. Future concern will need to be placed on the relationships between vehicle growth rates and congestion, capacity, safety, and shale development.

The projected increase in traffic volumes and the impacts for each county are summarized in the sections which follow. This county summary is meant to assess the projected impact of increased volumes regarding issues of congestion, capacity, and pavement maintenance.

4.2.1.1 Carroll County

Carroll County, one of several counties experiencing the impact of local shale development, is projected to see a mix of high and low vehicle growth. Additionally, the rates of growth between the two variables do not consistently correlate with each given roadway system. SR 524, for example, is expected to experience an exceptionally high annual car growth rate of 5.33 %, while the truck growth rate remains low at 0.06%. SR 542 is expected to have a high annual car growth rate of 3% and a yearly truck growth rate of 4% between the Stark County border to SR 39. Between 2011 and 2013, the total volume of traffic along this route doubled. As the trends in Figure 4-8 and Figure 4-9 illustrate, car and truck growth rates are not necessarily consistent with each other in the same area, but do show that Carroll

County is expected to have at least some increase within many of the state routes inside of the county's border.

FIGURE 4-8: CARROLL COUNTY CAR GROWTH RATE 2040 PROJECTION

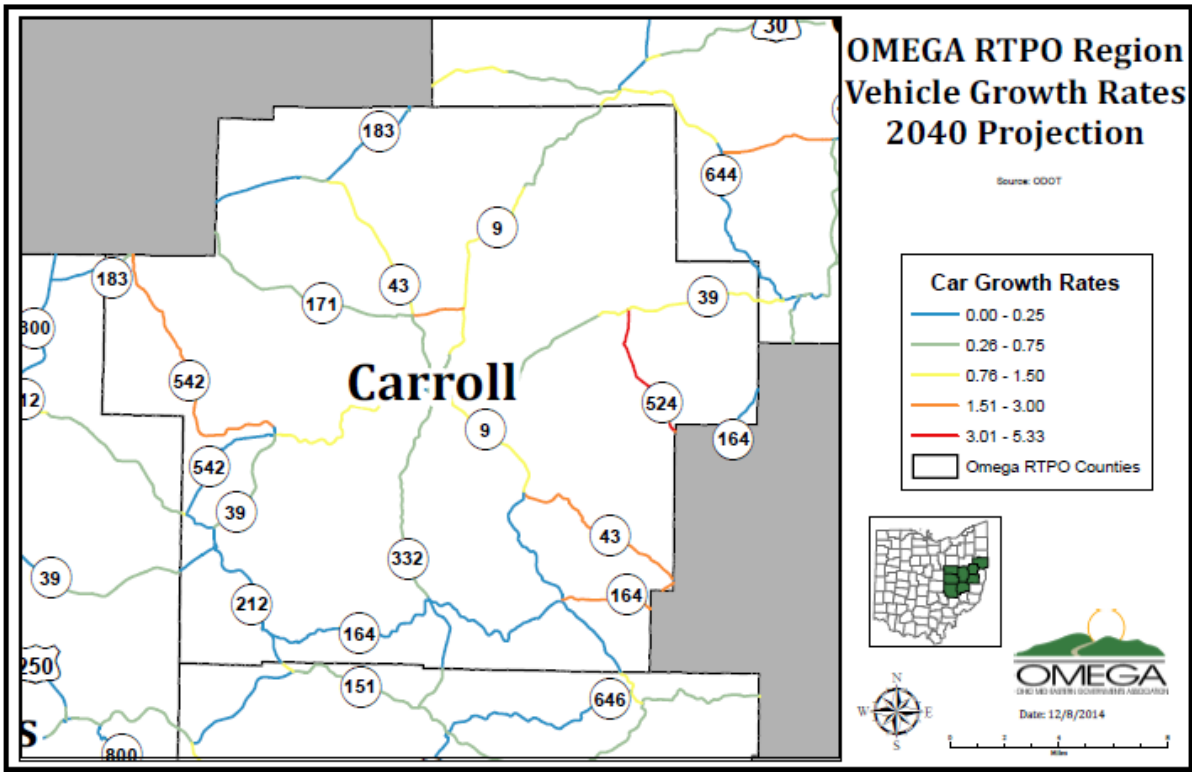
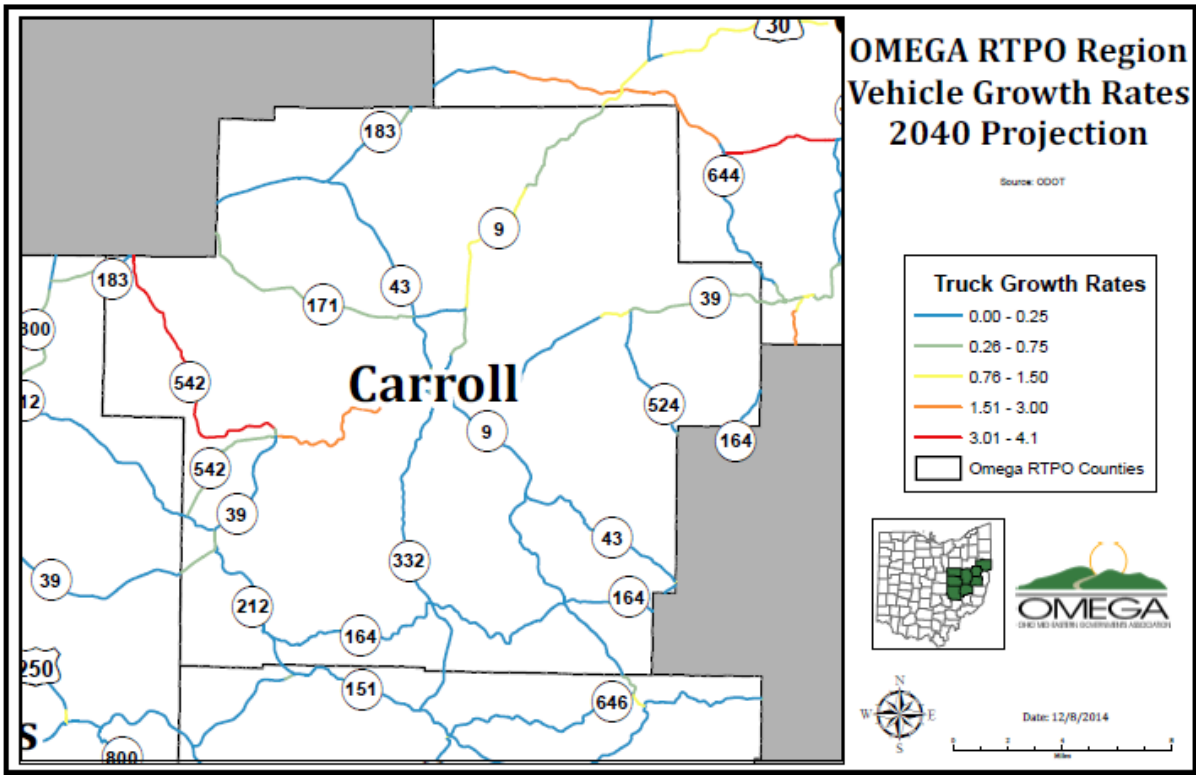


FIGURE 4-9: CARROLL COUNTY TRUCK GROWTH RATE 2040 PROJECTION



Based on the data from the projected and actual daily traffic volumes, road totals from traffic count segments show an upward trend amongst nearly all of the road segments. Some roadways were projected to have much higher volumes of daily vehicle travel than others. SR 43, which has the highest ADT in the county, had increases within nearly all of its segments, as shown in Figure 4-10. As shown in Figure 4-11, SR 9 also showed consistently larger increases in volume across nearly all of its segments. Similarly, as shown in Figure 4-12, SR 183 also had increases within the majority of its segment totals and had the second highest volumes within the county. Total projected increases in traffic volume will be highest in and around Carrollton, especially for SR 43 and SR 9. As daily traffic volume increases within this village, congestion and road maintenance in Carrollton will be of concern now and in the foreseeable future.

FIGURE 4-10: SR 43 CARROLL COUNTY

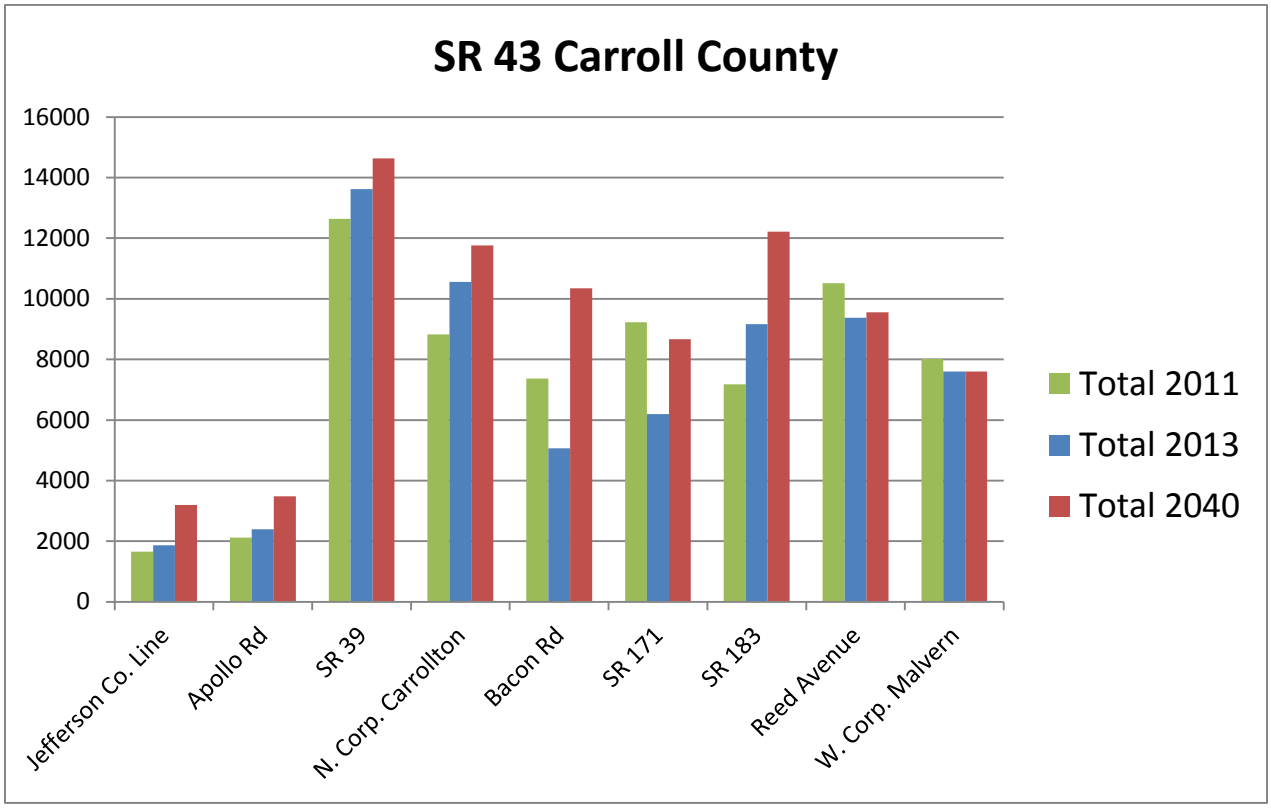


FIGURE 4-11: SR 9 CARROLL COUNTY

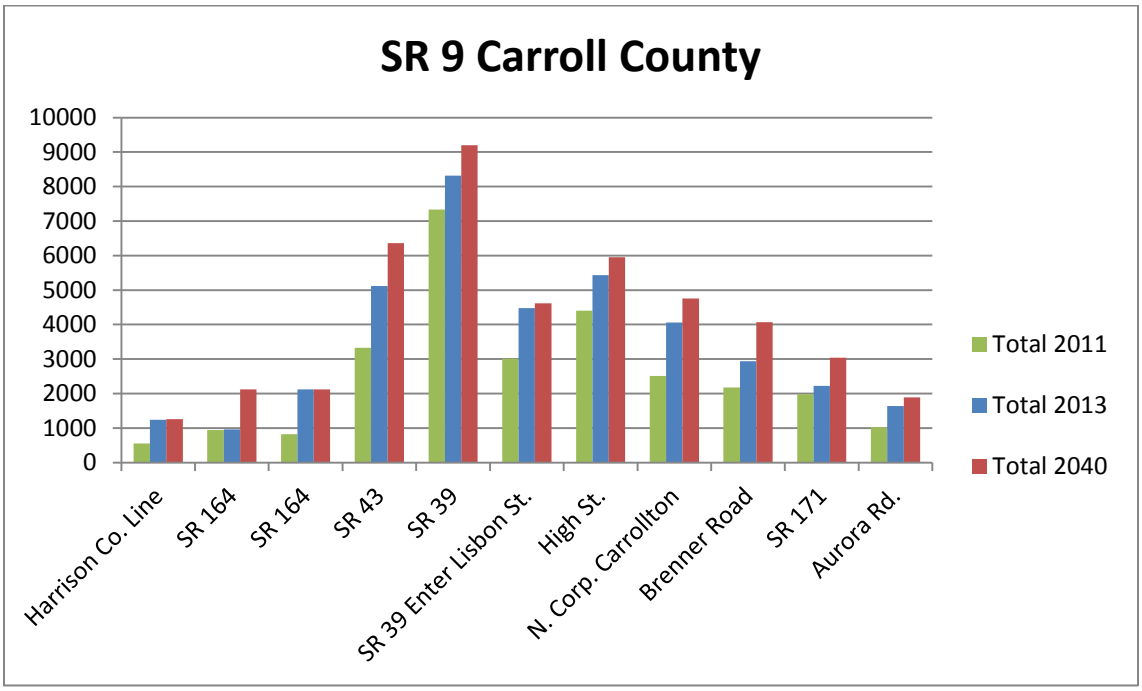
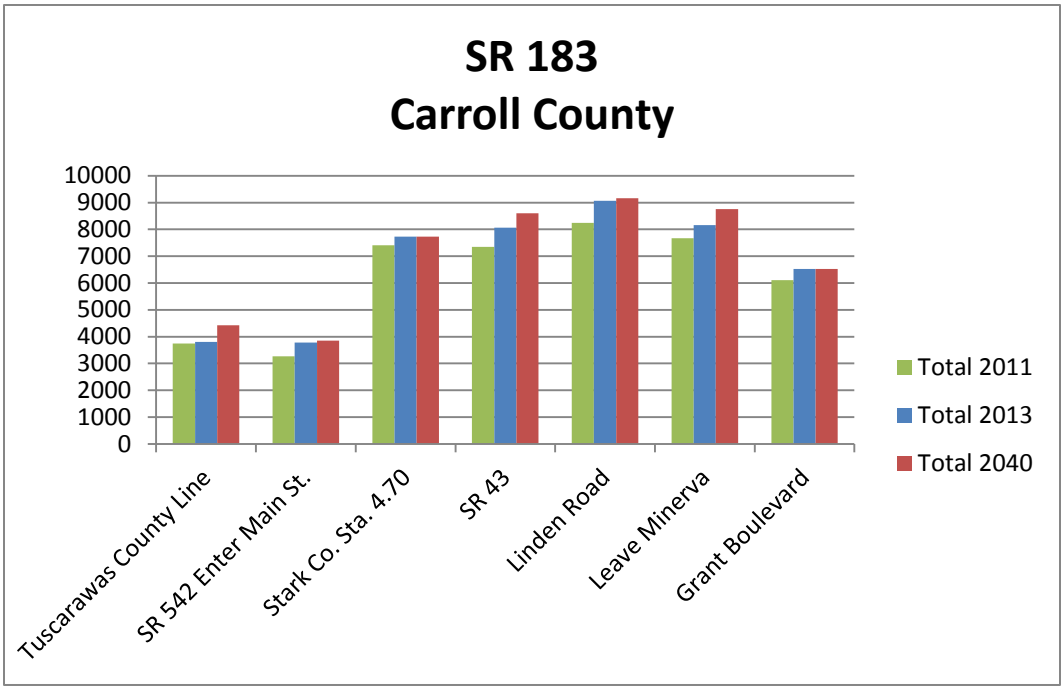


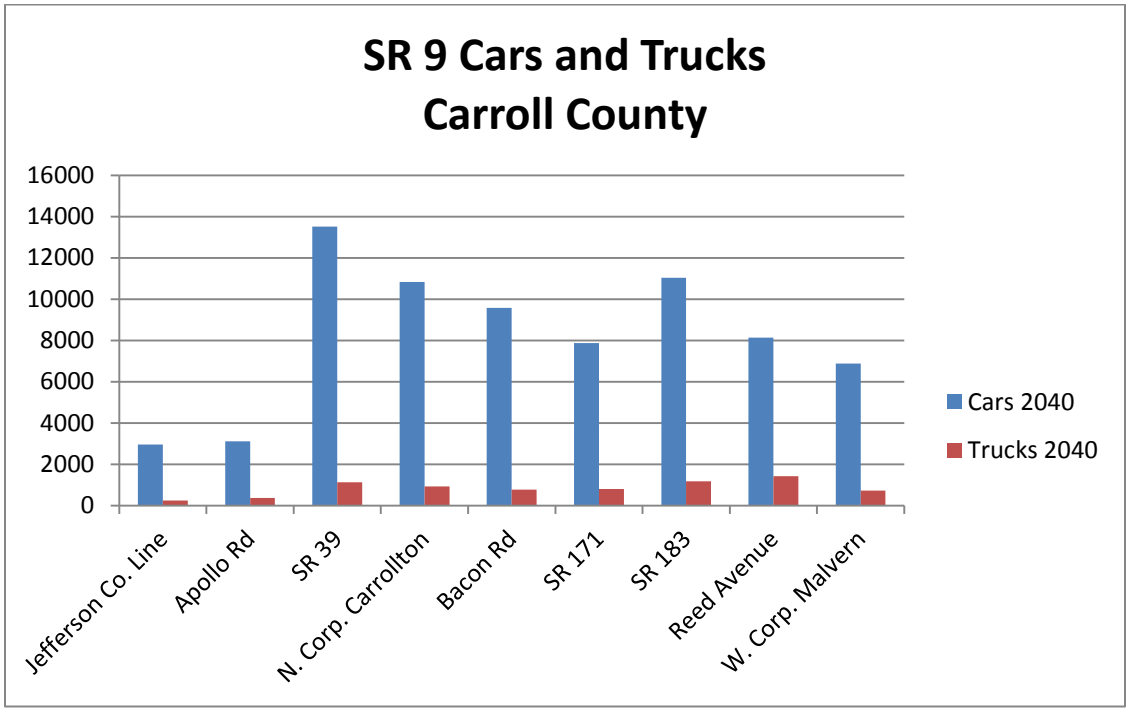
FIGURE 4-12: SR 183 CARROLL COUNTY



Despite high amounts of predicted and current shale activity within Carroll County, the 2040 projections indicate that most of the daily vehicle travel will be in cars. A comparison between the projected volume of cars and trucks in 2040 on SR 9 is shown in Figure 4-13. Since the state routes in Carroll County are all two lanes, future attention will need to be placed upon the manner in which this

projected truck growth will impact congestion and road deterioration, including the need for turn lanes at key intersections.

FIGURE 4-13: SR 9 2040 CAR AND TRUCK COMPARISONS CARROLL COUNTY



4.2.1.2 Columbiana County

Columbiana County, similarly to that of Carroll County, is projected to experience car and truck growth in different areas of the county. In recent years, the county saw an increase in truck traffic (most likely attributed to shale development), and this trend is expected to continue in 2040 in some areas. SR 518, which is expected to increase by 4% in yearly truck traffic, has the highest truck growth rate in the county. Additionally, US 30 is expected to see medium-level truck growth rates. Yearly car growth rates were expected to have medium- level growth (0.76 to 1.5%) in the central portion of the county and select roads on the eastern border. As Figures 4-14 and 4-15 illustrate, car and truck growth rates are projected to increase differently with respect to the road and geographic area of the county.

FIGURE 4-14: COLUMBIANA COUNTY CAR GROWTH PROJECTION RATE

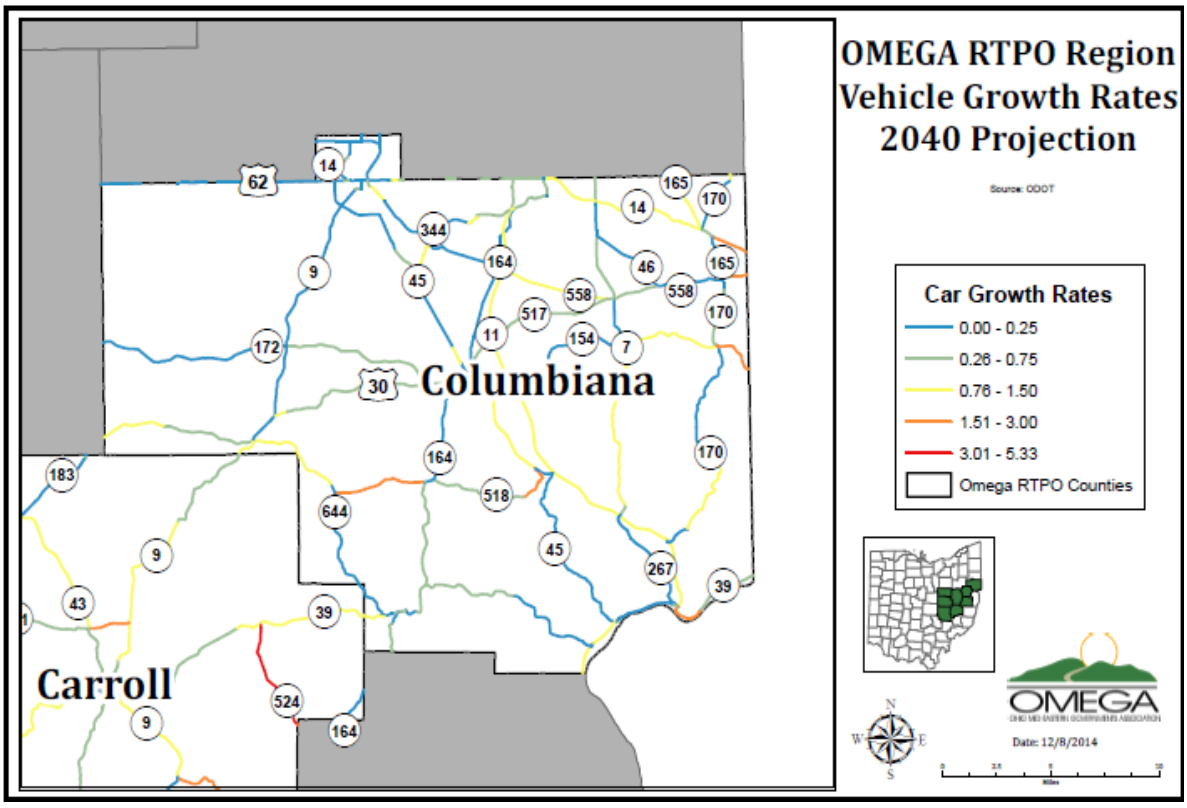
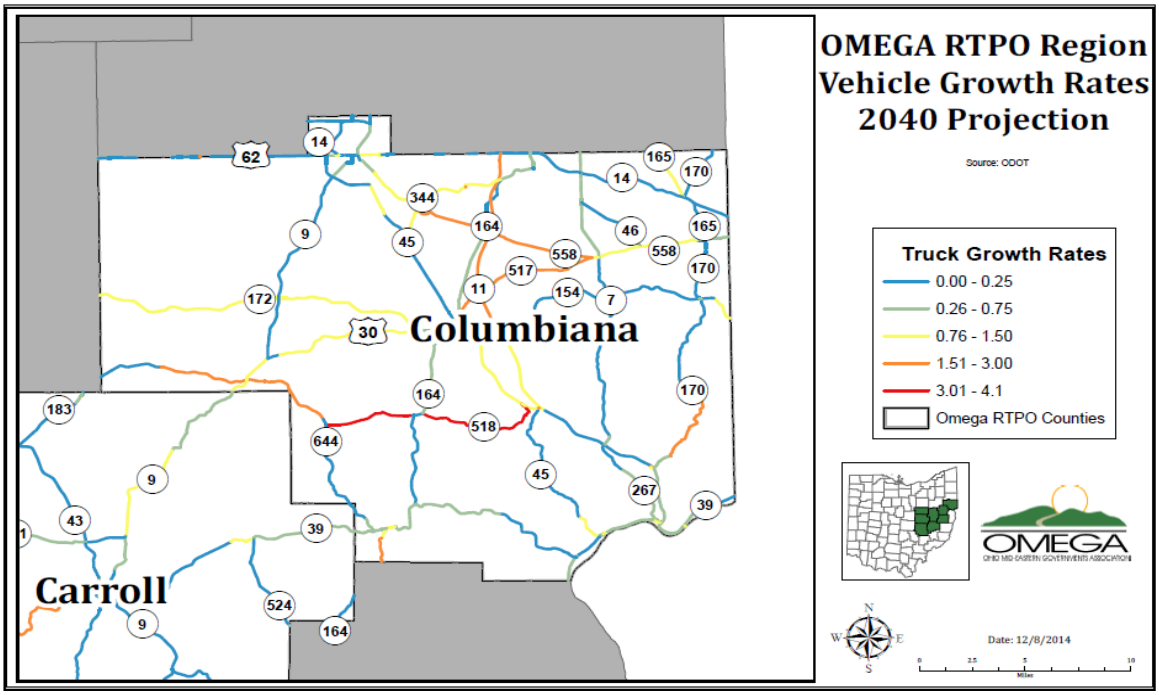


FIGURE 4-15: COLUMBIANA COUNTY TRUCK GROWTH RATE



In comparison to recent counts, Columbiana County is projected to have both increases and decreases within the daily traffic counts. US 30 and SR 7, which are designated Statewide Highway Primary Corridors and part of Ohio's Strategic Transportation System, are projected to have larger increases in traffic compared to the rest of the county. US 30, with the highest projected daily volume in the county, had much higher traffic volumes in some segments. Figure 4-16 shows that much of the total increase of volume exists on the eastern 4-lane segment of US 30. These projections support the development of the US 30 Ohio's Energy Corridor. Similar to US 30, SR 7 has high volumes on some segments but not on others, as shown in Figure 4-17. Segments of SR 7 between the Jefferson County line and SR 39 are projected to see a higher increase in traffic volume than more central segments where there is actually some decline. Future attention will be necessary for sections of roadways with high traffic volumes such as these rather than entire roadways.

FIGURE 4-16: US 30 COLUMBIANA COUNTY

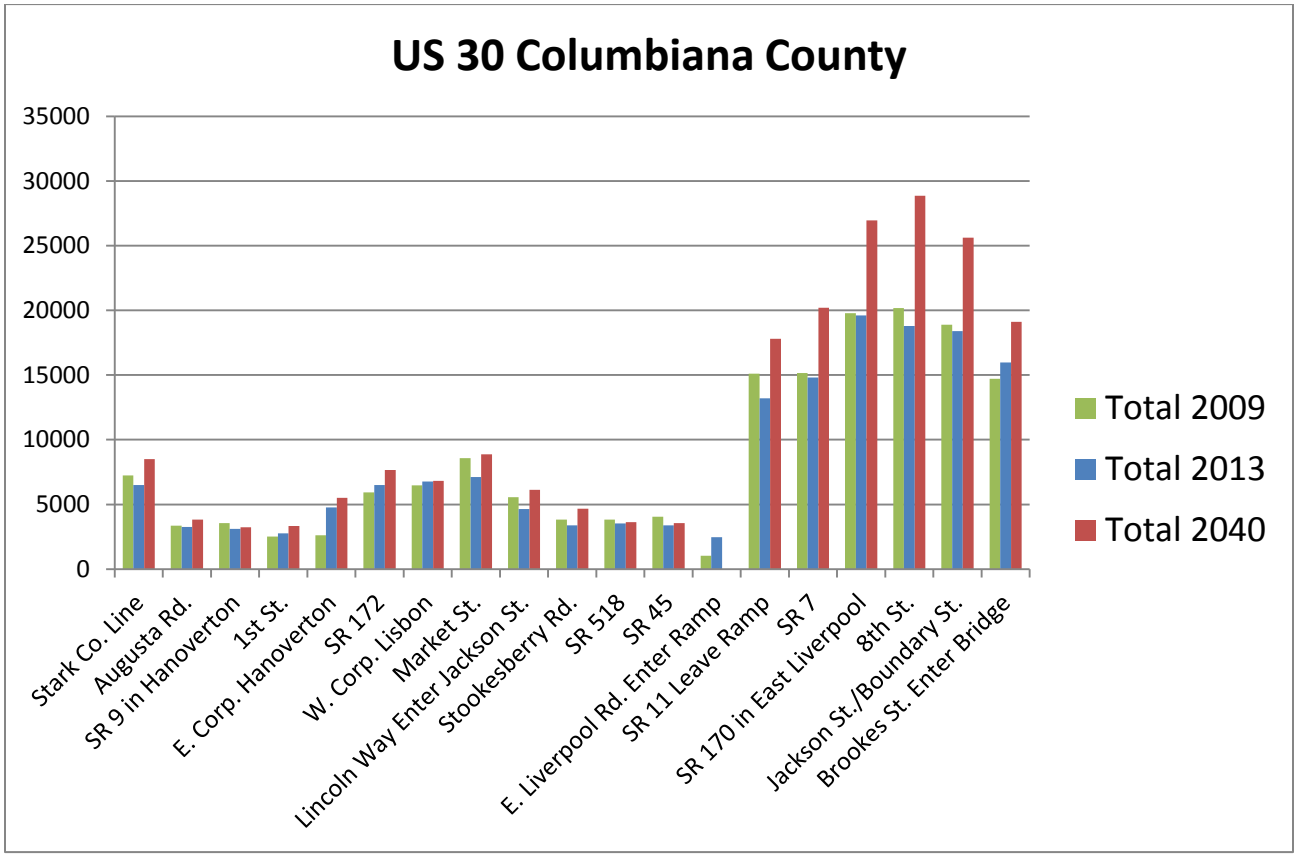
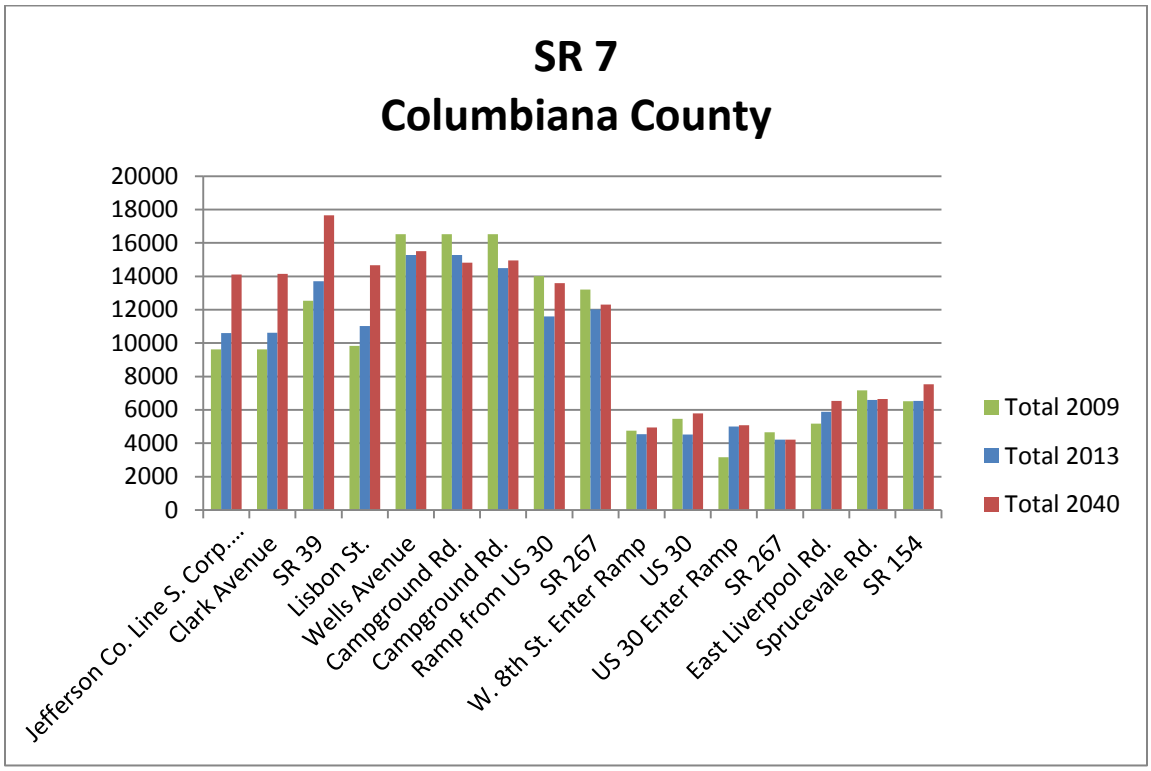
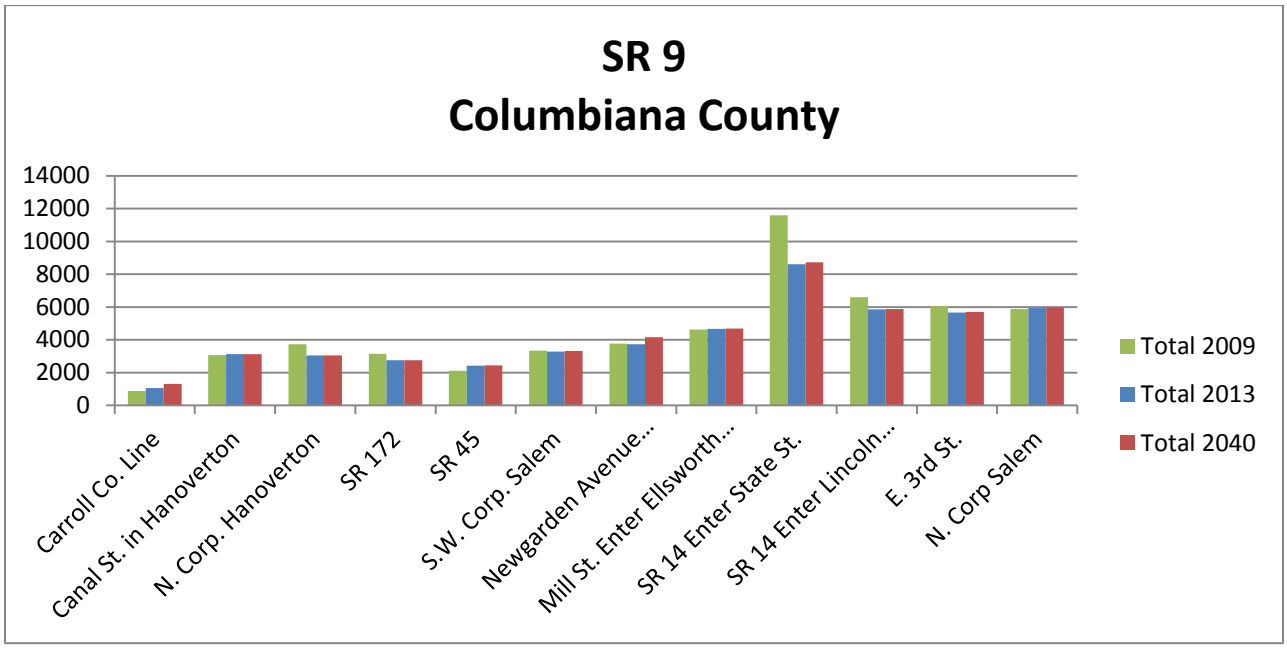


FIGURE 4-17: SR 7 COLUMBIANA COUNTY



For some roadway systems, traffic volumes are expected to decline. SR 45 and SR 9 are projected to have a decrease in total traffic volumes by 2040. Figure 4-18 illustrates the projected declines across SR 9, showing a gradual decrease along many of the segments.

FIGURE 4-18: SR 9 COLUMBIANA COUNTY



4.2.1.3 Coshocton County

As shown in Figure 4-19, Coshocton County is expected to see a rise in car growth rates in many parts of the county for 2040. SR 643, which has a projected yearly car growth rate of 3%, has the highest projected growth rate in the county. SR 751 and SR 206 also have medium-high yearly growth rates. Higher projected growth is occurring on two-lane state routes rather than on US 36, which is 4 lanes in the central-eastern portion of the county. Interestingly, these high-growth segments are projected to be outside of incorporated areas. In contrast, the yearly truck growth rates are expected to increase only on segments of SR 206, SR 715, and SR 541. Most of these roadways have segments, rather than entire roads, with medium-high growth (1.51-3.00%). Notably, SR 206 is projected to have medium-high growth in both car and truck rates.

FIGURE 4-19: COSHOCTON COUNTY CAR GROWTH RATE 2040 PROJECTIONS

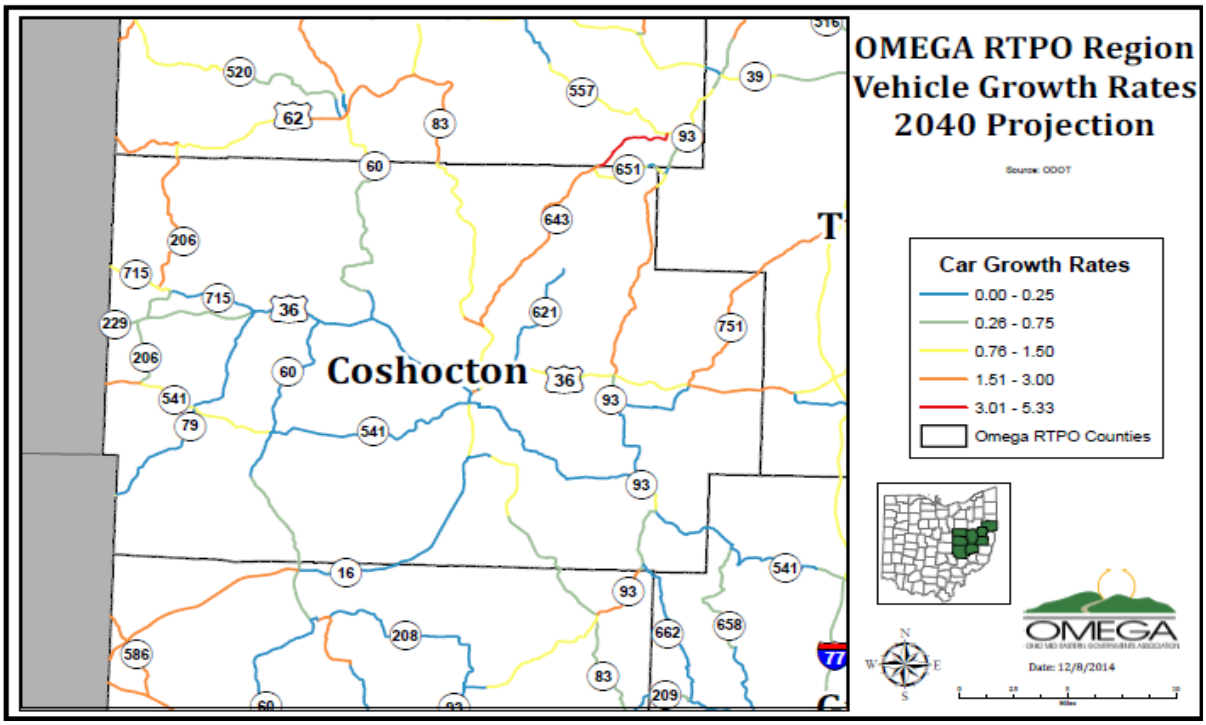
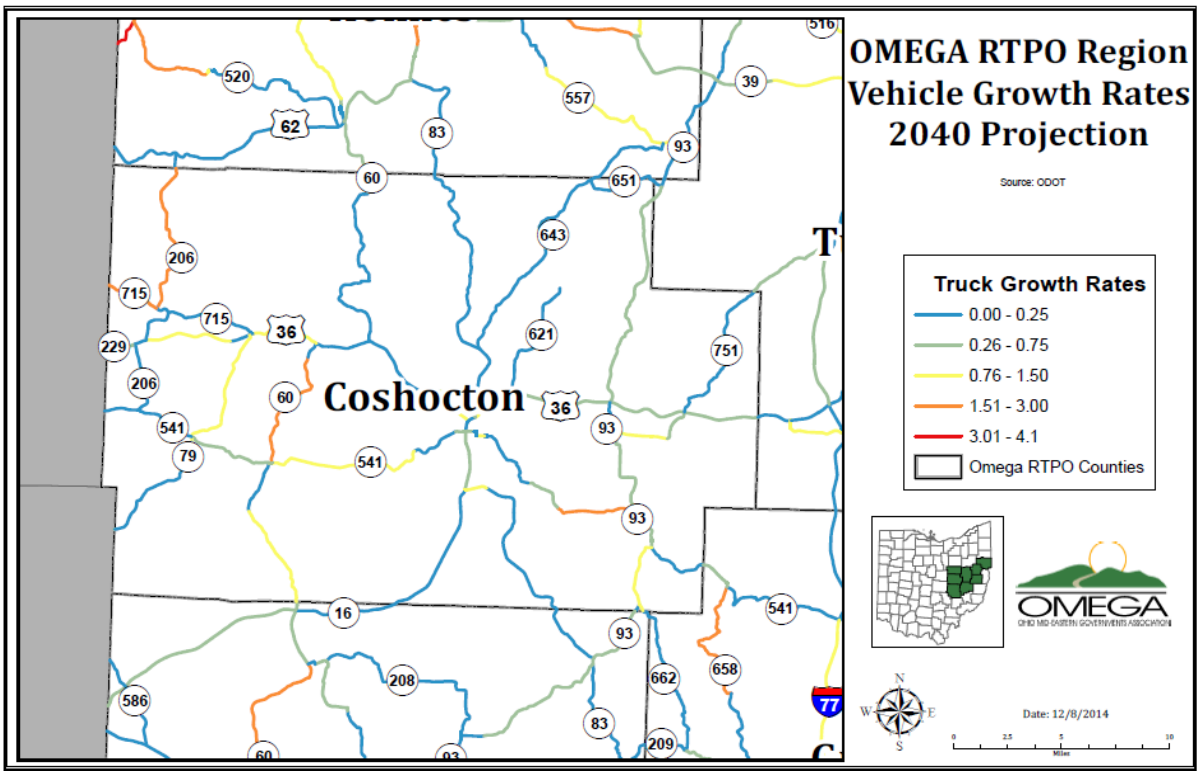
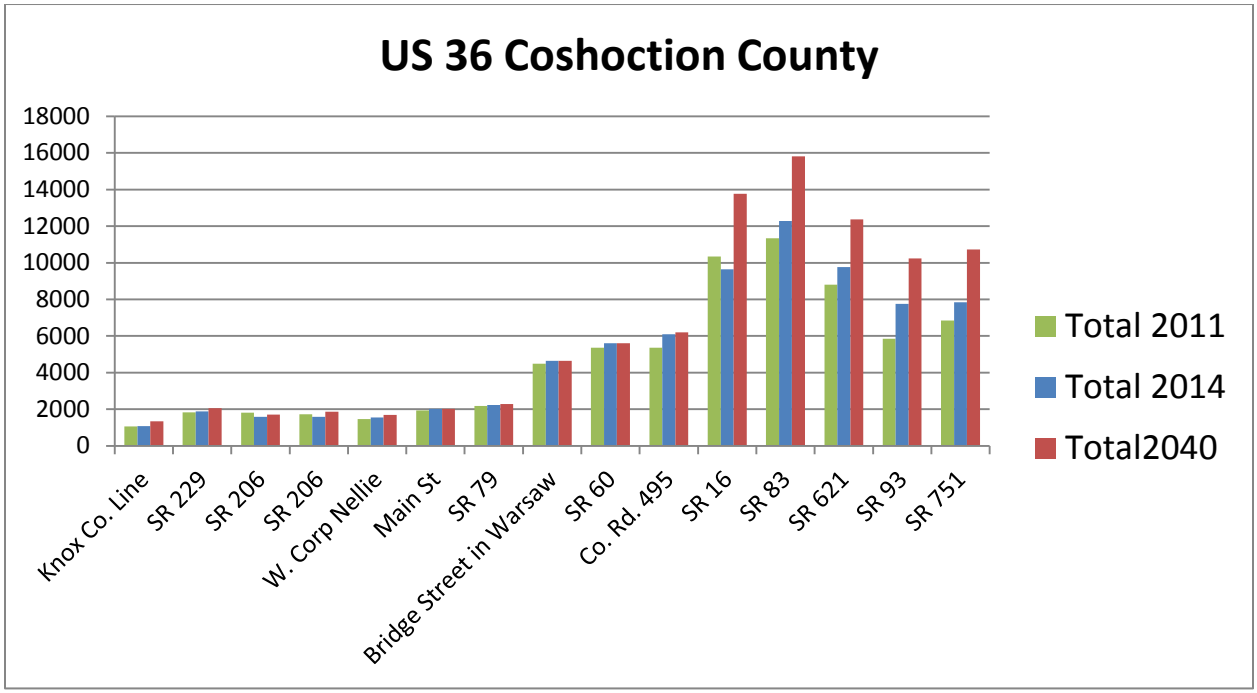


FIGURE 4-20: COSHOCTON COUNTY TRUCK GROWTH RATE 2040 PROJECTIONS



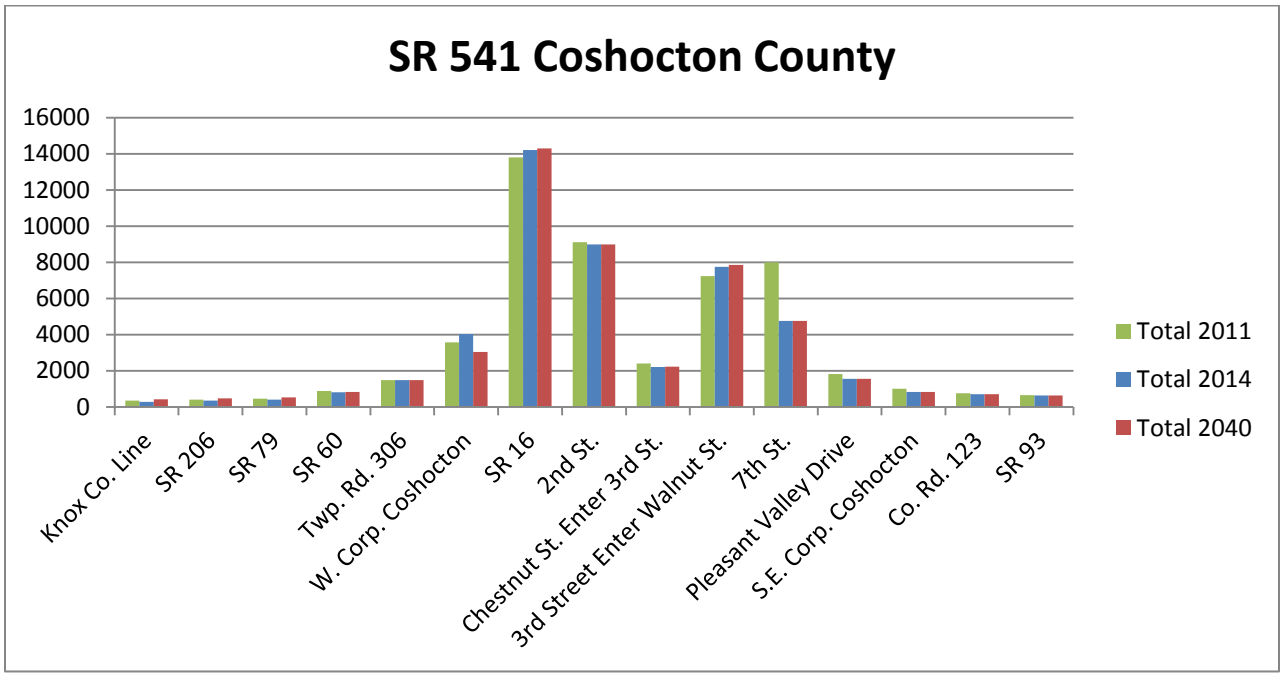
With regards to volume, the majority of the roadways are expected to see an increase in volume in 2040. As shown in Figures 4-19, 4-20, and 4-21, US 36 is projected to continue to have high vehicle segment volumes when compared to the rest of the roadways within the county. Additionally, most of the segments of US 36 with a growth of total daily volume are east of the City of Coshocton. SR 16, SR 83, and SR 93 are also expected to have traffic volume increases.

FIGURE 4-21: US 36 COSHOCTON COUNTY



Four roadways were projected to have a total vehicle volume decline: SR 79, SR 541, SR 621, and SR 715. As shown in Figure 4-22, a few segments along SR 541 are projected to have lower traffic volumes by 2040. This loss is mainly within car volumes; in contrast, truck volumes in SR 541 were actually expected to increase from the year 2011, but would not offset the car vehicle loss within the total volume decline or are projected to remain at 2014 levels.

FIGURE 4-22: SR 541 COSHOCTON COUNTY



4.2.1.4 Guernsey County

With two interstate highways, two US routes, and extensive shale development, Guernsey County has several high yearly car and truck growth roadway rates of interest. With regards to car growth rates, I-70 is expected to have medium-high growth rate (around 2 %) across the county. I-77 is projected to have car growth rates between 0.47% and 0.91% among its sections, indicating that some growth is still expected to occur. Both SR 660 and SR 761 are projected to have medium-high growth rates. Based on the data in Figure 4-23, much of the projected car growth is expected to occur on Interstate 70.

High and medium-high yearly truck growth rates are expected to occur on state routes rather than interstates, with the exception of the I-70 segment that enters Muskingum County. SR 209 is projected to have a high truck growth rate of 3.45%, which is significant since the growth begins to slow at the city limits of Cambridge. Similarly, SR 285 has a high truck growth rate of 3.1% north of the village of Old Washington. SR 285 is a windy and technically hilly road, and officials have voiced their concerns regarding safety issues within that stretch of roadway. Additionally, sections of US 22 and SR 658 also have medium-high growth rates. Figure 4-24 illustrates these relationships. These high truck growth rates will need to be considered in the future when addressing congestion and safety concerns within Cambridge and north of Old Washington.

FIGURE 4-23: GUERNSEY COUNTY CAR GROWTH RATE PROJECTIONS

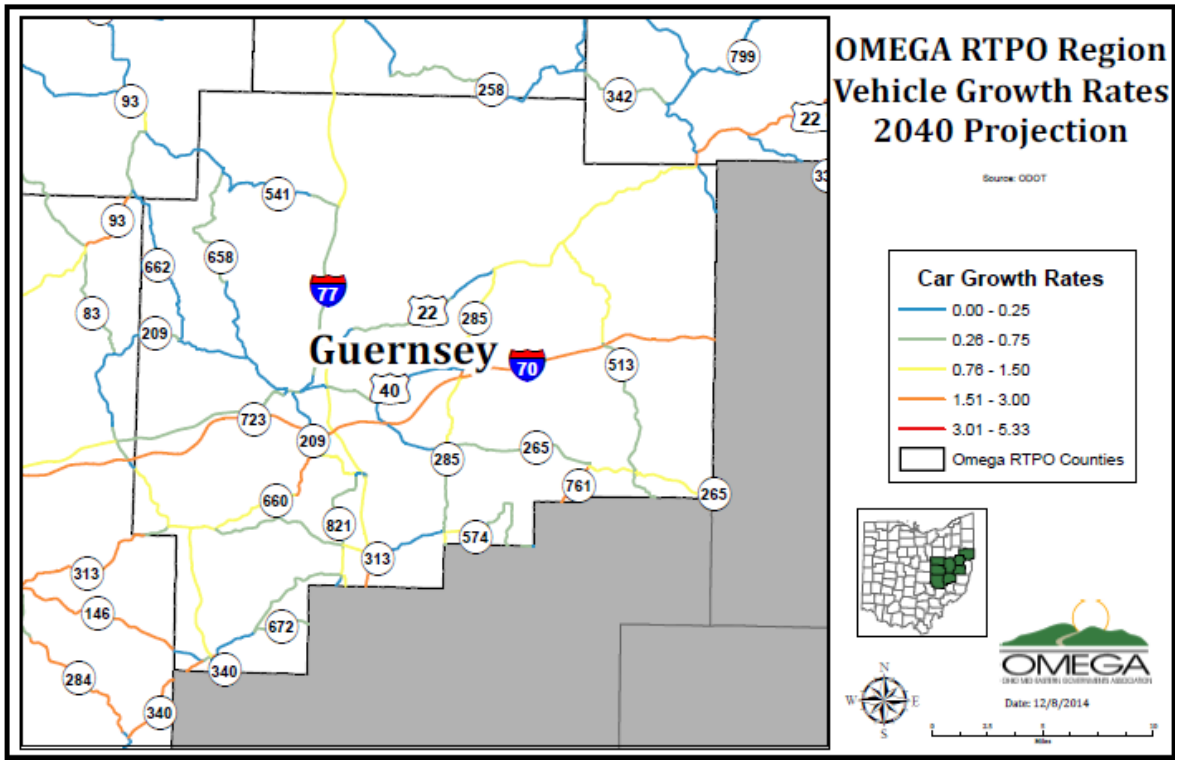
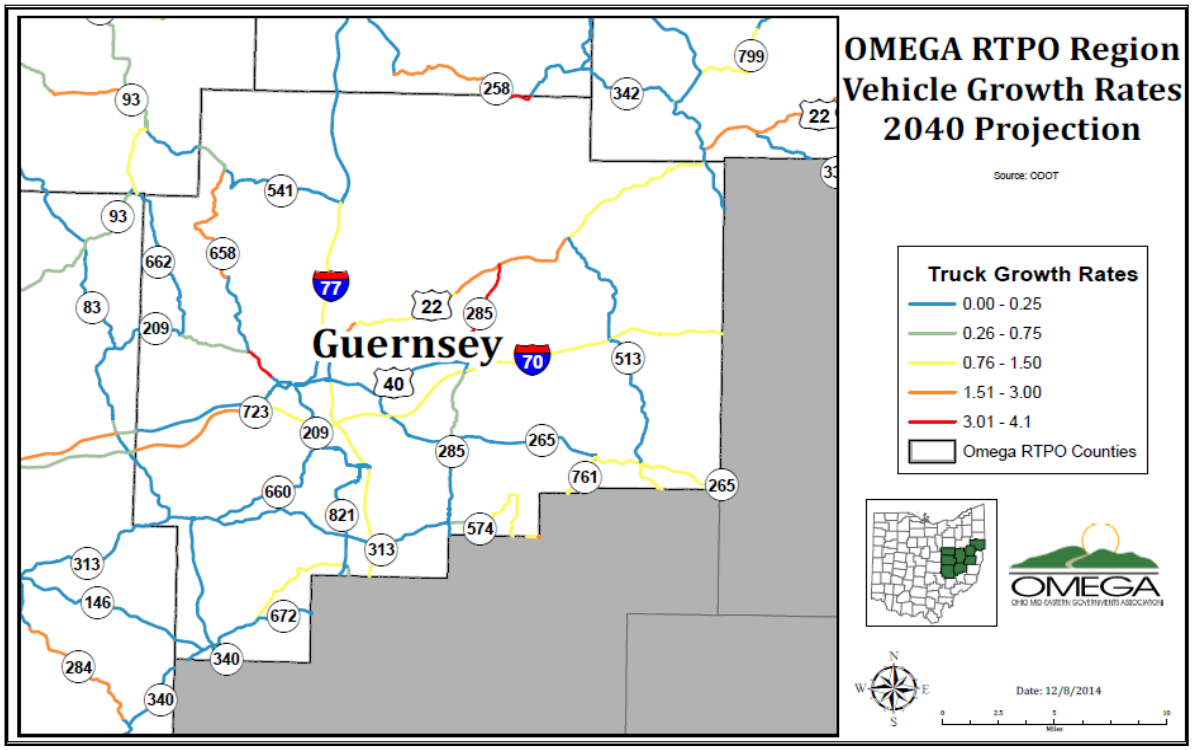


FIGURE 4-24: GUERNSEY COUNTY TRUCK GROWTH RATE PROJECTIONS



As expected, I-70, a national highway corridor that is part of Ohio's Strategic Transportation System has the highest ADT in Guernsey County. By 2040, over 50,000 vehicles per day will travel I-70 between the Muskingum County Line and SR 209 as shown in Figure 4-25. As shown in Figure 4-26, truck volumes along I-70 are projected to exceed 15,000 vehicles per day by 2040. For these reasons, it is not only critical to the region, but also to the state and nation that capacity and congestion issues along this corridor be addressed.

FIGURE 4-25: INTERSTATE 70 GUERNSEY COUNTY

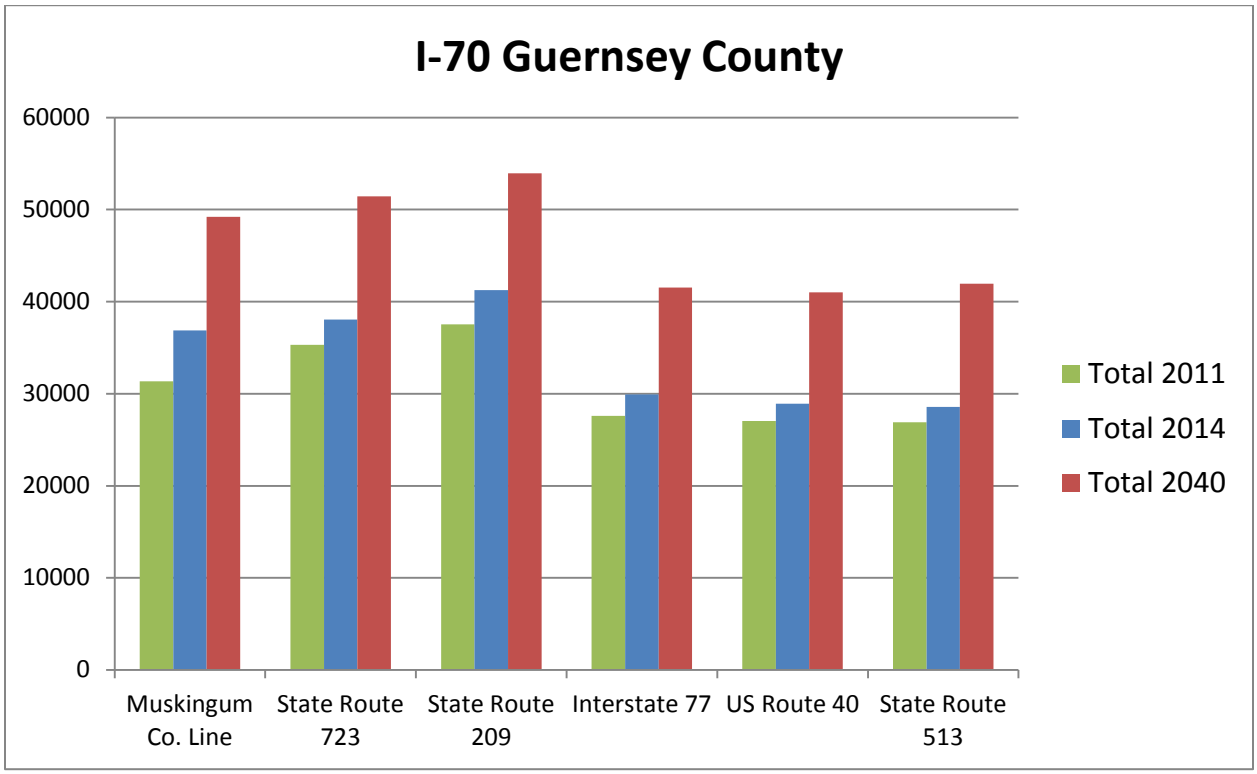
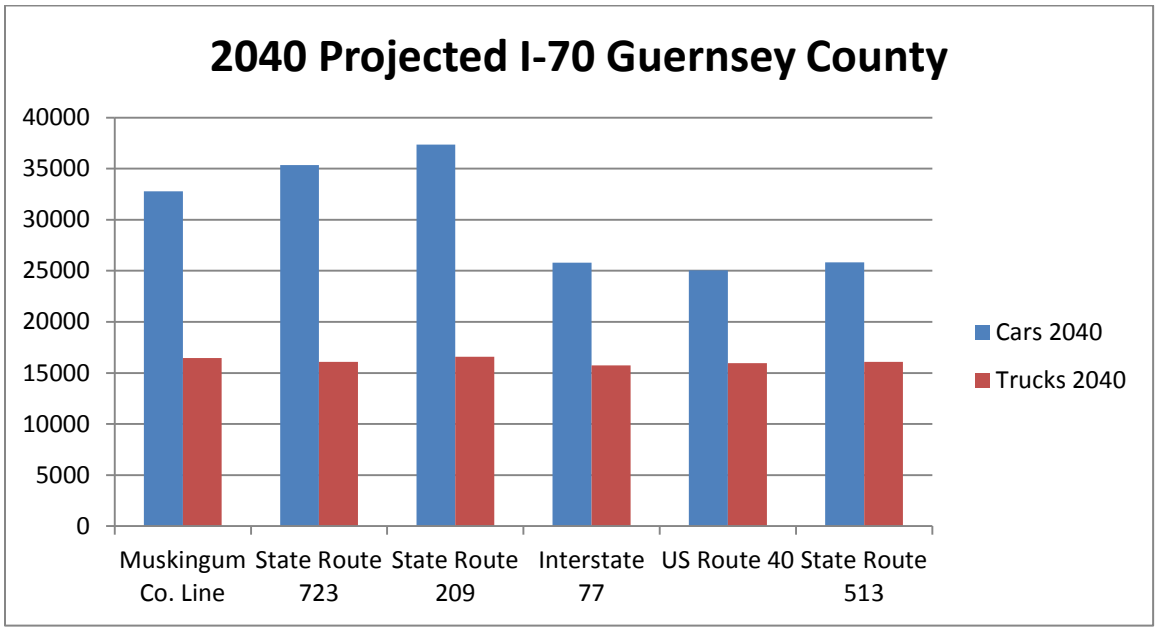
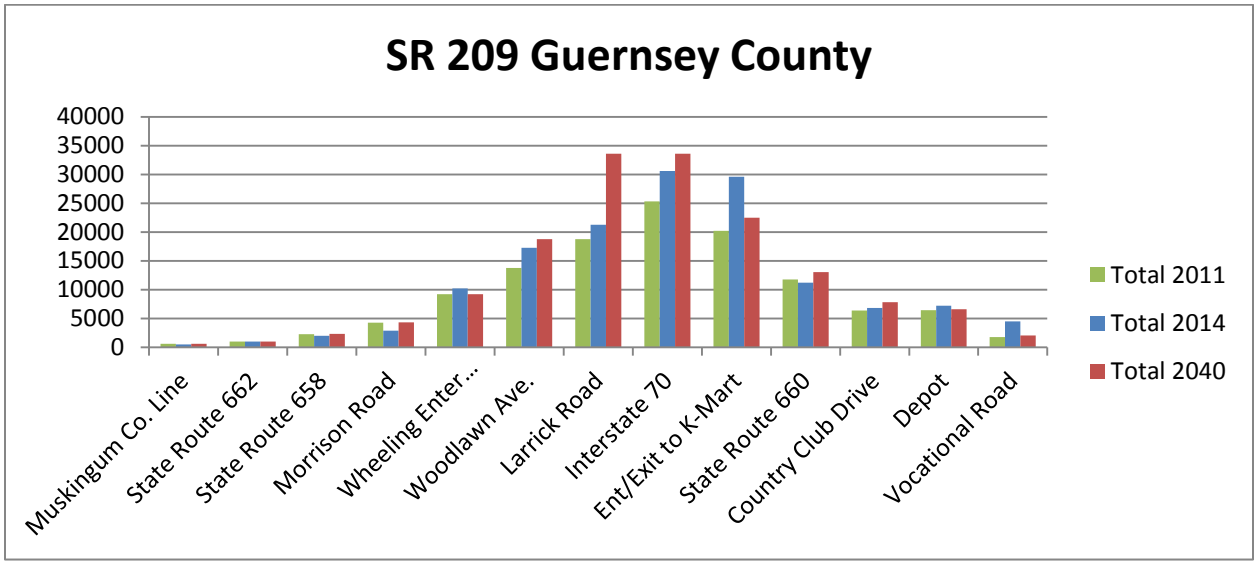


FIGURE 4-26: 2040 PROJECTION INTERSTATE 70 GUERNSEY COUNTY



In general, the current and projected ADTs for state routes within Guernsey County are less than 5,000 vehicles per day. The exception to this trend is SR 209 (see Figure 4-27) which has segments within the City of Cambridge that are projected to exceed 30,000 vehicles per day. Access management will be a key component to minimize congestion along these segments of SR 209.

FIGURE 4-27: SR 209 GUERNSEY COUNTY



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4.2.1.5 Harrison County

In Harrison County, the highest yearly car growth rates are expected to occur along US 22 and US 250. US 22 is projected to have a medium-high car growth rate of 1.54 to 2% throughout the county. From the Village of Cadiz to its intersection with SR 646, US 250 is projected to have a car growth rate of 1.72%. Many of the state routes within Harrison County are projected to have medium yearly car growth rates, as shown in Figure 4-28.

Despite its current and future shale development activity, Harrison County is only projected to have high yearly truck growth rates on SR 519. SR 519 is expected to have a truck growth rate of 3.37%, which is significantly higher than any projected car or truck growth rate within the county. For the remaining state routes, minimal growth is projected. Figure 4-29 shows these rates and relationships within the county's borders. Truck growth rates will need to be monitored during future shale activity as well, as they will likely be higher than the projected amount in 2040.

FIGURE 4-28: HARRISON COUNTY CAR GROWTH RATE PROJECTIONS

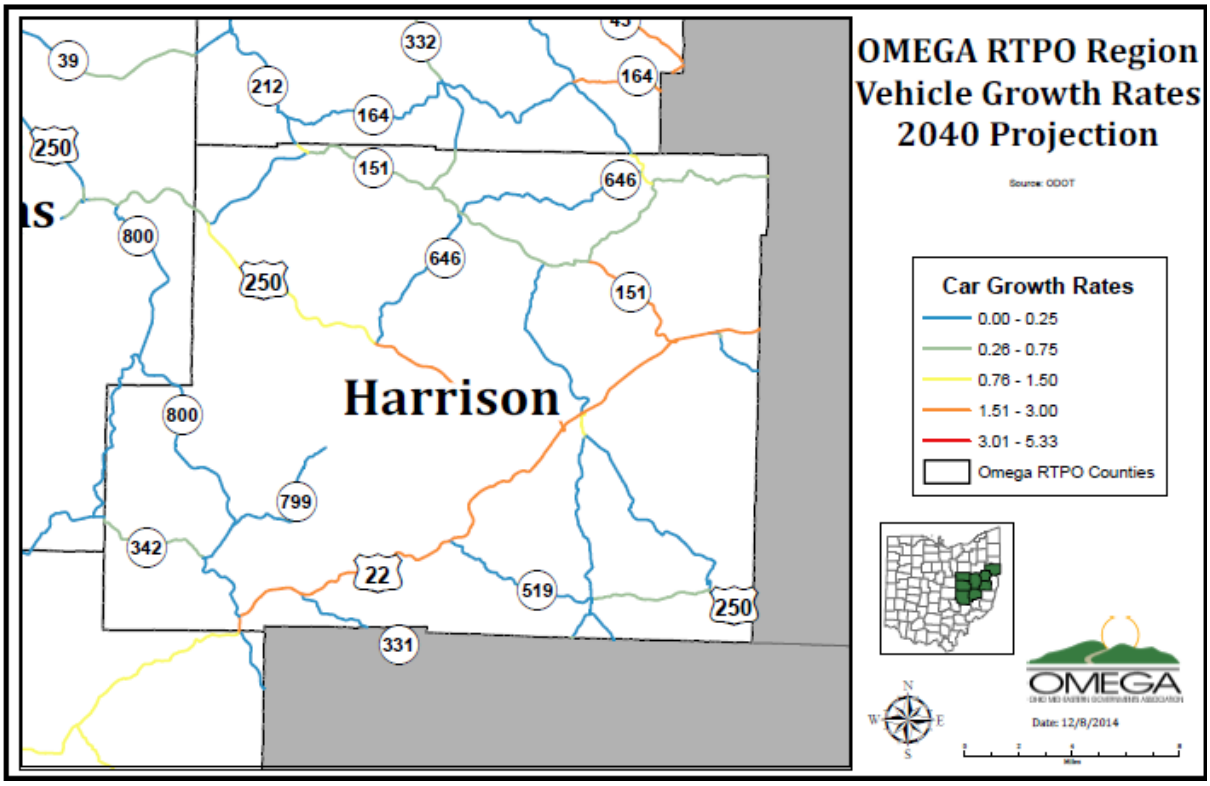
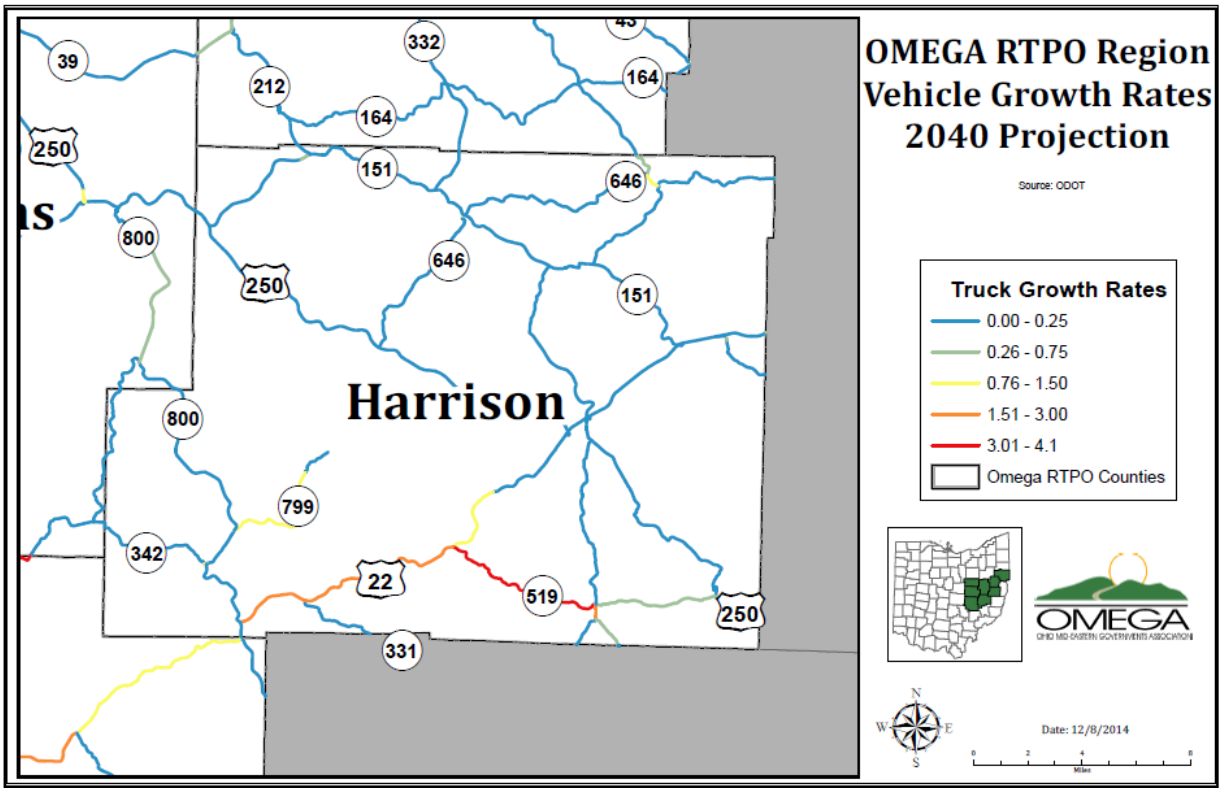


FIGURE 4-29: HARRISON COUNTY TRUCK GROWTH RATE PROJECTIONS



US 22 is expected to have the highest increase in ADT in the county and is projected to have total daily vehicle volumes above 10,000 for several of its segments. As shown in Figure 4-30, US 22 volumes will be much higher towards the eastern portion of the county near the Jefferson County line.

SR 9 and SR 151 are also heavily traveled in Harrison County. From the data in Figure 4-31, SR 151 is projected to have increases in every segment, primarily due to increases in car volumes.

FIGURE 4-30: US 22 HARRISON COUNTY

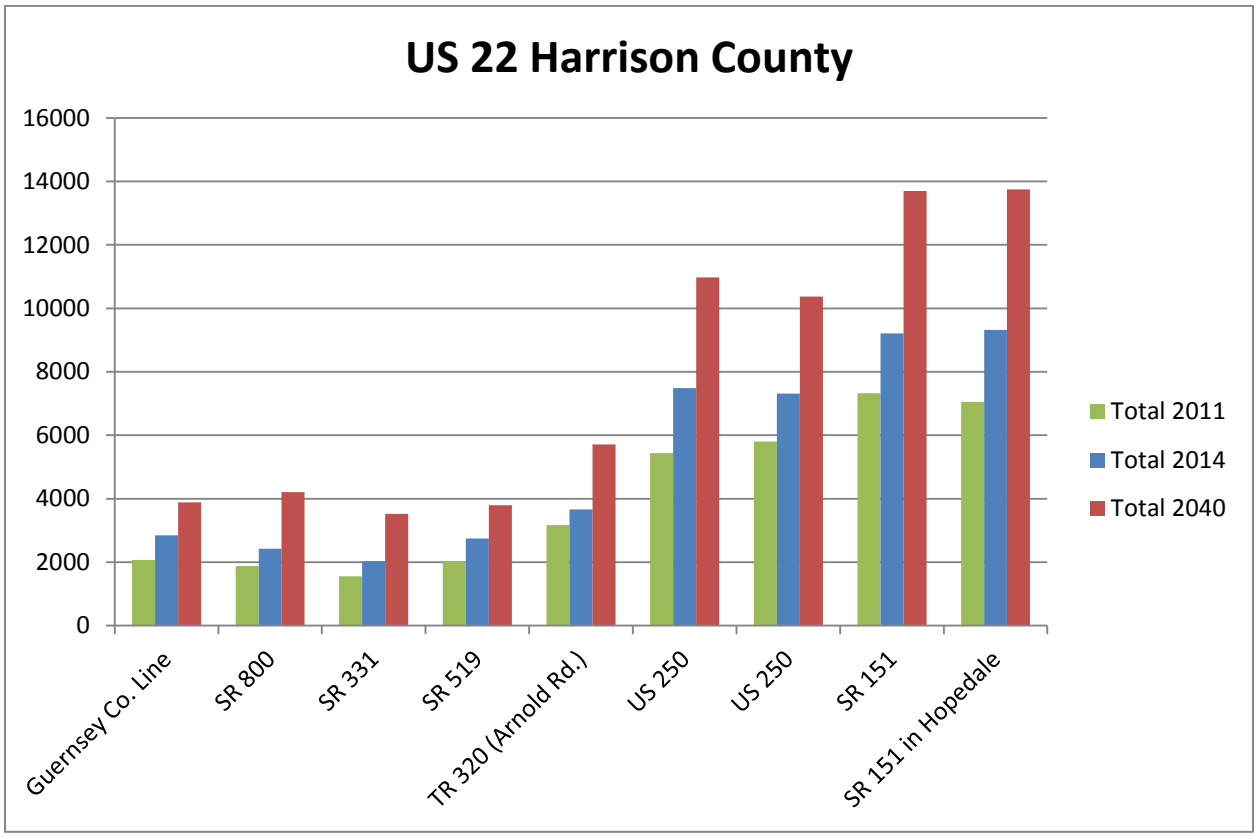
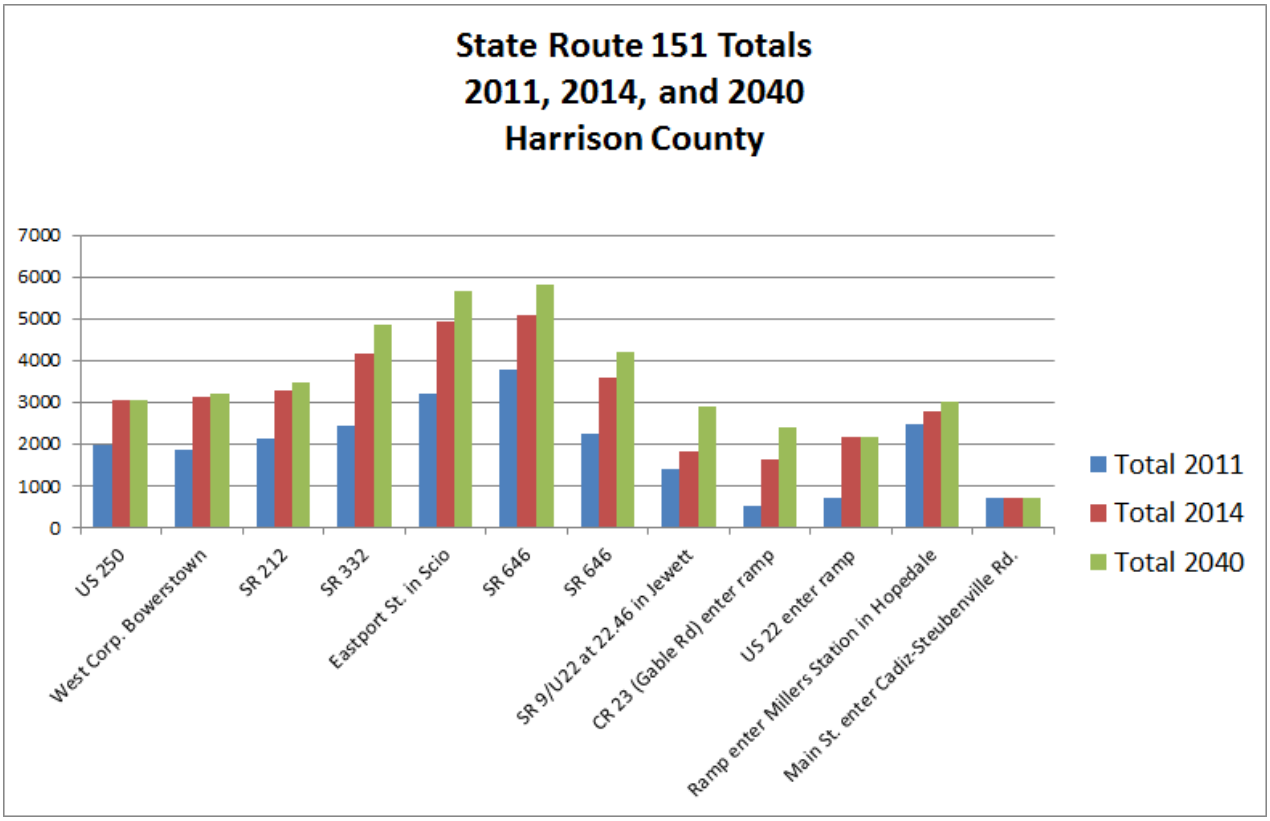


FIGURE 4-31: SR 151 HARRISON COUNTY



4.2.1.6 Holmes County

Holmes County has a mix of both low and high vehicle growth rates within its road systems. Unlike most of the counties with the RTPO region, Holmes County has very minimal shale activity but much higher tourism rates. Holmes County consistently has the lowest unemployment rate in the RTPO region and the unemployment rate is typically lower than state and national levels. As shown in Figure 4-32, the 2040 projection points to several areas of interest with regards to yearly car growth rates. SR 643 is projected to have the highest car growth rate within the county at 4.1%. Car growth rates along the US 62 and many of the state routes are projected to increase in 2040 as well.

Truck growth rates are not as high in many of the roadways but a few state routes within the county that are expected to have significant truck growth, as shown in Figure 4-33. SR 514 is expected to have a high truck growth rate of 3.02% within the segment beginning at Knox County line to SR 520, then remaining at 2% for the majority of the roadway. Similarly, both SR 520 and SR 754 are expected to have medium-high truck growth rates as well.

FIGURE 4-32: HOLMES COUNTY CAR GROWTH RATE PROJECTIONS

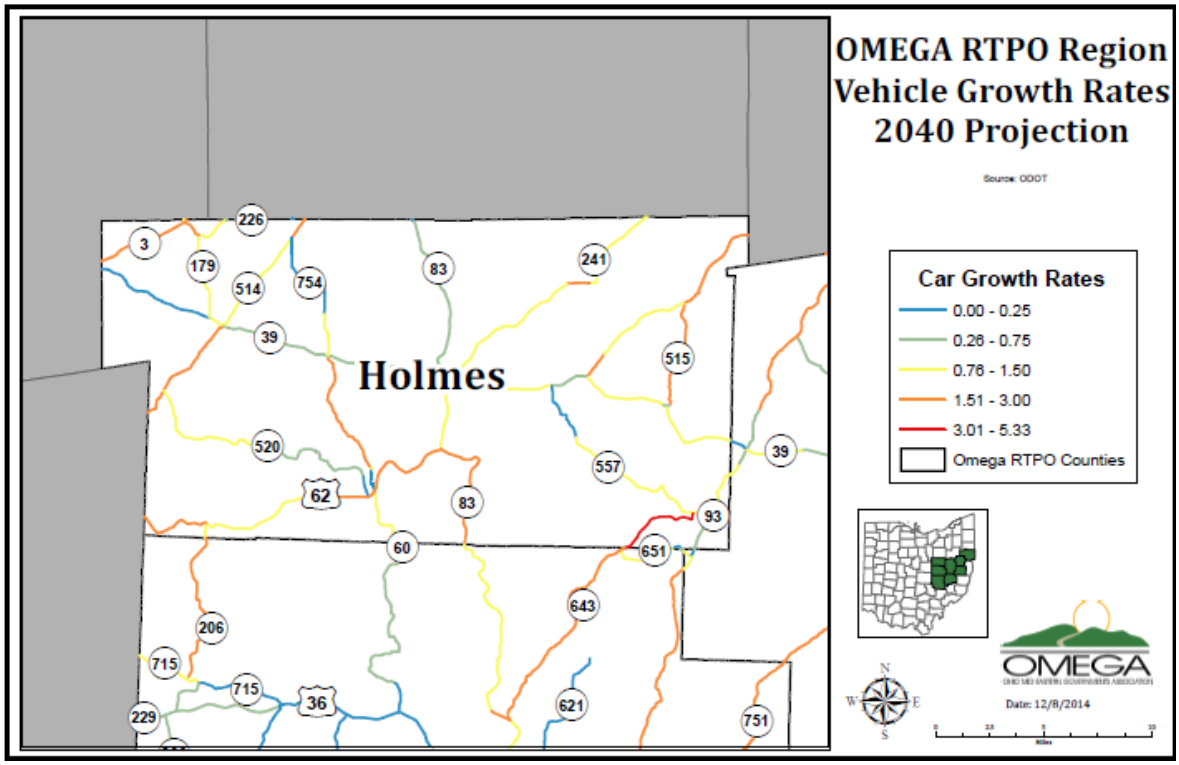
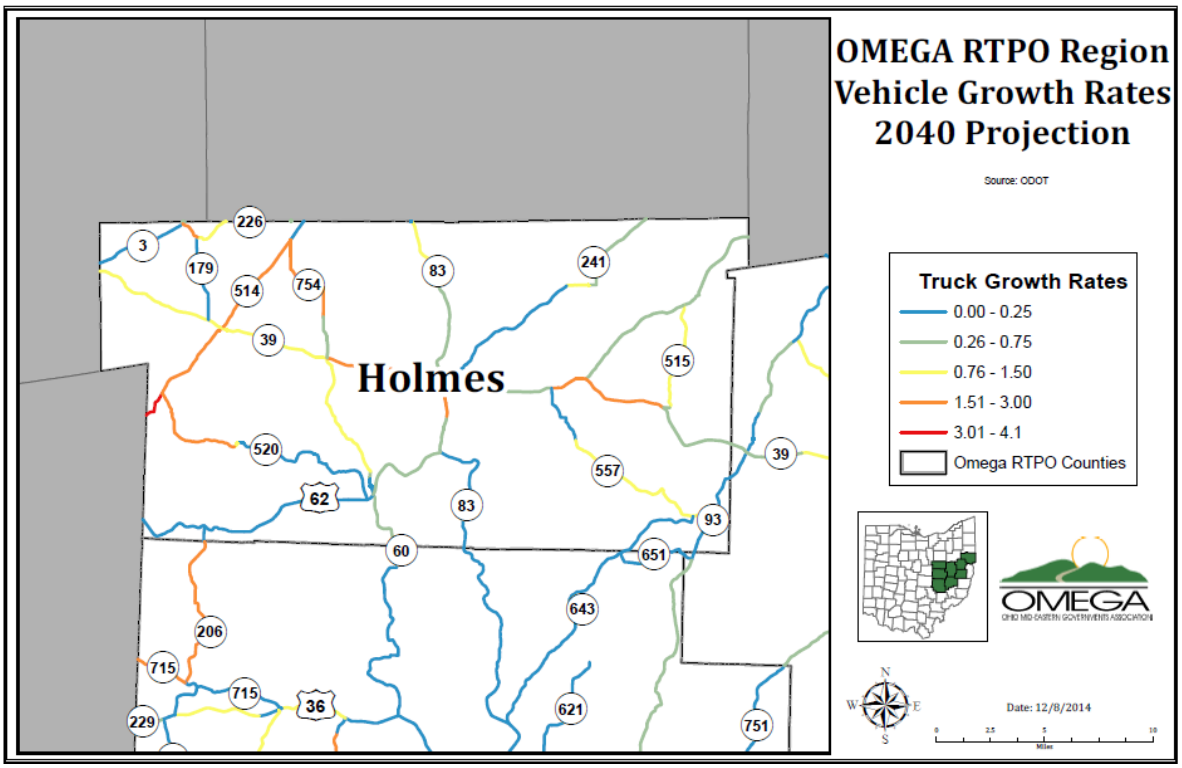


FIGURE 4-33: HOLMES COUNTY TRUCK GROWTH RATE PROJECTIONS



As shown in Figure 4-34, US 62 will have the most significant total traffic volume increase in Holmes County especially within the Village of Millersburg. Other state routes with high traffic volumes include SR 39 and SR 83, which also intersect the village of Millersburg. This trend for SR 39 is shown in Figure 4-35.

Additionally, there are no declines in traffic volume in the roadway systems of this county; every road system is projected to increase. With a growing rural population, Holmes County is expected to have some level of growth in traffic volumes across all of its roadway systems, especially those within Millersburg, Berlin, and the western section of the county.

FIGURE 4-34: US 62 HOLMES COUNTY

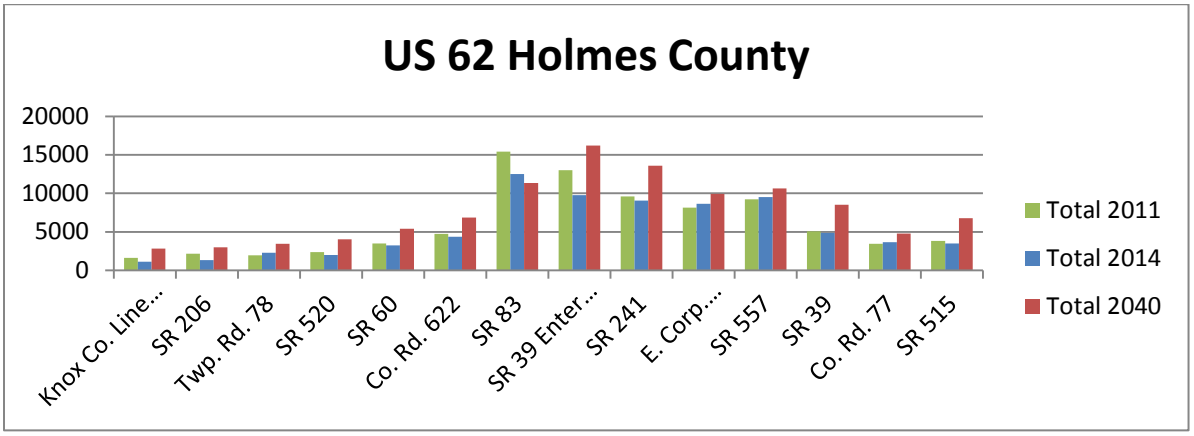
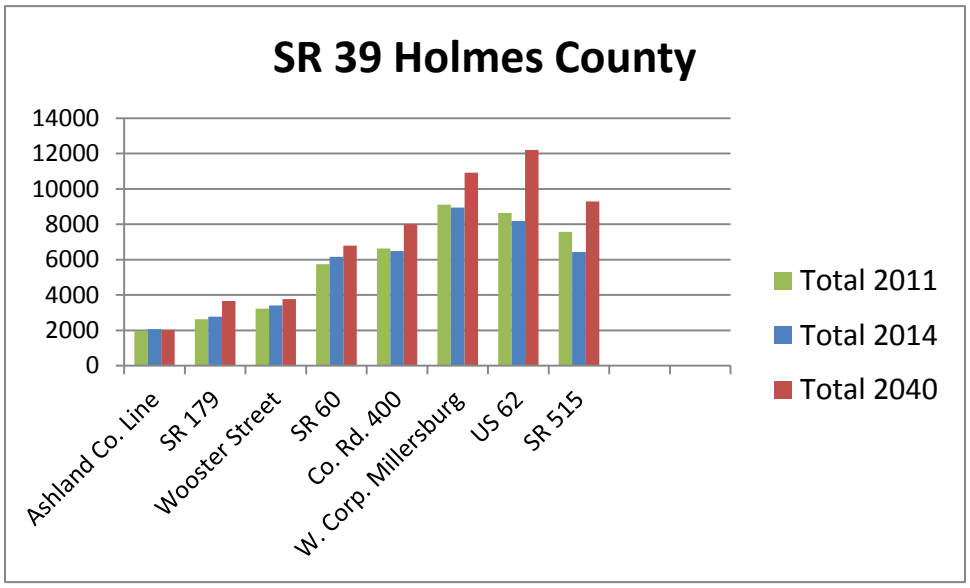


FIGURE 4-35: SR 39 HOLMES COUNTY



4.2.1.7 Muskingum County

With a mix of interstate, US routes, and state routes, Muskingum County has a wide range of vehicle growth rates across its systems. Zanesville, the largest city within the RTPO region, also has several traffic networks with high growth rates in and around its limits. With regards to yearly car growth rates, I-70 has medium-high growth rates from the Guernsey County border and into the city of Zanesville. Several state routes have segments with medium-high growth rates as well, such as SR 146, SR 313, and SR 586. As shown in Figure 4-36, Muskingum County has several roadway segments with minimal or flat car growth rates.

Yearly truck growth rates also vary within the county, but there are fewer high and medium-high growth segments than exist in the car growth data. However, a segment of US 22 outside of Zanesville is projected to have a truck growth rate of 3.79%, which is a higher growth rate than any segment within the county. Most of the medium-high growth rate segments include SR 284 (1.67%), segments of I-70 (ranging from 1.7 to 3.00%), and SR 60 (2.27%). These areas are illustrated in the Figure 4-37.

FIGURE 4-36: MUSKINGUM COUNTY CAR GROWTH RATE PROJECTIONS

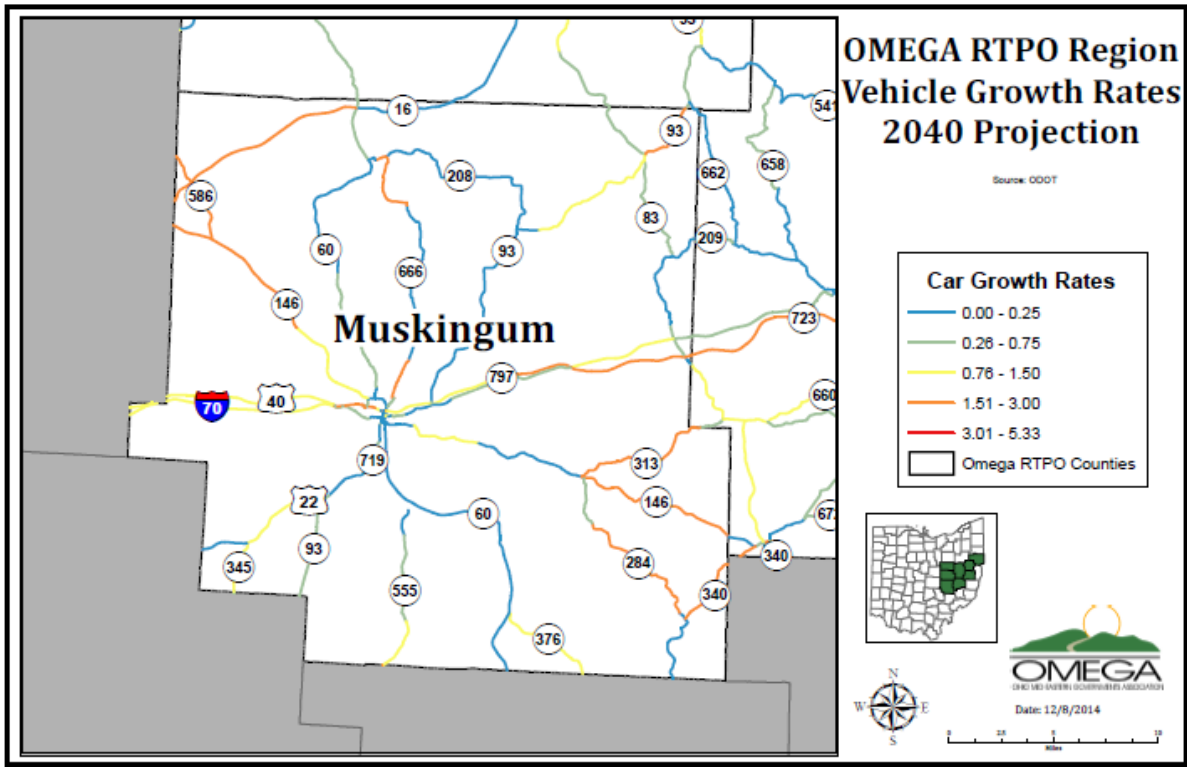
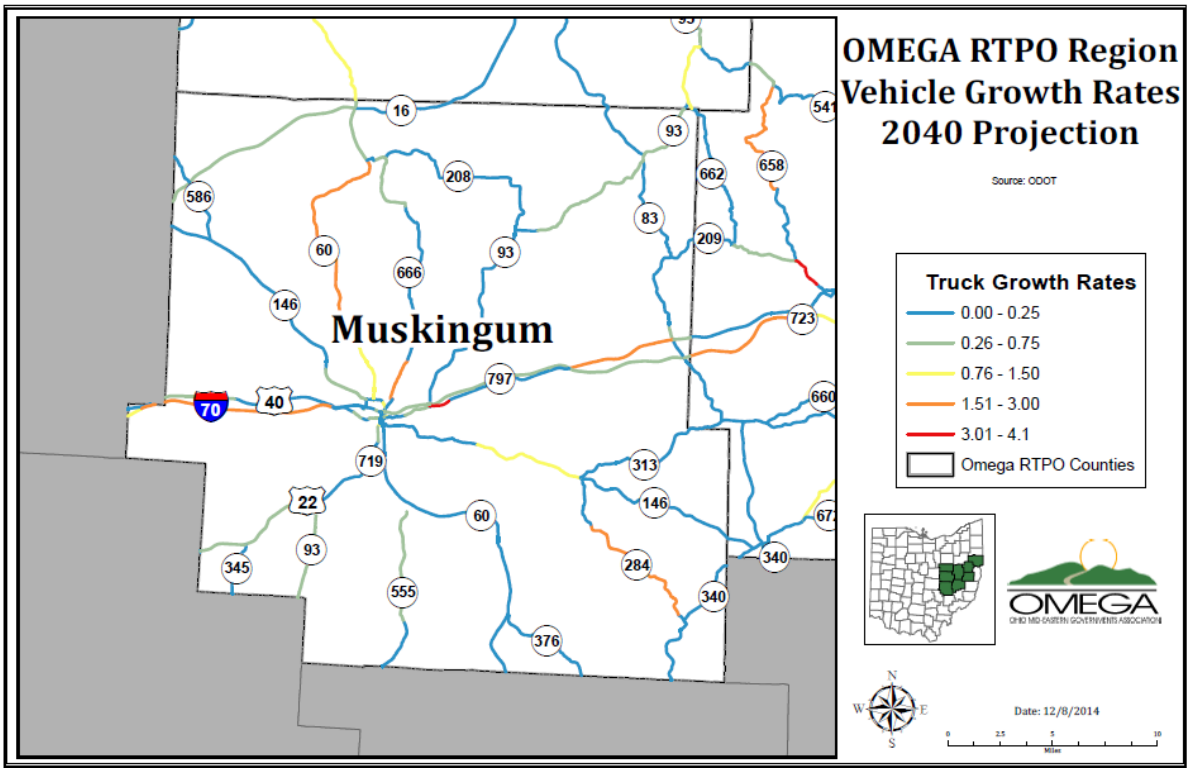


FIGURE 4-37: MUSKINGUM COUNTY TRUCK GROWTH RATE PROJECTIONS



As shown in Figure 4-38, I-70, a national highway corridor, has the highest projected traffic volumes in the county with segments ranging from 40,000 to over 70,000 vehicles per day. SR 60, with a higher projected volume than both US 22 and US 40, had mixed growth among its route segments, but was still projected to have overall total growth. This trend is illustrated in Figure 4-39. A similar segment pattern was projected for US 22, which is depicted in Figure 4-40. This will mean that higher levels of deterioration and congestion will continue to occur within the county, especially in the urban area of Zanesville.

FIGURE 4-38: INTERSTATE 70 MUSKINGUM COUNTY

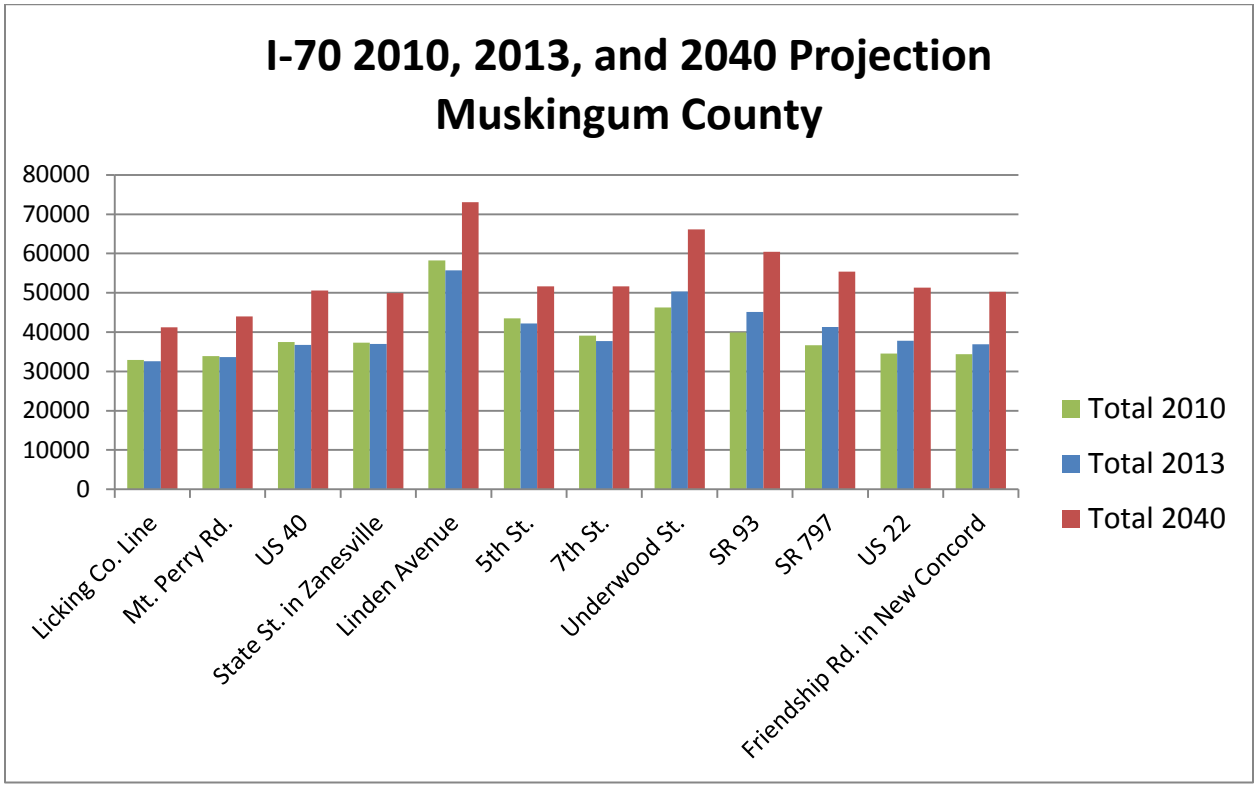


FIGURE 4-39: SR 60 MUSKINGUM COUNTY

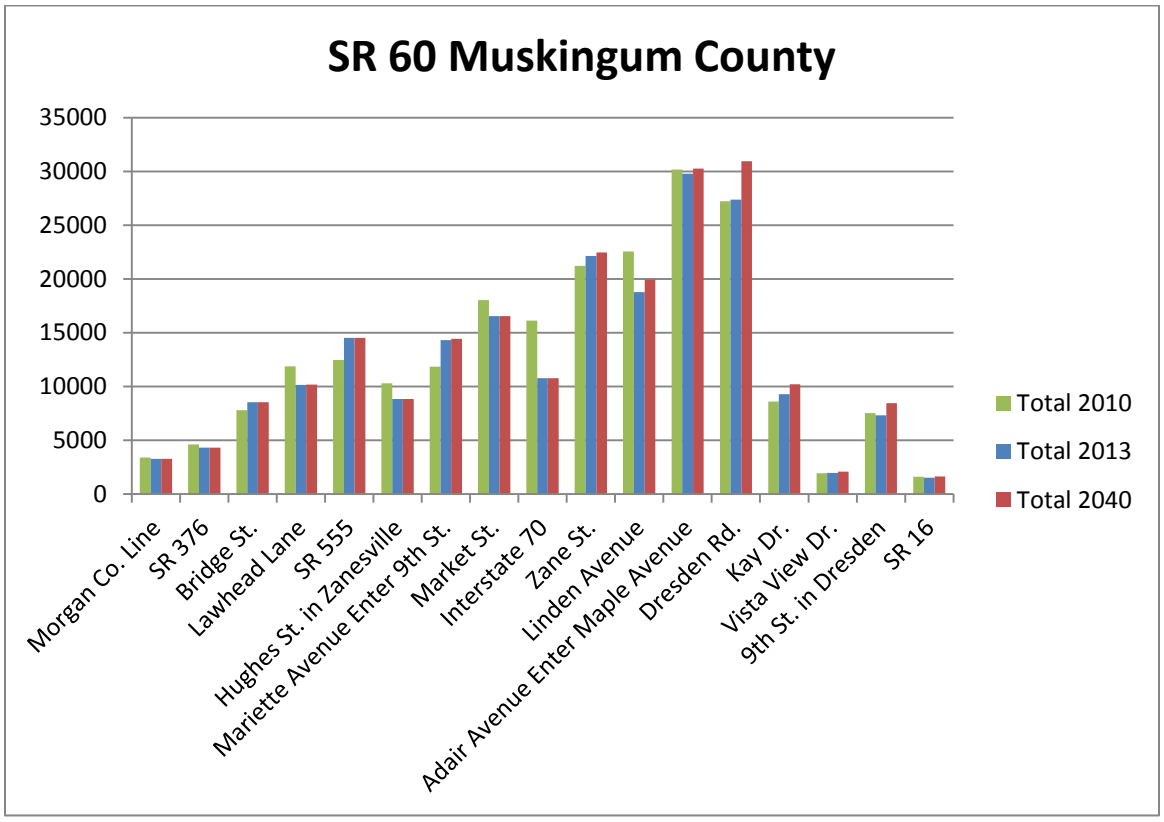
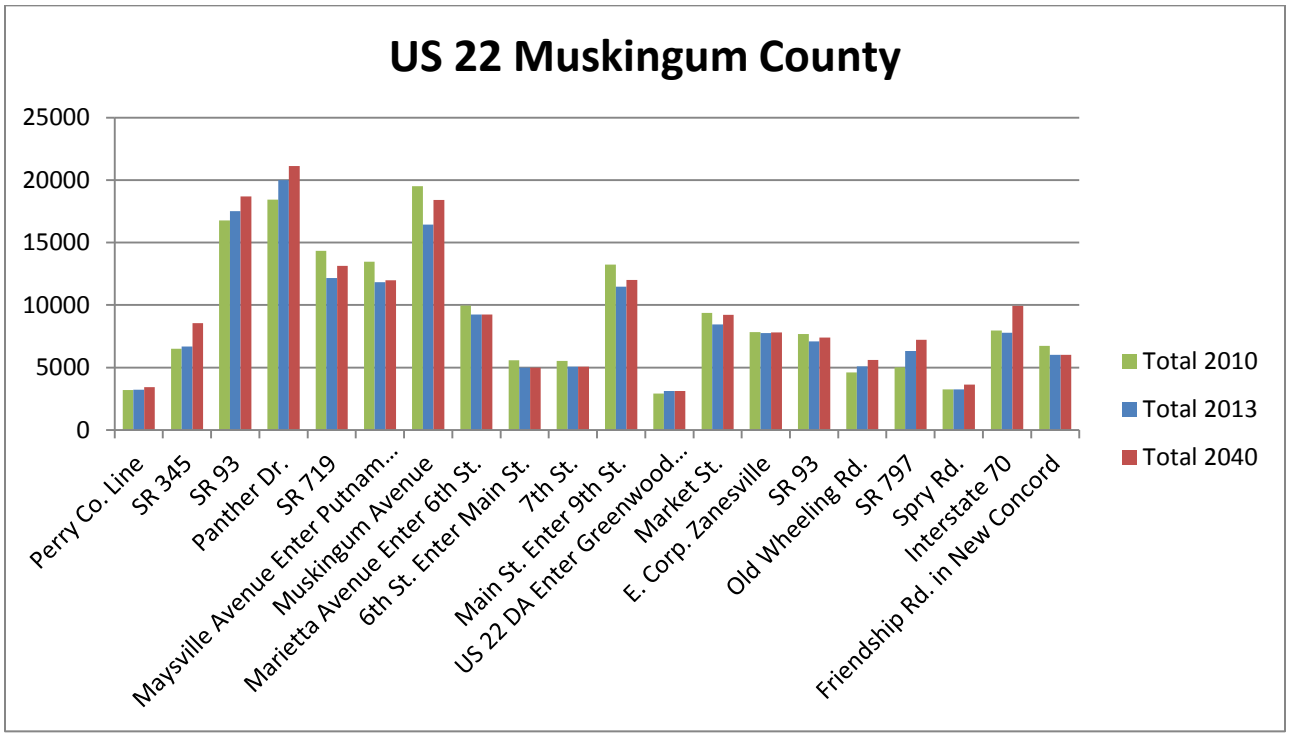


FIGURE 4-40: US 22 MUSKINGUM COUNTY



4.2.1.8 Tuscarawas County

The 2040 projections for Tuscarawas County indicate that yearly car growth rates, rather than yearly truck growth rates, will be much higher within this county. For many of the state route systems, high growth will be experienced between and within some of the villages and cities as well. SR 93, for example, will see an increase in car growth rates by 2.1%. I-77 is projected to have a medium increase in car traffic (between 1% and 1.5% in segments), but will be reflected more so in its total volume. These growth rates are shown in Figure 4-41.

With regards to truck growth, only short segments of roadways are expected to see growths in truck volume, primarily along SR 416, SR 212, and SR 258. This trend is shown in Figure 4-42. I-77 is projected to have low to low-medium yearly truck growth rates.

FIGURE 4-41: TUSCARAWAS COUNTY CAR GROWTH RATE PROJECTIONS

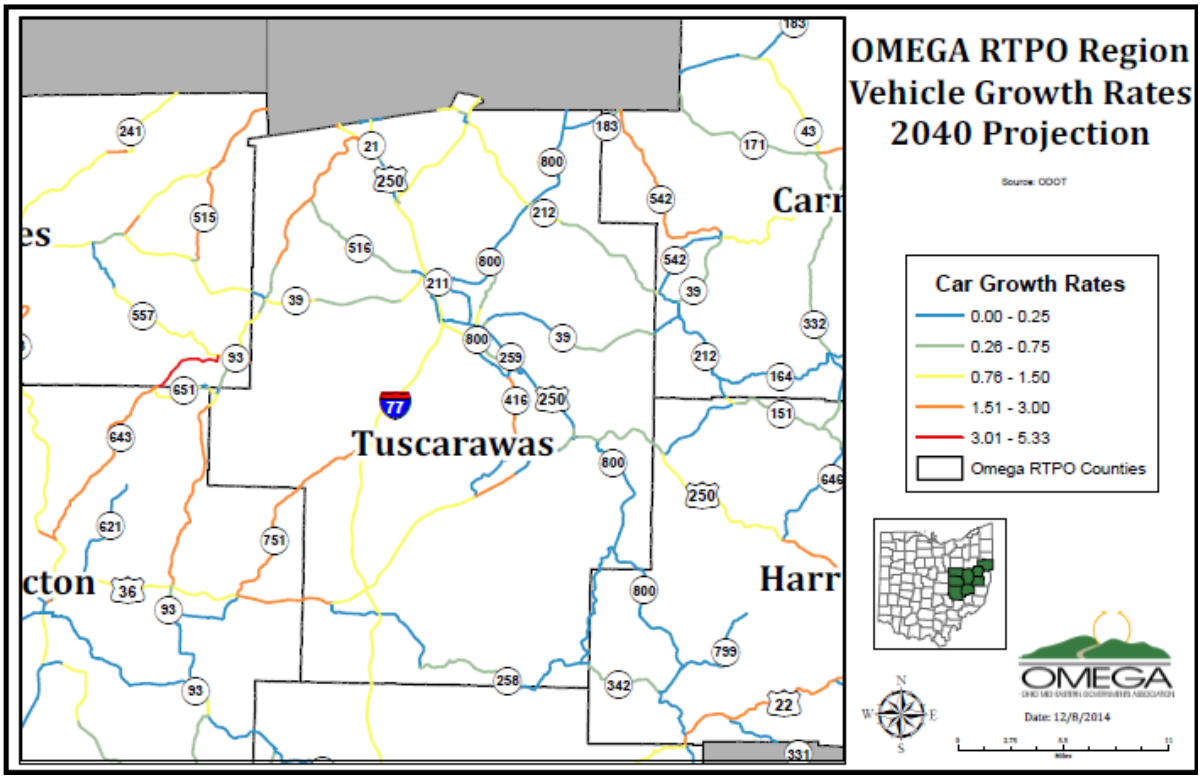
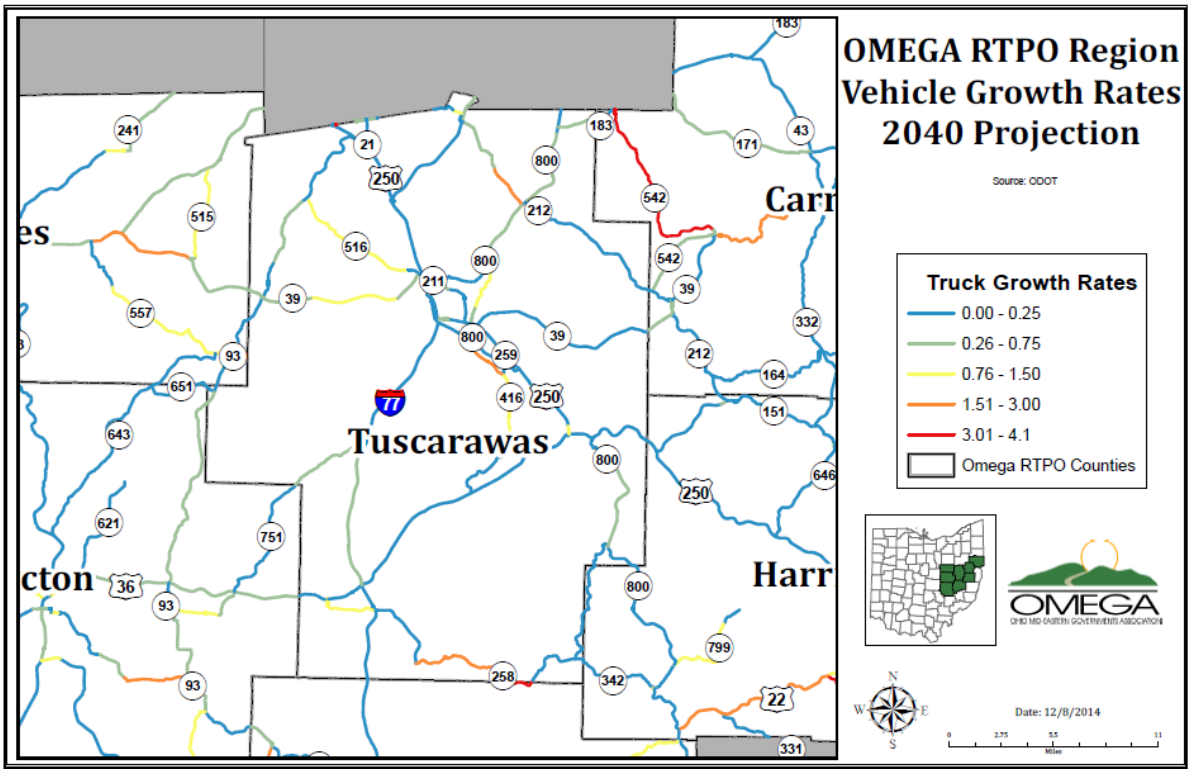


FIGURE 4-42: TUSCARAWAS COUNTY TRUCK GROWTH RATE PROJECTION



As expected, total traffic volumes within Tuscarawas County are highest along I-77, a national highway corridor and US 250, a statewide highway corridor, see Figure 4-43 and Figure 4-44. SR 800, which has experienced serious pavement degradation, is expected to have traffic volume growth along segments as well. These segment locations are depicted in Figure 4-45. Consideration should be placed upon these roadways so as to avoid possible congestion or safety issues in the future. Pavement condition will also need to be monitored closely to assess the impact of increased traffic from shale development activities on these roads.

FIGURE 4-43: INTERSTATE 77 TUSCARAWAS COUNTY

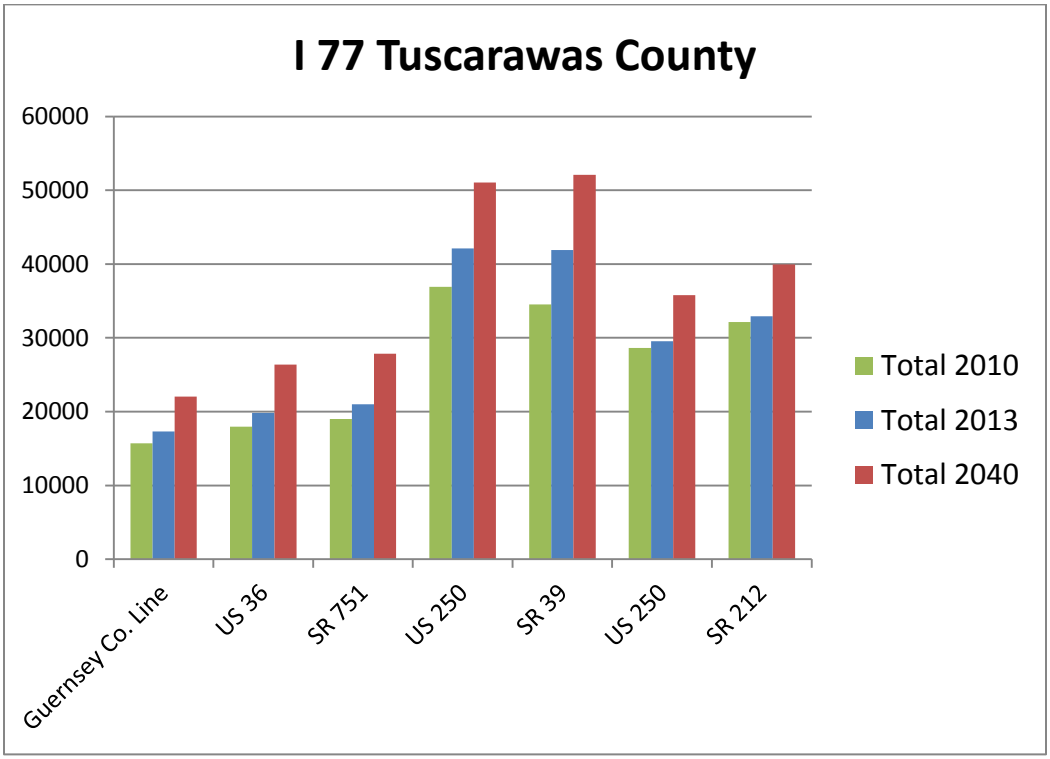


FIGURE 4-44: US 250 TUSCARAWAS COUNTY

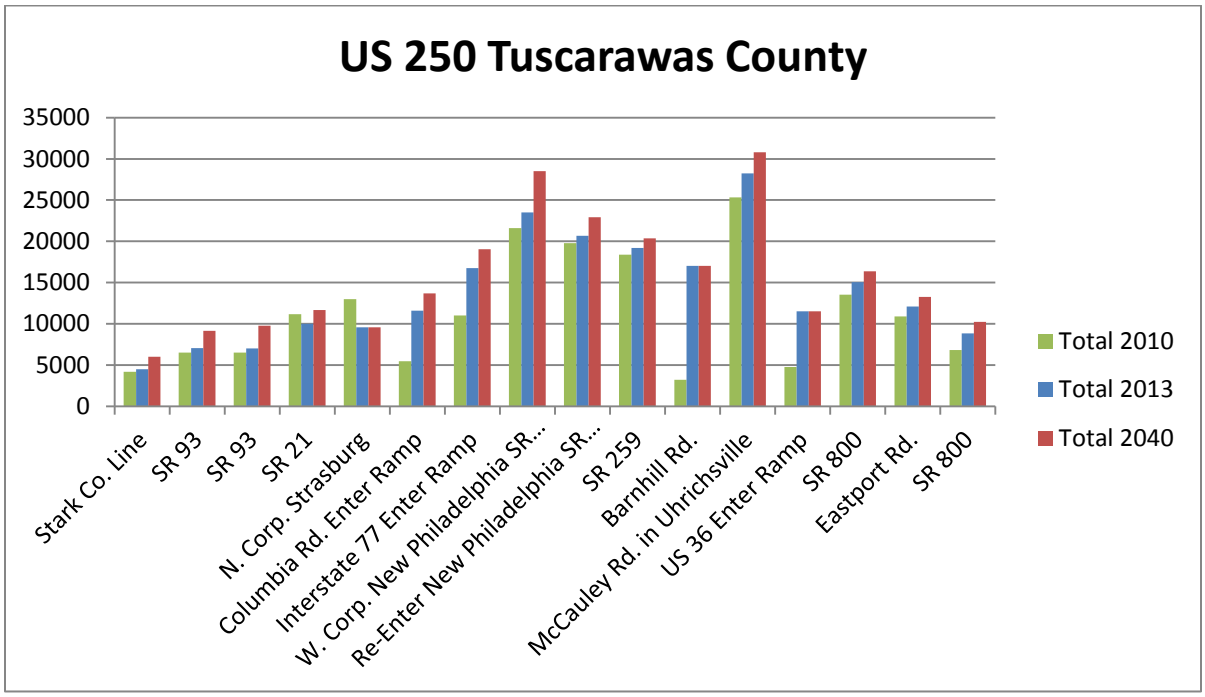
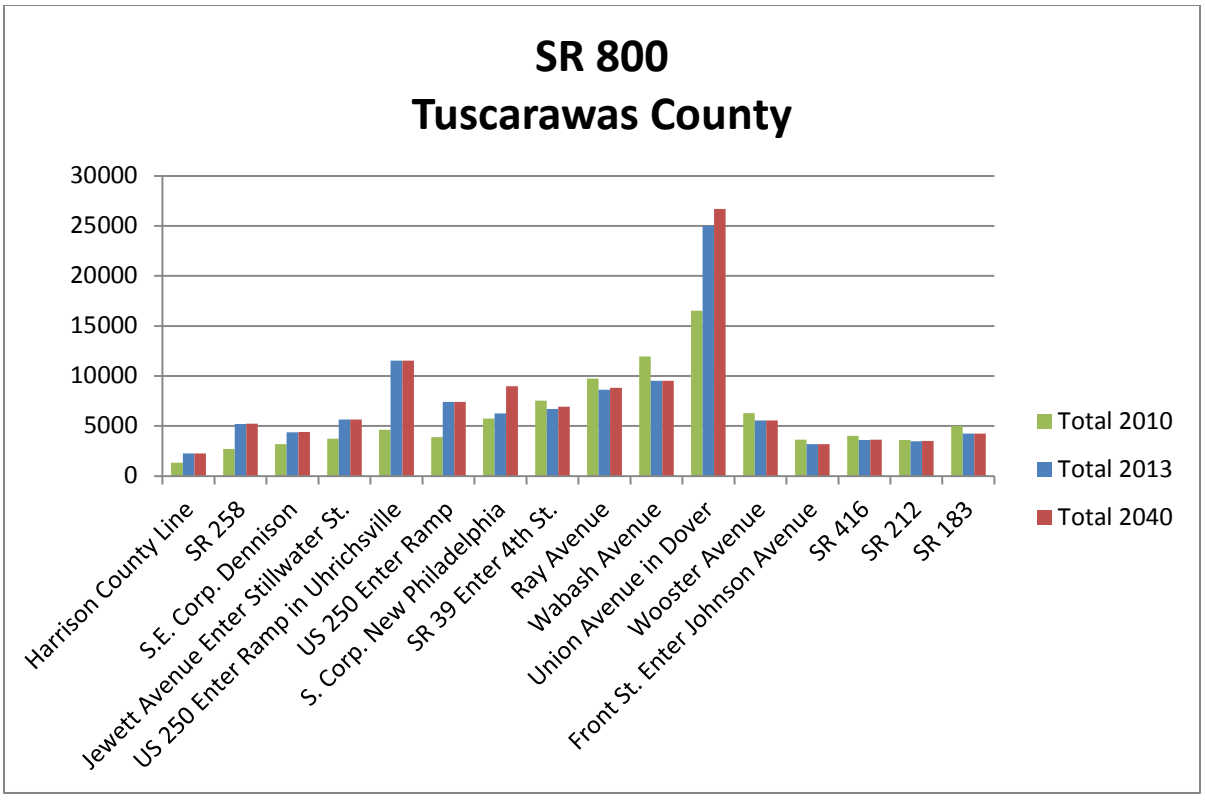
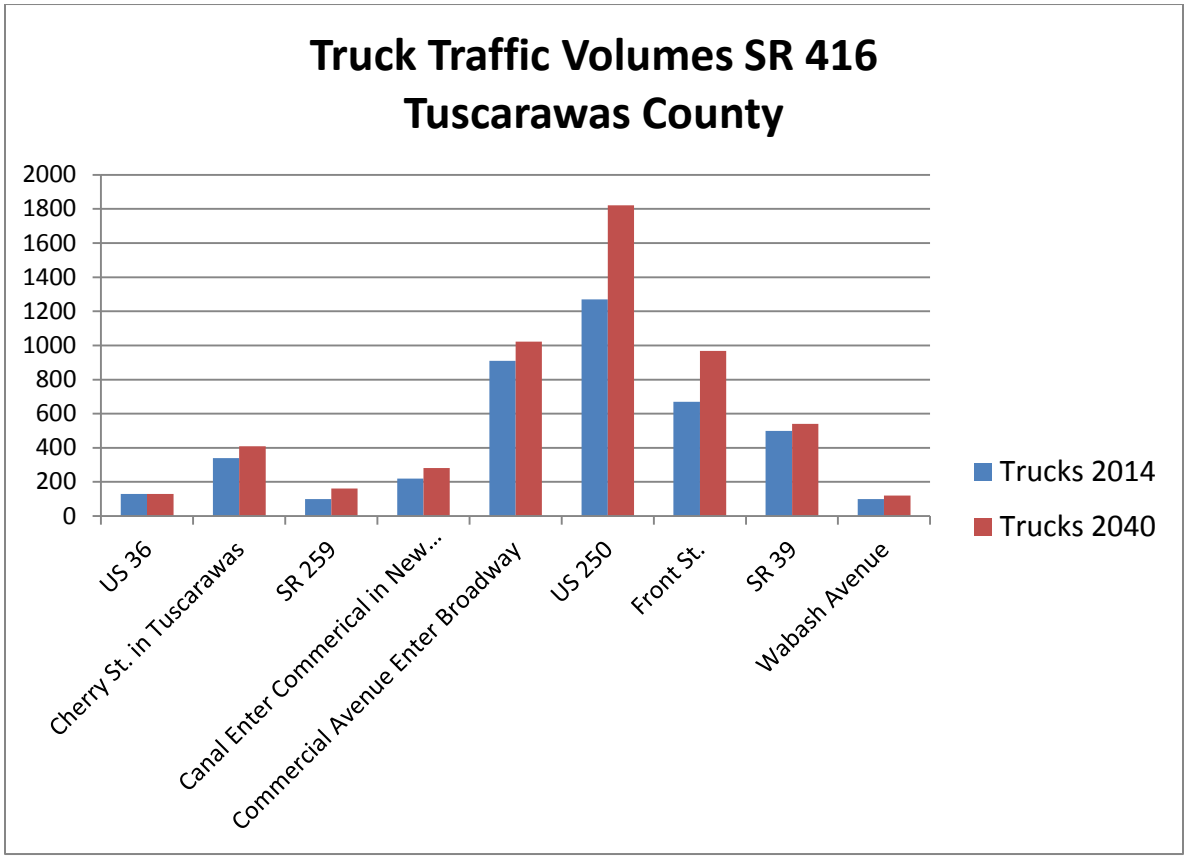


FIGURE 4-45: SR 800 TUSCARAWAS COUNTY



As seen in Figure 4-46, truck volumes along SR 416 from US 36 to New Philadelphia are projected to increase. Although the total volume is much higher for car rates, growth in truck volume is projected as well. This volume is highest at the US 250 intersection in New Philadelphia, which could raise questions about congestion within this part of the city as well, especially at the on-ramps between these two routes.

FIGURE 4-46: TRUCK VOLUMES SR 416 TUSCARAWAS COUNTY



4.2.1.9 County Summary

According to the 2040 projections, increases in vehicle growth rates and daily vehicle volumes will be of concern in several areas of our region. Concern will need to be placed not only on high volume routes such as the I-70 corridor, but also on the state and US routes that are expected to experience growth that has not yet been witnessed. Many of the small villages and cities within these systems will likely have congestion issues from this projected growth more so than the areas that normally have high volumes of traffic.

Projections may not accurately reflect volumes in the coming years, especially for areas involved with shale development. A comparison of recent traffic counts to the projected data indicates that the projections may be underestimating the impact of shale development activities on traffic volume. Shale

development activities in Carroll, Columbiana, Guernsey, Harrison, and Tuscarawas Counties are expected to increase in the future with corresponding increases in traffic volumes. Careful consideration of the most recent traffic count data should be addressed when planning improvements for these areas in the future.

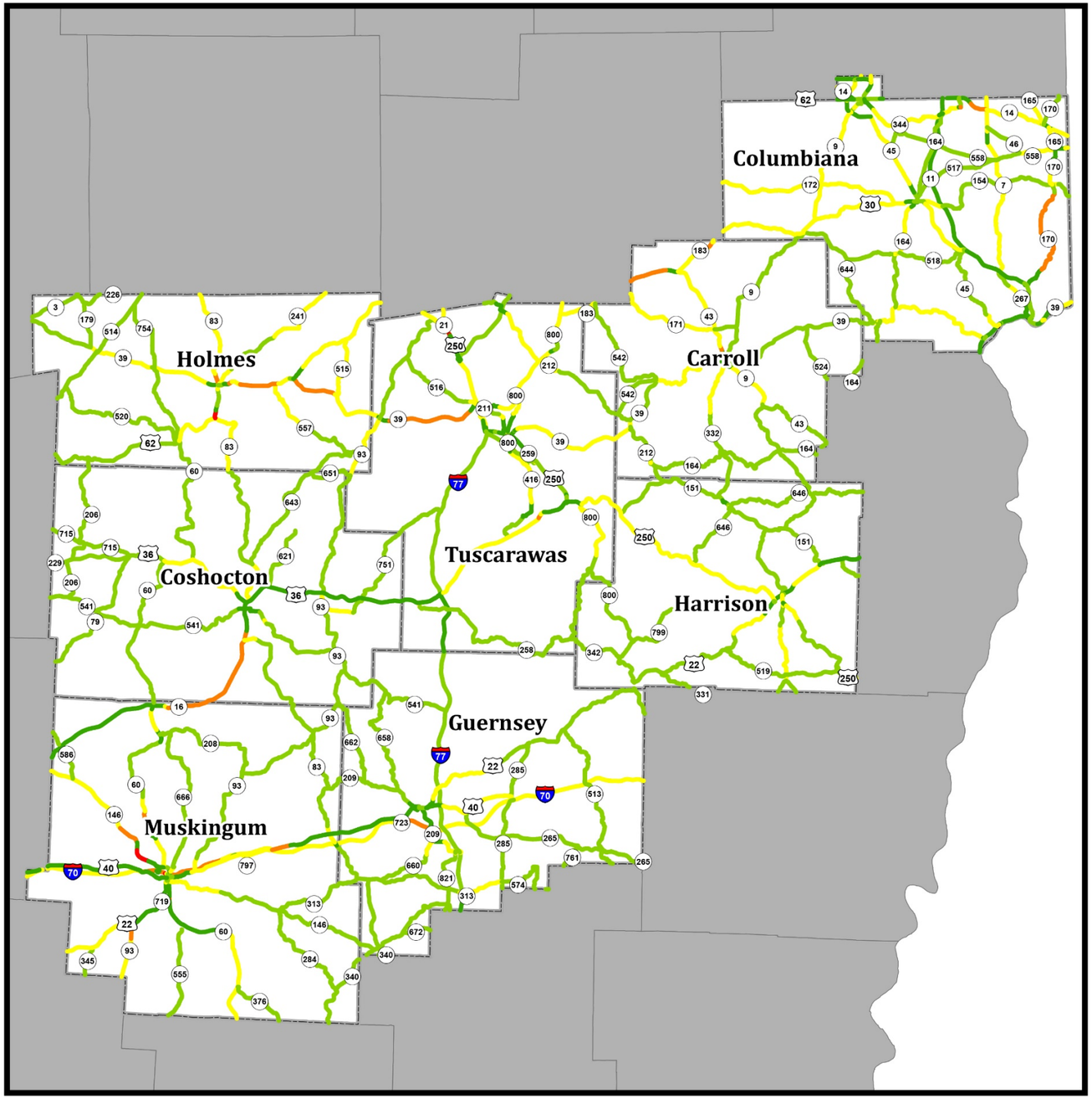
The projected increases in the total volume of vehicles and trucks may adversely impact pavement condition, congestion, and safety. More frequent pavement maintenance, the addition of vehicle lanes or turn lanes to add capacity, or implementation of appropriate countermeasures to address safety issues may be required in the RTPO. Shale development, tourism, and other economic development in the region are contributing factors to the projected growth. The national and state highway corridors, such as I-70, I-77, US 30, and US 250 within the RTPO are also factors in the projected growth of the region as the proximity to these corridors of national and state significance help to drive economic development in the region. Monitoring change within these regional activities and the roadway systems that encompass them will be of chief concern when addressing actions for the future conditions of this region.

4.2.2 Level of Service

ODOT has conducted statewide modeling to assess the potential for congestion along state and federal routes. Two measures commonly used to assess congestion are Level of Service and Volume to Capacity ratio. Level of Service is graded on a scale of A through F. A means free flow, little traffic at or above the posted speed limit and F is forced or breakdown flow resulting in a constant traffic jam and is indicative that the demand exceeds capacity. Roads are typically designed for a Level of Service C. As shown in Figure 4-47, most roads in the OMEGA region currently have a level of service of C (yellow) or better (green). Currently, most of I-70 through Guernsey and Muskingum Counties has a Level of Service of C. All counties except Harrison have some routes that have a level of service of D or E. Currently, the OMEGA RTPO region does not have any roads with a level of service of F.

The 2040 projected Level of Service for the RTPO Region is provided in Figure 4-48. As shown in Figure 4-48, the Level of Service for most state and federal routes will continue to be C or better. However, there are some major routes within our region where the Level of Service is expected to decline dramatically by 2040, most notably I-70 where the Level of Service is projected to decline to Level D through Guernsey and Muskingum Counties including a section in Zanesville where the Level of Service is projected to decline to Level F and a section near Cambridge where the Level of Service is projected to decline to Level E which indicates that the road is at capacity. Routes projected to have a Level of Service of D or worse by 2040 are highlighted in Figure 4-49.

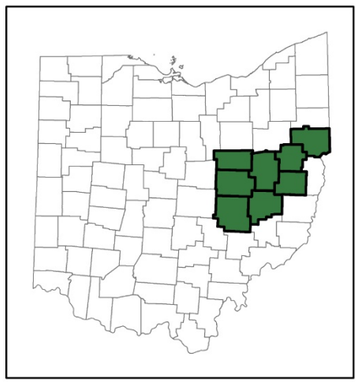
FIGURE 4-47: OMEGA REGION LEVEL OF SERVICE 2013/2014



OMEGA RTPO Region Roadway Congestion 2013/2014 Projection

Level of Service

- A
- B
- C
- D
- E
- F
- Omega RTPO Counties

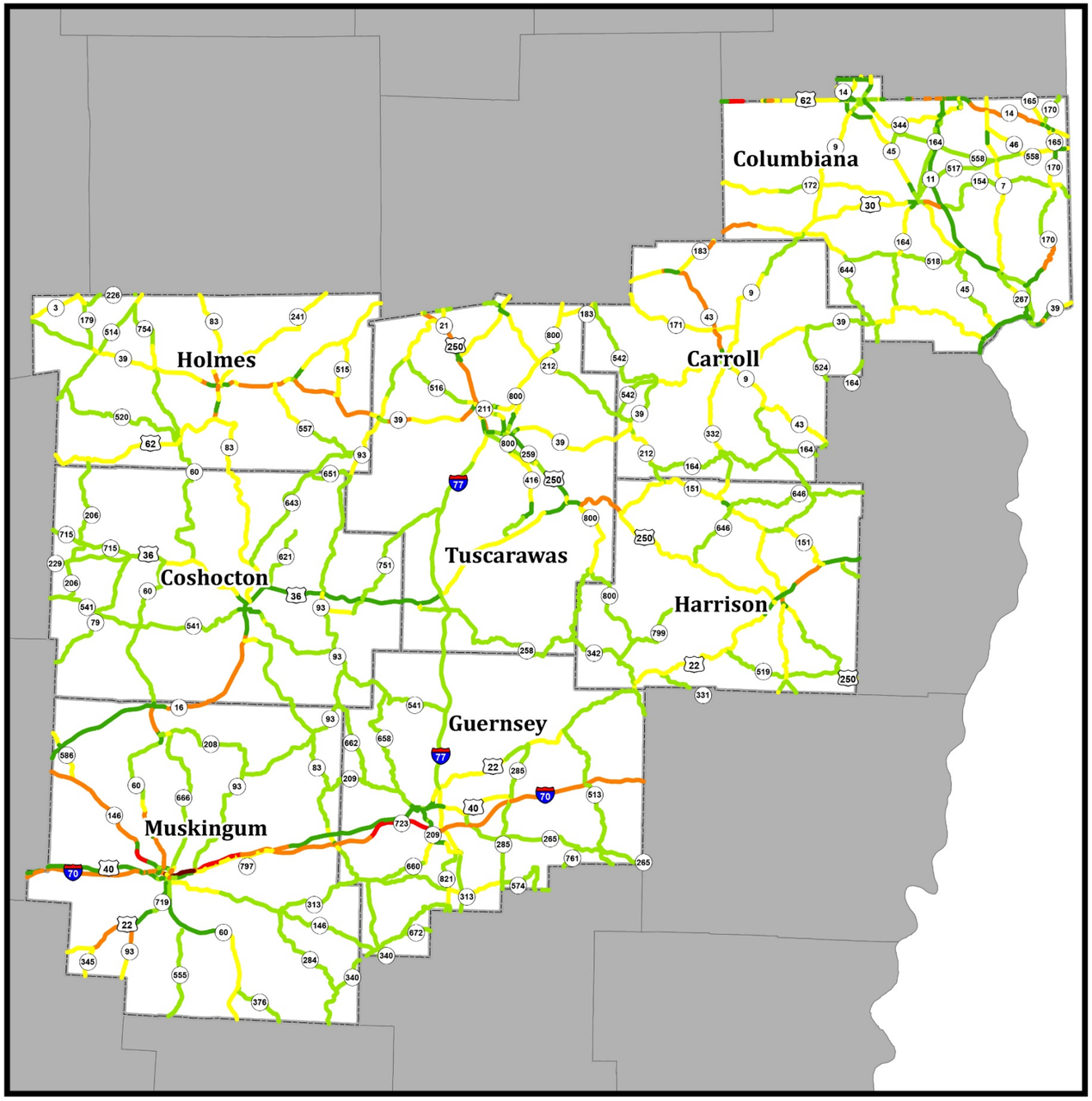


OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

N
W E
S

Date: 12/19/2014
Source: ODOT

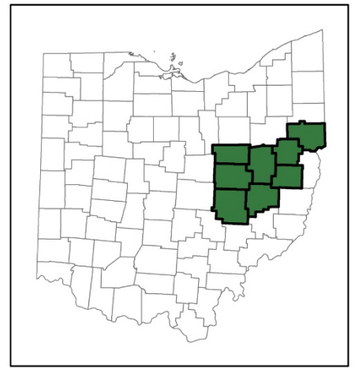
FIGURE 4-48: OMEGA REGION LEVEL OF SERVICE 2040



OMEGA RTPO Region Roadway Congestion 2040 Projection

Level of Service

- A
- B
- C
- D
- E
- F
- Omega RTPO Counties



OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

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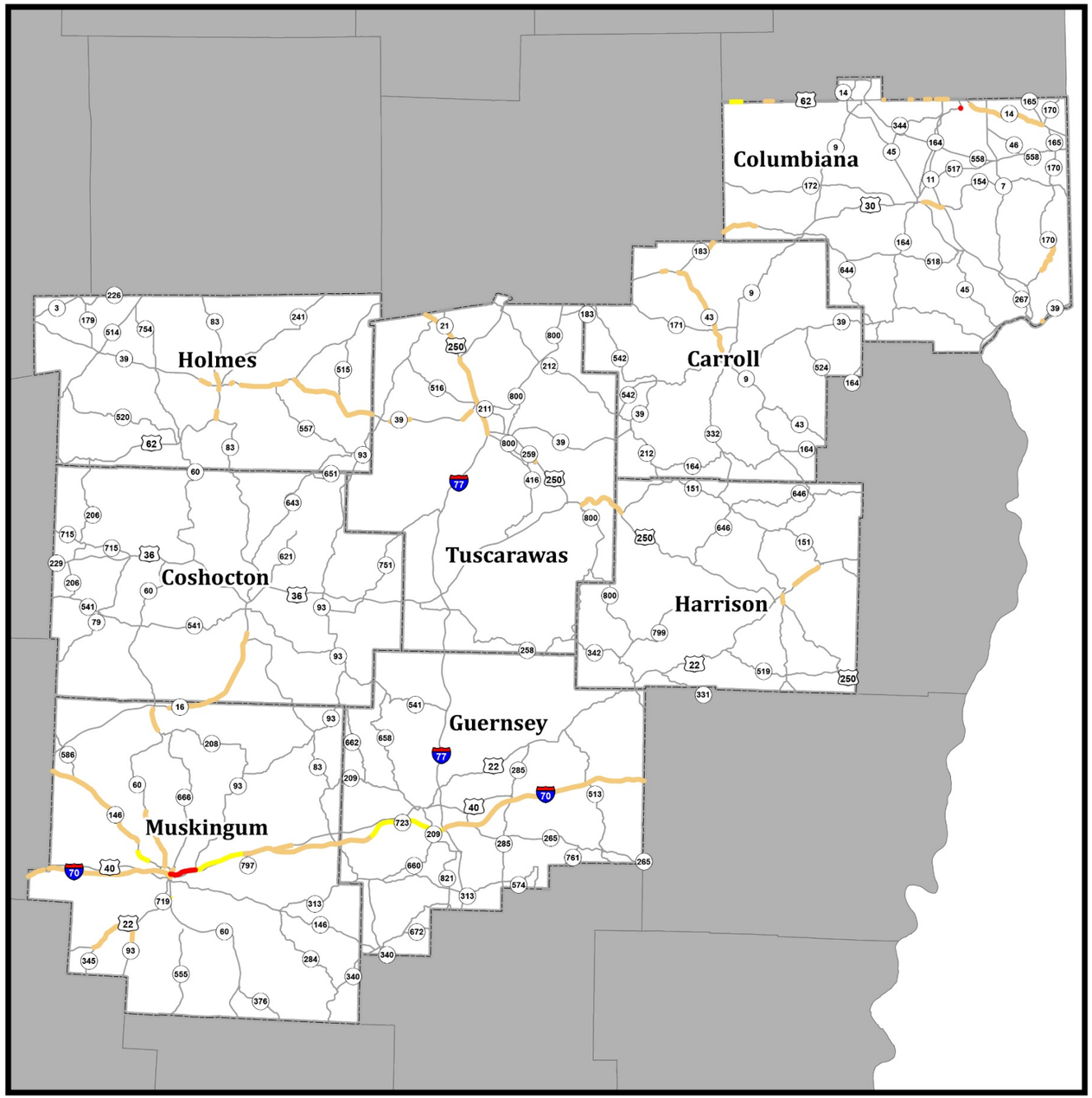
Date: 12/19/2014
Source: ODOT

FIGURE 4-49: OMEGA REGION 2040 PROJECTION POOR LEVEL OF SERVICE



OMEGA RTPO Region Roadway Congestion 2040 Projection

Roads with
Poor Level of Service

- D
- E
- F
- Omega RTPO Counties



OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

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Date: 12/19/2014
Source: ODOT

4.2.3 Volume to Capacity Ratio

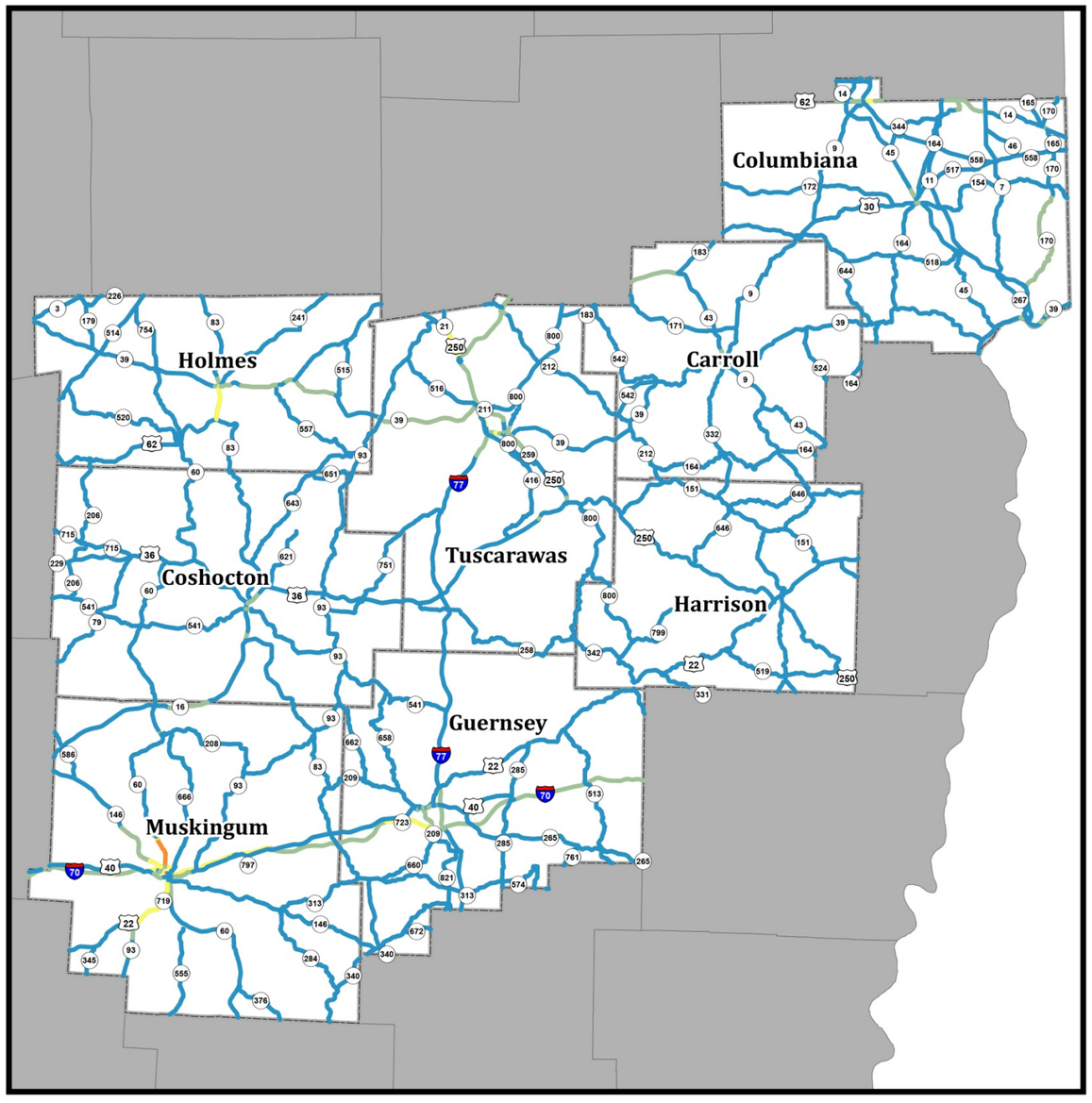
Another indication of congestion is the volume to capacity ratio (V/C). For OMEGA's RTPO region, the V/C ratio and corresponding levels of congestion are as follows:

V/C Ratio	Congestion Level
<0.5	Little or No Congestion
0.5 to 0.74	Moderate Congestion
0.75 to 1.0	Heavy Congestion
>1.0	Severe Congestion

As shown on Figure 4- 50, the current V/C for most of the roads in the RTPO region is less than 0.5. Currently, SR 60, within the City of Zanesville is the only road in our region that is almost at capacity, with a V/C ratio of 0.83.

As shown in Figure 4-51, the V/C by 2040 is projected to exceed **1.0** along sections of I-70 and SR 60 in Zanesville (shown in red). The volume to capacity ratio along I-70 between the SR 723 interchange and I-77 in Guernsey County, and SR 83 in Millersburg are also expected to approach 0.9 (orange). Other projected areas of heavy congestion (V/C ratio $\geq$ 0.75) are also shown in Figure 4-51. These projected increases in V/C also illustrate the need for long term planning to prevent congestion from occurring on these roads.

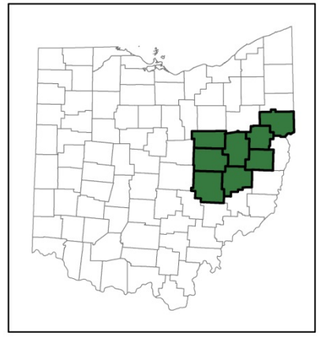
FIGURE 4-50: OMEGA REGION VOLUME TO CAPACITY 2013/2014



OMEGA RTPO Region Roadway Congestion 2013/2014 Projection

Volume to Capacity

- 0.00 - 0.30
- 0.31 - 0.54
- 0.55 - 0.79
- 0.79 - 0.99
- 1.00+
- Omega RTPO Counties



OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

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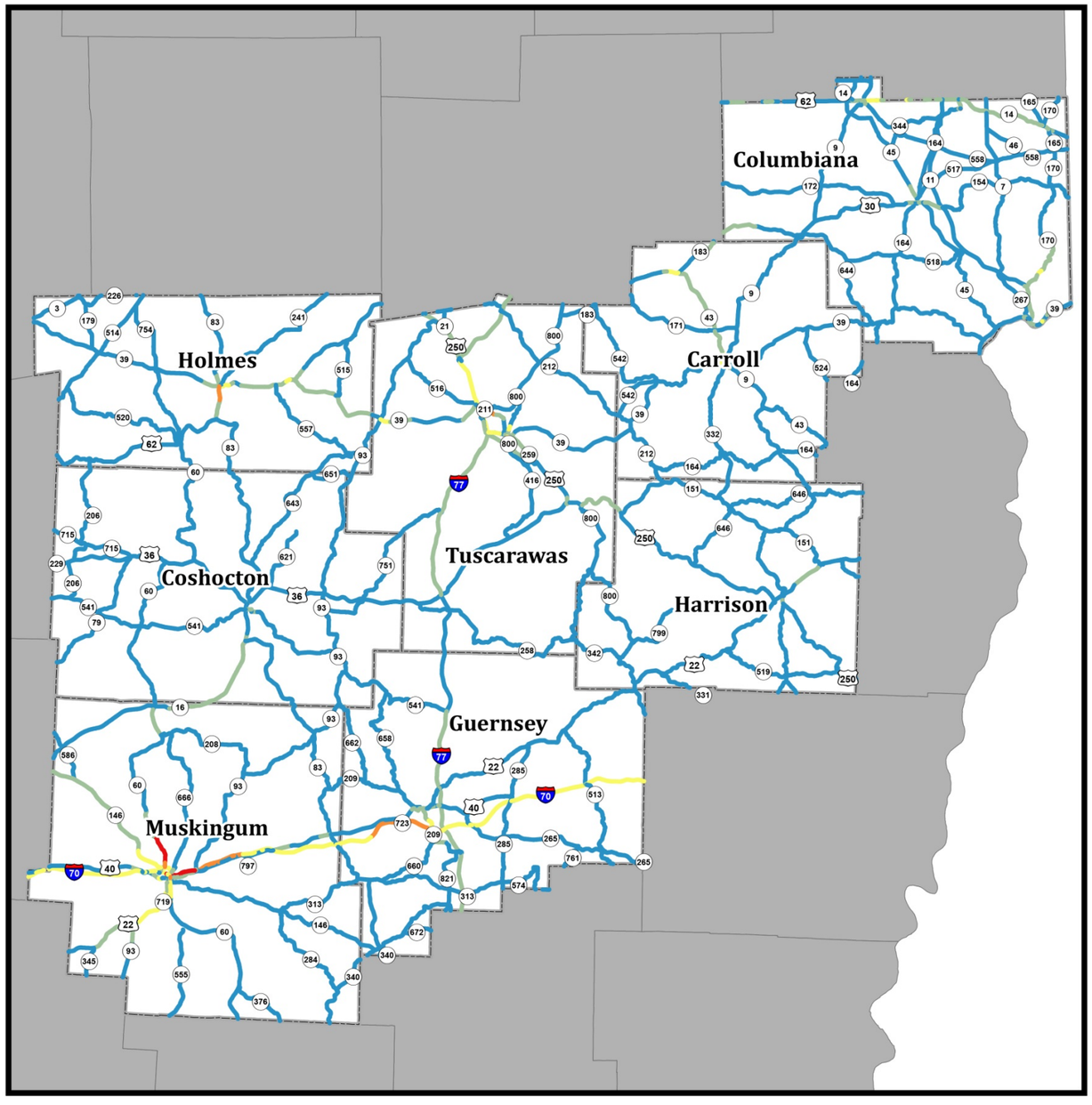
Date: 12/19/2014
Source: ODOT

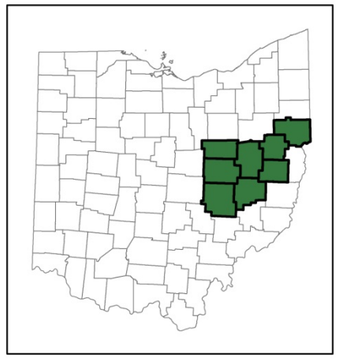
FIGURE 4-51: OMEGA VOLUME TO CAPACITY 2040 PROJECTION



OMEGA RTPO Region Roadway Congestion 2040 Projection

Volume to Capacity

- 0.00 - 0.30
- 0.31 - 0.54
- 0.55 - 0.79
- 0.79 - 0.99
- 1.00+
- Omega RTPO Counties



OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

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Date: 12/19/2014
Source: ODOT

4.3 BRIDGES

As indicated in Section 3.4 of the Existing Conditions Section, 138 or approximately 8% of the bridges under local jurisdiction have a General Appraisal Rating of 4 or less. Of these 138 bridges with a General Appraisal Rating of 4 or less, 29 have a span of less than 20 feet and are not eligible for federal funding. Bridge replacement costs may range from $100 to over $400 per square foot of deck area depending upon the type of bridge and span. Replacement costs were based upon $150 per square foot of deck area for bridges with a span of less than 20 feet, $200 per square foot of deck area for bridges spanning between 20 and 60 feet, and $400 per square foot of deck area for those bridges with a span of 60 feet or greater. These costs were based upon information presented by one of the county engineers in the RTPO region at the November 2014 ODOT Local Public Agency Day meeting in Zanesville. Using these costs, the estimated total cost to replace the bridges under local jurisdiction with a general appraisal rating of 4 or less is approximately $35.35 million which includes approximately $1.3 million for replacement of bridges with a span of less than 20 feet. These bridges should be replaced within the next five years or by 2020.



To project future needs, the number of bridges that were constructed in 1950 or earlier and which have not had any major reconstruction or rehabilitation were also reviewed. Although these bridges may now be adequate, by 2040, these bridges will be 90 years or older and approaching the end of their useful life. Since the older bridges with a general appraisal rating of 4 or less were already included in the above analysis, they were not included in the projection of future needs beyond 2020. In the RTPO region, there are 266 bridges that were built in 1950 or earlier, 132 of which have a span of 20 feet or more. Using the same costs as listed above, the total cost to replace these older bridges is approximately $37.8 million which includes approximately $6.4 million for replacement of bridges with a span of less than 20 feet.

One major bridge in our region under local jurisdiction is the Philo Bridge (CR 32) in Muskingum County which has an estimated replacement cost of approximately $15.3 million and is currently scheduled for replacement in 2019. Therefore the estimated total cost to replace bridges under local jurisdiction in the OMEGA RTPO is approximately **$88.5 million**. As also noted in Section 3.4 of the Existing Conditions Section, the original data provided by ODOT does not appear to include all bridges under local jurisdiction. ODOT is currently updating the bridge data in TIMS and OMEGA will revise the bridge data when updates to the database to include General Appraisal Ratings become available. Several bridges in our region have also recently been closed based upon recent inspections so the replacement cost for bridges in the region will continue to climb. For these reasons, the current estimate of $88.5 million may underestimate the cost for bridge repairs and replacement as all bridges under local jurisdiction may not be included in this analysis.

On the state system, there are a total of 65 bridges with a general appraisal rating of 4 or less and 64 bridges that were constructed in 1950 or earlier which currently have a general appraisal rating of 5 or higher. Costs for repair or replacement of these bridges have not been included in this analysis.

4.4 TRANSIT



Transit within the OMEGA region will face a number of challenges in the upcoming years. Changing demographics, increased ridership, and funding will likely be the primary issues concerning the four transit agencies and two coordinated transportation agencies within OMEGA's RTPO.

As outlined in the Ohio Statewide Transit Needs Study, poverty levels in the state are highest in rural Appalachia. According to the 2009 to 2103 ACS data, poverty levels for the OMEGA region, range from 14.6% in Tuscarawas County to 20.3% in Guernsey County. Typically lower income households do not own vehicles and as the number of lower income households increase, public transit ridership is projected to rise.

As the population ages, demand for services is also projected to increase. As indicated in Section 4.1, by 2040, the number of people age 60 and over is expected to increase by 13.5% from 98,636 to 112,000 and the number of people age 85 and older is expected to dramatically increase by 69.3% from 9,526 to 16,130 within the RTPO region. Additionally, as indicated in the Ohio Statewide Transit Needs Study, approximately 14% of the population in the RTPO region may be classified as disabled. Even though the number of disabled persons may remain relatively constant throughout the planning period, ridership is projected to increase as the population ages.

With the projected increased ridership, the need for both fixed route and on demand services will increase resulting in the need for more vehicles and drivers. To address this need in a more efficient manor, transit agencies may need to consider new innovative alternatives to providing on demand services. Concerns about wait times, the need to call 24 to 48 hours in advance for service, weekend service, and service outside the normal 8 to 5 workday will need to be addressed. In addition, approximately 25% of the fleet used by the four transit agencies has reached the end of its useful life.

In 2013, 368,100 passengers were served by the four transit agencies and two coordinated transportation agencies in the RTPO. According to the Ohio Statewide Transit Needs Study, the average ridership for demand response services by the four transit agencies in the RTPO increased by approximately 29% or 5% per year for the period between 2008 and 2012. Please note that this study did not include the ridership provided by the coordinated transportation agencies in Coshocton and Tuscarawas Counties. This study also indicated that the overall ridership for the Southeastern Area Transit (serving Guernsey and Muskingum Counties) actually decreased while the demand services ridership increased.

As outlined in the Ohio Statewide Transit Needs Study, the transit systems and coordinated transportation agencies within the RTPO region are facing the following challenges:

- Reduced funding for vehicle replacement, staff, and equipment
- Low population density outside the cities and major villages
- Increase in passengers from human service agencies as population ages
- Increased truck traffic and congestion by shale development is slowing transit vehicles and reducing services
- Scheduling
- Transportation for medical services (long distance to Columbus, Cleveland, and in some cases out of county for dialysis)
- Effective and efficient coordination with other counties and agencies
- Service to higher poverty levels
- Difficulty finding drivers especially with competition from the oil and gas (shale) industry

Funding will remain an integral concern to transit operators in our region. As outlined above, increased ridership demand will come from heightened poverty levels, an ageing population, low population densities within municipalities, and accommodations to and from medical services. Additionally, costs required to operate transit systems (insurance, fuel, general upkeep, wages, etc.) are expected to continue to increase. Funding, however, has gradually decreased, despite the introduction of additional funding opportunities over the last decade; according to the Statewide Transit Needs Study, funding for both rural and urban transit has declined since 2009. Heightened need for public transit within our region and the lessened availability of funding will present obstacles for both transit agencies and residents within the OMEGA region in the future.

To summarize, additional revenue streams are needed to meet the projected transit demands in the future and additional interagency coordination is needed to improve service efficiency and effectiveness especially for out of county trips.

4.5 RIVERS AND PORTS

Three major rivers pass through the OMEGA RTPO region, the Ohio, Muskingum, and Tuscarawas Rivers. Of these three rivers, only the Ohio River is suitable for commercial shipping while the Muskingum and Tuscarawas Rivers are used primarily for recreation.

4.5.1 Commercial

Of primary importance to the OMEGA RTPO region is the Intermodal Facility in Wellsville, the New Cumberland Pool Terminals between River Miles 40 and 54.3, and the New Cumberland Lock at River Mile 54.3. Approximately 15 million tons of materials are currently shipped within the New Cumberland Pool. The material shipped through this region will most likely increase as a result of the shale industry. The need to ship materials for well development such as aggregate, sand, steel, etc. as well as product will increase. As the economy increases, businesses located in adjacent counties may also have a need to ship their products and to receive raw materials by barge and then transport those materials by either rail or truck to the final destination. Transportation systems to support these businesses, such as the US 30 Ohio's Energy Corridor, as well as rail may need to be upgraded in the future to meet the increased demand. Barriers to full utilization of these port facilities along the Ohio River will need to be identified and addressed.



As indicated in Section 3.6.2 of the Existing Conditions, restoration of the Ellis Lock and Dam is needed in order to once again open the transportation corridor along the Muskingum River from the City of Coshocton to the Ohio River. This may provide the opportunity for limited commercial shipping using quarter barges. The need for dredging sections of the Muskingum to accommodate commercial shipping may also be required.

4.5.2 Recreation

The Muskingum River has been formally designated as a water trail by the Ohio Department of Natural Resources (ODNR). This designation has and will continue to increase the recreational use and tourism opportunities along the Muskingum River. Repair of the Ellis Lock and Dam will also enhance these opportunities.

As indicated in Section 3.6.3 of the Existing Conditions, the Tuscarawas River is used primarily for recreation. This river begins in Summit County and extends through Stark, Tuscarawas, and Coshocton Counties before joining with the Walhonding River to form the Muskingum River. ODNR is currently in the process of developing a water trail for the Tuscarawas River. Once the Tuscarawas River is designated as a water trail by ODNR, opportunities for recreation and tourism will increase. Additional

boat ramps and launch areas are needed to expand these opportunities as well as coordination of these access areas with regional trails in order to expand the recreational opportunities of the region.

4.6 AVIATION

ODOT is currently conducting a statewide study on the General Aviation Airports in Ohio. The purpose of this study is to optimize investment in Ohio's general aviation systems by focusing on safety, efficiency, and economic growth. Identification of system improvements, information to assist decision makers in prioritizing projects, and an assessment of the economic impact of each publicly owned airport are included in the Ohio Airports Focus Study. Findings in this report will assist ODOT and the Federal Aviation Administration (FAA) in making decisions on proposed airport improvements in a period of limited funding.

Although the study has not as yet been finalized, ODOT has prepared draft compliance and benchmark system recommendations (August 2014) for each general aviation airport in Ohio. Copies of these summaries for each of the eight general aviation airports in the OMEGA RTPO region are provided in Appendix A and summarized herein.

In addition to the recommendations provided in the draft Ohio Airports Focus Study, the following airports plan to expand the primary runway to 5,000 feet:

- Carroll County - Tolson
- Cambridge Municipal
- Harry Clever Field (New Philadelphia)

These runway extensions are needed primarily to meet current demand for turbine powered aircraft and smaller corporate aircraft and jets. In the last year, the Cambridge Municipal Airport has experienced a significant increase in the number of corporate jets. Much of this increase is directly or indirectly attributable to the shale industry.



Currently, the Cambridge Municipal Airport is classified as a Level 3; however, airport officials disagree with this classification and believe that the airport is more appropriately classified as a Level 2. Although the Cambridge Municipal Airport lacks an on-site maintenance facility for servicing planes, airport officials are able to provide this service by contacting off-site service providers.

The Critical Compliance Factors are implemented by the FAA to describe the manner in which general aviation airport runways comply with their given classification level. This includes the runway safety areas (RSA), runway protection zones (RPZ), and the general pavement condition index (PCI) of the runway and surrounding pavement. In addition to these compliance factors, a section of recommendations is provided to illustrate the method in which additional compliance may be met. Estimates for each addition are included, as well as a combined total for all recommendations is

provided. Specific improvements related to compliance and benchmark system recommendations are summarized in Tables 4-1 and 4-2, respectively.

As shown in Table 4-1, the total estimated cost for these eight airports to maintain system compliance with the current classification level is approximately $33 million. Approximately **$31 million (94%)** will be needed over the next 20 years for maintenance of the primary runway and other pavements and approximately $1.47 million will be needed for land acquisition for runway protection zones. The remaining $443,000 is needed for the primary runway safety area for the Harry Clever Field in New Philadelphia.

Improvements needed to comply with system benchmarks are summarized in Table 4-2. In addition, to the benchmarks identified in the Ohio Airports Focus Study, runway extensions have also been added to the list of projects included for the Carroll County - Tolson, Cambridge Municipal, and Harry Clever Field. Please note that costs are not yet available for the runway extensions for the Carroll County and New Philadelphia airports. Please also note that the improvements listed for the Holmes County Airport have been modified to incorporate the improvements that are currently under construction. These improvements include:

- Relocation and extension of runway to 4,400 feet x 75 feet
- Extension of three existing connecting taxiways to provide runway access
- Medium intensity runway edge lighting
- New Precision Approach Path Indicators
- New runway end identifier lights
- Relocation of Wind Cone and Wind Tee

The total cost of these improvements is approximately $3.2 million. Since construction of these improvements is scheduled to be completed in 2015, these items have been deleted from the system benchmarks in Table 4-2. With these modifications, the estimated total cost may range from $12.3 Million to $23.1 Million depending upon whether or not the Richard Downing Airport decides to upgrade from an Airport Reference Code (ARC) B-II to C-II. This upgrade would allow the airport to increase the design aircraft's approach speed.

In summary, the total cost for the eight general aviation airports in the OMEGA RTPO to meet the FAA Critical Compliance Factors, System Benchmarks, and runway extensions over the next 20 years may range from $45.3 to $56.1 million.

TABLE 4-1: AIRPORT SYSTEM COMPLIANCE PLAN SUMMARY

County	Airport	Level	Compliance			
			Item	Status	Action	Cost
Carroll	Carroll County-Tolson	3	Primary RSA	Yes	No Action Required	
			Primary RPZ, %	10.0%	Land Acquisition	$692,000
			PCI Primary Runway	79.1	20-year pavement maintenance	$1,690,000
			PCI Other Pavement	75.8	20-year pavement maintenance	$794,000
Subtotal						**$3,176,000**
Columbiana	Columbiana County	4	Primary RSA	Yes	No Action Required	
			Primary RPZ, %	50.0%	Land Acquisition	$62,000
			PCI Primary Runway	95.4	20-year pavement maintenance	$593,000
			PCI Other Pavement	71	20-year pavement maintenance	$1,293,000
Subtotal						**$1,948,000**
Coshocton	Richard Downing	1	Primary RSA	Yes	No Action Required	
			Primary RPZ, %	50.0%	Land Acquisition	$92,000
			PCI Primary Runway	79.6	20-year pavement maintenance	$1,590,000
			PCI Other Pavement	78.8	20-year pavement maintenance	$3,092,000
Subtotal						**$4,774,000**
Guernsey	Cambridge Municipal	3	Primary RSA	Yes	No Action Required	
			Primary RPZ, %	100.0%	No Action Required	
			PCI Primary Runway	65.7	20-year pavement maintenance	$1,421,000
			PCI Other Pavement	75.8	20-year pavement maintenance	$816,000
Subtotal						**$2,237,000**
Harrison	Harrison County	3	Primary RSA	Yes	No Action Required	
			Primary RPZ, %	57.0%	Land Acquisition	$79,000
			PCI Primary Runway	79.7	20-year pavement maintenance	$1,780,000
			PCI Other Pavement	72.9	20-year pavement maintenance	$653,000
Subtotal						**$2,512,000**
Holmes	Holmes County	2	Primary RSA	Yes	No Action Required	
			Primary RPZ, %	50.0%	Land Acquisition	
			PCI Primary Runway	100	20-year pavement maintenance	$414,000
			PCI Other Pavement	70.1	20-year pavement maintenance	$972,000
Subtotal						**$1,386,000**
Muskingum	Zanesville Municipal	1	Primary RSA	Yes	No Action Required	
			Primary RPZ, %	100.0%	No Action Required	
			PCI Primary Runway	78	20-year pavement maintenance	$3,624,000
			PCI Other Pavement	55.9	20-year pavement maintenance	$9,283,000
Subtotal						**$12,907,000**
Tuscarawas	Harry Clever Field	2	Primary RSA	No	Relocate Road & Declared Distances	$443,000
			Primary RPZ, %	2.5%	Land Acquisition	$546,000
			PCI Primary Runway	55.4	20-year pavement maintenance	$1,984,000
			PCI Other Pavement	72.7	20-year pavement maintenance	$1,128,000
Subtotal						**$4,101,000**
TOTAL						**$33,041,000**

TABLE 4-2: FACILITY AND SERVICE BENCHMARK RECOMMENDATION SUMMARY

County	Airport	Level	Recommendation	Cost
Carroll	Carroll County-Tolson	3	Terminal Building	$2,250,000
			Automated Weather Reporting	$231,300
Subtotal				**$2,481,300**
Columbiana	Columbiana County	4	None	$0
Subtotal				**$0**
Coshocton	Richard Downing	1	Full Perimeter Fencing	$792,500
			Approaches with Vertical Guidance (APV)	$62,500
			Upgrade from ARC B-II to C-II	
			Widen Runway 4-22 25' (final width 100')	$4,497,800
			Runway Safety Area Improvements at Runway 22 End	$270,500
			Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) Runway 22	$1,427,500
			Non-Precision Runway Markings	$162,800
			REIL - Runway 4 End	$43,800
			Runway End Lights - Both Ends	$67,500
			Relocate Taxiway 300' from Runway Centerline	$3,038,400
			Relocation of 4 FBO Buildings/Hangars out of OFA	$3,237,300
			OR	
			Maintain ARC B-II	
			High Intensity Runway Lighting (HIRL)	$500,100
			APV	$106,300
			MALSR	$1,427,500
			Install full perimeter fencing	$792,500
Subtotal with Upgrade from ARC B-II to C-II				**$13,600,600**
Subtotal without Upgrade				**$2,826,400**
Guernsey	Cambridge Municipal	3	Partial Parallel Taxiway	$2,847,700
			Precision Approach Path Indicator (PAPI)	$100,000
			Extend Runway to 5000 feet	$955,000
Subtotal				**$3,902,700**
Harrison	Harrison County	3	Automated Weather Reporting	$231,300
Subtotal				**$231,300**
Holmes	Holmes County	2	Primary Runway extension to **4,400** feet (under construction)	$0
			Full Parallel Taxiway (under construction)	$0
			APV (under construction)	$0
			PAPI (under construction)	$0
Subtotal				**$0**
Muskingum	Zanesville Municipal	1	MALSR	$1,484,600
			Full Perimeter Fencing	$971,800
Subtotal				**$2,456,400**
Tuscarawas	Harry Clever Field	2	Primary Runway extension to 4000 feet	$323,400
			APV	$62,500
Subtotal				**$385,900**
TOTAL WITH RICHARD DOWNING ARC UPGRADE				**$23,058,200**
				OR
TOTAL WITHOUT RICHARD DOWNING ARC UPGRADE				**$12,284,000**

4.7 IMPACT OF SHALE DEVELOPMENT ON TRANSPORTATION SYSTEMS

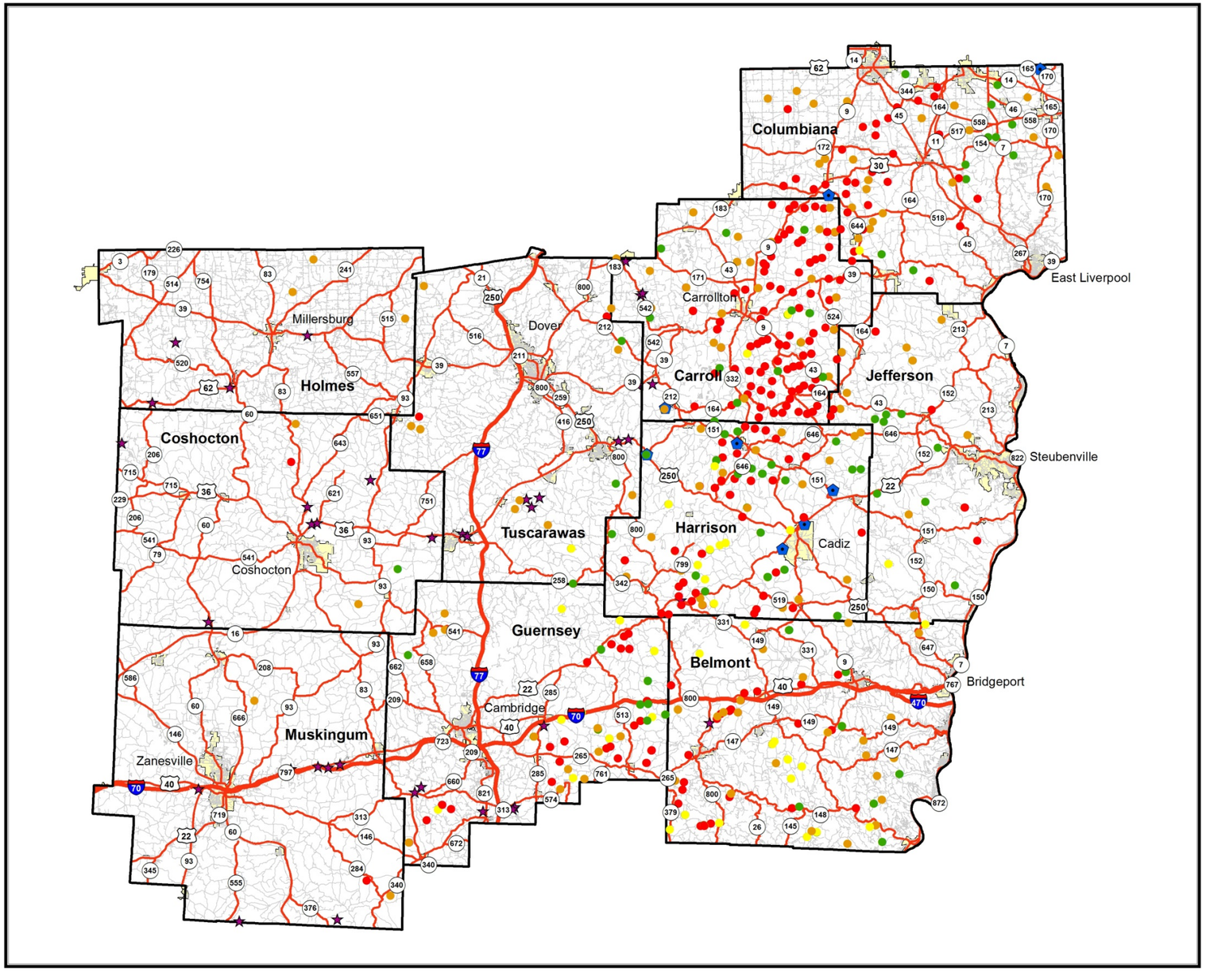
The shale industry will continue to impact the transportation systems within the RTPO planning area. As of May 15, 2015, 1,456 wells in the Utica formation have been permitted, drilled, in the process of being drilled, or in production in the OMEGA RTPO. This represents an increase of 36% since June 2014. Currently 744 wells are in production in the region which is an increase of 90% since June 2014. The shale play appears to be moving south from Carroll County and extending into Harrison, Guernsey, Belmont, Noble, and Monroe Counties. The locations of these wells are shown in Figure 4-52.

This level of development is projected to continue well into the future and will extend further to the west as newer extraction technologies become more cost effective to implement. Approximately 3,300 trucks are needed per well from initial site development through the hydraulic fracturing process and placing the well into production. Section 4.2 has documented the increase in truck traffic that has occurred and which will continue well into the future as shale development continues. Although current statewide modeling conducted by ODOT does not yet indicate, that the increased volume of traffic will lead to congestion or capacity issues in the shale area, the increased volume of traffic is impacting pavement maintenance to include more frequent resurfacing, full depth pavement replacement, pavement markings, and guardrail replacement. Many of the direct impacts to local county and township roads are being addressed through Road Use Maintenance Agreements (RUMAs); however, the state system and some local roads not covered by RUMAs are being adversely impacted by this development. Enforcement of the RUMAs is needed so that trucks stay on the designated route and do not adversely impact roads not covered by the RUMAs. Pipeline construction is also adding to the increase truck volume in the region

As shown in Figure 4-52, six processing plants are now located in the RTPO region with a seventh being considered. Construction of these facilities also contributed to the increased truck traffic in the region along with a number of superload permits. Shipment of product from these processing facilities will also impact transportation systems as product and raw materials may be shipped by pipeline, truck, and rail. For instance, Momentum Utica East Ohio Midstream located in Scio in Harrison County has 10 rail lines and is currently able to fill 32 rail cars with product (such as propane) in 1-1/2 hours and when in full operation will be able to fill 64 rail cars with product in 1-1/2 hours. Both rail and road systems will need to be assessed so that product and raw materials can be shipped effectively and safely to and from these facilities.

In addition, 41 injection wells are currently located in the RTPO region, an increase of 28% since June 2014. The impact of the increased volume of trucks hauling wastes for disposal at these wells on local and state routes in close proximately to cities (such as the City of Cambridge) and commercial areas will need to be assessed.

FIGURE 4-52: SHALE DEVELOPMENT



OMEGA Region

Utica Shale Development

Source: Ohio Department of Natural Resources

Status

Drilled	(269)
Drilling	(137)
Permitted	(306)
Producing	(744)
Injection Wells	(41)
Processing Plants	

Based off of ODNR data from 05/16/15

N

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Date: 5/26/2015

0 3 6 12 18 24 Miles

APPENDIX A

AIRPORT COMPLIANCE AND BENCHMARK RECOMMENDATIONS

Source: Ohio Airports Focus Study

Carrollton

Airport System Plan Compliance Recommendations Summary*

Associated City	Carrollton
Airport Name	Carroll County-Tolson (TSO)
Ohio Airport System Classification Level	General Aviation Level 3

CRITICAL COMPLIANCE FACTORS
Current airport conditions

Compliance Item	*Current Compliance*	*Action*	*Estimated Cost*
Primary RSA	In compliance		
Primary RPZ - Percent Controlled	10.0%	Land Acquisition of remaining 90%	$692,000
PCI - Primary Runway	79.1 (Satisfactory)	20 year pavement maintenance	$1,690,000
PCI - All Other Pavements	75.8 (Satisfactory)	20 year pavement maintenance	$794,000
Compliance Factors: Estimated Cost			**$3,176,000**

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DRAFT

GLOSSARY

Aircraft Fuel: 100LL AvGas for piston engines and Jet-A for turbine engines. Fuel farm installation includes a tank, containment system, and distribution system.

Airport Beacon: a rotating beacon mounted on top of a tower or tall structure, installed to indicate an airport's location to aircraft operating at night.

ALS (Approach Lighting System): allows pilots to visually align with a runway while on approach. An ALS extends outward from a runway end and consists of lightbars, strobe lights, or a combination. Common forms include the medium intensity approach lighting system with runway alignment indicator lights (MALSR) and the medium intensity approach lighting system with sequenced flashing lights (MALSF).

ARC (Airport Reference Code): expressed as a letter (A-E) for the design aircraft's approach speed, and Roman numeral (I-IV) for the aircraft's wingspan. The ARC determines design standards such as runway, Runway Safety Area (RSA), and Runway Protection Zone (RPZ) dimensions, and taxiway separation standards.

ATCT (Air Traffic Control Tower): service provided by ground-based controllers who direct aircraft on the ground and through controlled airspace, and can provide advisory services to aircraft in non-controlled airspace. Primary purpose is to prevent collisions, organize and expedite the flow of traffic

ATC Comms (Communications): Capability to communicate while on the ground with air traffic control, either by radio or by cell phone.

Automated Weather Reporting: disseminates weather information to pilots through an automated radio frequency. Systems include the automated weather observing system (AWOS) and automated surface observing system (ASOS).

Benchmarks: minimum recommended facility and service goals set for each airport in the Ohio system based on the system classification level.

Classification Levels: a set of airport groups in the Ohio system, as defined by *The Ohio Airports Focus Study*. Levels include one group for air carrier airports, two groups of general aviation airports primarily serving turbine aircraft (1 and 2), and two groups primarily serving piston aircraft (3 and 4).

CONTINUED ON THE NEXT PAGE

Carrollton

Airport System Plan Benchmark Recommendations Summary*

Associated City	Carrollton
Airport Name	Carroll County-Tolson (TSO)
Ohio Airport System Classification Level	General Aviation Level 3

RECOMMENDATIONS
Level 3 Facility and Service Benchmarks

Benchmark Item	*GA Level 3 Objective***	*Airport Facility*	*Recommendation*	*Estimated Cost*
Primary Runway Length (ft)	≥ 3200	4,297	Maintain adequate runway length for critical aircraft	
Runway Lighting	MIRL	HIRL		
Airport Beacon	Yes	Yes		
Taxiway Type	Partial Parallel	Partial Parallel & Turn-arounds		
ATCT	--	Yes		
ATC Comms	--	Yes		
IAP	NP	NP		
Terminal/Admin. Building	Yes	*No*	Terminal Building	$2,250,000
Fuel	100LL	Jet-A, 100LL		
Weather Reporting	Automated	*No*	Automated Weather Reporting	$231,300
Paved Aircraft Parking	Yes	Yes		
ALS	--	Yes		
Visual Approach Aids	PAPI	Yes		
Snow Removal	Yes	Yes		
Fencing	As Needed	Yes		
Level 3 Facility and Service Benchmarks: Estimated Cost				**$2,481,000**

Red text = airport facility does not meet Ohio System Plan objective

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***These are minimum system recommendations – certain airports may need enhanced facilities due to their specific circumstances*

Page 2 of 2

GLOSSARY

Compliance Factors: FAA standards to which airports are held; often associated with grant assurances. System recommendations and costs were developed to meet current ARC, RSA, RPZ, and PCI standards

IAP (Instrument Approach Procedure): enhance airport safety and efficiency by allowing pilots to navigate to airports in conditions of low visibility. Benchmarks recommend three types of IAP: P – Precision (an instrument landing system), APV – approaches with vertical guidance, and NP – non-precision.

PCI (Pavement Condition Index): an expression of the condition of an airport pavement on a scale from 100 to 0. PCI ratings on this scale: Good (100-85), Satisfactory (85-70), Fair (70-55), Poor (55-40), Very Poor (40-25), Serious (25-10), and Failed (10-0).

Runway Lighting: includes three standard forms: high, medium, and low intensity runway lighting, expressed as HIRL, MIRL, and LIRL.

RPZ (Runway Protection Zone): a trapezoidal area located at ground level prior to the threshold or runway end, designed to enhance the protection of people and property on the ground. Dimensions are determined by the ARC.

RSA (Runway Safety Area): a surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. Dimensions are determined by the ARC.

Visual Approach Aids: visual glide slope indicator (VGSI), a ground lighting system that defines a vertical approach path, indicating to pilots if their approach is too low or too high. Common VGSIs include the precision approach slope indicator (VASI) and precision approach path indicator (PAPI).

East Liverpool

Airport System Plan Compliance Recommendations Summary*

Associated City	East Liverpool
Airport Name	Columbiana County (02G)
Ohio Airport System Classification Level	General Aviation Level 4

CRITICAL COMPLIANCE FACTORS
Current airport conditions

Compliance Item	*Current Compliance*	*Action*	*Estimated Cost*
Primary RSA	In compliance		
Primary RPZ - Percent Controlled	50.0%	Land Acquisition of remaining 50%	$62,000
PCI - Primary Runway	95.4 (Good)	20 year pavement maintenance	$593,000
PCI - All Other Pavements	71 (Satisfactory)	20 year pavement maintenance	$1,293,000
Compliance Factors: Estimated Cost			**$1,948,000**

**Project listing for planning purposes only; does not indicate FAA approval or supersede detailed engineering studies, airport master plan, or pavement maintenance plan*

GLOSSARY

Aircraft Fuel: 100LL AvGas for piston engines and Jet-A for turbine engines. Fuel farm installation includes a tank, containment system, and distribution system.

Airport Beacon: a rotating beacon mounted on top of a tower or tall structure, installed to indicate an airport's location to aircraft operating at night.

ALS (Approach Lighting System): allows pilots to visually align with a runway while on approach. An ALS extends outward from a runway end and consists of lightbars, strobe lights, or a combination. Common forms include the medium intensity approach lighting system with runway alignment indicator lights (MALSR) and the medium intensity approach lighting system with sequenced flashing lights (MALSF).

ARC (Airport Reference Code): expressed as a letter (A-E) for the design aircraft's approach speed, and Roman numeral (I-IV) for the aircraft's wingspan. The ARC determines design standards such as runway, Runway Safety Area (RSA), and Runway Protection Zone (RPZ) dimensions, and taxiway separation standards.

ATCT (Air Traffic Control Tower): service provided by ground-based controllers who direct aircraft on the ground and through controlled airspace, and can provide advisory services to aircraft in non-controlled airspace. Primary purpose is to prevent collisions, organize and expedite the flow of traffic

ATC Comms (Communications): Capability to communicate while on the ground with air traffic control, either by radio or by cell phone.

Automated Weather Reporting: disseminates weather information to pilots through an automated radio frequency. Systems include the automated weather observing system (AWOS) and automated surface observing system (ASOS).

Benchmarks: minimum recommended facility and service goals set for each airport in the Ohio system based on the system classification level.

Classification Levels: a set of airport groups in the Ohio system, as defined by *The Ohio Airports Focus Study*. Levels include one group for air carrier airports, two groups of general aviation airports primarily serving turbine aircraft (1 and 2), and two groups primarily serving piston aircraft (3 and 4).

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East Liverpool

Airport System Plan Benchmark Recommendations Summary*

Associated City	East Liverpool
Airport Name	Columbiana County (02G)
Ohio Airport System Classification Level	General Aviation Level 4

RECOMMENDATIONS

Level 4 Facility and Service Benchmarks

Benchmark Item	*GA Level 4 Objective***	*Airport Facility*	*Recommendation*	*Estimated Cost*
Primary Runway Length (ft)	≥ 1800	3,503	Maintain adequate runway length for critical aircraft	
Runway Lighting	LIRL	MIRL		
Airport Beacon	Yes	Yes		
Taxiway Type	Turnaround	Partial Parallel		
ATCT	--	Yes		
ATC Comms	--	Yes		
IAP	V			
Terminal/Admin. Building	--	Yes		
Fuel	--	100LL		
Weather Reporting	Windsock	Yes		
Paved Aircraft Parking	--	Yes		
ALS	--	Yes		
Visual Approach Aids	--	Yes		
Snow Removal	--	Yes		
Fencing	As Needed	Yes		
Level 4 Facility and Service Benchmarks: Estimated Cost				**$0**

Red text = airport facility does not meet Ohio System Plan objective

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***These are minimum system recommendations – certain airports may need enhanced facilities due to their specific circumstances*

Page 2 of 2

GLOSSARY

Compliance Factors: FAA standards to which airports are held; often associated with grant assurances. System recommendations and costs were developed to meet current ARC, RSA, RPZ, and PCI standards

IAP (Instrument Approach Procedure): enhance airport safety and efficiency by allowing pilots to navigate to airports in conditions of low visibility. Benchmarks recommend three types of IAP: P – Precision (an instrument landing system), APV – approaches with vertical guidance, and NP – non-precision.

PCI (Pavement Condition Index): an expression of the condition of an airport pavement on a scale from 100 to 0. PCI ratings on this scale: Good (100-85), Satisfactory (85-70), Fair (70-55), Poor (55-40), Very Poor (40-25), Serious (25-10), and Failed (10-0).

Runway Lighting: includes three standard forms: high, medium, and low intensity runway lighting, expressed as HIRL, MIRL, and LIRL.

RPZ (Runway Protection Zone): a trapezoidal area located at ground level prior to the threshold or runway end, designed to enhance the protection of people and property on the ground. Dimensions are determined by the ARC.

RSA (Runway Safety Area): a surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. Dimensions are determined by the ARC.

Visual Approach Aids: visual glide slope indicator (VGSI), a ground lighting system that defines a vertical approach path, indicating to pilots if their approach is too low or too high. Common VGSIs include the precision approach slope indicator (VASI) and precision approach path indicator (PAPI).

Coshocton

Airport System Plan Compliance Recommendations Summary*

Associated City	Coshocton
Airport Name	Richard Downing (I40)
Ohio Airport System Classification Level	General Aviation Level 1

CRITICAL COMPLIANCE FACTORS
Current airport conditions

Compliance Item	*Current Compliance*	*Action*	*Estimated Cost*
Primary RSA	In compliance		
Primary RPZ - Percent Controlled	50.0%	Land Acquisition of remaining 50%	$92,000
PCI - Primary Runway	79.6 (Satisfactory)	20 year pavement maintenance	$1,590,000
PCI - All Other Pavements	78.8 (Satisfactory)	20 year pavement maintenance	$3,092,000
Compliance Factors: Estimated Cost			**$4,774,000**

**Project listing for planning purposes only; does not indicate FAA approval or supersede detailed engineering studies, airport master plan, or pavement maintenance plan*

DRAFT

GLOSSARY

Aircraft Fuel: 100LL AvGas for piston engines and Jet-A for turbine engines. Fuel farm installation includes a tank, containment system, and distribution system.

Airport Beacon: a rotating beacon mounted on top of a tower or tall structure, installed to indicate an airport's location to aircraft operating at night.

ALS (Approach Lighting System): allows pilots to visually align with a runway while on approach. An ALS extends outward from a runway end and consists of lightbars, strobe lights, or a combination. Common forms include the medium intensity approach lighting system with runway alignment indicator lights (MALSR) and the medium intensity approach lighting system with sequenced flashing lights (MALSF).

ARC (Airport Reference Code): expressed as a letter (A-E) for the design aircraft's approach speed, and Roman numeral (I-IV) for the aircraft's wingspan. The ARC determines design standards such as runway, Runway Safety Area (RSA), and Runway Protection Zone (RPZ) dimensions, and taxiway separation standards.

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Coshocton

Airport System Plan Benchmark Recommendations Summary*

Associated City	Coshocton
Airport Name	Richard Downing (I40)
Ohio Airport System Classification Level	General Aviation Level 1

SCENARIO 1 RECOMMENDATIONS

Level 1 Facility and Service Benchmarks

*Scenario 1: Upgrade from ARC B-II to C-II with Other Recommendations to Meet Level 1 Classification Benchmarks***

Benchmark Item	*GA Level 1 Objective****	*Airport Facility*	*Recommendation*	*Estimated Cost*
IAP	P or APV	*NP*	Install APV approach	$62,500
Fencing	Perimeter	*No*	Install full perimeter fencing	$792,500
ARC	C-II	*B-II*	B-II to C-II ARC Items (details below)	
ARC Detail			Widen Runway 4-22 25' (Final Width 100')	$4,497,800
ARC Detail			RSA Improvements at Runway 22 End	$270,500
ARC Detail			MALSR - Runway 22 End	$1,427,500
ARC Detail			Non-Precision Runway Markings	$162,800
ARC Detail			REIL - Runway 4 End	$43,800
ARC Detail			Runway End Lights - Both Ends	$67,500
ARC Detail			Relocate Partial Parallel Taxiway 300' from Runway Centerline	$3,038,400
ARC Detail			Relocation of 4 FBO Buildings/Hangars out of OFA	$3,237,300
Scenario 1: Estimated Cost - Full ARC Upgrade from B-II to C-II with Other Benchmark Recommendations				**$13,601,000**

Red text = airport facility does not meet Ohio System Plan objective

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***Scenario 1 incorporates recommended changes to ARC standards; Scenario 2 assumes airport will not change its current ARC*

****These are minimum system recommendations – certain airports may need enhanced facilities due to their specific circumstances*

GLOSSARY

Compliance Factors: FAA standards to which airports are held; often associated with grant assurances. System recommendations and costs were developed to meet current ARC, RSA, RPZ, and PCI standards

IAP (Instrument Approach Procedure): enhance airport safety and efficiency by allowing pilots to navigate to airports in conditions of low visibility. Benchmarks recommend three types of IAP: P – Precision (an instrument landing system), APV – approaches with vertical guidance, and NP – non-precision.

PCI (Pavement Condition Index): an expression of the condition of an airport pavement on a scale from 100 to 0. PCI ratings on this scale: Good (100-85), Satisfactory (85-70), Fair (70-55), Poor (55-40), Very Poor (40-25), Serious (25-10), and Failed (10-0).

Runway Lighting: includes three standard forms: high, medium, and low intensity runway lighting, expressed as HIRL, MIRL, and LIRL.

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Visual Approach Aids: visual glide slope indicator (VGSI), a ground lighting system that defines a vertical approach path, indicating to pilots if their approach is too low or too high. Common VGSIs include the precision approach slope indicator (VASI) and precision approach path indicator (PAPI).

Coshocton

Airport System Plan Benchmark Recommendations Summary*

Associated City	Coshocton
Airport Name	Richard Downing (I40)
Ohio Airport System Classification Level	General Aviation Level 1

SCENARIO 2 RECOMMENDATIONS

Level 1 Facility and Service Benchmarks

*Scenario 2: Recommended Individual Projects if Airport is to Remain at ARC B-II***

Benchmark Item	*GA Level 1 Objective***	*Airport Facility*	*Recommendation*	*Estimated Cost*
Primary Runway Length (ft)	≥ 5000	5,000	Maintain adequate runway length for critical aircraft	
Runway Lighting	HIRL	*MIRL*	HIRL	$500,100
Airport Beacon	Yes	Yes		
Taxiway Type	Full Parallel	Full Parallel		
ATCT	Yes, if Part 139 certified	Yes		
ATC Comms	Yes	Yes		
IAP	P or APV	*NP*	APV	$106,300
Terminal/Admin. Building	Yes	Yes		
Fuel	Jet-A, 100LL	Jet-A, 100LL		
Weather Reporting	Automated	Yes		
Paved Aircraft Parking	Yes	Yes		
ALS	MALSR	*No*	MALSR	$1,427,500
Visual Approach Aids	PAPI	Yes		
Snow Removal	Yes	Yes		
Fencing	Perimeter	*No*	Full Perimeter	$792,500
Level 1 Facility and Service Benchmarks: Estimated Cost				**$2,826,000**

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Cambridge

Airport System Plan Compliance Recommendations Summary*

Associated City	Cambridge
Airport Name	Cambridge Municipal (CDI)
Ohio Airport System Classification Level	General Aviation Level 3

CRITICAL COMPLIANCE FACTORS
Current airport conditions

Compliance Item	*Current Compliance*	*Action*	*Estimated Cost*
Primary RSA	In compliance		
Primary RPZ - Percent Controlled	100.0%	No action	
PCI - Primary Runway	65.7 (Fair)	20 year pavement maintenance	$1,421,000
PCI - All Other Pavements	75.8 (Satisfactory)	20 year pavement maintenance	$816,000
Compliance Factors: Estimated Cost			**$2,237,000**

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GLOSSARY

Aircraft Fuel: 100LL AvGas for piston engines and Jet-A for turbine engines. Fuel farm installation includes a tank, containment system, and distribution system.

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ALS (Approach Lighting System): allows pilots to visually align with a runway while on approach. An ALS extends outward from a runway end and consists of lightbars, strobe lights, or a combination. Common forms include the medium intensity approach lighting system with runway alignment indicator lights (MALSR) and the medium intensity approach lighting system with sequenced flashing lights (MALSF).

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CONTINUED ON THE NEXT PAGE

Cambridge

Airport System Plan Benchmark Recommendations Summary*

Associated City	Cambridge
Airport Name	Cambridge Municipal (CDI)
Ohio Airport System Classification Level	General Aviation Level 3

RECOMMENDATIONS

Level 3 Facility and Service Benchmarks

Benchmark Item	*GA Level 3 Objective***	*Airport Facility*	*Recommendation*	*Estimated Cost*
Primary Runway Length (ft)	≥ 3200	4,298	Maintain adequate runway length for critical aircraft	
Runway Lighting	MIRL	MIRL		
Airport Beacon	Yes	Yes		
Taxiway Type	Partial Parallel	*None*	Partial Parallel	$2,847,700
ATCT	--	Yes		
ATC Comms	--	Yes		
IAP	NP	NP		
Terminal/Admin. Building	Yes	Yes		
Fuel	100LL	Jet-A, 100LL		
Weather Reporting	Automated	Yes		
Paved Aircraft Parking	Yes	Yes		
ALS	--	Yes		
Visual Approach Aids	PAPI	*No*	PAPI	$100,000
Snow Removal	Yes	Yes		
Fencing	As Needed	Yes		
Level 3 Facility and Service Benchmarks: Estimated Cost				**$2,948,000**

Red text = airport facility does not meet Ohio System Plan objective

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***These are minimum system recommendations – certain airports may need enhanced facilities due to their specific circumstances*

Page 2 of 2

GLOSSARY

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PCI (Pavement Condition Index): an expression of the condition of an airport pavement on a scale from 100 to 0. PCI ratings on this scale: Good (100-85), Satisfactory (85-70), Fair (70-55), Poor (55-40), Very Poor (40-25), Serious (25-10), and Failed (10-0).

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Visual Approach Aids: visual glide slope indicator (VGSI), a ground lighting system that defines a vertical approach path, indicating to pilots if their approach is too low or too high. Common VGSIs include the precision approach slope indicator (VASI) and precision approach path indicator (PAPI).

Cadiz

Airport System Plan Compliance Recommendations Summary*

Associated City	Cadiz
Airport Name	Harrison County (8G6)
Ohio Airport System Classification Level	General Aviation Level 3

CRITICAL COMPLIANCE FACTORS
Current airport conditions

Compliance Item	*Current Compliance*	*Action*	*Estimated Cost*
Primary RSA	In compliance		
Primary RPZ - Percent Controlled	57.0%	Land Acquisition of remaining 43%	$79,000
PCI - Primary Runway	79.7 (Satisfactory)	20 year pavement maintenance	$1,780,000
PCI - All Other Pavements	72.9 (Satisfactory)	20 year pavement maintenance	$653,000
Compliance Factors: Estimated Cost			**$2,512,000**

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DRAFT

GLOSSARY

Aircraft Fuel: 100LL AvGas for piston engines and Jet-A for turbine engines. Fuel farm installation includes a tank, containment system, and distribution system.

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ALS (Approach Lighting System): allows pilots to visually align with a runway while on approach. An ALS extends outward from a runway end and consists of lightbars, strobe lights, or a combination. Common forms include the medium intensity approach lighting system with runway alignment indicator lights (MALSR) and the medium intensity approach lighting system with sequenced flashing lights (MALSF).

ARC (Airport Reference Code): expressed as a letter (A-E) for the design aircraft's approach speed, and Roman numeral (I-IV) for the aircraft's wingspan. The ARC determines design standards such as runway, Runway Safety Area (RSA), and Runway Protection Zone (RPZ) dimensions, and taxiway separation standards.

ATCT (Air Traffic Control Tower): service provided by ground-based controllers who direct aircraft on the ground and through controlled airspace, and can provide advisory services to aircraft in non-controlled airspace. Primary purpose is to prevent collisions, organize and expedite the flow of traffic

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Automated Weather Reporting: disseminates weather information to pilots through an automated radio frequency. Systems include the automated weather observing system (AWOS) and automated surface observing system (ASOS).

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Cadiz

Airport System Plan Benchmark Recommendations Summary*

Associated City	Cadiz
Airport Name	Harrison County (8G6)
Ohio Airport System Classification Level	General Aviation Level 3

RECOMMENDATIONS
Level 3 Facility and Service Benchmarks

Benchmark Item	*GA Level 3 Objective***	*Airport Facility*	*Recommendation*	*Estimated Cost*
Primary Runway Length (ft)	≥ 3200	3,765	Maintain adequate runway length for critical aircraft	
Runway Lighting	MIRL	MIRL		
Airport Beacon	Yes	Yes		
Taxiway Type	Partial Parallel	Partial Parallel		
ATCT	--	Yes		
ATC Comms	--	Yes		
IAP	NP	NP		
Terminal/Admin. Building	Yes	Yes		
Fuel	100LL	100LL		
Weather Reporting	Automated	*No*	Automated Weather Reporting	$231,300
Paved Aircraft Parking	Yes	Yes		
ALS	--	Yes		
Visual Approach Aids	PAPI	Yes		
Snow Removal	Yes	Yes		
Fencing	As Needed	Yes		
Level 3 Facility and Service Benchmarks: Estimated Cost				**$231,000**

Red text = airport facility does not meet Ohio System Plan objective

**Project listing for planning purposes only; does not indicate FAA approval or supersede detailed engineering studies, airport master plan, or pavement maintenance plan*

***These are minimum system recommendations – certain airports may need enhanced facilities due to their specific circumstances*

Page 2 of 2

GLOSSARY

Compliance Factors: FAA standards to which airports are held; often associated with grant assurances. System recommendations and costs were developed to meet current ARC, RSA, RPZ, and PCI standards

IAP (Instrument Approach Procedure): enhance airport safety and efficiency by allowing pilots to navigate to airports in conditions of low visibility. Benchmarks recommend three types of IAP: P – Precision (an instrument landing system), APV – approaches with vertical guidance, and NP – non-precision.

PCI (Pavement Condition Index): an expression of the condition of an airport pavement on a scale from 100 to 0. PCI ratings on this scale: Good (100-85), Satisfactory (85-70), Fair (70-55), Poor (55-40), Very Poor (40-25), Serious (25-10), and Failed (10-0).

Runway Lighting: includes three standard forms: high, medium, and low intensity runway lighting, expressed as HIRL, MIRL, and LIRL.

RPZ (Runway Protection Zone): a trapezoidal area located at ground level prior to the threshold or runway end, designed to enhance the protection of people and property on the ground. Dimensions are determined by the ARC.

RSA (Runway Safety Area): a surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. Dimensions are determined by the ARC.

Visual Approach Aids: visual glide slope indicator (VGSI), a ground lighting system that defines a vertical approach path, indicating to pilots if their approach is too low or too high. Common VGSIs include the precision approach slope indicator (VASI) and precision approach path indicator (PAPI).

Millersburg

Airport System Plan Compliance Recommendations Summary*

Associated City	Millersburg
Airport Name	Holmes County (10G)
Ohio Airport System Classification Level	General Aviation Level 2

CRITICAL COMPLIANCE FACTORS
Current airport conditions

Compliance Item	*Current Compliance*	*Action*	*Estimated Cost*
Primary RSA	In compliance		
Primary RPZ - Percent Controlled	50.0%	Land Acquisition of remaining 50%	
PCI - Primary Runway	100 (Good)	20 year pavement maintenance	$414,000
PCI - All Other Pavements	70.1 (Satisfactory)	20 year pavement maintenance	$972,000
Compliance Factors: Estimated Cost			**$1,386,000**

**Project listing for planning purposes only; does not indicate FAA approval or supersede detailed engineering studies, airport master plan, or pavement maintenance plan*

GLOSSARY

Aircraft Fuel: 100LL AvGas for piston engines and Jet-A for turbine engines. Fuel farm installation includes a tank, containment system, and distribution system.

Airport Beacon: a rotating beacon mounted on top of a tower or tall structure, installed to indicate an airport's location to aircraft operating at night.

ALS (Approach Lighting System): allows pilots to visually align with a runway while on approach. An ALS extends outward from a runway end and consists of lightbars, strobe lights, or a combination. Common forms include the medium intensity approach lighting system with runway alignment indicator lights (MALSR) and the medium intensity approach lighting system with sequenced flashing lights (MALSF).

ARC (Airport Reference Code): expressed as a letter (A-E) for the design aircraft's approach speed, and Roman numeral (I-IV) for the aircraft's wingspan. The ARC determines design standards such as runway, Runway Safety Area (RSA), and Runway Protection Zone (RPZ) dimensions, and taxiway separation standards.

ATCT (Air Traffic Control Tower): service provided by ground-based controllers who direct aircraft on the ground and through controlled airspace, and can provide advisory services to aircraft in non-controlled airspace. Primary purpose is to prevent collisions, organize and expedite the flow of traffic

ATC Comms (Communications): Capability to communicate while on the ground with air traffic control, either by radio or by cell phone.

Automated Weather Reporting: disseminates weather information to pilots through an automated radio frequency. Systems include the automated weather observing system (AWOS) and automated surface observing system (ASOS).

Benchmarks: minimum recommended facility and service goals set for each airport in the Ohio system based on the system classification level.

Classification Levels: a set of airport groups in the Ohio system, as defined by *The Ohio Airports Focus Study*. Levels include one group for air carrier airports, two groups of general aviation airports primarily serving turbine aircraft (1 and 2), and two groups primarily serving piston aircraft (3 and 4).

CONTINUED ON THE NEXT PAGE

Millersburg

Airport System Plan Benchmark Recommendations Summary*

Associated City	Millersburg
Airport Name	Holmes County (10G)
Ohio Airport System Classification Level	General Aviation Level 2

RECOMMENDATIONS

Level 2 Facility and Service Benchmarks

Benchmark Item	*GA Level 2 Objective***	*Airport Facility*	*Recommendation*	*Estimated Cost*
Primary Runway Length (ft)	≥ 4000	*3,498*	Primary Runway to 4,000'	$1,231,300
Runway Lighting	MIRL	MIRL		
Airport Beacon	Yes	Yes		
Taxiway Type	Full Parallel	*Partial Parallel*	Full Parallel	$5,455,000
ATCT	--	Yes		
ATC Comms	Yes	Yes		
IAP	APV	NP	APV	$62,500
Terminal/Admin. Building	Yes	Yes		
Fuel	Jet-A, 100LL	Jet-A, 100LL		
Weather Reporting	Automated	Yes		
Paved Aircraft Parking	Yes	Yes		
ALS	--	Yes		
Visual Approach Aids	PAPI	*No*	PAPI	$100,000
Snow Removal	Yes	Yes		
Fencing	Airfield	Yes		
Level 2 Facility and Service Benchmarks: Estimated Cost				**$6,849,000**

Red text = airport facility does not meet Ohio System Plan objective

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***These are minimum system recommendations – certain airports may need enhanced facilities due to their specific circumstances*

GLOSSARY

Compliance Factors: FAA standards to which airports are held; often associated with grant assurances. System recommendations and costs were developed to meet current ARC, RSA, RPZ, and PCI standards

IAP (Instrument Approach Procedure): enhance airport safety and efficiency by allowing pilots to navigate to airports in conditions of low visibility. Benchmarks recommend three types of IAP: P – Precision (an instrument landing system), APV – approaches with vertical guidance, and NP – non-precision.

PCI (Pavement Condition Index): an expression of the condition of an airport pavement on a scale from 100 to 0. PCI ratings on this scale: Good (100-85), Satisfactory (85-70), Fair (70-55), Poor (55-40), Very Poor (40-25), Serious (25-10), and Failed (10-0).

Runway Lighting: includes three standard forms: high, medium, and low intensity runway lighting, expressed as HIRL, MIRL, and LIRL.

RPZ (Runway Protection Zone): a trapezoidal area located at ground level prior to the threshold or runway end, designed to enhance the protection of people and property on the ground. Dimensions are determined by the ARC.

RSA (Runway Safety Area): a surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. Dimensions are determined by the ARC.

Visual Approach Aids: visual glide slope indicator (VGSI), a ground lighting system that defines a vertical approach path, indicating to pilots if their approach is too low or too high. Common VGSIs include the precision approach slope indicator (VASI) and precision approach path indicator (PAPI).

Zanesville

Airport System Plan Compliance Recommendations Summary*

Associated City	Zanesville
Airport Name	Zanesville Municipal (ZZV)
Ohio Airport System Classification Level	General Aviation Level 1

CRITICAL COMPLIANCE FACTORS
Current airport conditions

Compliance Item	*Current Compliance*	*Action*	*Estimated Cost*
Primary RSA	In compliance		
Primary RPZ - Percent Controlled	100.0%	No action	
PCI - Primary Runway	78 (Satisfactory)	20 year pavement maintenance	$3,624,000
PCI - All Other Pavements	55.9 (Fair)	20 year pavement maintenance	$9,283,000
Compliance Factors: Estimated Cost			**$12,907,000**

**Project listing for planning purposes only; does not indicate FAA approval or supersede detailed engineering studies, airport master plan, or pavement maintenance plan*

DRAFT

GLOSSARY

Aircraft Fuel: 100LL AvGas for piston engines and Jet-A for turbine engines. Fuel farm installation includes a tank, containment system, and distribution system.

Airport Beacon: a rotating beacon mounted on top of a tower or tall structure, installed to indicate an airport's location to aircraft operating at night.

ALS (Approach Lighting System): allows pilots to visually align with a runway while on approach. An ALS extends outward from a runway end and consists of lightbars, strobe lights, or a combination. Common forms include the medium intensity approach lighting system with runway alignment indicator lights (MALSR) and the medium intensity approach lighting system with sequenced flashing lights (MALSF).

ARC (Airport Reference Code): expressed as a letter (A-E) for the design aircraft's approach speed, and Roman numeral (I-IV) for the aircraft's wingspan. The ARC determines design standards such as runway, Runway Safety Area (RSA), and Runway Protection Zone (RPZ) dimensions, and taxiway separation standards.

ATCT (Air Traffic Control Tower): service provided by ground-based controllers who direct aircraft on the ground and through controlled airspace, and can provide advisory services to aircraft in non-controlled airspace. Primary purpose is to prevent collisions, organize and expedite the flow of traffic

ATC Comms (Communications): Capability to communicate while on the ground with air traffic control, either by radio or by cell phone.

Automated Weather Reporting: disseminates weather information to pilots through an automated radio frequency. Systems include the automated weather observing system (AWOS) and automated surface observing system (ASOS).

Benchmarks: minimum recommended facility and service goals set for each airport in the Ohio system based on the system classification level.

Classification Levels: a set of airport groups in the Ohio system, as defined by *The Ohio Airports Focus Study*. Levels include one group for air carrier airports, two groups of general aviation airports primarily serving turbine aircraft (1 and 2), and two groups primarily serving piston aircraft (3 and 4).

CONTINUED ON THE NEXT PAGE

Zanesville

Airport System Plan Benchmark Recommendations Summary*

Associated City	Zanesville
Airport Name	Zanesville Municipal (ZZV)
Ohio Airport System Classification Level	General Aviation Level 1

RECOMMENDATIONS

Level 1 Facility and Service Benchmarks

Benchmark Item	*GA Level 1 Objective***	*Airport Facility*	*Recommendation*	*Estimated Cost*
Primary Runway Length (ft)	≥ 5000	5,000	Maintain adequate runway length for critical aircraft	
Runway Lighting	HIRL	HIRL		
Airport Beacon	Yes	Yes		
Taxiway Type	Full Parallel	Full Parallel		
ATCT	Yes, if Part 139 certified	Yes		
ATC Comms	Yes	Yes		
IAP	P or APV	P		
Terminal/Admin. Building	Yes	Yes		
Fuel	Jet-A, 100LL	Jet-A, 100LL		
Weather Reporting	Automated	Yes		
Paved Aircraft Parking	Yes	Yes		
ALS	MALSR	*No*	MALSR	$1,484,600
Visual Approach Aids	PAPI	Yes		
Snow Removal	Yes	Yes		
Fencing	Perimeter	*No*	Full Perimeter	$971,800
Level 1 Facility and Service Benchmarks: Estimated Cost				**$2,456,000**

Red text = airport facility does not meet Ohio System Plan objective

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Page 2 of 2

GLOSSARY

Compliance Factors: FAA standards to which airports are held; often associated with grant assurances. System recommendations and costs were developed to meet current ARC, RSA, RPZ, and PCI standards

IAP (Instrument Approach Procedure): enhance airport safety and efficiency by allowing pilots to navigate to airports in conditions of low visibility. Benchmarks recommend three types of IAP: P – Precision (an instrument landing system), APV – approaches with vertical guidance, and NP – non-precision.

PCI (Pavement Condition Index): an expression of the condition of an airport pavement on a scale from 100 to 0. PCI ratings on this scale: Good (100-85), Satisfactory (85-70), Fair (70-55), Poor (55-40), Very Poor (40-25), Serious (25-10), and Failed (10-0).

Runway Lighting: includes three standard forms: high, medium, and low intensity runway lighting, expressed as HIRL, MIRL, and LIRL.

RPZ (Runway Protection Zone): a trapezoidal area located at ground level prior to the threshold or runway end, designed to enhance the protection of people and property on the ground. Dimensions are determined by the ARC.

RSA (Runway Safety Area): a surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. Dimensions are determined by the ARC.

Visual Approach Aids: visual glide slope indicator (VGSI), a ground lighting system that defines a vertical approach path, indicating to pilots if their approach is too low or too high. Common VGSIs include the precision approach slope indicator (VASI) and precision approach path indicator (PAPI).

New Philadelphia

Airport System Plan Compliance Recommendations Summary*

Associated City	New Philadelphia
Airport Name	Harry Clever Field (PHD)
Ohio Airport System Classification Level	General Aviation Level 2

CRITICAL COMPLIANCE FACTORS
Current airport conditions

Compliance Item	*Current Compliance*	*Action*	*Estimated Cost*
Primary RSA	Not in compliance	Relocate Existing Road and Declared Distances	$443,000
Primary RPZ - Percent Controlled	2.5%	Land Acquisition of remaining 98%	$546,000
PCI - Primary Runway	55.4 (Fair)	20 year pavement maintenance	$1,984,000
PCI - All Other Pavements	72.7 (Satisfactory)	20 year pavement maintenance	$1,128,000
Compliance Factors: Estimated Cost			**$4,101,000**

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GLOSSARY

Aircraft Fuel: 100LL AvGas for piston engines and Jet-A for turbine engines. Fuel farm installation includes a tank, containment system, and distribution system.

Airport Beacon: a rotating beacon mounted on top of a tower or tall structure, installed to indicate an airport's location to aircraft operating at night.

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New Philadelphia

Airport System Plan Benchmark Recommendations Summary*

Associated City	New Philadelphia
Airport Name	Harry Clever Field (PHD)
Ohio Airport System Classification Level	General Aviation Level 2

RECOMMENDATIONS

Level 2 Facility and Service Benchmarks

Benchmark Item	*GA Level 2 Objective***	*Airport Facility*	*Recommendation*	*Estimated Cost*
Primary Runway Length (ft)	≥ 4000	*3,951*	Primary Runway to 4,000'	$323,400
Runway Lighting	MIRL	MIRL		
Airport Beacon	Yes	Yes		
Taxiway Type	Full Parallel	Full Parallel		
ATCT	--	Yes		
ATC Comms	Yes	Yes		
IAP	APV	*NP*	APV	$62,500
Terminal/Admin. Building	Yes	Yes		
Fuel	Jet-A, 100LL	Jet-A, 100LL		
Weather Reporting	Automated	Yes		
Paved Aircraft Parking	Yes	Yes		
ALS	--	Yes		
Visual Approach Aids	PAPI	Yes		
Snow Removal	Yes	Yes		
Fencing	Airfield	Yes		
Level 2 Facility and Service Benchmarks: Estimated Cost				**$386,000**

Red text = airport facility does not meet Ohio System Plan objective

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***These are minimum system recommendations – certain airports may need enhanced facilities due to their specific circumstances*

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PCI (Pavement Condition Index): an expression of the condition of an airport pavement on a scale from 100 to 0. PCI ratings on this scale: Good (100-85), Satisfactory (85-70), Fair (70-55), Poor (55-40), Very Poor (40-25), Serious (25-10), and Failed (10-0).

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N
W E
S

- Proposed Power Plant
- Industrial Centers
- OMEGA County Boundary
- Municipal Boundary
- Barren Land
- Agriculture
- Developed, High Intensity
- Developed, Low Intensity
- Developed, Medium Intensity
- Developed, Open Space
- Emergent Herbaceous Wetlands
- Mixed Forest
- Open Water
- Unclassified

Land Use and Land Cover
Carroll County

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Date: 6/1/2015

Source: ODOT, NLCD 2006, ODNR, ESRI

Carroll

Minerva
Malvern
Magnolia
Summitville
Mineral City
Carrollton
Dellroy
Sherrodsville
Leesville
Bowerston
Amsterdam
Dover

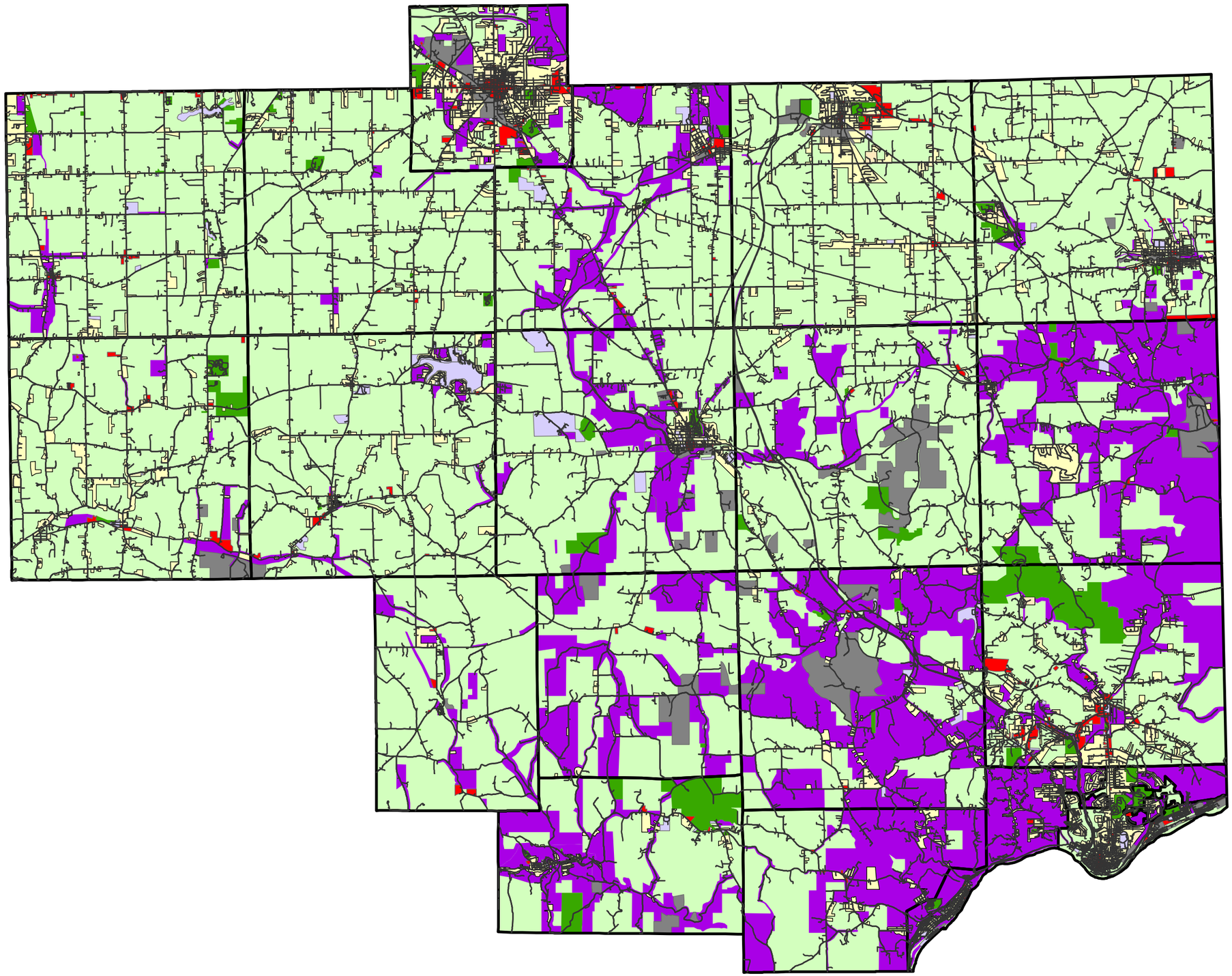
183 518 644 9 43 171 39 524 212 542 800 332 164

0 1.25 2.5 5 7.5 10 Miles

OMEGA Region

Columbiana County Land Use

Source: Youngstown State University



Legend

- Industrial
- Public Use
- Parks
- Multi-Family
- Commercial
- Residential
- Wooded/Vacant
- Agriculture

N

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Date: 5/29/2015

0 0.751.5 3 4.5 6
Miles

OMEGA

Coshocton Land Use

Source:Muskingum Watershed Conservancy District

- Agriculture
- Commercial
- Industrial
- Multi-Family Residential
- No Data
- Parks and Public Use
- Residential
- Vacant

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Date: 8/1/2014

N
W E
S

0 1.75 3.5 7
Miles

Killbuck
Baltic
Warsaw
Nellie
Coshocton
West Lafayette
Plainfield
Conesville
Frazeysburg
Dresden
Tiverton Township
Monroe Township
Clark Township
Mill Creek Township
Crawford Township
Newcastle Township
Jefferson Township
Bethlehem Township
Keene Township
White Eyes Township
Adams Township
Perry Township
Bedford Township
Jackson Township
Tuscarawas Township
Lafayette Township
Oxford Township
Pike Township
Washington Township
Virginia Township
Franklin Township
Linton Township
Knox County
Holmes County
Coshocton County
Tuscarawas County
Licking County
Muskingum County
Guernsey County

OMEGA

Guernsey Land Use

Source:Muskingum Watershed Conservancy District

- Agriculture
- Commercial
- Industrial
- Multi-Family Residential
- No Data
- Parks and Public Use
- Residential
- Vacant

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

N
W E
S

Date: 8/1/2014

0 1.75 3.5 7
Miles

Plainfield
Freeport
Barnesville
Cambridge
New Concord
Norwich
Byesville
Lore City
Salesville
Quaker City
Senecaville
Pleasant City
Cumberland
Old Washington
Fairview

Wheeling Township
Monroe Township
Washington Township
Liberty Township
Knox Township
Jefferson Township
Madison Township
Londonderry Township
Cambridge Township
Adams Township
Center Township
Wills Township
Oxford Township
Millwood Township
Jackson Township
Westland Township
Richland Township
Valley Township
Spencer Township

Tuscarawas County
Guernsey County
Coshocton County
Muskingum County
Harrison County
Belmont County
Noble County
Monroe County

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION





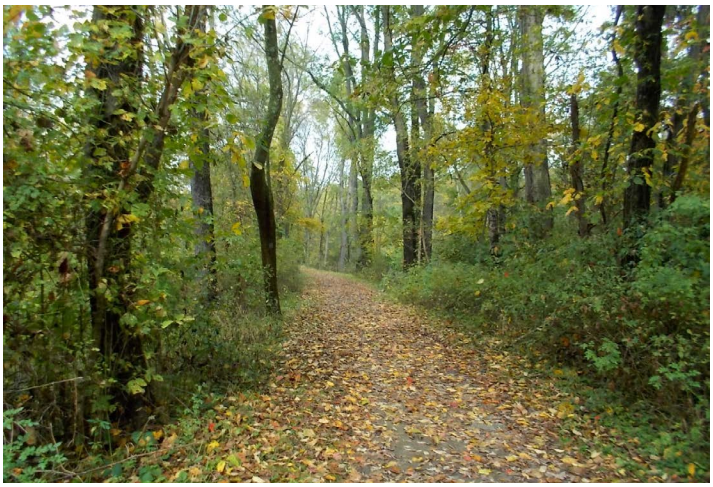

Regional Transportation Plan
Needs Analysis
June 1, 2015













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5.0 NEEDS ANALYSIS

As indicated in Section 2.0 of the Regional Transportation Plan, OMEGA has established the following goals for the development and implementation of the Regional Transportation Plan:

- **Goal 1**: Preserve, Maintain, and Improve Existing Transportation Systems
- **Goal 2**: Address Safety and Congestion Issues
- **Goal 3**: Facilitate Economic and Community Development
- **Goal 4**: Improve Quality of Life
- **Goal 5**: Develop a Financially Responsible Regional Transportation Plan

These five goals and the associated objectives for reaching each goal provide the overall guidance for assessing the transportation needs of the region. These goals in conjunction with the analysis of the Existing and Future Conditions of the transportation systems of the region along with information provided by the members of the Executive Board, Transportation Advisory Committee (TAC), Citizens Advisory Board (CAB), and other stakeholders provide the framework for the Needs Analysis. Transportation system needs as related to achieving Goals 1 to 4 are summarized in this section. Goal 5 will be addressed in Section 7.0 - Fiscal Analysis.

5.1 Preserve, Maintain, and Improve Existing Transportation Systems

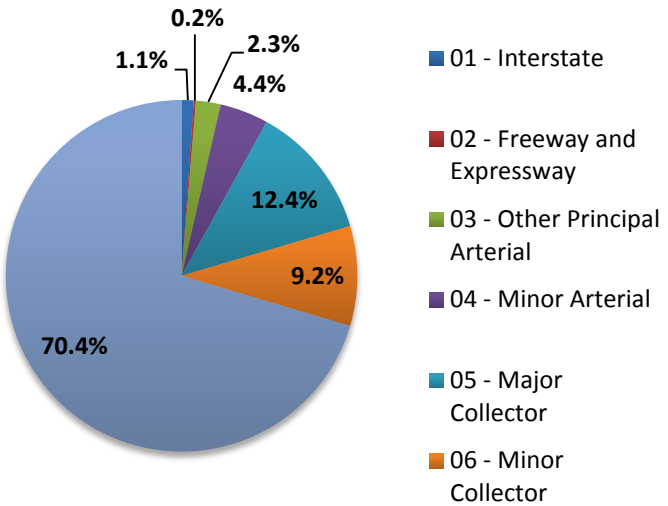
The primary goal of the OMEGA RTPO is to preserve, maintain, and improve existing transportation systems. This section summarizes the needs to maintain the roads on the federal aid system, bridge maintenance, rehabilitation, and replacement, and maintenance of the general aviation systems.

5.1.1 Roads

As indicated in Section 3.3.1 of the Regional Transportation Plan, the OMEGA RTPO includes approximately 10,350 center lane miles of road. As indicated in Figure 5-1, 1.1% of these roads are classified as interstate, 28.5% are on the federal aid system, and over 70% of these roads are classified as local roads, not eligible for federal funding.

Pavement Condition Ratings (PCRs) from 2012 were available for roads on the Federal Aid System. Based upon these ratings, approximately 70% of the roads on the federal aid system are in Good to Very Good condition

FIGURE 5-1: FUNCTIONAL CLASS



(PCR $\geq$ 76). The remaining 30% or approximately 850 lane miles of road are in Fair, Fair to Poor, or Poor condition (PCR 41 to 75). These roads will need to be resurfaced within the next five years. Based upon an estimated cost of approximately $300,000 per mile for a two-lane, 24-foot wide road, the total cost to resurface these roads over the next five years would be approximately $255 million per 2-lane section of roads on the federal aid system. Additional costs will be incurred to maintain the local roads. Therefore, the needs just to maintain the existing roads within the RTPO system are significant.

OMEGA will need to develop a plan to prioritize the preservation and maintenance of the existing roads on the federal aid system.

5.1.2 Bridges

The OMEGA RTPO includes 2,964 bridges of which 1,801 bridges or 61% are under local jurisdiction. Of these 1,801 bridges, 138 have a general appraisal rating of 4 or less. Maps showing the locations of these bridges with a General Appraisal Rating of 4 or less are provided in Appendix H1 and H2 of the Existing Conditions. In addition, there are 266 bridges that currently have a general appraisal rating greater than 4, but which were constructed in 1950 or earlier and have not undergone any major reconstruction. By 2040, these bridges will be 90 years or older and nearing the end of their useful life.

This data has both short term and long term implications. In the short term, at least 138 bridges under local jurisdiction will need to be repaired or replaced. Between 2020 and 2040, an additional 266 bridges will need to be repaired or replaced. As indicated in Section 4.3 of the Regional Transportation Plan, the minimum estimated repair/replacement cost for these bridges (to include those with a span of less than 20 feet) is approximately $100 million. As indicated in Section 3.4 of the Existing Conditions, the database originally provided by ODOT did not include all of the local bridges in the OMEGA RTPO Region. ODOT is in the process of updating this database to include the General Appraisal Rating. Once this data is available, then OMEGA will revise accordingly. The projected repair/replacement cost for these bridges will likely increase once this update is completed.

OMEGA will need to develop a plan to prioritize the repair and replacement of the bridges with a span of at least 20 feet which are eligible for federal aid.

5.1.3 Airports

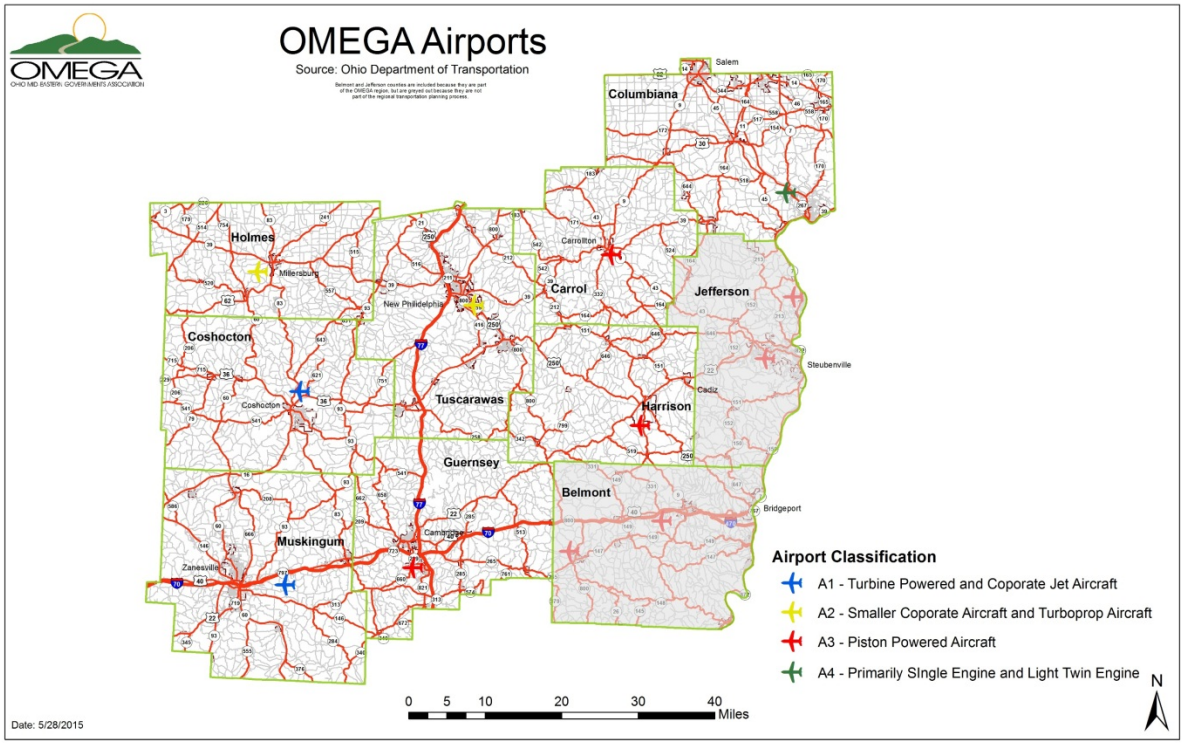
Each of the eight counties in the RTPO region are served by a General Aviation Airport, see Figure 5-2. As documented in the draft Ohio Airports Focus Study, the total estimated cost for these eight airports to maintain system compliance with the current classification level is approximately $33 million. Approximately **$31 million (94%)** will be needed over the next 20 years for maintenance of the primary runway and other pavements and approximately $1.47 million will be needed for land acquisition for runway protection zones. The remaining $443,000 is needed for the primary runway safety area for the Harry Clever Field in New Philadelphia.

In addition to the recommendations provided in the draft Ohio Airports Focus Study, the following airports plan to expand the primary runway to 5,000 feet:

- Carroll County - Tolson
- Cambridge Municipal
- Harry Clever Field

These runway extensions are needed primarily to meet current demand for turbine powered aircraft and smaller corporate aircraft and jets. In the last year, the Cambridge Municipal Airport has experienced a significant increase in the number of corporate jets. Much of this increase is directly or indirectly attributable to the shale industry.

FIGURE 5-2: AIRPORTS



5.2 Safety and Congestion

The second goal of the OMEGA RTPO is to address safety and congestion issues in the region. By analyzing crash data in conjunction with input from our Executive Board, TAC, CAB, and ODOT, OMEGA has identified several areas of concern in the region and the need for further study to reach our objective to reduce the frequency and severity of crashes in the region. This analysis and specific needs to address these safety concerns are summarized in Section 5.2.1.

Relying on data and modeling conducted by ODOT, OMEGA also identified the current and projected congested areas in the region. Results from this analysis and need for future action is summarized in Section 5.2.2.

The planning measures discussed herein are the first steps needed to reduce the number and severity of crashes, to alleviate congestion, to address slowed commute times, and to address issues arising from increased truck volumes in the shale development region.

5.2.1 Safety

In order to meet the goal of reducing the number and severity of crashes within the OMEGA RTPO, four objectives were established. These objectives include:

1. Obtain and analyze crash data.

2. Identify high hazard areas.

3. Facilitate the development of projects (such as signage, sight distance improvements, road re-alignments, etc.) to improve safety and reduce the frequency and severity of crashes.

4. Develop a financial strategy for projects that can be implemented within the next five years that will address safety and congestion issues.

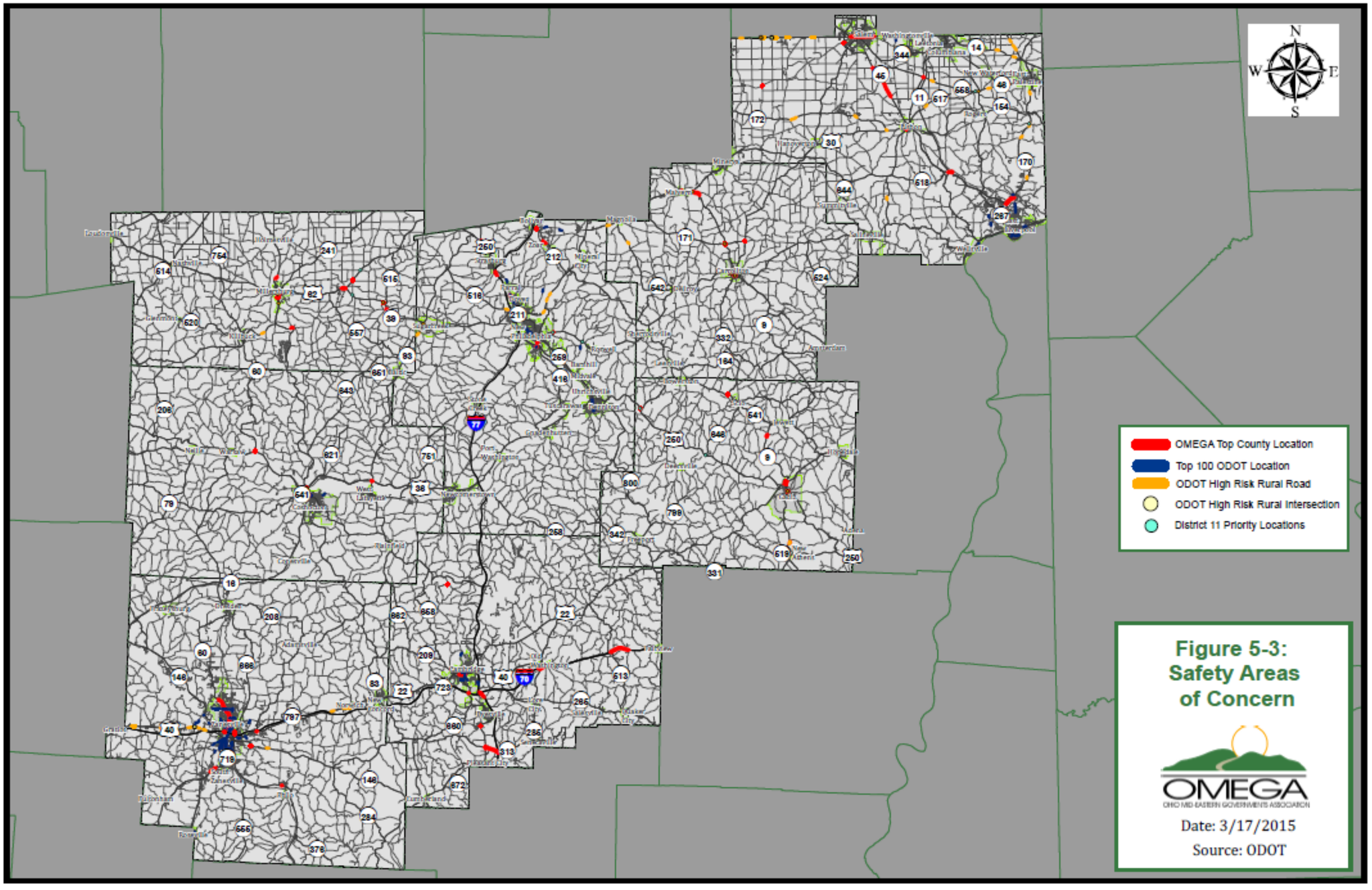
Objectives 1 and 2 have been completed and are documented in Section 3.0: Existing Conditions of the plan. Results of this analysis are summarized herein. As documented in Section 3.9 of the plan, 30,113 crashes occurred within the RTPO region during the period between 2011 and 2013. Of these crashes, 0.56% or 171 were fatal accidents and 24.9% or 7,502 were injury accidents. Fixed object or roadway departures accounted for 29% of all crashes and were the leading cause of all accidents followed by Rear End crashes which accounted for 17% of all crashes. With the hilly, windy, narrow routes of the rural roads characteristic of the region, roadway departures as the leading cause of accidents is expected. OMEGA has compiled several safety priority lists to address intersections and roadways that are of particular concern to our region. These locations are eligible for safety funding through ODOT and the County Engineer's Association of Ohio (CEAO).

To better define the areas of concern, OMEGA prioritized locations on a county-by-county basis from ODOT's crash data. Crash density was the key factor in the list prioritization; three to five areas within municipalities and outside of municipalities with high crash rates were chosen for each county to provide equal opportunity to improve safety across the region. Our priority areas also took the severity of the crash into account, as well as feedback and project information from our TAC and Executive Board meetings. A list of the top regional priority areas within municipal boundaries as identified by OMEGA are provided in Table A-1 in Appendix A. A list of the top priority areas outside municipalities are listed in Table A-2 of Appendix A.

ODOT has provided three lists for our region using Safety Analyst software. This software uses traffic volumes, the observed number of crashes, and site specific data to calculate the predicted and expected crash frequency rates and prioritize areas of concern in the State as well as the OMEGA RTPO. These lists were compiled based on state, regional, and district wide areas, and further categorized by roadway type. Traffic volume, crash rate, and the predicted rates of these variables are the primary factors. The first list located the top 100 locations on county and township roads in our RTPO region. Please note that these locations excluded the incorporated areas of the RTPO region. The second list is the statewide 2013 Highway Safety Improvement Program list, which analyzes locations and categorized these locations by their rural or urban locations and type (intersection, freeway, non-freeway). The third list is the statewide 2013 High Risk Rural Roads list, which analyzed rural segments and intersections on state, county and township road systems. ODOT District 11 also provided a list of priority locations which are shown on Figure 5-3.

Primary regional areas of concern are shown in Figure 5-3 and regional Highway Safety Improvement locations are shown in Figure 5-4. To better illustrate these areas of concern, county specific maps are provided in Appendix B. The first map of each county in Appendix B shows the areas of concern from OMEGA, ODOT (Top 100 in RTPO and High Risk Rural Roads), and District 11 (where applicable), while the second map shows the areas identified by the Highway Safety Improvement Program**.**

OMEGA in conjunction with our TAC and ODOT with input from our Executive Board and Citizens Advisory Board will need to prioritize these locations of concern. Safety studies will be conducted to assess the situation and to identify the appropriate countermeasures. Once the safety study is completed, then OMEGA will work with the local sponsor and ODOT to obtain the necessary funding to implement the recommended countermeasures.


N
W
E
S
OMEGA Top County Location
Top 100 ODOT Location
ODOT High Risk Rural Road
ODOT High Risk Rural Intersection
District 11 Priority Locations
Figure 5-3:
Safety Areas
of Concern
OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION
Date: 3/17/2015
Source: ODOT

HSIP Urban Intersection
HSIP Rural Intersection
HSIP Urban Segment-Non Freeway
HSIP Rural Segment-Non Freeway
HSIP Rural Freeway
OMEGA Top County Location

Figure 5-4: Highway Safety Improvement Locations

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Date: 3/17/2015

Source: ODOT

5.2.2 Congestion

Two primary means of measuring congestion within a roadway system are Level of Service and the Volume to Capacity (V/C) ratio.

Level of Service (LOS) is a qualitative measure of the operation of traffic flow. Speed, travel time, freedom to maneuver, traffic interruptions, drive inconvenience, safety, and delay are all factors considered in the LOS. The LOS is based upon different measures of effectiveness for different transportation systems. As defined in the Highway Capacity Manual, there are six levels of service from A as being the best to F as being the worst. These levels are defined in Section 3.3.4 of the plan, but essentially a LOS of A is reflective of roads with low volumes of traffic and high speeds, at or above the posted speed limit with conditions degrading through a LOS of F which is reflective of frequent slowing or stopping and traffic jams.

In rural areas, interstates, other freeways and expressways, and arterials are generally designed for a LOS of B (or C in hilly terrain). Collectors are normally designed for a Level of Service C (or D in hilly terrain). In urban and urbanized areas, the design LOS for these functional classifications is normally C, regardless of terrain. Local roads in both rural and urban areas are normally designed for a LOS D.

The V/C ratio is a quantitative measure that compares the Average Annual Daily Traffic (AADT) volume to the design AADT for the road. Factors such as number of lanes, lane width, terrain, geometrics, and speed limit are used to determine the design AADT. For our region, the level of congestion as related to the V/C ratio is as follows:

- V/C Ratio > 1.0: Severe Congestion
- V/C Ratio of 0.75 to 1.0: Heavy Congestion
- V/C Ratio of 0.5 to 0.74: Moderate Congestion
- V/C Ratio < 0.5: Low or No Congestion

For the OMEGA RTPO, we are defining congestion as those areas (other than local roads) that have a LOS of D, E, or F and/or a V/C ratio greater than 0.75. Figure 5-5 shows the locations in the region that currently have a LOS of D, E, or F and Figure 5-6 shows the locations in the region that are projected to have a LOS of D, E, or F by 2040. Figure 5-7 shows the locations of the region that currently have a V/C ratio of 0.5 or greater and Figure 5-8 shows the locations that are projected to have a V/C ratio of 0.5 or greater by the year 2040. Detailed maps showing these congested areas are provided in Appendix C.

Planning needs to be initiated now to address the current congested areas and to minimize or reduce the congestion that is projected to occur in 2040.

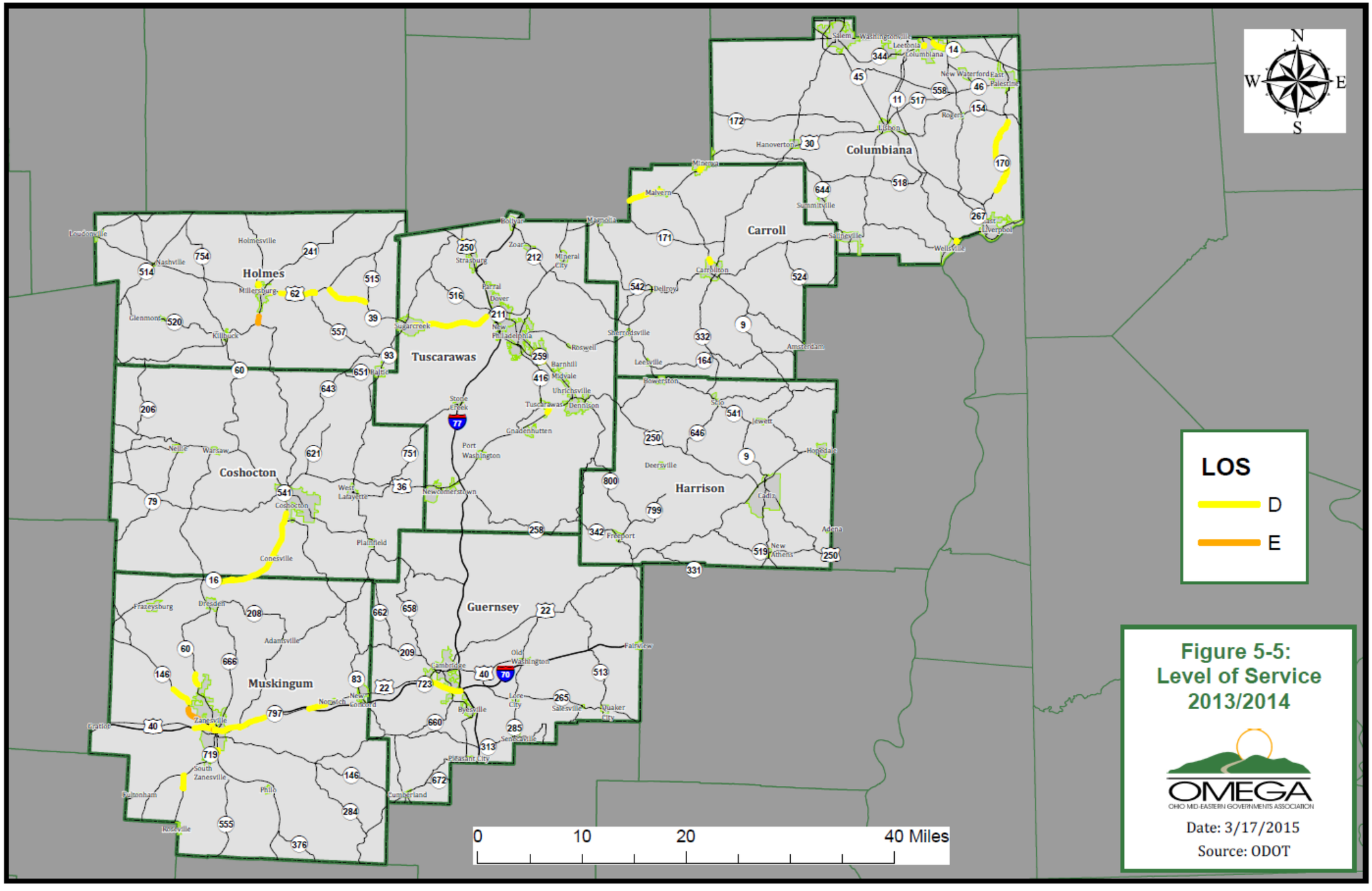


Figure 5-5: Level of Service 2013/2014

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Date: 3/17/2015
Source: ODOT

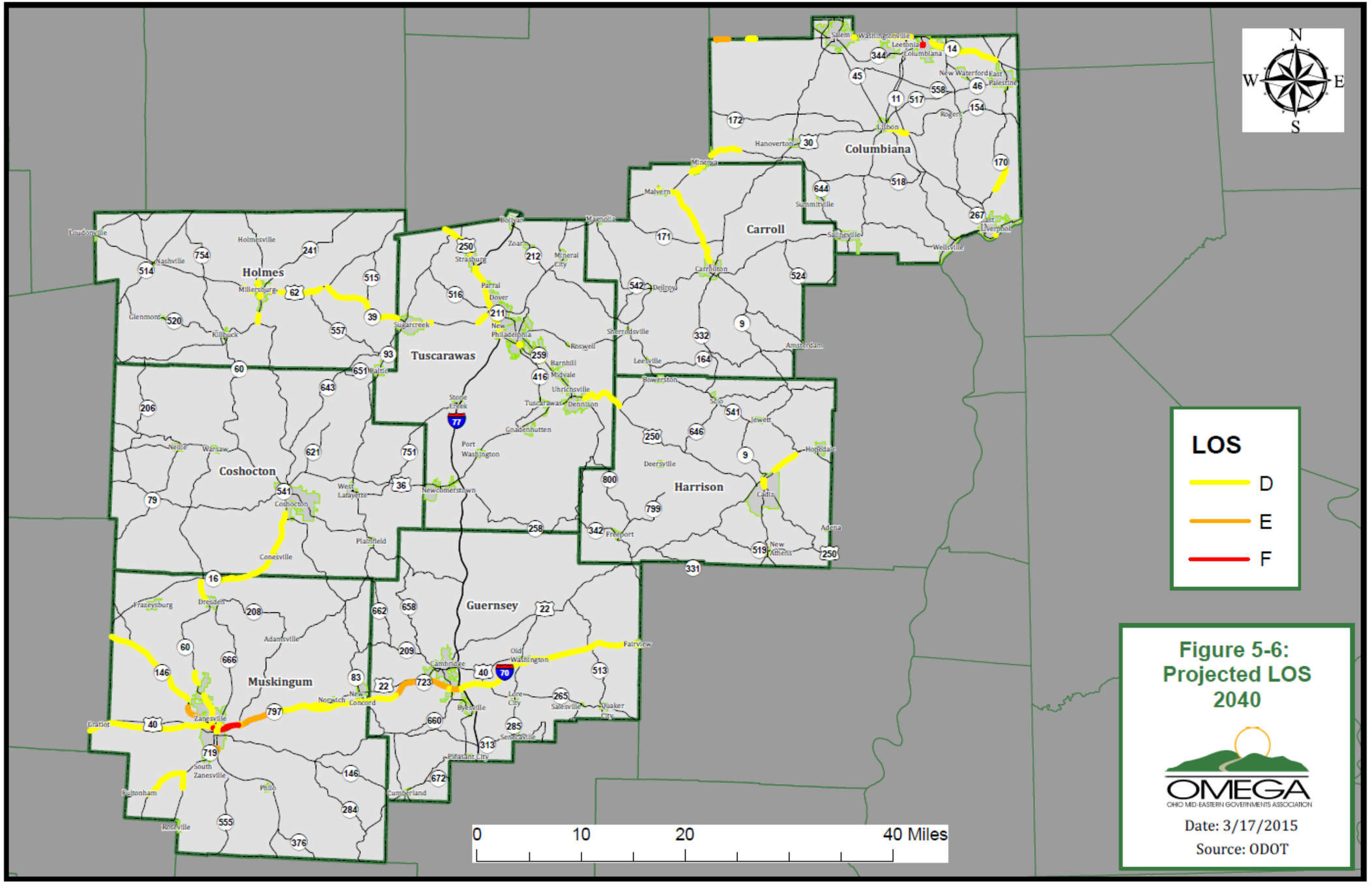
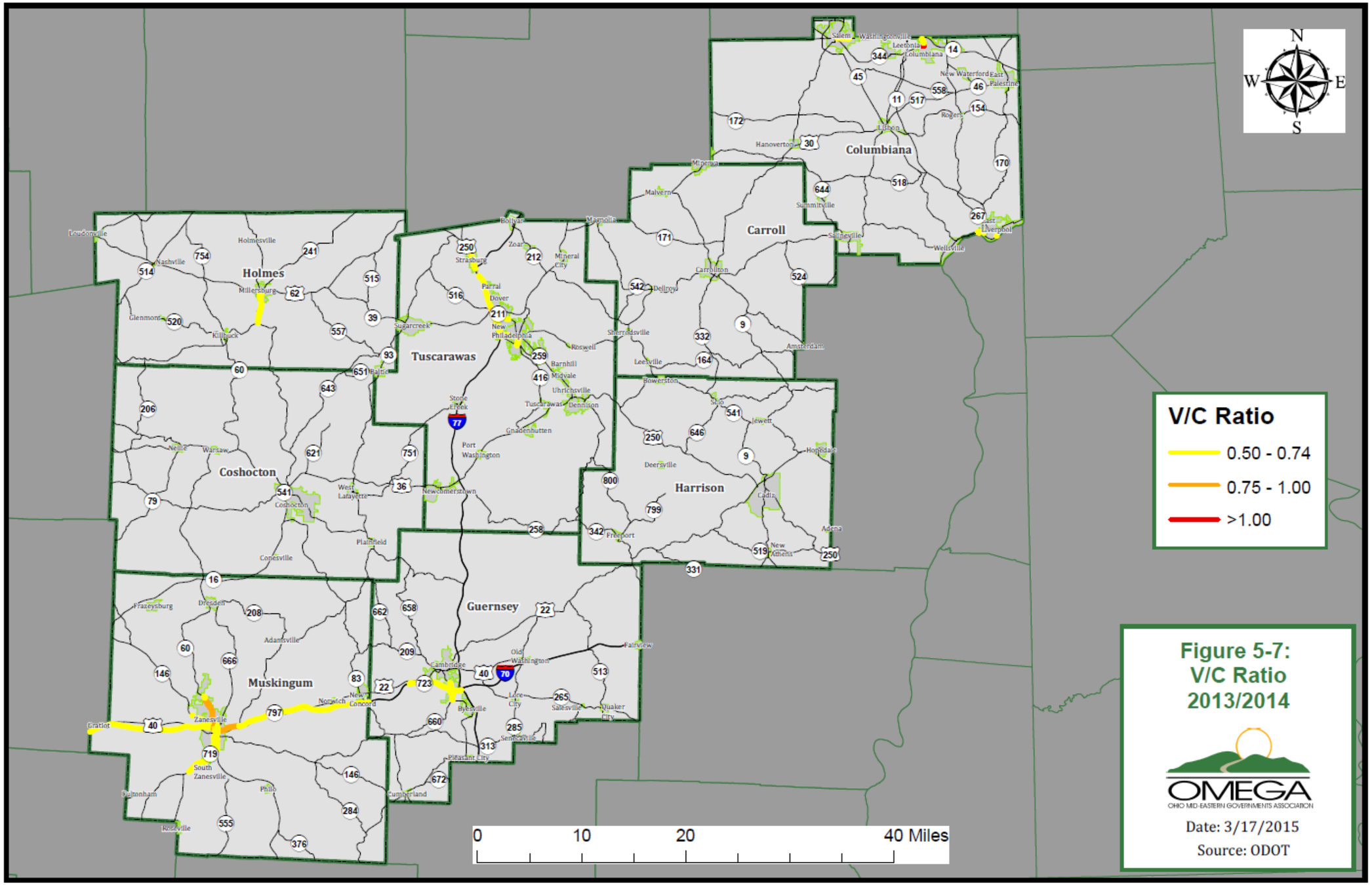


Figure 5-6: Projected LOS 2040

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Date: 3/17/2015
Source: ODOT


N
W
E
S
Columbiana
Carroll
Holmes
Tuscarawas
Coshocton
Harrison
Guernsey
Muskingum
V/C Ratio
0.50 - 0.74
0.75 - 1.00
>1.00
0
10
20
40 Miles
Figure 5-7:
V/C Ratio
2013/2014
OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION
Date: 3/17/2015
Source: ODOT

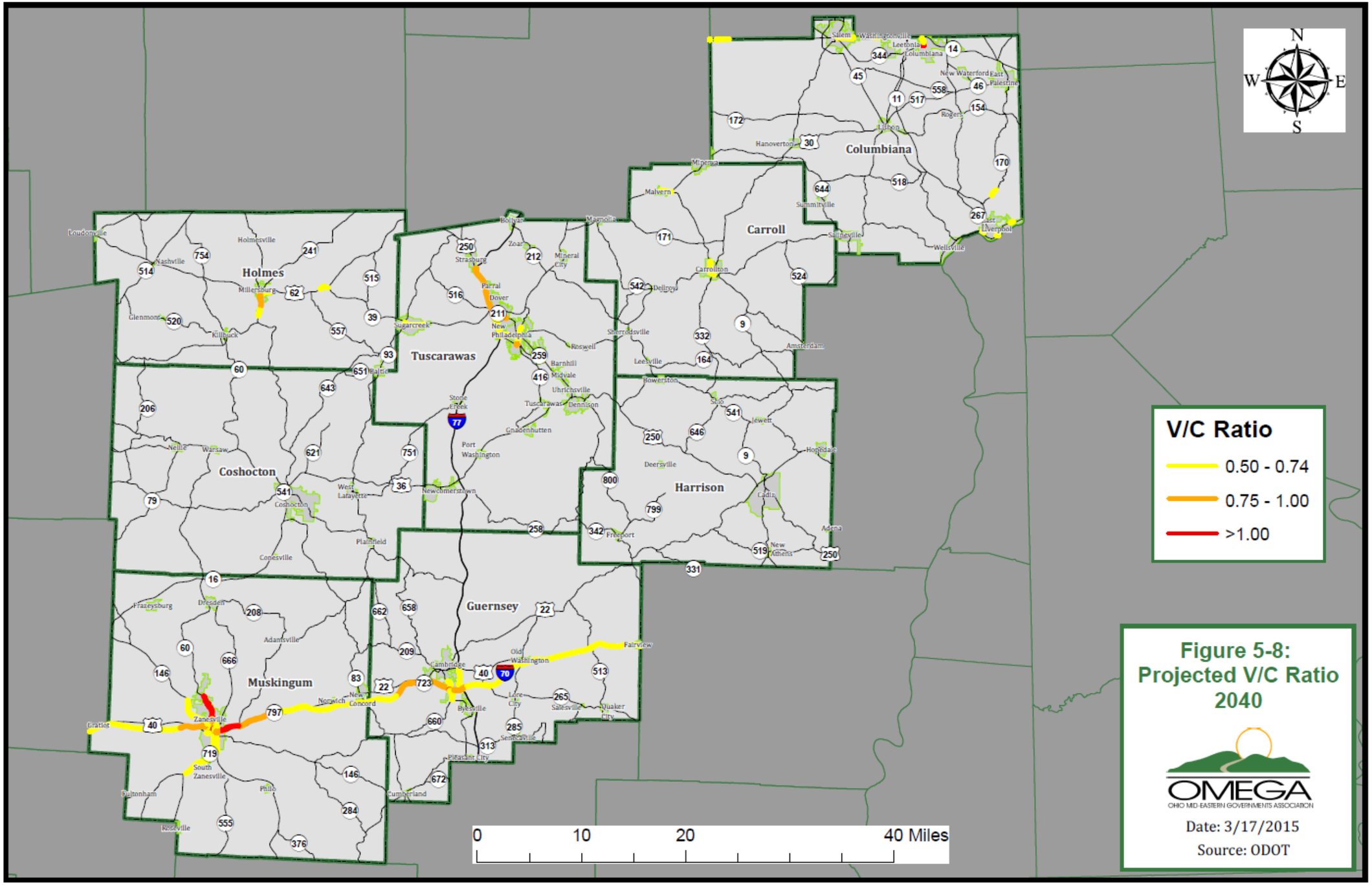


Figure 5-8: Projected V/C Ratio 2040

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Date: 3/17/2015

Source: ODOT

Section 5.3: Facilitate Economic and Community Development

Improvements to the existing transportation systems and assets within the OMEGA region are needed to promote economic and community development. OMEGA has established the following objectives to meet these needs:

1. Identify the transportation systems needed to fully support the shale development in the region especially as related to sustainability and importance to the state, national, and international demand for energy and petroleum-based products.
2. Identify current and planned industrial/business parks and clusters and the transportation system improvements (roads, rail, freight, and river) needed to facilitate development and/or to improve existing operations of these industrial/business parks.
3. Identify the transportation systems needed to fully support planned development in the region.
4. Identify corridors that will promote economic development and connectivity.
5. Advocate for the development of these corridors, such as, US 30 Ohio's Energy Corridor or the Columbus to Pittsburgh corridor.
6. Identify projects that will promote the development and use of intermodal facilities including the port at Wellsville.
7. Identify current and planned commercial centers and the transportation system improvements needed to facilitate the development of these centers and to improve public access.

Several economic activities characterize our region, and these activities can benefit greatly from improvements in our transportation assets. Specific needs to promote economic development are summarized in the sections which follow.

5.3.1 Shale Development

Shale development and extraction in the Utica and Marcellus basins have been a dominant economic activity of our region in recent years. Large scale extraction began in 2011 and will likely continue into the foreseeable future. Fluctuations in the price of oil and gas may impact the pace of this development; however, the oil and gas companies have invested billions in the region and have indicated that they will be in the region for years to come. Currently, 310 permits have been issued for wells in the region that have not as yet been drilled. Shale development has presented several unique challenges to the transportation systems in the region which have been identified through our TAC meetings and data analysis.

First, as requested through our regional members, OMEGA will continue to monitor oil and gas development and the impact on the existing transportation systems. Multiple forms of analysis have and will be conducted, such as the regular updates/additions to our database and also through data collection methods such as traffic counts. OMEGA will identify subsequent transportation needs regarding shale development in our region.

Second, improvements and access to existing transportation assets will be necessary to further assist development and to repair existing systems which have been damaged by the increased volume of truck traffic. Restoration and maintenance of local roads are primarily covered by Road Use Maintenance Agreements (RUMAs). However, these agreements do not cover state routes and many times companies will deviate from the route covered in the RUMA. Therefore, the condition of the roads and bridges impacted by shale development will need to be monitored and scheduling of basic maintenance and repair monitored as needed.

Third, the addition of pipelines into our region will bolster economic growth by providing improved access for natural gas and oil. Currently, there is a newly proposed Nexus natural gas pipeline (see Figure 5-9) that will begin in Columbiana County and continue into Michigan, providing opportunity for business expansion within our region. Nexus has indicated this natural gas pipeline will spur economic growth in the region. Based upon their experience in other areas, this pipeline will attract businesses that have high energy usage or power consumption. These businesses will either be able to build their own natural gas powered turbines to generate electricity or use the natural gas directly for their processes. As shown in Figure 5-9, this pipeline will begin at the Kensington processing plant and extend through the southwestern section of Columbiana County in proximity to the US 30 Ohio's Energy Corridor. In order to maximize the potential for economic growth, improvements to the existing regional transportation assets, particularly US 30 Ohio's Energy Corridor will be needed to accommodate these projected new businesses.

Specific project needs as related to shale development and as recommended by members of the OMEGA TAC are summarized herein.

Harrison County

- Paving Giacobbi Road for MarkWest Plant west of Hopedale.
- Rehabilitate rail line from new MarkWest plant at the north end of Cadiz to the main Ohio Central track in Cadiz Junction.
- Upgrade CR 44 between SR 151 and CR 43 which serves several producing Utica gas wells and a number of pipelines.

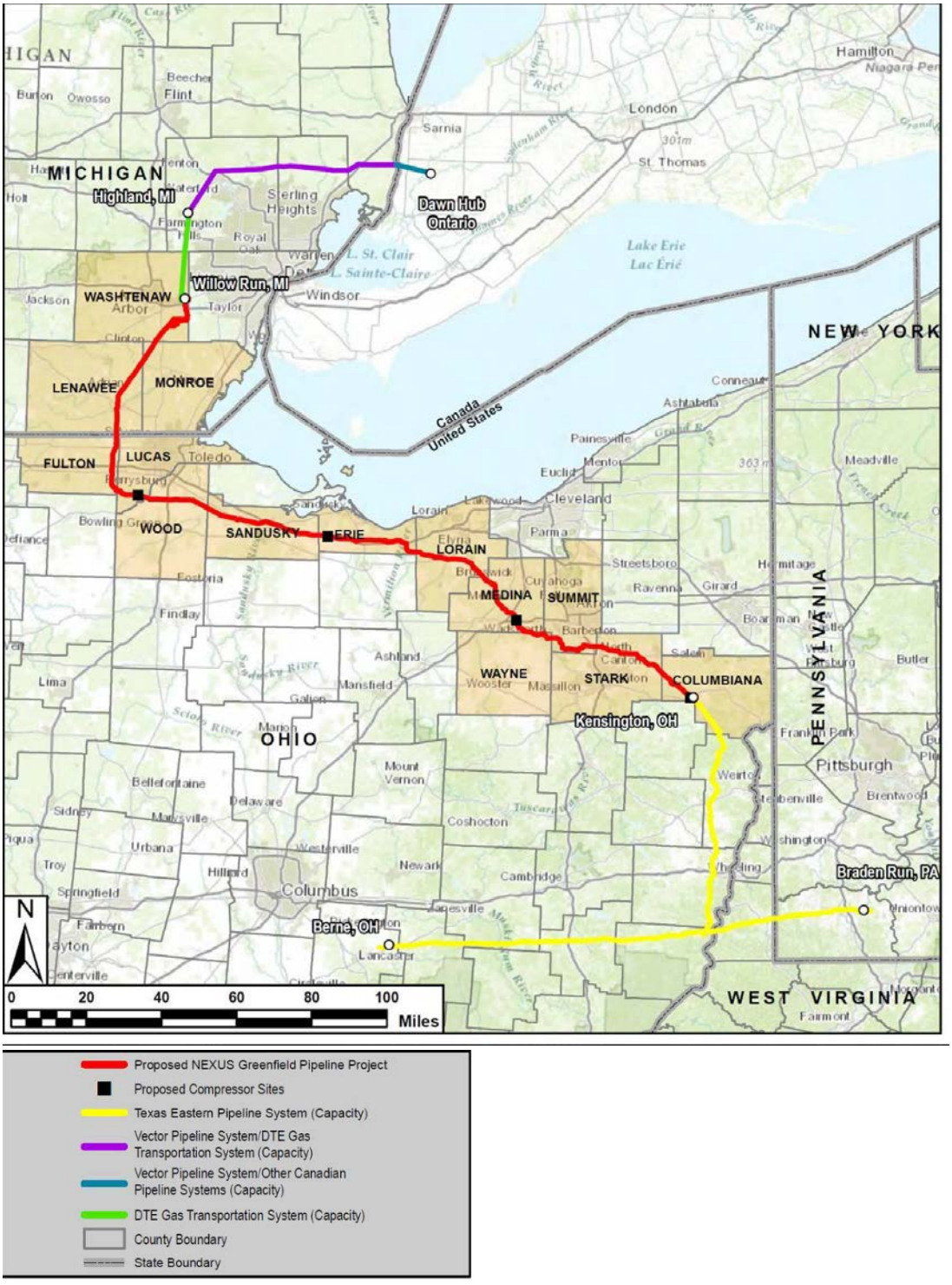
Tuscarawas County

- Study on use of rail for oil and gas industry.

As shown in Figure 5-10, six processing plants are currently located in the RTPO region with a seventh planned for Tuscarawas County. Raw materials and products are shipped by truck, rail, and pipeline to and from these facilities. OMEGA will need to monitor how these raw materials and products are shipped and what improvements to the existing transportation systems are needed to improve the

logistics for transporting these products. As pipelines are developed, shipment by truck and rail should be reduced.

FIGURE 5-9: PROPOSED NEXUS PIPELINE



Source: Nexus Gas Transmission Project FERC Pre-Filing (December 2014

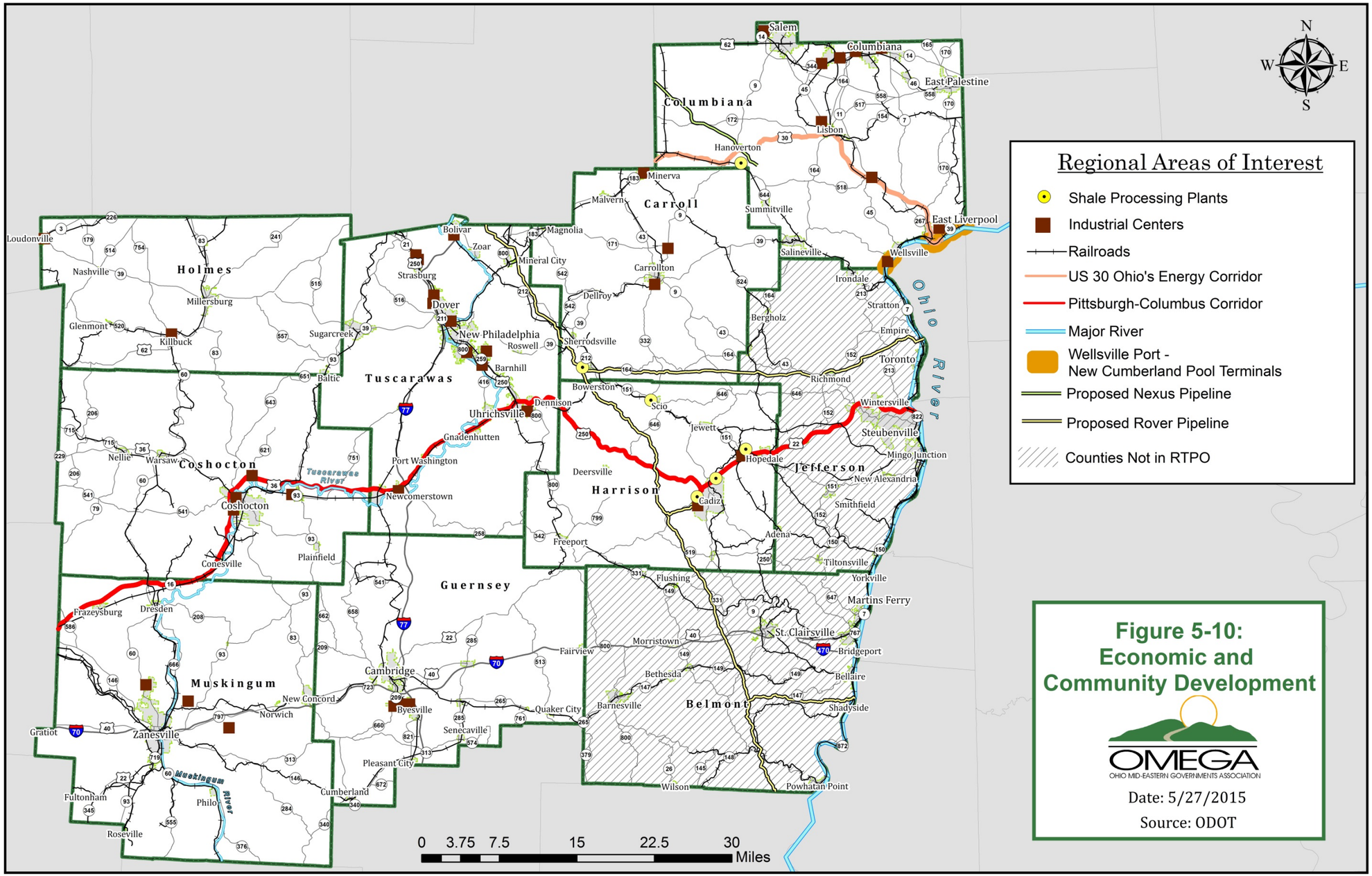


Figure 5-10: Economic and Community Development

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Date: 5/27/2015

Source: ODOT

Finally, as indicated in Section 4.7 of the Regional Transportation Plan, OMEGA will need to continue to monitor traffic volumes associated with well development, pipeline construction, and operation of the processing plants to assess the impact on pavement condition (basic maintenance), bridge condition, safety, and congestion.

5.3.2 Industrial Centers

As shown in Figure 5-10, 37 industrial centers serve as major areas of production and employment for the OMEGA RTPO region. Although many exist within different stages of development, there are some common needs that extend across many of the centers. These include improving access to existing transportation assets, rehabilitating underutilized transportation assets, upgrading roadway conditions to industrial centers, and creating new industrial centers to foster economic development.
Members of our TAC have identified several specific project needs related to industrial parks and major economic centers within the OMEGA region. These projects will contribute to the economic development within the RTPO region.

Coshocton County

- Improve access to RockTenn Plant.
- Improve Airport Road.
- Improve Otsego Road, a primary transportation corridor utilized by RockTenn, Kraft, and Clow as well as several local businesses in the City of Coshocton.

Harrison County

- Repair and resurface CR 29 for Harrison County Industrial Park and MarkWest Facility in Cadiz
- Rehabilitation of Wheeling and Lake Erie rail line from Hopedale to Warrenton on the Ohio River (which has barge access).
- Junction at Jewett Logistics Campus (proposed rail and truck transloading services with unit train capacity).

Holmes County

- Access to Killbuck Industrial Park Phase II
- Four lane access to I-77

Muskingum County

- Access improvements to Eastpointe Business Park

Tuscarawas County

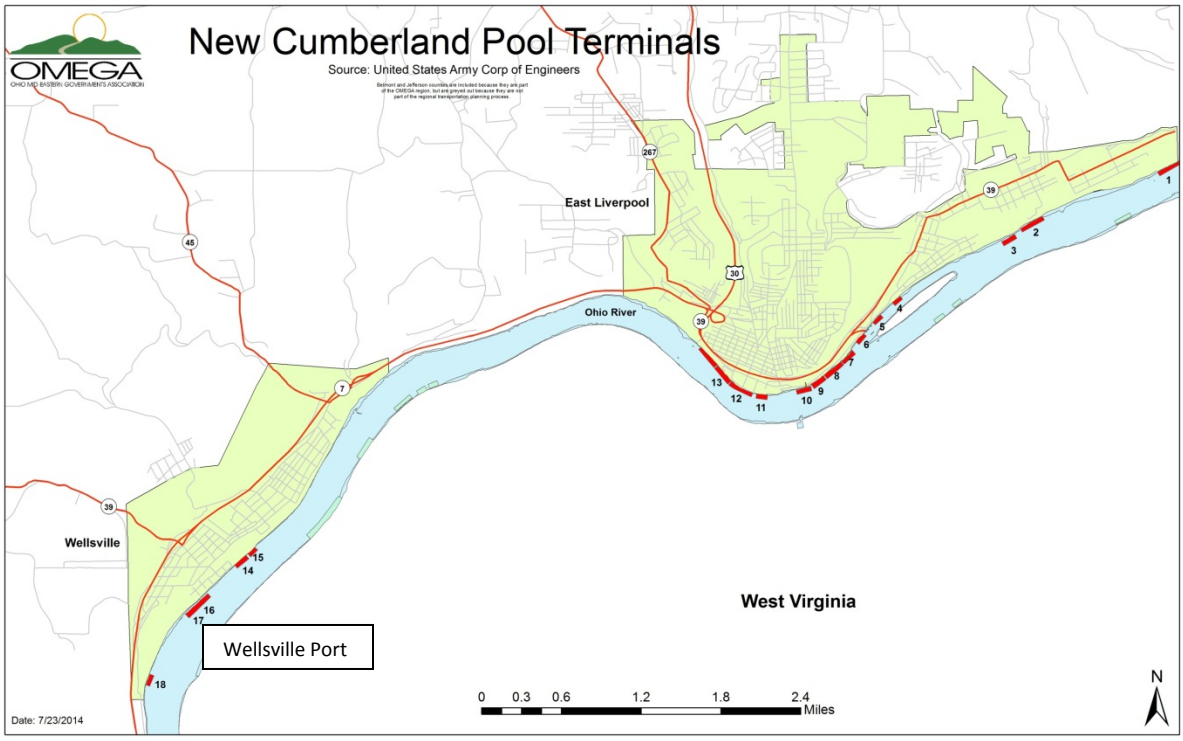
- Improve University Drive in New Philadelphia to provide access to KSU, Technology Park, and Buckeye Career Center or provide alternate access, and potential bridge replacement as well.

5.3.3 Rivers

The rivers of the OMEGA RTPO region provide opportunity for future social and economic advancement regarding transport, recreation, and tourism. While the Ohio River provides the potential for increased barge travel and port activity in Columbiana County, both the Tuscarawas and Muskingum Rivers have the potential to increase tourism and local economic development through recreation. All three of these rivers are a valuable asset to the RTPO region.

Shale development, US 30 Ohio's Energy Corridor, and the opening of the Panama Canal are all projected to increase the demand for the port in Wellsville along the Ohio River. The new 60-ton bridge crane that was recently constructed for this port will also facilitate the use of this facility and the volume of goods that are shipped to and from the region through this port and the private terminals along the

FIGURE 5-11: NEW CUMBERLAND POOL TERMINALS



Ohio River is projected to increase. OMEGA will need to continue to monitor these activities and to work closely with the local economic development professionals in Columbiana County and with Brooke

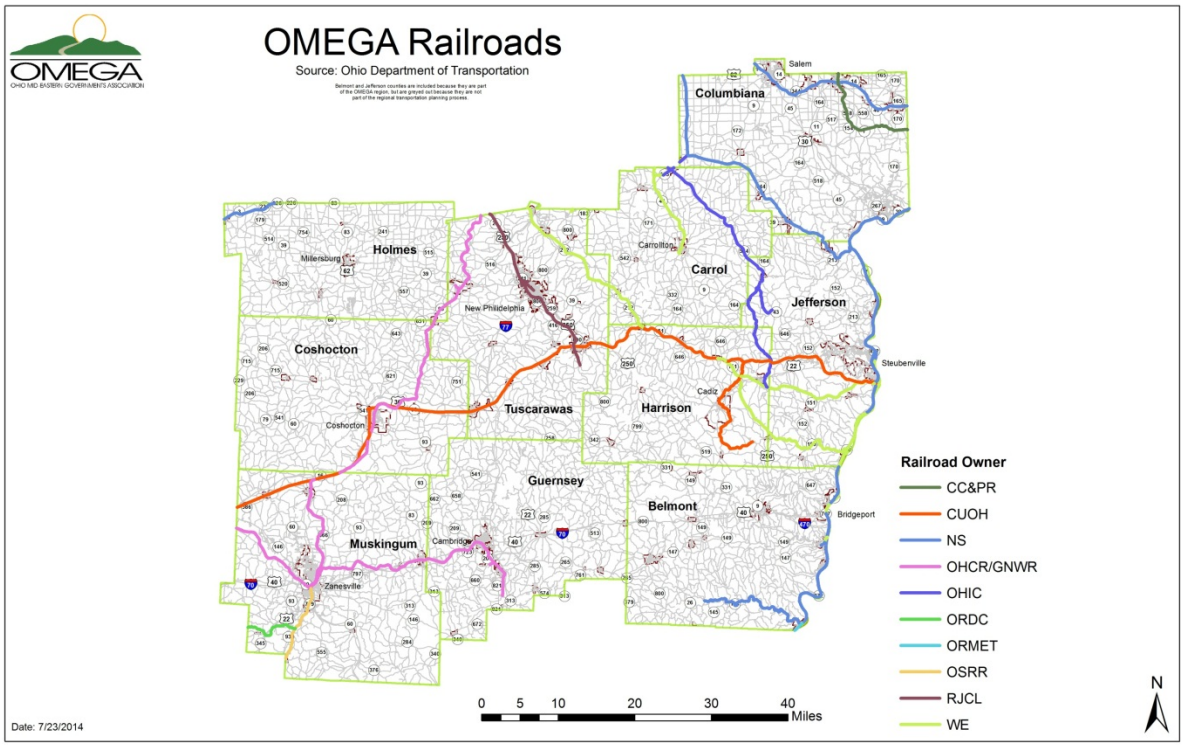
Hancock Jefferson (BHJ) MPO to assess the need for improvements to the existing transportation systems that provide access to this intermodal facility.

The Muskingum River Advocacy Council (MRAC) is working to increase accessibility and general use of the Muskingum River. As of now, windstorms and repetitive flooding have blocked passage on many sections of the river, especially for mid-sized watercraft. The MRAC is planning to remove debris from 80 sites from Ellis Dam to the confluence of the Ohio River in Marietta. In doing so, small barge, recreational motorized and non-motorized boat traffic will again be able to travel safely along this section of the river. Funding to complete this project will be the first step towards making this river more accessible as the project is contingent on grant funding.

5.3.4 Rail

As indicated in Section 3.8 of the Regional Transportation Plan, the OMEGA RTPO region is served by ten railroads which are shown in Figure 5-12. Adequate rail capacity appears to exist as none of the rail lines are congested. However, sections of rail formerly owned by CSX that connected Cleveland and Lorain to Wheeling have been abandoned in Harrison County and Southeastern Tuscarawas County. This rail line may need to be restored so that the processing plants in Harrison County will be able to ship their products more effectively. Similarly sections of rail in Guernsey County have also been abandoned and may need to be restored to promote economic development.

FIGURE 5-12: OMEGA RAILROADS



In addition, as development continues private intermodal facilities, such as Buckeye Transfer in Columbiana County, have been developed to receive materials such as sand used in the hydraulic fracturing process by rail and to transport the sand by truck to the well site. One of the needs identified in Carroll County is the development of an intermodal facility along SR 43 between the Villages of Malvern and Carrollton. Multiple rail sidings to the Wheeling & Lake Erie Railroad will be needed at this location.

OMEGA will need to monitor the additional rail needs in the region to accommodate economic development and to facilitate freight transportation in the region. These needs may range from additional sidings to restoration of tracks that have been abandoned or removed.

5.3.5 US 30 Ohio's Energy Corridor

As documented in ODOT's Access 2040, US 30 Ohio's Energy Corridor is a statewide primary corridor and part of Ohio's Strategic Transportation System that passes through Columbiana County (see Figure 5-10). As previously discussed, the proximity of US 30 to several industrial centers, ports and terminals on the Ohio River, rail connections, and its connectivity to major urban destinations, such as Pittsburgh, make the US 30 corridor a key area for economic prosperity in the OMEGA region. In addition to the development that will be promoted by the construction of the Nexus pipeline, improvements to US 30 Ohio's Energy Corridor are also needed to facilitate the transportation of freight to and from the port in Wellsville as well as the movement of freight across the nation. Several businesses in the region currently use longer alternative routes to bypass US 30 primarily due to safety concerns. Improvements to US 30 Ohio's Energy Corridor will reduce these transportation costs and allow existing businesses to expand and new businesses to develop.

At present, two planning studies are underway to investigate methods to improve the corridor. The first planning study is assessing the need for short and medium term improvements needed to reduce the number and severity of accidents such as intersection improvements and road re-alignment or bypasses around developed areas to alleviate congestion. The second study is assessing alternative corridor alignments that deviate from the current alignment and that will foster the development of a four lane highway. From these studies, improvements to this corridor will be identified and OMEGA will work with Columbiana County on funding the recommended short and medium term improvements. These improvements will promote economic development, assist nearby communities through safety and job creation, and also increase utilization of existing transportation assets such as ports and railways. Improvements to US 30 Ohio's Energy Corridor will promote economic growth and prosperity for the OMEGA region.

5.3.6 Columbus to Pittsburgh Corridor

For several years, members of OMEGA have discussed the need to develop an alternative Columbus to Pittsburgh Corridor, see Figure 5-10. Preliminary studies indicated that this corridor may not be

economically feasible; however, congestion along I-70 in the OMEGA RTPO is projected to increase. In some areas of Guernsey and Muskingum Counties, the Level of Service is projected to be reduced to E and even F near the City of Zanesville. Similarly, the V/C ratio is projected to be greater than 0.75 and even greater than 1.0 near Zanesville. For this reason, the feasibility of further development of the Columbus to Pittsburgh Corridor will need to be re-assessed. Projected congestion on I-70 along with increased traffic associated with shale development may improve the viability of this corridor especially since much of the proposed corridor SR 16, US 36, and sections of US 250 and US 22 is already built.

5.3.7 Summary

Reliable transportation systems are key to the continued economic growth and development of the RTPO region. In order to facilitate economic growth and community development, the needs documented in this section must be addressed.

5.4 Improve Quality of Life

OMEGA developed six objectives to improve the quality of life for the residents of the RTPO. The objectives are primarily focused on improving access and mobility as well as expanding pedestrian/bicycle improvements for recreational and non-recreational users. These objectives are:

1. Identify the service areas of the public and human services transit agencies.
2. Assess the need to improve and/or expand existing transit services in order to increase usage, accessibility, and mobility.
3. Develop a plan to implement the recommended transit system improvements.
4. Identify existing trails and pedestrian/bicycle routes for non-recreational (those who use bicycles as primary mode of transportation) and recreational users.
5. Assess the need to expand or improve pedestrian/bicycle access to encourage linkage to regional, state, and national trail systems and heritage corridors for recreational and non-recreational users.
6. Develop a plan to implement the recommended pedestrian/bicycle improvements for recreational and non-recreational users.

OMEGA has completed Objective 1 as the transit agencies and coordinated transportation agencies and their respective service areas are documented in Section 3.5 of the Regional Transportation Plan. The primary bike trails in the region (Objective 4) have been identified and documented in Section 3.11 of the plan; however additional work is needed to identify the major bicycle routes for non-recreational use particularly those routes used by the large Amish population in Holmes County. This section focuses on the needs to improve access and mobility and to expand the pedestrian/bicycle network in the region.

5.4.1 Transit

As identified in the Existing and Future Conditions of this plan, public transit is an area of concern for our region. Increased ridership, changing demographics, and growing fiscal needs all point to an increased need in state and federal funding, especially within the OMEGA region. Unfortunately, state and federal funding for public transit agencies has remained stagnant or decreased, despite the upward trend of ridership and services across the state.

As previously identified in this plan, the primary users of the existing transit systems in the region are the elderly, disabled, and/or low income persons who need transportation for work and human services such as medical appointments, banking, and shopping. Demand for transit services is expected to increase as the population of those 65 and older increase and the number of low income residents increase. This trend also indicates that, for most of the counties in our region, car ownership amongst households will decrease. Transportation services are also needed to increase access and mobility of disabled persons and those who do not have a vehicle. Only five (Carroll, Columbiana, Guernsey,

Harrison, and Muskingum) of the eight counties in the RTPO are served by public transit agencies. Coshocton and Tuscarawas Counties are served by Coordinated Transportation Agencies; however, Holmes County is not served by any type of transportation agency. The agencies serving the OMEGA RTPO Region are:

- Carroll County Transit
- Community Action Rural Transit System (CART) serving Columbiana County
- Coshocton County Coordinated Transportation Agency (CCCTA)
- South East Area Transit (SEAT) serving Guernsey and Muskingum Counties
- Harrison County Rural Transit
- Tuscarawas Coordinated Public Transportation

SEAT is the only fixed route transit provider within the region; however, SEAT also offers demand response services as well. As shown below ridership for three of the four transit agencies has increased significantly over the period between 2008 and 2012; whereas the ridership for SEAT has decreased by 17%. However, demand response ridership, increased by 52% during this same time period.

- Carroll County Transit 48%
- CART 36%
- SEAT -17%
- Harrison County Rural Transit 37%

These increases in ridership also have a corresponding impact on vehicle life. The percentage of vehicles that have reached the end of their useful life ranges from a low of 11% for CART to a high of 38% for Harrison County Rural Transit. Even though CART's percentage of vehicles that have reached the end of their useful life is low, CART does have a relatively high number of road calls (6.6 per 100,000) which is twice as high as the average rate for large demand response systems.

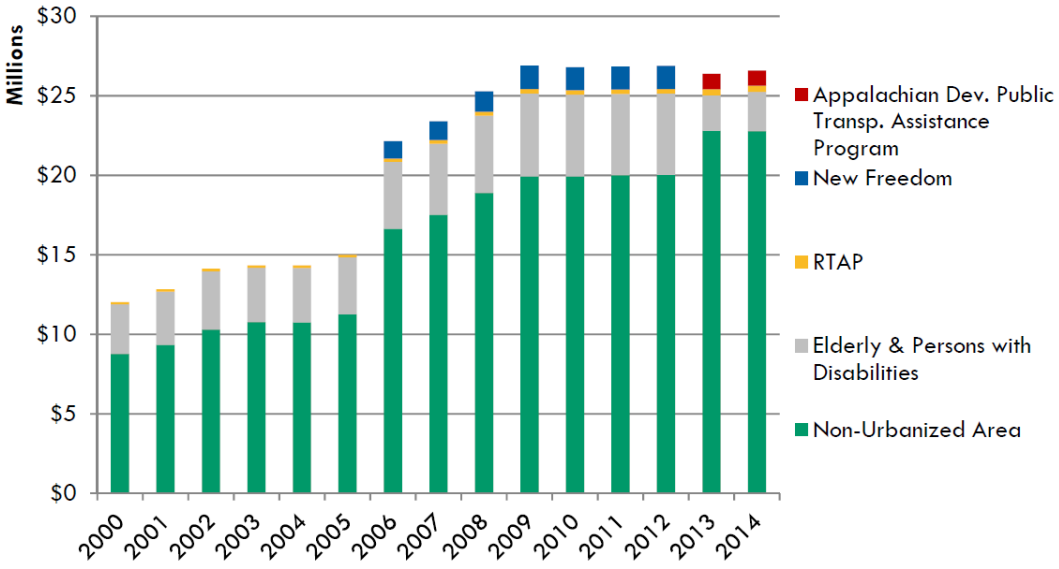
The primary needs to meet existing and projected demand for transportation services in the RTPO are:

- Increased revenue for operations
- Increased revenue for capital expenditures (vehicle replacement and fleet expansion)
- Improved coordination between public transportation and human services transportation
- Regional coordination for out of county and out of region transportation (especially medical transportation to Columbus, Cleveland)
- Effective service to low density population outside the cities and major villages
- Technology investments (automatic vehicle location/global positioning systems (AVL/GPS), scheduling software, real time information, web trip planners/google transit)
- Extended service hours (after 5:00 pm and on weekends)

Primary funding sources for the transit agencies in the RTPO region include the Federal Highway Administration, ODOT, state general revenue funds, local, service contracts (such as Office of Jobs and Family Services, County Boards of Developmentally Disabilities etc.), and fares.

As indicated in the Figure 5-13 from Ohio Statewide Transit Needs Study (January 2015), federal funds for Ohio's rural transit programs increased significantly between 2005 and 2006. Since 2006, funds from the Federal Transit Administration for rural programs have remained relatively flat or increased slightly. With the flat funding for the past few years, ODOT stopped funding new systems to assure adequate funding for existing systems. With inflation, the purchasing power of these funds has decreased even further.

Figure 5-13: Federal Funding Allocated to Rural Transit Systems



Source: Ohio Statewide Transit Needs Study (January 2015)

As state funding for transit services decreased, the state's priorities also changed which greatly impacted rural transportation providers. State funding for rural capital projects and the Ohio Coordination Program were eliminated. State general funds for rural transit programs were reduced by 25% between 2000 and 2014 and state funding for the elderly and disabled program was reduced by 30% over this same period of time. With these reductions in state funding, many transit agencies are unable to meet the match requirements of the federal programs for both operating and capital expenditures.

Additionally, the statewide study found that the transit agencies serving Carroll, Columbiana, and Harrison counties do not have any advanced scheduling software and representatives from SEAT have expressed concern about the difficulties of effectively using their scheduling software. Easy to use scheduling software may improve the efficiency of these agencies.

The two coordinated transit services in Tuscarawas and Coshocton counties were not included in the statewide transit study, but these demand response services have voiced similar needs; vehicle replacement, funding options, and local matches are all current needs.

As transit services continue within our region, funding will remain an integral issue for our transit providers. The Ohio Statewide Transit Needs Study (2015) also recognized the need for regional transit approaches, rather than city or county alone, for public transit in Ohio; medical visits to metropolitan areas, increased work commuting distances, and general regional travel needs all point to the necessity to develop regional approaches to transit that span across city and county boundaries. Increased regionalization (both within and outside the OMEGA region) has been reported as a general need for public transit from local agencies, county officials, and the Ohio Statewide Transit Needs Study.

Regional transit approaches may partially address the current issues with funding that exist within our region, such as reducing administrative costs, hiring more specialized staff, and increasing ridership fare sales. The demand services within our region have also indicated the need to be able to take residents out of their jurisdictions. Regional approaches will ultimately link destinations and origins outside of local funding jurisdictions. This indicates the need for cooperative local funding or the increase in additional revenue streams. Although legislation allows for such actions, specific funding sources for regional coverage are not offered through ODOT. To address this problem, OMEGA plans to develop a transit work group to devise ways to increase regionalization and shared services across the transit agencies in the RTPO region.

5.4.2 Pedestrian Access

Improving pedestrian access within the OMEGA region will improve the quality of life for our residents. The CCCTA has identified a need to improve mobility and accessibility within the City of Coshocton, in particular the southwestern section of the City. For many residents, areas supporting daily living activities are not accessible due to the lack of existing sidewalks. Grocery stores, banks, schools, places of employment, recreation areas, and other areas of activity are not accessible by pedestrians. Pedestrian safety and accessibility are the primary concerns.

The southwestern section of the City of Coshocton has a relatively high population of low income residents, elderly, young, and disabled, many of whom do not have vehicles. This project will connect residential areas to businesses and commercial districts, recreational facilities and other destinations. The project will improve the quality of life for residents by providing safe, accessible, walkable areas for pedestrians.



FIGURE 5-14: PEDESTRIAN ACCESSIBILITY
Source: CCCTA

5.4.3 Bicycle Trails and Routes

The OMEGA region currently has ten bicycle trails within our region and plans to extend and create new trails. While most of the trails maintain exceptional levels of upkeep, the information about the trails is currently not well publicized; many of the trails do not have maps depicting accessible areas or other points of interest. For residents and the multitude of tourist who access these trails, they are often without the vital information to do so. Figure 5-15 shows the 10 local bicycle trails areas within the RTPO region as well as the planned US 50 bike route.

In addition to these trails, many of the Amish in Holmes County use the trails and shoulders along the state routes as their primary means for transportation by buggy and bicycle. In many cases the shoulders along the major state routes within Holmes County have been widen to accommodate these uses. The trail in Holmes County is also designed to accommodate buggies and horses to include hitching posts and buggy parking spots at trail heads.

In order to address this need, OMEGA will use GIS to create both paper and interactive online maps of these trails. By collaborating with local agencies who maintain these trails, OMEGA will produce usable and informative maps that will show points of access, water sources, historical information, environmental facts, and other points of interest and local attractions that will enhance the experience of the user. These maps will be available to constituents within the region and publicized by OMEGA.

This collaborative mapping project will meet the goal of improving the quality of life for the residents in the RTPO region. First, it will greatly publicize a widely under-advertised asset of our region. Second, nearby businesses will likely generate income from tourists who come from outside areas and residents who would have otherwise not utilized the pathways due to the lack of information about them. Third, it will provide a resource for local trail committees to use for their own, whether it is for publication or funding purposes. Finally, through these methods, it will additionally serve as a way to bolster our region and meet the goal of improving the well-being and quality of life for residents within our region. In addition to the mapping project, our TAC meetings have identified several areas of need concerning bicycle trails:

Columbiana County

- Connection from City of Salem to the Greenway Trail

Holmes County

- Completion of trail along CR 23 with bridge replacement over Mohican river
- Connect trail to downtown Millersburg more effectively

Tuscarawas County

- Develop trail network additions identified in Tuscarawas County Trail and Green Space Plan

As the nature of our region continues to change, improvements in public transit, pedestrian access, and bicycle trails will address specific needs within our communities. By addressing such needs, OMEGA hopes to improve the quality of life within our region.

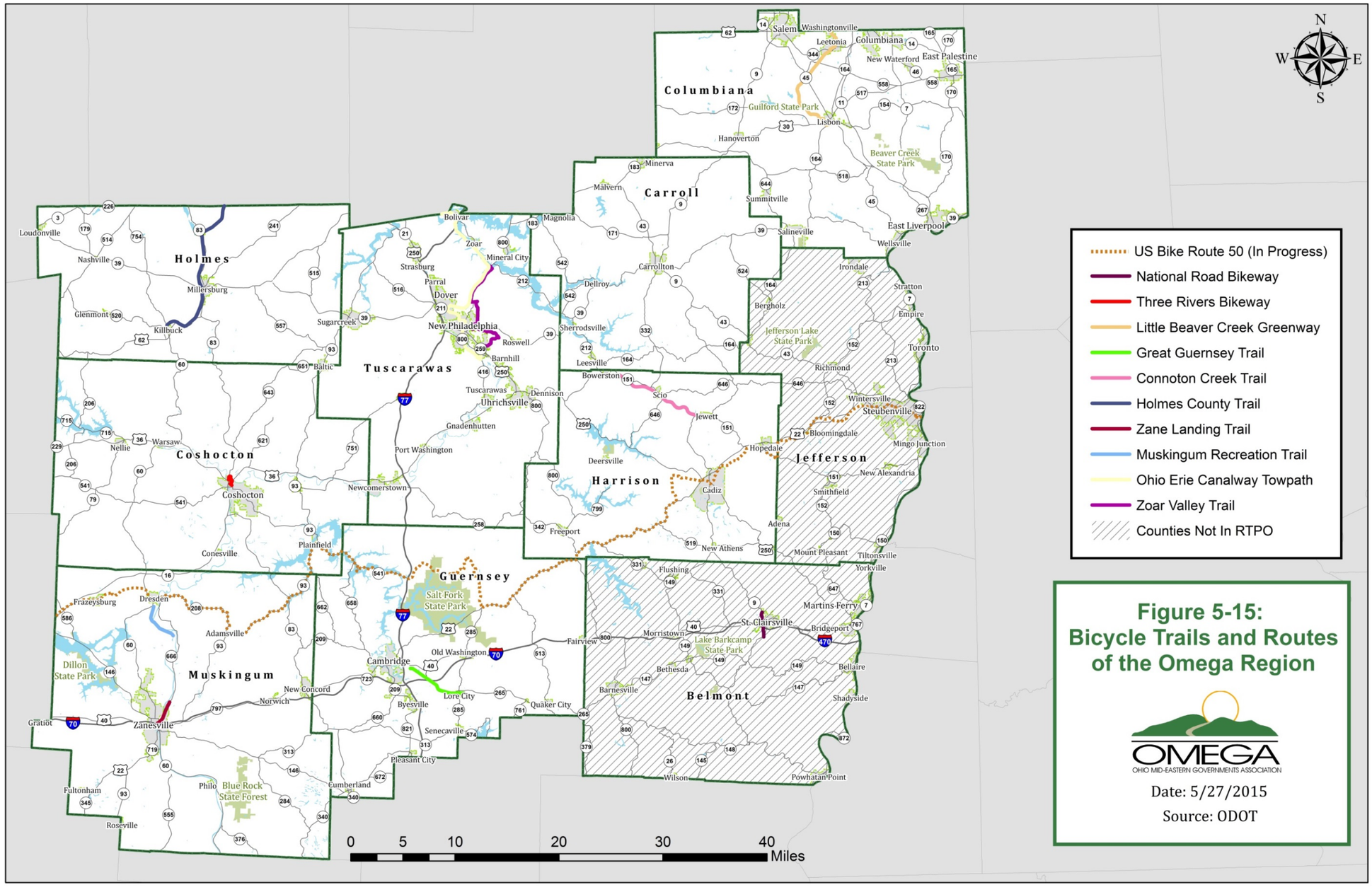


Figure 5-15:
Bicycle Trails and Routes of the Omega Region

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Date: 5/27/2015
Source: ODOT

5.5 General Transportation Needs

In addition to the specific transportation needs that have been identified in this section, our stakeholders, members of our TAC, Executive Board, and Citizen's Advisory Board have identified the following needs for consideration in the Regional Transportation Plan. Many of these needs are related to funding and others are issues that should be considered during project planning.

1. Technical assistance with federal processes.
2. Increased funding from non-federal sources.
3. Trade federal transportation dollars for state transportation dollars in CEAO programs.
4. Improve rail service for freight along US 30 Corridor and Columbus to Pittsburgh Corridor.
5. Provide passenger rail service.
6. Increased funding for local public and human services transit systems.
7. Expansion of transit services for those not qualifying for social services and not able to privately pay for transportation.
8. Improve access and safety for non-motorists (pedestrians, bicycles, wheelchairs, etc.).
9. Improve public transit systems.
10. Incorporate complete streets in transportation improvements.
11. Integrated transportation plan for shale development.
12. Bridge improvements and replacement of obsolete and deficient bridges including upgrade of under capacity bridges which are on routes accessing gas processing facilities.
13. Maintenance of existing road surfaces.
14. Upgrades or elimination of at grade railroad crossings on county and township roads.
15. Snow and ice control: salt storage as county supplies many townships and villages.
16. Safety improvements: Striping and other pavement markings.
17. Consider alternative transportation modes (such as bike paths) in conjunction with transportation improvements.
18. Additional funding to maintain existing roads, bridges, and other transportation systems.
19. Increased funding for local transportation needs and operations.
20. Improve pedestrian/bicycle/handicap accessibility, including roads and trails. Safe routes for pedestrians and bicyclists
21. Improved rail service.
22. Improved road safety for all users.
23. Promote green tourism, trails and public access to natural areas.
24. Provide for a single source for inspection and maintenance of municipally owned bridges along with a funding source.
25. Deer and animal control along major routes.

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION





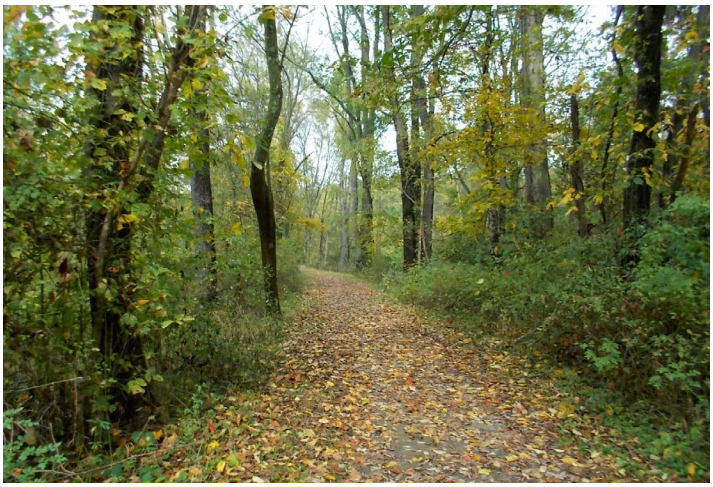

Regional Transportation Plan
Recommendations
June 1, 2015













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Appendix B: 2016 to 2019 STIP

6.0 RECOMMENDATIONS

OMEGA has developed a list of recommendations for addressing the regional transportation needs of the RTPO. These recommendations are based upon an analysis of the existing and future conditions of the transportation systems in the region, consultation with stakeholders, and an assessment of the needs of the region. Areas requiring further study or action items, corridors of regional significance, and specific projects have been identified.

Action items that will be completed within the next two years include:

1. Develop 2018 to 2021 Transportation Improvement Plan
2. Prioritize Safety Projects
3. Prioritize Road and Bridge Improvement Projects
4. Conduct and/or manage Safety and Transportation Studies
5. Conduct Training Workshops
6. Establish Work Group for Transit Agencies and Coordinated Transportation Agencies
7. Provide Technical Assistance
8. Develop and maintain transportation databases (asset management)
9. Prepare/assist with funding applications for transportation projects
10. Develop Regional Bicycle Trail Map
11. Participate in Statewide Planning Activities
12. Continue to develop transportation expertise
13. Continue public/stakeholder involvement activities

In addition to these action items, OMEGA will participate in the planning activities for three corridor projects of regional significance:

- US 30 Ohio's Energy Corridor
- Columbus to Pittsburgh Corridor
- Alternative Routes for Maple Avenue/SR 60 in Muskingum County

A list of specific projects, prioritized by county, to meet the transportation needs of the OMEGA RTPO region is provided in Appendix A. This list includes those projects which can be reasonably be constructed during the period between July 1, 2015 and June 30, 2020 should funding become available as well as long term projects for which planning needs to be initiated. As the RTPO program continues, OMEGA will work with the TAC, Executive Board, CAB, and other stakeholders to develop a prioritized system for ranking projects in the region. The fiscal analysis of these projects and other recommendations will be discussed in Section 7.0 of the Regional Transportation Plan.

OMEGA also concurs with the recommended projects listed on ODOT's 2016 to 2019 STIP. A copy of the 2016 to 2019 STIP for the OMEGA RTPO region is provided in Appendix B.

Most importantly, **an additional revenue stream** is needed to assist with the local share for funding transportation projects and for assisting transit agencies. This additional revenue stream is needed **to supplement** the funds that are currently available through the Small Cities, Municipal Bridge, Transportation Alternatives Program, various CEAO programs, Ohio Public Works Commission, and other programs. The needs of the OMEGA RTPO region are great and current levels of federal, state, and local funding are inadequate to meet those needs.

APPENDIX A

RECOMMENDED PROJECTS

PRIORITIZED PROJECTS BY COUNTY 2016 TO 2020

CARROLL COUNTY

1. Widen and improve geometrics on SR 43 between SR 9 and SR 164.
2. SR 9 and SR 171 Intersection Improvements (sight distance and development) Sight distance improvements for the SR 9 and SR 171 Intersection are scheduled for construction in State Fiscal Year 2017. Estimated Cost: $1.52 Million
3. SR 171 and Avalon Road (CR 20) Intersection Improvements. Estimated Cost: $250,000 minimum
4. SR 43 and SR 171 Intersection Improvements
5. SR 39 and SR 43 intersection left turning trucks from SR 39 to SR 43. Site improvements to south Town Hill East of Carrollton.
6. SR 9 south of SR 9/SR 43 (accidents, rollovers)
7. SR 164 west/Castle Road (signage, geometrics) SR 164/Cashmore Improvements to the West
8. SR 164 west /SR 9 Kilgore narrow intersection (accidents, geometrics)
9. SR 9/SR 39/ SR 43 in Carrollton (geometrics, accidents, retaining wall).
10. SR 164/ Orlon Road geometrics near Jefferson County line (coal development).
11. Meadow/SR 9 sight distance (accidents)
12. Planning Study for US 30 Ohio's Energy Corridor (in progress). Estimated Cost: $750,000

COLUMBIANA COUNTY

1. Planning Study for US 30 Ohio's Energy Corridor (in progress). Estimated Cost: $750,000
2. SR 7 & TR 1131 Bell School Road Intersection Upgrade for Beaver Local School (funded under design).
3. Calcutta/Smith Ferry Road CR 430 Improvements (local funds needed). Programmed for construction in 2017. Estimated Cost: $4.29 Million
4. McGuffy Drive Improvements
5. Completion of Columbia Drive Extension in St. Clair Township. Estimated Cost: $2.11 Million
6. Complete Lake to River Pedestrian/Bicycle Trail.
7. SR 39 Improvements in City of East Liverpool.
8. City of Salem: US 62/SR 45 Bypass Connection.
9. City of Salem: Overpass on South Lincoln to SR 45.
10. City of Salem: SR 14 Traffic Flow (east side of City, SRMC).
11. City of Salem: Bicycle lanes to reach Greenway Trail.
12. 16 School Road Improvements in Wellsville/Yellow Creek Township to new 500 acre development near SR 7 and the Wellsville Intermodal Facility.

COSHOCTON COUNTY

1. Improve access to RockTenn Plant. Estimated Cost: $450,000
2. Airport Road Extension to CR 193. Estimated Cost: $650,000
3. SR 541/SR 16 Interchange programed for 2018.
4. Sidewalks throughout the City of Coshocton and surrounding area to connect high density residential area (apartments, senior housing, low-income housing, etc.) to commercial areas, places of employment, and schools. Locations (not in priority order) include:
    a. Chestnut Street to Chestnut Crossing (Glenview Estates) Apartments
    b. Brown's Lane/Plum Street
    c. South Second Street to Kraft Foods
    d. South Sixth Street to Clow Corporation
    e. South Third Street to Annin & Co. and Ivy Street
    f. South 14th Street to Coshocton City Schools Campus
    g. County Road 621 to Wal-Mart
    h. Otsego Avenue from South Seventh to Ohio Central Railroad Tracks

    Estimated Cost: $1.5 Million
5. Handicap accessible sidewalks in the City of Coshocton.
6. Alleviate congestion on 2nd Street.
7. Traffic signal pre-emption for emergency vehicles. Estimated Cost: $350,000
8. Roscoe Village Drainage and Sidewalks
9. Signalization improvements

GUERNSEY COUNTY

1. I-70/SR 209/Dozer Road Intersection Improvements (Interchange from Georgetown Road to Kmart Access).
2. SR 209 Interchange (south) Congestion.
3. Cambridge Municipal Airport: Runway Expansion. Estimated Cost: $955,000
4. I-70/SR 723 Interchange: Provide southbound access*****
5. US 22, east of I-77 Potential Development that may need road improvements.*****
6. US 40, east of I-77 Potential Development that may need road improvements.*****
7. US 40/Old National Road "Y" Intersection Improvements.
8. Vocational Road/SR 313 Intersection Improvements*****
9. SR 313, east of I-77 Potential Development that may need road improvements*****
10. Deerpath Drive/County Road 35 (old 21) Intersection Improvements.
11. Access Road (BP Station Old 21)
12. Coordination with State's Emergency Evacuation Routes.
13. Traffic Flow Improvement on SR 209 at Woodlawn Avenue; possible round-about and widening. Estimated Cost: $1.5 million
14. US 22 and Dewey Avenue Improvements to alleviate congestion. Estimated Cost: $1.5 million
15. Signal and widening along Whitaker and Reitler Roads. Estimated Cost: $5 million
16. Reconstruction of Steubenville Avenue and truck route alternate for US 22 and SR 209
17. Truck Route from Woodlawn and Morton Avenue along North Avenue to Byesville Road and I-77. Estimated Cost: $3.1 million
18. Access Management Plan for SR 209 and US22/40 through commercial areas. Estimated Cost: $200,000.

***Long range project**

HARRISON COUNTY

1. Replacement of the now closed CR 51 Bridge which spans the Norfolk and Western Railroad. Estimated Cost: $3 million.
2. Lengthen airport runway from 4,400 feet to 5,000 feet.
3. Upgrade of county and township highways accessing gas processing plants.
    a. Repair and resurface CR 29 which serves the Harrison County Industrial Park and MarkWest facility in Cadiz
    b. Pave Giacobbi Road which serves the MarkWest plant just west of Hopedale
    c. Upgrade CR 44 between SR 151 and CR 43 which serves several producing Utica gas wells and a number of pipelines
4. Re-designation of CR 29 (Industrial Park Road) as a State Highway (connects SR 9 and US 22).
5. Village of Cadiz: US 22 and Industrial Park Road Intersection (acceleration lane headed east and a deceleration lane headed west on US 22).
6. Zitko Road Bridge Replacement (Structurally Obsolete)
7. Rehabilitation of rail line from the new MarkWest plant at the north end of Cadiz to the main Ohio Central track in Cadiz junction (in progress by Midwest Terminals).
8. Intersection of US 22 and SR 800 just east of the Harrison County line (dangerous switch back, turning radius improvement).
9. Intersection of SR 800 and SR 799 north of the Village of Freeport turning radius improvement (traffic south bound on SR 800 have difficulty turning left onto SR 799).
10. Village of Cadiz: US 22 and N. Main Street Intersection, acceleration lane headed west.
11. Village of Cadiz: SR 9 Ramp off of US 22 east bound, turning lanes and signal needed (heavy truck traffic). Also lighting along SR 9 to new rail facility.
12. Development of SR 151 Corridor; resurface SR 151 between Jewett and Bowerston.
13. Rehabilitation of Wheeling and Lake Erie rail line from Hopedale to Warrenton on the Ohio River (which already has barge loading facility).
14. Full depth reclamation and resurfacing of CR 13 between CR 12 and US 22 which will serve a new major aggregate operation.
15. Village of Freeport: Signal at the intersection of SR 800 and the beginning of SR 342 to accommodate the expansion of the Freeport Press, the new Rosebud Vail underground coal mine, and shale development activities. SR 800 in the Village also needs to be widened.
16. Village of Jewett: Widen intersection of SR 9 and SR 151, especially north on SR 9.
17. Village of New Athens: Signal at the intersection of SR 9 and SR 519.
18. Village of Scio: Heavy traffic created by the new UEO Fractionation facility has created a need for better lighting and caution lights around the intersection of SR 151 and SR 332.
19. Junction at Jewett Logistics Campus (rail and truck transloading services with unit train capacity).

HOLMES COUNTY

1. SR 39 Corridor Improvements.
2. Wider berms on roads for buggies and bikes (specific routes needed).
3. SR 557/ SR 39 Intersection Improvements (safety and congestion).
4. Upgrade SR 557 Corridor and local intersections.
5. Completion of trail along CR 23 with bridge replacement over Mohican River to facilitate tourism and Amish traffic.
6. Village of Millersburg: Alleviate congestion (primarily commercial traffic) in downtown. Millersburg where SR 83, US 62/SR 39 and SR 241 converge.
7. Village of Millersburg: Congestion on S. Washington Street (US 62/SR 83).
8. Village of Millersburg: Improve pedestrian access and walkability throughout town.
9. Village of Millersburg: Connect trail to downtown Millersburg more effectively.
10. Village of Killbuck: Access to Killbuck Industrial Park Phase II.

MUSKINGUM COUNTY

1. Regional Traffic Flow Safety Study (related to Maple Avenue Corridor). Estimated Cost: $76,450
2. Alleviate congestion on Maple Avenue by providing an alternate route such as Linden Avenue/North River Road to Richvale to SR 60. Resurfacing and reconstruction of alternate route required.
3. Philo/Duncan Falls (CR 32) Bridge Replacement. Estimated Cost: $15 million (programmed for 2019)
4. Dillon Falls Road Re-alignment.
5. West Pike Access Improvements (I-70/US 40 Interchange area).

TUSCARAWAS COUNTY

1. US 250 between Dennison and Harrison County Line (traffic issues and safety).
2. Improve University Drive in New Philadelphia to provide access to KSU, Technology Park, and Buckeye Career Center to include alternate access to KSU, Technology Park, and Buckeye Career Center. Bridge will need to be replaced if road is widened. Improve traffic flow at I-77/US 250 interchange at Strasburg (exit 87) (Programmed for 2016)
3. Improve access within Newcomerstown Industrial Park - Phase 1: Enterprise Drive/CR 15 Intersection Improvements. Estimated Cost: $69,200.
4. Widening/safety improvements on CR 21 between Stonecreek and New Philadelphia (Programmed for 2017).
5. Longer runway for Clever Airport, or new airport at alternate location.
6. Funding for the three local 501 (3) C agencies that provide transportation services.
7. Improve traffic flow at I-77/SR 39 interchange at New Philadelphia (exit 81). (1)
8. Improve traffic flow at I-77/SR 39 interchange at Dover (exit 83).
9. Improve sight distance at SR 93/CR 75 intersection.
10. Integrated plan for road and bridge maintenance in regard to gas processing plants, gas and oil pipeline construction, and gas/oil related traffic to include US 36/Trenton Avenue/CR 28 to new processing plant.
11. Widen North Wooster Avenue in Dover from Third Street to northerly city limits. (1) (2)
12. Uhrichsville: North Water Street (5th to Trenton Avenue) into Downtown(2).
13. Uhrichsville: Eastport Avenue Improvements including storm sewers, curb, sidewalk, and pavement. Estimated Cost: $1,561,500.
14. Study on use of rail for oil and gas industry.

Notes

(1) Incorporate concept of complete streets to improve access for non-motorists.
(2) Concern about impact to residential district.

LONG TERM PROJECTS

1. US 30 Ohio's Energy Corridor from Stark County to SR 11 (West Point). Estimated Cost: $800 million.
2. Columbus to Pittsburgh Corridor to include US 250 through Harrison County.
3. Improve US 36 corridor between Newcomerstown and Dennison[(1)]. This would be within the planning area for the Columbus to Pittsburgh corridor.
4. In Holmes County, four lane access to I-77 to facilitate economic development.
5. Improve US 250 corridor through Strasburg.
6. Provide for an elevated road for access to the Wilkshire Hills area of Lawrence Township during periods of high flood pool elevations at Dover and Bolivar dams.
7. New Philadelphia: SR 250 West Bound directly to I-77 Southbound.
8. Access Improvements to Eastpointe Business Park.

Note

[(1)] Incorporate concept of complete streets to improve access for non-motorists.

APPENDIX B

2016 TO 2019 STIP

2016-2019 DRAFT STIP as of 02/13/2015 - District 05

* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA - District 5																								
FHWA	5	92981	MUS US 22 09.76	MUS	7/30/13: Mus-797 is to be removed from this project, refer to Director's Auth. List, Vol. 103, pg.2 dated 4/3/03 this section turned over to Mus. County. 7/30/13: Disregard comment for needing R/W, this note was intended for PID 92256. MUs-797 still needs	Mus-22:Zanesville Corp. Limit (0.05 miles NE of Federal Ave.) to USR 22/Sonora Rd. Inter.	ODOT SPONSORING AGENCY		CO	CO Contr	$426,940	$0	$3,271,609	$3,272,109	2016	4PF7	Federal	Resurfacing, Undivided System	M232	STP	9	Air Quality Exempt		1352
FHWA	5	92981							CO	CO Contr	$106,735				2016	4PS7	State		002	State Funds (002)				
FHWA	5	92981							CO	CO Contr	$474,787				2016	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	92981							CO	CO Contr	$118,697				2016	4PS7	State		002	State Funds (002)				
FHWA	5	92981							CO	CO Contr	$451,477				2016	4PF7	Federal		M231	STP				
FHWA	5	92981							CO	CO Contr	$112,869				2016	4PS7	State		002	State Funds (002)				
FHWA	5	92981							CO	CO Contr	$1,165,497				2016	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	92981							CO	CO Contr	$291,374				2016	4BG6	Local Match		002	Local Match				
FHWA	5	92981							CO	CO Contr	$19,568				2016	4TA7	Federal			Un-Assigned Federal				
FHWA	5	92981							CO	CO Contr	$4,892				2016	4BG6	Local Match		002	Local Match				
FHWA	5	92981							CO	CO Engr	$13,544				2016	LABR	Federal		M231	STP				
FHWA	5	92981							CO	CO Engr	$3,386				2016	LABR	State		002	Labor - State Match				
FHWA	5	92981							CO	CO Engr	$734				2016	LABR	Local Match		002	Labor - Local Match				
FHWA	5	92981							CO	CO Engr	$34,965				2016	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	92981							CO	CO Engr	$8,741				2016	LABR	Local Match		002	Labor - Local Match				
FHWA	5	92981							CO	CO Engr	$15,679				2016	LABR	Federal		M232	STP				
FHWA	5	92981							CO	CO Engr	$3,920				2016	LABR	State		002	Labor - State Match				
FHWA	5	92981							CO	CO Engr	$14,244				2016	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	92981							CO	CO Engr	$3,561				2016	LABR	Local Match		002	Labor - Local Match				
FHWA	5	92981	MUS US 22 09.76	MUS	7/30/13: Mus-797 is to be removed from this project, refer to Director's Auth. List, Vol. 103, pg.2 dated 4/3/03 this section turned over to Mus. County. 7/30/13: Disregard comment for needing R/W, this note was intended for PID 92256. MUs-797 still needs	Mus-22:Zanesville Corp. Limit (0.05 miles NE of Federal Ave.) to USR 22/Sonora Rd. Inter.	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$3,272,109	2016	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	9	Air Quality Exempt		1352
FHWA	5	97327	COS/MUS CUV FY2016	MUS	Culvert to be lined or repaired with spray on liner or field paving.Mus-70-03.89 (Ex. 60"x310')Mus-16-05.55 (Ex. 90"x308')Mus-16-08.05 (Ex. 60"x396')Mus-16-08.23 (Ex. 60"x399')Mus-16-11.13 (Ex. 48"x396')Cos-83-07.95 (Ex. 42"x220')Cos-83-07.97 (Ex. 48"x220	Verious routes in Muskingum & Coshocton Counties	ODOT SPONSORING AGENCY		CO	CO Contr	$186,080	$0	$895,510	$905,510	2016	4PF7	Federal	Culvert Construction/Reconstr/Repair	M232	STP	0.14	Air Quality Non-Exempt		1353
FHWA	5	97327							CO	CO Contr	$46,520				2016	4PS7	State		002	State Funds (002)				
FHWA	5	97327							CO	CO Contr	$104,670				2016	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	97327							CO	CO Contr	$11,630				2016	4PS7	State		002	State Funds (002)				
FHWA	5	97327							CO	CO Contr	$372,160				2016	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	97327							CO	CO Contr	$93,040				2016	4PS7	State		002	State Funds (002)				
FHWA	5	97327							CO	CO Engr	$37,216				2016	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	97327							CO	CO Engr	$9,304				2016	LABR	State		002	Labor - State Match				
FHWA	5	97327							CO	CO Engr	$10,467				2016	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	97327							CO	CO Engr	$1,163				2016	LABR	State		002	Labor - State Match				
FHWA	5	97327							CO	CO Engr	$18,608				2016	LABR	Federal		M232	STP				
FHWA	5	97327							CO	CO Engr	$4,652				2016	LABR	State		002	Labor - State Match				
FHWA	5	97346	MUS CR 32 00.00 (Philo Bridge)	MUS	Replacement of Philo bridge (Mus-CR32-0.00) over Muskingum River.	Replace existing bridge on MUS 32 over the Muskingum River	MUSKINGUM COUNTY ENGINEER		CO	CO Contr	$7,200,000	$0	$9,841,000	$10,098,380	2019	4B87	Federal	Bridge Replacement	M233	Bridge	0.28	Air Quality Exempt		1354
FHWA	5	97346							CO	CO Contr	$1,800,000				2019	4BG7	Local Match		002	Local Match				
FHWA	5	97346							CO	CO Engr	$672,800				2019	4B87	Federal		M233	Bridge				
FHWA	5	97346							CO	CO Engr	$168,200				2019	4BG7	Local Match		002	Local Match				
FHWA Line Items - District 5																								
FHWA	5	91852	COS SR 79 01.58/03.91/08.33/ 9.50	COS	As scope or PIP: Part 1 - Cos-79-1.58 – Replace Bridge with a 3 span slab (estimated 32'-40'-32') including resurfacing approximately 200 feet each direction and related work.Part 2 - Cos-79-3.91 – Replace Bridge with a 3 span slab (estimated 20'-25'-20')	Four Part Project with Four locations on SR 79 in Coshocton County	ODOT SPONSORING AGENCY		CO	CO Engr	$2,400	$0	$3,000	$3,793,954	2016	4PF7	Federal	Bridge Replacement		Un-Assigned Federal	0.08	Air Quality Exempt		1389
FHWA	5	91852							CO	CO Engr	$600				2016	4PS7	State		002	State Funds (002)				
FHWA	5	92386	COS SR 541 29.18	COS	Revised as per scope:Cos-541-29.18 – Replace Bridge with Single Span Slab or Conspan. Will require right of way and guardrail lengthening on right rear up to 800 feet. Design Exception for roadway. In the Wills Creek Flood Pool, Need to Coordinate with	Located 0.28 miles west of SR 93	ODOT SPONSORING AGENCY		CO	CO Contr	$362,399	$0	$498,299	$550,238	2016	4PF7	Federal	Bridge Replacement	M232	STP	0.02	Air Quality Exempt		1390
FHWA	5	92386							CO	CO Contr	$90,600				2016	4PS7	State		002	State Funds (002)				
FHWA	5	92386							CO	CO Engr	$36,240				2016	LABR	Federal		M232	STP				
FHWA	5	92386							CO	CO Engr	$9,060				2016	LABR	State		002	Labor - State Match				

* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	***Project Total**	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	5	92434	COS SR 93 01.95	COS	Revised as per scope: Cos-93-1.95 – Replace Bridge with Box Culvert (Preliminary Size – 10'x5')Project to replace SFN 1601776 located 0.35 miles north of TR 145 carrying SR 93 over a Tributary of Wills Creek	Located 0.35 miles north of TR 145	ODOT SPONSORING AGENCY		CO	CO Contr	$199,878	$0	$274,832	$376,472	2016	4PF7	Federal	Bridge Replacement	M232	STP	0.01	Air Quality Exempt		1391
FHWA	5	92434							CO	CO Contr	$49,969				2016	4PS7	State		002	State Funds (002)				
FHWA	5	92434							CO	CO Engr	$19,988				2016	LABR	Federal		M232	STP				
FHWA	5	92434							CO	CO Engr	$4,997				2016	LABR	State		002	Labor - State Match				
FHWA	5	92436	COS SR 751 06.58/09.05	COS	As per the PIP/scope: Cos-751-6.58 – Replace existing 20' span x 30'-4" wide x7.25' height slab (10' to grade) with Box Culvert 20' x 8' x 50'. Design Exception for Horizontal Curve. Right of Way needed. Guardrail three type T and one type A; Cos-751	Structure 1 located 0.02 miles west of TR 251; Structure 2 located 0.75 miles north of TR 248	ODOT SPONSORING AGENCY		CO	Oth Remb	$6,000	$0	$12,000	$576,618	2016	4PS7	State	Bridge Replacement	002	State Funds (002)	0.03	Air Quality Exempt		1392
FHWA	5	92436							CO	Oth Remb	$6,000				2016	4PS7	State		002	State Funds (002)				
FHWA	5	92982	COS/KNO SR 541 00.00/00.00	COS	7/29/14 Update: PID 92393 bridge proejct will need to be completed prior to this project.Treatment Revised/Updated:Cos-541-(0.00-8.60), Kno-541-(0.00-8.92): 5-10% full/partial depth repairs, place Item 422 Single Chip Seal and 1" Item 448 Asphalt Concrete	Kno-541: USR62 Intersect. to Kno/Cos County Line, Cos-541: Kno/Cos County Line to SR60 Intersec.	ODOT SPONSORING AGENCY		CO	CO Contr	$3,822,611	$0	$4,921,612	$4,922,112	2017	4PF7	Federal	Resurfacing, Undivided System	M232	STP	17.65	Air Quality Exempt		1393
FHWA	5	92982							CO	CO Contr	$955,653				2017	4PS7	State		002	State Funds (002)				
FHWA	5	92982							CO	CO Engr	$114,678				2017	LABR	Federal		M232	STP				
FHWA	5	92982							CO	CO Engr	$28,670				2017	LABR	State		002	Labor - State Match				
FHWA	5	92982	COS/KNO SR 541 00.00/00.00	COS	7/29/14 Update: PID 92393 bridge proejct will need to be completed prior to this project.Treatment Revised/Updated:Cos-541-(0.00-8.60), Kno-541-(0.00-8.92): 5-10% full/partial depth repairs, place Item 422 Single Chip Seal and 1" Item 448 Asphalt Concrete	Kno-541: USR62 Intersect. to Kno/Cos County Line, Cos-541: Kno/Cos County Line to SR60 Intersec.	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$4,922,112	2016	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	17.65	Air Quality Exempt		1393
FHWA	5	92984	COS US 36/SR 60 00.00/14.55	COS	5% Repairs, Milling 1 1/4", placing 1" Item 448 Asphalt Concrete Intermediate Course and 1 1/4" Item 448 Asphalt Concrete Surface Course.9/27/12 revision: Cos-36-(0.00-19.06), Cos-60-(14.55-14.61): Begin at Kno./Cos. County line to USR 36/SR16 intersectio	USR36: From Knox/Cos. County line to USR36/SR16 Intersection SR 60-Area around USR36/SR60 Intersection	ODOT SPONSORING AGENCY		CO	CO Contr	$542,358	$0	$4,931,729	$4,932,229	2016	4PF7	Federal	Resurfacing, Undivided System	M001	National Hwy Performance Prgm	19.66	Air Quality Exempt		1394
FHWA	5	92984							CO	CO Contr	$135,590				2016	4PS7	State		002	State Funds (002)				
FHWA	5	92984							CO	CO Contr	$3,288,111				2016	4PF7	Federal		M232	STP				
FHWA	5	92984							CO	CO Contr	$822,028				2016	4PS7	State		002	State Funds (002)				
FHWA	5	92984							CO	CO Engr	$98,643				2016	LABR	Federal		M232	STP				
FHWA	5	92984							CO	CO Engr	$24,661				2016	LABR	State		002	Labor - State Match				
FHWA	5	92984							CO	CO Engr	$16,271				2016	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	92984							CO	CO Engr	$4,068				2016	LABR	State		002	Labor - State Match				
FHWA	5	92987	COS SR 621/643/651 00.00	COS	Cos-621: 5% Repair, Item 422 Single Chip Seal, 1" Item 448 Asphalt Concrete Inter. Course and 1 1/4" Item 448 Asphalt Surface Course. Utilize Safety Edge and Rumble Stripes where warranteed. Evaluate guardrail for needed upgrades/repairs. Cos-643: 5% Repa	Cos-621:USR36/SR621 Intersection to end of Route (5.98 mm), Cos-643: SR83/SR643 Intersection to Holmes County line, Cos-651:	ODOT SPONSORING AGENCY		CO	CO Contr	$776,747	$0	$5,578,369	$5,578,869	2017	4PF7	Federal	Resurfacing, Undivided System	M232	STP	20.62	Air Quality Exempt		1395
FHWA	5	92987							CO	CO Contr	$194,187				2017	4PS7	State		002	State Funds (002)				
FHWA	5	92987							CO	CO Contr	$4,100,310				2017	4PS7	State		002	State Funds (002)				
FHWA	5	92987							CO	CO Engr	$77,675				2017	LABR	Federal		M232	STP				
FHWA	5	92987							CO	CO Engr	$19,419				2017	LABR	State		002	Labor - State Match				
FHWA	5	92987							CO	CO Engr	$410,031				2017	LABR	State		002	Labor - State Match				
FHWA	5	92990	COS SR 541 08.73	COS	Treatment revised/updated 03/7/13:5% partial/full depth repairs, Milling 2 ¼" in Coshocton curbed sections and placing 1" Item 448 Asphalt Concrete Intermediate Course, Type 1, PG64-22 and 1 ¼" Item 448 Asphalt Concrete Surface Course, Type 1, PG70-22M. A	Cos-541: SR60/SR541 Intersection (SLM 8.73) to SR 93 intersection (SLM 29.48)	ODOT SPONSORING AGENCY		CO	CO Contr	$244,828	$0	$5,733,722	$5,734,222	2017	4PF7	Federal	Resurfacing, Undivided System	M231	STP	15.84	Air Quality Exempt		1396
FHWA	5	92990							CO	CO Contr	$61,207				2017	4PS7	State		002	State Funds (002)				
FHWA	5	92990							CO	CO Contr	$3,925,151				2017	4PF7	Federal		M232	STP				
FHWA	5	92990							CO	CO Contr	$981,288				2017	4PS7	State		002	State Funds (002)				
FHWA	5	92990							CO	CO Engr	$392,515				2017	LABR	Federal		M232	STP				
FHWA	5	92990							CO	CO Engr	$98,129				2017	LABR	State		002	Labor - State Match				
FHWA	5	92990							CO	CO Engr	$24,483				2017	LABR	Federal		M231	STP				
FHWA	5	92990							CO	CO Engr	$6,121				2017	LABR	State		002	Labor - State Match				

* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	5	92990	COS SR 541 08.73	COS	Treatment revised/updated 03/7/13:5% partial/full depth repairs, Milling 2 ¼" in Coshocton curbed sections and placing 1" Item 448 Asphalt Concrete Intermediate Course, Type 1, PG64-22 and 1 ¼" Item 448 Asphalt Concrete Surface Course, Type 1, PG70-22M. A	Cos-541: SR60/SR541 Intersection (SLM 8.73) to SR 93 intersection (SLM 29.48)	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$5,734,222	2016	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	15.84	Air Quality Exempt		1396
FHWA	5	92992	COS SR 751 00.00	COS	5% Repair, Item 422 Single Chip Seal, 1" Item 448 Asphalt Concrete Intermediate Course and 1 1/4" Item 448 Asphalt Concrete Surface Course.	Cos-751: SR93/SR751 Intersection to Tus. County line	ODOT SPONSORING AGENCY		CO	CO Contr	$2,025,865	$0	$3,215,849	$3,216,349	2017	4PS7	State	Resurfacing, Undivided System	002	State Funds (002)	11.42	Air Quality Exempt		1397
FHWA	5	92992							CO	CO Contr	$877,055				2017	4PF7	Federal		M232	STP				
FHWA	5	92992							CO	CO Contr	$219,264				2017	4PS7	State		002	State Funds (002)				
FHWA	5	92992							CO	CO Engr	$60,776				2017	LABR	State		002	Labor - State Match				
FHWA	5	92992							CO	CO Engr	$26,312				2017	LABR	Federal		M232	STP				
FHWA	5	92992							CO	CO Engr	$6,578				2017	LABR	State		002	Labor - State Match				
FHWA	5	92996	COS/KNO SR 715 00.00/00.00	COS	5-10% Repairs, Place 1 to 1 1/2" Item 448 Asphalt Concrete Inter./Leveling Course and 1" Item 448 Asphalt Concrete Surface Course. Utilize Safety Edge and Rmble Stripes where applicable.	Cos-715: Knox County Line to USR 36 Intersection, Kno-715: USR 36 Intersection to Cos. County Line	ODOT SPONSORING AGENCY		CO	CO Contr	$3,503,950	$0	$3,609,069	$3,609,569	2018	4PS7	State	Resurfacing, Undivided System	002	State Funds (002)	12.4	Air Quality Exempt		1398
FHWA	5	92996							CO	CO Engr	$105,119				2018	LABR	State		002	Labor - State Match				
FHWA	5	92996	COS/KNO SR 715 00.00/00.00	COS	5-10% Repairs, Place 1 to 1 1/2" Item 448 Asphalt Concrete Inter./Leveling Course and 1" Item 448 Asphalt Concrete Surface Course. Utilize Safety Edge and Rmble Stripes where applicable.	Cos-715: Knox County Line to USR 36 Intersection, Kno-715: USR 36 Intersection to Cos. County Line	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$3,609,569	2018	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	12.4	Air Quality Exempt		1398
FHWA	5	93004	COS SR 79 00.00	COS	5% partial/full depth Repair, Milling 1 1/4-1 1/2", Place 1 3/4" Item 448 Asphalt Concrete Intermediate Course and 1 1/4" Item 448 Asphalt Concrete Surface Course. Utilize Safety Edge and Rmble Stripes where applicable.	Cos-79: Licking County Line to USR36 Intersection	ODOT SPONSORING AGENCY		CO	CO Contr	$107,421	$0	$3,466,959	$3,467,459	2018	4PS7	State	Resurfacing, Undivided System	002	State Funds (002)	12.37	Air Quality Exempt		1399
FHWA	5	93004							CO	CO Contr	$2,606,847				2018	4PF7	Federal		M232	STP				
FHWA	5	93004							CO	CO Contr	$651,712				2018	4PS7	State		002	State Funds (002)				
FHWA	5	93004							CO	CO Engr	$78,205				2018	LABR	Federal		M232	STP				
FHWA	5	93004							CO	CO Engr	$19,551				2018	LABR	State		002	Labor - State Match				
FHWA	5	93004							CO	CO Engr	$3,223				2018	LABR	State		002	Labor - State Match				
FHWA	5	93004	COS SR 79 00.00	COS	5% partial/full depth Repair, Milling 1 1/4-1 1/2", Place 1 3/4" Item 448 Asphalt Concrete Intermediate Course and 1 1/4" Item 448 Asphalt Concrete Surface Course. Utilize Safety Edge and Rmble Stripes where applicable.	Cos-79: Licking County Line to USR36 Intersection	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$3,467,459	2017	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	12.37	Air Quality Exempt		1399
FHWA	5	93010	COS US 36 19.60	COS	Milling 1 3/4", Placing 1 3/4" Item 442 Asphalt Concrete Intermediate Course and 1 1/2" Item 442 Asphalt Concrete Surface Course* Review at plan development for mill/fill of surface only wit 1 1/2" Item 442 Asphalt Concrete Surface Course.*Project limits	Cos-36: SR 83/USR 36 Intersection to SR 93/USR 36 Intersection.	ODOT SPONSORING AGENCY		CO	CO Contr	$43,754	$0	$7,982,258	$7,982,758	2016	4PF7	Federal	Resurfacing, Divided System	M001	National Hwy Performance Prgm	6.89	Air Quality Exempt		1400
FHWA	5	93010							CO	CO Contr	$10,939				2016	4PS7	State		002	State Funds (002)				
FHWA	5	93010							CO	CO Contr	$6,154,783				2016	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93010							CO	CO Contr	$1,538,696				2016	4PS7	State		002	State Funds (002)				
FHWA	5	93010							CO	CO Engr	$185,956				2016	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93010							CO	CO Engr	$46,489				2016	LABR	State		002	Labor - State Match				
FHWA	5	93010							CO	CO Engr	$1,313				2016	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93010							CO	CO Engr	$328				2016	LABR	State		002	Labor - State Match				
FHWA	5	93036	COS SR 93/SR 541 03.50/23.63	COS	5% repairs, Milling 1 1/4", Placing 1" Item 448 Asphalt Concrete Intermediate Course and 1 1/4" Item 448 Asphalt Concrete Surface Course. ADA ramps in West LayfayetteCoordinate sale with the sale of COS-93-5.41 (PID 96006).	Cos-93: SR93/Sr541 Intersection (SLM 3.50) to USR36 Intersection (SLM 12.01)	ODOT SPONSORING AGENCY		CO	CO Contr	$2,778,231	$0	$3,576,973	$3,577,473	2019	4PF7	Federal	Resurfacing, Undivided System		Un-Assigned Federal	17.67	Air Quality Exempt		1401
FHWA	5	93036							CO	CO Contr	$694,558				2019	4PS7	State		002	State Funds (002)				
FHWA	5	93036							CO	CO Engr	$83,347				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	93036							CO	CO Engr	$20,837				2019	LABR	State		002	Labor - State Match				
FHWA	5	93036	COS SR 93/SR 541 03.50/23.63	COS	5% repairs, Milling 1 1/4", Placing 1" Item 448 Asphalt Concrete Intermediate Course and 1 1/4" Item 448 Asphalt Concrete Surface Course. ADA ramps in West LayfayetteCoordinate sale with the sale of COS-93-5.41 (PID 96006).	Cos-93: SR93/Sr541 Intersection (SLM 3.50) to USR36 Intersection (SLM 12.01)	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$3,577,473	2019	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	17.67	Air Quality Exempt		1401

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FHWA	5	93039	COS SR 60 17.12	COS	5% partial/full depth Repairs, Milling 1 1/4 - 1 1/2" and placing 1" Item 448 Asphalt Concrete Intermediate Course and 1 1/4" Item 448 Asphalt Concrete Surface Course. Utilize Safety Edge and Rmble Stripes where applicable.	Cos-60:USR36 Intersection to Holmes County line	ODOT SPONSORING AGENCY		CO	CO Contr	$2,225,588	$0	$2,946,827	$2,947,327	2018	4PF7	Federal	Resurfacing, Undivided System	M232	STP	10.98	Air Quality Exempt		1402
FHWA	5	93039							CO	CO Contr	$556,397				2018	4PS7	State		002	State Funds (002)				
FHWA	5	93039							CO	CO Contr	$79,012				2018	4PS7	State		002	State Funds (002)				
FHWA	5	93039							CO	CO Engr	$66,768				2018	LABR	Federal		M231	STP				
FHWA	5	93039							CO	CO Engr	$16,692				2018	LABR	State		002	Labor - State Match				
FHWA	5	93039							CO	CO Engr	$2,370				2018	LABR	State		002	Labor - State Match				
FHWA	5	93039	COS SR 60 17.12	COS	5% partial/full depth Repairs, Milling 1 1/4 - 1 1/2" and placing 1" Item 448 Asphalt Concrete Intermediate Course and 1 1/4" Item 448 Asphalt Concrete Surface Course. Utilize Safety Edge and Rmble Stripes where applicable.	Cos-60:USR36 Intersection to Holmes County line	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$2,947,327	2016	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	10.98	Air Quality Exempt		1402
FHWA	5	93141	COS SR 83 00.00	COS	5% Repairs, Milling 1 1/4", placing 1" Item 448 Asphalt Concrete Intermediate Course and 1 1/4" Item 448 Asphalt Concrete Surface Course.	Cos-83: From Mus/Cos. County line to SR 16 Intersection	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$2,823,156	2019	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	9.02	Air Quality Exempt		1403
FHWA	5	93155	COS SR 93 14.66	COS	Revised as per PIP: Cos-93-14.66 – SDC Overlay, New Approach Slabs, Replace Abutment from Top of Footer and Utilize new Integral Standard, Part Width Construction, Extend Pile Encasements to bottom of pier cap, Patch Piers and Resurface 100 feet +/- and r	Cos-93-1466: 0.07 miles S. of RR Crossing and Village of Fresno	ODOT SPONSORING AGENCY		CO	CO Contr	$438,128	$0	$602,425	$604,364	2016	4PF7	Federal	Bridge Repair	M232	STP	0.02	Air Quality Exempt		1404
FHWA	5	93155							CO	CO Contr	$109,532				2016	4PS7	State		002	State Funds (002)				
FHWA	5	93155							CO	CO Engr	$43,813				2016	LABR	Federal		M232	STP				
FHWA	5	93155							CO	CO Engr	$10,953				2016	LABR	State		002	Labor - State Match				
FHWA	5	93254	COS SR 621 01.91	COS	SFN 1602586 - Field pave pipe arch. Prior to begin of design, pipe will be reevaulated to ensure that detioration has not worsened and liner would need to be installed. Replace Type 4 guardrail with new guardrail standard.	0.27 miles north of TR 200	ODOT SPONSORING AGENCY		CO	CO Contr	$314,122	$0	$345,535	$346,035	2017	4PS7	State	Culvert Construction/Reconstr/Repair	002	State Funds (002)	0.02	Air Quality Exempt		1405
FHWA	5	93254							CO	CO Engr	$31,412				2017	LABR	State		002	Labor - State Match				
FHWA	5	93254	COS SR 621 01.91	COS	SFN 1602586 - Field pave pipe arch. Prior to begin of design, pipe will be reevaulated to ensure that detioration has not worsened and liner would need to be installed. Replace Type 4 guardrail with new guardrail standard.	0.27 miles north of TR 200	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$346,035	2016	LABR	State	Culvert Construction/Reconstr/Repair	002	Labor - State Match	0.02	Air Quality Exempt		1405
FHWA	5	93263	COS SR 541 19.18/19.30	COS	Cos-541-19.18 (SFN 1602403) – Bridge Replacement, Raise to 16'-6" Clearance over S.R. 16. Roadway will require Replacement between structures and North of the 19.18 bridge to tie into existing grade. Remove slip ramp for eastbound off-ramp terminal and	Br# 1918 is SR541 over SR16; Br# 1928 is the Three Rivers Bridge, 0.10 miles E of SR16 on SR 541	ODOT SPONSORING AGENCY		CO	CO Contr	$1,516,115	$0	$13,519,183	$13,519,683	2018	4PF7	Federal	Bridge Deck Replacement	M231	STP	0.12	Air Quality Exempt		1406
FHWA	5	93263							CO	CO Contr	$379,029				2018	4PS7	State		002	State Funds (002)				
FHWA	5	93263							CO	CO Contr	$8,316,018				2018	4PF7	Federal		M231	STP				
FHWA	5	93263							CO	CO Contr	$2,079,004				2018	4PS7	State		002	State Funds (002)				
FHWA	5	93263							CO	CO Engr	$151,611				2018	LABR	Federal		M231	STP				
FHWA	5	93263							CO	CO Engr	$37,903				2018	LABR	State		002	Labor - State Match				
FHWA	5	93263							CO	CO Engr	$831,602				2018	LABR	Federal		M231	STP				
FHWA	5	93263							CO	CO Engr	$207,900				2018	LABR	State		002	Labor - State Match				
FHWA	5	93271	COS SR 206 00.59	COS	Revised as per PIP: Cos-206-0.59 – Replace existing twin 12 x 6 with a Preliminary sized 20'x 8' box culvertRplace existing pipe arch(bridge) with a concrete box culvert or small box beam bridge	0.44 miles N of CR18	ODOT SPONSORING AGENCY		CO	CO Contr	$382,404	$0	$420,645	$475,145	2016	4PS7	State	Bridge Replacement	002	State Funds (002)	0.02	Air Quality Exempt		1407
FHWA	5	93271							CO	CO Engr	$38,240				2016	LABR	State		002	Labor - State Match				
FHWA	5	93271	COS SR 206 00.59	COS	Revised as per PIP: Cos-206-0.59 – Replace existing twin 12 x 6 with a Preliminary sized 20'x 8' box culvertRplace existing pipe arch(bridge) with a concrete box culvert or small box beam bridge	0.44 miles N of CR18	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$475,145	2018	LABR	State	Bridge Replacement	002	Labor - State Match	0.02	Air Quality Exempt		1407
FHWA	5	93279	COS SR 60 14.45	COS	Replace deck, repair backwalls and piers, paint existing structural steel, new bridge railing and approach slabs	0.15 miles S of the Intersection of SR60 and USR36	ODOT SPONSORING AGENCY		CO	CO Contr	$1,293,708	$0	$1,730,334	$1,730,834	2019	4PF7	Federal	Bridge Deck Replacement		Un-Assigned Federal	0.02	Air Quality Exempt		1408
FHWA	5	93279							CO	CO Contr	$323,427				2019	4PS7	State		002	State Funds (002)				
FHWA	5	93279							CO	CO Engr	$90,560				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	93279							CO	CO Engr	$22,640				2019	LABR	State		002	Labor - State Match				

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	***Project Total**	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	5	93279	COS SR 60 14.45	COS	Replace deck, repair backwalls and piers, paint existing structural steel, new bridge railing and approach slabs	0.15 miles S of the Intersection of SR60 and USR36	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$1,730,834	2018	LABR	State	Bridge Deck Replacement	002	Labor - State Match	0.02	Air Quality Exempt		1408
FHWA	5	94451	COS CR 493 00.10	COS	Replacement of SFN 1631454, a steel beam/simple span bridge carring CR 493 (Whitewoman Street over Structure Creek. Proposed replacement using the "Just Build" process is a prestressed concrete beam bridge on new abutments	Located 0.10 miles west of SR 541	COSHOCTON COUNTY ENGINEER		CO	CO Contr	$194,160	$0	$271,970	$272,470	2017	4B87	Federal	Bridge Replacement	L11E	Bridge	0.01	Air Quality Exempt		1409
FHWA	5	94451							CO	CO Contr	$48,540				2017	LNTP	Local Match		LNTP	Local Match				
FHWA	5	94451							CO	CO Engr	$5,000				2017	LABR	State		002	Labor - State Match				
FHWA	5	94451							CO	CO Engr	$19,416				2017	4B87	Federal		L11E	Bridge				
FHWA	5	94451							CO	CO Engr	$4,854				2017	LNTP	Local Match		LNTP	Local Match				
FHWA	5	95443	COS Soccer Parking Lot	COS	Construction material for Soccer parking lot off of SR83	Soccer parking lot of of SR83	Coshocton City and County Park District		CO	CO Contr	$40,000	$0	$44,000	$44,000	2016	4BW7	State	Resurfacing, Undivided System	002	State Funds (002)	0.01	Air Quality Exempt		1410
FHWA	5	95443							CO	CO Engr	$4,000				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	5	96001	COS US 36 05.87	COS	Replace existing single span slab with four sided box culvert.	0.57 Miles East of TR1435, over Spring Run	ODOT SPONSORING AGENCY		CO	CO Contr	$315,830	$0	$434,267	$434,767	2019	4PF7	Federal	Bridge Replacement		Un-Assigned Federal	0.02	Air Quality Exempt		1411
FHWA	5	96001							CO	CO Contr	$78,958				2019	4PS7	State		002	State Funds (002)				
FHWA	5	96001							CO	CO Engr	$31,583				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	96001							CO	CO Engr	$7,896				2019	LABR	State		002	Labor - State Match				
FHWA	5	96001	COS US 36 05.87	COS	Replace existing single span slab with four sided box culvert.	0.57 Miles East of TR1435, over Spring Run	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$434,767	2017	LABR	State	Bridge Replacement	002	Labor - State Match	0.02	Air Quality Exempt		1411
FHWA	5	96006	COS SR 93 05.41	COS	Replace deck/superstructure,replace abutment and pier caps, encase piling.Coordinate sale with the sale of COS-93-3.50 (PID 93036).	0.04 miles South of the intersection of Sr93 and TR456	ODOT SPONSORING AGENCY		CO	CO Contr	$874,097	$0	$1,201,884	$1,202,384	2019	4PF7	Federal	Bridge Deck Replacement		Un-Assigned Federal	0.01	Air Quality Exempt		1412
FHWA	5	96006							CO	CO Contr	$218,524				2019	4PS7	State		002	State Funds (002)				
FHWA	5	96006							CO	CO Engr	$87,410				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	96006							CO	CO Engr	$21,852				2019	LABR	State		002	Labor - State Match				
FHWA	5	96006	COS SR 93 05.41	COS	Replace deck/superstructure,replace abutment and pier caps, encase piling.Coordinate sale with the sale of COS-93-3.50 (PID 93036).	0.04 miles South of the intersection of Sr93 and TR456	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$1,202,384	2018	LABR	State	Bridge Deck Replacement	002	Labor - State Match	0.01	Air Quality Exempt		1412
FHWA	5	96322	COS SR 93 15.75	COS	Cos-93-1576(SFN#1602101) Replace and widen bridge. Existing single steel beam bridge to Single span box beam or small three span slab. May need to realign road and curve - to be determined after scoping. Check for safety issues at CR2.	0.04 Miles south of CR2(Ada Rd) over Trib. to White Eyes Creek	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$510,794	2019	LABR	State	Bridge Replacement	002	Labor - State Match	0.05	Air Quality Exempt		1413
FHWA	5	97626	COS CR 16 1.88	COS	Resurfacing and related work to Coshocton County Road 16 from the City of Coshocton Corporation Limit at the 3.30 mile marker (TR164) to the Village of West Lafayette at the 6.27 mile marker	City of Coshocton Corp to the Village of West Lafayette	COSHOCTON COUNTY ENGINEER		CO	CO Contr	$170,410	$0	$1,765,365	$1,765,365	2016	4B77	Federal	Resurfacing, Undivided System		Un-Assigned Federal	2.97	Air Quality Exempt		1414
FHWA	5	97626							CO	CO Contr	$42,603				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	5	97626							CO	CO Contr	$1,187,563				2016	4B77	Federal		M232	STP				
FHWA	5	97626							CO	CO Contr	$296,891				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	5	97626							CO	CO Engr	$6,816				2016	4B77	Federal			Un-Assigned Federal				
FHWA	5	97626							CO	CO Engr	$1,704				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	5	97626							CO	CO Engr	$47,503				2016	4B77	Federal		M232	STP				
FHWA	5	97626							CO	CO Engr	$11,876				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	5	98202	D05 CUL FY2019	COS	Repair/replace verious culverts on Cos SR 93 in FY2019	Repair/replace verious culverts on Cos SR 93	ODOT SPONSORING AGENCY		CO	CO Contr	$2,400,000	$0	$3,210,000	$3,210,500	2019	4PF7	Federal	Culvert Construction/Reconstr/Repair		Un-Assigned Federal	22.67	Air Quality Exempt		1415
FHWA	5	98202							CO	CO Contr	$600,000				2019	4PS7	State		002	State Funds (002)				
FHWA	5	98202							CO	CO Engr	$168,000				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	98202							CO	CO Engr	$42,000				2019	LABR	State		002	Labor - State Match				
FHWA	5	98202	D05 CUL FY2019	COS	Repair/replace verious culverts on Cos SR 93 in FY2019	Repair/replace verious culverts on Cos SR 93	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$3,210,500	2018	LABR	State	Culvert Construction/Reconstr/Repair	002	Labor - State Match	22.67	Air Quality Exempt		1415
FHWA	5	21642	D05 CS FY2016 (A)	D05	Performing Preventive Maintenance Cracksealing on various General System routes, District wide	District wide	ODOT SPONSORING AGENCY		CO	CO Contr	$366,900	$0	$476,970	$477,970	2016	4PF7	Federal	Crack Seal	M232	STP	1.08	Air Quality Exempt		1416
FHWA	5	21642							CO	CO Contr	$91,725				2016	4PS7	State		002	State Funds (002)				
FHWA	5	21642							CO	CO Engr	$14,676				2016	LABR	Federal		M232	STP				
FHWA	5	21642							CO	CO Engr	$3,669				2016	LABR	State		002	Labor - State Match				

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FHWA	5	93125	D05 GR FY2016	D05	Part of the District 5 system wide guardrail upgrade effort for FY 2016. Proposed locations include:MUS-22-(1.16-9.17)MUS-22-(13.27-14.56)MUS-60-(14.90-15.02)MUS-93-(0.00-4.71)MUS-40-(9.59-10.34)	District wide	ODOT SPONSORING AGENCY		CO	CO Contr	$960,000	$0	$1,320,000	$1,320,500	2016	4PF7	Federal	Guardrail upgrade/replace	M232	STP	14.88	Air Quality Exempt		1417
FHWA	5	93125							CO	CO Contr	$240,000				2016	4PS7	State		002	State Funds (002)				
FHWA	5	93125							CO	CO Engr	$96,000				2016	LABR	Federal		M232	STP				
FHWA	5	93125							CO	CO Engr	$24,000				2016	LABR	State		002	Labor - State Match				
FHWA	5	95145	D05 RPM FY2016	D05	FY2016 project to replace Raised Pavement Markers on the established 3 year cycle.	Districtwide Raised Pavement Marker - 3 Yr. Cycle	ODOT SPONSORING AGENCY		CO	CO Contr	$305,750	$0	$317,980	$318,480	2016	4PS7	State	Raised Pavement Markers	002	State Funds (002)	0	Air Quality Exempt		1418
FHWA	5	95145							CO	CO Engr	$12,230				2016	LABR	State		002	Labor - State Match				
FHWA	5	95145	D05 RPM FY2016	D05	FY2016 project to replace Raised Pavement Markers on the established 3 year cycle.	Districtwide Raised Pavement Marker - 3 Yr. Cycle	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$318,480	2016	LABR	State	Raised Pavement Markers	002	Labor - State Match	0	Air Quality Exempt		1418
FHWA	5	95147	D05 RPM FY2017	D05	Annual project to replace Raised Pavement Markers on established 3 year cycle	District 5 Raised Pavement Markers	ODOT SPONSORING AGENCY		CO	CO Contr	$319,750	$0	$344,700	$345,200	2017	4PS7	State	Raised Pavement Markers	002	State Funds (002)	0	Air Quality Exempt		1419
FHWA	5	95147							CO	CO Engr	$24,950				2017	4CP7	State		002	State Funds (002)				
FHWA	5	95147	D05 RPM FY2017	D05	Annual project to replace Raised Pavement Markers on established 3 year cycle	District 5 Raised Pavement Markers	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$345,200	2017	LABR	State	Raised Pavement Markers	002	Labor - State Match	0	Air Quality Exempt		1419
FHWA	5	95148	D05 PM FY2017(A) - Fast Dry	D05	Annual Project to place fast dry stiping in District 5.	District 5 Fast Dry pavement markings	ODOT SPONSORING AGENCY		CO	CO Contr	$159,875	$0	$172,325	$172,825	2017	4PS7	State	Pavement Marking	002	State Funds (002)	0	Air Quality Exempt		1420
FHWA	5	95148							CO	CO Engr	$12,450				2017	LABR	State		002	Labor - State Match				
FHWA	5	95148	D05 PM FY2017(A) - Fast Dry	D05	Annual Project to place fast dry stiping in District 5.	District 5 Fast Dry pavement markings	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$172,825	2017	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		1420
FHWA	5	95149	D05 PM FY2017(B) Spray Thermo	D05	District 5 annual project for performing Spray Thermo material for pavement markings in Fy2017	District 5 project for placing Spray Thermo material pavement markings	ODOT SPONSORING AGENCY		CO	CO Contr	$1,055,175	$0	$1,137,625	$1,138,125	2017	4PS7	State	Pavement Marking	002	State Funds (002)	0	Air Quality Exempt		1421
FHWA	5	95149							CO	CO Engr	$82,450				2017	LABR	State		002	Labor - State Match				
FHWA	5	95149	D05 PM FY2017(B) Spray Thermo	D05	District 5 annual project for performing Spray Thermo material for pavement markings in Fy2017	District 5 project for placing Spray Thermo material pavement markings	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$1,138,125	2017	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		1421
FHWA	5	95994	D05 UBI FY2018	D05	FY2018 Underwater Bridge Inspection (required every five years) for NBIS compliance	District wide	ODOT SPONSORING AGENCY		PE	Brg Insp	$110,000	$0	$110,000	$110,000	2018	4PS7	State	Bridge Inspection	002	State Funds (002)	0	Air Quality Exempt		1422
FHWA	5	98193	D05 CS FY2018 (A)	D05	This project is to perform Cracksealing in Fairfield, Knox, Licking, and Perry Counties in FY2018.	Knox, Licking, Fairfield, Perry Counties	ODOT SPONSORING AGENCY		CO	CO Contr	$240,000	$0	$312,000	$312,500	2018	4PF7	Federal	Crack Seal		Un-Assigned Federal	0	Air Quality Exempt		1423
FHWA	5	98193							CO	CO Contr	$60,000				2018	4PS7	State		002	State Funds (002)				
FHWA	5	98193							CO	CO Engr	$9,600				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	98193							CO	CO Engr	$2,400				2018	LABR	State		002	Labor - State Match				
FHWA	5	98193	D05 CS FY2018 (A)	D05	This project is to perform Cracksealing in Fairfield, Knox, Licking, and Perry Counties in FY2018.	Knox, Licking, Fairfield, Perry Counties	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$312,500	2016	LABR	State	Crack Seal	002	Labor - State Match	0	Air Quality Exempt		1423
FHWA	5	98195	D05 CS FY2018 (B)	D05	This project will provide Cracksealing in Coshocton, Muskingum, and Guernsey Counties	Coshocton, Muskingum, Guernsey	ODOT SPONSORING AGENCY		CO	CO Contr	$240,000	$0	$312,000	$312,500	2018	4PF7	Federal	Crack Seal		Un-Assigned Federal	0	Air Quality Exempt		1424
FHWA	5	98195							CO	CO Contr	$60,000				2018	4PS7	State		002	State Funds (002)				
FHWA	5	98195							CO	CO Engr	$9,600				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	98195							CO	CO Engr	$2,400				2018	LABR	State		002	Labor - State Match				
FHWA	5	98195	D05 CS FY2018 (B)	D05	This project will provide Cracksealing in Coshocton, Muskingum, and Guernsey Counties	Coshocton, Muskingum, Guernsey	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$312,500	2016	LABR	State	Crack Seal	002	Labor - State Match	0	Air Quality Exempt		1424
FHWA	5	98204	D05 CS FY2019 (A)	D05	Cracksealing of candidate routes in Knox, Licking, Fairfield, Perry Counties of D-05 for FY 2019	Knox, Licking, Fairfield, Perry	ODOT SPONSORING AGENCY		CO	CO Contr	$240,000	$0	$312,000	$312,500	2019	4PF7	Federal	Crack Seal		Un-Assigned Federal	0	Air Quality Exempt		1425
FHWA	5	98204							CO	CO Contr	$60,000				2019	4PS7	State		002	State Funds (002)				
FHWA	5	98204							CO	CO Engr	$9,600				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	98204							CO	CO Engr	$2,400				2019	LABR	State		002	Labor - State Match				
FHWA	5	98204	D05 CS FY2019 (A)	D05	Cracksealing of candidate routes in Knox, Licking, Fairfield, Perry Counties of D-05 for FY 2019	Knox, Licking, Fairfield, Perry	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$312,500	2017	LABR	State	Crack Seal	002	Labor - State Match	0	Air Quality Exempt		1425
FHWA	5	98205	D05 CS FY2019 (B)	D05	Programmed a project for cracksealing of candidate routes in Coshocton, Muskingum, Guernsey Counties of D-05 for FY 2019	Coshocton, Muskingum, Guernsey Counties	ODOT SPONSORING AGENCY		CO	CO Contr	$240,000	$0	$312,000	$312,500	2019	4PF7	Federal	Crack Seal		Un-Assigned Federal	0	Air Quality Exempt		1426
FHWA	5	98205							CO	CO Contr	$60,000				2019	4PS7	State		002	State Funds (002)				
FHWA	5	98205							CO	CO Engr	$9,600				2019	LABR	Federal			Un-Assigned Federal Labor				

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FHWA	5	98205							CO	CO Engr	$2,400				2019	LABR	State		002	Labor - State Match				
FHWA	5	98205	D05 CS FY2019 (B)	D05	Programmed a project for cracksealing of candidate routes in Coshocton, Muskingum, Guernsey Counties of D-05 for FY 2019	Coshocton, Muskingum, Guernsey Counties	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$312,500	2017	LABR	State	Crack Seal	002	Labor - State Match	0	Air Quality Exempt		1426
FHWA	5	98206	D05 PM FY2019 (A) Fast Dry	D05	Project for application of Fast Dry material for pavement markings throughout D-05	D-05, specific locations at plan development	ODOT SPONSORING AGENCY		CO	CO Contr	$200,000	$0	$260,000	$260,500	2019	4PF7	Federal	Pavement Marking		Un-Assigned Federal	0	Air Quality Exempt		1427
FHWA	5	98206							CO	CO Contr	$50,000				2019	4PS7	State		002	State Funds (002)				
FHWA	5	98206							CO	CO Engr	$8,000				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	98206							CO	CO Engr	$2,000				2019	LABR	State		002	Labor - State Match				
FHWA	5	98206	D05 PM FY2019 (A) Fast Dry	D05	Project for application of Fast Dry material for pavement markings throughout D-05	D-05, specific locations at plan development	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$260,500	2017	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		1427
FHWA	5	98207	D05 PM FY2019 (B) Spray Thermo	D05	Project for application of Spray Thermo material for pavement markings throughout D-05	D-05, specific location at time of plan development	ODOT SPONSORING AGENCY		CO	CO Contr	$600,000	$0	$780,000	$780,500	2019	4PF7	Federal	Pavement Marking		Un-Assigned Federal	0	Air Quality Exempt		1428
FHWA	5	98207							CO	CO Contr	$150,000				2019	4PS7	State		002	State Funds (002)				
FHWA	5	98207							CO	CO Engr	$24,000				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	98207							CO	CO Engr	$6,000				2019	LABR	State		002	Labor - State Match				
FHWA	5	98207	D05 PM FY2019 (B) Spray Thermo	D05	Project for application of Spray Thermo material for pavement markings throughout D-05	D-05, specific location at time of plan development	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$780,500	2017	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		1428
FHWA	5	98208	D05 PM FY2019 (C) Thermo	D05	Project for application of Thermoplastic material for pavement markings throughout D-05	D-05, SPecifi locations deterined at plan development	ODOT SPONSORING AGENCY		CO	CO Contr	$120,000	$0	$156,000	$156,500	2019	4PF7	Federal	Pavement Marking		Un-Assigned Federal	0	Air Quality Exempt		1429
FHWA	5	98208							CO	CO Contr	$30,000				2019	4PS7	State		002	State Funds (002)				
FHWA	5	98208							CO	CO Engr	$4,800				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	98208							CO	CO Engr	$1,200				2019	LABR	State		002	Labor - State Match				
FHWA	5	98208	D05 PM FY2019 (C) Thermo	D05	Project for application of Thermoplastic material for pavement markings throughout D-05	D-05, SPecifi locations deterined at plan development	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$156,500	2017	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		1429
FHWA	5	98209	D05 RPM FY2019	D05	Project for systematic replacement of Raised Pavement markers throughout D-05	D-05, locations determined at plan development	ODOT SPONSORING AGENCY		CO	CO Contr	$320,000	$0	$416,000	$416,500	2019	4PF7	Federal	Raised Pavement Markers		Un-Assigned Federal	0	Air Quality Exempt		1430
FHWA	5	98209							CO	CO Contr	$80,000				2019	4PS7	State		002	State Funds (002)				
FHWA	5	98209							CO	CO Engr	$12,800				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	98209							CO	CO Engr	$3,200				2019	LABR	State		002	Labor - State Match				
FHWA	5	98209	D05 RPM FY2019	D05	Project for systematic replacement of Raised Pavement markers throughout D-05	D-05, locations determined at plan development	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$416,500	2017	LABR	State	Raised Pavement Markers	002	Labor - State Match	0	Air Quality Exempt		1430
FHWA	5	98221	D05 CS FY2020 (B)	D05	Project to perform cracksealing in Coshocton, Muskingum, Guernsey counties in FY 2020	Coshocton, Muskingum, Guernsey	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$312,500	2018	LABR	State	Crack Seal	002	Labor - State Match	0	Air Quality Exempt		1431
FHWA	5	98222	D05 PM FY2020 (A) Fast Dry	D05	Annual project for application of Fast Dry Pavement Marking throughout D-05 in FY 2020	District Wide	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$260,500	2018	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		1432
FHWA	5	98223	D05 PM FY2020 (B) Spray Thermo	D05	Annual project for application of Spray Thermo Pavement Marking throughout D-05 in FY 2020	District wide	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$780,500	2018	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		1433
FHWA	5	98224	D05 RPM FY2020	D05	Annual project for replacement of RPM's throughout D-05 in FY 2020	District wide	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$416,500	2018	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		1434
FHWA	5	98226	D05 CS FY2021 (B)	D05	Project for cracksealing in Coshocton, Muskingum, Guernsey counties in FY 2021	Coshocton, Muskingum, Guernsey	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$312,500	2019	LABR	State	Crack Seal	002	Labor - State Match	0	Air Quality Exempt		1435
FHWA	5	98227	D05 PM FY2021 (A) Fast Dry	D05	Annual project for application of Fast Dry pavement markings in D-05 in FY 2021	District wide	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$260,500	2019	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		1436
FHWA	5	98228	D05 PM FY2021 (B) Spray Thermo	D05	Annual project for application of Spray Thermo in D-05 in FY 2021	District wide	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$780,500	2019	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		1437
FHWA	5	98229	D05 RPM FY2021	D05	Annual project for systematic replacement of RPM's in D-05 for FY 2021	District wide	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$416,500	2019	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		1438
FHWA	5	98339	D05 Spot Paving FY2017	D05	Project for performing full depth pavement repiars throughout D-05 in FY 2017	District 5	ODOT SPONSORING AGENCY		CO	CO Contr	$1,494,953	$0	$1,999,500	$2,000,000	2017	4PF7	Federal	Pavement/Shoulder Sealing and/or Repair		Un-Assigned Federal	0	Air Quality Exempt		1439
FHWA	5	98339							CO	CO Contr	$373,738				2017	4PS7	State		002	State Funds (002)				
FHWA	5	98339							CO	CO Engr	$104,647				2017	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	98339							CO	CO Engr	$26,162				2017	LABR	State		002	Labor - State Match				
FHWA	5	98340	D05 GR FY2017	D05	Project for upgrading/replacing guardrail throughout D-05 in FY2017	District 5	ODOT SPONSORING AGENCY		CO	CO Contr	$1,121,122	$0	$1,499,500	$1,500,000	2017	4PF7	Federal	Guardrail Maintenance/Repair (NEW)		Un-Assigned Federal	19.82	Air Quality Exempt		1440
FHWA	5	98340							CO	CO Contr	$280,280				2017	4PS7	State		002	State Funds (002)				

* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	Air Quality Status	ALI - Qty XXX	STIP ID
FHWA	5	98340							CO	CO Engr	$78,479				2017	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	98340							CO	CO Engr	$19,620				2017	LABR	State		002	Labor - State Match				
FHWA	5	98340	D05 GR FY2017	D05	Project for upgrading/replacing guardrail throughout D-05 in FY2017	District 5	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$1,500,000	2016	LABR	State	Guardrail Maintenance/Repair (NEW)	002	Labor - State Match	19.82	Air Quality Exempt		1440
FHWA	5	98342	D05 Spot Paving FY2018	D05	Project for performing full depth pavement repairs throughout D-05 in FY2018	District 5	ODOT SPONSORING AGENCY		CO	CO Contr	$1,494,953	$0	$1,999,500	$2,000,000	2018	4PF7	Federal	Pavement/Shoulder Sealing and/or Repair		Un-Assigned Federal	0	Air Quality Exempt		1441
FHWA	5	98342							CO	CO Contr	$373,738				2018	4PS7	State		002	State Funds (002)				
FHWA	5	98342							CO	CO Engr	$104,647				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	98342							CO	CO Engr	$26,162				2018	LABR	State		002	Labor - State Match				
FHWA	5	98342	D05 Spot Paving FY2018	D05	Project for performing full depth pavement repairs throughout D-05 in FY2018	District 5	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$2,000,000	2016	LABR	State	Pavement/Shoulder Sealing and/or Repair	002	Labor - State Match	0	Air Quality Exempt		1441
FHWA	5	98343	D05 Spot Paving FY2019	D05	Project for performing full depth pavement repairs throughout D-05 in FY2019	District 5	ODOT SPONSORING AGENCY		CO	CO Contr	$1,494,953	$0	$1,999,500	$2,000,000	2019	4PF7	Federal	Pavement/Shoulder Sealing and/or Repair		Un-Assigned Federal	0	Air Quality Exempt		1442
FHWA	5	98343							CO	CO Contr	$373,738				2019	4PS7	State		002	State Funds (002)				
FHWA	5	98343							CO	CO Engr	$104,647				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	98343							CO	CO Engr	$26,162				2019	LABR	State		002	Labor - State Match				
FHWA	5	98343	D05 Spot Paving FY2019	D05	Project for performing full depth pavement repairs throughout D-05 in FY2019	District 5	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$2,000,000	2017	LABR	State	Pavement/Shoulder Sealing and/or Repair	002	Labor - State Match	0	Air Quality Exempt		1442
FHWA	5	98344	D05 GR FY2018	D05	Project for replacing/upgrading guardrail throughout D-05 in FY2018	District 5	ODOT SPONSORING AGENCY		CO	CO Contr	$276,240	$0	$445,840	$446,340	2018	4PF7	Federal	Guardrail Maintenance/Repair (NEW)	M001	National Hwy Performance Prgm	6.25	Air Quality Exempt		1443
FHWA	5	98344							CO	CO Contr	$69,060				2018	4PS7	State		002	State Funds (002)				
FHWA	5	98344							CO	CO Contr	$48,007				2018	4PF7	Federal		M231	STP				
FHWA	5	98344							CO	CO Contr	$12,002				2018	4PS7	State		002	State Funds (002)				
FHWA	5	98344							CO	CO Engr	$27,624				2018	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	98344							CO	CO Engr	$6,906				2018	LABR	State		002	Labor - State Match				
FHWA	5	98344							CO	CO Engr	$4,801				2018	4PF7	Federal		M231	STP				
FHWA	5	98344							CO	CO Engr	$1,200				2018	4PS7	State		002	State Funds (002)				
FHWA	5	98344	D05 GR FY2018	D05	Project for replacing/upgrading guardrail throughout D-05 in FY2018	District 5	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$446,340	2017	LABR	State	Guardrail Maintenance/Repair (NEW)	002	Labor - State Match	6.25	Air Quality Exempt		1443
FHWA	5	98345	D05 GR FY2019	D05	Project for replacing/upgrading guardrail throughout D-05 in FY2019	District 5	ODOT SPONSORING AGENCY		CO	CO Contr	$1,121,122	$0	$1,499,500	$1,500,000	2019	4PF7	Federal	Guardrail Maintenance/Repair (NEW)		Un-Assigned Federal	2.66	Air Quality Exempt		1444
FHWA	5	98345							CO	CO Contr	$280,280				2019	4PS7	State		002	State Funds (002)				
FHWA	5	98345							CO	CO Engr	$78,479				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	98345							CO	CO Engr	$19,620				2019	LABR	State		002	Labor - State Match				
FHWA	5	98345	D05 GR FY2019	D05	Project for replacing/upgrading guardrail throughout D-05 in FY2019	District 5	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$1,500,000	2018	LABR	State	Guardrail Maintenance/Repair (NEW)	002	Labor - State Match	2.66	Air Quality Exempt		1444
FHWA	5	98699	D05 GR Ding/Dent FY2017/FY2018	D05	This project is for FY 2017 and FY2018 Guardrail Ding/Dent Contract.	Througout D-05	ODOT SPONSORING AGENCY		CO	CO Contr	$600,000	$0	$660,000	$660,500	2017	4CP7	State	Guardrail Maintenance/Repair (NEW)	002	State Funds (002)	0	Air Quality Exempt		1445
FHWA	5	98699							CO	CO Engr	$60,000				2017	LABR	State		002	Labor - State Match				
FHWA	5	98699	D05 GR Ding/Dent FY2017/FY2018	D05	This project is for FY 2017 and FY2018 Guardrail Ding/Dent Contract.	Througout D-05	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$660,500	2016	LABR	State	Guardrail Maintenance/Repair (NEW)	002	Labor - State Match	0	Air Quality Exempt		1445
FHWA	5	98700	D05 Mowing FY 2017/FY 2018	D05	FY 2017 and FY 2018 Priority System Mowing Contract	D-05	ODOT SPONSORING AGENCY		CO	CO Contr	$500,000	$0	$550,000	$550,500	2017	4CP7	State	Mowing	002	State Funds (002)	0	Air Quality Exempt		1446
FHWA	5	98700							CO	CO Engr	$50,000				2017	LABR	State		002	Labor - State Match				
FHWA	5	98739	D05 CS FY2017 (A)	D05	Cracksealing project for District 5	District 5	ODOT SPONSORING AGENCY		CO	CO Contr	$384,000	$0	$499,200	$499,700	2017	4PF7	Federal	Crack Seal		Un-Assigned Federal	0	Air Quality Exempt		1447
FHWA	5	98739							CO	CO Contr	$96,000				2017	4PS7	State		002	State Funds (002)				
FHWA	5	98739							CO	CO Engr	$15,360				2017	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	98739							CO	CO Engr	$3,840				2017	LABR	State		002	Labor - State Match				
FHWA	5	98740	D05 CS FY2017 (B)	D05	Cracksealing project for District 5	District 5	ODOT SPONSORING AGENCY		CO	CO Contr	$192,000	$0	$249,600	$250,100	2017	4PF7	Federal	Crack Seal		Un-Assigned Federal	0	Air Quality Exempt		1448
FHWA	5	98740							CO	CO Contr	$48,000				2017	4PS7	State		002	State Funds (002)				
FHWA	5	98740							CO	CO Engr	$7,680				2017	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	98740							CO	CO Engr	$1,920				2017	LABR	State		002	Labor - State Match				
FHWA	5	99472	D05 FY2018 Rock Scaling	D05	Scaling back of rock face at the following locations: COS-83-13.55COS-36-24.16COS-36-9.30COS-36-27.82GUE-77-(13.08-13.16)	Various locations in COS-83, COS-36, and GUE-77	DISTRICT 5 PRODUCTION		CO	CO Contr	$144,533	$0	$596,200	$616,700	2018	4SF7	Federal	Rock Removal		Un-Assigned Federal	1.06	Air Quality Exempt		1449
FHWA	5	99472							CO	CO Contr	$36,133				2018	4SS7	State		002	State Funds (002)				
FHWA	5	99472							CO	CO Contr	$144,533				2018	4SF7	Federal			Un-Assigned Federal				
FHWA	5	99472							CO	CO Contr	$36,133				2018	4SS7	State		002	State Funds (002)				
FHWA	5	99472							CO	CO Contr	$144,533				2018	4SF7	Federal			Un-Assigned Federal				
FHWA	5	99472							CO	CO Contr	$36,133				2018	4SS7	State		002	State Funds (002)				
FHWA	5	99472							CO	CO Engr	$14,453				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	99472							CO	CO Engr	$3,613				2018	LABR	State		002	Labor - State Match				
FHWA	5	99472							CO	CO Engr	$14,453				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	99472							CO	CO Engr	$3,613				2018	LABR	State		002	Labor - State Match				

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* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	Air Quality Status	ALI - Qty XXX	STIP ID
FHWA	5	99472							CO	CO Engr	$14,453				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	99472							CO	CO Engr	$3,613				2018	LABR	State		002	Labor - State Match				
FHWA	5	99472	D05 FY2018 Rock Scaling	D05	Scaling back of rock face at the following locations: COS-83-13.55COS-36-24.16COS-36-9.30COS-36-27.82GUE-77-(13.08-13.16)	Various locations in COS-83, COS-36, and GUE-77	DISTRICT 5 PRODUCTION		PE	Env PE	$500	$0	$500	$616,700	2016	LABR	State	Rock Removal	002	Labor - State Match	1.06	Air Quality Exempt		1449
FHWA	5	99472	D05 FY2018 Rock Scaling	D05	Scaling back of rock face at the following locations: COS-83-13.55COS-36-24.16COS-36-9.30COS-36-27.82GUE-77-(13.08-13.16)	Various locations in COS-83, COS-36, and GUE-77	DISTRICT 5 PRODUCTION		RW	Acquis	$20,000	$0	$20,000	$616,700	2017	4SS7	State	Rock Removal	002	State Funds (002)	1.06	Air Quality Exempt		1449
FHWA	5	21631	GUE IR 77 11.70	GUE	Mill & fill wilth related work on IR 77. Treatment consists of 10% Surface Repair, 1-1/2" Mill and 3-1/4" Superpave. Replace decks, backwall, new approach slabs, paint structure, new expansion joint, replace bearings and railing on the following bridges:	From 0.38 miles north of SFN 3000273 (carrying US 22 over IR 77) to 0.09 miles south of SFN 3006212 (carrying SR 541 over IR 77)	ODOT SPONSORING AGENCY		CO	CO Contr	$1,129,228	$0	$9,389,280	$9,412,644	2017	4PF7	Federal	Resurfacing, Divided System	M001	National Hwy Performance Prgm	6.4	Air Quality Exempt		1466
FHWA	5	21631							CO	CO Contr	$125,470				2017	4PS7	State		002	State Funds (002)				
FHWA	5	21631							CO	CO Contr	$5,302,044				2017	4PF7	Federal		L01E	Interstate Maintenance				
FHWA	5	21631							CO	CO Contr	$589,116				2017	4PS7	State		002	State Funds (002)				
FHWA	5	21631							CO	CO Contr	$886,477				2017	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	21631							CO	CO Contr	$98,497				2017	4PS7	State		002	State Funds (002)				
FHWA	5	21631							CO	CO Contr	$886,477				2017	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	21631							CO	CO Contr	$98,497				2017	4PS7	State		002	State Funds (002)				
FHWA	5	21631							CO	CO Engr	$26,594				2017	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	21631							CO	CO Engr	$2,955				2017	LABR	State		002	Labor - State Match				
FHWA	5	21631							CO	CO Engr	$26,594				2017	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	21631							CO	CO Engr	$2,955				2017	LABR	State		002	Labor - State Match				
FHWA	5	21631							CO	CO Engr	$33,877				2017	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	21631							CO	CO Engr	$3,764				2017	LABR	State		002	Labor - State Match				
FHWA	5	21631							CO	CO Engr	$159,061				2017	LABR	Federal		L01E	Interstate Maintenance				
FHWA	5	21631							CO	CO Engr	$17,673				2017	LABR	State		002	Labor - State Match				
FHWA	5	76470	GUE US 22 14.67	GUE	Resurfacing with related work on US 22 in Guernsey CountyCoordinate start of construction with completion of bridge work on PID 96080.	US 22 in Guernsey County to the Co Line	ODOT SPONSORING AGENCY		CO	CO Contr	$3,678,453	$0	$4,741,526	$4,742,026	2019	4PF7	Federal	Resurfacing, Undivided System	Q200	STP	18.85	Air Quality Exempt		1467
FHWA	5	76470							CO	CO Contr	$919,613				2019	4PS7	State		002	State Funds (002)				
FHWA	5	76470							CO	CO Engr	$114,768				2019	LABR	Federal		Q200	STP				
FHWA	5	76470							CO	CO Engr	$28,692				2019	LABR	State		002	Labor - State Match				
FHWA	5	76470	GUE US 22 14.67	GUE	Resurfacing with related work on US 22 in Guernsey CountyCoordinate start of construction with completion of bridge work on PID 96080.	US 22 in Guernsey County to the Co Line	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$4,742,026	2017	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	18.85	Air Quality Exempt		1467
FHWA	5	87215	GUE CR 25 02.19/CR33 9.13	GUE	Replace deficient bridge. Utilize Federal/State Exchange for funding of project on Guernsey County Road 25 and CR33	County Road 25 at the 2.19 mm & County Road 33 at the 9.13 Mile Marker	GUERNSEY COUNTY ENGINEER		CO	CO Contr	$327,208	$0	$449,010	$449,010	2017	4C87	State	Bridge Replacement	002	State Funds (002)	0.55	Air Quality Exempt		1468
FHWA	5	87215							CO	CO Contr	$81,802				2017	LNTP	Local Match		LNTP	Local Match				
FHWA	5	87215							CO	CO Engr	$32,000				2017	4C87	State		002	State Funds (002)				
FHWA	5	87215							CO	CO Engr	$8,000				2017	LNTP	Local Match		LNTP	Local Match				
FHWA	5	87973	GUE SR 285 00.15/04.56	GUE	Revised as per scope: Gue-285-0.15 – Deck Replacement, Beam Repair, Painting of Beams, New Sliding Plate Bearings on Abutment, New TST Rail, New Expansion joint or modify to Integral Design, New Guardrail, New Approach Slabs, and 100' Resurfacing estimate	0.14 miles N of the Gue/Nob County line, and 0.07 miles S of the intersection of SR 265 & SR285	ODOT SPONSORING AGENCY		CO	CO Contr	$556,234	$0	$1,361,085	$1,382,872	2016	4PF7	Federal	Bridge Repair	L250	STP	0.04	Air Quality Exempt		1469
FHWA	5	87973							CO	CO Contr	$139,059				2016	4PS7	State		002	State Funds (002)				
FHWA	5	87973							CO	CO Contr	$461,400				2016	4PF7	Federal		L250	STP				
FHWA	5	87973							CO	CO Contr	$115,350				2016	4PS7	State		002	State Funds (002)				
FHWA	5	87973							CO	CO Engr	$38,936				2016	LABR	Federal		L250	STP				
FHWA	5	87973							CO	CO Engr	$9,734				2016	LABR	State		002	Labor - State Match				
FHWA	5	87973							CO	CO Engr	$32,298				2016	LABR	Federal		L250	STP				
FHWA	5	87973							CO	CO Engr	$8,074				2016	LABR	State		002	Labor - State Match				
FHWA	5	89019	GUE SR 146/SR 662 09.88/02.40	GUE	Place Concrete Overlay; Replace Bridge Rails; Replace Deck Edges; Replace Approach Slabs; Repair abutments on SFN 3006638 and SFN 3003876Coordinate completion of GUE-662-2.40 (SFN 3003876) prior to resurfacing project - PID 93001.	Gue SR 146 and SR 662	ODOT SPONSORING AGENCY		CO	CO Contr	$300,877	$0	$1,053,816	$1,054,316	2017	4PS7	State	Bridge Repair	002	State Funds (002)	0.02	Air Quality Exempt		1470
FHWA	5	89019							CO	CO Contr	$525,710				2017	4PF7	Federal		M232	STP				
FHWA	5	89019							CO	CO Contr	$131,428				2017	4PS7	State		002	State Funds (002)				
FHWA	5	89019							CO	CO Engr	$52,571				2017	LABR	Federal		M232	STP				
FHWA	5	89019							CO	CO Engr	$13,143				2017	LABR	State		002	Labor - State Match				
FHWA	5	89019							CO	CO Engr	$30,088				2017	LABR	State		002	Labor - State Match				

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	5	89019	GUE SR 146/SR 662 09.88/02.40	GUE	Place Concrete Overlay; Replace Bridge Rails; Replace Deck Edges; Replace Approach Slabs; Repair abutments on SFN 3006638 and SFN 3003876Coordinate completion of GUE-662-2.40 (SFN 3003876) prior to resurfacing project - PID 93001.	Gue SR 146 and SR 662	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$1,054,316	2016	LABR	State	Bridge Repair	002	Labor - State Match	0.02	Air Quality Exempt		1470
FHWA	5	89313	GUE CUL FY2016	GUE	District wide project for the repair of deficient culverts as follows:Gue-662-00.31 (Ex. 36"x80') (Replacement)	District Wide	ODOT SPONSORING AGENCY		CO	CO Contr	$115,169	$0	$126,686	$239,994	2016	4PS7	State	Culvert Construction/Reconstr/Repair	002	State Funds (002)	0.02	Air Quality Exempt		1471
FHWA	5	89313							CO	CO Engr	$11,517				2016	LABR	State		002	Labor - State Match				
FHWA	5	91811	GUE IR 70 12.32 L&R	GUE	As per scope:Widen Bridge Structure allowing 10 foot shoulders on each side (for MOT now and in the future per Tim Keller) and Replace Deck on existing structure, New Backwalls, New Approach Slab and Approach Resurfacing, repair or replace splice plates,	IR 70 over SR 265	ODOT SPONSORING AGENCY		CO	CO Engr	$2,700	$0	$3,000	$8,771,199	2016	4PF7	Federal	Bridge Deck Replacement		Un-Assigned Federal	0.02	Air Quality Exempt		1472
FHWA	5	91811							CO	CO Engr	$300				2016	4PS7	State		002	State Funds (002)				
FHWA	5	91893	GUE IR 77 02.45/GUE SR 209 14.57	GUE	12/2/14: Update Revision: Include Concrete repiars on Gue-209-(14.57-15.07) ramps. 9/5/14 Update: Inspection of median inlets/CB's shows 51 of 87 are in need of repair/replacement. Resurfacing of Interstate Route 77 from from 0.47 miles north of SFN300252	IR 77 from 0.47 miles north of SFN3002527 to 0.38 miles north of SFN 30000273	ODOT SPONSORING AGENCY		CO	CO Contr	$4,000,000	$0	$8,890,789	$8,891,289	2016	4PS7	State	Resurfacing, Divided System	002	State Funds (002)	9.75	Air Quality Exempt		1473
FHWA	5	91893							CO	CO Contr	$160,000				2016	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	91893							CO	CO Contr	$40,000				2016	4PS7	State		002	State Funds (002)				
FHWA	5	91893							CO	CO Contr	$3,988,650				2016	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	91893							CO	CO Contr	$443,183				2016	4PS7	State		002	State Funds (002)				
FHWA	5	91893							CO	CO Engr	$4,800				2016	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	91893							CO	CO Engr	$1,200				2016	LABR	State		002	Labor - State Match				
FHWA	5	91893							CO	CO Engr	$227,660				2016	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	91893							CO	CO Engr	$25,296				2016	LABR	State		002	Labor - State Match				
FHWA	5	92378	GUE SR 541 07.46	GUE	Revised as per PIP: Gue-541-7.46– Deck Replacement, Painting of Beams, Rockers on Abutment, Replace Backwalls, New Parapet, New Expansion joint or modify to Integral Design, New Guardrail (tie into existing run), New Approach Slabs, and 100' Resurfacing e	0.11 miles west of CR 33 carrying SR 541 over Wills Creek	ODOT SPONSORING AGENCY		CO	CO Contr	$939,630	$0	$1,256,755	$1,272,048	2016	4PF7	Federal	Bridge Deck Replacement	L1CE	Bridge	0.02	Air Quality Exempt		1474
FHWA	5	92378							CO	CO Contr	$234,907				2016	4PS7	State		002	State Funds (002)				
FHWA	5	92378							CO	CO Engr	$65,774				2016	LABR	Federal		L1CE	Bridge				
FHWA	5	92378							CO	CO Engr	$16,444				2016	LABR	State		002	Labor - State Match				
FHWA	5	92979	GUE SR 83/660 00.00/00.00	GUE	10/15/14 Update: Review at plan development for Chip Seal versus milling.	Gue-83: Gue/Mus County Line to Gue/Nob County Line, Gue-660: SR83/SR660 Intersection to SR209/SR660 Intersection,	ODOT SPONSORING AGENCY		CO	CO Contr	$240,000	$0	$4,852,789	$4,853,289	2016	4PF7	Federal	Resurfacing, Undivided System	M232	STP	17.62	Air Quality Exempt		1475
FHWA	5	92979							CO	CO Contr	$60,000				2016	4PS7	State		002	State Funds (002)				
FHWA	5	92979							CO	CO Contr	$1,580,630				2016	4PS7	State		002	State Funds (002)				
FHWA	5	92979							CO	CO Contr	$2,255,332				2016	4PF7	Federal		M232	STP				
FHWA	5	92979							CO	CO Contr	$563,833				2016	4PS7	State		002	State Funds (002)				
FHWA	5	92979							CO	CO Engr	$67,660				2016	LABR	Federal		M232	STP				
FHWA	5	92979							CO	CO Engr	$16,915				2016	LABR	State		002	Labor - State Match				
FHWA	5	92979							CO	CO Engr	$16,800				2016	LABR	Federal		M232	STP				
FHWA	5	92979							CO	CO Engr	$4,200				2016	LABR	State		002	Labor - State Match				
FHWA	5	92979							CO	CO Engr	$47,419				2016	LABR	State		002	Labor - State Match				
FHWA	5	92980	COS/GUE SR 541 31.59/00.00	GUE	8/27/13 Update: Same treatment as stated below. Gue-658 being reviewed to be moved up in resurfacing programand include additional spot leveling and full depth repairs. Gue-541 include concrete repairs at ramps of IR 70, also resurface to LA limits on SR	Gue-658:SR209/SR658 Intersect. to SR541/SR658 Inter; Gue-541: Cos/Gue County line to IR77; Cos-541-31.59-34.62	ODOT SPONSORING AGENCY		CO	CO Contr	$2,404,547	$0	$3,199,803	$3,200,303	2018	4PF7	Federal	Resurfacing, Undivided System	M232	STP	11.92	Air Quality Exempt		1476
FHWA	5	92980							CO	CO Contr	$601,137				2018	4PS7	State		002	State Funds (002)				
FHWA	5	92980							CO	CO Contr	$100,921				2018	4PS7	State		002	State Funds (002)				
FHWA	5	92980							CO	CO Engr	$3,028				2018	LABR	State		002	Labor - State Match				
FHWA	5	92980							CO	CO Engr	$72,136				2018	LABR	Federal		M232	STP				
FHWA	5	92980							CO	CO Engr	$18,034				2018	LABR	State		002	Labor - State Match				
FHWA	5	92980	COS/GUE SR 541 31.59/00.00	GUE	8/27/13 Update: Same treatment as stated below. Gue-658 being reviewed to be moved up in resurfacing programand include additional spot leveling and full depth repairs. Gue-541 include concrete repairs at ramps of IR 70, also resurface to LA limits on SR	Gue-658:SR209/SR658 Intersect. to SR541/SR658 Inter; Gue-541: Cos/Gue County line to IR77; Cos-541-31.59-34.62	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$3,200,303	2016	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	11.92	Air Quality Exempt		1476

* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	5	93001	GUE/MUS/COS SR 662 0.00/0.00/0.0	GUE	5-10% partial/full depth Repairs, Item 422 Single Chip Seal, 1" Item 448 Asphalt Concrete Intermediate Course and 1 1/4" Item 448 Asphalt Concrete Surface Course. Utilize Safety Edge and Rmble Stripes where applicable.Coordinate start of resurfacing with	Gue-662: Muskingum County Line to SR209 Intersection, Cos-662: Muskingum County line to SR93 Intersec, Mus-662: Gue to Cosh Cty Li	ODOT SPONSORING AGENCY		CO	CO Contr	$2,493,939	$0	$2,568,757	$2,569,257	2018	4PS7	State	Resurfacing, Undivided System	002	State Funds (002)	8.14	Air Quality Exempt		1477
FHWA	5	93001							CO	CO Engr	$74,818				2018	LABR	State		002	Labor - State Match				
FHWA	5	93001	GUE/MUS/COS SR 662 0.00/0.00/0.0	GUE	5-10% partial/full depth Repairs, Item 422 Single Chip Seal, 1" Item 448 Asphalt Concrete Intermediate Course and 1 1/4" Item 448 Asphalt Concrete Surface Course. Utilize Safety Edge and Rmble Stripes where applicable.Coordinate start of resurfacing with	Gue-662: Muskingum County Line to SR209 Intersection, Cos-662: Muskingum County line to SR93 Intersec, Mus-662: Gue to Cosh Cty Li	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$2,569,257	2016	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	8.14	Air Quality Exempt		1477
FHWA	5	93017	GUE IR 77 18.09	GUE	Milling 1 3/4", placing 1 3/4" Item 442 Asphalt Concrete Intermediate Course and 1 1/2" Item 442 Asphalt Concrete Surface Course. Review median inlets for reconstruction needs. Concrete repairs on SR 541 ramps, Diamond grinding of concrete ramps. Replac	Gue-77: SR541/IR77 Interchange to Gue./Tus. County Line	ODOT SPONSORING AGENCY		CO	CO Contr	$731,428	$0	$6,951,898	$6,952,398	2018	4PF7	Federal	Resurfacing, Divided System	M001	National Hwy Performance Prgm	5.35	Air Quality Exempt		1478
FHWA	5	93017							CO	CO Contr	$81,270				2018	4PS7	State		002	State Funds (002)				
FHWA	5	93017							CO	CO Contr	$4,611,617				2018	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93017							CO	CO Contr	$512,402				2018	4PS7	State		002	State Funds (002)				
FHWA	5	93017							CO	CO Contr	$731,428				2018	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93017							CO	CO Contr	$81,270				2018	4PS7	State		002	State Funds (002)				
FHWA	5	93017							CO	CO Engr	$138,349				2018	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93017							CO	CO Engr	$15,372				2018	LABR	State		002	Labor - State Match				
FHWA	5	93017							CO	CO Engr	$21,943				2018	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93017							CO	CO Engr	$2,438				2018	LABR	State		002	Labor - State Match				
FHWA	5	93017							CO	CO Engr	$21,943				2018	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93017							CO	CO Engr	$2,438				2018	LABR	State		002	Labor - State Match				
FHWA	5	93017	GUE IR 77 18.09	GUE	Milling 1 3/4", placing 1 3/4" Item 442 Asphalt Concrete Intermediate Course and 1 1/2" Item 442 Asphalt Concrete Surface Course. Review median inlets for reconstruction needs. Concrete repairs on SR 541 ramps, Diamond grinding of concrete ramps. Replac	Gue-77: SR541/IR77 Interchange to Gue./Tus. County Line	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$6,952,398	2018	LABR	State	Resurfacing, Divided System	002	Labor - State Match	5.35	Air Quality Exempt		1478
FHWA	5	93022	GUE IR 77 00.00	GUE	Milling 1 3/4", place 1 3/4" Item 442 Asphalt Concrete Intermediate Course and 1 1/2" Item 442 Asphalt Concrete Surface Surface Course	Gue-77: Gue./Nob. County line to 1.02 miles N. of SR313/IR77 Interchange	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$2,816,152	2019	LABR	State	Resurfacing, Divided System	002	Labor - State Match	2.45	Air Quality Exempt		1479
FHWA	5	93038	GUE/MUS SR 313 00.00/00.00	GUE	5% Repairs, Milling 1 1/4" and placing 1" Item 448 Asphalt Concrete Intermediate Course and 1 1/4" Item 448 Asphalt Concrete Surface Course	Gue-313: Mus/Gue. County Line to CR35 (Vocational Rd.) Intersection	ODOT SPONSORING AGENCY		CO	CO Contr	$4,066,563	$0	$4,731,803	$4,732,303	2019	4PS7	State	Resurfacing, Undivided System	002	State Funds (002)	17.51	Air Quality Exempt		1480
FHWA	5	93038							CO	CO Contr	$295,934				2019	4PF7	Federal			Un-Assigned Federal				
FHWA	5	93038							CO	CO Contr	$73,984				2019	4PS7	State		002	State Funds (002)				
FHWA	5	93038							CO	CO Contr	$144,370				2019	4PS7	State		002	State Funds (002)				
FHWA	5	93038							CO	CO Contr	$13,133				2019	4PS7	State		002	State Funds (002)				
FHWA	5	93038							CO	CO Engr	$121,997				2019	LABR	State		002	Labor - State Match				
FHWA	5	93038							CO	CO Engr	$4,331				2019	LABR	State		002	Labor - State Match				
FHWA	5	93038							CO	CO Engr	$8,878				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	93038							CO	CO Engr	$2,220				2019	LABR	State		002	Labor - State Match				
FHWA	5	93038							CO	CO Engr	$394				2019	LABR	State		002	Labor - State Match				
FHWA	5	93038	GUE/MUS SR 313 00.00/00.00	GUE	5% Repairs, Milling 1 1/4" and placing 1" Item 448 Asphalt Concrete Intermediate Course and 1 1/4" Item 448 Asphalt Concrete Surface Course	Gue-313: Mus/Gue. County Line to CR35 (Vocational Rd.) Intersection	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$4,732,303	2018	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	17.51	Air Quality Exempt		1480
FHWA	5	93041	GUE SR146/SR340/SR672 00.00	GUE	5% Repairs, Item 442 Single Chip Seal, and 1" Item 448 Asphalt Concrete Intermediate Course and 1 1/4" Item 448 Asphalt Concrete Surface Course.	Gue-146: Muskingum County Line to SR 821 Intersection	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$3,465,373	2018	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	19.05	Air Quality Exempt		1481
FHWA	5	93134	GUE IR 77 07.07	GUE	Revised as per scope:Gue-77-7.08– Deck Replacement, Repair Beam Ends, Painting of Beams, Reset or Replace Rockers on Abutment, Replace Backwalls, New Parapet, New Expansion joint or modify to Integral Design, New Guardrail (tie into existing run), New App	Gue-77-0708: 00.47 miles south of IR70/IR77 Intersection	ODOT SPONSORING AGENCY		CO	CO Contr	$90,000	$0	$1,351,112	$1,366,703	2016	4PF7	Federal	Bridge Deck Replacement	M001	National Hwy Performance Prgm	0.02	Air Quality Exempt		1482
FHWA	5	93134							CO	CO Contr	$10,000				2016	4PS7	State		002	State Funds (002)				
FHWA	5	93134							CO	CO Contr	$1,043,926				2016	4PF7	Federal		L1CE	Bridge				
FHWA	5	93134							CO	CO Contr	$115,992				2016	4PS7	State		002	State Funds (002)				

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	5	93134							CO	CO Engr	$73,075				2016	LABR	Federal		L1CE	Bridge				
FHWA	5	93134							CO	CO Engr	$8,119				2016	LABR	State		002	Labor - State Match				
FHWA	5	93134							CO	CO Engr	$9,000				2016	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93134							CO	CO Engr	$1,000				2016	LABR	State		002	Labor - State Match				
FHWA	5	93261	GUE IR 70 09.93 L&R	GUE	Replace deck/superstructure, repair/rehab abutments, paint existing strtucural steel on SFN 3001385 carrying IR 70 EB over IR 77 and SFN 3001350 carrying IR 70 WB over IR 77	Br #0994R is I70 EB over I77 NB, Br #0994L is I70 WB over I77 NB	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$3,478,722	2019	LABR	State	Bridge Deck Replacement	002	Labor - State Match	0.02	Air Quality Exempt		1483
FHWA	5	93267	GUE IR 70 06.54	GUE	Repair abutments, replace existing parapets, replace existing concrete overlay	I70 EB & WB over CR15 (Claysville), 0.45 mile E of SR 723	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$1,166,384	2019	LABR	State	Bridge Repair	002	Labor - State Match	0.02	Air Quality Exempt		1484
FHWA	5	93281	GUE IR 70 12.74	GUE	Replace deck, repair abutments and piers, new expansion joints, paint existing structural steel, new approach slabs for both 1275 Lt and Rt	2.83 miles E of the Intersection of IR70 and IR77	ODOT SPONSORING AGENCY		CO	CO Contr	$1,239,849	$0	$2,948,086	$2,948,586	2019	4PF7	Federal	Bridge Deck Replacement		Un-Assigned Federal	0.02	Air Quality Exempt		1485
FHWA	5	93281							CO	CO Contr	$137,761				2019	4PS7	State		002	State Funds (002)				
FHWA	5	93281							CO	CO Contr	$1,239,849				2019	4PF7	Federal			Un-Assigned Federal				
FHWA	5	93281							CO	CO Contr	$137,761				2019	4PS7	State		002	State Funds (002)				
FHWA	5	93281							CO	CO Engr	$86,789				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	93281							CO	CO Engr	$9,643				2019	LABR	State		002	Labor - State Match				
FHWA	5	93281							CO	CO Engr	$86,789				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	93281							CO	CO Engr	$9,643				2019	LABR	State		002	Labor - State Match				
FHWA	5	93281	GUE IR 70 12.74	GUE	Replace deck, repair abutments and piers, new expansion joints, paint existing structural steel, new approach slabs for both 1275 Lt and Rt	2.83 miles E of the Intersection of IR70 and IR77	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$2,948,586	2017	LABR	State	Bridge Deck Replacement	002	Labor - State Match	0.02	Air Quality Exempt		1485
FHWA	5	93283	GUE IR 77 05.16	GUE	Replace deck, repair backwalls and piers, paint existing structural steel, new bridge railing and approach slabs on SFN 3002616 IR 77-05.29 R and SFN 3002586 IR 77-05.29 L over SR 209 and SR 821	IR77 L & R over SR 209 and SR 821	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$2,748,591	2017	LABR	State	Bridge Deck Replacement	002	Labor - State Match	0.02	Air Quality Exempt		1486
FHWA	5	93289	GUE SR 513 08.65	GUE	The project includes the following work items:Replace Bridge including the following (replacement of superstructure(beams and deck), replacement of abutments, replacement and/or rehab of piers and widening as needed, replacement of bearings, new expansi	SR 513 over IR70	ODOT SPONSORING AGENCY		CO	CO Contr	$1,906,835	$0	$2,219,353	$2,419,853	2018	4PF7	Federal	Bridge Replacement	M001	National Hwy Performance Prgm	0.02	Air Quality Exempt		1487
FHWA	5	93289							CO	CO Contr	$211,871				2018	4PS7	State		002	State Funds (002)				
FHWA	5	93289							CO	CO Engr	$90,583				2018	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93289							CO	CO Engr	$10,065				2018	LABR	State		002	Labor - State Match				
FHWA	5	93289	GUE SR 513 08.65	GUE	The project includes the following work items:Replace Bridge including the following (replacement of superstructure(beams and deck), replacement of abutments, replacement and/or rehab of piers and widening as needed, replacement of bearings, new expansi	SR 513 over IR70	ODOT SPONSORING AGENCY		PE	Dtl Dsgn	$45,000	$0	$50,500	$2,419,853	2017	4PF7	Federal	Bridge Replacement	M001	National Hwy Performance Prgm	0.02	Air Quality Exempt		1487
FHWA	5	93289							PE	Dtl Dsgn	$5,000				2017	4PS7	State		002	State Funds (002)				
FHWA	5	93289							PE	Env PE	$500				2017	LABR	State		002	Labor - State Match				
FHWA	5	93291	GUE IR 70 25.27 L&R	GUE	Replace superstructure, repair abutments and piers, for both bridges	Br# Gue-70-2528 L&R,IR 70 over CR 94(Pisgah)	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$2,616,306	2019	LABR	State	Bridge Deck Replacement	002	Labor - State Match	0.02	Air Quality Exempt		1488
FHWA	5	93722	GUE CR 506 Oakland Blvd	GUE	Reconstruction of Oakland Blvd for approximately 3304'. Major work consist of removal of existing asphalt, new storm sewer, upgrade and replacement of signage, sidewalks and new pavement markings.	Oakland Blvd from Highland Avenue to Clark Street	Cambridge, City of		CO	CO Contr	$1,680,493	$0	$2,167,898	$2,167,898	2016	4B97	Federal	Mill and Fill	M231	STP	0.63	Air Quality Exempt		1489
FHWA	5	93722							CO	CO Contr	$420,123				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	5	93722							CO	CO Engr	$53,826				2016	4B97	Federal		M231	STP				
FHWA	5	93722							CO	CO Engr	$13,456				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	5	94320	GUE US 22 08.23	GUE	5% full/partial depth repairs, milling 1 1/4" and placing 1" Item 448 Asphalt Concrete, Type 1 Intermediate Course PG64-22 and 1 1/4" Item 448 Asphalt Concrete, Type 1 Surface Course, PG70-22M.	USR 22 from the USR 22/USR 40 split to 0.51 miles east of TR7637 (Winterset Rd.)	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$2,312,772	2019	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	6.44	Air Quality Exempt		1490
FHWA	5	94454	GUE TR 9420 00.17	GUE	Removal of existing wooden bridge structure and replace with capped pile abutments, box beam deck, asphalt surface, guardrail, pavement markings, and approaches	Located on Ironhorse Road 0.17 miles south of SR 265	GUERNSEY COUNTY ENGINEER		CO	CO Contr	$210,880	$0	$294,960	$295,460	2019	4B87	Federal	Bridge Replacement		Un-Assigned Federal	0.02	Air Quality Exempt		1491
FHWA	5	94454							CO	CO Contr	$52,720				2019	LNTP	Local Match		LNTP	Local Match				

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	Air Quality Status	ALI - Qty XXX	STIP ID
FHWA	5	94454							CO	CO Engr	$21,088				2019	4B87	Federal			Un-Assigned Federal				
FHWA	5	94454							CO	CO Engr	$5,272				2019	LNTP	Local Match		LNTP	Local Match				
FHWA	5	94454							CO	CO Engr	$5,000				2019	LABR	State		002	Labor - State Match				
FHWA	5	94454	GUE TR 9420 00.17	GUE	Removal of existing wooden bridge structure and replace with capped pile abutments, box beam deck, asphalt surface, guardrail, pavement markings, and approaches	Located on Ironhorse Road 0.17 miles south of SR 265	GUERNSEY COUNTY ENGINEER		PE	Env PE	$500	$0	$500	$295,460	2016	LABR	State	Bridge Replacement	002	Labor - State Match	0.02	Air Quality Exempt		1491
FHWA	5	94459	GUE TR 741 00.39	GUE	Replacement of this steel beam, simple span bridge with timber plank decking carrying TR 741 over Leatherwood Creek.	Located 0.36 miles south of SR 265	GUERNSEY COUNTY ENGINEER		CO	CO Contr	$295,280	$0	$411,010	$411,010	2018	4B87	Federal	Bridge Replacement	M233	Bridge	0.02	Air Quality Exempt		1492
FHWA	5	94459							CO	CO Contr	$73,820				2018	LNTP	Local Match		LNTP	Local Match				
FHWA	5	94459							CO	CO Engr	$5,000				2018	LABR	State		002	Labor - State Match				
FHWA	5	94459							CO	CO Engr	$29,528				2018	4B87	Federal		M233	Bridge				
FHWA	5	94459							CO	CO Engr	$7,382				2018	LNTP	Local Match		LNTP	Local Match				
FHWA	5	94658	GUE CR 347 00.94 Bridge	GUE	Preliminary Development for the replacement of CR 347 Bridge over Wills Creek utilizing Federal SAFETEA-LU Earmark funding IDOH189 - Funds also being utilized on PID 80478 for roadway resurfacing	Replacement of Bridge over Wills Creek	GUERNSEY COUNTY ENGINEER		CO	CO Contr	$2,196,588	$0	$3,282,562	$3,519,373	2016	4B87	Federal	Bridge Replacement	L11E	Bridge	0.54	Air Quality Exempt		1493
FHWA	5	94658							CO	CO Contr	$549,147				2016	4BG7	Local Match		002	Local Match				
FHWA	5	94658							CO	CO Contr	$257,664				2016	4R47	Federal			Un-Assigned Federal				
FHWA	5	94658							CO	CO Contr	$64,416				2016	4BG7	Local Match		002	Local Match				
FHWA	5	94658							CO	CO Engr	$171,798				2016	LABR	Federal		L110	Bridge				
FHWA	5	94658							CO	CO Engr	$42,949				2016	LABR	Local Match		002	Labor - Local Match				
FHWA	5	95195	GUE SR 1SP 05.71	GUE	Replace bridge deck, repair abuments and bearing, paint bridge, replace bridge rail.	Bridge is 5.72 mile north of USR 22 in Salt Fork State Park	ODNR		CO	CO Contr	$893,768	$0	$983,145	$1,033,145	2017	4BF7	State	Bridge Deck Replacement	002	State Funds (002)	0	Air Quality Exempt		1494
FHWA	5	95195							CO	CO Engr	$89,377				2017	LABR	State		002	Labor - State Match				
FHWA	5	95195	GUE SR 1SP 05.71	GUE	Replace bridge deck, repair abuments and bearing, paint bridge, replace bridge rail.	Bridge is 5.72 mile north of USR 22 in Salt Fork State Park	ODNR		PE	Env PE	$50,000	$0	$50,000	$1,033,145	2016	LABR	State	Bridge Deck Replacement	002	Labor - State Match	0	Air Quality Exempt		1494
FHWA	5	95197	GUE CR 35 11.06	GUE	Resurfacing and related work on Guernsey County Road 35 from City of Cambridge Corp Limit to the County Line	Guernsey County Road 35 from City of Cambridge Corp Limit to the County Line	GUERNSEY COUNTY ENGINEER		CO	CO Contr	$929,840	$0	$2,745,654	$2,745,654	2018	4B77	Federal	Mill and Fill	M232	STP	13.8	Air Quality Exempt		1495
FHWA	5	95197							CO	CO Contr	$232,460				2018	LNTP	Local Match		LNTP	Local Match				
FHWA	5	95197							CO	CO Contr	$1,202,695				2018	4B77	Federal		M234	STP				
FHWA	5	95197							CO	CO Contr	$300,674				2018	LNTP	Local Match		LNTP	Local Match				
FHWA	5	95197							CO	CO Engr	$36,083				2018	4B77	Federal		M234	STP				
FHWA	5	95197							CO	CO Engr	$9,021				2018	LNTP	Local Match		LNTP	Local Match				
FHWA	5	95197							CO	CO Engr	$27,905				2018	4B77	Federal		M232	STP				
FHWA	5	95197							CO	CO Engr	$6,976				2018	LNTP	Local Match		LNTP	Local Match				
FHWA	5	95457	GUE US 22/SR 723 00.00/00.00	GUE	5% repairs, Milling 1 1/4" and placing 1" Item 448 Asp. Conc. Interm. Course, Type 1, PG64-22 and 1 1/4" Item 448 Asphalt Conc. Surf. Course, Type 1 PG70-22M. Utilize Safety Edge and Rumble Stipes where warranted. Include IR 70/SR723 ramps.Potential to se	Gue 22 from Mus County line to USR 40 Intersection and Gue 723 from IR 70 to USR 22 Intersection	ODOT SPONSORING AGENCY		CO	CO Contr	$5,793,450	$0	$7,459,067	$7,459,567	2019	4PF7	Federal	Resurfacing, Undivided System		Un-Assigned Federal	9.08	Air Quality Exempt		1496
FHWA	5	95457							CO	CO Contr	$1,448,363				2019	4PS7	State		002	State Funds (002)				
FHWA	5	95457							CO	CO Engr	$173,804				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	95457							CO	CO Engr	$43,451				2019	LABR	State		002	Labor - State Match				
FHWA	5	95457	GUE US 22/SR 723 00.00/00.00	GUE	5% repairs, Milling 1 1/4" and placing 1" Item 448 Asp. Conc. Interm. Course, Type 1, PG64-22 and 1 1/4" Item 448 Asphalt Conc. Surf. Course, Type 1 PG70-22M. Utilize Safety Edge and Rumble Stipes where warranted. Include IR 70/SR723 ramps.Potential to se	Gue 22 from Mus County line to USR 40 Intersection and Gue 723 from IR 70 to USR 22 Intersection	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$7,459,567	2017	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	9.08	Air Quality Exempt		1496
FHWA	5	95508	GUE US 40 08.23	GUE	5% repairs, Milling 1 1/4" (2 1/4" in curbed sections), placing 1" Item 448 Asphalt Concrete, Type 1 Intermediate Course PG64-22 and 1 1/4" Item 448 Asphalt Concrete, Type 1 Surface Course PG70-22M	Gue 40: E. Cambridge Corp Limit to IR 70	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$3,459,516	2019	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	8.76	Air Quality Exempt		1497
FHWA	5	95511	GUE SR 285 00.00	GUE	5% Repairs, Item 422 Single Chip Seal and 1" Item 448 Asphalt Concrete Type 1 Intermediate Course and 1 1/4" Item 448 Asphalt Concrete Type 1 Surface Course PG70-22M	Gue 285: from Nob. County line to USR 22 Inter.	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$5,059,232	2019	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	13.03	Air Quality Exempt		1498
FHWA	5	96077	FACD05 GUE 70 Weigh Station OY	GUE	Construction of a new 5000 ton Salt Storage building and loader/equipment building at the Gue-70-03.47 EB, which was previously a weight station.	Gue-70-03.47 EB (old weight station)	ODOT SPONSORING AGENCY		CO	CO Contr	$537,225	$0	$590,948	$671,223	2018	LBN7	State	Buildings - Mix Shed,etc.	002	State Funds (002)	0.01	Air Quality Exempt		1499
FHWA	5	96077							CO	CO Engr	$53,723				2018	LABR	State		002	Labor - State Match				

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	***Project Total**	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	5	96077	FACD05 GUE 70 Weigh Station OY	GUE	Construction of a new 5000 ton Salt Storage building and loader/equipment building at the Gue-70-03.47 EB, which was previously a weight station.	Gue-70-03.47 EB (old weight station)	ODOT SPONSORING AGENCY		PE	Dtl Dsgn	$80,275	$0	$80,275	$671,223	2018	LBP7	State	Buildings - Mix Shed,etc.	002	State Funds (002)	0.01	Air Quality Exempt		1499
FHWA	5	96080	GUE US 22 15.11/17.01	GUE	Gue-22-15.12: Place New Overlay, replace deck edges, repair backwalls, update bridge railingGue-22-17.01: deck replacement with half width construction, reset/refurbrish bearings, paint bridge,make semi-integal, new TST railing, new approch slabs. Half-wi	Br. GUE-22-15.12 (SFN# 3000338); Br. Gue-22-17.01(SFN#3000362) is 0.05 mi E of TR50(Lake Ridge Rd.) over Salt Folk Lake	ODOT SPONSORING AGENCY		CO	CO Contr	$894,960	$0	$2,499,479	$2,499,979	2019	4PF7	Federal	Bridge Deck Replacement		Un-Assigned Federal	0.04	Air Quality Exempt		1500
FHWA	5	96080							CO	CO Contr	$223,740				2019	4PS7	State		002	State Funds (002)				
FHWA	5	96080							CO	CO Contr	$1,004,203				2019	4PF7	Federal			Un-Assigned Federal				
FHWA	5	96080							CO	CO Contr	$251,051				2019	4PS7	State		002	State Funds (002)				
FHWA	5	96080							CO	CO Engr	$100,420				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	96080							CO	CO Engr	$25,105				2019	LABR	State		002	Labor - State Match				
FHWA	5	96080	GUE US 22 15.11/17.01	GUE	Gue-22-15.12: Place New Overlay, replace deck edges, repair backwalls, update bridge railingGue-22-17.01: deck replacement with half width construction, reset/refurbrish bearings, paint bridge,make semi-integal, new TST railing, new approch slabs. Half-wi	Br. GUE-22-15.12 (SFN# 3000338); Br. Gue-22-17.01(SFN#3000362) is 0.05 mi E of TR50(Lake Ridge Rd.) over Salt Folk Lake	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$2,499,979	2018	LABR	State	Bridge Deck Replacement	002	Labor - State Match	0.04	Air Quality Exempt		1500
FHWA	5	96092	GUE US 22 04.69	GUE	Replace existing single span concrete slab bridge Gue-22-0471(SFN#3000184) with 4 sided box culvert. Maintain two lanes of traffic at all time.Potential to sell project with GUE-22/723 Resurfacing Project (PID 95457) - to be reviewed during scope.	0.17 miles East of TR19 (Jackson Run Rd.)	ODOT SPONSORING AGENCY		CO	CO Contr	$549,458	$0	$755,505	$756,005	2019	4PF7	Federal	Bridge Replacement		Un-Assigned Federal	0.04	Air Quality Exempt		1501
FHWA	5	96092							CO	CO Contr	$137,365				2019	4PS7	State		002	State Funds (002)				
FHWA	5	96092							CO	CO Engr	$54,946				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	96092							CO	CO Engr	$13,736				2019	LABR	State		002	Labor - State Match				
FHWA	5	96092	GUE US 22 04.69	GUE	Replace existing single span concrete slab bridge Gue-22-0471(SFN#3000184) with 4 sided box culvert. Maintain two lanes of traffic at all time.Potential to sell project with GUE-22/723 Resurfacing Project (PID 95457) - to be reviewed during scope.	0.17 miles East of TR19 (Jackson Run Rd.)	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$756,005	2018	LABR	State	Bridge Replacement	002	Labor - State Match	0.04	Air Quality Exempt		1501
FHWA	5	96096	GUE SR 658 11.01	GUE	The scope this bridge (Gue-658-10.99) is to replace the bridge deck, repair beam and moment plates, paint bridge, rehab bearings, new approach slab, replace backwalls, new expanison joints.	Bridge# Gue-658-10.99 is 0.05 miles South of the intersection of SR541 and SR658 over Wills Creek	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$1,198,126	2019	LABR	State	Bridge Deck Replacement	002	Labor - State Match	0.02	Air Quality Exempt		1502
FHWA	5	96097	GUE SR 285 04.37	GUE	Replace sinlge span concrete slab Gue-285-0436 (SFN#3005100) with 4-sided concrete box. A junction box will be required to match into existing box off the R/W. R/W will be required.	Gue-285-0436(SFN#3005100) is 0.22 miles south of the intersection of SR285 and SR265 over Tabitha Cr.	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$607,559	2018	LABR	State	Bridge Replacement	002	Labor - State Match	0.01	Air Quality Exempt		1503
FHWA	5	96097	GUE SR 285 04.37	GUE	Replace sinlge span concrete slab Gue-285-0436 (SFN#3005100) with 4-sided concrete box. A junction box will be required to match into existing box off the R/W. R/W will be required.	Gue-285-0436(SFN#3005100) is 0.22 miles south of the intersection of SR285 and SR265 over Tabitha Cr.	ODOT SPONSORING AGENCY		RW	Acquis	$32,000	$0	$40,000	$607,559	2019	4PF7	Federal	Bridge Replacement		Un-Assigned Federal	0.01	Air Quality Exempt		1503
FHWA	5	96097							RW	Acquis	$8,000				2019	4PS7	State		002	State Funds (002)				
FHWA	5	96360	GUE SR 265 13.42	GUE	Gue-265-13.43 (SFN#3004) Replace structure, replace abutments, new approach slab, replace brdge rail, repair pier as needed.	0.44 miles East of CR 943 (Yoker Valley Rd) over Websters Run	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$570,485	2019	LABR	State	Bridge Repair	002	Labor - State Match	0.02	Air Quality Exempt		1504
FHWA	5	96500	GUE -SRTS South Elementary	GUE	Sidewalks at various locaton around South Elementary School	South Elementary School - City of Cambridge	Cambridge, City of		CO	CO Contr	$145,545	$0	$160,000	$160,000	2016	4SC7	Federal	Add Sidewalks	M302	TAP/Enhancements	0.42	Air Quality Exempt		1505
FHWA	5	96500							CO	CO Engr	$14,455				2016	4SC7	Federal		M302	TAP/Enhancements				
FHWA	5	96824	GUE SR 658 00.00	GUE	1/16/15 Update: Perform Approx. 7000 cu. yds. Full Depth pavement repairs and Pavement Repairs with a leveling course A.P. P. needed, place Item 422 Single Chip Seal, 1 3/4" Item 441 Asphalt Concrete Type 2 Intermediate Course (448) and 1 1/4" Item 441 A	Gue-658-(0.00-11.07): From SR 541 Intersection to SR 209 Intersection	ODOT SPONSORING AGENCY		CO	CO Contr	$2,924,912	$0	$3,765,824	$3,766,324	2016	4PF7	Federal	Resurfacing, Undivided System	M232	STP	11.07	Air Quality Exempt		1506
FHWA	5	96824							CO	CO Contr	$731,228				2016	4PS7	State		002	State Funds (002)				
FHWA	5	96824							CO	CO Engr	$87,747				2016	LABR	Federal		M232	STP				
FHWA	5	96824							CO	CO Engr	$21,937				2016	LABR	State		002	Labor - State Match				

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	***Project Total**	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	5	97948	GUE CR 33 02.25	GUE	Full depth pavement repair, resurface, berm, and install pavement markings and raised pavement markers	GUE-CR 33-2.25-11.37	GUERNSEY COUNTY ENGINEER		CO	CO Contr	$1,669,120	$0	$2,149,000	$2,149,000	2019	4B77	Federal	Resurfacing, Undivided System		Un-Assigned Federal	9.11	Air Quality Exempt		1507
FHWA	5	97948							CO	CO Contr	$417,280				2019	LNTP	Local Match		LNTP	Local Match				
FHWA	5	97948							CO	CO Engr	$50,080				2019	4B77	Federal			Un-Assigned Federal				
FHWA	5	97948							CO	CO Engr	$12,520				2019	LNTP	Local Match		LNTP	Local Match				
FHWA	5	97998	GUE IR 77 08.03	GUE	Gue-77-0804 L & R New Overlays, parapets approach slabs, abutment repairs, deck replacements	IR77 over TR452 (Reservoir Rd)	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$1,954,454	2019	LABR	State	Bridge Repair	002	Labor - State Match	0.02	Air Quality Exempt		1508
FHWA	5	98579	GUE TR 365 00.86	GUE	Replacement of deficient local bridge (SFN 3030768) carrying TR 365 over Wills Creek. Overall structure length is 155 feet. Addition to the Ohio Bridge Partnership Program - District 5.	0.1 miles East of CR 33/TR 365 intersection	ODOT SPONSORING AGENCY		CO	CO Contr	$917,700	$0	$1,009,470	$1,226,823	2017	7BP7	Bonds	Bridge Replacement	045	Garvee Bond-Fund 045-Longtm AC	0.16	Air Quality Exempt		1509
FHWA	5	98579							CO	CO Engr	$91,770				2017	LABR	Federal		M233	Bridge				
FHWA	5	98579	GUE TR 365 00.86	GUE	Replacement of deficient local bridge (SFN 3030768) carrying TR 365 over Wills Creek. Overall structure length is 155 feet. Addition to the Ohio Bridge Partnership Program - District 5.	0.1 miles East of CR 33/TR 365 intersection	ODOT SPONSORING AGENCY		PE	Dtl Dsgn	$91,770	$0	$114,270	$1,226,823	2017	7BP7	Bonds	Bridge Replacement	045	Garvee Bond-Fund 045-Longtm AC	0.16	Air Quality Exempt		1509
FHWA	5	98579							PE	Env PE	$15,000				2016	4PF7	Federal		M233	Bridge				
FHWA	5	98579							PE	Env RW Serv	$1,500				2016	TSKF	Federal		M233	Bridge				
FHWA	5	98579							PE	Env RW Serv	$6,000				2016	TSKF	Federal		M233	Bridge				
FHWA	5	98579	GUE TR 365 00.86	GUE	Replacement of deficient local bridge (SFN 3030768) carrying TR 365 over Wills Creek. Overall structure length is 155 feet. Addition to the Ohio Bridge Partnership Program - District 5.	0.1 miles East of CR 33/TR 365 intersection	ODOT SPONSORING AGENCY		RW	Acquis	$20,000	$0	$26,000	$1,226,823	2016	4PF7	Federal	Bridge Replacement	M233	Bridge	0.16	Air Quality Exempt		1509
FHWA	5	98579							RW	RW Serv	$6,000				2016	TSKF	Federal		M233	Bridge				
FHWA	5	99365	GUE CU FY 2016 Salt Fork ODNR	GUE	Replacement of 6 storm sewers/culverts within Salt Fork State Park	Park Roadways and Parking Lots	ODOT SPONSORING AGENCY		CO	CO Contr	$250,000	$0	$275,000	$275,000	2016	4BF7	State	Culvert Construction/Reconstr/Repair	002	State Funds (002)	0	Air Quality Exempt		1510
FHWA	5	99365							CO	CO Engr	$25,000				2016	LABR	State		002	Labor - State Match				
FHWA	5	99468	GUE SR 83 09.33	GUE	Installation of drilled shaft wall with H-piles and concrete laggings to address roadway slip.	GUE-SR 83 at SLM 9.33	ODOT SPONSORING AGENCY		CO	CO Contr	$200,000	$0	$275,000	$296,631	2018	4SF7	Federal	Slide Repair	M231	STP	0.1	Air Quality Exempt		1511
FHWA	5	99468							CO	CO Contr	$50,000				2018	4SS7	State		002	State Funds (002)				
FHWA	5	99468							CO	CO Engr	$20,000				2018	LABR	Federal		M231	STP				
FHWA	5	99468							CO	CO Engr	$5,000				2018	LABR	State		002	Labor - State Match				
FHWA	5	99468	GUE SR 83 09.33	GUE	Installation of drilled shaft wall with H-piles and concrete laggings to address roadway slip.	GUE-SR 83 at SLM 9.33	ODOT SPONSORING AGENCY		PE	Env PE	$500	$21,131	$21,631	$296,631	2016	LABR	State	Slide Repair	002	Labor - State Match	0.1	Air Quality Exempt		1511
FHWA	5	99469	GUE SR 265 12.80	GUE	Installation of drilled shaft wall with H-piles and concrete laggings to address roadside slip.	GUE SR 265 at SLM 12.80	ODOT SPONSORING AGENCY		CO	CO Contr	$218,000	$0	$299,750	$321,239	2018	4SF7	Federal	Slide Repair	M232	STP	0.2	Air Quality Exempt		1512
FHWA	5	99469							CO	CO Contr	$54,500				2018	4SS7	State		002	State Funds (002)				
FHWA	5	99469							CO	CO Engr	$21,800				2018	LABR	Federal		M232	STP				
FHWA	5	99469							CO	CO Engr	$5,450				2018	LABR	State		002	Labor - State Match				
FHWA	5	99469	GUE SR 265 12.80	GUE	Installation of drilled shaft wall with H-piles and concrete laggings to address roadside slip.	GUE SR 265 at SLM 12.80	ODOT SPONSORING AGENCY		PE	Env PE	$500	$20,989	$21,489	$321,239	2016	LABR	State	Slide Repair	002	Labor - State Match	0.2	Air Quality Exempt		1512
FHWA	5	99483	GUE CR 35/CR 140 Br Replacement	GUE	Replacement of deficient bridge on CR35 at the 2.35 mile marker over streamReplacement of deficient bridge on CR140 at the 2.04 mile marker over Crooked CreekProject included with CEAO Federal/State Exchange Program	Replacement of two deficient bridges CR35 & CR140	GUERNSEY COUNTY ENGINEER		CO	CO Contr	$380,000	$0	$522,500	$522,500	2017	4C87	State	Bridge Replacement	002	State Funds (002)	0.2	Air Quality Exempt		1513
FHWA	5	99483							CO	CO Contr	$95,000				2017	LNTP	Local Match		LNTP	Local Match				
FHWA	5	99483							CO	CO Engr	$38,000				2017	4C87	State		002	State Funds (002)				
FHWA	5	99483							CO	CO Engr	$9,500				2017	LNTP	Local Match		LNTP	Local Match				
FHWA	5	97695	FACD05 HOL Baltic OY	HOL	Construction of outpost yard facility to service Coshocton and Tuscarawas Counties near Baltic, Ohio.	Project located near Baltic, Ohio	ODOT SPONSORING AGENCY		PE	Dtl Dsgn	$15,000	$0	$15,500	$98,000	2019	LBP7	State	Outpost	002	State Funds (002)	2	Air Quality Exempt		1514
FHWA	5	97695							PE	Env PE	$500				2019	LABR	State		002	Labor - State Match				

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FHWA	5	19837	MUS IR 70 00.59	MUS	Rehab piers, replace abutment and replace the deck on SFN 6002285 (CR 30 over IR 70). Raise bridge to meet a minimum vertical clearance of 16.5'. Paint Bridge (IZEU). Pave and make repairs to CR 30 between bridge ends and USR 40. Pave over concrete pavem	The Mount Perry Road (CR 30) over IR 70 in Muskingum County	ODOT SPONSORING AGENCY		CO	CO Contr	$1,116,055	$0	$1,364,067	$1,365,067	2018	4PF7	Federal	Bridge Repair	Q010	Interstate Maintenance	0.1	Air Quality Exempt		1548
FHWA	5	19837							CO	CO Contr	$124,006				2018	4PS7	State		002	State Funds (002)				
FHWA	5	19837							CO	CO Engr	$111,605				2018	LABR	Federal		Q010	Interstate Maintenance				
FHWA	5	19837							CO	CO Engr	$12,401				2018	LABR	State		002	Labor - State Match				
FHWA	5	21640	MUS IR 70 05.70	MUS	Resurfacing with related work.Coordinate project schedule with MUS-70-6.94 L/R (PID 85553). Consideration to be given during plan development to sell as a Part 1/Part 2 contract with PID 85553.	From 1.21 miles W of Chappel Hill Rd to US 40	ODOT SPONSORING AGENCY		CO	CO Contr	$4,895,200	$0	$5,602,285	$5,603,285	2019	4PF7	Federal	Resurfacing, Divided System	H010	Interstate Maintenance	5.24	Air Quality Exempt		1549
FHWA	5	21640							CO	CO Contr	$543,911				2019	4PS7	State		002	State Funds (002)				
FHWA	5	21640							CO	CO Engr	$146,856				2019	LABR	Federal		H010	Interstate Maintenance				
FHWA	5	21640							CO	CO Engr	$16,317				2019	LABR	State		002	Labor - State Match				
FHWA	5	83054	MUS US 40 00.00	MUS	2" mill and fill with associated work	From Licking/Muskingum County Line to 0.18 miles west of IR 70	ODOT SPONSORING AGENCY		CO	CO Contr	$4,471,492	$0	$5,757,047	$5,757,547	2019	4PF7	Federal	Mill and Fill		Un-Assigned Federal	11.24	Air Quality Exempt		1550
FHWA	5	83054							CO	CO Contr	$1,117,873				2019	4PS7	State		002	State Funds (002)				
FHWA	5	83054							CO	CO Engr	$134,145				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	83054							CO	CO Engr	$33,536				2019	LABR	State		002	Labor - State Match				
FHWA	5	83054	MUS US 40 00.00	MUS	2" mill and fill with associated work	From Licking/Muskingum County Line to 0.18 miles west of IR 70	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$5,757,547	2018	LABR	State	Mill and Fill	002	Labor - State Match	11.24	Air Quality Exempt		1550
FHWA	5	83287	MUS CR 41 Bridge Replacement	MUS	MUS-CR 41-1.14 Bridge Replacement (SFN 6037224)	MUS-CR 41-1.14 Bridge Replacement (SFN 6037224)	MUSKINGUM COUNTY ENGINEER		CO	CO Contr	$903,280	$0	$1,208,137	$1,208,137	2018	4B87	Federal	Bridge Replacement	L110	Bridge	0.01	Air Quality Exempt		1551
FHWA	5	83287							CO	CO Contr	$225,820				2018	4BG7	Local Match		002	Local Match				
FHWA	5	83287							CO	CO Engr	$63,230				2018	LABR	Federal		L110	Bridge				
FHWA	5	83287							CO	CO Engr	$15,807				2018	LABR	Local Match		002	Labor - Local Match				
FHWA	5	85356	MUS McGraw Edison 3	MUS	Replace the northern most stream crossing with bridge structure that can handle vehicle and pedestrian traffic. Improve and extend the existing roadway to small parking area.	McGraw Edison Park	Muskingum Valley Park District		CO	CO Contr	$164,933	$0	$181,426	$181,426	2016	4BW7	State	Bridge Replacement	002	State Funds (002)	0	Air Quality Exempt		1552
FHWA	5	85356							CO	CO Engr	$16,493				2016	4BW7	State		002	State Funds (002)				
FHWA	5	85553	MUS IR 70 06.94 L&R	MUS	Overlay and deck patching of SFN# 6002498 (Mus-IR 70-6.94L) and SFN# 6002528 (Mus-IR 70-6.94R) structures over Chapple Hill Rd (TR 271).Coordinate project schedule with MUS-70-5.70 (PID 21640). Consideration to be given during plan development to sell as	Mus IR 70 over Chapple Hill Rd (TR 271)	ODOT SPONSORING AGENCY		CO	CO Contr	$472,500	$0	$1,123,500	$1,124,000	2019	4PF7	Federal	Bridge Repair		Un-Assigned Federal	0.04	Air Quality Exempt		1553
FHWA	5	85553							CO	CO Contr	$52,500				2019	4PS7	State		002	State Funds (002)				
FHWA	5	85553							CO	CO Contr	$472,500				2019	4PF7	Federal			Un-Assigned Federal				
FHWA	5	85553							CO	CO Contr	$52,500				2019	4PS7	State		002	State Funds (002)				
FHWA	5	85553							CO	CO Engr	$33,075				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	85553							CO	CO Engr	$3,675				2019	LABR	State		002	Labor - State Match				
FHWA	5	85553							CO	CO Engr	$33,075				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	85553							CO	CO Engr	$3,675				2019	LABR	State		002	Labor - State Match				
FHWA	5	85553	MUS IR 70 06.94 L&R	MUS	Overlay and deck patching of SFN# 6002498 (Mus-IR 70-6.94L) and SFN# 6002528 (Mus-IR 70-6.94R) structures over Chapple Hill Rd (TR 271).Coordinate project schedule with MUS-70-5.70 (PID 21640). Consideration to be given during plan development to sell as	Mus IR 70 over Chapple Hill Rd (TR 271)	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$1,124,000	2019	LABR	State	Bridge Repair	002	Labor - State Match	0.04	Air Quality Exempt		1553
FHWA	5	88965	MUS IR 70 09.61 L/R	MUS	The project includes the following work for SFN 6002587 and SFN 6002617 (IR 70 over US 40 and Timber Run): deck replacement; replace abutments, patch piers; widening to maintain two (2) lanes of traffic in each direction during construction, repair/replac	IR 70 over US 40 and Timber Run	ODOT SPONSORING AGENCY		CO	CO Contr	$3,779,528	$0	$8,986,878	$9,287,378	2017	4PF7	Federal	Bridge Deck Replacement	L01E	Interstate Maintenance	0.01	Air Quality Exempt		1554
FHWA	5	88965							CO	CO Contr	$419,948				2017	4PS7	State		002	State Funds (002)				
FHWA	5	88965							CO	CO Contr	$3,779,528				2017	4PF7	Federal		L01E	Interstate Maintenance				
FHWA	5	88965							CO	CO Contr	$419,948				2017	4PS7	State		002	State Funds (002)				
FHWA	5	88965							CO	CO Engr	$264,567				2017	LABR	Federal		L01E	Interstate Maintenance				
FHWA	5	88965							CO	CO Engr	$29,396				2017	LABR	State		002	Labor - State Match				
FHWA	5	88965							CO	CO Engr	$264,567				2017	LABR	Federal		L01E	Interstate Maintenance				
FHWA	5	88965							CO	CO Engr	$29,396				2017	LABR	State		002	Labor - State Match				

* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	***Project Total**	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	5	88965	MUS IR 70 09.61 L/R	MUS	The project includes the following work for SFN 6002587 and SFN 6002617 (IR 70 over US 40 and Timber Run): deck replacement; replace abutments, patch piers; widening to maintain two (2) lanes of traffic in each direction during construction, repair/replac	IR 70 over US 40 and Timber Run	ODOT SPONSORING AGENCY		PE	Dtl Dsgn	$54,000	$0	$60,000	$9,287,378	2016	4PF7	Federal	Bridge Deck Replacement	M001	National Hwy Performance Prgm	0.01	Air Quality Exempt		1554
FHWA	5	88965							PE	Dtl Dsgn	$6,000				2016	4PS7	State		002	State Funds (002)				
FHWA	5	88966	MUS SR 146 17.98/27.73	MUS	Bridge replacement of a structure over a ditch and the second over a Branch of the Buffalo ForkRevised as per the scope:Mus-146-17.98 - Replace existing 10'x5' box culvert with new box culvert. Preliminary size 8'x4'.Mus-146-27.73 – Replace existing 16'x	Two locations on SR 146 in Muskingum County	ODOT SPONSORING AGENCY		CO	Oth Remb	$3,600	$0	$13,500	$558,377	2016	4PF7	Federal	Bridge Replacement		Un-Assigned Federal	0.02	Air Quality Exempt		1555
FHWA	5	88966							CO	Oth Remb	$900				2016	4PS7	State		002	State Funds (002)				
FHWA	5	88966							CO	Oth Remb	$7,200				2016	4PF7	Federal			Un-Assigned Federal				
FHWA	5	88966							CO	Oth Remb	$1,800				2016	4PS7	State		002	State Funds (002)				
FHWA	5	89018	MUS IR 70 23.82	MUS	Rvised scope per field review: Replace Deck; Replace Bridge Rails; Replace Back Walls; Replace Approach Slabs; Paint Superstructure on SFN 6003605. Replace guardrail on both east and west side of Sundale Road. Guardrail on eastern side of road will be	CR 107 (Southern Rd) over IR 70 in Muskingum County	ODOT SPONSORING AGENCY		CO	CO Contr	$886,058	$0	$1,082,959	$1,083,459	2018	4PF7	Federal	Bridge Repair	M001	National Hwy Performance Prgm	0.01	Air Quality Exempt		1556
FHWA	5	89018							CO	CO Contr	$98,451				2018	4PS7	State		002	State Funds (002)				
FHWA	5	89018							CO	CO Engr	$88,606				2018	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	89018							CO	CO Engr	$9,845				2018	LABR	State		002	Labor - State Match				
FHWA	5	89018	MUS IR 70 23.82	MUS	Rvised scope per field review: Replace Deck; Replace Bridge Rails; Replace Back Walls; Replace Approach Slabs; Paint Superstructure on SFN 6003605. Replace guardrail on both east and west side of Sundale Road. Guardrail on eastern side of road will be	CR 107 (Southern Rd) over IR 70 in Muskingum County	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$1,083,459	2016	LABR	State	Bridge Repair	002	Labor - State Match	0.01	Air Quality Exempt		1556
FHWA	5	89159	MUS CR 7 04.95	MUS	Deficient Bridge on Muskingum County Road 7 (Cannelville Road) at the 4.95 Mile Marker over Brush Creek	Deficient Bridge on Muskingum County Road 7 (Cannelville Road) at the 4.95 Mile Marker	MUSKINGUM COUNTY ENGINEER		CO	CO Contr	$295,280	$0	$406,010	$406,010	2017	4B87	Federal	Bridge Replacement	M233	Bridge	0.2	Air Quality Exempt		1557
FHWA	5	89159							CO	CO Contr	$73,820				2017	LNTP	Local Match		LNTP	Local Match				
FHWA	5	89159							CO	CO Engr	$29,528				2017	4B87	Federal		M233	Bridge				
FHWA	5	89159							CO	CO Engr	$7,382				2017	LNTP	Local Match		LNTP	Local Match				
FHWA	5	89160	MUS CR 40 03.11 (Mollies Rock Rd	MUS	Deficient Bridge on Muskingum County Road 40 (Mollies Rock Road) at the 1.91 Mile Marker over SYMMES CREEK	Deficient Bridge on Muskingum County Road 40 (Mollies Rock Road) at the 1.91 Mile Marker	MUSKINGUM COUNTY ENGINEER		CO	CO Contr	$295,280	$0	$406,010	$406,010	2017	4B87	Federal	Bridge Replacement	L11E	Bridge	0.1	Air Quality Exempt		1558
FHWA	5	89160							CO	CO Contr	$73,820				2017	4BG7	Local Match		002	Local Match				
FHWA	5	89160							CO	CO Engr	$29,528				2017	LABR	Federal		L11E	Bridge				
FHWA	5	89160							CO	CO Engr	$7,382				2017	LABR	Local Match		002	Labor - Local Match				
FHWA	5	92379	MUS SR 93 33.85	MUS	Project to be performed by ODOT District (Roadway Services) prior to MUS-93 (PID 92978) resurfacing.Bridge replacement of the SR 93 bridge over White Eyes Creek	Located 0.70 miles south of Cos Co Line carrying SR 93 over the White Eyes Creek	ODOT SPONSORING AGENCY		CO	CO Contr	$371,638	$0	$507,395	$507,895	2018	4PF7	Federal	Bridge Replacement	M232	STP	0.02	Air Quality Exempt		1559
FHWA	5	92379							CO	CO Contr	$92,909				2018	4PS7	State		002	State Funds (002)				
FHWA	5	92379							CO	CO Engr	$34,278				2018	LABR	Federal		M232	STP				
FHWA	5	92379							CO	CO Engr	$8,570				2018	LABR	State		002	Labor - State Match				
FHWA	5	92589	MUS/LIC IR 70 00.76/28.93	MUS	Minor rehabilitation of IR 70 applying the following Treatment: 1-1/4" mill; 5% repairs; 1-3/4" intermediate; 1-1/2" surface course	IR 70 from CR 30 (Mt Perry Rd) Interchange to 1.43 miles w of TR 271	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$5,422,619	2016	LABR	State	Minor Rehabilitation - Pavement Prmy Sys	002	Labor - State Match	5.3	Air Quality Exempt		1560
FHWA	5	92974	MUS US 40 & SR 60/60D/60G/146	MUS	8/13/14 Update: Met w/ City Zanesville to discuss project funding. 115+ ADA Ramps need upgraded to current standards. R/W may be needed to perform ramp upgrades. City requested project be moved to 1st Qtr. FY 2018 for sale due to concerns with SR 146/ USR	Mus-146: Zanesville N. Corp Limit (0.16 miles N of Serenity Ln.) to Zanesville S. Corp (0.06 miles S. of Jordan Av.)	ODOT SPONSORING AGENCY		CO	CO Contr	$525,705	$0	$2,074,284	$2,074,784	2018	4PF7	Federal	Resurfacing, Undivided System	M231	STP	5.57	Air Quality Exempt		1561
FHWA	5	92974							CO	CO Contr	$131,426				2018	4BG7	Local Match		002	Local Match				
FHWA	5	92974							CO	CO Contr	$20,173				2018	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	92974							CO	CO Contr	$5,043				2018	4BG7	Local Match		002	Local Match				
FHWA	5	92974							CO	CO Contr	$53,236				2018	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	92974							CO	CO Contr	$13,309				2018	4PS7	State		002	State Funds (002)				
FHWA	5	92974							CO	CO Contr	$700,940				2018	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	92974							CO	CO Contr	$175,235				2018	4BG7	Local Match		002	Local Match				
FHWA	5	92974							CO	CO Contr	$286,143				2018	4PF7	Federal		M231	STP				
FHWA	5	92974							CO	CO Contr	$71,536				2018	4PS7	State		002	State Funds (002)				
FHWA	5	92974							CO	CO Contr	$1,532				2018	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	92974							CO	CO Contr	$383				2018	4PS7	State		002	State Funds (002)				

* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	Air Quality Status	ALI - Qty XXX	STIP ID
FHWA	5	92974							CO	CO Contr	$15,130				2018	4PF7	Federal		M231	STP				
FHWA	5	92974							CO	CO Contr	$3,783				2018	4BG7	Local Match		002	Local Match				
FHWA	5	92974							CO	CO Contr	$8,235				2018	4PF7	Federal		M231	STP				
FHWA	5	92974							CO	CO Contr	$2,059				2018	4PS7	State		002	State Funds (002)				
FHWA	5	92974							CO	CO Engr	$605				2018	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	92974							CO	CO Engr	$151				2018	LABR	State		002	Labor - State Match				
FHWA	5	92974							CO	CO Engr	$247				2018	LABR	Federal		M231	STP				
FHWA	5	92974							CO	CO Engr	$62				2018	LABR	State		002	Labor - State Match				
FHWA	5	92974							CO	CO Engr	$454				2018	LABR	Federal		M231	STP				
FHWA	5	92974							CO	CO Engr	$113				2018	LABR	Local Match		002	Labor - Local Match				
FHWA	5	92974							CO	CO Engr	$46				2018	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	92974							CO	CO Engr	$11				2018	LABR	State		002	Labor - State Match				
FHWA	5	92974							CO	CO Engr	$21,028				2018	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	92974							CO	CO Engr	$5,257				2018	LABR	State		002	Labor - State Match				
FHWA	5	92974							CO	CO Engr	$1,597				2018	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	92974							CO	CO Engr	$399				2018	LABR	State		002	Labor - State Match				
FHWA	5	92974							CO	CO Engr	$8,584				2018	LABR	Federal		M231	STP				
FHWA	5	92974							CO	CO Engr	$2,146				2018	LABR	State		002	Labor - State Match				
FHWA	5	92974							CO	CO Engr	$15,771				2018	LABR	Federal		M231	STP				
FHWA	5	92974							CO	CO Engr	$3,943				2018	LABR	Local Match		002	Labor - Local Match				
FHWA	5	92974	MUS US 40 & SR 60/60D/60G/146	MUS	8/13/14 Update: Met w/ City Zanesville to discuss project funding. 115+ ADA Ramps need upgraded to current standards. R/W may be needed to perform ramp upgrades. City requested project be moved to 1st Qtr. FY 2018 for sale due to concerns with SR 146/ USR	Mus-146: Zanesville N. Corp Limit (0.16 miles N of Serenity Ln.) to Zanesville S. Corp (0.06 miles S. of Jordan Av.)	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$2,074,784	2016	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	5.57	Air Quality Exempt		1561
FHWA	5	92978	COS/MUS SR 93/SR 208 Various	MUS	8/18/14 Update: SR93/Bell Rd. Intersection needs drainage issue addressed. Resurface existing limits of Bell Rd. (Twp. 169), provide scratch/leveling course to adjust profile of SR 93 at this location for drainage improvement. 7/22/14 Update: PID 92379 ha	Mus-93: USR22/SR93 Intersection to Cos/Mus County Line, Cos-93:Cos/Mus County Line to SR93/SR541 Inter	ODOT SPONSORING AGENCY		CO	CO Contr	$32,462	$0	$6,460,758	$6,461,258	2016	4PS7	State	Resurfacing, Undivided System	002	State Funds (002)	25.12	Air Quality Exempt		1562
FHWA	5	92978							CO	CO Contr	$4,764,364				2016	4PF7	Federal		M232	STP				
FHWA	5	92978							CO	CO Contr	$1,191,091				2016	4PS7	State		002	State Funds (002)				
FHWA	5	92978							CO	CO Contr	$213,747				2016	4PF7	Federal		M231	STP				
FHWA	5	92978							CO	CO Contr	$53,437				2016	4PS7	State		002	State Funds (002)				
FHWA	5	92978							CO	CO Contr	$13,983				2016	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	92978							CO	CO Contr	$3,496				2016	4PS7	State		002	State Funds (002)				
FHWA	5	92978							CO	CO Engr	$6,412				2016	LABR	Federal		M231	STP				
FHWA	5	92978							CO	CO Engr	$1,603				2016	LABR	State		002	Labor - State Match				
FHWA	5	92978							CO	CO Engr	$974				2016	LABR	State		002	Labor - State Match				
FHWA	5	92978							CO	CO Engr	$420				2016	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	92978							CO	CO Engr	$105				2016	LABR	State		002	Labor - State Match				
FHWA	5	92978							CO	CO Engr	$142,931				2016	LABR	Federal		M232	STP				
FHWA	5	92978							CO	CO Engr	$35,733				2016	LABR	State		002	Labor - State Match				
FHWA	5	92988	MUS/PER SR 345/383 00.00/00.00	MUS	8/14/14 Update: Treatment to remain as described below. The intersection of SR345/ Carrol St. (signalized Intersection) curb ramp opening on the southwest corner to be closed by installing curb through the radius. There is no connecting sidewalk on any si	Mus-345: Per/Mus. County line to USR 22/SR345 Intersection, Per-345: SR13/SR345 Inter. to Mus. County line, Per-383: SR13 to end	ODOT SPONSORING AGENCY		CO	CO Contr	$414,346	$0	$4,023,025	$4,023,525	2018	4PS7	State	Resurfacing, Undivided System	002	State Funds (002)	13.24	Air Quality Exempt		1563
FHWA	5	92988							CO	CO Contr	$203,306				2018	4PF7	Federal		M231	STP				
FHWA	5	92988							CO	CO Contr	$50,826				2018	4PS7	State		002	State Funds (002)				
FHWA	5	92988							CO	CO Contr	$2,391,053				2018	4PF7	Federal		M232	STP				
FHWA	5	92988							CO	CO Contr	$597,763				2018	4PS7	State		002	State Funds (002)				
FHWA	5	92988							CO	CO Engr	$20,331				2018	LABR	Federal		M231	STP				
FHWA	5	92988							CO	CO Engr	$5,083				2018	LABR	State		002	Labor - State Match				
FHWA	5	92988							CO	CO Engr	$239,105				2018	LABR	Federal		M232	STP				
FHWA	5	92988							CO	CO Engr	$59,776				2018	LABR	State		002	Labor - State Match				
FHWA	5	92988							CO	CO Engr	$41,435				2018	LABR	State		002	Labor - State Match				
FHWA	5	92988	MUS/PER SR 345/383 00.00/00.00	MUS	8/14/14 Update: Treatment to remain as described below. The intersection of SR345/ Carrol St. (signalized Intersection) curb ramp opening on the southwest corner to be closed by installing curb through the radius. There is no connecting sidewalk on any si	Mus-345: Per/Mus. County line to USR 22/SR345 Intersection, Per-345: SR13/SR345 Inter. to Mus. County line, Per-383: SR13 to end	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$4,023,525	2016	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	13.24	Air Quality Exempt		1563
FHWA	5	93014	MUS SR 16 06.41	MUS	5% partial/full depth repairs, Milling 1 3/4" , placing 1 3/4" Item 442 Asphalt Conc. Intermediate Course and 1 1/2" Item 442 Asphalt Concrete Surface Course. Include all ramps and shoulders.NOTE: All structures and approach pavement need reviewed at plan	Mus-16: Fwd. App. Slab of Mus-16-0641 Structure to 1.29 miles W. of Mus-16-1299 Structure	ODOT SPONSORING AGENCY		CO	CO Contr	$86,532	$0	$4,857,559	$4,858,059	2018	4PS7	State	Resurfacing, Divided System	002	State Funds (002)	5.29	Air Quality Exempt		1564
FHWA	5	93014							CO	CO Contr	$175,951				2018	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93014							CO	CO Contr	$43,988				2018	4PS7	State		002	State Funds (002)				
FHWA	5	93014							CO	CO Contr	$4,318				2018	4PS7	State		002	State Funds (002)				

* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	Air Quality Status	ALI - Qty XXX	STIP ID
FHWA	5	93014							CO	CO Contr	$3,526,348				2018	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93014							CO	CO Contr	$881,587				2018	4PS7	State		002	State Funds (002)				
FHWA	5	93014							CO	CO Engr	$5,279				2018	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93014							CO	CO Engr	$1,320				2018	LABR	State		002	Labor - State Match				
FHWA	5	93014							CO	CO Engr	$105,790				2018	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93014							CO	CO Engr	$26,448				2018	LABR	State		002	Labor - State Match				
FHWA	5	93014	MUS SR 16 06.41	MUS	5% partial/full depth repairs, Milling 1 3/4" , placing 1 3/4" Item 442 Asphalt Conc. Intermediate Course and 1 1/2" Item 442 Asphalt Concrete Surface Course. Include all ramps and shoulders.NOTE: All structures and approach pavement need reviewed at plan	Mus-16: Fwd. App. Slab of Mus-16-0641 Structure to 1.29 miles W. of Mus-16-1299 Structure	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$4,858,059	2016	LABR	State	Resurfacing, Divided System	002	Labor - State Match	5.29	Air Quality Exempt		1564
FHWA	5	93135	MUS US 40 09.40	MUS	Revised as per PIP: Mus-40-9.41D – SDC Overlay, Deck Edge Removal of 3', Remove 4' end of slab, Replace Approach Slab, New Parapet, Remove abutment to footer and replace with integral design and related resurfacing. Pile Encasement. As part of this proje	Mus-40-0941D: structure is at the IR70/USR40 Intersction, at the end of Ramp D (IR70 EB exit ramp to USR40)	ODOT SPONSORING AGENCY		CO	CO Contr	$352,576	$0	$484,792	$624,112	2016	4PF7	Federal	Bridge Repair	L1CE	Bridge	0.02	Air Quality Exempt		1565
FHWA	5	93135							CO	CO Contr	$88,144				2016	4PS7	State		002	State Funds (002)				
FHWA	5	93135							CO	CO Engr	$35,258				2016	LABR	Federal		L1CE	Bridge				
FHWA	5	93135							CO	CO Engr	$8,814				2016	LABR	State		002	Labor - State Match				
FHWA	5	93149	MUS SR 555 04.93	MUS	Revised as per PIP: Mus-555-4.93 – Replace Superstructure, Replace Approach Slab, New Parapet, Remove abutment to footer and replace with integral design and related resurfacing. Northwest approach needs embankment added for guardrail run.	Mus-555-0493: 0.02 miles North of CR555A (Wentworth Rd.)	ODOT SPONSORING AGENCY		CO	CO Contr	$343,066	$0	$471,716	$472,216	2016	4PF7	Federal	Bridge Repair	M232	STP	0.02	Air Quality Exempt		1566
FHWA	5	93149							CO	CO Contr	$85,767				2016	4PS7	State		002	State Funds (002)				
FHWA	5	93149							CO	CO Engr	$34,307				2016	LABR	Federal		M232	STP				
FHWA	5	93149							CO	CO Engr	$8,577				2016	LABR	State		002	Labor - State Match				
FHWA	5	93157	MUS IR 70 25.90	MUS	Revised as per PIP: Mus-70-25.90– Deck Replacement, Repair Beam Ends, Painting of Beams, Reset or Replace Rockers on Abutment, Replace Backwalls, New Parapet, New Expansion joint or modify to Integral Design, New Guardrail (tie into existing run), New App	Mus-70-2590: Rix Mill Rd. over Mus-70, 0.44 miles W. of Village of New Concord	ODOT SPONSORING AGENCY		CO	CO Contr	$1,026,501	$0	$1,220,396	$1,220,896	2016	4PF7	Federal	Bridge Deck Replacement	M001	National Hwy Performance Prgm	0.02	Air Quality Exempt		1567
FHWA	5	93157							CO	CO Contr	$114,056				2016	4PS7	State		002	State Funds (002)				
FHWA	5	93157							CO	CO Engr	$71,855				2016	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93157							CO	CO Engr	$7,984				2016	LABR	State		002	Labor - State Match				
FHWA	5	93253	MUS IR 70/SR 93 02.98/31.42	MUS	Paint existins structural steel on 1) SFN 6002439 carrying IR 70 over CR 28 (Hopewell Rd); 2) SFN 6002404 carrying IR 70 over CR 28 (Hopewell Rd); 3) SFN 6004415 carrying AR 93 over Branch of White Eyes Creek;	I70 EB & WB over CR28(Hopewell Rd);0.07 miles NE of CR15(Parks Rd)	ODOT SPONSORING AGENCY		CO	CO Contr	$9,475	$0	$310,699	$311,199	2017	4PF7	Federal	Bridge Painting	M232	STP	0.04	Air Quality Exempt		1568
FHWA	5	93253							CO	CO Contr	$2,369				2017	4PS7	State		002	State Funds (002)				
FHWA	5	93253							CO	CO Contr	$138,523				2017	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93253							CO	CO Contr	$15,391				2017	4PS7	State		002	State Funds (002)				
FHWA	5	93253							CO	CO Contr	$119,691				2017	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93253							CO	CO Contr	$13,299				2017	4PS7	State		002	State Funds (002)				
FHWA	5	93253							CO	CO Engr	$5,541				2017	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93253							CO	CO Engr	$616				2017	LABR	State		002	Labor - State Match				
FHWA	5	93253							CO	CO Engr	$379				2017	LABR	Federal		M232	STP				
FHWA	5	93253							CO	CO Engr	$95				2017	LABR	State		002	Labor - State Match				
FHWA	5	93253							CO	CO Engr	$4,788				2017	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	5	93253							CO	CO Engr	$532				2017	LABR	State		002	Labor - State Match				
FHWA	5	93253	MUS IR 70/SR 93 02.98/31.42	MUS	Paint existins structural steel on 1) SFN 6002439 carrying IR 70 over CR 28 (Hopewell Rd); 2) SFN 6002404 carrying IR 70 over CR 28 (Hopewell Rd); 3) SFN 6004415 carrying AR 93 over Branch of White Eyes Creek;	I70 EB & WB over CR28(Hopewell Rd);0.07 miles NE of CR15(Parks Rd)	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$311,199	2016	LABR	State	Bridge Painting	002	Labor - State Match	0.04	Air Quality Exempt		1568
FHWA	5	95171	MUS CR VAR PM FY2018	MUS	Pavement marking of various Muskingum County roads	Various County Roads	MUSKINGUM COUNTY ENGINEER		CO	CO Contr	$144,200	$0	$150,000	$150,000	2018	4HB7	Federal	Pavement Marking	MS30	Highway Safety Imp Prog	6.22	Air Quality Exempt		1569
FHWA	5	95171							CO	CO Engr	$5,800				2018	4HB7	Federal		MS30	Highway Safety Imp Prog				
FHWA	5	95497	MUS SR 60 17.93	MUS	5% Repairs, milling 1 1/4" (full depth 3" in curbed sections) and placing 1 3/4" Item 448 Asph. Conc. Inter. Course and 1 1/4" Item 448 Asph. Conc. Surface Course.	Mus 60: Southern Zanesville Corp Limits to Rear Abut of Mus-60-2089 Br.	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$4,828,497	2019	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	3.84	Air Quality Exempt		1570

2016-2019 DRAFT STIP as of 02/13/2015 - District 05

* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	Air Quality Status	ALI - Qty XXX	STIP ID
FHWA	5	96081	MUS SR 555 Outpost	MUS	Construction of a 1200 ton salt storage building and manned outpost near the intersection of SR 555 and SR 60 in Muskingum County. The project will include the demolition of outposts at Duncan Falls and Moxahala.	Muskingum County intersection of SR 555 and SR 60	ODOT SPONSORING AGENCY		CO	CO Contr	$2,000,000	$0	$2,200,000	$2,308,400	2019	LBN7	State	Buildings - Mix Shed,etc.	002	State Funds (002)	0.05	Air Quality Exempt		1571
FHWA	5	96081							CO	CO Engr	$200,000				2019	LABR	State		002	Labor - State Match				
FHWA	5	96081	MUS SR 555 Outpost	MUS	Construction of a 1200 ton salt storage building and manned outpost near the intersection of SR 555 and SR 60 in Muskingum County. The project will include the demolition of outposts at Duncan Falls and Moxahala.	Muskingum County intersection of SR 555 and SR 60	ODOT SPONSORING AGENCY		PE	Dtl Dsgn	$33,400	$0	$33,400	$2,308,400	2017	LBN7	State	Buildings - Mix Shed,etc.	002	State Funds (002)	0.05	Air Quality Exempt		1571
FHWA	5	96081	MUS SR 555 Outpost	MUS	Construction of a 1200 ton salt storage building and manned outpost near the intersection of SR 555 and SR 60 in Muskingum County. The project will include the demolition of outposts at Duncan Falls and Moxahala.	Muskingum County intersection of SR 555 and SR 60	ODOT SPONSORING AGENCY		RW	Acquis	$75,000	$0	$75,000	$2,308,400	2018	LBN7	State	Buildings - Mix Shed,etc.	002	State Funds (002)	0.05	Air Quality Exempt		1571
FHWA	5	96310	MUS SR 93 12.84(Pt1)/15.19(Pt 2)	MUS	Mus-90-12.85(SFN#6003060) - Replace bridge deck, Possible superstructures replacement, replace backwall, paint structure, replace bearingsMus-70-15.19(SFN#6004148) - Replace bridge deck, Possible superstructures replacement, replace backwall, paint struct	Mus-93-12.85 - SR93 over IR70, and Mus93-15.19 -0.45 miles South TR 723(East Point Dr.) over CSX Railroad	ODOT SPONSORING AGENCY		CO	CO Contr	$1,628,771	$0	$3,074,683	$3,075,183	2019	4PF7	Federal	Bridge Deck Replacement		Un-Assigned Federal	0.04	Air Quality Exempt		1572
FHWA	5	96310							CO	CO Contr	$180,975				2019	4PS7	State		002	State Funds (002)				
FHWA	5	96310							CO	CO Contr	$851,032				2019	4PF7	Federal			Un-Assigned Federal				
FHWA	5	96310							CO	CO Contr	$212,758				2019	4PS7	State		002	State Funds (002)				
FHWA	5	96310							CO	CO Engr	$114,014				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	96310							CO	CO Engr	$12,668				2019	LABR	State		002	Labor - State Match				
FHWA	5	96310							CO	CO Engr	$59,572				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	96310							CO	CO Engr	$14,893				2019	LABR	State		002	Labor - State Match				
FHWA	5	96310	MUS SR 93 12.84(Pt1)/15.19(Pt 2)	MUS	Mus-90-12.85(SFN#6003060) - Replace bridge deck, Possible superstructures replacement, replace backwall, paint structure, replace bearingsMus-70-15.19(SFN#6004148) - Replace bridge deck, Possible superstructures replacement, replace backwall, paint struct	Mus-93-12.85 - SR93 over IR70, and Mus93-15.19 -0.45 miles South TR 723(East Point Dr.) over CSX Railroad	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$3,075,183	2017	LABR	State	Bridge Deck Replacement	002	Labor - State Match	0.04	Air Quality Exempt		1572
FHWA	5	96336	MUS SR 555 06.67	MUS	Revised as per scope/field review: : Rehab existing beam seats. Patch existing wingwalls at contractions joints. The structure will have to be temporary supported during beam seat rehab. Existing bridge is fracture critical. Temporary R/W may be required	0.02 mile north of TR85(Father Ridge Road) over Brush Creek	ODOT SPONSORING AGENCY		CO	CO Contr	$240,000	$0	$388,190	$388,690	2018	4PF7	Federal	Bridge Repair	M232	STP	0.02	Air Quality Exempt		1573
FHWA	5	96336							CO	CO Contr	$60,000				2018	4PS7	State		002	State Funds (002)				
FHWA	5	96336							CO	CO Engr	$70,552				2018	LABR	Federal		M232	STP				
FHWA	5	96336							CO	CO Engr	$17,638				2018	LABR	State		002	Labor - State Match				
FHWA	5	96336	MUS SR 555 06.67	MUS	Revised as per scope/field review: : Rehab existing beam seats. Patch existing wingwalls at contractions joints. The structure will have to be temporary supported during beam seat rehab. Existing bridge is fracture critical. Temporary R/W may be required	0.02 mile north of TR85(Father Ridge Road) over Brush Creek	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$388,690	2017	LABR	State	Bridge Repair	002	Labor - State Match	0.02	Air Quality Exempt		1573
FHWA	5	96349	MUS US 22 04.15/04.23/04.67	MUS	Mus-22-0415(SFN#6000274) - Replace deck, make abutment semi-intregal, repair and paint beams, new approach slabs.Mus-22-0423(SFN#6000304) - Replace deck, make abutment semi-intregal, repair and paint beams, new approach slabs.Mus-22-0467(SFN#6000339) - C	0415-0.030 mi E of CR652 over Kent Run, 0423-USR22 over CR33, 0476-0.82 mi E of CR652over Br. of Jonathon Run	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$3,156,367	2019	LABR	State	Bridge Deck Replacement	002	Labor - State Match	0.54	Air Quality Exempt		1574
FHWA	5	96379	MUS SR 666 01.95	MUS	Mus-666-0201(SFN#6006426 - Replace bridge/replace bridge deck, 0201 is the bridge under the railroad over ditch. The road will not be need to be realigned. There is currently vertical clearance(Mus-666-0202(SFN#6004083) and slight distance issues. The iss	Mus-66-0201-0.07 mile North of TR439(Neil Ave) under railroad	ODOT SPONSORING AGENCY		CO	CO Contr	$299,286	$0	$823,037	$823,537	2019	4PF7	Federal	Bridge Replacement		Un-Assigned Federal	0.15	Air Quality Exempt		1575
FHWA	5	96379							CO	CO Contr	$74,822				2019	4PS7	State		002	State Funds (002)				
FHWA	5	96379							CO	CO Contr	$299,286				2019	4PF7	Federal			Un-Assigned Federal				
FHWA	5	96379							CO	CO Contr	$74,822				2019	4PS7	State		002	State Funds (002)				
FHWA	5	96379							CO	CO Engr	$29,929				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	96379							CO	CO Engr	$7,482				2019	LABR	State		002	Labor - State Match				
FHWA	5	96379							CO	CO Engr	$29,929				2019	LABR	Federal			Un-Assigned Federal Labor				

* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	***Project Total**	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	5	96379							CO	CO Engr	$7,482				2019	LABR	State		002	Labor - State Match				
FHWA	5	96379	MUS SR 666 01.95	MUS	Mus-666-0201(SFN#6006426 - Replace bridge/replace bridge deck, 0201 is the bridge under the railroad over ditch. The road will not be need to be realigned. There is currently vertical clearance(Mus-666-0202(SFN#6004083) and slight distance issues. The iss	Mus-66-0201-0.07 mile North of TR439(Neil Ave) under railroad	ODOT SPONSORING AGENCY		PE	Env PE	$500	$0	$500	$823,537	2018	LABR	State	Bridge Replacement	002	Labor - State Match	0.15	Air Quality Exempt		1575
FHWA	5	96830	MUS US 22 25.98 New Concord TA	MUS	US22/40 from east corporation limits to S Bridge Parking area - Installation of Decorative lighting, brick crosswalks and various accessories.	US22/40 through the Village of New Concord from the east corporation limits to S Bridge Parking area	New Concord, Village of		CO	CO Contr	$198,458	$0	$272,879	$272,879	2016	4B37	Federal	Lighting	M303	TAP/Enhancements	1.67	Air Quality Exempt		1576
FHWA	5	96830							CO	CO Contr	$49,614				2016	4BG7	Local Match		002	Local Match				
FHWA	5	96830							CO	CO Engr	$19,846				2016	LABR	Federal		M303	TAP/Enhancements				
FHWA	5	96830							CO	CO Engr	$4,961				2016	LABR	Local Match		002	Labor - Local Match				
FHWA	5	97515	MUS CR 31/38/71/301 Various	MUS	Replacement of 4 deficient local bridges as part of the Governor's Ohio Bridge Partnership Program - District 5 Group 5. Location 1 (SFN 6030106) is the deficient 28 foot bridge located 0.09 miles south east of CR 45 (Cutter Lake Rd) carrying CR 31 (Rural	0.09 miles SE of CR 45 (Cutter Lakr Rd); 0.19 miles W of TR 90 (Wortman Rd); 0.05 miles E of TR 318 (Fairall Rd): .02 mi NW CR 76-	ODOT SPONSORING AGENCY		CO	CO Contr	$818,000	$0	$2,635,600	$3,235,870	2016	7BP7	Bonds	Bridge Replacement	045	Garvee Bond-Fund 045-Longtm AC	0.08	Air Quality Exempt		1577
FHWA	5	97515							CO	CO Contr	$805,000				2016	7BP7	Bonds		045	Garvee Bond-Fund 045-Longtm AC				
FHWA	5	97515							CO	CO Contr	$538,000				2016	7BP7	Bonds		045	Garvee Bond-Fund 045-Longtm AC				
FHWA	5	97515							CO	CO Contr	$235,000				2016	7BP7	Bonds		045	Garvee Bond-Fund 045-Longtm AC				
FHWA	5	97515							CO	CO Engr	$53,800				2016	4PF7	Federal		M233	Bridge				
FHWA	5	97515							CO	CO Engr	$80,500				2016	4PF7	Federal		M233	Bridge				
FHWA	5	97515							CO	CO Engr	$23,500				2016	4PF7	Federal		M233	Bridge				
FHWA	5	97515							CO	CO Engr	$81,800				2016	4PF7	Federal		M233	Bridge				
FHWA	5	97515	MUS CR 31/38/71/301 Various	MUS	Replacement of 4 deficient local bridges as part of the Governor's Ohio Bridge Partnership Program - District 5 Group 5. Location 1 (SFN 6030106) is the deficient 28 foot bridge located 0.09 miles south east of CR 45 (Cutter Lake Rd) carrying CR 31 (Rural	0.09 miles SE of CR 45 (Cutter Lakr Rd); 0.19 miles W of TR 90 (Wortman Rd); 0.05 miles E of TR 318 (Fairall Rd): .02 mi NW CR 76-	ODOT SPONSORING AGENCY		PE	Dtl Dsgn	$53,800	$82,909	$322,509	$3,235,870	2016	7BP7	Bonds	Bridge Replacement	045	Garvee Bond-Fund 045-Longtm AC	0.08	Air Quality Exempt		1577
FHWA	5	97515							PE	Dtl Dsgn	$81,800				2016	7BP7	Bonds		045	Garvee Bond-Fund 045-Longtm AC				
FHWA	5	97515							PE	Dtl Dsgn	$80,500				2016	7BP7	Bonds		045	Garvee Bond-Fund 045-Longtm AC				
FHWA	5	97515							PE	Dtl Dsgn	$23,500				2016	7BP7	Bonds		045	Garvee Bond-Fund 045-Longtm AC				
FHWA	5	97947	MUS PM FY 2019	MUS	Pavement marking on various routes in Muskingum County	Various routes in Muskingum County	MUSKINGUM COUNTY ENGINEER		CO	CO Contr	$144,200	$0	$150,000	$150,000	2019	4HB7	Federal	Pavement Marking		Un-Assigned Federal	0	Air Quality Exempt		1578
FHWA	5	97947							CO	CO Engr	$5,800				2019	4HB7	Federal			Un-Assigned Federal				
FHWA	5	97965	MUS GR FY 2019 Var CR	MUS	Upgrade of existing guardrail on various routes in Muskingum County	County wide	MUSKINGUM COUNTY ENGINEER		CO	CO Contr	$288,500	$0	$301,000	$301,500	2019	4HB7	Federal	Guardrail upgrade/replace		Un-Assigned Federal	6.68	Air Quality Exempt		1579
FHWA	5	97965							CO	CO Engr	$1,000				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	97965							CO	CO Engr	$11,500				2019	4HB7	Federal			Un-Assigned Federal				
FHWA	5	97965	MUS GR FY 2019 Var CR	MUS	Upgrade of existing guardrail on various routes in Muskingum County	County wide	MUSKINGUM COUNTY ENGINEER		PE	Env PE	$500	$0	$500	$301,500	2018	LABR	State	Guardrail upgrade/replace	002	Labor - State Match	6.68	Air Quality Exempt		1579
FHWA	5	97968	MUS CR 723 02.20	MUS	Resurfacing of CR 723 (North Pointe Road) in Muskingum County	North Pointe Road	MUSKINGUM COUNTY ENGINEER		CO	CO Contr	$1,854,720	$0	$2,388,952	$2,389,452	2019	4B77	Federal	Mill and Fill		Un-Assigned Federal	6.22	Air Quality Exempt		1580
FHWA	5	97968							CO	CO Contr	$463,680				2019	LNTP	Local Match		LNTP	Local Match				
FHWA	5	97968							CO	CO Engr	$55,642				2019	4B77	Federal			Un-Assigned Federal				
FHWA	5	97968							CO	CO Engr	$13,910				2019	LNTP	Local Match		LNTP	Local Match				
FHWA	5	97968							CO	CO Engr	$800				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	5	97968							CO	CO Engr	$200				2019	LABR	State		002	Labor - State Match				
FHWA	5	97968	MUS CR 723 02.20	MUS	Resurfacing of CR 723 (North Pointe Road) in Muskingum County	North Pointe Road	MUSKINGUM COUNTY ENGINEER		PE	Env PE	$500	$0	$500	$2,389,452	2018	LABR	State	Mill and Fill	002	Labor - State Match	6.22	Air Quality Exempt		1580
FHWA	5	98581	MUS CR 5/TR 136 03.68/00.73	MUS	Addition to the Ohio Bridge Partnership Program - District 5. Replacement of two deficient local bridges (SFNs 6032028 and 6034659). MUS-CR5-W368 (SFN 6032028) carries Clay Pike Road over Little Salt Creek and is 31 feet long. MUS-TR136-S073 (SFN 60346	Location 1) SFN 6032028: 0.58 miles West of Spry Road; Location 2) SFN 6034659: 0.70 miles NW of Union Hill Road	ODOT SPONSORING AGENCY		CO	CO Contr	$235,200	$0	$532,224	$765,194	2017	7BP7	Bonds	Bridge Replacement	045	Garvee Bond-Fund 045-Longtm AC	0.4	Air Quality Exempt		1581
FHWA	5	98581							CO	CO Contr	$248,640				2017	7BP7	Bonds		045	Garvee Bond-Fund 045-Longtm AC				
FHWA	5	98581							CO	CO Engr	$23,520				2017	LABR	Federal		M233	Bridge				
FHWA	5	98581							CO	CO Engr	$24,864				2017	LABR	Federal		M233	Bridge				

* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	***Project Total**	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	5	98581	MUS CR 5/TR 136 03.68/00.73	MUS	Addition to the Ohio Bridge Partnership Program - District 5. Replacement of two deficient local bridges (SFNs 6032028 and 6034659). MUS-CR5-W368 (SFN 6032028) carries Clay Pike Road over Little Salt Creek and is 31 feet long. MUS-TR136-S073 (SFN 60346	Location 1) SFN 6032028: 0.58 miles West of Spry Road; Location 2) SFN 6034659: 0.70 miles NW of Union Hill Road	ODOT SPONSORING AGENCY		PE	Dtl Dsgn	$23,520	$9,586	$102,970	$765,194	2017	7BP7	Bonds	Bridge Replacement	045	Garvee Bond-Fund 045-Longtm AC	0.4	Air Quality Exempt		1581
FHWA	5	98581							PE	Dtl Dsgn	$24,864				2017	7BP7	Bonds		045	Garvee Bond-Fund 045-Longtm AC				
FHWA	5	98581							PE	Env PE	$15,000				2016	4PF7	Federal		M233	Bridge				
FHWA	5	98581							PE	Env PE	$15,000				2016	4PF7	Federal		M233	Bridge				
FHWA	5	98581							PE	Env RW Serv	$1,500				2016	4PF7	Federal		M233	Bridge				
FHWA	5	98581							PE	Env RW Serv	$6,000				2016	4PF7	Federal		M233	Bridge				
FHWA	5	98581							PE	Env RW Serv	$1,500				2016	4PF7	Federal		M233	Bridge				
FHWA	5	98581							PE	Env RW Serv	$6,000				2016	4PF7	Federal		M233	Bridge				
FHWA	5	98581	MUS CR 5/TR 136 03.68/00.73	MUS	Addition to the Ohio Bridge Partnership Program - District 5. Replacement of two deficient local bridges (SFNs 6032028 and 6034659). MUS-CR5-W368 (SFN 6032028) carries Clay Pike Road over Little Salt Creek and is 31 feet long. MUS-TR136-S073 (SFN 60346	Location 1) SFN 6032028: 0.58 miles West of Spry Road; Location 2) SFN 6034659: 0.70 miles NW of Union Hill Road	ODOT SPONSORING AGENCY		RW	Acquis	$20,000	$0	$48,000	$765,194	2016	4PF7	Federal	Bridge Replacement	M233	Bridge	0.4	Air Quality Exempt		1581
FHWA	5	98581							RW	Acquis	$20,000				2016	4PF7	Federal		M233	Bridge				
FHWA	5	98581							RW	RW Serv	$4,000				2016	4PF7	Federal		M233	Bridge				
FHWA	5	98581							RW	RW Serv	$4,000				2016	4PF7	Federal		M233	Bridge				
FHWA	5	89247	MUS SR 666 00.00	MUS	10/19/12 Revision: Mus-666-(0.00-14.17): Perform 10% repairs and spot leveling.Note: we need to inform the city of possible participation: Need some repairs in city limits, move centerline over approaching the turn lane to get people off the edge. Note:	From SR 60 in Zanesville to SR 208	ODOT SPONSORING AGENCY	Zanesville	CO	CO Contr	$247,528	$0	$1,613,877	$1,640,377	2016	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	L20E	STP	14.17	Air Quality Exempt		1644
FHWA	5	89247							CO	CO Contr	$61,882				2016	4BG6	Local Match		002	Local Match				
FHWA	5	89247							CO	CO Contr	$78,756				2016	4PF7	Federal		L20E	STP				
FHWA	5	89247							CO	CO Contr	$19,689				2016	4PS7	State		002	State Funds (002)				
FHWA	5	89247							CO	CO Contr	$1,159,015				2016	4PS7	State		002	State Funds (002)				
FHWA	5	89247							CO	CO Engr	$34,770				2016	LABR	State		002	Labor - State Match				
FHWA	5	89247							CO	CO Engr	$7,426				2016	LABR	Federal		L20E	STP				
FHWA	5	89247							CO	CO Engr	$1,856				2016	LABR	Local Match		002	Labor - Local Match				
FHWA	5	89247							CO	CO Engr	$2,363				2016	LABR	Federal		L20E	STP				
FHWA	5	89247							CO	CO Engr	$591				2016	LABR	State		002	Labor - State Match				
FHWA	5	93104	MUS CR 146 01.00	MUS	Replacement of deficient bridge on CR 146 over Joes Run	Replace bridge CR 146 at the 1.16 mile marker	Zanesville, City of	Zanesville	CO	CO Contr	$335,525	$0	$461,346	$596,338	2016	4TA7	Federal	Bridge Replacement	L20E	STP	0.5	Air Quality Exempt		1645
FHWA	5	93104							CO	CO Contr	$83,881				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	5	93104							CO	CO Engr	$33,552				2016	4TA7	Federal		L20E	STP				
FHWA	5	93104							CO	CO Engr	$8,388				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	5	96497	MUS TR 1113 Dearborn St Bridge	MUS	Replacement of Dearborn Avenue Bridge over Chaps Run	Dearborn Street Bridge	Zanesville, City of	Zanesville	CO	CO Contr	$184,364	$0	$253,499	$253,499	2017	4R87	Federal	Bridge Replacement	L110	Bridge	0.06	Air Quality Exempt		1646
FHWA	5	96497							CO	CO Contr	$46,091				2017	4BG7	Local Match		002	Local Match				
FHWA	5	96497							CO	CO Engr	$18,436				2017	LABR	Federal		L110	Bridge				
FHWA	5	96497							CO	CO Engr	$4,609				2017	LABR	Local Match		002	Labor - Local Match				

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* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA - District 11																								
FHWA	11	95916	CAR SR 9 17.63	CAR	Improve vertical alignment of SR 9 & SR 171.	SR 9 & SR 171 Intersection N. of Carrollton	DISTRICT 11-Planning		CO	CO Contr	$1,072,720	$0	$1,474,990	$1,518,867	2017	4PF7	Federal	Intersection Improvement	M232	STP	0.9	Air Quality Exempt		3390
FHWA	11	95916							CO	CO Contr	$268,180				2017	4PS7	State		002	State Funds (002)				
FHWA	11	95916							CO	CO Engr	$134,090				2017	LABR	State		002	Labor - State Match				
FHWA	11	17779	COL SR0045 23.820	COL	AT THE INTERSECTION OF SR 45 & CR 444A CONSTRUCT LEFT TURN STORAGE LANES ON THE SOUTH AND WEST APPROACHES AND RECONSTRUCT EXISTING SIGNALS.	00.203 KM S CR 444A	ODOT SPONSORING AGENCY		PE	Dtl Dsgn	$55,350	$0	$55,350	$498,000	2017	LABR	State	Intersection	002	Labor - State Match	0.07	Air Quality Exempt		3391
FHWA	11	17779	COL SR0045 23.820	COL	AT THE INTERSECTION OF SR 45 & CR 444A CONSTRUCT LEFT TURN STORAGE LANES ON THE SOUTH AND WEST APPROACHES AND RECONSTRUCT EXISTING SIGNALS.	00.203 KM S CR 444A	ODOT SPONSORING AGENCY		RW	Acquis	$62,000	$0	$129,000	$498,000	2017	4PS7	State	Intersection	002	State Funds (002)	0.07	Air Quality Exempt		3391
FHWA	11	17779							RW	Labor	$1,000				2018	LABR	State		002	Labor - State Match				
FHWA	11	17779							RW	RW Serv	$50,000				2017	LABR	State		002	Labor - State Match				
FHWA	11	17779							RW	RW Serv	$16,000				2017	4PS7	State		002	State Funds (002)				
FHWA	11	19001	COL CR 403 7.95	COL	Realign 3,400' of CR403 from 0.3 mi N of TR802 to 0.3 mi N of TR801. Improve geometrics & intersection at TR801. Guardrail, signing, striping, 9' culvert.	0.30 mi N of TR802 N to 0.30MI N of TR801	COLUMBIANA COUNTY ENGINEER		CO	CO Contr	$4,100,000	$0	$4,510,000	$4,533,031	2017	LNTP	Local Match	Realignment	LNTP	Local Match	0.99	Air Quality Exempt		3392
FHWA	11	19001							CO	CO Engr	$410,000				2017	LNTP	Local Match		LNTP	Local Match				
FHWA	11	22329	COL CR 430 0.30	COL	Relocate CR 430 (Calcutta Smith Ferry Rd) from 0.3 mi east of CR 425 eastward for 0.80 mi to improve vertical and horizontal deficiencies. Includes guardrail, signing, striping, culverts.	0.30 MILE EAST OF CR425 EAST FOR 0.80 MI	COLUMBIANA COUNTY ENGINEER		CO	CO Contr	$3,057,600	$0	$4,204,200	$4,290,786	2017	4B77	Federal	Relocation	M231	STP	1	Air Quality Exempt		3393
FHWA	11	22329							CO	CO Contr	$764,400				2017	LNTP	Local Match		LNTP	Local Match				
FHWA	11	22329							CO	CO Engr	$305,760				2017	4B77	Federal		M231	STP				
FHWA	11	22329							CO	CO Engr	$76,440				2017	LNTP	Local Match		LNTP	Local Match				
FHWA	11	24452	COL CR 428 6.65	COL	Replace bridge and relocate approx 1400' of roadway both vertically and horizontally, guardrail, signing and striping. All work pd for with bridge funds.	ST. CLAIR TWP. SECT.9 BRIDGE OVER LITTLE BEAVER CREEK.	COLUMBIANA COUNTY ENGINEER		CO	CO Contr	$1,112,688	$0	$2,956,800	$3,201,657	2017	4B87	Federal	Bridge Replacement	M231	STP	0.27	Air Quality Exempt		3394
FHWA	11	24452							CO	CO Contr	$123,632				2017	LNTP	Local Match		LNTP	Local Match				
FHWA	11	24452							CO	CO Contr	$1,161,344				2017	4B87	Federal		M231	STP				
FHWA	11	24452							CO	CO Contr	$290,336				2017	LNTP	Local Match		LNTP	Local Match				
FHWA	11	24452							CO	CO Engr	$215,040				2017	4B87	Federal		M231	STP				
FHWA	11	24452							CO	CO Engr	$53,760				2017	LNTP	Local Match		LNTP	Local Match				
FHWA	11	24452	COL CR 428 6.65	COL	Replace bridge and relocate approx 1400' of roadway both vertically and horizontally, guardrail, signing and striping. All work pd for with bridge funds.	ST. CLAIR TWP. SECT.9 BRIDGE OVER LITTLE BEAVER CREEK.	COLUMBIANA COUNTY ENGINEER		PE	Dtl Dsgn	$29,124	$202,633	$231,757	$3,201,657	2016	4B87	Federal	Bridge Replacement	M231	STP	0.27	Air Quality Exempt		3394
FHWA	11	82512	COL US 30 15.300	COL	Preliminary study to realign US 30 in Columbiana County.	On US 30 - beginning at approximately CR 412 (SLM 15.30) and ending at the bridge at SLM 17.71	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$1,000	2017	LABR	State	PE Only	002	Labor - State Match	2.4	Air Quality Exempt		3395
FHWA	11	96378	Jennings Randolph Br Ins 2012-17	COL	Six year inspection of the Jennings Randolph Bridge (US 30 across Ohio River) Calendar Year 2012 to 2017. In-depth Inspection 2012, Periodic Inspections 2014 & 2016, and Interim Inspections 2013, 2015 & 2017. Work is covered under Agreement 2293A.	Not Applicable	West Virginia Department of Highways		PE	Brg Insp	$27,921	$82,416	$182,932	$226,796	2018	4BT7	State	Bridge Inspection	002	State Funds (002)	0	Air Quality Exempt		3396
FHWA	11	96378							PE	Brg Insp	$26,380				2016	4BT7	State		002	State Funds (002)				
FHWA	11	96378							PE	Brg Insp	$46,215				2017	4BT7	State		002	State Funds (002)				
FHWA	11	81711	HAS SR 151 23.100	HAS	Replace deck and paint structural steel. Bridge is over US22 but possible impacts to adjacent stream.	0.29 miles W of US 22	DISTRICT 11-Planning		CO	CO Contr	$1,394,207	$0	$1,864,752	$1,865,752	2018	4PF7	Federal	Bridge Deck Replacement	L05E	National Highway System	0.1	Air Quality Exempt		3397
FHWA	11	81711							CO	CO Contr	$348,552				2018	4PS7	State		002	State Funds (002)				
FHWA	11	81711							CO	CO Engr	$97,594				2018	LABR	Federal		L05E	National Highway System				
FHWA	11	81711							CO	CO Engr	$24,399				2018	LABR	State		002	Labor - State Match				
FHWA	11	91603	HAS SR 799 3.910	HAS	Replace the two bridges (HAS-799-0391 and HAS-799-0453) with new single span precast box beam bridges with composite decks. One of the two bridges will be designed with stainless steel rebar and fiber strands.	3.91 miles east of SR 800	DISTRICT 11-Planning		CO	CO Contr	$920,000	$0	$1,765,500	$2,283,383	2017	4PF7	Federal	Bridge Replacement	M232	STP	0.02	Air Quality Exempt		3398
FHWA	11	91603							CO	CO Contr	$230,000				2017	4PS7	State		002	State Funds (002)				
FHWA	11	91603							CO	CO Contr	$400,000				2017	4BU7	Federal		M232	STP				
FHWA	11	91603							CO	CO Contr	$100,000				2017	4BT7	State		002	State Funds (002)				

2016-2019 DRAFT STIP as of 02/13/2015 - District 11

* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	**Project Total*	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	11	91603							CO	CO Engr	$92,400				2017	LABR	Federal		M232	STP				
FHWA	11	91603							CO	CO Engr	$23,100				2017	LABR	State		002	Labor - State Match				
FHWA	11	91517	TUS US 36 12.050	TUS	Rehabilitate/Replace existing truss bridge.	0.11 Miles East of SR 416	DISTRICT 11-Planning		CO	CO Contr	$4,000,000	$0	$5,066,150	$6,006,317	2016	7BTB	Bonds	Bridge Replacement	042	State Bonds	0.1	Air Quality Exempt		3399
FHWA	11	91517							CO	CO Contr	$734,720				2016	4BT7	State		002	State Funds (002)				
FHWA	11	91517							CO	CO Engr	$331,430				2016	LABR	State		002	Labor - State Match				
FHWA Line Items - District 11																								
FHWA	11	81689	CAR SR 43 0.000	CAR	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	JEf Co line to SR 9	DISTRICT 11-Planning		CO	CO Contr	$91,726	$0	$3,365,067	$3,411,253	2016	4PS7	State	Minor Rehabilitation - Pavement Gnrl Sys	002	State Funds (002)	14.88	Air Quality Exempt		3436
FHWA	11	81689							CO	CO Contr	$2,503,002				2016	4PF7	Federal		L250	STP				
FHWA	11	81689							CO	CO Contr	$625,751				2016	4PS7	State		002	State Funds (002)				
FHWA	11	81689							CO	CO Engr	$2,097				2016	LABR	State		002	Labor - State Match				
FHWA	11	81689							CO	CO Engr	$113,993				2016	LABR	Federal		L250	STP				
FHWA	11	81689							CO	CO Engr	$28,498				2016	LABR	State		002	Labor - State Match				
FHWA	11	88919	CAR SR 542 10.600	CAR	Replace existing CMP twin pipes	5.31 M N of Jct SR 39	DISTRICT 11-Planning		CO	CO Contr	$181,111	$0	$249,028	$421,475	2017	4PF7	Federal	Bridge Replacement	M232	STP	0.05	Air Quality Exempt		3437
FHWA	11	88919							CO	CO Contr	$45,278				2017	4PS7	State		002	State Funds (002)				
FHWA	11	88919							CO	CO Engr	$18,111				2017	LABR	Federal		M232	STP				
FHWA	11	88919							CO	CO Engr	$4,528				2017	LABR	State		002	Labor - State Match				
FHWA	11	91837	CAR SR 39 6.530	CAR	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	Dellroy. WCL to ECL	DISTRICT 11-Planning		CO	CO Contr	$1,916,504	$0	$2,467,499	$2,529,144	2017	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M232	STP	7.63	Air Quality Exempt		3438
FHWA	11	91837							CO	CO Contr	$479,126				2017	4PS7	State		002	State Funds (002)				
FHWA	11	91837							CO	CO Engr	$57,495				2017	LABR	Federal		M232	STP				
FHWA	11	91837							CO	CO Engr	$14,374				2017	LABR	State		002	Labor - State Match				
FHWA	11	91837	CAR SR 39 6.530	CAR	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	Dellroy. WCL to ECL	DISTRICT 11-Planning		PE	Dtl Dsgn	$9,247	$0	$61,645	$2,529,144	2016	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	7.63	Air Quality Exempt		3438
FHWA	11	91837							PE	Env PE	$52,398				2016	LABR	State		002	Labor - State Match				
FHWA	11	91838	CAR SR 43 22.390	CAR	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	Minerva. RR tracks to Col. Co. Line	DISTRICT 11-Planning		CO	CO Contr	$1,156,446	$0	$1,488,924	$1,521,042	2016	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M232	STP	5.86	Air Quality Exempt		3439
FHWA	11	91838							CO	CO Contr	$289,111				2016	4PS7	State		002	State Funds (002)				
FHWA	11	91838							CO	CO Engr	$34,694				2016	LABR	Federal		M232	STP				
FHWA	11	91838							CO	CO Engr	$8,673				2016	LABR	State		002	Labor - State Match				
FHWA	11	91965	CAR SR 9 21.820	CAR	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	RR tracks to Col. Co. Line	DISTRICT 11-Planning		CO	CO Contr	$1,633,344	$0	$2,102,930	$2,164,181	2017	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M232	STP	7.24	Air Quality Exempt		3440
FHWA	11	91965							CO	CO Contr	$408,336				2017	4PS7	State		002	State Funds (002)				
FHWA	11	91965							CO	CO Engr	$49,000				2017	LABR	Federal		M232	STP				
FHWA	11	91965							CO	CO Engr	$12,250				2017	LABR	State		002	Labor - State Match				
FHWA	11	91965	CAR SR 9 21.820	CAR	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	RR tracks to Col. Co. Line	DISTRICT 11-Planning		PE	Dtl Dsgn	$9,188	$0	$61,251	$2,164,181	2016	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	7.24	Air Quality Exempt		3440
FHWA	11	91965							PE	Env PE	$52,063				2016	LABR	State		002	Labor - State Match				
FHWA	11	92356	CAR SR 164 6.100	CAR	Landslide repair by installing a Hpile retaining wall.	0.42 Miles west of CR61	DISTRICT 11-Planning		CO	CO Contr	$522,746	$0	$718,776	$882,135	2017	4SF7	Federal	Slide Repair	L25E	STP	0.05	Air Quality Exempt		3441
FHWA	11	92356							CO	CO Contr	$130,687				2017	4SS7	State		002	State Funds (002)				
FHWA	11	92356							CO	CO Engr	$52,275				2017	LABR	Federal		L25E	STP				
FHWA	11	92356							CO	CO Engr	$13,069				2017	LABR	State		002	Labor - State Match				
FHWA	11	95535	CAR SR 9 8.730	CAR	General System Resurafcing to include 3" overlay and full depth pavement repairs.	Jct SR43 to Carrollton SCL	DISTRICT 11-Planning		CO	CO Contr	$1,096,138	$0	$1,411,277	$1,533,743	2018	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys		Un-Assigned Federal	5.03	Air Quality Exempt		3442
FHWA	11	95535							CO	CO Contr	$274,034				2018	4PS7	State		002	State Funds (002)				
FHWA	11	95535							CO	CO Engr	$32,884				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	95535							CO	CO Engr	$8,221				2018	LABR	State		002	Labor - State Match				
FHWA	11	95535	CAR SR 9 8.730	CAR	General System Resurafcing to include 3" overlay and full depth pavement repairs.	Jct SR43 to Carrollton SCL	DISTRICT 11-Planning		PE	Dtl Dsgn	$18,370	$0	$122,466	$1,533,743	2017	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	5.03	Air Quality Exempt		3442
FHWA	11	95535							PE	Env PE	$104,096				2017	LABR	State		002	Labor - State Match				
FHWA	11	96123	FACD11 CAR Carroll FS	CAR	Construction of new Carroll County Garage	Carroll County Garage	0		CO	CO Contr	$9,116,297	$0	$10,027,927	$10,878,782	2018	LBN7	State	Facility Renovation	002	State Funds (002)	0	Air Quality Exempt		3443
FHWA	11	96123							CO	CO Engr	$911,630				2018	LBN7	State		002	State Funds (002)				
FHWA	11	96123	FACD11 CAR Carroll FS	CAR	Construction of new Carroll County Garage	Carroll County Garage	0		PE	Dtl Dsgn	$850,855	$0	$850,855	$10,878,782	2016	LBN7	State	Facility Renovation	002	State Funds (002)	0	Air Quality Exempt		3443

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FHWA	11	97185	CAR SR 43 22.000	CAR	Various intersection improvements at SR 183 including reflective back plates; new warning signs; upgrading the existing signal; and increasing the storage capacity of the turn lanes on the northbound approach.	Intersection of SR 43 and SR 183 in Carroll County	DISTRICT 11-Planning		CO	CO Contr	$347,512	$0	$424,737	$671,129	2016	4HJ7	Federal	Spot Safety	MS30	Highway Safety Imp Prog	0.39	Air Quality Exempt		3444
FHWA	11	97185							CO	CO Contr	$38,612				2016	4BC7	State		002	State Funds (002)				
FHWA	11	97185							CO	CO Engr	$38,612				2016	LABR	State		002	Labor - State Match				
FHWA	11	97571	CAR SR 43 14.030	CAR	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	Carrollton. 12th St. to SR 171.	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$2,592,225	2019	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	8.55	Air Quality Exempt		3445
FHWA	11	98312	CAR SR 43 16.050	CAR	Installation of overhead flashing beacon system at the intersection of SR 43 and SR 171 in Carroll County.	Intersection of SR 43 & SR 171	DISTRICT 11-Planning		CO	CO Contr	$30,000	$0	$30,000	$41,200	2016	4BC2	State	Spot Safety	002	State Funds (002)	0.2	Air Quality Exempt		3446
FHWA	11	99452	CAR VAR GR Phase 1	CAR	Replace guardrail on various county routes.	Various	CARROLL COUNTY ENGINEER		CO	CO Contr	$288,500	$0	$300,000	$308,605	2016	4HB7	Federal	Guardrail upgrade/replace	MS30	Highway Safety Imp Prog	88.56	Air Quality Exempt		3447
FHWA	11	99452							CO	CO Engr	$11,500				2016	4HB7	Federal		MS30	Highway Safety Imp Prog				
FHWA	11	99488	CAR VAR GR Phase 2	CAR	Guardrail replacement on various county routes.	Various	CARROLL COUNTY ENGINEER		CO	CO Contr	$140,000	$0	$150,000	$150,000	2019	4HB7	Federal	Guardrail upgrade/replace		Un-Assigned Federal	0	Air Quality Exempt		3448
FHWA	11	99488							CO	CO Engr	$10,000				2019	4HB7	Federal			Un-Assigned Federal				
FHWA	11	21901	COL US0030 28.070	COL	Replace superstructure and raise bridge to meet required Vertical Clearance. Also, repair existing pier columns.	0.42 MI.W. OF SR 267	ODOT SPONSORING AGENCY		CO	CO Contr	$1,586,116	$0	$2,121,430	$2,121,430	2017	4PF7	Federal	Bridge Replacement	L050	National Highway System	0.01	Air Quality Exempt		3449
FHWA	11	21901							CO	CO Contr	$396,529				2017	4PS7	State		002	State Funds (002)				
FHWA	11	21901							CO	CO Engr	$111,028				2017	LABR	Federal		L050	National Highway System				
FHWA	11	21901							CO	CO Engr	$27,757				2017	LABR	State		002	Labor - State Match				
FHWA	11	22854	COL SR0014 07.580	COL	Replace Supertsructure on COL-14-0758 bridge and raise bridge to meet VC requirements.	1.35 MI. W. OF SR 46	ODOT SPONSORING AGENCY		CO	CO Contr	$1,514,151	$0	$2,025,177	$2,350,346	2017	4PF7	Federal	Bridge Deck Replacement	L200	STP	0.02	Air Quality Exempt		3450
FHWA	11	22854							CO	CO Contr	$378,538				2017	4PS7	State		002	State Funds (002)				
FHWA	11	22854							CO	CO Engr	$105,991				2017	LABR	Federal		L20E	STP				
FHWA	11	22854							CO	CO Engr	$26,498				2017	LABR	State		002	Labor - State Match				
FHWA	11	22854	COL SR0014 07.580	COL	Replace Supertsructure on COL-14-0758 bridge and raise bridge to meet VC requirements.	1.35 MI. W. OF SR 46	ODOT SPONSORING AGENCY		PE	Dtl Dsgn	$40,000	$99,169	$149,169	$2,350,346	2016	4PF7	Federal	Bridge Deck Replacement	M231	STP	0.02	Air Quality Exempt		3450
FHWA	11	22854							PE	Dtl Dsgn	$10,000				2016	4PS7	State		002	State Funds (002)				
FHWA	11	76009	COL SR 170 13.62	COL	FHWA Disaster OH11-02 flood, DSR COL-024 Slip repair, rockfall mitigation, and culvert replacement along existing SR 170 alignment. Project includes 0.26 miles of slip repair and rockfall mitigation and 0.05 miles for culvert replacement.	0.65 miles South of East Palestine SCL	DISTRICT 11-Planning		CO	CO Contr	$2,024,000	$0	$2,605,900	$3,503,609	2016	4BY7	Federal	Flood Damage	ER60	Emergency Relief	0.05	Air Quality Exempt		3451
FHWA	11	76009							CO	CO Contr	$506,000				2016	4BE7	State		002	State Funds (002)				
FHWA	11	76009							CO	CO Engr	$60,720				2016	LABR	Federal		ER60	Emergency Relief				
FHWA	11	76009							CO	CO Engr	$15,180				2016	LABR	State		002	Labor - State Match				
FHWA	11	78249	COL SR 7 3.550	COL	priority system minor rehab.; resurfacing with asphalt to address structural deficiencies, full depth repairs. guardrail, pavement marking	0.03 mi. North of CR 427 to East Liverpool SCL	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$2,209,602	2019	LABR	State	Minor Rehabilitation - Pavement Prmy Sys	002	Labor - State Match	1.65	Air Quality Exempt		3452
FHWA	11	80117	COL 00007 0595	COL	Concrete Culvert Repair by providing new invert in various locations and rehabilitating other sections.	0.39 miles South of US 30	DISTRICT 11-Planning		CO	CO Contr	$635,800	$0	$874,225	$1,102,923	2018	4PF7	Federal	Culvert Construction/Reconstr/Repair	L1CE	Bridge	0.02	Air Quality Exempt		3453
FHWA	11	80117							CO	CO Contr	$158,950				2018	4PS7	State		002	State Funds (002)				
FHWA	11	80117							CO	CO Engr	$63,580				2018	LABR	Federal		L1CE	Bridge				
FHWA	11	80117							CO	CO Engr	$15,895				2018	LABR	State		002	Labor - State Match				
FHWA	11	81724	COL SR 11 20.700	COL	prirority system minor rehab.; resurfacing with asphalt to address structural deficiencies, full depth repairs. guardrail, pavement marking	0.05 mi. N of SR 164 to Mah. Co. Line	DISTRICT 11-Planning		CO	CO Contr	$4,086,000	$0	$5,260,725	$5,426,100	2018	4PF7	Federal	Minor Rehabilitation - Pavement Prmy Sys		Un-Assigned Federal	4.5	Air Quality Exempt		3454
FHWA	11	81724							CO	CO Contr	$1,021,500				2018	4PS7	State		002	State Funds (002)				
FHWA	11	81724							CO	CO Engr	$122,580				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	81724							CO	CO Engr	$30,645				2018	LABR	State		002	Labor - State Match				
FHWA	11	81724	COL SR 11 20.700	COL	prirority system minor rehab.; resurfacing with asphalt to address structural deficiencies, full depth repairs. guardrail, pavement marking	0.05 mi. N of SR 164 to Mah. Co. Line	DISTRICT 11-Planning		PE	Dtl Dsgn	$24,806	$0	$165,375	$5,426,100	2017	LABR	State	Minor Rehabilitation - Pavement Prmy Sys	002	Labor - State Match	4.5	Air Quality Exempt		3454
FHWA	11	81724							PE	Env PE	$140,569				2017	LABR	State		002	Labor - State Match				

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	11	84763	COL CR 421 0.740	COL	Replace existing 3 span bridge over Youngstown & Southern Railroad. Project will also include roadway work to impove the horizontal alignment. Work to include guardrail, curbing, drainage, striping and signing.	Fairfield Township, Section 22. Approximately 0.10 mile south of TR 885. Project length is 0.19 mile.	COLUMBIANA COUNTY ENGINEER		CO	CO Contr	$731,473	$0	$1,132,178	$1,142,624	2018	4B87	Federal	Bridge Replacement	L110	Bridge	0.19	Air Quality Exempt		3455
FHWA	11	84763							CO	CO Contr	$182,868				2018	LNTP	Local Match		LNTP	Local Match				
FHWA	11	84763							CO	CO Contr	$91,930				2018	4B77	Federal		L110	Bridge				
FHWA	11	84763							CO	CO Contr	$22,982				2018	LNTP	Local Match		LNTP	Local Match				
FHWA	11	84763							CO	CO Engr	$73,147				2018	4B87	Federal		L110	Bridge				
FHWA	11	84763							CO	CO Engr	$18,287				2018	LNTP	Local Match		LNTP	Local Match				
FHWA	11	84763							CO	CO Engr	$9,193				2018	4B77	Federal		L110	Bridge				
FHWA	11	84763							CO	CO Engr	$2,298				2018	LNTP	Local Match		LNTP	Local Match				
FHWA	11	84763	COL CR 421 0.740	COL	Replace existing 3 span bridge over Youngstown & Southern Railroad. Project will also include roadway work to impove the horizontal alignment. Work to include guardrail, curbing, drainage, striping and signing.	Fairfield Township, Section 22. Approximately 0.10 mile south of TR 885. Project length is 0.19 mile.	COLUMBIANA COUNTY ENGINEER		PE	Review	$1,000	$7,024	$8,024	$1,142,624	2018	LABR	State	Bridge Replacement	002	Labor - State Match	0.19	Air Quality Exempt		3455
FHWA	11	84859	COL TR 800 1.100	COL	Replace 31' long steel beam bridge over unnamed stream. Project to include minor profile adjustments, guardrail, striping and signing.	Knox Township, Sections 5 and 8, 0.5 mile east of CR 401	COLUMBIANA COUNTY ENGINEER		CO	CO Contr	$228,736	$0	$726,460	$929,215	2016	LNTP	Local Match	Bridge Replacement	LNTP	Local Match	0.01	Air Quality Exempt		3456
FHWA	11	84859							CO	CO Contr	$361,981				2016	4B87	Federal		L110	Bridge				
FHWA	11	84859							CO	CO Contr	$90,495				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	11	84859							CO	CO Engr	$32,198				2016	4B87	Federal		L110	Bridge				
FHWA	11	84859							CO	CO Engr	$8,050				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	11	84859							CO	CO Engr	$4,000				2016	4B87	Federal		L11E	Bridge				
FHWA	11	84859							CO	CO Engr	$1,000				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	11	84859	COL TR 800 1.100	COL	Replace 31' long steel beam bridge over unnamed stream. Project to include minor profile adjustments, guardrail, striping and signing.	Knox Township, Sections 5 and 8, 0.5 mile east of CR 401	COLUMBIANA COUNTY ENGINEER		RW	Acquis	$6,400	$0	$26,000	$929,215	2016	4B87	Federal	Bridge Replacement	L11E	Bridge	0.01	Air Quality Exempt		3456
FHWA	11	84859							RW	Acquis	$1,600				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	11	84859							RW	RW Serv	$14,400				2016	4B87	Federal		L11E	Bridge				
FHWA	11	84859							RW	RW Serv	$3,600				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	11	87314	COL SR 45 0.220	COL	general system- minor rehab	WELLSVILLE. 0.05mi. N of SR 7 to US 3	DISTRICT 11-Planning		CO	CO Contr	$136,318	$0	$2,089,101	$2,126,688	2016	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	L20E	STP	8.75	Air Quality Exempt		3457
FHWA	11	87314							CO	CO Contr	$34,079				2016	4PS7	State		002	State Funds (002)				
FHWA	11	87314							CO	CO Contr	$1,486,285				2016	4PF7	Federal		L25E	STP				
FHWA	11	87314							CO	CO Contr	$371,571				2016	4PS7	State		002	State Funds (002)				
FHWA	11	87314							CO	CO Engr	$4,090				2016	LABR	Federal		L20E	STP				
FHWA	11	87314							CO	CO Engr	$1,022				2016	LABR	State		002	Labor - State Match				
FHWA	11	87314							CO	CO Engr	$44,589				2016	LABR	Federal		L25E	STP				
FHWA	11	87314							CO	CO Engr	$11,147				2016	LABR	State		002	Labor - State Match				
FHWA	11	88917	COL SR 164 14.140	COL	Replace existing CMP twin pipes.	0.78 M S of US 30	DISTRICT 11-Planning		CO	CO Contr	$463,347	$0	$637,758	$666,397	2017	4PF7	Federal	Bridge Replacement	L25E	STP	0.06	Air Quality Exempt		3458
FHWA	11	88917							CO	CO Contr	$115,837				2017	4PS7	State		002	State Funds (002)				
FHWA	11	88917							CO	CO Engr	$46,859				2017	LABR	Federal		L25E	STP				
FHWA	11	88917							CO	CO Engr	$11,715				2017	LABR	State		002	Labor - State Match				
FHWA	11	88918	COL SR 164 15.610	COL	Rehabilitate existing CMP twin pipes by providing a liner.	0.34 M N of SR 45	DISTRICT 11-Planning		CO	CO Contr	$401,558	$0	$552,142	$559,142	2017	4PF7	Federal	Bridge Replacement	M231	STP	0.05	Air Quality Exempt		3459
FHWA	11	88918							CO	CO Contr	$100,389				2017	4PS7	State		002	State Funds (002)				
FHWA	11	88918							CO	CO Engr	$40,156				2017	LABR	Federal		M231	STP				
FHWA	11	88918							CO	CO Engr	$10,039				2017	LABR	State		002	Labor - State Match				
FHWA	11	91557	COL SR 170 4.910	COL	Replace precast boxbeam bridge with new bridge. Work in national wild & scenic river required.	4.69 miles north of US 30	DISTRICT 11-Planning		CO	CO Contr	$2,460,522	$0	$3,290,949	$3,657,911	2016	4PF7	Federal	Bridge Replacement	L25E	STP	0.06	Air Quality Exempt		3460
FHWA	11	91557							CO	CO Contr	$615,131				2016	4PS7	State		002	State Funds (002)				
FHWA	11	91557							CO	CO Engr	$172,237				2016	LABR	Federal		L25E	STP				
FHWA	11	91557							CO	CO Engr	$43,059				2016	LABR	State		002	Labor - State Match				
FHWA	11	91562	COL SR 39 0.200	COL	Replacing existing slab bridge with four-sided box	0.86 miles west of SR 644	DISTRICT 11-Planning		CO	CO Contr	$265,224	$0	$354,737	$355,737	2017	4PF7	Federal	Bridge Replacement	M232	STP	0.01	Air Quality Exempt		3461
FHWA	11	91562							CO	CO Contr	$66,306				2017	4PS7	State		002	State Funds (002)				
FHWA	11	91562							CO	CO Engr	$18,566				2017	LABR	Federal		M232	STP				
FHWA	11	91562							CO	CO Engr	$4,641				2017	LABR	State		002	Labor - State Match				
FHWA	11	91619	COL SR 344 6.64	COL	Replace existing slab bridge with new structure.	1.53 miles west of SR 11	DISTRICT 11-Planning		CO	CO Contr	$754,248	$0	$1,037,091	$1,473,739	2016	4PF7	Federal	Bridge Replacement	M231	STP	0.02	Air Quality Exempt		3462
FHWA	11	91619							CO	CO Contr	$188,562				2016	4PS7	State		002	State Funds (002)				
FHWA	11	91619							CO	CO Engr	$75,425				2016	LABR	Federal		M231	STP				
FHWA	11	91619							CO	CO Engr	$18,856				2016	LABR	State		002	Labor - State Match				

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FHWA	11	91619	COL SR 344 6.64	COL	Replace existing slab bridge with new structure.	1.53 miles west of SR 11	DISTRICT 11-Planning		RW	Utl Remb	$80,000	$0	$100,000	$1,473,739	2016	4PF7	Federal	Bridge Replacement		Un-Assigned Federal	0.02	Air Quality Exempt		3462
FHWA	11	91619							RW	Utl Remb	$20,000				2016	4PS7	State		002	State Funds (002)				
FHWA	11	91840	COL SR 344 2.790	COL	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	Leetonia. 0.13 mi. E. of Perry Twp Rd 856	DISTRICT 11-Planning		CO	CO Contr	$855,024	$0	$1,614,957	$1,661,995	2017	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M231	STP	5.56	Air Quality Exempt		3463
FHWA	11	91840							CO	CO Contr	$213,756				2017	4PS7	State		002	State Funds (002)				
FHWA	11	91840							CO	CO Contr	$399,312				2017	4PF7	Federal		M232	STP				
FHWA	11	91840							CO	CO Contr	$99,828				2017	4PS7	State		002	State Funds (002)				
FHWA	11	91840							CO	CO Engr	$11,979				2017	LABR	Federal		M232	STP				
FHWA	11	91840							CO	CO Engr	$2,995				2017	LABR	State		002	Labor - State Match				
FHWA	11	91840							CO	CO Engr	$25,650				2017	LABR	Federal		M231	STP				
FHWA	11	91840							CO	CO Engr	$6,413				2017	LABR	State		002	Labor - State Match				
FHWA	11	91840	COL SR 344 2.790	COL	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	Leetonia. 0.13 mi. E. of Perry Twp Rd 856	DISTRICT 11-Planning		PE	Dtl Dsgn	$7,056	$0	$47,038	$1,661,995	2016	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	5.56	Air Quality Exempt		3463
FHWA	11	91840							PE	Env PE	$39,982				2016	LABR	State		002	Labor - State Match				
FHWA	11	91841	COL SR 165 3.370	COL	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	East Palestine. SR 165 from SR 14/170 to PA State Line & SR 170 from SR 14/165 to MAH Co. Line	DISTRICT 11-Planning		CO	CO Contr	$1,340,064	$0	$1,725,332	$1,775,585	2017	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M232	STP	5.88	Air Quality Exempt		3464
FHWA	11	91841							CO	CO Contr	$335,016				2017	4PS7	State		002	State Funds (002)				
FHWA	11	91841							CO	CO Engr	$40,202				2017	LABR	Federal		M232	STP				
FHWA	11	91841							CO	CO Engr	$10,050				2017	LABR	State		002	Labor - State Match				
FHWA	11	91842	COL SR 170 0.130	COL	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	CR 425 to SLM 1.72 (Calcutta)	DISTRICT 11-Planning		CO	CO Contr	$570,134	$0	$741,174	$766,447	2018	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M231	STP	1.59	Air Quality Exempt		3465
FHWA	11	91842							CO	CO Contr	$142,533				2018	4PS7	State		002	State Funds (002)				
FHWA	11	91842							CO	CO Engr	$22,806				2018	LABR	Federal		M231	STP				
FHWA	11	91842							CO	CO Engr	$5,701				2018	LABR	State		002	Labor - State Match				
FHWA	11	91842	COL SR 170 0.130	COL	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	CR 425 to SLM 1.72 (Calcutta)	DISTRICT 11-Planning		PE	Dtl Dsgn	$3,791	$0	$25,273	$766,447	2017	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	1.59	Air Quality Exempt		3465
FHWA	11	91842							PE	Env PE	$21,482				2017	LABR	State		002	Labor - State Match				
FHWA	11	91964	COL US 62 12.710	COL	General System - Minor Rehab. - including asphalt concrete overlay, pavement repairs, guardrail and pavement marking.	SR 14T at Mah. Co. Line to US 62 at Mah. Co. Line	DISTRICT 11-Planning		CO	CO Contr	$118,891	$0	$2,168,871	$2,225,749	2016	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M232	STP	6.62	Air Quality Exempt		3466
FHWA	11	91964							CO	CO Contr	$29,723				2016	4PS7	State		002	State Funds (002)				
FHWA	11	91964							CO	CO Contr	$1,180,739				2016	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	11	91964							CO	CO Contr	$295,185				2016	4PS7	State		002	State Funds (002)				
FHWA	11	91964							CO	CO Contr	$384,930				2016	4PF7	Federal		M231	STP				
FHWA	11	91964							CO	CO Contr	$96,232				2016	4PS7	State		002	State Funds (002)				
FHWA	11	91964							CO	CO Engr	$35,422				2016	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	11	91964							CO	CO Engr	$8,856				2016	LABR	State		002	Labor - State Match				
FHWA	11	91964							CO	CO Engr	$11,548				2016	LABR	Federal		M231	STP				
FHWA	11	91964							CO	CO Engr	$2,887				2016	LABR	State		002	Labor - State Match				
FHWA	11	91964							CO	CO Engr	$3,567				2016	LABR	Federal		M232	STP				
FHWA	11	91964							CO	CO Engr	$892				2016	LABR	State		002	Labor - State Match				
FHWA	11	92354	COL SR 39 0.930	COL	Lay slope back and install D50 wall at this tier 4 rockfall site.	0.07 miles West of State St.	DISTRICT 11-Planning		CO	CO Contr	$831,200	$0	$1,145,900	$1,177,900	2017	4SF7	Federal	Slide Repair	M232	STP	0.02	Air Quality Exempt		3467
FHWA	11	92354							CO	CO Contr	$207,800				2017	4SS7	State		002	State Funds (002)				
FHWA	11	92354							CO	CO Engr	$85,520				2017	LABR	Federal		L25E	STP				
FHWA	11	92354							CO	CO Engr	$21,380				2017	LABR	State		002	Labor - State Match				
FHWA	11	94176	COL SR 170 19.810	COL	Replace existing CMP with new four-sided Concrete box.	2.57 miles North of SR 14	DISTRICT 11-Planning		CO	CO Contr	$336,896	$0	$463,232	$464,232	2018	4PF7	Federal	Bridge Replacement		Un-Assigned Federal	0.02	Air Quality Exempt		3468
FHWA	11	94176							CO	CO Contr	$84,224				2018	4PS7	State		002	State Funds (002)				
FHWA	11	94176							CO	CO Engr	$33,690				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	94176							CO	CO Engr	$8,422				2018	LABR	State		002	Labor - State Match				
FHWA	11	94453	COL SR 11 19.950	COL	Replace the superstructure (slab) on two bridges at SLM 19.95 (L/R) & provide new overlay on two bridges at SLM 23.35 (L/R) on SR 11.	2.185 miles North of SR 517	DISTRICT 11-Planning		CO	CO Contr	$2,766,263	$0	$3,699,876	$4,119,459	2016	4PF7	Federal	Bridge Replacement	M001	National Hwy Performance Prgm	0.1	Air Quality Exempt		3469
FHWA	11	94453							CO	CO Contr	$691,566				2016	4PS7	State		002	State Funds (002)				
FHWA	11	94453							CO	CO Engr	$193,638				2016	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	11	94453							CO	CO Engr	$48,410				2016	LABR	State		002	Labor - State Match				
FHWA	11	95167	COL SR 644 7.49	COL	Replace existing stone culvert with new structure via a bore and jack method.	0.25 miles North of TR 731	DISTRICT 11-Planning		CO	CO Contr	$266,740	$0	$366,767	$489,933	2016	4PF7	Federal	Culvert Construction/Reconstr/Repair	M232	STP	0.15	Air Quality Exempt		3470

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	11	95167							CO	CO Contr	$66,685				2016	4PS7	State		002	State Funds (002)				
FHWA	11	95167							CO	CO Engr	$33,342				2016	LABR	State		002	Labor - State Match				
FHWA	11	95514	COL McClellan Covered Bridge	COL	Disassemble and rebuild the McClellan Covered Bridge for bike/ped traffic only, new material will be used to replace components that are unusable.	McClellan Road bridge over the west fork of the Little Beaver Creek.	COLUMBIANA COUNTY ENGINEER		CO	CO Contr	$272,705	$0	$340,881	$420,004	2016	4D57	Federal	Bridge Replacement	LE30	Nat'l Historic Covered Bridge	0	Air Quality Exempt		3471
FHWA	11	95514							CO	CO Contr	$68,176				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	11	95551	COL SR 7 0.000	COL	Priority System minor rehab.; included asphalt resurfacing to address any structural deficiencies, pavement repairs, guardrail reconstruction, and pavement marking.	Wellsville. JEF CO. Line to SLM 3.48	DISTRICT 11-Planning		CO	CO Contr	$2,654,266	$0	$3,417,367	$3,524,794	2018	4PF7	Federal	Minor Rehabilitation - Pavement Prmy Sys		Un-Assigned Federal	3.48	Air Quality Exempt		3472
FHWA	11	95551							CO	CO Contr	$663,566				2018	4PS7	State		002	State Funds (002)				
FHWA	11	95551							CO	CO Engr	$79,628				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	95551							CO	CO Engr	$19,907				2018	LABR	State		002	Labor - State Match				
FHWA	11	95551	COL SR 7 0.000	COL	Priority System minor rehab.; included asphalt resurfacing to address any structural deficiencies, pavement repairs, guardrail reconstruction, and pavement marking.	Wellsville. JEF CO. Line to SLM 3.48	DISTRICT 11-Planning		PE	Dtl Dsgn	$16,114	$0	$107,427	$3,524,794	2017	LABR	State	Minor Rehabilitation - Pavement Prmy Sys	002	Labor - State Match	3.48	Air Quality Exempt		3472
FHWA	11	95551							PE	Env PE	$91,313				2017	LABR	State		002	Labor - State Match				
FHWA	11	96597	COL SR 164 24.440	COL	Replace existing slab superstructure on bridge with new slab superstructure. Replace pier caps.	0.21 miles North of SR 344	DISTRICT 11-Planning		CO	CO Contr	$605,665	$0	$832,789	$833,789	2018	4PF7	Federal	Bridge Repair		Un-Assigned Federal	0.05	Air Quality Exempt		3473
FHWA	11	96597							CO	CO Contr	$151,416				2018	4PS7	State		002	State Funds (002)				
FHWA	11	96597							CO	CO Engr	$60,566				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	96597							CO	CO Engr	$15,142				2018	LABR	State		002	Labor - State Match				
FHWA	11	96597	COL SR 164 24.440	COL	Replace existing slab superstructure on bridge with new slab superstructure. Replace pier caps.	0.21 miles North of SR 344	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$833,789	2016	LABR	State	Bridge Repair	002	Labor - State Match	0.05	Air Quality Exempt		3473
FHWA	11	96786	COL SR 46 1.370	COL	General System Resurfacing on COL-46, COL-154, and COL-165 to include 3" overlay, pavement repairs and pavement marking	NEW WATERFORD, LISBON, ROGERS, EAST PALESTINE. West Corp of East Palestine to SR 7.	DISTRICT 11-Planning		CO	CO Contr	$1,379,750	$0	$3,800,799	$3,800,799	2019	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys		Un-Assigned Federal	14.14	Air Quality Exempt		3474
FHWA	11	96786							CO	CO Contr	$344,938				2019	4PS7	State		002	State Funds (002)				
FHWA	11	96786							CO	CO Contr	$1,572,326				2019	4PF7	Federal			Un-Assigned Federal				
FHWA	11	96786							CO	CO Contr	$393,082				2019	4PS7	State		002	State Funds (002)				
FHWA	11	96786							CO	CO Engr	$47,170				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	96786							CO	CO Engr	$11,792				2019	LABR	State		002	Labor - State Match				
FHWA	11	96786							CO	CO Engr	$41,393				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	96786							CO	CO Engr	$10,348				2019	LABR	State		002	Labor - State Match				
FHWA	11	96787	COL SR 164 18.000	COL	General System Resurfacing to include 3" overlay with full depth pavement repairs and shoulder rebuilding.	TR 859 to Columbiana West Corp. Limit	DISTRICT 11-Planning		CO	CO Contr	$1,253,160	$0	$2,300,752	$2,301,752	2019	4PS7	State	Minor Rehabilitation - Pavement Gnrl Sys	002	State Funds (002)	6.31	Air Quality Exempt		3475
FHWA	11	96787							CO	CO Contr	$784,464				2019	4PF7	Federal			Un-Assigned Federal				
FHWA	11	96787							CO	CO Contr	$196,116				2019	4PS7	State		002	State Funds (002)				
FHWA	11	96787							CO	CO Engr	$23,534				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	96787							CO	CO Engr	$5,883				2019	LABR	State		002	Labor - State Match				
FHWA	11	96787							CO	CO Engr	$37,595				2019	LABR	State		002	Labor - State Match				
FHWA	11	96787	COL SR 164 18.000	COL	General System Resurfacing to include 3" overlay with full depth pavement repairs and shoulder rebuilding.	TR 859 to Columbiana West Corp. Limit	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$2,301,752	2018	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	6.31	Air Quality Exempt		3475
FHWA	11	96788	COL US 30 9.400	COL	General System resurfacing on US-30 from SLM 9.40 to 17.70 incldluing pavement repairs and pavement markings.	Hanoverton E Corp Limit to Lisbon W Corp Limit	DISTRICT 11-Planning		CO	CO Contr	$2,173,282	$0	$2,798,101	$2,848,149	2016	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M001	National Hwy Performance Prgm	10.03	Air Quality Exempt		3476
FHWA	11	96788							CO	CO Contr	$543,321				2016	4PS7	State		002	State Funds (002)				
FHWA	11	96788							CO	CO Engr	$65,198				2016	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	11	96788							CO	CO Engr	$16,300				2016	LABR	State		002	Labor - State Match				
FHWA	11	96819	COL US 30 28.030	COL	Priority System minor rehab.; included asphalt resurfacing to address any structural deficiencies, pavement repairs, and pavement marking.	CR 451 to SLM 31.31	DISTRICT 11-Planning		CO	CO Contr	$1,906,074	$0	$2,454,070	$2,525,548	2018	4PF7	Federal	Minor Rehabilitation - Pavement Prmy Sys		Un-Assigned Federal	3.28	Air Quality Exempt		3477
FHWA	11	96819							CO	CO Contr	$476,518				2018	4PS7	State		002	State Funds (002)				
FHWA	11	96819							CO	CO Engr	$57,182				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	96819							CO	CO Engr	$14,296				2018	LABR	State		002	Labor - State Match				
FHWA	11	96819	COL US 30 28.030	COL	Priority System minor rehab.; included asphalt resurfacing to address any structural deficiencies, pavement repairs, and pavement marking.	CR 451 to SLM 31.31	DISTRICT 11-Planning		PE	Dtl Dsgn	$10,722	$0	$71,478	$2,525,548	2017	LABR	State	Minor Rehabilitation - Pavement Prmy Sys	002	Labor - State Match	3.28	Air Quality Exempt		3477
FHWA	11	96819							PE	Env PE	$60,756				2017	LABR	State		002	Labor - State Match				

2016-2019 DRAFT STIP as of 02/13/2015 - District 11

* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	11	96996	COL East 4th Street Improvements	COL	On East 4th Street construct new sidewalks, curbs, bump outs, ADA ramps, crosswalks, street lighting, etc.	Washington Street to Broadway	EAST LIVERPOOL		CO	CO Contr	$799,186	$0	$998,982	$1,025,860	2016	4B37	Federal	Add Sidewalks	M302	TAP/Enhancements	0.25	Air Quality Exempt		3478
FHWA	11	96996							CO	CO Contr	$199,796				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	11	97202	COL SR 164 20.080	COL	Profile correction on SR 164 and tree removal along SR 164 to improve the intersection sight distance at the intersection of SR 164 and SR 558.	Intersection of SR 164 and SR 558 in Columbiana County	DISTRICT 11-Planning		CO	CO Contr	$422,460	$0	$516,340	$766,609	2016	4HJ7	Federal	Section Improvement	MS30	Highway Safety Imp Prog	0.22	Air Quality Exempt		3479
FHWA	11	97202							CO	CO Contr	$46,940				2016	4BC7	State		002	State Funds (002)				
FHWA	11	97202							CO	CO Engr	$46,940				2016	LABR	State		002	Labor - State Match				
FHWA	11	97202	COL SR 164 20.080	COL	Profile correction on SR 164 and tree removal along SR 164 to improve the intersection sight distance at the intersection of SR 164 and SR 558.	Intersection of SR 164 and SR 558 in Columbiana County	DISTRICT 11-Planning		RW	Acquis	$67,986	$0	$75,540	$766,609	2016	4HJ7	Federal	Section Improvement	MS30	Highway Safety Imp Prog	0.22	Air Quality Exempt		3479
FHWA	11	97202							RW	Acquis	$7,554				2016	4BC7	State		002	State Funds (002)				
FHWA	11	97422	COL SR 170 19.430	COL	Replace three culverts, of which, two are in Columbiana County and one is in Harrison County.	Various Locations	DISTRICT 11-Planning		CO	CO Contr	$267,530	$0	$367,854	$631,573	2016	4PF7	Federal	Culvert Construction/Reconstr/Repair	M232	STP	0.09	Air Quality Exempt		3480
FHWA	11	97422							CO	CO Contr	$66,883				2016	4PS7	State		002	State Funds (002)				
FHWA	11	97422							CO	CO Engr	$26,753				2016	LABR	Federal		M232	STP				
FHWA	11	97422							CO	CO Engr	$6,688				2016	LABR	State		002	Labor - State Match				
FHWA	11	97622	COL SR 170 1.720	COL	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	SLM 1.72 to SR 154	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$2,922,568	2019	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	9.64	Air Quality Exempt		3481
FHWA	11	97647	COL SR 172 0.000	COL	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	STA Co. Line to SR 9	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$2,716,482	2019	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	8.96	Air Quality Exempt		3482
FHWA	11	97657	COL SR 558 0.000	COL	General System Resurfacing on COL-558 to include asphalt overlay, pavement repairs and pavement marking.	SR 558 from SR 45 to SR 517: SR 7 to SR 46	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$3,710,543	2019	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	12.24	Air Quality Exempt		3483
FHWA	11	97659	COL SR 517 0.730	COL	General System Resurfacing on COL-517 to include asphalt overlay, pavement repairs and pavement marking.	COL-517 from Lisbon to SR 7	DISTRICT 11-Planning		CO	CO Contr	$1,681,075	$0	$2,266,478	$2,267,478	2019	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys		Un-Assigned Federal	7.77	Air Quality Exempt		3484
FHWA	11	97659							CO	CO Contr	$420,269				2019	4PS7	State		002	State Funds (002)				
FHWA	11	97659							CO	CO Contr	$79,296				2019	4PF7	Federal			Un-Assigned Federal				
FHWA	11	97659							CO	CO Contr	$19,824				2019	4PS7	State		002	State Funds (002)				
FHWA	11	97659							CO	CO Engr	$50,432				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	97659							CO	CO Engr	$12,608				2019	LABR	State		002	Labor - State Match				
FHWA	11	97659							CO	CO Engr	$2,379				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	97659							CO	CO Engr	$595				2019	LABR	State		002	Labor - State Match				
FHWA	11	97659	COL SR 517 0.730	COL	General System Resurfacing on COL-517 to include asphalt overlay, pavement repairs and pavement marking.	COL-517 from Lisbon to SR 7	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$2,267,478	2018	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	7.77	Air Quality Exempt		3484
FHWA	11	97844	COL OBPP TR 848 0.61	COL	OBPP - Replacement of 1 deficient bridge in Columbiana county. District package 6. COL-TR 848 0.61	Columbiana TR 848 0.61	ODOT SPONSORING AGENCY		CO	CO Contr	$384,000	$0	$422,400	$548,979	2016	7BP7	Bonds	Bridge Replacement	045	Garvee Bond-Fund 045-Longtm AC	0	Air Quality Exempt		3485
FHWA	11	97844							CO	CO Engr	$38,400				2016	TSKF	Federal		L11E	Bridge				
FHWA	11	97844	COL OBPP TR 848 0.61	COL	OBPP - Replacement of 1 deficient bridge in Columbiana county. District package 6. COL-TR 848 0.61	Columbiana TR 848 0.61	ODOT SPONSORING AGENCY		PE	Dtl Dsgn	$38,400	$47,662	$86,062	$548,979	2016	7BP7	Bonds	Bridge Replacement	045	Garvee Bond-Fund 045-Longtm AC	0	Air Quality Exempt		3485
FHWA	11	97844	COL OBPP TR 848 0.61	COL	OBPP - Replacement of 1 deficient bridge in Columbiana county. District package 6. COL-TR 848 0.61	Columbiana TR 848 0.61	ODOT SPONSORING AGENCY		RW	Acquis	$5,000	$0	$5,000	$548,979	2016	5BP7	Federal	Bridge Replacement	L11E	Bridge	0	Air Quality Exempt		3485
FHWA	11	97972	COL US 30 30.040	COL	Replace existing deck and approach slabs, paint structural steel and repair pier columns and encase in fiber wrap.	0.11 Miles East of SR 170	DISTRICT 11-Planning		CO	CO Contr	$853,322	$0	$1,141,317	$1,142,317	2017	4PF7	Federal	Bridge Replacement	M001	National Hwy Performance Prgm	0.16	Air Quality Exempt		3486
FHWA	11	97972							CO	CO Contr	$213,330				2017	4PS7	State		002	State Funds (002)				
FHWA	11	97972							CO	CO Engr	$59,732				2017	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	11	97972							CO	CO Engr	$14,933				2017	LABR	State		002	Labor - State Match				
FHWA	11	98262	COL SR 7 5.300	COL	Urban System Paving - East Liverpool; includes asphalt resurfacing, curb ramps, pavement marking. No work within NR Historic District.	East Liverpool SCL to US 30/SLM 6.08	DISTRICT 11-Planning		CO	CO Contr	$578,560	$0	$762,528	$784,524	2017	4PF7	Federal	Resurfacing, Undivided System	M001	National Hwy Performance Prgm	0.78	Air Quality Exempt		3487
FHWA	11	98262							CO	CO Contr	$144,640				2017	4BG7	Local Match		002	Local Match				
FHWA	11	98262							CO	CO Contr	$10,000				2017	4BG7	Local Match		002	Local Match				

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FHWA	11	98262							CO	CO Engr	$400				2017	LABR	Local Match		002	Labor - Local Match				
FHWA	11	98262							CO	CO Engr	$23,142				2017	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	11	98262							CO	CO Engr	$5,786				2017	LABR	Local Match		002	Labor - Local Match				
FHWA	11	98262	COL SR 7 5.300	COL	Urban System Paving - East Liverpool; includes asphalt resurfacing, curb ramps, pavement marking. No work within NR Historic District.	East Liverpool SCL to US 30/SLM 6.08	DISTRICT 11-Planning		PE	Dtl Dsgn	$3,299	$0	$21,996	$784,524	2016	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	0.78	Air Quality Exempt		3487
FHWA	11	98262							PE	Env PE	$18,697				2016	LABR	State		002	Labor - State Match				
FHWA	11	98313	COL SR 7 26.620	COL	Install left turn lanes on all approaches and a right turn lane on the west leg of SR 14. The traffic signal and intersection lighting will need to be updated. The intersection radius on the northwest and southeast corner needs to increase for the large h	Intersection of SR 7 & SR 14	Columbiana, Village of		CO	CO Contr	$500,000	$0	$2,261,111	$2,262,111	2018	4HJ7	Federal	Spot Safety		Un-Assigned Federal	0.4	Air Quality Exempt		3488
FHWA	11	98313							CO	CO Contr	$55,556				2018	4BG7	Local Match		002	Local Match				
FHWA	11	98313							CO	CO Contr	$1,200,000				2018	4B97	Federal			Un-Assigned Federal				
FHWA	11	98313							CO	CO Contr	$300,000				2018	4BG7	Local Match		002	Local Match				
FHWA	11	98313							CO	CO Engr	$120,000				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	98313							CO	CO Engr	$30,000				2018	LABR	State		002	Labor - State Match				
FHWA	11	98313							CO	CO Engr	$50,000				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	98313							CO	CO Engr	$5,556				2018	LABR	State		002	Labor - State Match				
FHWA	11	93944	D11-PM-FY2016(A)	D11	Annual maintenance contract to maintain the existing auxiliary pavement markings at various intersections, interchanges, railroad crossings and school zones throughout the district.	Existing intersections, railroad crossings and school zones throughtout District 11	DISTRICT 11-Planning		CO	CO Contr	$300,000	$0	$312,000	$343,378	2016	4PS7	State	Pavement Marking	002	State Funds (002)	0	Air Quality Exempt		3489
FHWA	11	93944							CO	CO Engr	$12,000				2016	LABR	State		002	Labor - State Match				
FHWA	11	93944	D11-PM-FY2016(A)	D11	Annual maintenance contract to maintain the existing auxiliary pavement markings at various intersections, interchanges, railroad crossings and school zones throughout the district.	Existing intersections, railroad crossings and school zones throughtout District 11	DISTRICT 11-Planning		PE	Dtl Dsgn	$4,707	$0	$31,378	$343,378	2016	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		3489
FHWA	11	93944							PE	Env PE	$26,671				2016	LABR	State		002	Labor - State Match				
FHWA	11	93946	D11-PM-FY2016(B)	D11	This project is the district's long line maintenance contract to maintain the centerline, edgeline, lane line and interchange with fast dry paint on those routes in the western MQS quadrants of the district.	Various two lane and four lane state maintained routes throughout District 11	DISTRICT 11-Planning		CO	CO Contr	$1,399,592	$0	$1,441,592	$1,461,557	2016	4PS7	State	Pavement Marking	002	State Funds (002)	0	Air Quality Exempt		3490
FHWA	11	93946							CO	CO Engr	$42,000				2016	LABR	State		002	Labor - State Match				
FHWA	11	93946	D11-PM-FY2016(B)	D11	This project is the district's long line maintenance contract to maintain the centerline, edgeline, lane line and interchange with fast dry paint on those routes in the western MQS quadrants of the district.	Various two lane and four lane state maintained routes throughout District 11	DISTRICT 11-Planning		PE	Dtl Dsgn	$2,995	$0	$19,965	$1,461,557	2016	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		3490
FHWA	11	93946							PE	Env PE	$16,970				2016	LABR	State		002	Labor - State Match				
FHWA	11	93947	D11-RPM-FY2016	D11	This is the district's systematic RPM replacement maintenance contract of prismatic reflectors that have lost reflectivity or are in need of replacement.	Various state maintained routes throughout District 11.	DISTRICT 11-Planning		CO	CO Contr	$288,262	$0	$299,792	$312,446	2016	4PS7	State	Pavement Marking	002	State Funds (002)	0	Air Quality Exempt		3491
FHWA	11	93947							CO	CO Engr	$11,530				2016	LABR	State		002	Labor - State Match				
FHWA	11	93947	D11-RPM-FY2016	D11	This is the district's systematic RPM replacement maintenance contract of prismatic reflectors that have lost reflectivity or are in need of replacement.	Various state maintained routes throughout District 11.	DISTRICT 11-Planning		PE	Dtl Dsgn	$1,898	$0	$12,654	$312,446	2016	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		3491
FHWA	11	93947							PE	Env PE	$10,756				2016	LABR	State		002	Labor - State Match				
FHWA	11	93948	D11-LG-FY2016	D11	Provide a maintenance contract to maintain the highway lighting system for roadway and sign lighting on the state maintained highway system throughout District 11.	District wide highway lighting and sign lighting maintenance contract	DISTRICT 11-Planning		CO	CO Contr	$350,000	$0	$364,000	$375,178	2016	4CP7	State	Lighting Maintenance	002	State Funds (002)	0	Air Quality Exempt		3492
FHWA	11	93948							CO	CO Engr	$14,000				2016	LABR	State		002	Labor - State Match				
FHWA	11	94500	D11-PM-FY2017(A)	D11	Annual maintenance contract to maintain the existing auxiliary pavement markings at various intersections, interchanges, railroad crossings and school zones throughout the district.	Existing intersections, railroad crossings and school zones throughtout District 11	DISTRICT 11-Planning		CO	CO Contr	$396,000	$0	$411,840	$427,680	2017	4PS7	State	Pavement Marking	002	State Funds (002)	0	Air Quality Exempt		3493
FHWA	11	94500							CO	CO Engr	$15,840				2017	LABR	State		002	Labor - State Match				

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	11	94500	D11-PM-FY2017(A)	D11	Annual maintenance contract to maintain the existing auxiliary pavement markings at various intersections, interchanges, railroad crossings and school zones throughout the district.	Existing intersections, railroad crossings and school zones throughtout District 11	DISTRICT 11-Planning		PE	Dtl Dsgn	$2,376	$0	$15,840	$427,680	2017	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		3493
FHWA	11	94500							PE	Env PE	$13,464				2017	LABR	State		002	Labor - State Match				
FHWA	11	94502	D11-PM-FY2017(B)	D11	This project is intended to maintain existing system conditions. This project is to upgrade the existing centerline, lane line, edge line and interchange long line pavement marking on various two lane and four lane routes throughout the district using fas	Various two lane and four lane state maintained routes throughout District 11 in the eastern MQS Quadrants of the district.	DISTRICT 11-Planning		CO	CO Contr	$1,415,058	$0	$1,457,510	$1,514,112	2017	4PS7	State	Pavement Marking	002	State Funds (002)	0	Air Quality Exempt		3494
FHWA	11	94502							CO	CO Engr	$42,452				2017	LABR	State		002	Labor - State Match				
FHWA	11	94502	D11-PM-FY2017(B)	D11	This project is intended to maintain existing system conditions. This project is to upgrade the existing centerline, lane line, edge line and interchange long line pavement marking on various two lane and four lane routes throughout the district using fas	Various two lane and four lane state maintained routes throughout District 11 in the eastern MQS Quadrants of the district.	DISTRICT 11-Planning		PE	Dtl Dsgn	$8,490	$0	$56,602	$1,514,112	2016	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		3494
FHWA	11	94502							PE	Env PE	$48,112				2016	LABR	State		002	Labor - State Match				
FHWA	11	94503	D11-RPM-FY2017	D11	This is the district's systematic RPM replacement maintenance contract of prismatic reflectors that have lost reflectivity or are in need of replacement.	Various state maintained routes throughout District 11.	DISTRICT 11-Planning		CO	CO Contr	$307,163	$0	$319,450	$331,737	2017	4PS7	State	Pavement Marking	002	State Funds (002)	0	Air Quality Exempt		3495
FHWA	11	94503							CO	CO Engr	$12,287				2017	LABR	State		002	Labor - State Match				
FHWA	11	94503	D11-RPM-FY2017	D11	This is the district's systematic RPM replacement maintenance contract of prismatic reflectors that have lost reflectivity or are in need of replacement.	Various state maintained routes throughout District 11.	DISTRICT 11-Planning		PE	Dtl Dsgn	$1,843	$0	$12,287	$331,737	2017	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		3495
FHWA	11	94503							PE	Env PE	$10,444				2017	LABR	State		002	Labor - State Match				
FHWA	11	94504	D11-LG-FY2017	D11	Provide a maintenance contract to maintain the highway lighting system for roadway and sign lighting on the state maintained highway system throughout District 11.	District wide highway lighting and sign lighting maintenance contract	DISTRICT 11-Planning		CO	CO Contr	$350,000	$0	$364,000	$381,500	2017	4CP7	State	Lighting Maintenance	002	State Funds (002)	0	Air Quality Exempt		3496
FHWA	11	94504							CO	CO Engr	$14,000				2017	LABR	State		002	Labor - State Match				
FHWA	11	94504	D11-LG-FY2017	D11	Provide a maintenance contract to maintain the highway lighting system for roadway and sign lighting on the state maintained highway system throughout District 11.	District wide highway lighting and sign lighting maintenance contract	DISTRICT 11-Planning		PE	Dtl Dsgn	$2,625	$0	$17,500	$381,500	2016	LABR	State	Lighting Maintenance	002	Labor - State Match	0	Air Quality Exempt		3496
FHWA	11	94504							PE	Env PE	$14,875				2016	LABR	State		002	Labor - State Match				
FHWA	11	96873	D11-PM-FY2018(A)	D11	Annual maintenance contract to maintain the existing auxiliary pavement markings at various intersections, interchanges, railroad crossings and school zones throughout the district.	Existing intersections, railroad crossings and school zones throughtout District 11	DISTRICT 11-Planning		CO	CO Contr	$297,000	$0	$308,880	$320,760	2018	4PS7	State	Pavement Marking	002	State Funds (002)	0	Air Quality Exempt		3497
FHWA	11	96873							CO	CO Engr	$11,880				2018	LABR	State		002	Labor - State Match				
FHWA	11	96873	D11-PM-FY2018(A)	D11	Annual maintenance contract to maintain the existing auxiliary pavement markings at various intersections, interchanges, railroad crossings and school zones throughout the district.	Existing intersections, railroad crossings and school zones throughtout District 11	DISTRICT 11-Planning		PE	Dtl Dsgn	$1,782	$0	$11,880	$320,760	2018	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		3497
FHWA	11	96873							PE	Env PE	$10,098				2018	LABR	State		002	Labor - State Match				
FHWA	11	96874	D11-PM-FY2018(B)	D11	This project is the district's long line maintenance contract to maintain the centerline, edgeline, lane line and interchange with fast dry paint on those routes in the western MQS quadrants of the district.	Various two lane and four lane state maintained routes throughout District 11	DISTRICT 11-Planning		CO	CO Contr	$1,591,812	$0	$1,639,566	$1,703,239	2018	4PS7	State	Pavement Marking	002	State Funds (002)	0	Air Quality Exempt		3498
FHWA	11	96874							CO	CO Engr	$47,754				2018	LABR	State		002	Labor - State Match				
FHWA	11	96874	D11-PM-FY2018(B)	D11	This project is the district's long line maintenance contract to maintain the centerline, edgeline, lane line and interchange with fast dry paint on those routes in the western MQS quadrants of the district.	Various two lane and four lane state maintained routes throughout District 11	DISTRICT 11-Planning		PE	Dtl Dsgn	$9,551	$0	$63,673	$1,703,239	2018	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		3498
FHWA	11	96874							PE	Env PE	$54,122				2018	LABR	State		002	Labor - State Match				
FHWA	11	96875	D11-RPM-FY2018	D11	This is the district's systematic RPM replacement maintenance contract of prismatic reflectors that have lost reflectivity or are in need of replacement.	Various state maintained routes throughout District 11.	DISTRICT 11-Planning		CO	CO Contr	$320,351	$0	$333,165	$345,979	2018	4PS7	State	Pavement Marking	002	State Funds (002)	0	Air Quality Exempt		3499

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	11	96875							CO	CO Engr	$12,814				2018	LABR	State		002	Labor - State Match				
FHWA	11	96875	D11-RPM-FY2018	D11	This is the district's systematic RPM replacement maintenance contract of prismatic reflectors that have lost reflectivity or are in need of replacement.	Various state maintained routes throughout District 11.	DISTRICT 11-Planning		PE	Dtl Dsgn	$1,922	$0	$12,814	$345,979	2018	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		3499
FHWA	11	96875							PE	Env PE	$10,892				2018	LABR	State		002	Labor - State Match				
FHWA	11	96877	D11-LG-FY2018	D11	Provide a maintenance contract to maintain the highway lighting system for roadway and sign lighting on the state maintained highway system throughout District 11.	District wide highway lighting and sign lighting maintenance contract.	DISTRICT 11-Planning		CO	CO Contr	$350,000	$0	$364,000	$381,500	2018	4CP7	State	Lighting Maintenance	002	State Funds (002)	0	Air Quality Exempt		3500
FHWA	11	96877							CO	CO Engr	$14,000				2018	LABR	State		002	Labor - State Match				
FHWA	11	96877	D11-LG-FY2018	D11	Provide a maintenance contract to maintain the highway lighting system for roadway and sign lighting on the state maintained highway system throughout District 11.	District wide highway lighting and sign lighting maintenance contract.	DISTRICT 11-Planning		PE	Dtl Dsgn	$2,625	$0	$17,500	$381,500	2017	LABR	State	Lighting Maintenance	002	Labor - State Match	0	Air Quality Exempt		3500
FHWA	11	96877							PE	Env PE	$14,875				2017	LABR	State		002	Labor - State Match				
FHWA	11	97028	D11-SP-FY2016(A)	D11	Asphalt milling and resurfacing in spot locations including pavement markings and pavement repairs.	Spot Paving and Surface Treatment throughout District 11.	DISTRICT 11-Planning		CO	CO Contr	$500,000	$0	$520,000	$533,268	2016	4PS7	State	Reactive Maintenance	002	State Funds (002)	0	Air Quality Exempt		3501
FHWA	11	97028							CO	CO Engr	$20,000				2016	LABR	State		002	Labor - State Match				
FHWA	11	97035	D11-GR-FY2016	D11	Guardrail reconstruction and repair.	various routes and locations	DISTRICT 11-Planning		CO	CO Contr	$1,000,000	$0	$1,100,000	$1,132,438	2016	4CP7	State	Guardrail Maintenance/Repair (NEW)	002	State Funds (002)	0	Air Quality Exempt		3502
FHWA	11	97035							CO	CO Engr	$100,000				2016	LABR	State		002	Labor - State Match				
FHWA	11	97035	D11-GR-FY2016	D11	Guardrail reconstruction and repair.	various routes and locations	DISTRICT 11-Planning		PE	Dtl Dsgn	$4,866	$0	$32,438	$1,132,438	2016	LABR	State	Guardrail Maintenance/Repair (NEW)	002	Labor - State Match	0	Air Quality Exempt		3502
FHWA	11	97035							PE	Env PE	$27,572				2016	LABR	State		002	Labor - State Match				
FHWA	11	97040	D11-HS-FY2016A	D11	Herbicidal Spraying	various locations in BEL, HAS, and JEF counties	DISTRICT 11-Planning		CO	CO Contr	$150,000	$0	$156,000	$163,094	2016	4CP7	State	Herbicidal Spraying	002	State Funds (002)	0	Air Quality Exempt		3503
FHWA	11	97040							CO	CO Engr	$6,000				2016	LABR	State		002	Labor - State Match				
FHWA	11	97040	D11-HS-FY2016A	D11	Herbicidal Spraying	various locations in BEL, HAS, and JEF counties	DISTRICT 11-Planning		PE	Dtl Dsgn	$1,064	$0	$7,094	$163,094	2016	LABR	State	Herbicidal Spraying	002	Labor - State Match	0	Air Quality Exempt		3503
FHWA	11	97040							PE	Env PE	$6,030				2016	LABR	State		002	Labor - State Match				
FHWA	11	97041	D11-HS-FY2016B	D11	Herbicidal Spraying	various routes and locations in CAR, COL, HOL, and TUS counties	DISTRICT 11-Planning		CO	CO Contr	$110,000	$0	$114,400	$119,877	2016	4CP7	State	Herbicidal Spraying	002	State Funds (002)	0	Air Quality Exempt		3504
FHWA	11	97041							CO	CO Engr	$4,400				2016	LABR	State		002	Labor - State Match				
FHWA	11	97041	D11-HS-FY2016B	D11	Herbicidal Spraying	various routes and locations in CAR, COL, HOL, and TUS counties	DISTRICT 11-Planning		PE	Dtl Dsgn	$822	$0	$5,477	$119,877	2016	LABR	State	Herbicidal Spraying	002	Labor - State Match	0	Air Quality Exempt		3504
FHWA	11	97041							PE	Env PE	$4,655				2016	LABR	State		002	Labor - State Match				
FHWA	11	97460	D11-PM-FY2019(A)	D11	Annual maintenance contract to maintain the existing auxiliary pavement markings at various intersections, interchanges, railroad corssings and school zones throughout the district.	Existing various intersections, railroad crossings and school zones throughout District 11.	DISTRICT 11-Planning		CO	CO Contr	$297,000	$0	$308,880	$320,760	2019	4PS7	State	Pavement Marking	002	State Funds (002)	0	Air Quality Exempt		3505
FHWA	11	97460							CO	CO Engr	$11,880				2019	LABR	State		002	Labor - State Match				
FHWA	11	97460	D11-PM-FY2019(A)	D11	Annual maintenance contract to maintain the existing auxiliary pavement markings at various intersections, interchanges, railroad corssings and school zones throughout the district.	Existing various intersections, railroad crossings and school zones throughout District 11.	DISTRICT 11-Planning		PE	Dtl Dsgn	$1,782	$0	$11,880	$320,760	2019	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		3505
FHWA	11	97460							PE	Env PE	$10,098				2019	LABR	State		002	Labor - State Match				
FHWA	11	97461	D11-PM-FY2019(B)	D11	This project is the district's long line maintenance contract to maintain the centerline, edgeline, lane line and interchange pavement markings with fast dry paint on those routes in the eastern MQS quadrants of the district.	Various two and four lane state maintained routes throughout District 11	DISTRICT 11-Planning		CO	CO Contr	$1,667,366	$0	$1,717,387	$1,784,081	2019	4PS7	State	Pavement Marking	002	State Funds (002)	0	Air Quality Exempt		3506
FHWA	11	97461							CO	CO Engr	$50,021				2019	LABR	State		002	Labor - State Match				
FHWA	11	97461	D11-PM-FY2019(B)	D11	This project is the district's long line maintenance contract to maintain the centerline, edgeline, lane line and interchange pavement markings with fast dry paint on those routes in the eastern MQS quadrants of the district.	Various two and four lane state maintained routes throughout District 11	DISTRICT 11-Planning		PE	Dtl Dsgn	$10,004	$0	$66,694	$1,784,081	2018	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		3506

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	11	97461							PE	Env PE	$56,690				2018	LABR	State		002	Labor - State Match				
FHWA	11	97462	D11-RPM-FY2019	D11	This is the district's systematic RPM replacement maintenance contract of prismatic reflectors that have lost reflectivity or are in need of replacement.	Various state maintained routes throughout District 11	DISTRICT 11-Planning		CO	CO Contr	$333,165	$0	$346,492	$359,819	2019	4PS7	State	Pavement Marking	002	State Funds (002)	0	Air Quality Exempt		3507
FHWA	11	97462							CO	CO Engr	$13,327				2019	LABR	State		002	Labor - State Match				
FHWA	11	97462	D11-RPM-FY2019	D11	This is the district's systematic RPM replacement maintenance contract of prismatic reflectors that have lost reflectivity or are in need of replacement.	Various state maintained routes throughout District 11	DISTRICT 11-Planning		PE	Dtl Dsgn	$1,999	$0	$13,327	$359,819	2019	LABR	State	Pavement Marking	002	Labor - State Match	0	Air Quality Exempt		3507
FHWA	11	97462							PE	Env PE	$11,328				2019	LABR	State		002	Labor - State Match				
FHWA	11	97463	D11-LG-FY2019	D11	To provide a maintenance contract to maintain the highway lighting system for roadway and sign lighting on the state maintained highway system throughout District 11.	District wide highway lighting and sign lighting maintenance contract	DISTRICT 11-Planning		CO	CO Contr	$350,000	$0	$364,000	$381,500	2019	4CP7	State	Lighting Maintenance	002	State Funds (002)	0	Air Quality Exempt		3508
FHWA	11	97463							CO	CO Engr	$14,000				2019	LABR	State		002	Labor - State Match				
FHWA	11	97463	D11-LG-FY2019	D11	To provide a maintenance contract to maintain the highway lighting system for roadway and sign lighting on the state maintained highway system throughout District 11.	District wide highway lighting and sign lighting maintenance contract	DISTRICT 11-Planning		PE	Dtl Dsgn	$2,625	$0	$17,500	$381,500	2018	LABR	State	Lighting Maintenance	002	Labor - State Match	0	Air Quality Exempt		3508
FHWA	11	97463							PE	Env PE	$14,875				2018	LABR	State		002	Labor - State Match				
FHWA	11	98106	D11-SP-FY2017	D11	Asphalt milling and resurfacing in spot locations including pavement markings and pavement repairs.	Spot Paving and Surface Treatment throughout District 11	DISTRICT 11-Planning		CO	CO Contr	$1,000,000	$0	$1,030,000	$1,060,000	2017	4PS7	State	Reactive Maintenance	002	State Funds (002)	0	Air Quality Exempt		3509
FHWA	11	98106							CO	CO Engr	$30,000				2017	LABR	State		002	Labor - State Match				
FHWA	11	98106	D11-SP-FY2017	D11	Asphalt milling and resurfacing in spot locations including pavement markings and pavement repairs.	Spot Paving and Surface Treatment throughout District 11	DISTRICT 11-Planning		PE	Dtl Dsgn	$4,500	$0	$30,000	$1,060,000	2016	LABR	State	Reactive Maintenance	002	Labor - State Match	0	Air Quality Exempt		3509
FHWA	11	98106							PE	Env PE	$25,500				2016	LABR	State		002	Labor - State Match				
FHWA	11	98107	D11-SP-FY2018	D11	Asphalt milling and resurfacing in spot locations including pavement markings and pavement repairs.	Spot Paving and Surface Treatment throughout District 11.	DISTRICT 11-Planning		CO	CO Contr	$1,000,000	$0	$1,030,000	$1,060,000	2018	4PS7	State	Reactive Maintenance	002	State Funds (002)	0	Air Quality Exempt		3510
FHWA	11	98107							CO	CO Engr	$30,000				2018	LABR	State		002	Labor - State Match				
FHWA	11	98107	D11-SP-FY2018	D11	Asphalt milling and resurfacing in spot locations including pavement markings and pavement repairs.	Spot Paving and Surface Treatment throughout District 11.	DISTRICT 11-Planning		PE	Dtl Dsgn	$4,500	$0	$30,000	$1,060,000	2018	LABR	State	Reactive Maintenance	002	Labor - State Match	0	Air Quality Exempt		3510
FHWA	11	98107							PE	Env PE	$25,500				2018	LABR	State		002	Labor - State Match				
FHWA	11	98115	D11-SP-FY2019	D11	Asphalt milling and resurfacing in spot locations including pavement markings and pavement repairs.	Spot Paving and Surface Treatment throughout District 11.	DISTRICT 11-Planning		CO	CO Contr	$1,000,000	$0	$1,030,000	$1,060,000	2019	4PS7	State	Reactive Maintenance	002	State Funds (002)	0	Air Quality Exempt		3511
FHWA	11	98115							CO	CO Engr	$30,000				2019	LABR	State		002	Labor - State Match				
FHWA	11	98115	D11-SP-FY2019	D11	Asphalt milling and resurfacing in spot locations including pavement markings and pavement repairs.	Spot Paving and Surface Treatment throughout District 11.	DISTRICT 11-Planning		PE	Dtl Dsgn	$4,500	$0	$30,000	$1,060,000	2018	LABR	State	Reactive Maintenance	002	Labor - State Match	0	Air Quality Exempt		3511
FHWA	11	98115							PE	Env PE	$25,500				2018	LABR	State		002	Labor - State Match				
FHWA	11	98117	D11-SP-FY2020	D11	Asphalt milling and resurfacing in spot locations including pavement markings and pavement repairs.	Spot Paving and Surface Treatement throughout District 11.	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$1,031,000	2019	LABR	State	Reactive Maintenance	002	Labor - State Match	0	Air Quality Exempt		3512
FHWA	11	98181	D11 CR FY 2018	D11	Replacement of multiple culverts	Various Locations	DISTRICT 11-Planning		CO	CO Contr	$1,120,000	$0	$1,498,000	$1,498,000	2018	4PF7	Federal	Culvert Construction/Reconstr/Repair		Un-Assigned Federal	0	Air Quality Exempt		3513
FHWA	11	98181							CO	CO Contr	$280,000				2018	4PS7	State		002	State Funds (002)				
FHWA	11	98181							CO	CO Engr	$78,400				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	98181							CO	CO Engr	$19,600				2018	LABR	State		002	Labor - State Match				
FHWA	11	98464	D11-GR-FY2017	D11	Guardrail Reconstruction and Repair	various routes and locations	DISTRICT 11-Planning		CO	CO Contr	$1,000,000	$0	$1,100,000	$1,150,000	2017	4CP7	State	Guardrail Maintenance/Repair (NEW)	002	State Funds (002)	0	Air Quality Exempt		3514
FHWA	11	98464							CO	CO Engr	$100,000				2017	LABR	State		002	Labor - State Match				
FHWA	11	98464	D11-GR-FY2017	D11	Guardrail Reconstruction and Repair	various routes and locations	DISTRICT 11-Planning		PE	Dtl Dsgn	$7,500	$0	$50,000	$1,150,000	2017	LABR	State	Guardrail Maintenance/Repair (NEW)	002	Labor - State Match	0	Air Quality Exempt		3514
FHWA	11	98464							PE	Env PE	$42,500				2017	LABR	State		002	Labor - State Match				
FHWA	11	98502	D11-GR-FY2018	D11	Guardrail Reconstruction and Repair	various routes and locations	DISTRICT 11-Planning		CO	CO Contr	$1,000,000	$0	$1,100,000	$1,150,000	2018	4CP7	State	Guardrail Maintenance/Repair (NEW)	002	State Funds (002)	0	Air Quality Exempt		3515

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	11	98502							CO	CO Engr	$100,000				2018	LABR	State		002	Labor - State Match				
FHWA	11	98502	D11-GR-FY2018	D11	Guardrail Reconstruction and Repair	various routes and locations	DISTRICT 11-Planning		PE	Dtl Dsgn	$7,500	$0	$50,000	$1,150,000	2018	LABR	State	Guardrail Maintenance/Repair (NEW)	002	Labor - State Match	0	Air Quality Exempt		3515
FHWA	11	98502							PE	Env PE	$42,500				2018	LABR	State		002	Labor - State Match				
FHWA	11	98936	D11-SP-FY2016(B)	D11	Asphalt milling and resurfacing in spot locations including pavement markings and pavement repairs.	Spot Paving and Surface Treatment throughout BEL, COL, HAS, JEF & Counties	DISTRICT 11-Planning		CO	CO Contr	$500,000	$0	$520,000	$533,268	2016	4PS7	State	Reactive Maintenance	002	State Funds (002)	0	Air Quality Exempt		3516
FHWA	11	98936							CO	CO Engr	$20,000				2016	LABR	State		002	Labor - State Match				
FHWA	11	99545	D11-HS-FY2017(A)	D11	Herbicidal Spraying	various locations in BEL, HAS and JEF counties	DISTRICT 11-Planning		CO	CO Contr	$150,000	$0	$156,000	$163,500	2017	4CP7	State	Herbicidal Spraying	002	State Funds (002)	0	Air Quality Exempt		3517
FHWA	11	99545							CO	CO Engr	$6,000				2017	LABR	State		002	Labor - State Match				
FHWA	11	99545	D11-HS-FY2017(A)	D11	Herbicidal Spraying	various locations in BEL, HAS and JEF counties	DISTRICT 11-Planning		PE	Dtl Dsgn	$1,125	$0	$7,500	$163,500	2017	LABR	State	Herbicidal Spraying	002	Labor - State Match	0	Air Quality Exempt		3517
FHWA	11	99545							PE	Env PE	$6,375				2017	LABR	State		002	Labor - State Match				
FHWA	11	99547	D11-HS-FY2017(B)	D11	Herbicidal Spraying	various routes and locations in CAR, COL, HOL and TUS counties	DISTRICT 11-Planning		CO	CO Contr	$110,000	$0	$114,400	$119,900	2017	4CP7	State	Herbicidal Spraying	002	State Funds (002)	0	Air Quality Exempt		3518
FHWA	11	99547							CO	CO Engr	$4,400				2017	LABR	State		002	Labor - State Match				
FHWA	11	99547	D11-HS-FY2017(B)	D11	Herbicidal Spraying	various routes and locations in CAR, COL, HOL and TUS counties	DISTRICT 11-Planning		PE	Dtl Dsgn	$825	$0	$5,500	$119,900	2017	LABR	State	Herbicidal Spraying	002	Labor - State Match	0	Air Quality Exempt		3518
FHWA	11	99547							PE	Env PE	$4,675				2017	LABR	State		002	Labor - State Match				
FHWA	11	99598	D11-GR-FY2019	D11	Guardrail reconstruction and repair.	various routes and locations	DISTRICT 11-Planning		CO	CO Contr	$1,000,000	$0	$1,100,000	$1,101,000	2019	4CP7	State	Guardrail Maintenance/Repair (NEW)	002	State Funds (002)	0	Air Quality Exempt		3519
FHWA	11	99598							CO	CO Engr	$100,000				2019	LABR	State		002	Labor - State Match				
FHWA	11	99598	D11-GR-FY2019	D11	Guardrail reconstruction and repair.	various routes and locations	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$1,101,000	2019	LABR	State	Guardrail Maintenance/Repair (NEW)	002	Labor - State Match	0	Air Quality Exempt		3519
FHWA	11	99600	D11-HS-FY2018(A)	D11	Herbicidal Spraying	various locations in BEL, HAS and JEF counties	DISTRICT 11-Planning		CO	CO Contr	$150,000	$0	$156,000	$163,500	2018	4CP7	State	Herbicidal Spraying	002	State Funds (002)	0	Air Quality Exempt		3520
FHWA	11	99600							CO	CO Engr	$6,000				2018	LABR	State		002	Labor - State Match				
FHWA	11	99600	D11-HS-FY2018(A)	D11	Herbicidal Spraying	various locations in BEL, HAS and JEF counties	DISTRICT 11-Planning		PE	Dtl Dsgn	$1,125	$0	$7,500	$163,500	2018	LABR	State	Herbicidal Spraying	002	Labor - State Match	0	Air Quality Exempt		3520
FHWA	11	99600							PE	Env PE	$6,375				2018	LABR	State		002	Labor - State Match				
FHWA	11	99601	D11-HS-FY2018(B)	D11	Herbicidal Spraying	various locations in CAR, COL, HOL and TUS counties	DISTRICT 11-Planning		CO	CO Contr	$110,000	$0	$114,400	$119,900	2018	4CP7	State	Herbicidal Spraying	002	State Funds (002)	0	Air Quality Exempt		3521
FHWA	11	99601							CO	CO Engr	$4,400				2018	LABR	State		002	Labor - State Match				
FHWA	11	99601	D11-HS-FY2018(B)	D11	Herbicidal Spraying	various locations in CAR, COL, HOL and TUS counties	DISTRICT 11-Planning		PE	Dtl Dsgn	$825	$0	$5,500	$119,900	2018	LABR	State	Herbicidal Spraying	002	Labor - State Match	0	Air Quality Exempt		3521
FHWA	11	99601							PE	Env PE	$4,675				2018	LABR	State		002	Labor - State Match				
FHWA	11	99605	D11-HS-FY2019(A)	D11	Herbicidal Spraying	various locations in BEL, HAS and JEF counties	DISTRICT 11-Planning		CO	CO Contr	$150,000	$0	$156,000	$157,000	2019	4CP7	State	Herbicidal Spraying	002	State Funds (002)	0	Air Quality Exempt		3522
FHWA	11	99605							CO	CO Engr	$6,000				2019	LABR	State		002	Labor - State Match				
FHWA	11	99605	D11-HS-FY2019(A)	D11	Herbicidal Spraying	various locations in BEL, HAS and JEF counties	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$157,000	2019	4CP7	State	Herbicidal Spraying	002	State Funds (002)	0	Air Quality Exempt		3522
FHWA	11	99606	D11-HS-FY2019(B)	D11	Herbicidal Spraying	various routes and locations in CAR, COL, HOL and TUS counties	DISTRICT 11-Planning		CO	CO Contr	$110,000	$0	$114,400	$115,400	2019	4CP7	State	Herbicidal Spraying	002	State Funds (002)	0	Air Quality Exempt		3523
FHWA	11	99606							CO	CO Engr	$4,400				2019	LABR	State		002	Labor - State Match				
FHWA	11	99606	D11-HS-FY2019(B)	D11	Herbicidal Spraying	various routes and locations in CAR, COL, HOL and TUS counties	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$115,400	2019	LABR	State	Herbicidal Spraying	002	Labor - State Match	0	Air Quality Exempt		3523
FHWA	11	99647	D11 CR FY 2019	D11	Replace multiple culverts across the District	Various Locations	DISTRICT 11-Planning		CO	CO Contr	$1,109,919	$0	$1,484,517	$1,484,517	2019	4PF7	Federal	Culvert Construction/Reconstr/Repair		Un-Assigned Federal	0	Air Quality Exempt		3524
FHWA	11	99647							CO	CO Contr	$277,480				2019	4PS7	State		002	State Funds (002)				
FHWA	11	99647							CO	CO Engr	$77,694				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	99647							CO	CO Engr	$19,424				2019	LABR	State		002	Labor - State Match				
FHWA	11	76122	HAS SR 151 4.84	HAS	Replace existing bridge over Railroad with new structure.	BOWERSTON. 0.12 MI. W. SR 212	ODOT SPONSORING AGENCY		CO	CO Contr	$4,327,903	$0	$5,688,571	$6,038,571	2018	4PF7	Federal	Bridge Replacement	M232	STP	0.11	Air Quality Exempt		3525
FHWA	11	76122							CO	CO Contr	$1,081,976				2018	4PS7	State		002	State Funds (002)				
FHWA	11	76122							CO	CO Engr	$222,954				2018	LABR	Federal		M232	STP				

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	11	76122							CO	CO Engr	$55,738				2018	LABR	State		002	Labor - State Match				
FHWA	11	76122	HAS SR 151 4.84	HAS	Replace existing bridge over Railroad with new structure.	BOWERSTON. 0.12 MI. W. SR 212	ODOT SPONSORING AGENCY		PE	Dtl Dsgn	$60,000	$0	$325,000	$6,038,571	2017	4PF7	Federal	Bridge Replacement	M232	STP	0.11	Air Quality Exempt		3525
FHWA	11	76122							PE	Dtl Dsgn	$15,000				2017	4PS7	State		002	State Funds (002)				
FHWA	11	76122							PE	Env PE	$200,000				2016	4PF7	Federal		M232	STP				
FHWA	11	76122							PE	Env PE	$50,000				2016	4PS7	State		002	State Funds (002)				
FHWA	11	76122	HAS SR 151 4.84	HAS	Replace existing bridge over Railroad with new structure.	BOWERSTON. 0.12 MI. W. SR 212	ODOT SPONSORING AGENCY		RW	Acquis	$25,000	$0	$25,000	$6,038,571	2017	4PS7	State	Bridge Replacement	002	State Funds (002)	0.11	Air Quality Exempt		3525
FHWA	11	87338	HAS US 22 15.250	HAS	Priority System - Minor Rehab; Resurfacing with asphalt concrete overlay, pavement repairs and pavement markings.	begin 4 lane to begin 2 lane	DISTRICT 11-Planning		CO	CO Contr	$2,452,200	$0	$2,525,766	$2,598,179	2016	4PS7	State	Minor Rehabilitation - Pavement Prmy Sys	002	State Funds (002)	3.65	Air Quality Exempt		3526
FHWA	11	87338							CO	CO Engr	$73,566				2016	LABR	State		002	Labor - State Match				
FHWA	11	88923	HAS US 22 17.240	HAS	Remove existing structure and realign existing township road to eliminate need of replacement structure.	0.35 M W of Jct US 250 and SR 9	DISTRICT 11-Planning		CO	CO Contr	$249,479	$0	$2,614,050	$3,143,187	2016	4PF7	Federal	Bridge Demolition Only	L05E	National Highway System	0.09	Air Quality Exempt		3527
FHWA	11	88923							CO	CO Contr	$62,370				2016	4PS7	State		002	State Funds (002)				
FHWA	11	88923							CO	CO Contr	$1,704,951				2016	4PF7	Federal			Un-Assigned Federal				
FHWA	11	88923							CO	CO Contr	$426,238				2016	4PS7	State		002	State Funds (002)				
FHWA	11	88923							CO	CO Engr	$17,464				2016	LABR	Federal		L05E	National Highway System				
FHWA	11	88923							CO	CO Engr	$4,366				2016	LABR	State		002	Labor - State Match				
FHWA	11	88923							CO	CO Engr	$119,347				2016	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	88923							CO	CO Engr	$29,837				2016	LABR	State		002	Labor - State Match				
FHWA	11	91617	HAS US 250 25.810	HAS	Replace existing bridge with four-sided box.	3.26 miles west of Jct SR 519	DISTRICT 11-Planning		CO	CO Contr	$260,875	$0	$358,703	$467,982	2016	4PF7	Federal	Bridge Replacement	M232	STP	0.02	Air Quality Exempt		3528
FHWA	11	91617							CO	CO Contr	$65,219				2016	4PS7	State		002	State Funds (002)				
FHWA	11	91617							CO	CO Engr	$26,087				2016	LABR	Federal		M232	STP				
FHWA	11	91617							CO	CO Engr	$6,522				2016	LABR	State		002	Labor - State Match				
FHWA	11	91844	HAS US 250 19.990	HAS	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	Cadiz. SR 9 to Harrisville WCL	DISTRICT 11-Planning		CO	CO Contr	$2,312,400	$0	$2,977,215	$3,063,930	2017	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M232	STP	10.25	Air Quality Exempt		3529
FHWA	11	91844							CO	CO Contr	$578,100				2017	4PS7	State		002	State Funds (002)				
FHWA	11	91844							CO	CO Engr	$69,372				2017	LABR	Federal		M232	STP				
FHWA	11	91844							CO	CO Engr	$17,343				2017	LABR	State		002	Labor - State Match				
FHWA	11	91844	HAS US 250 19.990	HAS	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	Cadiz. SR 9 to Harrisville WCL	DISTRICT 11-Planning		PE	Dtl Dsgn	$13,007	$0	$86,715	$3,063,930	2016	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	10.25	Air Quality Exempt		3529
FHWA	11	91844							PE	Env PE	$73,708				2016	LABR	State		002	Labor - State Match				
FHWA	11	92357	HAS SR 151 19.730	HAS	Landslide repair by installing a Hpile retaining wall.	0.1 miles East of TR 178	DISTRICT 11-Planning		CO	CO Contr	$558,560	$0	$768,020	$942,574	2017	4SF7	Federal	Slide Repair	M232	STP	0.02	Air Quality Exempt		3530
FHWA	11	92357							CO	CO Contr	$139,640				2017	4SS7	State		002	State Funds (002)				
FHWA	11	92357							CO	CO Engr	$55,856				2017	LABR	Federal		L25E	STP				
FHWA	11	92357							CO	CO Engr	$13,964				2017	LABR	State		002	Labor - State Match				
FHWA	11	95541	HAS SR 342 0.000	HAS	General System resurfacing including pavement repairs and pavement marking on HAS-342 and HAS-519.	New Athens. TUS CO. Line to JCT SR 800	DISTRICT 11-Planning		CO	CO Contr	$1,957,103	$0	$3,413,392	$3,516,255	2018	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys		Un-Assigned Federal	12.88	Air Quality Exempt		3531
FHWA	11	95541							CO	CO Contr	$489,276				2018	4PS7	State		002	State Funds (002)				
FHWA	11	95541							CO	CO Contr	$867,594				2018	4PS7	State		002	State Funds (002)				
FHWA	11	95541							CO	CO Engr	$58,713				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	95541							CO	CO Engr	$14,678				2018	LABR	State		002	Labor - State Match				
FHWA	11	95541							CO	CO Engr	$26,028				2018	LABR	State		002	Labor - State Match				
FHWA	11	95541	HAS SR 342 0.000	HAS	General System resurfacing including pavement repairs and pavement marking on HAS-342 and HAS-519.	New Athens. TUS CO. Line to JCT SR 800	DISTRICT 11-Planning		PE	Dtl Dsgn	$15,429	$0	$102,863	$3,516,255	2017	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	12.88	Air Quality Exempt		3531
FHWA	11	95541							PE	Env PE	$87,434				2017	LABR	State		002	Labor - State Match				
FHWA	11	97651	HAS SR 258 0.000	HAS	General System Resurfacing on TUS-258, HAS-258 and HAS-800 to include asphalt overlay, pavement repairs and pavement marking.	SR 258 from GUE Co. Line to SR 800; SR 800 from Freeport to US 22	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$2,334,617	2019	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	7.7	Air Quality Exempt		3532
FHWA	11	97660	HAS SR 646 10.550	HAS	Resurfacing of SR 646 in Harrison County from SLM 10.55 to SR 9, including asphalt overlay, asphalt pavement repairs and pavement markings.	HAS-646 SLM 10.55 to SR 9	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$1,292,066	2019	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	4.26	Air Quality Exempt		3533
FHWA	11	98108	HAS US 250 0.000	HAS	General System Resurfacing to include asphalt concrete overlay, pavement repairs and pavement markings.	US 250 from Tuscarawas Co. Line to SLM 4.22; SR 151 from US 250 to W. Corp. of Bowerston	DISTRICT 11-Planning		CO	CO Contr	$1,033,248	$0	$2,556,048	$2,630,496	2017	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys		Un-Assigned Federal	8.8	Air Quality Exempt		3534
FHWA	11	98108							CO	CO Contr	$258,312				2017	4PS7	State		002	State Funds (002)				

2016-2019 DRAFT STIP as of 02/13/2015 - District 11

* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	11	98108							CO	CO Contr	$952,032				2017	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	11	98108							CO	CO Contr	$238,008				2017	4PS7	State		002	State Funds (002)				
FHWA	11	98108							CO	CO Engr	$28,561				2017	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	11	98108							CO	CO Engr	$7,140				2017	LABR	State		002	Labor - State Match				
FHWA	11	98108							CO	CO Engr	$30,998				2017	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	98108							CO	CO Engr	$7,749				2017	LABR	State		002	Labor - State Match				
FHWA	11	98108	HAS US 250 0.000	HAS	General System Resurfacing to include asphalt concrete overlay, pavement repairs and pavement markings.	US 250 from Tuscarawas Co. Line to SLM 4.22; SR 151 from US 250 to W. Corp. of Bowerston	DISTRICT 11-Planning		PE	Dtl Dsgn	$11,167	$0	$74,448	$2,630,496	2016	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	8.8	Air Quality Exempt		3534
FHWA	11	98108							PE	Env PE	$63,281				2016	LABR	State		002	Labor - State Match				
FHWA	11	98696	HAS SR 151 12.90	HAS	Minor Rehab.; includes whitetopping SR 151 with 6" bonded concrete overlay and pavement marking.	SLM 12.90 to SR 9	DISTRICT 11-Planning		CO	CO Contr	$1,680,000	$0	$2,880,440	$2,962,473	2016	4RI7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M560	Highway Planning (2%)	2.69	Air Quality Exempt		3535
FHWA	11	98696							CO	CO Contr	$420,000				2016	4RH7	State		002	State Funds (002)				
FHWA	11	98696							CO	CO Contr	$557,235				2016	4PF7	Federal		M232	STP				
FHWA	11	98696							CO	CO Contr	$139,309				2016	4PS7	State		002	State Funds (002)				
FHWA	11	98696							CO	CO Engr	$16,717				2016	LABR	Federal		M232	STP				
FHWA	11	98696							CO	CO Engr	$4,179				2016	LABR	State		002	Labor - State Match				
FHWA	11	98696							CO	CO Engr	$50,400				2016	LABR	Federal		M560	Highway Planning (2%)				
FHWA	11	98696							CO	CO Engr	$12,600				2016	LABR	State		002	Labor - State Match				
FHWA	11	99413	HAS CR 4 0.00	HAS	Resurface CR 4 from the Hopedale north corp to SR 646.	North Hopedale corp limit to SR 646.	HARRISON COUNTY ENGINEER		CO	CO Contr	$656,800	$0	$903,100	$915,208	2016	4B77	Federal	Resurfacing, Undivided System	M232	STP	6.54	Air Quality Exempt		3536
FHWA	11	99413							CO	CO Contr	$164,200				2016	4BG7	Local Match		002	Local Match				
FHWA	11	99413							CO	CO Engr	$65,680				2016	4B77	Federal		M232	STP				
FHWA	11	99413							CO	CO Engr	$16,420				2016	4BG7	Local Match		002	Local Match				
FHWA	11	99473	HAS CR 51 Bridge Repl	HAS	Replace the bridge which carries CR 51 (Amsterdam Road) over the Ohio Central Rail line.	0.2 mile south of CR 46	HARRISON COUNTY ENGINEER		CO	CO Contr	$1,610,400	$0	$2,154,000	$2,155,000	2017	4B87	Federal	Bridge Replacement		Un-Assigned Federal	0.03	Air Quality Exempt		3537
FHWA	11	99473							CO	CO Contr	$402,600				2017	4BG7	Local Match		002	Local Match				
FHWA	11	99473							CO	CO Engr	$112,800				2017	4B87	Federal			Un-Assigned Federal				
FHWA	11	99473							CO	CO Engr	$28,200				2017	4BG7	Local Match		002	Local Match				
FHWA	11	99473	HAS CR 51 Bridge Repl	HAS	Replace the bridge which carries CR 51 (Amsterdam Road) over the Ohio Central Rail line.	0.2 mile south of CR 46	HARRISON COUNTY ENGINEER		PE	Review	$1,000	$0	$1,000	$2,155,000	2017	LABR	Local Match	Bridge Replacement	002	Labor - Local Match	0.03	Air Quality Exempt		3537
FHWA	11	86052	HOL County Trail Phase 5C	HOL	Construct approx 7.65 miles of bikepath including bridge rehab/reconst. Also includes a parking facility near Killbuck. Will use earmark funds (OH384) for design. Trail will be 16' wide, plus 2 foot shoulders. Phase 5 B is PID 85365.	CR 25 in Glenmont to Railroad Depot at CR 622 in Killbuck.	Holmes County Park District		CO	CO Contr	$2,680,000	$0	$3,685,000	$4,503,727	2017	4B37	Federal	Bikeways	M303	TAP/Enhancements	0.01	Air Quality Exempt		3538
FHWA	11	86052							CO	CO Contr	$670,000				2017	LNTP	Local Match		LNTP	Local Match				
FHWA	11	86052							CO	CO Engr	$268,000				2017	4B37	Federal		M303	TAP/Enhancements				
FHWA	11	86052							CO	CO Engr	$67,000				2017	LNTP	Local Match		LNTP	Local Match				
FHWA	11	86052	HOL County Trail Phase 5C	HOL	Construct approx 7.65 miles of bikepath including bridge rehab/reconst. Also includes a parking facility near Killbuck. Will use earmark funds (OH384) for design. Trail will be 16' wide, plus 2 foot shoulders. Phase 5 B is PID 85365.	CR 25 in Glenmont to Railroad Depot at CR 622 in Killbuck.	Holmes County Park District		PE	Dtl Dsgn	$350,000	$467,727	$818,727	$4,503,727	2016	LNTP	Local Match	Bikeways	LNTP	Local Match	0.01	Air Quality Exempt		3538
FHWA	11	86052							PE	Review	$1,000				2017	LABR	State		002	Labor - State Match				
FHWA	11	91559	HOL US 62 18.180	HOL	Replace existing boxbeam superstructure with steel beam superstructure.	1.53 miles west of Jct SR 39	DISTRICT 11-Planning		CO	CO Contr	$387,941	$0	$533,419	$534,419	2017	4PF7	Federal	Bridge Repair	M232	STP	0.02	Air Quality Exempt		3539
FHWA	11	91559							CO	CO Contr	$96,985				2017	4PS7	State		002	State Funds (002)				
FHWA	11	91559							CO	CO Engr	$38,794				2017	LABR	Federal		M232	STP				
FHWA	11	91559							CO	CO Engr	$9,699				2017	LABR	State		002	Labor - State Match				
FHWA	11	91561	HOL US 62 8.370	HOL	Replace existing slab bridge with four-sided concrete box.	4.45 miles west of Jct SR 520	DISTRICT 11-Planning		CO	CO Contr	$295,957	$0	$406,941	$424,108	2017	4PF7	Federal	Bridge Replacement	M232	STP	0.01	Air Quality Exempt		3540
FHWA	11	91561							CO	CO Contr	$73,989				2017	4PS7	State		002	State Funds (002)				
FHWA	11	91561							CO	CO Engr	$29,596				2017	LABR	Federal		M232	STP				
FHWA	11	91561							CO	CO Engr	$7,399				2017	LABR	State		002	Labor - State Match				
FHWA	11	91845	HOL SR 241 0.000	HOL	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	Millersburg. SR 39 to CR 235A	DISTRICT 11-Planning		CO	CO Contr	$1,675,550	$0	$2,157,271	$2,220,104	2017	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M232	STP	7.75	Air Quality Exempt		3541
FHWA	11	91845							CO	CO Contr	$418,888				2017	4PS7	State		002	State Funds (002)				
FHWA	11	91845							CO	CO Engr	$50,266				2017	LABR	Federal		M232	STP				
FHWA	11	91845							CO	CO Engr	$12,567				2017	LABR	State		002	Labor - State Match				

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	11	91845	HOL SR 241 0.000	HOL	General System Minor Rehab.; includes asphalt overlay, pavement repairs, pavement marking	Millersburg. SR 39 to CR 235A	DISTRICT 11-Planning		PE	Dtl Dsgn	$9,425	$0	$62,833	$2,220,104	2016	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	7.75	Air Quality Exempt		3541
FHWA	11	91845							PE	Env PE	$53,408				2016	LABR	State		002	Labor - State Match				
FHWA	11	95539	HOL US 62 0.000	HOL	General System resurfacing on HOL-62 from Knox CO. Line to SLM 9.87 and on HOL-83 from JCT SR 39/Millersburg Corp. to Holmesville NCL. Includes pavement repairs and pavement marking.	Millersburg and Holmesville. Knox CO. Line to SLM 9.87	DISTRICT 11-Planning		CO	CO Contr	$3,532,120	$0	$4,547,605	$4,681,217	2018	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys		Un-Assigned Federal	15.56	Air Quality Exempt		3542
FHWA	11	95539							CO	CO Contr	$883,030				2018	4PS7	State		002	State Funds (002)				
FHWA	11	95539							CO	CO Engr	$105,964				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	95539							CO	CO Engr	$26,491				2018	LABR	State		002	Labor - State Match				
FHWA	11	95539	HOL US 62 0.000	HOL	General System resurfacing on HOL-62 from Knox CO. Line to SLM 9.87 and on HOL-83 from JCT SR 39/Millersburg Corp. to Holmesville NCL. Includes pavement repairs and pavement marking.	Millersburg and Holmesville. Knox CO. Line to SLM 9.87	DISTRICT 11-Planning		PE	Dtl Dsgn	$20,042	$0	$133,612	$4,681,217	2017	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	15.56	Air Quality Exempt		3542
FHWA	11	95539							PE	Env PE	$113,570				2017	LABR	State		002	Labor - State Match				
FHWA	11	95543	HOL SR 60 0.000	HOL	General System Resurfacing on HOL-60 including pavement repairs and pavement marking.	KILLBUCK. Coshocton CO. Line to JCT SR 39	DISTRICT 11-Planning		CO	CO Contr	$1,867,938	$0	$2,586,640	$2,654,973	2018	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys		Un-Assigned Federal	10.33	Air Quality Exempt		3543
FHWA	11	95543							CO	CO Contr	$466,984				2018	4PS7	State		002	State Funds (002)				
FHWA	11	95543							CO	CO Contr	$176,379				2018	4PS7	State		002	State Funds (002)				
FHWA	11	95543							CO	CO Engr	$56,038				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	95543							CO	CO Engr	$14,010				2018	LABR	State		002	Labor - State Match				
FHWA	11	95543							CO	CO Engr	$5,291				2018	LABR	State		002	Labor - State Match				
FHWA	11	95543	HOL SR 60 0.000	HOL	General System Resurfacing on HOL-60 including pavement repairs and pavement marking.	KILLBUCK. Coshocton CO. Line to JCT SR 39	DISTRICT 11-Planning		PE	Dtl Dsgn	$10,250	$0	$68,333	$2,654,973	2017	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	10.33	Air Quality Exempt		3543
FHWA	11	95543							PE	Env PE	$58,083				2017	LABR	State		002	Labor - State Match				
FHWA	11	95821	HOL SR 514 4.530	HOL	Failed culvert that needs replaced with some soil stabilization work to keep new culvert in place.	0.35 miles north of CR50	DISTRICT 11-Planning		CO	CO Contr	$140,000	$0	$192,500	$355,761	2016	4PF7	Federal	Culvert Construction/Reconstr/Repair	M232	STP	0.07	Air Quality Exempt		3544
FHWA	11	95821							CO	CO Contr	$35,000				2016	4PS7	State		002	State Funds (002)				
FHWA	11	95821							CO	CO Engr	$17,500				2016	LABR	State		002	Labor - State Match				
FHWA	11	96794	HOL US 62 26.450	HOL	General System Resurfacing including pavement repairs and pavement markings on US 62 and SR 241 in Holmes County.	On US 62 from SR 39 to Stark Co. Line and on SR 241 from CR 77 to Wayne Co. Line	DISTRICT 11-Planning		CO	CO Contr	$3,103,872	$0	$3,996,235	$3,997,235	2019	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys		Un-Assigned Federal	13.7	Air Quality Exempt		3545
FHWA	11	96794							CO	CO Contr	$775,968				2019	4PS7	State		002	State Funds (002)				
FHWA	11	96794							CO	CO Engr	$93,116				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	96794							CO	CO Engr	$23,279				2019	LABR	State		002	Labor - State Match				
FHWA	11	96794	HOL US 62 26.450	HOL	General System Resurfacing including pavement repairs and pavement markings on US 62 and SR 241 in Holmes County.	On US 62 from SR 39 to Stark Co. Line and on SR 241 from CR 77 to Wayne Co. Line	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$3,997,235	2018	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	13.7	Air Quality Exempt		3545
FHWA	11	98304	HOL US 62 18.640	HOL	Modify intersection geometry to eliminate the skew angle for right turning vehicles coming from Glen Drive and modify the existing traffic signal timing and hardware to improve the signal timing and improve the signal visibility.	Intersection of US 62 & Glen Drive	DISTRICT 11-Planning		CO	CO Contr	$158,400	$0	$193,600	$246,400	2017	4HJ7	Federal	Signals	MS30	Highway Safety Imp Prog	0.2	Air Quality Exempt		3546
FHWA	11	98304							CO	CO Contr	$17,600				2017	4BC7	State		002	State Funds (002)				
FHWA	11	98304							CO	CO Engr	$15,840				2017	LABR	Federal		MS30	Highway Safety Imp Prog				
FHWA	11	98304							CO	CO Engr	$1,760				2017	LABR	State		002	Labor - State Match				
FHWA	11	24975	TUS US0250 22.510	TUS	Replace deck and paint two steel beam bridges with system OZEU.	0.41 MI. E. OF JCT. US 36	ODOT SPONSORING AGENCY		CO	CO Contr	$1,924,060	$0	$2,573,430	$2,747,151	2017	4PF7	Federal	Bridge Deck Replacement	L050	National Highway System	0.11	Air Quality Exempt		3547
FHWA	11	24975							CO	CO Contr	$481,015				2017	4PS7	State		002	State Funds (002)				
FHWA	11	24975							CO	CO Engr	$134,684				2017	LABR	Federal		L050	National Highway System				
FHWA	11	24975							CO	CO Engr	$33,671				2017	LABR	State		002	Labor - State Match				
FHWA	11	75089	TUS US 250 14.12	TUS	Rehabilitation of twin steel beam bridges by replacing the bridge decks and converting the abutments to semi-integral.	NEW PHILADELPHIA, AT INTERCHANGE WITH S.R. 416	ODOT SPONSORING AGENCY		PE	Dtl Dsgn	$200,000	$0	$320,000	$3,082,942	2016	4PS7	State	Bridge Repair	002	State Funds (002)	0.04	Air Quality Exempt		3548
FHWA	11	75089							PE	PE Engr	$120,000				2016	4PS7	State		002	State Funds (002)				
FHWA	11	78256	TUS IR 77 27.720	TUS	Priority System - Minor Rehab.; Resurfacing with asphalt concrete overlay, full depth repairs and pavement marking.	US 250 underpass to STA Co. Line	DISTRICT 11-Planning		CO	CO Contr	$4,735,000	$0	$4,877,050	$4,993,913	2016	4PS7	State	Minor Rehabilitation - Pavement Prmy Sys	002	State Funds (002)	7.25	Air Quality Exempt		3549
FHWA	11	78256							CO	CO Engr	$142,050				2016	LABR	State		002	Labor - State Match				

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	11	87058	TUS US 250 21.320	TUS	priority system minor rehab.: concrete repairs, pavement marking	concrete at McCauley Drive	DISTRICT 11-Planning		CO	CO Contr	$330,400	$0	$429,520	$450,405	2016	4PF7	Federal	Minor Rehabilitation - Pavement Prmy Sys	L05E	National Highway System	0.34	Air Quality Exempt		3550
FHWA	11	87058							CO	CO Contr	$82,600				2016	4PS7	State		002	State Funds (002)				
FHWA	11	87058							CO	CO Engr	$13,216				2016	LABR	Federal		L05E	National Highway System				
FHWA	11	87058							CO	CO Engr	$3,304				2016	LABR	State		002	Labor - State Match				
FHWA	11	87198	TUS US 250 17.320	TUS	Primary system - minor rehab.: asphalt resurfacing to address structural deficiencies, pavement repairs, guardrail and pavement marking	0.17 mi. E. of SR 259 to McCauley Dr.	DISTRICT 11-Planning		CO	CO Contr	$2,406,400	$0	$3,098,240	$3,188,706	2017	4PF7	Federal	Minor Rehabilitation - Pavement Prmy Sys	L05E	National Highway System	4	Air Quality Exempt		3551
FHWA	11	87198							CO	CO Contr	$601,600				2017	4PS7	State		002	State Funds (002)				
FHWA	11	87198							CO	CO Engr	$72,192				2017	LABR	Federal		L05E	National Highway System				
FHWA	11	87198							CO	CO Engr	$18,048				2017	LABR	State		002	Labor - State Match				
FHWA	11	87198	TUS US 250 17.320	TUS	Primary system - minor rehab.: asphalt resurfacing to address structural deficiencies, pavement repairs, guardrail and pavement marking	0.17 mi. E. of SR 259 to McCauley Dr.	DISTRICT 11-Planning		PE	Dtl Dsgn	$13,570	$0	$90,466	$3,188,706	2016	LABR	State	Minor Rehabilitation - Pavement Prmy Sys	002	Labor - State Match	4	Air Quality Exempt		3551
FHWA	11	87198							PE	Env PE	$76,896				2016	LABR	State		002	Labor - State Match				
FHWA	11	87320	TUS SR 212 9.490	TUS	general system - minor rehab; asphalt resurfacing, pavement repairs, pavement marking	SR 800 to Car. Co. Line	DISTRICT 11-Planning		CO	CO Contr	$1,971,744	$0	$2,538,620	$2,612,560	2017	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	L25E	STP	8.74	Air Quality Exempt		3552
FHWA	11	87320							CO	CO Contr	$492,936				2017	4PS7	State		002	State Funds (002)				
FHWA	11	87320							CO	CO Engr	$59,152				2017	LABR	Federal		L25E	STP				
FHWA	11	87320							CO	CO Engr	$14,788				2017	LABR	State		002	Labor - State Match				
FHWA	11	87320	TUS SR 212 9.490	TUS	general system - minor rehab; asphalt resurfacing, pavement repairs, pavement marking	SR 800 to Car. Co. Line	DISTRICT 11-Planning		PE	Dtl Dsgn	$11,091	$0	$73,940	$2,612,560	2016	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	8.74	Air Quality Exempt		3552
FHWA	11	87320							PE	Env PE	$62,849				2016	LABR	State		002	Labor - State Match				
FHWA	11	88927	TUS SR 800 3.820	TUS	Replace existing reinforced concrete deck, paint structural steel ends and repair substructure as needed.	1.80 M N of Jct SR 258	DISTRICT 11-Planning		CO	CO Contr	$823,004	$0	$1,100,768	$1,101,768	2018	4PF7	Federal	Bridge Deck Replacement		Un-Assigned Federal	0.08	Air Quality Exempt		3553
FHWA	11	88927							CO	CO Contr	$205,751				2018	4PS7	State		002	State Funds (002)				
FHWA	11	88927							CO	CO Engr	$57,610				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	88927							CO	CO Engr	$14,403				2018	LABR	State		002	Labor - State Match				
FHWA	11	91567	TUS SR 93 3.360	TUS	Replace existing slab bridge with new structure type.	0.87 miles north of Jct SR 39	DISTRICT 11-Planning		CO	CO Contr	$456,912	$0	$611,120	$612,120	2017	4PF7	Federal	Bridge Replacement	M232	STP	0.01	Air Quality Exempt		3554
FHWA	11	91567							CO	CO Contr	$114,228				2017	4PS7	State		002	State Funds (002)				
FHWA	11	91567							CO	CO Engr	$31,984				2017	LABR	Federal		M232	STP				
FHWA	11	91567							CO	CO Engr	$7,996				2017	LABR	State		002	Labor - State Match				
FHWA	11	91599	TUS IR 77 19.800	TUS	Replace existing deck and repair/modify substructure units to convert to semi-integral.	0.93 miles south of US 250	DISTRICT 11-Planning		CO	CO Contr	$2,424,115	$0	$2,882,003	$3,308,003	2018	4PF7	Federal	Bridge Deck Replacement	L01E	Interstate Maintenance	0.05	Air Quality Exempt		3555
FHWA	11	91599							CO	CO Contr	$269,346				2018	4PS7	State		002	State Funds (002)				
FHWA	11	91599							CO	CO Engr	$169,688				2018	LABR	Federal		L01E	Interstate Maintenance				
FHWA	11	91599							CO	CO Engr	$18,854				2018	LABR	State		002	Labor - State Match				
FHWA	11	91599	TUS IR 77 19.800	TUS	Replace existing deck and repair/modify substructure units to convert to semi-integral.	0.93 miles south of US 250	DISTRICT 11-Planning		PE	Dtl Dsgn	$67,500	$0	$425,000	$3,308,003	2016	4PF7	Federal	Bridge Deck Replacement	L01E	Interstate Maintenance	0.05	Air Quality Exempt		3555
FHWA	11	91599							PE	Dtl Dsgn	$7,500				2016	4PS7	State		002	State Funds (002)				
FHWA	11	91599							PE	Env PE	$135,000				2016	4PF7	Federal		L01E	Interstate Maintenance				
FHWA	11	91599							PE	Env PE	$15,000				2016	4PS7	State		002	State Funds (002)				
FHWA	11	91599							PE	Env PE	$180,000				2016	4PF7	Federal			Un-Assigned Federal				
FHWA	11	91599							PE	Env PE	$20,000				2016	4PS7	State		002	State Funds (002)				
FHWA	11	91847	TUS SR 39 2.940	TUS	General System - Minor Rehab.; includes rigid joint repairs, 4 in. asphalt overlay, guardrail and pavement marking.	Sugarcreek. Concrete pavement from SLM 2.94 to 7.14	DISTRICT 11-Planning		CO	CO Contr	$2,083,200	$0	$2,682,120	$2,757,245	2016	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M232	STP	4.2	Air Quality Exempt		3556
FHWA	11	91847							CO	CO Contr	$520,800				2016	4PS7	State		002	State Funds (002)				
FHWA	11	91847							CO	CO Engr	$62,496				2016	LABR	Federal		M232	STP				
FHWA	11	91847							CO	CO Engr	$15,624				2016	LABR	State		002	Labor - State Match				
FHWA	11	95540	TUS SR 39 0.710	TUS	General System Resurfacing on TUS-39, TUS-212 and TUS-93 including pavement repairs and pavement marking.	Sugarcreek, Bolivar and Zoar. Holmes CO. Line to Bridge at SLM 2.94	DISTRICT 11-Planning		CO	CO Contr	$27,260	$0	$3,105,987	$3,196,453	2017	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M231	STP	10.83	Air Quality Exempt		3557
FHWA	11	95540							CO	CO Contr	$6,815				2017	4PS7	State		002	State Funds (002)				
FHWA	11	95540							CO	CO Contr	$2,327,910				2017	4PF7	Federal		M232	STP				
FHWA	11	95540							CO	CO Contr	$581,978				2017	4PS7	State		002	State Funds (002)				
FHWA	11	95540							CO	CO Contr	$57,246				2017	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	11	95540							CO	CO Contr	$14,312				2017	4PS7	State		002	State Funds (002)				
FHWA	11	95540							CO	CO Engr	$1,718				2017	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	11	95540							CO	CO Engr	$429				2017	LABR	State		002	Labor - State Match				
FHWA	11	95540							CO	CO Engr	$818				2017	LABR	Federal		M231	STP				
FHWA	11	95540							CO	CO Engr	$204				2017	LABR	State		002	Labor - State Match				
FHWA	11	95540							CO	CO Engr	$69,838				2017	LABR	Federal		M232	STP				

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	11	95540							CO	CO Engr	$17,459				2017	LABR	State		002	Labor - State Match				
FHWA	11	95540	TUS SR 39 0.710	TUS	General System Resurfacing on TUS-39, TUS-212 and TUS-93 including pavement repairs and pavement marking.	Sugarcreek, Bolivar and Zoar. Holmes CO. Line to Bridge at SLM 2.94	DISTRICT 11-Planning		PE	Dtl Dsgn	$13,570	$0	$90,466	$3,196,453	2016	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	10.83	Air Quality Exempt		3557
FHWA	11	95540							PE	Env PE	$76,896				2016	LABR	State		002	Labor - State Match				
FHWA	11	95558	TUS IR 77 7.550	TUS	Priority System minor rehab.; included asphalt resurfacing to address any structural deficiencies, pavement repairs, guardrail reconstruction, and pavement marking.	CR 23 to SLM 12.37	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$6,452,795	2019	LABR	State	Minor Rehabilitation - Pavement Prmy Sys	002	Labor - State Match	4.83	Air Quality Exempt		3558
FHWA	11	95559	TUS IR 77 12.370	TUS	Priority System minor rehab.; included asphalt resurfacing to address any structural deficiencies, pavement repairs, guardrail reconstruction, and pavement marking.	SLM 12.37 to 0.04 north of CR 54	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$11,191,252	2019	LABR	State	Minor Rehabilitation - Pavement Prmy Sys	002	Labor - State Match	8.34	Air Quality Exempt		3559
FHWA	11	95562	TUS US 36 0.000	TUS	Priority System minor rehab.; included asphalt resurfacing to address any structural deficiencies, pavement repairs, guardrail reconstruction, and pavement marking.	Coshocton CO. Line to I-77 overpass	DISTRICT 11-Planning		CO	CO Contr	$3,360,640	$0	$4,326,824	$4,327,824	2019	4PF7	Federal	Minor Rehabilitation - Pavement Prmy Sys		Un-Assigned Federal	3.56	Air Quality Exempt		3560
FHWA	11	95562							CO	CO Contr	$840,160				2019	4PS7	State		002	State Funds (002)				
FHWA	11	95562							CO	CO Engr	$100,819				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	95562							CO	CO Engr	$25,205				2019	LABR	State		002	Labor - State Match				
FHWA	11	95562	TUS US 36 0.000	TUS	Priority System minor rehab.; included asphalt resurfacing to address any structural deficiencies, pavement repairs, guardrail reconstruction, and pavement marking.	Coshocton CO. Line to I-77 overpass	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$4,327,824	2018	LABR	State	Minor Rehabilitation - Pavement Prmy Sys	002	Labor - State Match	3.56	Air Quality Exempt		3560
FHWA	11	96501	TUS Dover Signals Phase 1	TUS	On Wooster and Iron Avenue replace or upgrade 16 traffic signals, to include LED heads, signal supports, controllers, interconnect, preemption, ped heads, ADA ramps, etc.	Wooster Ave. from Ohio Ave. to Iron Ave.; Iron Ave. from Wooster Ave. to Boat St.	DOVER		CO	CO Contr	$663,074	$0	$1,461,100	$1,487,864	2016	4B97	Federal	Signals	M001	National Hwy Performance Prgm	2.77	Air Quality Exempt		3561
FHWA	11	96501							CO	CO Contr	$165,768				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	11	96501							CO	CO Contr	$399,545				2016	4B97	Federal		M231	STP				
FHWA	11	96501							CO	CO Contr	$99,886				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	11	96501							CO	CO Engr	$39,954				2016	4B97	Federal		M231	STP				
FHWA	11	96501							CO	CO Engr	$9,989				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	11	96501							CO	CO Engr	$66,307				2016	4B97	Federal		M001	National Hwy Performance Prgm				
FHWA	11	96501							CO	CO Engr	$16,577				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	11	96608	TUS US 250 20.330	TUS	Replace existing steel beam superstructure with new steel beam superstructure. The bridge will need to be raised to provide required Vertical Clearance. The abutments will be converted to semi-integral.	1.51 Miles West of Junction US 36	DISTRICT 11-Planning		CO	CO Contr	$1,235,196	$0	$1,652,075	$1,653,075	2019	4PF7	Federal	Bridge Repair		Un-Assigned Federal	0.02	Air Quality Exempt		3562
FHWA	11	96608							CO	CO Contr	$308,799				2019	4PS7	State		002	State Funds (002)				
FHWA	11	96608							CO	CO Engr	$86,464				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	96608							CO	CO Engr	$21,616				2019	LABR	State		002	Labor - State Match				
FHWA	11	96608	TUS US 250 20.330	TUS	Replace existing steel beam superstructure with new steel beam superstructure. The bridge will need to be raised to provide required Vertical Clearance. The abutments will be converted to semi-integral.	1.51 Miles West of Junction US 36	DISTRICT 11-Planning		PE	Dtl Dsgn	$1,000	$0	$1,000	$1,653,075	2016	LABR	State	Bridge Repair	002	Labor - State Match	0.02	Air Quality Exempt		3562
FHWA	11	96610	TUS US 36 17.240	TUS	Replace existing deck with new reinforced concrete deck to be made composite with existing beams. Convert to semi-integral. Paint structural steel.	0.94 miles West of Junction SR250	DISTRICT 11-Planning		CO	CO Contr	$1,390,163	$0	$1,859,343	$1,860,343	2018	4PF7	Federal	Bridge Deck Replacement		Un-Assigned Federal	0.06	Air Quality Exempt		3563
FHWA	11	96610							CO	CO Contr	$347,541				2018	4PS7	State		002	State Funds (002)				
FHWA	11	96610							CO	CO Engr	$97,311				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	96610							CO	CO Engr	$24,328				2018	LABR	State		002	Labor - State Match				
FHWA	11	96610	TUS US 36 17.240	TUS	Replace existing deck with new reinforced concrete deck to be made composite with existing beams. Convert to semi-integral. Paint structural steel.	0.94 miles West of Junction SR250	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$1,860,343	2016	LABR	State	Bridge Deck Replacement	002	Labor - State Match	0.06	Air Quality Exempt		3563
FHWA	11	96790	TUS SR 416 4.610	TUS	General System resurfacing overlay including pavement repairs and pavement markings.	Tuscarawas N Corp to New Philadelphia S Corp and New Phila N Corp to SR 800	DISTRICT 11-Planning		CO	CO Contr	$1,593,661	$0	$2,051,838	$2,052,838	2019	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys		Un-Assigned Federal	7.34	Air Quality Exempt		3564
FHWA	11	96790							CO	CO Contr	$398,415				2019	4PS7	State		002	State Funds (002)				
FHWA	11	96790							CO	CO Engr	$47,810				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	96790							CO	CO Engr	$11,952				2019	LABR	State		002	Labor - State Match				

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Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	11	96790	TUS SR 416 4.610	TUS	General System resurfacing overlay including pavement repairs and pavement markings.	Tuscarawas N Corp to New Philadelphia S Corp and New Phila N Corp to SR 800	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$2,052,838	2018	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	7.34	Air Quality Exempt		3564
FHWA	11	96895	TUS US 36 0.810	TUS	Highway lighting replacement at TUS-36-0.91 (College Street), TUS-36-1.58 (SR 258) and TUS-36-2.97 (CR 15).	TUS-36-0.91/1.58/2.97	DISTRICT 11-Planning		CO	CO Contr	$236,000	$0	$324,500	$386,204	2016	4PF7	Federal	Lighting	M001	National Hwy Performance Prgm	0.76	Air Quality Exempt		3565
FHWA	11	96895							CO	CO Contr	$59,000				2016	4PS7	State		002	State Funds (002)				
FHWA	11	96895							CO	CO Engr	$29,500				2016	LABR	State		002	Labor - State Match				
FHWA	11	97262	TUS SR 800 8.580	TUS	Landslide repair by installing a Hpile retaining wall.	0.05 miles North of Center St. in the Village of Dennison	DISTRICT 11-Planning		CO	CO Contr	$356,748	$0	$490,528	$618,262	2017	4SF7	Federal	Slide Repair	M231	STP	0.07	Air Quality Exempt		3566
FHWA	11	97262							CO	CO Contr	$89,187				2017	4SS7	State		002	State Funds (002)				
FHWA	11	97262							CO	CO Engr	$44,593				2017	LABR	State		002	Labor - State Match				
FHWA	11	97262	TUS SR 800 8.580	TUS	Landslide repair by installing a Hpile retaining wall.	0.05 miles North of Center St. in the Village of Dennison	DISTRICT 11-Planning		RW	Acquis	$5,000	$0	$5,000	$618,262	2017	4SS7	State	Slide Repair	002	State Funds (002)	0.07	Air Quality Exempt		3566
FHWA	11	97658	TUS SR 751 0.000	TUS	General System Resurfacing on TUS-751 to include asphalt overlay, pavement repairs and pavement marking.	TUS-751 from COS Co. Line to Stonecreek	DISTRICT 11-Planning		PE	PE Engr	$1,000	$0	$1,000	$1,328,434	2019	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	4.38	Air Quality Exempt		3567
FHWA	11	98110	TUS SR 258 13.170	TUS	General System Resurfacing of SR 258, including asphalt concrete overlay, pavement repairs and pavement markings.	Guernsey Co. Line to SR 342	DISTRICT 11-Planning		CO	CO Contr	$710,400	$0	$923,520	$944,074	2016	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M232	STP	3.38	Air Quality Exempt		3568
FHWA	11	98110							CO	CO Contr	$177,600				2016	4PS7	State		002	State Funds (002)				
FHWA	11	98110							CO	CO Engr	$28,416				2016	LABR	Federal		M232	STP				
FHWA	11	98110							CO	CO Engr	$7,104				2016	LABR	State		002	Labor - State Match				
FHWA	11	98266	TUS SR 416 9.950	TUS	Urban System Paving - New Philadelphia; includes asphalt resurfacing, curb ramps, pavement marking	SR 416 from SCL to NCL	DISTRICT 11-Planning		CO	CO Contr	$30,000	$0	$1,182,173	$1,216,605	2017	4BG7	Local Match	Resurfacing, Undivided System	002	Local Match	3.03	Air Quality Exempt		3569
FHWA	11	98266							CO	CO Contr	$587,094				2017	4PF7	Federal		M231	STP				
FHWA	11	98266							CO	CO Contr	$146,774				2017	4BG7	Local Match		002	Local Match				
FHWA	11	98266							CO	CO Contr	$307,098				2017	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	11	98266							CO	CO Contr	$76,775				2017	4BG7	Local Match		002	Local Match				
FHWA	11	98266							CO	CO Engr	$9,213				2017	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	11	98266							CO	CO Engr	$2,303				2017	LABR	Local Match		002	Labor - Local Match				
FHWA	11	98266							CO	CO Engr	$17,613				2017	LABR	Federal		M231	STP				
FHWA	11	98266							CO	CO Engr	$4,403				2017	LABR	Local Match		002	Labor - Local Match				
FHWA	11	98266							CO	CO Engr	$900				2017	LABR	Local Match		002	Labor - Local Match				
FHWA	11	98266	TUS SR 416 9.950	TUS	Urban System Paving - New Philadelphia; includes asphalt resurfacing, curb ramps, pavement marking	SR 416 from SCL to NCL	DISTRICT 11-Planning		PE	Dtl Dsgn	$5,165	$0	$34,432	$1,216,605	2016	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	3.03	Air Quality Exempt		3569
FHWA	11	98266							PE	Env PE	$29,267				2016	LABR	State		002	Labor - State Match				
FHWA	11	98742	TUS IR 77 3.780	TUS	Replace superstructure on two bridges (TUS-77-0378 L & R) with new steel beam superstructures. Raise the Left bridge to meet required Vertical Clearance. Replace the deck on two other bridges (TUS-77-0388 L & R) and paint structural steel. Abutments for t	1.5 miles South of US 36	DISTRICT 11-Planning		CO	CO Contr	$7,481,442	$0	$8,894,603	$9,494,603	2019	4PF7	Federal	Bridge Replacement	M001	National Hwy Performance Prgm	0.17	Air Quality Exempt		3570
FHWA	11	98742							CO	CO Contr	$831,271				2019	4PS7	State		002	State Funds (002)				
FHWA	11	98742							CO	CO Engr	$523,701				2019	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	98742							CO	CO Engr	$58,189				2019	LABR	State		002	Labor - State Match				
FHWA	11	98742	TUS IR 77 3.780	TUS	Replace superstructure on two bridges (TUS-77-0378 L & R) with new steel beam superstructures. Raise the Left bridge to meet required Vertical Clearance. Replace the deck on two other bridges (TUS-77-0388 L & R) and paint structural steel. Abutments for t	1.5 miles South of US 36	DISTRICT 11-Planning		PE	Dtl Dsgn	$135,000	$0	$600,000	$9,494,603	2017	4PF7	Federal	Bridge Replacement	M001	National Hwy Performance Prgm	0.17	Air Quality Exempt		3570
FHWA	11	98742							PE	Dtl Dsgn	$15,000				2017	4PS7	State		002	State Funds (002)				
FHWA	11	98742							PE	Env PE	$405,000				2016	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	11	98742							PE	Env PE	$45,000				2016	4PS7	State		002	State Funds (002)				
FHWA	11	98890	TUS IR 77 5.270	TUS	Replace existing supertructures on two bridges (TUS-77-0527 L & R) carrying IR 77 over US 36. Convert the abutments to semi-integral and raise the Right bridge to meet current VC requirements.	Over US 36. 1,5 miles Nort of SR 258	DISTRICT 11-Planning		CO	CO Contr	$6,504,304	$0	$7,732,894	$8,158,894	2019	4PF7	Federal	Bridge Replacement	M001	National Hwy Performance Prgm	0.05	Air Quality Exempt		3571
FHWA	11	98890							CO	CO Contr	$722,700				2019	4PS7	State		002	State Funds (002)				
FHWA	11	98890							CO	CO Engr	$455,301				2019	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	11	98890							CO	CO Engr	$50,589				2019	LABR	State		002	Labor - State Match				

2016-2019 DRAFT STIP as of 02/13/2015 - District 11

* Includes all future SFYs and uncmmitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	*STIP Phase Estimate*	*Total Phase Encumbered*	*STIP Phase Total*	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	**Air Quality Status**	**ALI - Qty XXX**	STIP ID
FHWA	11	98890	TUS IR 77 5.270	TUS	Replace existing supertructures on two bridges (TUS-77-0527 L & R) carrying IR 77 over US 36. Convert the abutments to semi-integral and raise the Right bridge to meet current VC requirements.	Over US 36. 1,5 miles Nort of SR 258	DISTRICT 11-Planning		PE	Dtl Dsgn	$67,500	$0	$425,000	$8,158,894	2016	4PF7	Federal	Bridge Replacement	M001	National Hwy Performance Prgm	0.05	Air Quality Exempt		3571
FHWA	11	98890							PE	Dtl Dsgn	$7,500				2016	4PS7	State		002	State Funds (002)				
FHWA	11	98890							PE	Env PE	$315,000				2016	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	11	98890							PE	Env PE	$35,000				2016	4PS7	State		002	State Funds (002)				
FHWA	11	99411	TUS SR 800 Trail Crossing	TUS	Construct bike lanes on each side of SR 800 providing bike/ped crossings for the Ohio Erie Canal Towpath Trail, approximately 1400' in length, includes motion detection warning lights.	400' south of TUS SR 800 28.84 bridge over the Tuscarawas River to 1000' north of the bridge.	TUSCARAWAS COUNTY ENGINEER		CO	CO Contr	$312,000	$0	$429,000	$463,885	2016	4B37	Federal	Bikeways	M303	TAP/Enhancements	0.73	Air Quality Exempt		3572
FHWA	11	99411							CO	CO Contr	$78,000				2016	4BG7	Local Match		002	Local Match				
FHWA	11	99411							CO	CO Engr	$31,200				2016	4B37	Federal		M303	TAP/Enhancements				
FHWA	11	99411							CO	CO Engr	$7,800				2016	4BG7	Local Match		002	Local Match				
FHWA	11	99414	TUS Eastport Ave Improvements	TUS	Eastport Ave improvements to include resufacing, limited full depth repair, curb, sidewalks, stom sewer, etc. form Main St to Littel Stillwater Creek.	Main St to Little Stillwater Creek	Uhrichsville, City of		CO	CO Contr	$270,546	$0	$1,463,000	$1,492,308	2016	4B37	Federal	Resurfacing, Undivided System	M302	TAP/Enhancements	0.61	Air Quality Exempt		3573
FHWA	11	99414							CO	CO Contr	$67,636				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	11	99414							CO	CO Contr	$991,818				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	11	99414							CO	CO Engr	$99,182				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	11	99414							CO	CO Engr	$27,054				2016	4B37	Federal		M302	TAP/Enhancements				
FHWA	11	99414							CO	CO Engr	$6,764				2016	LNTP	Local Match		LNTP	Local Match				
FHWA	11	99457	TUS SR 416 0.340	TUS	Landslide repair by drilled shaft retaining wall.	0.34 miles north of U.S. 36	DISTRICT 11-Planning		CO	CO Contr	$347,600	$0	$477,950	$586,575	2018	4SF7	Federal	Slide Repair		Un-Assigned Federal	0.04	Air Quality Exempt		3574
FHWA	11	99457							CO	CO Contr	$86,900				2018	4SS7	State		002	State Funds (002)				
FHWA	11	99457							CO	CO Engr	$43,450				2018	LABR	State		002	Labor - State Match				
FHWA	11	99457	TUS SR 416 0.340	TUS	Landslide repair by drilled shaft retaining wall.	0.34 miles north of U.S. 36	DISTRICT 11-Planning		PE	Dtl Dsgn	$16,294	$0	$108,625	$586,575	2016	LABR	State	Slide Repair	002	Labor - State Match	0.04	Air Quality Exempt		3574
FHWA	11	99457							PE	Env PE	$92,331				2016	LABR	State		002	Labor - State Match				
FHWA	11	95538	HAS SR 151 17.490	HAS	General System Resurfacing on HAS-151 and JEF-151 to include pavement repairs and pavement marking.	Hopedale. Jewett ECL to JCT US 22	DISTRICT 11-Planning	BHJ	CO	CO Contr	$2,961,351	$0	$3,812,740	$3,932,596	2018	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys		Un-Assigned Federal	14.18	Air Quality Exempt		3575
FHWA	11	95538							CO	CO Contr	$740,338				2018	4PS7	State		002	State Funds (002)				
FHWA	11	95538							CO	CO Engr	$88,841				2018	LABR	Federal			Un-Assigned Federal Labor				
FHWA	11	95538							CO	CO Engr	$22,210				2018	LABR	State		002	Labor - State Match				
FHWA	11	95538	HAS SR 151 17.490	HAS	General System Resurfacing on HAS-151 and JEF-151 to include pavement repairs and pavement marking.	Hopedale. Jewett ECL to JCT US 22	DISTRICT 11-Planning	BHJ	PE	Dtl Dsgn	$17,978	$0	$119,856	$3,932,596	2017	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	14.18	Air Quality Exempt		3575
FHWA	11	95538							PE	Env PE	$101,878				2017	LABR	State		002	Labor - State Match				

7.0 FISCAL ANALYSIS

OMEGA has identified and prioritized needed investments for maintaining, operating, and improving the region's multi-modal transportation network to enhance the region's economic, social and natural environments. As a result of the RTP development process, OMEGA in cooperation with state, elected officials, public transit operators, and input from the general public, identified various project recommendations throughout the RTPO area. Specific recommendations and needs are identified in Sections 5.0 and 6.0 of the Regional Transportation Plan. This plan would not be complete; however, without a discussion of the financial component that estimates future revenue, compares the cost of the recommendations with the revenue estimates, and identifies strategies for securing project funding for plan implementation.

To assist with this effort, the ODOT Office of Statewide Planning provided a summary of the historical transportation investments for the ten-year period between 2005 and 2014 for the eight county RTPO. Projects classified as Emergency or ARRA (stimulus) were deleted from this database as these expenditures are not indicative of future funding levels. Annual federal and state funding levels are based on the ten-year annual average expenditure (encumbrance) from the historical data. Expenditures refer to dollars that are encumbered. A ten year summary of these expenditures is provided in Table 7.1. Projects that were funded with bonds are classified as State funding with the exception of Garvee bonds which are classified as Federal Funding.

TABLE 7.1: ANNUAL FEDERAL, STATE, AND LOCAL FUNDING LEVELS

Year	Federal	State	Local
2005	$30,606,094	$13,634,654	$190,187
2006	$41,436,731	$17,686,818	$496,924
2007	$44,658,965	$22,502,639	$1,387,550
2008	$51,152,484	$10,657,747	$1,599,434
2009	$58,480,805	$20,339,970	$1,057,746
2010	$55,252,000	$13,933,037	$1,349,859
2011	$53,487,292	$14,608,870	$1,506,067
2012	$45,707,975	$13,396,937	$719,137
2013	$77,715,140	$24,321,690	$1,584,027
2014	$47,231,798	$36,341,390	$657,341
Total	**$505,729,285**	**$187,423,751**	**$10,548,270**
Annual Average	**$50,572,928**	**$18,742,375**	**$1,054,827**

Using historic data, the annual average federal and state funding levels for the OMEGA RTPO region were approximately $50.6 million and $18.7 million, respectively for the ten year summary. As shown in

Table 7.1, the annual average local funding for this same ten year period is approximately $1.05 million. Please note that local funding amounts may be underreported, as they do not reflect local matching funding on ODOT Local Let projects. The combined annual average federal and state funding level used for district preservation projects in the OMEGA RTPO was approximately $44 million. By subtracting this amount from the total federal and state funding levels in the RTPO, OMEGA estimates that $25.3 million dollars were historically available for projects other than district preservation. Therefore, for planning purposes, OMEGA anticipates that a minimum of $26.35 million per year will continue to be made available for various projects throughout the RTPO. This level of funding includes the documented historical local funding expenditures.

During the past ten years, counties and communities in the OMEGA RTPO have received funding through various federal and state transportation programs. These programs and the total amount received by counties and communities in RTPO region from each program over the ten-year period are summarized in Table 7-2. Please note that funds received through these programs are included in the totals listed above.

TABLE 7-2: FUNDING PROGRAM SUMMARY 2005 TO 2014

PROGRAM	10-YEAR FUNDING LEVEL
CEAO HSIP	$9,576,524
County STP	$20,590,584
County Bridge Program	$15,350,971
County Bridge Partnership	$213,000
Small City Program	$13,904,619
Large City Program (Zanesville only)	$4,317,477
Municipal Bridge Program	$5,908,124
Safe Routes to School	$1,559,051
Transportation Alternatives Program	$15,613,716
Other Safety Programs	$26,684,770
TOTAL	**$113,718,836**

Based upon the funding levels in Table 7-2, it appears that approximately $11.4 million have historically been received in the OMEGA RTPO for locally initiated projects and for safety projects.

A list of projects that has been recommended for implementation over the next five years is provided in Appendix A. Project cost estimates are available for approximately 20% of the projects listed with an estimated cost of approximately $47.9 million. Five of these projects, with a total cost of $25.3 million, are on ODOT's State Transportation Improvement Plan (STIP) for 2016 to 2019 and are financially constrained. Since costs are available for approximately 20% of the projects listed in Appendix A, OMEGA has projected that the total cost to complete all projects on the list over a five year period will be approximately $239.5 million. OMEGA acknowledges that there "may be" some factors affecting

revenues, recommendations, and costs, that are beyond the control or prediction of OMEGA, ODOT, or the federal government. Even though at this time OMEGA, as a RTPO, receives no federal or state funding allocations for capital expenditures, this implies that approximately $47.9 million per year will be needed to fund the recommended projects in the region. However, based upon historical funding levels and to maintain fiscal constraint, only $26.35 million may be available per year. Therefore, projects will need to be prioritized for the region such that spending is within allowable levels. Local funding along with supplemental funding through other funding programs such as: the Ohio Public Works Commission, CDBG Allocation and Critical Infrastructure, Appalachian Regional Commission, and the Ohio Department of Natural Resources, may be utilized, where eligible to help bridge the funding gap for transportation projects.

Historically, through the County Engineer's Association of Ohio, HSIP, HRRR, and other safety programs, the region has received approximately $3.63 million per year for safety related projects. Since several of the recommended projects will provide safer roads, annual safety funding for the region may be increased due to the partnership with ODOT, OMEGA, and the local county and municipal officials.

APPENDIX A: PROJECT SUMMARY 2016 to 2020

County	Description	State Fiscal Year	STIP	Cost
Carroll	Widen and improve geometrics on SR 43 between SR 9 and SR 164	TBD	No	TBD
	SR 9 and SR 171 Intersection Improvements	TBD	Yes	$1,520,000
	SR 171 and Avalon Road (CR 20) Intersection Improvements	TBD	No	$250,000
	SR 43 and SR 171 Intersection Improvements	TBD	No	TBD
	SR 39 and SR 43 Intersection Improvements	TBD	No	TBD
	SR 9 south of SR9/SR 43 Intersection (accidents, rollovers)	TBD	No	TBD
	SR 164 west/Castle Road (signage, geometrics), SR 164/Cashmore Improvements	TBD	No	TBD
	SR9/SR39/SR43 Intersection Improvements (Carrollton)	TBD	No	TBD
	SR 164/Orlon Road geometric improvements	TBD	No	TBD
	Meadow/SR 9 Sight Distance (accidents)	TBD	No	TBD
Subtotal for Carroll County				**$1,770,000**

APPENDIX A: PROJECT SUMMARY 2016 to 2020

County	Description	State Fiscal Year	STIP	Cost
Columbiana	Planning Study for US 30 Ohio's Energy Corridor (in progress)	2015	No	$750,000
	SR 7 & TR 1131 Bell School Road Intersection Improvement	TBD	No	TBD
	Calcutta/Smith Ferry Road CR 430 Improvements	2017	Yes	$4,290,000
	McGuffey Drive Improvements	TBD	No	TBD
	Columbia Drive Extension	TBD	No	$2,112,700
	Lake to River Pedestrian Trail	TBD	No	TBD
	City of Salem: US 62/SR 45 Bypass Connection	TBD	No	TBD
	City of Salem: overpass on South Lincoln to SR 45	TBD	No	TBD
	City of Salem SR 14 congestion on east side of City	TBD	No	TBD
	City of Salem: Bicycle Lanes to Greenway Trail	TBD	No	TBD
	16 School Road Improvements in Wellsville/Yellow Creek Township (500 acre development near SR 7)	TBD	No	TBD
Subtotal for Columbiana County				**$7,152,700**

APPENDIX A: PROJECT SUMMARY 2016 to 2020

County	Description	State Fiscal Year	STIP	Cost
Coshocton	Improve access to RockTenn Plant	TBD	No	$450,000
	Airport Road Extension to CR 193	TBD	No	$650,000
	SR 541/SR 16 Interchange	TBD	No	$4,100,000
	Coshocton Sidewalk Program (southside)	TBD	No	$1,500,000
	Handicap Accessible Sidewalks in City of Coshocton	TBD	No	TBD
	Alleviate Congestion of 2nd Street	TBD	No	TBD
	Traffic signal pre-emption for emergency vehicles	TBD	No	$350,000
	Roscoe Village Drainage and Sidewalks	TBD	No	TBD
	Signalization Improvements	TBD	No	TBD
Subtotal for Coshocton County				**$7,050,000**

APPENDIX A: PROJECT SUMMARY 2016 to 2020

County	Description	State Fiscal Year	STIP	Cost
Guernsey	I-70/SR 209/Dozer Road Intersection Improvements (Interchange from Georgetown Road to Kmart Access; alleviate congestion).	TBD	No	TBD
	Cambridge Municipal Airport: Runway Expansion.	TBD	No	$955,000
	US 40/Old National Road "Y" Intersection Improvements.	TBD	No	TBD
	Vocational Road/SR 313 Intersection Improvements	TBD	No	TBD
	Deerpath Drive/County Road 35 (old 21) Intersection Improvements.	TBD	No	TBD
	Access Road (BP Station Old 21)	TBD	No	TBD
	Coordination with State's Emergency Evacuation Routes.	TBD	No	TBD
	Traffic Flow Improvement on SR 209 at Woodlawn Avenue; possible round-about and widening.	TBD	No	$1,500,000
	US 22 and Dewey Avenue Improvements to alleviate congestion.	TBD	No	$1,500,000
	Signal and widening along Whitaker and Reitler Roads.	TBD	No	$5,000,000
	Reconstruction of Steubenville Avenue and truck route alternate for US 22 and SR 209	TBD	No	TBD
	Truck Route from Woodlawn and Morton Avenue along North Avenue to Byesville Road and I-77.	TBD	No	$3,100,000
	Access Management Plan for SR 209 and US22/40 through commercial areas.	TBD	No	$200,000
Subtotal for Guernsey County				**$12,255,000**

APPENDIX A: PROJECT SUMMARY 2016 to 2020

County	Description	State Fiscal Year	STIP	Cost
Harrison	Replacement of the now closed CR 51 Bridge which spans the Norfolk and Western Railroad.	2017	Yes	$3,000,000
	Lengthen airport runway from 4,400 feet to 5,000 feet.	TBD	No	TBD
	Repair and resurface CR 29 which serves the Harrison County Industrial Park and MarkWest facility in Cadiz	TBD	No	TBD
	Pave Giacobbi Road which serves the MarkWest plant just west of Hopedale	TBD	No	TBD
	Upgrade CR 44 between SR 151 and CR 43	TBD	No	TBD
	Re-designation of CR 29 (Industrial Park Road) as a State Highway (connects SR 9 and US 22).	TBD	No	TBD
	Village of Cadiz: US 22 and Industrial Park Road Intersection (acceleration lane headed east and a deceleration lane headed west on US 22).	TBD	No	TBD
	Zitko Road Bridge Replacement (Structurally Obsolete)	TBD	No	TBD
	Rehabilitation of rail line from the new MarkWest plant at the north end of Cadiz to the main Ohio Central track in Cadiz junction (in progress by Midwest Terminals).	TBD	No	TBD
	Intersection of US 22 and SR 800 just east of the Harrison County line (dangerous switch back, turning radius improvement).	TBD	No	TBD
	Intersection of SR 800 and SR 799 north of the Village of Freeport turning radius improvement (traffic south bound on SR 800 have difficulty turning left onto SR 799).	TBD	No	TBD
	Village of Cadiz: US 22 and N. Main Street Intersection, acceleration lane headed west.	TBD	No	TBD
	Village of Cadiz: SR 9 Ramp off of US 22 east bound, turning lanes and signal needed (heavy truck traffic). Also lighting along SR 9 to new rail facility.	TBD	No	TBD
	Development of SR 151 Corridor; resurface SR 151 between Jewett and Bowerston.	TBD	No	TBD
	Rehabilitation of Wheeling and Lake Erie rail line from Hopedale to Warrenton on the Ohio River (which already has barge loading facility).	TBD	No	TBD
	Full depth reclamation and resurfacing of CR 13 between CR 12 and US 22 which will serve a new major aggregate operation.	TBD	No	TBD
	Village of Freeport: Signal at the intersection of SR 800 and the beginning of SR 342 to accommodate the expansion of the Freeport Press, the new Rosebud Vail underground coal mine, and shale development activities. SR 800 in the Village also needs to be widened.	TBD	No	TBD
	Village of Jewett: Widen intersection of SR 9 and SR 151, especially north on SR 9.	TBD	No	TBD
	Village of New Athens: Signal at the intersection of SR 9 and SR 519.	TBD	No	TBD
	Village of Scio: Heavy traffic created by the new UEO Fractionation facility has created a need for better lighting and caution lights around the intersection of SR 151 and SR 332.	TBD	No	TBD
	Junction at Jewett Logistics Campus (rail and truck transloading services with unit train capacity).	TBD	No	TBD
Subtotal for Harrison County				**$3,000,000**

APPENDIX A: PROJECT SUMMARY 2016 to 2020

County	Description	State Fiscal Year	STIP	Cost
Holmes	SR 39 Corridor Improvements.	TBD	No	TBD
	Wider berms on roads for buggies and bikes (specific routes needed).	TBD	No	TBD
	SR 557/ SR 39 Intersection Improvements (safety and congestion).	TBD	No	TBD
	Upgrade SR 557 Corridor and local intersections.	TBD	No	TBD
	Completion of trail along CR 23 with bridge replacement over Mohican River to facilitate tourism and Amish traffic.	TBD	No	TBD
	Village of Millersburg: Alleviate congestion (primarily commercial traffic) in downtown. Millersburg where SR 83, US 62/SR 39 and SR 241 converge.	TBD	No	TBD
	Village of Millersburg: Congestion on S. Washington Street (US 62/SR 83).	TBD	No	TBD
	Village of Millersburg: Improve pedestrian access and walkability throughout town.	TBD	No	TBD
	Village of Millersburg: Connect trail to downtown Millersburg more effectively.	TBD	No	TBD
	Village of Killbuck: Access to Killbuck Industrial Park Phase II.	TBD	No	TBD
Subtotal for Holmes County				**$0**

APPENDIX A: PROJECT SUMMARY 2016 to 2020

County	Description	State Fiscal Year	STIP	Cost
Muskingum	Regional Traffic Flow Safety Study (related to Maple Avenue Corridor)	2015/2016	No	$76,450
	Alleviate congestion and reduce crashes on Maple Avenue (Design and Construction).	TBD	No	TBD
	Philo/Duncan Falls (CR 32) Bridge Replacement.	2019	Yes	$15,000,000
	Dillon Falls Road Re-alignment.	TBD	No	TBD
	West Pike Access Improvements (I-70/US 40 Interchange area).	TBD	No	TBD
Subtotal for Muskingum County				**$15,076,450**

APPENDIX A: PROJECT SUMMARY 2016 to 2020

County	Description	State Fiscal Year	STIP	Cost
Tuscarawas	US 250 between Dennison and Harrison County Line (traffic issues and safety).	TBD	No	TBD
	Improve University Drive in New Philadelphia to provide access to KSU, Technology Park, and Buckeye Career Center (potential alternate access and new bridge)	TBD	No	TBD
	Improve traffic flow at I-77/US 250 interchange at Strasburg (exit 87)	TBD	No	TBD
	Improve access within Newcomerstown Industrial Park - Phase 1	2016	No	$69,200
	Widening/safety improvements on CR 21 between Stonecreek and New Philadelphia	TBD	No	TBD
	Longer runway for Clever Airport, or new airport at alternate location.	TBD	No	TBD
	Funding for the three local 501 (3) C agencies that provide transportation services.	TBD	No	TBD
	Improve traffic flow at I-77/SR 39 interchange at New Philadelphia (exit 81).	TBD	No	TBD
	Improve traffic flow at I-77/SR 39 interchange at Dover (exit 83).	TBD	No	TBD
	Improve sight distance at SR 93/CR 75 intersection.	TBD	No	TBD
	Integrated plan for road and bridge maintenance in regard to gas processing plants, gas and oil pipeline construction, and gas/oil related traffic to include US 36/Trenton Avenue/CR 28 to new processing plant.	TBD	No	TBD
	Widen North Wooster Avenue in Dover from Third Street to northerly city limits.	TBD	No	TBD
	Uhrichsville: North Water Street (5th to Trenton Avenue) into Downtown.	TBD	No	TBD
	Uhrichsville: Eastport Avenue Improvements including storm sewers, curb, sidewalk, and pavement	2016	Yes	$1,492,300
	Study on use of rail for oil and gas industry	TBD	No	TBD
Subtotal for Tuscarawas County				$1,561,500
TOTAL				**$47,865,650**

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION





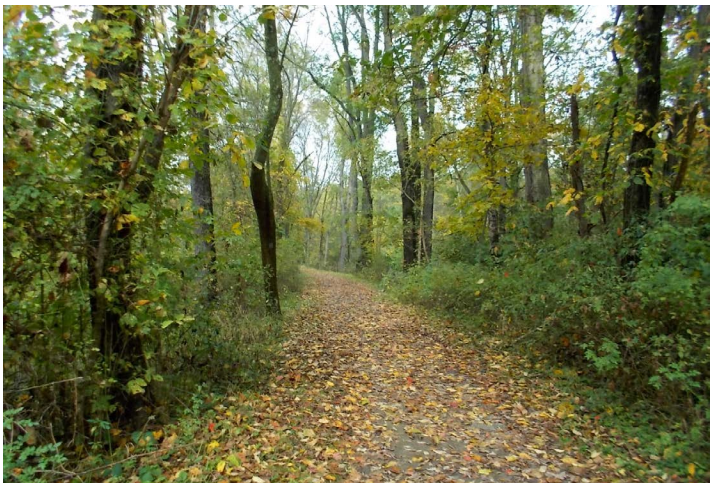

Regional Transportation Plan
Public Involvement
June 1, 2015













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8.0 PUBLIC INVOLVEMENT

As part of the public outreach efforts, OMEGA conducted eight public involvement meetings (one in each county of the RTPO). The following is a summary of the meetings as well as the major topics that were discussed.

8.1 Overview

Public involvement meetings were conducted in each county of the OMEGA RTPO region in April and May of 2015. Meeting times were slotted to last one hour and thirty minutes and all meetings were scheduled after 6:00 pm to better accommodate the general public's working schedule. All of the meetings were held in public library meeting rooms as well. Notifications consisted of radio announcements, radio interviews with OMEGA staff, newspapers, and e-mail notifications to the Transportation Advisory Committee, OMEGA Executive Board and Membership, Citizens Advisory Board members, and to economic development professionals within each county. Copies of the meeting notice, presentation, minutes, and attendance list for each county are provided in Appendices A through H. The presentation consisted of a Power Point, two activities, and a question and answer session. Attendees were invited to send comments to OMEGA within one month of each meeting's date.

The presentation was designed to provide an overview of the RTPO, a summary of the assets of the region, and specific information about the county that was targeted at the meeting. Recommended projects were also presented so as to give the public an opportunity to provide feedback on the current and proposed county projects. Long term regional projects and goals were also presented to the attendees.

Two activities were included in the presentations to encourage feedback from the public. The first activity was a participatory mapping exercise (noted as "breakout session" within the meeting minutes) that occurred before the review of the transportation data for the RTPO and specific to each county. In the activity, participants were asked to identify on a poster-size map of their county, along with large scale maps of encompassing urban areas, the locations of transportation related issues or concerns. This exercise allowed for group collaboration and information sharing, and provided a way for the public to voice transportation concerns within their county and the OMEGA RTPO region. This exercise was quite valuable in obtaining information that quantitative data may not have provided. Many of the areas of concern identified by the general public were consistent with the priorities identified in the Regional Transportation Plan.

The second was in the form of a survey, which was provided to each of the participants during the public involvement meetings. Complete survey results are provided in Appendix I. In the survey, participants were asked to prioritize the transportation topics that were of concern to them, their use of various modes of transportation, and also to provide general comments on our existing transportation systems. A total of 24 surveys were completed at the meetings. The results of the survey showed that roadway safety was the biggest overall concern of the attendees, while maintenance of our roads and bridges

was second and congestion was third. Airports and river access were the lowest ranked transportation topics. Twelve percent of meeting attendees responded that they use public transit and 83% responded that they do walk within their communities. Fifty-four percent responded that they use the bicycle pathways with the RTPO. The prioritized list of concerns is summarized in Table 8-1 and a copy of the survey is provided in Figure 8-1.

TABLE 8-1: PRIORITIZED TRANSPORTATION CONCERNS

PRIORITY	CONCERN
1	Roadway Safety
2	Maintenance of Roads and Bridges
3	Congestion
4	Public Transit
5	Rail
6	Pedestrian Access
7	Bicycle Access
8	Airports
9	River Access

8.2 Public Comment Summary

Several concerns were expressed consistently amongst attendees at the public involvement meetings. These concerns are outlined in the sections which follow.

8.2.1 Roadway Safety

As noted through comments, the mapping exercise, and the survey, roadway safety was the most prevalent concern expressed by the meeting attendees. These attendees typically noted places where fatalities and crashes occurred, but also dangerous areas where accident rates might be low but the potential to have accidents is high. Additionally, many of the areas outlined by the attendees were listed as priority locations in our Regional Transportation Plan. The primary safety concerns identified by the public included:

- Truck traffic (namely from oil and gas activity)
- Recent roadway fatalities
- Congested roadways in municipalities
- Bike safety along roadways
- Safety Signage
- Geometric alignments
- Re-routing of roads to safer routes

FIGURE 8-1: PUBLIC INVOLVEMENT SURVEY

THE OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Public Involvement Survey

Please take time to fill out our survey. We value your comments as we work to improve transportation in our region.

1. What are your major concernings regarding transportation? Please rank the below items as 1 being the most important and 9 being the least important.
   __ Roadway Safety
   __ Congestion
   __ Maintenance of Roads and Bridges
   __ Public Transportation
   __ Bicycle Access (Trails)
   __ Pedestrian Access (Sidewalks)
   __ Rail
   __ Airports
   __ River Access

2. Do you use public transportation?
   __ Yes __ No

3. Do you walk through your city/village?
   __ Yes __ No

4. Do you use any of the bicycles pathways in the OMEGA region?
   __ Yes __ No

5. What do you think is the most important issue in your county?

   _____
   _____
   _____

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

As the single topic that was consistently mentioned in every meeting, roadway safety is a significant issue for our region. Additionally, due to the voiced concern of a citizen at our public involvement meeting in Guernsey County, a road sign safety improvement (a School Bus Stop Ahead sign on SR 660) has already been implemented. Roadway safety is now a topic that is supported by the interests of the general public, local officials, and through OMEGA's data analysis.

8.2.2 Roadway Maintenance

A consistent theme that emerged within our meetings was that general road pavement maintenance is a major concern in our region. Public officials and the general public have concerns about pavement maintenance. Roadway quality has deteriorated so severely in parts of our region that attendees mentioned sections of road and even entire roadways were becoming unusable. Attendees typically cited the harsh winters that are becoming a recurring phenomenon for Appalachian Ohio and how these climatic conditions are negatively impacting pavement conditions. Additionally, damages to roadways from increased oil and gas activities were noted in many of our counties as well. Public officials consistently noted how, despite the increased need for maintenance and repairs, revenues for road maintenance are not adequate to meet the increased need. Specific issues concerning roadway maintenance were mentioned in Coshocton, Holmes, Muskingum, and Tuscarawas Counties, along with the City of Coshocton, the City of East Liverpool, and the Village of Millersburg.

Pavement maintenance will continue to be a concern as communities within the RTPO struggle with funding to repair transportation infrastructure. As noted in the public meetings, this is a major concern of the general public.

8.2.3 Congestion

Indicated as the third greatest concern in our survey analysis, congestion was a major topic during the public meetings. The mapping exercises noted areas where congestion occurs in the RTPO region, especially within the cities and villages. Attendees agreed with many of the congested areas identified by OMEGA. Different issues relating to roadway congestion were discussed at the meetings and are listed below:

- Truck traffic congestion in oil and gas producing counties
- I-70 freight and vehicle traffic volumes
- Tourism (specifically in Holmes County)
- Commuting traffic between cities and villages

The public meetings revealed that concern was not limited to roadway congestion. Rail traffic and the increase in rail use that is expected to occur in our oil and gas producing counties was a topic of concern as well. Increased rail traffic may cause additional congestion issues on roadways due to potentially long waits at rail crossings. Attendees from Harrison and Carroll Counties both noted how increased rail use

in their region has caused roadway congestion by increasing wait times at crossings especially for emergency vehicles. The public perceives that increased rail usage may cause significant problems in the future.

8.2.4 Public Transit

Public transit needs were expressed in several meetings including Carroll, Guernsey, Muskingum, and Tuscarawas counties. In these meetings representatives from transit agencies, human service agencies that rely on the use of transit, economic development leaders, and the general public expressed concerns regarding transit in their counties and regional access to public transit. Below are some of the public transit concerns that were expressed at the public involvement meetings:

- Need for general transit services to areas currently without service
- Longer operating hours (evenings and weekends)
- Regional access to points of interest outside service areas (often limited by county or city jurisdiction)
- Funding for public transit
- Access to transit for those in rural areas
- Extending transit opportunities past Medicare/Medicaid recipients
- Transit to meet the needs for social service agencies
- Coordination of agencies to provide a larger service area

Through these needs expressed in our meetings, public transit is one of great importance to the general public. Additionally, many of the concerns mentioned above were repeated throughout our meetings, demonstrating consistency of certain needs across the RTPO region.

8.2.5 The Columbus to Pittsburgh Corridor

Our meetings revealed that there is an interest across the OMEGA Region to revive the Columbus to Pittsburgh Corridor, especially in the counties through which it would pass. Benefits from improving this corridor, as expressed by the attendees, included:

- Likelihood of increased economic development in region
- Decreased congestion in surrounding roadways, specifically I-70
- Reduced safety concerns
- Alleviation of truck traffic congestion and perceived hazards associated with high volumes of truck traffic

Several attendees supported the idea of re-instating a group within the OMEGA region that would be dedicated to bring local government, the general public, private businesses, and regional organizations together to further assess and subsequently develop this corridor. They felt that, by bringing

stakeholders with varied interests, support would be achieved from additional organizations, thereby making the corridor a reality. Also, attendees from Harrison County had creative and innovative ideas to complete the corridor through Harrison County, such as with solar roadways to generate revenue.

8.2.6 Transportation and Economic Development

Using our transportation systems to promote and enhance economic development was important to the attendees at our meetings. For many, our transportation assets provide opportunities for those outside of the region to enter, especially through tourism, corridor design, and general street improvements. Developing our transportation assets would also assist in creating commercial and industrial landscapes, thereby generating jobs in our region. Below are specific transportation assets/projects that attendees felt would increase economic development in the OMEGA region:

- US 30 Ohio's Energy Corridor in Columbiana County
- Re-routing SR 14 around the City of Salem
- The Columbus to Pittsburgh Corridor
- Public transit in cities
- Rail access for both passengers and increased freight
- Industrial park improvements
- Bicycle pathway improvements
- Airport improvements

Improvements to these assets will likely generate economic development in the RTPO region. By viewing transportation systems in this manner, attendees provided insightful viewpoints on how improved transportation can promote economic development.

8.3 SUMMARY

The public involvement process was both valuable and insightful. First, receiving feedback on our research and scope was invaluable; finding public support on areas and projects that were identified, and also those which were not supported, was informative. Second, receiving public insight about the RTPO area provided information that statewide and regional data could not. New issues were presented which is helpful in shaping the ways that transportation needs will be addressed in the future.

The public involvement meetings provided OMEGA the opportunity to inform the general public of OMEGA's role as an RTPO and benefits the RTPO may provide for the region. More importantly, these meetings allowed the general public to provide a voice on the proposed projects and needs of the region. Public involvement meetings greatly supported our functionality as an RTPO.

APPENDIX I: SURVEY DATA SUMMARY

	Transportation System Priorities*											
Survey No.	Roadway Safety	Congestion	Maintenance: Roads & Bridges	Public Transit	Bicycle Access	Pedestrian Access	Rail	Airports	River Access	Use Public Transportation	Walk	Bicycle
1	3	5	7	4	6	2	1	8	9	No	Yes	No
2	4	3	2	1	6	5	7	8	9	No	No	No
3	2	5	6	1	4	3	7	8	9	No	Yes	Yes
4	3	1	2	4	6	5	9	8	7	No	Yes	Yes
5	2	1	4	3	8	5	6	7	9	No	No	No
6	1	3	2	5	4	6	8	7	9	No	Yes	No
7	4	2	3	1	8	5	7	6	9	No	Yes	No
8	1	2	3	6	7	9	4	5	8	No	Yes	No
9	6	2	3	1	4	9	8	7	5	No	Yes	Yes
10	4	5	1	2	6	3	7	8	9	No	No	No
11	2	3	1	8	9	7	4	6	5	Yes	Yes	Yes
12	2	1	4	5	9	8	3	7	6	Yes	Yes	Yes
13	1	3	2	6	5	4	8	7	9	No	Yes	Yes
14	1	4	3	5	9	8	2	6	7	Yes	Yes	Yes
15	2	4	3	1	9	5	6	7	8	No	Yes	No
16	2	3	1	5	7	6	4	8	9	No	Yes	Yes
17	3	2	1	7	5	4	6	9	8	No	Yes	Yes
18	2	3	1	4	7	5	6	8	9	No	Yes	No
19	1	2	3	6	7	8	5	4	9	No	Yes	No
20	1	3	2	6	8	7	4	5	9	No	Yes	Yes
21	4	5	2	7	6	9	1	8	3	No	Yes	Yes
22	3	2	1	8	9	6	4	5	7	No	Yes	No
23	1	3	2	7	6	8	4	5	9	No	No	Yes
24	3	2	1	6	7	8	4	5	9	Yes	Yes	Yes
Total	**58**	**69**	**60**	**109**	**162**	**145**	**125**	**162**	**190**	**Yes = 4; No = 20**	**Yes = 20; No = 4**	**Yes = 13; No = 11**

*Transportation System Priorities: **1** is the highest priority and **9** is the lowest priority.

APPENDIX A
CARROLL COUNTY
PUBLIC INVOLVEMENT MEETING
MAY 6, 2015

Cindi Kerschbaumer

From: Ohio Mid-Eastern Governments Association
Sent: Tuesday, April 21, 2015 4:53 PM
To: cindik@omegadistrict.org
Subject: Calling all transportation comments for Carroll County

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

CALLING ALL COMMENTS . . .

Do you have a comment about Transportation in Carroll County that you would like to share??? Here is your opportunity!

The Ohio Mid-Eastern Governments Association (OMEGA) will be hosting a Public Involvement meeting on Wednesday, May 6th at 6:30 p.m. at the Carroll County District Library located at 70 Second Street NE in Carrollton. OMEGA will provide an overview of the transportation systems in Carroll County and the region, but more importantly, OMEGA is interested in your comments on transportation needs and improvements in Carroll County.

OMEGA is participating in a Regional Transportation Planning Organization Pilot Program. The primary objectives of this program are: development of a transportation plan, interagency consultation, stakeholder outreach, and development of regional transportation planning expertise. By improving our transportation systems, we will develop a more sustainable economy and improve the quality of life

of our residents. Included among the potential benefits of this program are: expanding regional transportation planning coverage area, strengthening existing partnerships, establishing framework for future data collection and project selection efforts, linking transportation planning with existing economic/community development programs, and robust statewide databases.

The Regional Transportation Plan includes Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties.

Please join OMEGA in planning for the future transportation needs of Carroll County and the region. Everyone is welcome to attend this meeting.

PLEASE SHARE THIS MEETING INFORMATION WITH EVERYONE YOU FEEL MAY BE INTERESTED. WE WOULD LIKE COMMENTS FROM EVERY CITY, VILLAGE, TOWNSHIP, ETC . . .

WE WOULD APPRECIATE A POST ON YOUR WEBSITE!

If you have questions about the meeting, please call Ken Shonkwiler, OMEGA Transportation Planner at (740) 439-4471, ext. 210.

Forward this email

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Ohio Mid-Eastern Governments Association | 326 Highland Avenue | Suite B | Cambridge | OH | 43725

Reports > Carroll County Transportation Meeting for Public Com

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WJER - Carroll, Harrison, and Tuscarawas	news@wjer.com	4
WTUZ - Carroll, Harrison and Tuscarawas	news@wtuz.com	4
WEIR - Belmont, Carroll, Harrison, and Jefferson	news@wer1430.com	4
Times Reporter - Carroll, Harrison, Holmes, Tusc.	news@timesreporter.com	4
Ohler, Jeff	johler@carrollcountyohio.us	4
White, Thomas	twhite@carrollcountyohio.us	4
Wirkner, Robert	rwirkner@carrollcountyohio.us	4
Kerschbaumer, Cindi	cindik@omegadistrict.org	4
DiDonato, Greg	director@omegadistrict.org	4
Shonkwiler, Ken	kens@omegadistrict.org	4
Wierzbicki, Jeannette	jeannettew@omegadistrict.org	4
Wilson, Jason	jason.wilson@development.ohio.gov	4
Locker, Mark	mark.locker@dot.state.oh.us	4
Moore, Dave	dave.moore1@dot.state.oh.us	4
Gurney, Greg	greg.gurney@dot.state.oh.us	4
Roudebush, Denny	denny.roudebush@gmail.com	4
Leghart, Frank	fleghart@villageofcarrollton.com	4
Carter, Tait	tcarter@carrollcountyohio.us	4
Wise, Brian	bwise@carrollcountyohio.us	4
Leggett, Sonja	sleggett@carrollcountyohio.us	4
Kiehl, Chris	chriskiehl42@frontier.com	4
Rodi, Kathleen	krodi@eastgatecog.org	4
Davis, Ed	edavis@eastgatecog.org	4

Feedback?



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May 20, 2015

News

Meeting planned to accept comments on county's transportation needs

FPS staff report
April 28, 2015

Have a comment on the transportation needs of Carroll County?
If so, the Ohio Mid-Eastern Governments Association (OMEGA) would like to hear from you!

OMEGA will host a Public Involvement meeting May 6 at 6:30 p.m. at the Carroll County District Library to hear comments. OMEGA officials will provide an overview of the transportation systems in Carroll County and the region, and listen to comments from residents on transportation needs and improvements.

OMEGA is participating in a Regional Transportation Planning Organization Pilot Program. The primary objectives of this program are: development of a transportation plan, interagency consultation, stakeholder outreach, and development of regional transportation planning expertise.

"By improving our transportation systems, we will develop a more sustainable economy and improve the quality of life of our residents," said Ken Shonkwiler, OMEGA transportation planner.

Included among the potential benefits of this program are: expanding regional transportation planning coverage area, strengthening existing partnerships, establishing framework for future data collection and project selection efforts, linking transportation planning with existing economic/community development programs, and robust statewide databases.

The Regional Transportation Plan includes Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties.
The public is invited to attend.

The library is located at 70 Second Street NE, Carrollton.

Comment on this story

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- However, before you post, please read these few basic rules.
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- Be honest. Potentially libelous statements will be deleted.
- Don't 'spam'. Posts advertising or promoting commercial products will be deleted.
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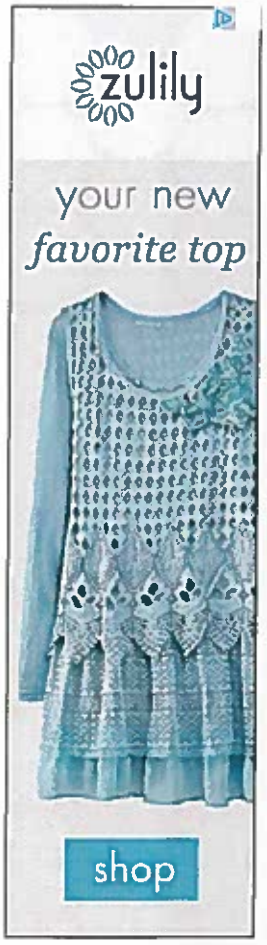
Carper, Dodd reign over CHS prom
Legal advice sought on Atwood transfer
Meeting planned to accept comments on county's transportation needs



Public Involvement Meeting

May 6, 2015

Carroll County District Library – Carrollton, Ohio

On May 6, 2015, Ms. Jeannette Wierzbicki, P.E. Assistant Executive Director, Transportation/Grants Manager and Mr. Ken Shonkwiler, Transportation Planner/GIS Coordinator from the Ohio Mid-Eastern Governments Association (OMEGA) conducted a public meeting in Harrison County to discuss the Regional Transportation Plan being developed for the region. A copy of the attendance list is attached and a copy of the presentation will be provided on OMEGA's website and in the appendices to the Regional Transportation Plan.

Ms. Wierzbicki provided a brief overview of OMEGA and the Regional Transportation Plan. Following introductions and this overview, the breakout session occurred. Transit was a dominant theme of the meeting. Currently, Carroll County Transit only operates from 8:00 am to 4:00 pm. Employees from Carroll County's Board of Developmental Disabilities (DD) voiced several concerns with public transit in their area. With shifting focus from in-house to community based employment, Carroll County DD expressed concerns about being able to provide their clients with transportation to workplaces especially after 4:00 pm on week days and on weekends when transit is unavailable. Many of their clients either work or attend other group functions away from the agency outside of the normal hours that Carroll County Transit provides services. This makes it difficult to arrive to and from worksites. With new federal regulations requiring clients to work outside of the organization, transit to job locations will be vital for clients looking to remain on these services. New federal regulations will prohibit DD from using Medicare/Medicaid dollars for transit purposes within their agency in the next year; only providers not associated with the agency will be able to provide transit. This will create a dire need for transit for developmentally disabled clientele of Carroll County, along with the general public. Tait Carter, Assistant Director of Economic Development for Carroll County, also provided comments that she had received from the general public stating that the lack of weekend and evening transit make it difficult for residents to participate within the community. She also commented on the increased rail usage from manufacturing facilities north of Carrollton.

Additional comments were made about the need for rail access for both riders and freight. Amtrak stations are not close to the county and stops are usually after midnight, which attendees cited as a factor that deters passenger rail use in the area.

Mr. Ken Shonkwiler then reviewed both regional and Carroll County transportation data; including areas of concern, congestion, specific transportation needs, and potential projects. Additionally, transportation surveys were provided and completed by the attendees. Meeting attendees were encouraged to submit comments to Mr. Shonkwiler by June 6, 2015 at kens@omegadistrict.org or at 326 Highland Avenue, Suite B, Cambridge, OH 43725.

The meeting adjourned at 7:50 pm.

PUBLIC INVOLVEMENT MEETING

REGIONAL TRANSPORTATION PLANNING ORGANIZATION
CARROLL COUNTY
May 6, 2015

AGENDA

- Introductions
- Overview of OMEGA
- Regional Transportation Planning
- Goals and Objectives
- Needs
- Potential Projects
- Schedule
- Survey
- Comments

OMEGA: Who Are We?

- Local Development District
- Council of Governments
- Ten County Governments

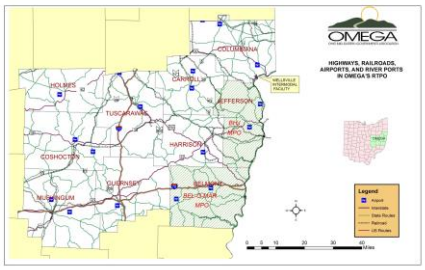
Belmont*	Harrison
Carroll	Holmes
Harrison	Jefferson*
Coshocton	Muskingum
Guernsey	Tuscarawas

- Eleven City Governments

  Cambridge, Coshocton, Dover, East Liverpool, Martins Ferry, New Philadelphia, Salem, Steubenville, Toronto, Uhrichsville, and Zanesville

*Not Included in RTPO

SERVICE AREA



OMEGA'S SERVICES

- Research Potential Funding Sources
- Provide Planning Assistance to Local Governments
- Provide Funding Administrative Services
- Facilitate ARC/GOA Program
- Administer Revolving Loan Fund Program
- Administer a District-Wide Comprehensive Economic Development Strategy
- Promotes Collaboration among our Members, other Governmental Agencies, Corporations, or agencies
- Serve as District Liaison for the District 14 Natural Resource Advisory Council (Clean Ohio)
- **REGIONAL TRANSPORTATION PLANNING ORGANIZATION**



REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RTPO)

- Develop Regional Transportation Plan
- Regional Liaison with ODOT
- Facilitate Public Outreach
- Develop Transportation Expertise

RTPO PARTNERS

EASTGATE Regional Council of Governments

OHIO DEPARTMENT OF TRANSPORTATION

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

EXECUTIVE (POLICY) BOARD

TRANSPORTATION ADVISORY COMMITTEE

CITIZENS ADVISORY BOARD

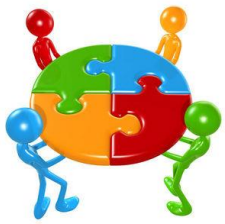
REGIONAL TRANSPORTATION PLAN

- Goals and Objectives
- Inventory of Existing Conditions
- Projection of Future Conditions
- Needs Analysis
- Fiscal Analysis
- Public Participation
- Plan Recommendations
- **Five-Year** Planning Period

GOALS AND OBJECTIVES

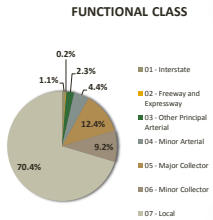
1. Maintain and Improve Existing Transportation Systems
2. Address Safety and Congestion Issues
3. Facilitate Economic and Community Development
4. Improve Quality of Life
5. Develop a Fiscally Responsible Regional Transportation Plan

BREAK OUT SESSION



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **ROADS**

- 10,350 center lane miles
- 70% Local roads
- I-77 and I-70
- Statewide Primary Corridors: US 30, US 22, US 36, SR 7, SR 16, US 250
- Carroll County: 919.9 center lane miles



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **BRIDGES**

	RTPO	CARROLL COUNTY
State	1,163	61
Local	1,801	113
Total	2,964	174
General Appraisal <4	7%	2%



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **AIRPORTS**

- Airports
  - 8 General Aviation Airports
  - $31 Million Runway Maintenance
- Carroll County - Tolson
  - Level 3
  - 4,297 Ft Runway
  - $3,176,000 in Runway/Pavement Maintenance

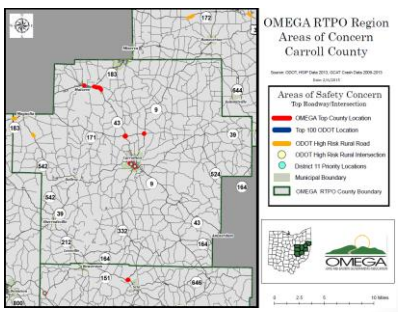




ADDRESS SAFETY AND CONGESTION: **SAFETY**

	RTPO	CARROLL COUNTY
Total Accidents	30,113	1,415
Fatal Accidents	171 (0.6%)	9 (0.6%)
Injury Accidents	7,502 (25%)	400 (28%)

ADDRESS SAFETY AND CONGESTION: **SAFETY**



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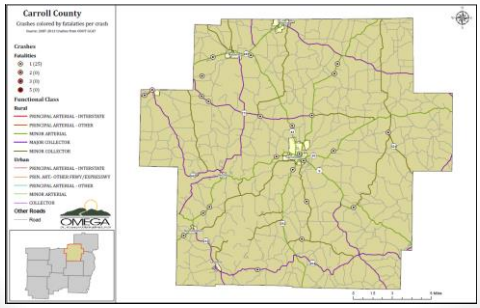
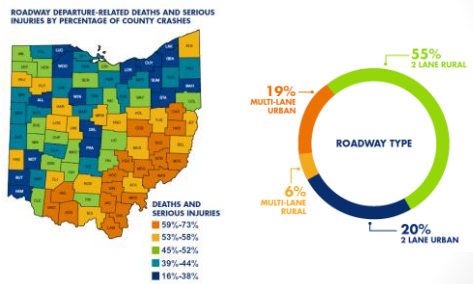
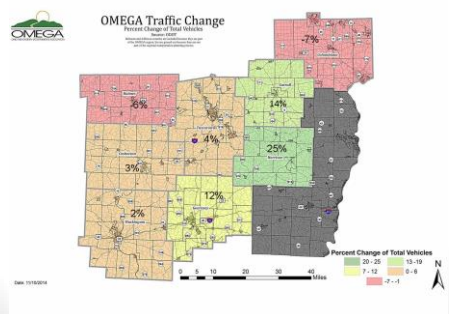


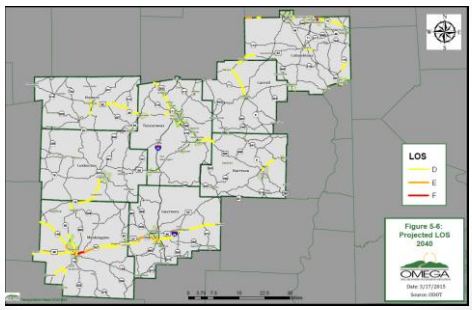
ADDRESS SAFETY AND CONGESTION: **SAFETY**

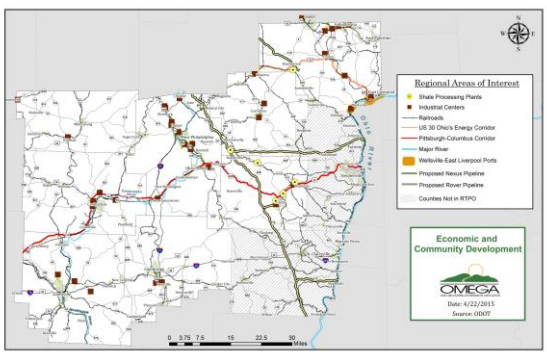


ADDRESS SAFETY AND CONGESTION: **CONGESTION**



ADDRESS SAFETY AND CONGESTION: **CONGESTION**





IMPROVE QUALITY OF LIFE: TRANSIT

- 4 Transit Agencies
- 2 Coordinated Transportation Agencies
- Carroll County Transit
  - 33,777 Yearly Users
  - 85% Elderly/Disabled



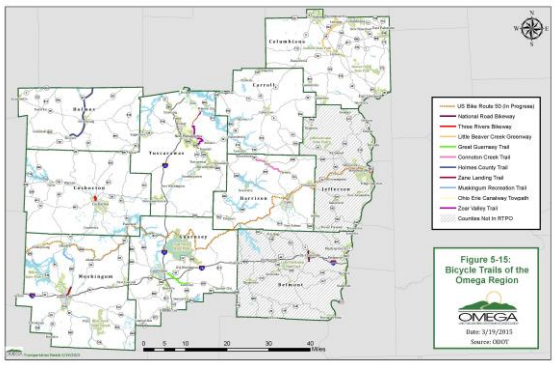
SEAT
South East Area Transit



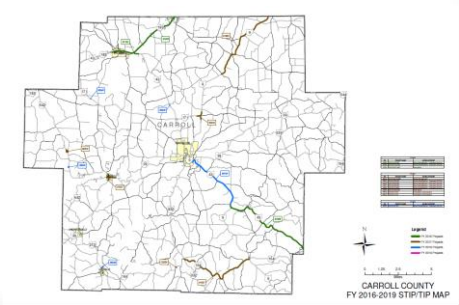
IMPROVE QUALITY OF LIFE

- Pedestrian Access
  - South Coshocton Sidewalk Project
  - Dennison Sidewalk Improvements
- Bicycle Trails
  - 10 in Region
  - Plans for Additions
  - Regional Mapping





ODOT STIP 2016-2019



POTENTIAL PROJECTS

CARROLL COUNTY

1. Widen and improve geometrics on SR 43 between SR 9 and SR 164.
2. SR 9 and SR 171 Intersection Improvements.
3. SR 171 and Avalon Road (CR 20) Intersection Improvements.
4. SR 43 and SR 171 Intersection Improvements.
5. SR 39 and SR 43 intersection left turning trucks from SR 39 to SR 43.
6. SR 9 south of SR 9/SR 43 Safety Improvements.

POTENTIAL PROJECTS

CARROLL COUNTY

7. SR 164 west/Castle Road (signage, geometrics) SR 164/Cashmore Improvements to the West
8. SR 164 west /SR 9 Kilgore narrow intersection.
9. SR 9/SR 39/ SR 43 in Carrollton.
10. SR 164/ Orlon Road geometrics near Jefferson County line.
11. Meadow/SR 9 sight distance.
12. Planning Study for US 30 Ohio's Energy Corridor.

LONG TERM PROJECTS

OMEGA REGION

- US 30 Ohio's Energy Corridor from Stark County to SR 11
- Columbus to Pittsburgh Corridor to include US 250 through Harrison County
- Improve US 36 Corridor between Newcomerstown and Dennison
- Improve US 250 Corridor through Strasburg
- Provide for an elevated road for access to the Wilkshire Hills area of Lawrence Township
- SR 250 West Bound directly to I-77 Southbound
- Access improvements to Eastpointe Business Park, Muskingum County

SURVEY



SCHEDULE:

- Finalize Transportation Plan: May 31, 2015
- **Adopt Transportation Plan: June 30, 2015**

NEXT STEPS: 2016 to 2017

- **Management Duties**
  - Transportation Improvement Plan 2018 to 2021
  - Statewide Planning
  - Technical Assistance
  - Transportation Expertise
  - Public Involvement
- **Asset Management**
- **Grant Writing**
- **Plan Implementation**
  - Corridor Studies
  - Safety Studies
  - Transit Work Group
  - Regional Bicycle Trail Map

TRANSPORTATION PLAN

- http://www.omegadistrict.org/transportation



QUESTIONS/COMMENTS

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Contact: Ken Shonkwiler
Transportation Planner/ GIS Coordinator
Ohio Mid-Eastern Governments Association
326 Highland Avenue, Suite B
Cambridge, OH 43275
(740) 439-4471, ext. 210
kens@omegadistrict.org

*Please submit comments by **June 6TH**

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

ATTENDANCE LIST
PUBLIC INVOLVEMENT MEETING
CARROLL COUNTY
MAY 6, 2015

NAME	ADDRESS	PHONE NO.	E-MAIL ADDRESS
Tom BARNETT	P.O. Box 75 Mechanicstown Oh 44651	330 323-0764	TOMBARNETT01@HOTMAIL.COM
Sabrina Seal	275 Pine View Ln Carrollton Oh. 44615	330-324-4770	SSeal@carrollhills.com
Matt Campbell	1260 Brussel Road NE Carrollton	330-627-0813	mcampbell@carrollhills.com
TAIT CARTER	119 S LISBON ST. CARROLLTON 01710 44615	330-627-5500	TCARTER@CARROLLCOUNTYOHIO.US

APPENDIX B
COLUMBIANA COUNTY
PUBLIC INVOLVEMENT MEETING
APRIL 16, 2015

Cindi Kerschbaumer

From: Ohio Mid-Eastern Governments Association
Sent: Wednesday, April 01, 2015 3:09 PM
To: cindik@omegadistrict.org
Subject: Calling all transportation comments for Columbiana County

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

CALLING ALL COMMENTS . . .

Do you have a comment about Transportation in Columbiana County that you would like to share??? Here is your opportunity!

The Ohio Mid-Eastern Governments Association (OMEGA) will be hosting a Public Involvement meeting on Thursday, April 16th at 6:30 pm at the conference room in Leppers Library, 303 East Lincoln Way, Lisbon OH 44432. OMEGA will provide an overview of the transportation systems in Columbiana County and the region, but more importantly, OMEGA is interested in your comments on transportation needs and improvements in Columbiana County.

OMEGA is participating in a Regional Transportation Planning Organization Pilot Program. The primary objectives of this program are: development of a transportation plan, interagency consultation, stakeholder outreach, and development of regional transportation planning expertise. By improving our transportation systems, we will develop a more sustainable economy and improve the quality of life

of our residents. Included among the potential benefits of this program are: expanding regional transportation planning coverage area, strengthening existing partnerships, establishing framework for future data collection and project selection efforts, linking transportation planning with existing economic/community development programs, and robust statewide databases.

The Regional Transportation Plan includes Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties.

Please join OMEGA in planning for the future transportation needs of Columbiana County and the region. Everyone is welcome to attend this meeting.

PLEASE SHARE THIS MEETING INFORMATION WITH EVERYONE YOU FEEL MAY BE INTERESTED. WE WOULD LIKE COMMENTS FROM EVERY CITY, VILLAGE, TOWNSHIP, ETC . . .

WE WOULD APPRECIATE A POST ON YOUR WEBSITE!

If you have questions about the meeting, please call Ken Shonkwiler, OMEGA Transportation Planner at (740) 439-4471, ext. 210.

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Ohio Mid-Eastern Governments Association | 326 Highland Avenue | Suite B | Cambridge | OH | 43725

Reports > Columbiana County

Meeting notice also provided to The Morning Journ through their on-line news submission form. No coverage found.

20 Sent Emails 90% Delivery rate

Name	Email	
Durbin, Bob	rdurbin@cceng.org	4
Herold, Tad	therold@columbianacodev.org	4
Kenst, Ken	kkenst@cityofsalemohio.org	4
Melius, Quinten	qmelius@caaofcc.org	4
Haugh, Susan	mayor@wellsvilleohio.net	4
Dawson, Bert	engineer@cceng.org	4
Patrone, Shane	spatrone@ccclerk.org	4
Monteleone, Pete	ep-council@comcast.net	4
Hoppel, Jim	jhoppel@cccommissioners.org	4
Willard, Lance	lwillard@columbianaohio.gov	4
Berlin, John	mayor@cityofsalemohio.org	4
Weigle, Tim	tweigle@cccommissioners.org	4
Weingart, Donald	weingart@cityofsalemohio.org	4
Halleck, Mike	mhalleck@cccommissioners.org	4
Cowan, Bill	elcowan@gmail.com	4
Mancuso, Michael	mike.mancuso@concepts2companies.org	4
Kerschbaumer, Cindi	cindik@omegadistrict.org	4
DiDonato, Greg	director@omegadistrict.org	4
Shonkwiler, Ken	kens@omegadistrict.org	4
Wierzbicki, Jeannette	jeannettew@omegadistrict.org	4

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Radio Stations Email List (8)

Name	Email	Company	City, State
AVC Communications - Guernsey County	info@yourradioplace.com		
WEIR - Belmont, Carroll, Harrison, and Jefferson	news@wer1430.com		
WHIZ Radio - Muskingum County	newsroom@whiznews.com		
WJER - Carroll, Harrison, and Tuscarawas	news@wjer.com		
WKLM - Holmes County	wklmnews@sbcglobal.net		
WQXK-Columbiana County	maryanngraff@k105country.com		
WTNS - Coshocton County	wtnsnewsroom@sbcglobal.net		
WTUZ - Carroll, Harrison and Tuscarawas	news@wtuz.com		

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OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Public Involvement Meeting

April 16, 2015

Leppers Public Library – Lisbon, Ohio

On April 16, 2015, Ms. Jeannette Wierzbicki, P.E. Assistant Executive Director, Transportation/Grants Manager and Mr. Ken Shonkwiler, Transportation Planner/GIS Coordinator from the Ohio Mid-Eastern Governments Association (OMEGA) conducted a public meeting in Harrison County to discuss the Regional Transportation Plan being developed for the region. A copy of the attendance list is attached and a copy of the presentation will be provided on OMEGA's website and in the appendices to the Regional Transportation Plan.

Ms. Wierzbicki provided a brief overview of OMEGA and the Regional Transportation Plan. During the breakout session, Mr. Mike Mancuso from the Sustainable Opportunity Development Center had valuable feedback regarding truck and general traffic congestion on SR 14 inside the City of Salem. This coincided with OMEGA's transportation data analysis for Columbiana County. Mr. Mancuso proposed that a SR 14 Bypass primarily for trucks and through traffic be created to alleviate heavy volumes of traffic through Salem's central business district. He indicated that the combination of truck traffic and on-street parking within the City leads to potentially hazardous driving conditions and severe congestion. This concern is supported by the high number of accidents that have occurred along this section of SR 14 as documented in the Regional Transportation Plan. Mr. Mancuso also had comments regarding road pavement conditions in East Liverpool and several intersections involving safety concerns, which are outlined in the group mapping exercise. Mr. Tad Herold, Economic Development Director for Columbiana County, had several suggestions involving safety concerns along US 30. His first concern involved safety issues within Kensington. Concerns about truck traffic in Lisbon and in East Liverpool were also expressed.

Mr. Shonkwiler then reviewed both regional and Columbiana County transportation data; including areas of concern, congestion, specific transportation needs, and potential projects. Additionally, transportation surveys were provided and completed by the attendees. Meeting

attendees were encouraged to submit comments to Ken Shonkwiler by May 16, 2015 at kens@omegadistrict.org or at 326 Highland Avenue, Suite B, Cambridge, OH 43725.

The meeting adjourned at 7:50 pm.

PUBLIC INVOLVEMENT MEETING

REGIONAL TRANSPORTATION PLANNING ORGANIZATION
COLUMBIANA COUNTY
April 16th 2015

AGENDA

- Introductions
- Overview of OMEGA
- Regional Transportation Planning
- Goals and Objectives
- Needs
- Potential Projects
- Schedule
- Survey
- Questions and Contact

OMEGA: Who Are We?

- Local Development District
- Council of Governments
- Ten County Governments

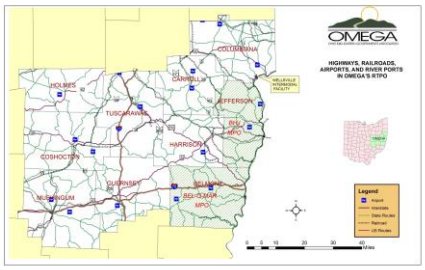
Belmont*	Harrison
Carroll	Holmes
Columbiana	Jefferson*
Coshocton	Muskingum
Guernsey	Tuscarawas

- Eleven City Governments

Cambridge, Coshocton, Dover, **East Liverpool**, Martins Ferry, New Philadelphia, **Salem**, Steubenville, Toronto, Uhrichsville, and Zanesville

*Not Included in RTPO

SERVICE AREA



OMEGA'S OBJECTIVE

Foster a Cooperative Effort in Planning, Development, and Implementation of Local and Regional Plans, Programs and Projects to Promote Economic and Community Development and Improve the Quality of Life for the Residents in our District



OMEGA'S SERVICES

- Research Potential Funding Sources
- Provide Planning Assistance to Local Governments
- Provide Funding Administrative Services
- Facilitate ARC/GOA Program
- Administer Revolving Loan Fund Program
- Administer a District-Wide Comprehensive Economic Development Strategy
- Promotes Collaboration among our Members, other Governmental Agencies, Corporations, or agencies
- Serve as District Liaison for the District 14 Natural Resource Advisory Council (Clean Ohio)
- **REGIONAL TRANSPORTATION PLANNING ORGANIZATION**



REGIONAL TRANSPORTATION PLANNING ORGANIZATION: BACKGROUND

- Introduction of regional transportation planning funding to Rural Planning Organizations in states throughout the country.
- Transportation planning interest expressed by Ohio's Rural Planning Organizations
- MAP-21 Encourages state framework for implementing regional transportation planning.

REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RTPO)

- Develop Regional Transportation Plan
- Regional Liaison with ODOT
- Facilitate Public Outreach
- Develop Transportation Expertise

RTPO PARTNERS

EASTGATE Regional Council of Governments

OHIO DEPARTMENT OF TRANSPORTATION

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

EXECUTIVE (POLICY) BOARD

TRANSPORTATION ADVISORY COMMITTEE

CITIZENS ADVISORY BOARD

REGIONAL TRANSPORTATION PLAN

- Goals and Objectives
- Inventory of Existing Conditions
- Projection of Future Conditions
- Needs Analysis
- Fiscal Analysis
- Public Participation
- Plan Recommendations
- **Five-Year** Planning Period

GOALS AND OBJECTIVES

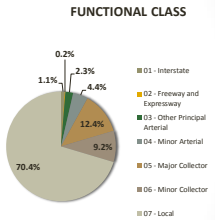
1. Maintain and Improve Existing Transportation Systems
2. Address Safety and Congestion Issues
3. Facilitate Economic and Community Development
4. Improve Quality of Life
5. Develop a Fiscally Responsible Regional Transportation Plan

BREAK OUT SESSION



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **ROADS**

- 10,350 center lane miles
- 70% Local roads
- I-77 and I-70
- Statewide Corridors: US 30, US 36, SR 16, US 250
- Columbiana County:
  - 1,634.7 Center Lane Miles
  - 58.5 in Fair to Poor / Poor Condition



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **BRIDGES**

	RTPO	COLUMBIANA COUNTY
State	1,163	193
Local	1,801	270
Total	2,964	463
General Appraisal <4	7%	5%



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **AIRPORTS**

- Airports
  - 8 General Aviation Airports
  - $31 Million Runway Maintenance
- Columbiana County Airport
  - Level 4
  - <5,000 Ft Runway
  - $1,948,000 Runway Maintenance





ADDRESS SAFETY AND CONGESTION: **SAFETY**

	RTPO	COLUMBIANA COUNTY
• Total Accidents	30,113	6,188
• Fatal Accidents	171 (0.6%)	38 (0.6%)
• Injury Accidents	7,502 (25%)	1,668 (27%)

ADDRESS SAFETY AND CONGESTION: **SAFETY**

Priority Lists

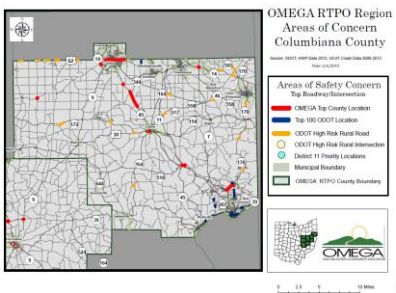
- OMEGA Areas of Concern
- ODOT Top 100 Locations
- High Risk Rural Roads
- Highway Safety Improvement Program



OHIO DEPARTMENT OF TRANSPORTATION

Highway Safety Maps

ADDRESS SAFETY AND CONGESTION: **SAFETY**



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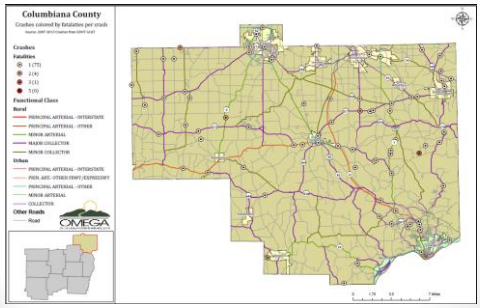

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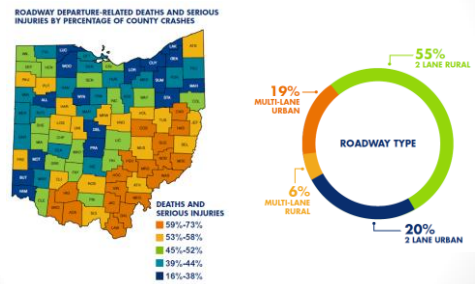
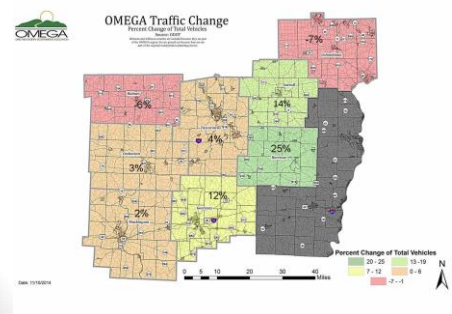
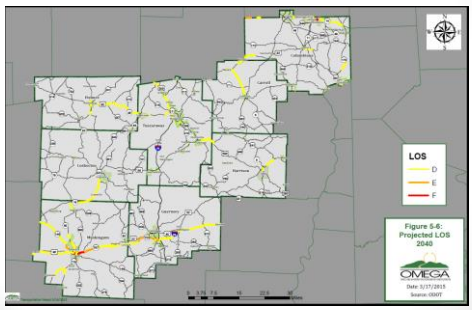


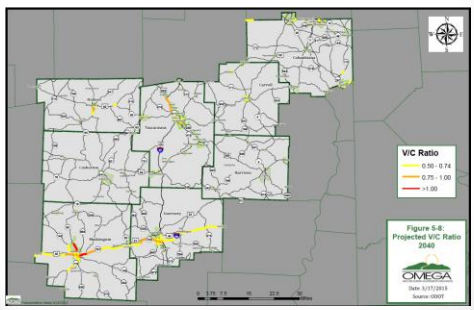
ADDRESS SAFETY AND CONGESTION: **CONGESTION**



ADDRESS SAFETY AND CONGESTION: **CONGESTION**



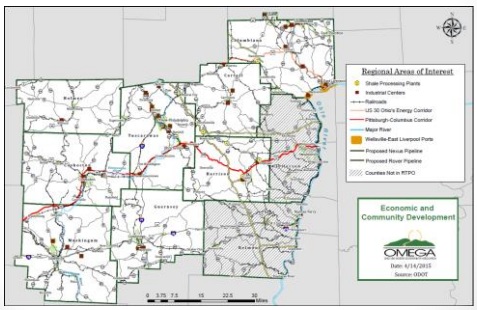
ADDRESS SAFETY AND CONGESTION: **CONGESTION**



FACILITATE ECONOMIC AND COMMUNITY DEVELOPMENT

- Shale Development
- Improve Access to Industrial Centers
- US 30 Ohio's Energy Corridor
- Columbus to Pittsburgh Corridor
- Increase River (Commercial and Recreation) and Port Use
- Increase Rail Use

FACILITATE ECONOMIC AND COMMUNITY DEVELOPMENT



IMPROVE QUALITY OF LIFE: TRANSIT

- 4 Transit Agencies
- 2 Coordinated Transit Agencies
- Community Action Rural Transit System
  - 73,802 Yearly Users
  - 71% Elderly/Disabled



SEAT
South East Area Transit

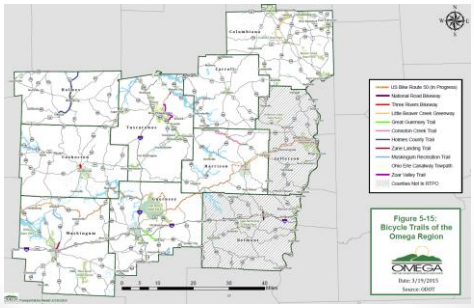


IMPROVE QUALITY OF LIFE

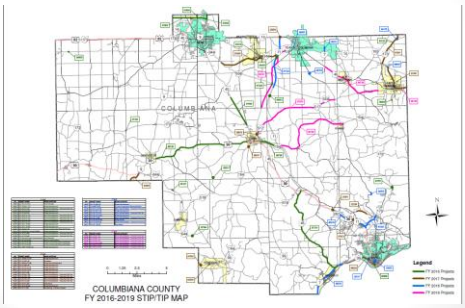
- Pedestrian Access
  - South Coshocton Sidewalk Project
  - Dennison Sidewalk Improvements
- Bicycle Trails
  - 10 in Region
  - Plans for Additions
  - Regional Mapping



IMPROVE QUALITY OF LIFE



ODOT STIP 2016 to2019



POTENTIAL PROJECTS

COLUMBIANA COUNTY

- Planning Study for US 30 Ohio's Energy Corridor
- SR 7 & TR 1131 Bell School Road Intersection Upgrade for Beaver Local School
- Calcutta/Smith Ferry Road CR 430 Improvements (local funds needed).
- McGuffy Drive Improvements
- Completion of Challenger Drive Extension in St. Clair Township
- Complete Lake to River Pedestrian/Bicycle Trail
- SR 39 Improvements in City of East Liverpool
- City of Salem: US 62/SR 45 Bypass Connection
- City of Salem: Overpass on South Lincoln to SR 45
- City of Salem: SR 14 Traffic Flow (east side of City, SRMC)
- City of Salem: Bicycle lanes to reach Greenway Trail
- 16 School Road Improvements in Wellsville/Yellow Creek Township

SURVEY



SCHEDULE: FINALIZE REGIONAL TRANSPORTATION PLAN

• Authorization to Proceed:	July 1, 2014	
• Public Participation Plan Adopted:	February 19, 2014	✓
• Goals and Objectives:	March 31, 2014	✓
• Existing Conditions:	July 31, 2014	✓
• Future Conditions:	December 18, 2014	✓
• Needs Analysis:	March 20, 2015	✓
• Recommendations:	March 20, 2015	✓
• Fiscal Analysis:	April 30, 2015	◔
• Public Participation:	April 30, 2015	◔
• Transportation Plan Finalized:	May 31, 2015	
• **Transportation Plan Adopted:**	**June 30, 2015**	

✓ Completed
◔ In Progress

TRANSPORTATION PLAN

- http://www.omegadistrict.gov/transportation



QUESTIONS/COMMENTS



Contact: Ken Shonkwiler
Transportation Planner/ GIS Coordinator
Ohio Mid-Eastern Governments Association
326 Highland Avenue
Cambridge, OH 43275
(740) 439-4471, ext. 210
kens@omegadistrict.org

*Please submit comments by **May 16th**

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

ATTENDANCE LIST
PUBLIC INVOLVEMENT MEETING
COLUMBIANA COUNTY
APRIL 16, 2015

NAME	ADDRESS	PHONE NO.	E-MAIL ADDRESS
Mike Mancuso	Salem	724-964-9561	mike.mancuso@concepts2components.com
TAD Herold	Col. Co. Dev. Dept 130 Maple St Lisbon	330 424 9078	THerold@columbianacodev.org
Ed Davis	11160 W Pine Lake Rd Salem OH		

APPENDIX C
COSHOCTON COUNTY
PUBLIC INVOLVEMENT MEETINGS
APRIL 15, 2015

Cindi Kerschbaumer

From: Constant Contact
Sent: Thursday, April 02, 2015 12:20 PM
To: cindik@omegadistrict.org
Subject: Your campaign Calling all transportation comments for Coshocton County has been sent

Constant Contact

Dear Cindi Kerschbaumer,

Your campaign **'Calling all transportation comments for Coshocton County'** was sent on 04/02/2015 around 12:20 PM EDT.

Below is a copy of the message your subscribers received. See how your campaign is doing by visiting Reports in your account to get real-time results and stats.

Subject: Calling all transportation comments for Coshocton County

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

CALLING ALL COMMENTS . . .

Do you have a comment about Transportation in Coshocton County that you would like to share??? Here is your opportunity!

The Ohio Mid-Eastern Governments Association (OMEGA) will be hosting a Public Involvement meeting on Wednesday, April 15th at 6:30 pm in the conference room at the Coshocton Public Library,

655 Main Street, Coshocton, OH 43812. OMEGA will provide an overview of the transportation systems in Coshocton County and the region, but more importantly, OMEGA is interested in your comments on transportation needs and improvements in Coshocton County.

OMEGA is participating in a Regional Transportation Planning Organization Pilot Program. The primary objectives of this program are: development of a transportation plan, interagency consultation, stakeholder outreach, and development of regional transportation planning expertise. By improving our transportation systems, we will develop a more sustainable economy and improve the quality of life of our residents. Included among the potential benefits of this program are: expanding regional transportation planning coverage area, strengthening existing partnerships, establishing framework for future data collection and project selection efforts, linking transportation planning with existing economic/community development programs, and robust statewide databases.

The Regional Transportation Plan includes Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties.

Please join OMEGA in planning for the future transportation needs of Coshocton County and the region. Everyone is welcome to attend this meeting.

PLEASE SHARE THIS MEETING INFORMATION WITH EVERYONE YOU FEEL MAY BE INTERESTED. WE WOULD LIKE COMMENTS FROM EVERY CITY, VILLAGE, TOWNSHIP, ETC . . .

WE WOULD APPRECIATE A POST ON YOUR WEBSITE!

If you have questions about the meeting, please call Ken Shonkwiler, OMEGA Transportation Planner at (740) 439-4471, ext. 210.

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Ohio Mid-Eastern Governments Association | 326 Highland Avenue | Suite B | Cambridge | OH | 43725

Reports > Coshocton County Transportation Meeting for Public (

14 Sent Emails 86% Delivery rate

Name	Email	
DiDonato, Greg	director@omegadistrict.org	4
Shonkwiler, Ken	kens@omegadistrict.org	4
Wierzbicki, Jeannette	jeannettew@omegadistrict.org	4
Coshocton Tribune	coshocton@nncogannett.com	4
WTNS - Coshocton County	wtnsnewsroom@sbcglobal.net	4
Shryock, Dane	daneshryock@coshoctoncounty.net	4
Skowrunski, Dorothy	dskowrunski@coshoctoncounty.net	4
Mercer, Steve	steve.mercer@cityofcoshocton.com	4
Stenner, Jerry	jerry.stenner@cityofcoshocton.com	4
Fischer, Gary	garyfischer@coshoctoncounty.net	4
Haines, Tracy	transportation@coshoctoncounty.net	4
Swigert, Tiffany	tiffanyswigert@coshoctoncounty.net	4
Wachtel, Fred	fredwachtel@coshoctoncounty.net	4
	curtisless@coshoctoncounty.net	4

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OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Public Involvement Meeting

April 15, 2015

Coshocton Public Library – Coshocton, Ohio

The Honorable Steve Mercer, Mayor of the City of Coshocton was the sole attendee of this meeting which started around 7:00 pm, approximately 30 minutes after the anticipated start time (due to the absence of attendees). Due to the lack of attendance and by request of the Mayor, the formal presentation was not given, but rather a discussion of the transportation concerns using maps provided by OMEGA as a focal point. The Mayor had several concerns, such as the Columbus to Pittsburgh Corridor, Otsego Avenue improvements, and a recent slip along SR 541 inside of the city. Mayor Mercer is a proponent of widening and improving SR 16 and US 36 (part of the Columbus to Pittsburgh Corridor), which would promote development in the region. He also commented on the need for people to be able to use the Columbus to Pittsburgh Corridor for travel and how improving these sections would benefit the counties through which it passes.

OMEGA presented their findings from the crash analysis and Mayor Mercer confirmed many of the high-risk sites that had been identified, such as along 2nd Street within the city limits. Ms. Jeannette Wierzbicki and Mr. Ken Shonkwiler went on to further discuss some of the goals of the RTPO and presented additional findings. The Mayor was invited to send comments to Mr. Shonkwiler by May 15, 2015 at kens@omegadistrict.org or at 326 Highland Avenue, Suite B, Cambridge, OH 43725. The meeting was over at 7:45.

PUBLIC INVOLVEMENT MEETING

REGIONAL TRANSPORTATION PLANNING ORGANIZATION
COSHOCTON COUNTY
April 15th, 2015

AGENDA

- Introductions
- Overview of OMEGA
- Regional Transportation Planning
- Goals and Objectives
- Needs
- Potential Projects
- Schedule
- Survey
- Questions and Contact

OMEGA: Who Are We?

- Local Development District
- Council of Governments
- **Ten** County Governments

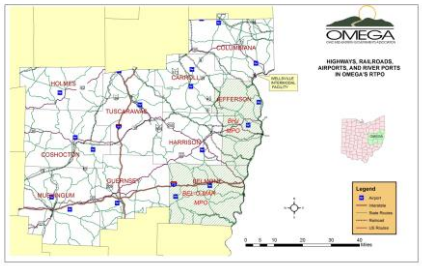
Belmont*	Harrison
Carroll	Holmes
Columbiana	Jefferson*
Coshocton	Muskingum
Guernsey	Tuscarawas

- **Eleven** City Governments

  Cambridge, **Coshocton**, Dover, East Liverpool, Martins Ferry, New Philadelphia, Salem, Steubenville, Toronto, Uhrichsville, and Zanesville

*Not Included in RTPO

SERVICE AREA



OMEGA'S OBJECTIVE

Foster a Cooperative Effort in Planning, Development, and Implementation of Local and Regional Plans, Programs and Projects to Promote Economic and Community Development and Improve the Quality of Life for the Residents in our District



OMEGA'S SERVICES

- Research Potential Funding Sources
- Provide Planning Assistance to Local Governments
- Provide Funding Administrative Services
- Facilitate ARC/GOA Program
- Administer Revolving Loan Fund Program
- Administer a District-Wide Comprehensive Economic Development Strategy
- Promotes Collaboration among our Members, other Governmental Agencies, Corporations, or agencies
- Serve as District Liaison for the District 14 Natural Resource Advisory Council (Clean Ohio)
- **REGIONAL TRANSPORTATION PLANNING ORGANIZATION**



REGIONAL TRANSPORTATION PLANNING ORGANIZATION: BACKGROUND

- Introduction of regional transportation planning funding to Rural Planning Organizations in states throughout the country.
- Transportation planning interest expressed by Ohio's Rural Planning Organizations
- MAP-21 Encourages state framework for implementing regional transportation planning.

REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RTPO)

- Develop Regional Transportation Plan
- Regional Liaison with ODOT
- Facilitate Public Outreach
- Develop Transportation Expertise

RTPO PARTNERS

EASTGATE regional council of governments

OHIO DEPARTMENT OF TRANSPORTATION

OMEGA OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

EXECUTIVE (POLICY) BOARD

TRANSPORTATION ADVISORY COMMITTEE

CITIZENS ADVISORY BOARD

REGIONAL TRANSPORTATION PLAN

- Goals and Objectives
- Inventory of Existing Conditions
- Projection of Future Conditions
- Needs Analysis
- Fiscal Analysis
- Public Participation
- Plan Recommendations
- **Five-Year** Planning Period

GOALS AND OBJECTIVES

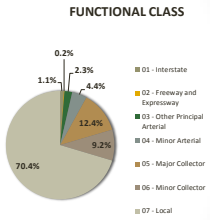
1. Maintain and Improve Existing Transportation Systems
2. Address Safety and Congestion Issues
3. Facilitate Economic and Community Development
4. Improve Quality of Life
5. Develop a Fiscally Responsible Regional Transportation Plan

BREAK OUT SESSION

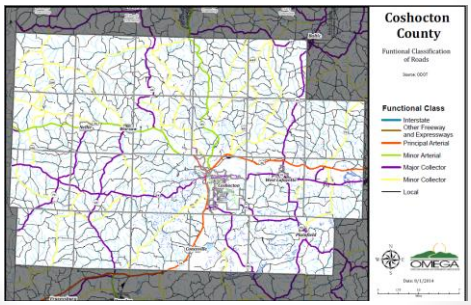


MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **ROADS**

- 10,350 center lane miles
- 70% Local roads
- I-77 and I-70
- Statewide Corridors: US 30, US 36, SR 16, US 250
- Coshocton:
  - 1,257.6 Center Lane Miles
  - 13% in Poor Condition



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **ROADS**



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **BRIDGES**

	RTPO	COSHOCTON COUNTY
State	1,163	107
Local	1,801	253
Total	2,964	360
General Appraisal <4	7%	12%



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **AIRPORTS**

- Airports
  - 8 General Aviation Airports
  - $31 Million Runway Maintenance
  - Richard Downing:
    - Level 1
    - 5000 Ft Runway
    - $4.77 Million Runway Maintenance
    - Potential Upgrade





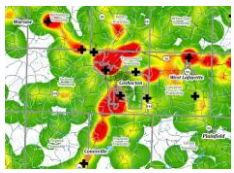
ADDRESS SAFETY AND CONGESTION: **SAFETY**

	RTPO	COSHOCTON COUNTY
Total Accidents	30,113	1,250
Fatal Accidents	171 (0.6%)	10 (0.8%)
Injury Accidents	7,502 (25%)	275 (22%)

ADDRESS SAFETY AND CONGESTION: **SAFETY**

Priority Lists

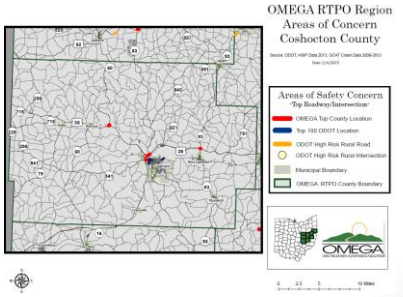
- OMEGA Areas of Concern
- ODOT Top 100 Locations
- High Risk Rural Roads
- Highway Safety Improvement Program



OHIO DEPARTMENT OF TRANSPORTATION

Highway Safety Maps

ADDRESS SAFETY AND CONGESTION: **SAFETY**



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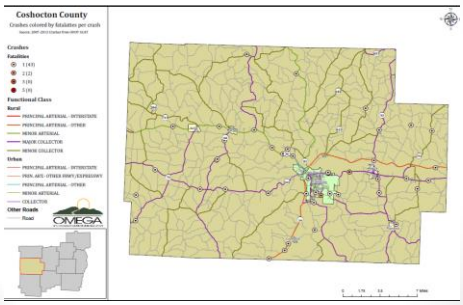

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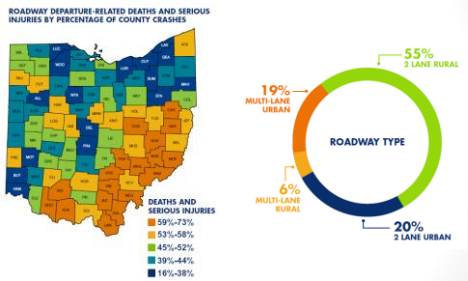
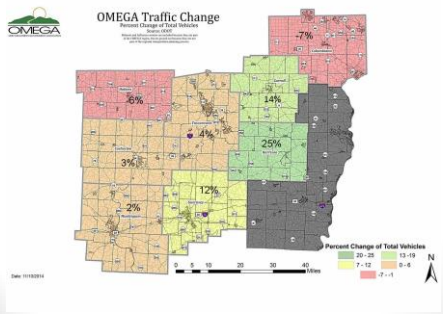


ADDRESS SAFETY AND CONGESTION: **CONGESTION**



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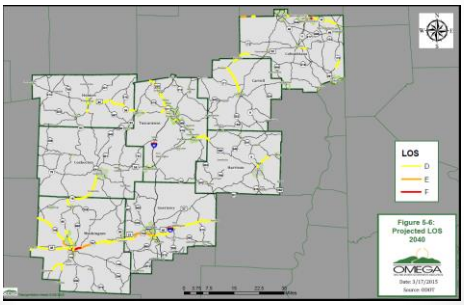

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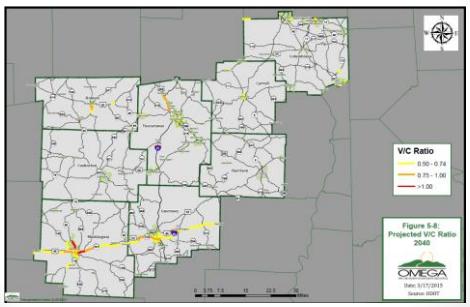
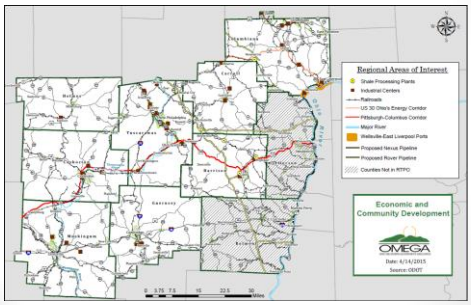


FACILITATE ECONOMIC AND COMMUNITY DEVELOPMENT

- Shale Development
- Improve Access to Industrial Centers
- US 30 Ohio's Energy Corridor
- Columbus to Pittsburgh Corridor
- Increase River (Commercial and Recreation) and Port Use
- Increase Rail Use

FACILITATE ECONOMIC AND COMMUNITY DEVELOPMENT



IMPROVE QUALITY OF LIFE: TRANSIT

- 4 Transit Agencies
- 2 Coordinated Transit Agencies
- Coshocton County Coordinated Transportation Agency
  - 27,446 Yearly Users
  - 8% Elderly
  - 46% Disabled



SEAT
South East Area Transit

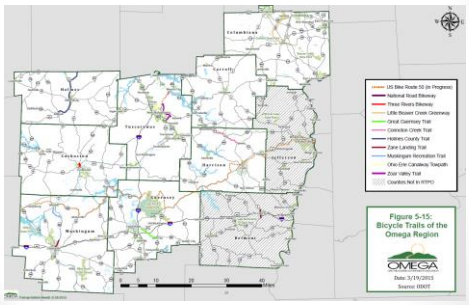


IMPROVE QUALITY OF LIFE

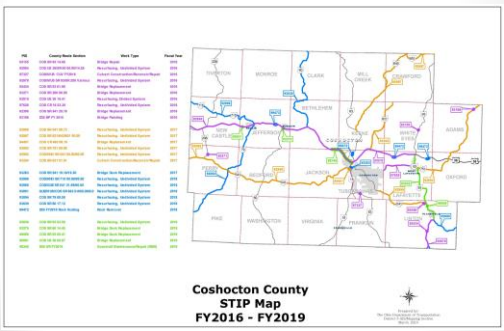
- Pedestrian Access
  - South Coshocton Sidewalk Project
  - Dennison Sidewalk Improvements
- Bicycle Trails
  - 10 in Region
  - Plans for Additions
  - Regional Mapping



IMPROVE QUALITY OF LIFE



ODOT STIP 2016 to2019



POTENTIAL PROJECTS

COSHOCTON COUNTY

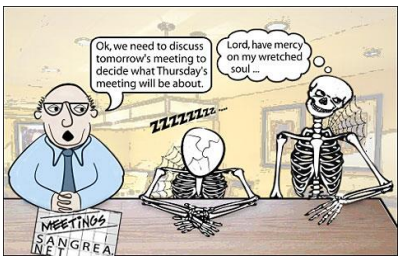
- Improve access to RockTenn Plant.
- Airport Road Extension to CR 193.
- SR 541/SR 16 Interchange programed for 2018.
- Sidewalks in the City of Coshocton.
- Alleviate congestion on 2nd Street.
- Traffic signal pre-emption for emergency vehicles.
- Roscoe Village Drainage and Sidewalks
- Signalization Improvements

SCHEDULE: FINALIZE REGIONAL TRANSPORTATION PLAN

• Authorization to Proceed:	July 1, 2014	
• Public Participation Plan Adopted:	February 19, 2014	✓
• Goals and Objectives:	March 31, 2014	✓
• Existing Conditions:	July 31, 2014	✓
• Future Conditions:	December 18, 2014	✓
• Needs Analysis:	March 20, 2015	✓
• Recommendations:	March 20, 2015	✓
• Fiscal Analysis:	April 30, 2015	◔
• Public Participation:	April 30, 2015	◔
• Transportation Plan Finalized:	May 31, 2015	
• **Transportation Plan Adopted:**	**June 30, 2015**	

✓ Completed
◔ In Progress

SURVEY



TRANSPORTATION PLAN

- http://www.omegadistrict.gov/transportation



QUESTIONS/COMMENTS

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Contact: Ken Shonkwiler
Transportation Planner/ GIS Coordinator
Ohio Mid-Eastern Governments Association
326 Highland Avenue
Cambridge, OH 43275
(740) 439-4471, ext. 210
kens@omegadistrict.org

*Please submit comments by **May 15th**

APPENDIX D
GUERNSEY COUNTY
PUBLIC INVOLVEMENT MEETING
APRIL 29, 2015

Cindi Kerschbaumer

From: Constant Contact
Sent: Wednesday, April 15, 2015 4:19 PM
To: cindik@omegadistrict.org
Subject: Your campaign Calling all transportation comments for Guernsey County has been sent

Constant Contact

Dear Cindi Kerschbaumer,

Your campaign **'Calling all transportation comments for Guernsey County'** was sent on 04/15/2015 around 16:18 PM EDT.

Below is a copy of the message your subscribers received. See how your campaign is doing by visiting Reports in your account to get real-time results and stats.

Subject: Calling all transportation comments for Guernsey County

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

CALLING ALL COMMENTS . . .

Do you have a comment about Transportation in Guernsey County that you would like to share??? Here is your opportunity!

The Ohio Mid-Eastern Governments Association (OMEGA) will be hosting a Public Involvement meeting on Wednesday, April 29th at 6:30 p.m. at the Crossroads Branch of the Guernsey County

Public Library located at 63500 Byesville Road in Cambridge. OMEGA will provide an overview of the transportation systems in Guernsey County and the region, but more importantly, OMEGA is interested in your comments on transportation needs and improvements in Guernsey County.

OMEGA is participating in a Regional Transportation Planning Organization Pilot Program. The primary objectives of this program are: development of a transportation plan, interagency consultation, stakeholder outreach, and development of regional transportation planning expertise. By improving our transportation systems, we will develop a more sustainable economy and improve the quality of life of our residents. Included among the potential benefits of this program are: expanding regional transportation planning coverage area, strengthening existing partnerships, establishing framework for future data collection and project selection efforts, linking transportation planning with existing economic/community development programs, and robust statewide databases.

The Regional Transportation Plan includes Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties.

Please join OMEGA in planning for the future transportation needs of Guernsey County and the region. Everyone is welcome to attend this meeting.

PLEASE SHARE THIS MEETING INFORMATION WITH EVERYONE YOU FEEL MAY BE INTERESTED. WE WOULD LIKE COMMENTS FROM EVERY CITY, VILLAGE, TOWNSHIP, ETC . . .

WE WOULD APPRECIATE A POST ON YOUR WEBSITE!

If you have questions about the meeting, please call Ken Shonkwiler, OMEGA Transportation Planner at (740) 439-4471, ext. 210.

Forward this email

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Ohio Mid-Eastern Governments Association | 326 Highland Avenue | Suite B | Cambridge | OH | 43725

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18 Sent Emails 94% Delivery rate

Name	Email	
AVC Communications - Guernsey County	info@yourradioplace.com	4
Daily Jeffersonian	newsroom@daily-jeff.com	4
Haught, Kim	khaught@cambridgeoh.org	4
Saft, Dave	dsaft@guernseycounty.org	4
Wilson, Dave	dwilson@guernseycounty.org	4
Gardner, Ernest (Skip)	sgardner@guernseycounty.org	4
Wilson, Jason	jason.wilson@development.ohio.gov	4
Locker, Mark	mark.locker@dot.state.oh.us	4
Comisford, Randy	randy.comisford@dot.state.oh.us	4
Sherry, Paul	camb-engr@cambridgeoh.org	4
Orr, Tom	camb-mayor@cambridgeoh.org	4
Johnson, Arlene	ajohnson@seatbus.org	4
Del George, Delmar	delmarg@gceng.org	4
Blanchard, Norm	cgccic@frontier.com	4
DiDonato, Greg	director@omegadistrict.org	4
Wierzbicki, Jeannette	jeannettew@omegadistrict.org	4
Rodi, Kathleen	krodi@eastgatecog.org	4
Davis, Ed	edavis@eastgatecog.org	4

Show 500 rows per page

Feedback?

Ohio Mid-Eastern Governments Association seeks public's input on transportation needs

Published: April 20, 2015 1:00PM

The Ohio Mid-Eastern Governments Association will host a public involvement meeting next week to explore the transportation needs of Guernsey County and the region.

The meeting will be Wednesday, April 29, at 6:30 p.m. at the Crossroads Branch Library, 63500 Byesville Road, Cambridge.

OMEGA will provide an overview of the transportation systems in Guernsey County and the region, but more interested in citizens' comments about transportation needs and improvements in Guernsey County.

The wish for public participation stems in part from the fact that OMEGA is participating in a pilot program for "Regional Transportation Planning Organization."

The primary objectives of this program are:

- Development of a transportation plan,
- Interagency consultation,
- Stakeholder outreach, and
- Development of regional transportation planning expertise.

"By improving our transportation systems, we will develop a more sustainable economy and improve the quality of life of our residents," OMEGA Executive Director Greg DiDonato said.

Expected among the potential benefits of this program are:

- Expanding regional transportation planning coverage area,
- Strengthening existing partnerships,
- Establishing framework for future data.

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Public Involvement Meeting

April 29, 2015

Crossroads Public Library – Cambridge, Ohio

On April 29, 2015, Ms. Jeannette Wierzbicki, P.E. Assistant Executive Director, Transportation/Grants Manager and Mr. Ken Shonkwiler, Transportation Planner/GIS Coordinator from the Ohio Mid-Eastern Governments Association (OMEGA) conducted a public meeting in Guernsey County to discuss the Regional Transportation Plan being developed for the region. A copy of the attendance list is attached and a copy of the presentation will be provided on OMEGA's website and in the appendices to the Regional Transportation Plan.

Ms. Wierzbicki provided a brief overview of OMEGA and the Regional Transportation Plan. After introductions and the overview, Ms. Wierzbicki introduced the breakout session, where attendees were invited to participate in a mapping activity. Ms. Arlene Johnson from SEAT explained many of the current problems regarding funding. A reduction in funding from the county may lead SEAT to reduce services unless additional revenue sources are found. She also pointed out how the current veteran benefit users are forced to wait extremely long periods when using their transit services, and how SEAT is currently unable to provide trips outside of their service area to accommodate veterans. Ms. Johnson also expressed a need for smaller 4-wheel drive vehicles to reach clients in remote sections of the county. Ms. Charlene Downing made comments on the recent school bus accident on SR 660 and suggested putting up School Bus Stop Ahead signs where the accident occurred. She also suggested that the area in Buckeyeville, where the accident happened, have a speed reduction from its current 45 mph speed limit. Other general comments included the congestion along SR 209, narrow lanes on SR 209 especially in and around Tractor Supply, widening the turning radius at the intersection of Wheeling Avenue and 11th street in Cambridge, increasing signage and speed limit enforcement outside of Zane State/ Detroit Diesel, installing a bike lane between New Concord and Cambridge along US 40, congestion near the hospital when school lets out, and addressing

crashes on US 22. Randy Comisford from District 5 provided background information on many of these topics as well.

Mr. Shonkwiler then reviewed both regional and Guernsey County transportation data; including areas of concern, congestion, specific transportation needs, and potential projects. Additionally, transportation surveys were provided and completed by the attendees. Meeting attendees were encouraged to submit comments to Ken Shonkwiler by May 29,' 2015 at kens@omegadistrict.org or at 326 Highland Avenue, Suite B, Cambridge, OH 43725.

The meeting adjourned by 7:50 pm.

PUBLIC INVOLVEMENT MEETING

REGIONAL TRANSPORTATION PLANNING ORGANIZATION
GUERNSEY COUNTY
April 29, 2015

AGENDA

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- Needs
- Potential Projects
- Schedule
- Survey
- Comments

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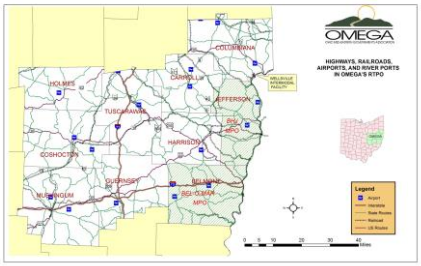

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- Develop Transportation Expertise

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EASTGATE Regional Council of Governments

Ohio Department of Transportation

OMEGA
Ohio Mid-Eastern Governments Association

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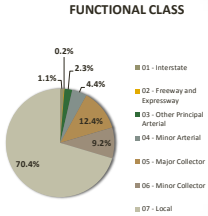

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  - $31 Million Runway Maintenance
- Cambridge Municipal
  - Level 3
  - 4,298 Ft Runway
  - $2,237,000 in Runway Maintenance and Upgrades





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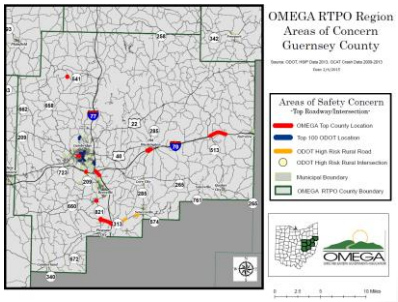

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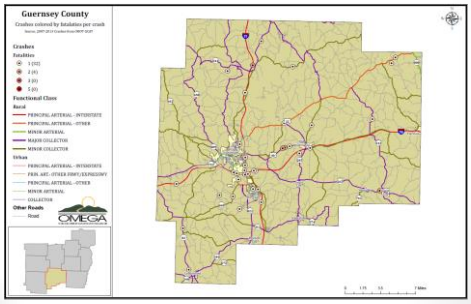
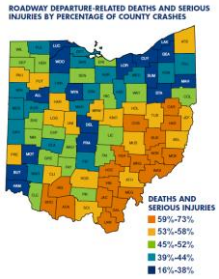
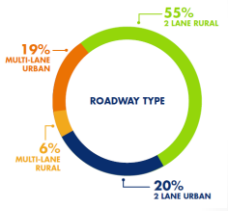


ADDRESS SAFETY AND CONGESTION: **SAFETY**





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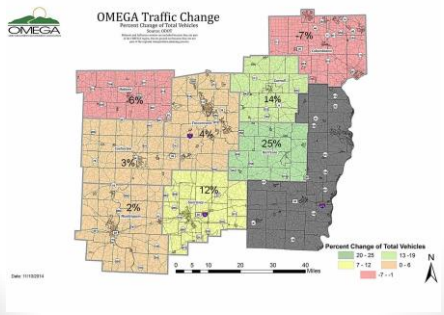

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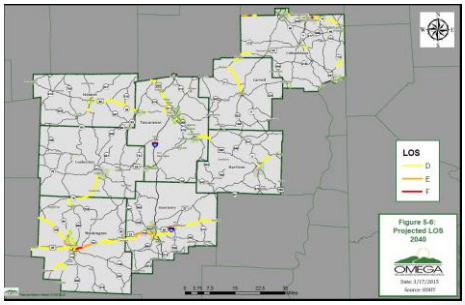

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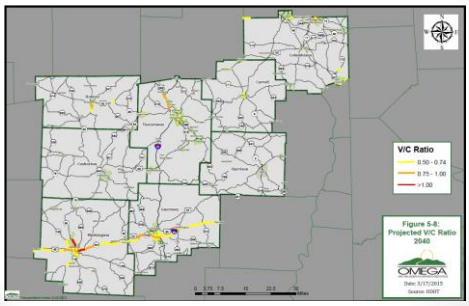
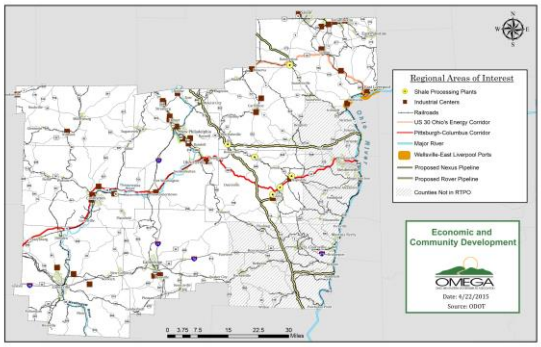


FACILITATE ECONOMIC AND COMMUNITY DEVELOPMENT

- Shale Development
- Improve Access to Industrial Centers
- US 30 Ohio's Energy Corridor
- Columbus to Pittsburgh Corridor
- Increase River (Commercial and Recreation) and Port Use
- Increase Rail Use



IMPROVE QUALITY OF LIFE: TRANSIT

- 4 Transit Agencies
- 2 Coordinated Transportation Agencies
- South East Area Transit (SEAT)
  - Guernsey and Muskingum
  - 122,872 Yearly Users
  - 64% Elderly/Disabled



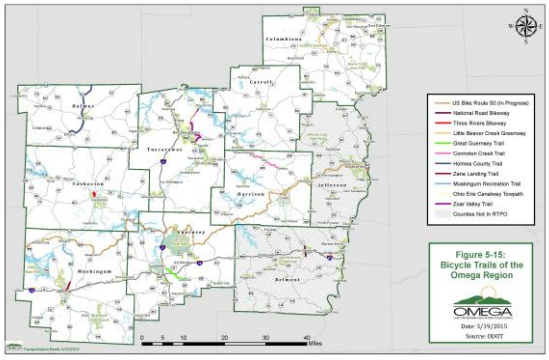
SEAT
South East Area Transit



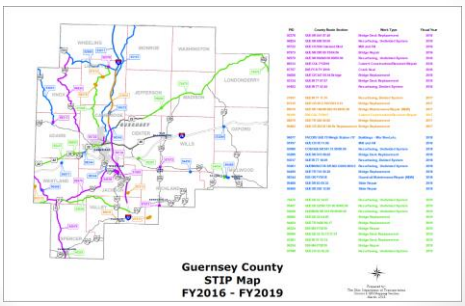
IMPROVE QUALITY OF LIFE

- Pedestrian Access
  - South Coshocton Sidewalk Project
  - Dennison Sidewalk Improvements
  - Cambridge SRTS
- Bicycle Trails
  - 10 in Region
  - Plans for Additions
  - Regional Mapping





ODOT STIP 2016-2019



POTENTIAL PROJECTS

GUERNSEY COUNTY

- I-70/SR 209/Dozer Road Intersection Improvements.
- SR 209 Interchange (south) Congestion.
- Cambridge Municipal Airport: Runway Expansion.
- I-70/SR 723 Interchange: Provide southbound access
- SR 209 at Woodlawn Avenue: Potential Roundabout and Widening
- US 22 and Dewey Avenue: Minimize Congestion
- Whitaker and Reitler Roads: Potential Signal and Widening (industrial park loop)
- Reconstruction of Steubenville Avenue through Cambridge
- Develop a truck route from Woodlawn and Morton Avenue to I-77
- Planning: Access management plan through commercial areas on SR 209 and US 22/40

POTENTIAL PROJECTS

GUERNSEY COUNTY

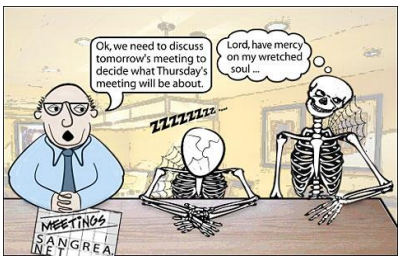
- Improved Access off I-77 north of Cambridge (Broom Road/Eckelberry Road)
- US 22, east of I-77 Potential Development that may need road improvements.
- US 40, east of I-77 Potential Development that may need road improvements.
- US 40/Old National Road "Y" Intersection Improvements.
- Vocational Road/SR 313 Improvements
- SR 313, east of I-77 Potential Development that may need road improvements
- Deerpath Drive/County Road 35 (old 21) Intersection Improvements.
- Access Road (BP Station Old 21)
- Access to County Home Property (rail and trucks)
- Coordination with State's Emergency Evacuation Routes.

LONG TERM PROJECTS

OMEGA REGION

- US 30 Ohio's Energy Corridor from Stark County to SR 11
- Columbus to Pittsburgh Corridor to include US 250 through Harrison County
- Improve US 36 Corridor between Newcomerstown and Dennison
- Improve US 250 Corridor through Strasburg
- Provide elevated road for access to the Wilkshire Hills area of Lawrence Township
- SR 250 West Bound directly to I-77 Southbound
- Access improvements to Eastpointe Business Park, Muskingum County

SURVEY



SCHEDULE:

- Finalize Transportation Plan: May 31, 2015
- **Adopt Transportation Plan: June 30, 2015**

NEXT STEPS: 2016 to 2017

- **Management Duties**
  - Transportation Improvement Plan 2018 to 2021
  - Statewide Planning
  - Technical Assistance
  - Transportation Expertise
  - Public Involvement
- **Asset Management**
- **Grant Writing**
- **Plan Implementation**
  - Corridor Studies
  - Safety Studies
  - Transit Work Group
  - Regional Bicycle Trail Map

TRANSPORTATION PLAN

- http://www.omegadistrict.org/transportation



QUESTIONS/COMMENTS



Contact: Ken Shonkwiler
Transportation Planner/ GIS Coordinator
Ohio Mid-Eastern Governments Association
326 Highland Avenue
Cambridge, OH 43275
(740) 439-4471, ext. 210
kens@omegadistrict.org

*Please submit comments by **May 29TH**

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

ATTENDANCE LIST
PUBLIC INVOLVEMENT MEETING
GUERNSEY COUNTY
APRIL 29, 2015

NAME	ADDRESS	PHONE NO.	E-MAIL ADDRESS
Arlene Johnson	224 Dewey Ave #8	740-439-3393	ajohnson@seotbus.org
Anthony Adornetto	116 Southgate Pkwy		
Randy Comisford	ODOT CAMB	740-323-5184	
Charlene Downing	7311 Brick Church RD	685-8015	harliecharlie1e aol.com

APPENDIX E
HARRISON COUNTY
PUBLIC INVOLVEMENT MEETING
APRIL 21, 2015

Cindi Kerschbaumer

From: Constant Contact
Sent: Thursday, April 09, 2015 4:33 PM
To: cindik@omegadistrict.org
Subject: Your campaign Calling all transportation comments for Harrison County has been sent

Constant Contact

Dear Cindi Kerschbaumer,

Your campaign **'Calling all transportation comments for Harrison County'** was sent on 04/09/2015 around 16:32 PM EDT.

Below is a copy of the message your subscribers received. See how your campaign is doing by visiting Reports in your account to get real-time results and stats.

Subject: Calling all transportation comments for Harrison County

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

CALLING ALL COMMENTS . . .

Do you have a comment about Transportation in Harrison County that you would like to share??? Here is your opportunity!

The Ohio Mid-Eastern Governments Association (OMEGA) will be hosting a Public Involvement meeting on Tuesday, April 21st at 6:30 p.m. at the Puskarich Public Library, 200 East Market Street,

Cadiz, OH 43907. OMEGA will provide an overview of the transportation systems in Harrison County and the region, but more importantly, OMEGA is interested in your comments on transportation needs and improvements in Harrison County.

OMEGA is participating in a Regional Transportation Planning Organization Pilot Program. The primary objectives of this program are: development of a transportation plan, interagency consultation, stakeholder outreach, and development of regional transportation planning expertise. By improving our transportation systems, we will develop a more sustainable economy and improve the quality of life of our residents. Included among the potential benefits of this program are: expanding regional transportation planning coverage area, strengthening existing partnerships, establishing framework for future data collection and project selection efforts, linking transportation planning with existing economic/community development programs, and robust statewide databases.

The Regional Transportation Plan includes Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties.

Please join OMEGA in planning for the future transportation needs of Harrison County and the region. Everyone is welcome to attend this meeting.

PLEASE SHARE THIS MEETING INFORMATION WITH EVERYONE YOU FEEL MAY BE INTERESTED. WE WOULD LIKE COMMENTS FROM EVERY CITY, VILLAGE, TOWNSHIP, ETC . . .

WE WOULD APPRECIATE A POST ON YOUR WEBSITE!

If you have questions about the meeting, please call Ken Shonkwiler, OMEGA Transportation Planner at (740) 439-4471, ext. 210.

Forward this email

SafeUnsubscribe

This email was sent to cindik@omegadistrict.org by cindik@omegadistrict.org |
Update Profile/Email Address | Rapid removal with SafeUnsubscribe™ | Privacy Policy.



Ohio Mid-Eastern Governments Association | 326 Highland Avenue | Suite B | Cambridge | OH | 43725

Reports > Harrison County Transportation Meeting for Public Co

19 Sent Emails 100% Delivery rate

Name	Email	
Harrison News Herald	info@harrisonnewsherald.com	4
Norris, Dale	dnorris21@frontier.com	4
Bethel, Don	donrbethel@aol.com	4
Host, Bill	commissioners34@frontier.com	4
Rodi, Kathleen	krodi@eastgatecog.org	4
Wilson, Jason	jason.wilson@development.ohio.gov	4
Moore, Dave	dave.moore1@dot.state.oh.us	4
Gurney, Greg	greg.gurney@dot.state.oh.us	4
Locker, Mark	mark.locker@dot.state.oh.us	4
Davis, Ed	edavis@eastgatecog.org	4
Zitko, Ken	mayor@villageofcadiz.net	4
Sterling, Rob	hceng@frontier.com	4
Milleson, Rich	millesr@nationwide.com	4
Hennis, Jody	jrh@harrisoncountyohio.org	4
Couch, Karen	hcrt@frontier.com	4
Kerschbaumer, Cindi	cindik@omegadistrict.org	4
DiDonato, Greg	director@omegadistrict.org	4
Shonkwiler, Ken	kens@omegadistrict.org	4
Wierzbicki, Jeannette	jeannettew@omegadistrict.org	4

Show 500 rows per page

Contact Management

Radio Stations Email List (8)

Name	Email	Company	City, State
AVC Communications - Guernsey County	info@yourradioplace.com		
WEIR - Belmont, Carroll, Harrison, and Jefferson	news@wer1430.com		
WHIZ Radio - Muskingum County	newsroom@whiznews.com		
WJER - Carroll, Harrison, and Tuscarawas	news@wjer.com		
WKLM - Holmes County	wklmnews@sbcglobal.net		
WQXK- Columbiana County	maryanngraff@k105country.com		
WTNS - Coshocton County	wtnsnewsroom@sbcglobal.net		
WTUZ - Carroll, Harrison and Tuscarawas	news@wtuz.com		

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Feedback?

Public Involvement Meeting
April 21, 2015
Puskarich Public Library
Cadiz, Ohio

On April 21, 2015, Ms. Jeannette Wierzbicki, P.E. Assistant Executive Director, Transportation/Grants Manager and Mr. Ken Shonkwiler, Transportation Planner/GIS Coordinator from the Ohio Mid-Eastern Governments Association (OMEGA) conducted a public meeting in Harrison County to discuss the Regional Transportation Plan being developed for the region. A copy of the attendance list is attached and a copy of the presentation will be provided on OMEGA's website and in the appendices to the Regional Transportation Plan.

Ms. Wierzbicki provided a brief overview of OMEGA and the Regional Transportation Plan. Following this overview, attendees participated in a breakout session to discuss transportation needs and areas of concern in Harrison County and the region. Attendees provided valuable feedback and information on the needs of Harrison County.

Specific needs discussed included:

- Columbus to Pittsburgh Corridor
- Improvements to SR 151 to reduce crashes and congestions, to address rail crossings, and to add turn lanes at the SR 332/SR 151 intersection and at the SR 151/US 250 intersection
- Extension of runway at the Harrison County Airport

Much of the discussion focused on the need to develop the Columbus to Pittsburgh Corridor, the primary need identified by the attendees. Improving this corridor would ultimately improve safety, congestion, and enhance economic development within the county and region. Mr. Nick Homrighausen, Economic Development Director for Harrison County identified the county's current priorities to develop this corridor through Harrison County.

- Widen 2 lane section to 4 lane on US 22 from Cadiz to Hopedale
- Improve US 250 from Tuscarawas County Line to Tappan Lake
- Improve US 250 from Tappan Lake to US 22
- Improve US 250 along Tappan Lake

Attendees indicated that the section of US 250 along Tappan Lake would be the most difficult to construct and that increasing US 22 from a two-land road just east of Cadiz to a four-lane road just west of Hopedale would be the easiest to construct. Ms. Barb Pinacola provided information on past efforts to develop and improve the corridor as well.

Increased rail use has caused wait times to become more frequent and longer at rail crossings, which may cause emergency vehicles to be delayed. At grade separations may be needed at rail crossings to address this concern.

Safety and congestion along the two-lane section of US 22 between the Guernsey County line and Cadiz were also of concern. Mr. Homrighausen also commented that, with the 52 new pipelines that are planned across Harrison County, shale activity will likely impact the transportation systems even greater in the future. Additional priority locations were noted and recorded during the mapping session.

Mr. Shonkwiler then reviewed both regional and Harrison County transportation data; including areas of concern, congestion, specific transportation needs, and potential projects. Additionally, transportation surveys were provided and completed by the attendees. Meeting attendees were encouraged to submit comments to Mr. Shonkwiler by May 21, 2015 at kens@omegadistrict.org or at 326 Highland Avenue, Suite B, Cambridge, OH 43725.

The meeting adjourned at 7:50.

PUBLIC INVOLVEMENT MEETING

REGIONAL TRANSPORTATION PLANNING ORGANIZATION
HARRISON COUNTY
April 21, 2015

AGENDA

- Introductions
- Overview of OMEGA
- Regional Transportation Planning
- Goals and Objectives
- Needs
- Potential Projects
- Schedule
- Survey
- Questions and Contact

OMEGA: Who Are We?

- Local Development District
- Council of Governments
- Ten County Governments

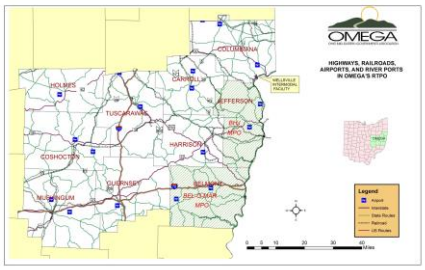
Belmont*	Harrison
Carroll	Holmes
Harrison	Jefferson*
Coshocton	Muskingum
Guernsey	Tuscarawas

- Eleven City Governments

  Cambridge, Coshocton, Dover, East Liverpool, Martins Ferry, New Philadelphia, Salem, Steubenville, Toronto, Uhrichsville, and Zanesville

*Not Included in RTPO

SERVICE AREA



OMEGA'S OBJECTIVE

Foster a Cooperative Effort in Planning, Development, and Implementation of Local and Regional Plans, Programs and Projects to Promote Economic and Community Development and Improve the Quality of Life for the Residents in our District



OMEGA'S SERVICES

- Research Potential Funding Sources
- Provide Planning Assistance to Local Governments
- Provide Funding Administrative Services
- Facilitate ARC/GOA Program
- Administer Revolving Loan Fund Program
- Administer a District-Wide Comprehensive Economic Development Strategy
- Promotes Collaboration among our Members, other Governmental Agencies, Corporations, or agencies
- Serve as District Liaison for the District 14 Natural Resource Advisory Council (Clean Ohio)
- **REGIONAL TRANSPORTATION PLANNING ORGANIZATION**



REGIONAL TRANSPORTATION PLANNING ORGANIZATION: BACKGROUND

- Introduction of regional transportation planning funding to Rural Planning Organizations in states throughout the country.
- Transportation planning interest expressed by Ohio's Rural Planning Organizations
- MAP-21 Encourages state framework for implementing regional transportation planning.

REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RTPO)

- Develop Regional Transportation Plan
- Regional Liaison with ODOT
- Facilitate Public Outreach
- Develop Transportation Expertise

RTPO PARTNERS

EASTGATE Regional Council of Governments

OHIO DEPARTMENT OF TRANSPORTATION

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

EXECUTIVE (POLICY) BOARD

TRANSPORTATION ADVISORY COMMITTEE

CITIZENS ADVISORY BOARD

REGIONAL TRANSPORTATION PLAN

- Goals and Objectives
- Inventory of Existing Conditions
- Projection of Future Conditions
- Needs Analysis
- Fiscal Analysis
- Public Participation
- Plan Recommendations
- **Five-Year** Planning Period

GOALS AND OBJECTIVES

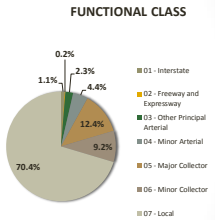
1. Maintain and Improve Existing Transportation Systems
2. Address Safety and Congestion Issues
3. Facilitate Economic and Community Development
4. Improve Quality of Life
5. Develop a Fiscally Responsible Regional Transportation Plan

BREAK OUT SESSION



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **ROADS**

- 10,350 center lane miles
- 70% Local roads
- I-77 and I-70
- Statewide Corridors: US 30, US 36, SR 16, US 250
- Harrison County:
  - 894.4 Center Lane Miles
  - 40 Miles in Fair to Poor/ Poor Condition



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **BRIDGES**

	RTPO	HARRISON COUNTY
State	1,163	91
Local	1,801	93
Total	2,964	184
General Appraisal <4	7%	3%



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **AIRPORTS**

- Airports
  - 8 General Aviation Airports
  - $31 Million Runway Maintenance
- Harrison County
  - Level 3
  - 3,765 Ft Runway
  - $2,430,000 in Runway Maintenance and Upgrades





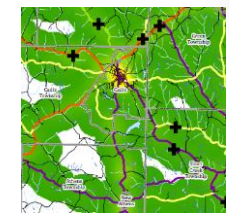
ADDRESS SAFETY AND CONGESTION: **SAFETY**

	RTPO	HARRISON COUNTY
• Total Accidents	30,113	983
• Fatal Accidents	171 (0.6%)	15 (2%)
• Injury Accidents	7,502 (25%)	298 (30%)

ADDRESS SAFETY AND CONGESTION: **SAFETY**

Priority Lists

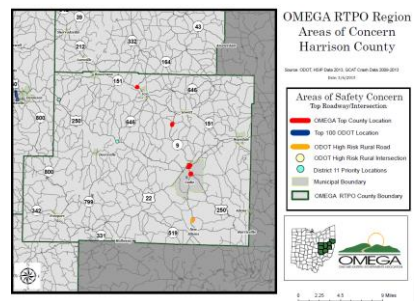
- OMEGA Areas of Concern
- ODOT Top 100 Locations
- High Risk Rural Roads
- Highway Safety Improvement Program



OHIO DEPARTMENT OF TRANSPORTATION

Highway Safety Maps

ADDRESS SAFETY AND CONGESTION: **SAFETY**



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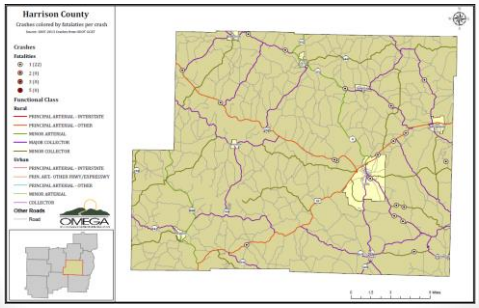

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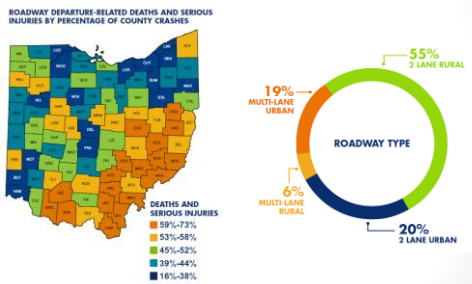

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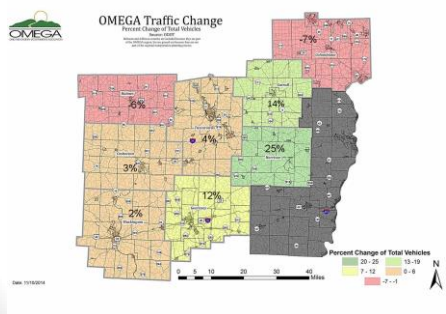

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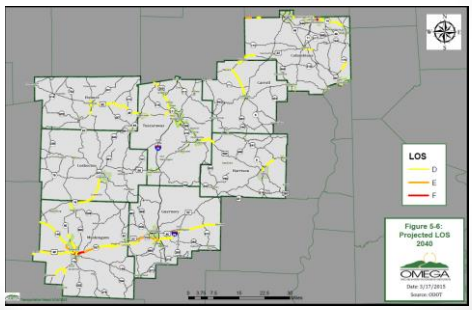

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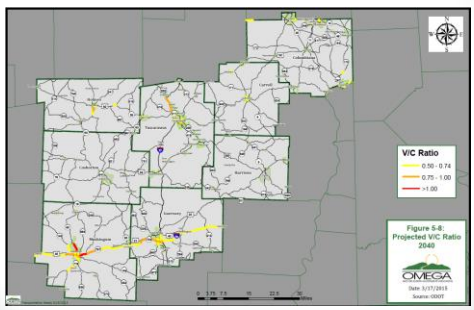

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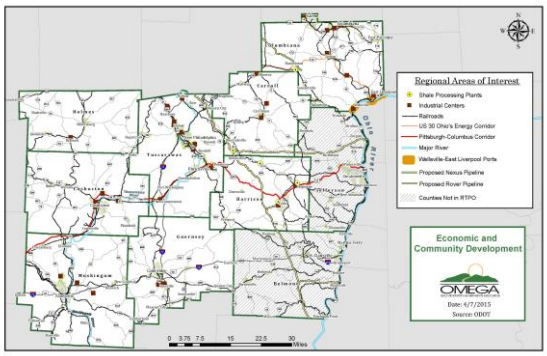

IMPROVE QUALITY OF LIFE: TRANSIT

- 4 Transit Agencies
- 2 Coordinated Transit Agencies
- Harrison County Rural Transit
  - 17,873 Yearly Users
  - 50.41% Elderly/Disabled



SEAT
South East Area Transit



IMPROVE QUALITY OF LIFE

- Pedestrian Access
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  - Dennison Sidewalk Improvements
- Bicycle Trails
  - 10 in Region
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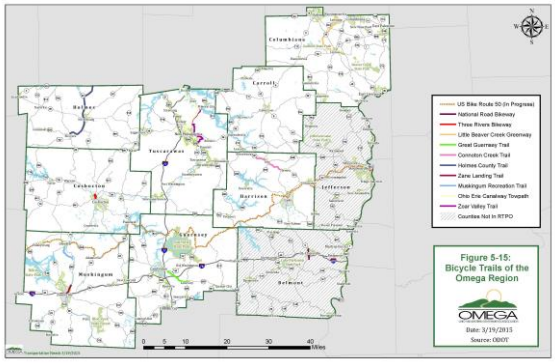
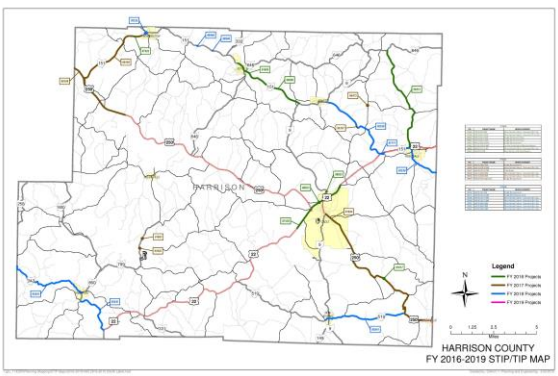
  - Regional Mapping







POTENTIAL PROJECTS

HARRISON COUNTY

1. Replacement of CR 51 Bridge (currently closed) which spans the Norfolk and Western Railroad
2. Lengthen airport runway from 4,400 feet to 5,000 feet
3. Upgrade of county and township highways accessing gas processing plants
   - CR 29
   - Giacobbi Road
   - CR 44 between SR 151 and CR 43
4. Re-designation of CR 29 (Industrial Park Road) as a State Highway
5. Village of Cadiz: US 22 and Industrial Park Road Intersection acceleration and deceleration lanes needed
6. Zitko Road Bridge Replacement
7. Rehabilitation of rail line from the new MarkWest
8. Intersection of US 22 and SR 800 just east of the Harrison County line
9. Intersection of SR 800 and SR 799 north of the Village of Freeport turning radius improvement
10. Village of Cadiz: US 22 and N. Main Street Intersection, acceleration lane headed west

POTENTIAL PROJECTS

11. Village of Cadiz: SR 9 Ramp off of US 22 east bound, turning lanes, lighting and signal needed (heavy truck traffic), lighting on SR 9 to new rail facility
12. Development of SR 151 Corridor; resurface SR 151 between Jewett and Bowerston
13. Rehabilitation of Wheeling and Lake Erie rail line from Hopedale to Warrenton on the Ohio River
14. Full depth reclamation and resurfacing of CR 13 between CR 12 and US 22 which will serve a new major aggregate operation
15. Village of Freeport: Signal at the intersection of SR 800 and the beginning of SR 342. Widening of SR 800
16. Village of Jewett: Widen intersection of SR 9 and SR 151, especially north on SR 9
17. Village of New Athens: Signal at the intersection of SR 9 and SR 519
18. Village of Scio: need for better lighting and caution lights around the intersection of SR 151 and SR 332
19. Junction at Jewett Logistics Campus

SURVEY



SCHEDULE: FINALIZE REGIONAL TRANSPORTATION PLAN

• Authorization to Proceed:	July 1, 2014	
• Public Participation Plan Adopted:	February 19, 2014	✓
• Goals and Objectives:	March 31, 2014	✓
• Existing Conditions:	July 31, 2014	✓
• Future Conditions:	December 18, 2014	✓
• Needs Analysis:	March 20, 2015	✓
• Recommendations:	March 20, 2015	✓
• Fiscal Analysis:	April 30, 2015	⟳
• Public Participation:	April 30, 2015	⟳
• Transportation Plan Finalized:	May 31, 2015	
• **Transportation Plan Adopted:**	**June 30, 2015**	

✓ Completed
⟳ In Progress

TRANSPORTATION PLAN

- http://www.omegadistrict.org/transportation



QUESTIONS/COMMENTS

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Contact: Ken Shonkwiler
Transportation Planner/ GIS Coordinator
Ohio Mid-Eastern Governments Association
326 Highland Avenue
Cambridge, OH 43275
(740) 439-4471, ext. 210
kens@omegadistrict.org

*Please submit comments by **May 21st**

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

ATTENDANCE LIST
PUBLIC INVOLVEMENT MEETING
HARRISON COUNTY
APRIL 21, 2015

NAME	ADDRESS	PHONE NO.	E-MAIL ADDRESS
Robert Sterling	100 West Market Street, Cadiz	740-942-8867	hcengo@frontier.com
Bob Hendricks	PO-Box 226 Scio, OH 43988	740-945-4671	hendricks robx0034@Gmail
Anthony Adornetto	116 Southgate Pkwy Cambridge	740-432-2366	anthony.adornetto@mail.house.gov
Barbara Pincola	618 Kerr Ave Cadiz OH	741-491-7139	pincola1@frontier.com
Marcia Bedway	140 Copeshane, Cadiz O	740-942-3236	mibedway@frontier.com
Nick Hamrighausen	538 N. Main St. Cadiz, Ohio	740-491-7424	nhamrighausen@harrisoncountyohio.org
Todd Shelton	37 West Broad St. Columbus, OH	740-230-8337	Todd-Shelton@portman.senate.gov

APPENDIX F
HOLMES COUNTY
PUBLIC INVOLVEMENT MEETING
MAY 7, 2015

Cindi Kerschbaumer

From: Ohio Mid-Eastern Governments Association
Sent: Tuesday, April 21, 2015 5:40 PM
To: cindik@omegadistrict.org
Subject: Calling all transportation comments for Holmes County

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

CALLING ALL COMMENTS . . .

Do you have a comment about Transportation in Holmes County that you would like to share??? Here is your opportunity!

The Ohio Mid-Eastern Governments Association (OMEGA) will be hosting a Public Involvement meeting on Thursday, May 7th at 6:30 p.m. at the Holmes County Public Library located at 3102 Glen Drive in Millersburg. OMEGA will provide an overview of the transportation systems in Holmes County and the region, but more importantly, OMEGA is interested in your comments on transportation needs and improvements in Holmes County.

OMEGA is participating in a Regional Transportation Planning Organization Pilot Program. The primary objectives of this program are: development of a transportation plan, interagency consultation, stakeholder outreach, and development of regional transportation planning expertise. By improving our transportation systems, we will develop a more sustainable economy and improve the quality of life

of our residents. Included among the potential benefits of this program are: expanding regional transportation planning coverage area, strengthening existing partnerships, establishing framework for future data collection and project selection efforts, linking transportation planning with existing economic/community development programs, and robust statewide databases.

The Regional Transportation Plan includes Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties.

Please join OMEGA in planning for the future transportation needs of Holmes County and the region. Everyone is welcome to attend this meeting.

PLEASE SHARE THIS MEETING INFORMATION WITH EVERYONE YOU FEEL MAY BE INTERESTED. WE WOULD LIKE COMMENTS FROM EVERY CITY, VILLAGE, TOWNSHIP, ETC . . .

WE WOULD APPRECIATE A POST ON YOUR WEBSITE!

If you have questions about the meeting, please call Ken Shonkwiler, OMEGA Transportation Planner at (740) 439-4471, ext. 210.

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Ohio Mid-Eastern Governments Association | 326 Highland Avenue | Suite B | Cambridge | OH | 43725

Reports > Holmes County Transportation Meeting for Public Cor

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WTUZ - Carroll, Harrison and Tuscarawas	news@wtuz.com	4
WKLM - Holmes County	wklmnews@sbcglobal.net	4
Times Recorder	fdickinson@nncogannett.com	4
The Budget - Holmes and Tuscarawas	localnews@thebudgetnewspaper.com	4
Kerschbaumer, Cindi	cindik@omegadistrict.org	4
DiDonato, Greg	director@omegadistrict.org	4
Shonkwiler, Ken	kens@omegadistrict.org	4
Wierzbicki, Jeannette	jeannettew@omegadistrict.org	4
Ault, Rob	rault@co.holmes.oh.us	4
Miller, Joe	hcc@co.holmes.oh.us	4
Eyler, Ray	reyler@co.holmes.oh.us	4
Wilson, Jason	jason.wilson@development.ohio.gov	4
Gurney, Greg	greg.gurney@dot.state.oh.us	4
Locker, Mark	mark.locker@dot.state.oh.us	4
Moore, Dave	dave.moore1@dot.state.oh.us	4
Oliver, Arnie	aoliver@co.holmes.oh.us	4
Young, Chris	cryoung@co.holmes.oh.us	4
Troyer, Nathan	nathan.troyer@millersburgohio.com	4
Rodi, Kathleen	krodi@eastgatecog.org	4
Davis, Ed	edavis@eastgatecog.org	4

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OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Public Involvement Meeting

May 7, 2015

Holmes County District Library – Millersburg, Ohio

On May 7, 2015, Ms. Jeannette Wierzbicki, P.E. Assistant Executive Director, Transportation/Grants Manager and Mr. Ken Shonkwiler, Transportation Planner/GIS Coordinator from the Ohio Mid-Eastern Governments Association (OMEGA) conducted a public meeting in Holmes County to discuss the Regional Transportation Plan being developed for the region. A copy of the attendance list is attached and a copy of the presentation will be provided on OMEGA's website and in the appendices to the Regional Transportation Plan.

Ms. Wierzbicki provided a brief overview of OMEGA and the Regional Transportation Plan. Following the overview, the breakout session occurred. Mr. Nate Troyer, Village Administrator for the Village of Millersburg, provided feedback on a recent fatality that occurred on SR 241 entering Millersburg. Mr. Troyer commented that this is the third crash of its kind to occur at this location since he has been with the village. He mentioned that equipment may have contributed to the accident, but also geometrics on SR 241 may have contributed to the accident. He made two suggestions that he felt would decrease the likelihood of crashes at this locations; the first being a rerouting of the road outside of the village with the creation of a new road, and the second option involved designating a straighter, safer county or township road as SR 241 to minimize traffic on the existing route. He also commented that this might also reduce congestion and improve safety inside Millersburg. Mr. Troyer also made comments on transit, stating that the local private taxi service has been quite busy. He also suggested that transit has become a visible need from his point of view.

Mr. Shonkwiler then reviewed both regional and Holmes County transportation data; including areas of concern, congestion, specific transportation needs, and potential projects. Additionally, the transportation survey was completed by the Mr. Troyer and he was

encouraged to submit comments to Mr. Ken Shonkwiler by June 7, 2015 at kens@omegadistrict.org or at 326 Highland Avenue, Suite B, Cambridge, OH 43725.

The meeting adjourned at 7:50.

PUBLIC INVOLVEMENT MEETING

REGIONAL TRANSPORTATION PLANNING ORGANIZATION
HOLMES COUNTY
May 7, 2015

AGENDA

- Introductions
- Overview of OMEGA
- Regional Transportation Planning
- Goals and Objectives
- Needs
- Potential Projects
- Schedule
- Survey
- Comments

OMEGA: Who Are We?

- Local Development District
- Council of Governments
- Ten County Governments

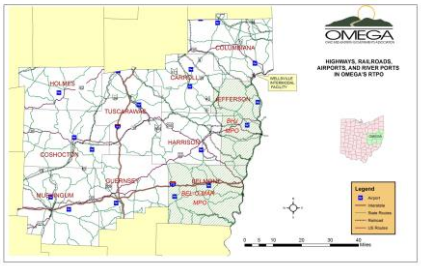
Belmont*	Harrison
Carroll	**Holmes**
Harrison	Jefferson*
Coshocton	Muskingum
Guernsey	Tuscarawas

- Eleven City Governments

  Cambridge, Coshocton, Dover, East Liverpool, Martins Ferry, New Philadelphia, Salem, Steubenville, Toronto, Uhrichsville, and Zanesville

*Not Included in RTPO

SERVICE AREA



OMEGA'S SERVICES

- Research Potential Funding Sources
- Provide Planning Assistance to Local Governments
- Provide Funding Administrative Services
- Facilitate ARC/GOA Program
- Administer Revolving Loan Fund Program
- Administer a District-Wide Comprehensive Economic Development Strategy
- Promotes Collaboration among our Members, other Governmental Agencies, Corporations, or agencies
- Serve as District Liaison for the District 14 Natural Resource Advisory Council (Clean Ohio)
- **REGIONAL TRANSPORTATION PLANNING ORGANIZATION**



REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RTPO)

- Develop Regional Transportation Plan
- Regional Liaison with ODOT
- Facilitate Public Outreach
- Develop Transportation Expertise

RTPO PARTNERS

EASTGATE Regional Council of Governments

Ohio Department of Transportation

OMEGA
Ohio Mid-Eastern Governments Association

EXECUTIVE (POLICY) BOARD

TRANSPORTATION ADVISORY COMMITTEE

CITIZENS ADVISORY BOARD

REGIONAL TRANSPORTATION PLAN

- Goals and Objectives
- Inventory of Existing Conditions
- Projection of Future Conditions
- Needs Analysis
- Fiscal Analysis
- Public Participation
- Plan Recommendations
- **Five-Year** Planning Period

GOALS AND OBJECTIVES

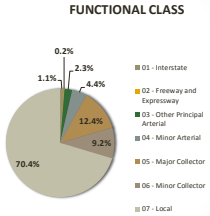
1. Maintain and Improve Existing Transportation Systems
2. Address Safety and Congestion Issues
3. Facilitate Economic and Community Development
4. Improve Quality of Life
5. Develop a Fiscally Responsible Regional Transportation Plan

BREAK OUT SESSION



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **ROADS**

- 10,350 center lane miles
- 70% Local roads
- I-77 and I-70
- Statewide Primary Corridors: US 30, US 22, US 36, SR 7, SR 16, US 250
- Holmes County: 1,021.6 center lane miles



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **BRIDGES**

	RTPO	HOLMES COUNTY
State	1,163	100
Local	1,801	281
Total	2,964	381
General Appraisal <4	7%	3%



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **AIRPORTS**

- Airports
  - 8 General Aviation Airports
  - $31 Million Runway Maintenance
- Holmes County Airport
  - Level 2
  - $1,386,000 Runway/ Pavement Maintenance

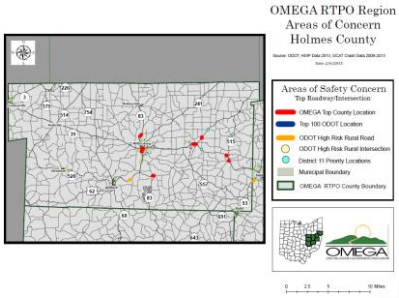




ADDRESS SAFETY AND CONGESTION: **SAFETY**

	RTPO	HOLMES COUNTY
Total Accidents	30,113	2,266
Fatal Accidents	171 (0.6%)	17 (0.7%)
Injury Accidents	7,502 (25%)	629 (28%)

ADDRESS SAFETY AND CONGESTION: **SAFETY**



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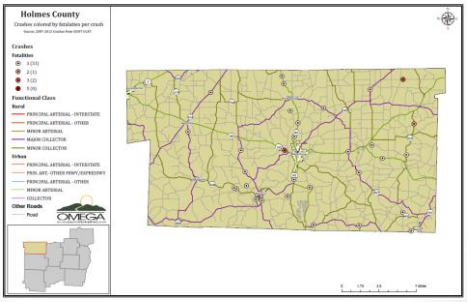

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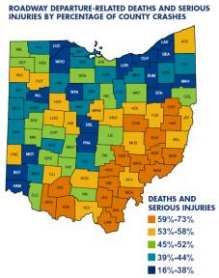
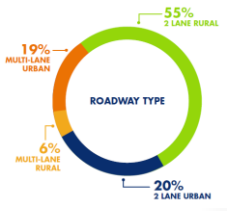
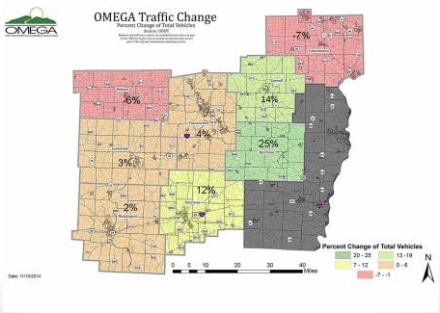




ADDRESS SAFETY AND CONGESTION: **CONGESTION**



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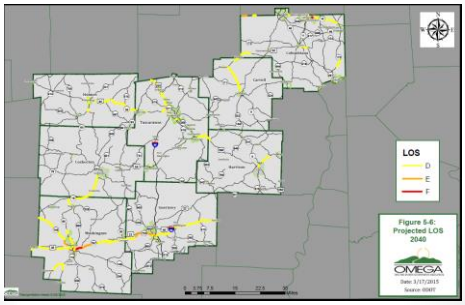
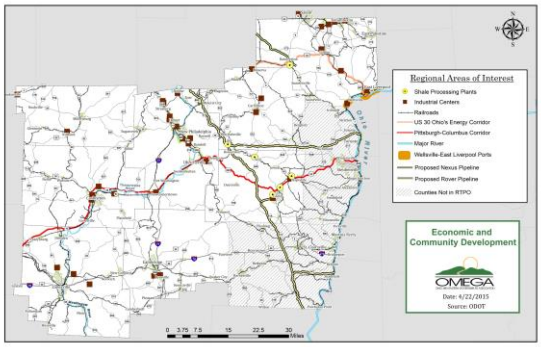




IMPROVE QUALITY OF LIFE: TRANSIT

- 4 Transit Agencies
- 2 Coordinated Transportation Agencies



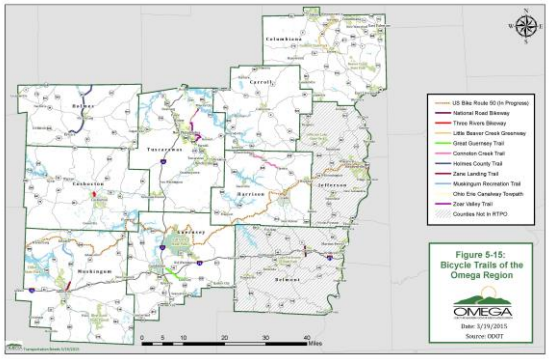
SEAT
South East Area Transit



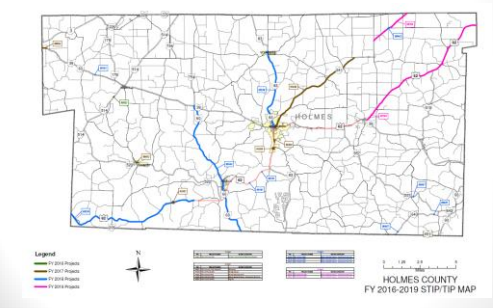
IMPROVE QUALITY OF LIFE

- Pedestrian Access
  - South Coshocton Sidewalk Project
  - Dennison Sidewalk Improvements
- Bicycle Trails
  - 10 in Region
  - Plans for Additions
  - Regional Mapping





ODOT STIP 2016-2019



POTENTIAL PROJECTS

HOLMES COUNTY

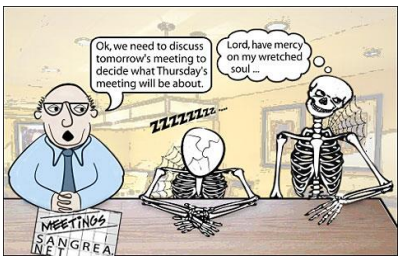
- SR 39 Corridor Improvements.
- Wider berms on roads for buggies and bikes.
- SR 557/ SR 39 Intersection Improvements.
- Upgrade SR 557 Corridor and local intersections.
- Completion of trail along CR 23 with bridge replacement over Mohican River.
- Village of Millersburg: Alleviate congestion in downtown (SR 83, US 62/SR 39 and SR 241)
- Village of Millersburg: Congestion on S. Washington Street (US 62/SR 83).
- Village of Millersburg: Improve pedestrian access and walkability.
- Village of Millersburg: Connect trail to downtown Millersburg.
- Village of Killbuck: Access to Killbuck Industrial Park Phase II.

LONG TERM PROJECTS

OMEGA REGION

- US 30 Ohio's Energy Corridor from Stark County to SR 11
- Columbus to Pittsburgh Corridor to include US 250 through Harrison County
- Improve US 36 Corridor between Newcomerstown and Dennison
- Improve US 250 Corridor through Strasburg
- Provide for an elevated road for access to the Wilkshire Hills area of Lawrence Township
- SR 250 West Bound directly to I-77 Southbound
- Access improvements to Eastpointe Business Park, Muskingum County

SURVEY



SCHEDULE:

- Finalize Transportation Plan: May 31, 2015
- **Adopt Transportation Plan: June 30, 2015**

NEXT STEPS: 2016 to 2017

- **Management Duties**
  - Transportation Improvement Plan 2018 to 2021
  - Statewide Planning
  - Technical Assistance
  - Transportation Expertise
  - Public Involvement
- **Asset Management**
- **Grant Writing**
- **Plan Implementation**
  - Corridor Studies
  - Safety Studies
  - Transit Work Group
  - Regional Bicycle Trail Map

TRANSPORTATION PLAN

- http://www.omegadistrict.org/transportation



QUESTIONS/COMMENTS



Contact: Ken Shonkwiler
Transportation Planner/ GIS Coordinator
Ohio Mid-Eastern Governments Association
326 Highland Avenue, Suite B
Cambridge, OH 43275
(740) 439-4471, ext. 210
kens@omegadistrict.org

*Please submit comments by **June 7TH**

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

ATTENDANCE LIST
PUBLIC INVOLVEMENT MEETING
HOLMES COUNTY
MAY 7, 2015

NAME	ADDRESS	PHONE NO.	E-MAIL ADDRESS
Nate Troyer	6 N. Washington St.	330 674 1886	nathan.troyer@millersburgohio.com

APPENDIX G
MUSKINGUM COUNTY
PUBLIC INVOLVEMENT MEETING
MAY 5, 2015

Cindi Kerschbaumer

From: Ohio Mid-Eastern Governments Association
Sent: Tuesday, April 21, 2015 4:07 PM
To: cindik@omegadistrict.org
Subject: Calling all transportation comments for Muskingum County

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

CALLING ALL COMMENTS . . .

Do you have a comment about Transportation in Muskingum County that you would like to share??? Here is your opportunity!

The Ohio Mid-Eastern Governments Association (OMEGA) will be hosting a Public Involvement meeting on Tuesday, May 5th at 6:00 p.m. at the Muskingum County Library located at 220 North Fifth Street in Zanesville. OMEGA will provide an overview of the transportation systems in Muskingum County and the region, but more importantly, OMEGA is interested in your comments on transportation needs and improvements in Muskingum County.

OMEGA is participating in a Regional Transportation Planning Organization Pilot Program. The primary objectives of this program are: development of a transportation plan, interagency consultation, stakeholder outreach, and development of regional transportation planning expertise. By improving our transportation systems, we will develop a more sustainable economy and improve the quality of life

of our residents. Included among the potential benefits of this program are: expanding regional transportation planning coverage area, strengthening existing partnerships, establishing framework for future data collection and project selection efforts, linking transportation planning with existing economic/community development programs, and robust statewide databases.

The Regional Transportation Plan includes Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties.

Please join OMEGA in planning for the future transportation needs of Muskingum County and the region. Everyone is welcome to attend this meeting.

PLEASE SHARE THIS MEETING INFORMATION WITH EVERYONE YOU FEEL MAY BE INTERESTED. WE WOULD LIKE COMMENTS FROM EVERY CITY, VILLAGE, TOWNSHIP, ETC . . .

WE WOULD APPRECIATE A POST ON YOUR WEBSITE!

If you have questions about the meeting, please call Ken Shonkwiler, OMEGA Transportation Planner at (740) 439-4471, ext. 210.

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Reports > Muskingum County Transportation Meeting for Public

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Emmert, Mike	memmert@columbus.rr.com	4
Times Recorder	fdickinson@nncogannett.com	4
Sands, J.	jtsands@muskingumcounty.org	4
Lavy, Jerry	jllavy@muskingumcounty.org	4
Kerschbaumer, Cindi	cindik@omegadistrict.org	4
DiDonato, Greg	director@omegadistrict.org	4
Shonkwiler, Ken	kens@omegadistrict.org	4
Wierzbicki, Jeannette	jeannettew@omegadistrict.org	4
Wilson, Jason	jason.wilson@development.ohio.gov	4
Moore, Dave	dave.moore1@dot.state.oh.us	4
Comisford, Randy	randy.comisford@dot.state.oh.us	4
Locker, Mark	mark.locker@dot.state.oh.us	4
Tilton, Jeff	mayor@coz.org	4
Roberts, Andrew	aeroberts@muskingumcounty.org	4
Stewart, Howard	director@seatbus.org	4
Johnson, Arlene	ajohnson@seatbus.org	4
Johnson, Shawn	johnson.mceo@rrohio.com	4
Davis, Doug	mceo@rrohio.com	4
Rodi, Kathleen	krodi@eastgatecog.org	4
Davis, Ed	edavis@eastgatecog.org	4

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Public Involvement Meeting

May 5, 2015

John McIntire Public Library – Zanesville, Ohio

On April 21, 2015, Ms. Jeannette Wierzbicki, P.E. Assistant Executive Director, Transportation/Grants Manager and Mr. Ken Shonkwiler, Transportation Planner/GIS Coordinator from the Ohio Mid-Eastern Governments Association (OMEGA) conducted a public meeting in Muskingum County to discuss the Regional Transportation Plan being developed for the region. A copy of the attendance list is attached and a copy of the presentation will be provided on OMEGA's website and in the appendices to the Regional Transportation Plan.

Ms. Wierzbicki provided a brief overview of OMEGA and the Regional Transportation Plan. Following introductions and the overview, the breakout session occurred. The Honorable Jeff Tilton, Mayor of the City of Zanesville and Randy Comisford of ODOT shared their thoughts on transportation issues in the county and OMEGA region. Mayor Tilton's major concern was congestion on Maple Avenue. With the expansion of Genesis hospital, he anticipates the problem to become much worse. Mayor Tilton believes that a decisive plan for the road is going to be needed for the future. This is the number one priority of the Mayor and the city. He reported that emergency vehicles already have an extremely hard time with the traffic on Maple Avenue, and that this problem will worsen with the re-opening of the hospital. Despite requests from the Mayor, emergency vehicles will drive against traffic during times of need, which he expects will be more frequent once the hospital is open. He feels that there will need to be an emergency vehicle lane after the reopening of the Genesis hospital. He indicated that the city is less apt to encourage businesses to locate on Maple Avenue now as well. The Mayor also commented that many parts of the city and county need basic road pavement improvements, citing the harsh winter that occurred previously. Bridges were another concern of the mayor; due to lake of funding, some county bridges may have to close in the future. The Y Bridge also needs renovations and painting at the railroad crossing as well. With regards to transit, the mayor stated that the city contributes $80,000 a year to SEAT and says that fixed route services are not being used as much. He acknowledged that, although there is not a lot

of shale activity in Muskingum County, many businesses have located to Muskingum County that provide services to the shale industry, such as Haliburton.

Mr. Shonkwiler then reviewed both regional and Muskingum County transportation data; including areas of concern, congestion, specific transportation needs, and potential projects. Additionally, transportation surveys were provided and completed by the attendees. Meeting attendees were encouraged to submit comments to Mr. Shonkwiler by June 5, 2015 at kens@omegadistrict.org or at 326 Highland Avenue, Suite B, Cambridge, OH 43725.

The meeting adjourned at 7:25 pm.

PUBLIC INVOLVEMENT MEETING

REGIONAL TRANSPORTATION PLANNING ORGANIZATION
MUSKINGUM COUNTY
MAY 5, 2015

AGENDA

- Introductions
- Overview of OMEGA
- Regional Transportation Planning
- Goals and Objectives
- Needs
- Potential Projects
- Schedule
- Survey
- Comments

OMEGA: Who Are We?

- Local Development District
- Council of Governments
- Ten County Governments

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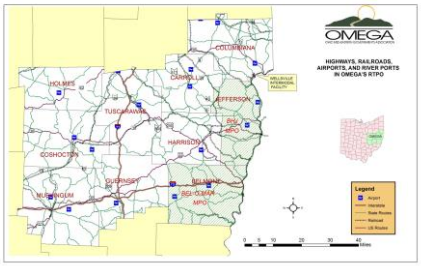
Carroll	Holmes
Harrison	Jefferson*
Coshocton	**Muskingum**
Guernsey	Tuscarawas

- Eleven City Governments

  Cambridge, Coshocton, Dover, East Liverpool, Martins Ferry, New Philadelphia, Salem, Steubenville, Toronto, Uhrichsville, and **Zanesville**

*Not Included in RTPO

SERVICE AREA



OMEGA'S SERVICES

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REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RTPO)

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- Facilitate Public Outreach
- Develop Transportation Expertise

RTPO PARTNERS

EASTGATE Regional Council of Governments

Ohio Department of Transportation

OMEGA
Ohio Mid-Eastern Governments Association

EXECUTIVE (POLICY) BOARD

TRANSPORTATION ADVISORY COMMITTEE

CITIZENS ADVISORY BOARD

REGIONAL TRANSPORTATION PLAN

- Goals and Objectives
- Inventory of Existing Conditions
- Projection of Future Conditions
- Needs Analysis
- Fiscal Analysis
- Public Participation
- Plan Recommendations
- **Five-Year** Planning Period

GOALS AND OBJECTIVES

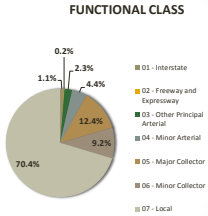
1. Maintain and Improve Existing Transportation Systems
2. Address Safety and Congestion Issues
3. Facilitate Economic and Community Development
4. Improve Quality of Life
5. Develop a Fiscally Responsible Regional Transportation Plan

BREAK OUT SESSION



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **ROADS**

- 10,350 center lane miles
- 70% Local roads
- I-77 and I-70
- Statewide Primary Corridors: US 30, US 22, US 36, SR 7, SR 16, US 250
- Muskingum County: 1,674.5 center lane miles



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **BRIDGES**

	RTPO	MUSKINGUM COUNTY
State	1,163	209
Local	1,801	306
Total	2,964	515
General Appraisal <4	7%	15%



MAINTAIN AND IMPROVE EXISTING TRANSPORTATION SYSTEMS: **AIRPORTS**

- Airports
  - 8 General Aviation Airports
  - $31 Million Runway Maintenance
- Zanesville Municipal
  - Level 1
  - 5,000 Ft Runway
  - $12,907,000 in Runway Maintenance and Upgrades





ADDRESS SAFETY AND CONGESTION: **SAFETY**

	RTPO	MUSKINGUM COUNTY
Total Accidents	30,113	7,398
Fatal Accidents	171 (0.6%)	30 (0.4%)
Injury Accidents	7,502 (25%)	1,728 (23%)

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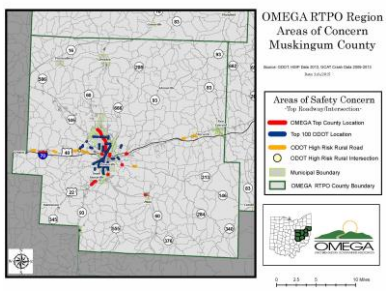

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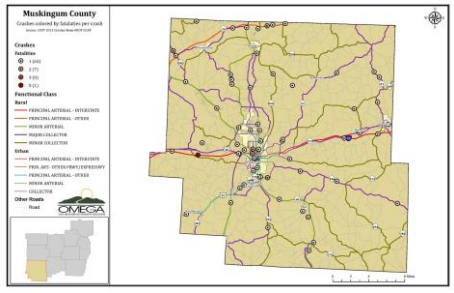

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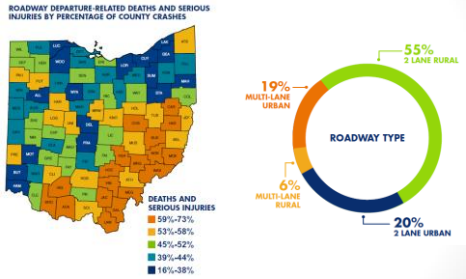

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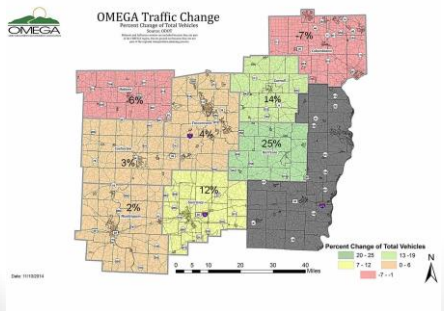

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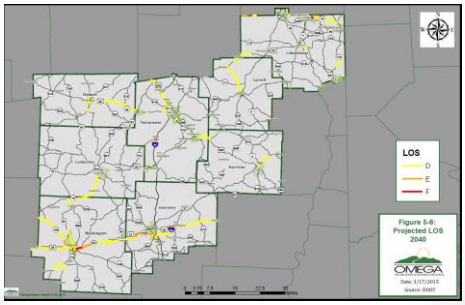
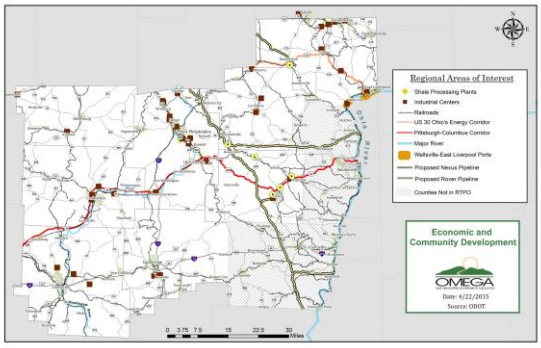




IMPROVE QUALITY OF LIFE: TRANSIT

- 4 Transit Agencies
- 2 Coordinated Transportation Agencies
- South East Area Transit (SEAT)
  - Guernsey and Muskingum
  - 122,872 Yearly Users
  - 64% Elderly/Disabled



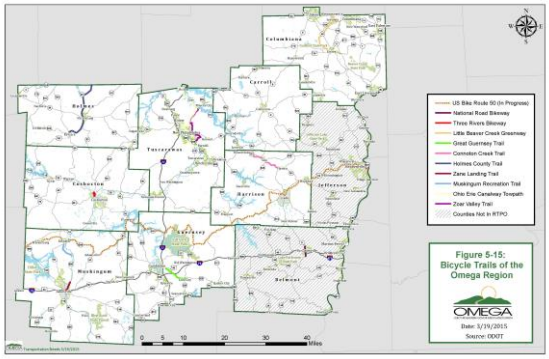
SEAT
South East Area Transit



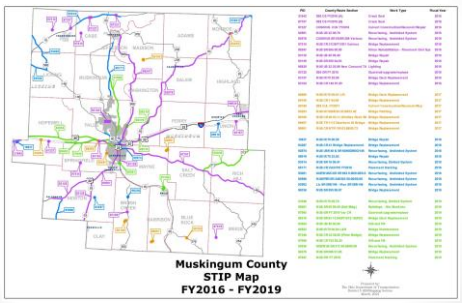
IMPROVE QUALITY OF LIFE

- Pedestrian Access
  - South Coshocton Sidewalk Project
  - Dennison Sidewalk Improvements
- Bicycle Trails
  - 10 in Region
  - Plans for Additions
  - Regional Mapping





ODOT STIP 2016-2019



POTENTIAL PROJECTS

MUSKINGUM COUNTY

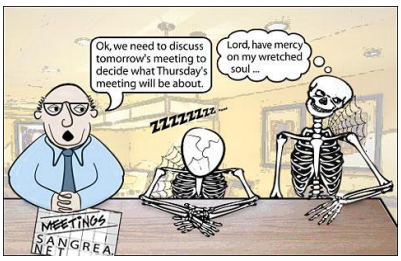
1. Alleviate Congestion on Maple Avenue
2. Philo/Duncan Falls (CR 32) Bridge Replacement
3. Dillon Falls Road Re-alignment
4. Turn Lane for SR 146/Northpointe Drive Intersection
5. West Pike Access Improvements (I-70/US 40 Interchange area)

LONG TERM PROJECTS

OMEGA REGION

- US 30 Ohio's Energy Corridor from Stark County to SR 11
- Columbus to Pittsburgh Corridor to include US 250 through Harrison County
- Improve US 36 Corridor between Newcomerstown and Dennison
- Improve US 250 Corridor through Strasburg
- Provide for an elevated road for access to the Wilkshire Hills area of Lawrence Township
- SR 250 West Bound directly to I-77 Southbound
- Access improvements to Eastpointe Business Park, Muskingum County

SURVEY



SCHEDULE:

- Finalize Transportation Plan: May 31, 2015
- **Adopt Transportation Plan: June 30, 2015**

NEXT STEPS: 2016 to 2017

- **Management Duties**
  - Transportation Improvement Plan 2018 to 2021
  - Statewide Planning
  - Technical Assistance
  - Transportation Expertise
  - Public Involvement
- **Asset Management**
- **Grant Writing**
- **Plan Implementation**
  - Corridor Studies
  - Safety Studies
  - Transit Work Group
  - Regional Bicycle Trail Map

TRANSPORTATION PLAN

- http://www.omegadistrict.org/transportation



QUESTIONS/COMMENTS



Contact: Ken Shonkwiler
Transportation Planner/ GIS Coordinator
Ohio Mid-Eastern Governments Association
326 Highland Avenue
Cambridge, OH 43275
(740) 439-4471, ext. 210
kens@omegadistrict.org

*Please submit comments by **June 5th**

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

ATTENDANCE LIST
PUBLIC INVOLVEMENT MEETING
MUSKINGUM COUNTY
MAY 5, 2015

NAME	ADDRESS	PHONE NO.	E-MAIL ADDRESS
Jeff Tilton	401 Market St	4550601128	Mayora Cuzoro
Randy Comisford	ODOT - D5	740-323-5184	

APPENDIX H
TUSCARAWAS COUNTY
PUBLIC INVOLVEMENT MEETING
April 28, 2015

Cindi Kerschbaumer

From: Ohio Mid-Eastern Governments Association
Sent: Thursday, April 16, 2015 4:53 PM
To: cindik@omegadistrict.org
Subject: Calling all transportation comments for Tuscarawas County

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

CALLING ALL COMMENTS . . .

Do you have a comment about Transportation in Tuscarawas County that you would like to share??? Here is your opportunity!

The Ohio Mid-Eastern Governments Association (OMEGA) will be hosting a Public Involvement meeting on Tuesday, April 28th at 6:30 p.m. at the Tuscarawas County Public Library located at 121 Fair Avenue NW in New Philadelphia. OMEGA will provide an overview of the transportation systems in Tuscarawas County and the region, but more importantly, OMEGA is interested in your comments on transportation needs and improvements in Tuscarawas County.

OMEGA is participating in a Regional Transportation Planning Organization Pilot Program. The primary objectives of this program are: development of a transportation plan, interagency consultation, stakeholder outreach, and development of regional transportation planning expertise. By improving our transportation systems, we will

develop a more sustainable economy and improve the quality of life of our residents. Included among the potential benefits of this program are: expanding regional transportation planning coverage area, strengthening existing partnerships, establishing framework for future data collection and project selection efforts, linking transportation planning with existing economic/community development programs, and robust statewide databases.

The Regional Transportation Plan includes Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties.

Please join OMEGA in planning for the future transportation needs of Tuscarawas County and the region. Everyone is welcome to attend this meeting.

PLEASE SHARE THIS MEETING INFORMATION WITH EVERYONE YOU FEEL MAY BE INTERESTED. WE WOULD LIKE COMMENTS FROM EVERY CITY, VILLAGE, TOWNSHIP, ETC . . .

WE WOULD APPRECIATE A POST ON YOUR WEBSITE!

If you have questions about the meeting, please call Ken Shonkwiler, OMEGA Transportation Planner at (740) 439-4471, ext. 210.

Forward this email

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This email was sent to cindik@omegadistrict.org by cindik@omegadistrict.org |
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Trusted Email from Constant Contact FREE
Try it FREE today.

Ohio Mid-Eastern Governments Association | 326 Highland Avenue | Suite B | Cambridge | OH | 43725

Reports > Tuscarawas County Transportation Meeting for Public

30 Sent Emails 100% Delivery rate

Name	Email	
Kerschbaumer, Cindi	cindik@omegadistrict.org	4
DiDonato, Greg	director@omegadistrict.org	4
Shonkwiler, Ken	kens@omegadistrict.org	4
Wierzbicki, Jeannette	jeannettew@omegadistrict.org	4
WTUZ - Carroll, Harrison and Tuscarawas	news@wtuz.com	4
Times Reporter - Carroll, Harrison, Holmes, Tusc.	news@timesreporter.com	4
WJER - Carroll, Harrison, and Tuscarawas	news@wjer.com	4
Metzger, Kerry	metzger@co.tuscarawas.oh.us	4
Bollon, Joe	J.MB52@yahoo.com	4
Culbertson, Terry	xvmayor@att.net	4
Arnett, Matt	matt.arnett@doverohio.com	4
Abbuhl, Chris	abbuhl@co.tuscarawas.oh.us	4
Zucal, Jim	jzucal@newphilaoh.com	4
Everett, Belle	everettb@co.tuscarawas.oh.us	4
Gurney, Greg	greg.gurney@dot.state.oh.us	4
Wilson, Jason	jason.wilson@development.ohio.gov	4
Locker, Mark	mark.locker@dot.state.oh.us	4
Moore, Dave	dave.moore1@dot.state.oh.us	4
Rodi, Kathleen	krodi@eastgatecog.org	4
Davis, Ed	edavis@eastgatecog.org	4
Little, Gary	garylittle@tusccic.com	4
Reynolds, Scott	reynolds@co.tuscarawas.oh.us	4
Lengler, Jill	lengler@co.tuscarawas.oh.us	4
Johnson, Dave	mayor@newphilaoh.com	4
Hursey, Shannon	slhursey@yahoo.com	4

Homrighausen, Richard	mayor.homrighausen@doverohio.com	4
Gilland, Amy	agilland@newphilaoh.com	4
Bachman, Joe	tcejoe@yahoo.com	4
Eadon, Harry	headon@tuscedfa.com	4
Eadon, Harry	headon@tuscport.com	4

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TimesReporter.com

By Staff Reports

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April 20, 2015 2:30PM

Ohio Mid-Eastern Governments Association to host public involvement meeting

The Ohio Mid-Eastern Governments Association will host a public involvement meeting.

The Ohio Mid-Eastern Governments Association will host a public involvement meeting at 6:30 p.m. April 28 at the Tuscarawas County Public Library, 121 Fair Ave. NW, New Philadelphia.

OMEGA will provide an overview of the transportation systems in Tuscarawas County, and the public can offer comments on transportation needs and improvements.

OMEGA also is participating in a Regional Transportation Planning Organization Pilot Program with primary objectives including the development of a transportation plan, interagency consultation, stakeholder outreach and the development of regional transportation planning expertise.

For more information, call 740-439-4471.

Source: Ohio Mid-Eastern Governments Association

http://www.timesreporter.com/article/20150420/NEWS/150429967

Print Page

Public Involvement Meeting

April 28, 2015

Tuscarawas Public Library – New Philadelphia, Ohio

On April 21, 2015, Ms. Jeannette Wierzbicki, P.E. Assistant Executive Director, Transportation/Grants Manager and Mr. Ken Shonkwiler, Transportation Planner/GIS Coordinator from the Ohio Mid-Eastern Governments Association (OMEGA) conducted a public meeting in Tuscarawas County to discuss the Regional Transportation Plan being developed for the region. A copy of the attendance list is attached and a copy of the presentation will be provided on OMEGA's website and in the appendices to the Regional Transportation Plan.

Ms. Wierzbicki provided a brief overview of OMEGA and the Regional Transportation Plan. Following introductions and the overview, the breakout session occurred. Attendees were invited to discuss current issues regarding transportation in their county and also to outline these issues in a participatory mapping exercise. Public transit was a major concern for the attendees. Ms. Michelle Lucas, a representative of HARCATUS, discussed the current problems involving public transit in Tuscarawas County. Currently there is only one taxi service and it has one taxi for the entire service area. Attendees from Jobs and Family Services and the local homeless shelter also commented that the lack of public transit is a huge concern for many of their clients. They said that their clients are inherently immobile due to this lack of transit; jobs and other opportunities outside of city limits may not be accessible for their clients. These agencies typically provide transportation for the first two weeks that clients begin a job, but after that, clients are severely challenged by this lack of transit. Transporting clients also ties up many of their employees. High rents caused by influxes of oil and gas workers have caused many low-income people to be unable to afford rent within the city. They are then forced to move outside of city limits, thereby further distancing themselves from possible transit options. They also commented on the lack of bicycle lanes in the county, claiming that since many of their clients rely on bike travel through their agencies they often have a difficult time accessing parts of the county that are not bicycle friendly.

Safety concerns on US 250 east of New Philadelphia and Exit 83 on I-77 to SR 39 were discussed by many attendees as well. US 250 from Dennison to Tappan Lake was cited as being heavily congested and adding additional lanes was one suggestion. Additionally, a bypass around Strasburg would be beneficial to reduce drive times for residents and alleviate congestion. Finally, the group indicated that reassessing the Columbus to Pittsburgh Corridor project was of interest to them.

Mr. Shonkwiler then reviewed both regional and Tuscarawas County transportation data; including areas of concern, congestion, specific transportation needs, and potential projects. Additionally, transportation surveys were provided and completed by the attendees. Meeting attendees were encouraged to submit comments to Mr. Shonkwiler by May 28, 2015 at kens@omegadistrict.org or at 326 Highland Avenue, Suite B, Cambridge, OH 43725.

The meeting adjourned at 7:50 pm.

PUBLIC INVOLVEMENT MEETING

REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TUSCARAWAS COUNTY
April 28, 2015

AGENDA

- Introductions
- Overview of OMEGA
- Regional Transportation Planning
- Goals and Objectives
- Needs
- Potential Projects
- Schedule
- Survey
- Questions and Contact

OMEGA: Who Are We?

- Local Development District
- Council of Governments
- Ten County Governments

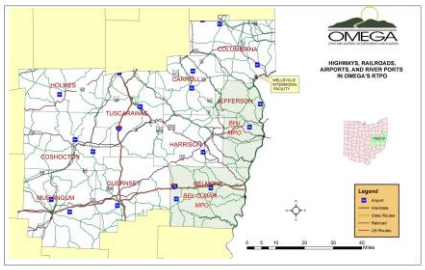
Belmont*	Harrison
Carroll	Holmes
Harrison	Jefferson*
Coshocton	Muskingum
Guernsey	**Tuscarawas**

- Eleven City Governments

Cambridge, Coshocton, **Dover**, East Liverpool, Martins Ferry, **New Philadelphia**, Salem, Steubenville, Toronto, **Uhrichsville**, and Zanesville

*Not Included in RTPO

SERVICE AREA



OMEGA'S SERVICES

- Research Potential Funding Sources
- Provide Planning Assistance to Local Governments
- Provide Funding Administrative Services
- Facilitate ARC/GOA Program
- Administer Revolving Loan Fund Program
- Administer a District-Wide Comprehensive Economic Development Strategy
- Promotes Collaboration among our Members, other Governmental Agencies, Corporations, or agencies
- Serve as District Liaison for the District 14 Natural Resource Advisory Council (Clean Ohio)
- **REGIONAL TRANSPORTATION PLANNING ORGANIZATION**



REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RTPO)

- Develop Regional Transportation Plan
- Regional Liaison with ODOT
- Facilitate Public Outreach
- Develop Transportation Expertise

RTPO PARTNERS

EASTGATE Regional Council of Governments

OHIO DEPARTMENT OF TRANSPORTATION

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

EXECUTIVE (POLICY) BOARD

TRANSPORTATION ADVISORY COMMITTEE

CITIZENS ADVISORY BOARD

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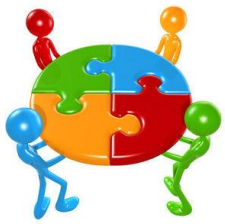

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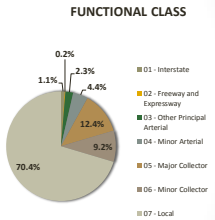

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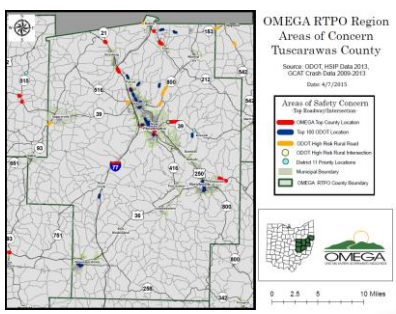

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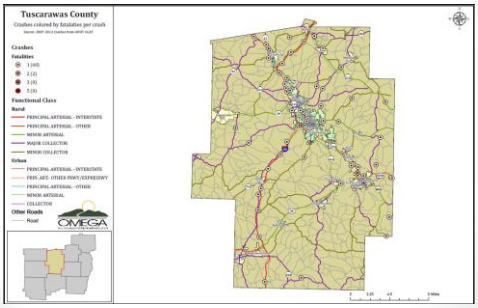

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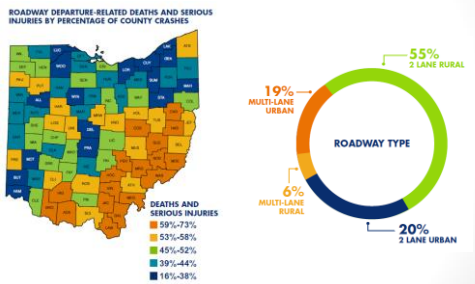

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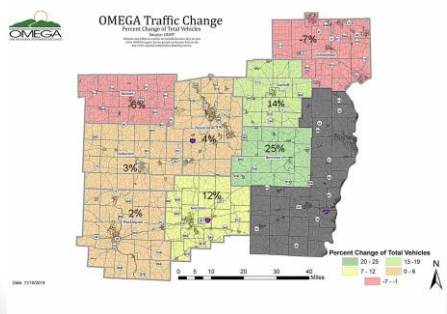

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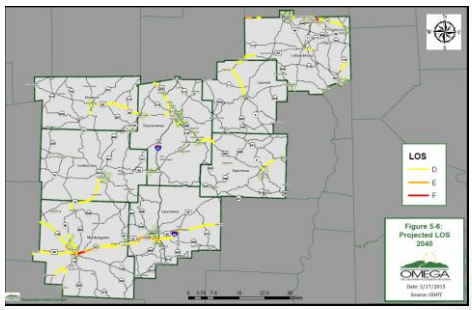

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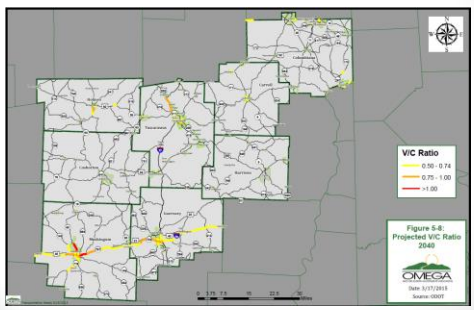
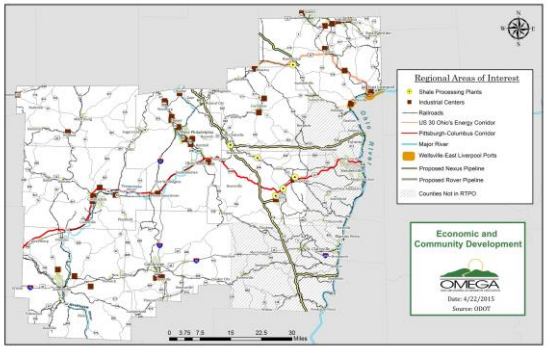


FACILITATE ECONOMIC AND COMMUNITY DEVELOPMENT

- Shale Development
- Improve Access to Industrial Centers
- US 30 Ohio's Energy Corridor
- Columbus to Pittsburgh Corridor
- Increase River (Commercial and Recreation) and Port Use
- Increase Rail Use



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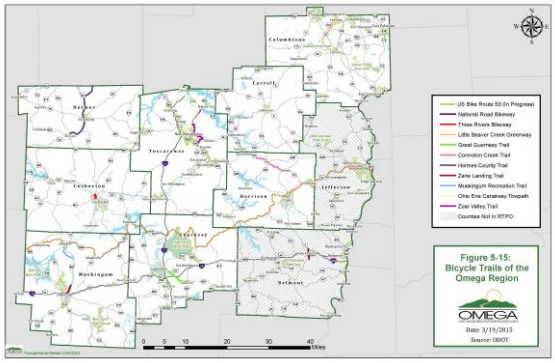

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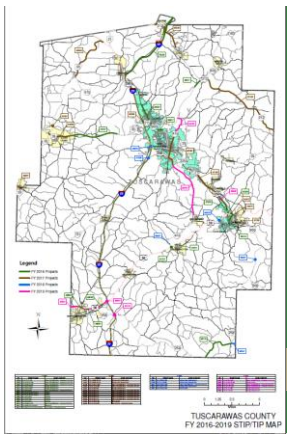


POTENTIAL PROJECTS

TUSCARAWAS COUNTY

1. US 250 between Dennison and Harrison County Line.
2. Improve University Drive in New Philadelphia.
3. Improve traffic flow at I-77/US 250 interchange at Strasburg (exit 87).
4. Improve access within Newcomerstown Industrial Park.
5. Widening/safety improvements on CR 21 between Stonecreek and New Philadelphia.
6. Longer runway for Clever Airport, or new airport at alternate location.
7. Funding for the three local 501 (3) C agencies that provide transportation services.

POTENTIAL PROJECTS

TUSCARAWAS COUNTY

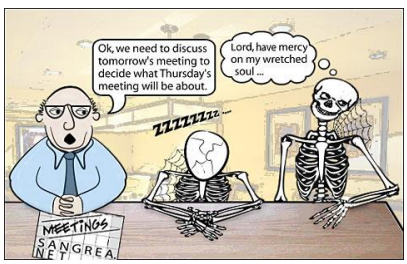
8. Improve traffic flow at I-77/SR 39 interchange at New Philadelphia (exit 81).
9. Improve traffic flow at I-77/SR 39 interchange at Dover (exit 83).
10. Improve sight distance at SR 93/CR 75 intersection.
11. Integrated plan for road and bridge maintenance
12. Widen North Wooster Avenue in Dover from Third Street to northerly city limits.
13. Uhrichsville: North Water Street (5th to Trenton Avenue) into Downtown.
14. Uhrichsville: Eastport Avenue Improvements including storm sewers, curb, sidewalk, and pavement.
15. Study on use of rail for oil and gas industry.

LONG TERM PROJECTS

OMEGA REGION

- US 30 Ohio's Energy Corridor from Stark County to SR 11
- Columbus to Pittsburgh Corridor to include US 250 through Harrison County
- Improve US 36 Corridor between Newcomerstown and Dennison
- Improve US 250 Corridor through Strasburg
- Provide for an elevated road for access to the Wilkshire Hills area of Lawrence Township
- SR 250 West Bound directly to I-77 Southbound
- Access improvements to Eastpointe Business Park, Muskingum County

SURVEY



SCHEDULE:

- Finalize Transportation Plan: May 31, 2015
- **Adopt Transportation Plan: June 30, 2015**

NEXT STEPS: 2016 to 2017

- **Management Duties**
  - Transportation Improvement Plan 2018 to 2021
  - Statewide Planning
  - Technical Assistance
  - Transportation Expertise
  - Public Involvement
- **Asset Management**
- **Grant Writing**
- **Plan Implementation**
  - Corridor Studies
  - Safety Studies
  - Transit Work Group
  - Regional Bicycle Trail Map

TRANSPORTATION PLAN

- http://www.omegadistrict.org/transportation



QUESTIONS/COMMENTS



Contact: Ken Shonkwiler
Transportation Planner/ GIS Coordinator
Ohio Mid-Eastern Governments Association
326 Highland Avenue
Cambridge, OH 43275
(740) 439-4471, ext. 210
kens@omegadistrict.org

*Please submit comments by **May 28TH**

OMEGA
OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

ATTENDANCE LIST
PUBLIC INVOLVEMENT MEETING
TUSCARAWAS COUNTY
APRIL 28, 2015

NAME	ADDRESS	PHONE NO.	E-MAIL ADDRESS
SKIP LEMAY	JOB + FAMILY SERVICES	339-7791 EXT 224	
DON QUICKSALL	WEQ&A	339-6676	DOQ@WEQUICKSALL.com
Joe Bachman	Tusc. Co.	330-339-6648	tcejoe@yahoo.com
Nate Quicksall	WEQA	330-339-6676	NWQ@WEQUICKSALL.com
Calvin White	Friends of the Homeless	330-602-6100	calvinwhitefoh@gmail.com
Michelle Lucas	HARCATUS	330-343-8770	mlucas@harcatus.com
Adam Wilson	Job & Family Service	330-339-7791	adam.wilson@JFS.ohio.gov

APPENDIX I

SURVEY DATA
PUBLIC INVOLVEMENT MEETINGS

APPENDIX I: SURVEY DATA SUMMARY

	Transportation System Priorities*											
Survey No.	Roadway Safety	Congestion	Maintenance: Roads & Bridges	Public Transit	Bicycle Access	Pedestrian Access	Rail	Airports	River Access	Use Public Transportation	Walk	Bicycle
1	3	5	7	4	6	2	1	8	9	No	Yes	No
2	4	3	2	1	6	5	7	8	9	No	No	No
3	2	5	6	1	4	3	7	8	9	No	Yes	Yes
4	3	1	2	4	6	5	9	8	7	No	Yes	Yes
5	2	1	4	3	8	5	6	7	9	No	No	No
6	1	3	2	5	4	6	8	7	9	No	Yes	No
7	4	2	3	1	8	5	7	6	9	No	Yes	No
8	1	2	3	6	7	9	4	5	8	No	Yes	No
9	6	2	3	1	4	9	8	7	5	No	Yes	Yes
10	4	5	1	2	6	3	7	8	9	No	No	No
11	2	3	1	8	9	7	4	6	5	Yes	Yes	Yes
12	2	1	4	5	9	8	3	7	6	Yes	Yes	Yes
13	1	3	2	6	5	4	8	7	9	No	Yes	Yes
14	1	4	3	5	9	8	2	6	7	Yes	Yes	Yes
15	2	4	3	1	9	5	6	7	8	No	Yes	No
16	2	3	1	5	7	6	4	8	9	No	Yes	Yes
17	3	2	1	7	5	4	6	9	8	No	Yes	Yes
18	2	3	1	4	7	5	6	8	9	No	Yes	No
19	1	2	3	6	7	8	5	4	9	No	Yes	No
20	1	3	2	6	8	7	4	5	9	No	Yes	Yes
21	4	5	2	7	6	9	1	8	3	No	Yes	Yes
22	3	2	1	8	9	6	4	5	7	No	Yes	No
23	1	3	2	7	6	8	4	5	9	No	No	Yes
24	3	2	1	6	7	8	4	5	9	Yes	Yes	Yes
Total	**58**	**69**	**60**	**109**	**162**	**145**	**125**	**162**	**190**	**Yes = 4; No = 20**	**Yes = 20; No = 4**	**Yes = 13; No = 11**

*Transportation System Priorities: **1** is the highest priority and **9** is the lowest priority.