

Central Ohio Rural Planning Organization

Transportation Plan

2018 - 2040



Central Ohio
Rural Planning
Organization



Mid-Ohio Regional
Planning Commission

TABLE OF CONTENTS

1. CORPO Overview.....	2
Introduction.....	3
CORPO Background and Purpose.....	4
Document Organization.....	5
2. Goals and Objectives	7
3. County Transportation Plan Sections.....	9
A. Fairfield	11
B. Knox	55
C. Madison.....	96
D. Marion.....	138
E. Morrow.....	178
F. Pickaway.....	218
G. Union.....	260
4. Transportation Funding.....	302
5. Summary of Strategies, Projects and Implementation.....	312
6. Appendices	325
Appendix A.....	327
Appendix B.....	348
Appendix C.....	452
Appendix D.....	456

CORPO

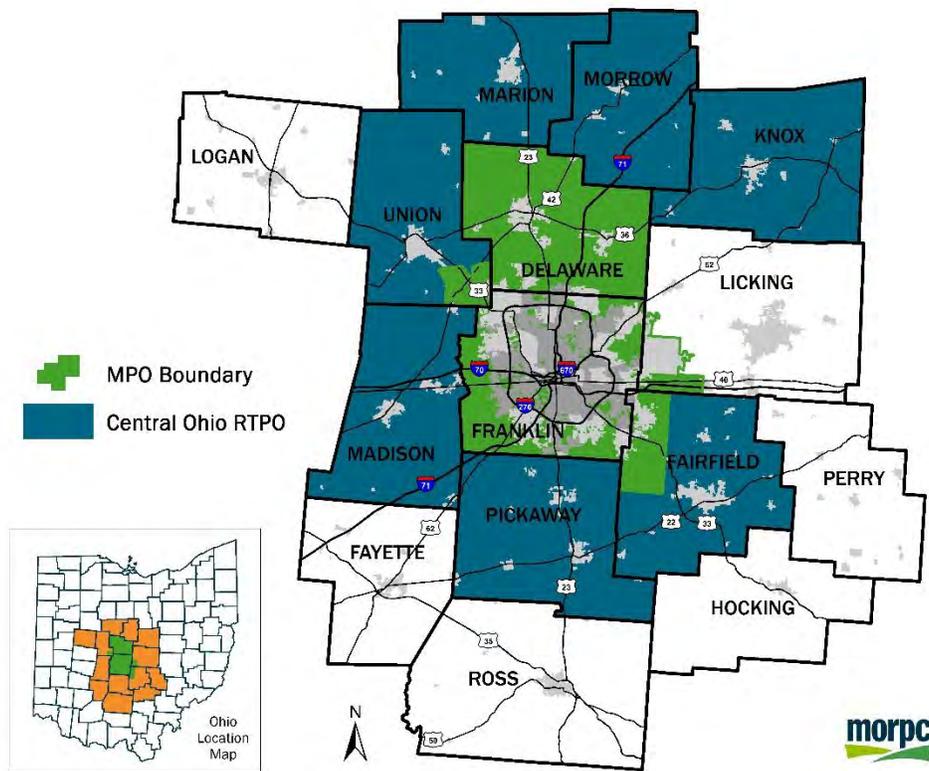
1 - Overview

1.0 CORPO OVERVIEW



Introduction

The 2018 – 2040 CORPO Transportation Plan documents the transportation planning process carried out by the newly formed Central Ohio Rural Planning Organization which consists of the following members: Knox, Fairfield, Madison, Marion, Morrow, Pickaway and Union Counties. The plan also identifies goals, objectives and projects to maintain and improve the transportation system between 2018 and 2040.



Planning for a transportation system that includes roadways, transit, bicycle and pedestrian facilities, rail and air must reflect federal and local priorities. This plan, is the first to be developed and adopted by the members of CORPO and is intended to fulfil the requirements of a long-range transportation plan as laid out in both state and federal legislation. The plan and subsequent county level sections were developed with guidance from a set of goals and objectives established and adopted by CORPO’s members to advance the quality of life for residents in their study area. The Goals and Objectives for the CORPO plan are outlined in Section 2.

1.0 CORPO OVERVIEW



CORPO Background and Purpose

On July 1, 2013, ODOT began a two-year pilot program with five multi-county planning organizations (or councils of government) providing them with funding to conduct regional transportation planning in coordination with local stakeholders, Ohio MPOs, and ODOT. Much of Ohio's non-metropolitan local official coordination occurs between ODOT and these organizations. The five organizations cover 34 non-metropolitan counties in Ohio.

On January 27, 2016, Governor John Kasich formally designated each of these five agencies as an Ohio Regional Transportation Planning Organization (RTPO). These designations formalize the program that started as a pilot and will help spur better and more informed transportation decision making in Ohio.

Following the Ohio Department of Transportation's (ODOT) two-year pilot program to establish RTPO's, local governments in Central Ohio began discussing the opportunity to form a sixth Rural Transportation Planning Organization around the Mid-Ohio Regional Planning Commission (MORPC) which is the Metropolitan Planning Organization (MPO) for the Columbus urban area. MORPC's role as MPO and mentor in the pilot program encouraged its member governments outside the MPO to consider forming an RTPO. In response, MORPC began to work with the interested Central Ohio counties to form a Rural Planning Organization (RPO) area, a precursor to being a fully recognized RTPO. A designation that requires the submission of a long-range transportation plan to ODOT. The seven member counties include Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union. MORPC organized the counties to engage as an RPO, CORPO was created, and in preparation to become a state-designated RTPO this CORPO Transportation Plan was completed.

By July 2016 each member county passed resolutions to join the Central Ohio Rural Planning Organization (CORPO). Once approved to move forward with the development of CORPO, staff began the process of forming the CORPO Committee. The CORPO Committee is the guiding body for the development of the CORPO Transportation Plan. All seven CORPO member counties also established RPO subcommittees and designated representatives from each county at CORPO Committee. These decisions were governed by a set of bylaws previously adopted by the CORPO Committee. The CORPO Committee convened on numerous occasions to establish an overarching vision for the RPO transportation plan. This vision was used to develop the overarching goals and objectives of the plan. Staff, in cooperation with the CORPO Committee and county-level RPO subcommittees went to work on a transportation plan which includes seven county-level sections. These sections were then merged into a unified plan for CORPO, culminating in a list of transportation projects for the region.

Document Organization

The 2016 – 2040 CORPO Transportation Plan document is divided into the following five chapters:

Chapter 1

Chapter 1 provides general overview information on the Central Ohio Rural Planning Organization and what the CORPO Transportation Plan is and how it was developed.

Chapter 2

Chapter 2 discusses the regional transportation goals and objectives that guided the CORPO Transportation Plan.

Chapter 3

Chapter 3 summarizes the demographic characteristics of the region as well as the existing multimodal transportation system, including roadway, transit, bikeway, pedestrian and freight and intermodal facilities. Chapter 3 also summarizes population and economic trends and forecasts for the region. The way in which the region grows plays a key role in shaping the needs of the transportation system. Knowing who the users of the system are, and where they will be traveling lays the groundwork for identifying future transportation needs. This chapter describes the data and analyses used to develop these assumptions. This chapter is broken up into seven CORPO member county-level sections.

Chapter 4

Chapter 4 summarizes the funding mechanisms and opportunities related to transportation projects in Ohio.

Chapter 5

Chapter 8 provides a list of CORPO identified projects with descriptions, types, and cost estimates for all seven of the CORPO member counties.

CORPO

2 - Goals & Objectives

2.0 GOALS AND OBJECTIVES



Goals & Objectives

The CORPO Transportation plan was developed around goals and objectives created by CORPO's members. These goals and objectives were adopted with the purpose of guiding the committee when making decisions regarding regionally based investments in the transportation system. Six goals were developed based on feedback from the CORPO Committee as well as additional review from CORPO Member County Subcommittees.

Although not currently required to do so, the content of the goals was checked against federal and state initiatives to ensure goals were in alignment with federal and state goals.

The six goals and related objectives are listed on the next page.

2.0 GOALS AND OBJECTIVES



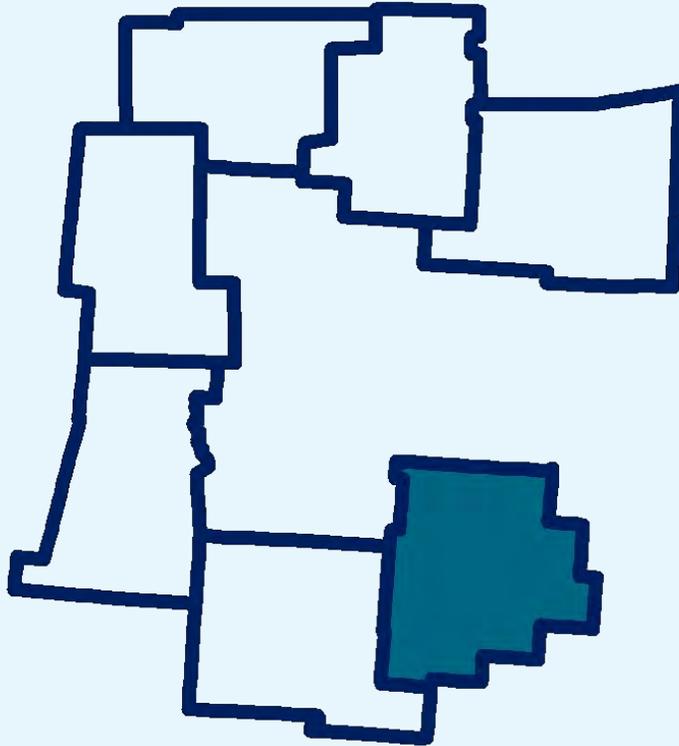
Goals & Objectives

- **Preserve and Maintain the Existing Transportation System in a State of Good Repair**
 - Minimize the number of bridges structurally deficient or functionally obsolete
 - Maximize the miles of pavement in acceptable condition
 - Maximize resources dedicated to maintain and improve the condition of the transportation system
- **A Safe Transportation System for All Users**
 - Minimize crashes including pedestrian and bicycle related crashes
 - Promote system user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving and others
- **Accessibility and Mobility Options for all Users**
 - Build facilities that accommodate all users such as those using transit, walking and bicycling
 - Expand public transportation within and between communities
 - Expand the bicycle and pedestrian networks
 - Expand options that assist those living in poverty or in areas with lower accessibility in reaching employment, healthcare or services
- **An Integrated, Connected and Coordinated Transportation System**
 - Increase outreach to advocacy and community groups including area residents, local governments, agencies and organizations
 - Improve connections between regions by utilizing various modes of transportation, including passenger rail
 - Increase local community collaboration and coordination efforts to achieve mutually beneficial outcomes
- **A Transportation System that Promotes a Collaborative and Focused Approach to support Economic Vitality**
 - Improve strategic freight related facilities (e.g. highway, rail, intermodal, etc.)
 - Develop priority multipurpose corridors (e.g. utilities, water, broadband, fiber, etc.)
 - Maximize return on investment to position the region to compete globally and efficiently
 - Provide transportation facilities that enhance the transition between rural and urban areas
 - Enhance engagement with regional partners and voices
- **Preserve and Enhance Environmental Resources and Sustainability through the Transportation System**
 - Increase use of non-single occupant vehicles (local transit, intercity transit, ridesharing, biking, walking)
 - Provide transportation facilities consistent with local land use, environmental and sustainability plans

CORPO

3 - County Transportation Plan Sections

This page intentionally left blank.



Fairfield County

Transportation Plan 2018-2040

Section 3A of CORPO 2018 - 2040 Transportation Plan



Central Ohio
Rural Planning
Organization

corpo



Mid-Ohio Regional
Planning Commission

TABLE OF CONTENTS

1. CORPO Overview	13
2. Goals and Objectives	14
3. Inventory of Existing Conditions	15
3.1 Demographics	15
3.2 Land Use / Development	25
3.3 Current Transportation Network	28
4. Projections and Identifications of Needs	47
4.1 Population and Employment.....	47
4.2 Travel Demand.....	50
4.3 Project List.....	53

1.0 CORPO OVERVIEW



CORPO Background and Purpose

On July 1, 2013, ODOT began a two-year pilot program with five multi-county planning organizations (or councils of government) providing them with funding to conduct regional transportation planning in coordination with local stakeholders, Ohio MPOs, and ODOT. Much of Ohio's non-metropolitan local official coordination occurs between ODOT and these organizations. The five organizations cover 34 non-metropolitan counties in Ohio.

On January 27, 2016, Governor John Kasich formally designated each of these five agencies as an Ohio Regional Transportation Planning Organization (RTPO). These designations formalize the program that started as a pilot and will help spur better and more informed transportation decision making in Ohio.

Following the Ohio Department of Transportation's (ODOT) two-year pilot program to establish RTPO's, local governments in Central Ohio began discussing the opportunity to form a sixth Rural Transportation Planning Organization around the Mid-Ohio Regional Planning Commission (MORPC) which is the Metropolitan Planning Organization (MPO) for the Columbus urban area. MORPC's role as MPO and mentor in the pilot program encouraged its member governments outside the MPO to consider forming an RTPO. In response, MORPC began to work with the interested Central Ohio counties to form a Rural Planning Organization (RPO) area, a precursor to being a fully recognized RTPO. A designation that requires the submission of a long-range transportation plan to ODOT. The seven member counties include Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union. MORPC organized the counties to engage as an RPO, CORPO was created, and in preparation to become a state-designated RTPO this CORPO Transportation Plan was completed.

By July 2016 each member county passed resolutions to join the Central Ohio Rural Planning Organization (CORPO). Once approved to move forward with the development of CORPO, staff began the process of forming the CORPO Committee. The CORPO Committee is the guiding body for the development of the CORPO Transportation Plan. All seven CORPO member counties also established RPO subcommittees and designated representatives from each county at CORPO Committee. These decisions were governed by a set of bylaws previously adopted by the CORPO Committee. The CORPO Committee convened on numerous occasions to establish an overarching vision for the RPO transportation plan. This vision was used to develop the overarching goals and objectives of the plan. Staff, in cooperation with the CORPO Committee and county-level RPO subcommittees went to work on a transportation plan which includes seven county-level sections. These sections were then merged into a unified plan for CORPO, culminating in a list of transportation projects for the region. Section 3A represents the county-level section for Fairfield County.

2.0 GOALS AND OBJECTIVES



Goals & Objectives

- **Preserve and Maintain the Existing Transportation System in a State of Good Repair**
 - Minimize the number of bridges structurally deficient or functionally obsolete
 - Maximize the miles of pavement in acceptable condition
 - Maximize resources dedicated to maintain and improve the condition of the transportation system
- **A Safe Transportation System for All Users**
 - Minimize crashes including pedestrian and bicycle related crashes
 - Promote system user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving and others
- **Accessibility and Mobility Options for all Users**
 - Build facilities that accommodate all users such as those using transit, walking and bicycling
 - Expand public transportation within and between communities
 - Expand the bicycle and pedestrian networks
 - Expand options that assist those living in poverty or in areas with lower accessibility in reaching employment, healthcare or services
- **An Integrated, Connected and Coordinated Transportation System**
 - Increase outreach to advocacy and community groups including area residents, local governments, agencies and organizations
 - Improve connections between regions by utilizing various modes of transportation, including passenger rail
 - Increase local community collaboration and coordination efforts to achieve mutually beneficial outcomes
- **A Transportation System that Promotes a Collaborative and Focused Approach to support Economic Vitality**
 - Improve strategic freight related facilities (e.g. highway, rail, intermodal, etc.)
 - Develop priority multipurpose corridors (e.g. utilities, water, broadband, fiber, etc.)
 - Maximize return on investment to position the region to compete globally and efficiently
 - Provide transportation facilities that enhance the transition between rural and urban areas
 - Enhance engagement with regional partners and voices
- **Preserve and Enhance Environmental Resources and Sustainability through the Transportation System**
 - Increase use of non-single occupant vehicles (local transit, intercity transit, ridesharing, biking, walking)
 - Provide transportation facilities consistent with local land use, environmental and sustainability plans

3.0 INVENTORY OF EXISTING CONDITIONS



3.1 Demographics

Population

According to Census population estimates, Fairfield County's population was 152,598 in July 2016. This represents a 4 percent increase from the 2010 Census estimated population of 146,408. There are a number of factors contributing to this change such as increased employment opportunities, access to the US 33 corridor, new residential developments and Fairfield County's proximity to the Greater Columbus area.

Fairfield County Population Estimates		
Year	Population	2010 - 2016 % Change
2010	146,408	
2011	147,328	
2012	147,500	
2013	148,900	
2014	150,492	
2015	151,326	
2016	152,597	

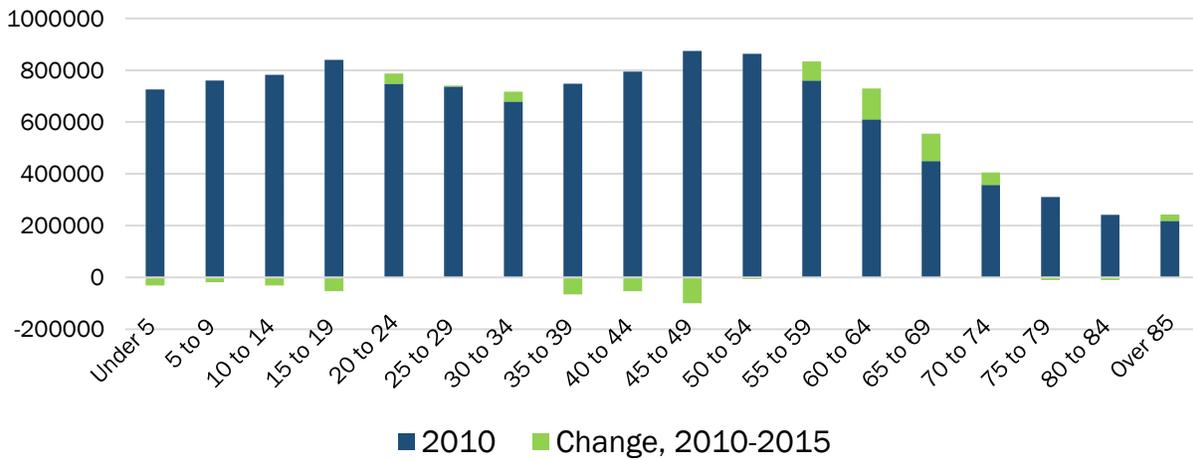
Age

Fairfield County's median age of 39 years is comparable to that of the State of Ohio, at 38 years. Neighboring Franklin County has historically been a younger county with a median age of 35, because of the large population of university students. However, like the rest of Ohio, Fairfield County residents are aging and will face challenges in the future as this population leaves the workforce and enters retirement. The 55+ age cohort of both Ohio and Fairfield County is increasing. This is consistent with the findings in insight2050, a collaborative initiative among public and private partners designed to help communities proactively plan for development and population growth over the next 30+ years that is expected to be dramatically different from the past.

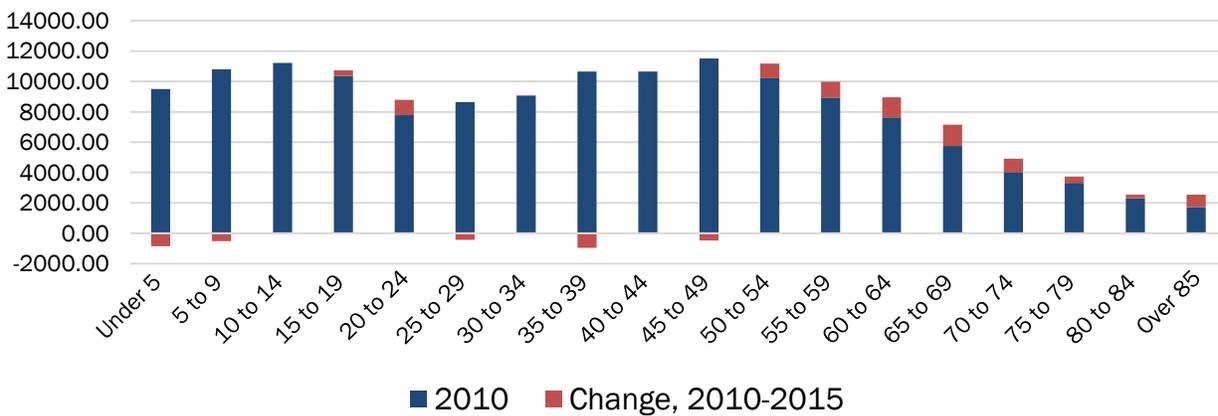
3.0 INVENTORY OF EXISTING CONDITIONS



Change in Population by Age Cohort in Ohio
2010-2015



Change in Population by Age Cohort in Fairfield County
2010-2015

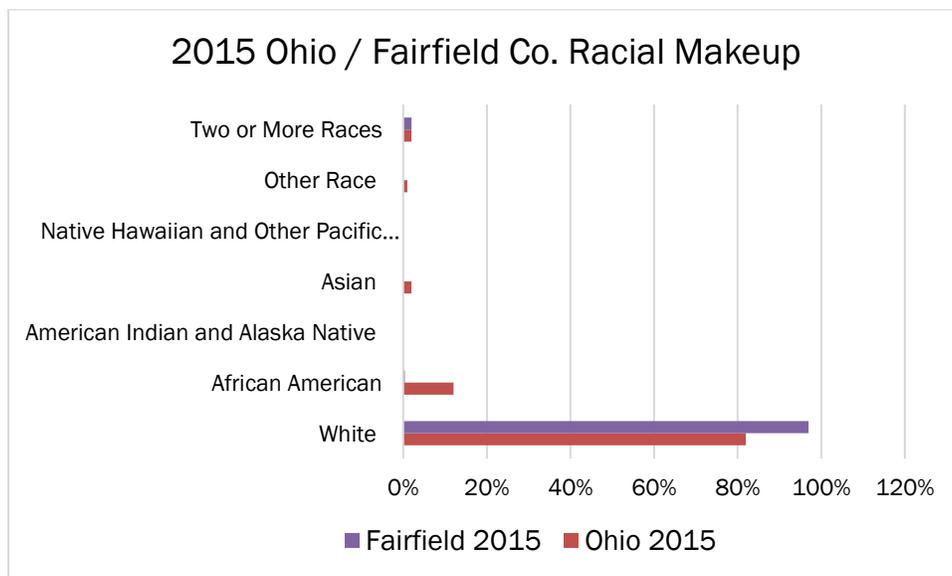


3.0 INVENTORY OF EXISTING CONDITIONS



Diversity

Central Ohio is primarily white and Fairfield County is no exception. In 2015 Fairfield County's population was 89 percent white. Fairfield County is less diverse when compared to Ohio as a whole. That same year it was estimated that Ohio was 82 percent white, 12 percent African-American and roughly the same comparatively for other races.



3.0 INVENTORY OF EXISTING CONDITIONS



Families and Households

The users of a transportation system come from diverse backgrounds, socioeconomic statuses and household structures. Of all the households in Fairfield County, 73 percent are family households and 15 percent are single parent families. Fairfield County households are balanced as they include as many people over 60 years of age as those under 18.

Fairfield County Households (HH)		
HH Type	%	Average
Families	73%	
Non-Family	25%	
Single Parent	15%	
HH Size		2.66
Family Size		3.12
HH with 60+	36%	
HH with under 18	36%	

3.0 INVENTORY OF EXISTING CONDITIONS



Home Ownership

Homeownership has traditionally been a goal for most Americans and a factor in determining wealth in the United States, but recently there have been changes to these societal norms. For decades the suburbs exploded as people moved out of urbanized areas and utilized highways to get to and from work. Now, with increased traffic, higher fuel prices, a recovering housing market and more environmentally conscious commuters who would like to be closer to amenities, the demand for denser, centrally located housing options has increased. Because of this demand, mixed-use developments have begun to pop up in metro areas across the state, increasing the number of available rental options with them.

Ohio Housing Tenure		
Year	% Rent	% Own
2010	31%	69%
2015	34%	66%
10 to 15 Change	+3%	-3%

Fairfield County Housing Tenure		
Year	% Rent	% Own
2010	24%	76%
2015	29%	71%
10 to 15 Change	+5%	-5%

Both Ohio and Fairfield County appear to have seen an overall increase in renters from 2010 to 2015. In comparison, Fairfield County has seen a greater increase than nearby Franklin County, where denser development has occurred over the last five years the increase in residents who rent went from 43 to 46 percent.

3.0 INVENTORY OF EXISTING CONDITIONS



Employment

As of April 2017, Fairfield County's unemployment rate was 3.6 percent. This rate is low when compared to the State of Ohio, where the rate was 4.4 percent. Ohio's rate was higher than the national rate of 4.1 percent that same month. Fairfield County's unemployment rate is a positive, not only because it is low but because it has steadily declined over the last five years.

The labor participation rate in the county, a measure of those who are currently working or actively looking for work was 62.7 percent in 2016.

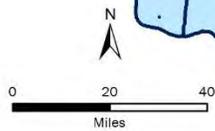
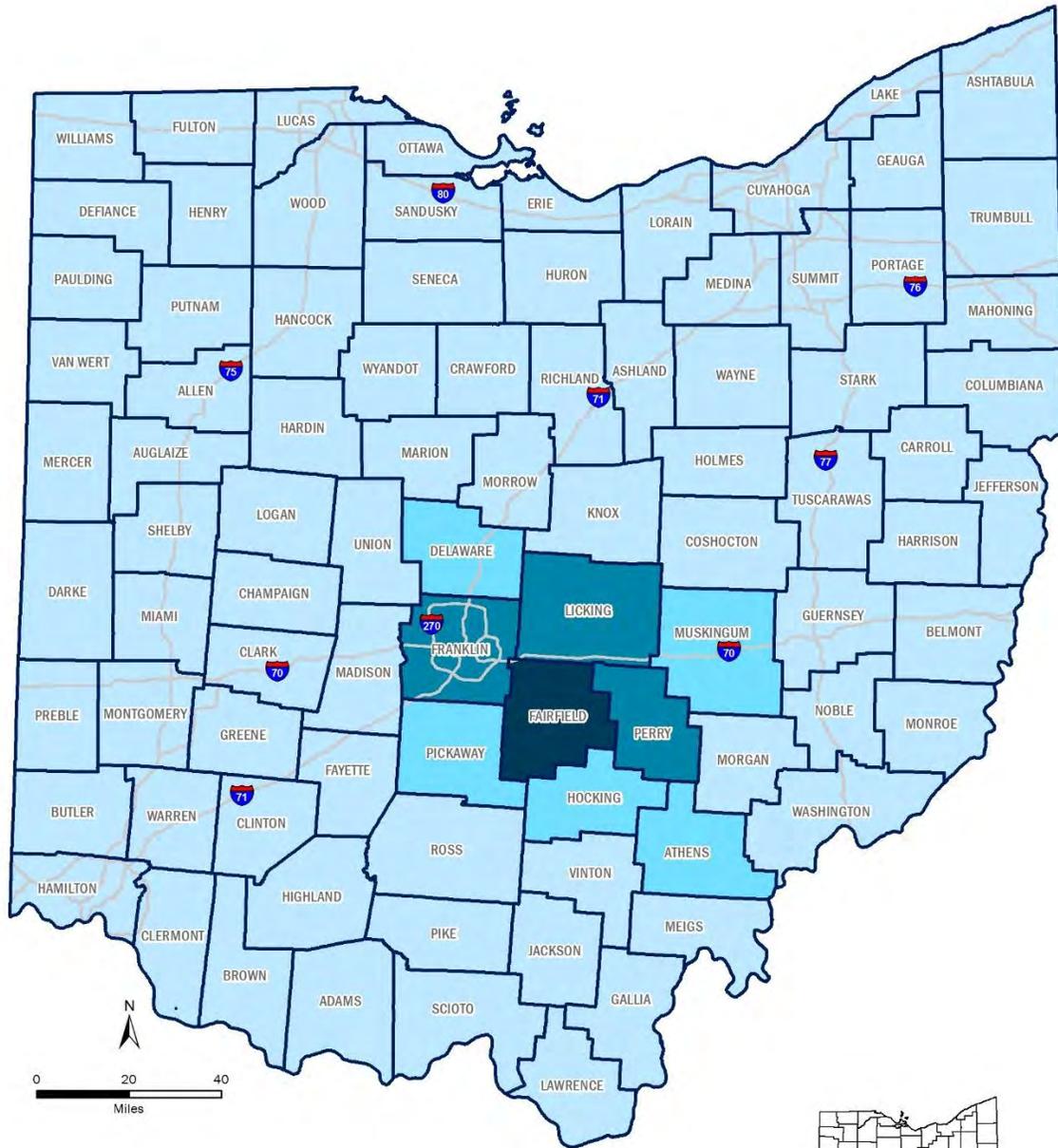
Fairfield County Unemployment Rates	
2013	6.6%
2014	5.2%
2015	4.3%
2016	4.2%
April 2017	3.6%
13 to 17 Change	- 3%

When considering employment, knowing the number of people in your community who are employed and how they get to work is very important. To make appropriate transportation planning decisions, knowing where they work is vital. The majority of workers employed in Fairfield County live primarily in Fairfield, Franklin, Licking and Perry counties. Fairfield County residents are primarily employed in Fairfield and Franklin counties. In 2014, 1.2 percent of Fairfield County residents work in other states, while 1.7 percent work in Fairfield County and live in another state.

3.0 INVENTORY OF EXISTING CONDITIONS



Worker Commute – Where Fairfield County Workers Commute From



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Fairfield County Employee Home Location

- Below 1%
- 1 - 5%
- 5 - 20%
- More than 20%
- County Boundary

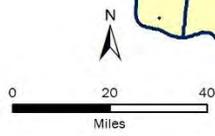
Source: US Census-
2014 Longitudinal Employer Household Dynamics

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPO\CORPO_FAI_HomeLocations.mxd
7/28/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Worker Commute – Where Fairfield County Residents Commute To



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Fairfield County Resident Work Location

- None
- Below 1%
- 1 - 5%
- 5 - 20%
- More than 20%
- County

Source: US Census- 2014 Longitudinal Employer Household Dynamics

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_FAJ_WorkLocations.mxd
 7/28/2017

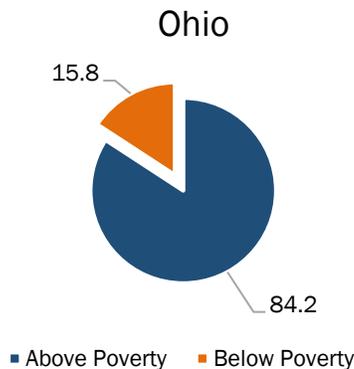
3.0 INVENTORY OF EXISTING CONDITIONS



Income and Poverty

Unfortunately, a low unemployment rate does not mean that there are not residents struggling with poverty in Fairfield County. According to Census data, the percentage of Fairfield County residents living below the poverty line in 2015 was estimated to be 10 percent. The percentage decreased from the 11.4 percent estimated in 2012. However, the rate is comparatively low to that of the state, which is currently 15.8 percent, and neighboring Franklin County, where the percentage is estimated to be 17.5. Minority populations in Fairfield County appear to make up a slightly higher percentage of those living in poverty. In the county, just under 14 percent of those living in poverty are children 18 years of age and under, compared to 22.8 percent at the state level.

In Lancaster, the largest city in Fairfield County, 21 percent of residents live below the poverty line.



10%

of Fairfield Co. residents
are living in poverty.

12%

of minorities in Fairfield
Co are living in poverty.

10%

of whites in Fairfield Co
are living in poverty.

As the percentage of those living in poverty has increased, the median income for Fairfield County residents decreased. In 2015 the median household income in Fairfield County was \$55,032, a small reduction from the estimated \$56,792 in 2010. Fairfield County's median income is considerably higher than that of the state however, which in 2015 was \$49,429, an increase from the 2010 median income of \$47,358.

3.0 INVENTORY OF EXISTING CONDITIONS



Vehicle Access

Little or no access to reliable personal or public transportation can create a multitude of daily challenges. Of the 55,032 households in Fairfield County, 5 percent reported no vehicle in the home in 2015. This is a slightly smaller percentage than that of the state, which reported 8 percent that same year. In 2015, 26% of households reported access to one vehicle, considerably lower than at the state level which reported 34%. That means the almost 3,000 households in Fairfield County with no vehicle access, have to plan trips to work, school or medical appointments in advance and may be dependent upon others to make it to any of those. In a county with limited public transit options, this can create real obstacles.

3.2 Land Use / Development

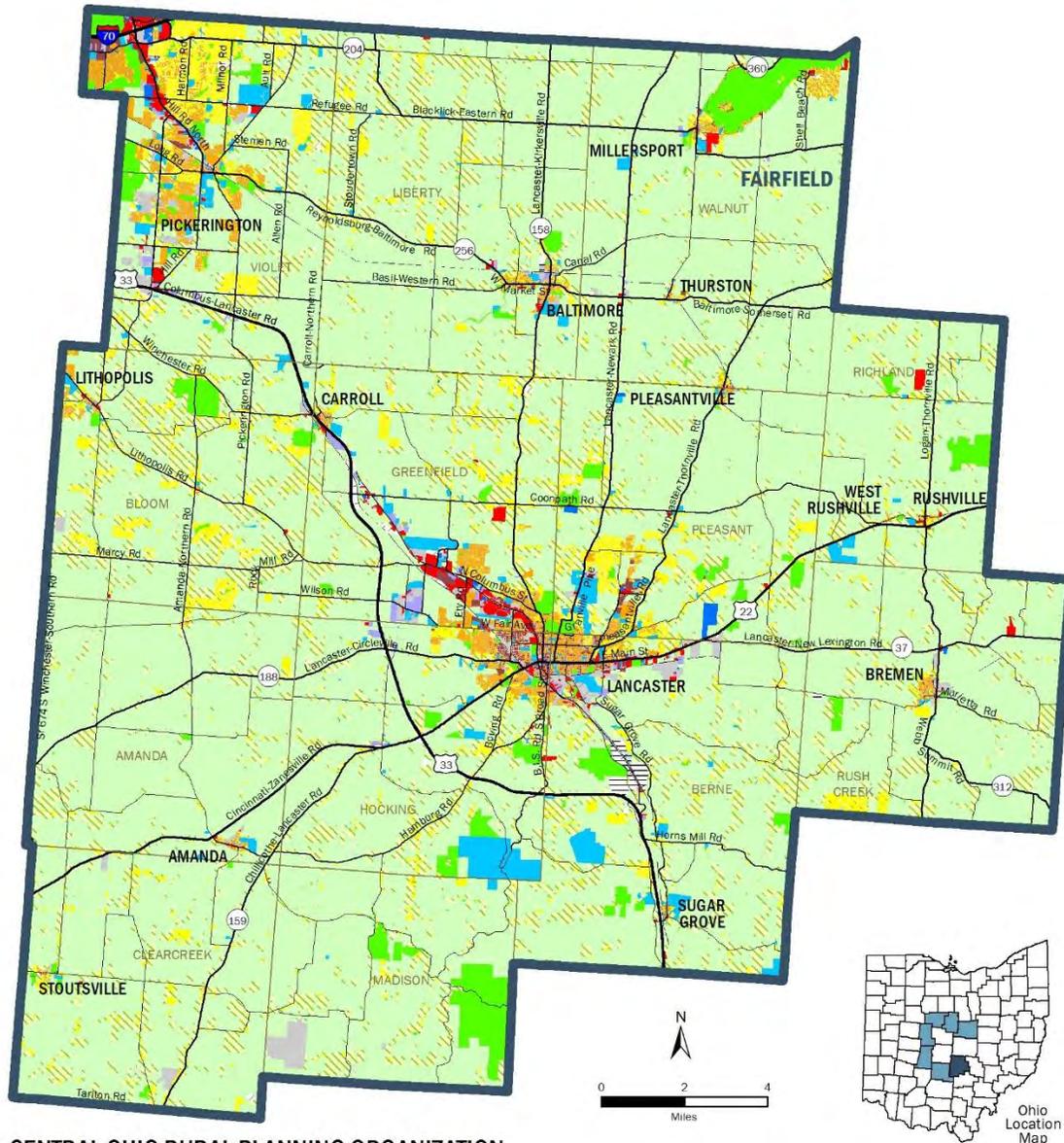
Fairfield County continues to attract new residents and jobs. Changes to the marketplace include an aging population and an increase in young adults. This typically means there is a desire for multiple transportation options. The way the county develops directly influences the CORPO plan's goals and objectives. Local land use decisions can affect access to amenities, employment and attractions and transportation systems can affect development decisions.

Recognizing how land use decisions affect the quality of place and how well it attracts and retains workers is important. These decisions can support economic opportunity by accommodating businesses' needs for transportation capacity and reliability. As a part of large metropolitan area, Fairfield County may benefit from seamless transitions between communities through coordinated development approaches, which would allow the transportation system of roads, bikeways, and pedestrian ways to be continuous for regional connectivity. The following two maps display the existing land uses as well and the various points of interest and for Fairfield County. (*"Public Places" in the points of interest map includes locations such as historical sites, fairgrounds, community and recreation centers, theaters and concert halls, museums and libraries.*)

3.0 INVENTORY OF EXISTING CONDITIONS



Existing Land Use



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Existing Land Use

- | | | |
|---|--|---|
| ■ Commercial | ■ Rural Residential (2-20 acre lots) | ■ CORPO County |
| ■ Neighborhood Mix | ■ Agriculture | ■ Township Boundary |
| ■ Office | ■ Public Service | |
| ■ Industrial | ■ Quarry | |
| ■ Park/Open Space | ■ Warehouse | |
| ■ High Residential (8-20+ units per acre) | ■ Vacant | |
| ■ Medium Residential (3-8 units per acre) | ■ Water | |
| ■ Low Residential (0.5-3 units per acre) | | |

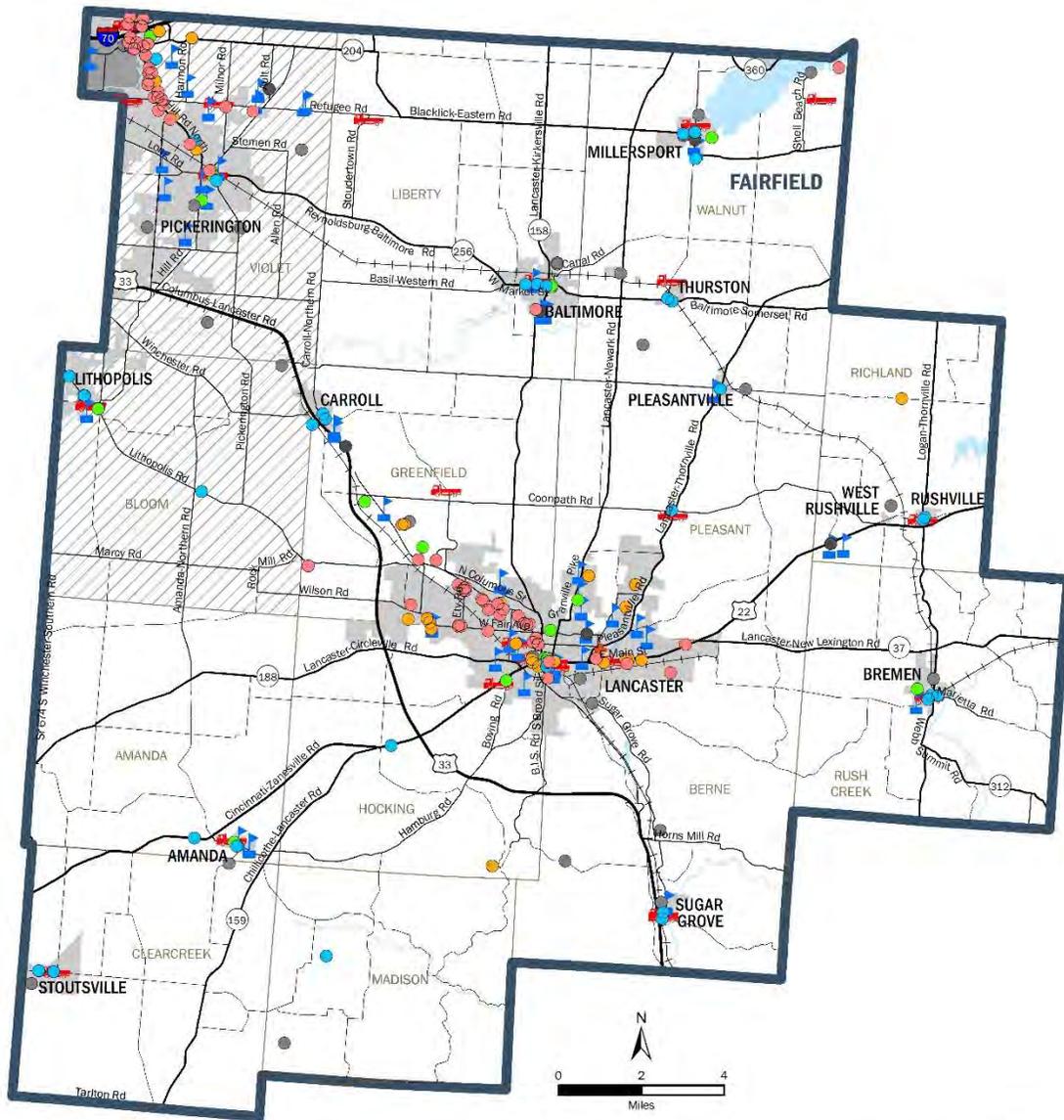
Source: MORPC, Local Governments

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\GORE\RTPO\CORPO_FAI_LU.mxd
 6/19/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Points of Interest



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Points of Interest

- Commercial
- ▲ Education
- + Emergency Response
- Government
- Group Quarters
- Industrial
- + Medical
- Public Places
- Transportation
- CORPO County
- MORPC MPO
- Township Boundary

Source: MORPC, ODOT



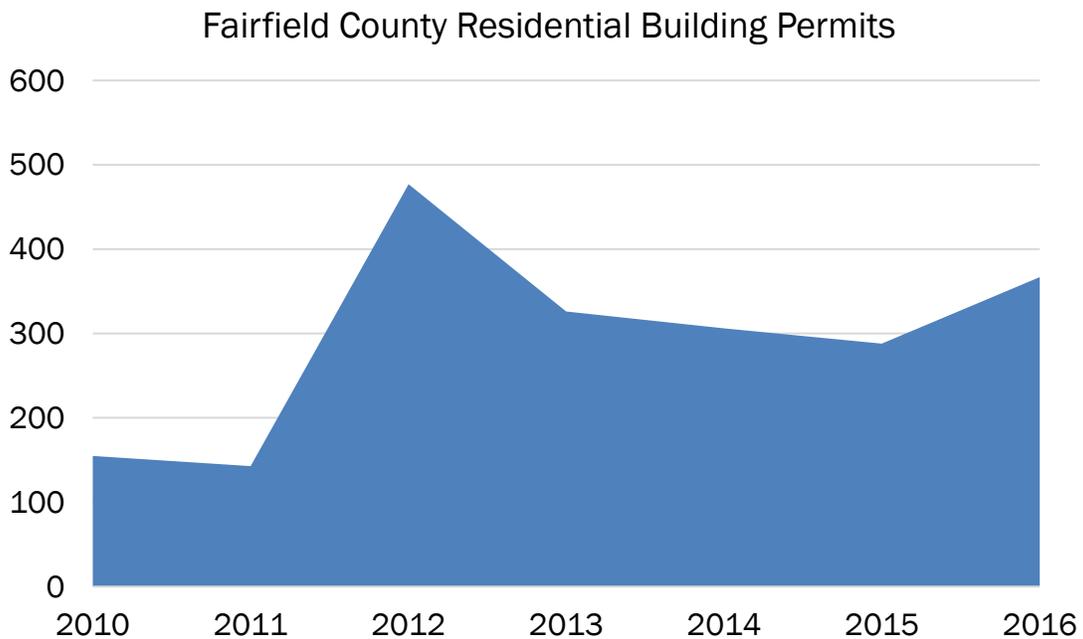
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_FAI_POI.mxd
 5/30/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Residential Permits

One way to track an area's growth is to look at the number of building permits being requested. This data are not always reliable as it is based on whether or not a locality is reporting these permits to the Census. Utilizing data from *Censtats* (US Census), it is safe to suggest that Fairfield County's annual number of requested building permits has increased greatly. Since 2010 there has been at least a 237 percent increase in annual Census reported residential permits in Fairfield County. This, coupled with the increase in population, shows that Fairfield County is growing.



3.0 INVENTORY OF EXISTING CONDITIONS



3.3 Current Transportation Network

The purpose of Fairfield County's transportation system is to safely accommodate the travel needs of its users. Fairfield County's transportation system is made up of several components or sub-systems that should be seamlessly connected to provide fluid movement of people and goods across the system and the region. These include roadways, transit, railroads, bikeways, pedestrian facilities, and the unique intermodal facilities that interface these surface modes with ground and air freight. These components each serve their own particular role in moving people and goods throughout the region. This section describes these individual systems and intermodal connections that make up the county's surface transportation system.

Non-personal vehicle modes serve the transportation needs of few Fairfield County residents. However, the need and demand for transit and bikeways is changing in response to both underlying demographic changes in central Ohio's population and cultural preferences. Changing cultural preferences for transportation are evident from foreign born populations, younger and older generations. Recently, these populations have expressed a desire to live in communities with access to transit and that are pedestrian and bike friendly.

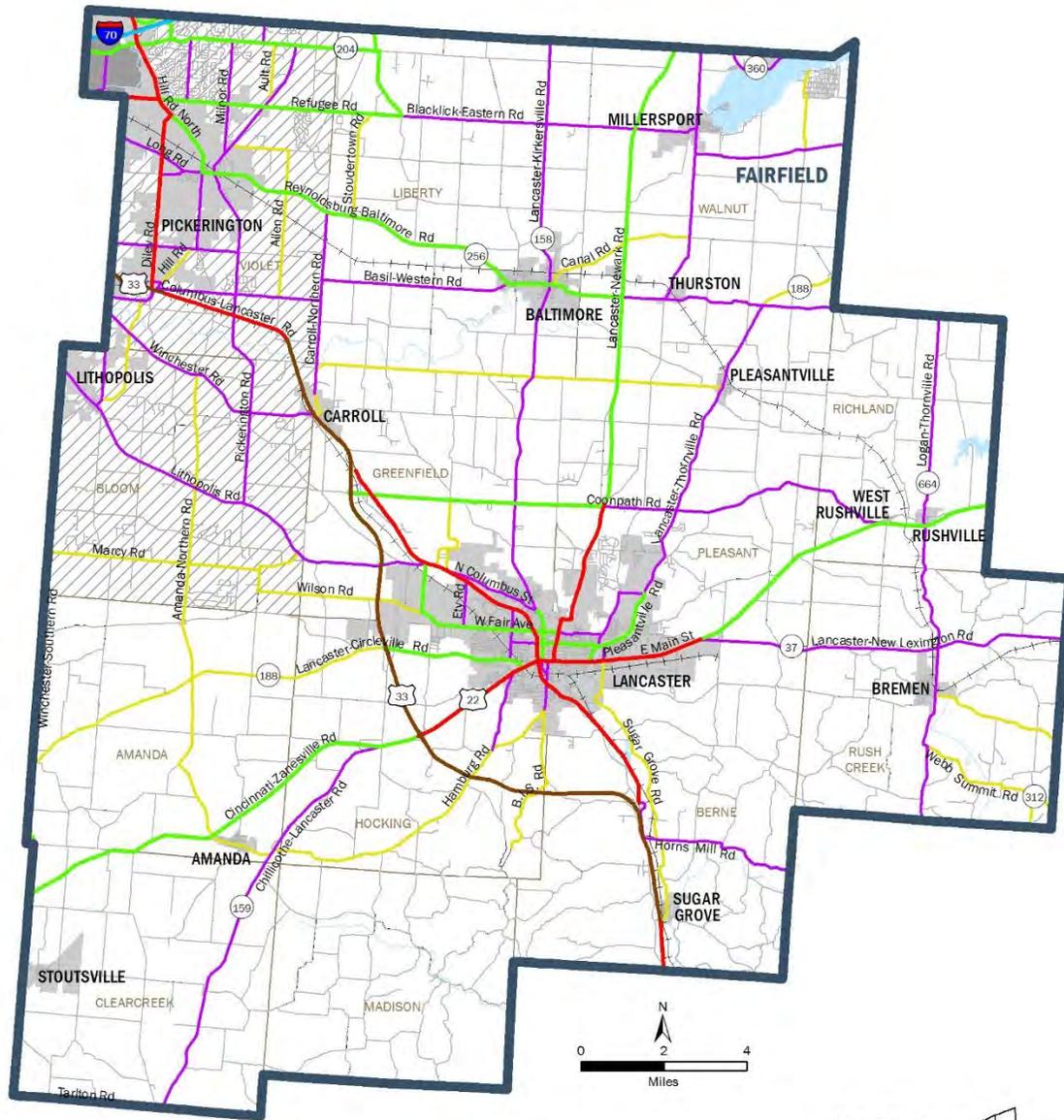
Individuals may be unable to afford a motor vehicle, or lack the ability or interest to drive. Public transit and adequate bike and pedestrian paths may provide the only independent means of transportation. These modes preserve the connection to work, daily living needs, medical appointments and other destinations. For riders of choice, alternative transportation options may offer a more convenient, economical and or environmentally friendly choice over other modes of transportation. The very presence of convenient and accessible alternative transportation options may help attract and retain a skilled workforce and enhance the quality of life.

The first of the following three maps displays the functional classification of roadways in Fairfield County. Roadways are classified based on the role and function each roadway serves within the larger system. Interstates and expressways have very limited access and carry a high volume of vehicles making regional trips. Arterials primarily provide mobility, but also provide access to abutting land uses, unlike interstates and expressways. Collectors carry lower volumes of traffic and provide more access points to local roads and destinations. Local roads generally are not intended for long distance travel. Their main function is to provide access to homes and businesses. For this reason, the information and projects presented in the CORPO plan focus on interstates, expressways, arterials, and collectors only, as they make up the most important roadways in the roadway network. The second map displays existing bike and pedestrian paths within Fairfield County while the third shows potential future paths. The maps in this section were compiled using MORPC data sets, additional trail related information may be found in The Fairfield County Regional Planning Commission's [Rolling Forward](#) plan, completed in 2013.

3.0 INVENTORY OF EXISTING CONDITIONS



Current Roadway Network



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Functional Classification

- Interstate
- Other Freeway and Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- CORPO County
- MORPC MPO
- Township Boundary

Source: ODOT

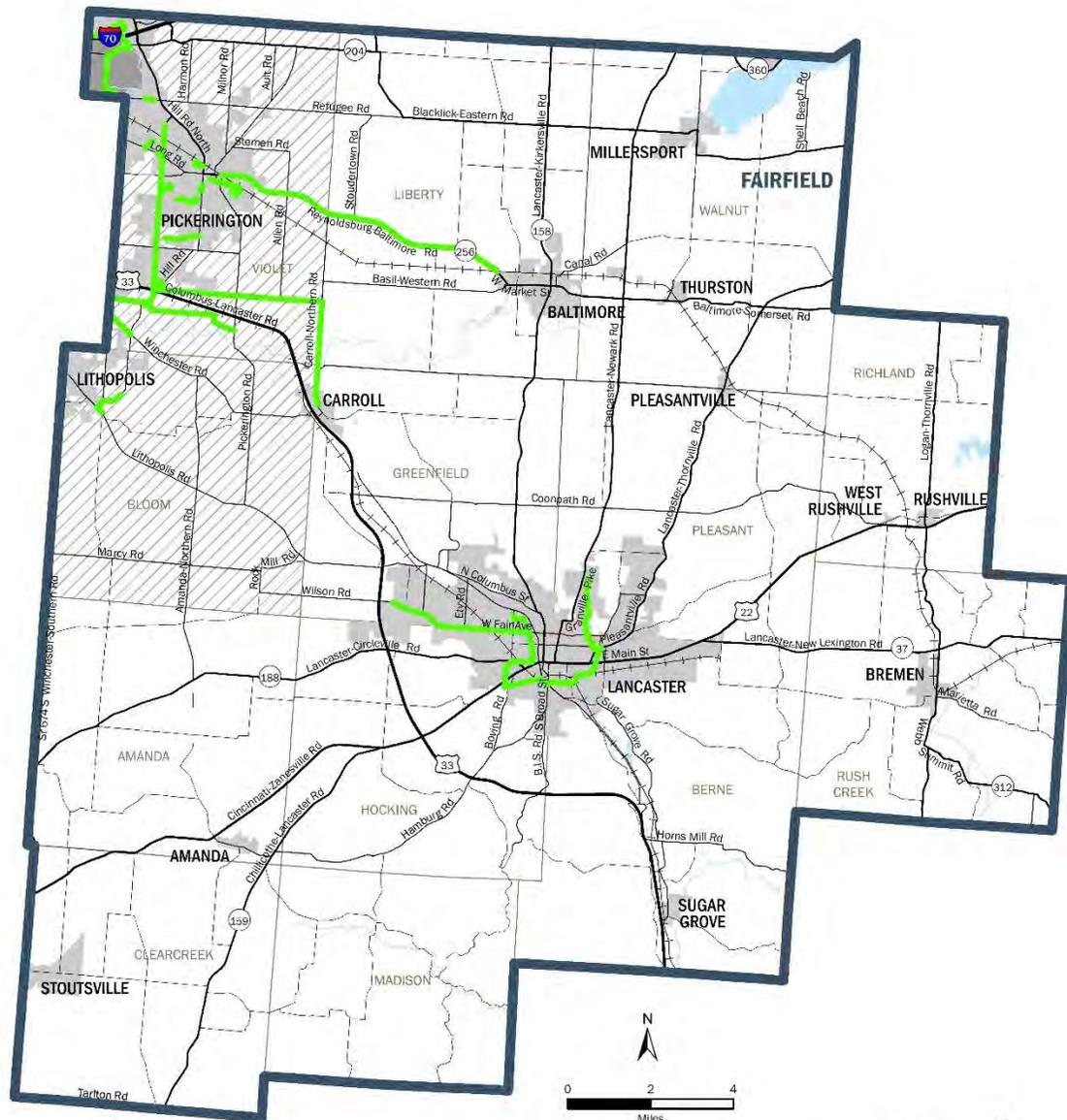


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_FAI_FUNCCLASS.mxd
 6/20/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Bike and Pedestrian - Existing



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Regional Trails and Bikeways

- Existing
- CORPO County
- MORPC MPO
- Township Boundary

Source: MORPC, Local Governments



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_FAL_Bike.mxd
 2/20/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Travel Demand Management Services

Limited funding for expanded highways, unstable fuel prices, increased congestion, and concern for our air quality emphasize the need for reducing driving alone in urban and suburban areas. For many years now, transportation demand management (TDM) strategies have shown effectiveness in reducing traffic congestion and environmental pollution caused by motor vehicles.

Managing transportation demand should not be relegated to just urban areas. The TDM strategies and projects focus on the opportunities to rideshare, use transit, bike, or walk to meet some of the travel needs of the region. Alternatives that reduce travel demand also include telecommuting and alternate work schedules that compress the work week or allow for commuting at non-peak hours. The table below outlines the modes Fairfield County commuters utilize.

Fairfield County Gohio Commuter Data	
Year	2015 5YR ACS
Total Commuters	68,320
Drive Alone	85%
Alternative	15%
Carpool	7.6%
Transit	0.3%
Walk	1.5%
Telecommute	4.1%
Other	1.1%

Due to decades of sprawling urban and exurban growth, Central Ohio commuters have become primarily dependent on the vehicular transportation. Fairfield County, which is a mix between urbanized and rural areas, is no exception to this. Of the 68,320 commuters in Fairfield County, 85 percent drive alone and 15 percent utilize an alternative method. This percentage may seem low, but comparatively, 81 percent of commuters in Franklin County, a larger and more urbanized county with 25 times the number of commuters, 81 percent are driving alone while 19 percent utilize alternative transportation options. For example, 7.6 percent of commuters in Fairfield County participate in carpool services alone.

3.0 INVENTORY OF EXISTING CONDITIONS



Travel Demand Management Services – Continued

In order to identify the needs of people with mobility access issues, local governments develop coordinated public transit - human services transportation plans, or ***Coordinated Plans***. The purpose of coordinated plans is to identify community resources for transportation and mobility, understand the gaps and unmet needs within those resources and to determine the approach to addressing those gaps and unmet needs. Although ODOT does not require local governments to produce a coordinated plan, it is required for eligibility for the Federal Transit Administration's Section 5310 program funds. The purpose of the 5310 grant program is to enhance the mobility of seniors and individuals with disabilities. ODOT makes 5310 project selections for small and rural Ohio counties. Private nonprofit organization or state or local governments may apply for the grant if they are approved to coordinate services for senior and individuals with disabilities. Therefore, ODOT must ensure that coordinated plans are in compliance with federal transit law. ODOT encourages coordinated plans to go beyond the requirements of Section 5310 funding to include analysis of needs and development projects to address the mobility needs of the general public.

Fairfield County published a coordinated plan in January 2015. The plan's goal is to cooperatively provide cost effective, accessible transportation throughout Fairfield County. The plan has not undergone an update at this time.

3.0 INVENTORY OF EXISTING CONDITIONS



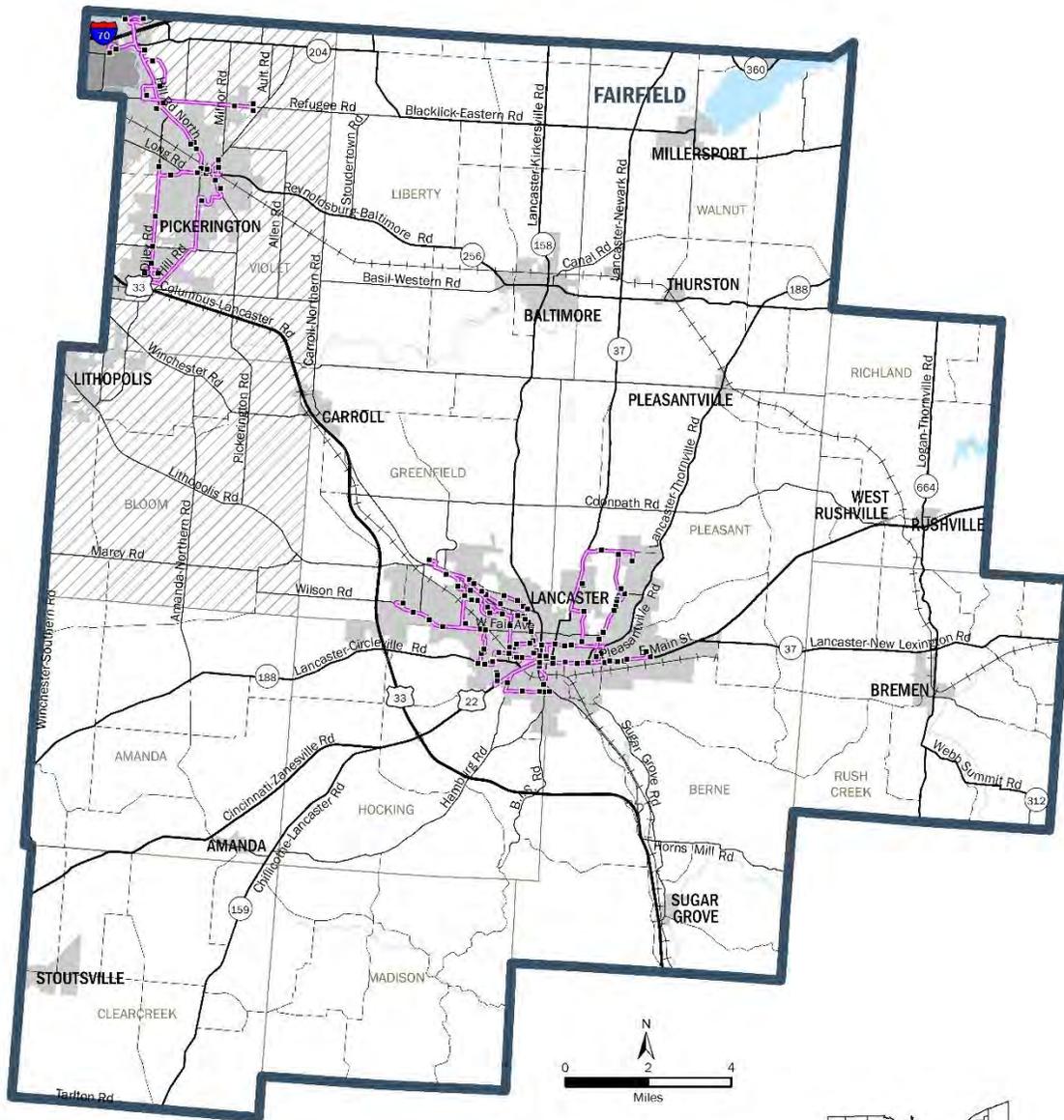
Transit Services

Transit services in Fairfield County are provided by the Lancaster – Fairfield Public Transit System. Currently the service operates five deviated loop routes that operate Monday through Friday with numerous stops along the route. The looped routes charge a cash fare of anywhere from ten to fifty cents, with children riding for free. On-demand transportation services are also available to all individuals. Longer distance and rural trips may be scheduled in advance and are charge based on the miles of travel. Fees for longer distance travel can range anywhere from two to sixty dollars. The following map displays fixed routes within the City of Lancaster.

3.0 INVENTORY OF EXISTING CONDITIONS



Transit Services – Contd.



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Transit

- Lancaster Transit Stop
- ▭ CORPO County
- ▬ Lancaster Transit Route
- ▭ Township Boundary
- +— Railroad
- ▨ MORPC MPO



Source: ODOT

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_FAL_Transit.mxd
 2/21/2018

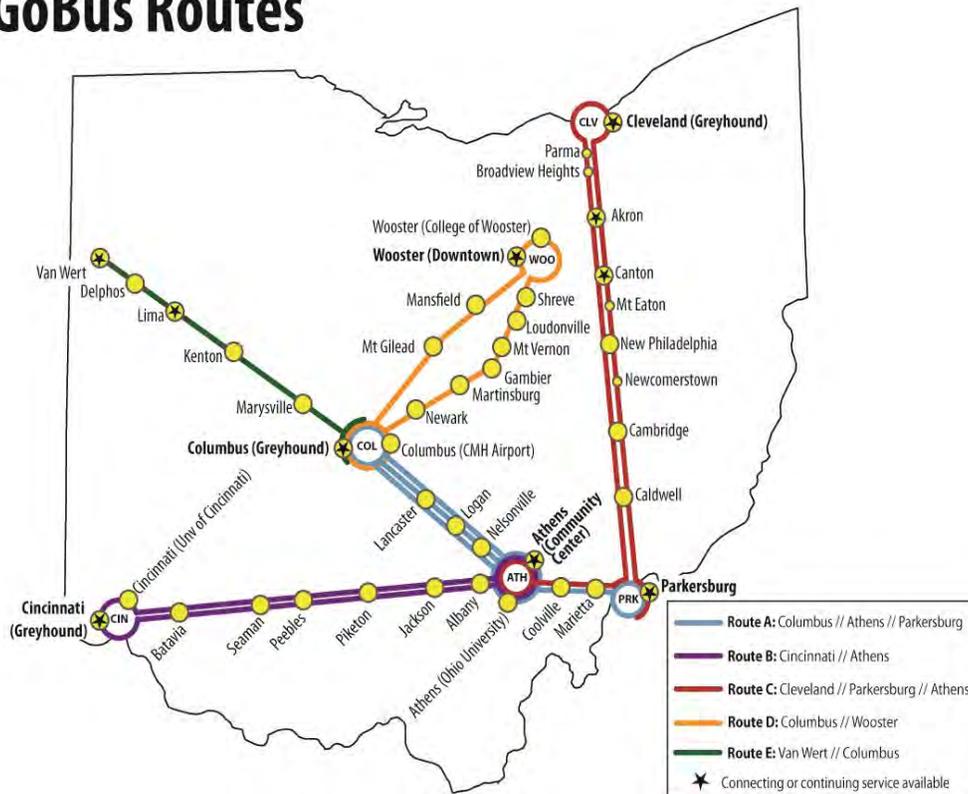
3.0 INVENTORY OF EXISTING CONDITIONS



Transit Services – Contd.

Rural inter-city bus service is provided by Gobus. This service is designed to address low cost and geographically accessible intercity bus transportation needs of the entire state by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. Funding for the rural inter-city bus is administered by ODOT, and the service is currently operated by Barons Bus Lines.

GoBus Routes



3.0 INVENTORY OF EXISTING CONDITIONS



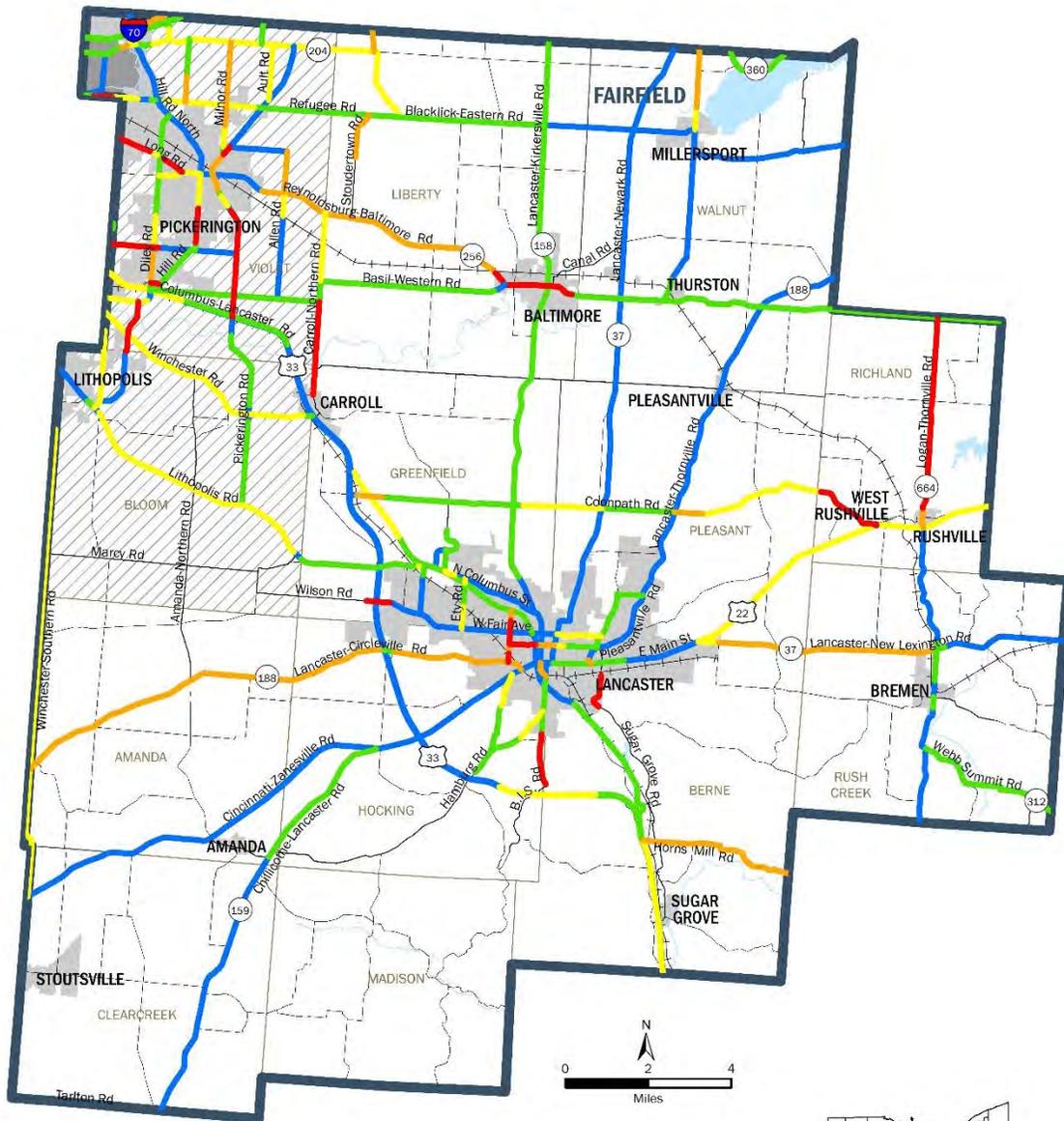
Transportation Infrastructure Conditions

Understanding the physical condition of a transportation is vital to resource management and the two following maps display the physical condition of both the roadway network (pavement) and bridges in Fairfield County.

3.0 INVENTORY OF EXISTING CONDITIONS



Transportation Infrastructure Conditions



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Pavement Condition Rating

- █ Below 56 Poor
 - █ 57 - 65 Fair to Poor
 - █ 66 - 75 Fair
 - █ 76 - 90 Good
 - █ 91 - 100 Very Good
- CORPO County
 - MORPC MPO
 - Township Boundary

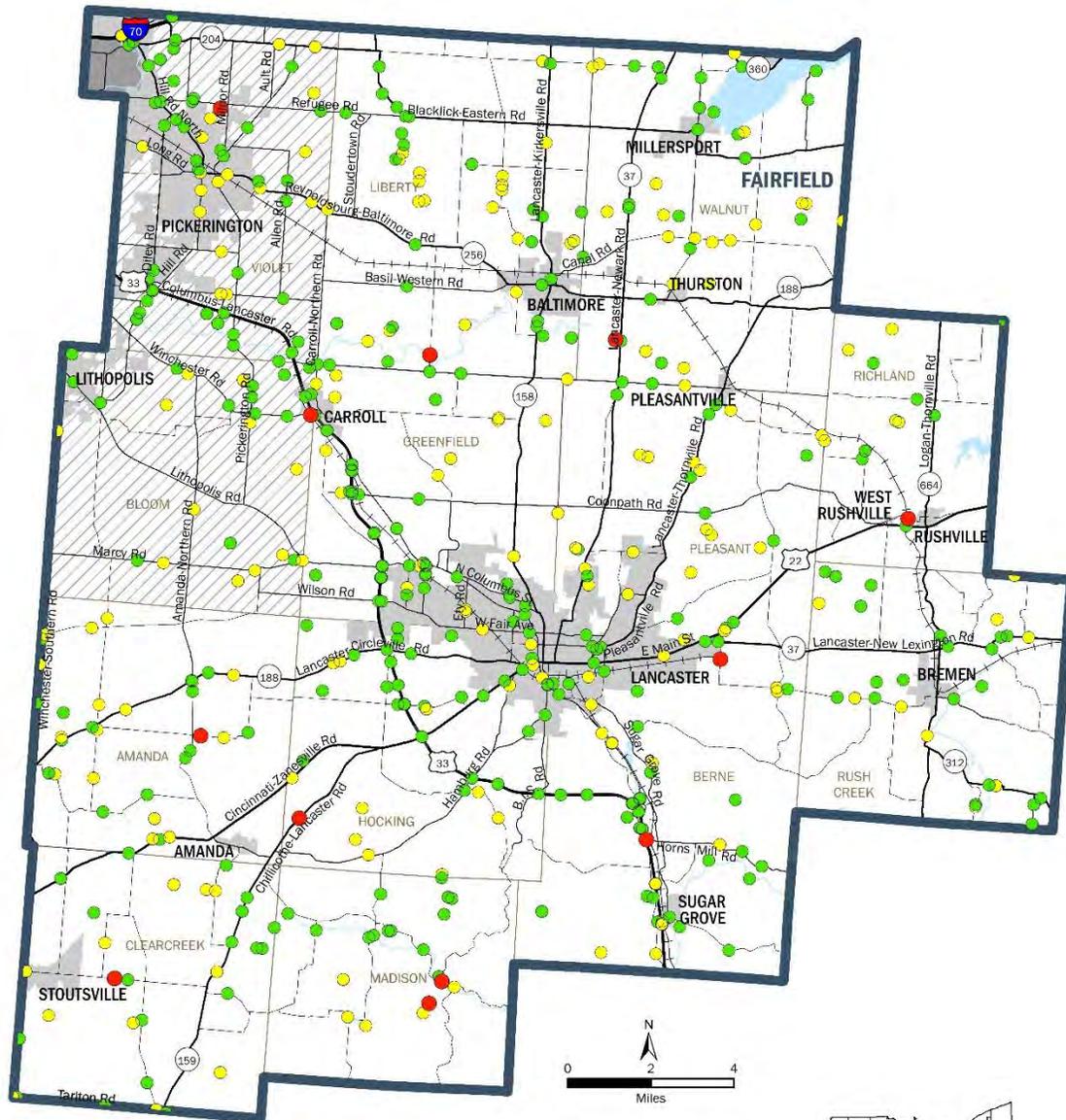
Source: ODOT

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_FAL_PCR.mxd
 2/14/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Transportation Infrastructure Conditions Cont.



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Bridge General Appraisal

- 0 - 4 Likely Needs Replaced
- 5 - 6 Likely Needs Maintenance
- 7 - 9 Good
- CORPO County
- MORPC MPO
- Township Boundary

Source: ODOT



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_FAL_bridge.mxd
 2/14/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Freight

Goods are moved, transferred, and distributed from Fairfield County to destinations across the United States and around the world. Whether by truck, rail, or air, Fairfield County's efficiency in the movement of goods is an important part of the region's economic competitiveness, trade, and commodity flow. Fairfield County and our region's economy as a whole have benefited from its multimodal transportation assets for many decades. Today, Fairfield County is home to an airport and is crossed by arterial rail corridors as well as US 33 and 22 that provide access to nearby interstate 270 in the northwest portion of the county. Fairfield County is strategically located within a 10-hour truck drive of 47 percent of the United States population and 61 percent of its manufacturing. US 33 is the designated National Highway System (NHS) route in Fairfield County. The NHS routes are deemed to be the most important routes for freight movement throughout the country. The first of the following four maps details freight related infrastructure in Fairfield County.

Congestion

There are a couple of aspects of the roadway system condition to consider. First is the physical condition – are the roadways and bridges in good repair? Section 3.3 outlined that aspect. Second, how does the roadway operate in terms of level of congestion? Using average daily traffic count data as well as travel time data covering all weekdays of 2016 except federal holidays. CORPO was able to map traffic volumes as well as congested areas within Fairfield County. The second, third and fourth of the following maps display the, average daily traffic volumes and the percentage of congested days, separated into AM and PM periods.

The percentage of congested days is identified if the travel time in at least three 5-minute intervals during the peak period of the day considered is 50 percent greater than the travel time under free-flow condition. That means, for at least fifteen minutes each AM or PM period, travelers would spend more than 50 percent extra travel time on the segment. The percentage of congested days is then calculated by dividing the total number of congested days by the total numbers of the non-federal-holiday weekdays in the period of interest.

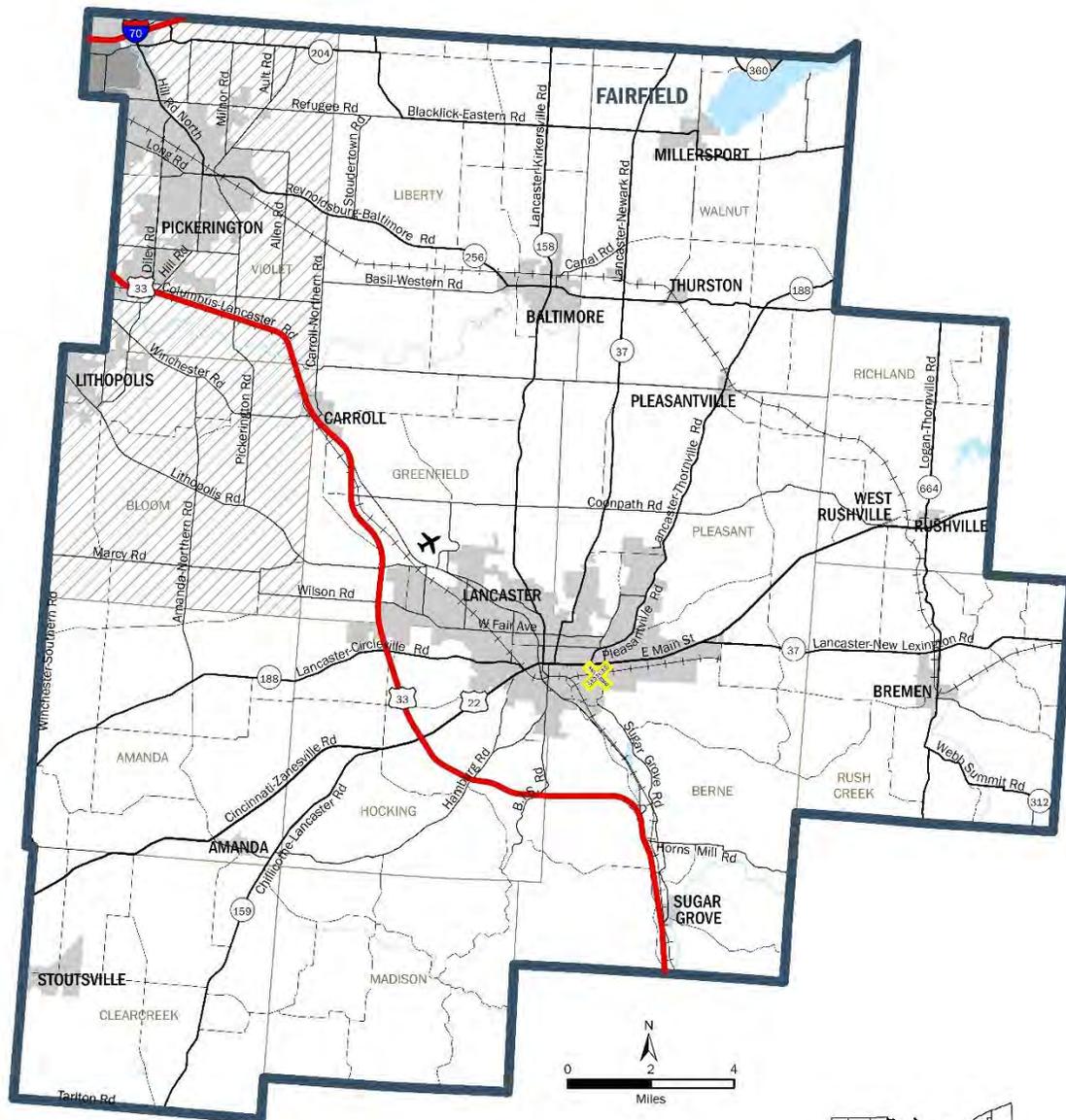
Basically, this "percentage" measure can be interpreted approximately as below:

<=20%:	1 day or less per week
20 – 60%:	2 to 3 days per week
> 60%:	3 + days per week

3.0 INVENTORY OF EXISTING CONDITIONS



Freight



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Freight

- Airport
- Railyard
- Intermodal Facility
- National Highway System
- Railroad
- CORPO County
- Township Boundary
- MORPC MPO

Source: ODOT

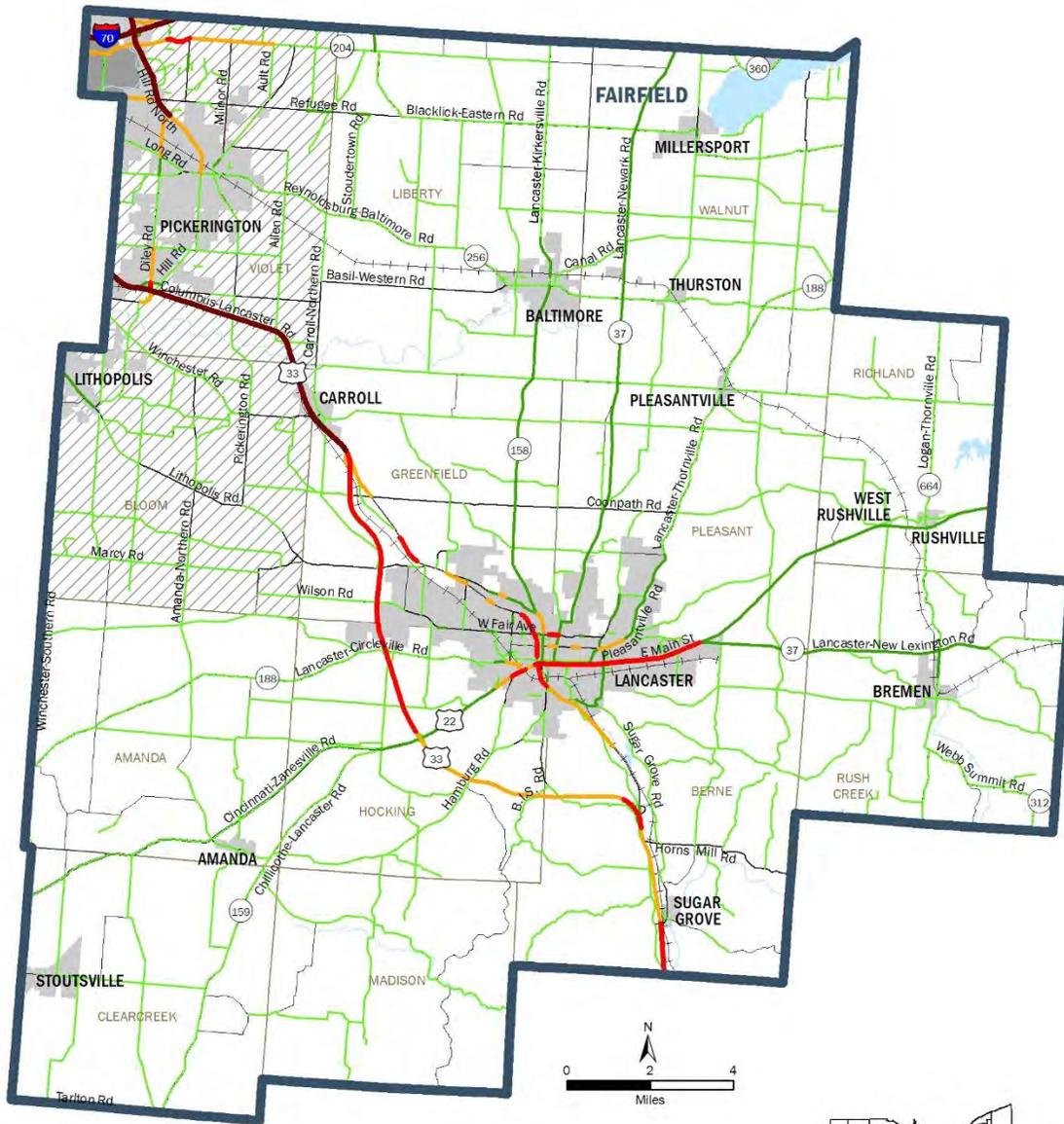


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORPO\RTPO\CORPO_FAL_freight.mxd
 1/23/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Volumes



CENTRAL OHIO RURAL PLANNING ORGANIZATION

2015 Average Daily Traffic Range

- < 5,000
- 5,001 - 10,000
- 10,001 - 15,000
- 15,001 - 30,000
- >30,000
- CORPO County
- Township Boundary
- MORPC MPO

Source: ODOT TMS 2015

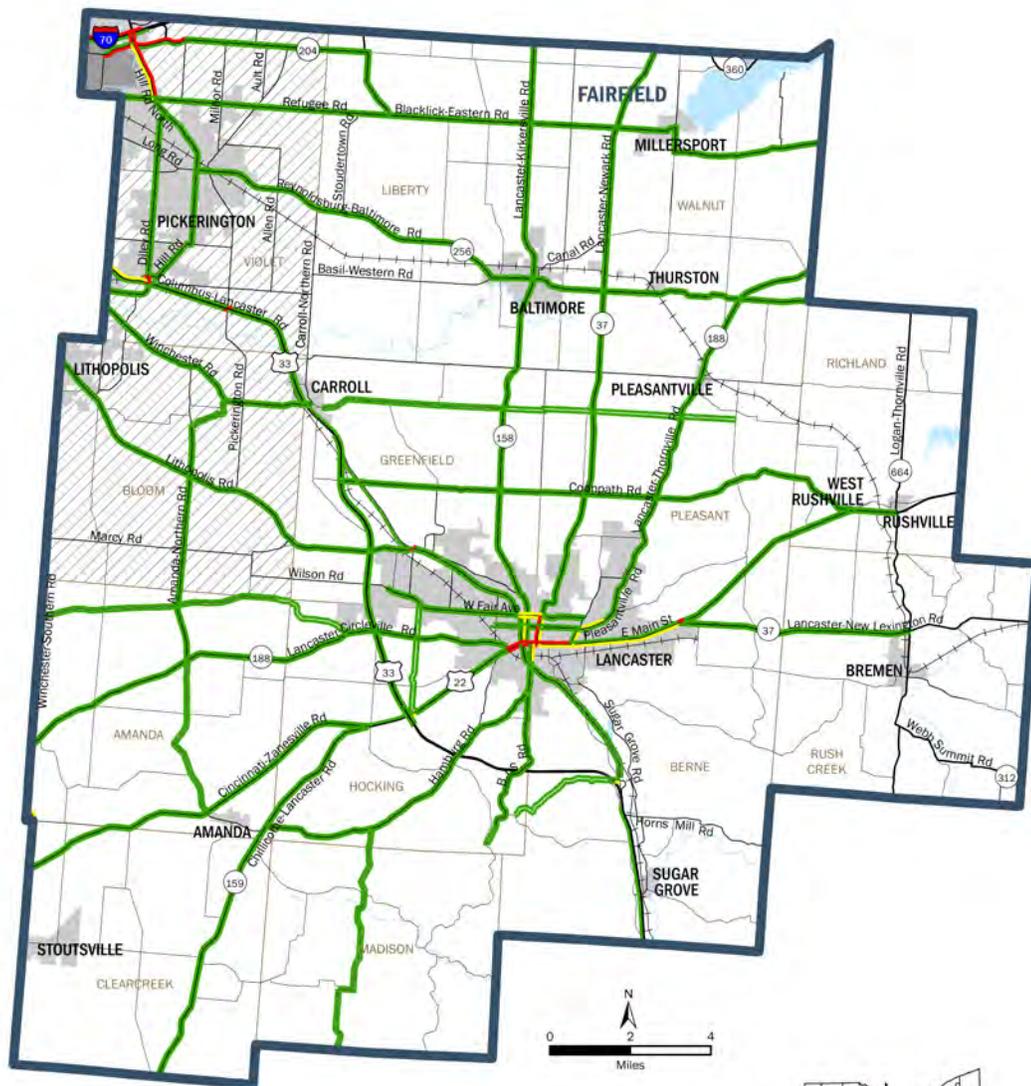


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_FAI_TrafficVol.mxd
 6/27/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Congestion – 6:00 – 9:00 AM



CENTRAL OHIO RURAL PLANNING ORGANIZATION

% Days Congested 2017 AM *

- <=20% (< 1 day per wk)
- 20 - 60% (2~3 days per wk)
- > 60% (3+ days per wk)
- CORPO County
- Township Boundary
- MORPC MPO

* Congestion: more than 50% extra travel time

Source: INRIX Travel Time data

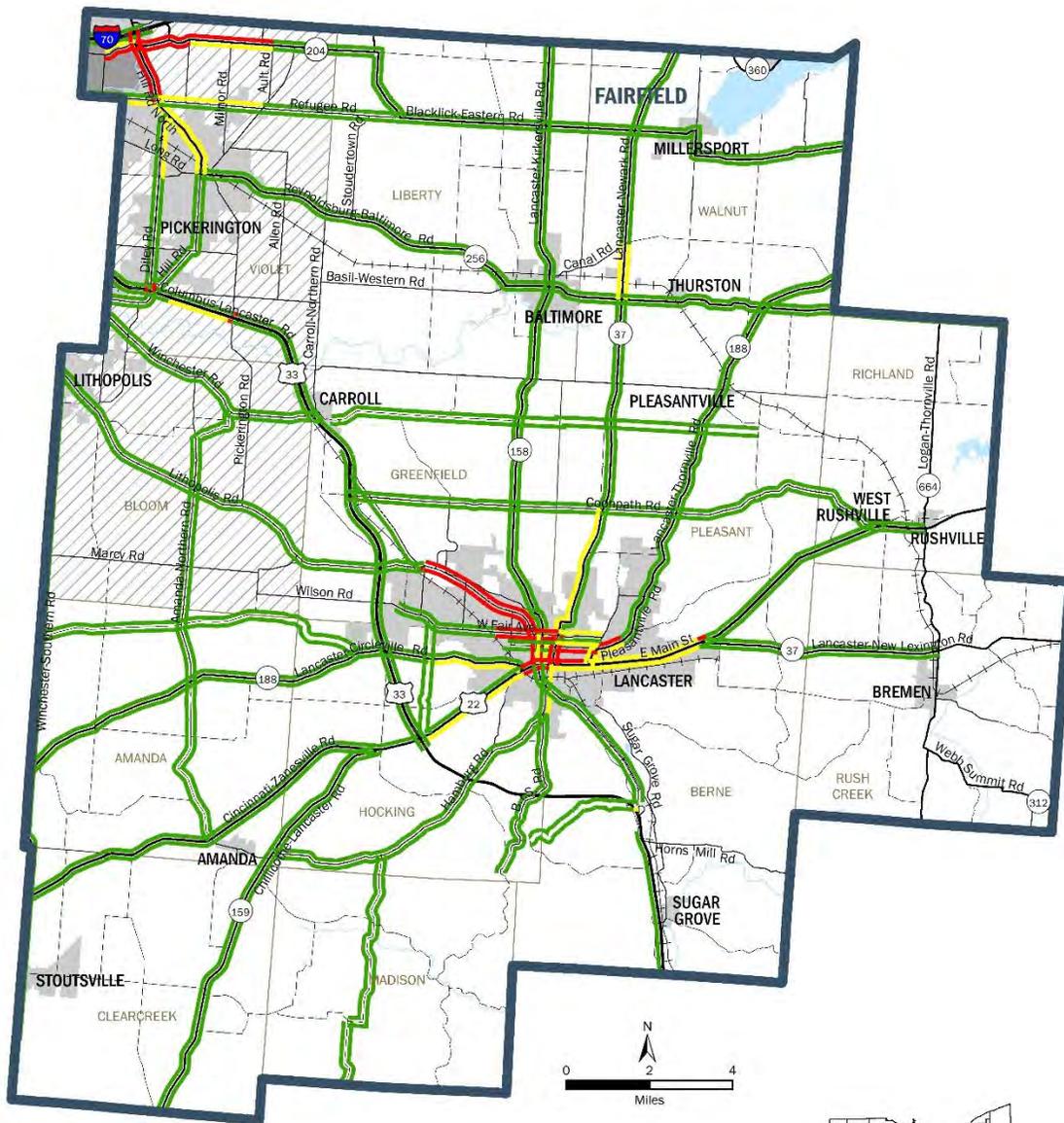


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_FAI_CongestionAM.mxd
 3/29/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Congestion – 3:30 – 6:30 PM



CENTRAL OHIO RURAL PLANNING ORGANIZATION

% Days Congested 2017 PM *

- <=20% (< 1 day per wk)
- 20 - 60% (2-3 days per wk)
- > 60% (3+ days per wk)
- CORPO County
- Township Boundary
- MORPC MPO

* Congestion: more than 50% extra travel time

Source: INRIX Travel Time data



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_FAJ_CongestionPM.mxd
 3/29/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Safety - (Please reference the summary and table on the following page.)

The primary function of a transportation network is to move people and goods from their origin to destination as safely as possible. If a network is unsafe, its utility is greatly diminished. One way to determine which areas of the network may have a safety issue or where these issues may one day arise is to collect and analyze crash data. Please see the Fairfield County Safety Summary on the next page.

Safety – Crash Statistics

Fairfield County is one of the more populated counties in the CORPO study area and is becoming a destination for jobs and commercial development. Similar to state and national trends, the total number of reported crashes and fatal crashes in Fairfield County has been trending slowly upward in recent years. In Fairfield County, from 2012 to 2016, the total number of crashes increased by 8 percent. The number of crash resulting injuries in Fairfield County decreased by -2 percent yet crashes resulting in property damage only increased by 12 percent.

Safety – Occupant Statistics

The table below outlines the crash related occupant statistics for Fairfield County between 2012 and 2016. There was a 9 percent decrease in the injury rate from 2012 to 2016. This could be related to the development of new safety measures in vehicles, such as cameras and vehicle assist notifications.

Safety – Crash Locations and Types

Utilizing crash data collected by both the Ohio Department of Transportation and the Ohio Department of Public Safety, high crash areas of the transportation network are able to be identified. These areas are potential areas of focus for safety improvements.

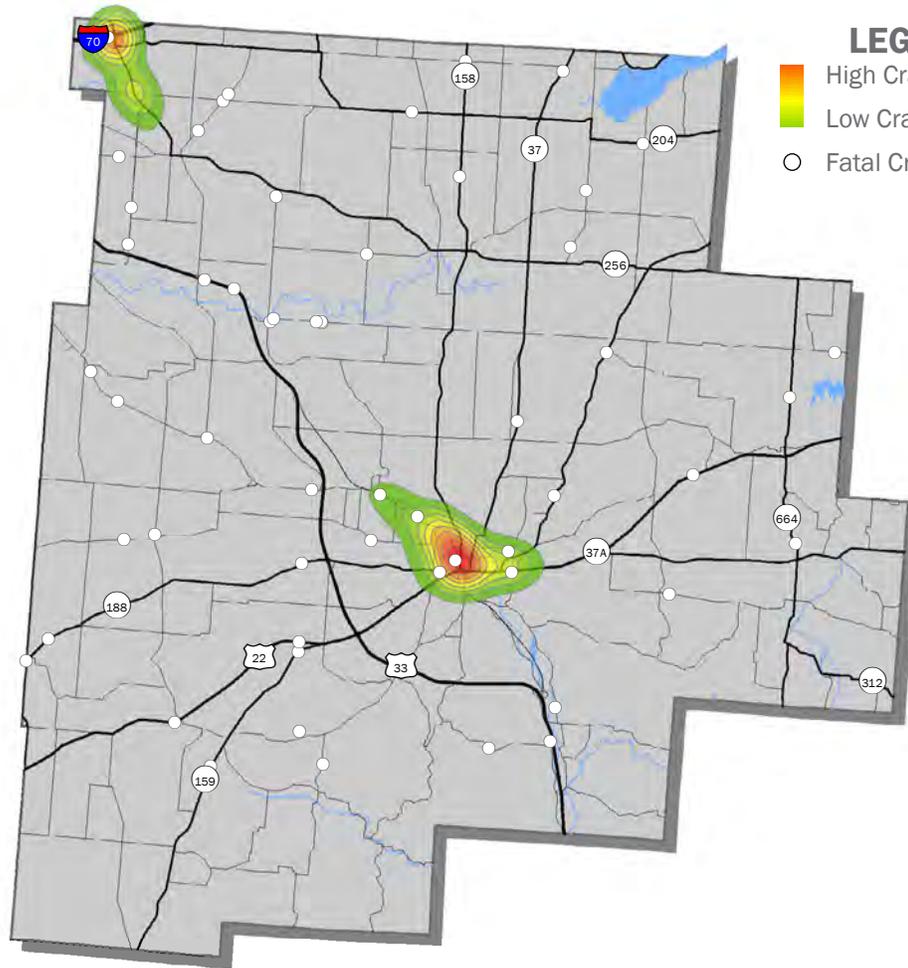
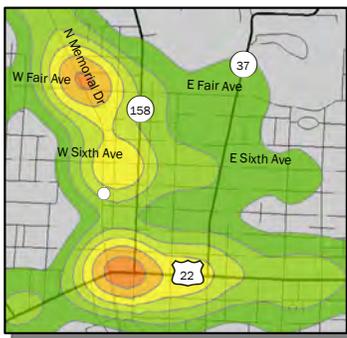
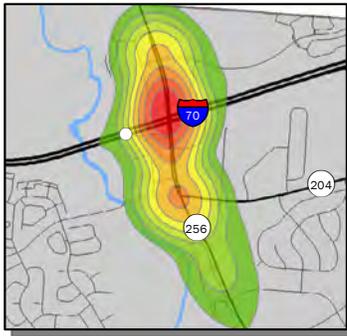
Identifying these locations will allow law enforcement, emergency responders, transportation officials, government and the general public to target them directly through strategies and planning. The map reflects the denser areas of Fairfield County, such as Canal Winchester, Lancaster and the busy U.S. 33 corridor.

Safety – Rail Crossings

In many areas of the county, different modes of transportation converge. These areas can present significant safety challenges, especially where railroads cross roadways. CORPO with assistance from ODOT has compiled a list, identifying and ranking rail crossings in the county that may be in need of safety improvements. These crossings may be eligible for non-local funds intended to improve safety related infrastructure such as signals, gates and grade. Please reference the full list of identified rail crossings in the appendices.

RELATIVE COUNTY CRASH DENSITY & SAFETY SUMMARY (2012 - 2016):

FAIRFIELD County



LEGEND:
█ High Crash Density
█ Low Crash Density
 ○ Fatal Crash Location

CRASH TRENDS BY YEAR (2012 - 2016)

YEAR	CRASH STATISTICS				INJURY RATE	TRUCK-INVOLVED CRASHES	OCCUPANT STATISTICS				
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes			Fatalities	Serious Injuries	Minor Injuries	No Visible Injuries	Total Injuries
2012	11	800	1,981	2,792	29.0%	128	13	113	500	538	1,164
2013	9	674	1,973	2,656	25.7%	136	9	100	372	458	939
2014	14	684	2,117	2,815	24.8%	133	16	69	354	558	997
2015	13	766	2,229	3,008	25.9%	155	14	114	399	630	1,157
2016	12	781	2,214	3,007	26.4%	163	13	129	410	602	1,154
5-Year Total	59	3,705	10,514	14,278	26.4%	715	65	525	2,035	2,786	5,411
Annual Average	11.8	741.0	2,102.8	2,855.6	26.4%	143.0	13.0	105.0	407.0	557.2	1,082.2
Percent Change (2012 to 2016)	9%	-2%	12%	8%	-9%	27%	0%	14%	-18%	12%	-1%

notes

- Shaded orange cells indicate the year with the highest value for each respective column.
- Injury Rate is calculated using the following formula: $[(\#Fatal\ Crashes + \#Injury\ Crashes) / Total\ Crashes]$

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



4.1 Population and Employment

Population Projections

One of the ways to predict the stresses a transportation system will endure in the future is to determine the number of people currently living and working in the region and how many will be in the future. Getting an idea of future population gains or losses will assist local governments in responding to these changes. An increase in population typically means more daily commuters on the County's roadways, transit system and trails. More people also mean that there will be an increased demand for goods and services, therefore an increase of trucks on the roads.

According to estimates developed by MORPC, Fairfield County's total population is expected to increase significantly by 2040. Fairfield County's 2015 population was 151,326 while the 2040 population is projected to be 178,501. This is an 18 percent increase in population over 25 years in Fairfield County. This percentage is considerably greater than the State's projected population change of one percent. Comparatively, nearby Franklin County is expected to grow by 32 percent.

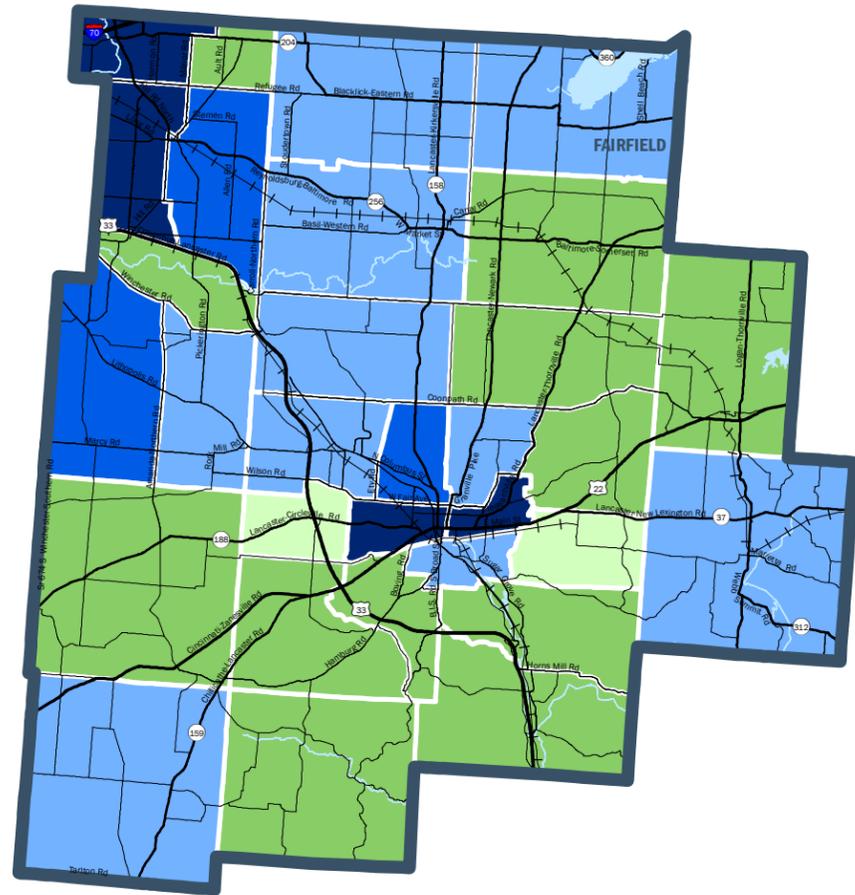
Year	Fairfield Co.	Ohio	Franklin Co.
2015	151,326	11,549,120	1,250,269
2040	178,501	11,679,010	1,648,891
10 to 40 % Change	18%	1%	32%

Workforce & Employment

Projections for Fairfield County indicate that not only will there be an increase in population but also in both workforce and jobs as well. The workforce population living within Fairfield County is projected to increase 22 percent while the number of jobs located within the county are projected to increase 21 percent by 2040. To better visualize how an increase in workers and jobs will affect the county, they were distributed into Statewide Transportation Analysis Zones (TAZ).

The following series of maps reflect possible future outcomes in the county.

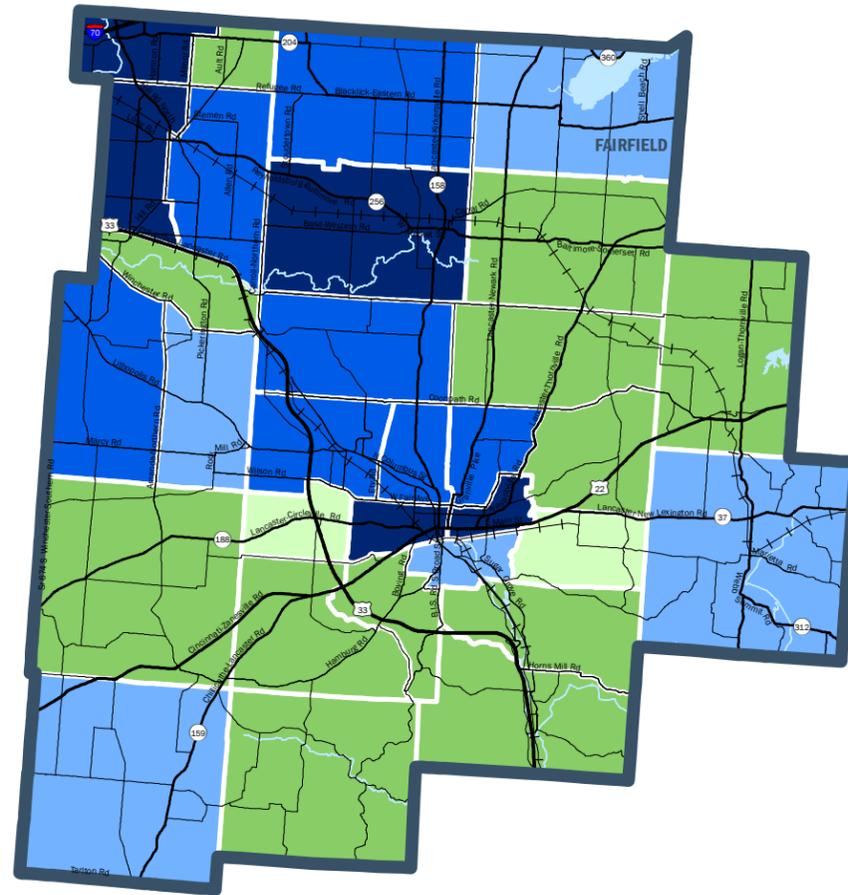
2015 Population



Total Population by TAZ

- < 1,500
- 1,501 - 3,000
- 3,001 - 5,000
- 5,001 - 10,000
- 10,001 +

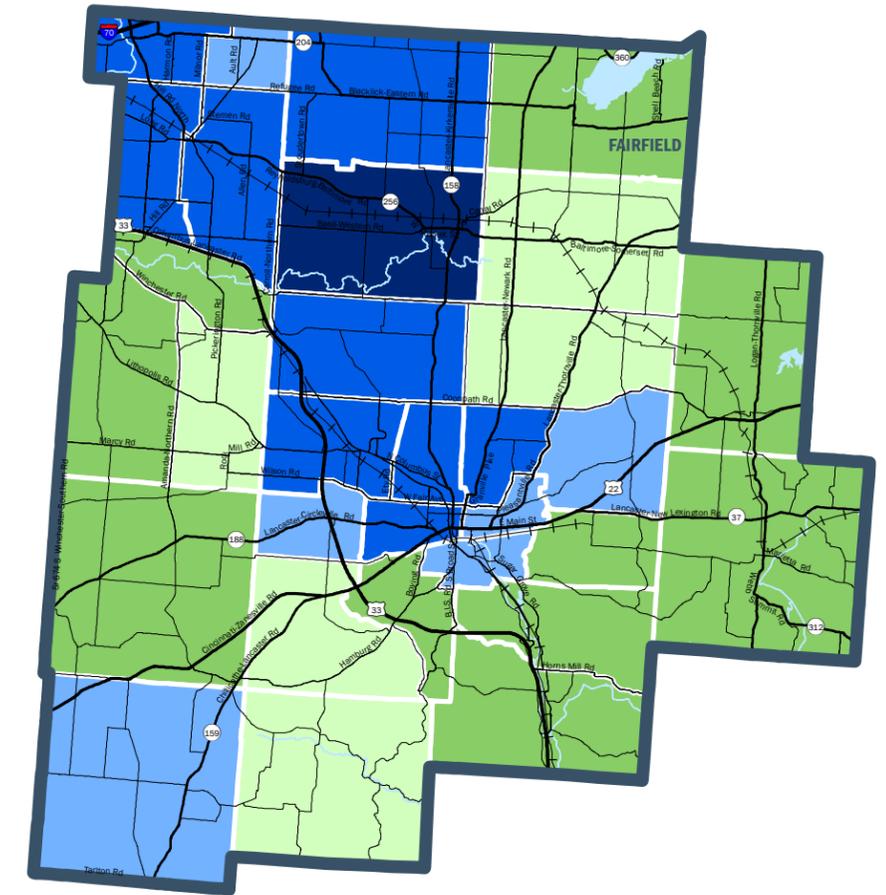
2040 Population



Total Population by TAZ

- < 1,500
- 1,501 - 3,000
- 3,001 - 5,000
- 5,001 - 10,000
- 10,001 +

2015-2040 Population Growth

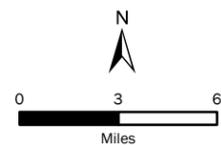


Population Growth by TAZ

- < -1
- 0 - 100
- 101 - 500
- 501 - 1,000
- 1,001 - 5,000
- 5,001 +

Fairfield County - Total Population

2015: 151,330
 2040: 178,500
 Growth: 27,170



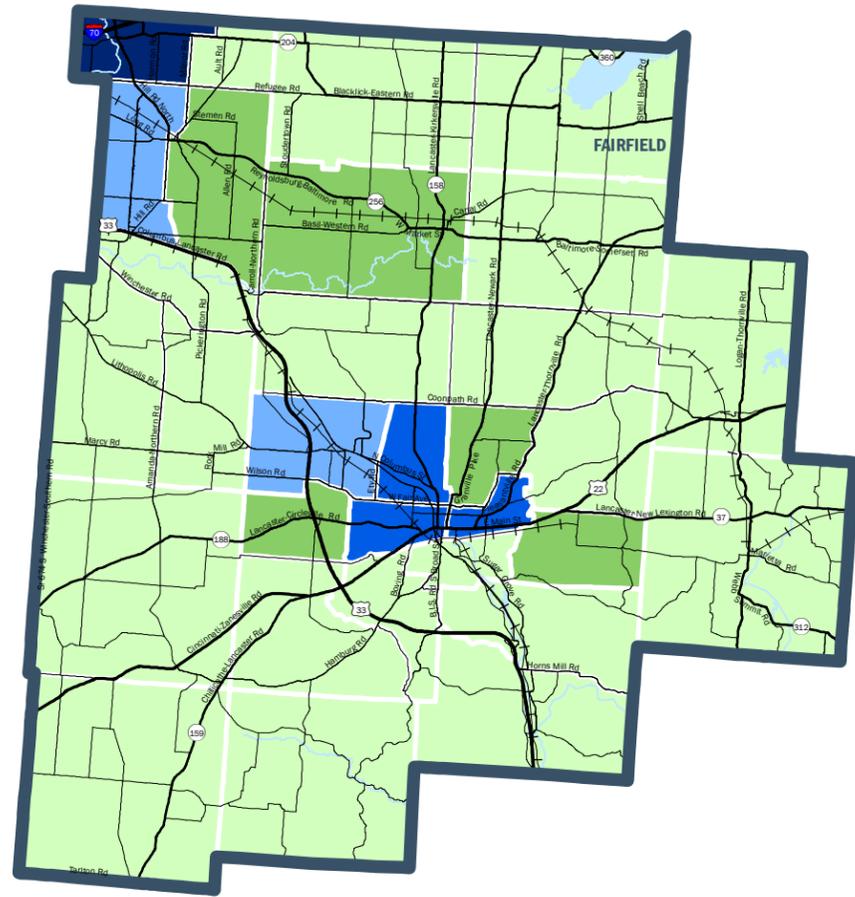
Ohio Location Map

Source: MORPC

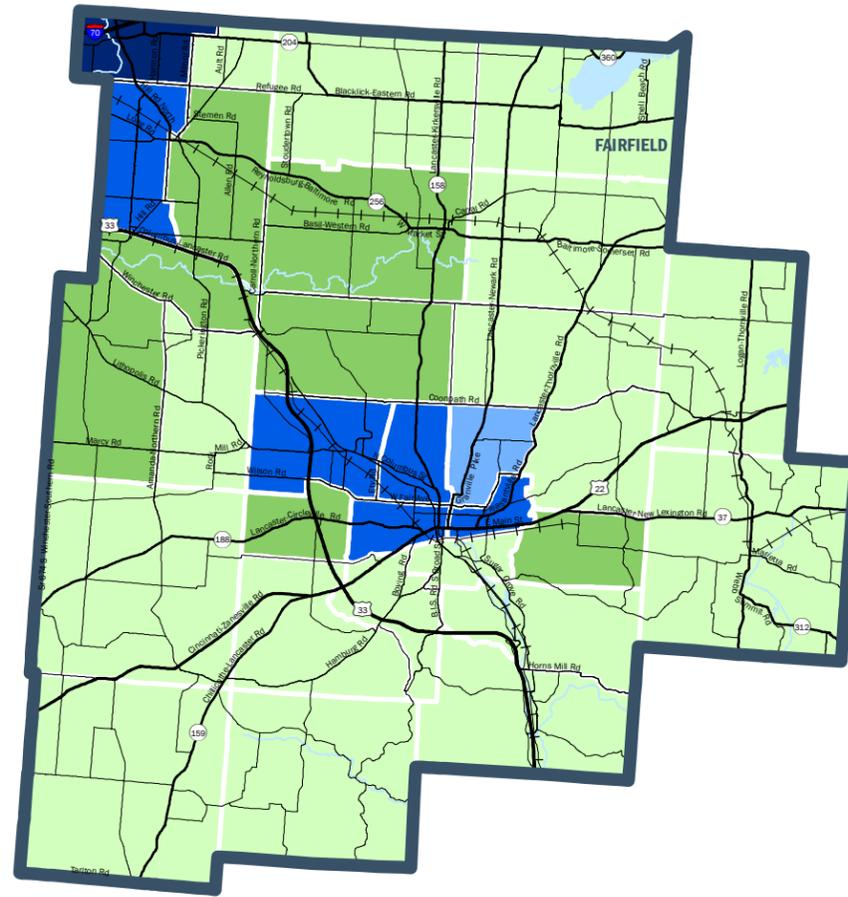
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_FAI_Pop_15_40_swTAZ.mxd
 2/16/2018



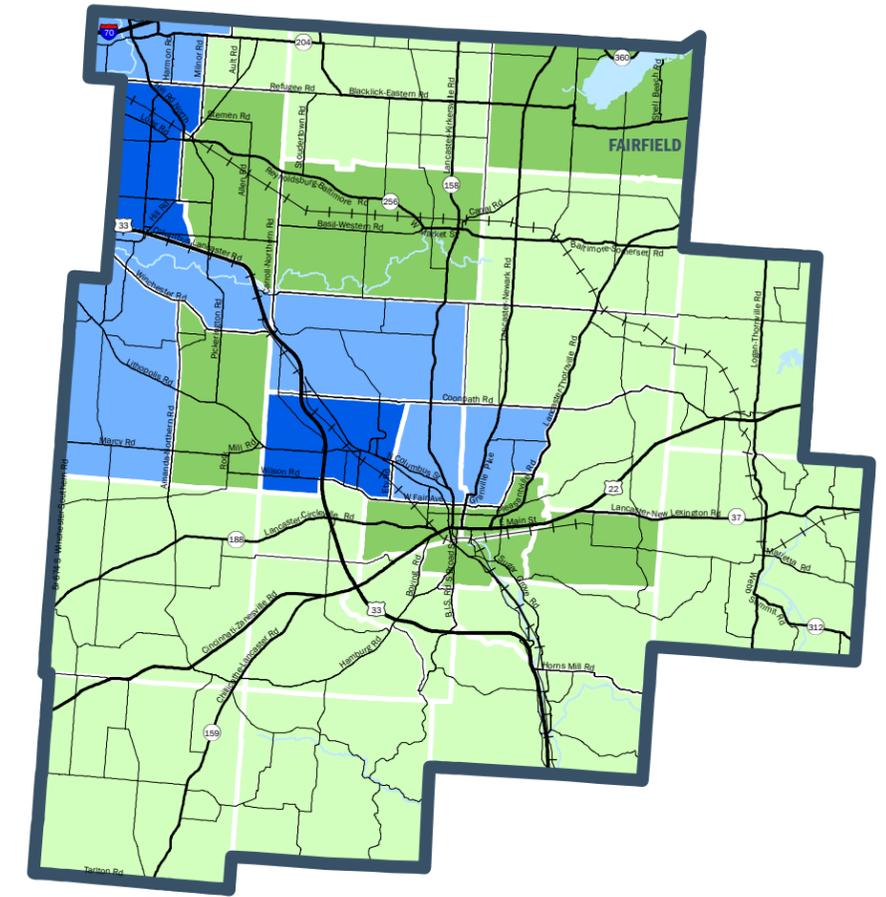
2015 Jobs



2040 Jobs



2015-2040 Job Growth



Total Jobs by TAZ

- < 1,000
- 1,001 - 2,000
- 2,001 - 3,000
- 3,001 - 6,000
- 6,001 +

Total Jobs by TAZ

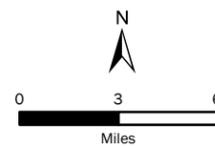
- < 1,000
- 1,001 - 2,000
- 2,001 - 3,000
- 3,001 - 6,000
- 6,001 +

Job Growth by TAZ

- < -1
- 0 - 100
- 101 - 500
- 501 - 1,500
- 1,501 - 3,000
- 3,001 +

Fairfield County - Total Jobs

2015: 41,840
 2040: 50,590
 Growth: 8,750



CENTRAL OHIO RURAL PLANNING ORGANIZATION



Source: MORPC

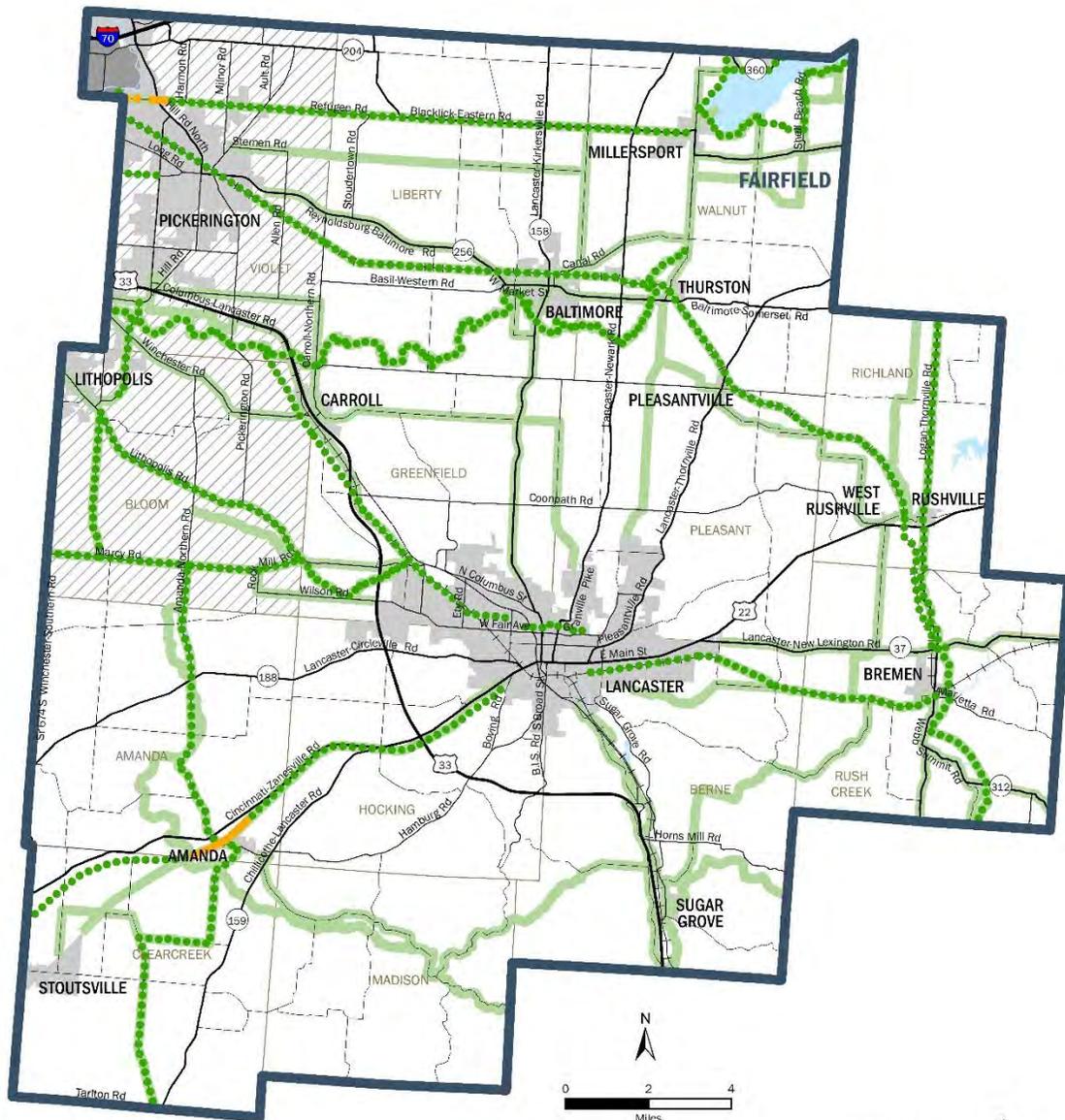
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_FAI_Job_15_40_swTAZ.mxd
 2/16/2018

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



4.2 Travel Demand

Bike and Pedestrian - Future



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Regional Trails and Bikeways

- - - Committed/Funded
- . . . Proposed
- Rolling Forward Corridor
- CORPO County
- MORPC MPO
- Township Boundary

Source: MORPC, Local Governments

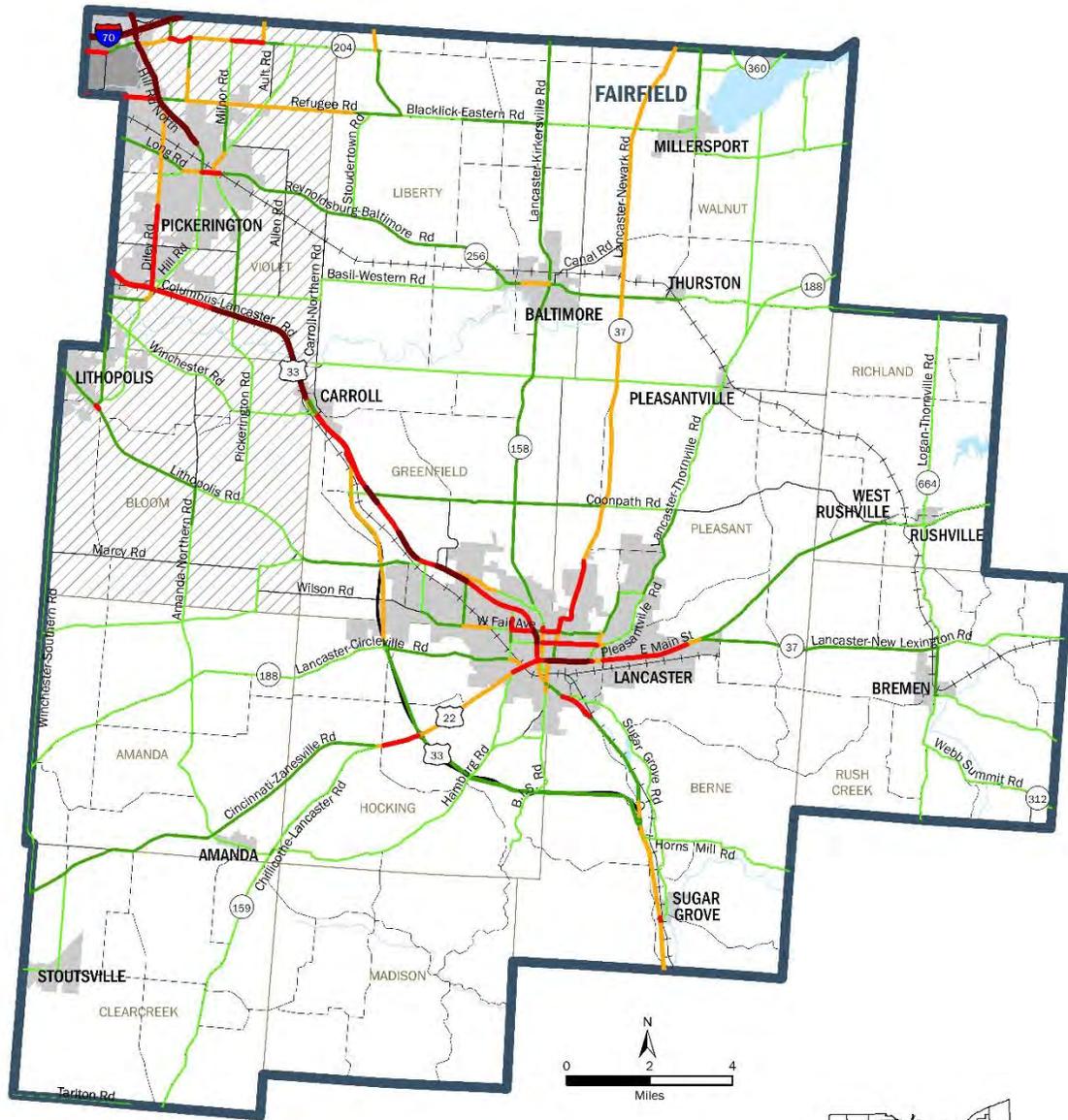


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_FAI_Bike_Pro.mxd
 3/21/2018

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



Traffic Volumes - Future



CENTRAL OHIO RURAL PLANNING ORGANIZATION

2040 Model Volumes

- < 5,000
- 5,001 - 10,000
- 10,001 - 15,000
- 15,001 - 30,000
- >30,000
- CORPO County
- Township Boundary
- MORPC MPO

Source: Ohio Statewide Travel Model

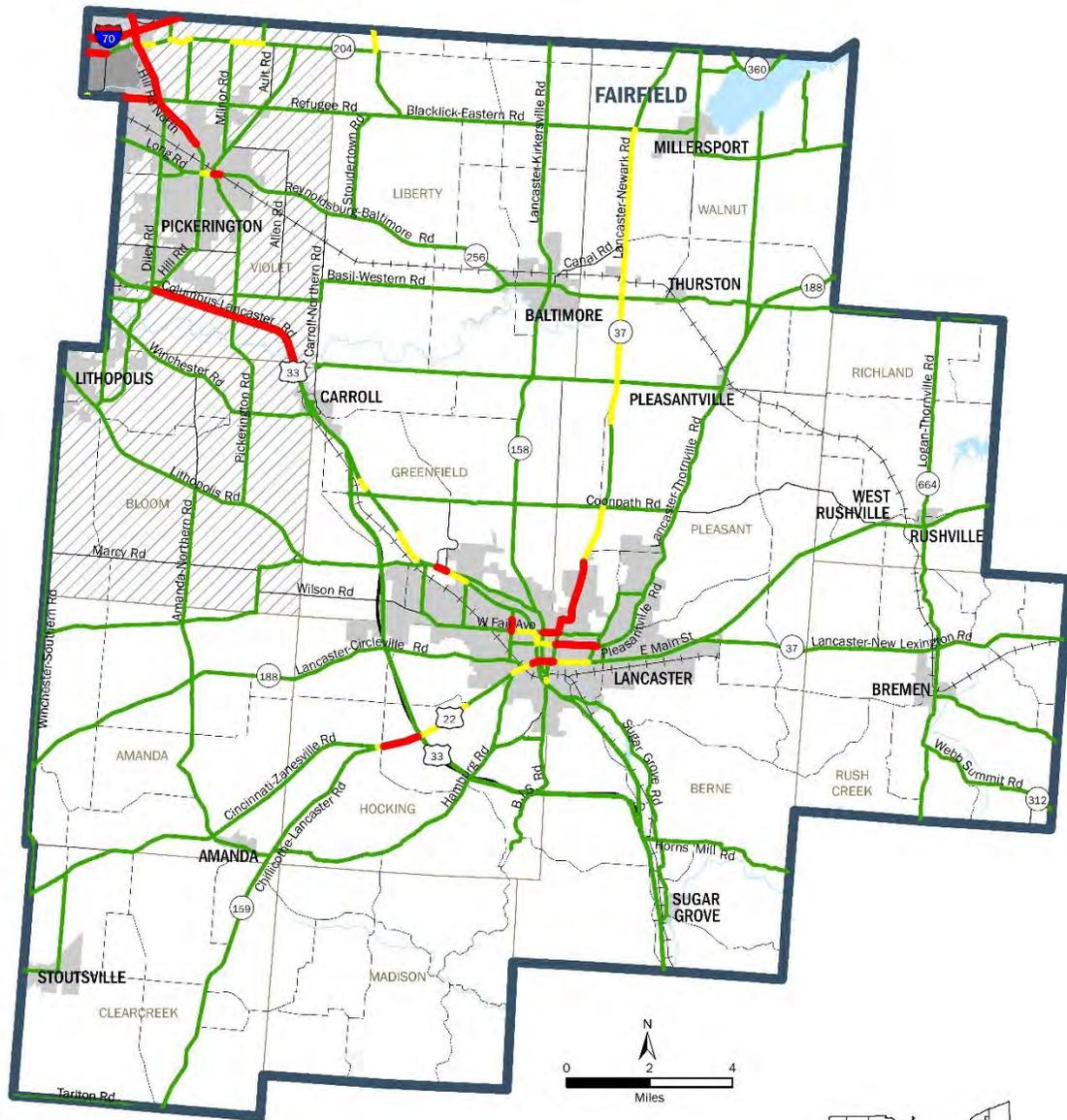


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_FAI_modelvolume_40.mxd
 4/27/2018

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



Traffic Congestion – Future



CENTRAL OHIO RURAL PLANNING ORGANIZATION 2040 Model Congestion Level

- No/Slight Congestion
- Moderate Congestion
- Severe Congestion
- CORPO County
- Township Boundary
- MORPC MPO



Source: Ohio Statewide Travel Model

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPO\CORPO_FAL_modelcongestion_40.mxd
4/27/2018

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS

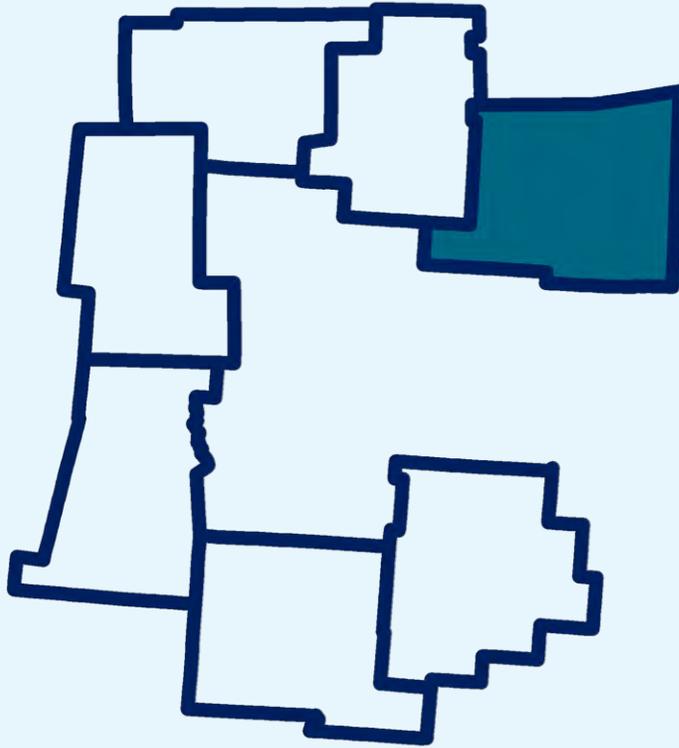


4.3 Project List – Fairfield County

One of the primary purposes of the CORPO Transportation Plan is for CORPO members to identify transportation projects of importance in their county. The selected projects include those that add roadway capacity, expand the transit system or provide bicycle and pedestrian facilities. Some of the identified projects encompass the ongoing operation, maintenance and preservation of the existing transportation system. This may include the study, operation and expansion of transit service. However, most of the items listed are projects to expand physical components of the transportation system.

Each project listing provides a brief project description and identifies cost estimates (if available) for each project. The associated cost estimates are in construction dollars. The list includes both short and long term projects that may occur between 2018 and 2040. Please see Appendix 6D for prioritized lists and corresponding project maps.

This page intentionally left blank.



Knox County

Transportation Plan 2018-2040

Section 3B of CORPO 2018 - 2040 Transportation Plan



corpo

Central Ohio
Rural Planning
Organization



Mid-Ohio Regional
Planning Commission

TABLE OF CONTENTS

1	CORPO Overview.....	57
2.	Goals and Objectives	58
3.	Inventory of Existing Conditions.....	59
	3.1 Demographics.....	59
	3.2 Land Use / Development	69
	3.3 Current Transportation Network	72
4.	Projections and Identifications of Needs	89
	4.1 Population and Employment.....	89
	4.2 Travel Demand.....	92
	4.3 Project List.....	94

1.0 CORPO OVERVIEW



CORPO Background and Purpose

On July 1, 2013, ODOT began a two-year pilot program with five multi-county planning organizations (or councils of government) providing them with funding to conduct regional transportation planning in coordination with local stakeholders, Ohio MPOs, and ODOT. Much of Ohio's non-metropolitan local official coordination occurs between ODOT and these organizations. The five organizations cover 34 non-metropolitan counties in Ohio.

On January 27, 2016, Governor John Kasich formally designated each of these five agencies as an Ohio Regional Transportation Planning Organization (RTPO). These designations formalize the program that started as a pilot and will help spur better and more informed transportation decision making in Ohio.

Following the Ohio Department of Transportation's (ODOT) two-year pilot program to establish RTPO's, local governments in Central Ohio began discussing the opportunity to form a sixth Rural Transportation Planning Organization around the Mid-Ohio Regional Planning Commission (MORPC) which is the Metropolitan Planning Organization (MPO) for the Columbus urban area. MORPC's role as MPO and mentor in the pilot program encouraged its member governments outside the MPO to consider forming an RTPO. In response, MORPC began to work with the interested Central Ohio counties to form a Rural Planning Organization (RPO) area, a precursor to being a fully recognized RTPO. A designation that requires the submission of a long-range transportation plan to ODOT. The seven member counties include Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union. MORPC organized the counties to engage as an RPO, CORPO was created, and in preparation to become a state-designated RTPO this CORPO Transportation Plan was completed.

By July 2016 each member county passed resolutions to join the Central Ohio Rural Planning Organization (CORPO). Once approved to move forward with the development of CORPO, staff began the process of forming the CORPO Committee. The CORPO Committee is the guiding body for the development of the CORPO Transportation Plan. All seven CORPO member counties also established RPO subcommittees and designated representatives from each county at CORPO Committee. These decisions were governed by a set of bylaws previously adopted by the CORPO Committee. The CORPO Committee convened on numerous occasions to establish an overarching vision for the RPO transportation plan. This vision was used to develop the overarching goals and objectives of the plan. Staff, in cooperation with the CORPO Committee and county-level RPO subcommittees went to work on a transportation plan which includes seven county-level sections. These sections were then merged into a unified plan for CORPO, culminating in a list of transportation projects for the region. Section 3B represents the county-level section for Knox County.

2.0 GOALS AND OBJECTIVES



Goals & Objectives

- **Preserve and Maintain the Existing Transportation System in a State of Good Repair**
 - Minimize the number of bridges structurally deficient or functionally obsolete
 - Maximize the miles of pavement in acceptable condition
 - Maximize resources dedicated to maintain and improve the condition of the transportation system

- **A Safe Transportation System for All Users**
 - Minimize crashes including pedestrian and bicycle related crashes
 - Promote system user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving and others

- **Accessibility and Mobility Options for all Users**
 - Build facilities that accommodate all users such as those using transit, walking and bicycling
 - Expand public transportation within and between communities
 - Expand the bicycle and pedestrian networks
 - Expand options that assist those living in poverty or in areas with lower accessibility in reaching employment, healthcare or services

- **An Integrated, Connected and Coordinated Transportation System**
 - Increase outreach to advocacy and community groups including area residents, local governments, agencies and organizations
 - Improve connections between regions by utilizing various modes of transportation, including passenger rail
 - Increase local community collaboration and coordination efforts to achieve mutually beneficial outcomes

- **A Transportation System that Promotes a Collaborative and Focused Approach to support Economic Vitality**
 - Improve strategic freight related facilities (e.g. highway, rail, intermodal, etc.)
 - Develop priority multipurpose corridors (e.g. utilities, water, broadband, fiber, etc.)
 - Maximize return on investment to position the region to compete globally and efficiently
 - Provide transportation facilities that enhance the transition between rural and urban areas
 - Enhance engagement with regional partners and voices

- **Preserve and Enhance Environmental Resources and Sustainability through the Transportation System**
 - Increase use of non-single occupant vehicles (local transit, intercity transit, ridesharing, biking, walking)
 - Provide transportation facilities consistent with local land use, environmental and sustainability plans

3.0 INVENTORY OF EXISTING CONDITIONS



3.1 Demographics

Population

According to Census population estimates, Knox County's population was 60,814 in July 2016. This represents a -1 percent decrease from the 2010 Census estimated population of 61,087.

Knox County Population Estimates		
Year	Population	2010 - 2016 % Change
2010	60,087	
2011	61,285	
2012	61,790	
2013	60,843	
2014	60,970	
2015	60,973	
2016	60,814	

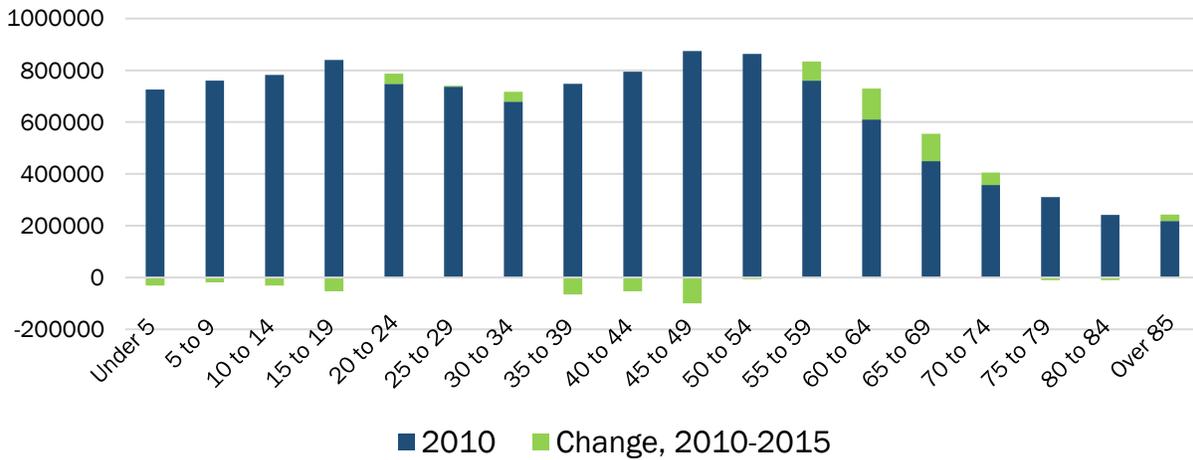
Age

Knox County's median age of 39 years is comparable to that of the State of Ohio, at 38 years. Neighboring Franklin County has historically been a younger county with a median age of 35, because of the large population of university students. However, like the rest of Ohio, Knox County residents are aging and will face challenges in the future as this population leaves the workforce and enters retirement. The 55+ age cohort of both Ohio and Knox County is increasing. This is consistent with the findings in insight2050, a collaborative initiative among public and private partners designed to help communities proactively plan for development and population growth over the next 30+ years that is expected to be dramatically different from the past.

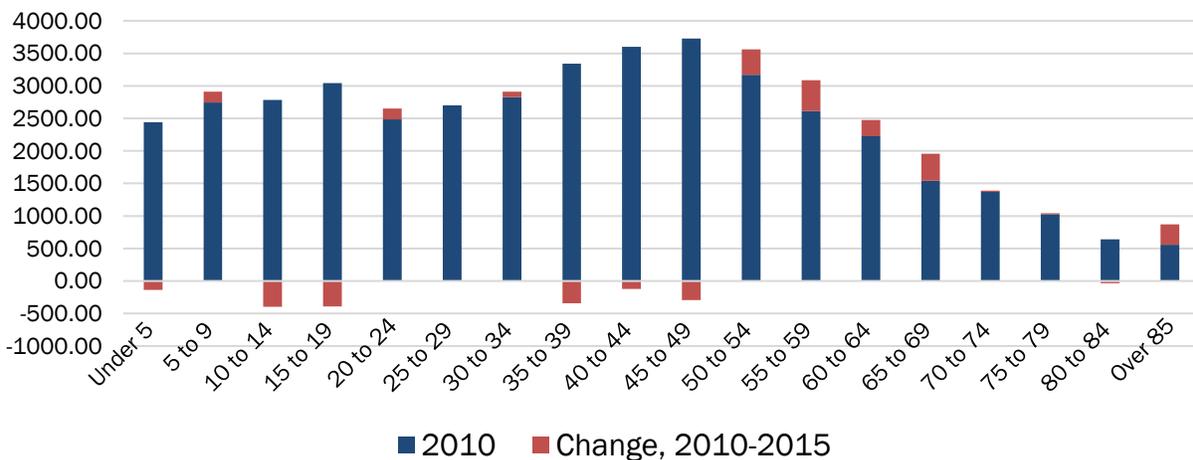
3.0 INVENTORY OF EXISTING CONDITIONS



Change in Population by Age Cohort in Ohio
2010-2015



Change in Population by Age Cohort in Knox County
2010-2015

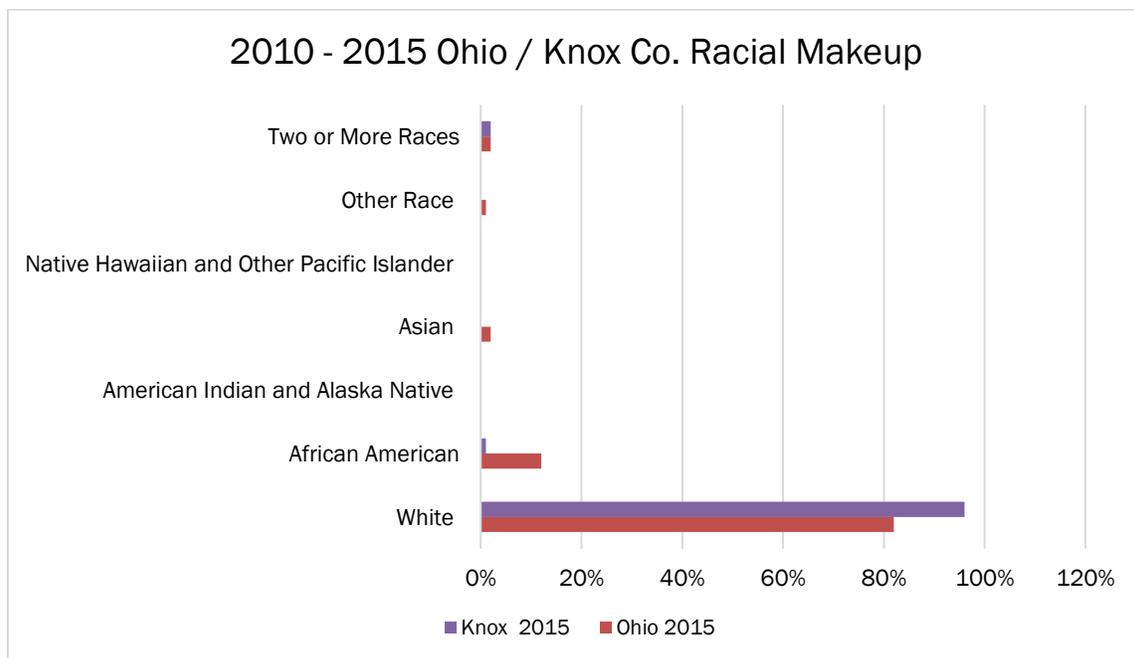


3.0 INVENTORY OF EXISTING CONDITIONS



Diversity

Central Ohio is primarily white and Knox County is no exception. In 2015 Knox County's population was 96 percent white. Knox County is less diverse when compared to Ohio as a whole. That same year it was estimated that Ohio was 82 percent white, 12 percent African-American and roughly the same comparatively for other races.



3.0 INVENTORY OF EXISTING CONDITIONS



Families and Households

The users of a transportation system come from diverse backgrounds, socioeconomic statuses and household structures. Of all the households in Knox County, 67 percent are family households and 13 percent of households are single parent families. Knox County households have a significant number of households with at least one person over 60 years of age in the home.

Knox County Households (HH)		
HH Type	%	Average
Families	67%	
Non-Family	33%	
Single Parent	13%	
HH Size		2.53
Family Size		3.09
HH with 60+	40%	
HH with under 18	31%	

3.0 INVENTORY OF EXISTING CONDITIONS



Home Ownership

Homeownership has traditionally been a goal for most Americans and a factor in determining wealth in the United States, but recently there have been changes to these societal norms. For decades the suburbs exploded as people moved out of urbanized areas and utilized highways to get to and from work. Now, with increased traffic, higher fuel prices, a recovering housing market and more environmentally conscious commuters who would like to be closer to amenities, the demand for denser, centrally located housing options has increased. Because of this demand, mixed-use developments have begun to pop up in metro areas across the state, increasing the number of available rental options with them.

Ohio Housing Tenure		
Year	% Rent	% Own
2010	31%	69%
2015	34%	66%
10 to 15 Change	+3%	-3%

Knox County Housing Tenure		
Year	% Rent	% Own
2010	25%	75%
2015	29%	71%
10 to 15 Change	+4%	-4%

Although Ohio appears to have seen an overall increase in renters, Knox County has increased its percentage of renters from 2010 to 2015. In comparison, Franklin County, where denser development has occurred over the last five years the increase in residents who rent went from 43 to 46 percent.

3.0 INVENTORY OF EXISTING CONDITIONS



Employment

As of April 2017, Knox County's unemployment rate was 3.6 percent. This rate is low when compared to the State of Ohio, where the rate was 4.4 percent. Ohio's rate was higher than the national rate of 4.1 percent that same month. Knox County's unemployment rate is a positive, not only because it is low but because it has steadily declined over the last five years.

The labor participation rate in the county, a measure of those who are currently working or actively looking for work was 64.7 percent in 2016.

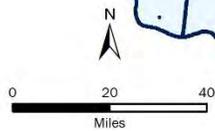
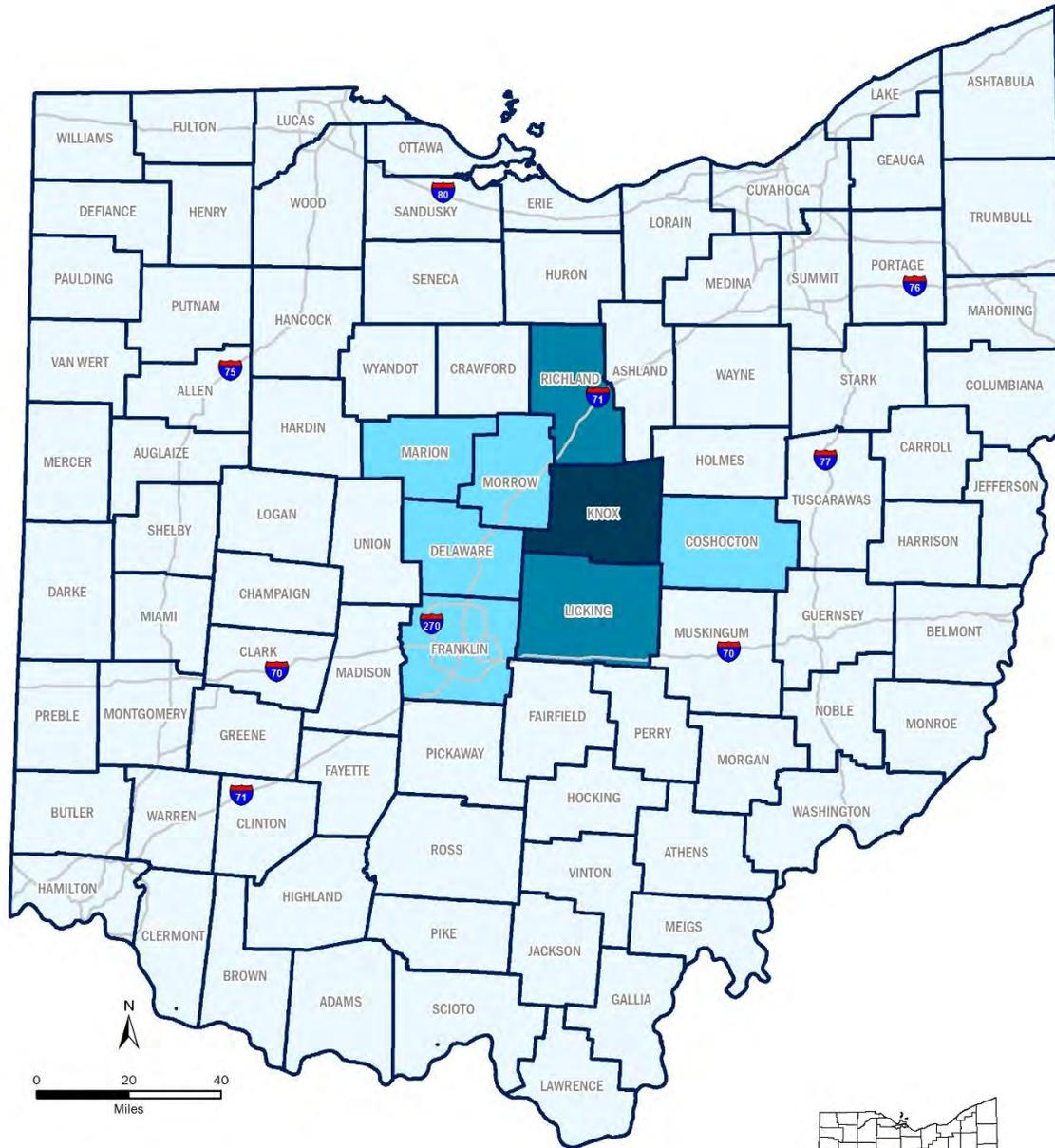
Knox County Unemployment Rates	
2013	6.9%
2014	5.3%
2015	4.6%
2016	4.5%
April 2017	3.6%
13 to 17 Change	- 3.3%

When considering employment, knowing the number of people in your community who are employed and how they get to work is very important. To make appropriate transportation planning decisions, knowing where they work is vital. The majority of workers employed in Knox County live primarily in Knox, Licking and Highland counties. Knox County residents are primarily employed in Knox, Licking and Franklin counties.

3.0 INVENTORY OF EXISTING CONDITIONS



Worker Commute – Where Knox County Workers Commute From



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Knox County Employee Home Location

- Below 1%
- 1 - 5%
- 5 - 20%
- More than 20%
- County Boundary

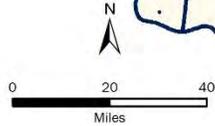
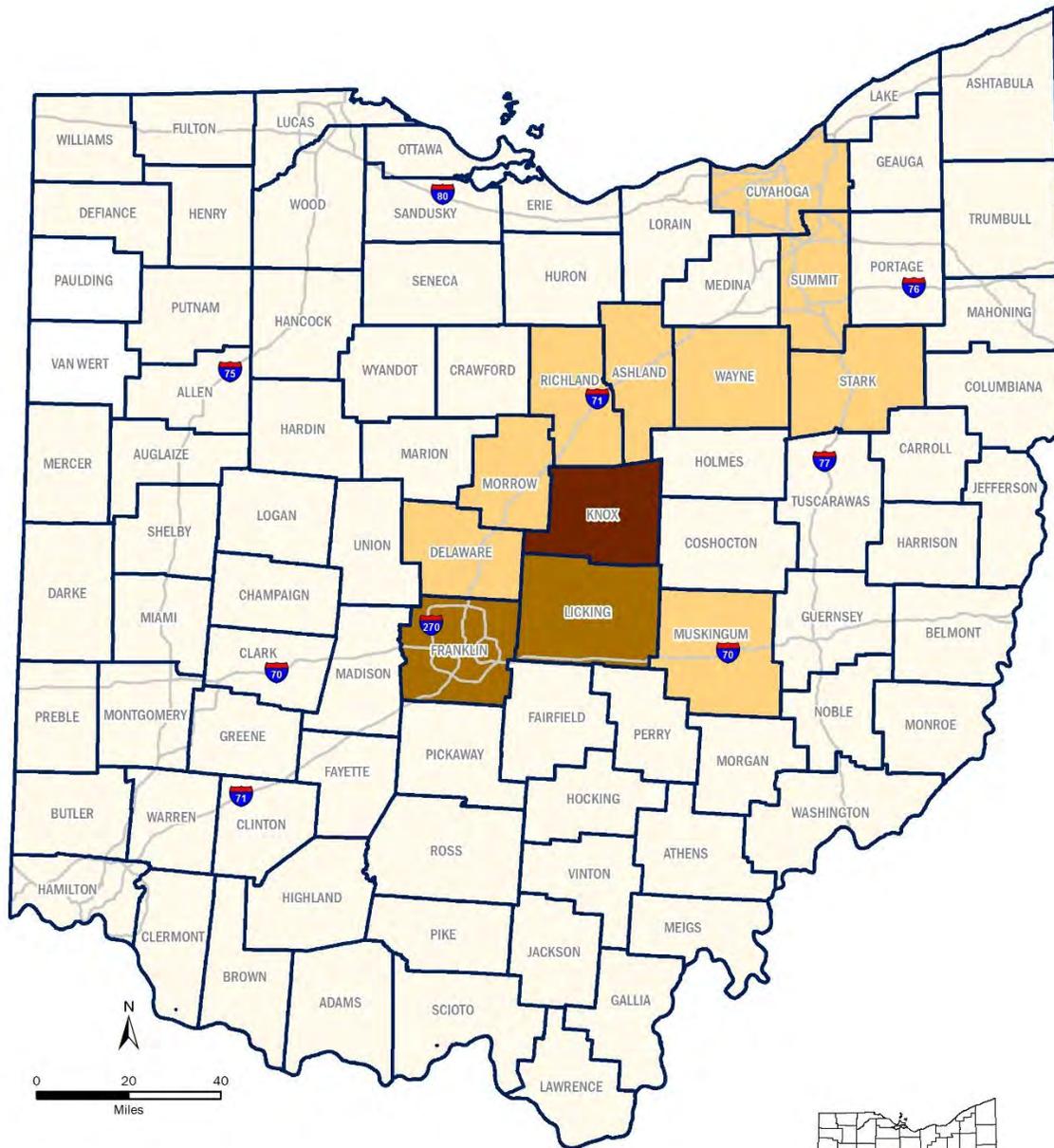
Source: US Census

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_KNO_HomeLocations.mxd
 7/27/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Worker Commute – Where Knox County Residents Commute To



CENTRAL OHIO RURAL PLANNING ORGANIZATION
Knox County Resident Work Location

Below 1%	County
1 - 5%	
5 - 20%	
More than 20%	

Source: US Census

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_KNO_WorkLocations.mxd
 7/27/2017

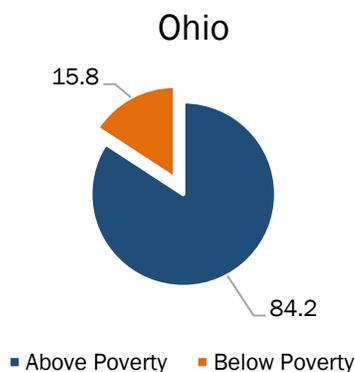
3.0 INVENTORY OF EXISTING CONDITIONS



Income and Poverty

Unfortunately, a low unemployment rate does not mean that there are not residents struggling with poverty in Knox County. According to Census data, the percentage of Knox County residents living below the poverty line in 2015 was estimated to be 15.3 percent. The percentage increased from the 14.6 percent estimated in 2012. However, the rate is comparatively low to that of the state, which is currently 15.8 percent, and neighboring Franklin County, where the percentage is estimated to be 17.5. Minority populations in Knox County appear to make up a disproportionate percentage of those living in poverty. Additionally, 23 percent of those living in poverty are children 18 years of age and under, compared to 22.8 percent at the state level.

In Mount Vernon, the largest jurisdiction in Knox County, 21.2 percent of residents live below the poverty line.



15.3%

of Knox Co. residents
are living in poverty.

28%

of minorities in Knox Co
are living in poverty.

15%

of whites in Knox Co
are living in poverty.

As the percentage of those living in poverty has increased, the median income for Knox County residents decreased. In 2015 the median household income in Knox County was \$48,533, an increase from the estimated \$45,655 in 2010. Knox County's median income is lower than that of the state however, which in 2015 was \$49,429, an increase from the 2010 median income of \$47,358.

3.0 INVENTORY OF EXISTING CONDITIONS



Vehicle Access

Little or no access to reliable personal or public transportation can create a multitude of daily challenges. Of the 18,431 households in Knox County, 8 percent reported no vehicle in the home in 2015. This is the same percentage as the state, which also reported 8 percent that same year. That means just under 1,200 households in Knox County have to plan trips to work, school or medical appointments in advance and may be dependent upon others to make it to any of those. In a county with limited public transit options, this can create real obstacles.

3.2 Land Use / Development

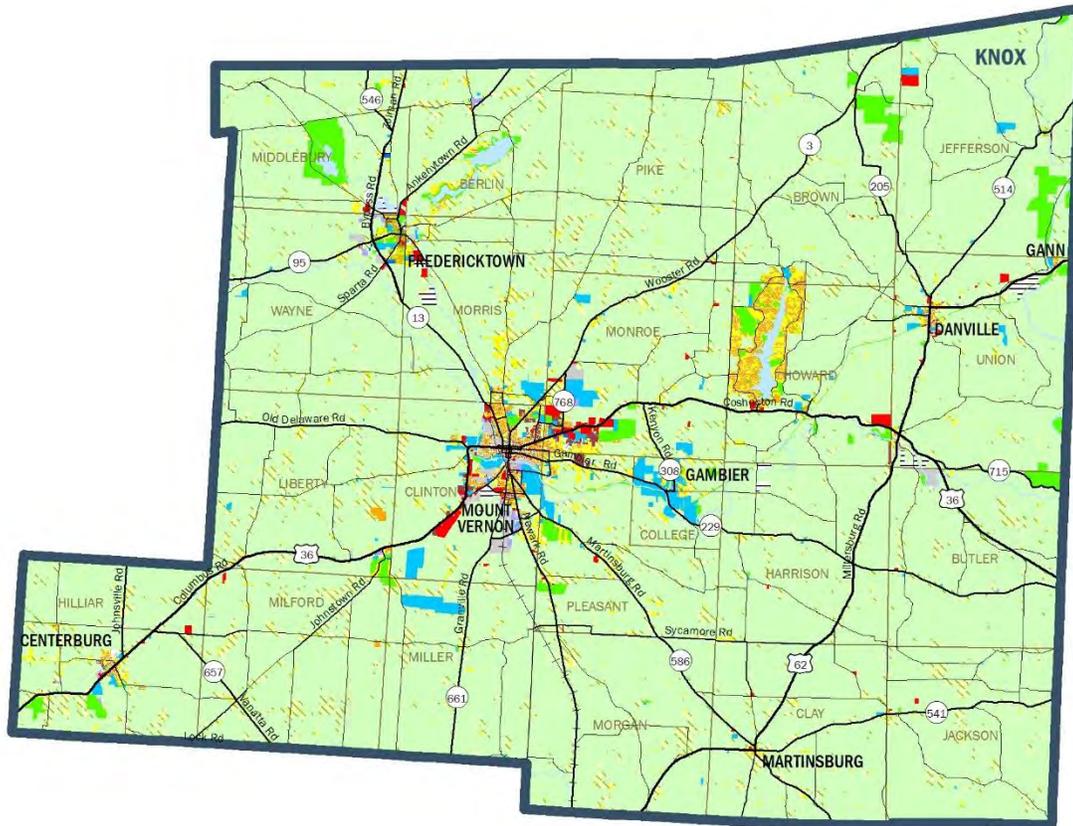
Knox County continues to attract new residents and jobs. Changes to the marketplace include an aging population and an increase in young adults. This typically means there is a desire for multiple transportation options. The way the county develops directly influences the CORPO plan's goals and objectives. Local land use decisions can affect access to amenities, employment and attractions and transportation systems can affect development decisions.

Recognizing how land use decisions affect the quality of place and how well it attracts and retains workers is important. These decisions can support economic opportunity by accommodating business' needs for transportation capacity and reliability. As a part of large metropolitan area, Knox County may benefit from seamless transitions between communities through coordinated development approaches, which would allow the transportation system of roads, bikeways, and pedestrian ways to be continuous for regional connectivity. The following two maps display the existing land uses as well and the various points of interest and for Knox County. (*"Public Spaces" in the points of interest map includes locations such as historical sites, fairgrounds, community and recreation centers, theaters and concert halls, museums and libraries.*)

3.0 INVENTORY OF EXISTING CONDITIONS



Existing Land Use



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Existing Land Use

- | | |
|--|----------------------------|
| Commercial | Res Rural (2-20 acre lots) |
| Office | Agriculture |
| Industrial | Public Service |
| Park/Open Space | Quarry |
| Urban (8-20+ units per acre) | Warehouse |
| Res High Suburban (3-8 units per acre) | Vacant |
| Res Suburban (0.5-3 units per acre) | Water |
| | CORPO County |
| | Township Boundary |

Source: MORPC, 2014

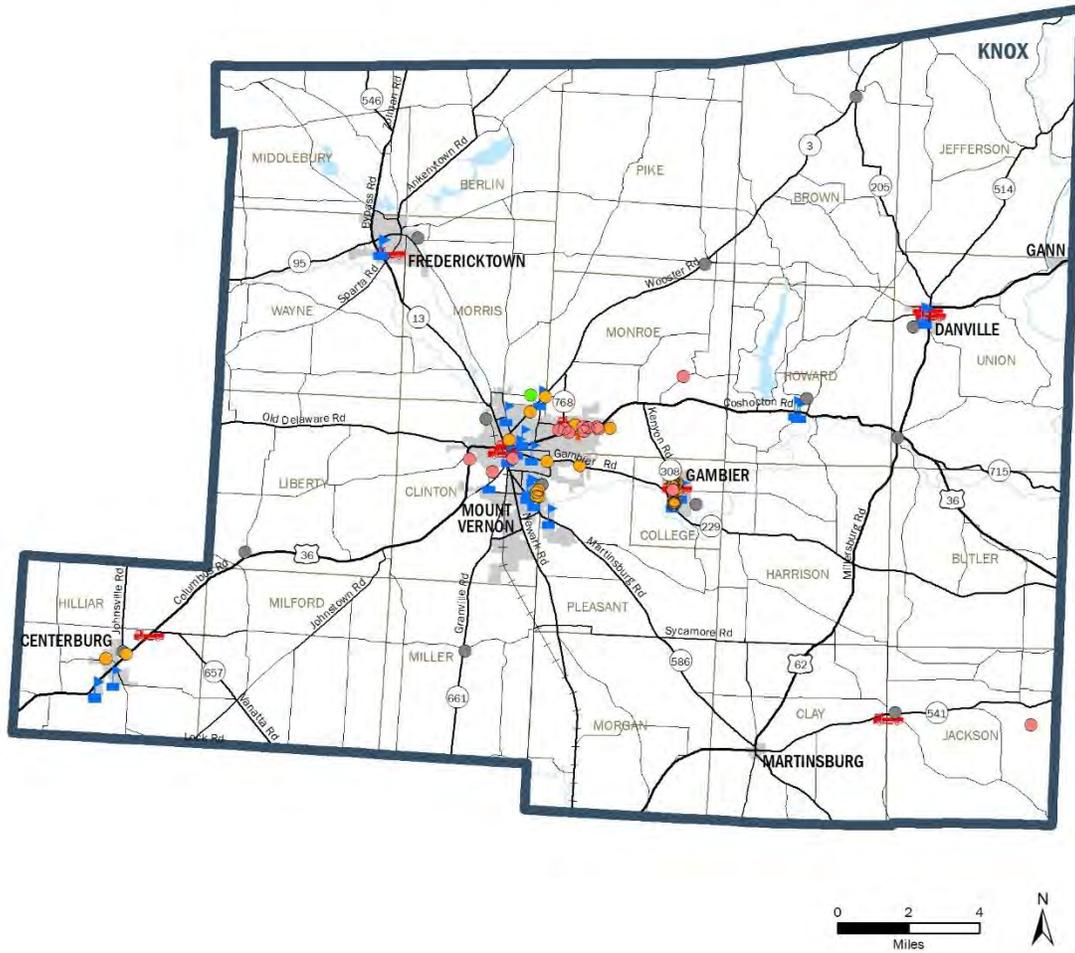


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_KNO_LU.mxd
 6/20/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Points of Interest



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Points of Interest

- Commercial
 - Education
 - + Emergency Response
 - Group Quarters
 - Industrial
 - + Medical
 - Public Places
 - CORPO County
 - Township Boundary
- Source: MORPC, ODOT



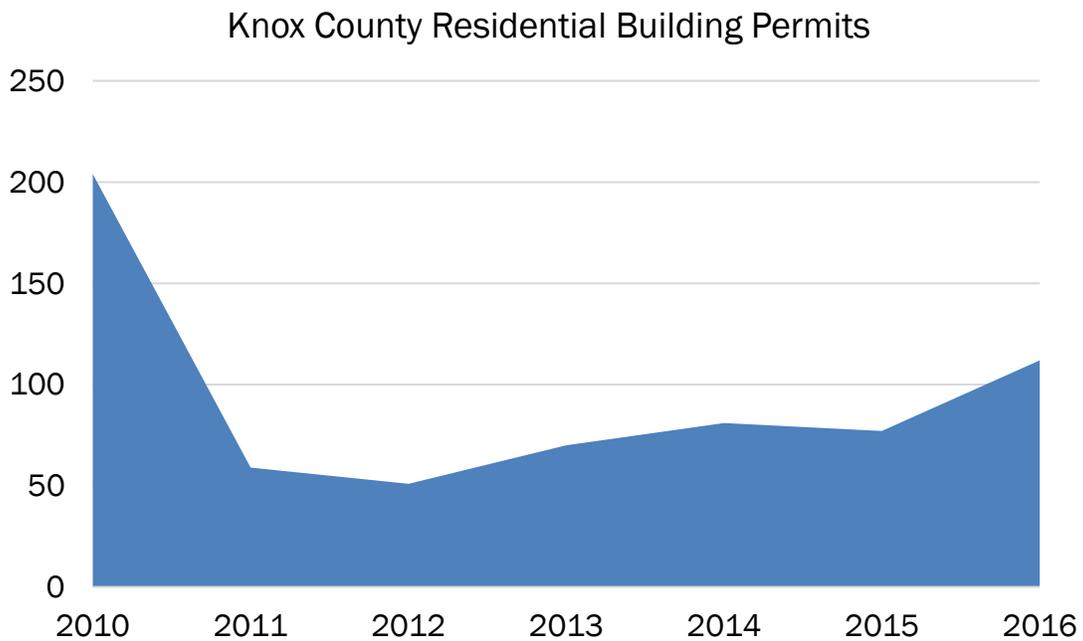
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_KNO_POI.mxd
 6/19/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Residential Permits

One way to track an area's growth is to look at the number of building permits being requested. This data is not always reliable as it is based on whether or not a locality is reporting these permits to the Census. Utilizing data from *Censtats* (US Census), it is safe to suggest that Knox County's annual number of requested building permits has fluxuated. Since 2010 there has been at least a - 45 percent decrease in annual Census reported residential permits in Knox County but has been trending upward since 2011.



3.0 INVENTORY OF EXISTING CONDITIONS



3.3 Current Transportation Network

The purpose of Knox County's transportation system is to safely accommodate the travel needs of its users. Knox County's transportation system is made up of several components or sub-systems that should be seamlessly connected to provide fluid movement of people and goods across the system and the region. These include roadways, transit, railroads, bikeways, pedestrian facilities, and the unique intermodal facilities that interface these surface modes with ground and air freight. These components each serve their own particular role in moving people and goods throughout the region. This section describes these individual systems and intermodal connections that make up the county's surface transportation system.

Non-personal vehicle modes serve the transportation needs of few Knox County residents. However, the need and demand for transit and bikeways is changing in response to both underlying demographic changes in central Ohio's population and cultural preferences. Changing cultural preferences for transportation are evident from foreign born populations, younger and older generations. Recently, these populations have expressed a desire to live in communities with access to transit and that are pedestrian and bike friendly.

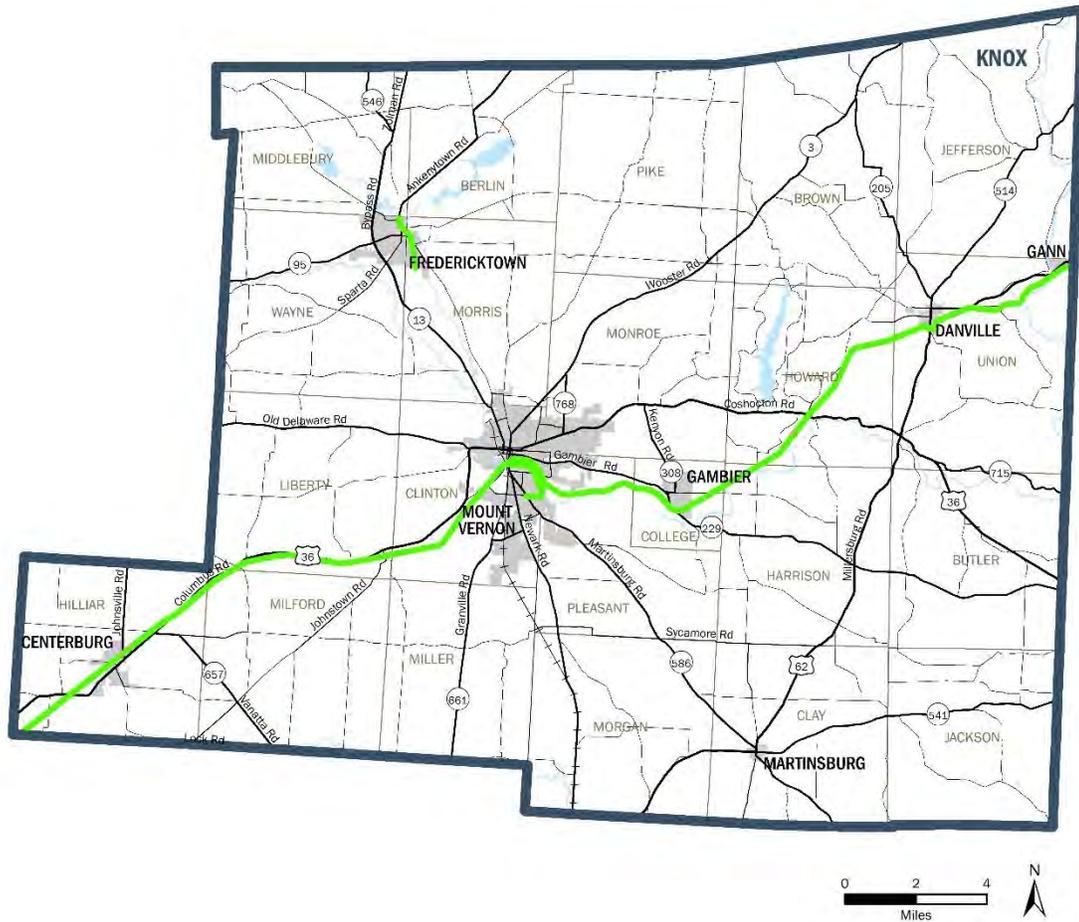
Individuals may be unable to afford a motor vehicle, or lack the ability or interest to drive. Public transit and adequate bike and pedestrian paths may provide the only independent means of transportation. These modes preserve the connection to work, daily living needs, medical appointments and other destinations. For riders of choice, alternative transportation options may offer a more convenient, economical and or environmentally friendly choice over other modes of transportation. The very presence of convenient and accessible alternative transportation options may help attract and retain a skilled workforce and enhance the quality of life.

The first of the following two maps displays the functional classification system of roadways in Knox County. Roadways are classified based on the role and function each roadway serves within the larger system. Interstates and expressways have very limited access and carry a high volume of vehicles making regional trips. Arterials primarily provide mobility, but also provide access to abutting land uses, unlike interstates and expressways. Collectors carry lower volumes of traffic and provide more access points to local roads and destinations. Local roads generally are not intended for long distance travel. Their main function is to provide access to homes and businesses. For this reason, the information and projects presented in the CORPO plan focus on interstates, expressways, arterials, and collectors only, as they make up the most important roadways in the roadway network. The second map displays bike and pedestrian paths within Knox County.

3.0 INVENTORY OF EXISTING CONDITIONS



Bike and Pedestrian - Existing



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Regional Trails and Bikeways

- Existing
- CORPO County
- Township Boundary



Source: MORPC, Local Governments

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_KNO_Bike.mxd
 2/20/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Travel Demand Management Services

Limited funding for expanded highways, unstable fuel prices, increased congestion, and concern for our air quality emphasize the need for reducing driving alone in urban and suburban areas. For many years now, transportation demand management (TDM) strategies have shown effectiveness in reducing traffic congestion and environmental pollution caused by motor vehicles.

Managing transportation demand should not be relegated to just urban areas. The TDM strategies and projects focus on the opportunities to rideshare, use transit, bike, or walk to meet some of the travel needs of the region. Alternatives that reduce travel demand also include telecommuting and alternate work schedules that compress the work week or allow for commuting at non-peak hours. The table below outlines the modes Knox County commuters utilize.

Knox County Gohio Commuter Data	
Year	2015 5YR ACS
Total Commuters	27,444
Drive Alone	78%
Alternative	22%
Carpool	10%
Transit	0.3%
Walk	4.9%
Telecommute	5.5%
Other	1.4%

Due to decades of sprawling urban and exurban growth, Central Ohio commuters have become primarily dependent on the vehicular transportation. Knox County, which is a primarily rural area, is no exception to this. Of the nearly 28,000 commuters in Knox County, 78 percent drive alone and 22 percent utilize an alternative method. This percentage may seem high, but comparatively, 81 percent of commuters in Franklin County, a larger and more urbanized county with 25 times the number of commuters, 81 percent are driving alone while 19 percent utilize alternative transportation options. For example, 10 percent of commuters in Knox County participate carpool services alone.

3.0 INVENTORY OF EXISTING CONDITIONS



Travel Demand Management Services – Continued

In order to identify the needs of people with mobility access issues, local governments develop coordinated public transit - human services transportation plans, or ***Coordinated Plans***. The purpose of coordinated plans is to identify community resources for transportation and mobility, understand the gaps and unmet needs within those resources and to determine the approach to addressing those gaps and unmet needs. Although ODOT does not require local governments to produce a coordinated plan, it is required for eligibility for the Federal Transit Administration's Section 5310 program funds. The purpose of the 5310 grant program is to enhance the mobility of seniors and individuals with disabilities. Private nonprofit organization or state or local governments may apply for the grant if they are approved to coordinate services for senior and individuals with disabilities. ODOT makes 5310 project selections for small and rural Ohio counties. Therefore, ODOT must ensure that coordinated plans are in compliance with federal transit law. ODOT encourages coordinated plans to go beyond the requirements of Section 5310 funding to include analysis of needs and development projects to address the mobility needs of the general public.

Knox County completed a coordinated plan in April 2017.

3.0 INVENTORY OF EXISTING CONDITIONS

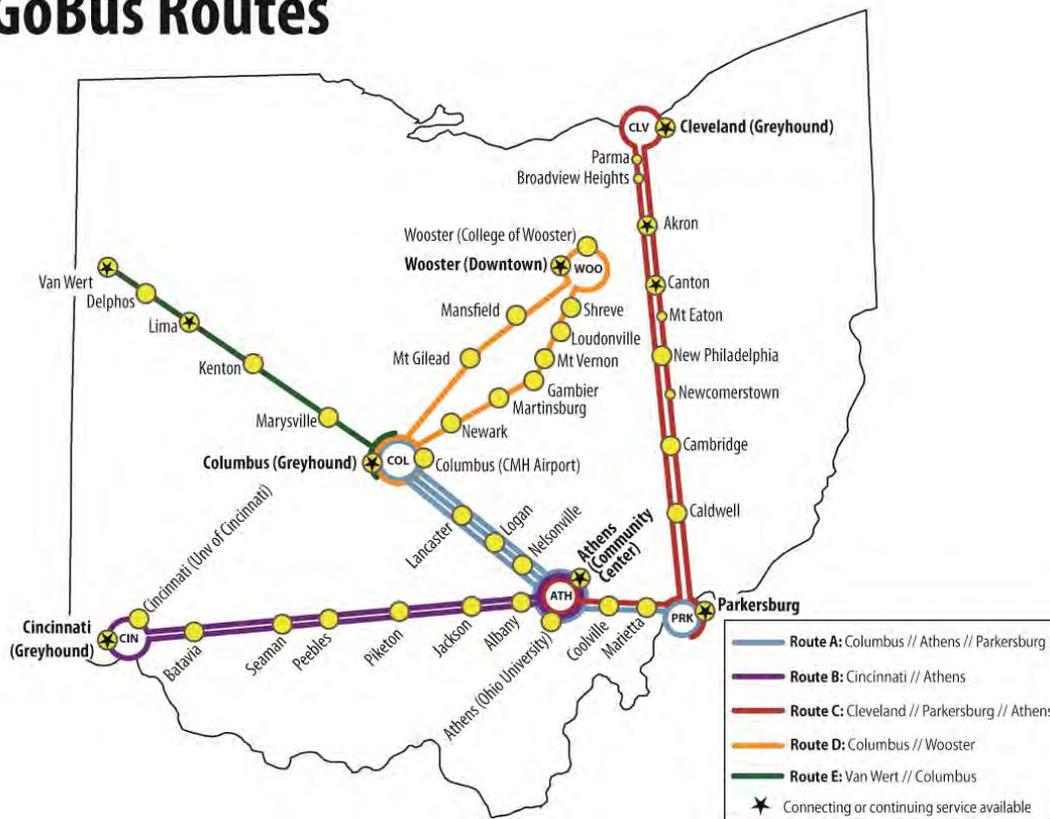


Transit Services

Transit services in Knox County are provided by the Knox Area Transit (KAT). Currently Knox Area Transit provides on-demand and scheduled shuttle service within the City of Mount Vernon. Rural or out of county transportation services are provided for a fee. Fares ranges from \$4.50 to \$7.50 for on demand services while the shuttle fare is \$1.00 and \$0.50 for the disabled and the elderly.

Rural inter-city bus service is provided by Gobus. This service is designed to address low cost and geographically accessible intercity bus transportation needs of the entire state by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. Funding for the rural inter-city bus is administered by ODOT, and the service is currently operated by Baron Bus Lines.

GoBus Routes



3.0 INVENTORY OF EXISTING CONDITIONS



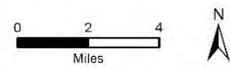
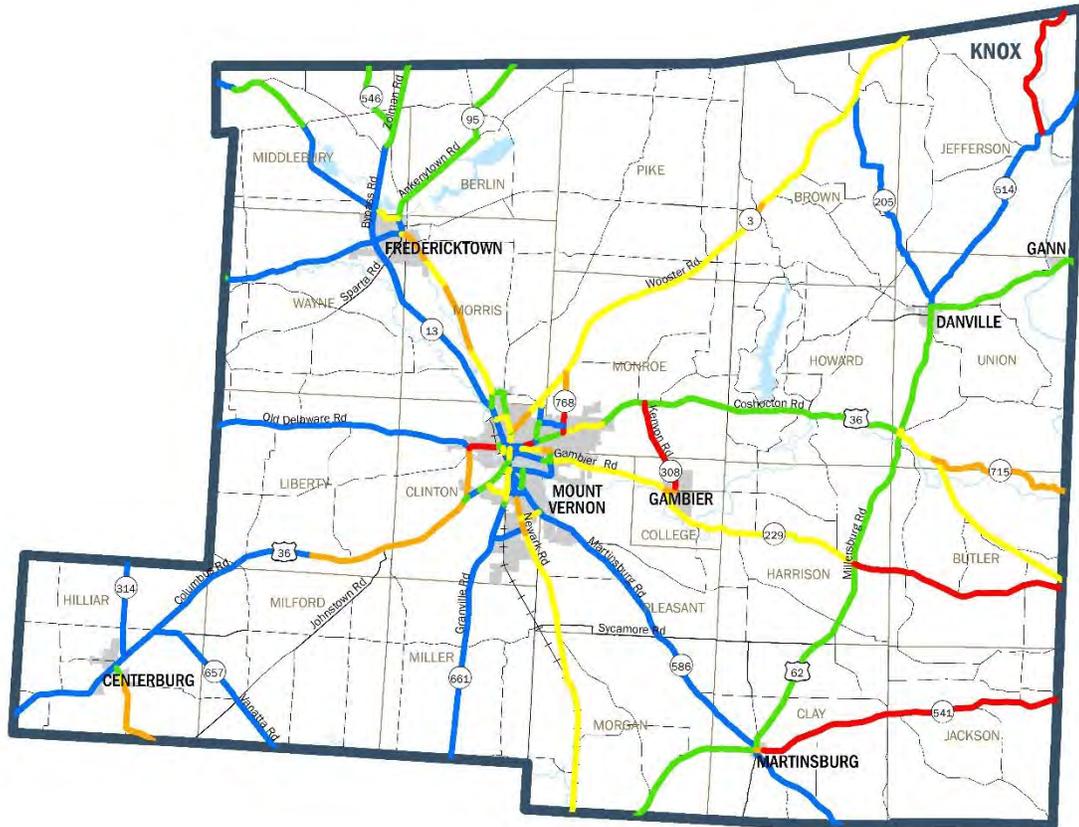
Transportation Infrastructure Conditions

Understanding the physical condition of a transportation is vital to resource management and the two following maps display the physical condition of both the roadway network (pavement) and bridges in Knox County. Please see Appendix 6C for additional maps.

3.0 INVENTORY OF EXISTING CONDITIONS



Transportation Infrastructure Conditions



CENTRAL OHIO RURAL PLANNING ORGANIZATION
Pavement Condition Rating

- Below 56 Poor
 - 57 - 65 Fair to Poor
 - 66 - 75 Fair
 - 76 - 90 Good
 - 91 - 100 Very Good
- CORPO County
 Township Boundary
- Source: ODOT

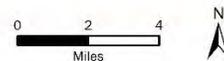
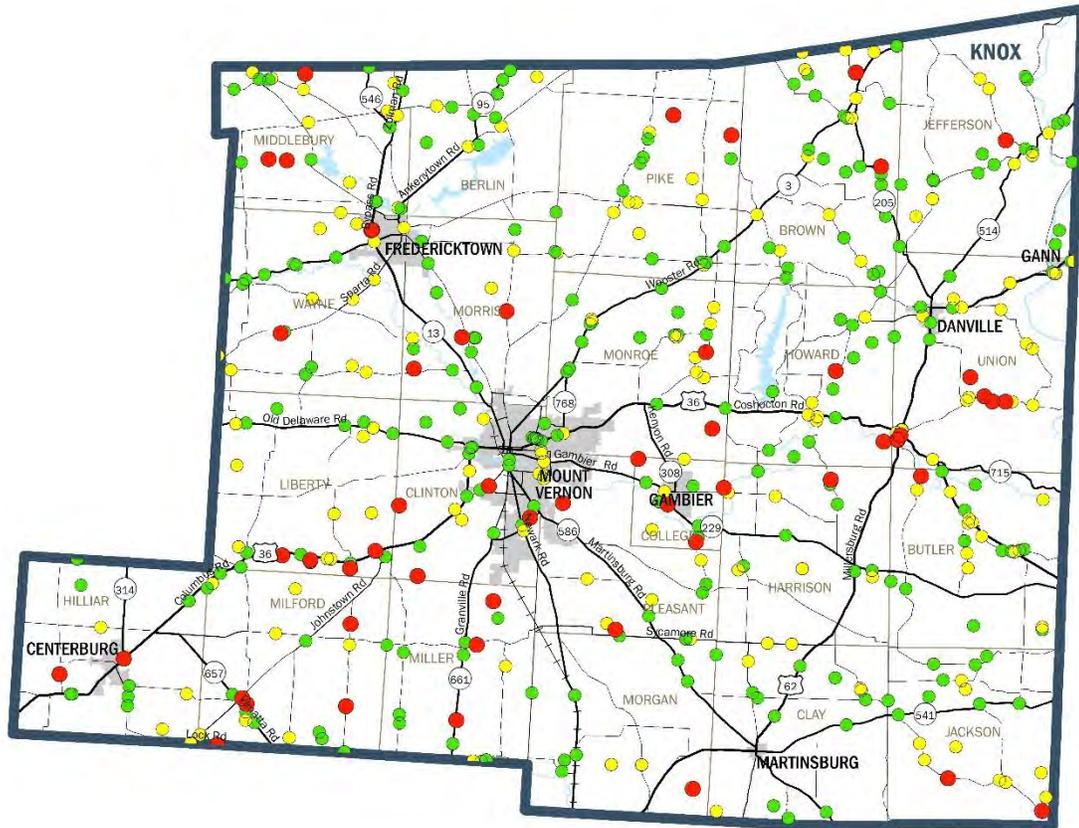


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_KNO_PCR.mxd
 2/14/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Transportation Infrastructure Conditions Cont.



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Bridge General Appraisal

- 0 - 4 Likely Needs Replaced
- 5 - 6 Likely Needs Maintenance
- 7 - 9 Good
- CORPO County
- Township Boundary



Source: ODOT

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_KNO_bridge.mxd
 2/14/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Freight

Goods are moved, transferred, and distributed from Knox County to destinations across the United States and around the world. Whether by truck, rail, or air, Knox County's efficiency in the movement of goods is an important part of the region's economic competitiveness, trade, and commodity flow. Knox County and our region's economy as a whole have benefited from its multimodal transportation assets for many decades. Today, Knox County is home to an airport and is crossed by arterial rail corridors as well as US 36 and SR 13. State Route 13 provides access to Interstate 71. Knox County is strategically located within a 10-hour truck drive of 47 percent of the United States population and 61 percent of its manufacturing. The first of the following four maps details freight related infrastructure in Knox County.

Congestion

There are a couple of aspects of the roadway system condition to consider. First is the physical condition – are the roadways and bridges in good repair? Section 3.3 outlined that aspect. Second, how does the roadway operate in terms of level of congestion? Using average daily traffic count data as well as travel time data covering all weekdays of 2016 except federal holidays. CORPO was able to map traffic volumes as well as congested areas within Knox County. The second, third and fourth of the following maps display the, average daily traffic volumes and the percentage of congested days, separated into AM and PM periods.

The percentage of congested days is identified if the travel time in at least three 5-minute intervals during the peak period of the day considered is 50 percent greater than the travel time under free-flow condition. That means, for at least fifteen minutes each AM or PM period, travelers would spend more than 50 percent extra travel time on the segment. The percentage of congested days is then calculated by dividing the total number of congested days by the total numbers of the non-federal-holiday weekdays in the period of interest.

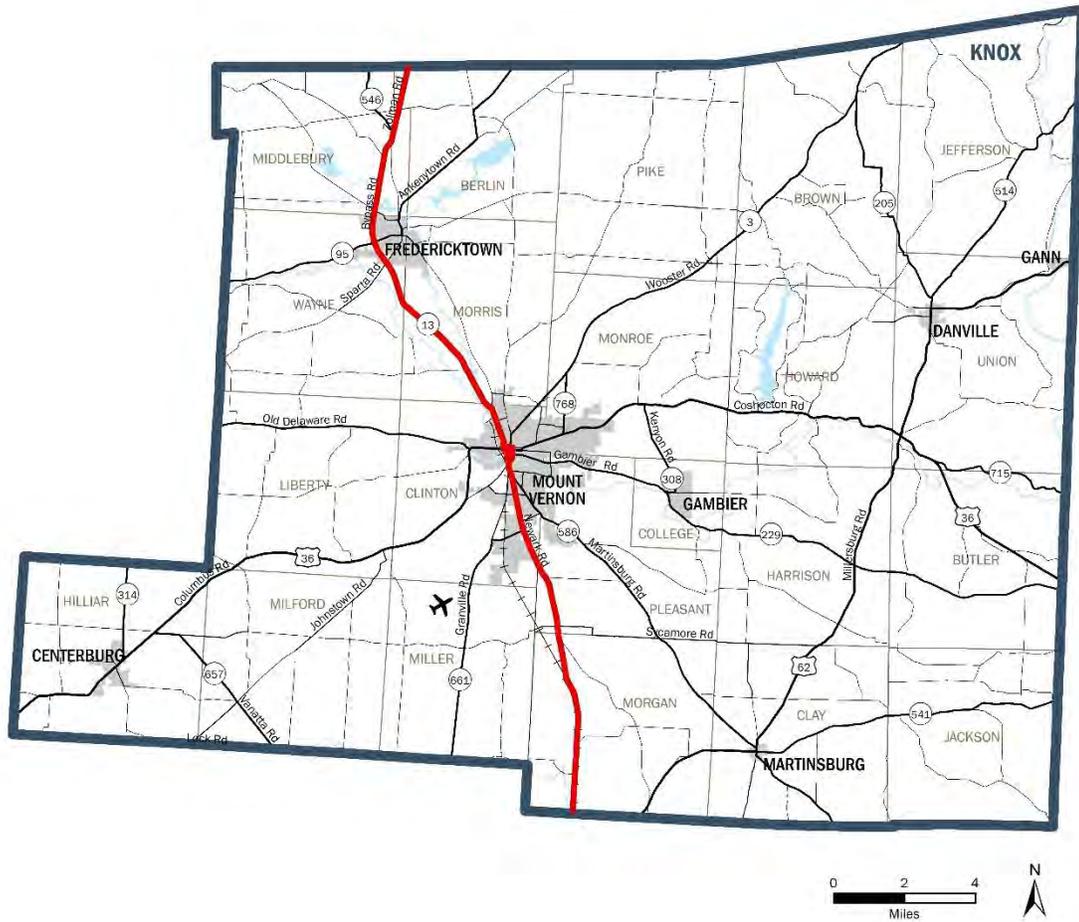
Basically, this “percentage” measure can be interpreted approximately as below:

<=20%:	1 day or less per week
20 – 60%:	2 to 3 days per week
> 60%:	3 + days per week

3.0 INVENTORY OF EXISTING CONDITIONS



Freight



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Freight

- Airport
- CORPO County
- Township Boundary
- National Highway System
- Railroad

Source: ODOT

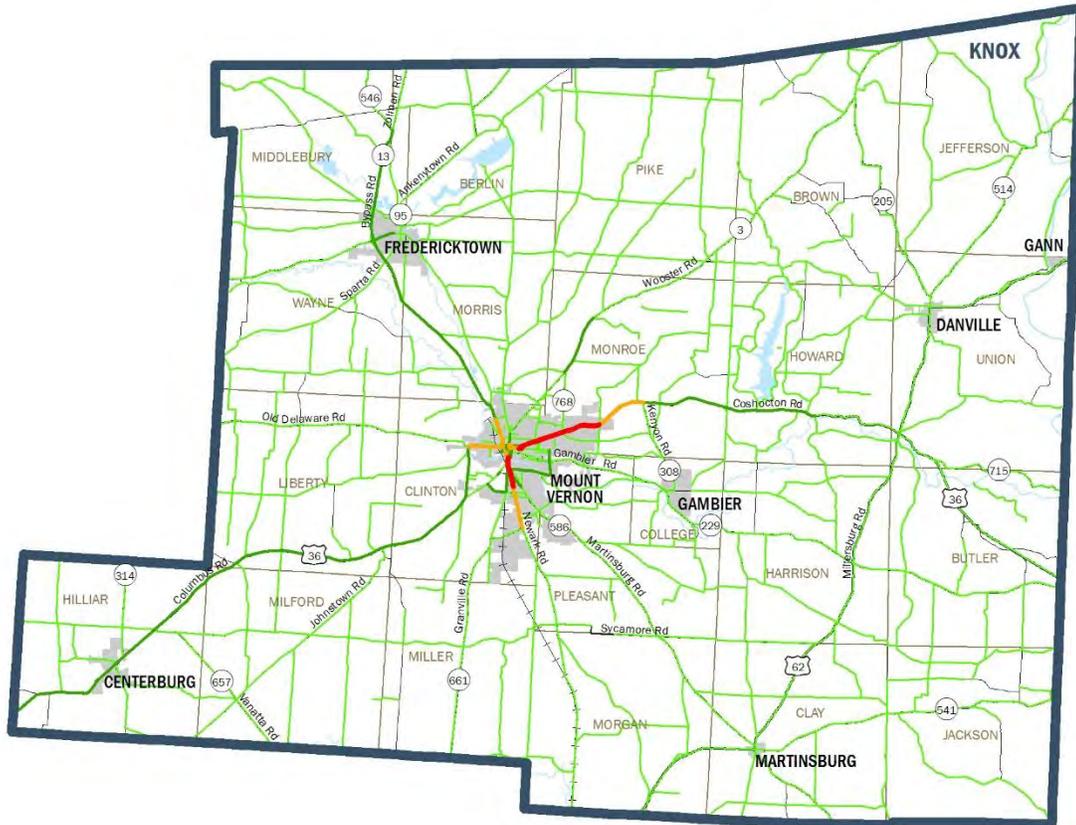


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_KNO_freight.mxd
 1/23/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Volumes



CENTRAL OHIO RURAL PLANNING ORGANIZATION 2015 Average Daily Traffic Range

- < 5,000
 - 5,001 - 10,000
 - 10,001 - 15,000
 - 15,001 - 30,000
- CORPO County
 - Township Boundary



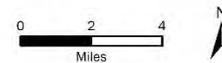
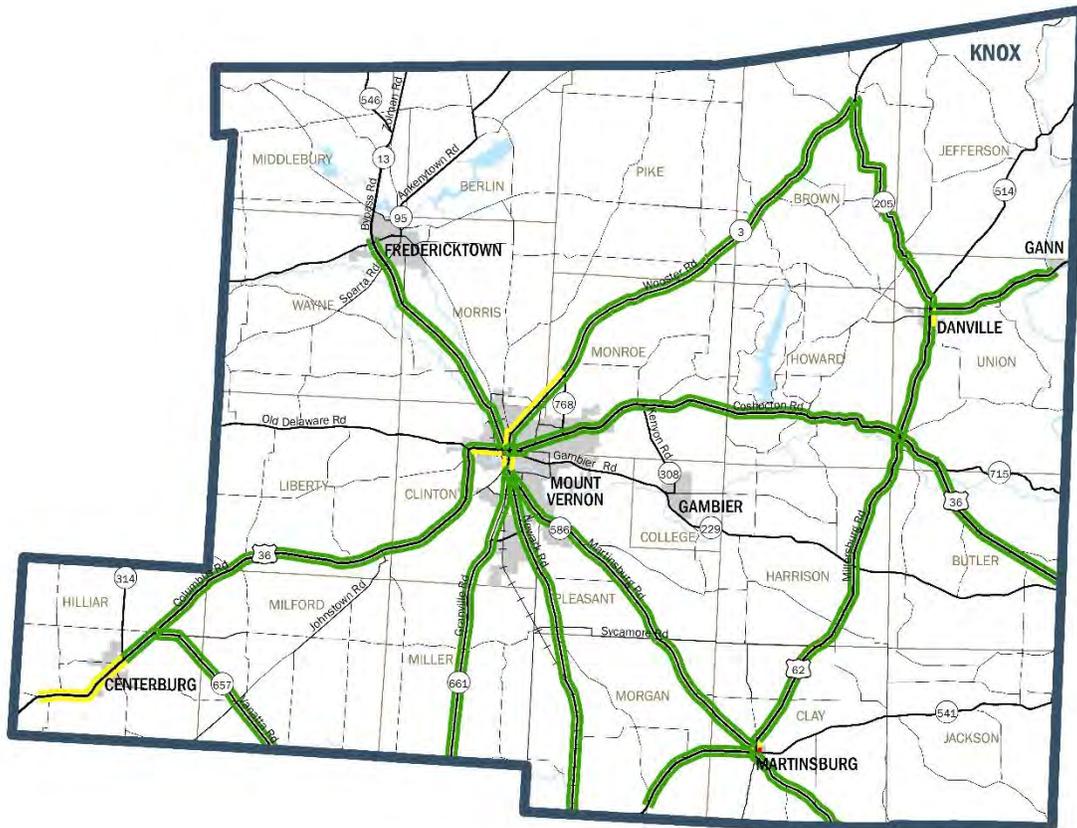
Source: ODOT TMS 2015

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPO\CORPO_KNO_TrafficVol.mxd
6/28/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Congestion – 6:00 – 9:00 AM



CENTRAL OHIO RURAL PLANNING ORGANIZATION

% Days Congested 2017 AM *

- <= 20% (< 1 day per week)
- 20 - 60% (2-3 days per week)
- > 60% (3+ days per week)
- CORPO County
- Township Boundary

* Congestion: more than 50% extra travel time

Source: INRIX Travel Time data

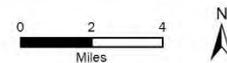
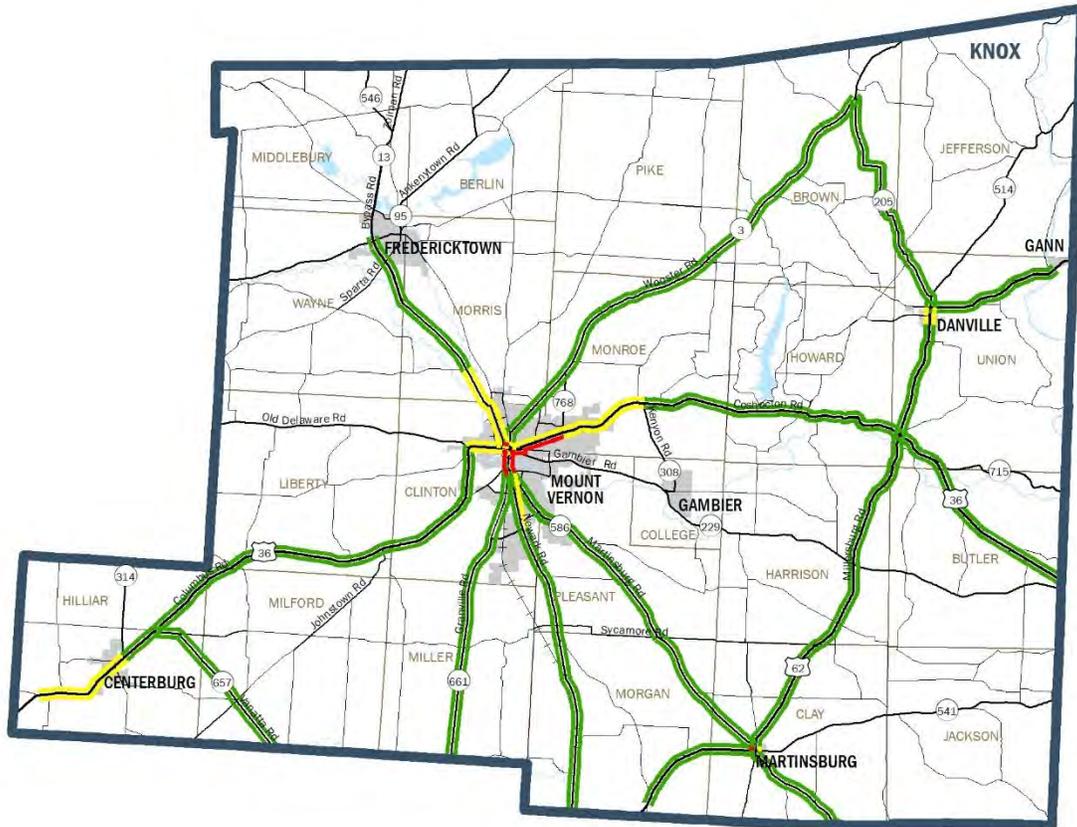


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_KNO_CongestionAM.mxd
 3/29/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Congestion – 3:30 – 6:30 PM



CENTRAL OHIO RURAL PLANNING ORGANIZATION

% Days Congested 2016 PM *

- <=20% (< 1 day per wk)
- 20 - 60% (2-3 days per wk)
- > 60% (3+ days per wk)
- CORPO County
- Township Boundary

* Congestion: more than 50% extra travel time

Source: INRIX Travel Time data



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_KNO_CongestionPM.mxd
 10/3/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Safety - (Please reference the summary and table on the following page.)

The primary function of a transportation network is to move people and goods from their origin to destination as safely as possible. If a network is unsafe, its utility is greatly diminished. One way to determine which areas of the network may have a safety issue or where these issues may one day arise is to collect and analyze crash data. Please see the Knox County Safety Summary on the next page.

Safety – Crash Statistics

Unlike state and national trends, the number of reported crashes and fatal crashes in Knox County has decreased in recent years. In Knox County, from 2012 to 2016, the total number of crashes decreased by -11 percent. However, the total number of fatal crashes in Knox County increased from 3 in 2012 to 7 in 2016. On the other hand, the number of crash resulting injuries in Knox County decreased by -9 percent and crashes resulting in property damage decreased by -12 percent.

Safety – Occupant Statistics

The table below outlines the crash related occupant statistics for Knox County between 2012 and 2016. There is was a 4 percent increase in the injury rate from 2012 to 2016.

Safety – Crash Locations and Types

Utilizing crash data collected by both the Ohio Department of Transportation and the Ohio Department of Public Safety, high crash areas of the transportation network are able to be identified. These areas are potential areas of focus for safety improvements.

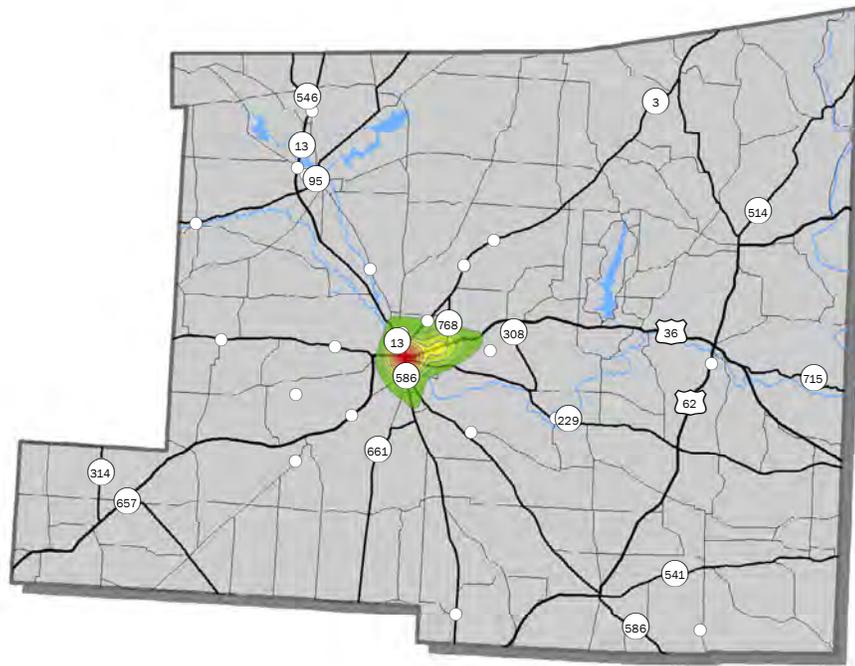
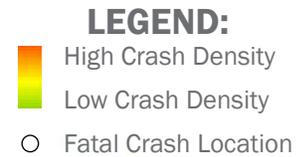
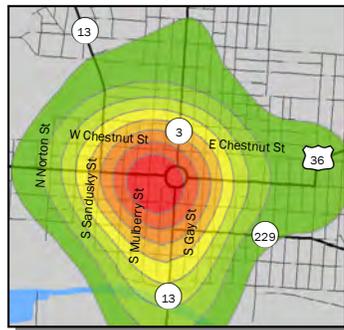
Identifying these locations will allow law enforcement, emergency responders, transportation officials, government and the general public to target them directly through strategies and planning. The map reflects the denser area of Knox County, such as Mount Vernon, busy intersections like that of US 36 and SR 768 and where SR 13 and 586 meet in the southern side of Mount Vernon.

Safety – Rail Crossings

In many areas of the county, different modes of transportation converge. These areas can present significant safety challenges, especially where railroads cross roadways. CORPO with assistance from ODOT has compiled a list, identifying and ranking rail crossings in the county that may be in need of safety improvements. These crossings may be eligible for non-local funds intended to improve safety related infrastructure such as signals, gates and grade. Please reference the full list of identified rail crossings in the appendices.

RELATIVE COUNTY CRASH DENSITY & SAFETY SUMMARY (2012 - 2016):

KNOX COuNt y



CRASH TRENDS BY YEAR (2012 - 2016)

YEAR	CRASH STATISTICS				INJURY RATE	TRUCK-INVOLVED CRASHES	OCCUPANT STATISTICS				
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes			Fatalities	Serious Injuries	Minor Injuries	No Visible Injuries	Total Injuries
2012	3	347	1,088	1,438	24.3%	100	4	75	223	196	498
2013	2	298	944	1,244	24.1%	69	3	60	188	178	429
2014	6	310	1,063	1,379	22.9%	76	6	73	174	212	465
2015	6	297	877	1,180	25.7%	76	6	49	171	197	423
2016	7	316	959	1,282	25.2%	60	8	55	193	206	462
5-Year Total	24	1,568	4,931	6,523	24.4%	381	27	312	949	989	2,277
Annual Average	4.8	313.6	986.2	1,304.6	24.4%	76.2	5.4	62.4	189.8	197.8	455.4
Percent Change (2012 to 2016)	133%	-9%	-12%	-11%	4%	-40%	100%	-27%	-13%	5%	-7%

Notes

- Shaded orange cells indicate the year with the highest value for each respective column.
- Injury Rate is calculated using the following formula: $[(\#Fatal\ Crashes + \#Injury\ Crashes) / Total\ Crashes]$

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



4.1 Population and Employment

Population Projections

One of the ways to predict the stresses a transportation system will endure in the future is to determine the number of people currently living and working in the region and how many will be in the future. Getting an idea of future population gains or losses will assist local governments in responding to these changes. An increase in population typically means more daily commuters on the County's roadways, transit system and trails. More people also mean that there will be an increased demand for goods and services, therefore an increase of trucks on the roads.

According to estimates developed by MORPC, Knox County's total population is expected to remain relatively stable. The county's population is expected to decrease slightly by 2040. Knox County's 2015 population was 60,973 while the 2040 population is projected to be 59,983. This is a 2 percent decrease in population over 25 years in Knox County. This percentage is comparable to the State's population, which is only expected to grow by one percent. Nearby Franklin County is expected to grow by 32 percent.

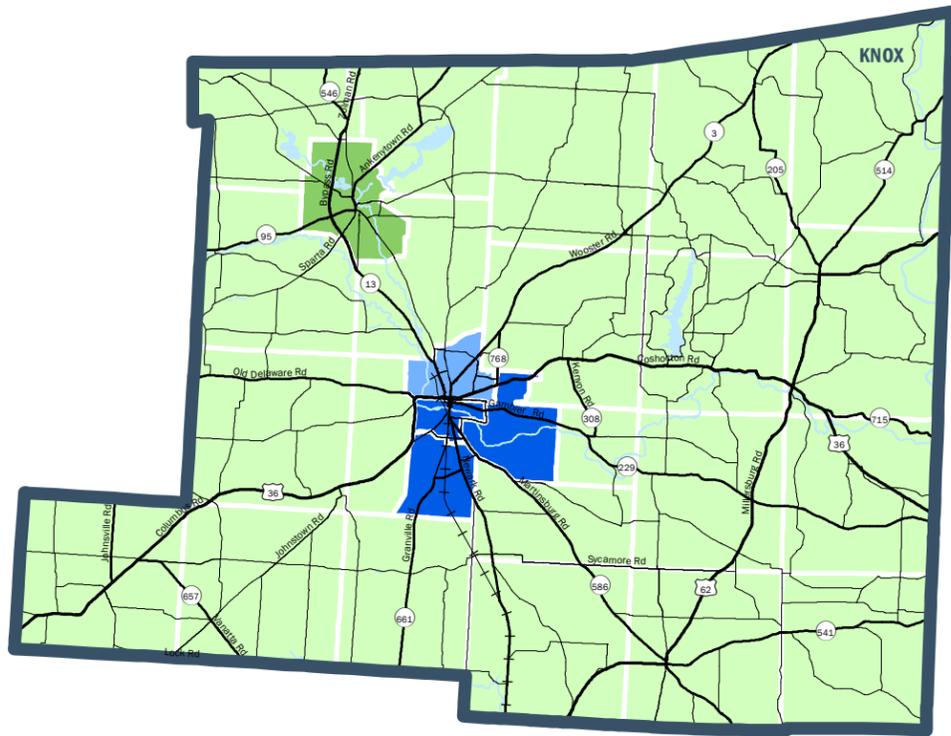
Year	Knox Co.	Ohio	Franklin Co.
2015	60,973	11,549,120	1,250,269
2040	59,983	11,679,010	1,648,891
10 to 40 % Change	-2%	1%	32%

Workforce & Employment

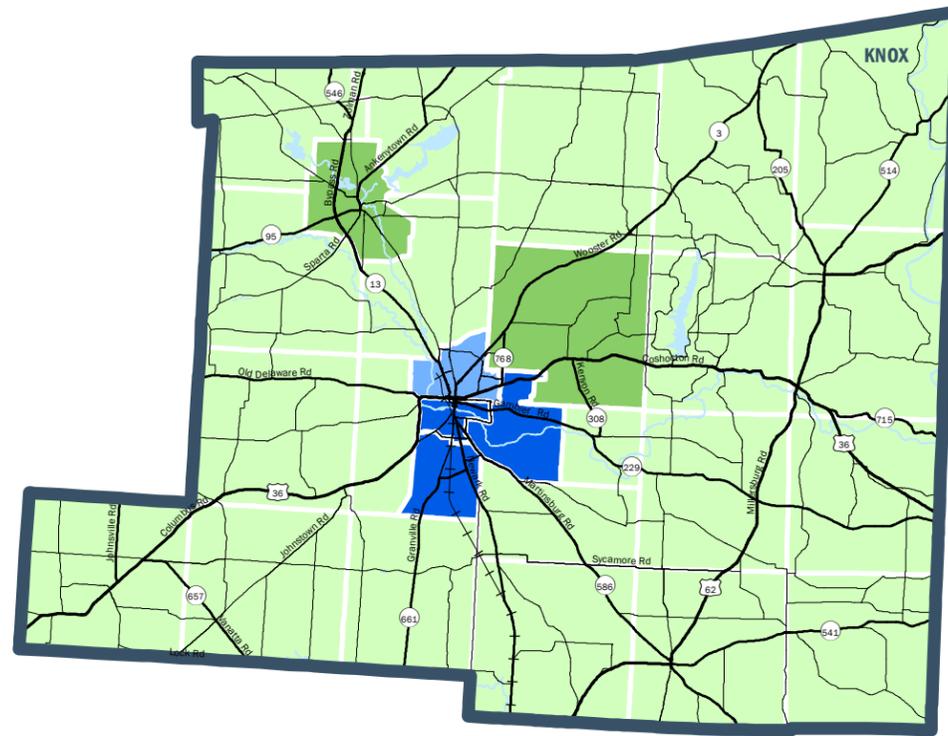
A decrease in population does not imply that there will be a decrease in workforce and jobs. Projections for Knox County indicate that there will be an increase in both. The workforce population living within Knox County and the number of jobs located within the county are both projected to increase by 22 percent by 2040. To better visualize how an increase in workers and jobs will affect the county, they were distributed into Statewide Transportation Analysis Zones (TAZ).

The following series of maps reflect possible future outcomes in the county.

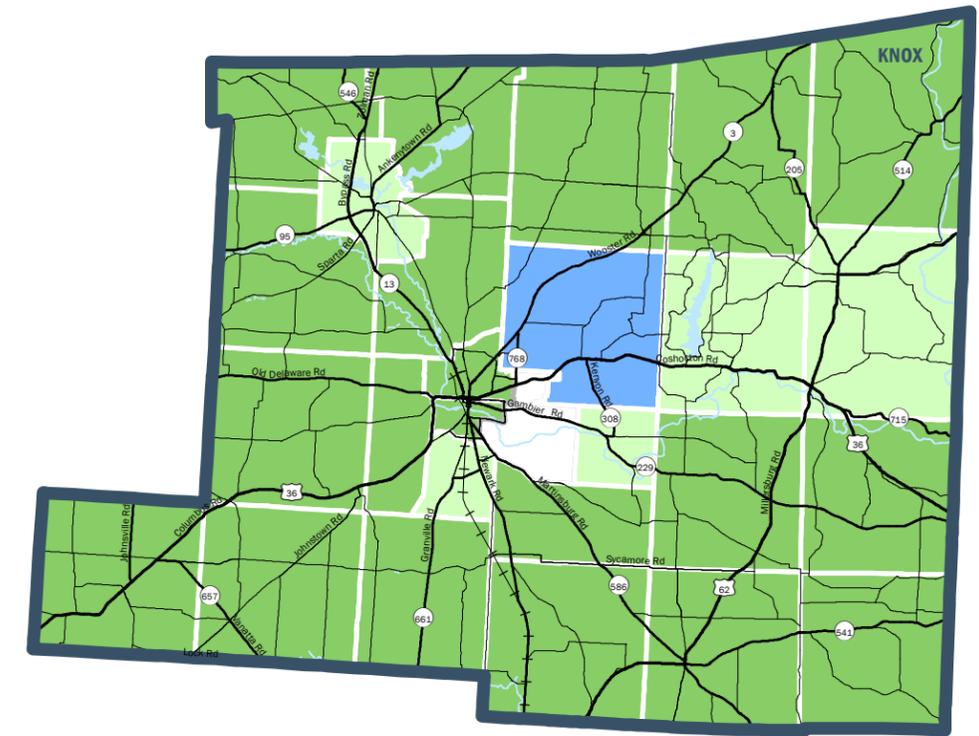
2015 Jobs



2040 Jobs



2015-2040 Job Growth



Total Jobs by TAZ

- 0 - 1,000
- 1,001 - 2,000
- 2,001 - 3,000
- 3,001 - 6,000
- 6,001 +

Total Jobs by TAZ

- < 1,000
- 1,001 - 2,000
- 2,001 - 3,000
- 3,001 - 6,000
- 6,001 +

Job Growth by TAZ

- <-1
- 0 - 100
- 101 - 500
- 501 - 1,500
- 1,501 - 3,000
- 3,001 +

Knox County - Total Jobs

2015: 19,660
 2040: 23,900
 Growth: 4,240



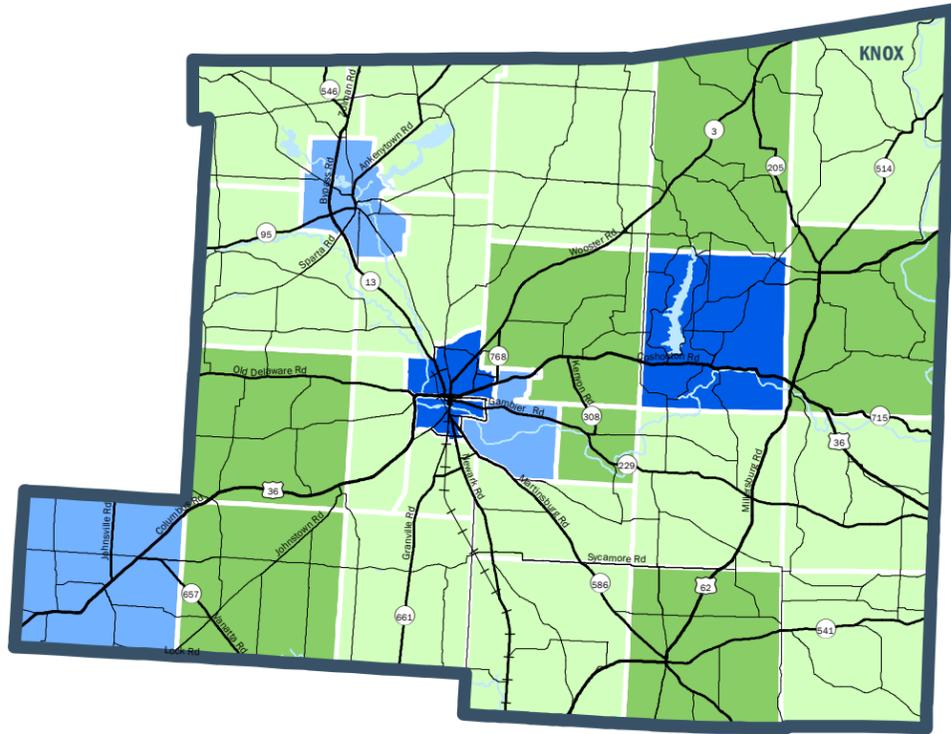
CENTRAL OHIO RURAL PLANNING ORGANIZATION



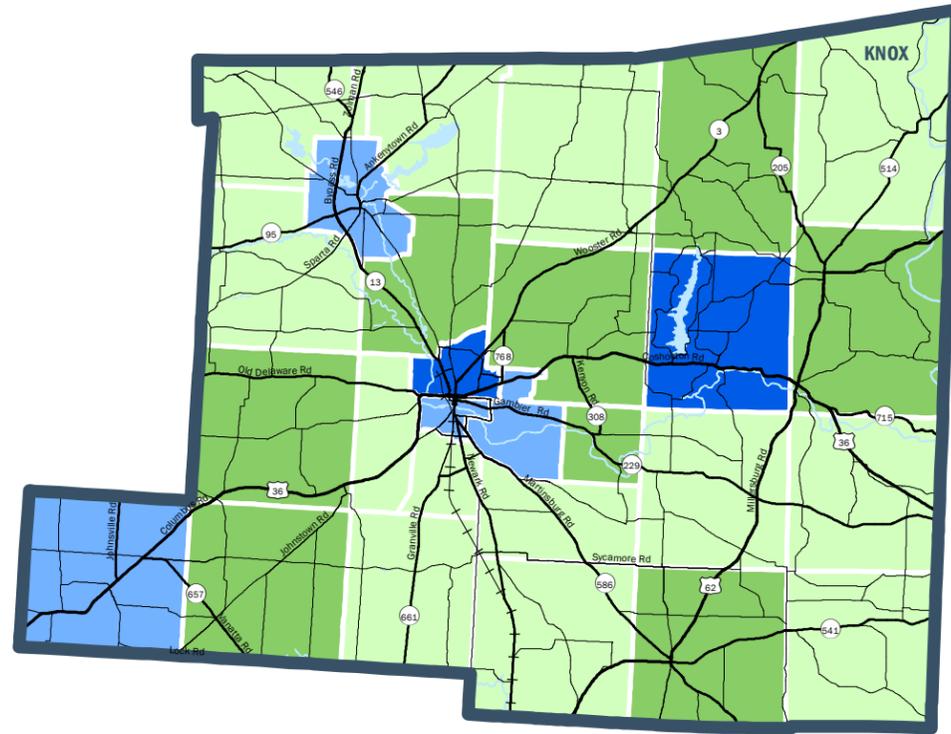
Source: MORPC

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_KNO_Job_15_40_swTAZ.mxd
 2/16/2018

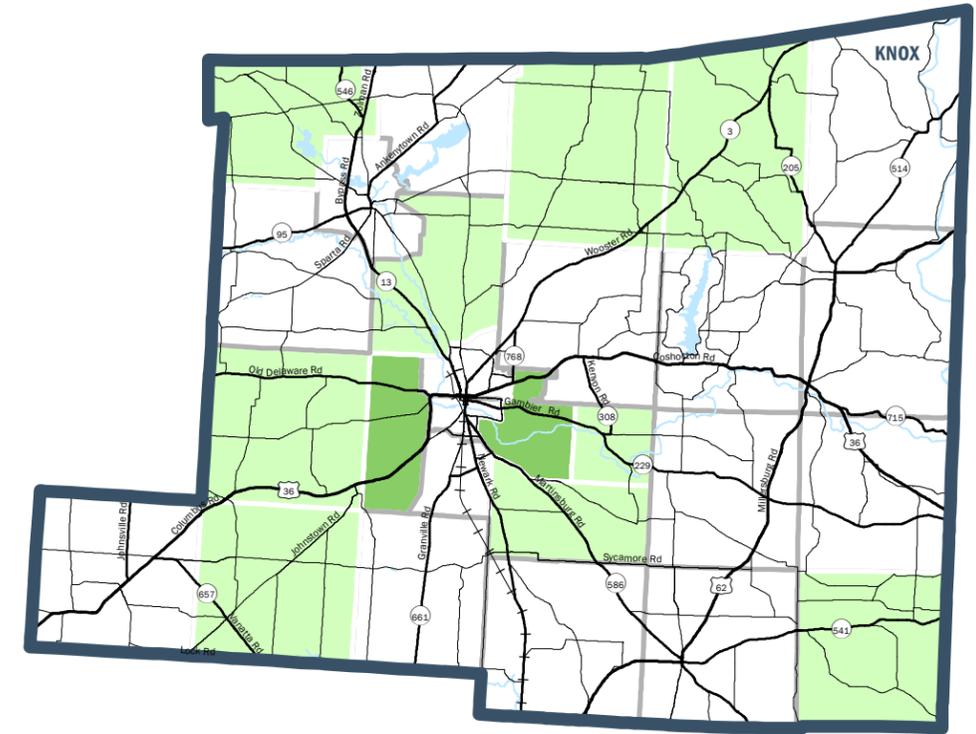
2015 Population



2040 Population



2015-2040 Population Growth



Total Population by TAZ

- < 1,500
- 1,501 - 3,000
- 3,001 - 5,000
- 5,001 - 10,000
- 10,001 +

Total Population by TAZ

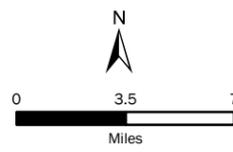
- < 1,500
- 1,501 - 3,000
- 3,001 - 5,000
- 5,001 - 10,000
- 10,001 +

Population Growth by TAZ

- < -1
- 0 - 100
- 101 - 500
- 501 - 1,000
- 1,001 - 5,000
- 5,001 +

Knox County - Total Population

2015: 60,790
 2040: 59,980
 Growth: (990)

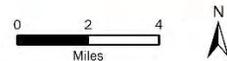
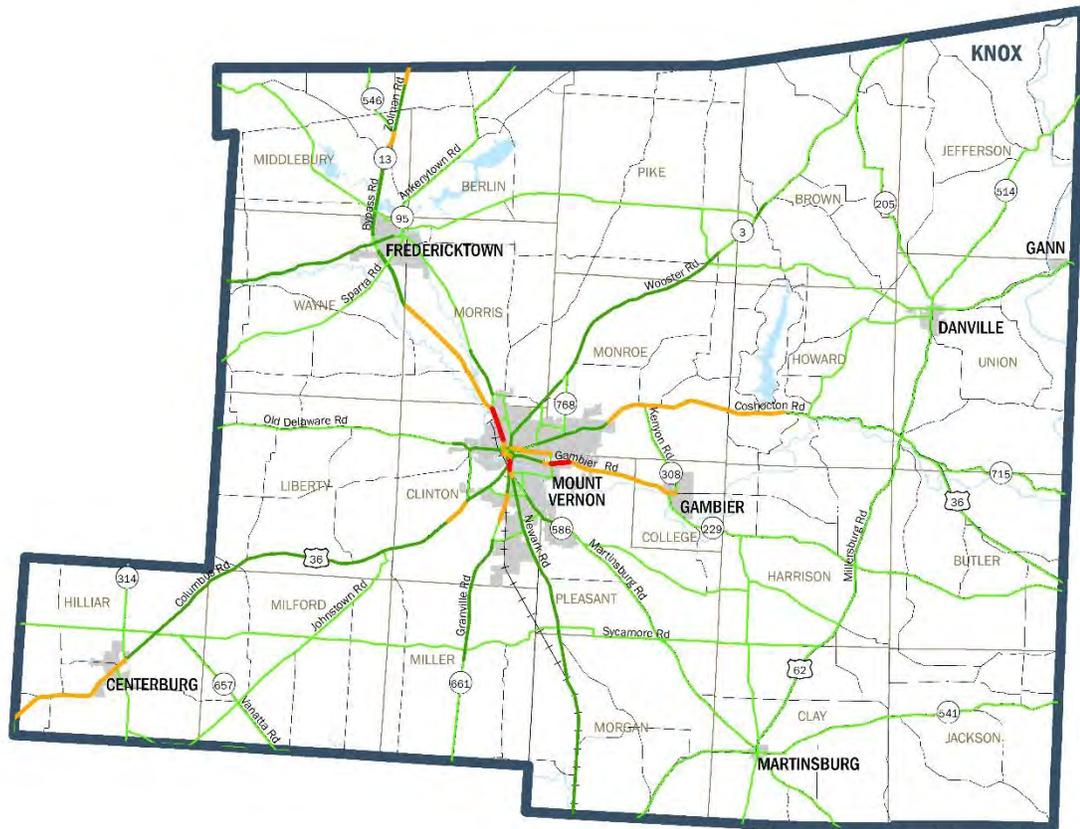


4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



4.2 Travel Demand

Traffic Volumes - Future



CENTRAL OHIO RURAL PLANNING ORGANIZATION 2040 Model Volumes

- < 5,000
- 5,001 - 10,000
- 10,001 - 15,000
- 15,001 - 30,000
- CORPO County
- Township Boundary



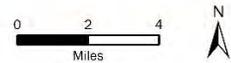
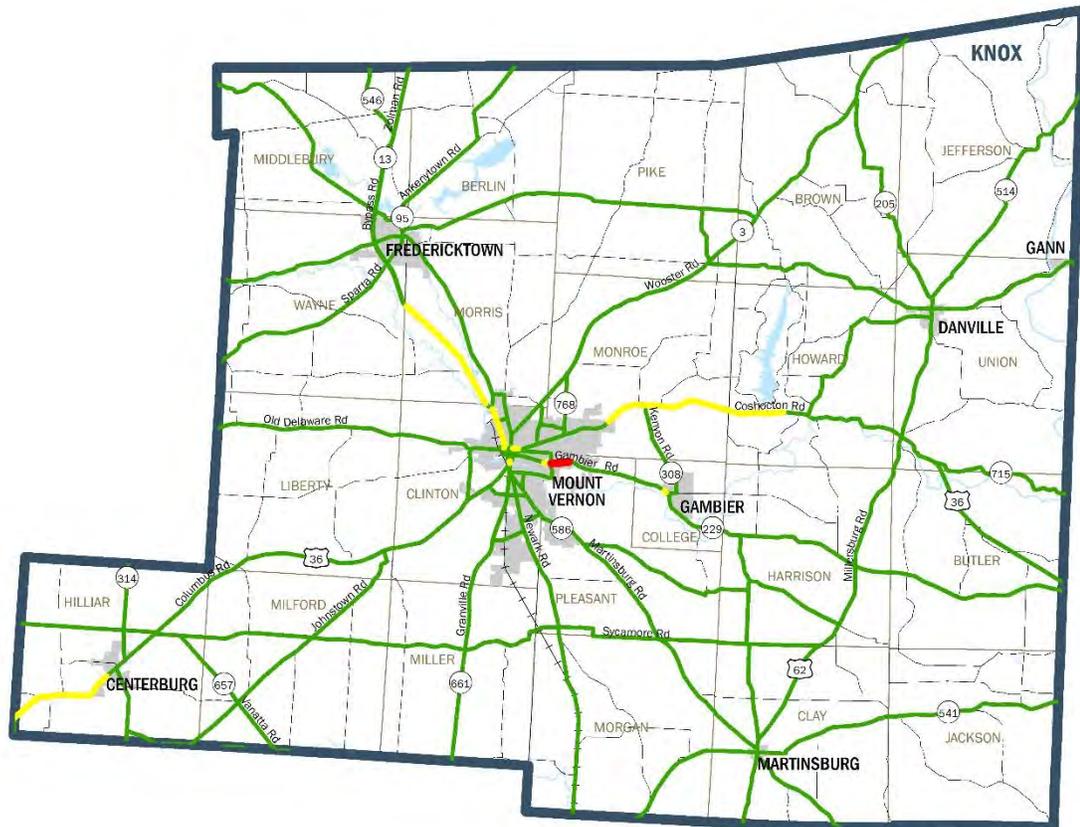
Source: Ohio Statewide Travel Model

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPO\CORPO_KNO_modelvolume_40.mxd
4/27/2018

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



Traffic Congestion – Future



CENTRAL OHIO RURAL PLANNING ORGANIZATION 2040 Model Congestion Level

- No/Slight Congestion
- Moderate Congestion
- Severe Congestion
- CORPO County
- Township Boundary



Source: Ohio Statewide Travel Model

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPO\CORPO_KNO_modelcongestion_40.mxd
4/27/2018

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS

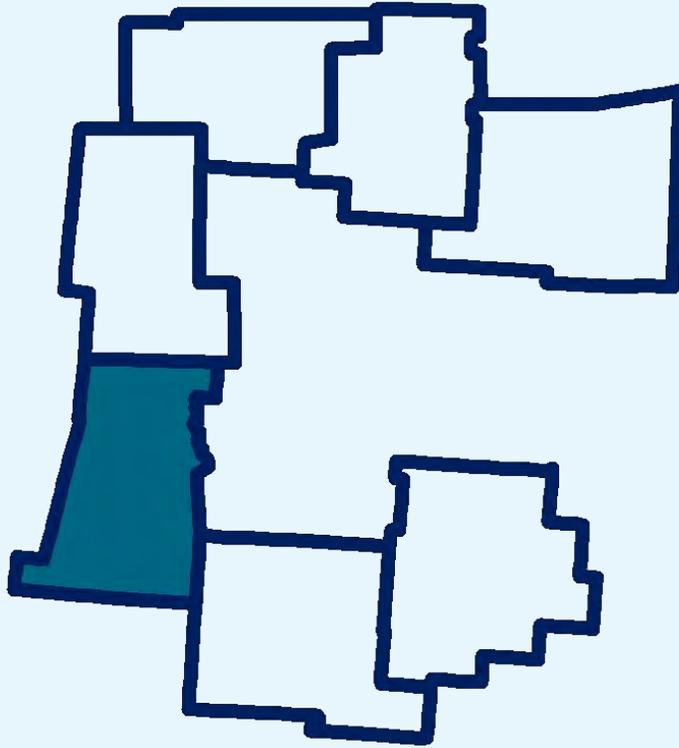


4.3 Project List – Knox County

One of the primary purposes of the CORPO Transportation Plan is for CORPO members to identify transportation projects of importance in their county. The selected projects include those that add roadway capacity, expand the transit system or provide bicycle and pedestrian facilities. Some of the identified projects encompass the ongoing operation, maintenance and preservation of the existing transportation system. This may include the study, operation and expansion of transit service. However, most of the items listed are projects to expand physical components of the transportation system.

Each project listing provides a brief project description and identifies cost estimates (if available) for each project. The associated cost estimates are in construction dollars. The list includes both short and long term projects that may occur between 2018 and 2040. Please see Appendix 6D for prioritized lists and corresponding project maps.

This page intentionally left blank.



Madison County

Transportation Plan 2018-2040

Section 3C of CORPO 2018 - 2040 Transportation Plan



corpo

Central Ohio
Rural Planning
Organization



Mid-Ohio Regional
Planning Commission

TABLE OF CONTENTS

1 CORPO Overview.....	98
2. Goals and Objectives	99
3. Inventory of Existing Conditions.....	100
3.1 Demographics.....	100
3.2 Land Use / Development	110
3.3 Current Transportation Network	113
4. Projections and Identifications of Needs	130
4.1 Population and Employment.....	130
4.2 Travel Demand.....	133
4.3 Project List.....	136

1.0 CORPO OVERVIEW



CORPO Background and Purpose

On July 1, 2013, ODOT began a two-year pilot program with five multi-county planning organizations (or councils of government) providing them with funding to conduct regional transportation planning in coordination with local stakeholders, Ohio MPOs, and ODOT. Much of Ohio's non-metropolitan local official coordination occurs between ODOT and these organizations. The five organizations cover 34 non-metropolitan counties in Ohio.

On January 27, 2016, Governor John Kasich formally designated each of these five agencies as an Ohio Regional Transportation Planning Organization (RTPO). These designations formalize the program that started as a pilot and will help spur better and more informed transportation decision making in Ohio.

Following the Ohio Department of Transportation's (ODOT) two-year pilot program to establish RTPO's, local governments in Central Ohio began discussing the opportunity to form a sixth Rural Transportation Planning Organization around the Mid-Ohio Regional Planning Commission (MORPC) which is the Metropolitan Planning Organization (MPO) for the Columbus urban area. MORPC's role as MPO and mentor in the pilot program encouraged its member governments outside the MPO to consider forming an RTPO. In response, MORPC began to work with the interested Central Ohio counties to form a Rural Planning Organization (RPO) area, a precursor to being a fully recognized RTPO. A designation that requires the submission of a long-range transportation plan to ODOT. The seven member counties include Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union. MORPC organized the counties to engage as an RPO, CORPO was created, and in preparation to become a state-designated RTPO this CORPO Transportation Plan was completed.

By July 2016 each member county passed resolutions to join the Central Ohio Rural Planning Organization (CORPO). Once approved to move forward with the development of CORPO, staff began the process of forming the CORPO Committee. The CORPO Committee is the guiding body for the development of the CORPO Transportation Plan. All seven CORPO member counties also established RPO subcommittees and designated representatives from each county at CORPO Committee. These decisions were governed by a set of bylaws previously adopted by the CORPO Committee. The CORPO Committee convened on numerous occasions to establish an overarching vision for the RPO transportation plan. This vision was used to develop the overarching goals and objectives of the plan. Staff, in cooperation with the CORPO Committee and county-level RPO subcommittees went to work on a transportation plan which includes seven county-level sections. These sections were then merged into a unified plan for CORPO, culminating in a list of transportation projects for the region. Section 3C represents the county-level section for Madison County.

2.0 GOALS AND OBJECTIVES



Goals & Objectives

- **Preserve and Maintain the Existing Transportation System in a State of Good Repair**
 - Minimize the number of bridges structurally deficient or functionally obsolete
 - Maximize the miles of pavement in acceptable condition
 - Maximize resources dedicated to maintain and improve the condition of the transportation system
- **A Safe Transportation System for All Users**
 - Minimize crashes including pedestrian and bicycle related crashes
 - Promote system user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving and others
- **Accessibility and Mobility Options for all Users**
 - Build facilities that accommodate all users such as those using transit, walking and bicycling
 - Expand public transportation within and between communities
 - Expand the bicycle and pedestrian networks
 - Expand options that assist those living in poverty or in areas with lower accessibility in reaching employment, healthcare or services
- **An Integrated, Connected and Coordinated Transportation System**
 - Increase outreach to advocacy and community groups including area residents, local governments, agencies and organizations
 - Improve connections between regions by utilizing various modes of transportation, including passenger rail
 - Increase local community collaboration and coordination efforts to achieve mutually beneficial outcomes
- **A Transportation System that Promotes a Collaborative and Focused Approach to support Economic Vitality**
 - Improve strategic freight related facilities (e.g. highway, rail, intermodal, etc.)
 - Develop priority multipurpose corridors (e.g. utilities, water, broadband, fiber, etc.)
 - Maximize return on investment to position the region to compete globally and efficiently
 - Provide transportation facilities that enhance the transition between rural and urban areas
 - Enhance engagement with regional partners and voices
- **Preserve and Enhance Environmental Resources and Sustainability through the Transportation System**
 - Increase use of non-single occupant vehicles (local transit, intercity transit, ridesharing, biking, walking)
 - Provide transportation facilities consistent with local land use, environmental and sustainability plans

3.0 INVENTORY OF EXISTING CONDITIONS



3.1 Demographics

Population

According to Census population estimates, Madison County's population was 43,419 in July 2016. Madison County's population has remained relatively the same since 2010.

Madison County Population Estimates		
Year	Population	2010 - 2016 % Change
2010	43,393	
2011	43,065	
2012	42,968	
2013	43,242	
2014	43,954,	
2015	44,103	
2016	43,419	

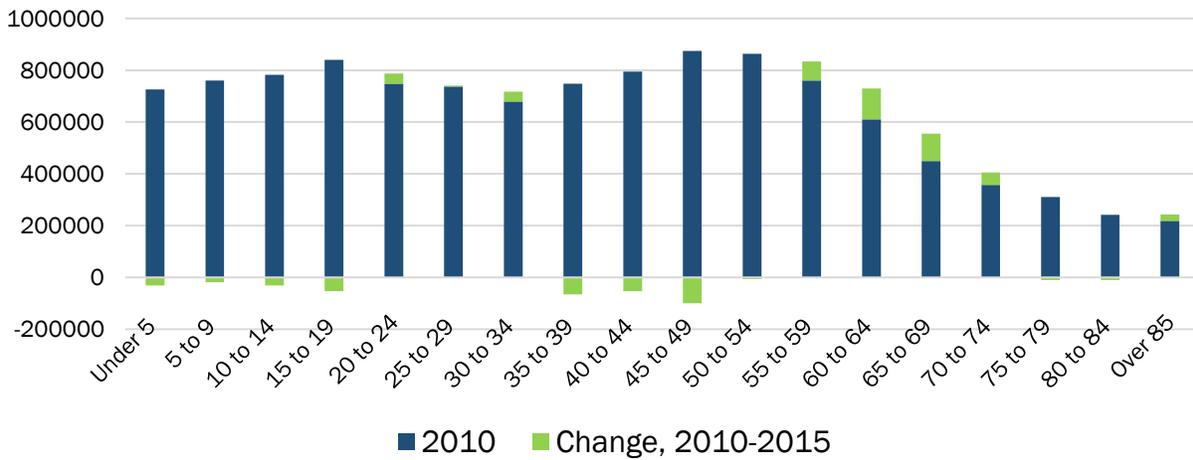
Age

Madison County's median age of 38 years is comparable to that of the State of Ohio, also at 38 years. Neighboring Franklin County has historically been a younger county with a median age of 35, because of the large population of university students. However, like the rest of Ohio, Madison County residents are aging and will face challenges in the future as this population leaves the workforce and enters retirement. The 55+ age cohort of both Ohio and Madison County is increasing. This is consistent with the findings in insight2050, a collaborative initiative among public and private partners designed to help communities proactively plan for development and population growth over the next 30+ years that is expected to be dramatically different from the past.

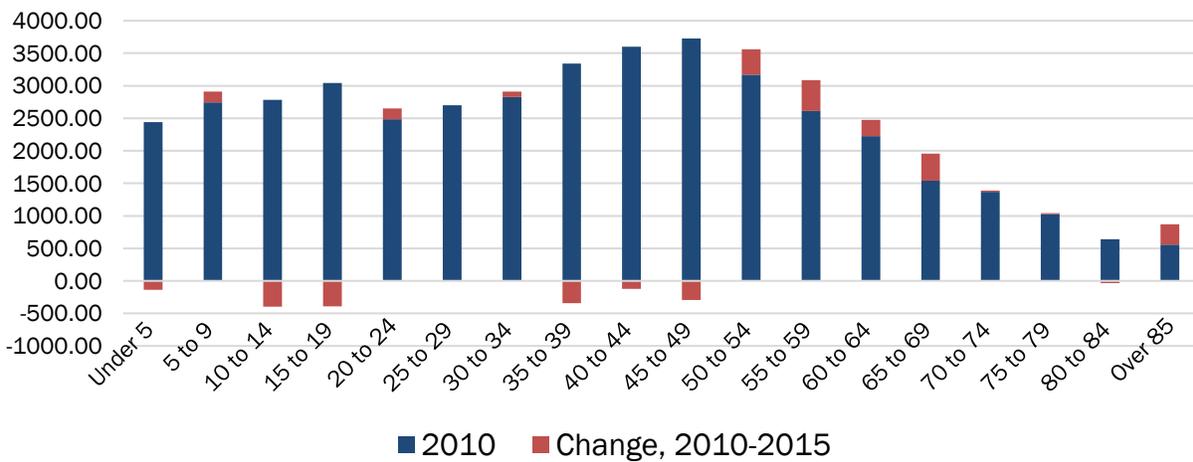
3.0 INVENTORY OF EXISTING CONDITIONS



Change in Population by Age Cohort in Ohio
2010-2015



Change in Population by Age Cohort in Madison County
2010-2015

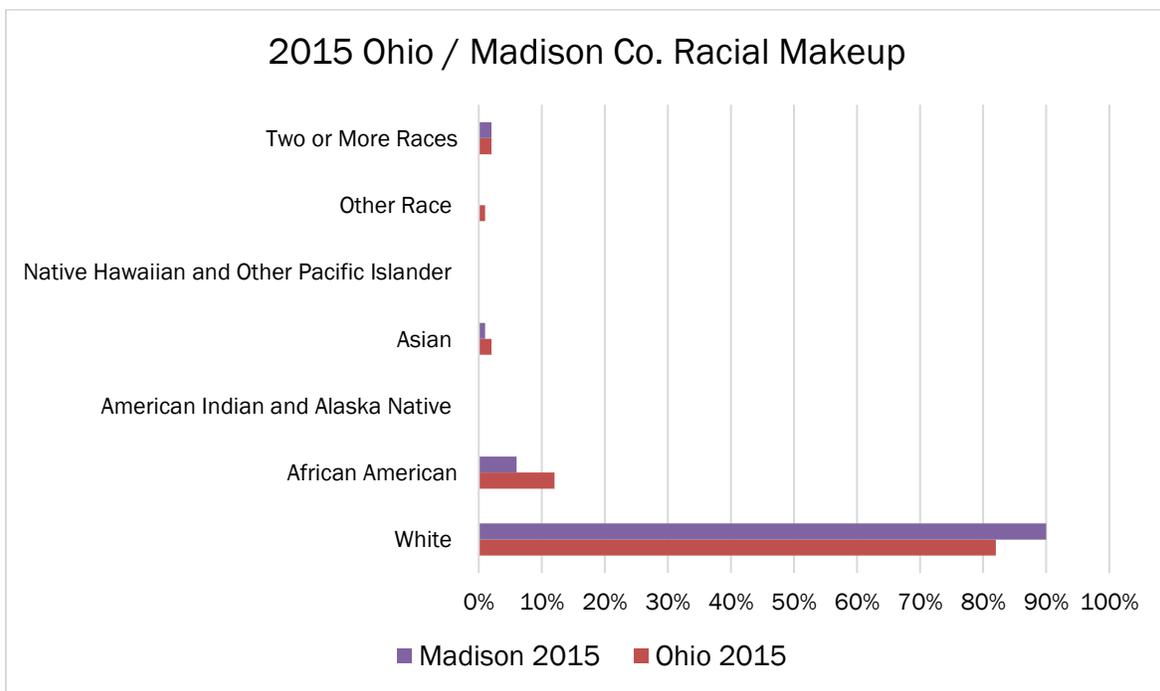


3.0 INVENTORY OF EXISTING CONDITIONS



Diversity

Central Ohio is primarily white and Madison County is no exception. In 2015 Madison County’s population was 90 percent white. Madison County is less diverse when compared to Ohio as a whole. That same year it was estimated that Ohio was 82 percent white, 12 percent African-American and roughly the same comparatively for other races.



3.0 INVENTORY OF EXISTING CONDITIONS



Families and Households

The users of a transportation system come from diverse backgrounds, socioeconomic statuses and household structures. Of all the households in Madison County, 71 percent are family households and 16 percent of those are single parent families. Madison County households are balanced as they include almost as many people over 60 years of age as those under 18.

Madison County Households (HH)		
HH Type	%	Average
Families	71%	
Non-Family	29%	
Single Parent	23%	
HH Size		2.57
Family Size		3.05
HH with 60+	38%	
HH with under 18	34%	

3.0 INVENTORY OF EXISTING CONDITIONS



Home Ownership

Homeownership has traditionally been a goal for most Americans and a factor in determining wealth in the United States, but recently there have been changes to these societal norms. For decades the suburbs exploded as people moved out of urbanized areas and utilized highways to get to and from work. Now, with increased traffic, higher fuel prices, a recovering housing market and more environmentally conscious commuters who would like to be closer to amenities, the demand for denser, centrally located housing options has increased. Because of this demand, mixed-use developments have begun to pop up in metro areas across the state, increasing the number of available rental options with them.

Ohio Housing Tenure		
Year	% Rent	% Own
2010	31%	69%
2015	34%	66%
10 to 15 Change	+3%	-4%

Madison County Housing Tenure		
Year	% Rent	% Own
2010	29%	71%
2015	30%	70%
10 to 15 Change	+1%	-1%

Although Ohio appears to have seen an overall increase in renters, Madison County has maintained its tenure breakdown from 2010 to 2015. In comparison, in nearby Franklin County where denser development has occurred over the last five years. The increase in residents who rent went from 43 to 46 percent.

3.0 INVENTORY OF EXISTING CONDITIONS



Employment

As of April 2017, Madison County's unemployment rate was 3.2 percent. This rate is low when compared to the State of Ohio, where the rate was 4.4 percent. Yet, Ohio's rate was slightly higher than the national rate of 4.1 percent that same month. Madison County's unemployment rate is a positive, not only because it is low but because it has steadily declined over the last five years.

The labor participation rate in the county, a measure of those who are currently working or actively looking for work was 58.6 percent in 2016.

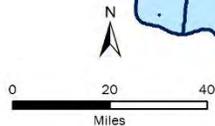
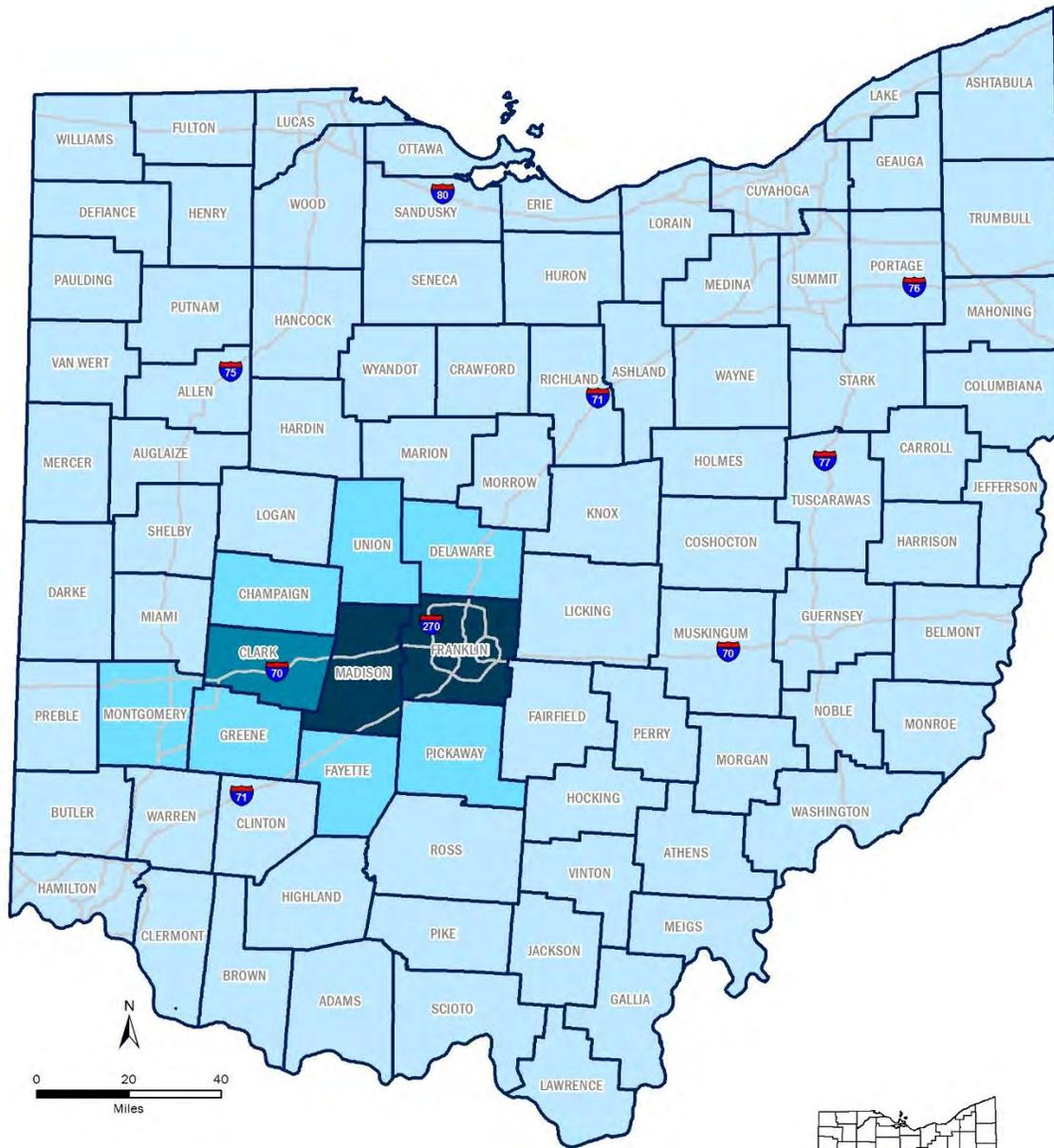
Madison County Unemployment Rates	
2013	6.3%
2014	4.7%
2015	4.0%
2016	3.8%
April 2017	3.2%
13 to 17 Change	- 3.1%

When considering employment, knowing the number of people in your community who are employed and how they get to work is very important. To make appropriate transportation planning decisions, knowing where they work is vital. The majority of workers employed in Madison County live primarily in Madison, Franklin and Clark counties. Madison County residents are primarily employed in Madison and Franklin counties.

3.0 INVENTORY OF EXISTING CONDITIONS



Worker Commute – Where Madison County Workers Commute From



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Madison County Employee Home Location

- Below 1%
- 1 - 5%
- 5 - 20%
- More than 20%
- County Boundary

Source: US Census-
2014 Longitudinal Employer Household Dynamics

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPO\CORPO_MAD_HomeLocations.mxd
7/28/2017

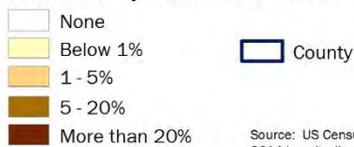
3.0 INVENTORY OF EXISTING CONDITIONS



Worker Commute – Where Madison County Residents Commute To



CENTRAL OHIO RURAL PLANNING ORGANIZATION
Madison County Resident Work Location



Source: US Census-
 2014 Longitudinal Employer Household Dynamics



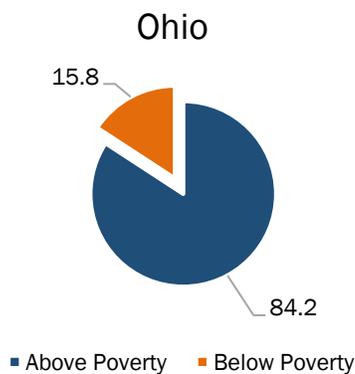
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAD_WorkLocations.mxd
 7/28/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Income and Poverty

Unfortunately, a low unemployment rate does not mean that there are not residents struggling with poverty in Madison County. According to Census data, the percentage of Madison County residents living below the poverty line in 2015 was estimated to be 9 percent. The percentage decreased from the 11 percent estimated in 2012. Also, the rate is comparatively low to that of the state, which is currently 15.8 percent, and neighboring Franklin County, where the percentage is estimated to be 17.5. Minority populations in Madison County appear to make up a disproportionate percentage of those living in poverty. In Madison County, 22 percent of minorities are living below the poverty line while 9 percent of whites are. Additionally, 14 percent of those living in poverty are children 18 years of age and under, compared to 22.8 percent at the state level. In London, the largest jurisdiction in Madison County, 13.3 percent of residents live below the poverty line.



9%

of Madison Co. residents
are living in poverty.

22%

of minorities in Madison
Co are living in poverty.

9%

of whites in Madison Co
are living in poverty.

As the percentage of those living in poverty has decreased, the median income for Madison County residents increased. In 2015 the median household income in Madison County was \$57,406, a significant increase from the estimated \$50,533 in 2010. Madison County's median income is considerably higher than that of the state however, which in 2015 was \$49,429, an increase from the 2010 median income of \$47,358.

3.0 INVENTORY OF EXISTING CONDITIONS



Vehicle Access

Little or no access to reliable personal or public transportation can create a multitude of daily challenges. Of the 14,906 households in Madison County, 6 percent reported no vehicle in the home in 2015. This is a slightly smaller percentage than that of the state, which reported 8 percent that same year. That means just under 1,000 households in Madison County have to plan trips to work, school or medical appointments in advance and may be dependent upon others to make it to any of those. In a county with limited public transit options, this can create real obstacles.

3.2 Land Use / Development

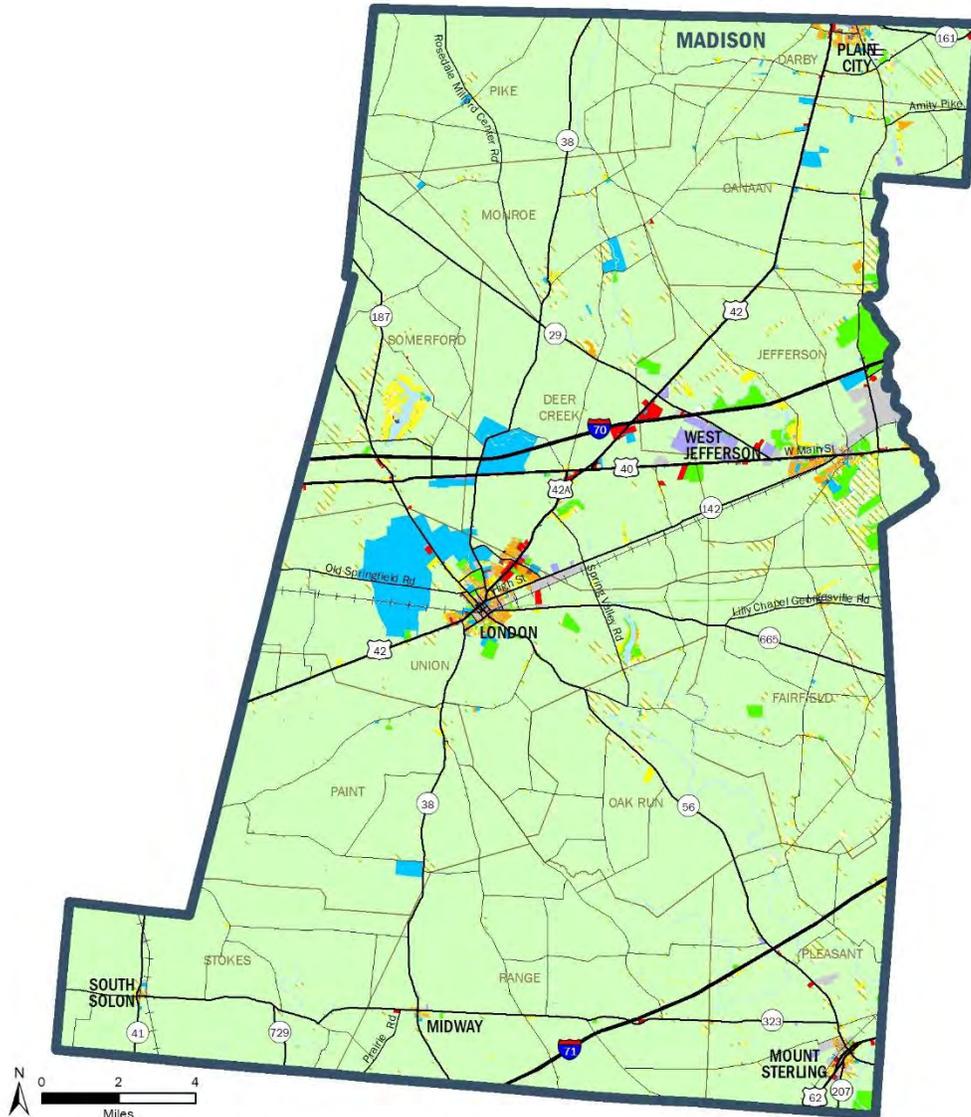
Madison County continues to attract new residents and jobs. Changes to the marketplace include an aging population and an increase in young adults. This typically means there is a desire for multiple transportation options. The way the county develops directly influences the CORPO plan's goals and objectives. Local land use decisions can affect access to amenities, employment and attractions and transportation systems can affect development decisions.

Recognizing how land use decisions affect the quality of place and how well it attracts and retains workers is important. These decisions can support economic opportunity by accommodating businesses' needs for transportation capacity and reliability. As a part of large metropolitan area, Madison County may benefit from seamless transitions between communities through coordinated development approaches, which would allow the transportation system of roads, bikeways, and pedestrian ways to be continuous for regional connectivity. The following two maps display the existing land uses as well and the various points of interest and for Madison County. (*"Public Places" in the points of interest map includes locations such as historical sites, fairgrounds, community and recreation centers, theaters and concert halls, museums and libraries.*)

3.0 INVENTORY OF EXISTING CONDITIONS



Existing Land Use



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Existing Land Use

- Commercial
- Office
- Industrial
- Park/Open Space
- High Residential (8-20+ units per acre)
- Medium Residential (3-8 units per acre)
- Low Residential (0.5-3 units per acre)
- Rural Residential (2-20 acre lots)
- Agriculture
- Public Service
- Quarry
- Warehouse
- Vacant
- Water
- CORPO County
- Township Boundary

Source: MORPC, Local Governments

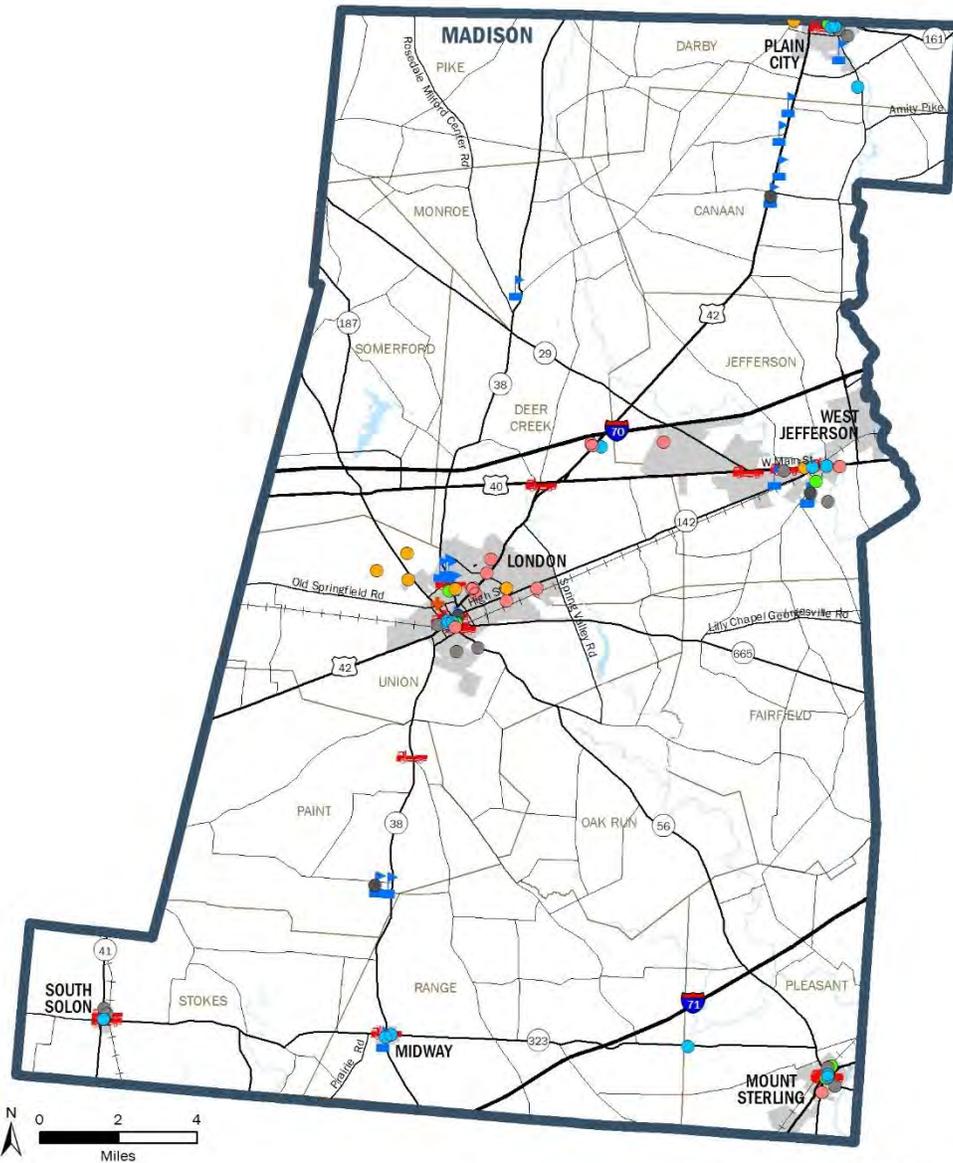


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAD_LU.mxd
 6/20/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Points of Interest



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Points of Interest

- Commercial
- Education
- + Emergency Response
- Government
- Group Quarters
- Industrial
- + Medical
- Public Places
- Transportation
- CORPO County
- Township Boundary



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAD_POI.mxd
 6/19/2017

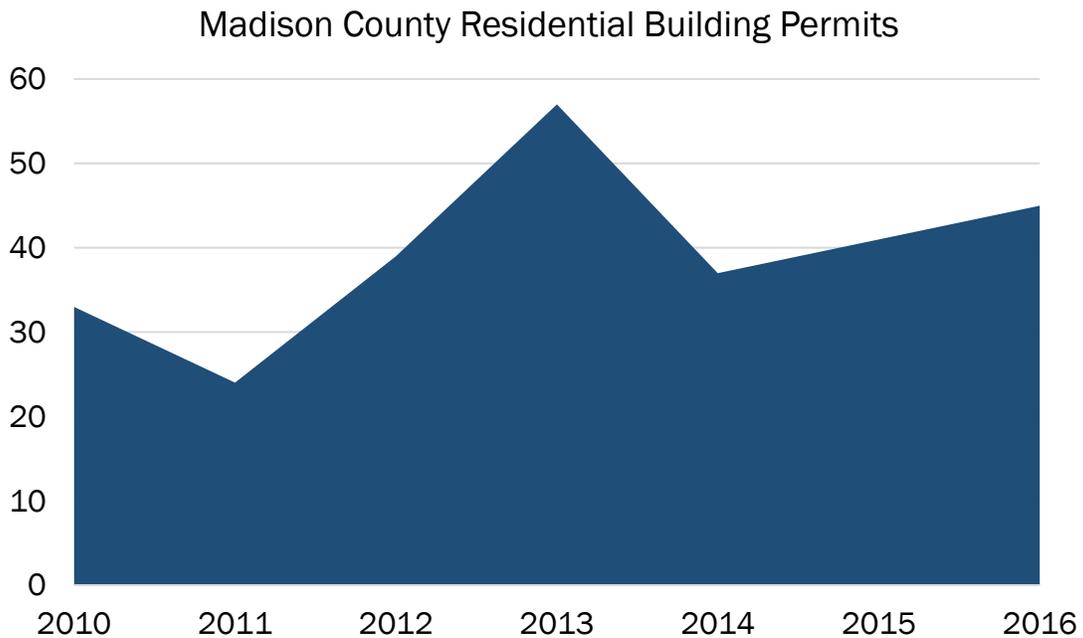
Source: MORPC

3.0 INVENTORY OF EXISTING CONDITIONS



Residential Permits

One way to track an area's growth is to look at the number of building permits being requested. This data are not always reliable as it is based on whether or not a locality is reporting these permits to the Census. Utilizing data from *Censtats* (US Census), it is safe to suggest that Madison County's annual number of requested building permits has increased significantly. Since 2010 there has been at least a 73 percent increase in annual Census reported residential permits in Madison County.



3.0 INVENTORY OF EXISTING CONDITIONS



3.3 Current Transportation Network

The purpose of Madison County's transportation system is to safely accommodate the travel needs of its users. Madison County's transportation system is made up of several components or sub-systems that should be seamlessly connected to provide fluid movement of people and goods across the system and the region. These include roadways, transit, railroads, bikeways, pedestrian facilities, and the unique intermodal facilities that interface these surface modes with ground and air freight. These components each serve their own particular role in moving people and goods throughout the region. This section describes these individual systems and intermodal connections that make up the county's surface transportation system.

Non-personal vehicle modes serve the transportation needs of few Madison County residents. However, the need and demand for transit and bikeways is changing in response to both underlying demographic changes in central Ohio's population and cultural preferences. Changing cultural preferences for transportation are evident from foreign born populations, younger and older generations. Recently, these populations have expressed a desire to live in communities with access to transit and that are pedestrian and bike friendly.

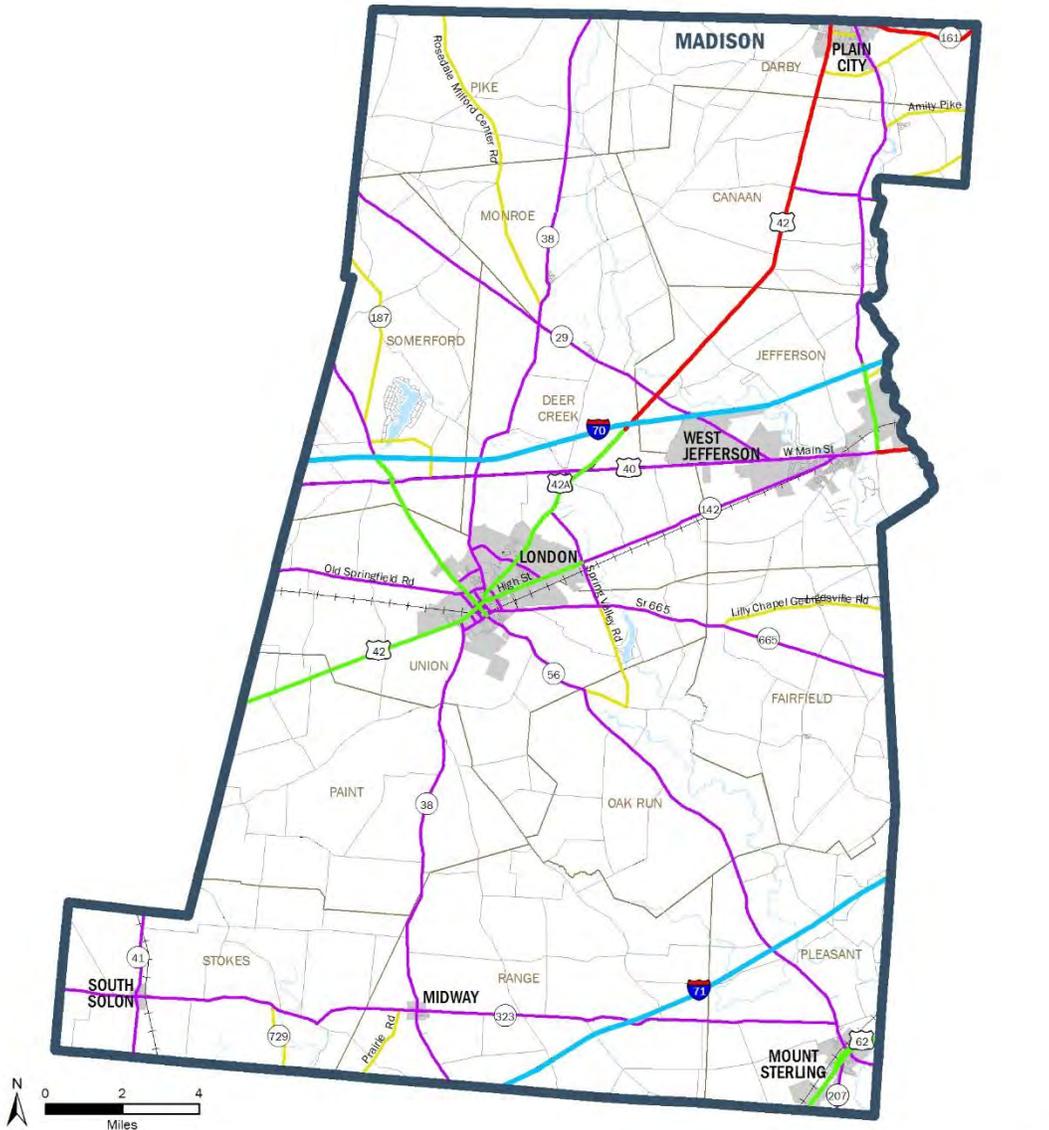
Individuals may be unable to afford a motor vehicle, or lack the ability or interest to drive. Public transit and adequate bike and pedestrian paths may provide the only independent means of transportation. These modes preserve the connection to work, daily living needs, medical appointments and other destinations. For riders of choice, alternative transportation options may offer a more convenient, economical and or environmentally friendly choice over other modes of transportation. The very presence of convenient and accessible alternative transportation options may help attract and retain a skilled workforce and enhance the quality of life.

The first of the following two maps displays the functional classification system of roadways in Madison County. Roadways are classified based on the role and function each roadway serves within the larger system. Interstates and Expressways have very limited access and carry a high volume of vehicles making regional trips. Arterials primarily provide mobility, but also provide access to abutting land uses, unlike interstates and expressways. Collectors carry lower volumes of traffic and provide more access points to local roads and destinations. Local roads generally are not intended for long distance travel. Their main function is to provide access to homes and businesses. For this reason, the information and projects presented in the CORPO plan focus on interstates, expressways, arterials, and collectors only, as they make up the most important roadways in the roadway network. The second map displays bike and pedestrian paths within Madison County.

3.0 INVENTORY OF EXISTING CONDITIONS



Current Roadway Network



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Functional Classification

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- CORPO County
- Township Boundary

Source: ODOT

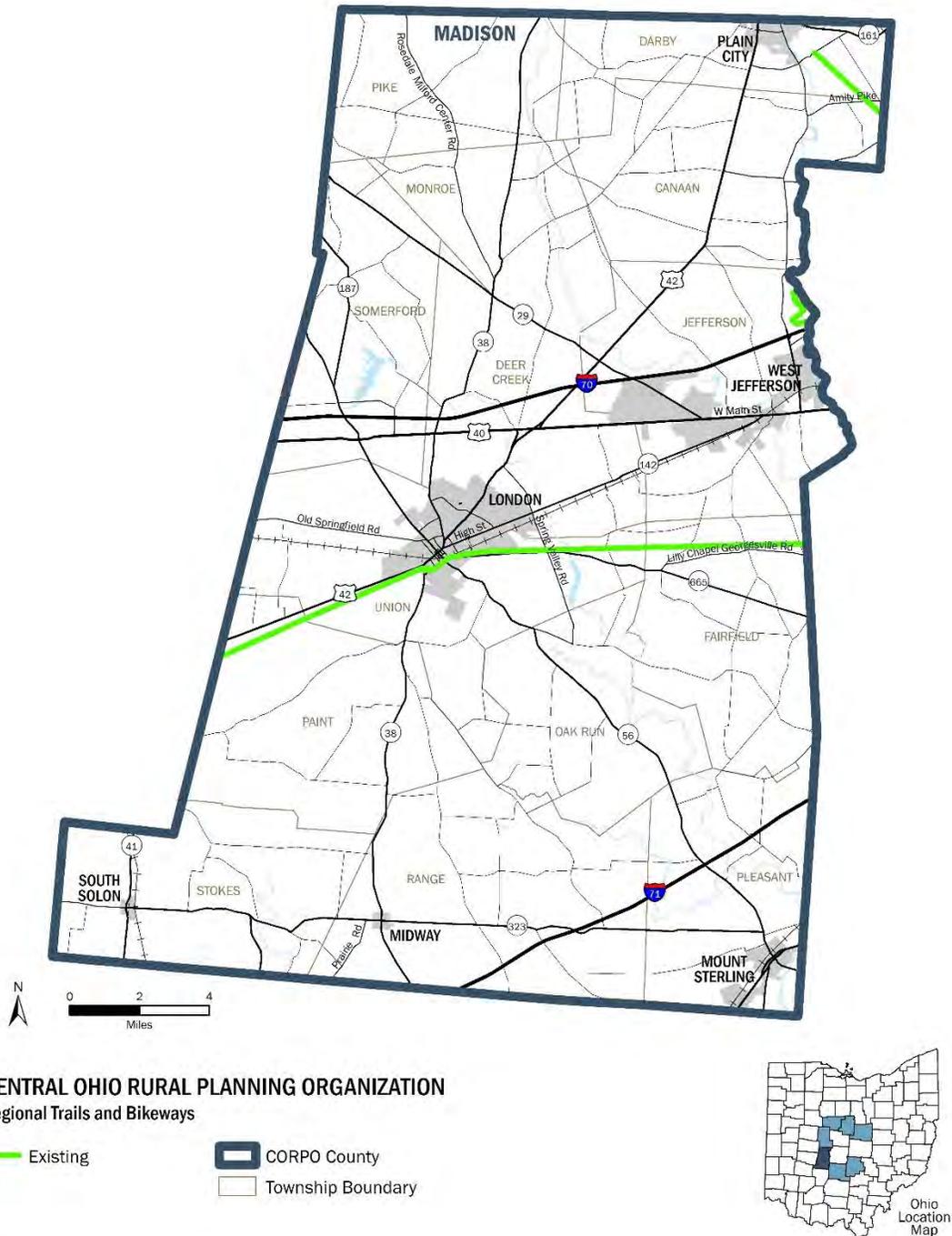


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAD_FUNCCLASS.mxd
 6/14/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Bike and Pedestrian



Source: MORPC, Local Governments

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPO\CORPO_MAD_Bike.mxd
2/20/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Travel Demand Management Services

Limited funding for expanded highways, unstable fuel prices, increased congestion, and concern for our air quality emphasize the need for reducing driving alone in urban and suburban areas. For many years now, transportation demand management (TDM) strategies have shown effectiveness in reducing traffic congestion and environmental pollution caused by motor vehicles.

Managing transportation demand should not be relegated to just urban areas. The TDM strategies and projects focus on the opportunities to rideshare, use transit, bike, or walk to meet some of the travel needs of the region. Alternatives that reduce travel demand also include telecommuting and alternate work schedules that compress the work week or allow for commuting at non-peak hours. The table below outlines the modes Madison County commuters utilize.

Madison County Gohio Commuter Data	
Year	2015 5YR ACS
Total Commuters	18,113
Drive Alone	84%
Alternative	16%
Carpool	9.4%
Transit	0.2%
Walk	1.2%
Telecommute	3.9%
Other	1.1%

Due to decades of sprawling urban and exurban growth, Central Ohio commuters have become primarily dependent on the vehicular transportation. Madison County, which is a mix between urbanized and rural areas, is no exception to this. Of the 18,113 commuters in Madison County, 84 percent drive alone and 16 percent utilize an alternative method. This percentage may seem low, but comparatively, 81 percent of commuters in Franklin County, a larger and more urbanized county with 25 times the number of commuters, 81 percent are driving alone while 19 percent utilize alternative transportation options. For example, 9.4 percent of commuters in Madison County participate carpool services.

3.0 INVENTORY OF EXISTING CONDITIONS



Travel Demand Management Services – Continued

In order to identify the needs of people with mobility access issues, local governments develop coordinated public transit - human services transportation plans, or ***Coordinated Plans***. The purpose of coordinated plans is to identify community resources for transportation and mobility, understand the gaps and unmet needs within those resources and to determine the approach to addressing those gaps and unmet needs. Although ODOT does not require local governments to produce a coordinated plan, it is required for eligibility for the Federal Transit Administration's Section 5310 program funds. The purpose of the 5310 grant program is to enhance the mobility of seniors and individuals with disabilities. Private nonprofit organizations or state or local governments may apply for the grant if they are approved to coordinate services for senior and individuals with disabilities. ODOT does make 5310 project selections for small and rural Ohio counties. Therefore, ODOT must ensure that coordinated plans are in compliance with federal transit law. ODOT encourages coordinated plans to go beyond the requirements of Section 5310 funding to include analysis of needs and development projects to address the mobility needs of the general public. Madison County published a coordinated plan in September 2008 and it is currently undergoing an update.

3.0 INVENTORY OF EXISTING CONDITIONS

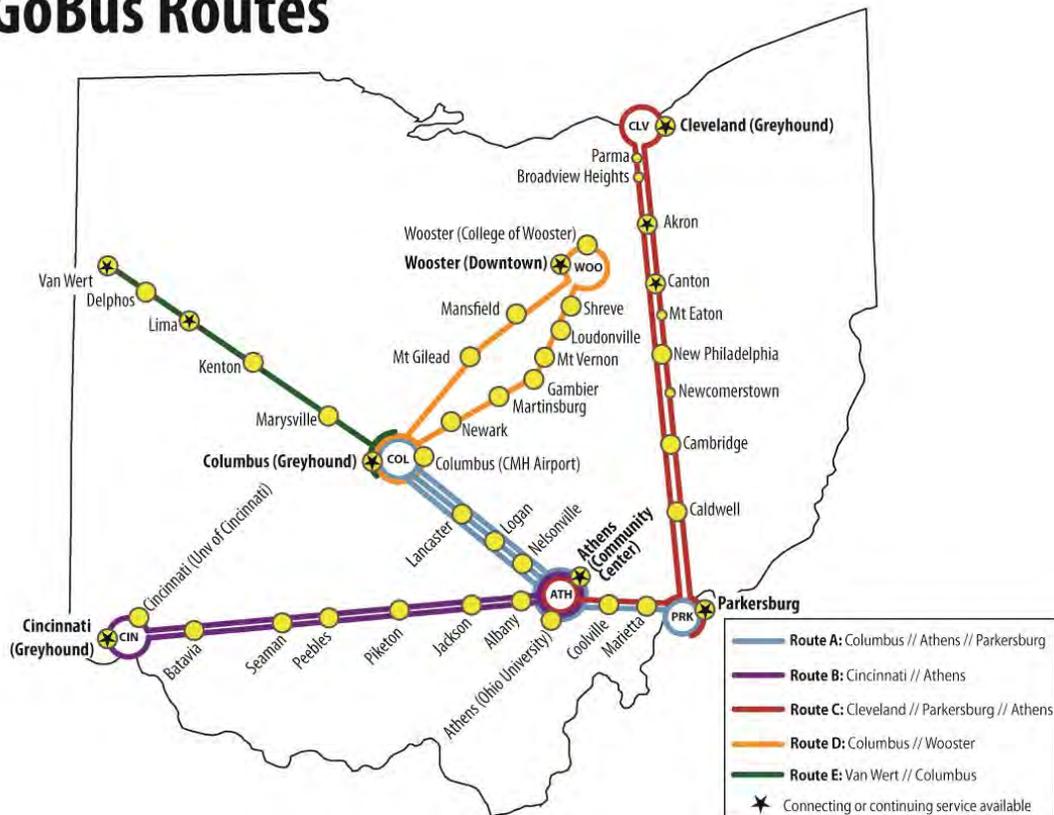


Transit Services

At this time there is no transit service in Madison County.

Rural inter-city bus service is provided by Gobus. This service is designed to address low cost and geographically accessible intercity bus transportation needs of the entire state by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. Funding for the rural inter-city bus is administered by ODOT, and the service is currently operated by Barons Bus Lines.

GoBus Routes



3.0 INVENTORY OF EXISTING CONDITIONS



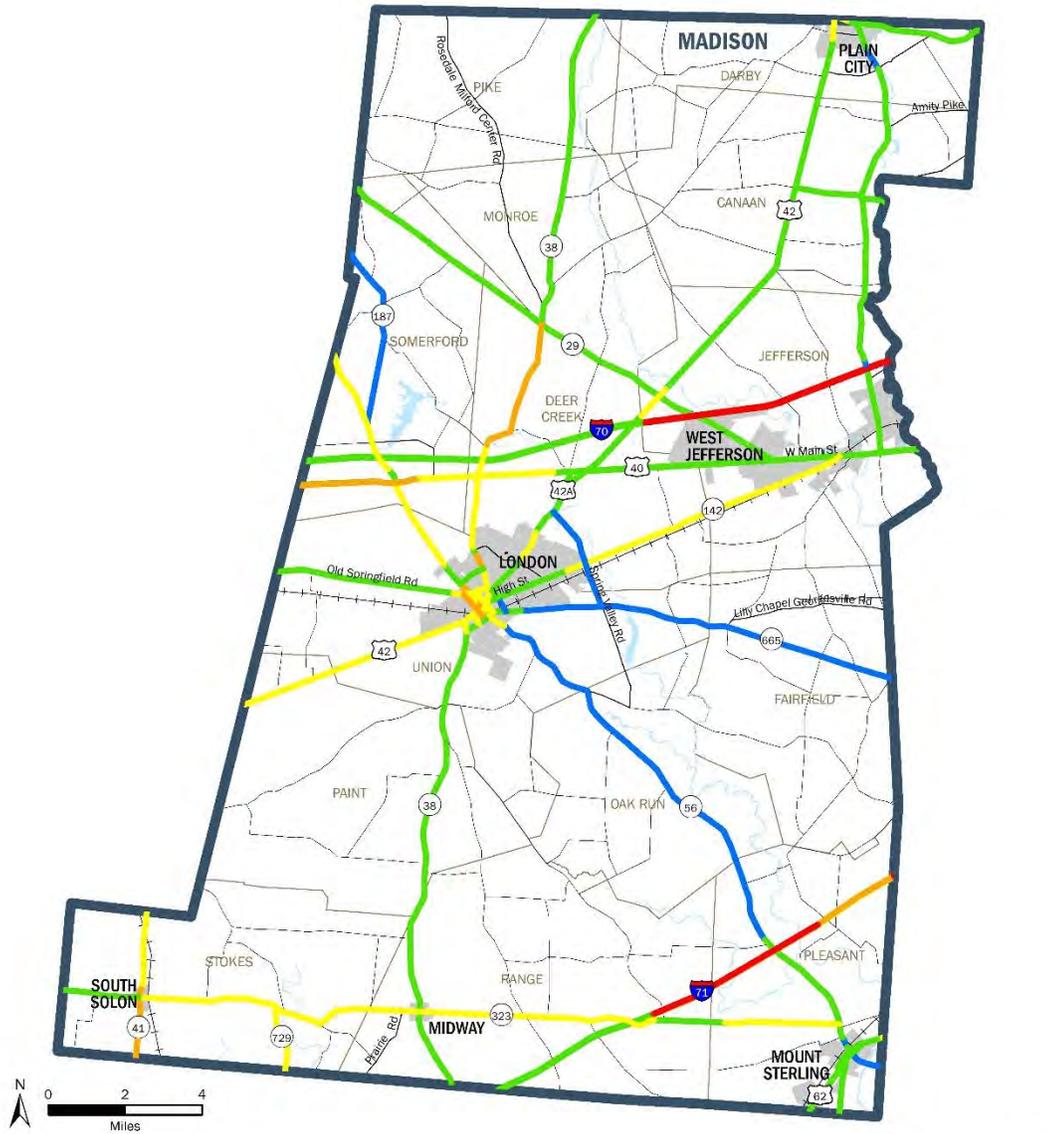
Transportation Infrastructure Conditions

Understanding the physical condition of a transportation is vital to resource management and the two following maps display the physical condition of both the roadway network (pavement) and bridges in Madison County.

3.0 INVENTORY OF EXISTING CONDITIONS



Transportation Infrastructure Conditions



CENTRAL OHIO RURAL PLANNING ORGANIZATION

- Pavement Condition Rating**
- Below 56 Poor
 - 57 - 65 Fair to Poor
 - 66 - 75 Fair
 - 76 - 90 Good
 - 91 - 100 Very Good
- CORPO County
- Township Boundary

Source: ODOT

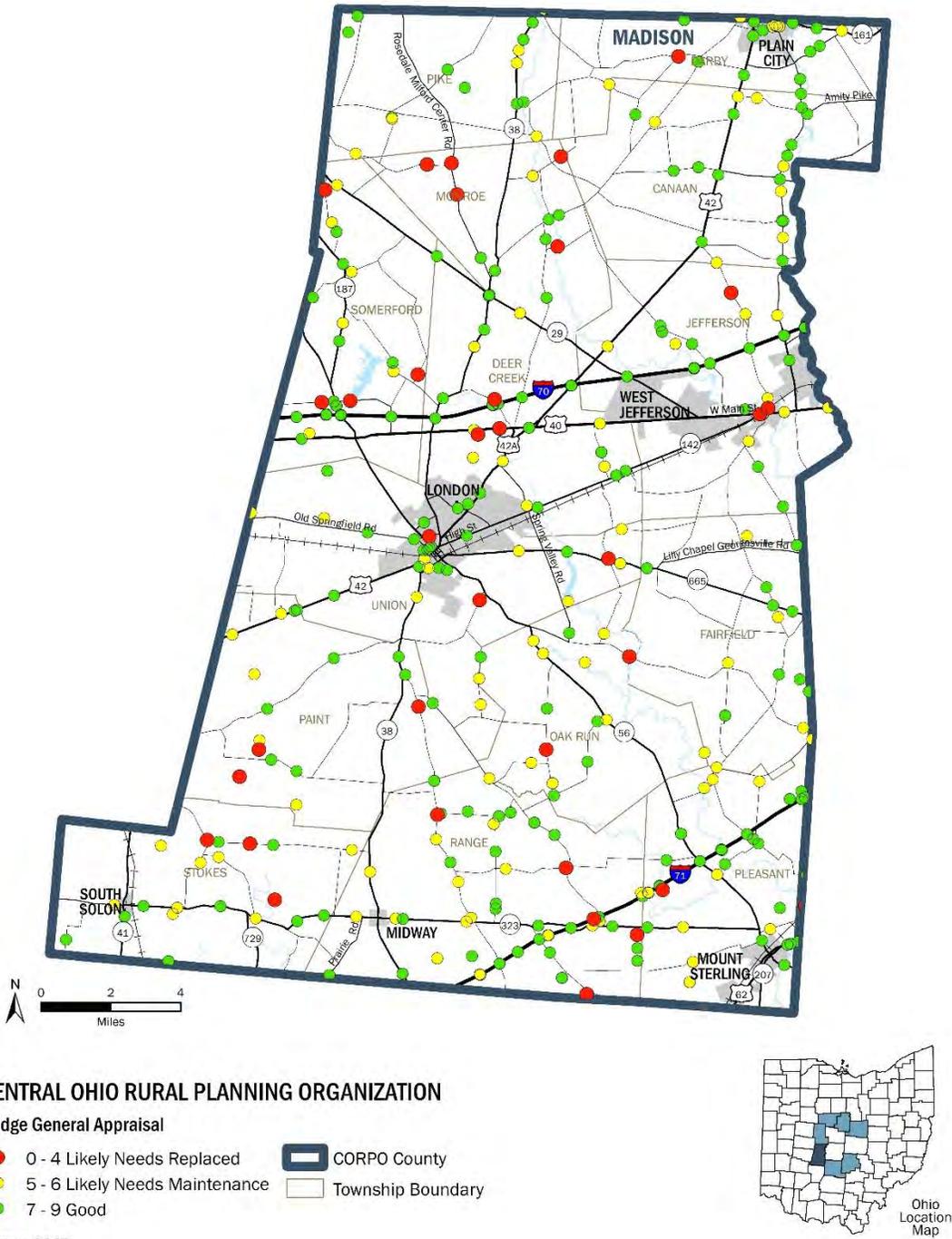


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAD_PCR.mxd
 2/14/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Transportation Infrastructure Conditions Cont.



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAD_bridge.mxd
 7/25/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Freight

Goods are moved, transferred, and distributed from Madison County to destinations across the United States and around the world. Whether by truck, rail, or air, Madison County's efficiency in the movement of goods is an important part of the region's economic competitiveness, trade, and commodity flow. Madison County and our region's economy as a whole have benefited from its multimodal transportation assets for many decades. Today, Madison County is home to an airport and is crossed by arterial rail corridors as well as I-71, I-70 and US 42. Madison County is strategically located within a 10-hour truck drive of 47 percent of the United States population and 61 percent of its manufacturing. The first of the following four maps details freight related infrastructure in Madison County.

Congestion

There are a couple of aspects of the roadway system condition to consider. First is the physical condition – are the roadways and bridges in good repair? Section 3.3 outlined that aspect. Second, how does the roadway operate in terms of level of congestion? Using average daily traffic count data as well as travel time data covering all weekdays of 2016 except federal holidays. CORPO was able to map traffic volumes as well as congested areas within Madison County. The second, third and fourth of the following maps display the, average daily traffic volumes and the percentage of congested days, separated into AM and PM periods.

The percentage of congested days is identified if the travel time in at least three 5-minute intervals during the peak period of the day considered is 50 percent greater than the travel time under free-flow condition. That means, for at least fifteen minutes each AM or PM period, travelers would spend more than 50 percent extra travel time on the segment. The percentage of congested days is then calculated by dividing the total number of congested days by the total numbers of the non-federal-holiday weekdays in the period of interest.

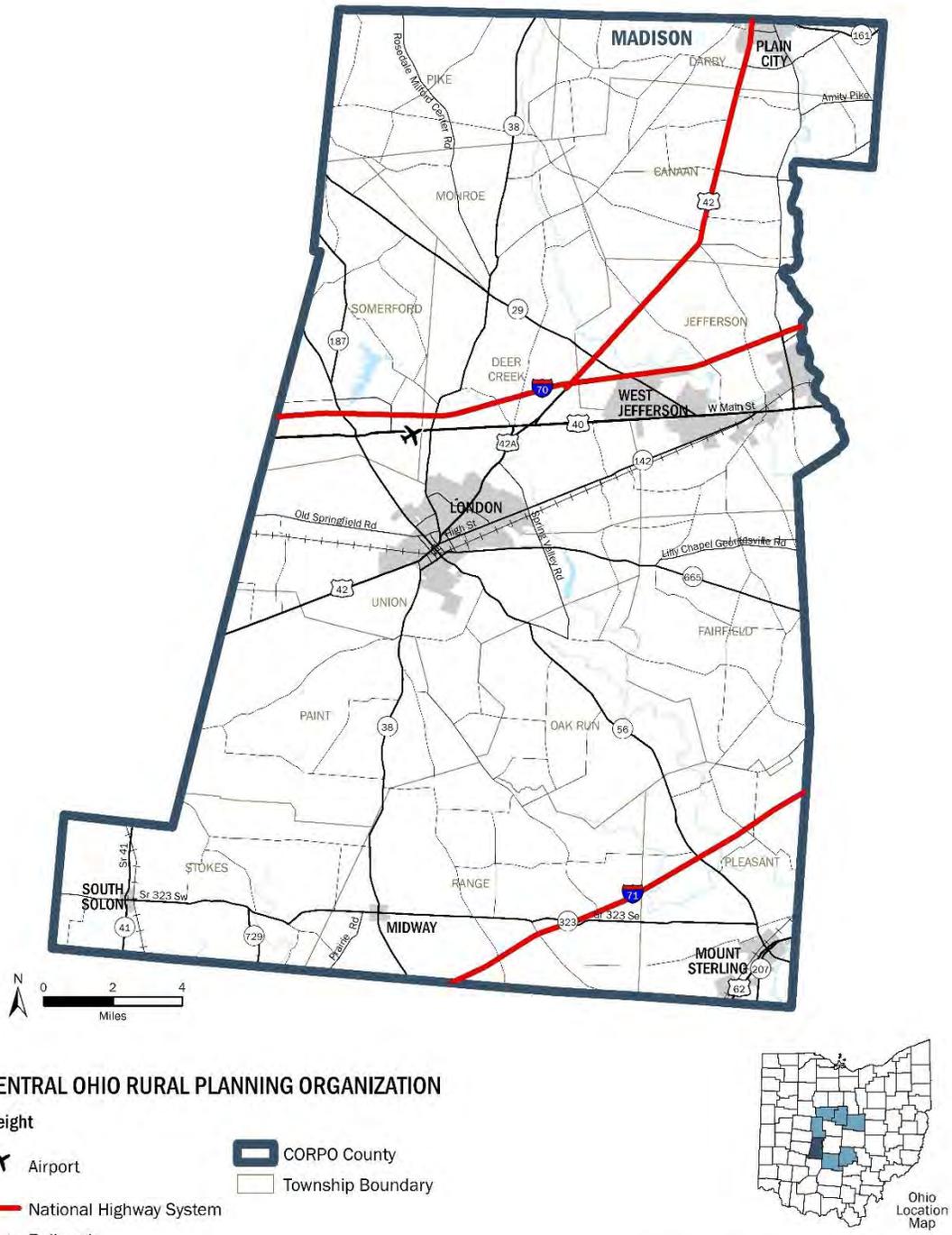
Basically, this “percentage” measure can be interpreted approximately as below:

<=20%:	1 day or less per week
20 – 60%:	2 to 3 days per week
> 60%:	3 + days per week

3.0 INVENTORY OF EXISTING CONDITIONS



Freight



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Freight

- Airport
- CORPO County
- Township Boundary
- National Highway System
- Railroad

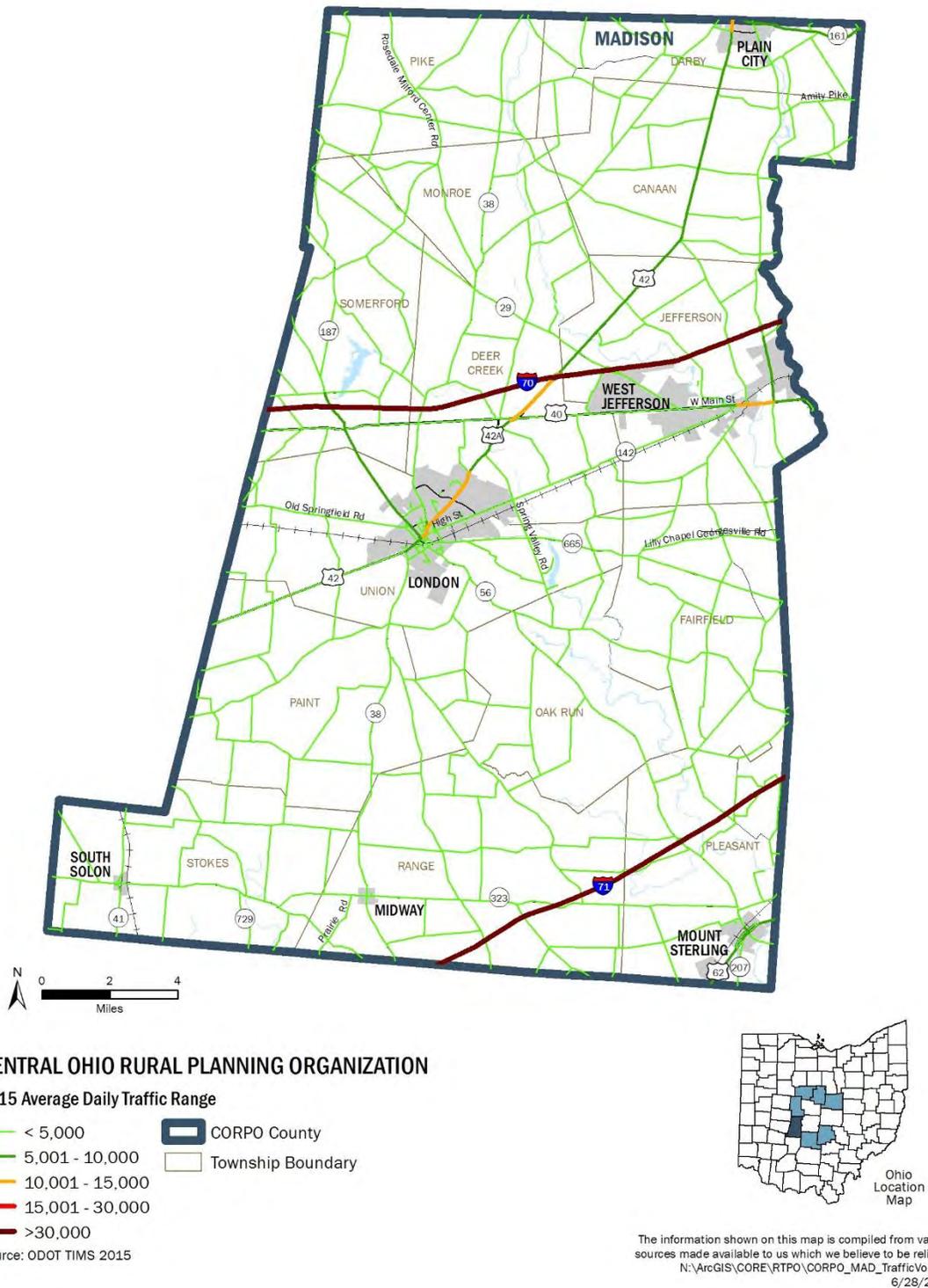
Source: ODOT

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAD_freight.mxd
 1/23/2018

3.0 INVENTORY OF EXISTING CONDITIONS



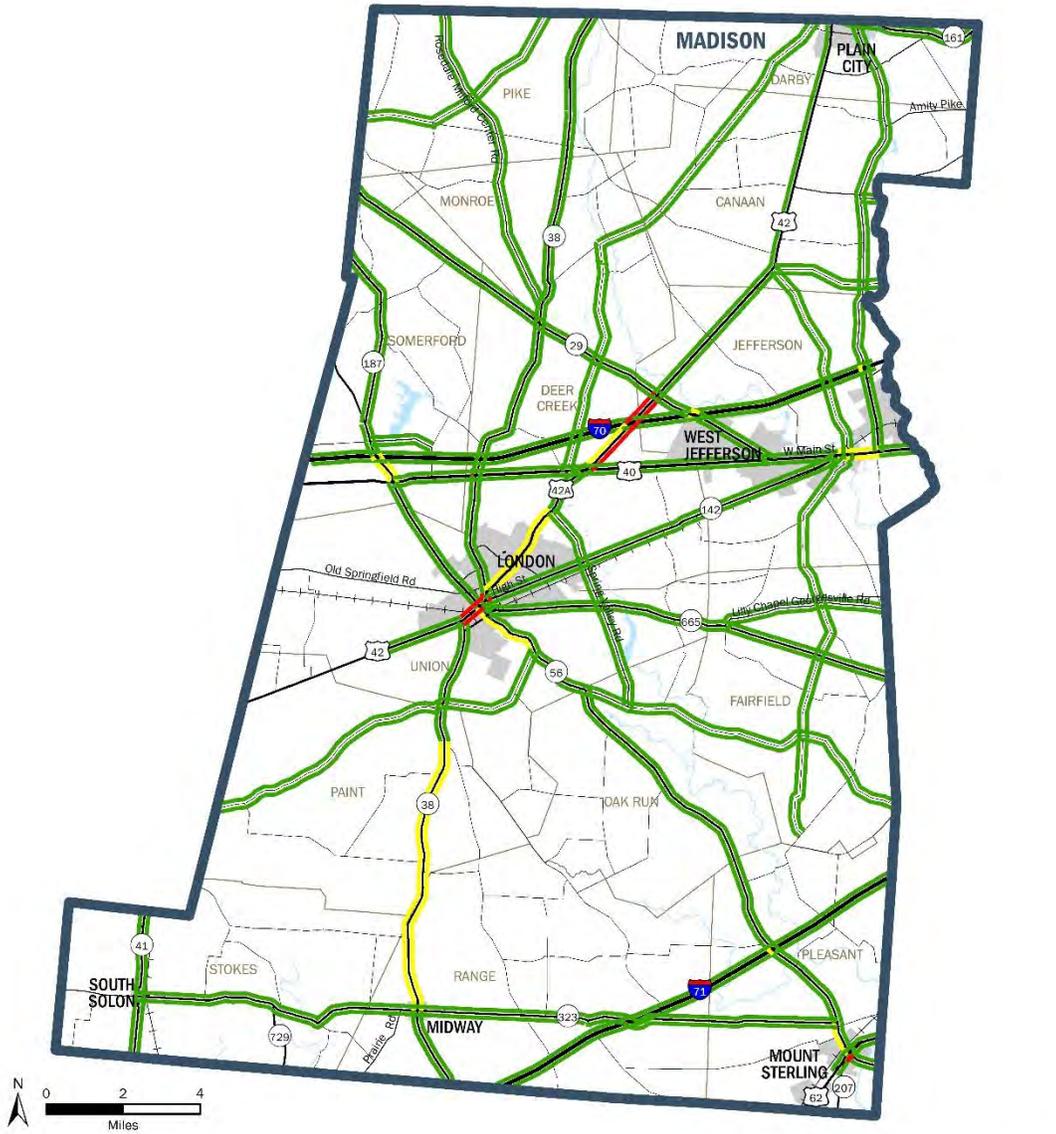
Traffic Volumes



3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Congestion – 6:00 – 9:00 AM



CENTRAL OHIO RURAL PLANNING ORGANIZATION

% Days Congested 2017 AM*

- <= 20% (< 1 day per week)
- 20 - 60% (2-3 days per week)
- > 60% (3+ days per week)
- CORPO County
- Township Boundary

* Congestion: more than 50% extra travel time
 Source: INRIX Travel Time data

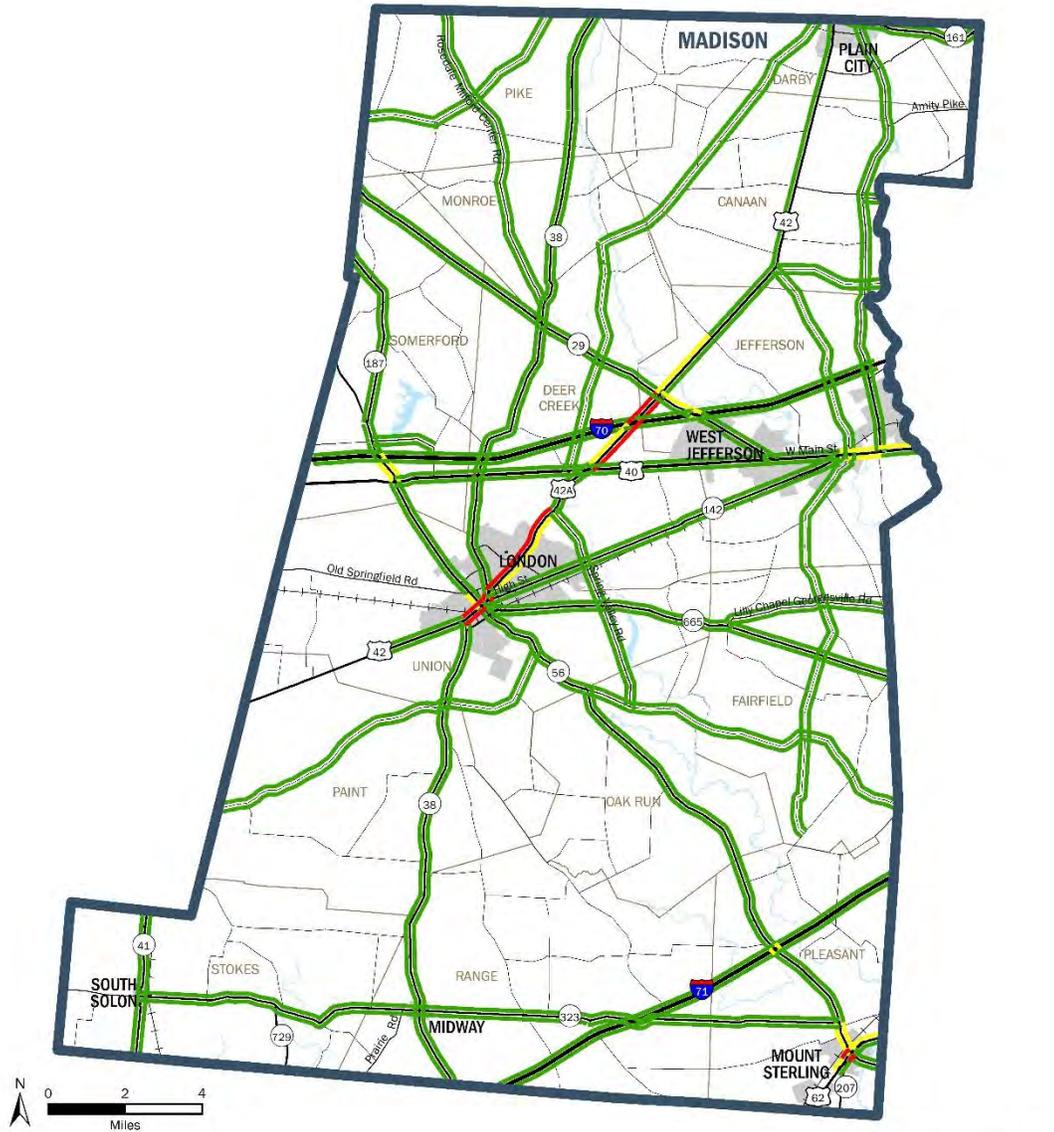


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAD_CongestionAM.mxd
 3/29/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Congestion – 3:30 – 6:30 PM



CENTRAL OHIO RURAL PLANNING ORGANIZATION

% Days Congested 2017 PM*

- <=20% (< 1 day per wk)
- 20 - 60% (2-3 days per wk)
- > 60% (3+ days per wk)
- CORPO County
- Township Boundary

* Congestion: more than 50% extra travel time
 Source: INRIX Travel Time data



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAD_CongestionPM.mxd
 3/29/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Safety

The primary function of a transportation network is to move people and goods from their origin to destination as safely as possible. If a network is unsafe, its utility is greatly diminished. One way to determine which areas of the network may have a safety issue or where these issues may one day arise is to collect and analyze crash data. Please see the Madison County Safety Summary on the next page.

Safety – Crash Statistics

Similar to state and national trends, the number of reported crashes and fatal crashes in Madison County has been trending slowly upward in recent years. In Madison County, from 2012 to 2016, the total number of crashes increased by 27 percent. Madison County is home to a number of large roadways in the CORPO study area. The number of crash resulting injuries in Madison County increased by 39 percent and crashes resulting in property damage only increased by 22 percent.

Safety – Occupant Statistics

The table and summary on the following page outlines the crash related occupant statistics for Madison County between 2012 and 2016. There is was a 10 percent increase in the injury rate from 2012 to 2016.

Safety – Crash Locations and Types

Utilizing crash data collected by both the Ohio Department of Transportation and the Ohio Department of Public Safety, high crash areas of the transportation network are able to be identified. These areas are potential areas of focus for safety improvements.

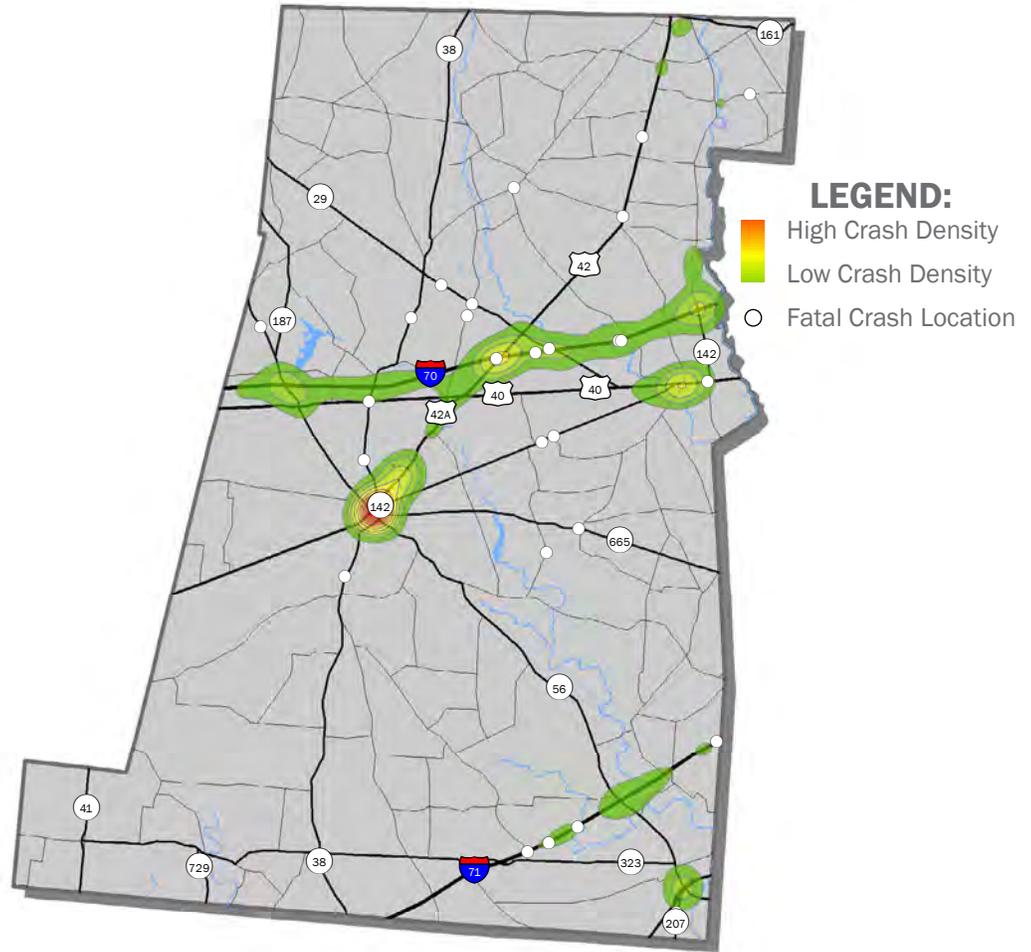
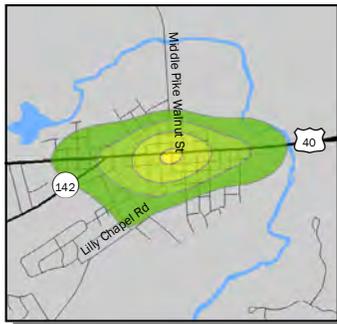
Identifying these locations will allow law enforcement, emergency responders, transportation officials, government and the general public to target them directly through strategies and planning. The map reflects the denser areas of Madison County, such as London, West Jefferson and interchanges like that of U.S. 42 and I-70.

Safety – Rail Crossings

In many areas of the county, different modes of transportation converge. These areas can present significant safety challenges, especially where railroads cross roadways. CORPO with assistance from ODOT has compiled a list, identifying and ranking rail crossings in the county that may be in need of safety improvements. These crossings may be eligible for non-local funds intended to improve safety related infrastructure such as signals, gates and grade. Please reference the full list of identified rail crossings in the appendices

RELATIVE COUNTY CRASH DENSITY & SAFETY SUMMARY (2012 - 2016):

MADISON COuNt y



LEGEND:
█ High Crash Density
█ Low Crash Density
○ Fatal Crash Location

CRASH TRENDS BY YEAR (2012 - 2016)

YEAR	CRASH STATISTICS				INJURY RATE	TRUCK-INVOLVED CRASHES	OCCUPANT STATISTICS				
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes			Fatalities	Serious Injuries	Minor Injuries	No Visible Injuries	Total Injuries
2012	4	211	633	848	25.4%	129	5	59	120	133	317
2013	4	255	631	890	29.1%	126	4	64	168	138	374
2014	9	252	720	981	26.6%	158	9	54	164	132	359
2015	6	261	637	904	29.5%	122	6	77	205	150	438
2016	5	293	775	1,073	27.8%	179	5	86	208	126	425
5-Year Total	28	1,272	3,396	4,696	27.7%	714	29	340	865	679	1,913
Annual Average	5.6	254.4	679.2	939.2	27.7%	142.8	5.8	68.0	173.0	135.8	382.6
Percent Change (2012 to 2016)	25%	39%	22%	27%	10%	39%	0%	46%	73%	-5%	34%

Notes

- Shaded orange cells indicate the year with the highest value for each respective column.
- Injury Rate is calculated using the following formula: $[(\#Fatal\ Crashes + \#Injury\ Crashes) / Total\ Crashes]$

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



4.1 Population and Employment

Population Projections

One of the ways to predict the stresses a transportation system will endure in the future is to determine the number of people currently living and working in the region and how many will be in the future. Getting an idea of future population gains or losses will assist local governments in responding to these changes. An increase in population typically means more daily commuters on the County's roadways, transit system and trails. More people also mean that there will be an increased demand for goods and services, therefore an increase of trucks on the roads.

According to estimates developed by MORPC, Madison County's total population is expected to remain relatively stable. The county's population is expected to decrease slightly by 2040. Madison County's 2015 population was 44,103 while the 2040 population is projected to be 44,939. This is a 2 percent decrease in population over 25 years in Madison County. This percentage is comparable to the State's population, which is only expected to grow by one percent. Nearby Franklin County is expected to grow by 32 percent.

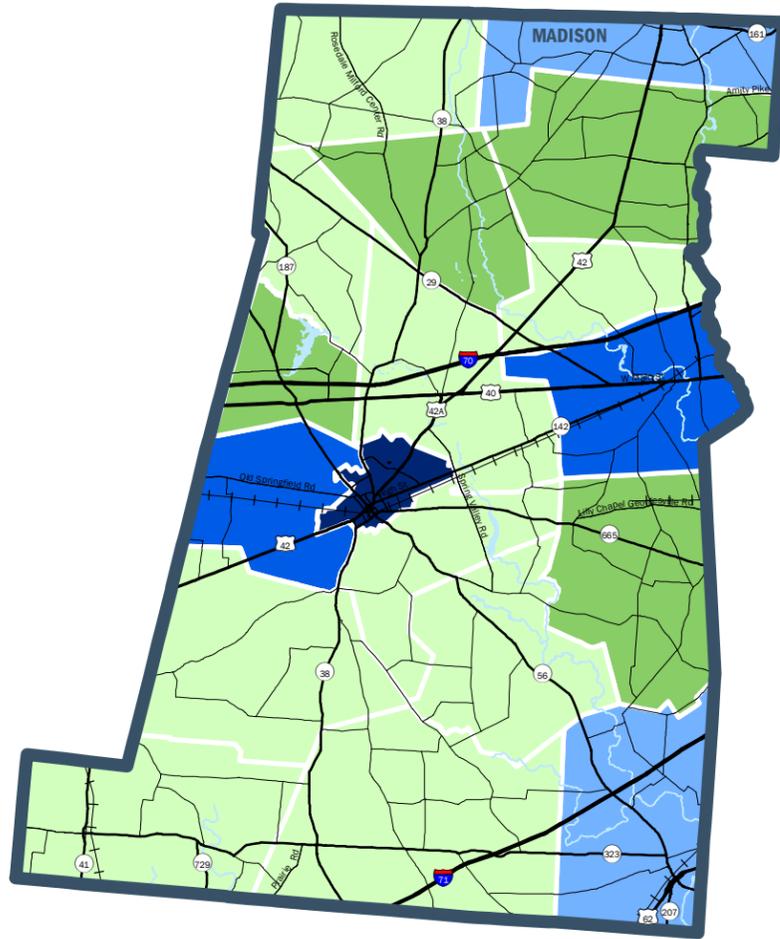
Year	Madison Co.	Ohio	Franklin Co.
2015	44,103	11,549,120	1,250,269
2040	44,939	11,679,010	1,648,891
10 to 40 % Change	2%	1%	32%

Workforce & Employment

Projections for Madison County indicate the workforce population living within Madison County will decrease by -7 percent while the number of jobs located within the county are projected to increase by 13 percent by 2040. To better visualize how an increase in workers and jobs will affect the county, they were distributed into Statewide Transportation Analysis Zones (TAZ).

The following series of maps reflect potential outcomes in the county.

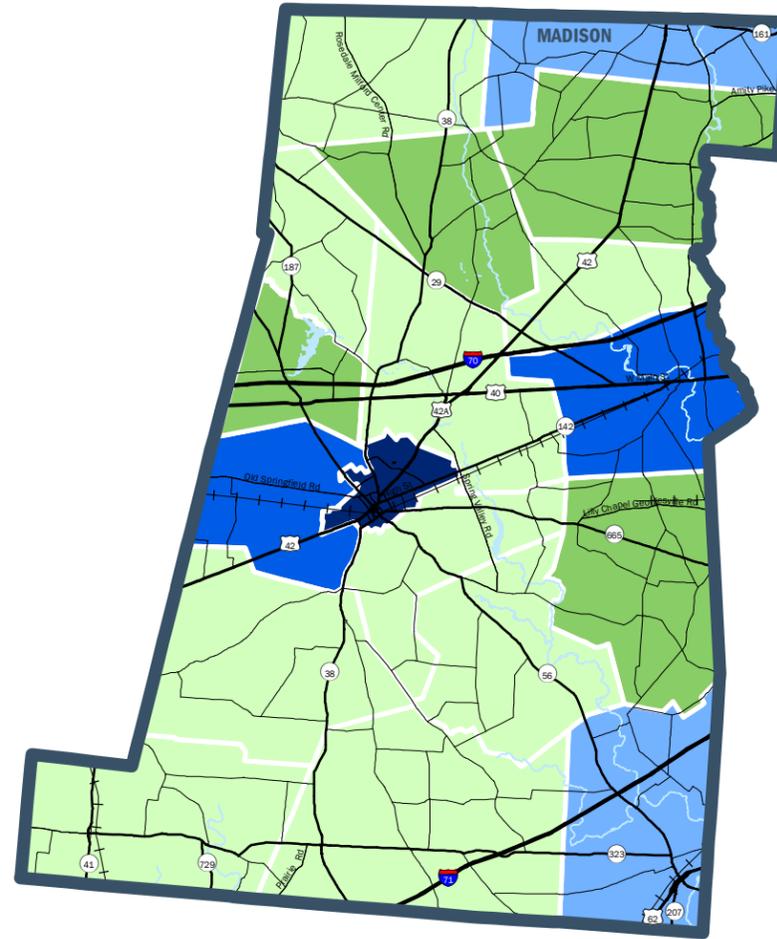
2015 Population



Total Population by TAZ

- < 1,500
- 1,501 - 3,000
- 3,001 - 5,000
- 5,001 - 10,000
- 10,001 +

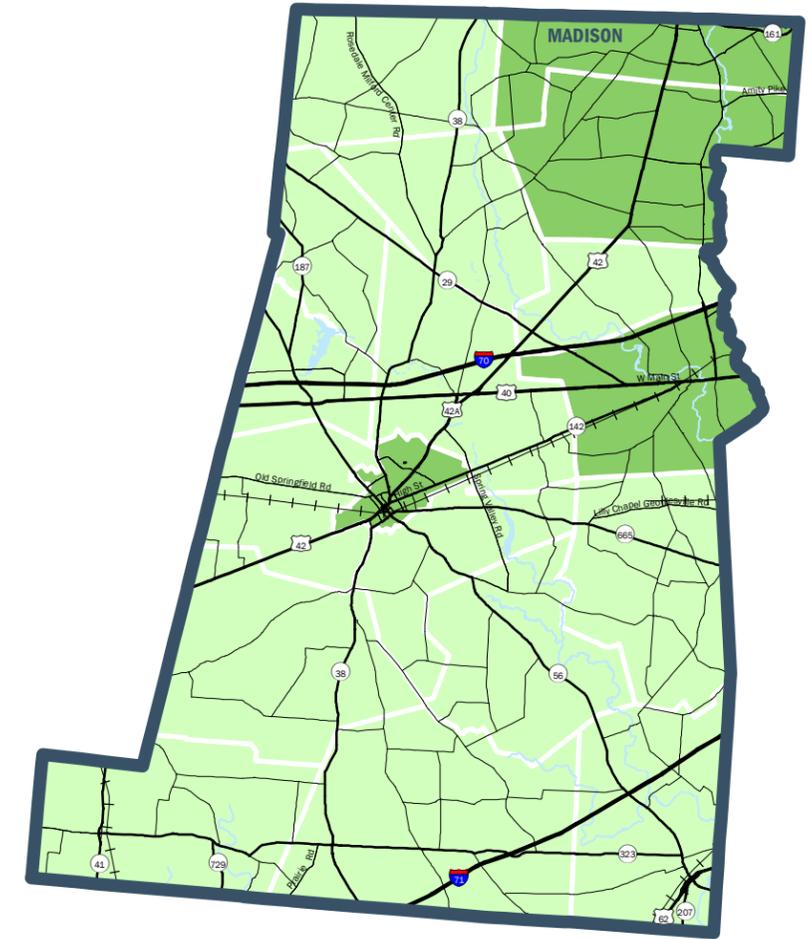
2040 Population



Total Population by TAZ

- < 1,500
- 1,501 - 3,000
- 3,001 - 5,000
- 5,001 - 10,000
- 10,001 +

2015-2040 Population Growth

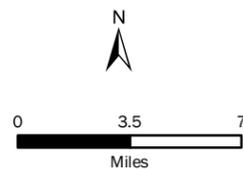


Population Growth by TAZ

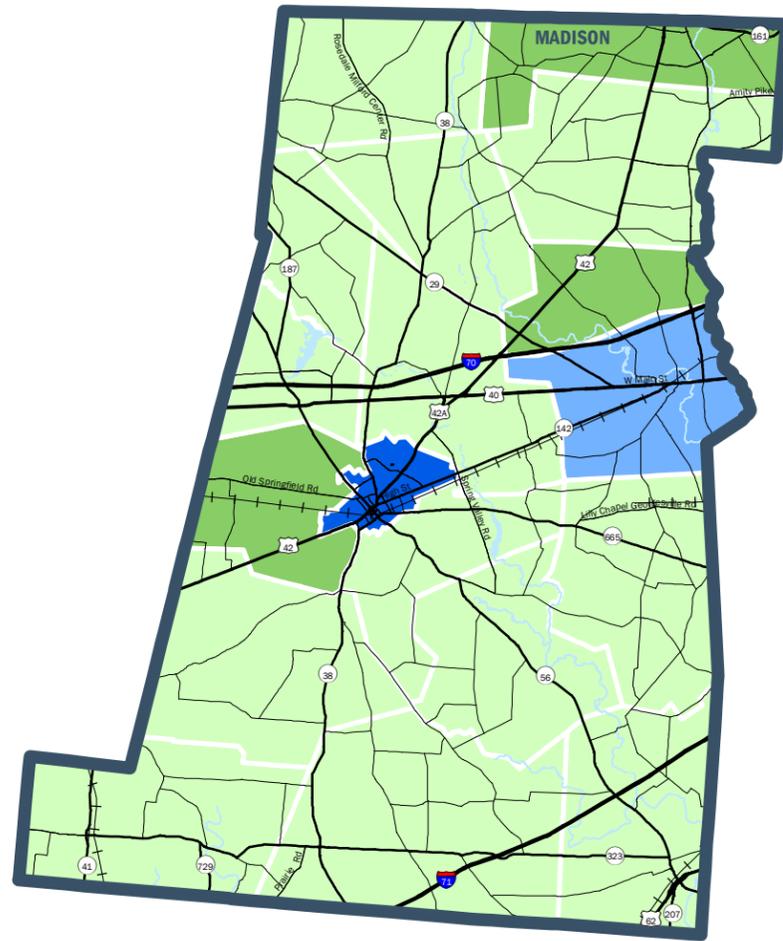
- < -1
- 0 - 100
- 101 - 500
- 501 - 1,000
- 1,001 - 5,000
- 5,001 +

Madison County - Total Population

2015: 44,100
 2040: 44,940
 Growth: 840



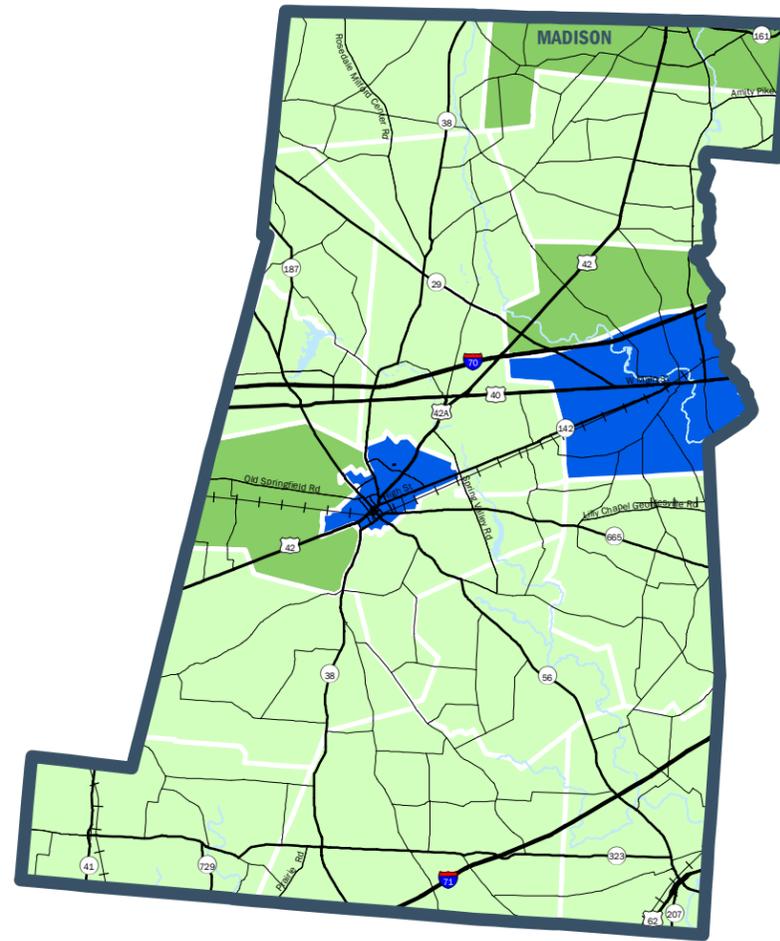
2015 Jobs



Total Jobs by TAZ

- < 1,000
- 1,001 - 2,000
- 2,001 - 3,000
- 3,001 - 6,000
- 6,001 +

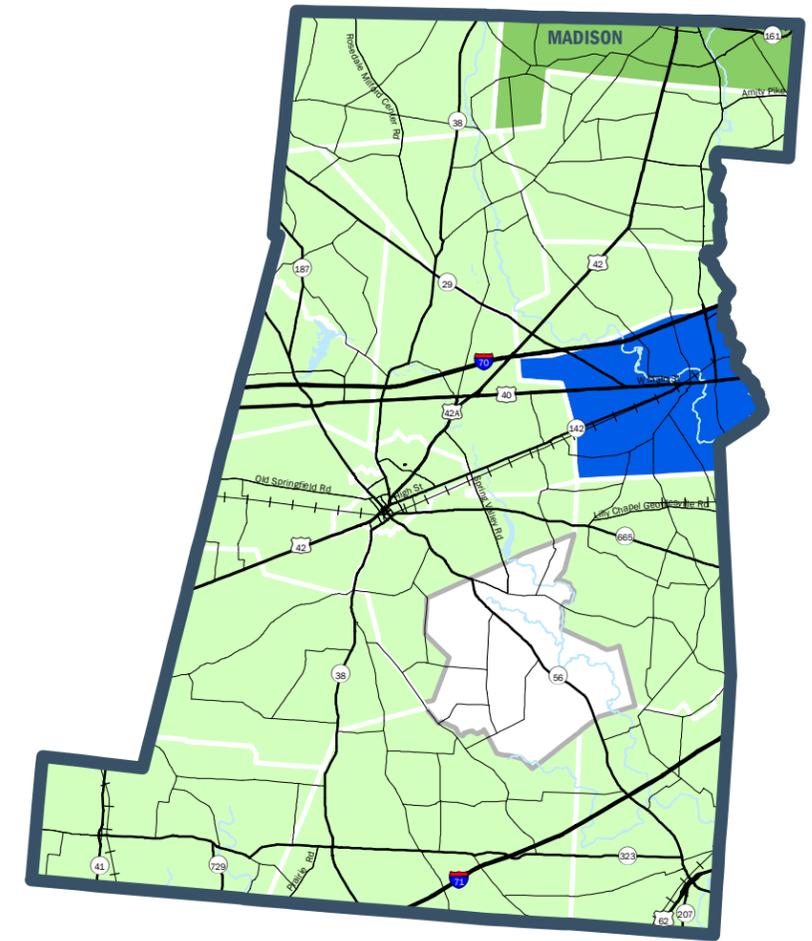
2040 Jobs



Total Jobs by TAZ

- < 1,000
- 1,001 - 2,000
- 2,001 - 3,000
- 3,001 - 6,000
- 6,001 +

2015-2040 Job Growth

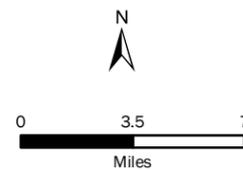


Job Growth by TAZ

- < -1
- 0 - 100
- 101 - 500
- 501 - 1,500
- 1,501 - 3,000
- 3,001 +

Madison County - Total Jobs

2015: 14,700
 2040: 16,650
 Growth: 1,950

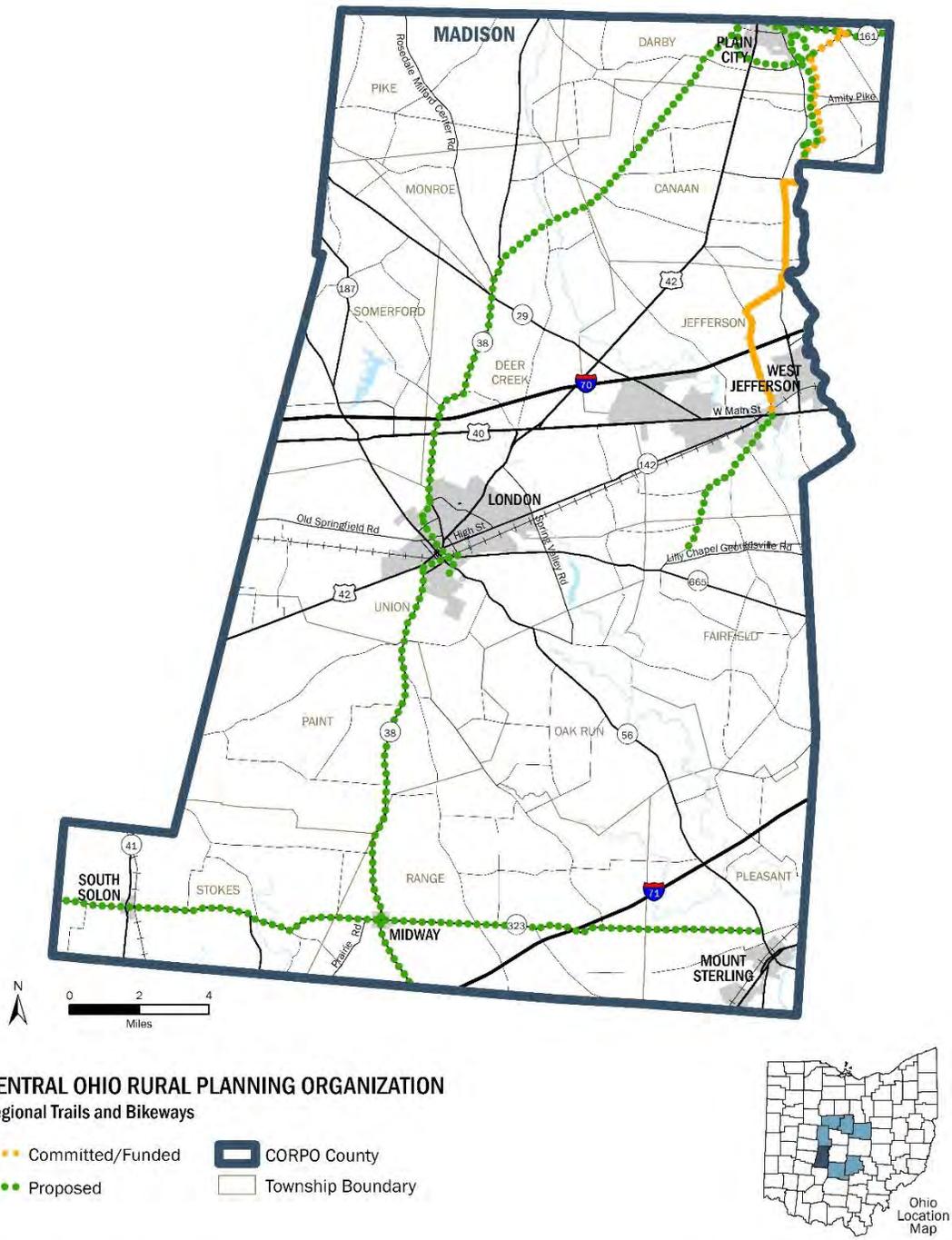


4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



4.2 Travel Demand

Bike and Pedestrian – Future



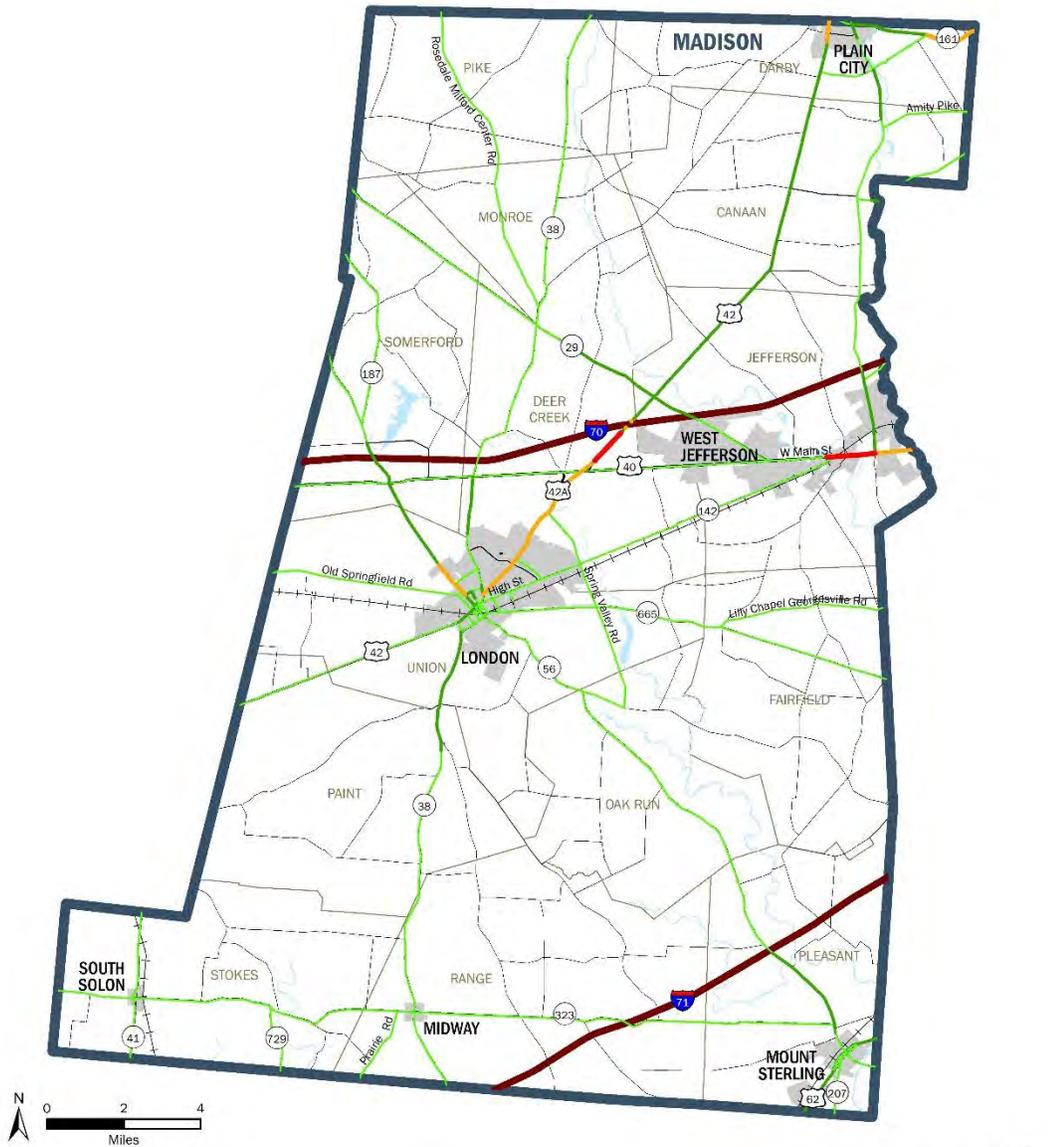
Source: MORPC, Local Governments

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPO\CORPO_MAD_Bike_Pro.mxd
2/20/2018

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



Traffic Volumes - Future



CENTRAL OHIO RURAL PLANNING ORGANIZATION

2040 Model Volumes

- < 5,000
 - 5,001 - 10,000
 - 10,001 - 15,000
 - 15,001 - 30,000
- CORPO County
 - Township Boundary

Source: Ohio Statewide Travel Model

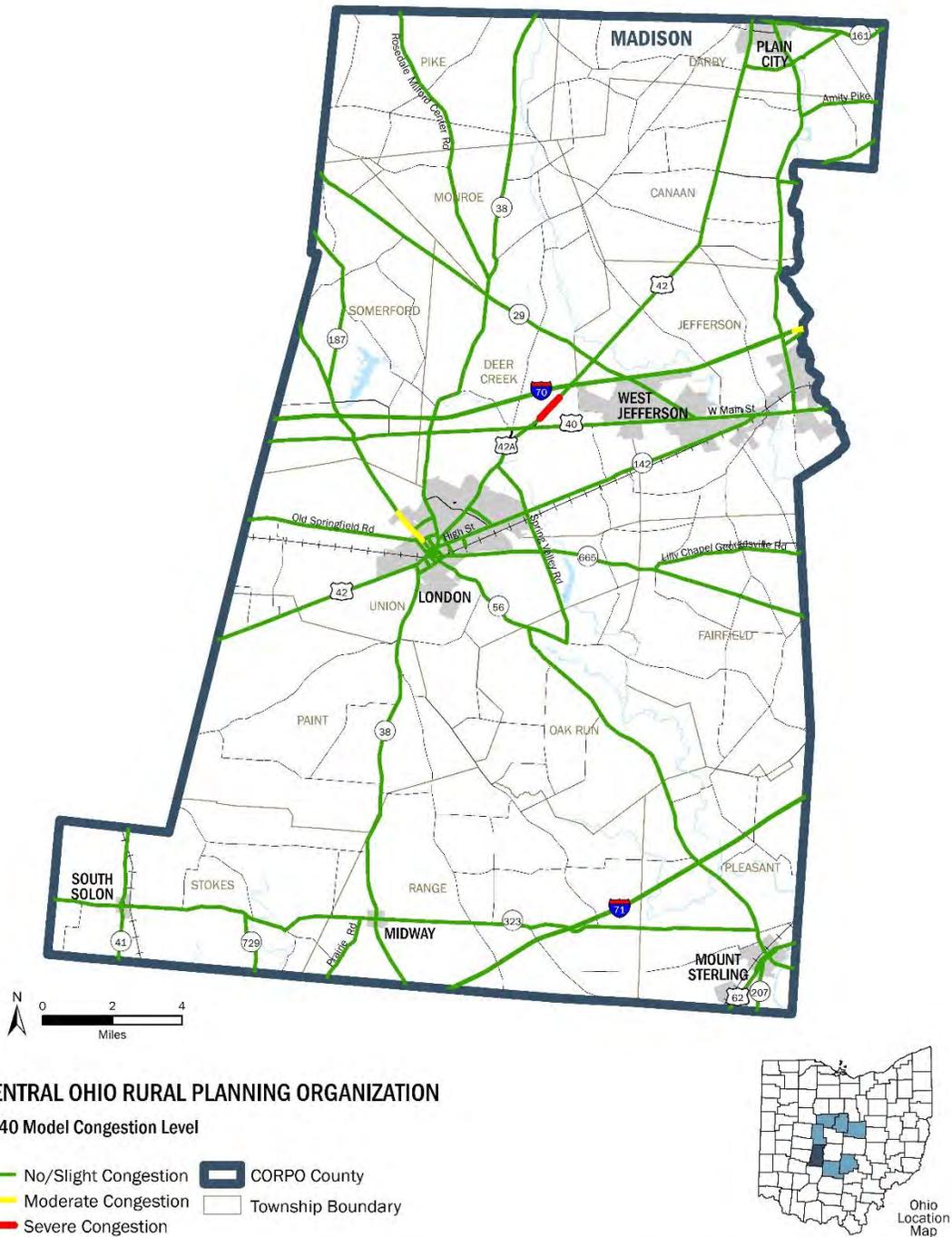


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAD_modelvolume_40.mxd
 4/27/2018

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



Traffic Congestion – Future



4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS

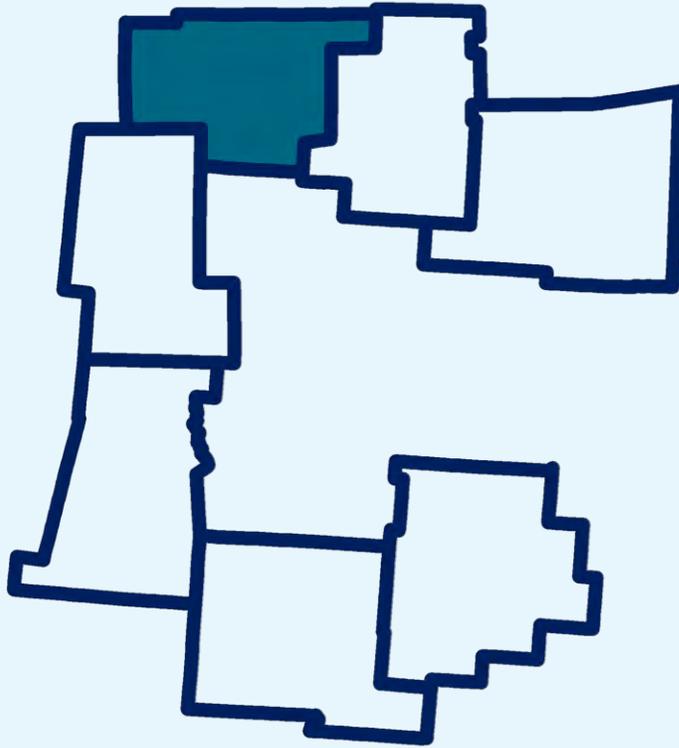


4.3 Project List – Madison County

One of the primary purposes of the CORPO Transportation Plan is for CORPO members to identify transportation projects of importance in their county. The selected projects include those that add roadway capacity, expand the transit system or provide bicycle and pedestrian facilities. Some of the identified projects encompass the ongoing operation, maintenance and preservation of the existing transportation system. This may include the study, operation and expansion of transit service. However, most of the items listed are projects to expand physical components of the transportation system.

Each project listing provides a brief project description and identifies cost estimates (if available) for each project. The associated cost estimates are in construction dollars. The list includes both short and long term projects that may occur between 2018 and 2040. Please see Appendix 6D for prioritized lists and corresponding project maps.

This page intentionally left blank.



Marion County

Transportation Plan 2018-2040

Section 3D of CORPO 2018 - 2040 Transportation Plan



corpo

Central Ohio
Rural Planning
Organization



Mid-Ohio Regional
Planning Commission

TABLE OF CONTENTS

1 CORPO Overview.....	140
2. Goals and Objectives	141
3. Inventory of Existing Conditions.....	142
3.1 Demographics.....	142
3.2 Land Use / Development	152
3.3 Current Transportation Network	155
4. Projections and Identifications of Needs	171
4.1 Population and Employment.....	171
4.2 Travel Demand.....	174
4.3 Project List.....	176

1.0 CORPO OVERVIEW



CORPO Background and Purpose

On July 1, 2013, ODOT began a two-year pilot program with five multi-county planning organizations (or councils of government) providing them with funding to conduct regional transportation planning in coordination with local stakeholders, Ohio MPOs, and ODOT. Much of Ohio's non-metropolitan local official coordination occurs between ODOT and these organizations. The five organizations cover 34 non-metropolitan counties in Ohio.

On January 27, 2016, Governor John Kasich formally designated each of these five agencies as an Ohio Regional Transportation Planning Organization (RTPO). These designations formalize the program that started as a pilot and will help spur better and more informed transportation decision making in Ohio.

Following the Ohio Department of Transportation's (ODOT) two-year pilot program to establish RTPO's, local governments in Central Ohio began discussing the opportunity to form a sixth Rural Transportation Planning Organization around the Mid-Ohio Regional Planning Commission (MORPC) which is the Metropolitan Planning Organization (MPO) for the Columbus urban area. MORPC's role as MPO and mentor in the pilot program encouraged its member governments outside the MPO to consider forming an RTPO. In response, MORPC began to work with the interested Central Ohio counties to form a Rural Planning Organization (RPO) area, a precursor to being a fully recognized RTPO. A designation that requires the submission of a long-range transportation plan to ODOT. The seven member counties include Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union. MORPC organized the counties to engage as an RPO, CORPO was created, and in preparation to become a state-designated RTPO this CORPO Transportation Plan was completed.

By July 2016 each member county passed resolutions to join the Central Ohio Rural Planning Organization (CORPO). Once approved to move forward with the development of CORPO, staff began the process of forming the CORPO Committee. The CORPO Committee is the guiding body for the development of the CORPO Transportation Plan. All seven CORPO member counties also established RPO subcommittees and designated representatives from each county at CORPO Committee. These decisions were governed by a set of bylaws previously adopted by the CORPO Committee. The CORPO Committee convened on numerous occasions to establish an overarching vision for the RPO transportation plan. This vision was used to develop the overarching goals and objectives of the plan. Staff, in cooperation with the CORPO Committee and county-level RPO subcommittees went to work on a transportation plan which includes seven county-level sections. These sections were then merged into a unified plan for CORPO, culminating in a list of transportation projects for the region. Section 3D represents the county-level section for Marion County.

2.0 GOALS AND OBJECTIVES



Goals & Objectives

- **Preserve and Maintain the Existing Transportation System in a State of Good Repair**
 - Minimize the number of bridges structurally deficient or functionally obsolete
 - Maximize the miles of pavement in acceptable condition
 - Maximize resources dedicated to maintain and improve the condition of the transportation system
- **A Safe Transportation System for All Users**
 - Minimize crashes including pedestrian and bicycle related crashes
 - Promote system user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving and others
- **Accessibility and Mobility Options for all Users**
 - Build facilities that accommodate all users such as those using transit, walking and bicycling
 - Expand public transportation within and between communities
 - Expand the bicycle and pedestrian networks
 - Expand options that assist those living in poverty or in areas with lower accessibility in reaching employment, healthcare or services
- **An Integrated, Connected and Coordinated Transportation System**
 - Increase outreach to advocacy and community groups including area residents, local governments, agencies and organizations
 - Improve connections between regions by utilizing various modes of transportation, including passenger rail
 - Increase local community collaboration and coordination efforts to achieve mutually beneficial outcomes
- **A Transportation System that Promotes a Collaborative and Focused Approach to support Economic Vitality**
 - Improve strategic freight related facilities (e.g. highway, rail, intermodal, etc.)
 - Develop priority multipurpose corridors (e.g. utilities, water, broadband, fiber, etc.)
 - Maximize return on investment to position the region to compete globally and efficiently
 - Provide transportation facilities that enhance the transition between rural and urban areas
 - Enhance engagement with regional partners and voices
- **Preserve and Enhance Environmental Resources and Sustainability through the Transportation System**
 - Increase use of non-single occupant vehicles (local transit, intercity transit, ridesharing, biking, walking)
 - Provide transportation facilities consistent with local land use, environmental and sustainability plans

3.0 INVENTORY OF EXISTING CONDITIONS



3.1 Demographics

Population

According to Census population estimates, Marion County's population was 65,096 in July 2016. Marion County's population decreased -2 percent from the estimated 66,454 in 2010.

Marion County Population Estimates		
Year	Population	2010 - 2016 % Change
2010	66,454	
2011	66,547	
2012	66,229	
2013	65,885	
2014	65,656	
2015	65,232	
2016	65,096	

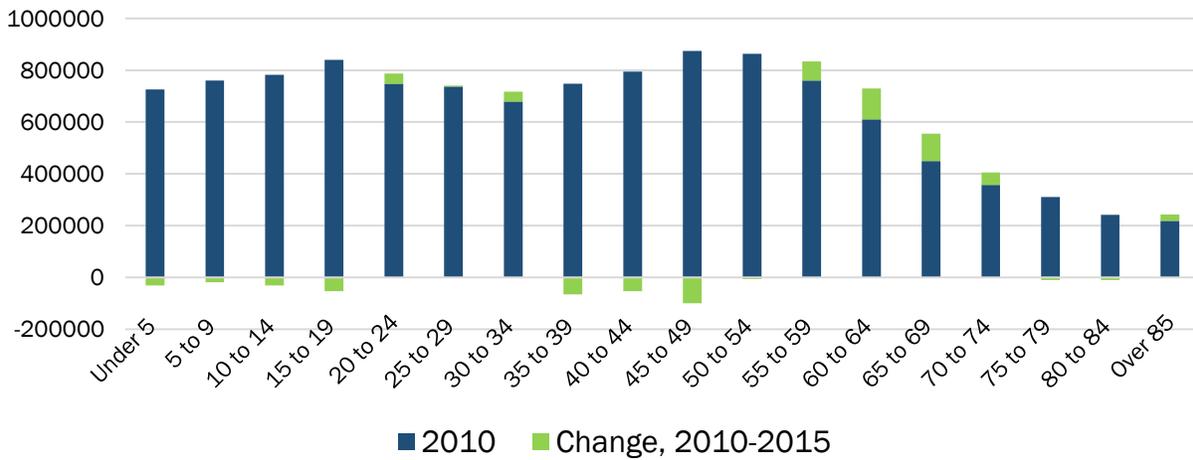
Age

Marion County's median age of 40 years is comparable to that of the State of Ohio, also at 38 years. Neighboring Franklin County has historically been a younger county with a median age of 35, because of the large population of university students. However, like the rest of Ohio, Marion County residents are aging and will face challenges in the future as this population leaves the workforce and enters retirement. The 55+ age cohort of both Ohio and Marion County is increasing. This is consistent with the findings in insight2050, a collaborative initiative among public and private partners designed to help communities proactively plan for development and population growth over the next 30+ years that is expected to be dramatically different from the past.

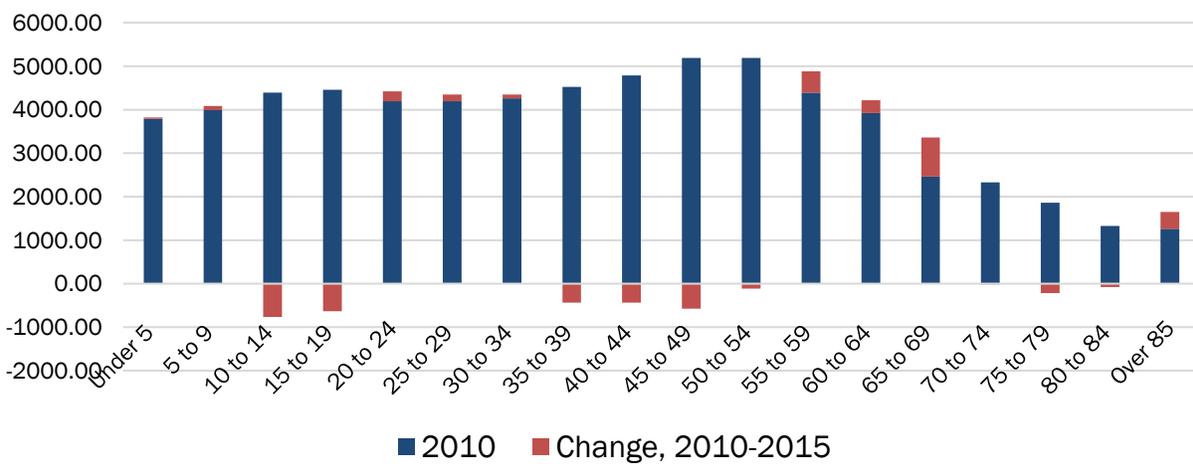
3.0 INVENTORY OF EXISTING CONDITIONS



Change in Population by Age Cohort in Ohio
2010-2015



Change in Population by Age Cohort in Marion County
2010-2015

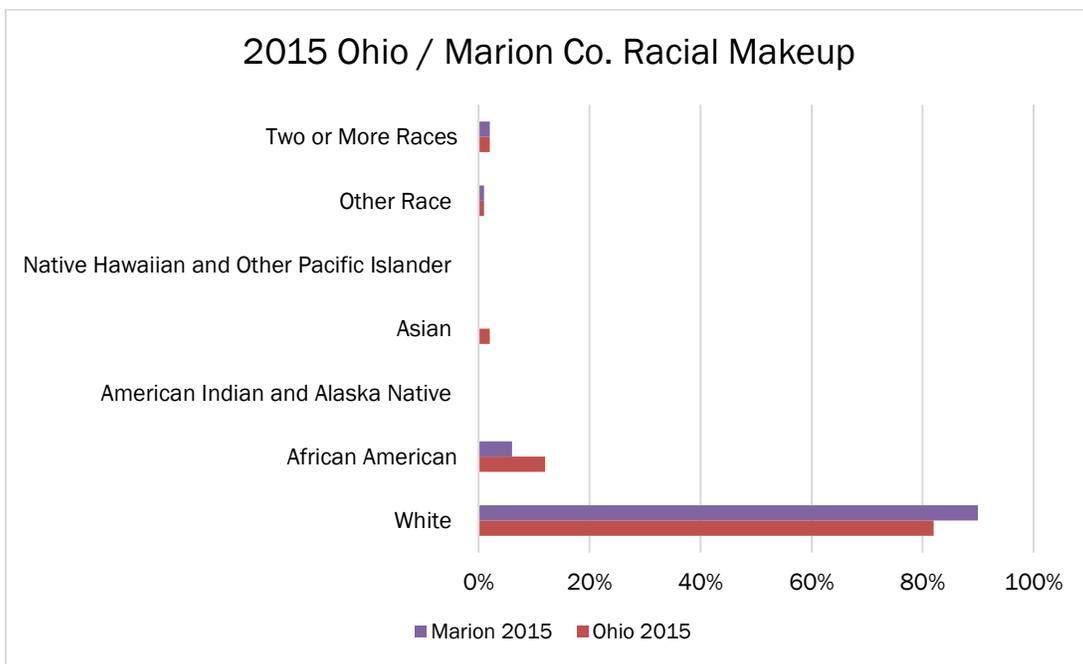


3.0 INVENTORY OF EXISTING CONDITIONS



Diversity

Central Ohio is primarily white and Marion County is no exception. In 2015 Marion County’s population was 90 percent white. Marion County is less diverse when compared to Ohio as a whole. That same year it was estimated that Ohio was 82 percent white, 12 percent African-American and roughly the same comparatively for other races.



3.0 INVENTORY OF EXISTING CONDITIONS



Families and Households

The users of a transportation system come from diverse backgrounds, socioeconomic statuses and household structures. Of all the households in Marion County, 68 percent are family households and 18 percent of those are single parent families. In Marion County, 40 percent of households include at least one person over 60 years of age while only 30% include one under 18.

Marion County Households (HH)		
HH Type	%	Average
Families	68%	
Non-Family	32%	
Single Parent	18%	
HH Size		2.43
Family Size		2.90
HH with 60+	40%	
HH with under 18	30%	

3.0 INVENTORY OF EXISTING CONDITIONS



Home Ownership

Homeownership has traditionally been a goal for most Americans and a factor in determining wealth in the United States, but recently there have been changes to these societal norms. For decades the suburbs exploded as people moved out of urbanized areas and utilized highways to get to and from work. Now, with increased traffic, higher fuel prices, a recovering housing market and more environmentally conscious commuters who would like to be closer to amenities, the demand for denser, centrally located housing options has increased. Because of this demand, mixed-use developments have begun to pop up in metro areas across the state, increasing the number of available rental options with them.

Ohio Housing Tenure		
Year	% Rent	% Own
2010	31%	69%
2015	34%	66%
10 to 15 Change	+3%	-4%

Marion County Housing Tenure		
Year	% Rent	% Own
2010	29%	71%
2015	32%	68%
10 to 15 Change	+3%	-3%

Both Ohio and Marion County have experienced an overall increase in renters. In comparison, nearby Franklin County where denser development has occurred over the last five years the increase in residents who rent went from 43 to 46 percent.

3.0 INVENTORY OF EXISTING CONDITIONS



Employment

As of April 2017, Marion County's unemployment rate was 4.3 percent. This rate is comparable to the State of Ohio, where the rate was 4.4 percent. Ohio's rate was slightly higher than the national rate of 4.1 percent that same month. Marion County's current unemployment rate is a good one, because it has steadily declined over the last five years.

The labor participation rate in the county, a measure of those who are currently working or actively looking for work was 52 percent in 2016.

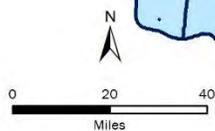
Marion County Unemployment Rates	
2013	7.9%
2014	6.0%
2015	5.1%
2016	5.0%
April 2017	4.3%
13 to 17 Change	- 3.6%

When considering employment, knowing the number of people in your community who are employed and how they get to work is very important. To make appropriate transportation planning decisions, knowing where they work is vital. The majority of workers employed in Marion County live primarily in Marion County. Marion County residents are primarily employed in Marion, Delaware and Franklin counties.

3.0 INVENTORY OF EXISTING CONDITIONS



Worker Commute – Where Marion County Workers Commute From



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Marion County Employee Home Location

- Below 1%
- 1 - 5%
- 5 - 20%
- More than 20%
- County Boundary

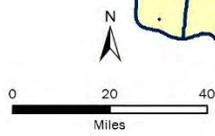
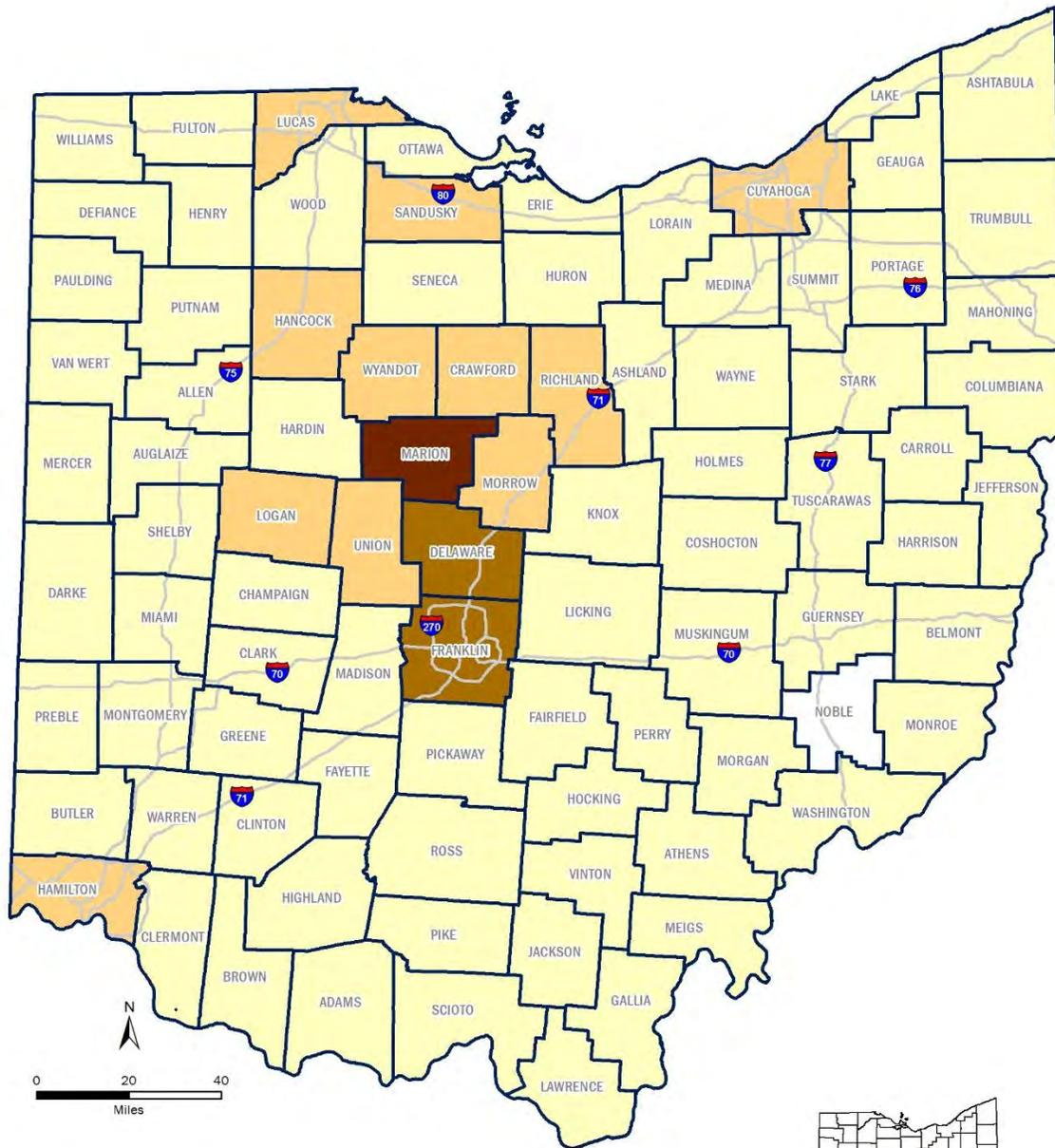
Source: US Census-
2014 Longitudinal Employer Household Dynamics

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPO\CORPO_MAR_HomeLocations.mxd
7/28/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Worker Commute – Where Marion County Residents Commute To



CENTRAL OHIO RURAL PLANNING ORGANIZATION
Marion County Resident Work Location

- None
 - Below 1%
 - 1 - 5%
 - 5 - 20%
 - More than 20%
- County

Source: US Census-2014 Longitudinal Employer Household Dynamics



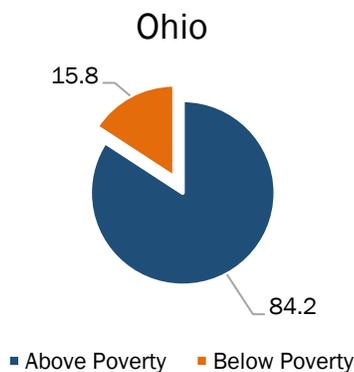
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAR_WorkLocations.mxd
 7/28/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Income and Poverty

Unfortunately, a decreasing unemployment rate does not mean that there are not residents struggling with poverty in Marion County. According to Census data, the percentage of Marion County residents living below the poverty line in 2015 was estimated to be 18.8 percent. However, the percentage decreased from the 19.6 percent estimated in 2012. Also, the rate is comparatively high to that of the state, which is currently 15.8 percent, and neighboring Franklin County, where the percentage is estimated to be 17.5. Minority populations in Marion County appear to make up a disproportionate percentage of those living in poverty. In Madison County, 34 percent of minorities are living below the poverty line while 17.8 percent of whites are. Additionally, 28.6 percent of those living in poverty are children 18 years of age and under, compared to 22.8 percent at the state level. In Marion, the largest jurisdiction in Marion County, 25 percent of residents live below the poverty line.



18.8%

of Marion Co. residents are living in poverty.

34%

of minorities in Marion Co are living in poverty.

17.8%

of whites in Marion Co are living in poverty.

As the percentage of those living in poverty has decreased, the median income for Marion County residents increased. In 2015 the median household income in Marion County was \$42,966, an increase from the estimated \$40,511 in 2010. Marion County’s median income is considerably lower than that of the state however, which in 2015 was \$49,429, an increase from the 2010 median income of \$47, 358.

3.0 INVENTORY OF EXISTING CONDITIONS



Vehicle Access

Little or no access to reliable personal or public transportation can create a multitude of daily challenges. Of the 24,478 households in Marion County, 8 percent reported no vehicle in the home in 2015. This is comparable that of the state, which reported 8 percent that same year. That means just under 2,000 households in Marion County have to plan trips to work, school or medical appointments in advance and may be dependent upon others to make it to any of those. In a county with limited public transit options, this can create real obstacles.

3.2 Land Use / Development

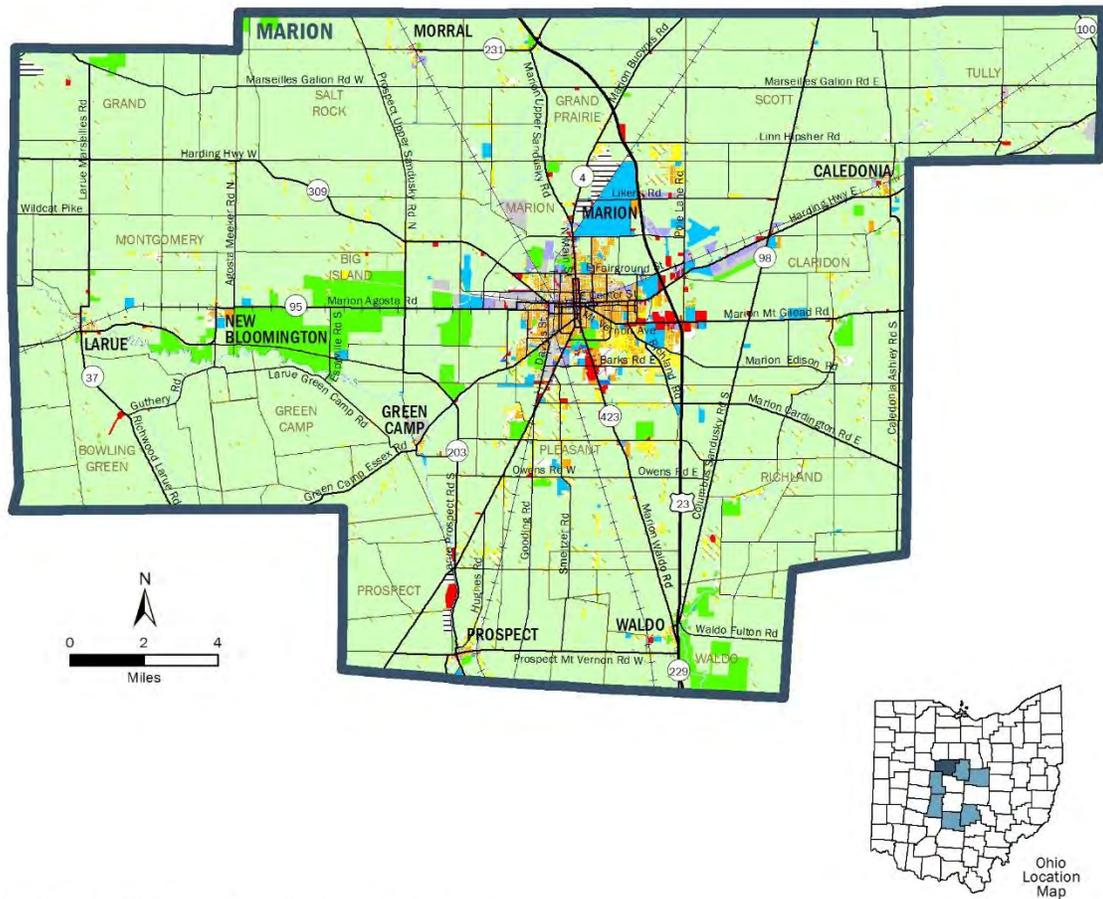
Changes to the marketplace include an aging population and an increase in young adults. This typically means there is a desire for multiple transportation options. The way the county develops directly influences the CORPO plan's goals and objectives. Local land use decisions can affect access to amenities, employment and attractions and transportation systems can affect development decisions.

Recognizing how land use decisions affect the quality of place and how well it attracts and retains workers is important. These decisions can support economic opportunity by accommodating businesses' needs for transportation capacity and reliability. As a part of large metropolitan area, Marion County may benefit from seamless transitions between communities through coordinated development approaches, which would allow the transportation system of roads, bikeways, and pedestrian ways to be continuous for regional connectivity. The following two maps display the existing land uses as well and the various points of interest and for Marion County. (*"Public Places" in the points of interest map includes locations such as historical sites, fairgrounds, community and recreation centers, theaters and concert halls, museums and libraries.*)

3.0 INVENTORY OF EXISTING CONDITIONS



Existing Land Use



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Existing Land Use



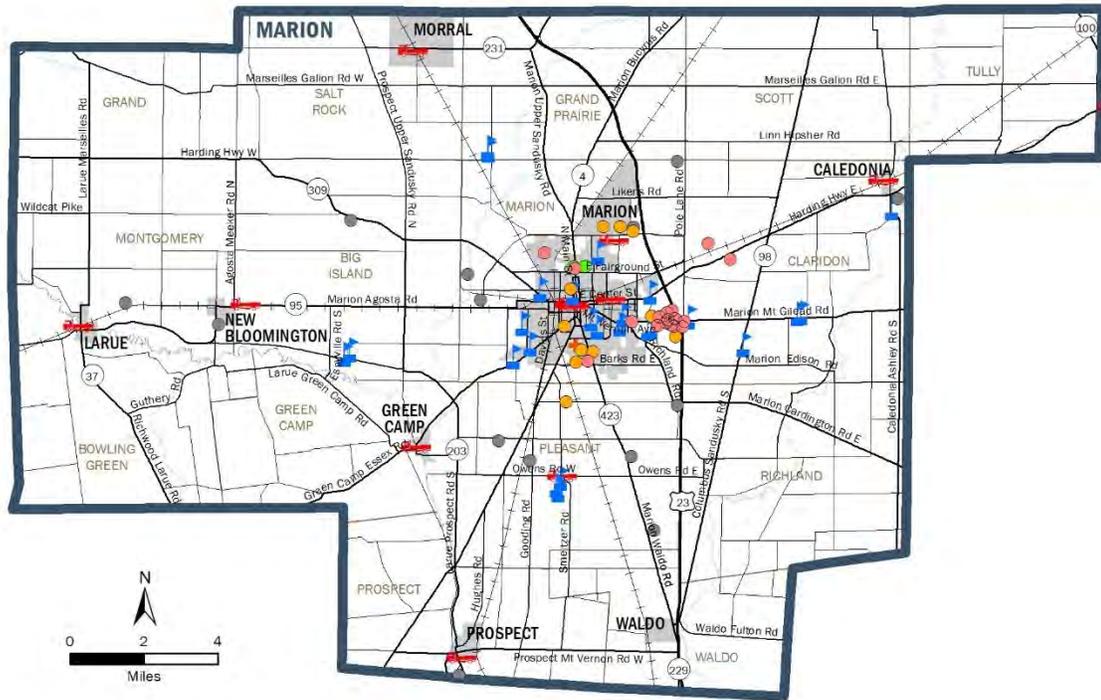
Source: MORPC, 2014

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAR_LU.mxd
 6/20/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Points of Interest



CENTRAL OHIO RURAL PLANNING ORGANIZATION Points of Interest

- Commercial
- Education
- ➔ Emergency Response
- Group Quarters
- Industrial
- + Medical
- Public Places
- CORPO County
- Township Boundary

Source: MORPC



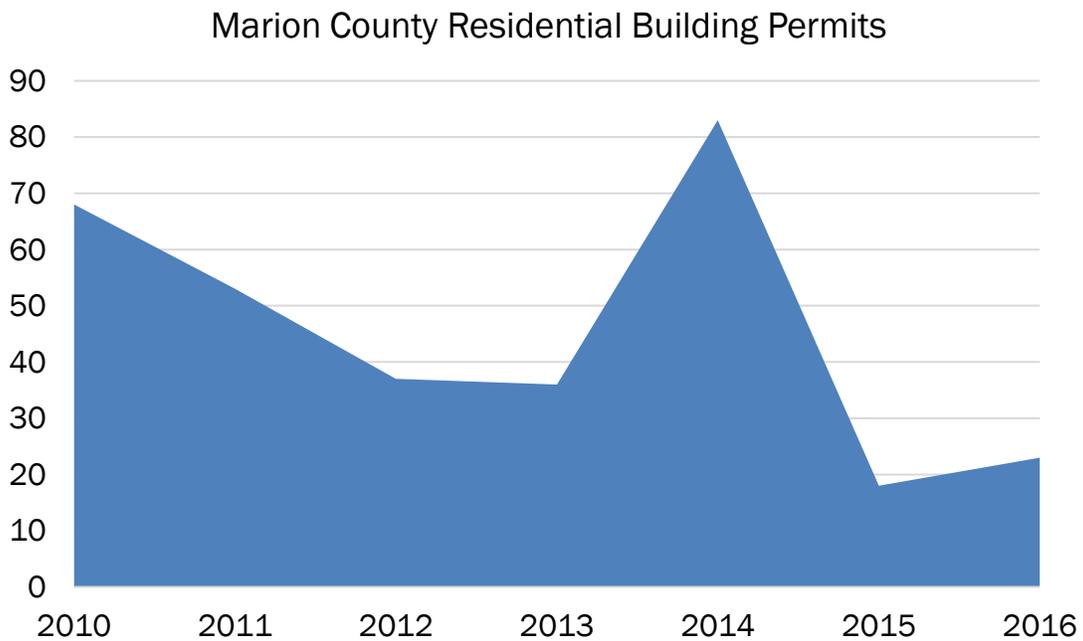
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPO\CORPO_MAR_POI.mxd
6/19/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Residential Permits

One way to track an area's growth is to look at the number of building permits being requested. This data is not always reliable as it is based on whether or not a locality is reporting these permits to the Census. Utilizing data from *Censtats* (US Census), it is safe to suggest that Marion County's annual number of requested building permits has decreased significantly. Since 2010 there has been at least a -66 percent decrease in annual Census reported residential permits in Marion County.



3.0 INVENTORY OF EXISTING CONDITIONS



3.3 Current Transportation Network

The purpose of Marion County's transportation system is to safely accommodate the travel needs of its users. Marion County's transportation system is made up of several components or sub-systems that should be seamlessly connected to provide fluid movement of people and goods across the system and the region. These include roadways, transit, railroads and the unique intermodal facilities that interface these surface modes with ground and air freight. These components each serve their own particular role in moving people and goods throughout the region. This section describes these individual systems and intermodal connections that make up the county's surface transportation system.

Non-personal vehicle modes serve the transportation needs of few Marion County residents. However, the need and demand for transit and bikeways is changing in response to both underlying demographic changes in central Ohio's population and cultural preferences. Changing cultural preferences for transportation are evident from foreign born populations, younger and older generations. Recently, these populations have expressed a desire to live in communities with access to transit and that are pedestrian and bike friendly.

Individuals may be unable to afford a motor vehicle, or lack the ability or interest to drive. Public transit and adequate bike and pedestrian paths may provide the only independent means of transportation. These modes preserve the connection to work, daily living needs, medical appointments and other destinations. For riders of choice, alternative transportation options may offer a more convenient, economical and or environmentally friendly choice over other modes of transportation. The very presence of convenient and accessible alternative transportation options may help attract and retain a skilled workforce and enhance the quality of life.

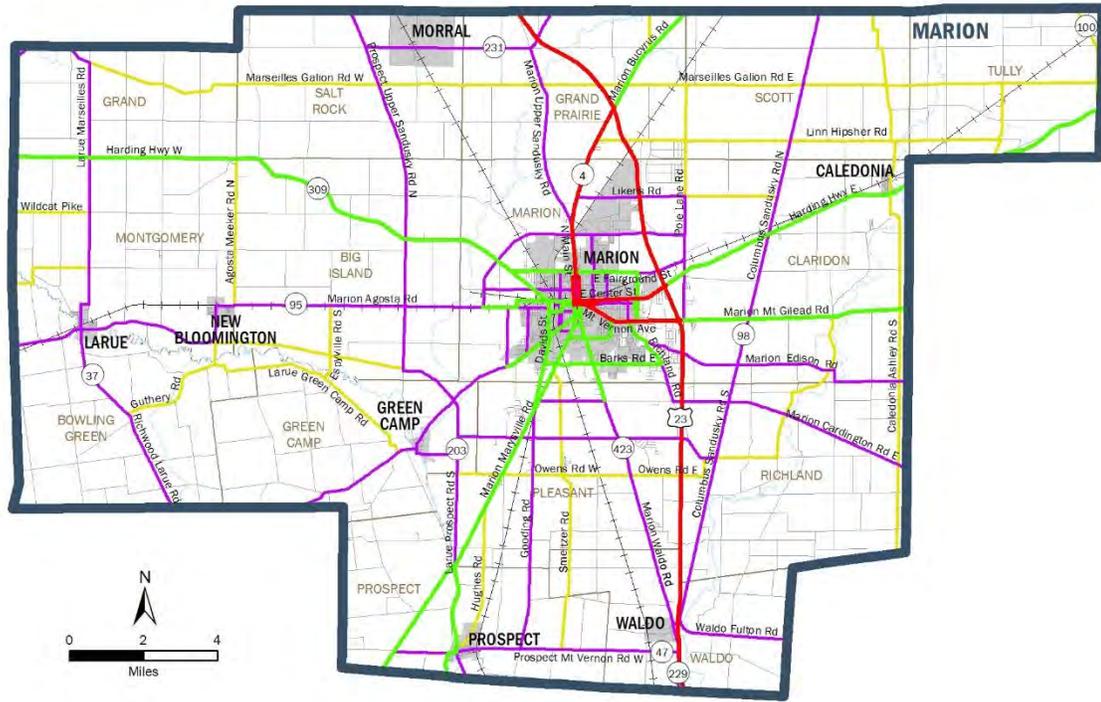
The first of the following two maps displays the functional classification system of roadways in Marion County. Roadways are classified based on the role and function each roadway serves within the larger system. Interstates and Expressways have very limited access and carry a high volume of vehicles making regional trips. Arterials primarily provide mobility, but also provide access to abutting land uses, unlike interstates and expressways. Collectors carry lower volumes of traffic and provide more access points to local roads and destinations. Local roads generally are not intended for long distance travel. Their main function is to provide access to homes and businesses. For this reason, the information and projects presented in the CORPO plan focus on interstates, expressways, arterials, and collectors only, as they make up the most important roadways in the roadway network. The second map displays bike and pedestrian paths within Marion County.

3.0

INVENTORY OF EXISTING CONDITIONS



Current Roadway Network



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Functional Classification

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- CORPO County
- Township Boundary

Source: ODOT



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAR_FUNCLASS.mxd
 6/19/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Travel Demand Management Services

Limited funding for expanded highways, unstable fuel prices, increased congestion, and concern for our air quality emphasize the need for reducing driving alone in urban and suburban areas. For many years now, transportation demand management (TDM) strategies have shown effectiveness in reducing traffic congestion and environmental pollution caused by motor vehicles.

Managing transportation demand should not be relegated to just urban areas. The TDM strategies and projects focus on the opportunities to rideshare, use transit, bike, or walk to meet some of the travel needs of the region. Alternatives that reduce travel demand also include telecommuting and alternate work schedules that compress the work week or allow for commuting at non-peak hours. The table below outlines the modes Marion County commuters utilize.

Marion County Gohio Commuter Data	
Year	2015 5YR ACS
Total Commuters	24,917
Drive Alone	85%
Alternative	15%
Carpool	10%
Transit	0.7%
Walk	1.4%
Telecommute	1.7%
Other	1.4%

Due to decades of sprawling urban and exurban growth, Central Ohio commuters have become primarily dependent on the vehicular transportation. Marion County, which is a mix between urbanized and rural areas, is no exception to this. Of the nearly 25,000 commuters in Marion County, 85 percent drive alone and 15 percent utilize an alternative method. This percentage may seem low, but comparatively, 81 percent of commuters in Franklin County, a larger and more urbanized county with 25 times the number of commuters, 81 percent are driving alone while 19 percent utilize alternative transportation options. For example, 10 percent of commuters in Marion County participate carpool services.

3.0 INVENTORY OF EXISTING CONDITIONS



Travel Demand Management Services – Continued

In order to identify the needs of people with mobility access issues, local governments develop coordinated public transit - human services transportation plans, or ***Coordinated Plans***. The purpose of coordinated plans is to identify community resources for transportation and mobility, understand the gaps and unmet needs within those resources and to determine the approach to addressing those gaps and unmet needs. Although ODOT does not require local governments to produce a coordinated plan, it is required for eligibility for the Federal Transit Administration’s Section 5310 program funds. The purpose of the 5310 grant program is to enhance the mobility of seniors and individuals with disabilities. Private nonprofit organizations or state or local governments may apply for the grant if they are approved to coordinate services for senior and individuals with disabilities. ODOT does make 5310 project selections for small and rural Ohio counties. Therefore, ODOT must ensure that coordinated plans are in compliance with federal transit law. ODOT encourages coordinated plans to go beyond the requirements of Section 5310 funding to include analysis of needs and development projects to address the mobility needs of the general public.

Marion County currently has not published a Coordinated Plan but stakeholders within Marion County have inquired about the process.

3.0 INVENTORY OF EXISTING CONDITIONS



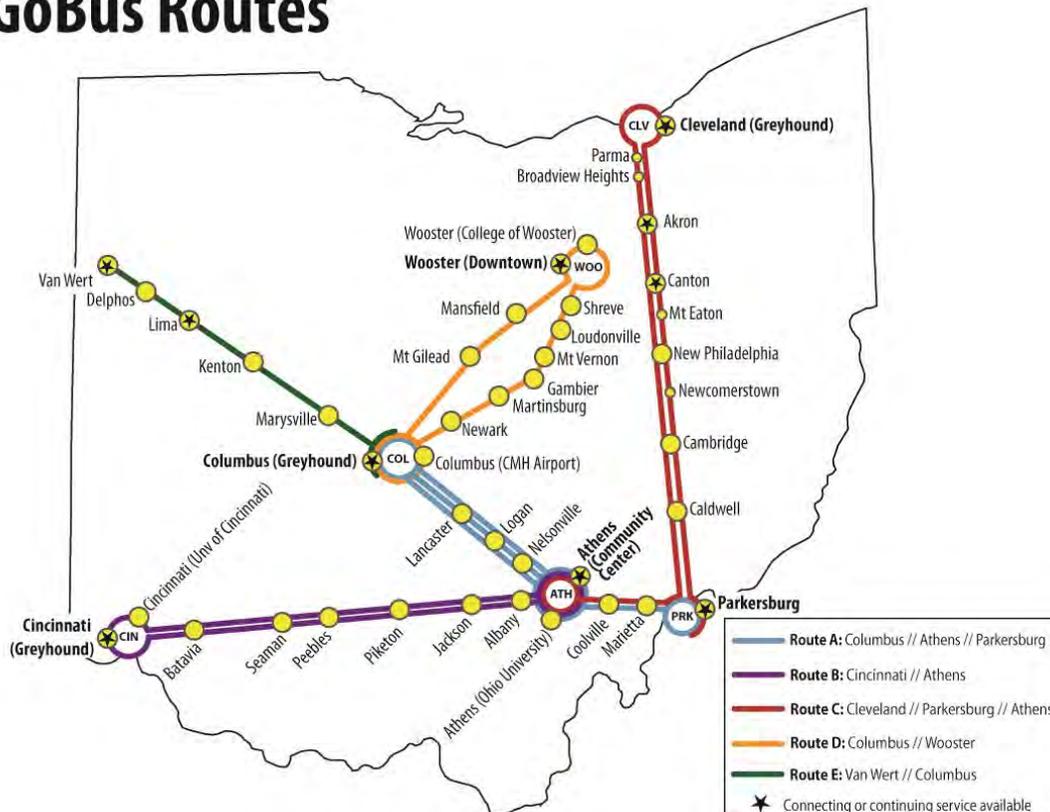
Transit Services

Transit service in Marion County is provided by Marion Area Transit (MAT). MAT provides both curb to curb and demand response transit services to the general public with fares ranging from \$0.60 to \$6.25 depending on the mileage. Reduced rates are available to student, disabled and senior citizen riders and children under five years of age ride for free.

Rural inter-city bus service in Ohio is provided by Gobus. This service is designed to address low cost and geographically accessible intercity bus transportation needs of the entire state by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. Funding for the rural inter-city bus is administered by ODOT, and the service is currently operated by Baron Bus Lines.

At this time Gobus does not offer a stop in Marion County.

GoBus Routes



3.0 INVENTORY OF EXISTING CONDITIONS



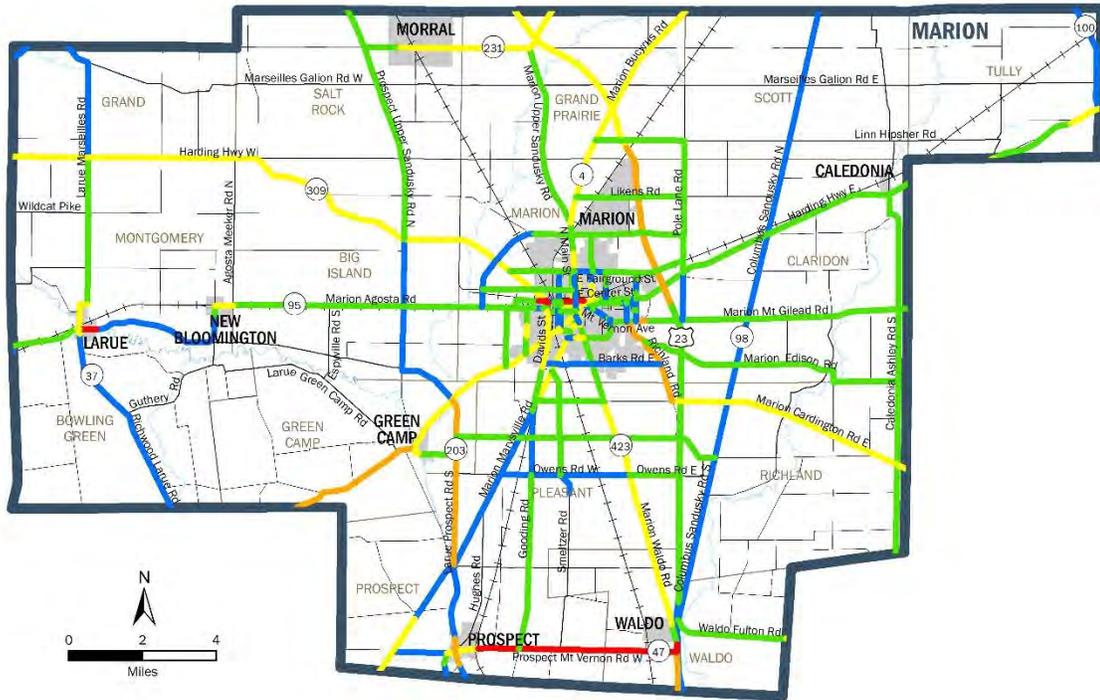
Transportation Infrastructure Conditions

Understanding the physical condition of a transportation is vital to resource management and the two following maps display the physical condition of both the roadway network (pavement) and bridges in Marion County.

3.0 INVENTORY OF EXISTING CONDITIONS



Transportation Infrastructure Conditions



CENTRAL OHIO RURAL PLANNING ORGANIZATION Pavement Condition Rating

- Below 56 Poor
 - 57 - 65 Fair to Poor
 - 66 - 75 Fair
 - 76 - 90 Good
 - 91 - 100 Very Good
- CORPO County
 Township Boundary
- Source: ODOT

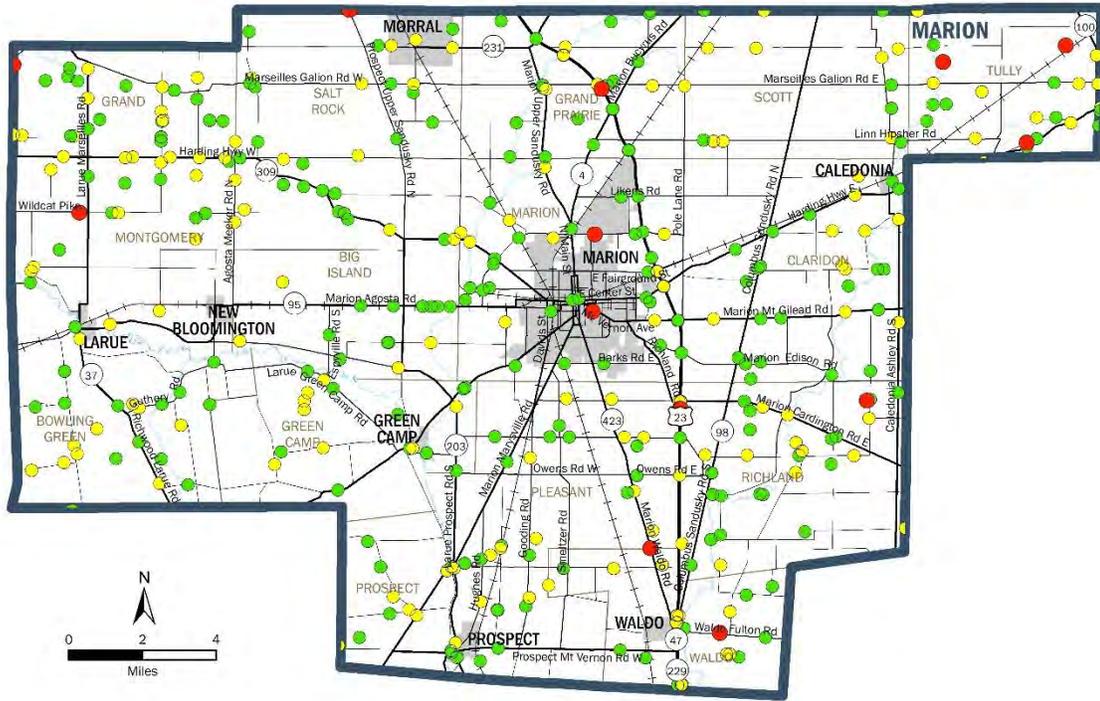


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAR_PCR.mxd
 2/14/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Transportation Infrastructure Conditions Cont.



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Bridge General Appraisal

- 0 - 4 Likely Needs Replaced
- 5 - 6 Likely Needs Maintenance
- 7 - 9 Good
- CORPO County
- Township Boundary

Source: ODOT



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAR_bridge.mxd
 2/14/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Freight

Goods are moved, transferred, and distributed from Marion County to destinations across the United States and around the world. Whether by truck, rail, or air, Marion County's efficiency in the movement of goods is an important part of the region's economic competitiveness, trade, and commodity flow. Marion County and our region's economy as a whole have benefited from its multimodal transportation assets for many decades. Today, Marion County is home to an airport, an intermodal facility and is crossed by arterial rail corridors as well as US 23 and numerous state routes. Marion County is strategically located within a 10-hour truck drive of 47 percent of the United States population and 61 percent of its manufacturing. The first of the following four maps details freight related infrastructure in Marion County.

Congestion

There are a couple of aspects of the roadway system condition to consider. First is the physical condition – are the roadways and bridges in good repair? Section 3.3 outlined that aspect. Second, how does the roadway operate in terms of level of congestion? Using average daily traffic count data as well as travel time data covering all weekdays of 2016 except federal holidays. CORPO was able to map traffic volumes as well as congested areas within Marion County. The second, third and fourth of the following maps display the, average daily traffic volumes and the percentage of congested days, separated into AM and PM periods.

The percentage of congested days is identified if the travel time in at least three 5-minute intervals during the peak period of the day considered is 50 percent greater than the travel time under free-flow condition. That means, for at least fifteen minutes each AM or PM period, travelers would spend more than 50 percent extra travel time on the segment. The percentage of congested days is then calculated by dividing the total number of congested days by the total numbers of the non-federal-holiday weekdays in the period of interest.

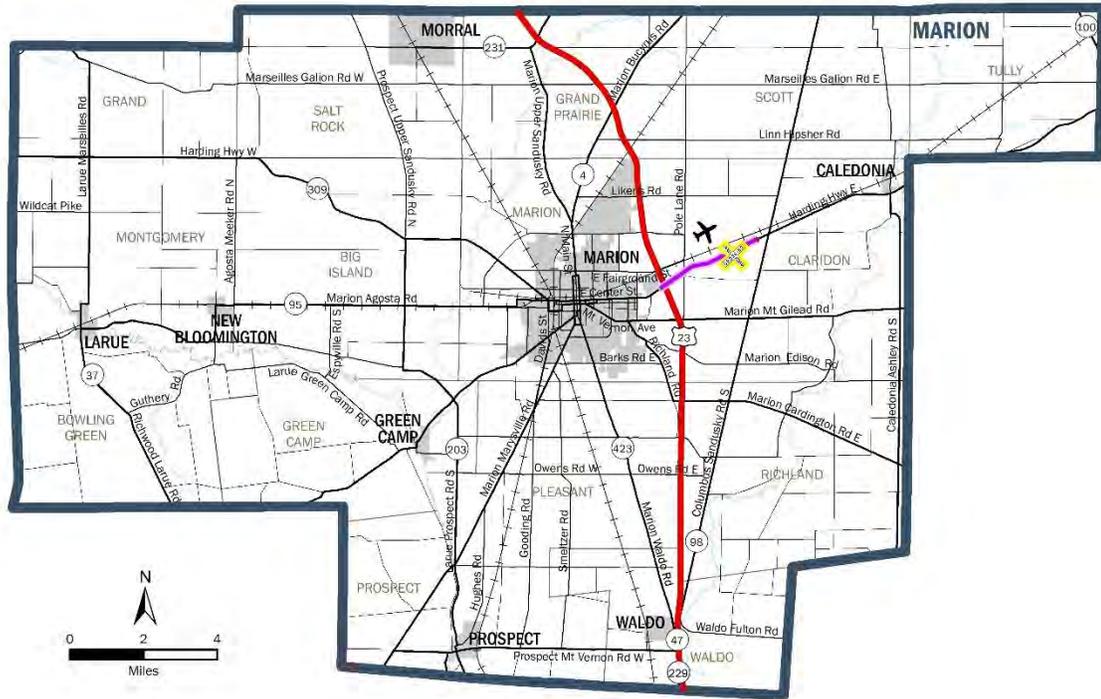
Basically, this “percentage” measure can be interpreted approximately as below:

<=20%:	1 day or less per week
20 – 60%:	2 to 3 days per week
> 60%:	3 + days per week

3.0 INVENTORY OF EXISTING CONDITIONS



Freight



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Freight

- Airport
 - Intermodal Facility
 - Intermodal Connector
 - National Highway System
 - Railroad
 - CORPO County
 - Township Boundary
- Source: ODOT

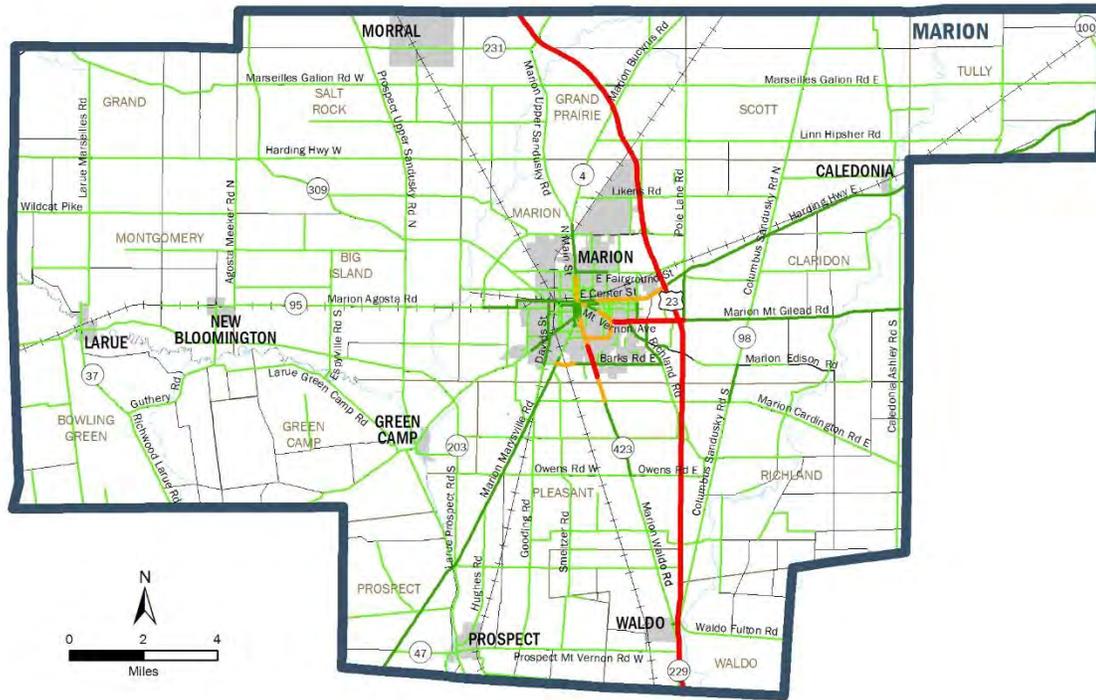


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAR_freight.mxd
 1/23/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Volumes



CENTRAL OHIO RURAL PLANNING ORGANIZATION 2015 Average Daily Traffic Range

- < 5,000
- 5,001 - 10,000
- 10,001 - 15,000
- 15,001 - 30,000
- CORPO County
- Township Boundary



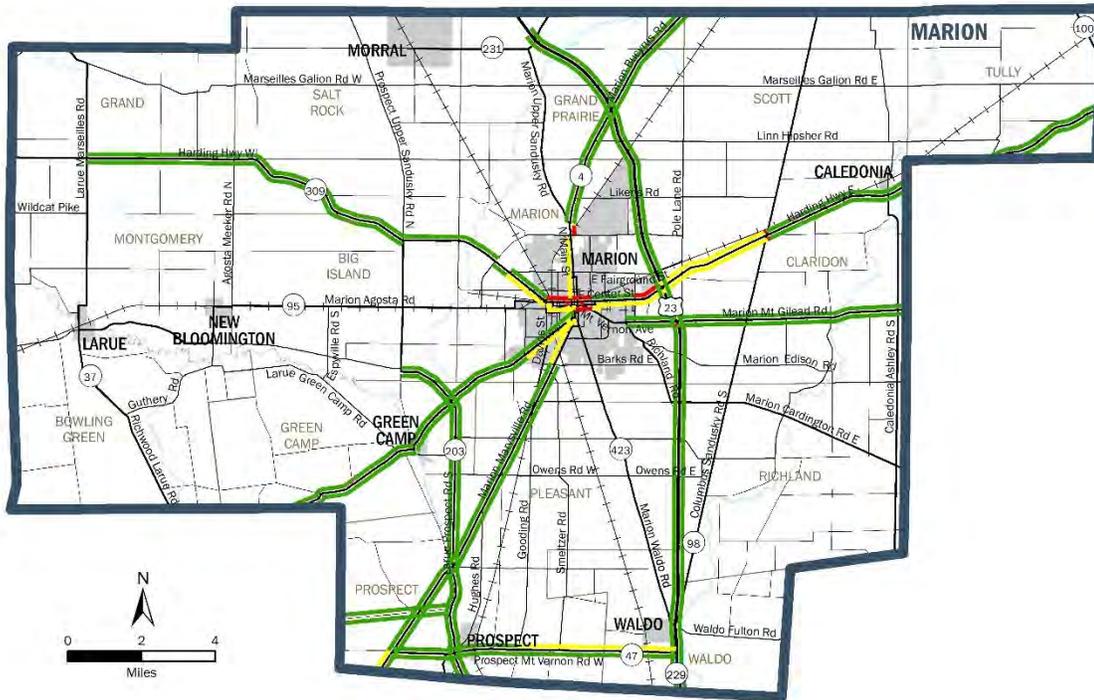
Source: ODOT TMS 2015

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPO\CORPO_MAR_TrafficVol.mxd
6/28/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Congestion – 6:00 – 9:00 AM



CENTRAL OHIO RURAL PLANNING ORGANIZATION

% Days Congested 2017 AM*

- <= 20% (< 1 day per week)
 - 20 - 60% (2-3 days per week)
 - > 60% (3+ days per week)
- CORPO County
 Township Boundary

* Congestion: more than 50% extra travel time

Source: INRIX Travel Time data

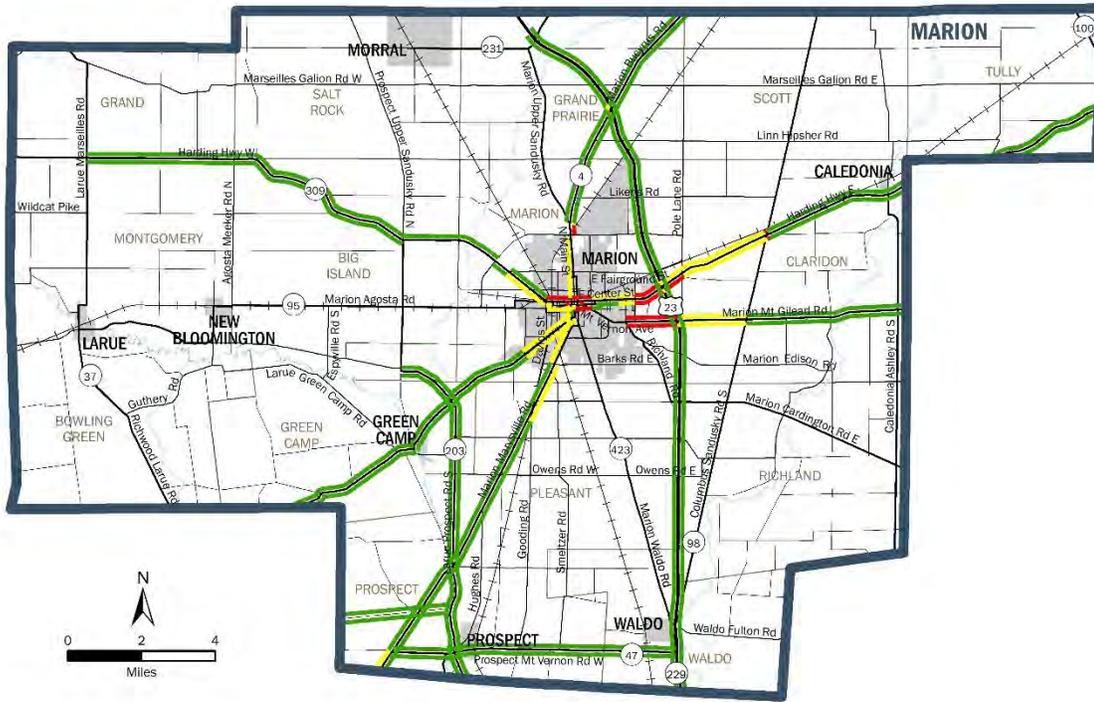


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAR_CongestionAM.mxd
 3/29/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Congestion – 3:30 – 6:30 PM



CENTRAL OHIO RURAL PLANNING ORGANIZATION

% Days Congested 2017 PM*

- <=20% (< 1 day per wk)
- 20 - 60% (2-3 days per wk)
- > 60% (3+ days per wk)
- CORPO County
- Township Boundary

* Congestion: more than 50% extra travel time

Source: INRIX Travel Time data



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAR_CongestionPM.mxd
 3/29/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Safety

The primary function of a transportation network is to move people and goods from their origin to destination as safely as possible. If a network is unsafe, its utility is greatly diminished. One way to determine which areas of the network may have a safety issue or where these issues may one day arise is to collect and analyze crash data. Please see the Marion County Safety Summary on the next page.

Safety – Crash Statistics

Similar to state and national trends, the number of reported crashes and fatal crashes in Marion County has been trending upward in recent years. In Marion County, from 2012 to 2016, the total number of crashes increased by 14 percent. The number of crashes resulting in both property damage and injuries in Marion County increased by only 1 percent.

Safety – Occupant Statistics

The table and summary on the following page outlines the crash related occupant statistics for Marion County between 2012 and 2016. There is was a 0 percent increase in the injury rate from 2012 to 2016.

Safety – Crash Locations and Types

Utilizing crash data collected by both the Ohio Department of Transportation and the Ohio Department of Public Safety, high crash areas of the transportation network are able to be identified. These areas are potential areas of focus for safety improvements.

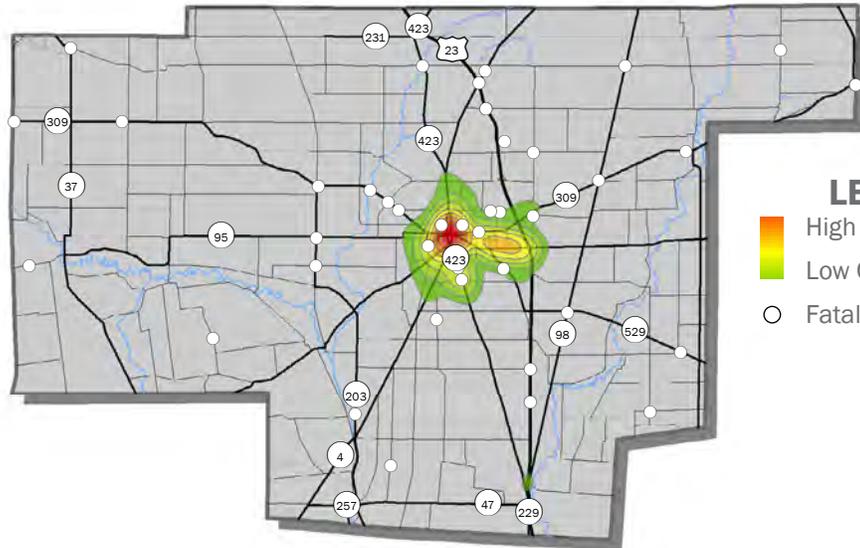
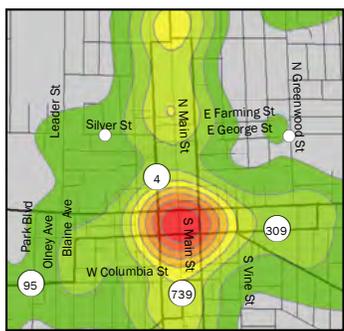
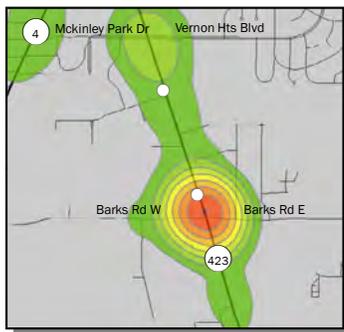
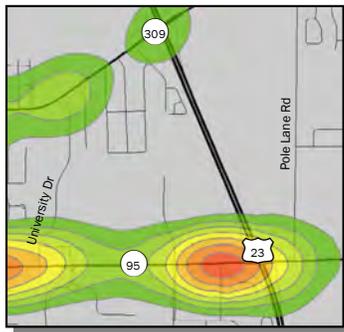
Identifying these locations will allow law enforcement, emergency responders, transportation officials, government and the general public to target them directly through strategies and planning. The map reflects the denser areas of Marion County, such as downtown Marion and the interchange at U.S. 23 and SR 95 and the intersection of SR 423 at Barks Rd.

Safety – Rail Crossings

In many areas of the county, different modes of transportation converge. These areas can present significant safety challenges, especially where railroads cross roadways. CORPO with assistance from ODOT has compiled a list, identifying and ranking rail crossings in the county that may be in need of safety improvements. These crossings may be eligible for non-local funds intended to improve safety related infrastructure such as signals, gates and grade. Please reference the full list of identified rail crossings in the appendices.

RELATIVE COUNTY CRASH DENSITY & SAFETY SUMMARY (2012 - 2016):

MARION COuNt y



LEGEND:
■ High Crash Density
■ Low Crash Density
○ Fatal Crash Location

CRASH TRENDS BY YEAR (2012 - 2016)

YEAR	CRASH STATISTICS				INJURY RATE	TRUCK-INVOLVED CRASHES	OCCUPANT STATISTICS				
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes			Fatalities	Serious Injuries	Minor Injuries	No Visible Injuries	Total Injuries
2012	7	422	1,158	1,587	27.0%	119	7	64	310	249	630
2013	10	441	1,100	1,551	29.1%	103	11	78	279	287	655
2014	10	385	1,132	1,527	25.9%	100	13	68	251	233	565
2015	6	421	1,217	1,644	26.0%	119	7	54	282	293	636
2016	8	427	1,169	1,604	27.1%	106	8	72	262	292	634
5-Year Total	41	2,096	5,776	7,913	27.0%	547	46	336	1,384	1,354	3,120
Annual Average	8.2	419.2	1,155.2	1,582.6	27.0%	109.4	9.2	67.2	276.8	270.8	624.0
Percent Change (2012 to 2016)	14%	1%	1%	1%	0%	-11%	14%	13%	-15%	17%	1%

Notes

- Shaded orange cells indicate the year with the highest value for each respective column.
- Injury Rate is calculated using the following formula: $[(\#Fatal\ Crashes + \#Injury\ Crashes) / Total\ Crashes]$

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



4.1 Population and Employment

Population Projections

One of the ways to predict the stresses a transportation system will endure in the future is to determine the number of people currently living and working in the region and how many will be in the future. Getting an idea of future population gains or losses will assist local governments in responding to these changes. An increase in population typically means more daily commuters on the County's roadways, transit system and trails. More people also mean that there will be an increased demand for goods and services, therefore an increase of trucks on the roads.

According to estimates developed by MORPC, Marion County's total population is expected to decrease by 2040. Marion County's 2015 population was 65,232 while the 2040 population is projected to be 59,315. This is a -9 percent decrease in population over 25 years in Marion County. This decrease in population is considerable when compared to the State's projected population, which is only expected to grow by one percent. Nearby Franklin County is expected to grow by 32 percent.

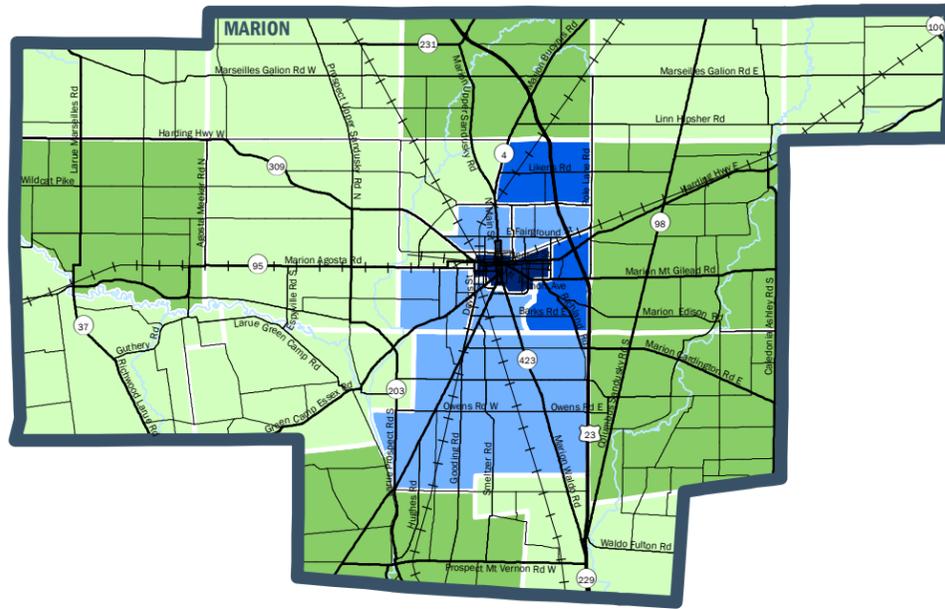
Year	Marion Co.	Ohio	Franklin Co.
2015	65,232	11,549,120	1,250,269
2040	59,315	11,679,010	1,648,891
10 to 40 % Change	-9%	1%	32%

Workforce & Employment

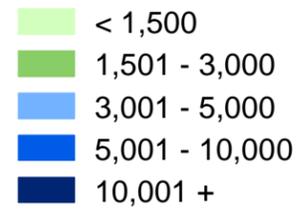
Projections for Marion County indicate the workforce population living within Marion County will decrease by -17 percent while the number of jobs located within the county are projected to increase by 3 percent by 2040. To better visualize how an increase in workers and jobs will affect the county, they were distributed into Statewide Transportation Analysis Zones (TAZ).

The following series of maps reflect possible future outcomes in the county.

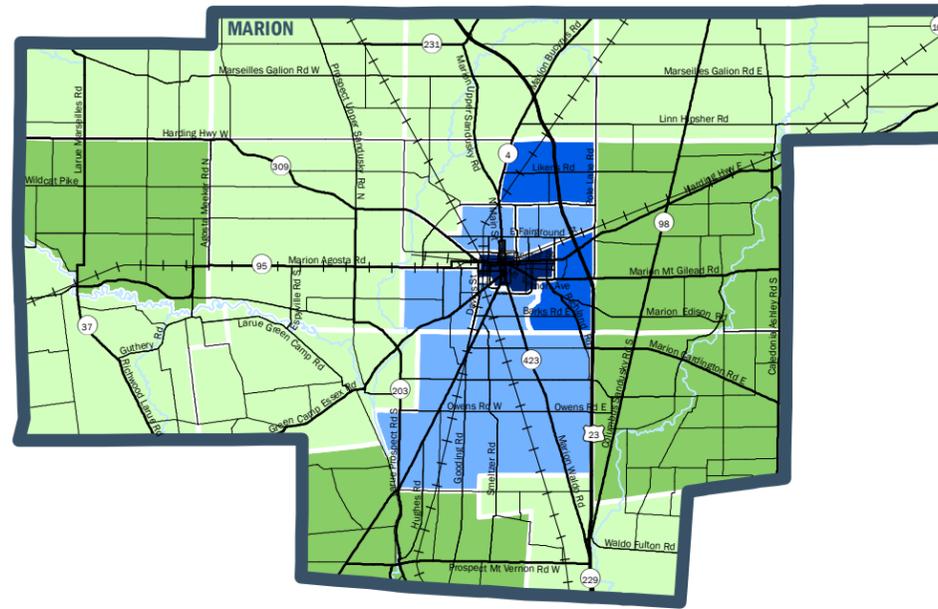
2015 Population



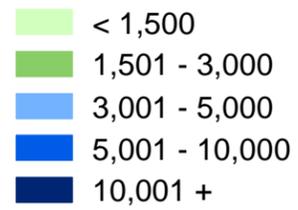
Total Population by TAZ



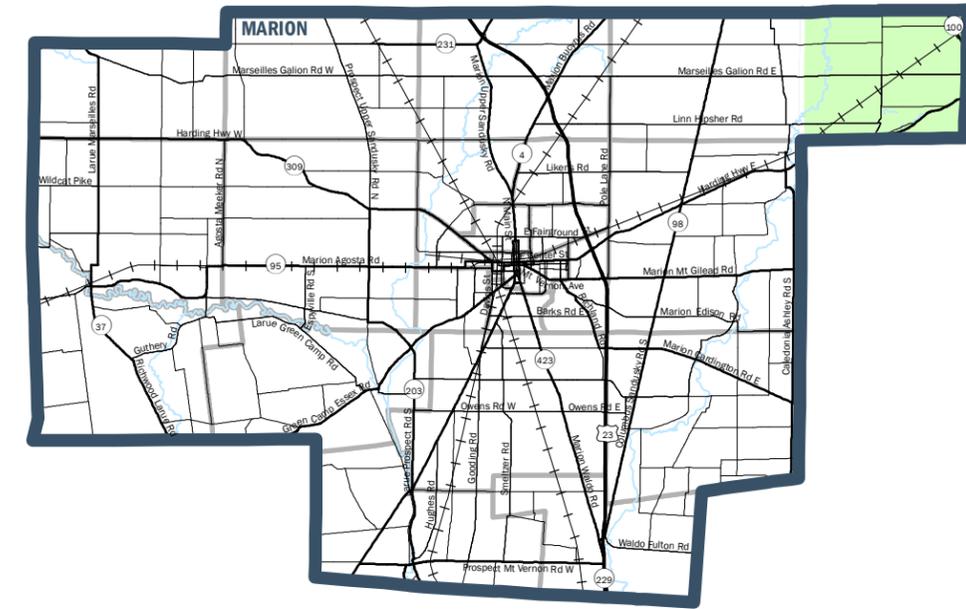
2040 Population



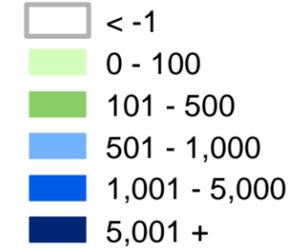
Total Population by TAZ



2015-2040 Population Growth

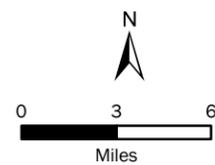


Population Growth by TAZ



Marion County - Total Population

2015: 65,230
 2040: 59,320
 Growth: (5,910)



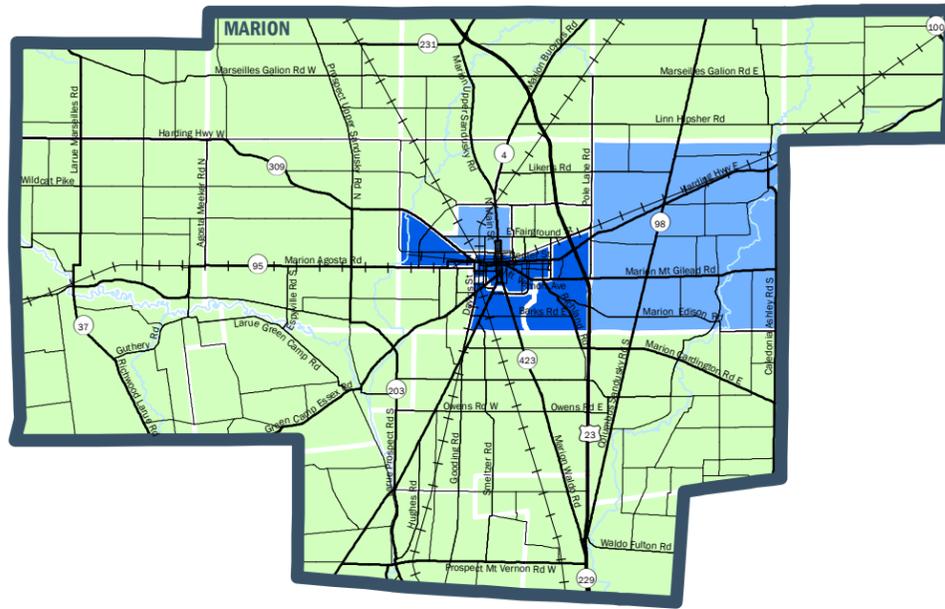
CENTRAL OHIO RURAL PLANNING ORGANIZATION

Source: MORPC

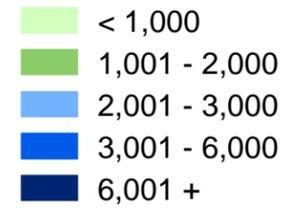
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAR_Pop_15_40_swTAZ.mxd
 2/12/2018



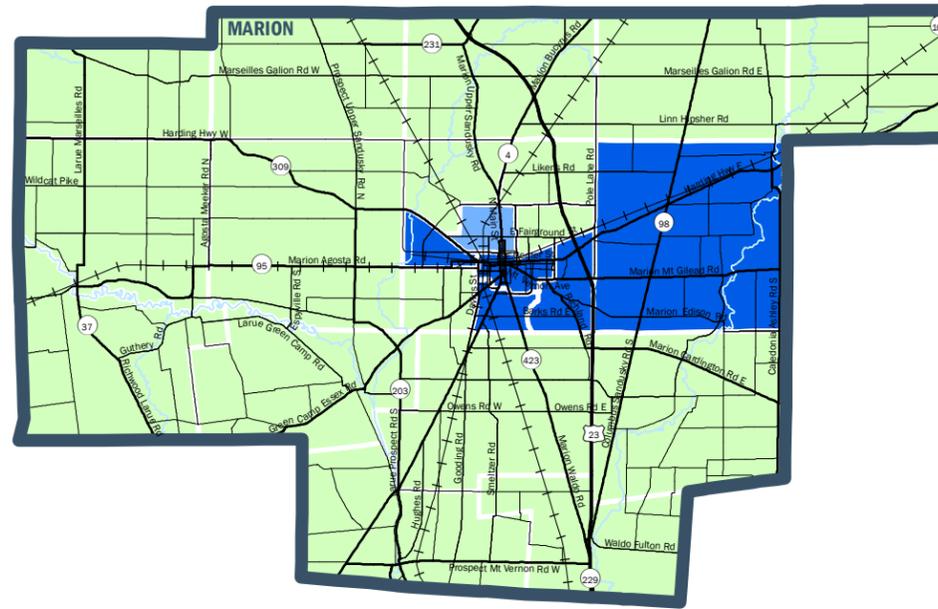
2015 Jobs



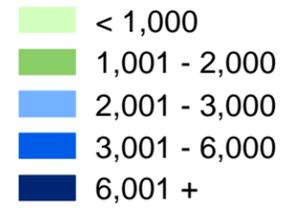
Total Jobs by TAZ



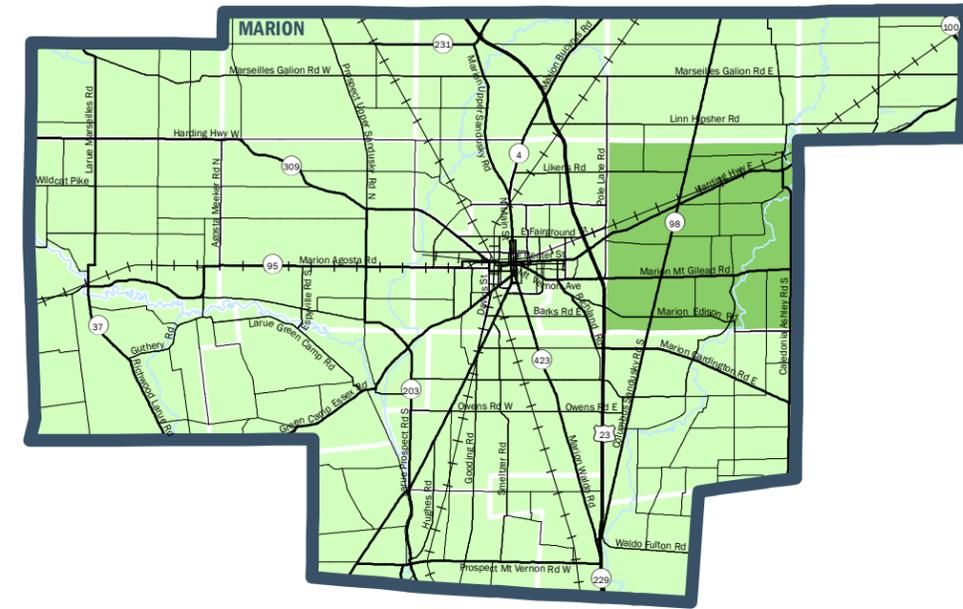
2040 Jobs



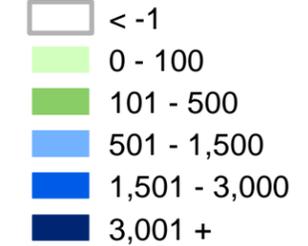
Total Jobs by TAZ



2015-2040 Job Growth

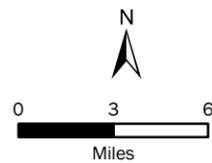


Job Growth by TAZ



Marion County - Total Jobs

2015: 23,840
 2040: 24,480
 Growth: 640

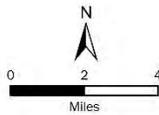
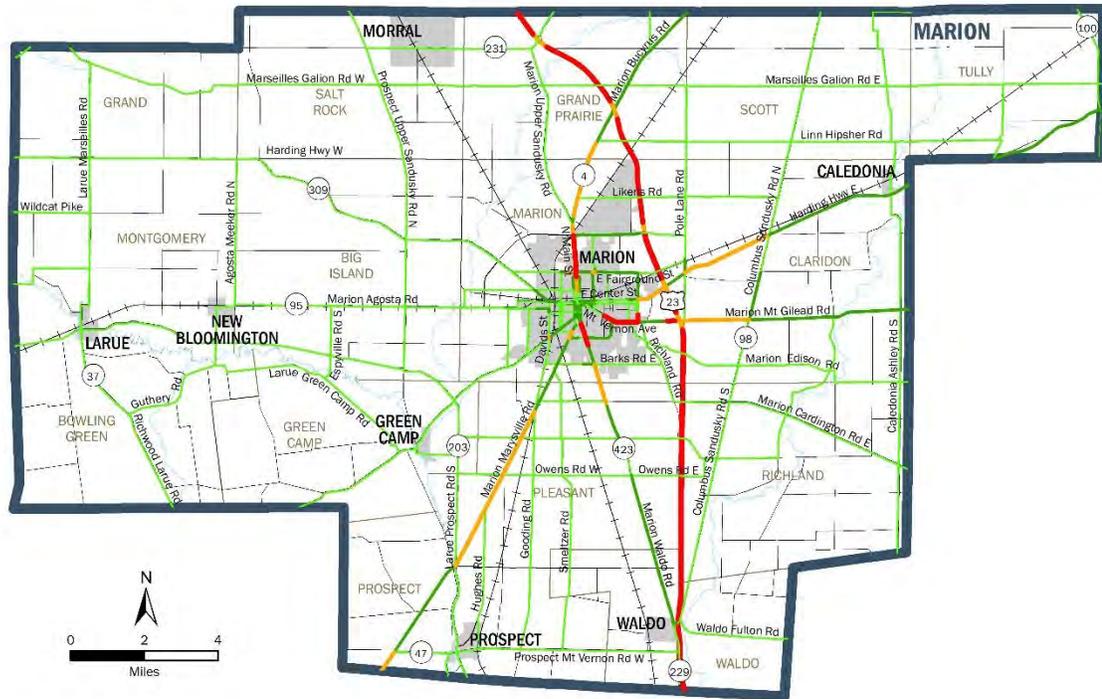


4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



4.2 Travel Demand

Traffic Volumes - Future



CENTRAL OHIO RURAL PLANNING ORGANIZATION

2040 Model Volumes

- < 5,000
 - 5,001 - 10,000
 - 10,001 - 15,000
 - 15,001 - 30,000
- CORPO County
 - Township Boundary



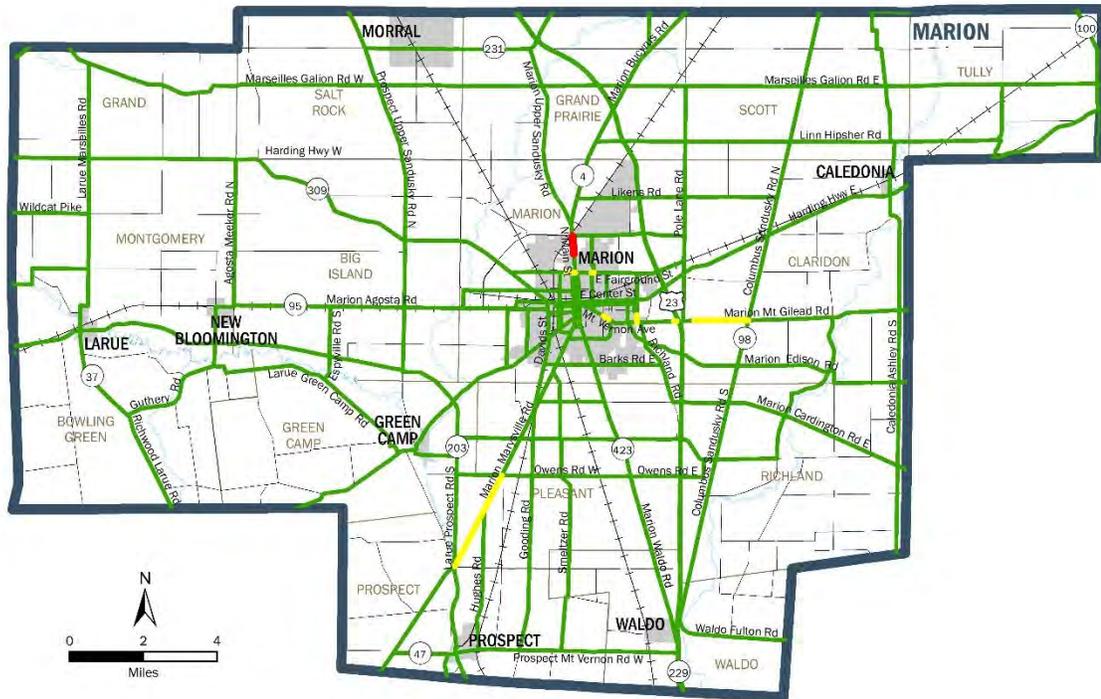
Source: Ohio Statewide Travel Model

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAR_modelvolume_40.mxd
 4/27/2018

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



Traffic Congestion – Future



CENTRAL OHIO RURAL PLANNING ORGANIZATION 2040 Model Congestion Level

- No/Slight Congestion
- Moderate Congestion
- Severe Congestion
- CORPO County
- Township Boundary

Source: Ohio Statewide Travel Model



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPO\CORPO_MAR_modelcongestion_40.mxd
4/27/2018

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS

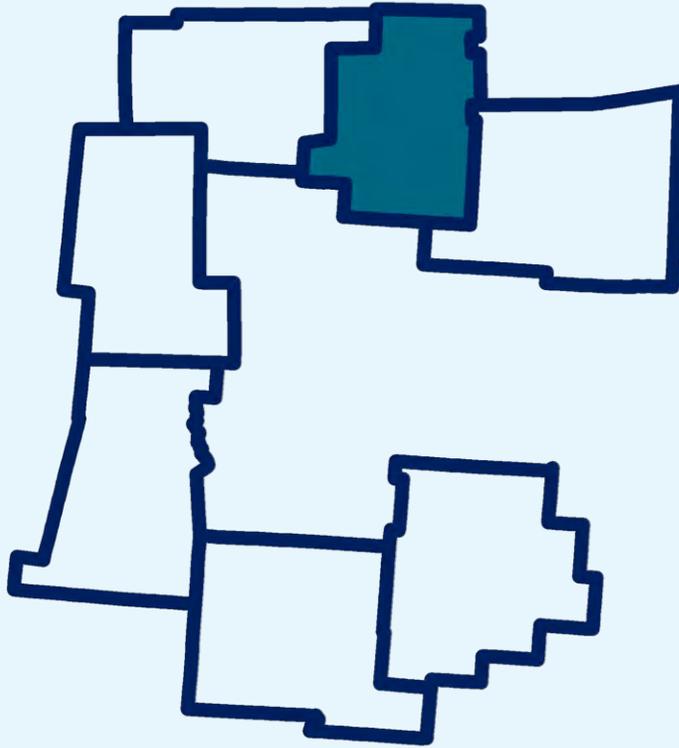


4.3 Project List – Marion County

One of the primary purposes of the CORPO Transportation Plan is for CORPO members to identify transportation projects of importance in their county. The selected projects include those that add roadway capacity, expand the transit system or provide bicycle and pedestrian facilities. Some of the identified projects encompass the ongoing operation, maintenance and preservation of the existing transportation system. This may include the study, operation and expansion of transit service. However, most of the items listed are projects to expand physical components of the transportation system.

Each project listing provides a brief project description and identifies cost estimates (if available) for each project. The associated cost estimates are in construction dollars. The list includes both short and long term projects that may occur between 2018 and 2040. Please see Appendix 6D for prioritized lists and corresponding project maps.

This page intentionally left blank.



Morrow County

Transportation Plan 2018-2040

Section 3E of CORPO 2018 - 2040 Transportation Plan



Central Ohio
Rural Planning
Organization

corpo



Mid-Ohio Regional
Planning Commission

TABLE OF CONTENTS

1 CORPO Overview.....	180
2. Goals and Objectives	181
3. Inventory of Existing Conditions.....	182
3.1 Demographics.....	182
3.2 Land Use / Development	192
3.3 Current Transportation Network	195
4. Projections and Identifications of Needs	211
4.1 Population and Employment.....	211
4.2 Travel Demand.....	214
4.3 Project List.....	216

1.0 CORPO OVERVIEW



CORPO Background and Purpose

On July 1, 2013, ODOT began a two-year pilot program with five multi-county planning organizations (or councils of government) providing them with funding to conduct regional transportation planning in coordination with local stakeholders, Ohio MPOs, and ODOT. Much of Ohio's non-metropolitan local official coordination occurs between ODOT and these organizations. The five organizations cover 34 non-metropolitan counties in Ohio.

On January 27, 2016, Governor John Kasich formally designated each of these five agencies as an Ohio Regional Transportation Planning Organization (RTPO). These designations formalize the program that started as a pilot and will help spur better and more informed transportation decision making in Ohio.

Following the Ohio Department of Transportation's (ODOT) two-year pilot program to establish RTPO's, local governments in Central Ohio began discussing the opportunity to form a sixth Rural Transportation Planning Organization around the Mid-Ohio Regional Planning Commission (MORPC) which is the Metropolitan Planning Organization (MPO) for the Columbus urban area. MORPC's role as MPO and mentor in the pilot program encouraged its member governments outside the MPO to consider forming an RTPO. In response, MORPC began to work with the interested Central Ohio counties to form a Rural Planning Organization (RPO) area, a precursor to being a fully recognized RTPO. A designation that requires the submission of a long-range transportation plan to ODOT. The seven member counties include Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union. MORPC organized the counties to engage as an RPO, CORPO was created, and in preparation to become a state-designated RTPO this CORPO Transportation Plan was completed.

By July 2016 each member county passed resolutions to join the Central Ohio Rural Planning Organization (CORPO). Once approved to move forward with the development of CORPO, staff began the process of forming the CORPO Committee. The CORPO Committee is the guiding body for the development of the CORPO Transportation Plan. All seven CORPO member counties also established RPO subcommittees and designated representatives from each county at CORPO Committee. These decisions were governed by a set of bylaws previously adopted by the CORPO Committee. The CORPO Committee convened on numerous occasions to establish an overarching vision for the RPO transportation plan. This vision was used to develop the overarching goals and objectives of the plan. Staff, in cooperation with the CORPO Committee and county-level RPO subcommittees went to work on a transportation plan which includes seven county-level sections. These sections were then merged into a unified plan for CORPO, culminating in a list of transportation projects for the region. Section 3E represents the county-level section for Morrow County.

2.0 GOALS AND OBJECTIVES



Goals & Objectives

- **Preserve and Maintain the Existing Transportation System in a State of Good Repair**
 - Minimize the number of bridges structurally deficient or functionally obsolete
 - Maximize the miles of pavement in acceptable condition
 - Maximize resources dedicated to maintain and improve the condition of the transportation system

- **A Safe Transportation System for All Users**
 - Minimize crashes including pedestrian and bicycle related crashes
 - Promote system user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving and others

- **Accessibility and Mobility Options for all Users**
 - Build facilities that accommodate all users such as those using transit, walking and bicycling
 - Expand public transportation within and between communities
 - Expand the bicycle and pedestrian networks
 - Expand options that assist those living in poverty or in areas with lower accessibility in reaching employment, healthcare or services

- **An Integrated, Connected and Coordinated Transportation System**
 - Increase outreach to advocacy and community groups including area residents, local governments, agencies and organizations
 - Improve connections between regions by utilizing various modes of transportation, including passenger rail
 - Increase local community collaboration and coordination efforts to achieve mutually beneficial outcomes

- **A Transportation System that Promotes a Collaborative and Focused Approach to support Economic Vitality**
 - Improve strategic freight related facilities (e.g. highway, rail, intermodal, etc.)
 - Develop priority multipurpose corridors (e.g. utilities, water, broadband, fiber, etc.)
 - Maximize return on investment to position the region to compete globally and efficiently
 - Provide transportation facilities that enhance the transition between rural and urban areas
 - Enhance engagement with regional partners and voices

- **Preserve and Enhance Environmental Resources and Sustainability through the Transportation System**
 - Increase use of non-single occupant vehicles (local transit, intercity transit, ridesharing, biking, walking)
 - Provide transportation facilities consistent with local land use, environmental and sustainability plans

3.0 INVENTORY OF EXISTING CONDITIONS



3.1 Demographics

Population

According to Census population estimates, Morrow County's population was 35,063 in July 2016. This represents a 0 percent change from the 2010 Census estimated population of 34,818.

Morrow County Population Estimates		
Year	Population	2010 - 2016 % Change
2010	34,818	
2011	34,901	
2012	34,972	
2013	34,973	
2014	35,089	
2015	35,091	
2016	35,036	

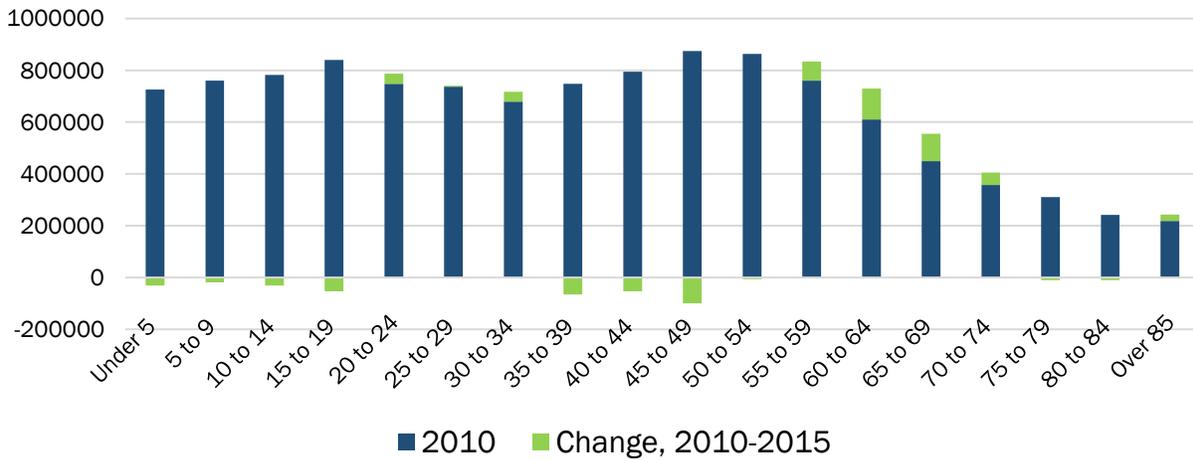
Age

Morrow County's median age of 41 years is higher than that of the State of Ohio, at 38 years. Neighboring Franklin County has historically been a younger county with a median age of 35, because of the large population of university students. However, like the rest of Ohio, Morrow County residents are aging and will face challenges in the future as this population leaves the workforce and enters retirement. The 55+ age cohort of both Ohio and Morrow County is increasing. This is consistent with the findings in insight2050, a collaborative initiative among public and private partners designed to help communities proactively plan for development and population growth over the next 30+ years that is expected to be dramatically different from the past.

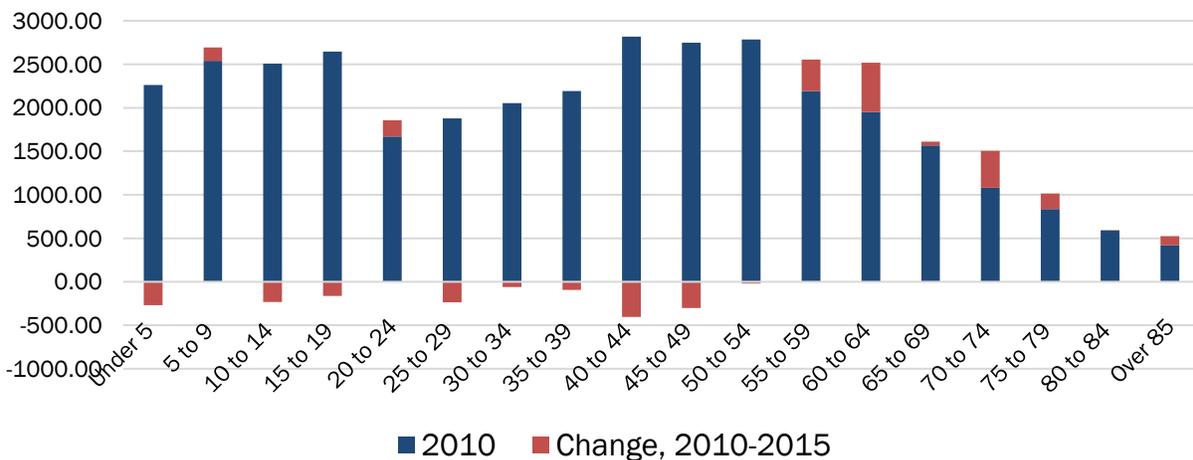
3.0 INVENTORY OF EXISTING CONDITIONS



Change in Population by Age Cohort in Ohio
2010-2015



Change in Population by Age Cohort in Morrow County
2010-2015

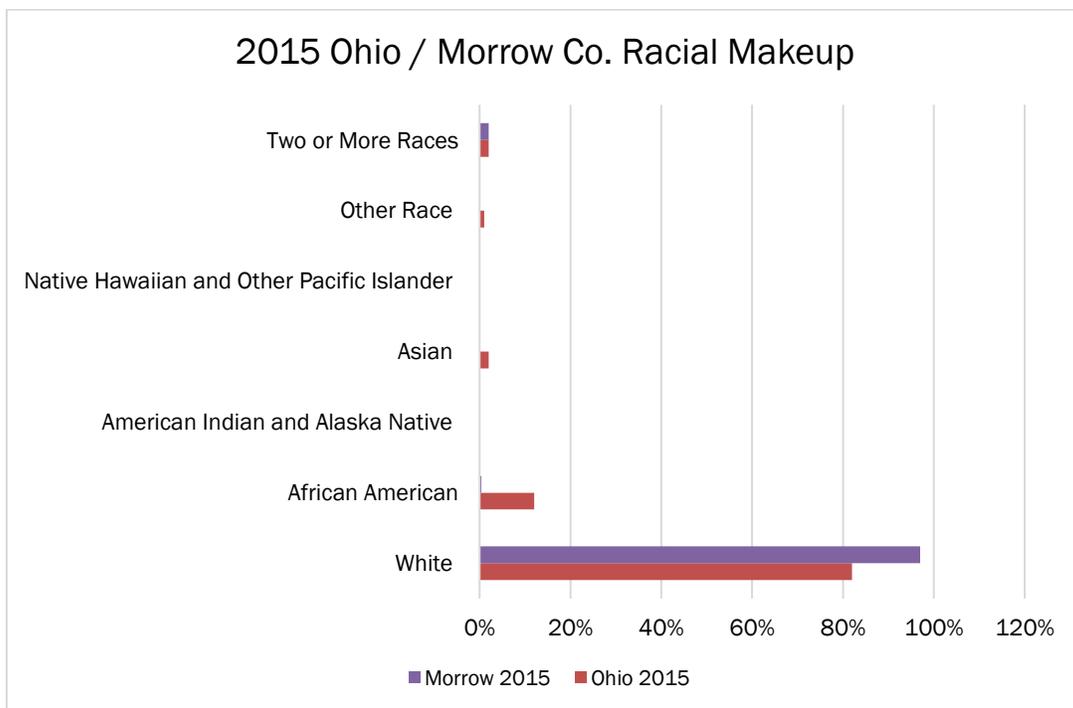


3.0 INVENTORY OF EXISTING CONDITIONS



Diversity

Central Ohio is primarily white and Morrow County is no exception. In 2015 Morrow County's population was 97.5 percent white. Morrow County is less diverse when compared to Ohio as a whole. That same year it was estimated that Ohio was 82 percent white, 12 percent African-American and roughly the same comparatively for other races.



3.0 INVENTORY OF EXISTING CONDITIONS



Families and Households

The users of a transportation system come from diverse backgrounds, socioeconomic statuses and household structures. Of all the households in Morrow County, 74 percent are family households and 15 percent of households are single parent families. Morrow County households have a significant number of households with at least one person over 60 years of age in the home.

Morrow County Households (HH)		
HH Type	%	Average
Families	74%	
Non-Family	26%	
Single Parent	15%	
HH Size		2.73
Family Size		3.19
HH with 60+	41%	
HH with under 18	35%	

3.0 INVENTORY OF EXISTING CONDITIONS



Home Ownership

Homeownership has traditionally been a goal for most Americans and a factor in determining wealth in the United States, but recently there have been changes to these societal norms. For decades the suburbs exploded as people moved out of urbanized areas and utilized highways to get to and from work. Now, with increased traffic, higher fuel prices, a recovering housing market and more environmentally conscious commuters who would like to be closer to amenities, the demand for denser, centrally located housing options has increased. Because of this demand, mixed-use developments have begun to pop up in metro areas across the state, increasing the number of available rental options with them.

Ohio Housing Tenure		
Year	% Rent	% Own
2010	31%	69%
2015	34%	66%
10 to 15 Change	+3%	-3%

Morrow County Housing Tenure		
Year	% Rent	% Own
2010	18%	82%
2015	19%	81%
10 to 15 Change	+1%	-1%

Although Ohio appears to have seen an overall increase in renters, Morrow County has relatively maintained its percentage of renters from 2010 to 2015. In comparison, Franklin County, where denser development has occurred over the last five years the increase in residents who rent went from 43 to 46 percent.

3.0 INVENTORY OF EXISTING CONDITIONS



Employment

As of April 2017, Morrow County's unemployment rate was 4.2 percent. This rate is comparable to the State of Ohio, where the rate was 4.4 percent. Ohio's rate was higher than the national rate of 4.1 percent that same month. While Morrow County's unemployment rate is higher than some other Ohio counties, it has steadily declined over the last five years from 7.4% in 2013 to 4.2% in 2017.

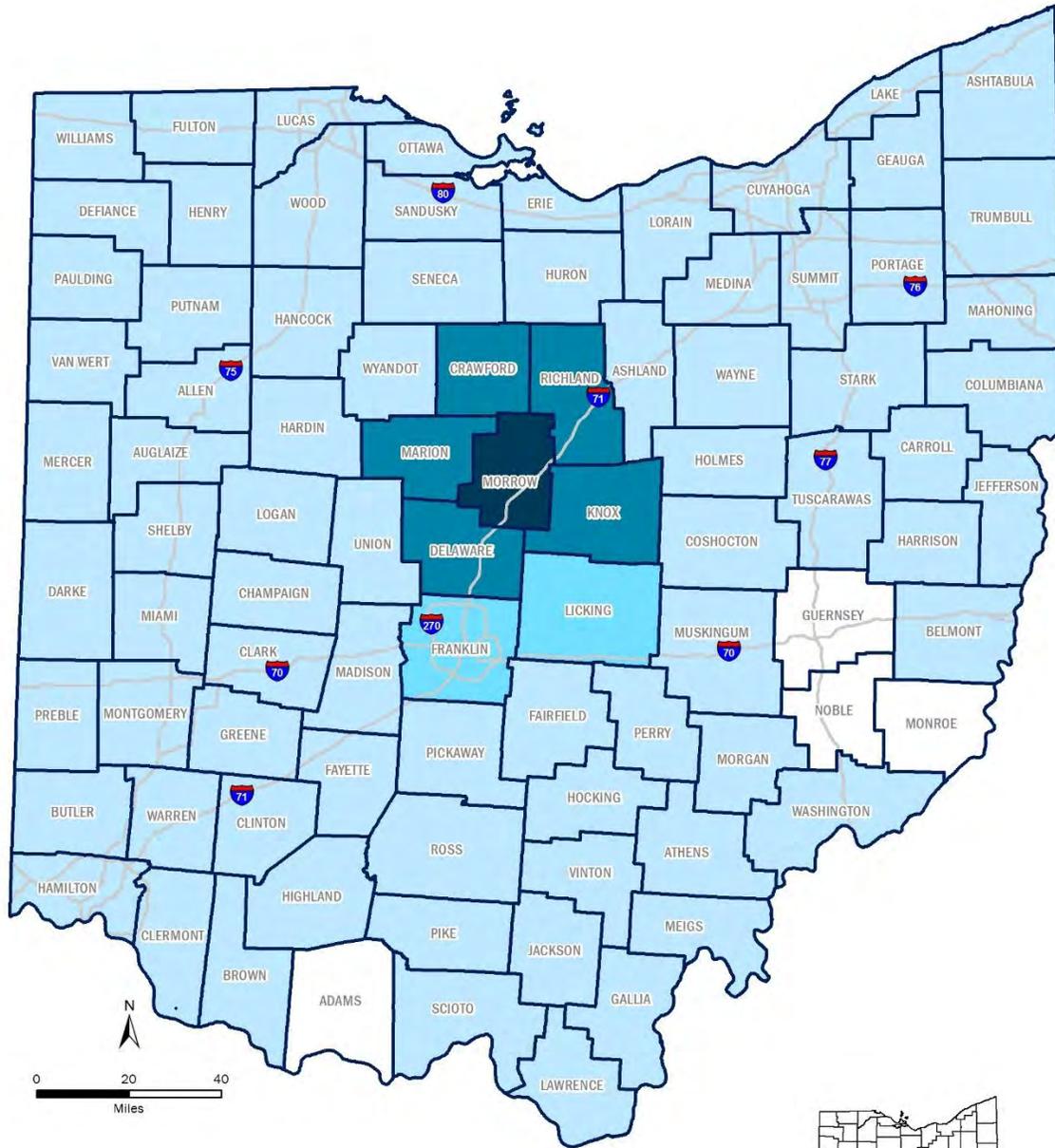
Morrow County Unemployment Rates	
2013	7.4%
2014	5.9%
2015	5.0%
2016	4.9%
April 2017	4.2%
13 to 17 Change	- 3.2%

When considering employment, knowing the number of people in your community who are employed and how they get to work is very important. To make appropriate transportation planning decisions, knowing where they work is vital. The majority of workers employed in Morrow County live primarily in Morrow, Knox, Delaware, Marion, Richland and Crawford counties. Morrow County residents are primarily employed in Morrow, Delaware, Franklin, Marion and Richland counties.

3.0 INVENTORY OF EXISTING CONDITIONS



Worker Commute – Where Morrow County Workers Commute From



CENTRAL OHIO RURAL PLANNING ORGANIZATION
Morrow County Employee Home Location

- None
- Below 1%
- 1 - 5%
- 5 - 20%
- More than 20%
- County Boundary

Source: US Census-
 2014 Longitudinal Employer Household Dynamics



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MRW_HomeLocations.mxd
 7/28/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Worker Commute – Where Morrow County Residents Commute To



CENTRAL OHIO RURAL PLANNING ORGANIZATION
Morrow County Resident Work Location

None	County
Below 1%	
1 - 5%	
5 - 20%	
More than 20%	

Source: US Census-
2014 Longitudinal Employer Household Dynamics



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MRW_WorkLocations.mxd
 7/28/2017

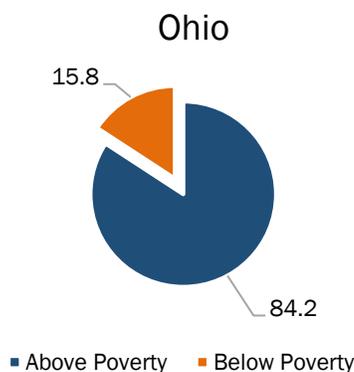
3.0 INVENTORY OF EXISTING CONDITIONS



Income and Poverty

Unfortunately, a decreasing unemployment rate does not mean that there are not residents struggling with poverty in Morrow County. According to Census data, the percentage of Morrow County residents living below the poverty line in 2015 was estimated to be 11.7 percent. The percentage decreased from the 13.8 percent estimated in 2012. The current percentage is still comparatively low to that of the state, which is currently 15.8 percent, and nearby Franklin County, where the percentage is estimated to be 17.5. Additionally, 17 percent of those living in poverty are children 18 years of age and under, compared to 22.8 percent at the state level.

In Mount Gilead, the largest jurisdiction in Morrow County, 16.6 percent of residents live below the poverty line.



11.7%

of MorrowCo. residents
are living in poverty.

10%

of minorities in Morrow
Co are living in poverty.

11.8%

of whites in Morrow Co
are living in poverty.

As the percentage of those living in poverty has decreased, the median income for Morrow County residents has remained relatively the same. In 2015 the median household income in Morrow County was \$51,993, an increase from the estimated \$49,891 in 2010. Morrow County's median income is comparable to that of the state however, which in 2015 was \$49,429, an increase from the 2010 median income of \$47,358.

3.0 INVENTORY OF EXISTING CONDITIONS



Vehicle Access

Little or no access to reliable personal or public transportation can create a multitude of daily challenges. Of the 12,700 households in Morrow County, 6 percent reported no vehicle in the home in 2015. This is a smaller percentage than that of the state, which reported 8 percent that same year. That means that over 700 households in Morrow County have to plan trips to work, school or medical appointments in advance and may be dependent upon others to make it to any of those. In a county with limited public transit options, this can create real obstacles.

3.2 Land Use / Development

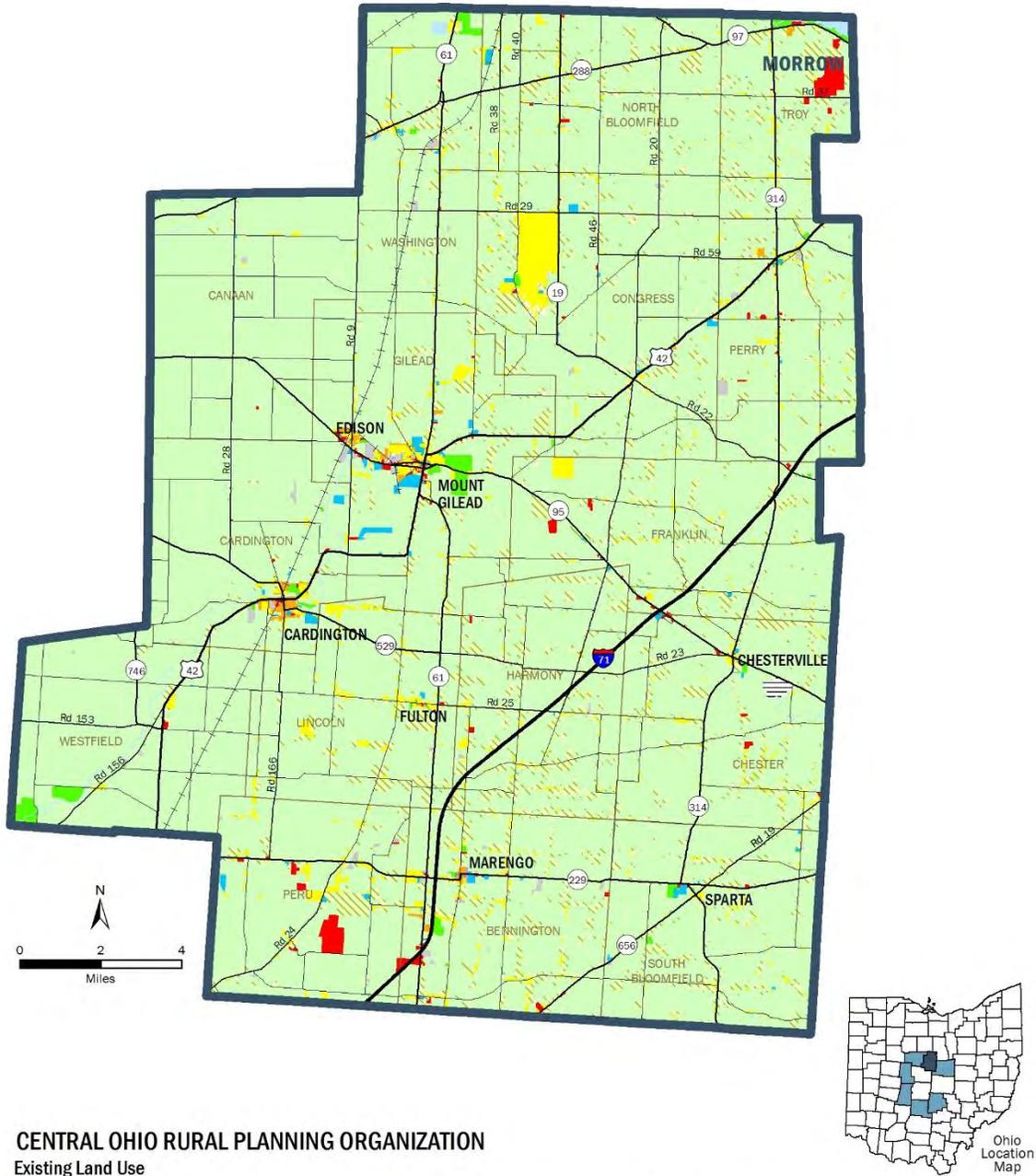
Changes to the marketplace in Central Ohio include an aging population and an increase in young adults. This typically means there is a desire for multiple transportation options. The way the county develops directly influences the CORPO plan's goals and objectives. Local land use decisions can affect access to amenities, employment and attractions and transportation systems can affect development decisions.

Recognizing how land use decisions affect the quality of place and how well it attracts and retains workers is important. These decisions can support economic opportunity by accommodating business' needs for transportation capacity and reliability. As a part of large metropolitan area, Morrow County may benefit from seamless transitions between communities through coordinated development approaches, which would allow the transportation system of roads, bikeways, and pedestrian ways to be continuous for regional connectivity. The following two maps display the existing land uses as well and the various points of interest and for Morrow County. (*"Public Spaces" in the points of interest map includes locations such as historical sites, fairgrounds, community and recreation centers, theaters and concert halls, museums and libraries.*)

3.0 INVENTORY OF EXISTING CONDITIONS



Existing Land Use



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Existing Land Use

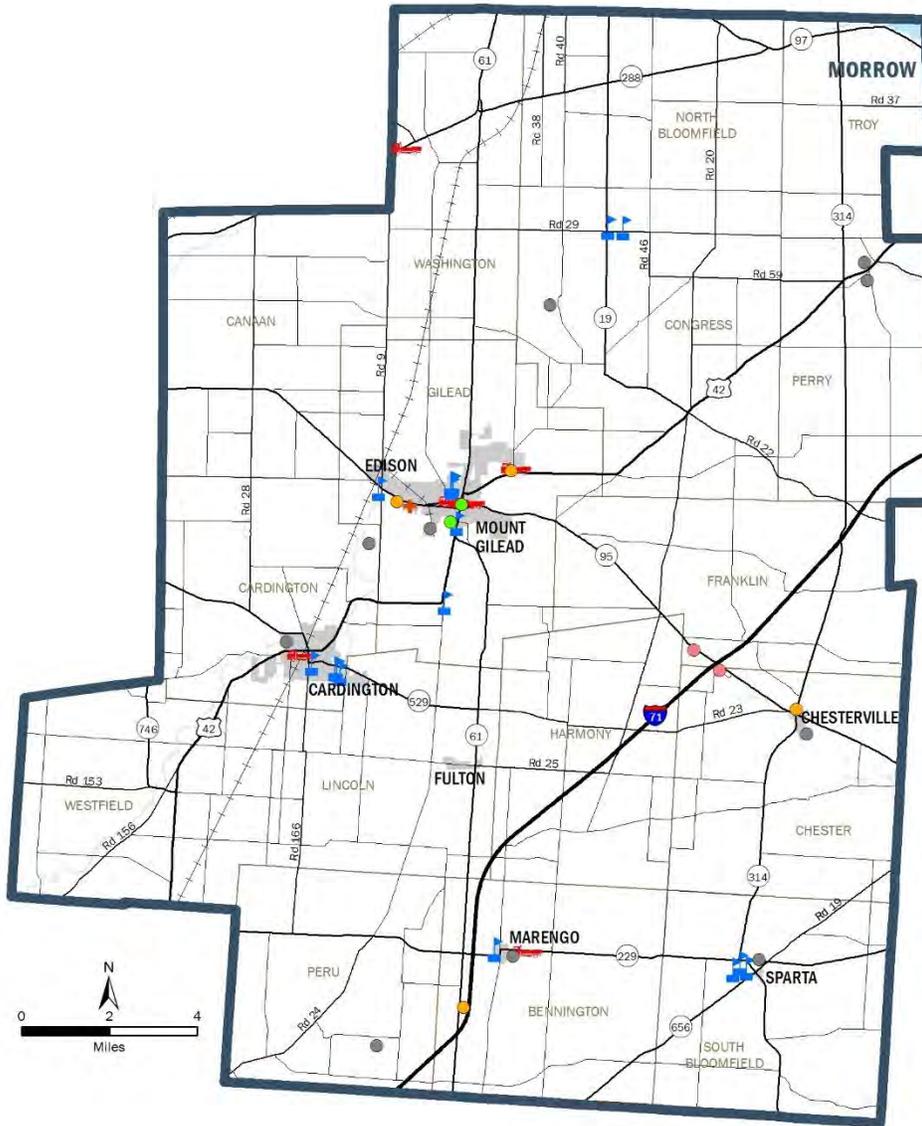
- | | | |
|---|--|---|
| ■ Commercial | ▨ Res Rural (2-20 acre lots) | ▭ CORPO County |
| ■ Neighborhood Mix | ■ Agriculture | ▭ Township Boundary |
| ■ Office | ■ Public Service | Source: MORPC, 2014 |
| ■ Industrial | ▨ Quarry | |
| ■ Park/Open Space | ■ Warehouse | |
| ■ Urban (8-20+ units per acre) | ■ Vacant | |
| ■ Res High Suburban (3-8 units per acre) | ■ Water | |
| ■ Res Suburban (0.5-3 units per acre) | | |

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MRW_LU.mxd
 6/20/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Points of Interest



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Points of Interest

- Commercial
- ⚡ Education
- 🚑 Emergency Response
- Group Quarters
- Industrial
- + Medical
- Public Places
- CORPO County
- Township Boundary

Source: MORPC, ODOT



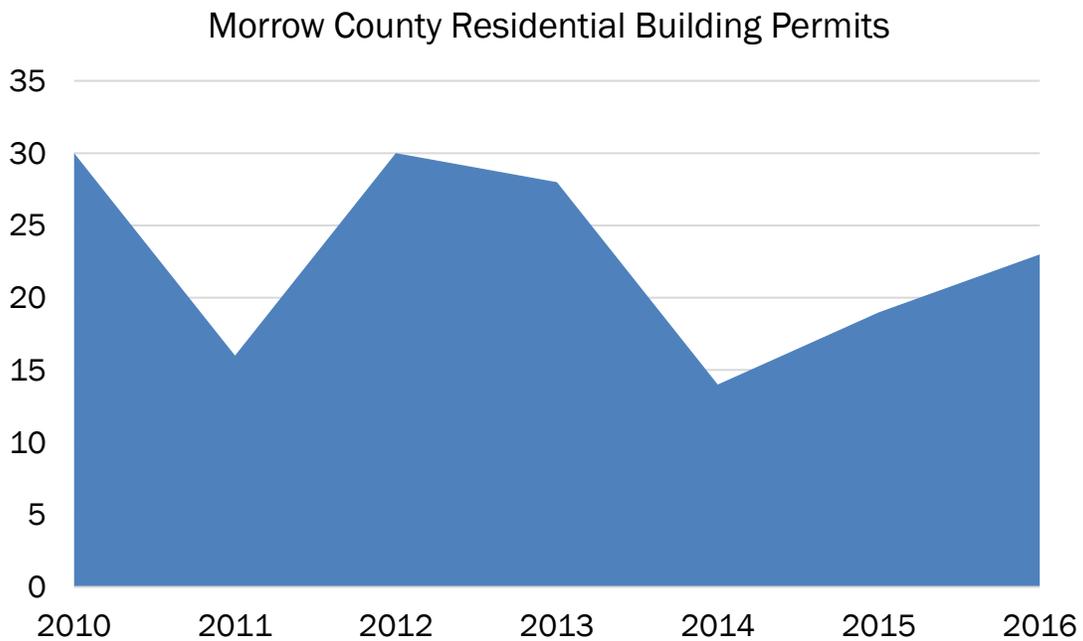
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MRWP_POI.mxd
 6/16/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Residential Permits

One way to track an area's growth is to look at the number of building permits being requested. This data are not always reliable as it is based on whether or not a locality is reporting these permits to the Census. Utilizing data from *Censtats* (US Census), it is safe to suggest that Morrow County's annual number of requested building permits has decreased. There has been a -23 percent decrease in annual permits from 2010 to 2016.



3.0 INVENTORY OF EXISTING CONDITIONS



3.3 Current Transportation Network

The purpose of Morrow County's transportation system is to safely accommodate the travel needs of its users. Morrow County's transportation system is made up of a network of roadways and railroads and the facilities that interface these surface modes with ground and air freight. These components each serve their own particular role in moving people and goods throughout the region. This section describes these individual systems and intermodal connections that make up the county's surface transportation system.

Non-personal vehicle modes serve the transportation needs of few Morrow County residents. However, the need and demand for transit and bikeways is changing in response to both underlying demographic changes in central Ohio's population and cultural preferences. Changing cultural preferences for transportation are evident from foreign born populations, younger and older generations. Recently, these populations have expressed a desire to live in communities with access to transit and that are pedestrian and bike friendly.

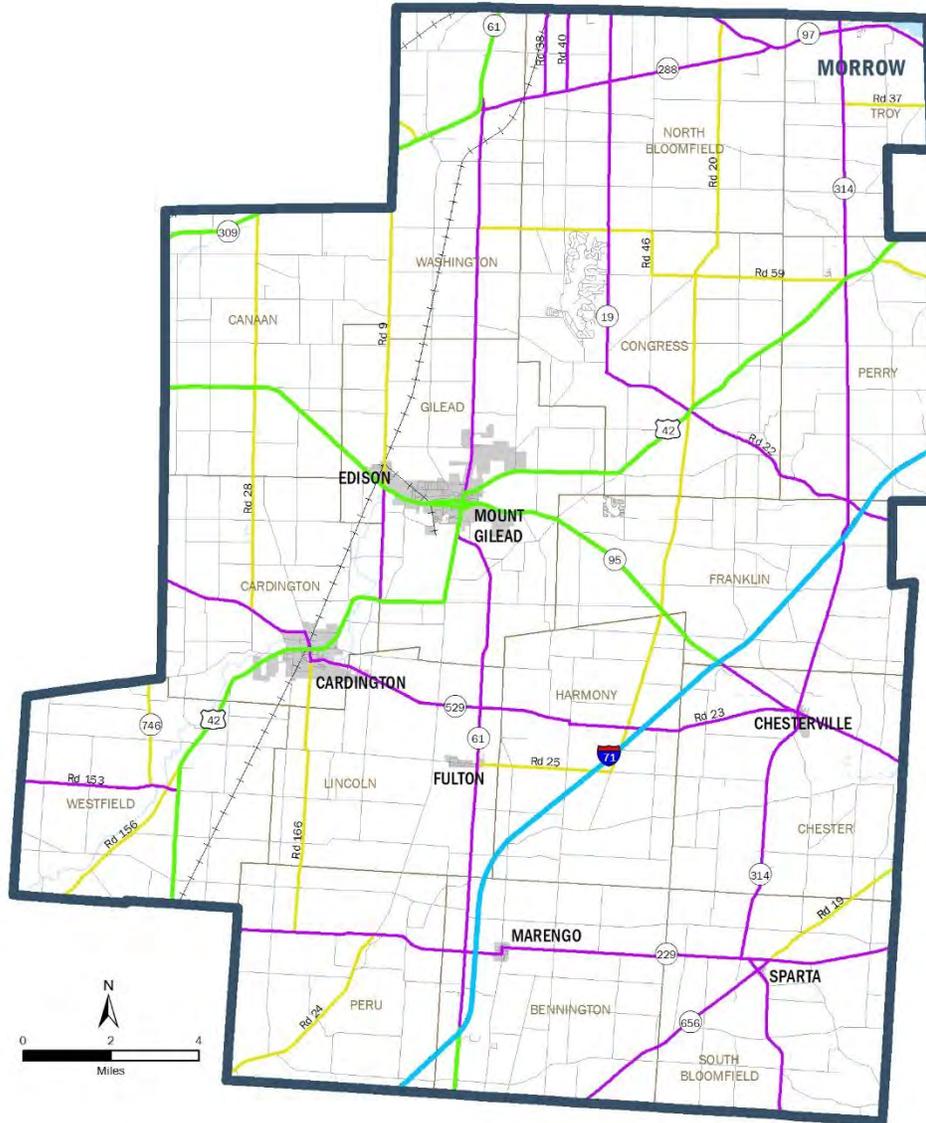
Individuals may be unable to afford a motor vehicle, or lack the ability or interest to drive. Public transit and adequate bike and pedestrian paths may provide the only independent means of transportation. These modes preserve the connection to work, daily living needs, medical appointments and other destinations. For riders of choice, alternative transportation options may offer a more convenient, economical and or environmentally friendly choice over other modes of transportation. The very presence of convenient and accessible alternative transportation options may help attract and retain a skilled workforce and enhance the quality of life.

The following map displays the functional classification system of roadways in Morrow County. Roadways are classified based on the role and function each roadway serves within the larger system. Interstates and expressways have very limited access and carry a high volume of vehicles making regional trips. Arterials primarily provide mobility, but also provide access to abutting land uses, unlike interstates and expressways. Collectors carry lower volumes of traffic and provide more access points to local roads and destinations. Local roads generally are not intended for long distance travel. Their main function is to provide access to homes and businesses. For this reason, the information and projects presented in the CORPO plan focus on interstates, expressways, arterials, and collectors only, as they make up the most important roadways in the roadway network.

3.0 INVENTORY OF EXISTING CONDITIONS



Current Roadway Network



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Functional Classification

- Interstate
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- CORPO County
- Township Boundary

Source: ODOT



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MRW_FUNCLASS.mxd
 6/19/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Travel Demand Management Services

Limited funding for expanded highways, unstable fuel prices, increased congestion, and concern for our air quality emphasize the need for reducing driving alone in urban and suburban areas. For many years now, transportation demand management (TDM) strategies have shown effectiveness in reducing traffic congestion and environmental pollution caused by motor vehicles.

Managing transportation demand should not be relegated to just urban areas. The TDM strategies and projects focus on the opportunities to rideshare, use transit, bike, or walk to meet some of the travel needs of the region. Alternatives that reduce travel demand also include telecommuting and alternate work schedules that compress the work week or allow for commuting at non-peak hours. The table below outlines the modes Morrow County commuters utilize.

Morrow County Gohio Commuter Data	
Year	2015 5YR ACS
Total Commuters	15,843
Drive Alone	86%
Alternative	14%
Carpool	9.0%
Transit	0.5%
Walk	1.0%
Telecommute	3.2%
Other	0.7%

Due to decades of sprawling urban and exurban growth, Central Ohio commuters have become primarily dependent on the vehicular transportation. Morrow County, which is a primarily rural area, is no exception to this. Of the 15,843 commuters in Morrow County, 86 percent drive alone and 14 percent utilize an alternative method. This percentage may seem high, but comparatively, 81 percent of commuters in Franklin County, a larger and more urbanized county with 25 times the number of commuters, 81 percent are driving alone while 19 percent utilize alternative transportation options. For example, 9 percent of commuters in Morrow County participate carpool services alone.

3.0 INVENTORY OF EXISTING CONDITIONS



Travel Demand Management Services – Continued

In order to identify the needs of people with mobility access issues, local governments develop coordinated public transit - human services transportation plans, or ***Coordinated Plans***. The purpose of coordinated plans is to identify community resources for transportation and mobility, understand the gaps and unmet needs within those resources and to determine the approach to addressing those gaps and unmet needs. Although ODOT does not require local governments to produce a coordinated plan, it is required for eligibility for the Federal Transit Administration's Section 5310 program funds. The purpose of the 5310 grant program is to enhance the mobility of seniors and individuals with disabilities. Private nonprofit organization or state or local governments may apply for the grant if they are approved to coordinate services for senior and individuals with disabilities. ODOT makes 5310 project selections for small and rural Ohio counties. Therefore, ODOT must ensure that coordinated plans are in compliance with federal transit law. ODOT encourages coordinated plans to go beyond the requirements of Section 5310 funding to include analysis of needs and development projects to address the mobility needs of the general public.

Morrow County completed a coordinated plan in January of 2008 and are in the process of updating it.

3.0 INVENTORY OF EXISTING CONDITIONS

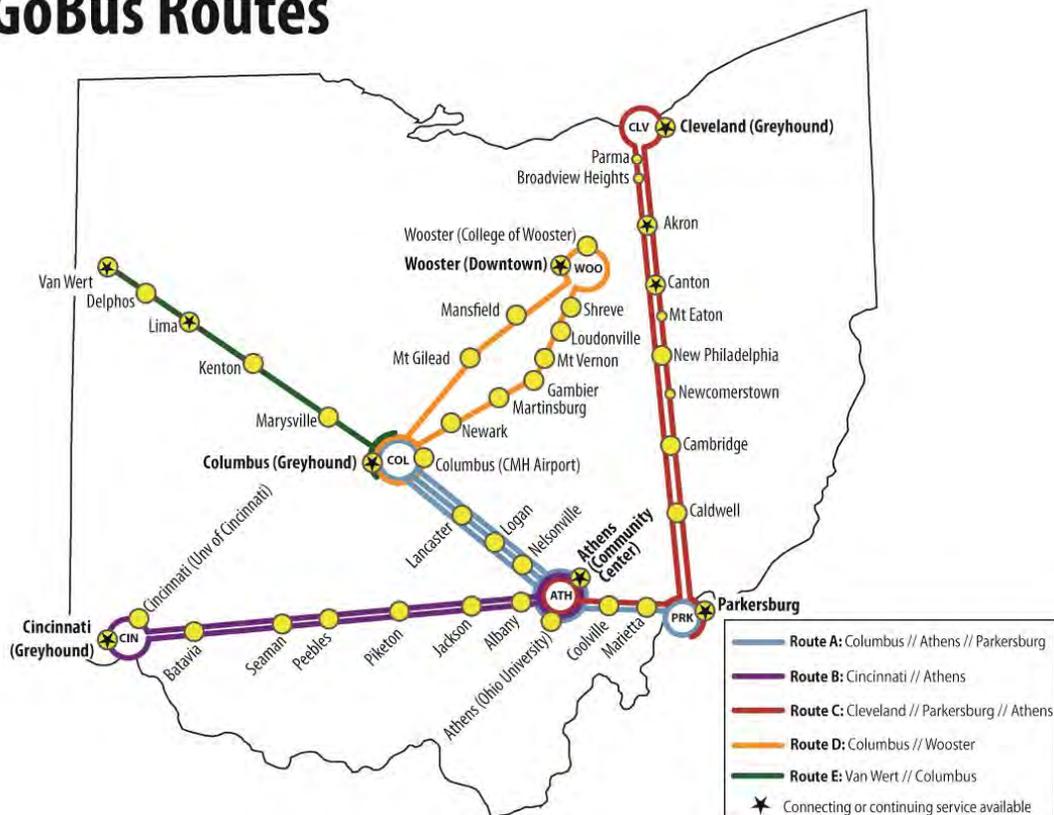


Transit Services

Transit services in Morrow County are provided by the Morrow County Transportation Collaborative (MCTC). Currently MCTC provides on-demand transportation and ride sharing services with fares starting at \$3.20 per mile.

Rural inter-city bus service in Morrow County is provided by Gobus. This service is designed to address low cost and geographically accessible intercity bus transportation needs of the entire state by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. Funding for the rural inter-city bus is administered by ODOT, and the service is currently operated by Barons Bus Lines. Currently, Mt. Gilead is home to a Gobus stop.

GoBus Routes



3.0 INVENTORY OF EXISTING CONDITIONS



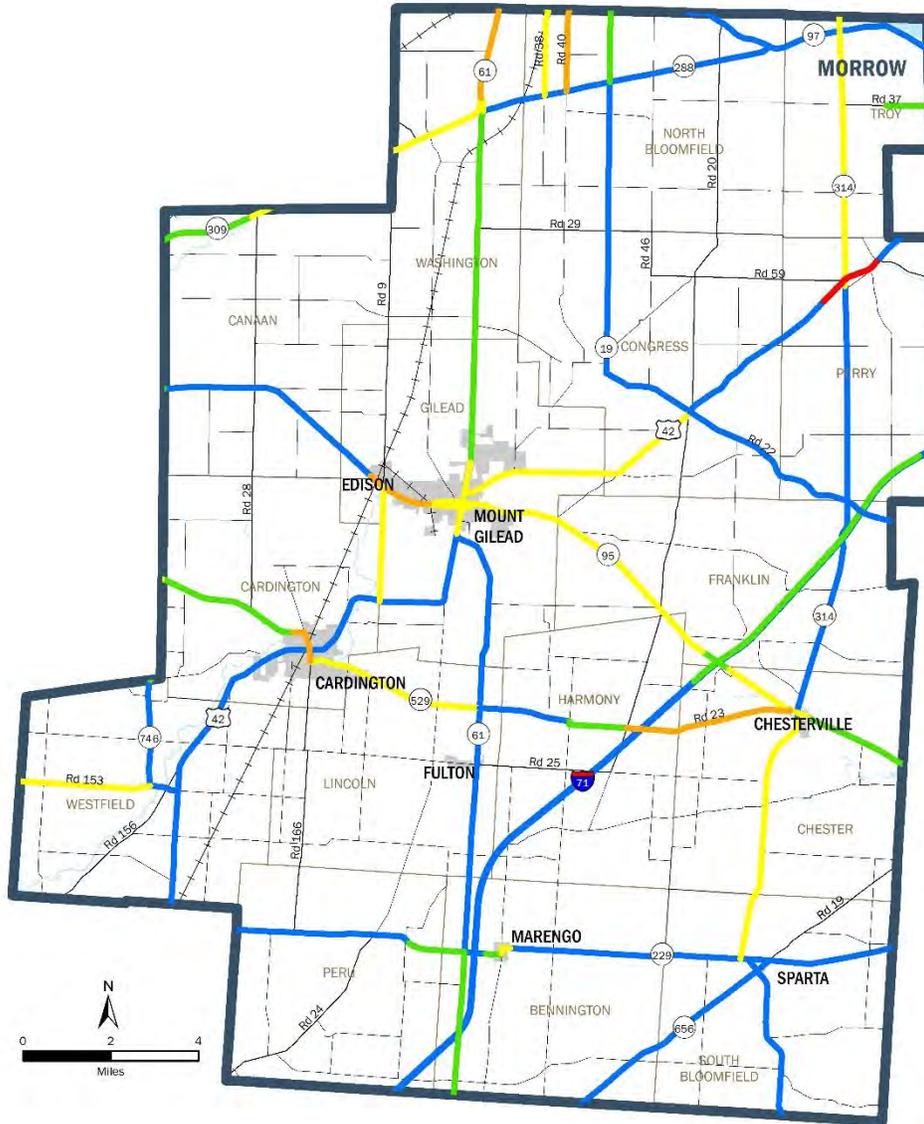
Transportation Infrastructure Conditions

Understanding the physical condition of a transportation is vital to resource management and the two following maps display the physical condition of both the roadway network (pavement) and bridges in Morrow County.

3.0 INVENTORY OF EXISTING CONDITIONS



Transportation Infrastructure Conditions



CENTRAL OHIO RURAL PLANNING ORGANIZATION

- Pavement Condition Rating**
- Below 56 Poor
 - 57 - 65 Fair to Poor
 - 66 - 75 Fair
 - 76 - 90 Good
 - 91 - 100 Very Good
- CORPO County
 Township Boundary
- Source: ODOT

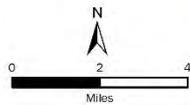
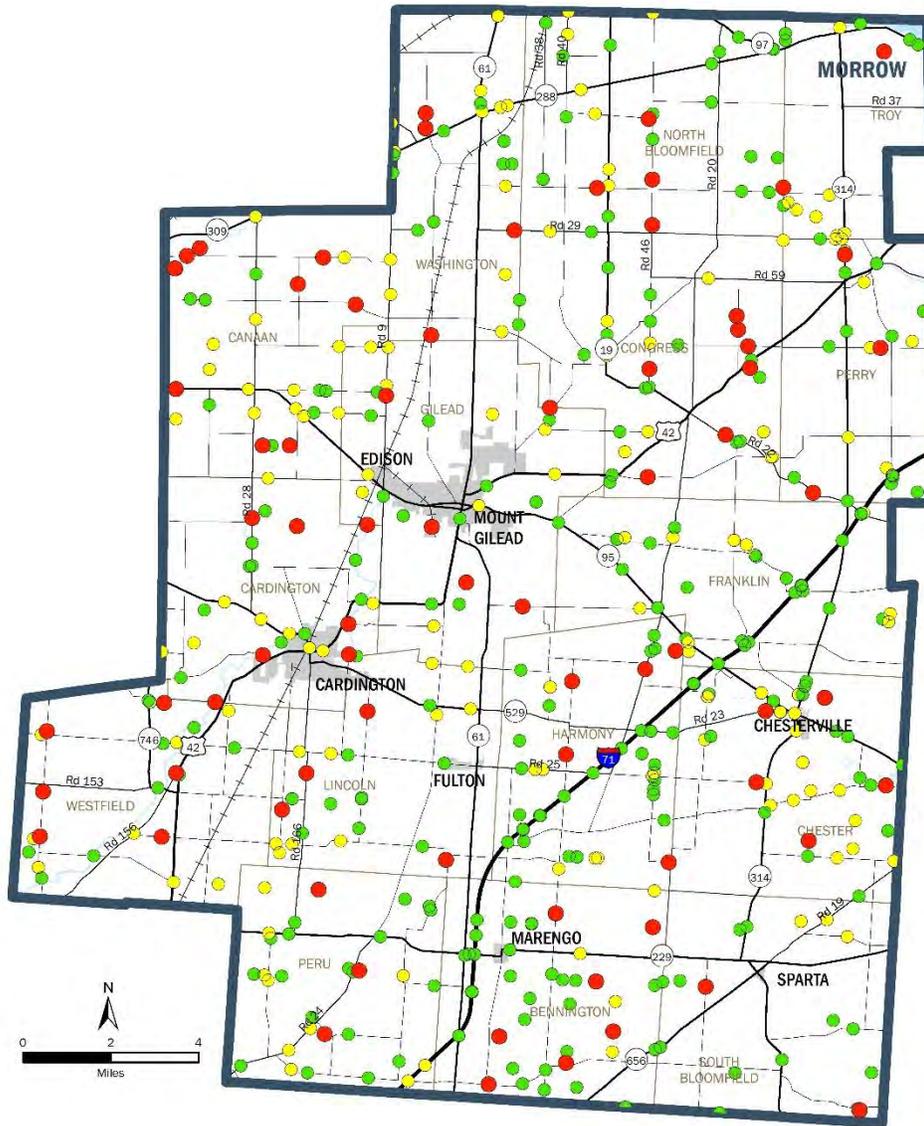


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MRW_PCR.mxd
 2/14/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Transportation Infrastructure Conditions Cont.



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Bridge General Appraisal

- 0 - 4 Likely Needs Replaced
- 5 - 6 Likely Needs Maintenance
- 7 - 9 Good
- CORPO County
- Township Boundary

Source: ODOT



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MRW_bridge.mxd
 2/14/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Freight

Goods are moved, transferred, and distributed from Morrow County to destinations across the United States and around the world. Whether by truck, rail, or air, Morrow County’s efficiency in the movement of goods is an important part of the region’s economic competitiveness, trade, and commodity flow. Morrow County and our region’s economy as a whole have benefited from its multimodal transportation assets for many decades. Today, Morrow County is home to an airport and is crossed by arterial rail corridors as well as I-71, US 42 and multiple state routes including. Morrow County is strategically located within a 10-hour truck drive of 47 percent of the United States population and 61 percent of its manufacturing. The first of the following four maps details freight related infrastructure in Morrow County.

Congestion

There are a couple of aspects of the roadway system condition to consider. First is the physical condition – are the roadways and bridges in good repair? Section 3.3 outlined that aspect. Second, how does the roadway operate in terms of level of congestion? Using average daily traffic count data as well as travel time data covering all weekdays of 2016 except federal holidays. CORPO was able to map traffic volumes as well as congested areas within Morrow County. The second, third and fourth of the following maps display the, average daily traffic volumes and the percentage of congested days, separated into AM and PM periods.

The percentage of congested days is identified if the travel time in at least three 5-minute intervals during the peak period of the day considered is 50 percent greater than the travel time under free-flow condition. That means, for at least fifteen minutes each AM or PM period, travelers would spend more than 50 percent extra travel time on the segment. The percentage of congested days is then calculated by dividing the total number of congested days by the total numbers of the non-federal-holiday weekdays in the period of interest.

Basically, this “percentage” measure can be interpreted approximately as below:

<=20%:	1 day or less per week
20 – 60%:	2 to 3 days per week
> 60%:	3 + days per week

3.0 INVENTORY OF EXISTING CONDITIONS



Freight



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Freight

- Airport
- Railroad
- National Highway System
- CORPO County
- Township Boundary

Source: ODOT

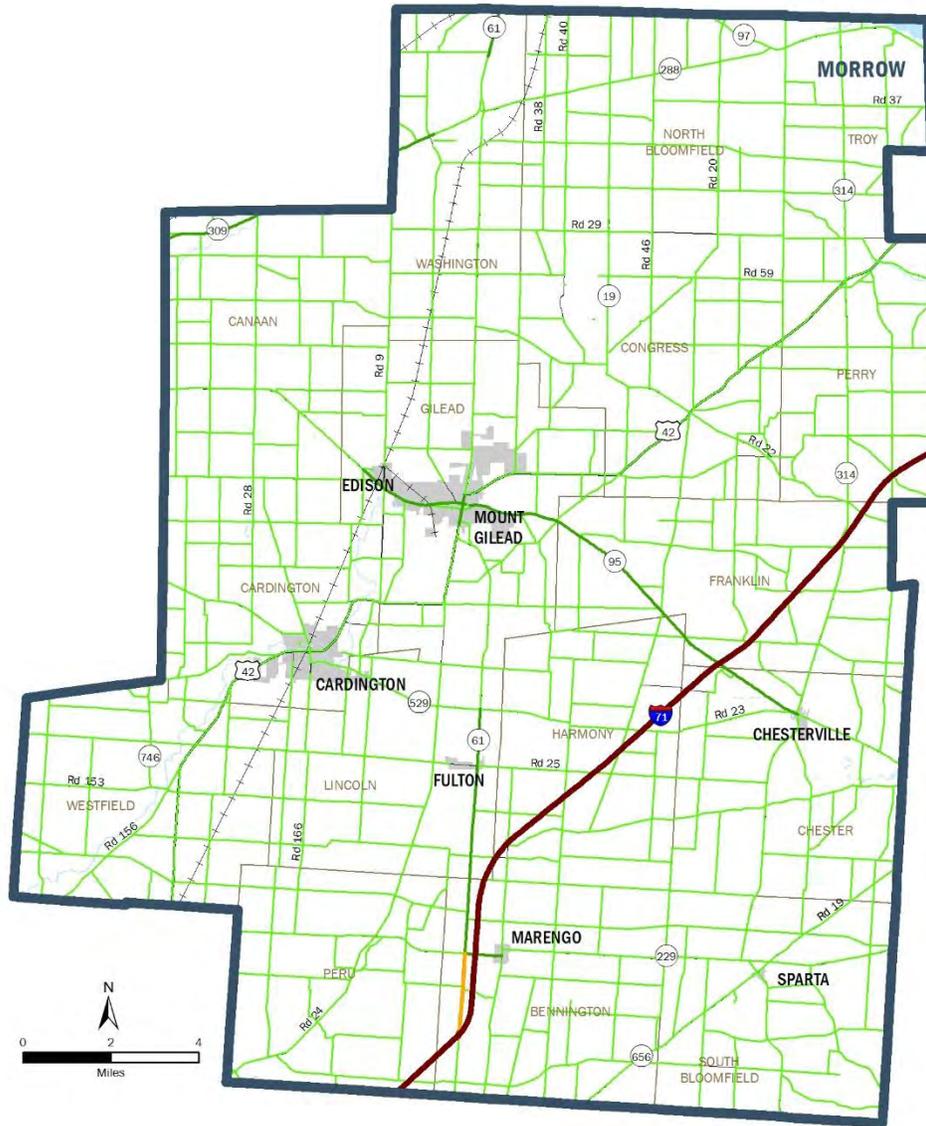


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MRW_freight.mxd
 1/23/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Volumes



CENTRAL OHIO RURAL PLANNING ORGANIZATION

2015 Average Daily Traffic Range

- < 5,000
- 5,001 - 10,000
- 10,001 - 15,000
- 15,001 - 30,000
- >30,000
- CORPO County
- Township Boundary

Source: ODOT TIMS 2015

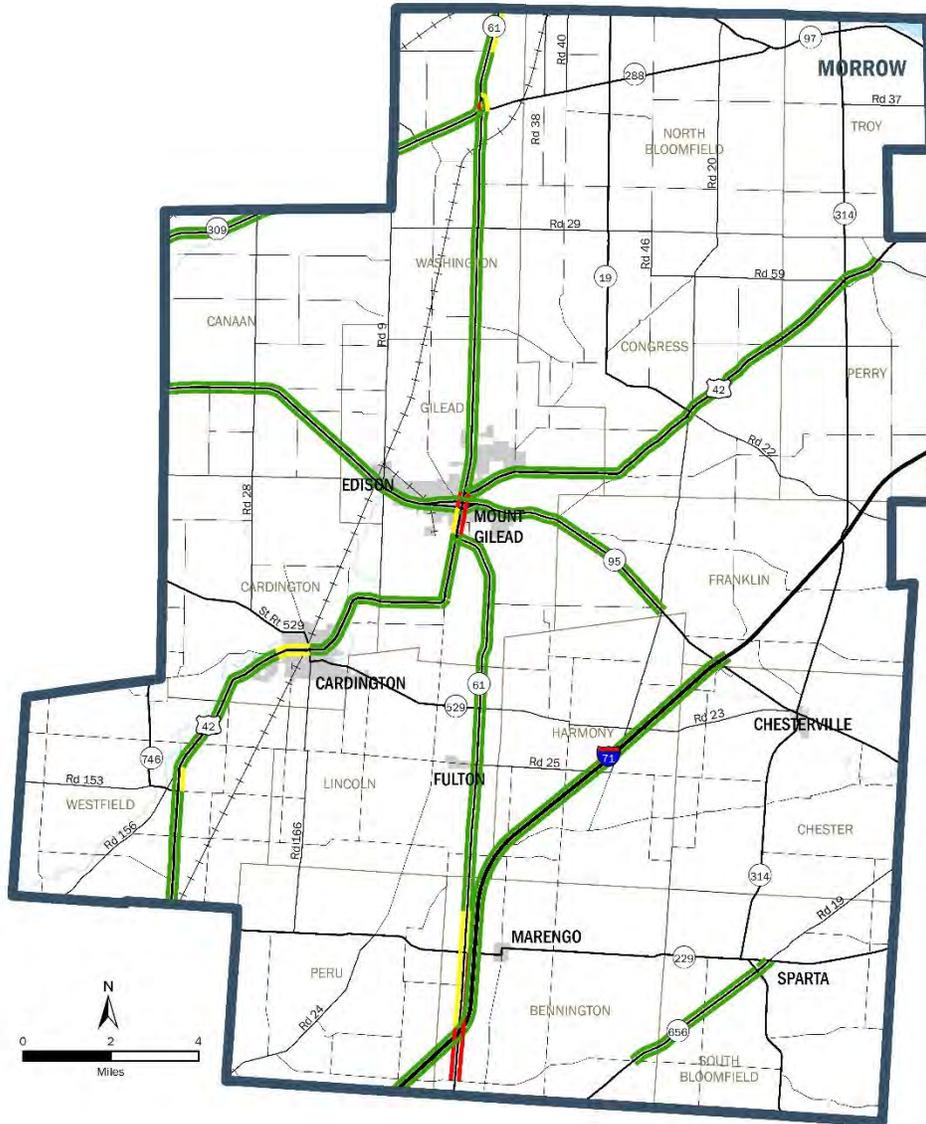


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MRW_TrafficVol.mxd
 6/28/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Congestion – 3:30 – 6:30 PM



CENTRAL OHIO RURAL PLANNING ORGANIZATION

% Days Congested 2017 PM*

- <=20% (< 1 day per wk)
 - 20 - 60% (2-3 days per wk)
 - > 60% (3+ days per wk)
- CORPO County
 Township Boundary

* Congestion: more than 50% extra travel time

Source: INRIX Travel Time data



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MRW_CongestionPM.mxd
 3/29/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Safety - (Please reference the summary and table on the following page.)

The primary function of a transportation network is to move people and goods from their origin to destination as safely as possible. If a network is unsafe, its utility is greatly diminished. One way to determine which areas of the network may have a safety issue or where these issues may one day arise is to collect and analyze crash data. Please see the Morrow County Safety Summary on the next page.

Safety – Crash Statistics

Like state and national trends, the number of reported crashes and fatal crashes in Morrow County has increased in recent years. In Morrow County, from 2012 to 2016, the total number of crashes increased by 15 percent. The total number of fatal crashes in Morrow County also increased by 29 percent from 2012 to 2016. Additionally, the number of crash resulting injuries in Morrow County decreased by -1 percent while crashes resulting in property damage increased by 20 percent.

Safety – Occupant Statistics

The table below outlines the crash related occupant statistics for Morrow County between 2012 and 2016. There is was a -14 percent decrease in the injury rate from 2012 to 2016.

Safety – Crash Locations and Types

Utilizing crash data collected by both the Ohio Department of Transportation and the Ohio Department of Public Safety, high crash areas of the transportation network are able to be identified. These areas are potential areas of focus for safety improvements.

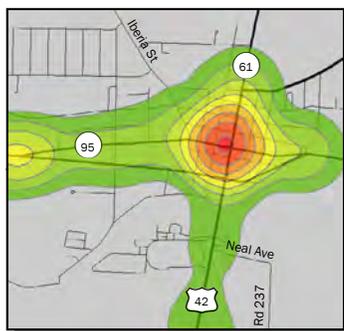
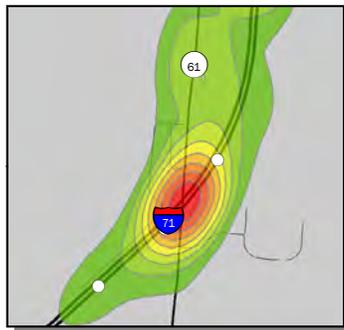
Identifying these locations will allow law enforcement, emergency responders, transportation officials, government and the general public to target them directly through strategies and planning. The map reflects the denser area of Morrow County, such as Circleville, Ashville, South Bloomfield and busy intersections like that of I-71 and SR 95, I-71 and SR 61 and along multiple locations on I-71, especially at the southern portion of the county in Bennington Township.

Safety – Rail Crossings

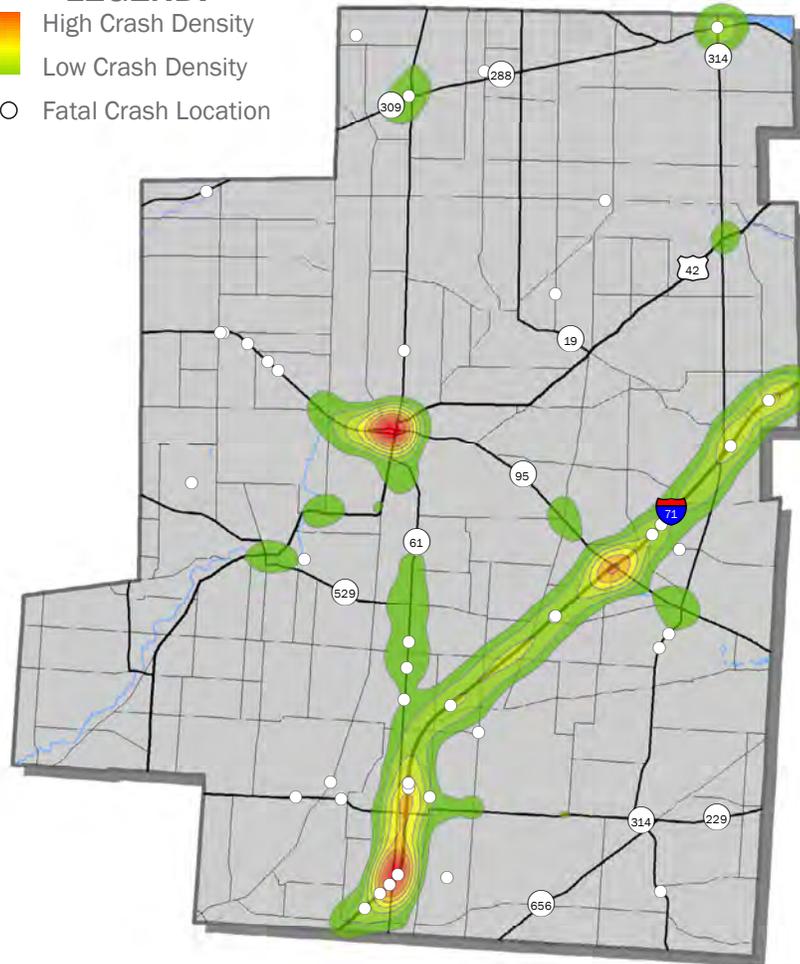
In many areas of the county, different modes of transportation converge. These areas can present significant safety challenges, especially where railroads cross roadways. CORPO with assistance from ODOT has compiled a list, identifying and ranking rail crossings in the county that may be in need of safety improvements. These crossings may be eligible for non-local funds intended to improve safety related infrastructure such as signals, gates and grade. Please reference the full list of identified rail crossings in the appendices

RELATIVE COUNTY CRASH DENSITY & SAFETY SUMMARY (2012 - 2016):

MORROW COUNTY



LEGEND:
■ High Crash Density
■ Low Crash Density
○ Fatal Crash Location



CRASH TRENDS BY YEAR (2012 - 2016)

YEAR	CRASH STATISTICS				INJURY RATE	TRUCK-INVOLVED CRASHES	OCCUPANT STATISTICS				
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes			Fatalities	Serious Injuries	Minor Injuries	No Visible Injuries	Total Injuries
2012	7	202	631	840	24.9%	101	7	39	137	102	285
2013	11	227	767	1,005	23.7%	130	11	61	131	153	356
2014	4	238	692	934	25.9%	108	5	49	145	139	338
2015	12	234	767	1,013	24.3%	109	12	41	164	147	364
2016	9	199	760	968	21.5%	85	10	31	131	135	307
5-Year Total	43	1,100	3,617	4,760	24.0%	533	45	221	708	676	1,650
Annual Average	8.6	220.0	723.4	952.0	24.0%	106.6	9.0	44.2	141.6	135.2	330.0
Percent Change (2012 to 2016)	29%	-1%	20%	15%	-14%	-16%	43%	-21%	-4%	32%	8%

notes

- Shaded orange cells indicate the year with the highest value for each respective column.
- Injury Rate is calculated using the following formula: $[(\#Fatal\ Crashes + \#Injury\ Crashes) / Total\ Crashes]$

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



4.1 Population and Employment

Population Projections

One of the ways to predict the stresses a transportation system will endure in the future is to determine the number of people currently living and working in the region and how many will be in the future. Getting an idea of future population gains or losses will assist local governments in responding to these changes. An increase in population typically means more daily commuters on the County's roadways, transit system and trails. More people also mean that there will be an increased demand for goods and services, therefore an increase of trucks on the roads.

According to estimates developed by MORPC, Morrow County's total population is expected to remain relatively stable. The county's population is expected to decrease slightly by 2040. Morrow County's 2015 population was 35,091 while the 2040 population is projected to be 35,668. This is a 2 percent decrease in population over 25 years in Morrow County. This percentage is comparable to the State's population, which is only expected to grow by one percent. Nearby Franklin County is expected to grow by 32 percent.

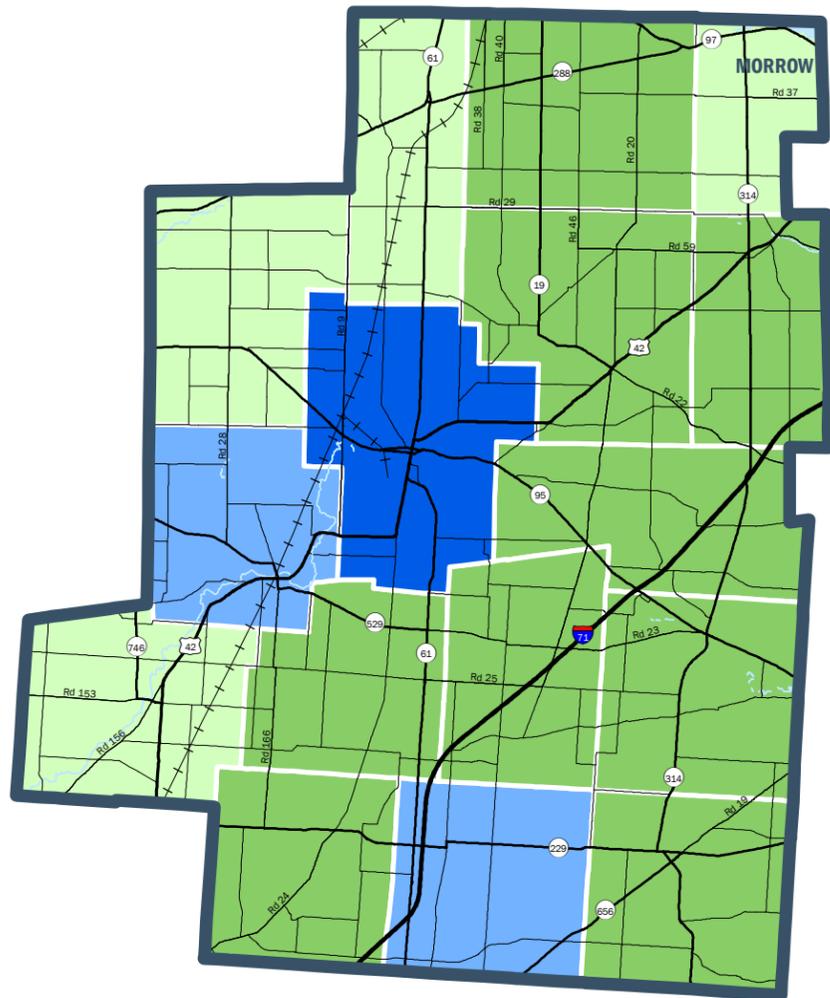
Year	Morrow Co.	Ohio	Franklin Co.
2015	35,091	11,549,120	1,250,269
2040	35,668	11,679,010	1,648,891
10 to 40 % Change	2%	1%	32%

Workforce & Employment

Projections for Morrow County indicate that there will be an increase in both workforce and jobs by 2040. The workforce population living within Morrow County is projected to increase by 23 percent while the number of jobs located within the county is projected to increase 20 percent. To better visualize how an increase in workers and jobs will affect the county, they were distributed into Statewide Transportation Analysis Zones (TAZ).

The following series of maps reflect possible future outcomes in the county.

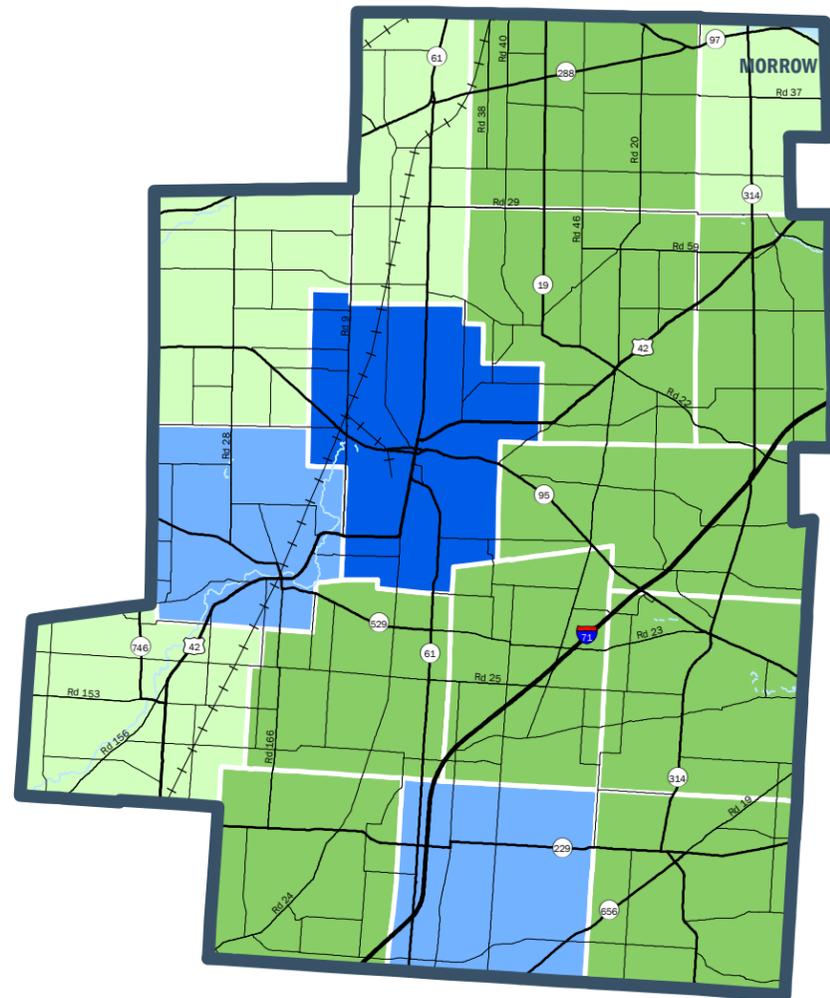
2015 Population



Total Population by TAZ

- < 1,500
- 1,501 - 3,000
- 3,001 - 5,000
- 5,001 - 10,000
- 10,001 +

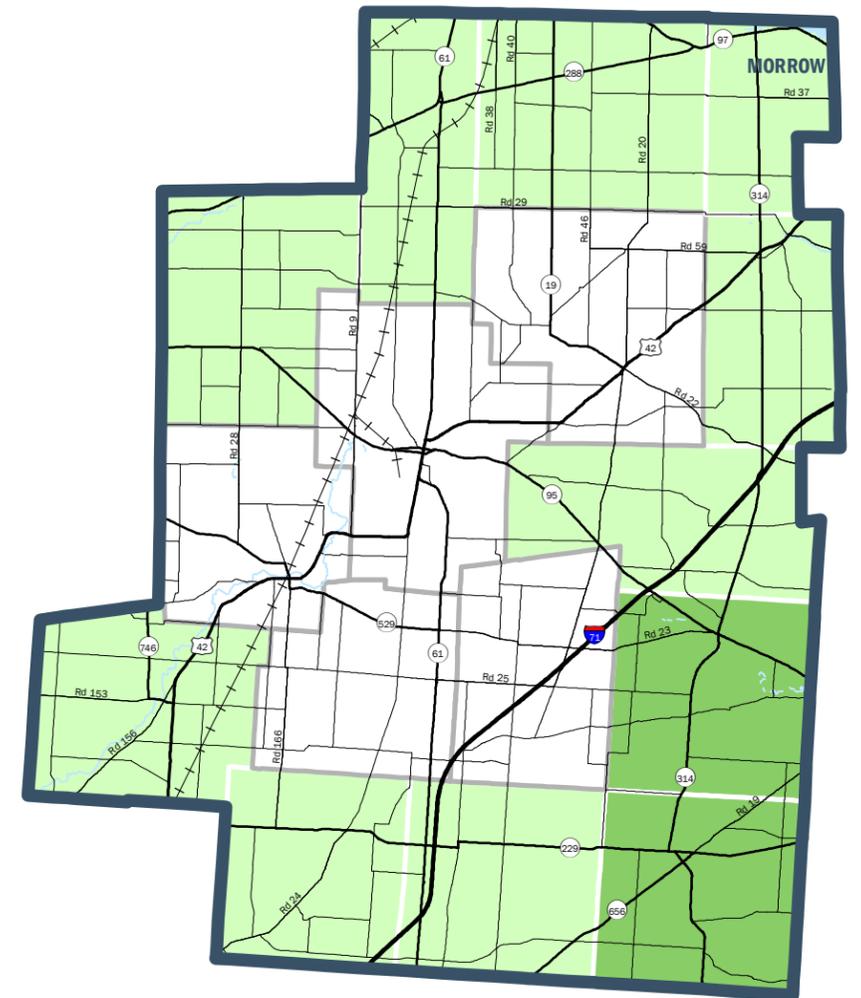
2040 Population



Total Population by TAZ

- < 1,500
- 1,501 - 3,000
- 3,001 - 5,000
- 5,001 - 10,000
- 10,001 +

2015-2040 Population Growth



Population Growth by TAZ

- < -1
- 0 - 100
- 101 - 500
- 501 - 1,000
- 1,001 - 5,000
- 5,001 +

Morrow County - Total Population
 2015: 35,090
 2040: 35,670
 Growth: 580

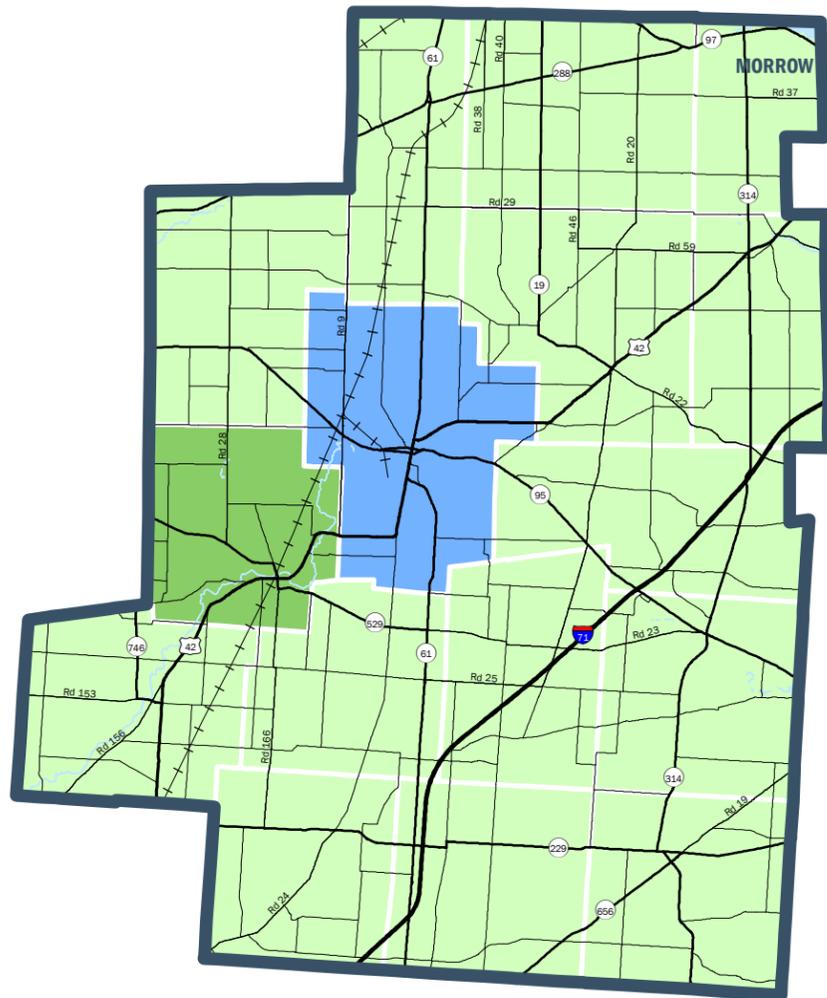


CENTRAL OHIO RURAL PLANNING ORGANIZATION



Source: MORPC
 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MRW_Pop_15_40_swTAZ.mxd
 2/16/2018

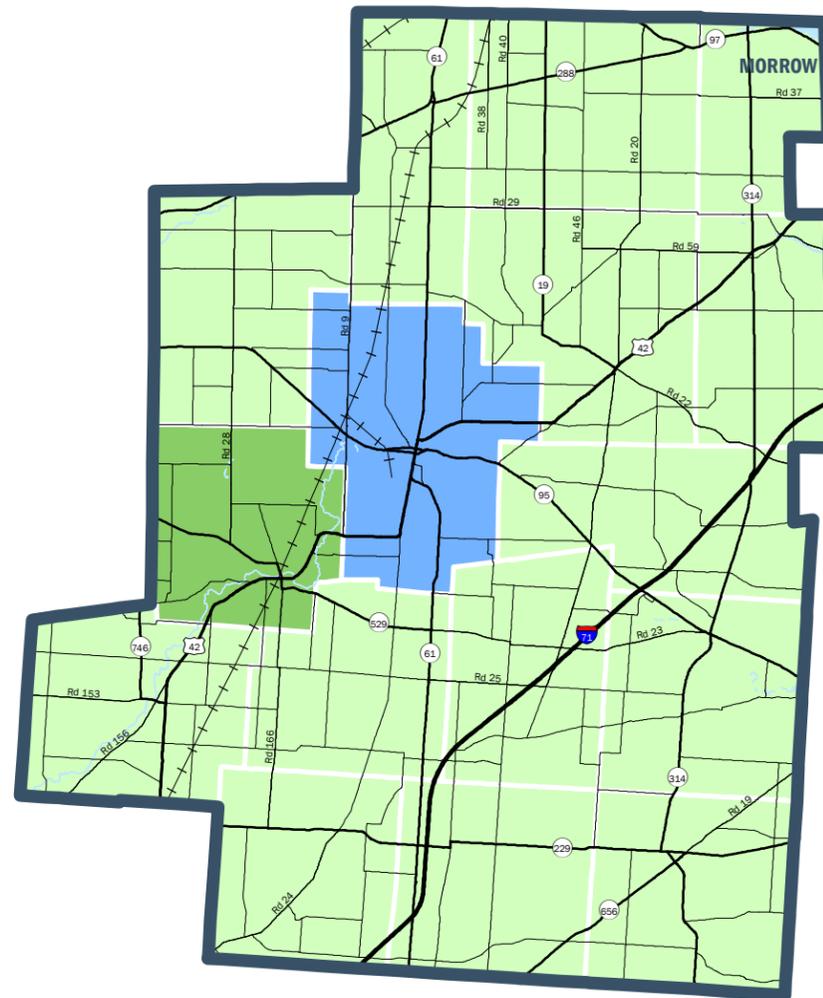
2015 Jobs



Total Jobs by TAZ

- < 1,000
- 1,001 - 2,000
- 2,001 - 3,000
- 3,001 - 6,000
- 6,001 +

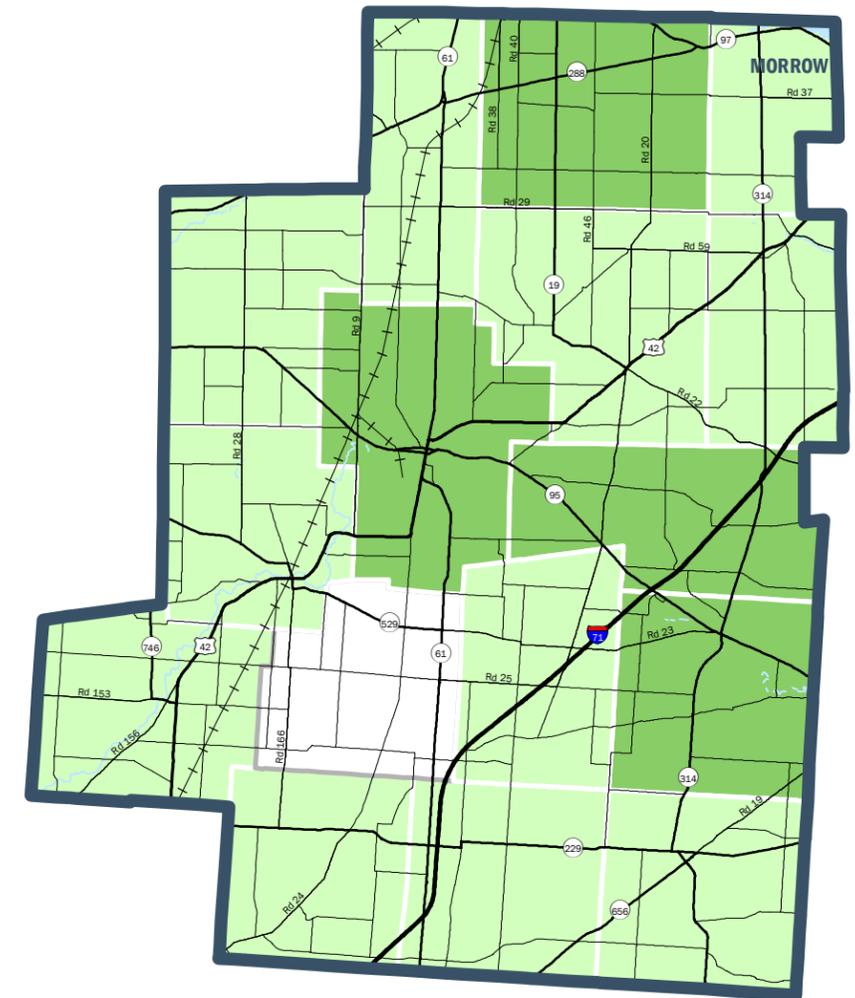
2040 Jobs



Total Jobs by TAZ

- < 1,000
- 1,001 - 2,000
- 2,001 - 3,000
- 3,001 - 6,000
- 6,001 +

2015-2040 Job Growth

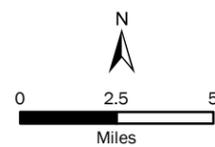


Job Growth by TAZ

- < -1
- 0 - 100
- 101 - 500
- 501 - 1,500
- 1,501 - 3,000
- 3,001 +

Morrow County - Total Jobs

2015: 5,120
 2040: 6,160
 Growth: 1,040



CENTRAL OHIO RURAL PLANNING ORGANIZATION



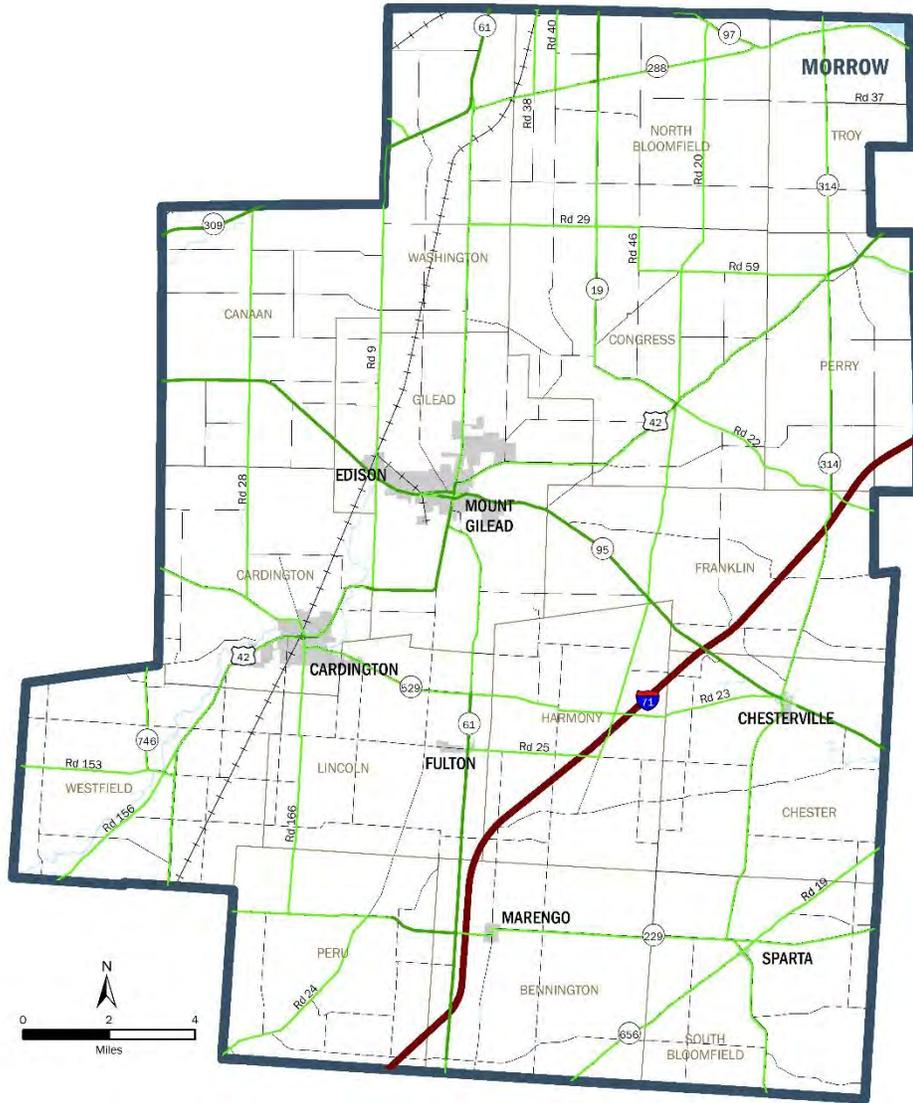
Source: MORPC

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MRW_Job_15_40_swTAZ.mxd
 2/16/2018

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



4.2 Travel Demand Traffic Volume - Future



CENTRAL OHIO RURAL PLANNING ORGANIZATION

2040 Model Volumes

- < 5,000
 - 5,001 - 10,000
 - 10,001 - 15,000
 - 15,001 - 30,000
 - >30,000
- CORPO County
 Township Boundary

Source: Ohio Statewide Travel Model

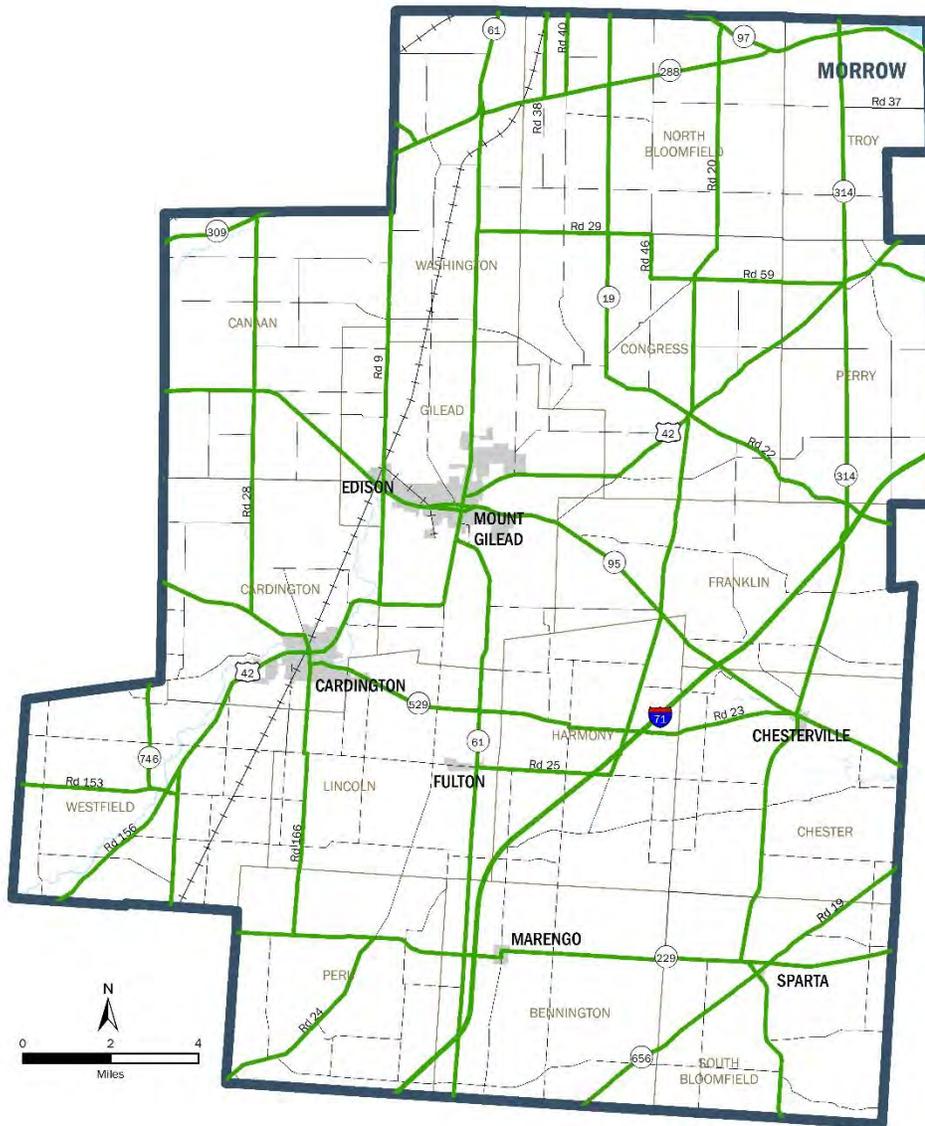


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MRW_model\volume_40.mxd
 4/27/2018

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



Traffic Congestion – Future



CENTRAL OHIO RURAL PLANNING ORGANIZATION
 2040 Model Congestion Level

- No/Slight Congestion
- Moderate Congestion
- Severe Congestion
- CORPO County
- Township Boundary



Source: Ohio Statewide Travel Model

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MRW_modelcongestion_40.mxd
 4/27/2018

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS

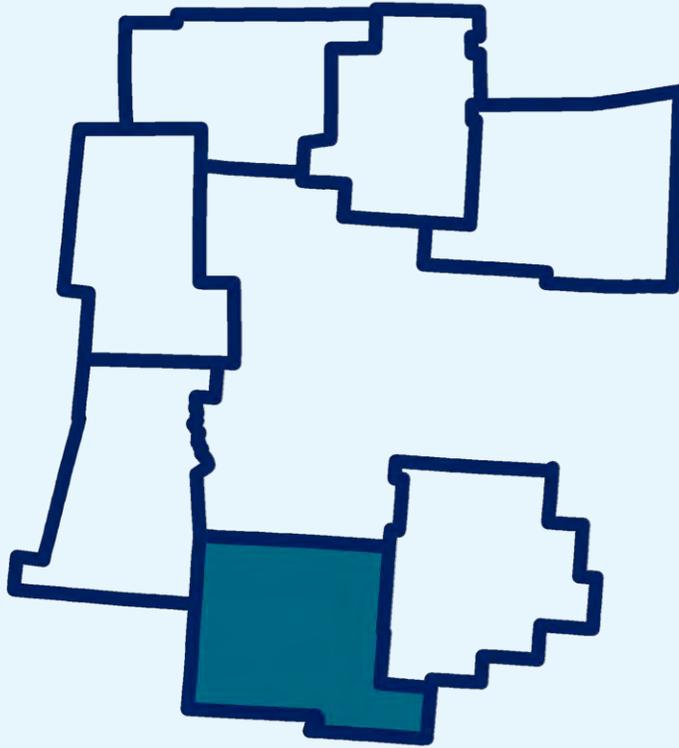


4.3 Project List – Morrow County

One of the primary purposes of the CORPO Transportation Plan is for CORPO members to identify transportation projects of importance in their county. The selected projects include those that add roadway capacity, expand the transit system or provide bicycle and pedestrian facilities. Some of the identified projects encompass the ongoing operation, maintenance and preservation of the existing transportation system. This may include the study, operation and expansion of transit service. However, most of the items listed are projects to expand physical components of the transportation system.

Each project listing provides a brief project description and identifies cost estimates (if available) for each project. The associated cost estimates are in construction dollars. The list includes both short and long term projects that may occur between 2018 and 2040. Please see Appendix 6D for prioritized lists and corresponding project maps.

This page intentionally left blank.



Pickaway County

Rural Transportation Plan

2018 - 2040



Central Ohio
Rural Planning
Organization

corpo



Mid-Ohio Regional
Planning Commission

TABLE OF CONTENTS

1	CORPO Overview.....	220
2	Goals and Objectives	221
3	Inventory of Existing Conditions.....	222
	3.1 Demographics.....	222
	3.2 Land Use / Development	232
	3.3 Current Transportation Network	238
4	Projections and Identifications of Needs	252
	4.1 Population and Employment.....	252
	4.2 Travel Demand.....	255
	4.3 Project List.....	258

1.0 CORPO OVERVIEW



CORPO Background and Purpose

On July 1, 2013, ODOT began a two-year pilot program with five multi-county planning organizations (or councils of government) providing them with funding to conduct regional transportation planning in coordination with local stakeholders, Ohio MPOs, and ODOT. Much of Ohio's non-metropolitan local official coordination occurs between ODOT and these organizations. The five organizations cover 34 non-metropolitan counties in Ohio.

On January 27, 2016, Governor John Kasich formally designated each of these five agencies as an Ohio Regional Transportation Planning Organization (RTPO). These designations formalize the program that started as a pilot and will help spur better and more informed transportation decision making in Ohio.

Following the Ohio Department of Transportation's (ODOT) two-year pilot program to establish RTPO's, local governments in Central Ohio began discussing the opportunity to form a sixth Rural Transportation Planning Organization around the Mid-Ohio Regional Planning Commission (MORPC) which is the Metropolitan Planning Organization (MPO) for the Columbus urban area. MORPC's role as MPO and mentor in the pilot program encouraged its member governments outside the MPO to consider forming an RTPO. In response, MORPC began to work with the interested Central Ohio counties to form a Rural Planning Organization (RPO) area, a precursor to being a fully recognized RTPO. A designation that requires the submission of a long-range transportation plan to ODOT. The seven member counties include Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union. MORPC organized the counties to engage as an RPO, CORPO was created, and in preparation to become a state-designated RTPO this CORPO Transportation Plan was completed.

By July 2016 each member county passed resolutions to join the Central Ohio Rural Planning Organization (CORPO). Once approved to move forward with the development of CORPO, staff began the process of forming the CORPO Committee. The CORPO Committee is the guiding body for the development of the CORPO Transportation Plan. All seven CORPO member counties also established RPO subcommittees and designated representatives from each county at CORPO Committee. These decisions were governed by a set of bylaws previously adopted by the CORPO Committee. The CORPO Committee convened on numerous occasions to establish an overarching vision for the RPO transportation plan. This vision was used to develop the overarching goals and objectives of the plan. Staff, in cooperation with the CORPO Committee and county-level RPO subcommittees went to work on a transportation plan which includes seven county-level sections. These sections were then merged into a unified plan for CORPO, culminating in a list of transportation projects for the region. Section 3F represents the county-level section for Pickaway County.

2.0 GOALS AND OBJECTIVES



Goals & Objectives

- **Preserve and Maintain the Existing Transportation System in a State of Good Repair**
 - Minimize the number of bridges structurally deficient or functionally obsolete
 - Maximize the miles of pavement in acceptable condition
 - Maximize resources dedicated to maintain and improve the condition of the transportation system

- **A Safe Transportation System for All Users**
 - Minimize crashes including pedestrian and bicycle related crashes
 - Promote system user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving and others

- **Accessibility and Mobility Options for all Users**
 - Build facilities that accommodate all users such as those using transit, walking and bicycling
 - Expand public transportation within and between communities
 - Expand the bicycle and pedestrian networks
 - Expand options that assist those living in poverty or in areas with lower accessibility in reaching employment, healthcare or services

- **An Integrated, Connected and Coordinated Transportation System**
 - Increase outreach to advocacy and community groups including area residents, local governments, agencies and organizations
 - Improve connections between regions by utilizing various modes of transportation, including passenger rail
 - Increase local community collaboration and coordination efforts to achieve mutually beneficial outcomes

- **A Transportation System that Promotes a Collaborative and Focused Approach to support Economic Vitality**
 - Improve strategic freight related facilities (e.g. highway, rail, intermodal, etc.)
 - Develop priority multipurpose corridors (e.g. utilities, water, broadband, fiber, etc.)
 - Maximize return on investment to position the region to compete globally and efficiently
 - Provide transportation facilities that enhance the transition between rural and urban areas
 - Enhance engagement with regional partners and voices

- **Preserve and Enhance Environmental Resources and Sustainability through the Transportation System**
 - Increase use of non-single occupant vehicles (local transit, intercity transit, ridesharing, biking, walking)
 - Provide transportation facilities consistent with local land use, environmental and sustainability plans

3.0 INVENTORY OF EXISTING CONDITIONS



3.1 Demographics

Population

According to Census population estimates, Pickaway County's population was 57,565 in July 2016. This represents a 3 percent increase from the 2010 Census estimated population of 55,723.

Pickaway County Population Estimates		
Year	Population	2010 - 2016 % Change
2010	55,723	
2011	55,961	
2012	56,326	
2013	56,416	
2014	56,742	
2015	56,971	
2016	57,565	

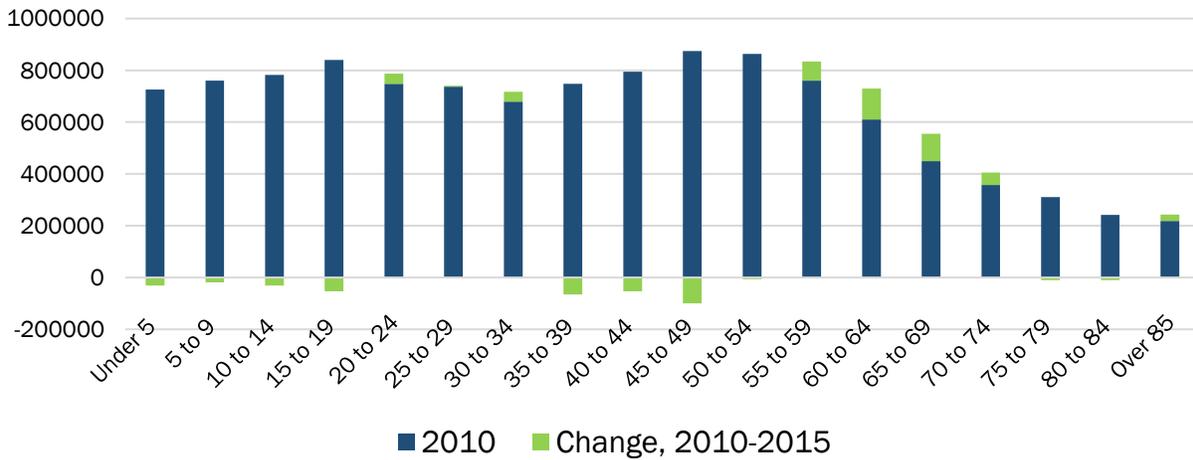
Age

Pickaway County's median age of 39 years is comparable to that of the State of Ohio, at 38 years. Neighboring Franklin County has historically been a younger county with a median age of 35, because of the large population of university students. However, like the rest of Ohio, Pickaway county residents are aging and will face challenges in the future as this population leaves the workforce and enters retirement. The 55+ age cohort of both Ohio and Pickaway County is increasing. This is consistent with the findings in insight2050, a collaborative initiative among public and private partners designed to help communities proactively plan for development and population growth over the next 30+ years that is expected to be dramatically different from the past.

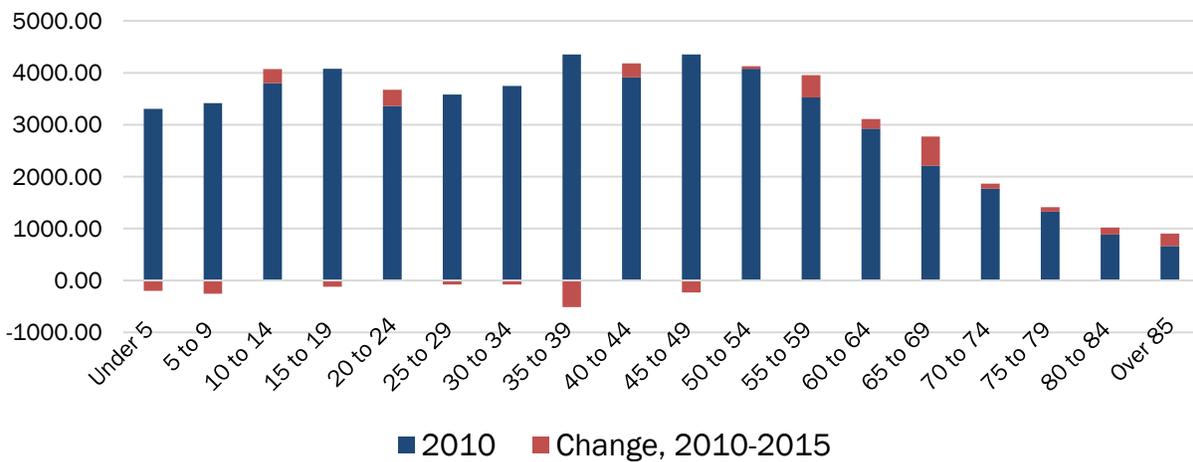
3.0 INVENTORY OF EXISTING CONDITIONS



Change in Population by Age Cohort in Ohio
2010-2015



Change in Population by Age Cohort in Pickaway County
2010-2015

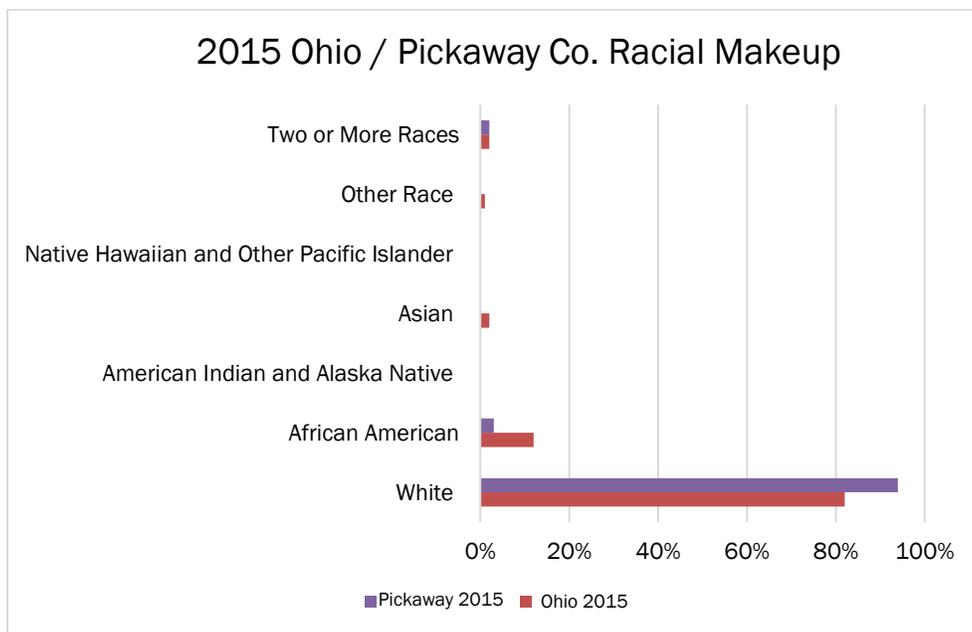


3.0 INVENTORY OF EXISTING CONDITIONS



Diversity

Central Ohio is primarily white and Pickaway County is no exception. In 2015 Pickaway County's population was 94 percent white. Pickaway County is less diverse when compared to Ohio as a whole. That same year it was estimated that Ohio was 82 percent white, 12 percent African-American and roughly the same comparatively for other races.



3.0 INVENTORY OF EXISTING CONDITIONS



Families and Households

The users of a transportation system come from diverse backgrounds, socioeconomic statuses and household structures. Of all the households in Pickaway County, 73 percent are family households and 15 percent of households are single parent families. Pickaway county households have a significant number of households with at least one person over 60 years of age in the home.

Pickaway County Households (HH)		
HH Type	%	Average
Families	73%	
Non-Family	27%	
Single Parent	15%	
HH Size		2.68
Family Size		3.14
HH with 60+	37%	
HH with under 18	34%	

3.0 INVENTORY OF EXISTING CONDITIONS



Home Ownership

Homeownership has traditionally been a goal for most Americans and a factor in determining wealth in the United States, but recently there have been changes to these societal norms. For decades the suburbs exploded as people moved out of urbanized areas and utilized highways to get to and from work. Now, with increased traffic, higher fuel prices, a recovering housing market and more environmentally conscious commuters who would like to be closer to amenities, the demand for denser, centrally located housing options has increased. Because of this demand, mixed-use developments have begun to pop up in metro areas across the state, increasing the number of available rental options with them.

Ohio Housing Tenure		
Year	% Rent	% Own
2010	31%	69%
2015	34%	66%
10 to 15 Change	+3%	-3%

Pickaway County Housing Tenure		
Year	% Rent	% Own
2010	25%	75%
2015	26%	74%
10 to 15 Change	+1%	-1%

Although Ohio appears to have seen an overall increase in renters, Pickaway County has relatively maintained its percentage of renters from 2010 to 2015. In comparison, Franklin County, where denser development has occurred over the last five years the increase in residents who rent went from 43 to 46 percent.

3.0 INVENTORY OF EXISTING CONDITIONS



Employment

As of April 2017, Pickaway County's unemployment rate was 3.9 percent. This rate is low when compared to the State of Ohio, where the rate was 4.4 percent. Ohio's rate was higher than the national rate of 4.1 percent that same month. Pickaway County's unemployment rate is a positive, not only because it is low but because it has steadily declined over the last five years.

The labor participation rate in the county, a measure of those who are currently working or actively looking for work was 56 percent in 2016.

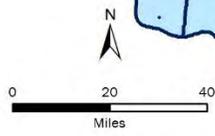
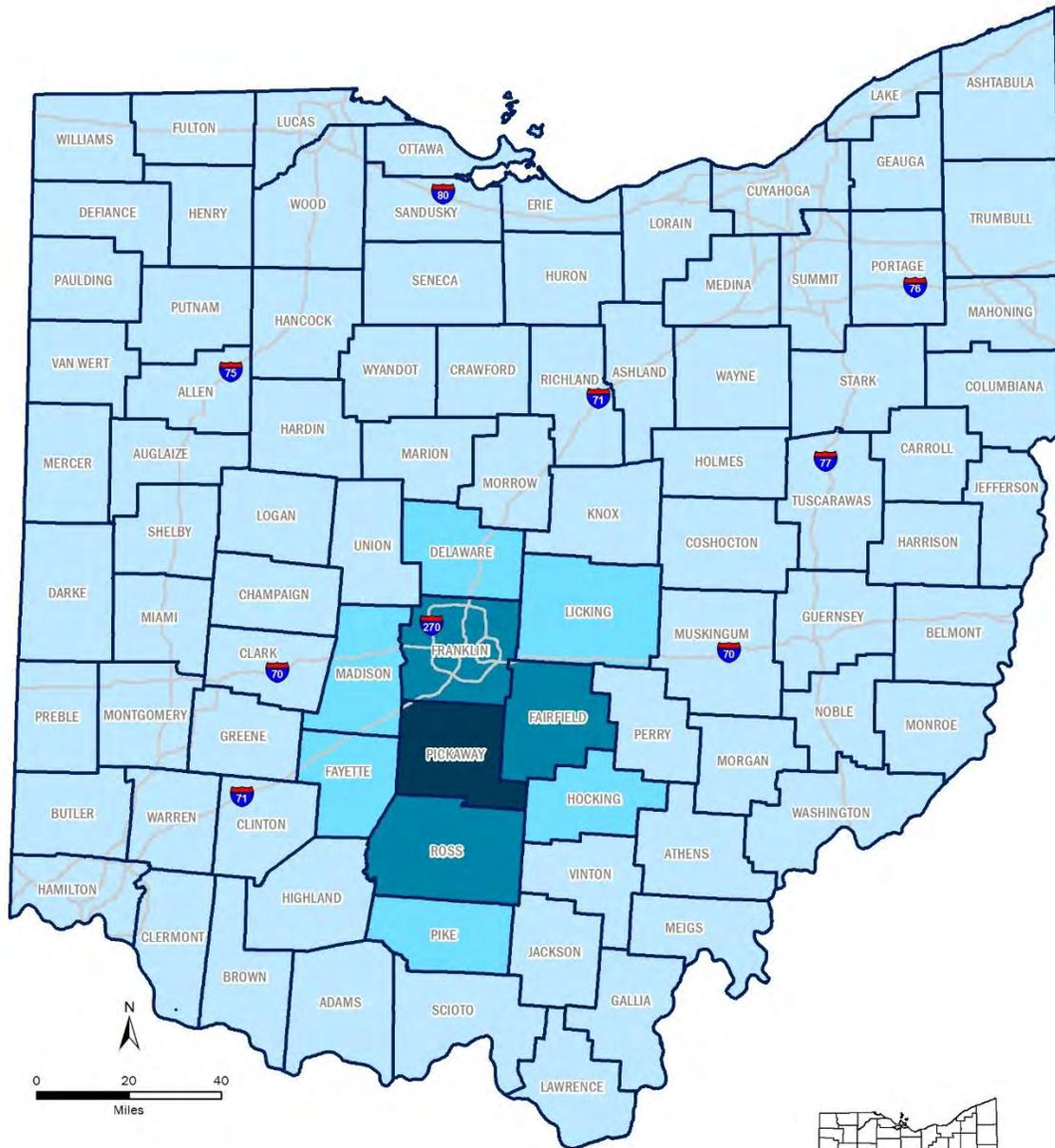
Pickaway County Unemployment Rates	
2013	7.4%
2014	5.7%
2015	4.8%
2016	4.7%
April 2017	3.9%
13 to 17 Change	- 3.5%

When considering employment, knowing the number of people in your community who are employed and how they get to work is very important. To make appropriate transportation planning decisions, knowing where they work is vital. The majority of workers employed in Pickaway County live primarily in Pickaway, Franklin, Fairfield and Ross counties. Pickaway county residents are primarily employed in Pickaway and Franklin counties.

3.0 INVENTORY OF EXISTING CONDITIONS



Worker Commute – Where Pickaway County Workers Commute From



CENTRAL OHIO RURAL PLANNING ORGANIZATION

- Pickaway County Employee Home Location**
- Below 1%
 - 1 - 5%
 - 5 - 20%
 - More than 20%
 - County Boundary

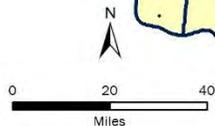
Source: US Census- 2014 Longitudinal Employer Household Dynamics

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_PIC_HomeLocations.mxd
 7/28/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Worker Commute – Where Pickaway County Residents Commute To



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Pickaway County Resident Work Location

- Below 1%
- 1 - 5%
- 5 - 20%
- More than 20%
- County

Source: US Census- 2014 Longitudinal Employer Household Dynamics

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_PIC_WorkLocations.mxd
 7/28/2017

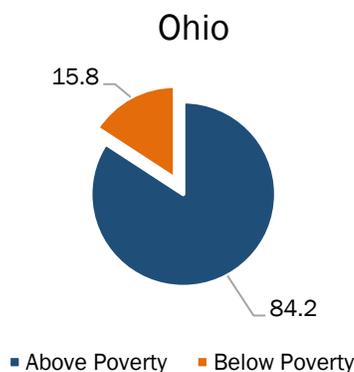
3.0 INVENTORY OF EXISTING CONDITIONS



Income and Poverty

Unfortunately, a low unemployment rate does not mean that there are not residents struggling with poverty in Pickaway County. According to Census data, the percentage of Pickaway county residents living below the poverty line in 2015 was estimated to be 12.6 percent. The percentage decreased from the 13.5 percent estimated in 2012. However, the rate is still comparatively low to that of the state, which is currently 15.8 percent, and neighboring Franklin County, where the percentage is estimated to be 17.5. Minority populations in Pickaway County appear to make up a disproportionate percentage of those living in poverty. Additionally, 18.2 percent of those living in poverty are children 18 years of age and under, compared to 22.8 percent at the state level.

In Circleville, the largest jurisdiction in Pickaway County, 20.2 percent of residents live below the poverty line.



12.6%

of PickawayCo. residents
are living in poverty.

14%

of minorities in
PickawayCo are living in
poverty.

12.5%

of whites in PickawayCo
are living in poverty.

As the percentage of those living in poverty has increased, the median income for Pickaway county residents decreased. In 2015 the median household income in Pickaway County was \$57,439, a considerable increase from the estimated \$49,262 in 2010. Pickaway County's median income is lower than that of the state however, which in 2015 was \$49,429, an increase from the 2010 median income of \$47,358.

3.0 INVENTORY OF EXISTING CONDITIONS



Vehicle Access

Little or no access to reliable personal or public transportation can create a multitude of daily challenges. Of the 18,431 households in Pickaway County, 4 percent reported no vehicle in the home in 2015. This is a significantly smaller percentage than that of the state, which reported 8 percent that same year. That means just under 900 households in Pickaway County have to plan trips to work, school or medical appointments in advance and may be dependent upon others to make it to any of those. In a county with limited public transit options, this can create real obstacles.

3.2 Land Use / Development

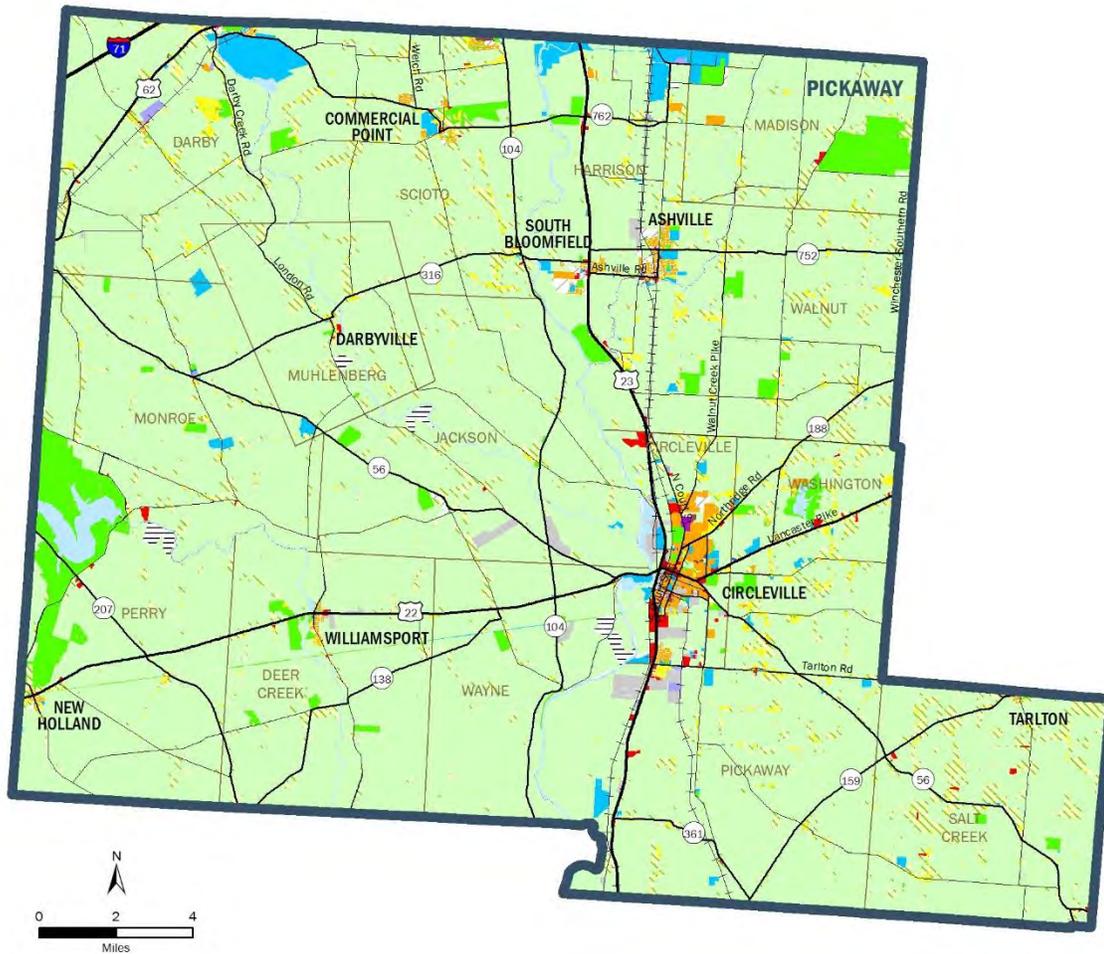
Pickaway County continues to attract new residents and jobs. Changes to the marketplace include an aging population and an increase in young adults. This typically means there is a desire for multiple transportation options. The way the county develops directly influences the CORPO plan's goals and objectives. Local land use decisions can affect access to amenities, employment and attractions and transportation systems can affect development decisions.

Recognizing how land use decisions affect the quality of place and how well it attracts and retains workers is important. These decisions can support economic opportunity by accommodating business' needs for transportation capacity and reliability. As a part of large metropolitan area, Pickaway County may benefit from seamless transitions between communities through coordinated development approaches, which would allow the transportation system of roads, bikeways, and pedestrian ways to be continuous for regional connectivity. The following two maps display the existing land uses as well and the various points of interest and for Pickaway County. (*"Public Spaces" in the points of interest map includes locations such as historical sites, fairgrounds, community and recreation centers, theaters and concert halls, museums and libraries.*)

3.0 INVENTORY OF EXISTING CONDITIONS



Existing Land Use



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Existing Land Use

- | | |
|---|--|
| ■ Commercial | ▨ Rural Residential (2-20 acre lots) |
| ■ Neighborhood Mix | ■ Agriculture |
| ■ Office | ■ Public Service |
| ■ Industrial | ▨ Quarry |
| ■ Park/Open Space | ■ Warehouse |
| ■ High Residential (8-20+ units per acre) | ▨ Vacant |
| ■ Medium Residential (3-8 units per acre) | ■ Water |
| ■ Low Residential (0.5-3 units per acre) | ■ CORPO County |
| | ■ Township Boundary |



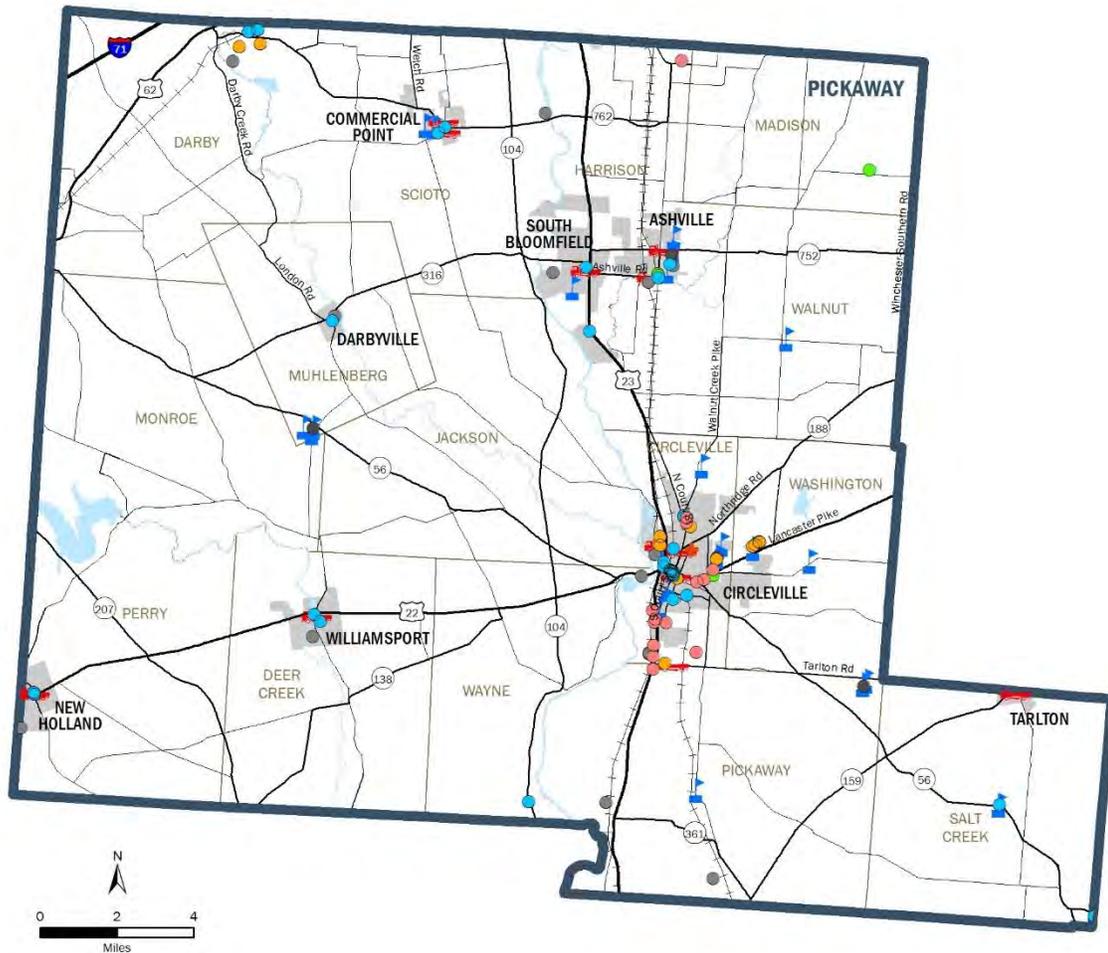
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_PIC_LU.mxd
 6/19/2017

Source: MORPC, 2014

3.0 INVENTORY OF EXISTING CONDITIONS



Points of Interest



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Points of Interest

- Commercial
- ▤ Education
- + Emergency Response
- Government
- Group Quarters
- Industrial
- + Medical
- Public Places
- Transportation
- CORPO County
- Township Boundary

Source: MORPC, ODOT



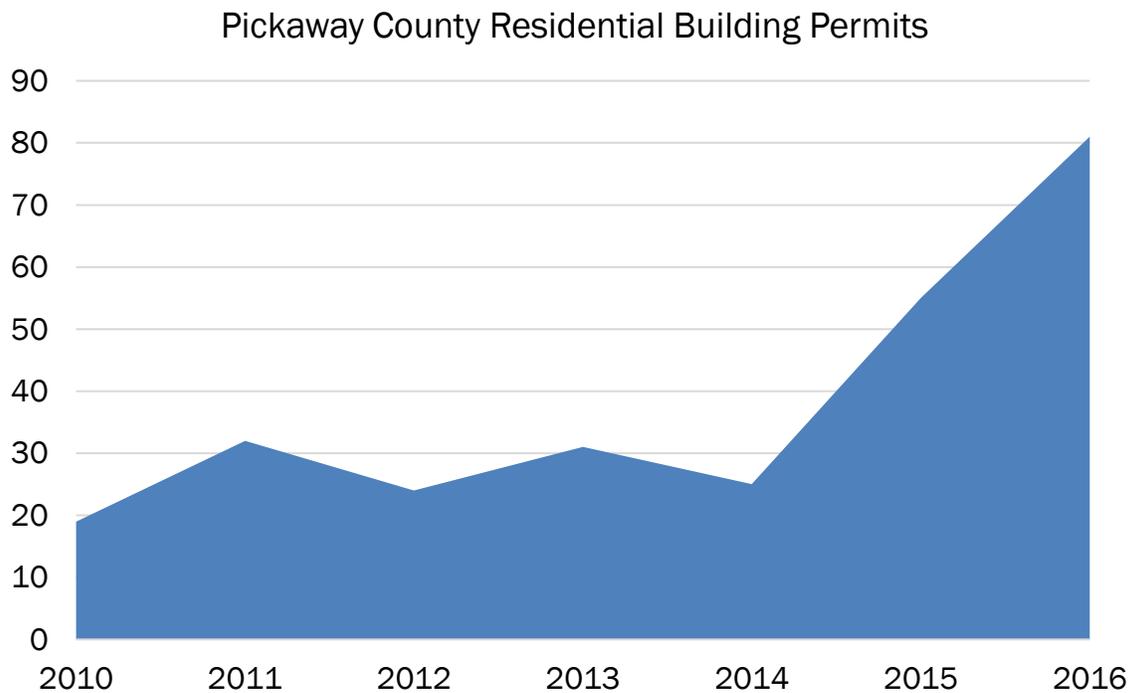
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_PIC_POI.mxd
 6/16/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Residential Permits

One way to track an area's growth is to look at the number of building permits being requested. This data are not always reliable as it is based on whether or not a locality is reporting these permits to the Census. Utilizing data from *Censtats* (US Census), it is safe to suggest that Pickaway County's annual number of requested building permits has increased greatly. In 2016 there has been at least 4 times the number of annual Census reported residential permits in Pickaway County than in 2010.



3.0 INVENTORY OF EXISTING CONDITIONS



3.3 Current Transportation Network

The purpose of Pickaway County's transportation system is to safely accommodate the travel needs of its users. Pickaway County's transportation system is made up of several components or sub-systems that should be seamlessly connected to provide fluid movement of people and goods across the system and the region. These include roadways, transit, railroads, bikeways, pedestrian facilities, and the unique intermodal facilities that interface these surface modes with ground and air freight. These components each serve their own particular role in moving people and goods throughout the region. This section describes these individual systems and intermodal connections that make up the county's surface transportation system.

Non-personal vehicle modes serve the transportation needs of few Pickaway county residents. However, the need and demand for transit and bikeways is changing in response to both underlying demographic changes in central Ohio's population and cultural preferences. Changing cultural preferences for transportation are evident from foreign born populations, younger and older generations. Recently, these populations have expressed a desire to live in communities with access to transit and that are pedestrian and bike friendly.

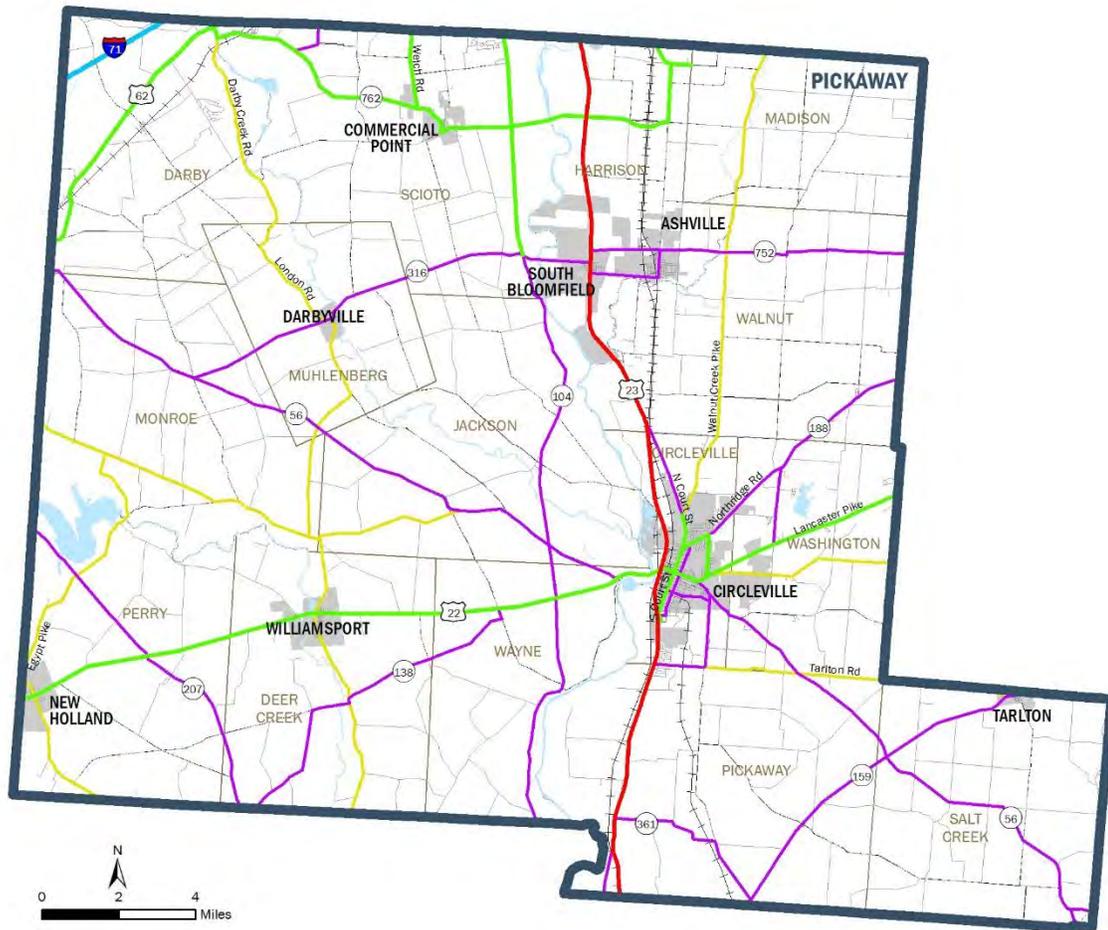
Individuals may be unable to afford a motor vehicle, or lack the ability or interest to drive. Public transit and adequate bike and pedestrian paths may provide the only independent means of transportation. These modes preserve the connection to work, daily living needs, medical appointments and other destinations. For riders of choice, alternative transportation options may offer a more convenient, economical and or environmentally friendly choice over other modes of transportation. The very presence of convenient and accessible alternative transportation options may help attract and retain a skilled workforce and enhance the quality of life.

The first of the following two maps displays the functional classification system of roadways in Pickaway County. Roadways are classified based on the role and function each roadway serves within the larger system. Interstates and expressways have very limited access and carry a high volume of vehicles making regional trips. Arterials primarily provide mobility, but also provide access to abutting land uses, unlike interstates and expressways. Collectors carry lower volumes of traffic and provide more access points to local roads and destinations. Local roads generally are not intended for long distance travel. Their main function is to provide access to homes and businesses. For this reason, the information and projects presented in the CORPO plan focus on interstates, expressways, arterials, and collectors only, as they make up the most important roadways in the roadway network. The second map displays bike and pedestrian paths within Pickaway County.

3.0 INVENTORY OF EXISTING CONDITIONS



Current Roadway Network



CENTRAL OHIO RURAL PLANNING ORGANIZATION Functional Classification

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- CORPO County
- Township Boundary

Source: ODOT

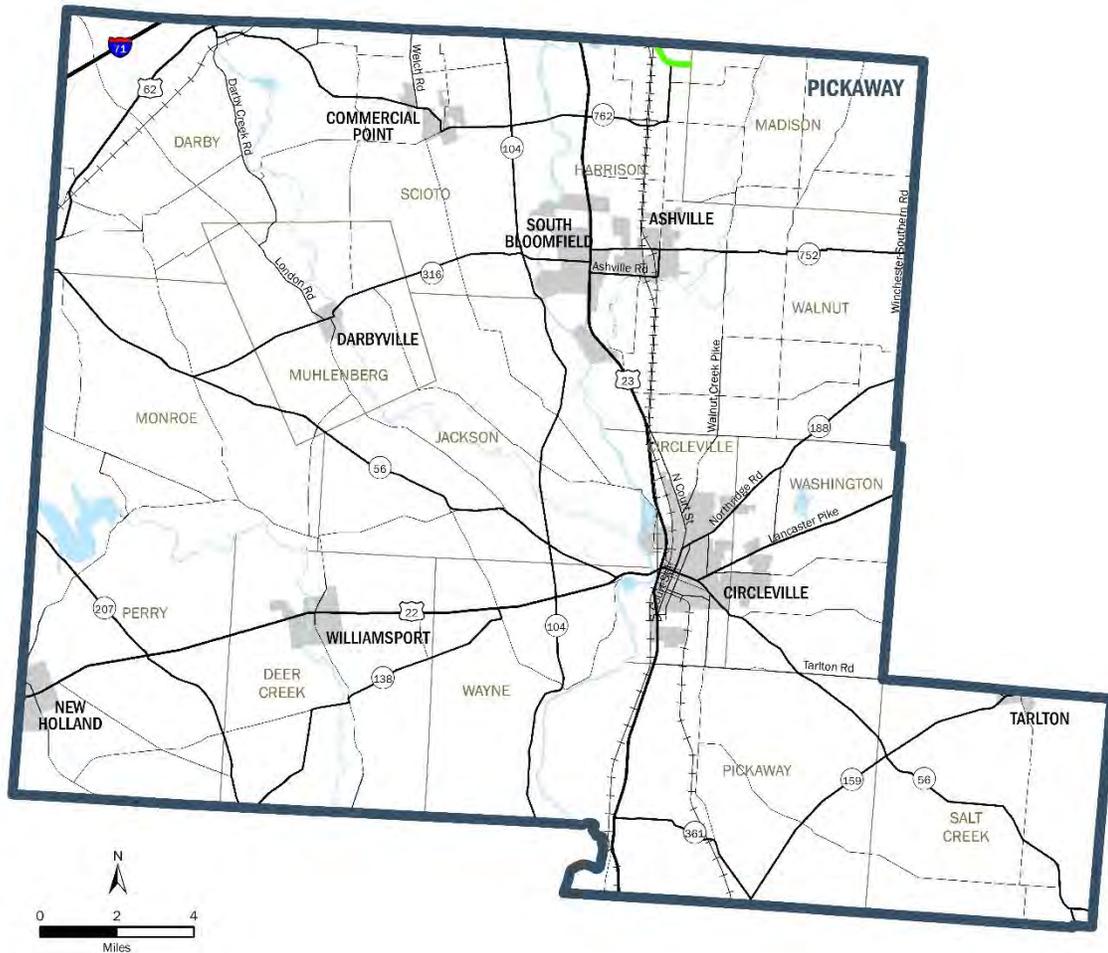


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPO\CORPO_PIC_FUNCCLASS.mxd
6/19/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Bike and Pedestrian



CENTRAL OHIO RURAL PLANNING ORGANIZATION
Regional Trails and Bikeways

- Existing
- CORPO County
- Township Boundary



Source: MORPC, Local Governments

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPD\CORPO_PIC_Bike.mxd
2/20/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Travel Demand Management Services

Limited funding for expanded highways, unstable fuel prices, increased congestion, and concern for our air quality emphasize the need for reducing driving alone in urban and suburban areas. For many years now, transportation demand management (TDM) strategies have shown effectiveness in reducing traffic congestion and environmental pollution caused by motor vehicles.

Managing transportation demand should not be relegated to just urban areas. The TDM strategies and projects focus on the opportunities to rideshare, use transit, bike, or walk to meet some of the travel needs of the region. Alternatives that reduce travel demand also include telecommuting and alternate work schedules that compress the work week or allow for commuting at non-peak hours. The table below outlines the modes Pickaway county commuters utilize.

Pickaway County Gohio Commuter Data	
Year	2015 5YR ACS
Total Commuters	24,111
Drive Alone	86%
Alternative	14%
Carpool	8.0%
Transit	0.1%
Walk	1.4%
Telecommute	3.3%
Other	0.6%

Due to decades of sprawling urban and exurban growth, Central Ohio commuters have become primarily dependent on the vehicular transportation. Pickaway County, which is a primarily rural area, is no exception to this. Of the 24,111 commuters in Pickaway County, 86 percent drive alone and 14 percent utilize an alternative method. This percentage may seem high, but comparatively, 81 percent of commuters in Franklin County, a larger and more urbanized county with 25 times the number of commuters, 81 percent are driving alone while 19 percent utilize alternative transportation options. For example, 8 percent of commuters in Pickaway County participate carpool services alone.

3.0 INVENTORY OF EXISTING CONDITIONS



Travel Demand Management Services – Continued

In order to identify the needs of people with mobility access issues, local governments develop coordinated public transit - human services transportation plans, or ***Coordinated Plans***. The purpose of coordinated plans is to identify community resources for transportation and mobility, understand the gaps and unmet needs within those resources and to determine the approach to addressing those gaps and unmet needs. Although ODOT does not require local governments to produce a coordinated plan, it is required for eligibility for the Federal Transit Administration's Section 5310 program funds. The purpose of the 5310 grant program is to enhance the mobility of seniors and individuals with disabilities. Private nonprofit organization or state or local governments may apply for the grant if they are approved to coordinate services for senior and individuals with disabilities. ODOT makes 5310 project selections for small and rural Ohio counties. Therefore, ODOT must ensure that coordinated plans are in compliance with federal transit law. ODOT encourages coordinated plans to go beyond the requirements of Section 5310 funding to include analysis of needs and development projects to address the mobility needs of the general public.

Pickaway County completed a coordinated plan in December of 2013 and are in the process of updating it.

3.0 INVENTORY OF EXISTING CONDITIONS

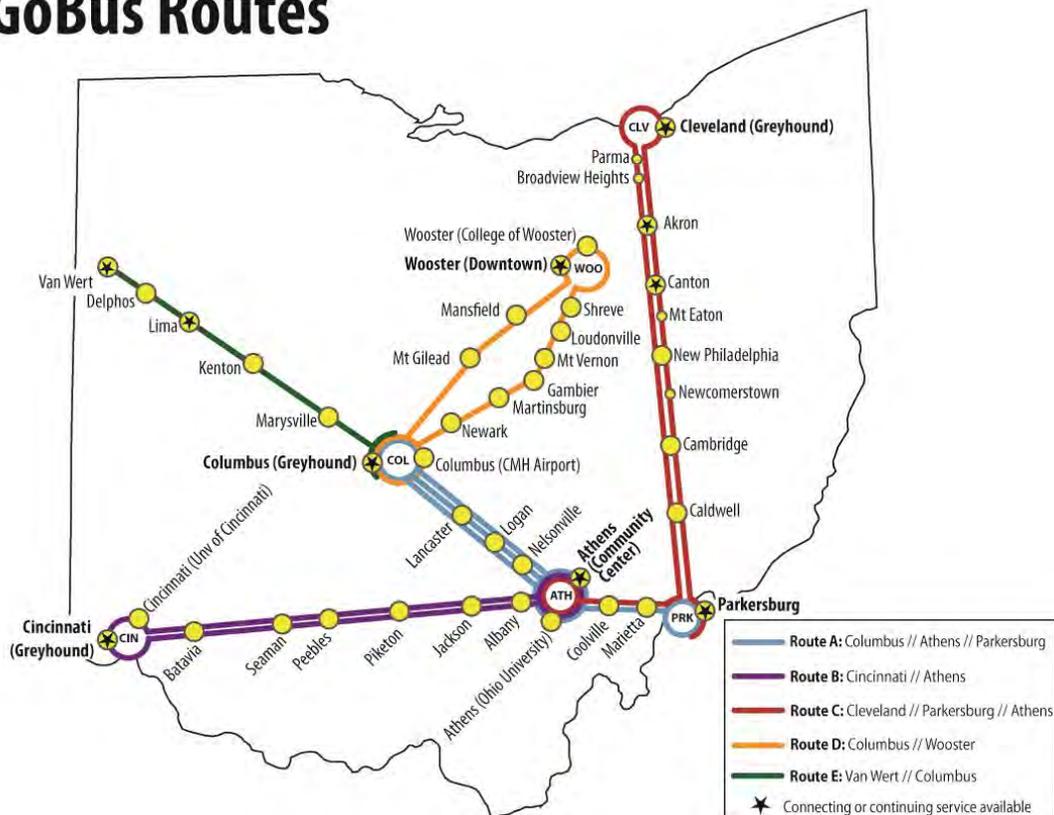


Transit Services

Transit services in Pickaway County are provided by the Pickaway Area Rural Transit (PART). Currently PART provides on-demand, scheduled shuttle service and curb to curb point deviation services within the County, as well as a shuttle to Columbus. Rural or out of county transportation services are provided for a fee. Service fares ranges from to \$0.50 to \$10.00 depending on the distance. Elderly and disabled riders are eligible for reduced rates.

Gobus, a rural inter-city bus service does not have a stop in Pickaway County at this time and the closest stops are in nearby Columbus or Lancaster. This service is designed to address low cost and geographically accessible intercity bus transportation needs of the entire state by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. Funding for the rural inter-city bus is administered by ODOT, and the service is currently operated by Baron Bus Lines.

GoBus Routes



3.0 INVENTORY OF EXISTING CONDITIONS



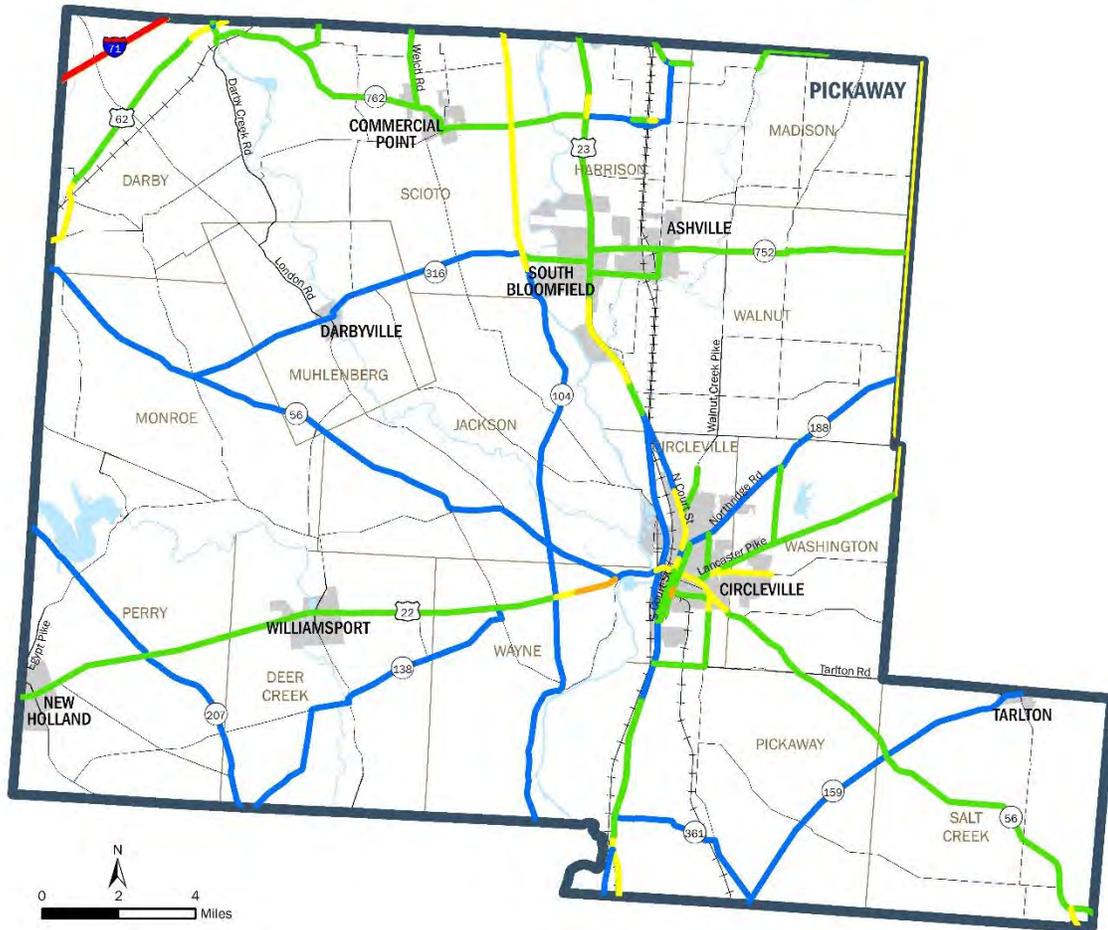
Transportation Infrastructure Conditions

Understanding the physical condition of a transportation is vital to resource management and the two following maps display the physical condition of both the roadway network (pavement) and bridges in Pickaway County.

3.0 INVENTORY OF EXISTING CONDITIONS



Transportation Infrastructure Conditions



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Pavement Condition Rating

- Below 56 Poor
 - 57 - 65 Fair to Poor
 - 66 - 75 Fair
 - 76 - 90 Good
 - 91 - 100 Very Good
- CORPO County
 - Township Boundary
- Source: ODOT



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_PIC_PCR.mxd
 2/14/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Freight

Goods are moved, transferred, and distributed from Pickaway County to destinations across the United States and around the world. Whether by truck, rail, or air, Pickaway County's efficiency in the movement of goods is an important part of the region's economic competitiveness, trade, and commodity flow. Pickaway county and our region's economy as a whole have benefited from its multimodal transportation assets for many decades. Today, Pickaway County is home to an intermodal facility, an airport and is crossed by arterial rail corridors as well as US 23, 22 and touched by I-71 and US 62 in the northwest portion of the County. Pickaway County is strategically located within a 10-hour truck drive of 47 percent of the United States population and 61 percent of its manufacturing. The first of the following four maps details freight related infrastructure in Pickaway County.

Congestion

There are a couple of aspects of the roadway system condition to consider. First is the physical condition – are the roadways and bridges in good repair? Section 3.3 outlined that aspect. Second, how does the roadway operate in terms of level of congestion? Using average daily traffic count data as well as travel time data covering all weekdays of 2016 except federal holidays. CORPO was able to map traffic volumes as well as congested areas within Pickaway County. The second, third and fourth of the following maps display the, average daily traffic volumes and the percentage of congested days, separated into AM and PM periods.

The percentage of congested days is identified if the travel time in at least three 5-minute intervals during the peak period of the day considered is 50 percent greater than the travel time under free-flow condition. That means, for at least fifteen minutes each AM or PM period, travelers would spend more than 50 percent extra travel time on the segment. The percentage of congested days is then calculated by dividing the total number of congested days by the total numbers of the non-federal-holiday weekdays in the period of interest.

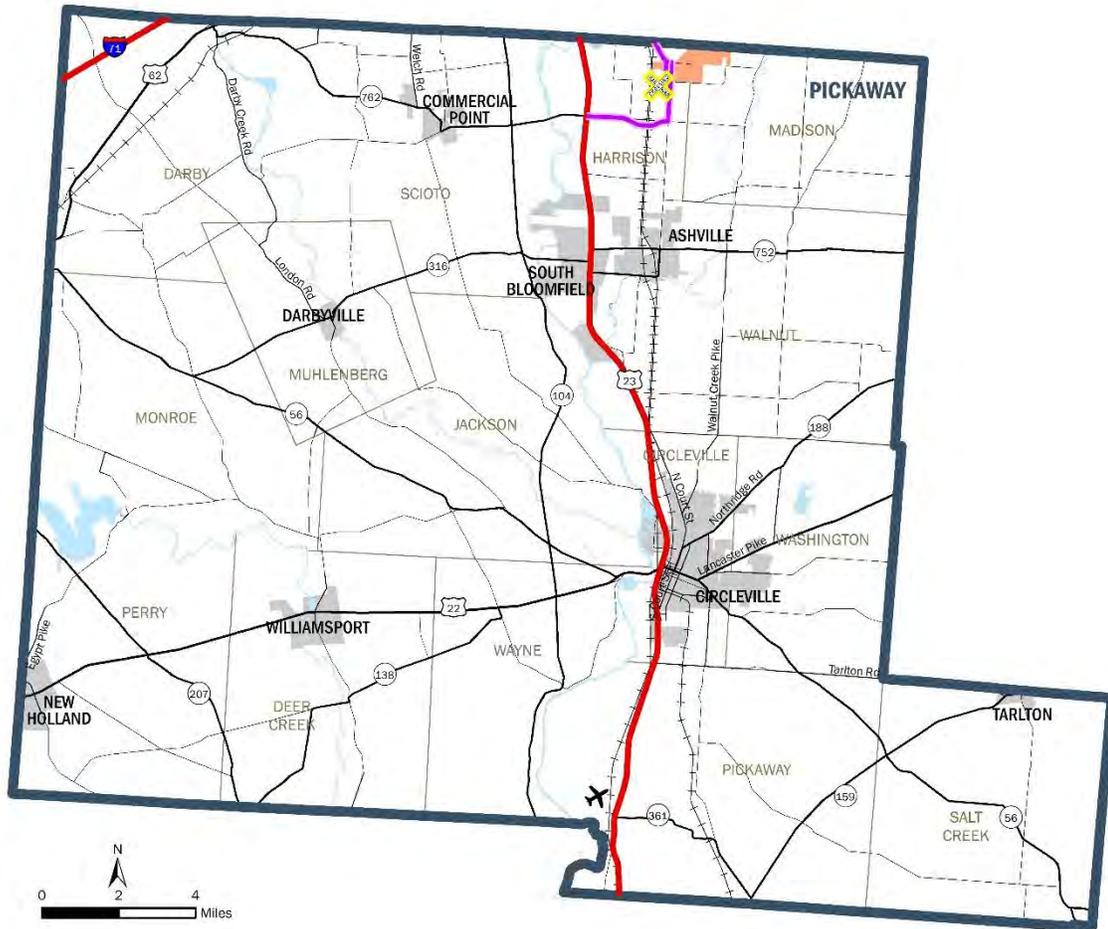
Basically, this “percentage” measure can be interpreted approximately as below:

<=20%:	1 day or less per week
20 – 60%:	2 to 3 days per week
> 60%:	3 + days per week

3.0 INVENTORY OF EXISTING CONDITIONS



Freight



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Freight

- Airport
- Intermodal Connector
- CORPO County
- Intermodal Facility
- National Highway System
- Township Boundary
- Railroad
- Foreign Trade Zone

Source: ODOT

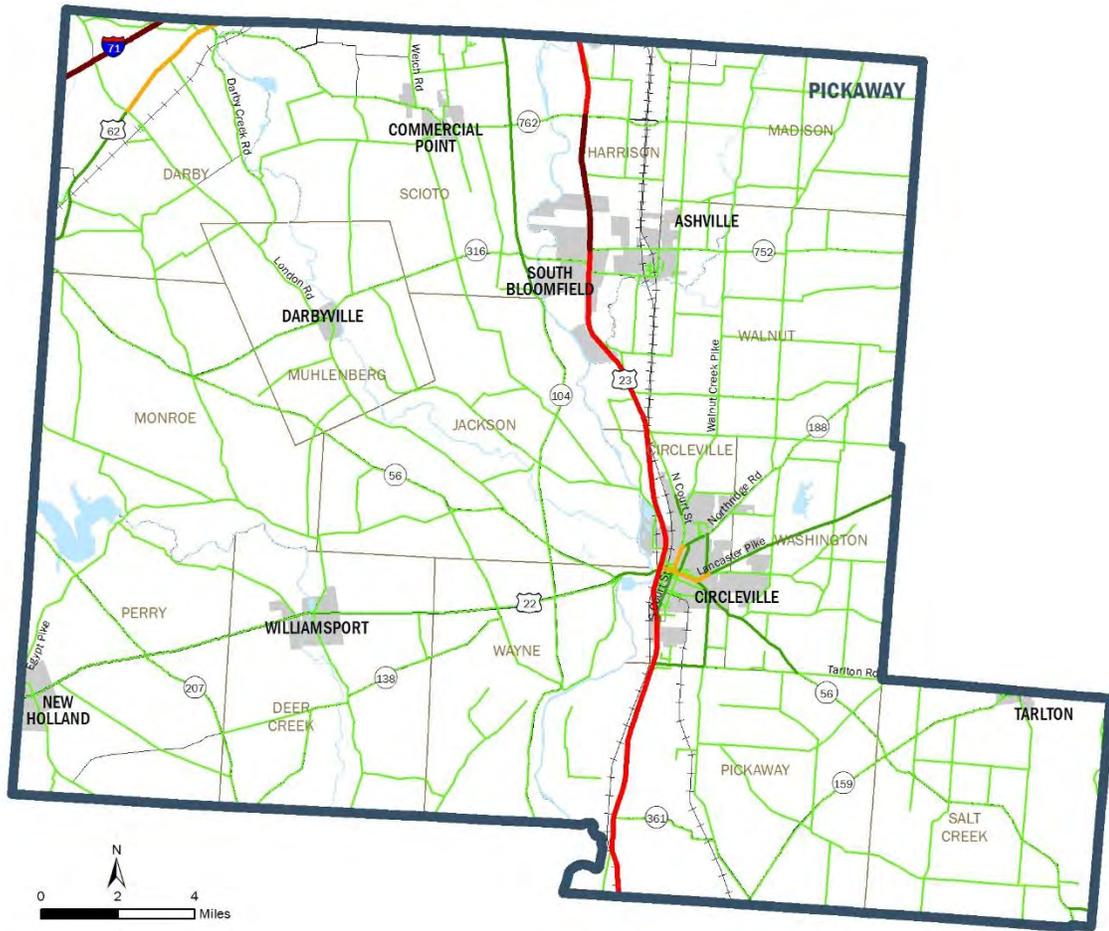


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_PIC_freight.mxd
 1/23/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Volumes



CENTRAL OHIO RURAL PLANNING ORGANIZATION

2015 Average Daily Traffic Range

- < 5,000
- 5,001 - 10,000
- 10,001 - 15,000
- 15,001 - 30,000
- >30,000
- CORPO County
- Township Boundary

Source: ODOT TMS 2015

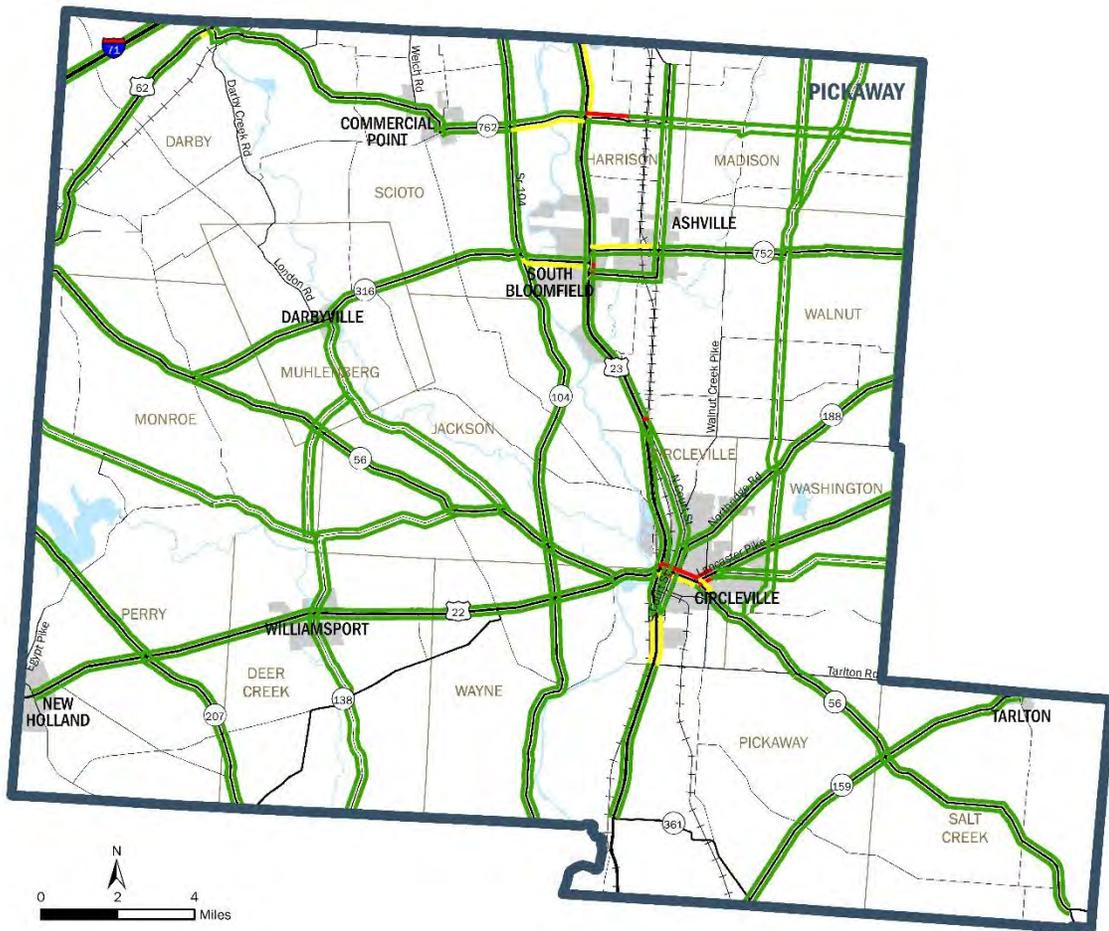


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_PIC_TrafficVol.mxd
 6/28/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Congestion – 6:00 – 9:00 AM



CENTRAL OHIO RURAL PLANNING ORGANIZATION

% Days Congested 2017 AM*

- <= 20% (< 1 day per week)
- 20 - 60% (2-3 days per week)
- > 60% (3+ days per week)
- CORPO County
- Township Boundary

* Congestion: more than 50% extra travel time

Source: INRIX Travel Time data

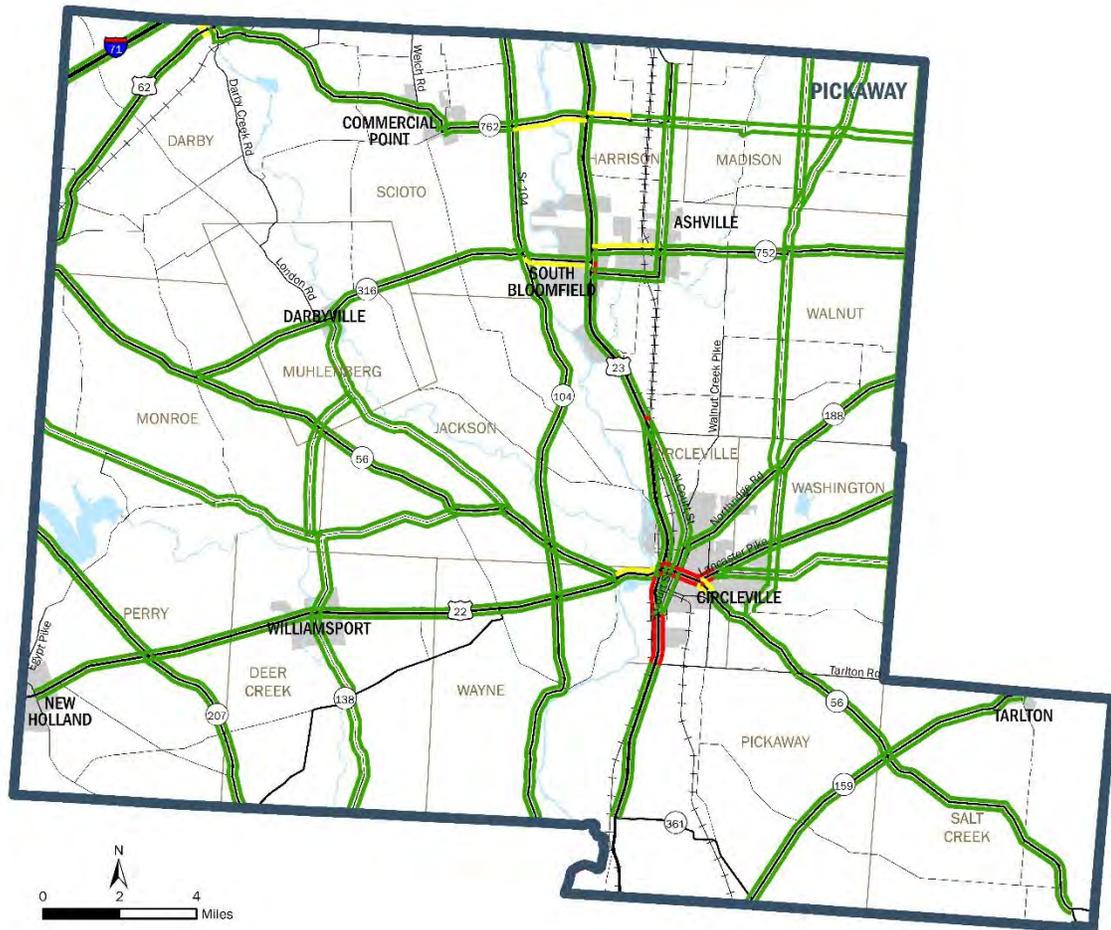


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_PIC_CongestionAM.mxd
 3/29/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Congestion – 3:30 – 6:30 PM



CENTRAL OHIO RURAL PLANNING ORGANIZATION

% Days Congested 2017 PM*

- <=20% (< 1 day per wk)
- 20 - 60% (2-3 days per wk)
- > 60% (3+ days per wk)
- CORPO County
- Township Boundary

* Congestion: more than 50% extra travel time

Source: INRIX Travel Time data



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_PIC_CongestionPM.mxd
 3/29/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Safety - (Please reference the summary and table on the following page.)

The primary function of a transportation network is to move people and goods from their origin to destination as safely as possible. If a network is unsafe, its utility is greatly diminished. One way to determine which areas of the network may have a safety issue or where these issues may one day arise is to collect and analyze crash data. Please see the Pickaway county Safety Summary on the next page.

Safety – Crash Statistics

Like state and national trends, the number of reported crashes and fatal crashes in Pickaway County has increased in recent years. In Pickaway county, from 2012 to 2016, the total number of crashes increased by 14 percent. The total number of fatal crashes in Pickaway County also increased by 9 percent from 2012 to 2016. Additionally, the number of crash resulting injuries in Pickaway County increased by 4 percent and crashes resulting in property damage increased by 14 percent.

Safety – Occupant Statistics

The table below outlines the crash related occupant statistics for Pickaway county between 2012 and 2016. There is was a -4 percent decrease in the injury rate from 2012 to 2016.

Safety – Crash Locations and Types

Utilizing crash data collected by both the Ohio Department of Transportation and the Ohio Department of Public Safety, high crash areas of the transportation network are able to be identified. These areas are potential areas of focus for safety improvements.

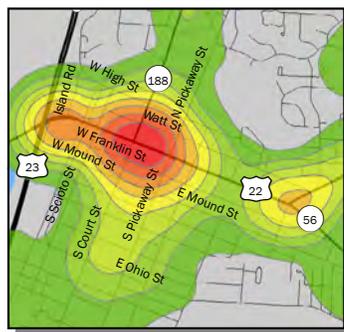
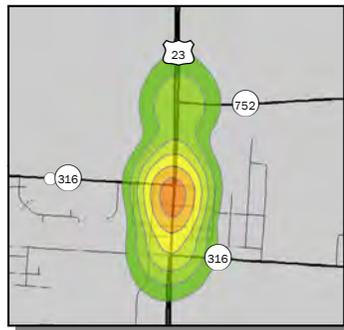
Identifying these locations will allow law enforcement, emergency responders, transportation officials, government and the general public to target them directly through strategies and planning. The map reflects the denser area of Pickaway County, such as Circleville, Ashville, South Bloomfield and busy intersections like that of US 23 and SR 316 and where US 23 and SR 762 meet in the northern side of the county.

Safety – Crash Locations and Types

In many areas of the county, different modes of transportation converge. These areas can present significant safety challenges, especially where railroads cross roadways. CORPO with assistance from ODOT has compiled a list, identifying and ranking rail crossings in the county that may be in need of safety improvements. These crossings may be eligible for non-local funds intended to improve safety related infrastructure such as signals, gates and grade. Please reference the full list of identified rail crossings in the appendices.

RELATIVE COUNTY CRASH DENSITY & SAFETY SUMMARY (2012 - 2016):

PICKAWAY Count Y



LEGEND:
■ High Crash Density
■ Low Crash Density
○ Fatal Crash Location

CRASH TRENDS BY YEAR (2012 - 2016)

YEAR	CRASH STATISTICS				INJURY RATE	TRUCK-INVOLVED CRASHES	OCCUPANT STATISTICS				
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes			Fatalities	Serious Injuries	Minor Injuries	No Visible Injuries	Total Injuries
2012	11	338	842	1,191	29.3%	92	12	61	251	181	505
2013	12	295	797	1,104	27.8%	77	13	68	191	179	451
2014	10	306	875	1,191	26.5%	104	13	48	218	187	466
2015	5	356	898	1,259	28.7%	100	5	71	229	225	530
2016	12	352	990	1,354	26.9%	105	13	77	227	195	512
5-Year Total	50	1,647	4,402	6,099	27.8%	478	56	325	1,116	967	2,464
Annual Average	10.0	329.4	880.4	1,219.8	27.8%	95.6	11.2	65.0	223.2	193.4	492.8
Percent Change (2012 to 2016)	9%	4%	18%	14%	-8%	14%	8%	26%	-10%	8%	1%

notes

- Shaded orange cells indicate the year with the highest value for each respective column.
- Injury Rate is calculated using the following formula: $[(\#Fatal\ Crashes + \#Injury\ Crashes) / Total\ Crashes]$

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



4.1 Population and Employment

Population Projections

One of the ways to predict the stresses a transportation system will endure in the future is to determine the number of people currently living and working in the region and how many will be in the future. Getting an idea of future population gains or losses will assist local governments in responding to these changes. An increase in population typically means more daily commuters on the County's roadways, transit system and trails. More people also mean that there will be an increased demand for goods and services, therefore an increase of trucks on the roads.

According to estimates developed by MORPC, Pickaway County's total population is expected to increase significantly by 2040. Pickaway County's 2015 population was 56,971 while the 2040 population is projected to be 64,658. This is a 13 percent increase in population over 25 years in Pickaway County. This percentage is considerably greater than the State's projected population change of one percent. Comparatively, nearby Franklin County is expected to grow by 32 percent.

Year	Pickaway Co.	Ohio	Franklin Co.
2015	56,971	11,549,120	1,250,269
2040	64,658	11,679,010	1,648,891
10 to 40 % Change	13%	1%	32%

Workforce & Employment

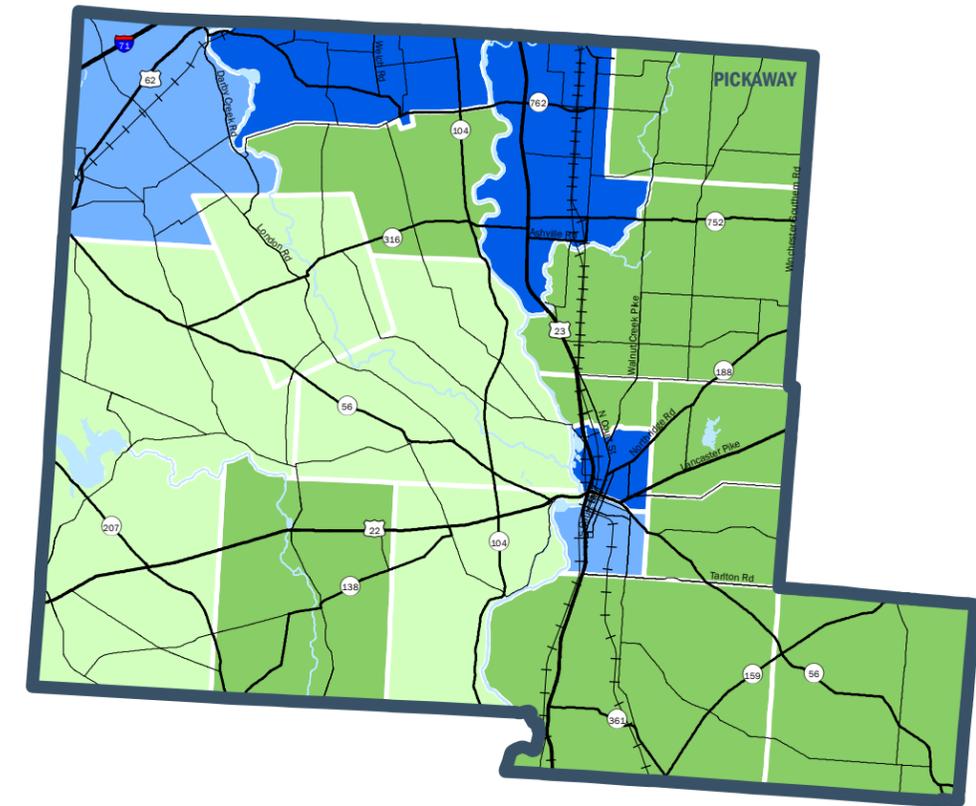
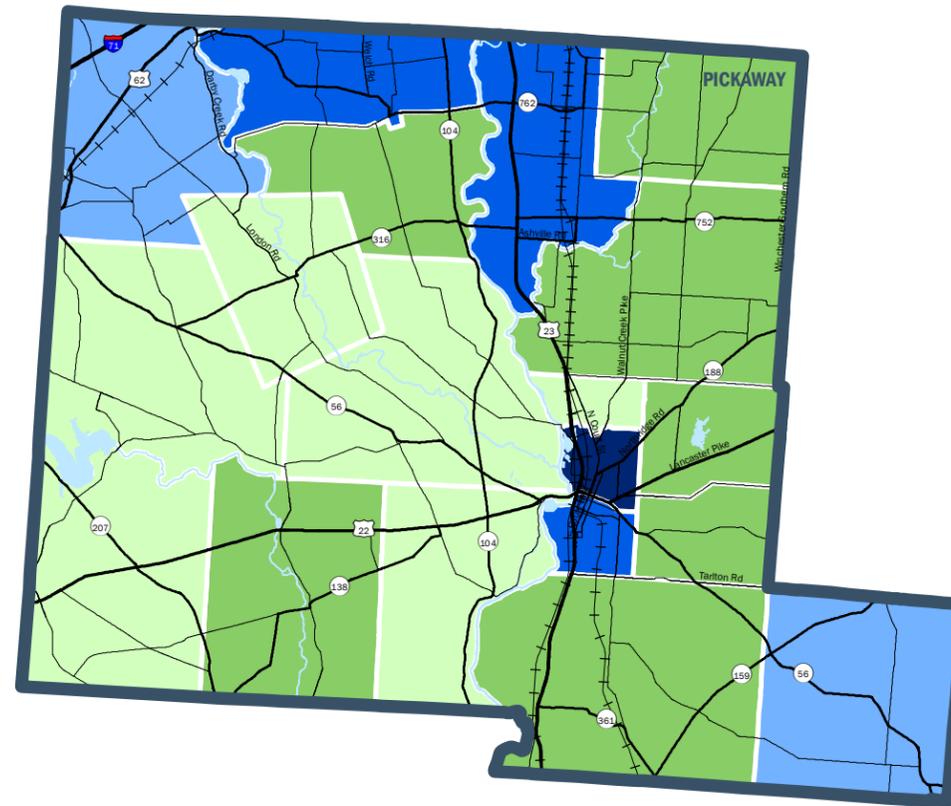
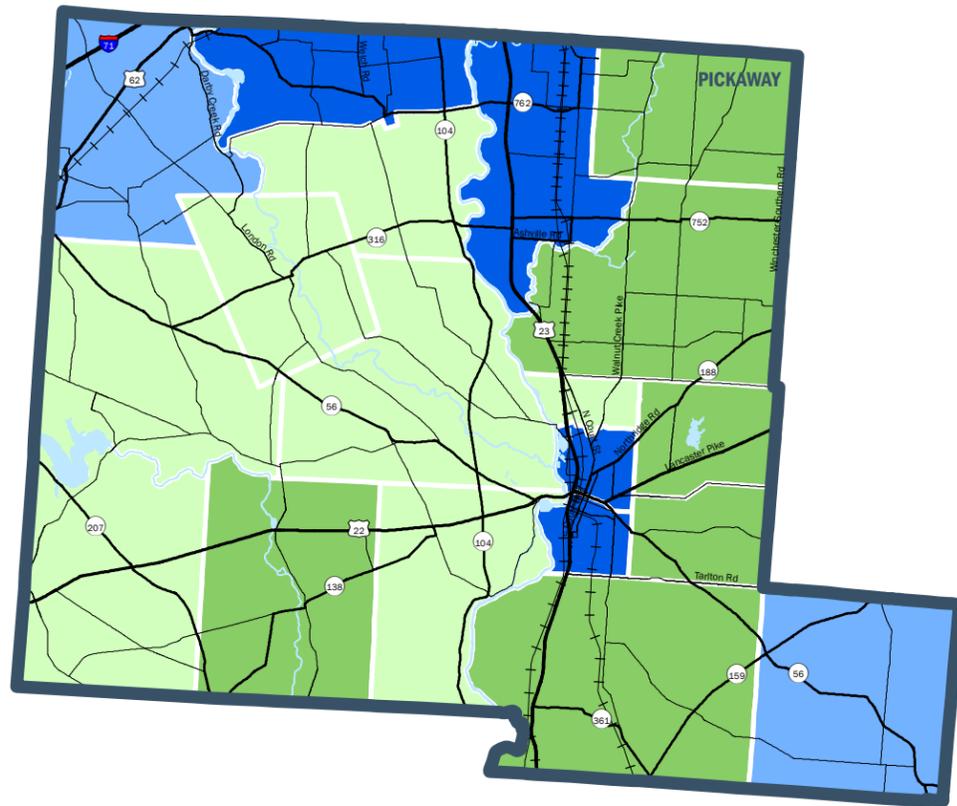
Projections for Pickaway County indicate that not only will there be an increase in population but also in both workforce and jobs as well. The workforce population living within Pickaway County is projected to increase 5 percent while the number of jobs located within the county are projected to increase 74 percent by 2040. To better visualize how an increase in workers and jobs will affect the county, they were distributed into Statewide Transportation Analysis Zones (TAZ).

The following series of maps reflect possible future outcomes in the county.

2015 Population

2040 Population

2015-2040 Population Growth



Total Population by TAZ

- < 1,500
- 1,501 - 3,000
- 3,001 - 5,000
- 5,001 - 10,000
- 10,001 +

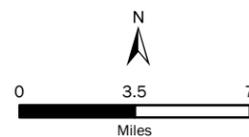
Total Population by TAZ

- < 1,500
- 1,501 - 3,000
- 3,001 - 5,000
- 5,001 - 10,000
- 10,001 +

Population Growth by TAZ

- < -1
- 0 - 100
- 101 - 500
- 501 - 1,000
- 1,001 - 5,000
- 5,001 +

Pickaway County - Total Population
 2015: 56,970
 2040: 64,660
 Growth: 7,690



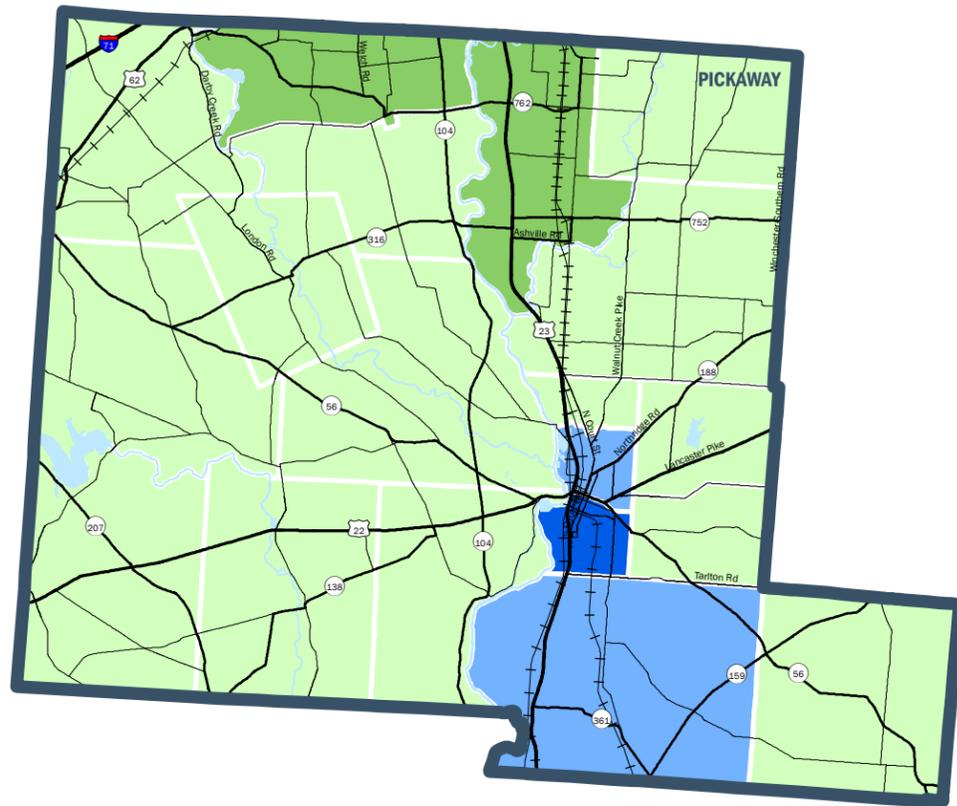
CENTRAL OHIO RURAL PLANNING ORGANIZATION



Source: MORPC

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_PIC_Pop_15_40_swTAZ.mxd
 2/16/2018

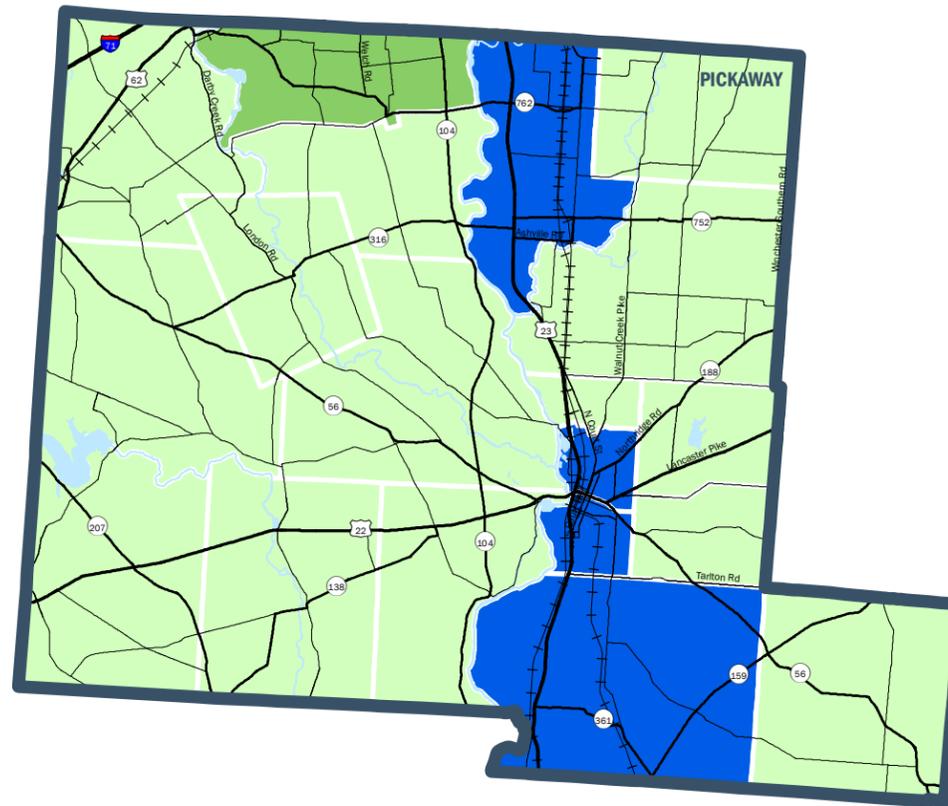
2015 Jobs



Total Jobs by TAZ

- < 1,000
- 1,001 - 2,000
- 2,001 - 3,000
- 3,001 - 6,000
- 6,001 +

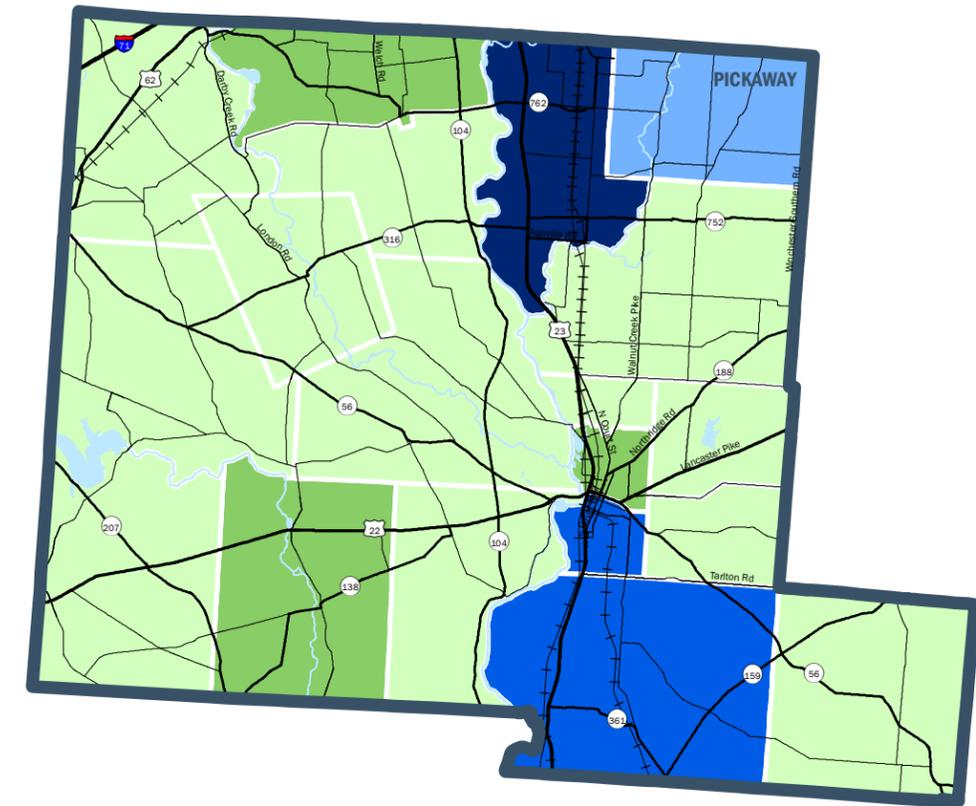
2040 Jobs



Total Jobs by TAZ

- < 1,000
- 1,001 - 2,000
- 2,001 - 3,000
- 3,001 - 6,000
- 6,001 +

2015-2040 Job Growth

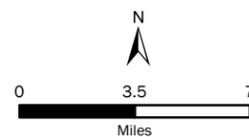


Job Growth by TAZ

- < -1
- 0 - 100
- 101 - 500
- 501 - 1,500
- 1,501 - 3,000
- 3,001 +

Pickaway County - Total Jobs

2015: 13,300
 2040: 23,130
 Growth: 9,830

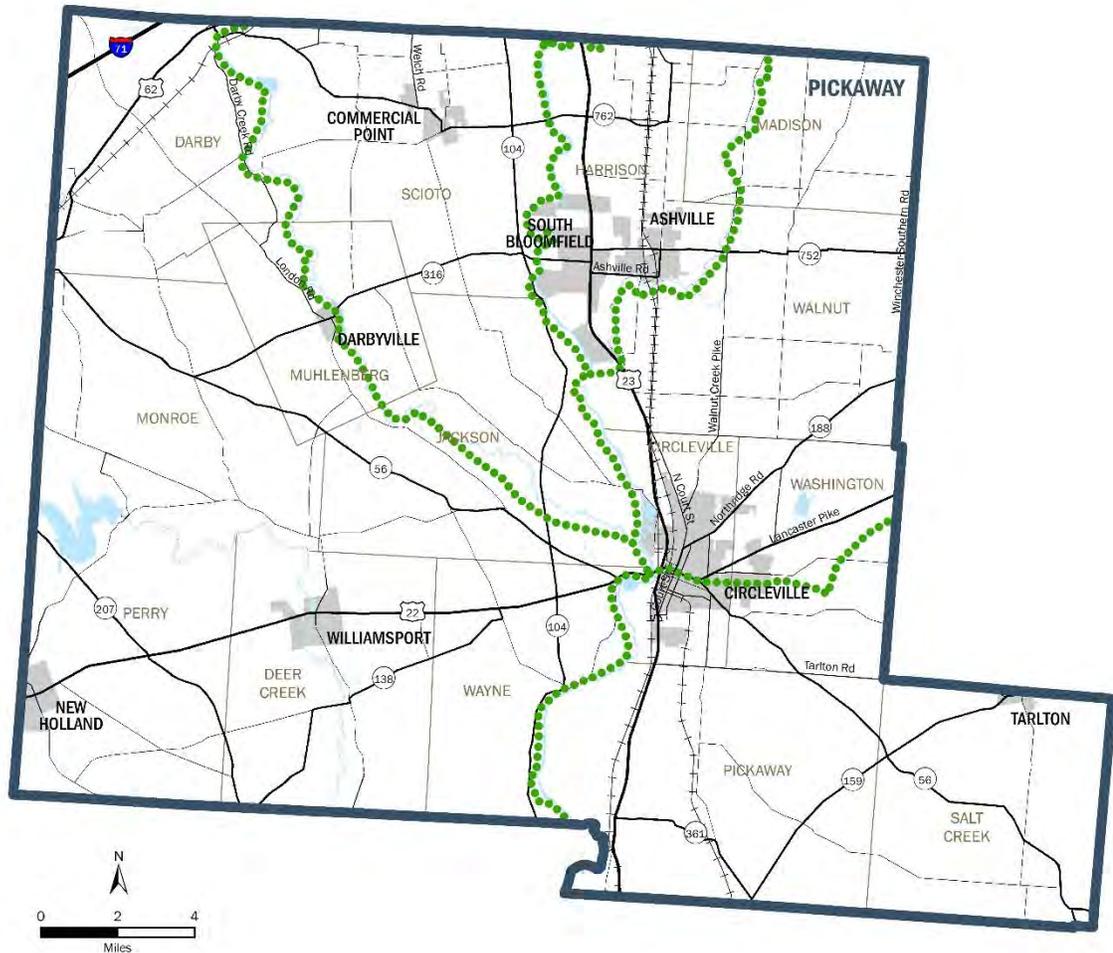


4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



4.2 Travel Demand

Bike and Pedestrian - Future



CENTRAL OHIO RURAL PLANNING ORGANIZATION Regional Trails and Bikeways

..... Proposed

CORPO County
 Township Boundary



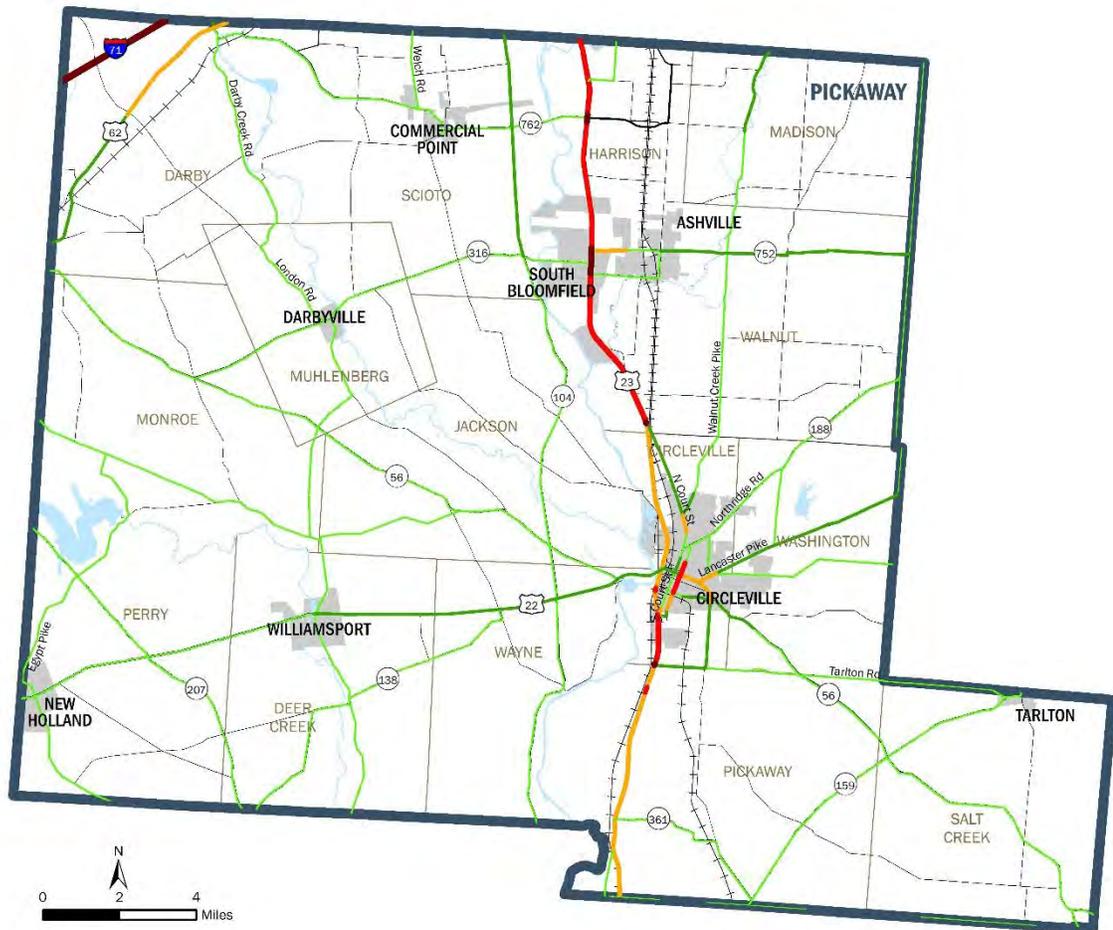
Source: MORPC, Local Governments

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_PIC_Bike_Pro.mxd
 2/20/2018

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



Traffic Volume - Future



CENTRAL OHIO RURAL PLANNING ORGANIZATION

2040 Model Volumes

- < 5,000
- 5,001 - 10,000
- 10,001 - 15,000
- 15,001 - 30,000
- >30,000
- CORPO County
- Township Boundary

Source: Ohio Statewide Travel Model

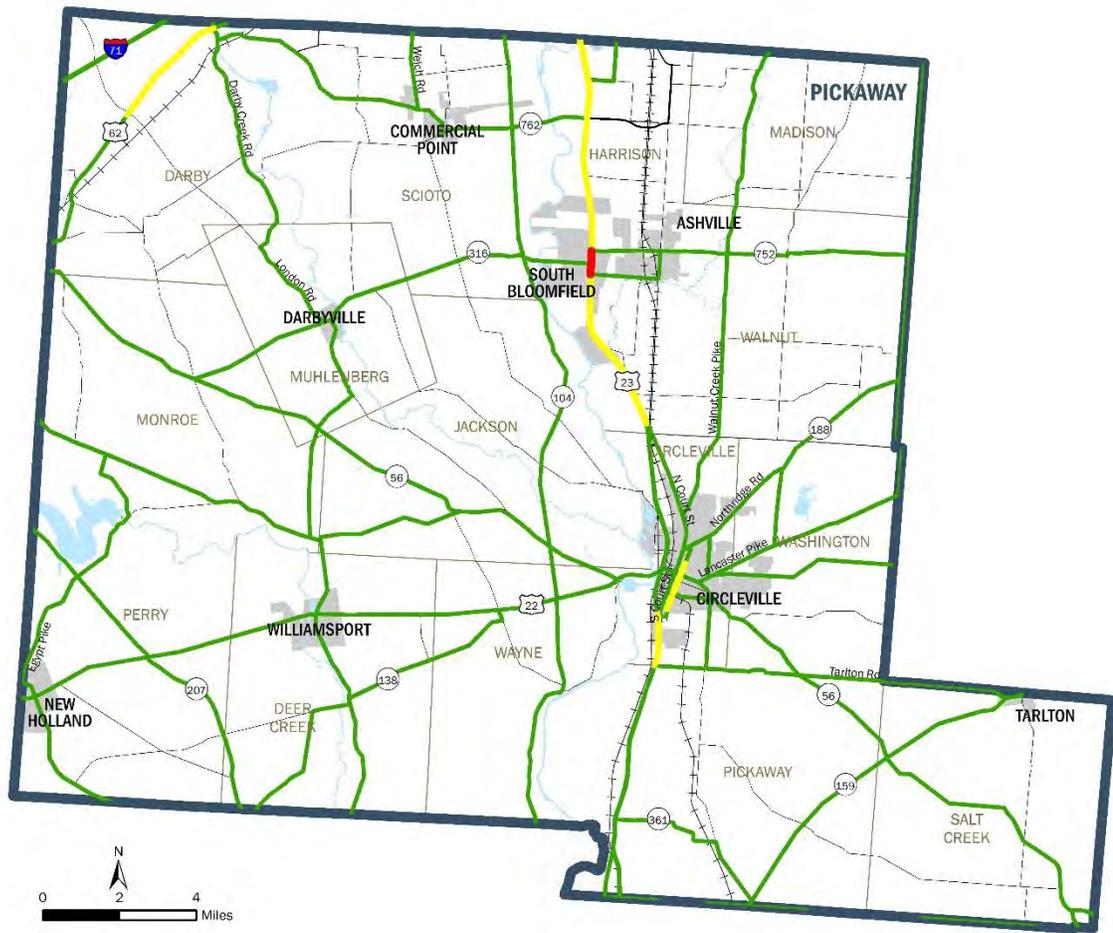


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_PIC_modelvolume_40.mxd
 4/27/2018

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



Traffic Congestion – Future



CENTRAL OHIO RURAL PLANNING ORGANIZATION

2040 Model Congestion Level

- No/Slight Congestion
- Moderate Congestion
- Severe Congestion
- CORPO County
- Township Boundary

Source: Ohio Statewide Travel Model



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_PIC_modelcongestion_40.mxd
 4/27/2018

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS

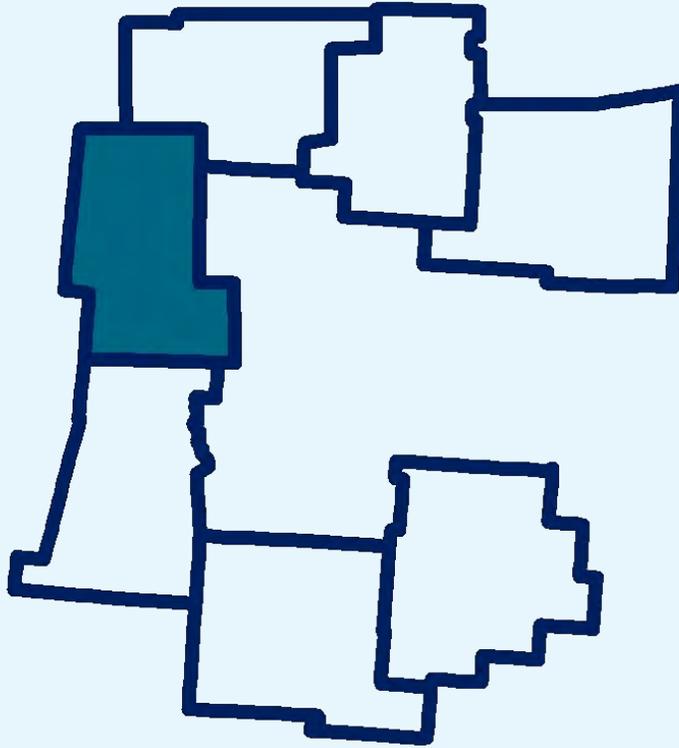


4.3 Project List – Pickaway County

One of the primary purposes of the CORPO Transportation Plan is for CORPO members to identify transportation projects of importance in their county. The selected projects include those that add roadway capacity, expand the transit system or provide bicycle and pedestrian facilities. Some of the identified projects encompass the ongoing operation, maintenance and preservation of the existing transportation system. This may include the study, operation and expansion of transit service. However, most of the items listed are projects to expand physical components of the transportation system.

Each project listing provides a brief project description and identifies cost estimates (if available) for each project. The associated cost estimates are in construction dollars. The list includes both short and long term projects that may occur between 2018 and 2040. Please see Appendix 6D for prioritized lists and corresponding project maps.

This page intentionally left blank.



Union County

Transportation Plan 2018-2040

Section 3G of CORPO 2018 - 2040 Transportation Plan



corpo

Central Ohio
Rural Planning
Organization



Mid-Ohio Regional
Planning Commission

TABLE OF CONTENTS

1	CORPO Overview.....	262
2.	Goals and Objectives	263
3.	Inventory of Existing Conditions.....	264
	3.1 Demographics.....	264
	3.2 Land Use / Development	274
	3.3 Current Transportation Network	284
4.	Projections and Identifications of Needs	294
	4.1 Population and Employment.....	294
	4.2 Travel Demand.....	297
	4.3 Project List.....	300

1.0 CORPO OVERVIEW



CORPO Background and Purpose

On July 1, 2013, ODOT began a two-year pilot program with five multi-county planning organizations (or councils of government) providing them with funding to conduct regional transportation planning in coordination with local stakeholders, Ohio MPOs, and ODOT. Much of Ohio's non-metropolitan local official coordination occurs between ODOT and these organizations. The five organizations cover 34 non-metropolitan counties in Ohio.

On January 27, 2016, Governor John Kasich formally designated each of these five agencies as an Ohio Regional Transportation Planning Organization (RTPO). These designations formalize the program that started as a pilot and will help spur better and more informed transportation decision making in Ohio.

Following the Ohio Department of Transportation's (ODOT) two-year pilot program to establish RTPO's, local governments in Central Ohio began discussing the opportunity to form a sixth Rural Transportation Planning Organization around the Mid-Ohio Regional Planning Commission (MORPC) which is the Metropolitan Planning Organization (MPO) for the Columbus urban area. MORPC's role as MPO and mentor in the pilot program encouraged its member governments outside the MPO to consider forming an RTPO. In response, MORPC began to work with the interested Central Ohio counties to form a Rural Planning Organization (RPO) area, a precursor to being a fully recognized RTPO. A designation that requires the submission of a long-range transportation plan to ODOT. The seven member counties include Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union. MORPC organized the counties to engage as an RPO, CORPO was created, and in preparation to become a state-designated RTPO this CORPO Transportation Plan was completed.

By July 2016 each member county passed resolutions to join the Central Ohio Rural Planning Organization (CORPO). Once approved to move forward with the development of CORPO, staff began the process of forming the CORPO Committee. The CORPO Committee is the guiding body for the development of the CORPO Transportation Plan. All seven CORPO member counties also established RPO subcommittees and designated representatives from each county at CORPO Committee. These decisions were governed by a set of bylaws previously adopted by the CORPO Committee. The CORPO Committee convened on numerous occasions to establish an overarching vision for the RPO transportation plan. This vision was used to develop the overarching goals and objectives of the plan. Staff, in cooperation with the CORPO Committee and county-level RPO subcommittees went to work on a transportation plan which includes seven county-level sections. These sections were then merged into a unified plan for CORPO, culminating in a list of transportation projects for the region. Section 3G represents the county-level section for Union County.

2.0 GOALS AND OBJECTIVES



Goals & Objectives

- **Preserve and Maintain the Existing Transportation System in a State of Good Repair**
 - Minimize the number of bridges structurally deficient or functionally obsolete
 - Maximize the miles of pavement in acceptable condition
 - Maximize resources dedicated to maintain and improve the condition of the transportation system

- **A Safe Transportation System for All Users**
 - Minimize crashes including pedestrian and bicycle related crashes
 - Promote system user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving and others

- **Accessibility and Mobility Options for all Users**
 - Build facilities that accommodate all users such as those using transit, walking and bicycling
 - Expand public transportation within and between communities
 - Expand the bicycle and pedestrian networks
 - Expand options that assist those living in poverty or in areas with lower accessibility in reaching employment, healthcare or services

- **An Integrated, Connected and Coordinated Transportation System**
 - Increase outreach to advocacy and community groups including area residents, local governments, agencies and organizations
 - Improve connections between regions by utilizing various modes of transportation, including passenger rail
 - Increase local community collaboration and coordination efforts to achieve mutually beneficial outcomes

- **A Transportation System that Promotes a Collaborative and Focused Approach to support Economic Vitality**
 - Improve strategic freight related facilities (e.g. highway, rail, intermodal, etc.)
 - Develop priority multipurpose corridors (e.g. utilities, water, broadband, fiber, etc.)
 - Maximize return on investment to position the region to compete globally and efficiently
 - Provide transportation facilities that enhance the transition between rural and urban areas
 - Enhance engagement with regional partners and voices

- **Preserve and Enhance Environmental Resources and Sustainability through the Transportation System**
 - Increase use of non-single occupant vehicles (local transit, intercity transit, ridesharing, biking, walking)
 - Provide transportation facilities consistent with local land use, environmental and sustainability plans

3.0 INVENTORY OF EXISTING CONDITIONS



3.1 Demographics

Population

According to Census population estimates, Union County's population was 55,457 in July 2016. This represents a 6 percent increase from the 2010 Census estimated population of 52,416. There are a number of factors contributing to this change such as increased employment opportunities, access to the US 33 corridor, new residential developments and Union County's proximity to Dublin and the Greater Columbus area.

Union County Population Estimates		
Year	Population	2010 - 2016 % Change
2010	52,267	
2011	53,126	
2012	52,834	
2013	53,431	
2014	53,737	
2015	54,315	
2016	55,457	

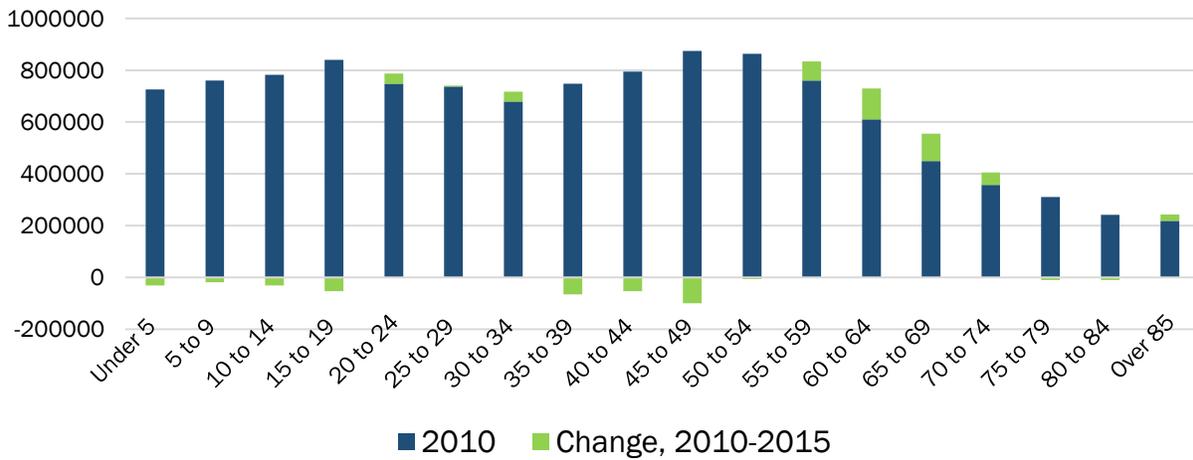
Age

Union County's median age of 38 years is comparable to that of the State of Ohio, also at 38 years. Neighboring Franklin County has historically been a younger county with a median age of 35, because of the large population of university students. However, like the rest of Ohio, Union County residents are aging and will face challenges in the future as this population leaves the workforce and enters retirement. The 55+ age cohort of both Ohio and Union County is increasing. This is consistent with the findings in insight2050, a collaborative initiative among public and private partners designed to help communities proactively plan for development and population growth over the next 30+ years that is expected to be dramatically different from the past.

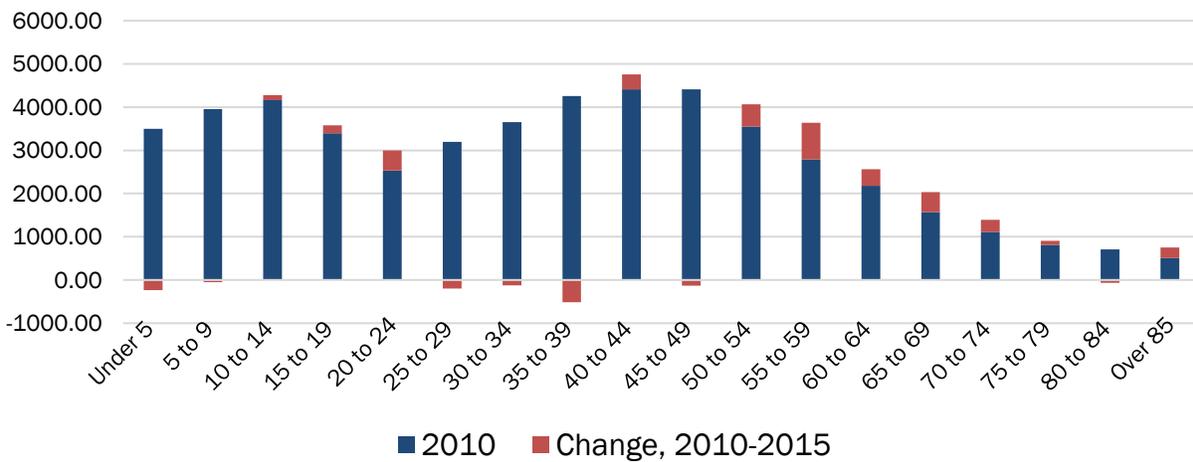
3.0 INVENTORY OF EXISTING CONDITIONS



Change in Population by Age Cohort in Ohio
2010-2015



Change in Population by Age Cohort in Union County
2010-2015

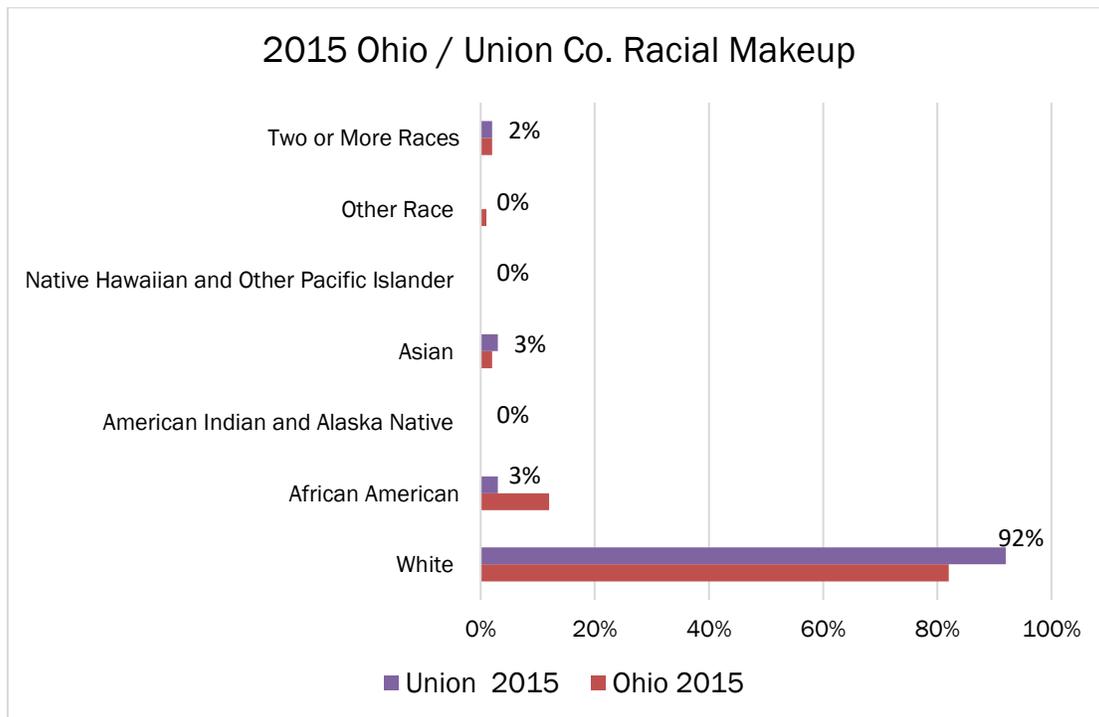


3.0 INVENTORY OF EXISTING CONDITIONS



Diversity

Central Ohio is primarily white and Union County is no exception. In 2015 Union County’s population was 92 percent white. Union County is less diverse when compared to Ohio as a whole. That same year it was estimated that Ohio was 82 percent white, 12 percent African-American and roughly the same comparatively for other races.



3.0 INVENTORY OF EXISTING CONDITIONS



Families and Households

The users of a transportation system come from diverse backgrounds, socioeconomic statuses and household structures. Of all the households in Union County, 75 percent are family households and 13 percent are single parent families. Union County households are balanced as they include almost as many people over 60 years of age as those under 18.

Union County Households (HH)		
HH Type	%	Average
Families	75%	
Non-Family	25%	
Single Parent	18%	
HH Size		3.15
Family Size		2.73
HH with 60+	31%	
HH with under 18	38%	

3.0 INVENTORY OF EXISTING CONDITIONS



Home Ownership

Homeownership has traditionally been a goal for most Americans and a factor in determining wealth in the United States, but recently there have been changes to these societal norms. For decades the suburbs exploded as people moved out of urbanized areas and utilized highways to get to and from work. Now, with increased traffic, higher fuel prices, a recovering housing market and more environmentally conscious commuters who would like to be closer to amenities, the demand for denser, centrally located housing options has increased. Because of this demand, mixed-use developments have begun to pop up in metro areas across the state, increasing the number of available rental options with them.

Year	% Rent	% Own
2010	31%	69%
2015	34%	66%
10 to 15 Change	+3%	-3%

Union County Housing Tenure		
Year	% Rent	% Own
2010	22%	78%
2015	23%	77%
10 to 15 Change	+1%	-1%

Although Ohio appears to have seen an overall increase in renters, Union County has maintained its tenure breakdown from 2010 to 2015. In comparison, Franklin County, where denser development has occurred over the last five years. The increase in residents who rent went from 43 to 46 percent.

3.0 INVENTORY OF EXISTING CONDITIONS



Employment

As of April 2017, Union County's unemployment rate was 3.0 percent. This rate is low when compared to the State of Ohio, where the rate was 4.4 percent. Ohio's rate was higher than the national rate of 4.1 percent that same month. According to the Bureau of Labor Statistics, Union was only one of six counties in Ohio with an unemployment rate at or below 3 percent in April of 2017. Union County's unemployment rate is a positive, not only because it is low but because it has steadily declined over the last five years.

The labor participation rate in the county, a measure of those who are currently working or actively looking for work was 63.1 in 2016.

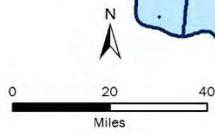
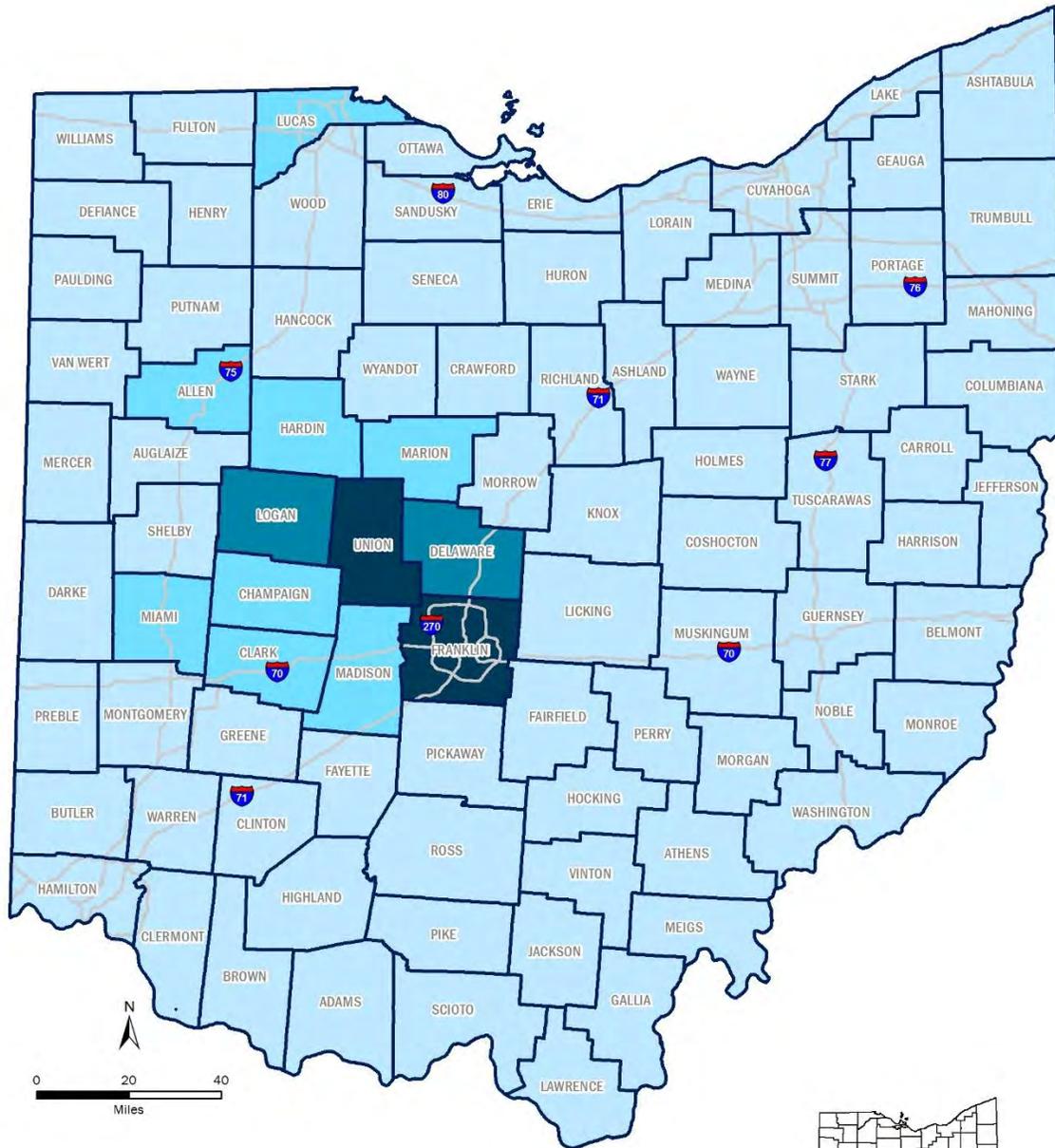
Union County Unemployment Rates	
2013	5.8%
2014	4.5%
2015	3.8%
2016	3.8%
April 2017	3.0%
13 to 17 Change	- 2.8%

When considering employment, knowing the number of people in your community who are employed and how they get to work is very important. To make appropriate transportation planning decisions, knowing where they work is vital. The majority of workers employed in Union County live primarily in Union, Franklin, Logan and Delaware counties. Union County residents are primarily employed in Union, Franklin and Delaware counties.

3.0 INVENTORY OF EXISTING CONDITIONS



Worker Commute – Where Union County Workers Commute From



CENTRAL OHIO RURAL PLANNING ORGANIZATION

- Union County Employee Home Location**
- Below 1%
 - 1 - 5%
 - 5 - 20%
 - More than 20%
 - County Boundary

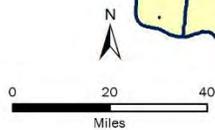
Source: US Census- 2014 Longitudinal Employer Household Dynamics

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_UNI_HomeLocations.mxd
 7/28/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Worker Commute – Where Union County Residents Commute To



CENTRAL OHIO RURAL PLANNING ORGANIZATION
Union County Resident Work Location

- Below 1%
- 1 - 5%
- 5 - 20%
- More than 20%
- County

Source: US Census-
 2014 Longitudinal Employer Household Dynamics

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_UNI_WorkLocations.mxd
 7/28/2017

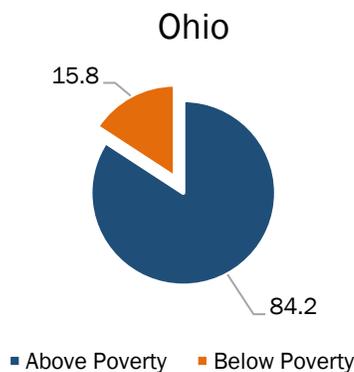
3.0 INVENTORY OF EXISTING CONDITIONS



Income and Poverty

Unfortunately, a low unemployment rate does not mean that there are not residents struggling with poverty in Union County. According to Census data, the percentage of Union County residents living below the poverty line in 2015 was estimated to be 8.7 percent. The percentage increased from the 7.3 percent estimated in 2012. However, the rate is comparatively low to that of the state, which is currently 15.8 percent, and neighboring Franklin County, where the percentage is estimated to be 17.5. Minority populations in Union County appear to make up a disproportionate percentage of those living in poverty. Additionally, 11 percent of those living in poverty are children 18 years of age and under, compared to 22.8 percent at the state level.

In Marysville, the largest jurisdiction in Union County, 9.5 percent of residents live below the poverty line.



8.7%

of Union Co. residents
are living in poverty.

14%

of minorities in Union Co
are living in poverty.

9%

of whites in Union Co
are living in poverty.

As the percentage of those living in poverty has increased, the median income for Union County residents decreased. In 2015 the median household income in Union County was \$67,283, a small reduction from the estimated \$68,452 in 2010. Union County's median income is considerably higher than that of the state however, which in 2015 was \$49,429, an increase from the 2010 median income of \$47,358. Currently, Union's median income is third highest in the state.

3.0 INVENTORY OF EXISTING CONDITIONS



Vehicle Access

Little or no access to reliable personal or public transportation can create a multitude of daily challenges. Of the 18,431 households in Union County, 5 percent reported no vehicle in the home in 2015. This is a slightly smaller percentage than that of the state, which reported 8 percent that same year. That means just under 1,000 households in Union County have to plan trips to work, school or medical appointments in advance and may be dependent upon others to make it to any of those. In a county with limited public transit options, this can create real obstacles.

3.2 Land Use / Development

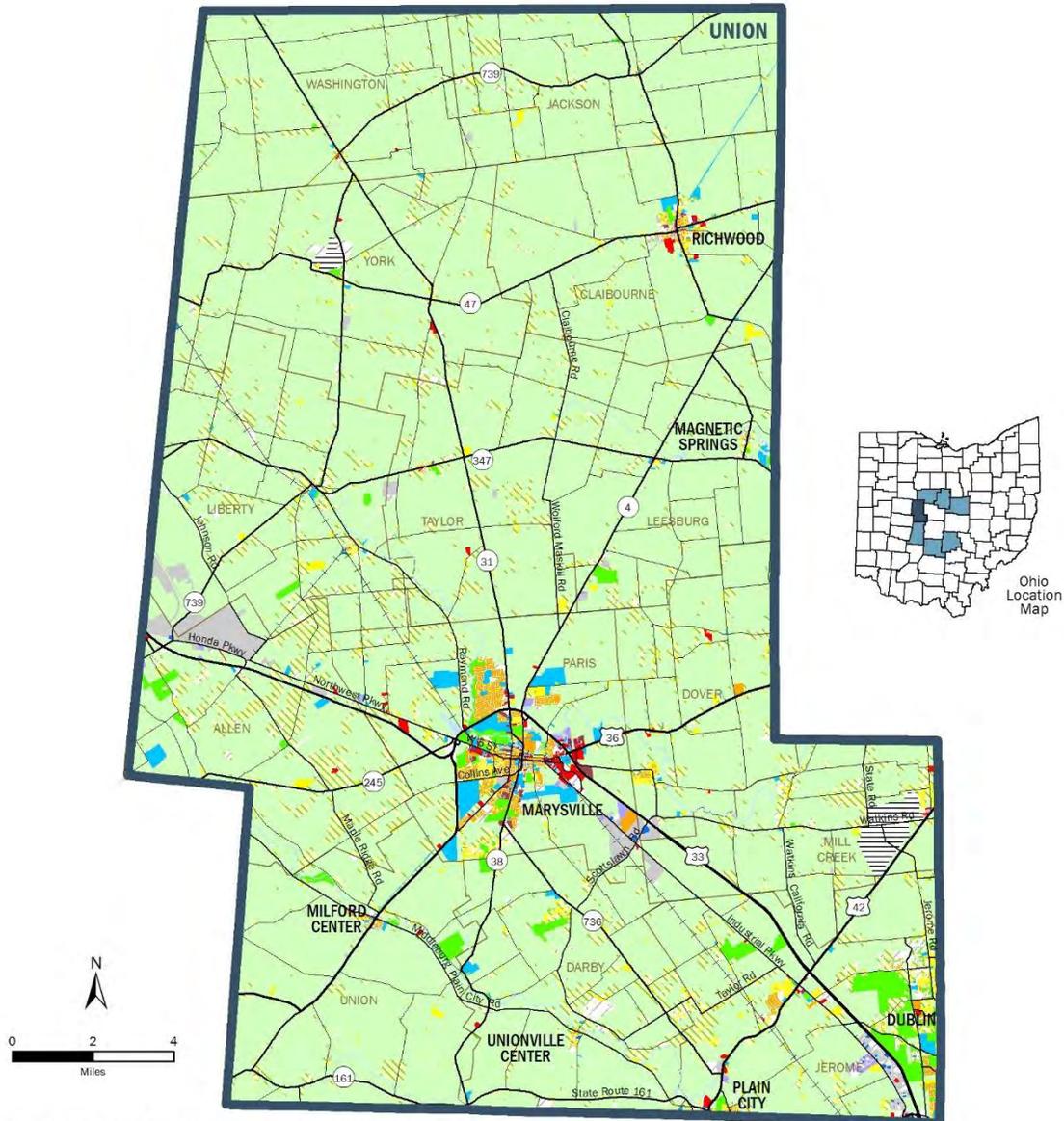
Union County continues to attract new residents and jobs. Changes to the marketplace include an aging population and an increase in young adults. This typically means there is a desire for multiple transportation options. The way the county develops directly influences the CORPO plan's goals and objectives. Local land use decisions can affect access to amenities, employment and attractions and transportation systems can affect development decisions.

Recognizing how land use decisions affect the quality of place and how well it attracts and retains workers is important. These decisions can support economic opportunity by accommodating businesses' needs for transportation capacity and reliability. As a part of large metropolitan area, Union County may benefit from seamless transitions between communities through coordinated development approaches, which would allow the transportation system of roads, bikeways, and pedestrian ways to be continuous for regional connectivity. The following two maps display the existing land uses as well and the various points of interest and for Union County. (*"Public Spaces" in the points of interest map includes locations such as historical sites, fairgrounds, community and recreation centers, theaters and concert halls, museums and libraries.*)

3.0 INVENTORY OF EXISTING CONDITIONS



Existing Land Use



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Existing Land Use

- | | | |
|---|---|---|
| ■ Commercial | Rural Residential (2-20 acre lots) | CORPO County |
| ■ Neighborhood Mix | ■ Agriculture | Township Boundary |
| ■ Office | ■ Public Service | |
| ■ Industrial | Quarry | |
| ■ Park/Open Space | ■ Warehouse | |
| ■ High Residential (8-20+ units per acre) | Vacant | |
| ■ Medium Residential (3-8 units per acre) | ■ Water | |
| ■ Low Residential (0.5-3 units per acre) | | |

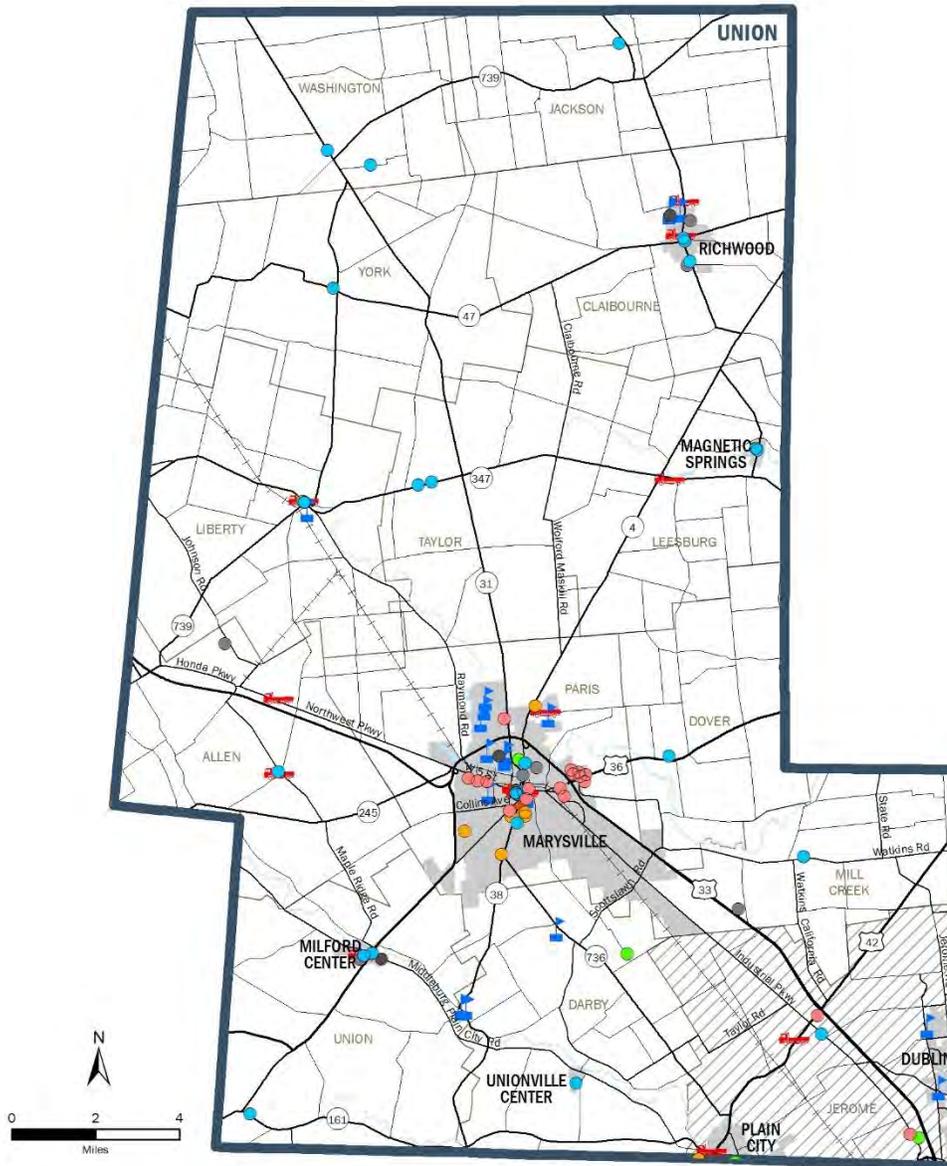
Source: MORPC, 2014

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_UNI_LU.mxd
 6/19/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Points of Interest



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Points of Interest

- Commercial
- Education
- ➔ Emergency Response
- Government
- Group Quarters
- Industrial
- + Medical
- Public Places
- Transportation
- CORPO County
- MORPC MPO
- Township Boundary

Source: MORPC, ODOT



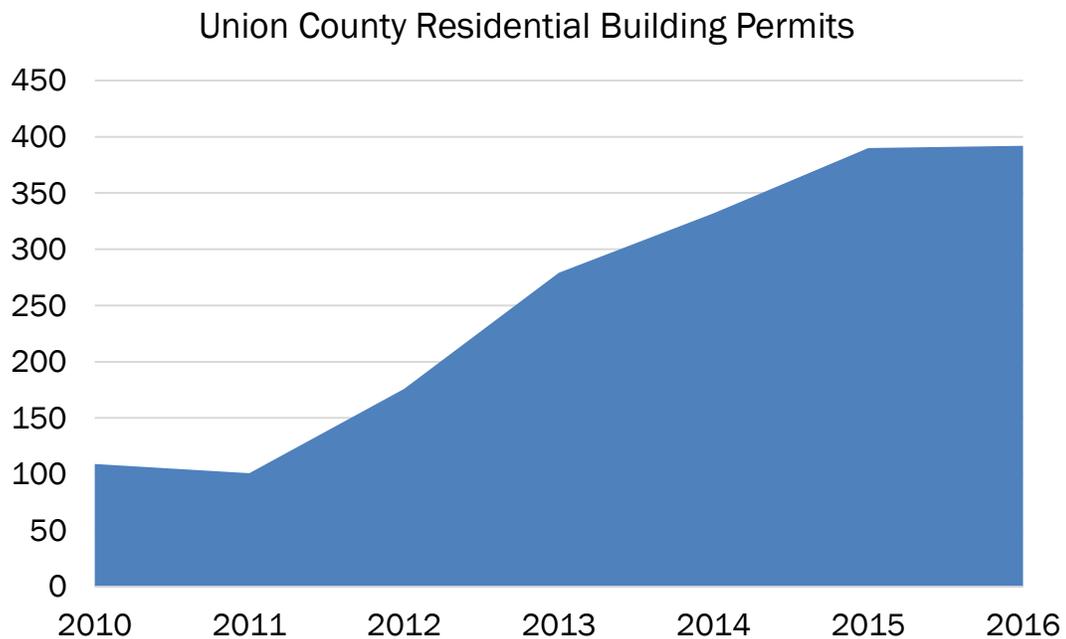
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_UNI_POI.mxd
 6/19/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Residential Permits

One way to track an area's growth is to look at the number of building permits being requested. This data are not always reliable as it is based on whether or not a locality is reporting these permits to the Census. Utilizing data from Union County's Engineer, it is safe to suggest that Union County's annual number of requested building permits has increased greatly. Since 2010 there has been at least a 260 percent increase in annual Census reported residential permits in Union County. This, coupled with the increase in population shows that Union County is growing.



3.0 INVENTORY OF EXISTING CONDITIONS



3.3 Current Transportation Network

The purpose of Union County's transportation system is to safely accommodate the travel needs of its users. Union County's transportation system is made up of several components or sub-systems that should be seamlessly connected to provide fluid movement of people and goods across the system and the region. These include an airport, roadways, transit, railroads, bikeways, pedestrian facilities, and the unique intermodal facilities that interface these surface modes with ground and air freight. These components each serve their own particular role in moving people and goods throughout the region. Union County has been proactive and innovative in their approach to improving their network through initiatives like The 33 Smart Corridor, which utilizes smarter infrastructure to increase traffic flow and driving employment growth without adding additional lanes or highways. This section describes Union County's individual systems and intermodal connections that make up the surface transportation system.

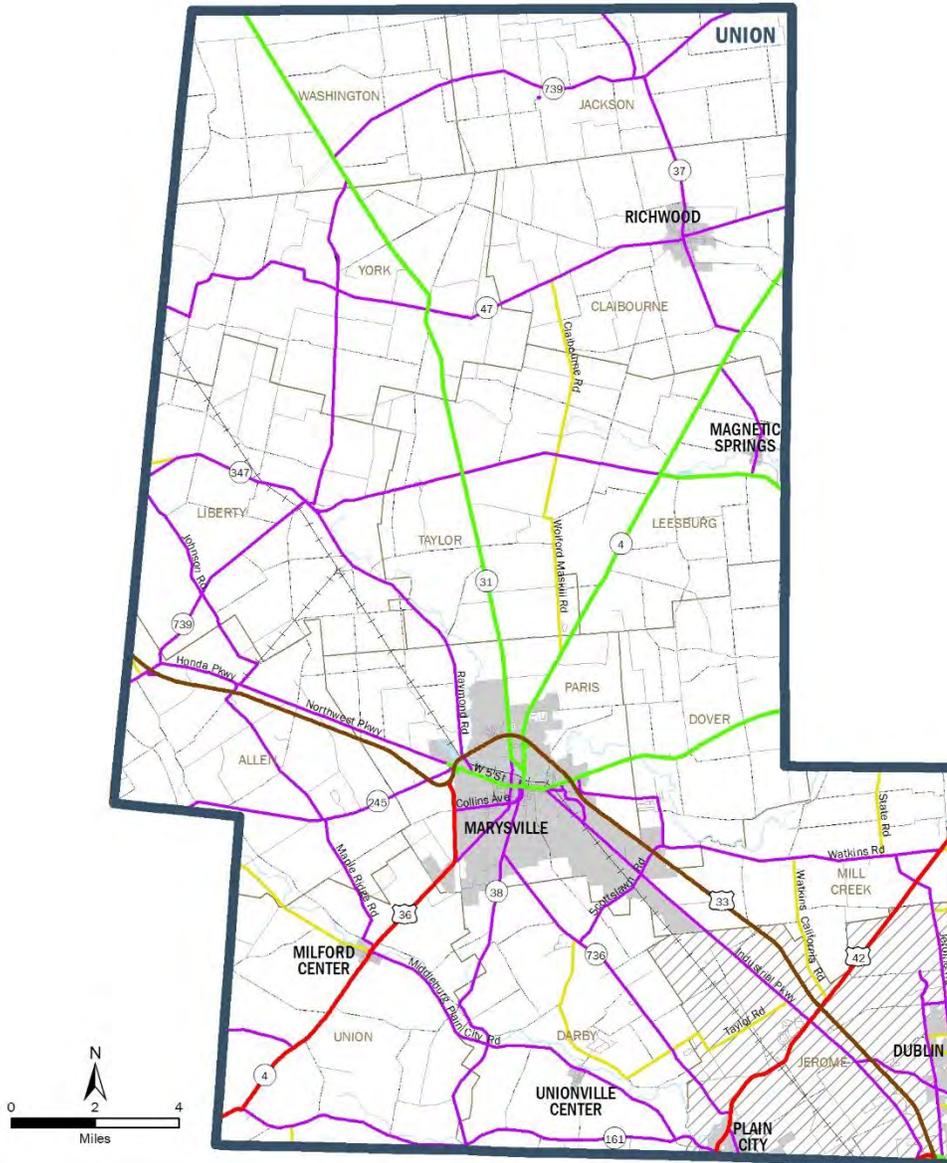
Non-personal vehicle modes serve the transportation needs of few Union County residents. However, the need and demand for transit and bikeways is changing in response to both underlying demographic changes in central Ohio's population and cultural preferences. Changing cultural preferences for transportation are evident from foreign born populations, younger and older generations. Recently, these populations have expressed a desire to live in communities with access to transit and that are pedestrian and bike friendly. Individuals may be unable to afford a motor vehicle, or lack the ability or interest to drive. Public transit and adequate bike and pedestrian paths may provide the only independent means of transportation. These modes preserve the connection to work, daily living needs, medical appointments and other destinations. For riders of choice, alternative transportation options may offer a more convenient, economical and or environmentally friendly choice over other modes of transportation. The very presence of convenient and accessible alternative transportation options may help attract and retain a skilled workforce and enhance the quality of life.

The first of the following three maps displays the functional classification of roadways in Union County. Roadways are classified based on the role and function each roadway serves within the larger system. Interstates and expressways have very limited access and carry a high volume of vehicles making regional trips. Arterials primarily provide mobility, but also provide access to abutting land uses, unlike interstates and expressways. Collectors carry lower volumes of traffic and provide more access points to local roads and destinations. Local roads generally are not intended for long distance travel. Their main function is to provide access to homes and businesses. For this reason, the information and projects presented in the CORPO plan focus on interstates, expressways, arterials, and collectors only, as they make up the most important roadways in the roadway network. The second and third map displays existing and projected bike and pedestrian paths within Union County.

3.0 INVENTORY OF EXISTING CONDITIONS



Current Roadway Network



CENTRAL OHIO RURAL PLANNING ORGANIZATION Functional Classification

- Other Freeway and Expressway
 - Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Local
 - CORPO County
 - MORPC MPO
 - Township Boundary
- Source: ODOT

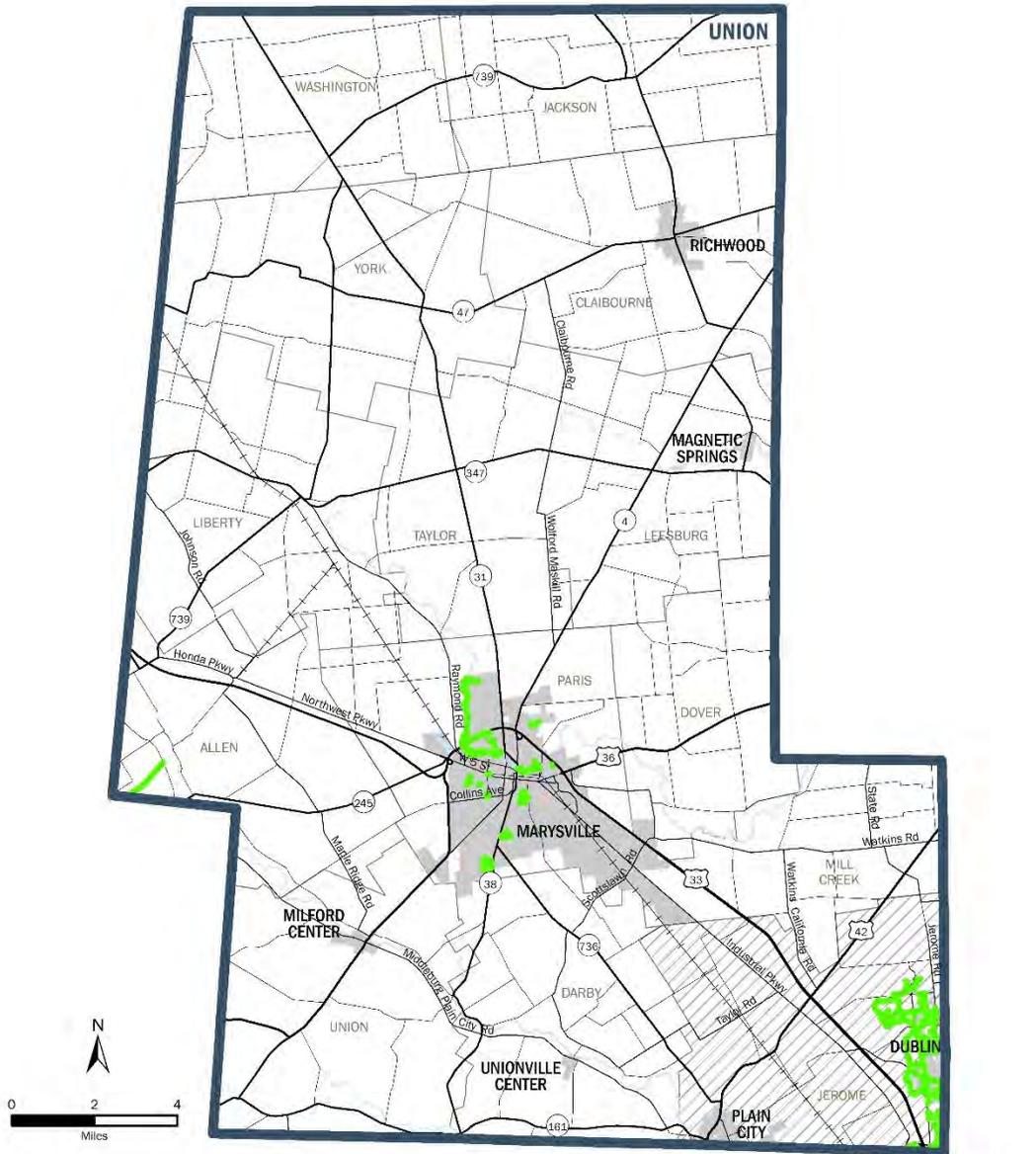


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_UNI_FUNCLASS.mxd
 6/19/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Bike and Pedestrian - Existing



CENTRAL OHIO RURAL PLANNING ORGANIZATION Regional Trails and Bikeways

- Existing
- CORPO County
- MORPC MPO
- Township Boundary



Source: MORPC, Local Governments

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPO\CORPO_UNI_Bike.mxd
2/20/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Travel Demand Management Services

Limited funding for expanded highways, unstable fuel prices, increased congestion, and concern for our air quality emphasize the need for reducing driving alone in urban and suburban areas. For many years now, transportation demand management (TDM) strategies have shown effectiveness in reducing traffic congestion and environmental pollution caused by motor vehicles.

Managing transportation demand should not be relegated to just urban areas. The TDM strategies and projects focus on the opportunities to rideshare, use transit, bike, or walk to meet some of the travel needs of the region. The US 33 corridor has been designated as a Smart Corridor and therefore will deploy smart system management technologies to assist with safety goals and congestion. Alternatives that reduce travel demand also include telecommuting and alternate work schedules that compress the work week or allow for commuting at non-peak hours. The table below outlines the modes Union County commuters utilize.

Union County Gohio Commuter Data	
Year	2015 5YR ACS
Total Commuters	24,928
Drive Alone	86%
Alternative	14%
Carpool	6.0%
Transit	0.2%
Walk	0.9%
Telecommute	6.4%
Other	0.6%

Due to decades of sprawling urban and exurban growth, Central Ohio commuters have become primarily dependent on the vehicular transportation. Union County, which is a primarily rural area is no exception to this. Of the nearly 25,000 commuters in Union County, 86 percent drive alone and 14 percent utilize an alternative method. This percentage may seem low, but comparatively, 81 percent of commuters in Franklin County, a larger and more urbanized county with 25 times the number of commuters, 81 percent are driving alone while 19 percent utilize alternative transportation options. For example, 6 percent of commuters in Union County participate carpool services alone. Additionally, the Central Ohio Transit Authority (COTA) offers a park and ride program in Union County.

3.0 INVENTORY OF EXISTING CONDITIONS



Travel Demand Management Services – Continued

In order to identify the needs of people with mobility access issues, local governments develop coordinated public transit - human services transportation plans, or ***Coordinated Plans***. The purpose of coordinated plans is to identify community resources for transportation and mobility, understand the gaps and unmet needs within those resources and to determine the approach to addressing those gaps and unmet needs. Although ODOT does not require local governments to produce a coordinated plan, it is required for eligibility for the Federal Transit Administration's Section 5310 program funds. The purpose of the 5310 grant program is to enhance the mobility of seniors and individuals with disabilities. ODOT makes 5310 project selections for small and rural Ohio counties. Private nonprofit organization or state or local governments may apply for the grant if they are approved to coordinate services for senior and individuals with disabilities. Therefore, ODOT must ensure that coordinated plans are in compliance with federal transit law. ODOT encourages coordinated plans to go beyond the requirements of Section 5310 funding to include analysis of needs and development projects to address the mobility needs of the general public.

Union County published a coordinated plan in April 2014. According to the plan, participating transportation providers will collaborate to provide effective, safe, accessible, equitable access to passenger transportation services both within Union and to neighboring counties. Union County anticipates an update to the plan in 2018.

3.0 INVENTORY OF EXISTING CONDITIONS

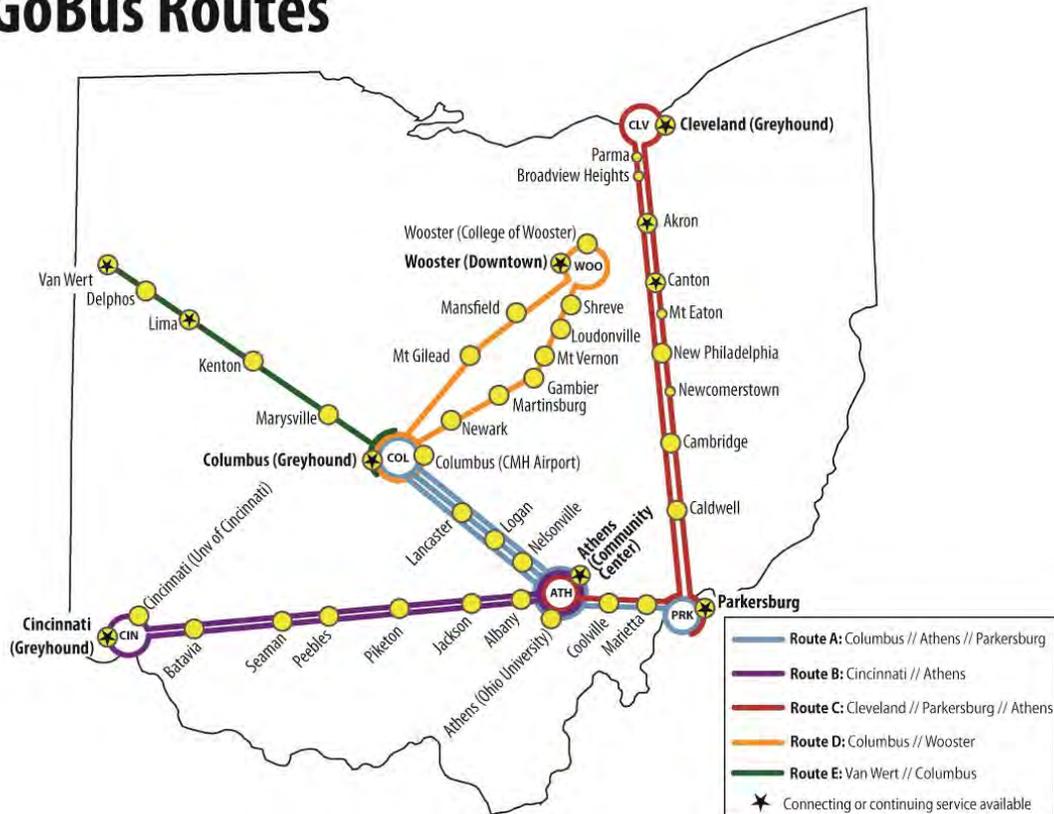


Transit Services

Transit services in Union County are provided by the Union County Agency Transportation Service (UCATS). Currently UCATS owns ten vehicles, four of which are handicap accessible, that provide access to a variety of appointments within Union County and to adjacent counties. UCATS provides on-demand transportation services to residents over 60 years old and for individuals referred by other agencies. UCATS transports eligible individuals to medical appointments, community meal sites and some social activities.

Rural inter-city bus service is provided by Gobus. This service is designed to address low cost and geographically accessible intercity bus transportation needs of the entire state by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. Funding for the rural inter-city bus is administered by ODOT, and the service is currently operated by Barrons Bus Lines.

GoBus Routes



3.0 INVENTORY OF EXISTING CONDITIONS



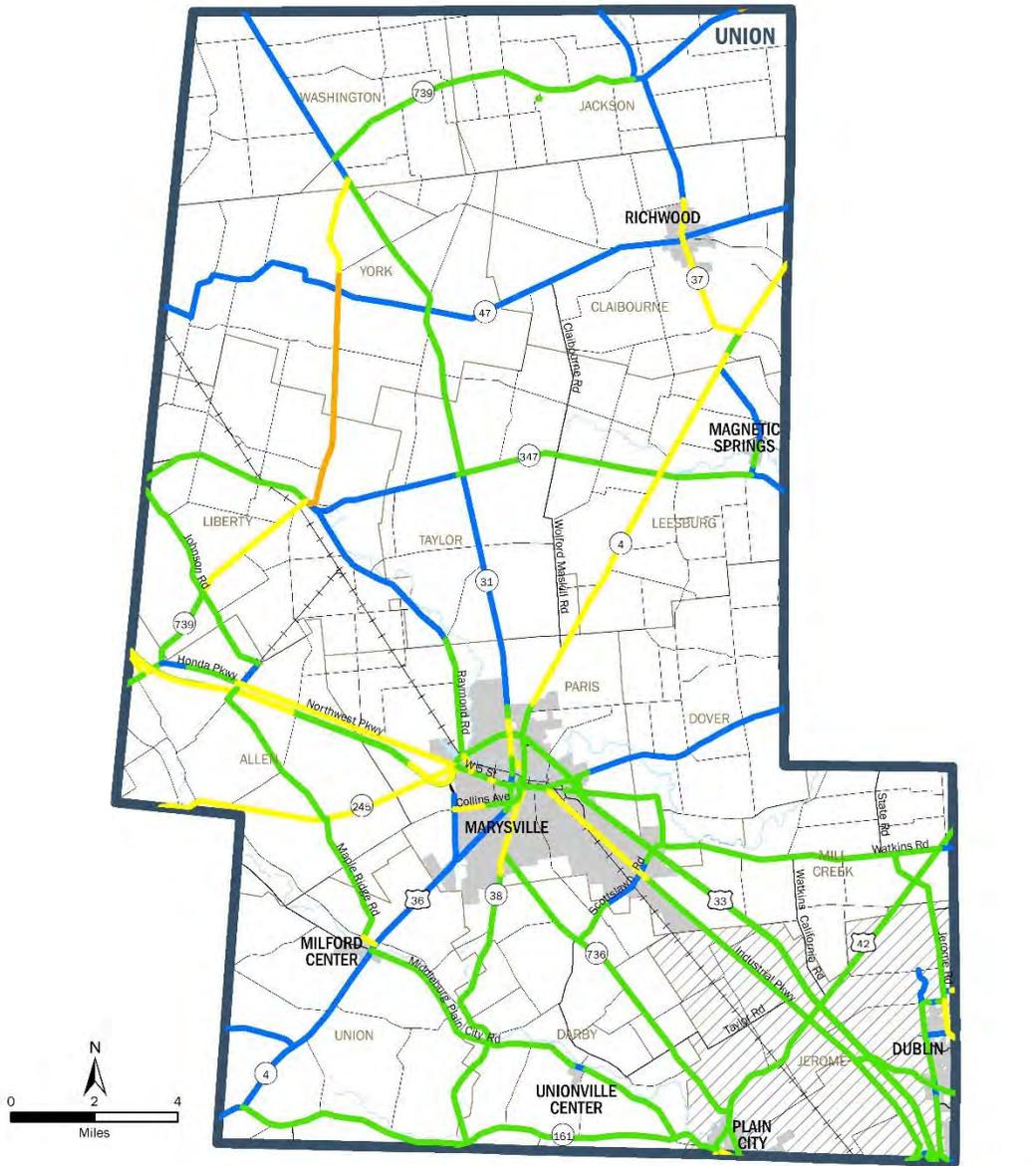
Transportation Infrastructure Conditions

Understanding the physical condition of a transportation is vital to resource management and the following two maps display the physical condition of both the roadway network (pavement) and bridges in Union County. Please see the appendix 6C for additional maps.

3.0 INVENTORY OF EXISTING CONDITIONS



Transportation Infrastructure Conditions



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Pavement Condition Rating

- 57 - 65 Fair to Poor
- 66 - 75 Fair
- 76 - 90 Good
- 91 - 100 Very Good
- CORPO County
- MORPC MPO
- Township Boundary

Source: ODOT

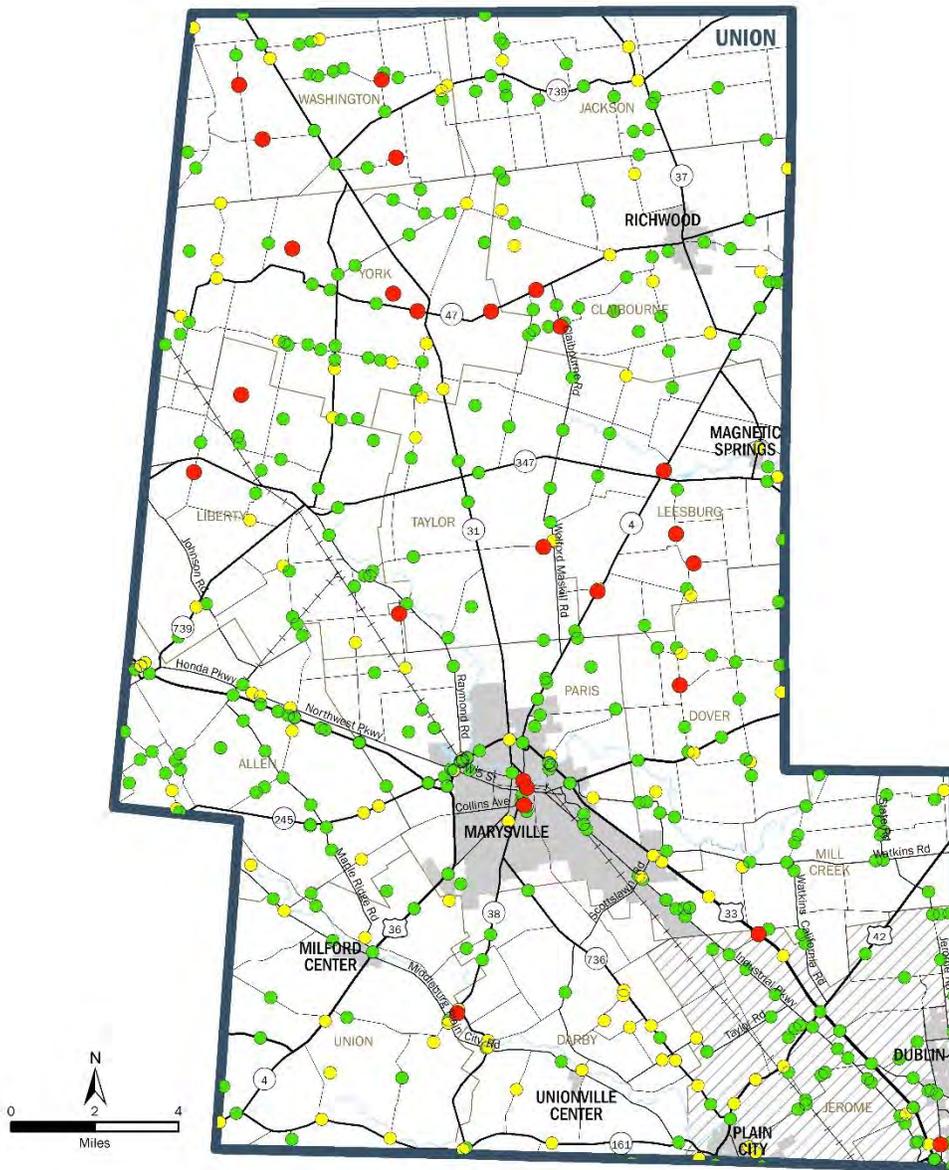


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_UNI_PCR.mxd
 2/14/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Transportation Infrastructure Conditions Cont.



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Bridge General Appraisal

- 0 - 4 Likely Needs Replaced
- 5 - 6 Likely Needs Maintenance
- 7 - 9 Good
- CORPO County
- MORPC MPO
- Township Boundary

Source: ODOT



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_UNI_bridge.mxd
 2/14/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Freight

Goods are moved, transferred, and distributed from Union County to destinations across the United States and around the world. Whether by truck, rail, or air, Union County's efficiency in the movement of goods is an important part of the region's economic competitiveness, trade, and commodity flow. Union County and our region's economy as a whole have benefited from its multimodal transportation assets for many decades. Today, Union County is home to an intermodal facility, an airport and is crossed by arterial rail corridors as well as US 33, 36 and 42 that provide access to nearby interstate 270 and therefore I-70 and I-71. Union County is strategically located within a 10-hour truck drive of 47 percent of the United States population and 61 percent of its manufacturing. The first of the following four maps details freight related infrastructure in Union County.

Congestion

There are a couple of aspects of the roadway system condition to consider. First is the physical condition – are the roadways and bridges in good repair? Section 3.3 outlined that aspect. Second, how does the roadway operate in terms of level of congestion? Using average daily traffic count data as well as travel time data covering all weekdays of 2016 except federal holidays. CORPO was able to map traffic volumes as well as congested areas within Union County. The second, third and fourth of the following maps display the, average daily traffic volumes and the percentage of congested days, separated into AM and PM periods.

The percentage of congested days is identified if the travel time in at least three 5-minute intervals during the peak period of the day considered is 50 percent greater than the travel time under free-flow condition. That means, for at least fifteen minutes each AM or PM period, travelers would spend more than 50 percent extra travel time on the segment. The percentage of congested days is then calculated by dividing the total number of congested days by the total numbers of the non-federal-holiday weekdays in the period of interest.

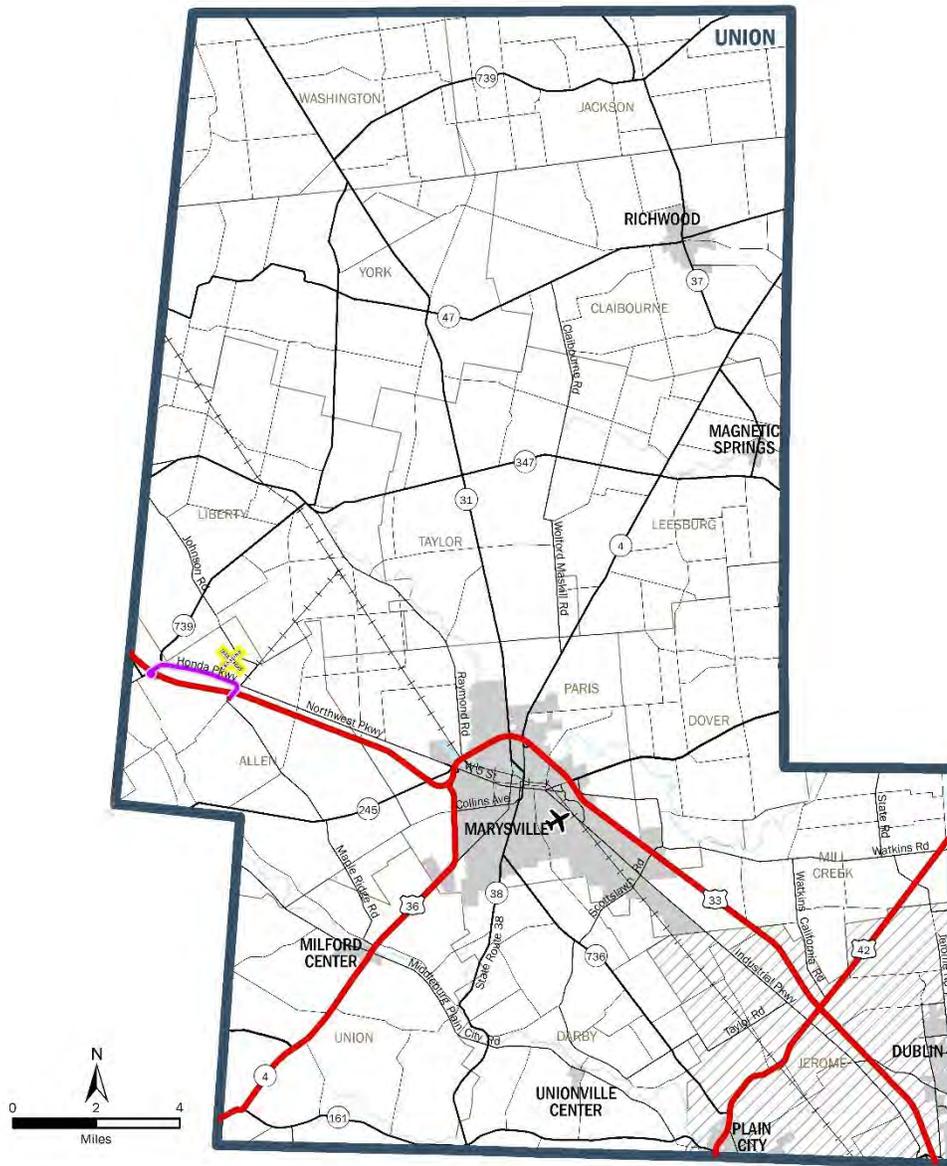
Basically, this “percentage” measure can be interpreted approximately as below:

<=20%:	1 day or less per week
20 – 60%:	2 to 3 days per week
> 60%:	3 + days per week

3.0 INVENTORY OF EXISTING CONDITIONS



Freight



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Freight

- Airport
- Intermodal Facility
- Intermodal Connector
- National Highway System
- Railroad
- CORPO County
- MORPC MPO
- Township Boundary

Source: ODOT

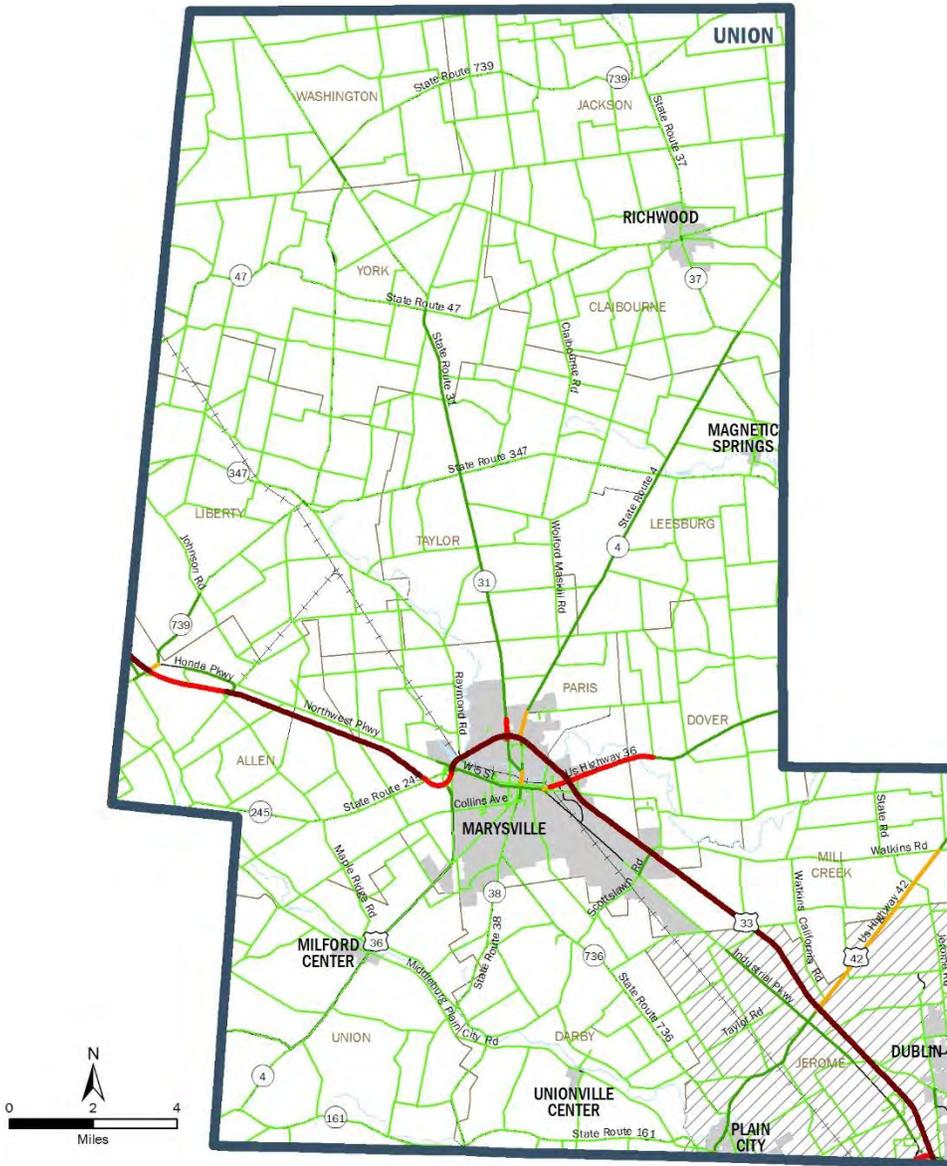


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_UNI_freightL.mxd
 1/23/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Volumes



CENTRAL OHIO RURAL PLANNING ORGANIZATION 2015 Average Daily Traffic Range

- < 5,000
 - 5,001 - 10,000
 - 10,001 - 15,000
 - 15,001 - 30,000
 - >30,000
- CORPO County
 MORPC MPO

Source: ODOT TMS 2015

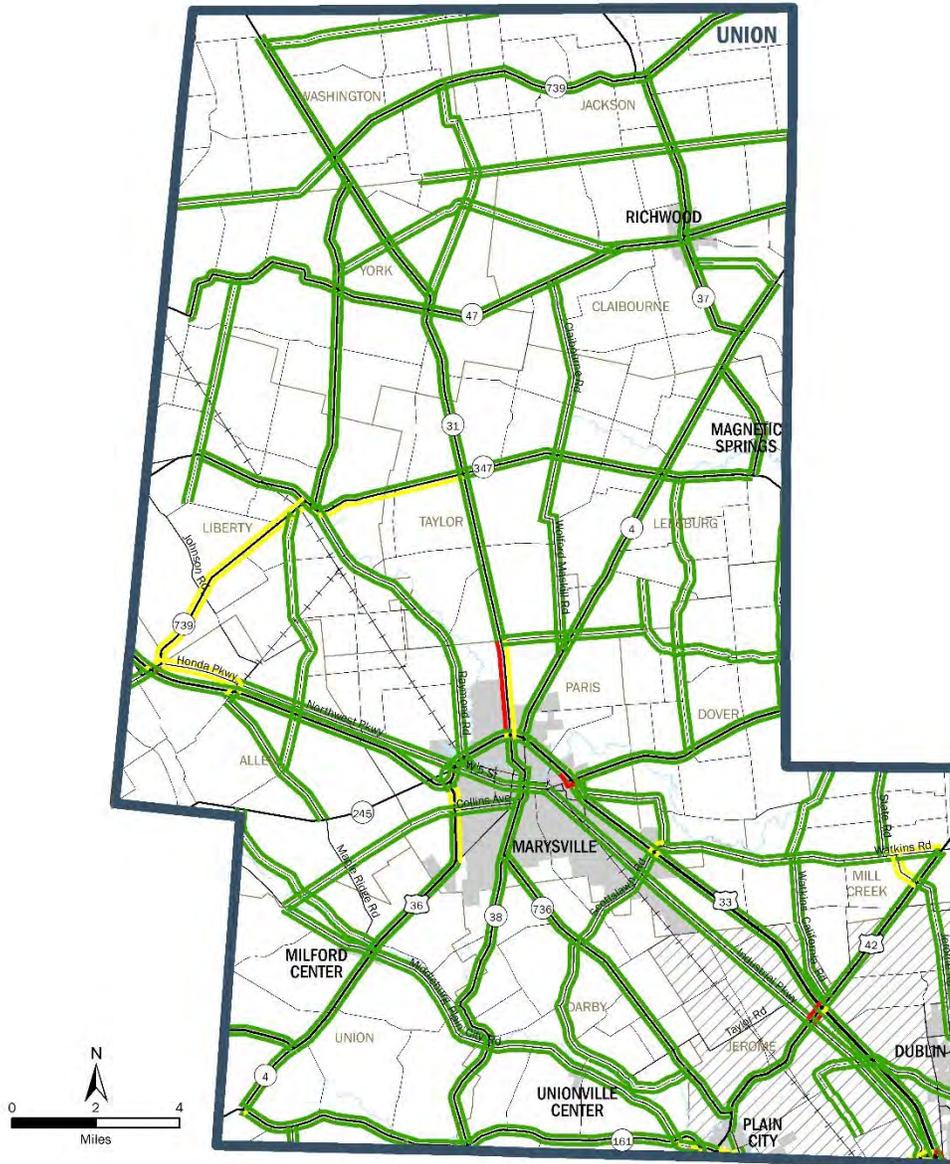


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\BaseMapTemplates\CORPO_UNI_TrafficVol.mxd
 6/28/2017

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Congestion – 6:00 – 9:00 AM



CENTRAL OHIO RURAL PLANNING ORGANIZATION

% Days Congested 2017 AM*

- <= 20% (< 1 day per week)
 - 20 - 60% (2-3 days per week)
 - > 60% (3+ days per week)
- CORPO County
 MORPC MPO

* Congestion: more than 50% extra travel time
 Source: INRIX Travel Time data

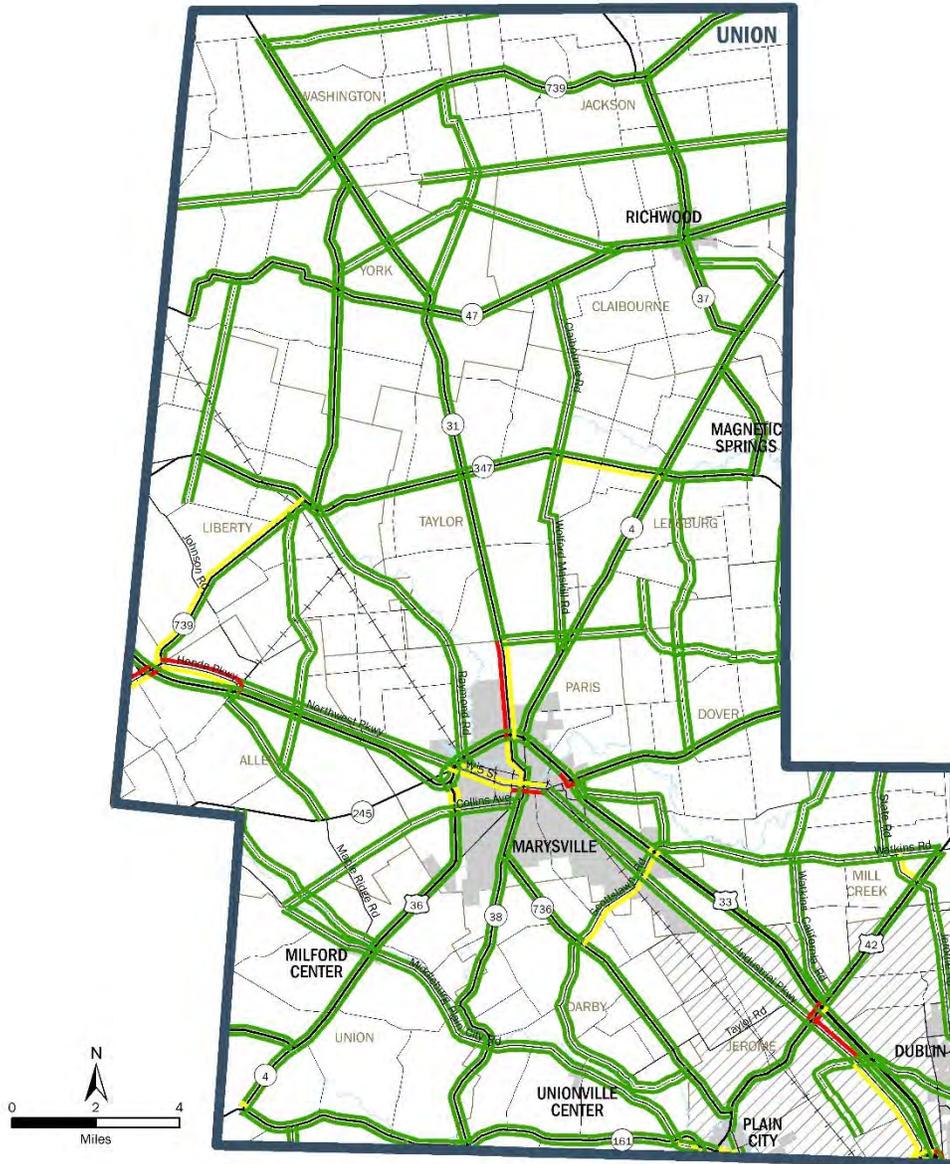


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPD\CORPO_UNI_CongestionAM.mxd
 3/29/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Traffic Congestion – 3:30 – 6:30 PM



CENTRAL OHIO RURAL PLANNING ORGANIZATION

% Days Congested 2017 PM*

- <=20% (< 1 day per wk)
 - 20 - 60% (2-3 days per wk)
 - > 60% (3+ days per wk)
- CORPO County
 MORPC MPO

* Congestion: more than 50% extra travel time
 Source: INRIX Travel Time data



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_UNI_CongestionPM.mxd
 3/29/2018

3.0 INVENTORY OF EXISTING CONDITIONS



Safety - (Please reference the summary and tables on the following pages.)

The primary function of a transportation network is to move people and goods from their origin to destination as safely as possible. If a network is unsafe, its utility is greatly diminished. One way to determine which areas of the network may have a safety issue or where these issues may one day arise is to collect and analyze crash data. Please see the Union County Safety Summary on the next page.

Safety – Crash Statistics

Union County is one of the more populated counties in the CORPO study area and is becoming a destination for jobs and commercial development. Similar to state and national trends, the number of reported crashes and fatal crashes in Union County has been trending slowly upward in recent years. In Union County, from 2012 to 2016, the total number of crashes increased by 17 percent. The number of crash resulting injuries in Union County increased by only 7 percent and crashes resulting in property damage only increased by 20 percent. Additionally, the number of crashes involving bicycles or pedestrians decreased by -8 percent over the same timeframe.

Safety – Occupant Statistics

The table below outlines the crash related occupant statistics for Union County between 2012 and 2016. There was a -8 percent decrease in the injury rate from 2012 to 2016. This could be related to the development of new safety measures in vehicles, such as cameras and vehicle assist notifications. The injury rate for crashes involving bicycles or pedestrians decreased by -13 percent.

Safety – Crash Locations and Types

Utilizing crash data collected by both the Ohio Department of Transportation and the Ohio Department of Public Safety, high crash areas of the transportation network are able to be identified. These areas are potential areas of focus for safety improvements.

Identifying these locations will allow law enforcement, emergency responders, transportation officials, government and the general public to target them directly through strategies and planning. The map reflects the denser areas of Union County, such as Marysville, employment centers like the Honda plant in the western side of the county and busy interchanges like that of U.S. 33 and U.S. 42 in the southeast area of the county.

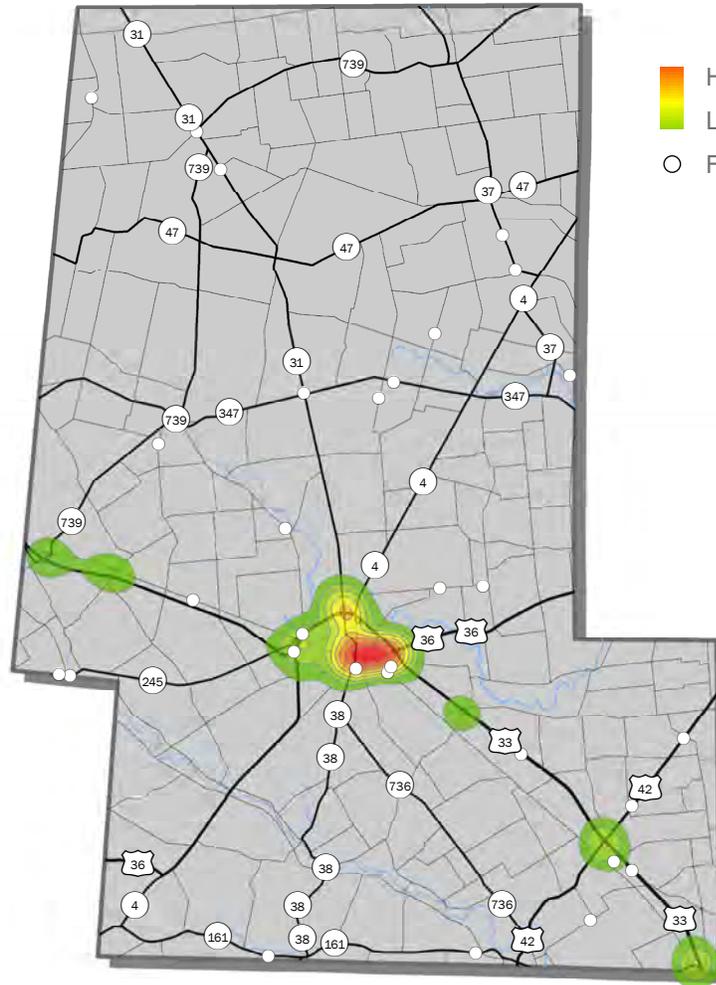
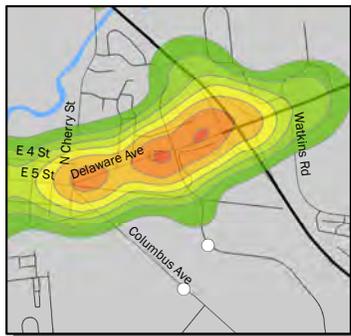
Union County is home to the Transportation Research Center (TRC), the largest independent vehicle test facility and proving grounds in the United States. The center conducts vehicle testing, certification, research and development. The TRC has been the test laboratory for the National Highway Traffic Safety Administration (NHTSA) for over four decades.

Safety – Rail Crossings

In many areas of the county, different modes of transportation converge. These areas can present significant safety challenges, especially where railroads cross roadways. CORPO with assistance from ODOT has compiled a list, identifying and ranking rail crossings in the county that may be in need of safety improvements. These crossings may be eligible for non-local funds intended to improve safety related infrastructure such as signals, gates and grade. Please reference the full list of identified rail crossings in the appendices.

RELATIVE COUNTY CRASH DENSITY & SAFETY SUMMARY (2012 - 2016):

UNION COUNTY



LEGEND:
■ High Crash Density
■ Low Crash Density
○ Fatal Crash Location

CRASH TRENDS BY YEAR (2012 - 2016)

YEAR	CRASH STATISTICS				INJURY RATE	TRUCK-INVOLVED CRASHES	OCCUPANT STATISTICS				
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes			Fatalities	Serious Injuries	Minor Injuries	No Visible Injuries	Total Injuries
2012	4	284	771	1,059	27.2%	106	5	63	145	170	383
2013	8	274	841	1,123	25.1%	104	8	65	152	163	388
2014	4	246	851	1,101	22.7%	109	6	33	135	164	338
2015	8	291	980	1,279	23.4%	128	8	32	148	216	404
2016	6	304	928	1,238	25.0%	114	6	40	166	239	451
5-Year Total	30	1,399	4,371	5,800	24.6%	561	33	233	746	952	1,964
Annual Average	6	279.8	874.2	1,160	24.7%	112.2	6.6	46.6	149.2	190.4	392.8
Percent Change (2012 to 2016)	50%	7%	20%	17%	-8%	8%	20%	-37%	14%	41%	18%

Notes

- Shaded orange cells indicate the year with the highest value for each respective column.
- Injury Rate is calculated using the following formula: $[(\#Fatal\ Crashes + \#Injury\ Crashes) / Total\ Crashes]$

4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



4.1 Population and Employment

Population Projections

One of the ways to predict the stresses a transportation system will endure in the future is to determine the number of people currently living and working in the region and how many will be in the future. Getting an idea of future population gains or losses will assist local governments in responding to these changes. An increase in population typically means more daily commuters on the County's roadways, transit system and trails. More people also mean that there will be an increased demand for goods and services, therefore an increase of trucks on the roads.

According to estimates developed by MORPC, Union County's total population is expected to increase significantly by 2040. Union County's 2015 population was 54,315 while the 2040 population is projected to be 67,940. This is a 25 percent increase in population over 25 years in Union County. This percentage is considerably greater than the State's projected population change of one percent. Comparatively, nearby Franklin County is expected to grow by 32 percent.

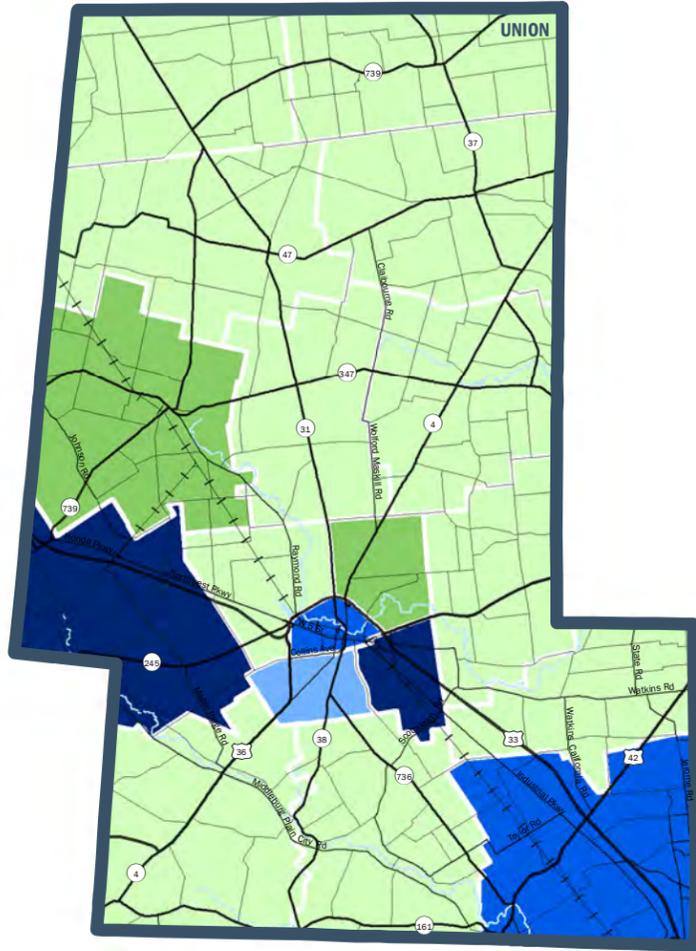
Year	Union Co.	Ohio	Franklin Co.
2015	54,315	11,549,120	1,250,269
2040	67,940	11,679,010	1,648,891
10 to 40 % Change	25%	1%	32%

Workforce & Employment

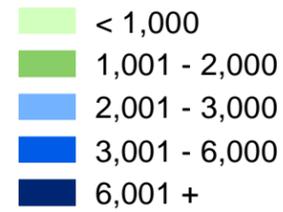
Projections for Union County indicate that not only will there be an increase in population but also in both workforce and jobs as well. The workforce population living within Union County is projected to increase 27 percent while the number of jobs located within the county are projected to increase 23 percent by 2040. To better visualize how an increase in workers and jobs will affect the county, they were distributed into Statewide Transportation Analysis Zones (TAZ).

The following series of maps reflect possible future outcomes in the county.

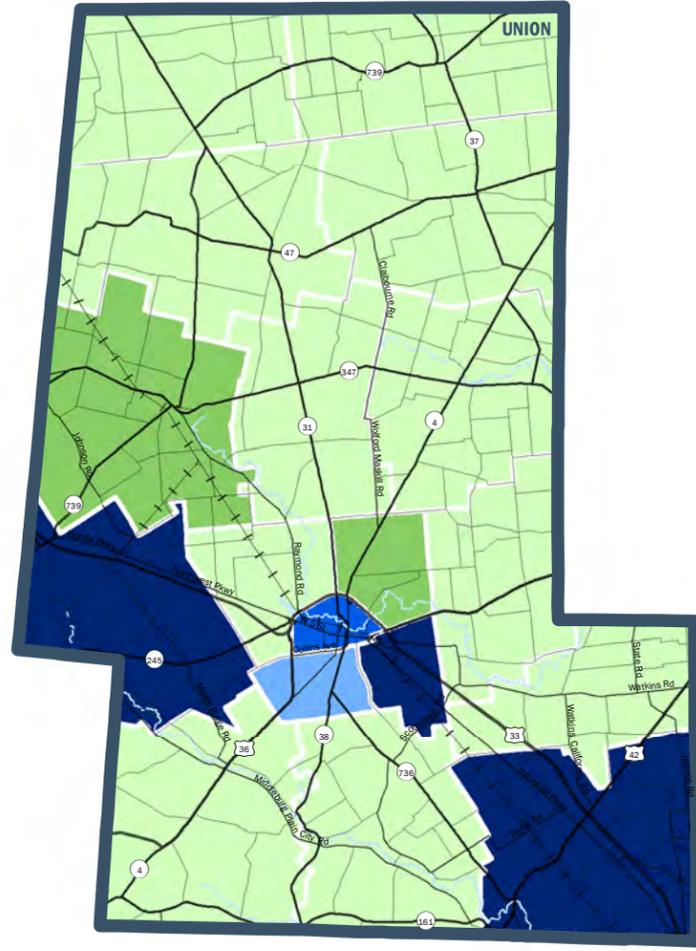
2015 Jobs



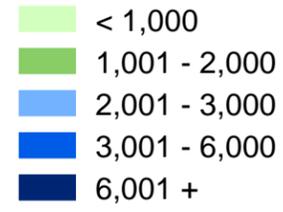
Total Jobs by TAZ



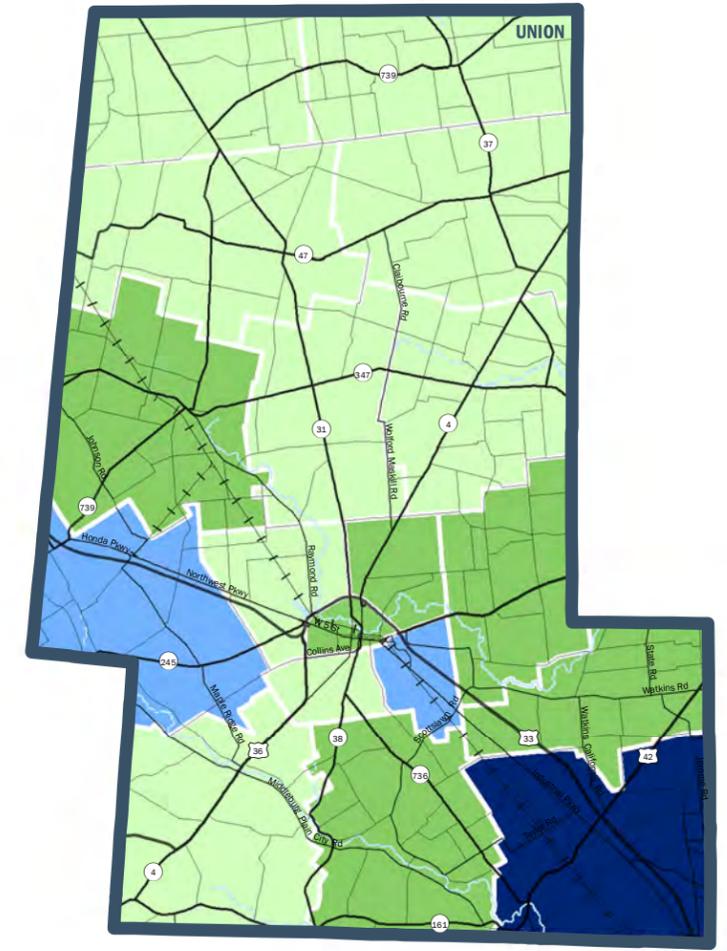
2040 Jobs



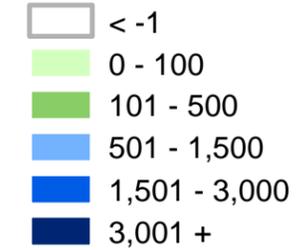
Total Jobs by TAZ



2015-2040 Job Growth

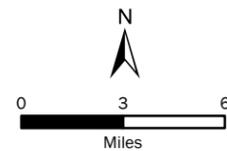


Job Growth by TAZ

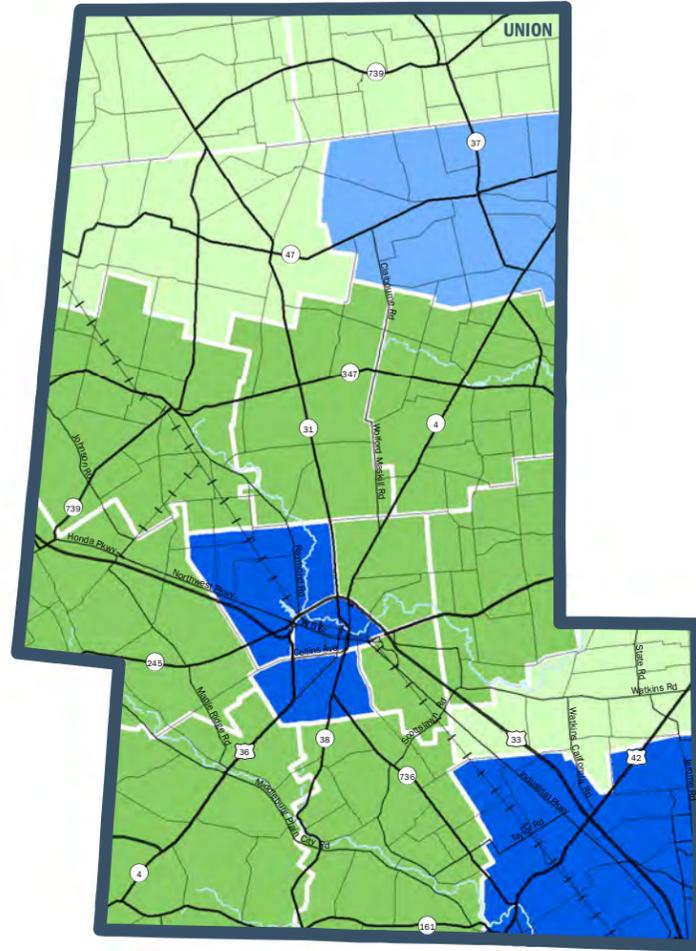


Union County - Total Jobs

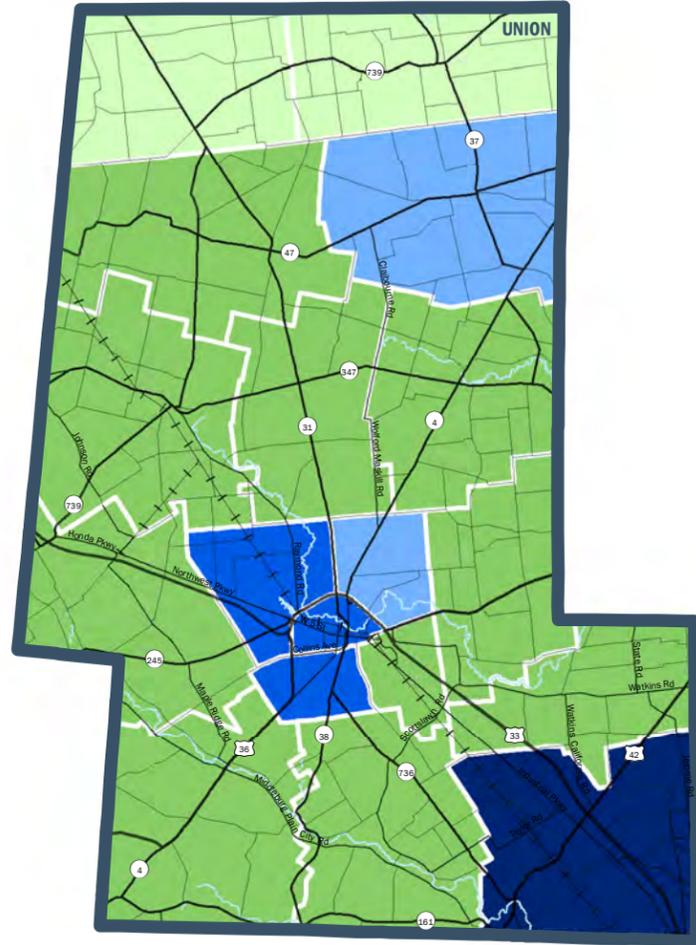
2015: 32,110
 2040: 39,540
 Growth: 7,430



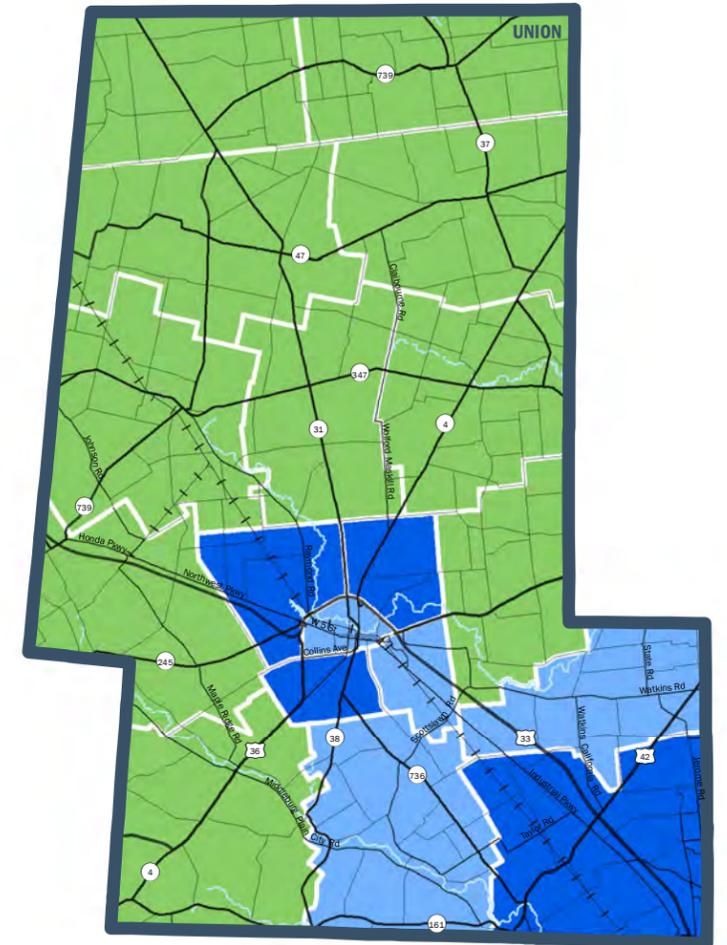
2015 Population



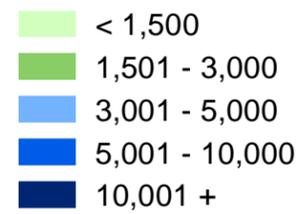
2040 Population



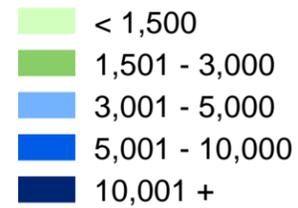
2015-2040 Population Growth



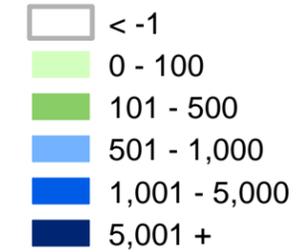
Total Population by TAZ



Total Population by TAZ

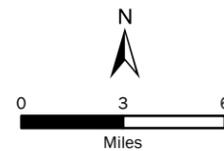


Population Growth by TAZ



Union County - Total Population

2015: 54,320
 2040: 67,940
 Growth: 13,620

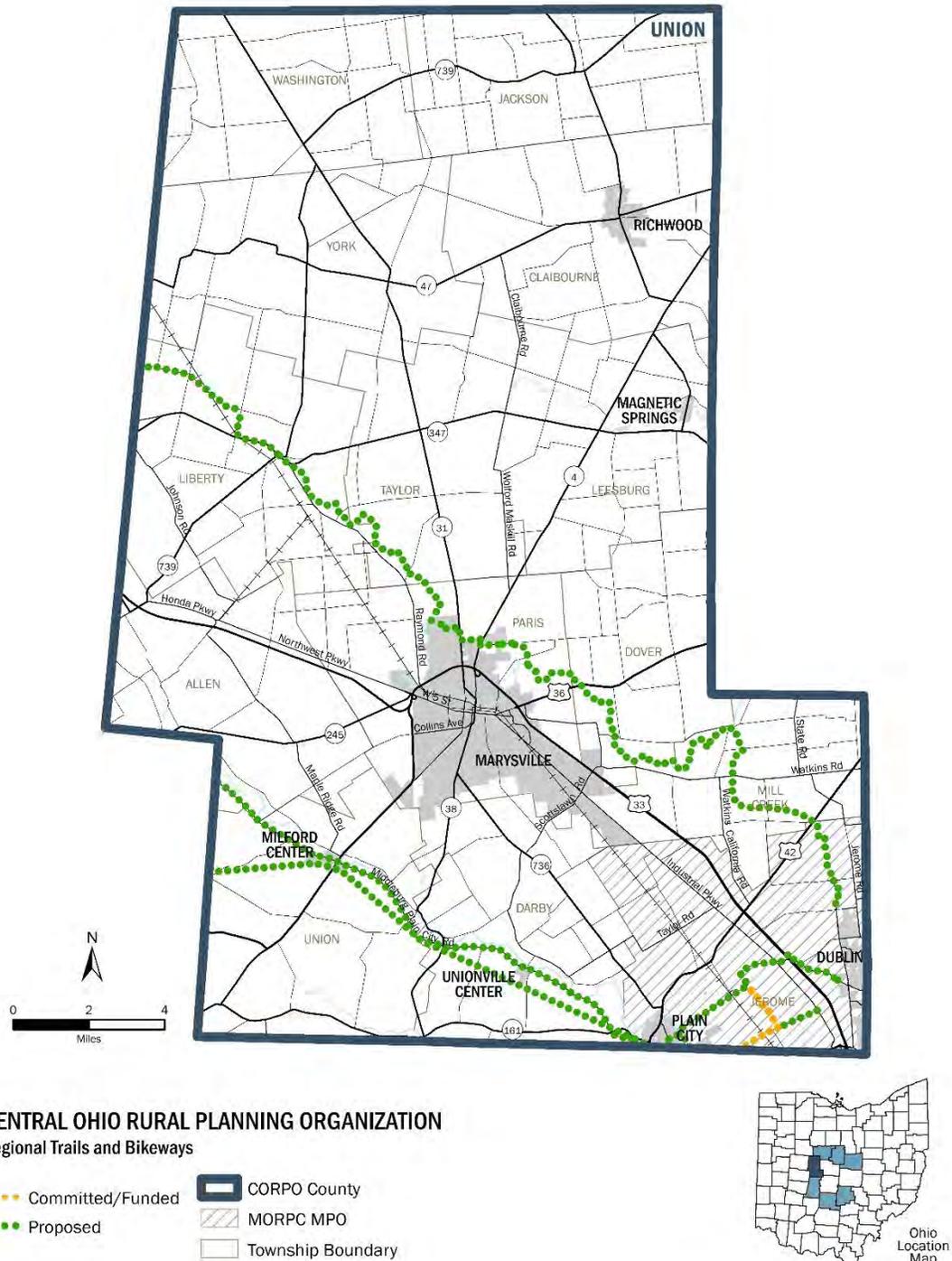


4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



4.2 Travel Demand

Bike and Pedestrian – Future



4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



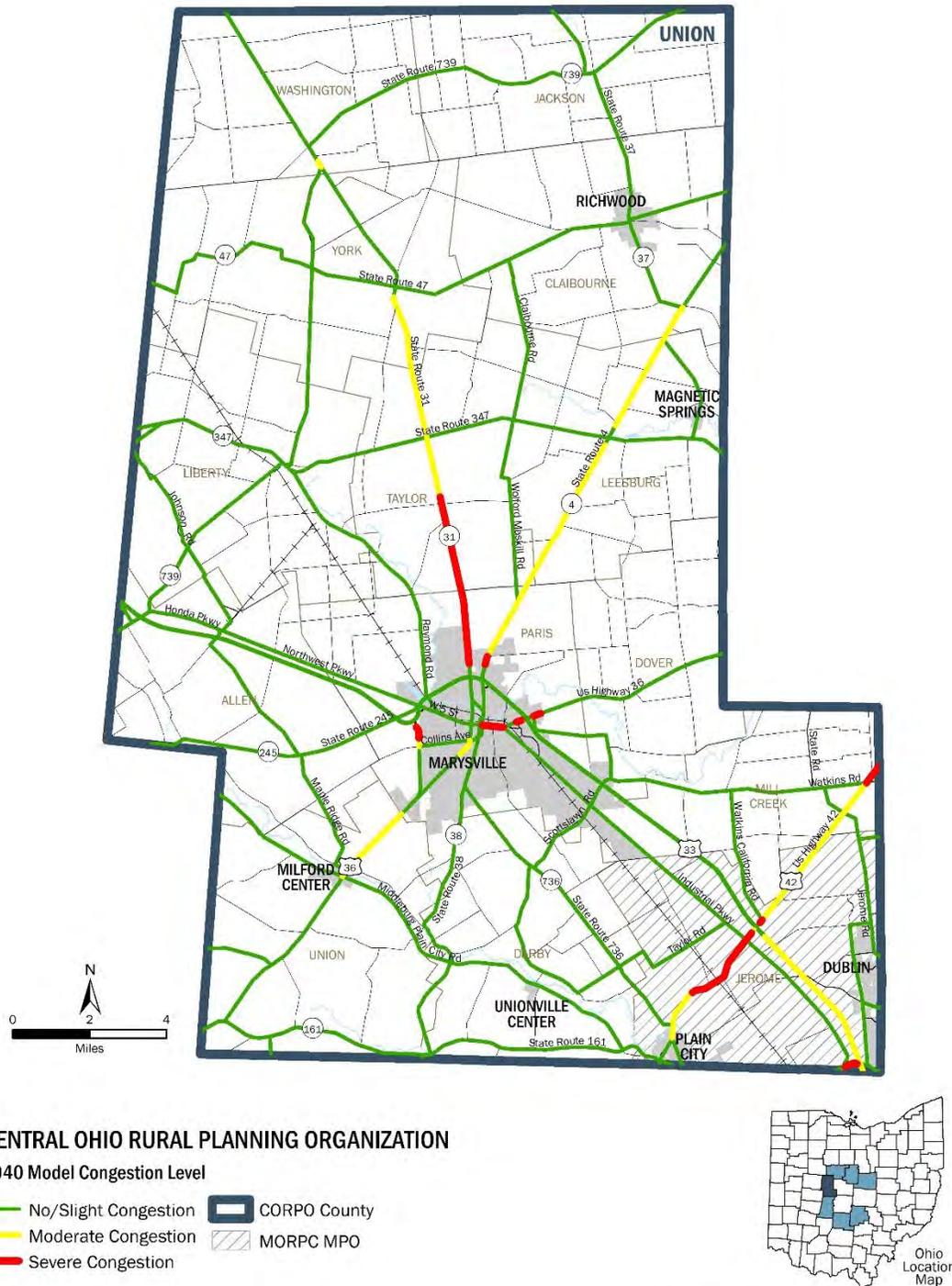
Traffic Volume – Future



4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



Traffic Congestion – Future



4.0 PROJECTIONS AND IDENTIFICATION OF NEEDS



4.3 Project List – Union County

One of the primary purposes of the CORPO Transportation Plan is for CORPO members to identify transportation projects of importance in their county. The selected projects include those that add roadway capacity, expand the transit system or provide bicycle and pedestrian facilities. Some of the identified projects encompass the ongoing operation, maintenance and preservation of the existing transportation system. This may include the study, operation and expansion of transit service. However, most of the items listed are projects to expand physical components of the transportation system.

Each project listing provides a brief project description and identifies cost estimates (if available) for each project. The associated cost estimates are in construction dollars. The list includes both short and long term projects that may occur between 2018 and 2040. Please see Appendix 6D for prioritized lists and corresponding project maps.

This page intentionally left blank.

CORPO

4 - Transportation Funding

4.0 Transportation Funding



Transportation Funding

Funding for the transportation system comes from a variety of places. These include federal funds, state funds and local funds. It is unlikely that there will ever be adequate funds to meet all of the transportation needs and in the CORPO counties. The CORPO Transportation Plan does not make specific forecast of the amount of funds available through 2040. However, this section outlines the major funding sources and programs that fund the maintenance and expansion of the transportation system.

Funding for the higher level roadway system is heavily dependent on federal funding sources delivered through ODOT funding programs and state gas tax revenue. The FAST-Act is the current federal transportation law that set the federal funding level. There has been small growth in recent years and it is possible the amount of federal funding could grow more substantially in future federal legislation. Likewise, state gas tax has seen small recent growth. Substantial additional revenue at the state level is dependent on the state legislature. With this small growth at federal and state levels, and the emphasis of those dollars for preservation, maintenance and management of the existing system, more growth will likely need to come more from local and private sectors for expansion of the system and maintenance of the lower level roadways.

Transportation Funding Sources

The state and federal governments levy gasoline taxes and transportation-related fees. Some of the proceeds are shared directly with local governments. Local governments also levy license fees. In addition, many of them have property and income taxes used for operations and capital improvements. The private sector is often required to contribute to new or improved transportation infrastructure to facilitate their developments.

Currently, sales taxes constitute the bulk of the funding for urban transit systems. However, that is generally not the case for the Transit systems in the CORPO area. These transit systems receive Federal Transit Administration funding through ODOT office of transit as well as funds from the Ohio general fund and some local funding through local general revenue. No state gas tax dollars assist with funding transit operations or capital.

The following list shows the major types of funding available for transportation system improvements in Central Ohio.

Federal Sources

- National Highway Performance Program (NHPP) Funds
- Interstate Maintenance Funds

4.0 Transportation Funding



- Surface Transportation Block Grant (STBG) Program Funds
- Transportation Alternatives Program (TAP) Funds
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Bridge Replacement and Rehabilitation Program (BR)
- Highway Safety Improvement Program (HSIP)
- Special Project Earmarks
- Federal National Discretionary programs (BUILD, INFRA, etc.)
- Urbanized Area Formula Program Grants—Sections 5307 and 5340
- Enhanced Mobility of Seniors and Persons with Disabilities—Formula Grant Section 5310
- Bus and Bus Facilities Discretionary Grants—Section 5339 State Source
- Capital Investment Grants (CIG) - Section 5309

State

- State-Controlled Gas Tax Allocated Across Many State Programs
- General Revenue Funds for Transit
- Ohio Public Works Commission – State Capital Improvement Program (SCIP)
- Ohio Public Works Commission – Local Transportation Improvement Program (LTIP)
- Ohio Development Services Agency – Roadwork Development (629) Program

Local

- License Plate Registration Fees
- Portion of State Gas Tax
- Sales Tax
- General Revenue (from income tax & property tax)
- Special Purpose Sources (tax-increment financing, transportation improvement districts, joint economic development districts, road levies, development assessments, etc.)

4.0 Transportation Funding



State Funding Programs

The majority of the federal and state sources listed previously are funneled through ODOT. ODOT has various programs to manage its transportation system, utilizing funds from the appropriate sources. For this reason, the discussion of funding is divided into the following categories:

- TRAC
- ODOT (safety & district allocations)
- TAP
- OPWC
- CEAO
- STBG
- Roadwork Development (629) Program
- Safe Routes to School
- Clean Ohio Trail Fund
- Recreational Trails Program
- ODOT Local Programs

Transportation Review Advisory Council (TRAC)

The TRAC manages ODOT's funding for new facilities and major expansion projects. These projects add lanes to freeways, build bypasses, expand existing interchanges, build new interchanges, fund major transit expansion and intermodal/multimodal terminals. ODOT funds the TRAC from a variety of sources depending upon the nature of the project, the funding sources for which it is eligible, and the funding available in a specific program. Generally ODOT accepts requests for funding annually in the spring or early summer.

ODOT

The ODOT category encompasses the majority of the funds controlled by ODOT. The majority of these funds are for management and operations activities across a variety of program areas, such as major bridge, major rehabilitation, safety and ODOT district bridge and pavement programs. Funds from these programs are also occasionally used for minor and major arterial widening projects. Increasingly, these funds are used to supplement TRAC funds on large expansion projects to the extent that the project is also addressing the physical decay of the facility.

One component of the ODOT funds addresses safety problems. ODOT currently budgets over \$102 million statewide annually for its safety program. ODOT accepts requests for safety funding in April and October each year. The program is managed by ODOT central office, but requests are first funneled through each district's safety coordinator. Safety funding is available for any public road.

4.0 Transportation Funding



A second component of the ODOT category is used for intersection improvements and minor and major widening projects along non-freeways. These are generally included in the ODOT district office allocations. These funds are generally used for projects on state and US routes. Occasionally, these funds support projects funded primarily by TRAC. There is no set application cycle. ODOT districts are continually reviewing their schedule for using these funds and locals should contact the district to discuss improvement needs.

ODOT emphasizes a “fix it first” approach that provides funding for management, operations and preservation activities to keep pace with the anticipated inflation levels. Thus, a large part of ODOT funding is on just preserving and maintaining the existing system without expansion.

Transportation Alternatives Program - TAP

Outside of the large urban areas, ODOT manages the federal TAP funding. The funding is geared towards bike and pedestrian projects. Approximately # \$ million is available annually and ODOT generally accepts application annual in the first quarter of the calendar year. For the small portions of Fairfield and Union County in the MORPC MPO area, MORPC has TAP funds that can be applied for every 2 years.

OPWC

The Ohio Public Works Commission awards grants and loans for local infrastructure projects throughout the state. The state created Public Works Integrating Committees in 19 districts to receive and evaluate applications and make funding recommendations to the OPWC. OPWC allocates funding to districts around the state based on population. OPWC District 17 includes CORPO counties of Morrow, Knox, Fairfield and Pickaway. OPWC District 11 includes CORPO counties of Union and Madison. OPWC District 16 includes Marion County. OPWC awards funding from the State Capital Improvements Program (SCIP) and the Local Transportation Improvement Program (LTIP). OPWC funds have a much smaller administrative burden on local agencies than federal funds. Each district accepts applications for funding in the fall of each year.

County Engineers Association of Ohio - CEAO

ODOT sub-allocates funding to County Engineers Association of Ohio. The allocation statewide is approximately \$15 million of HSIP funds for safety projects, \$15 million of STBG that are generally used for minor arterial widening projects; and \$35 million of HBP that are used for bridge replacements. The CEAO outlines the process by which county engineers can apply for and receive funding for their projects.

4.0 Transportation Funding



Surface Transportation Block Grant - STBG

The STBG program funding is one of the largest federal types that is geared towards the federal arterial and collector road system. MPO's, through ODOT, receive an allocation of STBG funding to direct towards projects. For the small portions of Fairfield and Union County in the MORPC MPO area, MORPC has STBG funds that can be applied for every 2 years. ODOT also allocates a portion of STBG funds to cities of 25,000 in population ("large cities"). Lancaster is the only large in the CORPO area that receives its own allocation. ODOT receives additional STBG funding which it funnels through its various programs and district allocations.

Roadwork Development (629) Program

The purpose of the 629 program is to fund public roadwork improvements that support the expansion or attraction of businesses. Approximately \$15 million per year, fund the program.

Safe Routes to School - STRS

SAFETEA-LU established the Safe Routes to School (SRTS) program to improve the ability of primary and middle school students to walk and bicycle to school safely. MAP-21 folded the federal program into the TAP. However, ODOT continues to administer the SRTS, making statewide TAP funds available to local sponsors.

The program provides federal transportation funds for right-of-way and construction phases of infrastructure projects, among other eligible activities. ODOT continued to use a range of 10 to 30 percent of SRTS funds for non-infrastructure activities. The program does not require local matching funds. The program is currently funded at \$4 million per year. Applications are accepted annually generally in the first quarter of the calendar year.

Clean Ohio Trail Fund – COTF

The state created the Clean Ohio Trails Fund, administered by the Ohio Department of Natural Resources (ODNR), as part of the Clean Ohio Fund program. ODNR currently provides \$6.25 million per year. Applications are accepted annually.

Recreational Trails Program –RTP

The Recreational Trails Program makes federal transportation funds available for recreational trails and facilities for both non-motorized and motorized users. The Ohio Department of Natural Resources administers the program in Ohio. Right-of-way and construction for trail development are among several eligible activities. The ODNR awards approximately \$1.6 million statewide each year.

4.0 Transportation Funding



ODOT Local Programs

In addition to the ODOT programs listed above, there are a number of additional programs that ODOT administers that are available for projects in the CORPO area. These include:

- Urban Paving
- Municipal Bridge
- Small cities
- Local major Bridge

Details on these programs and the application process are available on ODOT's website here:

<http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx>

Federal National Discretionary programs (BUILD, Freight, etc.)

Since 2009, the U.S. Department of Transportation has annually conducted a solicitation and selection process for (competitive grant program. In its initial year as part of the American Recovery and Reinvestment Act of 2009 (ARRA Now known as Better Utilizing Investments to Leverage Development (BUILD), the program is making \$1.5 billion available nationally in 2018..

The FAST Act also established a new national competitive freight grant program. The average annual funding for it over the 5-year FAST Act is \$900 million.

Local Public Funds

Most local governments allocate their own dollars through a capital improvement program that includes transportation improvements. This may include funds from general revenue or other special-purpose sources. Although local governments go through cycles of experiencing budget problems, it is expected that the local governments will continue to have funds available for system management, operations, preservation and expansion.

Local funds are often used to match state and federal dollars or repay OPWC loans. ODOT and other non-local sources have provided additional funds for these projects. In addition to the funds for matching state and federal funds, local governments completely fund some projects themselves.

Local governments also spend funds on management, operations and system preservation projects such as resurfacing, minor repairs, signal system maintenance and others. These items are not typically included in their TIP due to their small scale.

4.0 Transportation Funding



Private Funds

Various private sources may include direct contribution of dollars or improvement of the facility by the private sector. These are mostly done as new facilities through vacant land that is being developed or modifications to existing facilities impacted by the development of vacant land. Local governments are increasing the burden on developers to pay for transportation and other infrastructure changes needed to support the new developments they are building.

Other Funds

The CORPO Transportation Plan also includes projects for the region's rail system, which could include upgrades to intermodal yards, new tracks, bridge clearance projects or road modifications to increase access to intermodal yards. Likewise, access road projects at the major airports are included in the transportation plan. These projects are not likely to be done with the traditional transportation system resources. These are expected to be funded by the private sector, the airports themselves or perhaps a port authority mechanism.

FTA, State and Local Transit

A separate transit system provides the transit service to each CORPO county. These transit systems receive Federal Transit Administration funding through ODOT office of transit as well as funds from the Ohio general fund and some local funding through local general revenue.

Additional Funding Possibilities

Adjusting Motor Fuel Taxes

The Ohio General Assembly last acted to raise the state motor fuel tax in 2003. The tax rate was increased in two-cent increments over the course of three years for a total increase of six cents, from 22 cents per gallon in 2003 to the current rate of 28 cents in 2005.

Some states allow for automatic increases in their fuel taxes by indexing the taxes to the Consumer Price Index or a similar metric, to try to keep revenues for transportation improvements in line with cost increases. A variation on this is to index the motor fuel excise tax to fuel prices, to try to maintain the level of revenues, even as prices of fuel increase, and the amount of fuel sold drops. Indexing can also include a ceiling or floor on the indexed rate. The neighboring states of West Virginia and Kentucky, for example, have some variability built into their fuel taxes.

4.0 Transportation Funding



Another option to adjust for the amount of fuel sold, used by some states, is to implement a fuel sales tax. Some states use this in combination with the more traditional fuel excise tax.

Adjusting Vehicle Registration Fees

Adjusting vehicle registration fees can be another method to generate additional funds for transportation. Vehicle registration fees are relatively inexpensive to administer and can be collected from non-gasoline vehicles that may not be subject to fuel taxes. Registration fees can be keyed to a vehicle's size and its effect on the roads (larger vehicles pay higher rates).

Vehicle fees can also be based on the vehicle value. Such a tax would be a progressive tax and would have good revenue-generating potential and less cost to taxpayers. This type of tax may also be deductible for individual federal income tax purposes.

Tax on Sale of New and Used Vehicles

A tax on the sale of new or used vehicles could be dedicated to transportation purposes. This is done in several states and has potential to generate significant funds.

Congestion-Related Fees

Congestion fees are charged to drivers based on the current level of congestion and may vary throughout a day. It is not widely used in the U.S., except on some existing toll facilities and on some public transit systems. This is a potential revenue generator and also a tool to discourage travel during the busiest times. The fee can also be indexed to inflation.

Tolls on Roads, Lanes or Bridges

With appropriate legislation, private entities could initiate proposals for a new toll facility. Tolls also could be used on new truck lanes or high-occupancy vehicle lanes. Tolls can also be added to capacity additions to existing facilities.

Vehicle-Miles-of-Travel (VMT) Fees

This is a concept where fees would be tied to the amount of travel someone does; those who put more miles on their vehicles would pay more. This is made increasingly feasible by new technology. This a longer term option and could be used to supplement or replace fuel taxes. A few states have completed preliminary studies on the use of this new concept.

Public-Private Partnerships

Public-private partnerships (PPP) can be used to fund road construction, operation or maintenance. Public-private partnerships are more commonly used in Europe and have been tried by some states in the U.S. It has the potential for significant cost savings and can facilitate access to private capital.

4.0 Transportation Funding



ODOT recently initiated one of its first large PPPs in southern Ohio for the Portsmouth bypass, which is now under construction.

Transportation System Funding Summary

CORPO Members will proactively seek additional funding for the transportation system. CORPO will be active at both the state and federal level to explain the need for additional funding. A variety of options is continuously being discussed. These options include a variety of potential options to raise revenue for transportation projects. Some of these alternative financing mechanisms are briefly described below, with a few being new to Ohio.

CORPO

5 - Strategies, Projects and Implementation

5.0 Strategies, Projects and Implementation



Strategies

To one day measure progress in achieving each goal, strategies were identified by staff as a plan of action for moving the region forward. Many of the strategies apply to more than one of the goals. These strategies are meant to be executed through collaboration as well as through identified transportation projects in each CORPO county.

The strategies proposed are as follows:

- Alleviate existing or anticipated congestion.
- Improve employee and customer access to businesses through infrastructure
- Study or improve fixed-route and demand-response transit service.
- Improve public transportation connections and coordination between communities.
- Make transportation decisions that positively impact freight movements and maximize the effectiveness of the region's integrated freight transportation system.
- Expand bicycle and pedestrian networks through the development of multi-use path connections.
- Promote and strengthen transportation safety efforts.
- Multi-jurisdictional dialogue to improve opportunities for collaboration.
- Preserve and maintain the existing transportation system.
- Broaden the transportation system managed in a coordinated manner.
- Make transportation decisions that positively impact freight movements and maximize the effectiveness of the region's integrated freight transportation system.
- Develop a transportation system to serve all demographic population groups.
- Reduce the occurrence of severe crashes and address high-crash locations.
- Improve human services transportation and coordination with public transit.

5.0 Strategies, Projects and Implementation



Project List

One of the primary purposes of the CORPO Transportation Plan is for CORPO members to identify transportation projects of importance in their county. The selected projects include those that add roadway capacity, expand the transit system or provide bicycle and pedestrian facilities. Some of the identified projects encompass the ongoing operation, maintenance and preservation of the existing transportation system. This may include the study, operation and expansion of transit service. However, most of the items listed are projects to expand physical components of the transportation system.

Each project listing provides a brief project description and identifies cost estimates (if available) for each project. The associated cost estimates are in construction dollars. The list includes both short and long term projects that may occur between 2018 and 2040. Please see Appendix 6D for prioritized lists and corresponding project maps.

2018 - 2040 CORPO Transportation Plan Project Listing

Freeway, Expressway, and Interchange Projects

County	ID	Project Description	Type	Cost (Millions)	Priority
Fairfield	FAI5	US 33 - Convert 4-lane roadway to 4-lane freeway from Gender Rd (SR 674) to Hill / Diley Rd*	Access Management	\$3 - \$4	High
Pickaway	PIC2	US 23 from South Bloomfield to US 22	Access Management	\$68 - \$72	High
Pickaway	PIC16	US 23 Circleville US 22 to Tarlton Rd.	Access Management	TBD	High
Fairfield	FAI61	I-70 (East Freeway) at SR 256 and at Taylor Road/SR 204*	Interchange Modification	\$9 - \$12	High
Madison	MAD10	SR 29 and I-70 Interchange	Interchange Modification	TBD	High
Union	UNI14	Reconstruction or upgrade of the US-33/OH-161 Interchange in Dublin to meet traffic demand.*	Interchange Modification	\$44	High
Union	UNI17	Reconstruct or upgrade the US-33/US-42 interchange to address congestion and safety issues*	Interchange Modification	\$44	High
Fairfield	FAI74	I-70 from Brice to SR 256; Major widening*	Major Widening	\$70 - \$135	High
Fairfield	FAI6	I-70 (East FRWY) - Widen freeway from 4-lanes to 6 lanes total both directions from SR 256 to SR 310*	Major Widening	\$24 - \$30	High
Morrow	MRW6	SR 229 Full or partial limited access connection between US 23 and I-71 generally along SR 229 (MRW6 A Priority MAR7 C Priority)	Major Widening	TBD	High
Fairfield	FAI66	US 33 (Southeast Freeway) from Hamilton Rd (SR 317) to Gender Road (SR 674)*	Major Widening	\$57 - \$72	High
Fairfield	FAI67	US 33 (Columbus-Lancaster Road) from Hill Rd/Diley Rd to Carroll Interchange*	Major Widening	\$4	High
Fairfield	FAI50	US 33 (Southeast Freeway) at Pickerington Road, New Interchange*	New Interchange	\$4 - \$6	High
Marion	MAR4	SR 529 / US 23; New Interchange	New Interchange	\$22 - \$29	High
Pickaway	PIC7	Construct interchange at US 23 and SR 762 (Duvall Road)	New Interchange	\$17	High
Pickaway	PIC3	Convert US 23 to Limited Access Freeway between I-270 and SR 752	Access Management	\$207 - \$265	High
Fairfield	FAI64	I-70 (East Freeway) from Alum Creek Dr to SR 310*	Lane Management	\$6 - \$7	Medium
Pickaway	PIC17	US 23 & US 22- Improve traffic patterns to interchange, updrage and improve aesthetics of western entrance to the City of Circleville	Interchange Modification	TBD	Medium
Fairfield	FAI68	US 33 (Southeast Freeway) / Bixby Road; New interchange*	New Interchange	\$61	Medium
Union	UNI19	Construct a new interchange at US-33 and Mitchell-Dewitt Road*	New Interchange	\$25	Medium
Union	UNI5	US 33 from Avery RD to US 42; Major widening*	Major Widening	\$40	Medium
Union	UNI32	US 33 - Construct New Interchange, Beecher-Gamble/US33	New Interchange	\$25	Low
Union	UNI42	I-270 / US 33 - Continue to rebuild of interchange to meet traffic demand	Other / To Be Determined	\$90	Low

*These projects are also within or partially within the MORPC MPO boundary. Most are included in MORPC's 2016 - 2040 MTP. All will be evaluated for inclusion in MORPC's 2020 - 2050 MTP to be adopted in May of 2020.

2018 - 2040 CORPO Transportation Plan Project Listing

Arterial and Collector Roadway Projects

County	ID	Project Description	Type	Cost (Millions)	Priority
Fairfield	FAI91	Refugee Rd - Widen to 5- lanes from Woodstock Ave to Toll Gate Road*	Major Widening	TBD	High
Union	UNI38	Hyland-Croy Rd - Widen from 2 to 4 lanes (includes roundabout at Hyland-Croy/Post Rd)*	Major Widening	\$3.50	High
Pickaway	PIC15	New roadway network within Harrison Twp., Madison Twp. JEDD / Intermodal area	New Road	TBD	High
Union	UNI41	SR 31 from South of Mill Rd to just North of Mill Wood BLVD; Major widening	Major Widening	\$2	High
Fairfield	FAI94	Duffy Rd Improvements - Economic Development Potential	Minor Widening/Rehab.	TBD	High
Fairfield	FAI4	Ewing Street Connector / Commerce Street Extension	New Road	\$21	High
Fairfield	FAI11	I-70 to US 33 Connector - New roadway from I-70 to US 33*	New Road	\$140	High
Fairfield	FAI96	New roadway from Election House Road to 33A through General Sherman Junior High School Prop.	New Road	TBD	High
Marion	MAR3	McMahon-University Dr Connect - New roadway connecting McMahon Boulevard (off SR 95) to University Drive to the west	New Road	\$3 - \$5	High
Union	UNI7	Construct a connector road at the new industrial park in southern Marysville.	New Road	\$10	High
Union	UNI4	Construct a connector to Cooks Pointe mixed-use development. New connect OH-4 and OH-31	New Road	\$4	High
Pickaway	PIC1	Bypass around Village of South Bloomfield	New Road	60	High
Fairfield	FAI13	SR 256 at Hill Rd - Widen road from 2 lanes to 4 lanes total both directions with complete street, Diley to Town Square*	Major Widening	\$0.90	Medium
Fairfield	FAI14	Tussing Road from Brice Road to SR 256 ; Major Widening*	Major Widening	\$23 - \$29	Medium
Pickaway	PIC5	Widen SR 762 (Duvall Road and Ashville Pike) from 3 to 5 lanes	Major Widening	37	Medium
Union	UNI31	US 42 between US 33 and Delaware County Line - Widening w/center turn lane. Interim improvements possible at select intersections.*	Major Widening	\$39-\$51	Medium
Union	UNI39	Industrial PKWY from SR 161 to US 42, Major widening of roadway*	Major Widening	\$15	Medium
Union	UNI40	Mill Wood BLVD to Creekview Dr; Major widening of roadway	Major Widening	\$1.50	Medium
Fairfield	FAI92	Carroll-Northern Rd - Feldon Court to Pleasantville Road*	Minor Widening	TBD	Medium
Fairfield	FAI62	Busey Road from Bowen Rd to Allen Rd; Minor widening*	Minor Widening / Safety Improvement	\$3	Medium
Fairfield	FAI20	Columbus St (Wright Rd) from Diley Rd to Hill Rd (SR 256) - Add turn lanes and complete street facilities to 2-lane roadway*	Minor Widening / Safety Improvement	\$24 - \$30	Medium
Fairfield	FAI17	Hill Rd from Hill Road to Columbus Street (SR 256)Hill Road; Minor widening*	Minor Widening / Safety Improvement	\$10 - \$12	Medium

*These projects are also within or partially within the MORPC MPO boundary. Most are included in MORPC's 2016 - 2040 MTP. All will be evaluated for inclusion in MORPC's 2020 - 2050 MTP to be adopted in May of 2020.

2018 - 2040 CORPO Transportation Plan Project Listing

Arterial and Collector Roadway Projects - Continued

			Type	Cost (Millions)	Priority
Fairfield	FAI22	Long Rd - Add turn lanes and complete street facilities to 2-lane roadway from Columbus Street to Diley Road*	Minor Widening / Safety Improvement	\$4 - \$5	Medium
Fairfield	FAI63	Milnor Rd from Pickerington Road to Refugee Road Milnor Road; Minor widening*	Minor Widening / Safety Improvement	\$2	Medium
Fairfield	FAI77	Lehman Rd extension from Bowen to Busey*	New Road	\$4 - \$8	Medium
Fairfield	FAI78	Commerce Dr realignment from Hill Rd to Diley Rd; New roadway*	New Road	\$1 - \$3	Medium
Fairfield	FAI21	Allen Rd Ext - New Roadway 1 lane(s) each direction with complete street facilities from Stemen Road to Ault Road	New Road	\$109 - \$140	Medium
Fairfield	FAI98	Anchor Ave / Dave Johns Ave roadways within Rockmill Industrial Park	New Road	TBD	Medium
Fairfield	FAI16	Courtright Dr Ext East - 1 lane(s) each direction with complete street facilities from Milnor Road to Pickerington Road*	New Road	\$6 - \$8	Medium
Fairfield	FAI15	Courtright Dr Ext West - New Roadway 1 lane in each direction with complete street facilities from SR 256*	New Road	\$2	Medium
Fairfield	FAI100	Ety Road Extension from West Fair Ave to SR 188 (Roxton Ravine Area) and Intersection Geometrics	New Road	TBD	Medium
Fairfield	FAI97	Connector Road from Greencrest Way to S.R. 158	New Road	TBD	Medium
Knox	KN03	Extend Beech Street from Sychar Road to Mansfield Avenue	New Road	\$9 - \$12	Medium
Knox	KN04	Extend Upper Gilchrist Road from New Gambier Road to Eastern Star Road	New Road	TBD	Medium
Pickaway	PIC11	SR 762 from SR 104 to US 23; Major Widening	Major Widening	\$16 - \$22	Medium
Pickaway	PIC4	Richenbacker Parkway - New roadway 2 lanes in each direction from Ashville Pike to Pontius Road	New Road	\$25 - \$50	Medium
Union	UNI33	New roadway alignment for Home Road (Delaware Co)/Blaney Road (Union Co)*	New Road	\$30	Medium
Union	UNI34	Ravenhill Parkway Ext. - From existing western terminus to Mitchell-Dewitt Rd., 1 lane each direction*	New Road	\$25	Medium
Union	UNI35	Watkins - California Rd Realignment, from Watkins-California Rd. to US-42, 1 lane each direction*	New Road	\$2	Medium
Fairfield	FAI71	Hill Rd Relocation from Busey Rd at Hill Rd (south leg) to Hill Rd north of Busey Rd*	Access Management	\$2 - \$4	Medium
Pickaway	PIC12	SR 104 from 762 to Franklin County line. Major widening of roadway	Major Widening	\$25	Low
Knox	KN01	Edgewood Rd. from SR 229 to US 36; Connection and Major Widening	Major Widening	\$7 - \$10	Low
Marion	MAR7	Full or partial limited access connection between US 23 and I-71 generally along SR 229 (MRW6 A priority MAR7 C priority)	Access Management	TBD	Low
Union	UNI10	SR 31 (US 33 to US 68) - Widening and safety improvements	Minor Widening / Safety Improvement	TBD	Low
Knox	KN05	Blackjack Rd - Extend road to US 36/SR 3, create southern truck route, could utilize Henry Rd corridor	New Road	\$31 - \$40	Low
Union	UNI3	Construct new roadway to serve the 33 Innovation Park in southern Marysville	New Road	\$3.50	Low
Pickaway	PIC20	Widen SR 762 from US 23 to Rickenbacker Prkwy from 3 to 5 lanes	Major Widening	\$37	Low

*These projects are also within or partially within the MORPC MPO boundary. Most are included in MORPC's 2016 - 2040 MTP. All will be evaluated for inclusion in MORPC's 2020 - 2050 MTP to be adopted in May of 2020.

2018 - 2040 CORPO Transportation Plan Project Listing

Intersection and Access Management Projects

County	ID	Project Description	Type	Cost (Millions)	Priority
Knox	KN02	Improve Sandusky Street corridor to improve connectivity of SR 13	Access Management	TBD	High
Fairfield	FAI38	Basil-Western Realignment - Roundabout at Hill/Kings Crossing, extend Kings Crossing to edge of parcel #0370211900*	Intersection Modification	TBD	High
Fairfield	FAI46	Refugees Rd at Pickerington Rd - Road Realignment /Connector Road*	Intersection Modification	TBD	High
Fairfield	FAI90	SR 204 and Wagram Rd - New intersection configuration*	Intersection Modification	TBD	High
Knox	KN07	Centerburg Intersections - Improvements to correct non-right angled intersection at Oliver at US 36 / SR 3	Intersection Modification	\$1	High
Knox	KN08	Centerburg Intersections - Improvements to correct non-right angled intersection at Updike Road at 36 / SR3	Intersection Modification	\$1	High
Madison	MAD3	US 42 -Add center non-traversable median, safe u-turns at intersections from CR104 (Simpson Rd to SR 29)	Intersection Modification	\$2 - \$3	High
Union	UNI21	Five Points Instersection Improvement - Rebuild of intersection to accommodate traffic demand	Intersection Modification	\$4	High
Union	UNI23	Reconstruct or upgrade the US-42/Industrial Parkway intersection*	Intersection Modification	\$10	High
Marion	MAR2	Barks Rd. and SR 423; Intersection modification	Intersection Modification	\$1 - \$4	High
Fairfield	FAI93	East Fair Ave - Intersection of East Fair and High St. (Add dedicated Left hand turn lane on East leg of Fair)	Minor Widening/Rehab.	TBD	High
Madison	MAD8	US 42 and I-70 Expansion - Expand interchange to facilitate growth in the City of London	Intersection Modification	\$14 - \$16	High
Fairfield	FAI81	Fair Avenue / Collins Ave intersection improvements	Intersection Modification	\$1 - \$4	Medium
Pickaway	PIC18	Safety Improvements to intersection of Tarlton Rd. (C016) and Kingston Pk. (C009)	Intersection Modification	TBD	Medium
Pickaway	PIC19	Safety improvements to intersection of Walnut Creek Pk. (C007) and Bell Station Rd. (T039)	Intersection Modification	TBD	Medium
Fairfield	FAI45	Pickerington Rd (Center St) at Minor Rd/Meadows BLVD - Add/Modify turn lanes and add complete street facilities*	Intersection Modification	\$1 - \$2	Medium
Fairfield	FAI47	SR 204 at Harmon - Add/Modify turn lanes and add complete street facilities*	Intersection Modification	\$1 - \$2	Medium
Fairfield	FAI48	SR 204 at Milnor - Construct roundabout with complete street facilities*	Intersection Modification	\$3 - \$4	Medium
Fairfield	FAI49	SR 204 at Taylor Rd - Add/Modify turn lanes and add complete street facilities*	Intersection Modification	\$93 - \$121	Medium
Fairfield	FAI39	CR 33A/Election House Road Intersection Upgrade	Intersection Modification	\$1	Medium
Marion	MAR1	SR 4 / SR 423 at Marion-Williamsport Rd; Intersection Modification	Intersection Modification	\$1.5 - \$4.5	Medium
Pickaway	PIC9	US 23 from Tarlton Rd to Ross County line - Access Management	Access Management	\$52 - \$55	Medium
Madison	MAD9	US 29 / US 40 - Realign Intersection	Intersection Modification	23	Low
Pickaway	PIC21	NS grade seperation study / plan development, construction, City of Circleville	Intersection Modification	TBD	Low

2018 - 2040 CORPO Transportation Plan Project Listing

Intersection and Access Management Projects - Continued

County	ID	Project Description	Type	Cost (Millions)	Priority
Pickaway	PIC22	NS grade seperation study / plan development, construction, Village of Ashville	Intersection Modification	TBD	Low
Pickaway	PIC23	Improvements to SR 752 and Long St. in the Village of Ashville	Intersection Modification	TBD	Low

*These projects are also within or partially within the MORPC MPO boundary. Most are included in MORPC's 2016 - 2040 MTP. All will be evaluated for inclusion in MORPC's 2020 - 2050 MTP to be adopted in May of 2020.

2018 - 2040 CORPO Transportation Plan Project Listing

Transit

County	ID	Project Description	Type	Cost (Millions)	Priority
Knox	KNO11	Kat Transit Facility Replacement - Expand from 2 acre site to new property. Will handle transfers, GoBus, maintenance and grow from 28 vehicles to 30.	Transit	\$3	High

2018 - 2040 CORPO Transportation Plan Project Listing

Bike and Pedestrian Projects

County	ID	Project Description	Type	Cost (Millions)	Priority
Fairfield	FAI53	US 22 Trail from from Amanda to Lancaster; multi-use path	Multi-Use Path	\$4	High
Fairfield	FAI59	Wright Rd from Diley Rd to Pickerington Ponds; multi-use path*	Multi-Use Path	\$0.7 - \$1	High
Fairfield	FAI52	Refugee Rd. from Woodstock Avenue to Saylor Road; multi-use path*	Multi-Use Path	\$1	Medium
Fairfield	FAI26	Multiuse path to connect Buckeye Lake area at Millersport to state bikeway on SR 40	Multi-Use Path	TBD	Medium
Fairfield	FAI101	Pedestrian Access Routes (PAR) extended along E. Main in Lancaster	Pedestrian	TBD	Medium
Fairfield	FAI60	Conrail Trail from Allen Rd to Hill Rd; multi-use path*	Multi-Use Path	\$2 - \$4	Low
Fairfield	FAI54	Lithopolis Bike and Pedestrian Improvements from Winchester Rd to Columbus St*	Multi-Use Path	\$1.5 - \$3	Low
Fairfield	FAI55	Smith Rd. from Stoney Bluff Way to Rolling Acres Dr multi-use path*	Multi-Use Path	\$1.5 - \$3	Low
Fairfield	FAI56	Elder Lane from Penny Dr. to Columbus St ; multi-use path*	Multi-Use Path	\$1.5 - \$3	Low
Fairfield	FAI57	Lithopolis Winchester Rd. from Red Tail Dr. to Walnut St.; multi-use path*	Multi-Use Path	\$1.5 - \$3	Low
Fairfield	FAI58	Lithopolis Winchester Rd. from Winchester Rd. to Columbus St. ; multi-use path*	Multi-Use Path	\$1 - \$3	Low
Fairfield	FAI95	Little Walnut Creek Trail from Gender Road to Carroll-Northern Road; mutli-use path*	Multi-Use Path	\$3 - \$4	Low
Knox	KNO13	Gambier Trail Ext. - Connection to Downtown	Multi-Use Path	TBD	Low
Knox	KNO12	Fredericktown Bike Trail Ext. - Better Connectivity	Multi-Use Path	TBD	Low

*These projects are also within or partially within the MORPC MPO boundary. Most are included in MORPC's 2016 - 2040 MTP. All will be evaluated for inclusion in MORPC's 2020 - 2050 MTP to be adopted in May of 2020.

2018 - 2040 CORPO Transportation Plan Project Listing

Studies

County	ID	Project Description	Type	Cost (Millions)	Priority
Fairfield	FAI3	Lancaster to Columbus High Capacity Transit Study	Study	TBD	High
Union	UNI9	Study US 33 from SR 161 to SR 347 (TRC) and develop a corridor plan.	Study	\$0.50	High
Union	UNI51	Study multi-use trail networks in the county.	Study	TBD	High
Knox	KNO10	Mount Vernon and Knox Co. to I-71, I-70 and I-77	Study	TBD	Medium
Union	UNI30	US 42 Freight Study from Madison Co line to Del Co line	Study	TBD	Medium
Marion	MAR12	Study the US 23 Marion Southern Bypass	Study	TBD	Medium
Morrow	MRW1	Planning around I-71 interchanges to maximize development potential	Study	TBD	Medium
Morrow	MRW4	Study high-capacity transit corridor from US 36 to Nationwide Blvd	Study	TBD	Medium
Morrow	MRW5	Study scenic byways for SR 314, SR 95, and SR 42	Study	TBD	Medium
Union	UNI43	Safety study of SR 347.	Study	TBD	Medium
Union	UNI8	Columbus to Chicago Passenger Rail - 300 mile corridor improvements		\$1-\$3	Medium

2018 - 2040 CORPO Transportation Plan Project Listing

Other Project Types

County	ID	Project Description	Type	Cost (Millions)	Priority
Union	UNI20	US 33 / West Fifth St - Aesthetic improvements	Other / To Be Determined	\$2	High
Marion	MAR11	Railroad overpasses within Marion Co. (higher priority locations)	Other / To Be Determined	TBD	Medium
Pickaway	PIC8	Norfolk Southern intermodal facility expansion to add lift capacity	Other / To Be Determined	TBD	Low
Marion	MAR11	Railroad overpasses within Marion Co. (lower priority locations)	Other / To Be Determined	TBD	Low
Union	UNI44	Transportation Research Facility Internal Improvements	Other / To Be Determined	\$45	Low

2018 - 2040 CORPO Transportation Plan Project Listing

Maintenance and Bridge Projects

County	ID	Project Description	Type	Cost (Millions)	Priority
Morrow	MRW2	CR 15 over Big Walnut Creek - Bridge Replacement	Bridge Repair / Replacement	TBD	High
Fairfield	FAI32	Columbus Road Improvements Election House Road to Whittier	Maintenance / Resurfacing	TBD	High
Fairfield	FAI31	Ety Road and Bridge Improvements	Maintenance / Resurfacing	\$5	High
Madison	MAD2	US 42 - Add center two-way left turn lane from CR 135 (Betty Wilson Road) to CR 104 (Simpson Road)	Maintenance / Resurfacing	\$10 - \$15	High
Knox	KN09	Murray Rd. improvements from SR 586 to SR 13; Other roadway modifications	Maintenance / Resurfacing	TBD	Medium
Fairfield	FAI80	Camp Ground Road Improvements; Other roadway modification	Maintenance / Resurfacing	\$1	Medium
Fairfield	FAI30	Coonpath Road - SR158 to CR 33	Maintenance / Resurfacing	\$5	Medium

CORPO

6 - Appendices

This page intentionally left blank.

CORPO

Section 6A of CORPO 2018 - 2040 Transportation Plan - Rail Crossings

6.0 APPENDICES



Inventory of Rail Crossings

In many areas of the CORPO study area the convergence of rail and road can present significant safety challenges. As mentioned in section 3.0 of each county section of the CORPO transportation plan, CORPO, with assistance from the Ohio Rail Development Commission (ORDC) and the Public Utilities Commission of Ohio (PUCO) compiled a list, identifying and ranking rail crossings in the county that may be in need of safety improvements. These crossings may be eligible for non-local funds intended to improve safety related infrastructure such as signals, gates and grade.

The following pages include the list of ranked crossings for all seven of the CORPO member counties. Each crossing was ranked out of nearly 6000 crossings. The columns at the top of each page display the last time ORDC ran the rankings, the accident prediction formula, the type of warnings at each crossing and the available traffic count. Traffic counts could be recent or could be from dates in the past.

Please see the bottom of each page for additional information.

PUCO Crossing Rankings

Rank is based on inverse ordinal sort of DOT Accident Prediction value. Only Open, Public, At-Grade crossings are included in this query. Accident data is five entire consecutive years of data starting from the date of calculation (ACPD DATE).

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
228966A	FAI	IORY	LINCOLN AVE	1048	1048	0.018058	2/27/2018	GT	20344	4	0	2	30	1	Yes	3	0	0	0	0	0	0
513418W	FAI	KNWA	LANCASTER-NEW	1068	1068	0.017823	2/27/2018	GT	17823	7	2	2	40	1	Yes	2	0	0	0	0	0	0
513382R	FAI	KNWA	HILL RD	1199	1199	0.016645	2/27/2018	GT	15627	6	2	2	40	1	Yes	2	0	0	0	0	0	0
513397F	FAI	KNWA	SR 37	1205	1205	0.016607	2/27/2018	GT	9254	8	2	3	40	1	Yes	2	0	0	0	0	0	0
513394K	FAI	KNWA	N MAIN ST	1373	1373	0.015311	2/27/2018	GT	6626	8	2	3	40	1	Yes	2	0	0	0	0	0	0
228968N	FAI	IORY	S BROAD ST	1383	1383	0.015257	2/27/2018	GT	6243	4	0	2	30	1	Yes	4	0	0	0	0	0	0
513422L	FAI	KNWA	BROAD ST	1556	1556	0.014024	2/27/2018	GT	4647	8	2	3	40	1	Yes	2	0	0	0	0	0	0
513454S	FAI	KNWA	JERUSALEM RD	1564	1564	0.013999	2/27/2018	XB	426	5	2	2	40	1	Yes	2	0	0	0	0	0	0
514791L	FAI	IORY	QUARRY RD	1690	1690	0.013491	2/27/2018	XB	1732	2	0	1	25	1	Yes	2	0	0	0	0	0	0
513405V	FAI	KNWA	LAKE RD	1731	1731	0.013322	2/27/2018	XB	455	4	0	2	40	1	Yes	2	0	0	0	0	0	0
513391P	FAI	KNWA	W MARKET ST	1818	1818	0.013001	2/27/2018	GT	3437	8	2	3	40	1	Yes	2	0	0	0	0	0	0
228961R	FAI	IORY	W FAIR	1853	1853	0.012841	2/27/2018	GT	8213	4	0	2	30	1	Yes	2	0	0	0	0	0	0
513385L	FAI	KNWA	E COLUMBUS ST	1865	1865	0.012803	2/27/2018	GT	5411	6	2	2	40	1	Yes	2	0	0	0	0	0	0
228969V	FAI	IORY	S HIGH ST	1952	1952	0.012512	2/27/2018	XB	729	8	6		30	1	Yes	2	0	0	0	0	0	0
228962X	FAI	IORY	VANBUREN	2073	2073	0.012065	2/27/2018	GT	6429	4	0	2	30	1	Yes	2	0	0	0	0	0	0
513409X	FAI	KNWA	MILLER SIDING RD	2087	2087	0.012030	2/27/2018	XB	138	8	2	3	40	1	Yes	2	0	0	0	0	0	0
228970P	FAI	IORY	S MAPLE ST	2088	2088	0.012030	2/27/2018	GT	3802	4	0	2	20	2	Yes	2	0	0	0	0	0	0
228958H	FAI	IORY	COLLINS RD	2227	2227	0.011561	2/27/2018	GT	5443	4	0	2	30	1	Yes	2	0	0	0	0	0	0
513399U	FAI	KNWA	MAIN ST	2234	2234	0.011538	2/27/2018	FL	2130	4	0	2	40	2	Yes	2	0	0	0	0	0	0
228972D	FAI	IORY	SUGAR GROVE R	2260	2260	0.011464	2/27/2018	GT	5269	4	0	2	30	1	Yes	2	0	0	0	0	0	0
513389N	FAI	KNWA	STOUDERTOWN R	2307	2307	0.011269	2/27/2018	XB	216	5	1	2	40	1	Yes	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
513403G	FAI	KNWA	COLUMBUS ST	2348	2348	0.011153	2/27/2018	FL	1383	8	2	3	40	1	Yes	2	0	0	0	0	0	0
228982J	FAI	IORY	S MAIN ST	2396	2396	0.010980	2/27/2018	GT	2667	4	0	2	30	2	Yes	2	0	0	0	0	0	0
228964L	FAI	IORY	W MULBERRY ST	2404	2404	0.010962	2/27/2018	GT	2650	4	0	2	30	2	Yes	2	0	0	0	0	0	0
513408R	FAI	KNWA	ELDER RD	2447	2447	0.010845	2/27/2018	XB	192	5	1	2	40	1	Yes	2	0	0	0	0	0	0
228963E	FAI	IORY	S PIERCE	2493	2493	0.010722	2/27/2018	GT	2433	4	0	2	30	2	Yes	2	0	0	0	0	0	0
513400L	FAI	KNWA	RUFFNER RD	2540	2540	0.010584	2/27/2018	XB	93	8	2	3	40	1	Yes	2	0	0	0	0	0	0
228965T	FAI	IORY	W MAIN ST	2569	2569	0.010476	2/27/2018	GT	3721	4	0	2	30	1	Yes	2	0	0	0	0	0	0
514797C	FAI	IORY	LAWRENCE ST	2598	2598	0.010370	2/27/2018	XB	2093	1	0	1	10	1	Yes	2	0	0	0	0	0	0
513383X	FAI	KNWA	N CENTER ST	2673	2673	0.010129	2/27/2018	GT	2181	6	2	2	40	1	Yes	2	0	0	0	0	0	0
513420X	FAI	KNWA	CARTER ST	2739	2739	0.009944	2/27/2018	GT	1215	8	2	3	40	1	Yes	2	0	0	0	0	0	0
228957B	FAI	IORY	LITHOPOLIS RD	2758	2758	0.009898	2/27/2018	GT	2996	4	0	2	30	1	Yes	2	0	0	0	0	0	0
513402A	FAI	KNWA	MAIN ST	2845	2845	0.009672	2/27/2018	GT	2744	4	1	2	40	1	Yes	2	0	0	0	0	0	0
228953Y	FAI	IORY	CARROLL SOUTH	2942	2942	0.009423	2/27/2018	XB	573	2	0	1	25	1	Yes	2	0	0	0	0	0	0
513381J	FAI	KNWA	DILEY RD	3071	3071	0.009066	2/27/2018	GT	1432	6	2	2	40	1	Yes	2	0	0	0	0	0	0
513392W	FAI	KNWA	N BASIL ST	3125	3125	0.008934	2/27/2018	GT	810	8	2	3	40	1	Yes	2	0	0	0	0	0	0
513395S	FAI	KNWA	CANAL RD	3200	3200	0.008759	2/27/2018	GT	752	8	2	3	40	1	Yes	2	0	0	0	0	0	0
513398M	FAI	KNWA	MAPLE ST	3234	3234	0.008652	2/27/2018	GT	718	8	2	3	40	1	Yes	2	0	0	0	0	0	0
513387A	FAI	KNWA	ALLEN ROAD	3300	3300	0.008482	2/27/2018	GT	1338	5	2	2	40	1	Yes	2	0	0	0	0	0	0
513388G	FAI	KNWA	CARROLL NORTH	3358	3358	0.008336	2/27/2018	GT	1254	5	2	2	40	1	Yes	2	0	0	0	0	0	0
513412F	FAI	KNWA	SNAKE RUN RD	3437	3437	0.008081	2/27/2018	XB	99	4	1	2	40	1	Yes	2	0	0	0	0	0	0
228945G	FAI	IORY	PICKERINGTON R	3817	3817	0.006902	2/27/2018	GT	1558	2	0	2	25	1	Yes	2	0	0	0	0	0	0
228959P	FAI	IORY	ETY RD	3869	3869	0.006730	2/27/2018	GT	710	4	0	2	30	1	Yes	2	0	0	0	0	0	0
228949J	FAI	IORY	LOCKVILLE RD	3949	3949	0.006496	2/27/2018	XB	172	2	0	1	30	1	Yes	2	0	0	0	0	0	0
514789K	FAI	IORY	SCHWILK RD	4092	4092	0.006085	2/27/2018	XB	511	2	2		10	1	Yes	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
513390H	FAI	KNWA	BADER ROAD	4186	4186	0.005759	2/27/2018	GT	322	5	2	2	40	1	Yes	2	0	0	0	0	0	0
513401T	FAI	KNWA	MUSSER RD	4439	4437	0.004764	2/27/2018	XB	271	1	0		40	1	Yes	2	0	0	0	0	0	0
513406C	FAI	KNWA	CATTAIL RD	4583	4581	0.003987	2/27/2018	XB	27	8	2	3	40	1	No	2	0	0	0	0	0	0
228947V	FAI	IORY	ALLEN ROAD	4802	4800	0.002258	2/27/2018	XB	18	4	0	2	25	1	No	1	0	0	0	0	0	0
228948C	FAI	IORY	ALLEN ROAD	4809	4807	0.002164	2/27/2018	XB	16	4	0	2	25	1	No	1	0	0	0	0	0	0
228975Y	FAI	IORY	WILSONS LANE S	4992	4991	0.000321	2/27/2018	XB	1912	0	0	0	30	1	Yes	2	0	0	0	0	0	0
228977M	FAI	IORY	HORNS MILL RD	5198	5198	0.000283	2/27/2018	GT	2845	0	0	0	10	1	Yes	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

PUCO Crossing Rankings

Rank is based on inverse ordinal sort of DOT Accident Prediction value. Only Open, Public, At-Grade crossings are included in this query. Accident data is five entire consecutive years of data starting from the date of calculation (ACPD DATE).

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
152070J	KNO	CUOH	ROOSEVELT AVE	1771	1771	0.013171	2/27/2018	XB	1639	2	0	2	10	1	Yes	2	0	0	0	0	0	0
152074L	KNO	CUOH	HIGH ST	1903	1903	0.012681	2/27/2018	GT	13494	2	1	1	10	2	Yes	2	0	0	0	0	0	0
152078N	KNO	CUOH	TILDEN ST	1907	1907	0.012663	2/27/2018	XB	1939	2	1	1	10	2	Yes	2	0	0	0	0	0	0
152065M	KNO	CUOH	MAIN ST	2352	2352	0.011135	2/27/2018	FL	7211	2	1	1	10	1	Yes	2	0	0	0	0	0	0
152076A	KNO	CUOH	GREENWOOD AV	2741	2741	0.009938	2/27/2018	XB	1839	1	0	1	10	2	Yes	2	0	0	0	0	0	0
152071R	KNO	CUOH	COLUMBUS RD	2788	2788	0.009819	2/27/2018	GT	5811	2	0	2	10	1	Yes	2	0	0	0	0	0	0
152068H	KNO	CUOH	PARROT ST	3015	3015	0.009215	2/27/2018	GT	4568	2	0	2	10	1	Yes	2	0	0	0	0	0	0
152072X	KNO	CUOH	GAMBIER ST	3400	3400	0.008207	2/27/2018	GT	2554	2	1	1	10	2	Yes	2	0	0	0	0	0	0
152075T	KNO	CUOH	CHESTNUT ST	3441	3441	0.008073	2/27/2018	GT	4016	2	1	1	10	1	Yes	2	0	0	0	0	0	0
152059J	KNO	CUOH	SR 13	3703	3703	0.007252	2/27/2018	GT	5397	1	0	1	10	1	Yes	2	0	0	0	0	0	0
515217M	KNO	CUOH	HIGH ST	3827	3827	0.006870	2/27/2018	GT	13496	1	1	0	15	0	Yes	3	0	0	0	0	0	0
152073E	KNO	CUOH	VINE ST	4087	4087	0.006099	2/27/2018	GT	1431	2	1	1	10	1	Yes	2	0	0	0	0	0	0
153612U	KNO	CUOH	SR 661	4125	4125	0.005998	2/27/2018	GT	2693	1	0	1	10	1	Yes	2	0	0	0	0	0	0
152077G	KNO	CUOH	MADISON ST	4262	4262	0.005505	2/27/2018	FL	618	2	1	1	10	2	Yes	2	0	0	0	0	0	0
152062S	KNO	CUOH	SYCAMORE RD	4422	4420	0.004812	2/27/2018	GT	421	2	0	2	10	1	Yes	2	0	0	0	0	0	0
152056N	KNO	CUOH	ARRINGTON ROA	4459	4457	0.004663	2/27/2018	XB	201	1	0	1	10	1	Yes	2	0	0	0	0	0	0
152063Y	KNO	CUOH	RANGE LINE RD	4585	4583	0.003978	2/27/2018	XB	128	1	0	1	10	1	Yes	2	0	0	0	0	0	0
152064F	KNO	CUOH	BLACKJACK RD	4640	4638	0.003696	2/27/2018	XB	104	1	0	1	10	1	Yes	2	0	0	0	0	0	0
152058C	KNO	CUOH	SHORT RD	4833	4831	0.001729	2/27/2018	XB	63	1	0	1	10	1	No	2	0	0	0	0	0	0
515216F	KNO	CQFZ	VINE ST	5102	5102	0.000286	2/27/2018	XB	2422	0	0	0	15	0	Yes	2	0	0	0	0	0	0
515215Y	KNO	CQFZ	GAMBIER ST	5103	5103	0.000286	2/27/2018	XB	2809	0	0	0	15	0	Yes	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
919866E	KNO	CUOH	PROGRESS DR	5609	5609	0.000146	2/27/2018	XB	25	0	0	0	5	0	No	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

PUCO Crossing Rankings

Rank is based on inverse ordinal sort of DOT Accident Prediction value. Only Open, Public, At-Grade crossings are included in this query. Accident data is five entire consecutive years of data starting from the date of calculation (ACPD DATE).

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
528002B	MAD	NS	MAIN ST	35	35	0.083545	2/27/2018	GT	3802	18	2	6	35	1	Yes	2	2	0	0	1	1	0
525120T	MAD	NS	PLAINCITY-GEOR	133	133	0.056223	2/27/2018	GT	7470	18	2	6	50	1	Yes	2	1	0	0	1	0	0
527996S	MAD	NS	HIGH ST	473	473	0.026832	2/27/2018	GT	8780	18	2	6	35	1	Yes	4	0	0	0	0	0	0
525141L	MAD	NS	MAPLE ST	654	654	0.022991	2/27/2018	GT	4019	18	2	6	35	3	Yes	2	0	0	0	0	0	0
525142T	MAD	NS	WALNUT ST	1004	1004	0.018490	2/27/2018	GT	2587	18	2	6	35	2	Yes	2	0	0	0	0	0	0
513306X	MAD	CSX	PLAIN-CITY-DUBLI	1009	1009	0.018439	2/27/2018	GT	8854	11	3	4	50	1	Yes	2	0	0	0	0	0	0
528001U	MAD	NS	OAK ST	1338	1338	0.015593	2/27/2018	GT	2126	18	2	6	35	1	Yes	2	0	0	0	0	0	0
527997Y	MAD	NS	MADISON RD	1432	1432	0.014884	2/27/2018	GT	1759	18	2	6	35	1	Yes	2	0	0	0	0	0	0
525139K	MAD	NS	SPRING VALLEY R	1567	1567	0.013986	2/27/2018	GT	1369	18	2	6	50	1	Yes	2	0	0	0	0	0	0
151890D	MAD	IORY	N LONDON ST	2103	2103	0.011972	2/27/2018	GT	5555	4	2	1	40	1	Yes	3	0	0	0	0	0	0
258828T	MAD	IORY	SR 41	2323	2323	0.011202	2/27/2018	GT	1470	7	0	6	25	1	Yes	2	0	0	0	0	0	0
525135H	MAD	NS	GLADE RUN RD	2736	2736	0.009959	2/27/2018	GT	364	18	2	6	50	1	Yes	2	0	0	0	0	0	0
151889J	MAD	IORY	HIGH ST	2789	2789	0.009813	2/27/2018	XB	237	4	2	1	40	2	Yes	2	0	0	0	0	0	0
527993W	MAD	NS	ROBERTS MILL RD	3081	3081	0.009038	2/27/2018	GT	252	18	2	6	50	1	Yes	2	0	0	0	0	0	0
525133U	MAD	NS	GREGG RD	3211	3211	0.008728	2/27/2018	GT	221	18	2	6	50	1	Yes	2	0	0	0	0	0	0
518938X	MAD	CAMY	OLMSTEAD RD	3257	3257	0.008615	2/27/2018	XB	403	2	0	2	15	1	Yes	2	0	0	0	0	0	0
518942M	MAD	CAMY	WEST JEFFERSO	3418	3418	0.008139	2/27/2018	GT	1026	2	0	2	15	3	Yes	2	0	0	0	0	0	0
527992P	MAD	NS	DAVIS RD	3752	3752	0.007070	2/27/2018	GT	101	18	2	6	50	1	Yes	2	0	0	0	0	0	0
258832H	MAD	IORY	MAIN ST	4023	4023	0.006282	2/27/2018	GT	440	4	0	3	25	1	Yes	2	0	0	0	0	0	0
525143A	MAD	NS	MAIN ST	4081	4081	0.006119	2/27/2018	GT	4283	2	2	0	15	1	Yes	2	0	0	0	0	0	0
525145N	MAD	NS	MADISON RD	4346	4344	0.005145	2/27/2018	FL	1347	2	2	0	15	1	Yes	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
525144G	MAD	NS	S OAK ST	4356	4354	0.005107	2/27/2018	FL	1321	2	2	0	15	1	Yes	2	0	0	0	0	0	0
525146V	MAD	NS	CHERRY ST	4689	4687	0.003320	2/27/2018	FL	427	2	2	0	15	1	Yes	2	0	0	0	0	0	0
151891K	MAD	IORY	SCHADEL RD	5216	5216	0.000283	2/27/2018	GT	391	0	0	0	40	1	No	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

PUCO Crossing Rankings

Rank is based on inverse ordinal sort of DOT Accident Prediction value. Only Open, Public, At-Grade crossings are included in this query. Accident data is five entire consecutive years of data starting from the date of calculation (ACPD DATE).

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
481539C	MAR	NS	FAIRGROUND ST	53	53	0.074720	2/27/2018	GT	1862	34	2	16	30	5	Yes	2	1	1	0	0	0	0
481538V	MAR	NS	SILVER ST	72	72	0.070459	2/27/2018	GT	3499	34	2	16	30	3	Yes	2	1	0	0	0	0	1
518415T	MAR	CSX	CENTER STREET	104	104	0.062860	2/27/2018	GT	5480	24	5	9	30	2	Yes	2	1	0	0	1	0	0
481540W	MAR	NS	MARION WILLIAMS	139	139	0.054940	2/27/2018	GT	1495	28	0	14	60	2	Yes	2	1	0	0	0	0	1
481526B	MAR	NS	SOMERLOT-HOFF	156	156	0.048936	2/27/2018	GT	1163	28	0	14	60	1	Yes	2	1	1	0	0	0	0
518417G	MAR	CSX	OAK ST	164	164	0.047808	2/27/2018	GT	1811	20	1	9	30	1	Yes	2	1	1	0	0	0	0
262067E	MAR	CSX	MARION-WILLIAM	165	165	0.047665	2/27/2018	XB	3206	2	0	2	10	0	Yes	2	1	0	1	0	0	0
518422D	MAR	CSX	N STATE ST	220	220	0.039698	2/27/2018	GT	496	20	1	9	30	1	Yes	2	1	1	0	0	0	0
262076D	MAR	CSX	N STATE ST	221	221	0.039609	2/27/2018	GT	488	20	1	9	30	1	Yes	2	1	0	0	0	0	1
481533L	MAR	NS	DARIUS	310	310	0.033251	2/27/2018	GT	1169	13	4		30	2	Yes	2	1	0	0	0	1	0
481536G	MAR	NS	W CENTER ST	334	334	0.032005	2/27/2018	GT	9831	34	2	16	30	2	Yes	2	0	0	0	0	0	0
262079Y	MAR	CSX	MAIN ST	373	373	0.030154	2/27/2018	GT	11046	20	1	9	30	1	Yes	4	0	0	0	0	0	0
262064J	MAR	CSX	POLE LANE RD	381	381	0.029950	2/27/2018	GT	5998	20	1	9	60	4	Yes	2	0	0	0	0	0	0
518421W	MAR	CSX	MAIN ST	391	391	0.029610	2/27/2018	GT	10080	20	1	9	30	1	Yes	4	0	0	0	0	0	0
481532E	MAR	NS	BELLEFONTAINE	394	394	0.029494	2/27/2018	GT	6483	34	2	16	30	2	Yes	2	0	0	0	0	0	0
481541D	MAR	NS	MAIN ST	409	409	0.028989	2/27/2018	GT	7823	28	0	14	60	2	Yes	2	0	0	0	0	0	0
481531X	MAR	NS	MARION-MARYSVI	414	414	0.028834	2/27/2018	GT	5793	34	2	16	35	2	Yes	2	0	0	0	0	0	0
228721J	MAR	CSX	W CENTER ST	528	528	0.025472	2/27/2018	GT	9843	18	2	7	30	2	Yes	2	0	0	0	0	0	0
261540P	MAR	CSX	KENTON AVE	561	561	0.024858	2/27/2018	GT	4032	30	4	11	30	2	Yes	2	0	0	0	0	0	0
228722R	MAR	CSX	SILVER ST	563	563	0.024811	2/27/2018	GT	3114	18	2	7	30	4	Yes	2	0	0	0	0	0	0
262074P	MAR	CSX	N GREENWOOD S	622	622	0.023570	2/27/2018	GT	8914	20	1	9	30	1	Yes	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
518424S	MAR	CSX	N GREENWOOD S	633	633	0.023324	2/27/2018	GT	8499	20	1	9	30	1	Yes	2	0	0	0	0	0	0
481515N	MAR	NS	PROSPECT-MT VE	672	672	0.022668	2/27/2018	GT	2290	30	2	14	60	2	Yes	2	0	0	0	0	0	0
262073H	MAR	CSX	JEFFERSON ST	692	692	0.022273	2/27/2018	GT	4128	20	1	9	30	2	Yes	2	0	0	0	0	0	0
228713S	MAR	CSX	MARION-MARYSVI	727	727	0.021775	2/27/2018	GT	7530	14	2	5	50	2	Yes	2	0	0	0	0	0	0
228717U	MAR	CSX	BELLEFONTAINE	775	775	0.021034	2/27/2018	GT	6460	14	2	5	30	2	Yes	2	0	0	0	0	0	0
518413E	MAR	CSX	CAMPBELL RD	786	786	0.020865	2/27/2018	GT	2575	24	5	9	30	2	Yes	2	0	0	0	0	0	0
262069T	MAR	CSX	MADISON AVE	790	790	0.020824	2/27/2018	GT	3063	20	1	9	30	2	Yes	2	0	0	0	0	0	0
228714Y	MAR	CSX	BARKS ROAD	792	792	0.020811	2/27/2018	GT	6164	14	2	5	50	2	Yes	2	0	0	0	0	0	0
481529W	MAR	NS	MARION CARDING	878	878	0.019727	2/27/2018	GT	2222	28	0	14	60	1	Yes	2	0	0	0	0	0	0
518410J	MAR	CSX	PROSPECT-UPPE	879	879	0.019722	2/27/2018	GT	2870	25	0	11	60	1	Yes	2	0	0	0	0	0	0
228723X	MAR	CSX	W FAIRGROUND S	910	910	0.019397	2/27/2018	GT	2900	18	2	7	30	2	Yes	2	0	0	0	0	0	0
518398E	MAR	CSX	SR 95	955	955	0.018881	2/27/2018	GT	2260	25	0	12	60	1	Yes	2	0	0	0	0	0	0
262062V	MAR	CSX	COLUMBUS SAND	987	987	0.018615	2/27/2018	GT	3320	19	2	9	60	1	Yes	2	0	0	0	0	0	0
481542K	MAR	NS	LIKENS RD	1000	1000	0.018520	2/27/2018	GT	1014	28	0	14	60	2	Yes	2	0	0	0	0	0	0
481525U	MAR	NS	OWENS RD	1046	1046	0.018072	2/27/2018	GT	1528	28	0	14	60	1	Yes	2	0	0	0	0	0	0
228718B	MAR	CSX	DARIUS ST	1111	1111	0.017325	2/27/2018	GT	1006	14	2	5	30	4	Yes	2	0	0	0	0	0	0
228726T	MAR	CSX	HILLMAN-FORD R	1136	1136	0.017112	2/27/2018	GT	1020	18	2	7	50	3	Yes	2	0	0	0	0	0	0
481544Y	MAR	NS	LINN HIPSHER RD	1148	1148	0.017017	2/27/2018	GT	710	28	0	14	60	2	Yes	2	0	0	0	0	0	0
262070M	MAR	CSX	BARNHART STRE	1152	1152	0.016973	2/27/2018	GT	1279	20	1	9	30	2	Yes	2	0	0	0	0	0	0
481520K	MAR	NS	BETHLEHEM RD	1326	1326	0.015677	2/27/2018	GT	846	28	0	14	60	1	Yes	2	0	0	0	0	0	0
518390A	MAR	CSX	HIGH ST	1385	1385	0.015242	2/27/2018	GT	926	25	0	12	60	1	Yes	2	0	0	0	0	0	0
228729N	MAR	CSX	KENTON-GALION	1398	1398	0.015104	2/27/2018	GT	1020	18	2	7	40	2	Yes	2	0	0	0	0	0	0
481516V	MAR	NS	MAIN ST	1415	1415	0.015003	2/27/2018	GT	253	28	0	14	60	3	Yes	2	0	0	0	0	0	0
518391G	MAR	CSX	SECTION LINE ST	1418	1418	0.014997	2/27/2018	GT	867	25	0	12	60	1	Yes	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
228704T	MAR	CSX	EAST WATER STR	1462	1462	0.014629	2/27/2018	GT	2346	14	3	5	50	1	Yes	2	0	0	0	0	0	0
228712K	MAR	CSX	SOMERLOT-HOFF	1616	1616	0.013781	2/27/2018	GT	1104	14	2	5	50	2	No	2	0	0	0	0	0	0
262068L	MAR	CSX	FAIRGROUND RD	1629	1629	0.013730	2/27/2018	XB	5925	2	0	0	10	0	Yes	2	0	0	0	0	0	0
518396R	MAR	CSX	MAIN ST	1653	1653	0.013646	2/27/2018	FL	571	25	0	12	60	1	Yes	2	0	0	0	0	0	0
262055K	MAR	CSX	MAIN ST	1658	1658	0.013636	2/27/2018	GT	923	19	0	9	60	1	Yes	2	0	0	0	0	0	0
913045E	MAR	CSX	EAST HARDING HI	1682	1682	0.013527	2/27/2018	GT	9580	18	18	0	15	1	Yes	2	0	0	0	0	0	0
262083N	MAR	CSX	OAK ST	1740	1740	0.013279	2/27/2018	GT	789	20	1	9	30	1	Yes	2	0	0	0	0	0	0
518387S	MAR	CSX	LARUE-MOUNT VI	1749	1749	0.013247	2/27/2018	GT	527	25	0	12	60	1	Yes	2	0	0	0	0	0	0
518389F	MAR	CSX	FRONT ST	1820	1820	0.012999	2/27/2018	GT	489	25	0	12	60	1	Yes	2	0	0	0	0	0	0
262056S	MAR	CSX	HIGH ST	1874	1874	0.012773	2/27/2018	GT	712	19	0	9	60	1	Yes	2	0	0	0	0	0	0
228733D	MAR	CSX	WEST NEFF ST	1949	1949	0.012521	2/27/2018	GT	806	18	2	7	50	1	Yes	2	0	0	0	0	0	0
481522Y	MAR	NS	NEWMANS-CARDI	1977	1977	0.012424	2/27/2018	GT	311	30	2	14	60	1	Yes	2	0	0	0	0	0	0
262045E	MAR	CSX	IBERIA-BUCYRUS	2019	2019	0.012263	2/27/2018	GT	570	19	0	10	60	1	Yes	2	0	0	0	0	0	0
481518J	MAR	NS	KLINGEL RD	2043	2043	0.012157	2/27/2018	GT	306	28	0	14	60	1	Yes	2	0	0	0	0	0	0
518419V	MAR	CSX	PROSPECT ST	2049	2049	0.012146	2/27/2018	FL	536	20	1	9	30	1	Yes	2	0	0	0	0	0	0
262080T	MAR	CSX	PROSPECT ST	2146	2146	0.011807	2/27/2018	GT	497	20	1	9	30	1	Yes	2	0	0	0	0	0	0
228732W	MAR	CSX	SOUTH EAST ST	2173	2173	0.011702	2/27/2018	GT	370	18	2	7	50	2	Yes	2	0	0	0	0	0	0
481546M	MAR	NS	MARSEILLES-GALI	2222	2222	0.011567	2/27/2018	GT	252	28	0	14	60	1	Yes	2	0	0	0	0	0	0
262053W	MAR	CSX	WATER ST	2249	2249	0.011499	2/27/2018	GT	472	19	0	9	60	1	Yes	2	0	0	0	0	0	0
262048A	MAR	CSX	MARTEL ROAD	2251	2251	0.011496	2/27/2018	GT	711	16	8	6	60	1	Yes	2	0	0	0	0	0	0
228734K	MAR	CSX	CENTER ST	2306	2306	0.011270	2/27/2018	XB	58	10	1	5	50	1	Yes	1	0	0	0	0	0	0
481524M	MAR	NS	BENZLER-LUST R	2313	2313	0.011247	2/27/2018	GT	226	28	0	14	60	1	Yes	2	0	0	0	0	0	0
518407B	MAR	CSX	ESPYVILLE RD	2324	2324	0.011200	2/27/2018	GT	273	25	0	12	60	1	Yes	2	0	0	0	0	0	0
481548B	MAR	NS	MORRAL-KIRKPAT	2360	2360	0.011116	2/27/2018	GT	216	28	0	14	60	1	Yes	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
262050B	MAR	CSX	LINN-HIPSHER RD	2378	2378	0.011046	2/27/2018	GT	404	19	0	9	60	1	Yes	2	0	0	0	0	0	0
481521S	MAR	NS	WOLFINGER RD	2434	2434	0.010877	2/27/2018	GT	182	40	0	20	60	1	Yes	1	0	0	0	0	0	0
228705A	MAR	CSX	BETHLEHEM RD	2440	2440	0.010870	2/27/2018	GT	728	14	2	5	50	1	Yes	2	0	0	0	0	0	0
228730H	MAR	CSX	IRVIN SHOOTS RD	2458	2458	0.010815	2/27/2018	GT	456	18	2	7	50	1	Yes	2	0	0	0	0	0	0
228707N	MAR	CSX	NEWMANS CARDI	2466	2466	0.010800	2/27/2018	GT	710	14	2	5	50	1	Yes	2	0	0	0	0	0	0
228735S	MAR	CSX	MILL ST	2472	2472	0.010775	2/27/2018	XB	24	18	2	7	50	1	Yes	1	0	0	0	0	0	0
481550C	MAR	NS	CRAWFORD-MARI	2582	2582	0.010445	2/27/2018	GT	170	28	0	14	60	1	Yes	2	0	0	0	0	0	0
262057Y	MAR	CSX	NESBITT RD	2653	2653	0.010187	2/27/2018	GT	296	19	0	9	60	1	Yes	2	0	0	0	0	0	0
518392N	MAR	CSX	DRY LANE RD	2687	2687	0.010078	2/27/2018	GT	182	25	0	12	60	1	Yes	2	0	0	0	0	0	0
518393V	MAR	CSX	DECLIFF RD	2812	2812	0.009743	2/27/2018	GT	160	25	0	12	60	1	Yes	2	0	0	0	0	0	0
481547U	MAR	NS	TOBIAS RD	2825	2825	0.009716	2/27/2018	GT	209	28	0	14	60	1	Yes	1	0	0	0	0	0	0
228731P	MAR	CSX	MARSEILLES-GALI	3101	3101	0.008994	2/27/2018	GT	226	18	2	7	50	1	Yes	2	0	0	0	0	0	0
917022L	MAR	NS	KELLOGG PKWY	3143	3143	0.008894	2/27/2018	XB	1559	2	2	0	10	0	Yes	2	0	0	0	0	0	0
518420P	MAR	CSX	ALLEY	3166	3166	0.008841	2/27/2018	XB	16	20	1	9	30	1	Yes	1	0	0	0	0	0	0
262047T	MAR	CSX	MARSEILLES GALI	3209	3209	0.008740	2/27/2018	GT	211	16	2	8	60	1	Yes	2	0	0	0	0	0	0
481545F	MAR	NS	LUCAS RD	3317	3317	0.008455	2/27/2018	GT	74	28	0	14	60	2	Yes	1	0	0	0	0	0	0
518385D	MAR	CSX	MARION HARDIN	3340	3340	0.008388	2/27/2018	GT	91	25	0	12	60	1	Yes	2	0	0	0	0	0	0
518397X	MAR	CSX	CAREY ST	3374	3374	0.008287	2/27/2018	GT	87	25	0	12	60	1	Yes	2	0	0	0	0	0	0
518388Y	MAR	CSX	WINNEMAC PIKE	3481	3481	0.007963	2/27/2018	XB	22	25	0	12	60	1	No	2	0	0	0	0	0	0
262049G	MAR	CSX	EMAHISER RD	3619	3619	0.007529	2/27/2018	GT	154	19	1	9	60	1	Yes	1	0	0	0	0	0	0
228703L	MAR	CSX	PARK ST	3681	3681	0.007352	2/27/2018	GT	150	14	3	6	50	1	Yes	2	0	0	0	0	0	0
262046L	MAR	CSX	MORRAL-KIRKPAT	3774	3774	0.007007	2/27/2018	GT	111	19	0	10	60	1	Yes	1	0	0	0	0	0	0
262063C	MAR	CSX	MARION-WILLIAM	4085	4085	0.006104	2/27/2018	GT	44	19	0	9	60	1	Yes	2	0	0	0	0	0	0
482033S	MAR	NS	LEADER ST	4604	4602	0.003862	2/27/2018	XB	46	4	4	0	30		Yes	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
938224S	MAR	CSX	EAST WATER STR	5539	5539	0.000244	2/27/2018	NONE	2346	0	0	0	10		Yes	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

PUCO Crossing Rankings

Rank is based on inverse ordinal sort of DOT Accident Prediction value. Only Open, Public, At-Grade crossings are included in this query. Accident data is five entire consecutive years of data starting from the date of calculation (ACPD DATE).

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
518329W	MRW	CSX	CAMPBELL RD	251	251	0.036880	2/27/2018	XB	177	3	0	2	60	1	Yes	2	1	0	1	0	0	0
262043R	MRW	CSX	KEIFFER RD	335	335	0.031979	2/27/2018	GT	113	17	0	8	60	1	Yes	2	1	0	0	1	0	0
518317C	MRW	CSX	MAIN ST	954	954	0.018889	2/27/2018	GT	6091	14	1	6	60	1	Yes	2	0	0	0	0	0	0
518341D	MRW	CSX	SR 288	1397	1397	0.015117	2/27/2018	GT	3410	11	0	5	60	1	Yes	2	0	0	0	0	0	0
518340W	MRW	CSX	SR 61	1405	1405	0.015062	2/27/2018	GT	3360	11	0	5	60	1	Yes	2	0	0	0	0	0	0
518324M	MRW	CSX	HIGH ST	1413	1413	0.015027	2/27/2018	GT	4897	6	1	3	60	2	Yes	2	0	0	0	0	0	0
518318J	MRW	CSX	MARION ST	1457	1457	0.014637	2/27/2018	GT	2743	12	1	5	60	1	Yes	2	0	0	0	0	0	0
518323F	MRW	CSX	NEWCOMER RD	1536	1536	0.014154	2/27/2018	XB	243	5	0	3	60	1	Yes	2	0	0	0	0	0	0
518313A	MRW	CSX	HUNT RD	1698	1698	0.013441	2/27/2018	XB	68	12	1	5	60	1	Yes	2	0	0	0	0	0	0
518332E	MRW	CSX	CABINTOWN RD	1759	1759	0.013215	2/27/2018	XB	234	5	1	2	60	1	Yes	2	0	0	0	0	0	0
518320K	MRW	CSX	BURR RD	1782	1782	0.013120	2/27/2018	XB	191	5	0	3	60	1	Yes	2	0	0	0	0	0	0
518308D	MRW	CSX	SHOEMAKER RD	1849	1849	0.012856	2/27/2018	XB	131	6	0	4	60	1	Yes	2	0	0	0	0	0	0
518321S	MRW	CSX	CURTIS RD	1995	1995	0.012358	2/27/2018	XB	158	6	1	2	60	1	Yes	2	0	0	0	0	0	0
518311L	MRW	CSX	WALDO-FULTON R	1998	1998	0.012345	2/27/2018	XB	189	5	1	2	60	1	Yes	2	0	0	0	0	0	0
518309K	MRW	CSX	WESTFIELD-FULT	2029	2029	0.012218	2/27/2018	XB	183	5	1	2	60	1	Yes	2	0	0	0	0	0	0
518338V	MRW	CSX	WEST POINT-BEL	2153	2153	0.011761	2/27/2018	GT	418	22	1	10	60	1	Yes	2	0	0	0	0	0	0
518322Y	MRW	CSX	OLDS RD	2241	2241	0.011517	2/27/2018	XB	106	6	1	3	60	1	Yes	2	0	0	0	0	0	0
518326B	MRW	CSX	N BOUNDARY ST	2570	2570	0.010472	2/27/2018	FL	1309	7	1	3	60	1	Yes	2	0	0	0	0	0	0
518339C	MRW	CSX	MAIN ST	2671	2671	0.010130	2/27/2018	GT	707	11	0	5	60	1	Yes	2	0	0	0	0	0	0
518325U	MRW	CSX	STATE ST	2732	2732	0.009968	2/27/2018	FL	395	11	0	5	60	2	Yes	2	0	0	0	0	0	0
518342K	MRW	CSX	HUNTER RD	2805	2805	0.009753	2/27/2018	GT	307	18	1	7	60	1	Yes	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
518319R	MRW	CSX	WILLIAMS ST	2902	2902	0.009531	2/27/2018	GT	514	12	1	5	60	1	Yes	2	0	0	0	0	0	0
518327H	MRW	CSX	BINGHAM RD	2909	2909	0.009524	2/27/2018	GT	559	11	0	5	60	1	Yes	2	0	0	0	0	0	0
262044X	MRW	CSX	HUNTER RD	2946	2946	0.009414	2/27/2018	GT	206	19	0	10	60	1	Yes	2	0	0	0	0	0	0
518336G	MRW	CSX	MARION-JOHNSVI	3147	3147	0.008882	2/27/2018	GT	278	17	0	5	60	1	Yes	2	0	0	0	0	0	0
518343S	MRW	CSX	BLOOMINGROVE-	3152	3152	0.008869	2/27/2018	GT	1978	4	0	2	60	1	Yes	2	0	0	0	0	0	0
518307W	MRW	CSX	PROSPECT-MT VE	3230	3230	0.008660	2/27/2018	GT	358	12	1	5	60	1	Yes	2	0	0	0	0	0	0
518315N	MRW	CSX	THIRD ST	3629	3629	0.007504	2/27/2018	GT	210	12	1	5	60	1	Yes	2	0	0	0	0	0	0
518316V	MRW	CSX	NEW ST	3672	3672	0.007376	2/27/2018	GT	197	12	1	5	60	1	Yes	2	0	0	0	0	0	0
518312T	MRW	CSX	WALDO-FULTON-	3850	3850	0.006789	2/27/2018	GT	334	7	1	3	60	1	Yes	2	0	0	0	0	0	0
518334T	MRW	CSX	MT GILEAD-IBERIA	3959	3959	0.006472	2/27/2018	GT	327	6	1	3	60	1	Yes	2	0	0	0	0	0	0
515220V	MRW	CSX	WESTVIEW DR	5324	5324	0.000276	2/27/2018	XB	1000	0	0	0	10	0	Yes	2	0	0	0	0	0	0
515223R	MRW	CSX	MARION ST	5657	5657	0.000114	2/27/2018	FL	3390	0	0	0	10	1	Yes	2	0	0	0	0	0	0
515221C	MRW	CSX	HIGH ST	5731	5731	0.000094	2/27/2018	FL	10196	0	0	0	10	0	Yes	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

PUCO Crossing Rankings

Rank is based on inverse ordinal sort of DOT Accident Prediction value. Only Open, Public, At-Grade crossings are included in this query. Accident data is five entire consecutive years of data starting from the date of calculation (ACPD DATE).

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
481416R	PIC	NS	S COURT ST	173	173	0.046321	2/27/2018	GT	8254	33	7	13	25	5	Yes	4	0	0	0	0	0	0
481418E	PIC	NS	W OHIO ST	210	210	0.041832	2/27/2018	GT	217	32	6	13	25	2	Yes	2	1	0	1	0	0	0
481424H	PIC	NS	MAIN ST	225	225	0.039166	2/27/2018	GT	13328	32	6	13	25	3	Yes	3	0	0	0	0	0	0
481415J	PIC	NS	S PICKAWAY ST	329	329	0.032223	2/27/2018	GT	4250	33	7	13	25	4	Yes	2	0	0	0	0	0	0
481421M	PIC	NS	W MOUND ST	383	383	0.029925	2/27/2018	GT	3000	32	6	13	25	4	Yes	2	0	0	0	0	0	0
481430L	PIC	NS	MAIN ST	534	534	0.025398	2/27/2018	GT	5080	25	1	12	40	2	Yes	2	0	0	0	0	0	0
481426W	PIC	NS	W HIGH ST	546	546	0.025134	2/27/2018	GT	2463	28	2	13	25	3	Yes	2	0	0	0	0	0	0
481433G	PIC	NS	PICKAWAY RD	593	593	0.024290	2/27/2018	GT	4128	25	1	12	60	2	Yes	2	0	0	0	0	0	0
481414C	PIC	NS	S WASHINGTON S	599	599	0.024126	2/27/2018	GT	1034	33	7	13	25	4	Yes	2	0	0	0	0	0	0
481431T	PIC	NS	MADISON AVE	791	791	0.020822	2/27/2018	GT	1235	25	1	12	40	3	Yes	2	0	0	0	0	0	0
481417X	PIC	NS	S SCIOTO ST	929	929	0.019101	2/27/2018	GT	1058	32	6	13	25	2	Yes	2	0	0	0	0	0	0
481413V	PIC	NS	CLINTON ST	1058	1058	0.017903	2/27/2018	GT	466	33	7	13	25	3	Yes	2	0	0	0	0	0	0
481432A	PIC	NS	STATION STREET	1235	1235	0.016320	2/27/2018	GT	733	25	1	12	40	2	Yes	2	0	0	0	0	0	0
481409F	PIC	NS	EMERSON RD	1868	1868	0.012793	2/27/2018	GT	286	24	0	12	60	2	Yes	2	0	0	0	0	0	0
482021X	PIC	NS	S SCIOTO ST	1980	1980	0.012416	2/27/2018	XB	1439	6	6	0	10	0	Yes	2	0	0	0	0	0	0
151879D	PIC	IORY	LONDON RD	2445	2445	0.010847	2/27/2018	FL	2090	4	2	1	40	2	Yes	2	0	0	0	0	0	0
482022E	PIC	NS	W OHIO ST	2638	2638	0.010228	2/27/2018	XB	396	12	12	0	10	1	Yes	2	0	0	0	0	0	0
514837X	PIC	NS	S WASHINGTON S	2929	2929	0.009448	2/27/2018	XB	3738	1	1		10	1	Yes	2	0	0	0	0	0	0
481419L	PIC	NS	W MILL ST	3444	3444	0.008061	2/27/2018	FL	57	32	6	13	25	2	Yes	2	0	0	0	0	0	0
514840F	PIC	NS	E. OHIO ST	3716	3716	0.007206	2/27/2018	XB	1672	1	1	0	10	1	Yes	2	0	0	0	0	0	0
514839L	PIC	NS	S PICKAWAY ST	3787	3787	0.006983	2/27/2018	XB	1525	1	1		10	1	Yes	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
151881E	PIC	IORY	RENICK RD	3893	3893	0.006627	2/27/2018	XB	74	4	2	1	40	1	Yes	2	0	0	0	0	0	0
151880X	PIC	IORY	GREENBRIER ST	4469	4467	0.004608	2/27/2018	XB	26	4	2	1	40	1	Yes	2	0	0	0	0	0	0
151872F	PIC	IORY	RAILROAD ST	4503	4501	0.004414	2/27/2018	XB	23	4	2	1	40	1	Yes	1	0	0	0	0	0	0
151878W	PIC	IORY	BALLAH ROAD	4622	4620	0.003751	2/27/2018	GT	1480	1	0	0	40	1	Yes	2	0	0	0	0	0	0
514838E	PIC	NS	E CORWIN ST	4684	4682	0.003388	2/27/2018	XB	193	1	1		10	1	Yes	2	0	0	0	0	0	0
482018P	PIC	NS	E HUSTON RD	4821	4819	0.001996	2/27/2018	XB	111	2	2	0	10	1	No	2	0	0	0	0	0	0
514843B	PIC	NS	HARRISON ST	5327	5327	0.000276	2/27/2018	XB	1320	0	0		10	1	Yes	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

PUCO Crossing Rankings

Rank is based on inverse ordinal sort of DOT Accident Prediction value. Only Open, Public, At-Grade crossings are included in this query. Accident data is five entire consecutive years of data starting from the date of calculation (ACPD DATE).

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
513823L	UNI	CSX	RAYMOND RD	171	171	0.046624	2/27/2018	GT	2365	15	0	7	49	1	Yes	2	1	0	0	0	1	0
513830W	UNI	CSX	DELAWARE AVE	450	450	0.027709	2/27/2018	GT	15783	16	2	8	40	1	Yes	3	0	0	0	0	0	0
513827N	UNI	CSX	MAIN ST	454	454	0.027537	2/27/2018	GT	14842	16	2	8	40	2	Yes	2	0	0	0	0	0	0
513832K	UNI	CSX	INDUSTRIAL PKW	753	753	0.021364	2/27/2018	GT	5640	15	0	15	50	1	Yes	2	0	0	0	0	0	0
513303C	UNI	CSX	US 42	788	788	0.020845	2/27/2018	GT	7020	17	4	7	50	1	Yes	2	0	0	0	0	0	0
513825A	UNI	CSX	MAPLE ST	827	827	0.020330	2/27/2018	GT	6180	16	2	8	50	1	Yes	2	0	0	0	0	0	0
513810K	UNI	CSX	SR 739	1181	1181	0.016806	2/27/2018	GT	2750	16	2	8	50	1	Yes	2	0	0	0	0	0	0
513807C	UNI	CSX	SR 347	1301	1301	0.015869	2/27/2018	GT	2170	16	2	8	50	1	Yes	2	0	0	0	0	0	0
513829C	UNI	CSX	CHERRY ST	1310	1310	0.015783	2/27/2018	GT	2122	16	2	8	40	1	Yes	2	0	0	0	0	0	0
513296U	UNI	CSX	FLADT RD	1751	1751	0.013246	2/27/2018	GT	1066	17	4	7	50	1	Yes	2	0	0	0	0	0	0
513300G	UNI	CSX	TAYLOR RD	1756	1756	0.013227	2/27/2018	GT	1060	17	4	7	50	1	Yes	2	0	0	0	0	0	0
513293Y	UNI	CSX	SCOTTSLAWN RD	1888	1888	0.012717	2/27/2018	GT	2441	4	2	1	49	4	Yes	2	0	0	0	0	0	0
513302V	UNI	CSX	CROTINGER RD	2139	2139	0.011833	2/27/2018	GT	684	17	4	7	50	1	Yes	2	0	0	0	0	0	0
513297B	UNI	CSX	Adams Road	2226	2226	0.011562	2/27/2018	GT	625	17	4	7	50	1	Yes	2	0	0	0	0	0	0
513304J	UNI	CSX	CONVERSE RD	2243	2243	0.011514	2/27/2018	GT	615	17	4	7	50	1	Yes	2	0	0	0	0	0	0
513305R	UNI	CSX	WARNER RD	2565	2565	0.010492	2/27/2018	GT	257	17	4	7	50	2	Yes	2	0	0	0	0	0	0
513831D	UNI	CSX	FIFTH ST	2797	2797	0.009782	2/27/2018	GT	1020	6	0	6	40	1	Yes	2	0	0	0	0	0	0
513811S	UNI	CSX	LIBERTY WEST R	3044	3044	0.009130	2/27/2018	GT	287	15	4	7	50	1	Yes	2	0	0	0	0	0	0
513818P	UNI	CSX	DOG LEG RD	3109	3109	0.008974	2/27/2018	GT	233	16	2	8	50	1	Yes	2	0	0	0	0	0	0
513821X	UNI	CSX	DOG LEG RD	3183	3183	0.008806	2/27/2018	GT	217	16	2	8	50	1	Yes	2	0	0	0	0	0	0
513817H	UNI	CSX	WESTLAKE-LEE R	3447	3447	0.008054	2/27/2018	GT	491	6	0	6	50	1	Yes	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

USDOT	County	RR	Crossing Street	RANK	Prev	PUCO ACPD	ACPD Date	WDCL	AADT	TT	TST	DT	SPD	MT	HP	HL	TotAcc	Year 1	Year 2	Year 3	Year 4	Year 5
513802T	UNI	CSX	NEWTON-PERKIN	3485	3485	0.007944	2/27/2018	XB	261	6	0	2	49	1	No	2	0	0	0	0	0	0
513804G	UNI	CSX	LUNDA RD	3494	3494	0.007921	2/27/2018	GT	459	9	1	3	49	1	Yes	2	0	0	0	0	0	0
513805N	UNI	CSX	MORSE RD	3566	3566	0.007693	2/27/2018	XB	95	4	0	1	49	1	Yes	2	0	0	0	0	0	0
513819W	UNI	CSX	BARKER ROAD	3568	3568	0.007692	2/27/2018	GT	131	16	2	8	50	1	Yes	2	0	0	0	0	0	0
513806V	UNI	CSX	HOOVER-BAULT R	3728	3728	0.007150	2/27/2018	GT	100	16	2	8	50	1	Yes	2	0	0	0	0	0	0
513801L	UNI	CSX	DAVIS RD	3741	3741	0.007110	2/27/2018	XB	226	5	0	2	49	1	No	2	0	0	0	0	0	0
513814M	UNI	CSX	PAVER-BARNES	3837	3837	0.006838	2/27/2018	GT	268	6	0	6	50	1	Yes	2	0	0	0	0	0	0
513815U	UNI	CSX	SHIRK ROAD	4645	4643	0.003641	2/27/2018	GT	225	2	1	1	49	1	Yes	2	0	0	0	0	0	0
262137S	UNI	CSX	JOHNSON RD	5121	5121	0.000286	2/27/2018	XB	1180	0	0	0	15	1	Yes	2	0	0	0	0	0	0
262126E	UNI	CSX	BEAR SWAMP RD	5122	5122	0.000286	2/27/2018	XB	806	0	0	0	15	1	Yes	2	0	0	0	0	0	0
903791K	UNI	CSX	RAYMOND RD	5279	5279	0.000276	2/27/2018	XB	1953	0	0	0	10		Yes	2	0	0	0	0	0	0

IMPORTANT: Rank and Accident Prediction Values are only ONE factor used to evaluate grade crossings. The rank does not take into account line-of-sight issues or other environmental factors. Key: TT - Total Trains, TST - Total Switch Trains, DT - Day Thru Trains, SPD - Max Time Table Speed, MT - Main Tracks, HP - Hwy Paved, HL - Hwy Lanes.

Thursday, March 01, 2018

This page intentionally left blank.

CORPO

Section 6B of CORPO 2018 - 2040 Transportation Plan - Bridge Conditions

6.0 APPENDICES



Inventory of Bridge Conditions

Similarly to rail crossings, bridges can present significant safety challenges. As mentioned in section 3.0 of each county section of the CORPO transportation plan, CORPO, utilizing data from ODOT mapped bridge conditions in each of the CORPO member counties. This helps local governments determine which bridges to make a priority in terms of maintenance and safety.

The following pages include the list of bridges and condition ratings for all seven of the CORPO member counties. The list also includes the structural file number (ODOT), county, feature the bridge traverses, location, year built, last inspection date and finally the rating for each bridge.

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2331209	FAI	TURKEY RUN(MARBURGER RD S	TURKEY RUN	7/1/1900	4/28/2017	Fair
2331276	FAI	TURKEY RUN	0.5 MI SOUTH OF SR-188	7/1/2000	4/24/2017	Good
2332302	FAI	T WALNUT CREEK (C.R. 6)	0.1 MI N OF LITHOPOLIS	7/1/1939	11/27/2017	Good
2331284	FAI	LITTLE WALNUT CREEK	2.7 MI N OF S.R. 188	7/1/1989	4/24/2017	Fair
2331993	FAI	T CHERRY RUN(CEDAR HILLR)	0.3 MI N OF S.R. 188	7/1/1993	4/24/2017	Fair
2331233	FAI	T CHERRY RUN(CEDAR HILL R	0.3 MI S OF S.R. 188	7/1/1919	4/24/2017	Fair
2331683	FAI	T CLEAR CR(CEDARHILL RD)	1.4 MI S OF S.R. 188	7/1/1993	4/24/2017	Fair
2336502	FAI	BRANCH OF POPLAR CREEK	01.9 MI EAST OF CH 20	7/1/1998	11/7/2017	Good
2341123	FAI	SYCAMORE CR(REFUGEE RDNW	0.3 MI E OF TOLLGATE RDNW	7/1/1984	11/3/2017	Good
2342375	FAI	T GEORGES CR	0.8 MI E.OF SR-256	7/1/1999	11/3/2017	Good
2336294	FAI	SALT CREEK(JUSTUS RD SW)	0.75 MI N OF C. R. 75.	7/1/1900	4/26/2017	Fair
2340356	FAI	T SYCAMORE CR(W COLUMBUS	0.05 MI WEST OF S.R.256	7/1/1963	11/6/2017	Fair
2342316	FAI	T WALNUT CR(CANAL RD NE)	1.0 MI E OF S. R. 37	7/1/1941	10/5/2017	Fair
2341530	FAI	WALNUT CR (CANAL RD NE)	0.1 MI E OF C. R. 58	7/1/1990	12/15/2017	Fair
2342286	FAI	T WALNUT CR (CANAL RD NE	0.6 MI W OF LAKE RD NE	7/1/1918	12/15/2017	Fair
2331128	FAI	T SALT CR (C R 12)	AT NORTH EDGE OF TARLTON	7/1/1900	3/30/2017	Fair
2336251	FAI	T SALT CR(SIXTEENTH RD SW	0.8 MI S OF C.R. 75.	7/1/1974	4/27/2017	Good
2331403	FAI	POPLAR CREEK(CR13)	0.4 MI E OF HAVENSPORT RD	7/1/2004	11/17/2017	Good
2341247	FAI	SYCAMORE CR(BASIL WESTRD	0.4 MI W OF C. R. 20	7/1/1987	11/6/2017	Fair
2342219	FAI	T SYCAMORE CR(C. R. 13)	0.2 MI W OF C. R. 20	7/1/1975	11/6/2017	Fair
2330520	FAI	T.WALNUT CR (CR-13)	1.1 MI EAST. OF CR.20	10/1/2011	11/6/2017	Good
2331020	FAI	CLEAR CREEK (C.R. 14)	0.38 MI N OF BOWMAN RD SW	7/1/1973	11/9/2017	Fair
2333066	FAI	DUNKLE RUN (C.R.14)	0.24 MI S OF BOWMAN RD SW	7/1/1994	3/27/2017	Fair
2332817	FAI	HOCKING RV (C.R. 16)	0.3 MI S OF C. R. 39	7/1/1994	11/8/2017	Fair
2330114	FAI	MUDDY PRAIRIE (C.R. 16)	2.0 MI S OF S.R. 188	9/29/2016	3/29/2017	Good
2330016	FAI	T CLEAR CR (C.R.16) AMA01	0.1 S. OF S.R. 188.	7/1/1969	3/29/2017	Fair
2330024	FAI	CLEAR CR (C. R. 16)	0.5 S. OF S.R. 188	7/1/1970	3/29/2017	Good
2330539	FAI	CLEAR CREEK	.5 MILE SOUTH CR.57	7/1/2003	3/29/2017	Good
2332043	FAI	PLEASAN. RD OVR BR WALNUT	0.05 M W-CARR. NORTH. RD	7/1/2002	11/27/2017	Good
2336189	FAI	WALNUT CR (CR 1 7)	0.1 MI E OF STRINGTOWN RD	7/1/1991	12/14/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2338440	FAI	T WALNUT CR (C.R. 17)	AT TWP RD 425 CROSSROAD.	7/1/1990	4/12/2017	Good
2338637	FAI	T WALNUT CR (CO RD 17)	0.1 MI E OF S.R. 37	7/1/1993	4/12/2017	Good
2338718	FAI	T WALNUT CR(P-VILLE RDNE	0.5 MI W OF LEITNAKER RD	7/1/1991	4/12/2017	Fair
2334569	FAI	TRIB. WALNUT CREEK(CR17)	.7 MILES WEST CR44	6/30/2015	10/20/2017	Good
2330946	FAI	T WALNUT CR (CR17)	0.3M E. OF CR36	7/1/2008	10/20/2017	Good
2331969	FAI	T WALNUT CR. (CR17)	0.2 MI E.OF CR. 44	8/30/2010	10/20/2017	Good
2340011	FAI	T LITTLE RUSH CR (CR 17)	0.4 MI W OF S. R. 664	7/1/1975	4/28/2017	Good
2342332	FAI	SYCAMORE CR (HILL RD NW)	1.0 MI S OF S. R. 256	7/1/1975	11/6/2017	Fair
2330547	FAI	CR18 HILL RD	0.3 M S OF US 33 HILLRD	7/1/2004	10/24/2017	Good
2342340	FAI	SYCAMORE CR(HILL RD SOUTH	0.5 MI S OF S. R. 256	7/1/1975	11/2/2017	Fair
2339404	FAI	T RUSHCR(RICHLAND RD NE)	0.1 MI W OF SHAKE RUN RD	7/1/1996	11/13/2017	Good
2330032	FAI	T RUSH CR(RICHLAND RD NE	0.1 MI W OF ELDER RD NE	7/1/1900	4/12/2017	Fair
2339501	FAI	T WALNUT CR(RICHLAND RD)	0.3 MI E OF S. R. 188	7/1/1994	4/12/2017	Fair
2337045	FAI	T RUSH CR(ELDER RD NE)	0.1 MI S OF RICHLAND RDNE	7/1/1900	4/12/2017	Fair
2331756	FAI	T WALNUT CR (CR20)	0.6 MI N.OF CR23	9/15/2010	11/9/2017	Good
2332566	FAI	T WALNUT CR (C.R. 20)	0.9 MI N OF C.R. 23	7/1/1908	11/9/2017	Good
2341085	FAI	T SYCAMORE CREEK	0.8 MI.S.OFREFUGEE ROAD	7/1/1998	11/3/2017	Good
2340720	FAI	T SYCAMORE CR (C.R. 20)	1.1 MI N OF U.S.33	7/1/1993	11/6/2017	Good
2334941	FAI	C0020 W/ SYCAMORE CREEK	0.5 MILE S OF SR204	7/1/2002	11/3/2017	Good
2332477	FAI	T. WALNUT CREEK	0.5 MI. SOUTH. OF US 33	7/1/2007	11/9/2017	Good
2341700	FAI	WALNUT CREEK (C. R. 20)	0.6 MI S OF U. S. 33	7/1/1985	11/9/2017	Fair
2343363	FAI	T WALNUT CR (C.R. 20)	0.4 MI S OF C.R. 23	7/1/1900	11/27/2017	Fair
2341166	FAI	SYCAMORE CR(LOCKVILLE RD	0.2 MI S OF S. R. 256	7/1/1985	11/2/2017	Fair
2330776	FAI	BEALLS RUN (CENTER ST)	0.2 MI S. OF MILNOR RD NW	7/1/2004	11/3/2017	Good
2335042	FAI	T HOCKING RV(CARROLL EAST	0.5 MI W OF S.R. 158	7/1/1900	10/20/2017	Fair
2330003	FAI	T WALNUT CR (CR23)	.1 MI E OF CR20 PICK. RD	8/1/2016	11/8/2017	Good
2332141	FAI	T.Walnut Cr. Winchester	0.6 mi West of US. 33	8/29/2017	11/8/2017	Good
2332353	FAI	T WALNUT CR (C.R. 23)	0.2 MI W OF AMA.NO. RD NW	7/1/1917	11/6/2017	Fair
2335387	FAI	I.O.E. RAILROAD (C.R. 23)	0.1 MI W OF U.S.R. 33	7/1/1930	11/27/2017	Poor
2342987	FAI	TRIBUTARY OF WALNUT CRK	2.0 MILES WEST OF USR-33	7/1/2000	11/8/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2330709	FAI	T. WALNUT CR.(CR23)	0.5 MI W. OF AMA.NO.RD NW	7/1/2007	11/6/2017	Good
2339285	FAI	CLEARCR(CLEARPORT RD SW	0.1 MI N OF JULIAN RD SW	7/1/1987	12/4/2017	Good
2336731	FAI	T MUDDY PRAIRIE RUN (24)	1 MI. SOUTH OF C.R. 55	9/25/2015	12/4/2017	Good
2338084	FAI	CLEAR CREEK	0.1 MI NORTH OF CLRCREEK	7/1/2000	11/28/2017	Good
2337177	FAI	T ARNEY RUN(CROOKS RD SW	0.1 MI S OF T.R. 293	7/1/1948	10/31/2017	Fair
2336669	FAI	ARNEY RUN (CROOKS RD SW)	0.2 MI S OF MEISTER RD SW	7/1/1992	12/4/2017	Good
2330164	FAI	C0028 OVR BRNCH ARNEY RUN	INT. CROOKS/EATON HOLLOW	7/1/2002	12/4/2017	Good
2339056	FAI	T ARNEY RUN(CROOKS RD SW	0.5 MI S OF T. R. 262	7/1/1994	12/4/2017	Good
2330903	FAI	HUNTERS RUN(CR30)	1MI N OF SR188	7/1/2005	10/31/2017	Good
2330490	FAI	CR31 COONPATH RD NW	.326 MILE W. OF 33A NW	7/1/2001	10/3/2017	Good
2334828	FAI	T HOCKING RV	1.0 W OF CR 40	7/1/1998	10/3/2017	Good
2330342	FAI	T WALNUT CR(COONPATH RDNW	0.8 MI W OF U.S.R. 33	7/1/1990	10/3/2017	Fair
2339072	FAI	PLEASANT RUN	1.0 MILE EAST OF OHIO 188	7/1/1999	10/13/2017	Good
2335735	FAI	TARHE RUN	1 M E OF JCT US 22	7/1/1959	12/1/2017	Good
2335689	FAI	INDIANA & OHIO CENTRAL	.4 M E OF JCT US 22	7/1/1959	11/16/2017	Fair
2335638	FAI	TRIB OF HOCKING RIVER	1.2 M W OF JCT US 22	7/1/1946	10/2/2017	Good
2335565	FAI	TRIB OF HOCKING RIVER	11.9 M E OF FRANKLIN CO	7/1/1994	10/2/2017	Good
2335468	FAI	TRIB OF HOCKING RIVER	10 M E OF FRA CO LINE	7/1/1959	10/2/2017	Good
2335514	FAI	TRIB OF HOCKING RIVER	3.98 MI W OF US22	7/1/1994	10/26/2017	Good
2335891	FAI	HOCKING RIVER	4.2 M E OF JCT US 22	7/1/1959	11/29/2017	Good
2335956	FAI	HOCKING RIVER	4.2 M E OF JCT US 22	7/1/1956	11/29/2017	Good
2335794	FAI	HOCKING RIVER	2.7 M E OF JCT US 32	7/1/1959	11/29/2017	Fair
2335840	FAI	HOCKING RIVER	2.7 M E OF JCT US 22	7/1/1956	11/29/2017	Fair
2331659	FAI	OVER CR90 & HOCKING RIVER	0.6 M S OF JCT US22	7/1/1959	11/16/2017	Good
2330318	FAI	T WALNUT CREEK (C.R. 34)	0.5 MI SOUTH OF U.S.R.33	7/1/1971	10/3/2017	Fair
2330873	FAI	T WALNUT CR(CR34)	1.7MI S OF US.33	7/1/2005	10/3/2017	Good
2336758	FAI	GILLETTE RN T WALNUT(34)	.2 M NORTH OF CARROLL CEM	10/1/2016	10/3/2017	Good
2330121	FAI	C0035 W/ PLEASANT RUN	1 M EAST SR188	7/1/2002	12/14/2017	Good
2330237	FAI	WALNUT CR CARROLL NORTH.	0.6 MI N. OF CR.17	7/1/2006	11/27/2017	Good
2332531	FAI	T WALNUT CR (CARROLL NO)	0.5 MI S OF C.R.17	7/1/1995	11/27/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2330741	FAI	T. HOCKING RV.COLUMBUS ST	0.2 MI N OF ARLINGTON AVE	10/1/2011	10/2/2017	Good
2331888	FAI	T.HOCKING RV. COLUMBUS ST	0.1MI S. OF WHITTER DR.	7/1/2009	10/2/2017	Good
2331616	FAI	T HOCKING RV (C. R. 39)	200 FT W OF COLLINS RD NW	7/1/1992	10/26/2017	Good
2330202	FAI	T HOCKING RV (C.R. 39)	0.2 MI W OF COLLINS RD NW	7/1/1972	10/26/2017	Good
2331829	FAI	T. WALNUT CREEK (CR39)	0.4 MI E. OF SR.674	7/1/2009	11/27/2017	Good
2335085	FAI	T HOCKING RV (HAVENSPORT	0.7 MI N OF COONPATH RDNW	7/1/1967	10/3/2017	Fair
2332000	FAI	CR41 HOCKING RIVER	0.15 M.WEST CR39	7/1/2003	11/27/2017	Good
2332221	FAI	T HOCKING RIVER (C.R. 41	0.2 MI W OF C.R. 41	7/1/1965	11/8/2017	Fair
2333260	FAI	T LITTLE WALNUT CR(CR 41	2.5 MI E OF S.R. 674	7/1/1900	11/8/2017	Fair
2334240	FAI	CR41 OVR LITTLE WALNUT CK	0.1 MILE E SITTERLY RD	7/1/2002	11/8/2017	Good
2331624	FAI	T HOCKING RV(WILSON RD)	2.9M EAST OF WHILEY RD	7/1/2001	10/23/2017	Good
2334119	FAI	T PAWPAW CR(BASIL RD NW)	0.2 MI N OF ROLEY RD NW	7/1/1995	12/14/2017	Fair
2334097	FAI	T PAWPAW CR(BASIL RD NW)	0.3 MI S OF STEMEN RD NW	7/1/1900	11/21/2017	Fair
2334100	FAI	T PAWPAW CR(BASIL RD NW)	0.5 MI N-BICKEL CH RD NW	7/1/1990	11/21/2017	Fair
2336952	FAI	T PAWPAW CR (BASIL RD NW)	0.43 MI N OF BICKEL CHURC	7/1/1995	11/21/2017	Fair
2334194	FAI	WALNUT CR (BASIL RD NW)	0.1 MI S OF BALTIMORE	7/1/1968	11/17/2017	Fair
2330652	FAI	BIKE PATH- BOVING RD	0.3 MI S OF U.S. 22	7/1/1973	11/16/2017	Fair
2340232	FAI	RUSH CREEK (C.R. 49)	0.1 E OF BREMEN VILLAGE	7/1/1984	10/18/2017	Good
2331519	FAI	I&O RXR (S.EWING ST)	0.6 M. SOUTH OF US.22	7/1/2004	11/30/2017	Good
2330504	FAI	PLEASANT RUN (CR50)	.24 MI S. CRAWFIS RD	11/1/2011	11/22/2017	Good
2333430	FAI	RACCOON RUN(SCHWILK RD SE	0.5 MI S OF S.R. 37	7/1/1982	12/1/2017	Poor
2340399	FAI	TRIBUTARY OF RACCOON RUN	0.4 MI WEST OF ZION ROAD	7/1/2000	11/13/2017	Good
2340836	FAI	RACCOON RUN(BREMEN RD SE	0.3 MI W OF BREMEN VIL.	7/1/1922	9/29/2017	Fair
2331446	FAI	RACCOON CREEK	0.28 MI E.OF C.R.60	7/1/1999	12/1/2017	Good
2330555	FAI	PLEASANT RUN(CR53)	0.3 MI E OFCR50	7/1/2005	11/22/2017	Good
2334666	FAI	T HOCKING RV(W FAIR AVE)	0.5 MI E OF ETY ROAD	7/1/1971	10/2/2017	Fair
2330636	FAI	FETTERS RUN(E FAIR AVE)	0.5 MI W OF C.R. 56	7/1/1957	12/1/2017	Good
2330288	FAI	T HOCKING RV(CAMP GROUND)	0.6 MI S OF C.R. 39	7/1/1985	10/23/2017	Fair
2360012	FAI	UNNAMED DITCH	0.33 MI N OF W. FAIR AVE	10/26/2011	11/1/2017	Good
2331861	FAI	HOCKING RV(CAMPGROUND RD)	86 FT.SOUTH OF CR.39.	7/1/2009	10/23/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2330431	FAI	HOCKING RIVER (W.FAIRAVE)	0.3 MI WEST OF US 33	8/15/2007	10/2/2017	Good
2333538	FAI	T ARNEY RUN(HAMBURG RD SW	0.1 MI W OF C.R. 61	7/1/1989	12/20/2017	Good
2337258	FAI	MUDDY PRAIRIE RUN (CR55	3.0 MI E OF S.R. 159	7/1/1985	12/21/2017	Fair
2330075	FAI	TRIB. HOCKING RIVER	0.4 MI W OF S.R. 793	7/1/2001	11/16/2017	Good
2330253	FAI	SAND RUN(WESTFALL RD SW)	2.4 MI N OF AMANDA VILLAG	7/1/1900	3/29/2017	Fair
2330377	FAI	CLEAR CREEK (C.R. 57)	0.2 E OF C.R. 16	7/1/1900	3/29/2017	Poor
2335719	FAI	OVER SAND RUN (AMA-04)	1.5 MI. SOUTH OF S.R. 188	7/10/2015	3/29/2017	Good
2331934	FAI	HUNTERS RUN(CRUMLEY RDSW	0.34 MI. W. OF U.S.22	10/15/2012	11/16/2017	Good
2336367	FAI	T HUNTER'S RUN(CRUMLEYRD)	0.3 MI E OF DELMONT RD SW	7/1/1992	10/31/2017	Good
2337355	FAI	HUNTERS RUN	0.1 MI W. OF BECKS KNOB	7/1/1960	11/16/2017	Good
2342251	FAI	T WALNUT CR(M-PORT RD NE	0.5 MI N OF S. R. 256	7/1/1969	12/15/2017	Fair
2330806	FAI	WALNUT CR(MILLERSPORT RD)	0.3MI S. OF CANAL RD N.E.	7/1/2006	12/15/2017	Good
2342456	FAI	RESERVOIR FEEDER (C R 58)	0.7 MI S OF S.R. 79	7/1/1971	12/19/2017	Good
2342391	FAI	RESERVOIR FEEDER (CR 58)	100 FT S OF LEIBS ISLAND	7/1/1971	12/19/2017	Fair
2331500	FAI	TRIB CLEAR CREEK (C.R 59)	1.3 MI NW FROM U.S.R. 22	7/1/1986	11/6/2017	Good
2331179	FAI	CLEAR CREEK	1.1 MI WEST OF C.R.16	7/1/2000	3/29/2017	Good
2331039	FAI	T RACCOON RUN (LAKE RD SE	1.1 MI S OF S.R. 37	7/1/1973	12/1/2017	Fair
2332027	FAI	RACCOON RUN (LAKE RD SE)	1.0 MI S OF S.R. 37	7/1/1975	12/1/2017	Fair
2335158	FAI	TRIBUTARY RUSH CREEK	01.2 MI N.OF US RT 22	7/1/1998	10/13/2017	Good
2332108	FAI	ARNEY RUN(CHRISTMASROCKRD	1.5 MI S OF HAMBURG RD SW	7/1/1900	10/31/2017	Fair
2336081	FAI	ARNEY RUN(CHRISTMAS ROCK)	0.3 MI E OF HAMBURG RD SW	7/1/1900	10/31/2017	Fair
2341980	FAI	WALNUT CR (LAKE RD NE)	0.4 MI N OF CANAL RD NE	7/1/1982	12/18/2017	Good
2331101	FAI	T RUSH CREEK (C.R.63)	1.8 MI E OF U.S.R. 33	7/1/1972	11/13/2017	Fair
2331535	FAI	HOCKING RIVER (C.R. 63)	0.1 MI E OF U.S.R. 33	7/1/1989	12/1/2017	Poor
2332035	FAI	T RUSH CREEK	3.12 MI E.OF U.S.RT 33	7/1/1999	11/22/2017	Good
2333295	FAI	T RUSH CREEK (CR 63)	2.5 MI E OF U.S.R. 33	7/1/1984	11/13/2017	Good
2330814	FAI	RUSH CR.(CR65 IN VILLAGE)	0.4 MI E. OF US RT 33	7/1/2006	11/13/2017	Good
2330229	FAI	HOCKING RIVER(SHARP RD)	0.1MI W. OF US 33	7/1/2005	11/1/2017	Good
2337452	FAI	HOCKING CANAL (COLLINS RD	0.3 MI S OF U.S.R. 33	7/1/1970	10/26/2017	Good
2337460	FAI	T HOCKING RV(COLLINS RDNW	0.2 MI S OF U.S.R. 33.	7/1/1970	10/26/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2337436	FAI	T HOCKING RV(COLLINS RD)	0.3 MI N OF WEST FAIR AVE	7/1/1970	10/26/2017	Good
2337444	FAI	HOCKING RV (COLLINS RD)	0.6 MI S OF U.S.R. 33	7/1/1970	12/20/2017	Good
2337800	FAI	CLEAR CR CLEARCREEK RD SW	100 FT W OF MCDONALD RDSW	7/1/1993	11/28/2017	Good
2339293	FAI	T MUDDY PRAIRIE RUN	0.5 MI E. OF CLEARPORT RD	7/1/1998	11/28/2017	Good
2339358	FAI	MUDDY PRAIRIE RUN	0.3 MI.E.OF CLEARPORT RD	7/1/1998	11/28/2017	Good
2337975	FAI	T CLEAR CR(CLEARCREEK RD	0.1 MI E OF REVENGE RD SW	7/1/1982	11/28/2017	Poor
2338998	FAI	CLEAR CR (C. R. 69)	400 FT E OF C. R. 26.	7/1/1992	11/28/2017	Fair
2331543	FAI	RUSH CR(JERUSALM RD SE)	0.2MI E OF S.R.37	7/1/2006	9/29/2017	Good
2336901	FAI	TRIB CLEAR CREEK (JULIAN)	0.52 MI. EAST OF S.R. 159	10/3/2013	3/27/2017	Good
2335700	FAI	T CLEAR CR(DRINKLE RD SW)	0.5 MI W OF CLEARPORT RD	7/1/1993	11/28/2017	Fair
2331721	FAI	T.SALT CREEK(CR75)	0.6 MI W. OF CR.12	7/1/2009	4/27/2017	Good
2336650	FAI	SALT CREEK (C.R. 75)	0.8 MI W OF C.R. 12	7/1/1985	4/27/2017	Poor
2336286	FAI	SCIPIO CR(MAIN ST-STOUTSV	0.05 MI E OF C.R. 2	7/1/1961	4/26/2017	Fair
2340208	FAI	RUSH CR & CONRAIL (CR 77)	0.3 MI W OF RUSHVILLE	7/1/1928	4/18/2017	Poor
2330002	FAI	CLEAR CREEK	.2 Mi. S. CR 69	6/16/2016	12/4/2017	Good
2337231	FAI	EWING RUN (RAINBOW DRIVE)	0.3 MI E OF SHERIDAN DR	7/1/1974	10/13/2017	Fair
2336022	FAI	T RESERVOIR FDR(BLACKLICK	0.1 MI W OF S. R. 158	7/1/1970	11/7/2017	Fair
2331306	FAI	RESERVOIR FEEDER-CR.84	1.3 MI. N.OF SR.204	7/1/2006	12/18/2017	Good
2333287	FAI	T HOCKING RV (C.R.86)	200 FT S OF T.R. 286	7/1/1993	11/1/2017	Fair
2333457	FAI	T HOCKING RIVER (C.R. 86)	0.1 MI S OF PUMP STA.RDSE	7/1/1995	11/1/2017	Good
2330296	FAI	T HOCKING RV.(OLD LOGAN)	.68MILE S. OF TARKILN RD	7/1/2001	11/1/2017	Good
2333449	FAI	BRUSHY FORK (C. R. 86)	0.4 MI N OF COUNTY LINE	7/1/1995	11/1/2017	Fair
2332191	FAI	HOCKING RIVER (C.R. 41)	0.1 MI W OF C.R. 39	7/1/1900	11/27/2017	Fair
2331764	FAI	TARHE RUN (CR90)	.7M S OF JCT CR 33A	7/1/2002	11/16/2017	Good
2331705	FAI	HOCKING RIVER&BIKE TR	UNDER 33A, BROAD ST	7/1/1959	11/16/2017	Good
2330601	FAI	HOCKING RIVER (C.R 50)	0.2 MI W OF SOUTH EWING	7/1/1964	11/22/2017	Fair
2360829	FAI	EWING RUN	0.2 MI. E. OF SHERIDAN DR	7/1/1964	11/1/2017	Fair
2360284	FAI	HOCKING RIVER	0916 MI. W. OF US 33	7/1/1961	11/2/2017	Fair
2360713	FAI	FETTERS RUN	EAST OF FRANKLIN AVE.	7/1/1963	11/2/2017	Good
2360381	FAI	HOCKING RIVER	0.1 MILE WEST OF USR 33	7/1/1997	11/2/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2333341	FAI	HOCKING RIVER(S MAPLE ST)	0.7 MI S OF US R. 22	7/1/1990	12/1/2017	Good
2360616	FAI	HOCKING RIVER	JCT. PIERCE AND ZIMMER ST	7/1/1966	11/2/2017	Good
2300591	FAI	Gillette Run	Carroll N Con ov Gillette	11/18/2016	12/7/2017	Good
2534851	FAI	IR70 OVER BLACKLICK CK	.4 M W OF JCT SR 256	7/1/1967	11/29/2017	Fair
3332330	FAI	IR70 OVER BLACKLICK CK	.4 M W OF JCT SR 256	7/1/1967	11/29/2017	Fair
4233549	FAI	IR70 OVER SR256	AT JCT SR 256	7/1/1967	11/29/2017	Fair
4234812	FAI	EB IR70 OVER SR256	AT JCT SR 256	7/1/1967	11/29/2017	Fair
4230353	FAI	FETTERS RUN	2.6 M W OF JCT US 22	7/1/1979	11/20/2017	Fair
4231317	FAI	TRIB OF RUSH CREEK	.9 M W OF PERRY CO LINE	7/1/1976	11/20/2017	Fair
4230493	FAI	TRIBUTARY OF RUSH CREEK	1.6 M W OF PERRY CO LINE	7/1/1999	11/20/2017	Good
4231767	FAI	TRIBUTARY OF RUSH CREEK	1.4 MI W OF PERRY CO LINE	7/1/1999	11/20/2017	Good
4234324	FAI	Walnut Creek	2 Mi S. of SR 256	1/1/2014	11/20/2017	Good
4234278	FAI	TRIBUTARY OF PAWPAW CREEK	1.8 MI E OF JCT SR 204	6/1/2009	11/20/2017	Good
4230116	FAI	TRIBUTARY OF PAWPAW CREEK	1.9 MI E OF JCT SR 204	6/1/2009	11/20/2017	Good
4230035	FAI	RESERVOIR FEEDER CHANNEL	.86 M E OF LIC CO LINE	7/1/1985	11/20/2017	Good
4230086	FAI	Dunlap Run	500' E OF JCT OF US 22	11/2/2012	11/13/2017	Good
4230094	FAI	RACCOON RUN	2.3 M E OF JCT US 22	7/1/1965	11/20/2017	Poor
4232569	FAI	Dale Run	0.33 mi E(S) of CR 17	10/15/1994	4/25/2017	Good
4234006	FAI	OVER LITTLE RUSH CREEK	.2 M E OF JCT SR 664	7/1/1982	11/20/2017	Good
4234049	FAI	TRIBUTARY OF RACCOON RUN	.4 M E OF JCT US 22	7/1/1965	11/20/2017	Good
4234111	FAI	PAWPAW CREEK #	.1 M N OF JCT SR 256	7/1/1994	11/16/2017	Good
4234065	FAI	Unnamed creek	0.21 M S. of Rainbow Dr.	7/10/1932	11/16/2017	Fair
4234138	FAI	TRIBUTARY OF PAWPAW CREEK	2.3 M S OF JCT SR 204	7/1/1990	11/16/2017	Good
4230388	FAI	PAWPAW CREEK	.5 M S OF JCT SR 204	7/1/1986	11/16/2017	Fair
4230264	FAI	TRIB OF RESERVOIR FEEDER	.6 M S OF LIC CO LINE	8/1/2017	11/13/2017	Good
4230272	FAI	OVER TRIB OF WALNUT CREEK	1 MILE S OF JCT SR 256	7/1/1999	11/16/2017	Good
4230329	FAI	LITTLE WALNUT CREEK	.9 M S OF JCT SR 256	7/1/1950	11/16/2017	Good
4230361	FAI	TRIBUTARY OF CLEAR CREEK	3.6 M N OF PIC CO LINE	7/1/1931	11/15/2017	Fair
4230418	FAI	TRIBUTARY OF CLEAR CREEK	4.4 MI S OF JCT US 22	5/7/2007	11/15/2017	Good
4230426	FAI	TRIBUTARY OF CLEAR CREEK	5.3 MI S OF JCT US 22	5/7/2007	11/15/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4230434	FAI	OVER CLEAR CREEK	3 MI S OF JCT US 22	7/1/1984	11/15/2017	Good
4234243	FAI	MUDDY PRAIRIE RUN	2.7 M S OF JCT US 22	7/1/1954	11/15/2017	Poor
4234790	FAI	HUNTERS RUN	8 M E OF PIC CO LINE	7/1/1930	11/27/2017	Fair
4234839	FAI	TRIB OF HUNTERS RUN	8.2 M E OF PIC CO LINE	7/1/1930	11/27/2017	Fair
4234309	FAI	HUNTERS RUN	8.6 M E OF PIC CO LINE	7/1/1989	11/27/2017	Good
4230558	FAI	TRIB OF PLEASANT RUN	4.6 M W OF JCT SR 256	7/1/1988	11/27/2017	Good
4237307	FAI	PLEASANT RUN	4.2 MI W OF JCT SR 256	7/1/1933	11/27/2017	Fair
4230647	FAI	TRIBUTARY OF WALNUT CREEK	3 M W OF JCT SR 256	7/1/2007	11/27/2017	Good
4230620	FAI	TRIBUTARY OF WALNUT CREEK	2.7 M W OF JCT SR 256	7/1/2007	11/27/2017	Good
4230523	FAI	BALDWINS RUN	.5 M E OF JCT US 22	7/1/1958	11/27/2017	Good
4230566	FAI	TURKEY RUN	1 MILE E OF PICK CO LINE	7/1/1997	11/22/2017	Good
4233972	FAI	SR188 OVER CHERRY RUN	1.9 M E OF PIC CO LINE	7/1/1990	11/22/2017	Good
4234448	FAI	CHERRY RUN	2.7 M E OF PIC CO LINE	7/1/1934	11/22/2017	Fair
4234464	FAI	SR 188 OVER CLEAR CREEK	4.9 M E OF PIC CO LINE	7/1/1994	11/22/2017	Good
4234480	FAI	TRIBUTARY OF CLEAR CREEK	5.6 M E OF PIC CO LINE	7/1/1930	11/22/2017	Fair
4234499	FAI	TOBY CREEK	4.5 M E OF PIC CO LINE	7/1/1988	11/22/2017	Good
4234545	FAI	SR 188 OVER US 33	AT JCT OF US 33	7/1/2002	11/27/2017	Good
4233441	FAI	TRIB. OF HOCKING RIVER	2.8 M W OF JCT US 22	7/1/1992	11/27/2017	Good
4233484	FAI	FETTERS RUN	.4 M E OF JCT US 22	7/1/1956	11/27/2017	Good
4233506	FAI	SYCAMORE CREEK	2.4 M W OF JCT SR 310	7/1/1946	11/14/2017	Fair
4232402	FAI	TRIBUTARY OF BLACKLICK	.9 M E OF JCT SR 256	7/1/1995	11/14/2017	Good
4232437	FAI	TRIB OF SYCAMORE CREEK	1.5 M W OF JCT SR 310	7/1/1946	11/14/2017	Fair
4232526	FAI	OHIO CANAL REMNANT #	1.5 M E OF JCT SR 37	7/1/1917	11/14/2017	Good
4234588	FAI	TRIBUTARY POPLAR CREEK	.5 M E OF JCT SR 310	7/1/1997	11/14/2017	Good
4233204	FAI	TRIBUTARY OF BUCKEYE LAKE	3.3 M E OF JCT SR 37	7/1/1938	11/14/2017	Good
4233247	FAI	TRIBUTARY OF POPLAR CREEK	1.6 MILES E. OF SR 310	7/1/1996	11/14/2017	Good
4233255	FAI	TRIBUTARY POPLAR CREEK	2 M E OF SR 310	7/1/1996	11/14/2017	Good
4233263	FAI	TRIBUTARY OF POPLAR CREEK	1.93 MILES E SR 310	7/1/1996	11/14/2017	Good
4233158	FAI	SR 256 OVER WALNUT CREEK	1 MI EAST OF JCT SR 37	7/1/1999	11/17/2017	Good
4233360	FAI	TRIBUTARY OF GEORGE CREEK	2.1 M E OF JCT SR 204	7/1/1993	11/17/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4233379	FAI	SYCAMORE CREEK	5.1 M E OF JCT SR 204	7/1/1971	11/17/2017	Fair
4232920	FAI	BEALS RUN	4.2 M E OF JCT SR 204	7/1/1971	11/17/2017	Fair
4230833	FAI	GEORGE CREEK	1.5 MI E OF JCT SR 204	7/1/1996	11/16/2017	Good
4230876	FAI	TRIB OF BLACKLICK CREEK	.5 MI E OS JCT SR 204	7/1/1996	11/16/2017	Good
4230795	FAI	TRIBUTARY OF GEORGE CREEK	2.3 M E OF JCT SR 204	7/1/1993	11/17/2017	Good
4230868	FAI	Paw Paw Creek	.2 mi west of SR 158	4/1/2016	4/14/2017	Good
4230906	FAI	POPLAR CREEK	3.6 M W OF JCT SR 158	7/1/1970	11/17/2017	Good
4230930	FAI	OVER COUNTY LINE RUN	.1 M. WEST OF JCT SR 13	7/1/1998	11/17/2017	Good
4233808	FAI	TRIB OF SYCAMORE CREEK	6.4 M W OF JCT SR 158	7/1/1971	11/17/2017	Fair
4233832	FAI	TRIBUTARY OF TURKEY RUN	.46 M N OF PERRY CO LINE	7/1/1993	11/16/2017	Good
4233085	FAI	TRIBUTARY OF TURKEY RUN	1.7 M N OF PERRY CO LINE	7/1/1985	11/16/2017	Fair
4233050	FAI	RUSH CREEK	1.9 M S OF JCT SR 664	7/1/1955	11/16/2017	Good
4233573	FAI	SOUTH FORK LICKING RIVER	.1 M E OF JCT SR 79	7/1/1983	11/14/2017	Fair
4233735	FAI	BUCKEYE LAKE SPILLWAY	.4 M E OF JCT SR 79	7/1/1992	11/15/2017	Good
4233778	FAI	SR664 OVER RACCOON RUN	.4 M N OF JCT SR 312	7/1/1951	11/15/2017	Fair
4233824	FAI	LITTLE RUSH CREEK	2.3 M S OF PERRY CO LINE	7/1/1955	11/15/2017	Good
4233875	FAI	LITTLE RUSH CREEK	.3 M N OF JCT SR 37	7/1/1961	11/15/2017	Good
4231147	FAI	US 22 OVER US 33	AT JCT US 22 AND US 33T	7/1/2004	11/30/2017	Good
4231155	FAI	MUDDY PRAIRIE RUN	7.2 M E OF PIC CO LINE	7/1/1969	11/30/2017	Fair
4231074	FAI	Norfolk R & LIT RUSH CR	0.5 mile W of the SR 664	10/21/2015	4/18/2017	Good
4231139	FAI	TRIBUTARY OF CLEAR CREEK	3.5 M E OF PIC CO LINE	7/1/1994	11/30/2017	Good
4231171	FAI	CLEAR CREEK	3.75 M E OF PIC CO LINE	7/1/1931	11/30/2017	Fair
4231090	FAI	OVER STREAM	2.7 M E OF PICKAWAY CO LN	7/1/1998	11/29/2017	Good
4231104	FAI	SALT CREEK	.86 M E OF PIC CO LINE	7/1/1989	11/29/2017	Good
4231163	FAI	HUNTERS RUN	1.6 M W OF JCT US 33	7/1/1952	11/30/2017	Good
4231198	FAI	HUNTERS RUN	1 M W OF JCT US 33	7/1/1983	11/30/2017	Good
4233948	FAI	PLEASANT RUN	1 M W OF JCT SR 37	7/1/1972	12/6/2017	Fair
4233964	FAI	HUNTERS RUN	.4 M W OF JCT US 33	7/1/1988	3/10/2017	Good
4234189	FAI	HOCKING RIVER	.2 M W OF JCT US 33	7/1/1964	11/30/2017	Fair
4233891	FAI	BALDWIN RUN	.1 M E OF JCT SR 158	7/1/1932	11/30/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4232372	FAI	TRIB OF RACCOON RUN	.7 MI EAST OF JC SR 37	7/1/1991	12/6/2017	Good
4232488	FAI	TRIB OF RACCOON RUN	1 MI E OF JCT SR 37	7/1/1993	12/6/2017	Good
4232976	FAI	HOCKING RIVER	2.2 M W OF HOC CO LINE	7/1/1959	12/13/2017	Fair
4232194	FAI	HOCKING RIVER	2.2 M W OF HOC CO LINE	7/1/1959	12/13/2017	Fair
4232534	FAI	TRIB HOCKING RIVER	5 M E OF JCT US 22	7/1/2004	12/12/2017	Good
4235495	FAI	US 33 Ditch	150' E of US33 under CR65	7/30/2005	12/13/2017	Good
4232941	FAI	HOCKING RIVER	1.2 M W OF HOC CO LINE	7/1/1959	12/13/2017	Fair
4232933	FAI	HOCKING RIVER	1.2 M W OF HOC CO LINE	7/1/1959	12/13/2017	Fair
4233190	FAI	TRIBUTARY OF WALNUT CREEK	6.6 M E OF FRA CO LINE	7/1/1950	12/7/2017	Good
4231279	FAI	Tributary of Arney Run	Arney Run Tributary	9/1/2003	12/11/2017	Good
4231384	FAI	US 33 UNDER BIS ROAD	3 M S OF LACASTER	7/1/2004	4/19/2017	Good
4231392	FAI	US 33 UNDER HAMBURG CR55	1.5 MI EAST OF JCT US 22	7/1/2003	12/11/2017	Good
4231376	FAI	US 33 OVER HUNTERS RUN	1.5 M W OF JCT US 22	7/1/2003	12/11/2017	Good
4232186	FAI	US 33 UNDER CR 30	.3 MI EAST OF JCT SR 188	7/1/2002	12/11/2017	Good
4232259	FAI	EB US33 OVER CR 57	1 MI WEST OF JCT US 22	7/1/2003	12/11/2017	Good
4232348	FAI	WB US 33 OVER CR 57	1 MI WEST OF JCT US 22	7/1/2003	12/11/2017	Good
4232350	FAI	RMP A TO WB33 OVER DITCH	.9 M E OF FRANLIN CO LINE	7/1/2003	12/6/2017	Fair
4232283	FAI	33 UNDER DILEY ROAD	1.1 M E OF FRANKL CO LINE	7/1/2004	12/6/2017	Good
4232276	FAI	DILEY RD OVER RR	1.1 MI E OF FRANK CO LINE	7/1/2004	12/6/2017	Good
4232364	FAI	LITTLE WALNUT CREEK	4.9 M E OF FRA CO LINE	7/1/1951	12/6/2017	Good
4232152	FAI	SYCAMORE CREEK	2.9 M E OF FRA CO LINE	7/1/1950	12/6/2017	Good
4235444	FAI	CARROLL INTERCHANGE	Carroll N over USR 33	10/28/2016	12/7/2017	Good
4234553	FAI	US 33 UNDER WILSON RD	1 M WEST OF JCT SR 188	7/1/2002	12/4/2017	Good
4234634	FAI	WB US 33 OVER KELSEY RUN	2.8 M W OF JCT SR 188	7/1/2002	12/4/2017	Good
4234820	FAI	EB US 33 OVER KELSEY RUN	2.8 M W OF JCT SR 188	7/1/2002	12/4/2017	Good
4234871	FAI	WB US 33 OVER LITHOPOLIS	2 MI WEST OF JCT SR 188	7/1/2002	12/4/2017	Good
4234944	FAI	WB US 33 OVER HOCKING RV	1.7 M W OF JCT SR 188	7/1/2002	12/4/2017	Good
4234626	FAI	EB US 33 OVER HOCKING RV	1.7 M W OF JCT SR 188	7/1/2002	12/4/2017	Good
4234715	FAI	EB US 33 OVER LITHOPOLIS	2 MI WEST OF JCT SR 188	7/1/2002	12/4/2017	Good
4233514	FAI	WB US33 OVER CR33A RAMP	8.1 M E OF FRA CO LINE	7/1/2002	12/7/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4232046	FAI	EB US33 OVER CR33A RAMP	8.1 MI E OF FRA CO LINE	7/1/2002	12/7/2017	Good
4231759	FAI	WB US33 OVER RR & CREEK	4.5 M W OF JCT SR 188	7/1/2002	4/19/2017	Good
4231805	FAI	EB US 33 OVER RR & CREEK	4.5 M W OF JCT SR 188	7/1/2002	4/19/2017	Good
4231848	FAI	US 33 OVER JOSEPH CREEK	.1 M W OF JCT COONPATH RD	7/1/2002	12/7/2017	Good
4230001	FAI	US33 UNDER CR31 COONPATH	2 MI WEST OF JCT 188	7/1/2002	12/4/2017	Good
4231880	FAI	US 33 UNDER ROSS RD T284	.5 M EAST OF SR 793	7/1/2004	12/11/2017	Good
4232101	FAI	US 33 OVER DITCH	4.5 M E OF JCT US 22	7/1/2004	12/11/2017	Good
4234073	FAI	EB US 33 OVER TARKLIN RD	5.5 M E OF JCT US 22	7/1/2005	12/12/2017	Good
4234146	FAI	WB US 33 OVER TARKLIN RD	5.5 M E OF JCT US 22	7/1/2005	12/12/2017	Good
4234154	FAI	EB US 33 OVER CR 33A	2.6 MI W OF HOCK CO LINE	7/1/2005	12/12/2017	Good
4233638	FAI	WB US 33 OVER CR 33A	2.6 M W OF HOCK CO LINE	7/1/2005	12/12/2017	Good
4233654	FAI	T LITTLE WALNUT CR	0.1 MI E OF S.R. 674	7/1/1900	4/24/2017	Fair
4233719	FAI	LITTLE WALNUT CREEK	1.2 MI E OF S.R.674	7/1/1986	4/28/2017	Fair
4233581	FAI	BLACKLICK CREEK	.10 MILE W. S.R.256	7/1/2003	10/24/2017	Good
4233751	FAI	RES FEEDER (BLACKLICK RD)	0.2 MI W OF S. R. 37	7/1/1979	12/19/2017	Good
4231449	FAI	T RES FEEDER(BLACKLICK)	0.2 MI E OF CHERRY LANE	7/1/1988	12/19/2017	Fair
4232836	FAI	T RES FEEDER (BLACK LICK)	0.8 MI W OF S.R. 37	7/1/1994	12/19/2017	Good
4234537	FAI	SYCAMORE CRK(WINDERLY LN)	N. OF SR204, E. OF SR256	1/1/1990	11/29/2017	Good
4234561	FAI	T SYCAMORE CR(DOTY RD NW)	0.3 MI N OF S.R. 256	7/1/1900	11/7/2017	Fair
4232879	FAI	T HOCKING RV(BETZ RD NW)	0.2 MI S OF C.R. 41	7/1/1900	11/8/2017	Fair
4231988	FAI	T WALNUT CR(CARROLL EAST	0.6 MI E OF S.R. 158	7/1/1900	10/20/2017	Fair
4231902	FAI	T RUSH CR(RUTTER HILL RD)	0.5 MI S OF S.R.312	7/1/1910	10/18/2017	Fair
4233816	FAI	T RUSH CR(RUTTER HILL RD)	0.4 MI S OF S.R. 312	7/1/1900	10/18/2017	Fair
4232119	FAI	SCIPPO CR(MURLETTE RD SW	0.1 MI E OF C.R. 2.	7/1/1972	11/9/2017	Good
4233271	FAI	SALT CREEK(THOMAS HILLSW)	0.1MI W.OF CR.12	7/1/2006	3/30/2017	Good
4233344	FAI	SALT CR (HEIGLE ROAD SW)	0.2 MI W OF C.R. 12	7/1/1991	4/27/2017	Fair
4236750	FAI	SCIPPO CR(HEIGLE RD SW	0.6 MI E OF C.R. 2.	7/1/1920	4/27/2017	Fair
4235894	FAI	T CLEARCR(JULIAN RD SW)	50 FT W OF CLEARPORT RDSW	7/1/1981	12/4/2017	Fair
4237331	FAI	MOCCASIN CR(PINE GROVE RD	0.5 MI E OF S.R. 159	7/1/1900	3/30/2017	Fair
4230752	FAI	T CLEARCR(MCDONALD RD SW	0.1 MI E OF JULIAN RD SW	7/1/1921	12/4/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4234375	FAI	T. CLEAR CR(STRICKLER RD)	0.6 MI S. OF CR. 69	7/1/2005	3/27/2017	Good
4234472	FAI	CLEAR CR(STRICKLER RD SW	0.1 MI S OF C.B.69	7/1/1988	12/4/2017	Good
4234391	FAI	SALT CREEK	01.8 MI EAST OF CO RD 2	7/1/1997	4/26/2017	Good
4234383	FAI	T CLEAR CR (BOWERS RD SW	0.5 MI E O S. R 159	7/1/1996	3/27/2017	Good
4230167	FAI	T CLEAR CR (BOWERS RD)	0.7 MI EAST OF S.R. 159	7/1/1900	3/27/2017	Fair
4232038	FAI	T CLEARCR(MINK HOLLOW RD	0.1 MI S OF CLEARPORT RD	7/1/1900	11/28/2017	Fair
4232399	FAI	DUNKLE RUN(BUNKER HILL RD	0.2 MI S OF T.R 142.	7/1/1900	3/27/2017	Fair
4232097	FAI	MUDDY PRAIRIE RUN(DUNCAN	0.5 MI S OF WESTFALL RDSW	6/3/2016	10/31/2017	Good
4233476	FAI	DUNKLE RUN (HUNTER RD SW	0.1 MI S OF BOWMAN RD SW	7/1/1900	3/27/2017	Fair
4231708	FAI	T CLEAR CR (LEIST RD SW)	0.3 MI N OF U.S.R. 22	7/1/1900	3/29/2017	Fair
4231709	FAI	CLEAR CREEK (LEIST RD SW)	0.8 MI N OF U.S.R. 22	7/1/1968	3/29/2017	Fair
4233921	FAI	TURKEY RUN (CREEK RD SW)	0.2 MI N OF S.R. 188	7/1/1900	3/24/2017	Fair
4232550	FAI	T CHERRY RUN (CREEK RD SW	0.8 MI N OF S.R. 188	7/1/1900	3/24/2017	Good
4231953	FAI	T HOCKING RV(ROYALTON RD	0.5 MI W OF MI ZION RD SW	7/1/1978	11/16/2017	Good
4232577	FAI	T MUDDY PRAIRIE(DELMONT	1.5 MI N O HAMBURG RD SW	7/1/1916	10/31/2017	Fair
4232062	FAI	MUDDY PRAIRIE(DELMONT RD	0.4 MI N OF HAMBURG RD SW	7/1/1971	12/20/2017	Fair
4234618	FAI	T HOCKING R (ALSPACH RD)	1.0 MI EAST OF C.R. 20	7/1/1988	11/8/2017	Fair
4232585	FAI	HOCKING RV(MT ZION RD NW	0.5 MI NORTH OF C.R. 45	7/1/1918	12/20/2017	Good
4232712	FAI	HUNTERS RUN(MT ZION RD NW	0.2 MI N OF CRUMLEY RD SW	7/1/1986	11/16/2017	Good
4232720	FAI	T WALNUT CR(SLOUGH RD NW)	0.6 MI W OF C.R. 25	7/1/1994	11/27/2017	Fair
4232690	FAI	MUDDY PRAIRIE RUN (WESTFA	0.2MI W. OF SHAW RD SW	11/8/2013	10/31/2017	Good
4260015	FAI	HUNTERS RUN(BECKS KNOBRD	0.1 MI S OF CRUMLEY RD SW	7/1/1935	11/16/2017	Fair
4230825	FAI	T WALNUT CR(WATERLOO RD)	0.4 MI. S. OF HILL RD NW	6/29/2012	10/24/2017	Good
4932854	FAI	WALNUT CR(WATERLOO RD NW	0.5 MI N OF WINCHESTER RD	7/1/1987	10/24/2017	Good
4930053	FAI	T WALNUT CR(JEFFERSON RD)	0.5 MI W OF C.R. 20	7/1/1917	11/9/2017	Fair
4930126	FAI	T HOCKING RV (ETY ROAD)	0.5 MI N OF WEST FAIR AVE	7/1/1976	10/2/2017	Fair
4930436	FAI	HOCKING RIVER(ETY ROAD)	0.6 MI N OF WEST FAIR AVE	7/1/1908	12/20/2017	Fair
4932162	FAI	T WALNUT CR(KAUFFMN RD NW	0.3 MI N OF COONPATH RDNW	7/1/1900	11/8/2017	Fair
4931297	FAI	T WALNUT CR (LOCKVILLE RD	0.5 MI W OF U.S.R. 33	7/1/1977	11/9/2017	Good
4931378	FAI	WILD VIOLET RUN (DILEY)	BTWN 33 AND DOVE PARKWAY	7/1/2007	6/25/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4931408	FAI	T.GEORGES CR(DILEY RD)	0.6MI S.OF SR256	7/1/2008	12/4/2017	Good
4931254	FAI	T WALNUT CR(HUMMEL RD NW)	0.2 MI S OF LOCKVILLE RD	7/1/1914	11/9/2017	Good
4930096	FAI	SYCAMORE CR(BENADUM RDNW	0.3 MI W OF C.R. 20	7/1/1973	11/9/2017	Good
4931785	FAI	T WALNUT CR (WATERLOO E)	0.2 MI E OF HILL ROAD NW	7/1/1997	10/24/2017	Good
4931793	FAI	SYCAMORE CR(BUSEY RD NW)	0.5 MI E OF HILL RD NW	7/1/1900	11/6/2017	Fair
4931866	FAI	T BLACKCLICK CR (TAYLOR RD	0.1MI N OF IR 70	10/30/2014	10/24/2017	Good
4932501	FAI	T GEORGES CR(LONG RD NW)	1.0 MI W OF W COLUMBUS ST	7/1/1966	10/24/2017	Fair
4932617	FAI	SYCAMORE CR(TOLLGATE RD)	0.4 MI N OF REFUGEE RD NW	7/1/1916	11/3/2017	Fair
4930215	FAI	T PAWPAW CR(STEMEN RD NW	0.3 MI E OF SNYDER CHURCH	7/1/1900	11/21/2017	Fair
4930444	FAI	POPLAR CR(STEMEN RD NW)	0.5 MI W OF HEIMBERGER RD	7/1/1972	11/7/2017	Fair
4931300	FAI	T POPLAR CR(STEMEN RD NW	0.7 MI W OF HEIMBURGER RD	7/1/1992	11/7/2017	Good
4931831	FAI	SYCAMORE CR(STEMEN RD NW	0.2 MI W OF SAYLOR RD NW	7/1/1979	11/3/2017	Fair
4932455	FAI	SYCAMORE CR(ALLEN RD NW)	0.4 MI N OF S. R. 256	7/1/1939	11/2/2017	Good
4933001	FAI	T SYCAMORE CR(ALLEN RDNW)	0.1 MI S OF S.R. 256	7/1/1994	11/2/2017	Good
4930983	FAI	T WALNUT CR (ALLEN RD NW)	0.5 MI W.OF CR 36	7/1/1997	11/9/2017	Good
4931521	FAI	T PAWPAW(BICKEL CHURCH RD	0.3 MI W OF BASIL RD NW	7/1/1922	11/21/2017	Fair
4930029	FAI	T POPLAR CR(BICKEL CHURCH	0.2 MI E OF HEIMBERGER RD	7/1/1900	11/21/2017	Fair
4930088	FAI	T PAWPAW CR (T.R. 232)	0.9 MI E OF S. R. 158	7/1/1900	12/14/2017	Good
4932935	FAI	PAWPAW CREEK TRIBUTARY	0.75 EAST OF BASIL ROAD	7/1/1996	11/21/2017	Good
4932994	FAI	POPLAR CR(POPLAR CR RDNW	0.4 MI N OF STEMEN RD NW	7/1/1940	11/7/2017	Fair
4933052	FAI	POPLAR CR(POPLAR CR RD NW	0.5 MI S OF S.R. 204	7/1/1988	11/7/2017	Good
4931734	FAI	POPLAR CR (POPLAR CR RD)	0.5 MI N OF STEMEN RD NW	10/16/2012	11/7/2017	Good
4930282	FAI	POPLAR CR(HEIMBERGER RD)	0.4 MI S OF STEMEN RD NW	7/1/1972	11/21/2017	Fair
4930355	FAI	T POPLAR CR(HEIMBERGERRD	0.5 MI S OF STEMEN RD NW	7/1/1900	11/21/2017	Fair
4931505	FAI	T POPLAR CR(HEIMBERGER)	0.2 MI S OF STEMEN RD NW	7/1/1900	11/21/2017	Good
4932463	FAI	WALNUT CR (LEONARD RD NW	0.5 MI W OF MCCLEERY RDNW	7/1/1900	11/17/2017	Fair
4930479	FAI	T WALNUT CR(LEONARD RDNW	0.9 MI E OF S. R. 158	7/1/1921	12/14/2017	Fair
4931718	FAI	T WALNUT CR(LEONARD RD NW	0.2 MI E OF S. R. 158	7/1/1900	12/14/2017	Good
4931246	FAI	T WALNUT CR(LEONARD RDNE	0.1 MI W OF S. R. 37	7/1/1916	12/15/2017	Poor
4931203	FAI	POPLAR CR(MAUGER RD NW)	0.5 MI N OF REFUGEE RD NW	7/1/1900	11/7/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4931947	FAI	T PAWPAW CR (ROLEY RD NW	0.2 MI W OF S. R. 158	7/1/1972	12/14/2017	Good
4930207	FAI	T WALNUT CR (BISH RD NW)	0.5 MI W OF EVERSOLE RDNW	7/1/1993	11/17/2017	Good
4932064	FAI	T PESERVOIR FDR(CHERRY LN	0.1 MI S OF BLACKLICK RD	7/1/1900	11/7/2017	Fair
4932005	FAI	CHERRY LANE OVR FOX RUN	0.20 MILES N CANAL RD	7/1/2002	12/14/2017	Good
4930649	FAI	FETTERS RUN RAINBOW DR NE	0.4 MI. W.OF SR.37	7/1/2006	10/13/2017	Good
4930886	FAI	WALNUT CR (BADER RD NW)	0.4 MI N OF C. R. 17	7/1/1970	11/17/2017	Poor
4931998	FAI	WALNUT CR(COAKLEY RD NW)	0.6 MI N OF C. R. 17	7/1/1975	11/17/2017	Fair
4932307	FAI	T WALNUT CR(CARNES RD NW	0.5 MI S OF C.R. 17.	7/1/1922	10/20/2017	Fair
4932943	FAI	T WALNUT CR(CARNES RD NW)	0.3 MI S OF C.R. 17	7/1/1992	10/20/2017	Fair
4932285	FAI	T HOCKING RV(ELECTION HOU	1.0 MI N OF COONPATH RDNW	7/1/1976	10/3/2017	Fair
4931696	FAI	BLACK RUN-EATON HOLLOW RD	0.2MI.E.OF CROOKS RD S.W.	7/1/1998	12/4/2017	Good
4931211	FAI	WALNUT CR(HAVENSPORT RDNW	0.2 MI N OF C. R. 17	7/1/1974	11/17/2017	Good
4931459	FAI	POPLAR CR(HAVENSPORT RD)	0.8 MI N OF C. R. 17	7/1/1950	12/20/2017	Fair
4931891	FAI	POPLAR CR (BISH RD NW)	0.8 MI W OF BADER RD NW	7/1/1923	11/17/2017	Fair
4932137	FAI	BRUSHY FORK CR(BRYAN RD)	1.3 MI W OF C. R. 86	7/1/1992	11/1/2017	Fair
4930339	FAI	FETTERS RUN(Stringtown RD	0.3 MI S OF C.R. 31	7/1/1900	10/2/2017	Fair
4930398	FAI	FETTER'S RUN(Stringtown)	0.1 MI N OF RAINBOW DR NE	7/1/1900	10/13/2017	Fair
4932900	FAI	Tributary Hocking River	0.1 MILES W. OF CR 86	7/1/1996	11/1/2017	Good
4931556	FAI	T.BLUE VALLEY, (BECK RD)	.91 MI E. REVENGE RD.	6/15/1992	11/1/2017	Good
4930495	FAI	T WALNUT CR- (RAUCH RD)	0.6 MI SOUTH OF CR. 17	8/1/2017	10/20/2017	Good
4930509	FAI	T HOCKING RV(SHEETS RDNW)	0.1 MI S OF C.R. 21	7/1/1993	10/20/2017	Fair
4930940	FAI	T.RUSH CREEK	0.1 MI SOUTH OF CR-65	7/1/2000	11/13/2017	Good
4930541	FAI	RUSH CREEK	0.4 MI S OF HORNS MILL RD	7/1/2001	11/22/2017	Good
4931327	FAI	PLEASANT RUN (DUFFY RD)	1.1 MI E. OF S EWING ST.	7/1/2004	12/1/2017	Good
4932234	FAI	T CLEARCR(RICHHOLLOWRDSW)	1.0 MI S OF CLEARCREEK RD	7/1/1962	11/28/2017	Poor
4931424	FAI	T CLEARCR(RICHHOLLOWRDSW)	1.2 MI S OF CLEARCREEK RD	7/1/1900	11/28/2017	Fair
4930835	FAI	T RACCOON CR(MARIETTA RD	0.5 MI E OF HOLIDAY RD SE	7/1/1900	11/13/2017	Good
4932951	FAI	PLEASANT RUN(CRAWFIS RDSE	0.1 MI E OF C.R. 50	7/1/1988	11/22/2017	Fair
4931122	FAI	T RUSH CR(CARPENTER RD SE	2.2 MI N OF SUGAR GROVE	7/1/1981	11/22/2017	Good
4930363	FAI	RUSH CREEK	1.5 MI NE OF SUGAR GROVE	7/1/1900	11/13/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4931661	FAI	T RUSH CR (YOUNG RD SE)	0.8 MI W OF JERUSALEM RD	7/1/1900	10/18/2017	Fair
4930851	FAI	RACCOON RN (HOLIDAY RDSE)	100 FT N OF BREMEN RD SE	7/1/1992	9/29/2017	Good
4932331	FAI	T RACCOON CR(HOLIDAY RD)	0.4 MI N OF BREMEN RD SE	7/1/1900	11/13/2017	Good
4931491	FAI	T.RUSH CR.(PURVIS RD NE)	.53MI W. OF COUNTYLINE RD	8/7/1996	10/19/2017	Fair
4931106	FAI	T RUSH CR (AVALON RD NE)	0.3 MI W OF PURVIS RD NE	7/1/1996	10/19/2017	Fair
4930991	FAI	T RACCOON CR.(IRELAND RD)	0.5 MI. W. OF CR 66	7/1/2008	10/19/2017	Good
4932668	FAI	T RACCOON CR(IRELAND RD)	1.3 MI W OF C. R. 66	7/1/1974	10/19/2017	Good
4930452	FAI	T RACCOON CR(TENT CH RD)	0.8 MI W OF C.R.66	7/1/1996	10/19/2017	Good
4931912	FAI	T RACCOON CR(TENT CH RD)	1.3 MI W OF C. R. 66	7/1/1900	10/19/2017	Good
4932722	FAI	RACCOON CR(TENT CH RD NE	0.3 MI W OF C. R. 66	7/1/1900	10/19/2017	Good
4931599	FAI	PLEASANT RUN(MARIETTA RD)	0.4 MI W OF U.S.R. 22	7/1/1975	12/1/2017	Fair
4931645	FAI	RACCOON CR(ZION RD SE)	50 FT N OF BREMEN RD SE	7/1/1949	9/29/2017	Fair
4931637	FAI	RACCOON CR(MUDHOUSE RDNE	0.3 MI W OF LAKE RD NE	7/1/1900	10/13/2017	Fair
4933079	FAI	PLEASANT RUN(MUDHOUSE RD	1.6 MI W OF LAKE RD NE	7/1/1991	10/13/2017	Fair
4932447	FAI	PLEASANT RUN(VALLEY VIEW)	0.5 MI W OF GEORGE RD NE	7/1/1993	12/14/2017	Fair
4931475	FAI	INDIAN CR(MILLER SIDING)	0.1 MI W OF GUN BARRELL	7/1/1900	4/28/2017	Fair
4930568	FAI	T INDIAN CR(WOOLARD RDNE	1 MI E OF RADER RD NE	7/1/1900	4/28/2017	Fair
4930762	FAI	INDIAN CR (WOOLARD RD NE)	0.2 MI W OF RADER RD NE	7/1/1994	4/27/2017	Fair
4930371	FAI	T RUSH CREEK	0.8 MI S.OF SR-312	7/1/1999	10/18/2017	Good
4930312	FAI	T RUSH CR (BETHEL RD SE)	0.2 MI S OF S. R. 312	7/1/1912	10/18/2017	Good
4931432	FAI	T WALNUT CR(LEITNAKER RD	0.6 MI E OF S. R. 37	7/1/1920	12/15/2017	Fair
4931319	FAI	T WALNUT CR(LEITNAKER RD	1.5 MI E OF S. R. 37	7/1/1992	12/15/2017	Fair
4931548	FAI	T WALNUT CR(BICKEL CH RD	1.3 MI E OF S. R. 37	7/25/1990	12/18/2017	Good
4930525	FAI	T PAWPAW CR(BICKEL CH RD	0.5 MI W OF S. R. 37	7/1/1994	12/18/2017	Fair
4930657	FAI	T WALNUT CR(BICKEL CH RD	0.7 MI E OF S. R. 37	7/1/1992	10/5/2017	Fair
4930711	FAI	RACCOON CR9SNOKE HILL RD)	0.1 MI S OF U.S.R. 22	7/1/1993	10/13/2017	Fair
4932102	FAI	T WALNUT CR(GEIGER RD NE	0.1 MI E OF CATTAIL RD NE	7/1/1900	12/18/2017	Fair
4930924	FAI	PLEASANT RN(DARFUS RD NE	0.3 MI S OF COONPATH RDNE	7/1/1900	10/13/2017	Fair
4931351	FAI	T RUSHCREEK(ELDER RD NE	0.5 MI W OF RICHLAND RDNE	7/1/1992	4/12/2017	Fair
4932366	FAI	T RUSH CR(BUCKEYE RD SE)	0.1 MI SOUTH OF C.R. 65	7/1/1900	11/13/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4930770	FAI	PLEASANT RN(BEATTY RD NE	0.4 MI E OF S.R. 188	7/1/1900	4/12/2017	Fair
4932374	FAI	RUSH CR(GUNBARRELL RD NE	0.5 MI N OF BOPE RD NE	7/1/1986	4/28/2017	Fair
4930932	FAI	LITTLE RUSHCRE-RIC-20	.20 MILES N. CR.19	7/1/2003	4/28/2017	Good
4932226	FAI	T WALNUT CR(CATTAIL RDNE	0.1 MI N OF GEIGER RD NE	7/1/1900	12/18/2017	Fair
4932269	FAI	WALNUT CR(CATTAIL RD NE)	0.6 MI N OF CANAL RD NE	7/1/1994	12/18/2017	Good
4932420	FAI	INDIAN CR (INDIAN RUN RD)	0.5 MI S OF WOOLARD RD NE	7/1/1997	4/28/2017	Good
4932545	FAI	PLEASANT RUN (OLD MILL RD	1.5 MI NE OF S. R. 37	7/1/1995	4/12/2017	Fair
4932471	FAI	T WALNUT CR(OLD M-PORTRD	0.4 MI N OF C. R. 17	7/1/1992	12/15/2017	Good
4932145	FAI	PLEASANT RN(OLD M-PORTRD	1.3 MI N OF COONPATH RDNE	7/1/1900	4/12/2017	Fair
4932250	FAI	T PAWPAW CR(KUMLER RD NW	0.7 MI N OF BALTIMORE	7/1/1900	12/14/2017	Fair
4931513	FAI	PAW PAW CR(KUMLER RD NW)	1 MI N OF BALTIMORE	7/1/1991	12/14/2017	Fair
4932536	FAI	T WALNUT CR(RUFFNER RDNE	0.1 MI S OF CANAL RD NE	7/1/1900	12/15/2017	Fair
4932838	FAI	T WALNUT CR(RUFFNER RDNE	0.5 MI N OF S. R. 256	7/1/1900	12/15/2017	Fair
4930118	FAI	T WALNUT CR(DEEP CUT RD)	0.7 MI E OF SR 37	7/1/1993	10/5/2017	Fair
4932714	FAI	RES FEEDER CR(S.BANK RDNE	0.7MI W OF LAKE RD NE	8/30/2010	12/19/2017	Good
4930894	FAI	RES FEEDER(S BANK RD NE)	0.5 MI W OF LAKE RD NE	7/1/1988	12/19/2017	Fair
4933044	FAI	LEIBS ISLAND CHANNEL	0.4 MI E OF C. R. 58	7/1/1968	12/19/2017	Fair
4932641	FAI	Trib.Hocking -Brookdale	.23 Mile W. of Old Logan	9/14/2017	11/29/2017	Good
4932781	FAI	PRIVATE CANAL<BATESON DR	0.20 MI.EAST CR.84	7/1/2003	12/18/2017	Good
4930347	FAI	T SYCAMORE CR (EASTON DR)	0.4 MI S OF REFUGEE RD NW	7/1/1977	11/3/2017	Fair
4930401	FAI	T SYCAMORE CR(VILLAGEWAY)	0.2 MI S OF REFUGEE RD NW	7/1/1977	11/3/2017	Poor
4930460	FAI	STONECR DR NW(SUMMERFLD)	0.5 MILE E. OF SR. 256	7/1/2007	10/24/2017	Good
4930577	FAI	GEORGE CREEK -T1474	0.36 M EAST OF WOODSFIELD	11/9/1979	3/28/2017	Good
4930517	FAI	BLACKLICK CR(BERKSHIRE ST	GLENSHIRE SUBDIV.	7/1/1989	10/24/2017	Good
4931572	FAI	T SYCAMORE CR(STEEPLECHA	400 FT N OF REFUGEE RD NW	7/1/1991	11/3/2017	Good
4930622	FAI	500' N. OF ALSPACH RD	500' N. OF ALSPACH RD	1/1/1994	3/28/2017	Good
4931631	FAI	NO NAME. (SCOOBY LN)	.052 N COONPATH NW(SCOOBY	7/1/2004	10/3/2017	Good
4931076	FAI	RUNNING BEAR(STREAMSEND D	E. OF WINCHESTER S.	7/1/2000	6/25/2017	Good
4931688	FAI	STREAM	0.21 MI S OF W FAIR AVE	4/5/2006	11/1/2017	Good
4931335	FAI	Unnamed Ditch	0.29 MI N OF SR188	7/1/2003	11/2/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4931009	FAI	UNNAMED DITCH	85' W OF MILL PARK DR	7/1/2003	11/2/2017	Good
4931602	FAI	BALDWIN RUN(LAWRENCE ST)	0.4 MI W OF S. EWING ST.	7/1/1975	12/1/2017	Fair
4930320	FAI	FETTERS RUN (COLLEGE AVE)	0.3 MI E OF S.R. 37	7/1/1977	10/13/2017	Fair
4931181	FAI	FETTER'S RUN	0.09 MI E OF S.R. 37	7/1/2006	11/1/2017	Good
4931742	FAI	TRIBUTARY OF HOCKING	JCT. SCOTT AND CLD SPRING	7/1/1960	11/1/2017	Good
4930002	FAI	TRIBUTARY OF HOCKING	0.03 MI. E. OF WHITTIER	7/1/1969	11/1/2017	Good
4931727	FAI	HOCKING RIVER	JCT. COL. AND CANAL ST.	7/1/1990	11/2/2017	Good
4932390	FAI	WILD VIOLET RUN (KELLOG)	S OF EICHHORN OFF DILEY	7/1/1900	6/25/2017	Good
4932439	FAI	WILLOW RUN	E. OF SR 256	1/1/2002	11/21/2017	Fair
4932552	FAI	BEALS RUN	W. OF MINOR RD	1/1/2002	11/21/2017	Good
4931033	FAI	WILLOW RUN(PRUDEN DR)	W. OF SR 256, S RR	1/1/1996	11/21/2017	Good
4932609	FAI	WILLOW RUN(SHANNON DR)	N.OF CBUS ST, E.OF 7 PINE	1/1/1999	11/21/2017	Good
4931858	FAI	SYCAMORE CRK(SHAWNEE DR)	N. OF SR 256	1/1/2002	11/21/2017	Good
4932277	FAI	GEORGES CRK(WINDMILLER DR	JUST SOUTH OF REFUGEE	1/1/1996	11/29/2017	Good
4931955	KNO	TRIBUTARY OF DRY CREEK	JUNC OF MT LIBERTY RD	5/1/2010	5/11/2017	Good
4960610	KNO	GRANNY CREEK	0.2 MI. N. OF CR 13	7/1/2009	4/17/2017	Good
4931939	KNO	LITTLE JELLOWAY CREEK	.1 MI E OF N RIDGE HTS	7/1/2011	4/4/2017	Good
4933311	KNO	SPILLWAY APPLE VALLEY LK	1 MI NORTH F US 36	7/1/2004	10/5/2017	Good
4960696	KNO	ISAACS RUN	0.2 MI S OF SR 95	6/1/2011	9/19/2017	Good
4960688	KNO	STREAM	JUST S OF SMITH RD	4/3/1998	4/21/2017	Good
4960727	KNO	JOB RUN	1.4 MI NORTH OF HYATT RD	7/1/1930	4/21/2017	Fair
5130034	KNO	TRIBUTARY OF JOB RUN	.05 MI N. OF CROOKED ST	7/1/1900	4/21/2017	Poor
5133556	KNO	JOB RUN	0.4 MI SOUTH OF BECKLEY	7/1/1989	11/9/2017	Good
5130093	KNO	NORTH BRANCH KOKOSING	0.9 MI NORTH OF HYATT RD	7/1/1978	11/9/2017	Good
5130131	KNO	TRIB OF N. BR. KOKOSING R	0.1 MI SOUTH OF BLAIR RD	7/1/1970	11/8/2017	Good
5130182	KNO	NORTH BRANCH KOKOSING	JUNCTION OF LANNING ROAD	7/1/1988	11/8/2017	Good
5130166	KNO	TRIB OF DELANO RUN	.2 MI NORTH OF SR 661	6/1/2013	5/11/2017	Good
5130190	KNO	COLEMAN BRANCH	1.2 MI SOUTH OF CR 14	7/1/1990	4/14/2017	Fair
5133793	KNO	COLEMAN BRANCH	0.1 MI NORTH OF HARDING	7/1/1948	4/14/2017	Fair
5130212	KNO	COLEMAN BRANCH	0.1 MI W OF VINCENT	7/1/2010	5/25/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5133904	KNO	LITTLE SCHENCK CREEK	0.1 E OF JCT CARDING MILL	7/1/1955	5/25/2017	Good
5133912	KNO	SCHENCK CREEK	JUNCTION OF CARDING MILL	7/1/2006	5/25/2017	Good
5130344	KNO	TRIBUTARY E BR JELLOWAY	0.6 MI EAST OF CAREY LANE	7/1/1980	5/25/2017	Fair
5130301	KNO	BRANCH OF JELLOWAY CREEK	0.5 MI SOUTH OF WEBER RD	7/1/1992	6/9/2017	Poor
5130336	KNO	LITTLE JELLOWAY CREEK	JUNCTION OF MAGERS ROAD	7/1/1915	9/8/2017	Fair
5134005	KNO	BRANCH OF JELLOWAY CREEK	0.1 MI SOUTH OF THOMPSON	7/1/2004	5/25/2017	Good
5134331	KNO	JELLOWAY CREEK	0.1MI WEST OF CHAPEL ROAD	7/1/1993	11/10/2017	Fair
5130441	KNO	MILE CREEK	0.1 MI EAST OF MILE CREEK	7/1/1960	4/19/2017	Good
5134358	KNO	OVER FLOW FOR KOKOSING	0.3MI NORTHEAST OF DOREMA	7/1/1968	4/19/2017	Fair
5130476	KNO	KOKOSING RIVER	0.2 MI NORTHEAST OF DEAN	7/1/1976	11/9/2017	Fair
5134390	KNO	TRIB OF KOKOSING RIVER	0.26 MI S OF BECKLEY ROAD	7/1/2006	4/17/2017	Good
5130530	KNO	MILE CREEK	JUNCTION OF BRADDOCK ROAD	7/1/2006	4/19/2017	Fair
5130352	KNO	GRANNY CREEK	0.1 MI. W. OF TUCKER ROAD	7/1/2009	4/17/2017	Good
5130492	KNO	KOKOSING RIVER	0.4 MI WEST OF SR13	8/1/2016	11/9/2017	Good
5130485	KNO	NORTH BRANCH KOKOSING RIV	0.1 MI EAST OF CR 69	7/1/1900	11/8/2017	Fair
5134439	KNO	STREAM	.4 MI W OF US 62	1/5/2012	5/25/2017	Good
5134463	KNO	LITTLE JELLOWAY CREEK	0.2 MI WEST OF BUTTS ROAD	7/1/2006	4/4/2017	Good
5130662	KNO	JELLOWAY CREEK	AT WORKMAN ROAD	7/1/2004	5/25/2017	Good
5130697	KNO	TRIBUTARY OF MUD RUN	0.2MI E. OF NORTH LIBERTY	7/1/1992	9/8/2017	Fair
5134846	KNO	LITTLE SCHENCK CREEK	0.4 MI EAST OF CR 15	7/1/1954	6/9/2017	Fair
5134854	KNO	SCHENCK CREEK	.1 MI SOUTH OF PROPER RD	7/1/2005	4/14/2017	Good
5134870	KNO	TRIB LITTLE SCHENCK CREEK	0.2 MI SOUTH OF KELLER RD	7/1/1933	9/8/2017	Fair
5134730	KNO	LITTLE SCHENCK CREEK	0.25 MI N OF ERNEST ROAD	7/1/2004	4/14/2017	Good
5134765	KNO	TRIB LITTLE SCHENCK CREEK	0.5 MI S OF KELLER RD	7/1/2011	4/14/2017	Good
5130654	KNO	STREAM	JUST N OF CR 14	1/26/2012	4/14/2017	Good
5134943	KNO	MUD CREEK	.3 MI SOUTH OF CR 14	7/1/1900	6/9/2017	Fair
5130751	KNO	DOWD CREEK	0.5 MI S OF ORANGE HILL	7/1/1970	5/26/2017	Fair
5130727	KNO	TRIB. OF MOHICAN RIVER	0.2 MI. E. OF BECK ROAD	7/1/2009	5/26/2017	Good
5130794	KNO	DOWD CREEK	JUNC OF ORANGE HILL	7/1/2010	4/6/2017	Good
5135079	KNO	TRIBUTARY OF HARROD RUN	0.2 MI NORTH OF DEAL ROAD	7/1/1991	4/26/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5130824	KNO	HARROD RUN	0.3 MI NORTH OF DEAL ROAD	7/1/1932	4/26/2017	Fair
5130832	KNO	TRIBUTARY OF HARROD RUN	0.7 MI W OF MCLARNAN	7/1/2011	4/7/2017	Good
5130840	KNO	BIG RUN	3.85MI. E. OF S.R. 586	7/1/2009	4/7/2017	Good
5135060	KNO	CO17 JUG RUN STREAM	2.2MI S SR541 0.1MIW CO56	1/1/1930	4/20/2017	Fair
5135109	KNO	TRIBUTARY OF JUG RUN	1.5 MI EAST OF EARLYMINE	7/1/1900	4/20/2017	Poor
5130867	KNO	JUG RUN	0.1 MI E OF EARLYWINE RD	7/1/1933	4/20/2017	Fair
5135222	KNO	C0 17 JUG RUN STREAM	2.5MI.SE.SR.541@ MT.ZION	1/1/1930	4/20/2017	Poor
5130948	KNO	CO.17 JUG RUN STREAM	1.6MI S SR541-0.2MI NT186	1/1/1935	4/20/2017	Fair
5135249	KNO	TRIB OF WAKATOMIKA CREEK	0.2 MI SOUTH OF MCKEE RD	7/1/2003	4/20/2017	Fair
5135273	KNO	WAKATOMIKA CREEK	0.1 MI WEST OF ENCIL	7/1/1998	4/26/2017	Good
5135265	KNO	STREAM	392' EAST OF KERR RD	10/2/2017	1/8/2018	Good
5131022	KNO	CR19 FORD CREEK	1.4MI SW ST RTE 657	1/1/2004	5/24/2017	Fair
5135257	KNO	DRY CREEK	0.2 MI SOUTH OF US 36	7/1/1999	3/15/2017	Good
5135346	KNO	WEBSTER RUN	0.1 MI NORTH OF SR 657	7/1/1933	5/24/2017	Poor
5135362	KNO	CR19 SYACAMORE CREEK	0.2 MI SE OF FIVE CORNERS	1/1/2005	5/10/2017	Good
5135370	KNO	CROTON RD LICKING FORK	0.3 MI S OF WHITE RD	9/1/2006	5/11/2017	Good
5135389	KNO	CROTON RD LICKING FORK	0.4 MI N OF WILSON RD	3/21/2007	5/10/2017	Good
5135397	KNO	SYCAMORE CREEK	0.2 MI S OF SYCAMORE RD	7/1/2010	7/2/2017	Good
5135400	KNO	VANCE CREEK	0.3 MI N OF WARD RD	1/1/2004	5/10/2017	Good
5131162	KNO	NORTH FORK LICKING RIVER	0.1 MI EAST OF CROTON RD	7/1/2000	5/11/2017	Good
5131243	KNO	FORD CREEK	1.9 MI E OF CROTON RD	6/15/2006	7/2/2017	Fair
5131316	KNO	DRY CREEK	5.3MI. N. OF CO.053	7/1/2009	5/11/2017	Good
5131294	KNO	NORTH FORK LICKING RIVER	JUNCTION OF FOSKYKE RD	7/1/1994	7/2/2017	Good
5135729	KNO	SYCAMORE CREEK	0.11 MI SOUTH OF CR 27	7/1/1972	5/10/2017	Fair
5135915	KNO	C026 MINK VANCE CR TRIB	3.2 MI W SR661 1.9 S CO27	7/1/1900	7/2/2017	Poor
5131405	KNO	CO26 MINK SYCAMORE TRIB	3.2 MI W SR661 0.4 N CO27	7/1/1900	9/12/2017	Poor
5135885	KNO	TRIB OF HARROD RUN	0.5 MI EAST OF CR 31	7/1/1936	5/24/2017	Fair
5135796	KNO	HARROD RUN	0.2 MI WEST OF BURTNETT	7/1/1936	5/24/2017	Fair
5131367	KNO	BRANCH SYCAMORE CREEK	0.3 MI EAST OF BRANDON	7/1/1939	7/2/2017	Poor
5131456	KNO	ELLIOT RUN	0.1 MI EAST OF SPRAY LANE	7/1/1940	4/7/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5131375	KNO	BRANCH OF BIG RUN	JUNC OF SPRAY LANE	4/1/2013	4/7/2017	Good
5131537	KNO	BRANCH OF BIG RUN	0.4 MI WEST OF FEASEL	7/1/1938	9/12/2017	Fair
5131618	KNO	BRANCH OF BIG RUN	0.1 MI SOUTH OF FEASEL	7/1/1936	5/16/2017	Poor
5136040	KNO	BRANCH OF BIG RUN	0.1 MILE EAST OF DEVORE	9/1/2015	4/7/2017	Good
5136148	KNO	STREAM	JUST NORTH OF WHITE OAK R	6/1/1996	5/24/2017	Fair
5136156	KNO	VANCE CREEK	0.8 MI EAST OF SR 661	7/1/1993	5/10/2017	Good
5136180	KNO	CHAMBERS CREEK	JUNC OF BERGER RD	7/1/2010	5/10/2017	Good
5131723	KNO	TUMA RUN	0.4 MILES WEST OF SR 13	7/1/1993	4/7/2017	Good
5131790	KNO	VANCE CREEK	0.6 MI EAST OF SR 661	7/1/1973	7/2/2017	Fair
5136350	KNO	STREAM	BETW SYCAMORE & DEAL RD	6/1/1986	8/3/2017	Fair
5131847	KNO	STREAM	.1 MI NORTH OF DEAL RD	6/1/2013	4/7/2017	Good
5136393	KNO	CO31 BIG RUN TRIB.	0.5MI S SR229 2.1MIN CO31	1/1/2006	5/16/2017	Good
5131871	KNO	HONEY RUN	0.3 MI SOUTH OF AUSTIN RD	7/1/1991	8/3/2017	Fair
5131863	KNO	HARROD RUN	0.5 MI S OF CR 61	7/1/2010	4/7/2017	Good
5131901	KNO	STREAM	JUST S OF SR 229	4/1/2001	4/26/2017	Good
5131944	KNO	KOKOSING RIVER	0.8 MI WEST OF KILLDUFF	7/1/1994	3/15/2017	Fair
5131936	KNO	INDIANFIELD RUN	0.5 MI EAST OF KILLDUFF	7/1/1900	3/15/2017	Fair
5136431	KNO	SCHENCK CREEK	0.1 MI NORTH OF STULL RD	7/1/1998	9/12/2017	Good
5131960	KNO	STREAM	BETW ZION & CAVES RD	6/1/2011	5/26/2017	Good
5132010	KNO	BARNEY RUN	.2 MI S OF CAVES RD	11/1/2010	5/26/2017	Good
5136466	KNO	BARNEY RUN	JUNCTION OF SAPP ROAD	7/1/2000	6/9/2017	Good
5136415	KNO	KOKOSING RIVER	JUNCTION OF US 36	7/1/1979	6/28/2017	Fair
5136423	KNO	RUTLEDGE BRUSH RUN	JUNCTION OF RABBIT RIDGE	6/10/2007	7/7/2017	Good
5136407	KNO	TRIBUTARY OF BRUSH RUN	0.8 MI NORTH OF SR 229	7/1/1903	4/26/2017	Fair
5132002	KNO	TRIBUTARY OF BRUSH RUN	0.8 MI N OF US 36	7/1/2009	8/3/2017	Fair
5136458	KNO	STREAM (JUG RUN)	JUST SOUTH OF US 36	9/26/2016	7/7/2017	Good
5132037	KNO	TRIBUTARY OF BRUSH RUN	0.1 MI EAST OF RUTLEDGE	7/1/1900	7/7/2017	Fair
5132053	KNO	BRUSH RUN	JUNCTION OF US 36	10/17/2016	6/29/2017	Good
5136547	KNO	BRUSH RUN	0.1 MI SOUTH OF US 36	7/1/2000	7/7/2017	Fair
5132088	KNO	TRIBUTARY OF BRUSH RUN	JUNCTION OF FLACK RD	10/24/2016	6/29/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5132142	KNO	STREAM	JUST E OF US 36	6/1/2005	7/7/2017	Good
5132134	KNO	FLAT RUN	.1 MI S. OF FLAT RUN RD	7/1/1900	4/22/2017	Fair
5136717	KNO	FLAT RUN	0.1 MI WEST OF EDGAR ROAD	7/1/1900	4/22/2017	Fair
5136687	KNO	TRIBUTARY OF FLAT RUN	.1 MI E. OF SHOEMAKER RD	7/1/1900	4/22/2017	Poor
5136830	KNO	TRIBUTARY OF FLAT RUN	.3 MI EAST OF MOWERY ROAD	7/1/1900	4/22/2017	Poor
5136822	KNO	FLAT RUN	.02 MI EAST OF CAVALLO RD	7/1/1900	4/22/2017	Fair
5136865	KNO	TRIBUTARY OF FLAT RUN	0.4 MI EAST OF EDGAR ROAD	7/1/1932	4/22/2017	Fair
5136857	KNO	TRIB OF MOHICAN RIVER	.4 MI SOUTH OF SR 62	7/1/1900	4/22/2017	Fair
5136989	KNO	DOWD CREEK	JUNC OF CHAPEL	7/1/2010	4/6/2017	Good
5137012	KNO	SHADLEY VALLEY CREEK	0.1 MI WEST OF SR 3	7/1/2007	4/6/2017	Good
5137004	KNO	STREAM	JUST W OF GESSLING RD	6/1/1990	6/28/2017	Fair
5132266	KNO	STREAM	JUST E OF TEMPLE RD	6/1/1990	6/28/2017	Fair
5137101	KNO	STREAM	BETW WILDCAT & WORKMAN RD	1/13/2005	6/9/2017	Fair
5132339	KNO	SAPPS RUN	JUST WEST OF WORKMAN RD	9/28/2014	4/4/2017	Good
5132348	KNO	STREAM	JUST EAST OF COLLEGE HILL	4/20/2013	4/6/2017	Good
5137225	KNO	TRIB OF JELLOWAY	1.0 MI W OF SR 3	4/1/2015	4/6/2017	Good
5137241	KNO	COLEMAN BRANCH	0.1 MI WEST OF BERRY	7/1/1900	5/25/2017	Poor
5137268	KNO	TRIB OF SCHENCH CREEK	.1 MI NORTH OF CORNISH RD	7/1/1900	5/25/2017	Fair
5132363	KNO	SCHENCK CREEK	0.5 MI NORTH OF CORNISH	7/1/1995	5/25/2017	Fair
5137284	KNO	LOST RUN	0.1 MILE WEST OF CR 62	7/1/1998	6/7/2017	Fair
5132429	KNO	TRIB.N. BR KOKOSING RIVER	0.3 MI EAST OF WATERFORD	7/1/1900	6/7/2017	Fair
5132398	KNO	NORTH BRANCH KOKOSING	0.2 MI EAST OF WATERFORD	7/1/2006	9/19/2017	Good
5132444	KNO	CO50 FAIRVIEW DRY RUN TRI	1.6MI N SR36	7/1/1900	5/11/2017	Fair
5132452	KNO	WEBSTER RUN	0.3 MI NORTH OF CR 52	7/1/1976	3/16/2017	Good
5137349	KNO	NORTH FORK LICKING RIVER	0.8 MI E. JOHNSTOWN ROAD	7/1/1992	3/16/2017	Poor
5137381	KNO	TRIBUTARY OF BIG RUN	0.5 MI SOUTH OF SR 229	7/1/1973	5/16/2017	Poor
5132487	KNO	BIG RUN AND BIG RUN	0.1 MI N OF HOPEWELL	8/15/2007	4/7/2017	Good
5132509	KNO	BIG RUN	0.1 MI N OF LEE WOLFE RD.	7/1/1997	3/15/2017	Fair
5137403	KNO	KOKOSING RIVER	0.3 MI. SOUTH OF SR 229	7/1/1997	3/15/2017	Good
5132576	KNO	E. BRANCH KOKOSING RIVER	0.8 MI NORTHEAST OF SR 95	7/1/1989	9/19/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5132622	KNO	MARKLEY RUN	0.1 MI EAST OF ROBERTS RD	1/1/2008	4/21/2017	Good
5137527	KNO	STREAM	1 MI S OF SYCAMORE RD	7/1/2010	5/24/2017	Good
5137640	KNO	JELLOWAY CREEK	0.1 MI WEST OF SR 205	7/1/1982	9/12/2017	Good
5132658	KNO	CO.61 FRONT ROYAL PUMPKIN	0.4 MI E OF KERRY RD	10/15/2006	4/20/2017	Good
5137829	KNO	WAKATOMIKA CREEK	0.9 MI EAST OF KERR ROAD	7/1/1980	4/20/2017	Fair
5137748	KNO	TRIB OF LOST RUN	.5 MI NORTH OF QUAKER RD	7/1/1900	6/7/2017	Poor
5137780	KNO	KOKOSING RIVER	0.6 MI NORTH OF ZION	7/1/2000	3/15/2017	Good
5137691	KNO	STREAM	1 MI WEST OF SR 586	3/1/2003	7/2/2017	Fair
5137772	KNO	STREAM	JUST NORTH OF CR 14	6/1/1996	4/14/2017	Fair
5137756	KNO	LITTLE SCHENCK CREEK	.2 MI WEST OF KECK RD	7/1/2005	4/14/2017	Good
5137713	KNO	COLEMAN BRANCH	.3 MI WEST OF SR 3	7/1/2004	4/14/2017	Good
5137950	KNO	SCHENCK CREEK	JUNCTION OF DIVELBISS RD	7/1/1936	9/19/2017	Fair
5132746	KNO	N BRANCH KOKOSING RIVER	0.2 MI EAST OF CR 6	7/1/1900	9/29/2017	Good
5138027	KNO	NORTH BRANCH KOKOSING	0.3 MI NORTH OF SR 95	7/1/1930	11/8/2017	Fair
5138035	KNO	SAPPS RUN	INT WITH SAPPS RUN RD	7/1/1999	4/4/2017	Fair
5138159	KNO	ELLIOT RUN	0.1 MI WEST OF CR31	7/14/2011	3/15/2017	Good
5138191	KNO	TRIB. OF JELLOWAY CREEK	0.2 MI NORTHWEST OF SR 3	7/1/1934	6/9/2017	Poor
5132908	KNO	MOHICAN RIVER	3.3 MI NORTH OF SR 62	7/1/1999	11/10/2017	Good
5138183	KNO	STREAM	AT BIG HILL & VESS	11/21/2006	9/12/2017	Good
5132879	KNO	STREAM	JCT OF VESS RD	7/10/2017	9/27/2017	Good
5138205	KNO	SYCAMORE CREEK	0.7 MI SOUTH OF SYCAMORE	7/1/1984	5/24/2017	Fair
5138248	KNO	DRY RUN	0.5 MI EAST OF US 36	7/1/2000	5/11/2017	Good
5132975	KNO	MARKLEY RUN	0.6 MI E. OF JCT SR 95	7/1/1900	9/19/2017	Good
5133025	KNO	DRY CREEK	JCT OF COLUMBUS ROAD	7/1/1991	3/16/2017	Poor
5133076	KNO	LITTLE JELLOWAY CREEK	0.4 MI NORTH OF CR 14	7/1/1993	4/4/2017	Fair
5133084	KNO	TRIB. OF MOHICAN RIVER	JUNCTION OF BLACK ROAD	7/1/1997	4/22/2017	Fair
5138582	KNO	DRY CREEK	0.5 MI SOUTH OF US 36	7/1/1975	3/16/2017	Fair
5138612	KNO	KOKOSING RIVER	0.8 MI EAST OF SR 13	7/1/1979	10/24/2017	Fair
5133069	KNO	CENTER RUN	1.0 MI EAST OF SR 13	7/1/1979	10/24/2017	Fair
5132916	KNO	CENTER RUN	0.2 MI WEST OF EDGEWOOD	7/1/1924	10/24/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5138868	KNO	CENTER RUN	0.6 MI W.OF SR768	7/1/1998	10/24/2017	Good
5138876	KNO	NORTH FORK LICKING RIVER	JUNCTION OF COUNTY RD 53	7/1/1983	5/24/2017	Fair
5133440	KNO	TRIB COLEMAN BR L SCHK CK	6 M N OF JCT SR 768	7/1/1987	5/23/2017	Good
5133475	KNO	COLEMAN BR OF LT SCHENK C	5.2 M N OF JCT SR 768	7/1/1959	5/23/2017	Fair
5930553	KNO	TRIB OF COLEMAN BRANCH	4 MI S OF JCT SR 205	10/1/2006	5/23/2017	Good
5930022	KNO	LITTLE JELLOWAY CR	4.5 M S OF JCT SR 205	7/1/1955	5/23/2017	Fair
5933749	KNO	SHADLEY VALLEY CREEK	.4 M S OF ASHLAND CO LINE	7/1/1994	5/24/2017	Good
5932149	KNO	CENTER RUN	100' N OF JCT SR 768	7/1/1987	5/10/2017	Good
5933765	KNO	TRIB OF CENTER RUN	.13 M N OF JCT SR 768	7/1/1994	5/10/2017	Good
5933269	KNO	SR 3 OVER DITCH	1 MI N OF JCT SR 768	7/1/2005	5/10/2017	Good
5930008	KNO	LITTLE SCHENCK CREEK	3.8 M N OF JCT SR 768	7/1/1932	5/10/2017	Good
5931509	KNO	SCHENCK CREEK	1.5 M N OF JCT SR 768	7/1/1950	5/10/2017	Good
5934311	KNO	TRIB. OF SCHENCK CREEK	1.6 M EAST OF JCT SR 768	7/1/1998	5/10/2017	Good
5934346	KNO	TRIB OF IRELAND CREEK	2.2 M S OF JCT 205	7/1/1987	5/23/2017	Fair
5931606	KNO	IRELAND CREEK	8 M S OF JCT SR 205	7/1/1989	5/23/2017	Good
5931037	KNO	TRIBUTARY OF JELLOWAY CR	.6 M S OF JCT SR 205	7/1/1989	5/24/2017	Good
5931371	KNO	JELLOWAY CREEK	50' S OF JCT SR 205	7/1/1989	5/24/2017	Fair
5931444	KNO	DRY CREEK	.25 M N OF JCT SR 586	7/1/1969	5/8/2017	Good
5934494	KNO	KOKOSING RIVER	.4 M N OF JCT SR 586	18920701	5/8/2017	Good
5931495	KNO	TRIB OF DELANO RUN	.2 M N OF JCT SR 661	7/1/1995	2/28/2017	Good
5930650	KNO	MARKLEY RUN	1.2 M N OF JCT SR 546	7/1/1963	1/23/2018	Good
5934273	KNO	DELANO RUN	1.6 M S OF JCT SR 586	7/1/1941	2/28/2017	Fair
5933625	KNO	OVER TUMA RUN	1.65 M N OF LIC CO LINE	7/1/1983	2/28/2017	Good
5933633	KNO	TRIB OF SYCAMORE CREEK	3.3 M N OF LIC CO LINE	7/1/1994	2/28/2017	Good
5933935	KNO	NORTH BRANCH KOKOSING	5.1 M S OF JCT SR 95	7/1/1926	5/8/2017	Good
5933006	KNO	ISAACS RUN	.5 M N OF JCT SR 546	7/1/1963	5/24/2017	Fair
5934990	KNO	TRIB OF N BR KOKOSING RIV	.4 M N OF JCT SR 95	7/1/1967	5/16/2017	Poor
5933161	KNO	TRIB OF N BR KOKOSING RIV	.4 M N OF JCT SR 95	7/1/1967	5/16/2017	Poor
5934265	KNO	NORTH BRAC KOKOSING RIVER	1.2 M N OF JCT SR 95	7/1/1967	5/16/2017	Fair
5935385	KNO	NORTH BRAH KOKOSING RIVER	1.2 M N OF JCT SR 95	7/1/1967	5/16/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5930766	KNO	TRIBUTARY OF KOKOSING RIV	.6 M E OF MORROW CO LINE	7/1/1971	5/30/2017	Good
5934524	KNO	OWL CREEK	1.1 M E OF MORROW CO LINE	7/1/1971	5/30/2017	Good
5933706	KNO	OWL RUN	2.1 M E OF MORROW CO LINE	7/1/1971	3/9/2017	Good
5931983	KNO	BOONE CREEK	1.1 M W OF JCT SR 13	7/1/1971	5/30/2017	Good
5932092	KNO	SR 13 (FREDRICKTN BYPASS)	AT JCT OF SR 13	7/1/1968	6/1/2017	Fair
5931274	KNO	TRIB OF E BR KOKOSING RIV	.5 M W OF RICH. CO LINE	7/1/1960	3/9/2017	Good
5931312	KNO	TOBY RUN	.2 M W OF RICH. CO LINE	7/1/1990	6/1/2017	Good
5932033	KNO	ISAACS RUN	2.9 M W OF RICH CO LINE	7/1/1992	6/1/2017	Fair
5931649	KNO	OVER MARKLEY RUN	1.8 M W OF RICH. CO LINE	7/1/1988	6/1/2017	Good
5934672	KNO	NORTH BRANCH KOKOSING RIV	1.6 MI. EAST OF SR 13	9/1/2011	5/30/2017	Good
5936004	KNO	DOWD CREEK	2 MILES N OF SR 514	7/1/1995	4/26/2017	Good
5934567	KNO	SHADLEY VALLEY CREEK	2.7 MI. S. OF SR3	7/1/1990	4/26/2017	Good
5931827	KNO	INDIANFIELD RUN	2.2 MI. W. OF JCT. US62	7/1/1990	6/6/2017	Good
5934702	KNO	SR 229 OVER GRANNY CREEK	.8 MI E. OF MORROW C LINE	7/1/1996	6/5/2017	Good
5932297	KNO	ARMSTRONG RUN	3.6 M E OF MORROW C LINE	7/1/1995	6/5/2017	Good
5935954	KNO	BRANCH OF ARMSTRONG RUN	4.44 MI E.OF MRW CO LINE	7/1/1996	6/5/2017	Fair
5934087	KNO	TRIB OF ARMSTRONG RUN	5 M E OF MORROW CO LINE	7/1/1995	6/5/2017	Good
5935504	KNO	CENTER RUN	3.5 M W OF JCT SR 308	7/1/1966	6/6/2017	Fair
5933331	KNO	TRIB ARMSTRONG RUN	.5 MILES WEST OF JCT US36	7/1/2003	6/5/2017	Good
5931401	KNO	WOLF RUN	.5 M W OF JCT SR 308	7/1/1966	6/6/2017	Good
5933943	KNO	KOKOSING RIVER	1.5 M E OF JCT SR 308	7/1/1957	6/6/2017	Good
5933951	KNO	TRIBTY OF INDIANFIELD RUN	.5 M E OF JCT US 62	7/1/1947	3/29/2017	Good
5930002	KNO	TRIB OF MOHICAN RIVER	4.7 M N OF JCT SR 205	7/1/1995	2/15/2018	Fair
5930677	KNO	TRIB OF MOHICAN RIVER	5.2 M N OF JCT SR 205	7/1/1994	2/15/2018	Good
5931770	KNO	TRIBUTARY OF MOHICAN RIV	1 MILE S. OF HOMES CO	7/1/1999	2/21/2018	Good
5931584	KNO	MOHICAN RIVER	1.4 M S OF HOLMES CO LINE	7/1/1972	10/10/2017	Poor
5930001	KNO	TRIB OF E BR JELLOWAY CR	.8 MI N OF JCT SR 205	7/1/1994	2/15/2018	Good
5934079	KNO	TRIBUTARY OF HARROD RUN	2.8 M E OF JCT U 62	7/1/1931	3/5/2018	Good
5930448	KNO	TRIBTY OF WAKATOMIKA CR	2.3 M W OF COSHOCTON LINE	7/1/1990	3/5/2018	Good
5930333	KNO	TRIB WAKATOMIKA CREEK	1.2 M W OF COS CO LINE	7/1/1994	3/5/2018	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5930545	KNO	WAKATOMIKA CREEK	4.3 M E OF JCT US 62	7/1/1993	3/5/2018	Good
5930618	KNO	OVER C SIMON RUN	700' N OF JCT SR 13	7/1/2004	3/30/2017	Good
5930670	KNO	MARKLEY RUN	100' S OF RICH CO LINE	7/22/2009	3/30/2017	Good
5934451	KNO	ISAACS RUN	1.2 MI N OF JCT SR 13	7/22/2009	3/30/2017	Good
5933057	KNO	TRIBUTARY OF ROCKY FORK	.56 M N OF LIC CO LINE	7/1/1990	3/12/2018	Good
5932610	KNO	OVER DELANO RUN	1 MI S OF JCT SR 13	7/1/2003	3/12/2018	Good
5933846	KNO	TRIBUTARY OF BIG RUN	3 MILES N OF JCT US 62	7/1/1999	3/12/2018	Good
5931436	KNO	OVER BIG RUN	3.4 M N OF JCT US 62	7/1/1994	3/12/2018	Good
5935288	KNO	TRIBUTARY OF BIG RUN	4.9M N OF JCT. US 62	7/1/1998	3/12/2018	Good
5933080	KNO	WEBSTER RUN	.94 M N OF LIC. CO LINE	7/1/1988	1/29/2018	Good
5933072	KNO	WEBSTER RUN	1.3 M. N. OF LIC CO. LINE	7/1/1998	1/29/2018	Good
5930995	KNO	WEBSTER RUN	1.9 M N OF LIC. CO LINE	7/1/1988	1/29/2018	Good
5934753	KNO	WEBSTER RUN	2.3 M S OF JCT US 36 SR 3	7/1/1983	1/29/2018	Good
5934397	KNO	VANCE CREEK	.45 M N OF LIC. CO LINE	7/1/1935	1/30/2018	Good
5934176	KNO	CHAMBERS CREEK	6.3 MILE S. OF SR 13	7/1/1995	1/30/2018	Good
5932432	KNO	SYCAMORE CREEK	0.2 miles south of CR 27	10/15/2013	1/30/2018	Good
5930219	KNO	OVER BRANDON RUN	3.3 M. N. OF LIC CO LINE	7/1/1998	2/1/2018	Good
5934664	KNO	CENTER RUN	.8 M N OF JCT US 36	7/1/1986	2/28/2017	Fair
5933498	KNO	SCHNECK CREEK	2.4 M E OF JCT SR 308	7/1/1957	6/7/2017	Good
5934184	KNO	TRIBUTARY OF KOKOSING RIV	150' W OF JCT SR 715	7/1/1937	2/26/2018	Fair
5933463	KNO	US 36 OVER US 62	1.2 M W OF JCT SR 715	7/1/1960	2/21/2018	Poor
5933456	KNO	OTTER FK OF LICKING RIVER	1.86 MI E OF DEL CO LINE	7/1/1998	2/12/2018	Good
5933099	KNO	Heart of Ohio Bike Trail	0.02 M W of Lytle Rd.	10/31/2016	2/12/2018	Good
5934656	KNO	OVER DRY CREEK	1.3 M E OF JCT SR 657	7/1/2000	2/12/2018	Good
5933137	KNO	US 36 OVER BIKE PATH	4.7 M E OF JCT SR 308	7/1/1913	6/7/2017	Fair
5932084	KNO	DITCH	2 M W OF JCT US 62	7/1/1995	6/7/2017	Good
5930138	KNO	KOKOSING RIVER OVERFLOW	150'E OF JCT SR 229	7/1/1961	2/27/2018	Fair
5933986	KNO	KOKOSING RIVER	.41 MILES EAST OF SR 715	7/1/1997	10/17/2017	Fair
5932386	KNO	TRIB OF KOKOSING RIV	1 M E OF JCT SR 715	7/1/1937	2/26/2018	Fair
5933552	KNO	TRIBUTARY OF BRUSH RUN	2 M E OF JCT SR 715	7/1/1939	2/26/2018	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5930642	KNO	BRUSH RUN	2.1 M E OF JCT SR 715	7/1/1939	2/26/2018	Fair
5930812	KNO	BRUSH RUN	1.6 M W OF COS CO LINE	7/1/1939	2/26/2018	Fair
5934370	KNO	KOKOSING RIVER	300' E OF JCT SR 229	7/1/1954	4/19/2017	Good
5934389	KNO	US36 OVER DRY RUN	1.4 M W OF JCT SR 229	7/1/1949	2/14/2018	Good
5935172	KNO	TRIBUTARY OF DRY CREEK	5.7 M E OF JCT SR 657	7/1/1936	2/13/2018	Fair
5932300	KNO	TRIBUTARY OF DRY CREEK	5.8 M E OF JCT SR 657	7/1/1936	2/14/2018	Fair
5931177	KNO	TRIB OF DRY CREEK	4.5 M W OF JCT SR 229	7/1/1994	2/14/2018	Good
5933234	KNO	TRIBUTARY OF DRY CREEK	3.8 M E OF JCT SR 657	7/1/1990	2/13/2018	Good
5933560	KNO	TRIBUTARY OF DRY CREEK	4 M E OF JCT SR 657	7/1/1936	2/13/2018	Good
5930030	KNO	TRIBUTARY OF DRY CREEK	5 M E OF JCT SR 657	7/1/1994	2/12/2018	Good
5933250	KNO	TRIBTR OF DRY CREEK	2.5 M E OF JCT SR 657	7/1/1954	2/13/2018	Fair
5931878	KNO	Matt Run	0.13 mi W of McManis Rd	6/15/1999	2/27/2018	Good
5930783	KNO	JELLOWAY CREEK	2.6 M W OF JCT US 62	7/1/1957	6/7/2017	Fair
5931630	KNO	US 36 OVER CENTER RUN	.6 M W OF JCT SR 768	7/1/1990	4/19/2017	Good
5932416	KNO	TRIBUTARY OF CENTER RUN	AT JCT OF SR 768	7/1/1967	2/27/2018	Fair
5931207	KNO	OVER ADAMS RUN	.1 MI WEST OF JCT SR 768	7/1/2002	2/27/2018	Good
5934168	KNO	BRANNICAN RUN	.7 M W OF JCT SR 229	7/1/1948	2/14/2018	Good
5933761	KNO	TRIB OF KOKOSING RIVER	.2 M W OF JCT SR 229	7/1/1948	1/23/2018	Good
5933285	KNO	NORTH FRK LICKING RIVER #	50' W OF JCT SR 314	7/1/1954	2/1/2018	Poor
5934605	KNO	MILLWOOD RUN	.1 M W OF JCT US 62	7/1/1948	6/7/2017	Fair
5930898	KNO	E. BRANCH JELLOWAY CRK #	3.31 MI W OF US36	7/1/1995	2/23/2017	Good
5932114	KNO	KOKOSING RIVER	.2 M W OF JCT US 36	7/1/1960	10/10/2017	Good
5934214	KNO	MILLWOOD RUN	.2 M E OF JCT US 36	7/1/1960	2/24/2017	Fair
5933536	KNO	EAST BR JELLOWAY CR	18.82 miles north of line	11/3/2014	2/23/2017	Good
5933587	KNO	TRIB OF E BR JELLOWAY CR	3.6 M W OF HOLMES CO LINE	7/1/1932	2/24/2017	Fair
5934886	KNO	TRIB OF E BR JELLOWAY CR	2.9 M E OF JCT US 36	7/1/1930	2/24/2017	Good
5935008	KNO	MOHICAN RIVER	.7 M W OF HOLMES CO LINE	7/1/1958	10/6/2017	Good
5934737	KNO	TRIBUTARY MOHICAN RIVER #	.1 M WEST OF HOLMES CO LI	7/1/2000	2/24/2017	Good
5936055	KNO	ELLIOTT RUN	1 MILE E OF JCT SR 586	7/1/1998	3/5/2018	Good
5933315	KNO	US 62 OVER HARROD RUN	3.5 M WEST OF JCT SR 229	7/1/1999	3/5/2018	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5933668	KNO	INDIANFIELD RUN	.2 M W OF JCT SR 229	6/1/2009	2/22/2017	Good
5934974	KNO	TO102 DILL HIL CREEK	0.6MI N SR 36	7/1/1900	9/29/2017	Poor
5933838	KNO	NORTH FORK LICKING RIVER	0.1 MI S OF LONG RD	9/1/2011	5/26/2017	Good
5933528	KNO	NORTH FORK LICKING RIVER	0.7 MI WEST OF SR 314	7/1/1991	9/8/2017	Fair
5934443	KNO	NORTH FORK LICKING RIVER	0.3 MI NORTH OF CR 53	7/1/1950	3/16/2017	Fair
5930588	KNO	WEBSTER RUN	0.3 MI SOUTH OF SR 657	7/1/1950	5/10/2017	Fair
5933609	KNO	WEBSTER RUN	0.2 MI NORTH OF SR 657	7/1/1970	5/10/2017	Poor
5932770	KNO	STREAM	AT GARBER RD	4/1/1970	7/2/2017	Good
5933676	KNO	NORTH FORK LICKING RIVER	0.4 MI NORTH OF CR53	4/1/2012	3/16/2017	Good
5934257	KNO	SYCAMORE CREEK	0.1 MI SOUTH OF SYCAMORE	7/1/1994	5/10/2017	Good
5933870	KNO	DRY CREEK	0.1 MI SOUTH OF US 36	7/1/1994	3/16/2017	Poor
5933898	KNO	SYCAMORE CREEK	JUNCTION OF SYCAMORE ROAD	7/1/1903	5/10/2017	Fair
5933811	KNO	TO122 GRAHAM DRY CREEK	0.4 MI S SR36	7/1/1900	6/28/2017	Poor
5930863	KNO	DRY CREEK	JUNCTION OF US 36	12/1/2011	3/16/2017	Good
5932874	KNO	STREAM	JUST EAST OF PERRY RD	6/1/1996	5/11/2017	Fair
5932181	KNO	STREAM	JUST WEST OF PATTON RD	6/1/1996	5/11/2017	Fair
5930278	KNO	DRY CREEK	JUNCTION OF US 36	7/1/1973	6/24/2017	Poor
5931665	KNO	TRIBUTARY OF DRY CREEK	0.8MI. N. OF TWP. 123	7/1/2009	5/11/2017	Good
5933781	KNO	TO127 THAYER DRY RUN TRIB	1.0 MI SR36	7/1/1900	6/28/2017	Poor
5933242	KNO	STREAM (DRY CREEK)	920' South OF USR 36	10/4/2016	3/16/2017	Good
5933773	KNO	STREAM	JUST S OF BLACKJACK RD	6/1/1996	5/24/2017	Good
5931127	KNO	STREAM	JUST N OF BLACKJACK ROAD	6/1/1996	5/24/2017	Poor
5933722	KNO	CHAMBERS CREEK	JUNCTION OF GRANVILLE RD.	7/1/1900	7/2/2017	Poor
5931790	KNO	VANCE CREEK	JUST E OF POSSUM RD	6/28/2016	5/10/2017	Good
5935458	KNO	SYCAMORE CREEK	0.3 MI WEST OF SR 13	7/1/2002	4/7/2017	Good
5932734	KNO	TUMA RUN	1.0 MI SOUTH OF ARRINGTON	7/1/1950	5/24/2017	Fair
5935555	KNO	ROCKY FORK	0.4 MI EAST OF CLELL ROAD	7/1/1950	5/24/2017	Poor
5935628	KNO	ROCKY FORK	0.9 MI WEST OF CR 31	7/1/1929	4/26/2017	Fair
5934761	KNO	T0147 BELL CHURCH STREAM	0.5MI S SR586 0.4 W 148	1/1/2001	4/26/2017	Good
5931533	KNO	TRIB OF ROCKY FORK	.3 MI SOUTH OF BELL CHURC	4/20/2013	4/26/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5935725	KNO	HARROD RUN	.6 MI N OF DEAL RD	11/1/2010	4/7/2017	Good
5930529	KNO	INDIANFIELD RUN	1.0 MI NORTH OF HOPEWELL	7/1/1958	9/12/2017	Fair
5935784	KNO	TRIBUTARY OF BIG RUN	0.8 MI EAST OF BIG RUN	7/1/1982	5/16/2017	Fair
5935024	KNO	STREAM (INDIANFIELD RUN)	0.2 MI S OF SR 229	10/1/2013	4/26/2017	Good
5930057	KNO	INDIANFIELD RUN	0.2 MI SOUTH SR 229	7/1/1900	8/3/2017	Fair
5930111	KNO	WAKATOMIKA CREEK	0.4 MI S. OF FRONT ROYAL	7/1/1997	3/15/2017	Good
5931517	KNO	STREAM	JUST SOUTH OF SR 229	9/28/2016	8/3/2017	Good
5935679	KNO	WAKATOMIKA CREEK	0.1 MI N OF DENNIS CHURCH	7/1/1999	4/26/2017	Good
5934133	KNO	WAKATOMIKA CREEK	1.2 MI. S. OF S.R. 229	7/1/2009	4/26/2017	Good
5932351	KNO	TRIB OF WAKATOMIKA CR	0.8 MI E. OF WOOD CHURCH	7/1/1900	4/26/2017	Fair
5934907	KNO	MCCAMENT RD.TRIB TO JUG R	2 0 S SR 541 1.3 N CR17	7/1/1900	4/20/2017	Fair
5931460	KNO	TRIBUTARY OF JUG RUN	0.5 MI NORTH OF JUG RUN	7/1/1999	4/20/2017	Fair
5934648	KNO	TRIB. OF WAKATOMIKA CREEK	0.3 MI S. OF FRONT ROYAL	7/1/1993	4/20/2017	Fair
5934036	KNO	TO188 WAKATOMIKA TRIB.	0.9 N CR17 1.2 S SR 541	1/1/1930	4/20/2017	Fair
5934435	KNO	STREAM	JUST NORTH OF CR 37	10/5/2016	7/7/2017	Good
5935881	KNO	KOKOSING RIVER	JUNCTION OF ZUCK ROAD	7/1/2001	3/15/2017	Good
5930324	KNO	KOKOSING RIVER	0.3 MI S STA RTE 715	1/1/2005	3/15/2017	Fair
5932025	KNO	UNAMED CREEK	.01 MI S. OF TIGER VALLEY	7/1/2001	4/22/2017	Fair
5933889	KNO	TIGER-VALLEY CREEK	JUNCTION OF TIGER VALLEY	7/1/1930	6/28/2017	Fair
5930004	KNO	FLAT RUN	JUNCTION OF FLAT RUN	7/1/1930	4/22/2017	Poor
5932688	KNO	UNNAMED CREEK	.4 MI WEST OF MOWERY RD	7/1/1900	4/22/2017	Poor
5930804	KNO	E.BR JELLOWAY CREEK	0.5 MI NORTHEAST OF US 62	7/1/1995	5/26/2017	Fair
5931940	KNO	NEGRO RUN	0.1 MI SOUTH OF US 62	7/1/1936	8/3/2017	Fair
5931819	KNO	CONRAIL RAILROAD (CLOSED)	0.1 MI SOUTH OF US 62	7/1/1920	8/3/2017	Fair
5933307	KNO	JELLOWAY CREEK	0.3 MI EAST OF CR-9	7/1/1996	10/5/2017	Good
5932211	KNO	EAST BRANCH JELLOWAY CR	.6 MI SOUTH OF CR 9	7/1/2005	5/26/2017	Good
5933412	KNO	JELLOW CREEK	.2 MI EAST OF DANVILLE RD	7/1/2005	9/8/2017	Good
5930693	KNO	STREAM	JUST W OF US 62	6/1/1986	6/28/2017	Poor
5933358	KNO	HONEY RUN	0.1 MI S. OF HAZEL DELL	7/1/1900	7/7/2017	Poor
5933404	KNO	BARNEY RUN	0.1 MI WEST OF HILL ROAD	7/1/1972	5/26/2017	Poor

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5932158	KNO	KOKOSING RIVER	JUNCTION OF SAPP ROAD	7/1/2000	11/10/2017	Good
5933374	KNO	TRIBUTARY OF BRUSH RUN	0.1 MI EAST OF DEPOLO RD	7/1/1993	5/16/2017	Fair
5933366	KNO	STREAM	JUST N OF ZION RD	6/1/1986	5/16/2017	Poor
5933714	KNO	STREAM	JUST N OF ZION RD	9/5/2003	5/16/2017	Good
5930847	KNO	TRIB. OF SCHENCK CREEK	0.4 MI EAST OF COLWILL RD	7/1/1991	6/9/2017	Poor
5930901	KNO	SCHENCK CREEK	0.2 MI EAST OF VINCENT RD	7/1/1980	6/28/2017	Fair
5931487	KNO	WOLF RUN	0.8 MI WEST OF SR 308	7/1/1965	5/16/2017	Poor
5933927	KNO	STREAM	JUST W OF LAYTON RD	6/1/1986	5/16/2017	Poor
5935350	KNO	TRIB OF KOKOSING RIVER	.8 MI E OF US 62	8/12/2012	5/11/2017	Good
5930392	KNO	DELANO RUN	0.3 MI EAST OF SR 13	7/1/1980	8/3/2017	Poor
5933145	KNO	KOKOSING RIVER	JUNCTION OF SR 229	7/1/1982	3/15/2017	Good
5931924	KNO	TO259 KOKOSING TRIB.	1.3MI S SR229	1/1/1913	7/2/2017	Fair
5932572	KNO	STREAM	JUST NORTH OF PORTER RD	8/1/2011	5/16/2017	Good
5934729	KNO	CENTER RUN	0.3 MI SOUTH OF MT VERNON	7/1/1963	5/11/2017	Poor
5930003	KNO	SCHENCK CREEK	0.1 MI SOUTH OF GILCHRIST	7/1/1999	5/25/2017	Fair
5932556	KNO	LITTLE SCHENCK CREEK	.3MI.W.OF OBRIEN RD.	7/1/2004	11/9/2017	Fair
5935040	KNO	STREAM	JUST SOUTH OF EARNEST RD	6/1/1996	6/9/2017	Fair
5931096	KNO	LITTLE SCHENCK CREEK	0.80 MI N.E. OF CR 66	7/1/1998	9/8/2017	Fair
5935067	KNO	TRIB OF SCHENCK CREEK	.1 MI WEST OF SR 3	7/1/1900	4/14/2017	Fair
5934419	KNO	SCHENCK CREEK	0.1 MI NORTH OF ALLEN RD.	7/1/1983	9/8/2017	Good
5934230	KNO	SCHENCK CREEK	JUNCTION OF CR 66	7/1/1994	9/19/2017	Good
5932394	KNO	STREAM	JUST W OF DIVELBISS RD	7/29/1998	4/21/2017	Good
6533418	KNO	E BRANCH KOKOSING RIVER	0.2 MI NORTH OF TOMS ROAD	7/1/1925	4/21/2017	Fair
6534589	KNO	TRIBUTARY OF MARKLEY RUN	0.1 MILE EAST OF S.R. 95	7/1/1998	4/21/2017	Good
6534678	KNO	LITTLE JELLOWAY CREEK	0.3 MI WEST OF CR 84	7/1/2007	4/14/2017	Good
6535003	KNO	LITTLE SCHENCK CREEK	JCT OF NORTH LIBERTY	7/1/1996	9/8/2017	Good
6533124	KNO	STREAM	JUST EAST OF CR 15	6/1/1990	4/14/2017	Poor
6532713	KNO	LITTLE JELLOWAY CREEK	0.4 MI SOUTHWEST OF CR 84	7/1/1930	6/9/2017	Poor
6532721	KNO	JELLOWAY CREEK	0.1 MI WEST OF RAVIN ROAD	7/1/2006	4/6/2017	Fair
6532705	KNO	TRIB OF JELLOWAY CREEK	0.2 MILE E OF DOUP RD	4/1/2015	4/6/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
6532691	KNO	STREAM	JUST W OF SR 3	6/1/1986	4/6/2017	Fair
6534171	KNO	STREAM	ON ASHLAND CO LINE	6/1/1986	4/6/2017	Fair
6540031	KNO	TRIB OF JELLOWAY CREEK	.1 MI N. OF COLLEGE HILL	7/1/1900	4/6/2017	Fair
6534309	KNO	LITTLE JELLOWAY CREEK	0.1 MI E OF APPLE VALLY R	4/1/2015	4/4/2017	Good
6532128	KNO	STREAM	JUST EAST OF CR 44	10/30/2014	4/4/2017	Good
6530222	KNO	JELLOWAY CREEK	.1 MI W OF SR 205	7/1/2012	6/9/2017	Good
6530338	KNO	IRELAND CREEK	.4 MI EAST OF SR 3	6/1/2013	4/4/2017	Good
6530451	KNO	IRELAND CREEK	0.1 MI SOUTH OF BEAR RUN	7/1/2006	4/4/2017	Good
6530427	KNO	SHADLEY VALLEY CREEK	JUNC OF SR 205	10/24/2014	4/4/2017	Good
6530478	KNO	TRIB OF JELLOWAY CREEK	0.01 MI S OF PEALER MILL	7/1/2006	4/6/2017	Good
6532144	KNO	JELLOWAY CREEK	JUNC OF CLEM RD	7/1/2012	4/4/2017	Good
6532152	KNO	DOWD CREEK	0.3 MI WEST OF CR 16	7/1/1988	6/28/2017	Fair
6532179	KNO	STREAM	JUST S OF THOMPSON RD	6/1/1996	5/25/2017	Good
6532187	KNO	SAPPS RUN	JUST NORTH OF CR 44	9/28/2014	4/4/2017	Good
6532209	KNO	JELLOWAY CREEK	0.1 MI WEST OF SR 205	7/1/1900	4/6/2017	Fair
6530001	KNO	SHADLEY VALLEY CREEK	JUNCTION OF US 205	7/1/1970	6/9/2017	Poor
6532161	KNO	TRIB OF MOHICAN R	.01 MI S OF HOLMES RD	9/1/2012	8/3/2017	Good
6530346	KNO	TRIB. OF MOHICAN RIVER	0.3 MI EAST OF DODD ROAD	7/1/1995	8/3/2017	Fair
6533842	KNO	TRIB. OF MOHICAN RIVER	0.1 MI EAST OF SR 514	7/1/1900	6/28/2017	Good
6534341	KNO	TRIB OF MOHICAN R	JUST S OF SR 514	10/1/2011	6/28/2017	Good
6531334	KNO	TRIB OF MOHICAN RIVER	0.2 MI SOUTH OF SR 514	7/1/2000	6/28/2017	Fair
6533450	KNO	TRIB OF MOHICAN RIVER	JUST S OF CR 16	4/1/2014	5/26/2017	Good
6533639	KNO	STREAM	JUST 0.5M N OF CR 16	12/21/2004	5/26/2017	Good
6531350	KNO	TRIB. OF MOHICAN RIVER	0.1 MI SOUTH OF JERICHO	7/1/1933	6/28/2017	Poor
6534368	KNO	TO362 PL VALLEY DRY RUN T	1.6MI W SR36 0.8MI E KEYS	7/1/1900	9/19/2017	Poor
6533566	KNO	DRY RUN	0.1 MI WEST OF US 36	7/1/1985	8/3/2017	Fair
6534538	KNO	DRY RUN	0.4 MI SOUTH OF T362	7/1/1900	4/17/2017	Fair
6531520	KNO	TO363 KEYS DRY RUN TRIB	0.1MI N SR36	7/1/1900	4/17/2017	Poor
6530168	KNO	ARMSTRONG RUN	JUST NORTH OF SR 229	4/1/2014	4/17/2017	Good
6532624	KNO	ARMSTRONG RUN	0.3 MI S OF SR 229	4/1/2011	4/17/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
6534449	KNO	GRANNY CREEK	JUNCTION OF GREEN VALLEY	7/1/1900	4/17/2017	Fair
6534546	KNO	TRIB. N. BR. KOKOSING	0.2 MI SOUTH OF RIDGE RD	7/1/1900	4/19/2017	Fair
6530095	KNO	TRIB. N. BR. KOKOSING	0.4 MI EAST OF PINKLEY RD	7/1/1930	4/19/2017	Fair
6530109	KNO	TRIB. OF KOKOSING RIVER	0.5 MI WEST OF PINKLEY RD	7/1/1900	4/19/2017	Fair
6530125	KNO	STREAM	JUST N OF SR 95	4/15/2003	4/19/2017	Good
6531636	KNO	TRIB. N. BR. KOKOSING	0.3 MI SOUTH OF BLAIR RD	18960701	4/19/2017	Poor
6534457	KNO	TRIB. N. BR. KOKOSING	0.2 MI SOUTH OF BLAIR RD	7/1/1979	11/8/2017	Poor
6530966	KNO	STREAM	JUST EAST OF SR 546	6/1/1996	6/7/2017	Fair
6531806	KNO	NORTH BRANCH KOKOSING	JUNCTION OF DARLINGTON RD	7/1/1982	11/8/2017	Fair
6530206	KNO	TRIB.N. BR KOKOSING RIVER	0.1 MI SW OF LEVERING RD	7/1/1970	6/7/2017	Fair
6530184	KNO	NORTH BRANCH KOKOSING	0.1 MI NORTH OF WATERFORD	7/1/1995	9/19/2017	Good
6532454	KNO	N BR KOKOSING RIVER	JUNCTION OF KRAFTMILL RD.	7/1/1992	6/7/2017	Fair
6530141	KNO	ISAACS RUN	0.5 MI NORTH OF QUAKER RD	7/1/1998	4/21/2017	Good
6530893	KNO	MARKLEY RUN	0.1 MI NORTH OF CR 55	7/1/1904	4/21/2017	Fair
6530737	KNO	GRANNY CREEK	JUNCTION OF SR 229	7/1/1900	4/19/2017	Fair
6530559	KNO	TO380 CAMP GRANNY TRIB	1.2MI S SR229 0.9MI NCR02	1/1/1930	4/19/2017	Fair
6530133	KNO	GRANNY CREEK	0.5 MI NORTH OF SR229	11/15/2012	3/16/2017	Good
6531164	KNO	GRANNY CREEK	0.2 MI NORTH OF CR 13	7/1/1996	4/17/2017	Fair
6530907	KNO	MILE CREEK	0.1 MI SOUTH OF SPARTA RD	7/1/1926	9/29/2017	Poor
6530974	KNO	KOKOSING RIVER	0.4 MI WEST OF SR 13	7/1/1984	3/16/2017	Fair
6534066	KNO	ARMSTRONG RUN	JUNC OF LOVERS LANE	5/1/2011	4/17/2017	Good
6530567	KNO	ARMSTRONG RUN	JUNC OF BANNING RD	5/1/2011	4/17/2017	Good
6533329	KNO	MILE CREEK	0.8MI NORTHWEST OF DOREMA	7/1/1974	11/9/2017	Fair
6533191	KNO	TRIB.N.BR.KOKOSING	.9 MI.S. OF BLAIR RD.	7/1/2004	4/19/2017	Good
6533701	KNO	KOKOSING RIVER	JUNCTION OF BRYANT ROAD	7/1/1997	9/19/2017	Good
6533353	KNO	MARKLEY RUN	0.8 MILE EAST OF SR 546	7/1/1998	6/7/2017	Fair
6533094	KNO	JOB RUN	1.2 MI. EAST OF Z STREET	7/1/2004	4/21/2017	Fair
6532020	KNO	NORTH BRANCH KOKOSING	0.3 MI WEST OF CR 6	8/1/2016	11/9/2017	Good
6530885	KNO	JOB RUN	0.2 MI EAST OF CR 6	7/1/1994	4/21/2017	Good
6534562	KNO	STREAM	AT CROOKED RD	6/1/2012	4/21/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
6534570	KNO	NORTH BRANCH KOKOSING	0.2 MI WEST OF CR 6	7/1/1904	11/9/2017	Poor
6534228	KNO	KOKOSING RIVER	JUNC. OF COUNTY ROAD 12	7/1/2003	11/9/2017	Fair
6530656	KNO	GRANNY CREEK	0.1 MI NORTH OF CR 13	7/1/1960	4/17/2017	Poor
6534139	KNO	NORTH FORK LICKING RIVER	0.3 MI WEST OF HALL ROAD	7/1/1985	5/26/2017	Poor
6530389	KNO	DRY CREEK	0.2 MI SOUTH OF US 36	7/1/1997	7/2/2017	Good
6530397	KNO	TO429 BOWE RD BIG RUN TRB	0.5 MI E SR586	7/1/1900	5/16/2017	Fair
6530419	KNO	E BRANCH JELLOWAY CREEK	1.1 MI N OF BOESHART ROAD	7/1/2004	5/26/2017	Good
6531059	KNO	KOKOSING RIVER	JUNCTION OF ENDSLEY ROAD	7/1/1900	11/10/2017	Poor
6532225	KNO	STREAM	JUST N OF US 36	7/1/1935	4/22/2017	Fair
6532349	KNO	CURTIS RUN	0.03M N. OF E PLEASANT ST	7/1/1930	10/24/2017	Fair
6530005	KNO	CURTIS RUN	200 FT EAST OF SYCHAR	1/1/2008	10/24/2017	Good
6532136	KNO	CURTIS RUN	115 FT NORTH OF PLEASANT	7/1/2015	10/24/2017	Good
6531784	KNO	STREAM	0.2 MI WEST OF DUNHAM RD	6/1/1996	4/19/2017	Fair
6532330	KNO	CENTER RUN	0.2 MI WEST OF EDGEWOOD	7/1/1924	10/24/2017	Fair
6530060	KNO	KOKOSING RIVER	1.5 MI E OF MT VERNON AVE	7/1/1900	6/7/2012	Poor
6530079	KNO	TRIB OF MOHICAN RIVER	0.2 MI NORTHEAST OF US 62	4/1/1910	8/3/2017	Fair
6533078	KNO	ELLIOT RUN	0.4 MI SOUTH OF SYCAMORE	7/1/1995	4/7/2017	Fair
6532918	KNO	CURTIS RUN	600 FT SOUTH OF PLEASANT	8/1/2010	10/24/2017	Good
6530230	KNO	Curtis Run	200 Ft N East Pleasant St	7/1/2015	10/24/2017	Good
6534120	LIC	SOUTH FORK LICKING RIVER	1.9 M N OF JCT SR 37	7/1/1982	4/17/2017	Good
6530370	LIC	OVER SO FORK LIC RIVER	1.2 M N OF JCT SR 37	7/1/1982	7/10/2017	Good
6533671	LIC	LOG POND RUN	725 FT S. OF JEFFERSON RD	5/31/2013	11/15/2013	Good
6533744	MAD	HARROD GORDIN DITCH 10A	1.75 MI E OF COUNTY LINE	7/1/1979	9/7/2017	Fair
6530176	MAD	DEER CREEK	3 MI E. OF COUNTY LINE	7/1/1964	9/18/2017	Poor
6531326	MAD	RUNNING DITCH	9.1 OF MI E OF S.R. 56	7/1/1952	9/19/2017	Fair
6531830	MAD	RUNNING DITCH	11.20 MI N OF US 40	7/1/1952	9/29/2017	Fair
6534244	MAD	Worthington Ditch	.1 mile S of Converse Huf	1/9/2015	9/20/2016	Good
6540007	MAD	SPRING FORK	1.0 MI N OF SR 29	7/1/1996	9/29/2017	Good
6534163	MAD	ARTHUR BRADLEY LATERAL	6.25 MI. N. OF U.S.40	7/1/1998	9/29/2017	Good
6534198	MAD	BRIDGEMAN DITCH	7.25 MI. N. OF U.S.40	7/1/1998	9/29/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
6540058	MAD	LITTLE DARBY	.20 MI N OF COUNTY RD 131	7/1/1994	9/29/2017	Good
6540066	MAD	RUNNING DITCH	11 MI N OF COUNTY LINE	7/1/1962	9/27/2017	Fair
7150784	MAD	BIDWELL DITCH	3.88 MI. N. OF CNTY LINE	7/1/2006	9/25/2017	Good
7150768	MAD	YUTZY DITCH	@ PRICE HILLIARD INTERS.	7/1/2006	9/25/2017	Good
7150814	MAD	CHANDLER DITCH	4.90 MI. N. OF COUNTY LIN	7/1/2006	9/25/2017	Good
7150849	MAD	THREE MILE RUN	4.56 MI N OF COUNTY LINE	7/1/1920	9/25/2017	Fair
7150792	MAD	RUNNING DITCH	5.90 MI N OF COUNTY LINE	7/1/1956	9/25/2017	Fair
8032793	MAD	RUNNING DITCH	.7 MI N OF COUNTY RD 32	7/1/1978	9/25/2017	Fair
8032955	MAD	RUNNING DITCH	7.30 MI. N. OF I 70	7/1/1979	9/25/2017	Good
8060004	MAD	POWELL DITCH	7.66 MI. N. OF S.R.142	7/1/1997	9/25/2017	Good
8060006	MAD	JONES BALLENGER DITCH	@INTERSECTION OF AMITY RD	7/1/2006	9/27/2017	Good
8060010	MAD	HEAFEY DITCH	.5 MI. N. OF AMITY PK	7/25/2010	9/27/2017	Good
8060053	MAD	WORTHINGTON DITCH	.5 MI S. OF CONVERSE HUFF	7/24/2010	9/27/2017	Good
8062110	MAD	BRIDENSTINE DITCH	2.30 MI N OF COUNTY LINE	7/1/1983	9/25/2017	Fair
8047863	MAD	SOUTH FORK EXT.	6.61 MI N OF CO. LINE	7/1/2003	9/8/2017	Good
8048169	MAD	RUNNING DITCH	4.9 MI N OF MAD-FAY CO LI	7/1/1952	9/8/2017	Fair
8036659	MAD	TURTLE RUN	5.6 MI N. OF COUNTY LINE	7/1/1958	9/8/2017	Poor
8032912	MAD	NORTH FORK OF PAINT CREEK	2.39 MI N OF COUNTY LINE	7/1/1950	9/8/2017	Fair
8036608	MAD	MURPHY DITCH	3.50 MI N OF COUNTY LINE	7/1/1940	9/8/2017	Fair
8034095	MAD	RUNNING DITCH	4.12 MI N OF COUNTY LINE	7/1/1940	9/8/2017	Good
8046409	MAD	BRADFORD CREEK TRIBUTARY	9.81 MI. N. OF COUNTY LIN	7/1/2006	9/8/2017	Good
8047669	MAD	DORN DITCH	.4 MI. SOUTH OF DECK RD.	7/1/1965	9/8/2017	Poor
8045860	MAD	MUD RUN	3.18 MI. N OF COUNTY LINE	7/1/1964	9/12/2017	Fair
8032807	MAD	SOUTH FORK	.20 OF A MI.S.OF RD. 69	7/1/1999	9/12/2017	Good
8045208	MAD	DUNKIN DITCH	.40 MI. N. OF JUNK RD.	11/23/2011	9/12/2017	Good
8030413	MAD	RUNNING DITCH	8.71 MI. N OF COUNY LINE	7/1/1948	9/8/2017	Fair
8047545	MAD	N. FORK PAINT CREEK	2.44 MI. N. OF CO.LINE	7/1/2001	9/12/2017	Good
8048428	MAD	RUNNING DITCH	.3 MI S OF JCT DECK RD	7/1/1989	9/8/2017	Good
8033331	MAD	CONRAIL OVER WALNUT ST	NORTH WALNUT STREET	7/1/1914	1/18/2012	Poor
8031932	MAD	DRY DITCH	4.75 MI N OF US 40	7/1/1953	9/28/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
8030154	MAD	LITTLE DARBY CREEK	0.50 MI. N. OF U.S. 40	7/1/1971	9/28/2017	Poor
8030243	MAD	DRY DITCH	2.80 MI N OF US 40	7/1/1960	9/28/2017	Fair
8036861	MAD	JOHN MURRAY DITCH	3.80 MI N OF US 40	7/1/1960	9/28/2017	Poor
8031711	MAD	SPRING FORK	3.50 MI N OF SR 38	7/1/1904	10/3/2017	Poor
8033463	MAD	BALES DITCH	0.60 MI NW OF SR 38	7/1/1983	10/3/2017	Good
8030103	MAD	RUNNING DITCH	2.78 MI N OF SR 38	7/1/1952	10/3/2017	Poor
8030111	MAD	PAINT CREEK	2.24 MI. E. OF CO. LINE	6/15/2010	8/31/2017	Good
8033544	MAD	WALNUT RUN	.2 OF A MILE W. CO RD 96	8/20/2013	8/31/2017	Good
8033978	MAD	OAK RUN	9.87 MI E OF COUNTY LINE	7/1/1972	8/31/2017	Poor
8033420	MAD	JONES DITCH NO.2	3.75 MI. E. OF CO. LINE	8/29/2011	8/31/2017	Good
8032661	MAD	OAK RUN	.10 MI W. OF N MADISON RD	7/1/1994	8/31/2017	Good
8033374	MAD	PROSE MONROE BID. DITCH	4.07 MI. N. OF S.R.40	7/1/1998	9/28/2017	Good
8032963	MAD	TRIB. OF LITTLE DARBY	2.87 MI N OF US 40	9/23/2016	9/28/2017	Good
8030472	MAD	LITTLE DARBY	.10 MI.N. OF U.S.40	12/23/2012	9/28/2017	Good
8031304	MAD	RUNNING DITCH	4.83 MI E OF COUNTY LINE	7/1/1969	9/7/2017	Fair
8033226	MAD	RUNNING DITCH	6.32 MI. W OF COUNTY LINE	7/1/1929	9/7/2017	Poor
8030499	MAD	NAGEL DITCH	1.68 MI N.E. OF SR 323	7/1/1976	9/7/2017	Fair
8030189	MAD	SUGAR CREEK	2.63 MI. N. OF S.R. 323	7/1/2002	9/6/2017	Good
8032394	MAD	DRY DITCH	6.50 MI E. OF S.R. 323	7/1/1955	9/6/2017	Fair
8033277	MAD	RUNNING DITCH	3.90 MI E OF SR 323	7/1/1959	9/6/2017	Poor
8030723	MAD	PAINT CREEK	.15 MI W OF FRALICK RD	7/1/1992	9/6/2017	Good
8036853	MAD	PAINT CREEK	1.38 MI E OF GATES LANE	7/1/1982	9/6/2017	Good
8030014	MAD	PHIFER DITCH	.10 OF A MI. W. OF FOODY	7/1/1995	9/6/2017	Good
8062641	MAD	RUNNING DITCH	4.45 MI E OF COUNTY LINE	7/1/1966	9/12/2017	Good
8031266	MAD	PAINT CREEK	.70 MI N OF COUNTY LINE	7/1/2000	9/12/2017	Good
8033218	MAD	DRY DITCH	3.34 MI E. OF DANVILLE RD	7/1/1952	9/11/2017	Poor
8031002	MAD	MILLER CRAIG DITCH	1.54 MI E OF COUNTY RD 8	7/1/1978	9/11/2017	Fair
8030561	MAD	BRADFORD CREEK	3.03 MI E OF COUNTY RD 9	7/1/1993	9/14/2017	Good
8030669	MAD	DRY DITCH	2.90 N. OF COUNTY RD 53	7/1/1969	9/20/2017	Fair
8033269	MAD	VAN CLEVE DITCH	1.34 N. OF CO. RD. 53	7/1/2005	9/20/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
8035458	MAD	RUNNING DITCH WEST JEFF	10.06 MI N OF COUNTY RD53	7/1/1900	9/20/2017	Fair
8030901	MAD	BARON RUN	3.85 MI W. OF COUNTY LINE	7/1/2008	10/3/2017	Good
8032408	MAD	LITTLE DARBY	2.80 MI.N. OF C.R.25	7/1/1998	10/3/2017	Good
8030995	MAD	RUNNING DITCH	3.52 MI E OF COUNTY LINE	7/1/1950	10/3/2017	Poor
8030456	MAD	SPRING FORK	1.27 MI E OF COUNTY LINE	7/1/1934	10/3/2017	Fair
8031061	MAD	RUNNING DITCH	0.07 MI N OF AMISH PK	7/1/1932	9/29/2017	Poor
8031169	MAD	RUNNING DITCH	1.10 MI N OF COUNY RD 5	7/1/1982	9/29/2017	Good
8032440	MAD	YUTZY DITCH	2.47 MI.E. OF CO. RD. 5	7/1/2007	9/27/2017	Good
8032858	MAD	YUTZY DITCH	.02 MI. E. OF KILBURY RD	10/21/2013	9/27/2017	Good
8033099	MAD	BIG DARBY CREEK	.05 MI.E. OF CO. RD. 7	7/1/1998	9/27/2017	Good
8034141	MAD	SUGAR RUN	.40 OF A MI. E. OF C.R.7	7/1/1998	9/27/2017	Good
8033056	MAD	BIG DARBY RIVER	.2 MI. E. OF CO. RD. 7	10/8/2009	9/27/2017	Good
8032653	MAD	RUNNING DITCH	0.55 E OF SR 42	7/1/1980	9/27/2017	Fair
8031320	MAD	CHANDLER DITCH	2.19 MI E OF SR 42	7/1/1988	9/25/2017	Good
8031401	MAD	RUNNING DITCH	.22 MI. N.OF CO.RD. 102	7/1/2001	9/20/2017	Good
8033633	MAD	R. J. THOMAS DITCH	1.45 MI.S OF W.J.KIOUS RD	7/1/1991	9/21/2017	Good
8048495	MAD	RUNNING DITCH	2.9 MI N OF COUNTY RD 72	7/1/1992	9/21/2017	Good
8033307	MAD	F M HORN DITCH	0.25 MI E OF COUNTY RD 22	7/1/1979	9/20/2017	Fair
8032033	MAD	OPOSSUM RUN DITCH	.9 MI N OF COUNTY RD. NO4	7/1/1990	9/20/2017	Good
8031908	MAD	BETWEEN PONDS	3.63 MI N OF COUNTY RD 56	7/1/1910	9/18/2017	Fair
8032580	MAD	ROBINSON DITCH	.20 MI. S. OF I 71	7/1/1997	9/19/2017	Good
8030588	MAD	RUNNING DITCH	0.30 MI E OF SR 56	7/1/1952	9/19/2017	Fair
8033358	MAD	DEER CREEK	.4 MI EAST OF S. R. 56	7/1/1991	9/19/2017	Good
8032319	MAD	ROBINSON DITCH	1.55 NE OF SR 56	7/1/1982	9/19/2017	Good
8032289	MAD	CHILDERS DITCH	4.42 MI NW OF SR 56	7/1/1982	9/19/2017	Good
8030235	MAD	ALKIRE DITCH	.05 MI.E. OF CO. RD. 56	7/1/2000	9/19/2017	Good
8033315	MAD	ALKIRE DITCH	1.67 MI N OF COUNTY RD 54	7/1/1992	9/19/2017	Fair
8030227	MAD	DEER CREEK	1.10 MI E OF SR 56	7/1/1930	9/19/2017	Fair
8030251	MAD	BRADFORD CREEK	1.01 MI. N.E.OF CO. RD.9	7/15/2011	9/14/2017	Good
8030278	MAD	DITCH	2.66 MI NE OF COUNTY RD 9	7/1/1982	9/14/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
8036403	MAD	TURKEY RUN	.30 OF MI. SW. OF S.R.56	7/1/1995	9/14/2017	Good
8036519	MAD	CHANCE DITCH	5.96 MI N OF COUNTY RD 4	7/1/1983	9/21/2017	Fair
8032734	MAD	DRY DITCH	.7MI. S. OF SST. RT.40	7/1/2009	9/21/2017	Good
8030219	MAD	DEER CREEK	0.39 MI N OF COUNTY RD 4	7/1/1957	9/21/2017	Poor
8033005	MAD	RUNNING DITCH	3.74 MI N OF COUNTY RD 4	7/1/1924	9/21/2017	Poor
8030073	MAD	chrisman ditch	.27 mi.n. of co. rd. 4	4/20/2015	9/21/2017	Good
8030529	MAD	DEER CREEK TRIBUTARY	4.16 MI N OF COUNTY RD 4	7/1/1958	9/21/2017	Fair
8030367	MAD	MCGUIRE GILLILAND DITCH	1.55 MI N OF DAVIDSON RD	7/1/1975	9/20/2017	Fair
8033803	MAD	RUNNING DITCH	1/2 MI. N. OF SR. 665	7/1/1990	9/20/2017	Good
8032904	MAD	CHENOWETH DITCH	.20 MILE E. OF CO. RD.74	7/1/2001	9/11/2017	Good
8037558	MAD	ROBERTS DITCH	.04 MI. E. OF DANVILLE RD	12/6/2011	9/11/2017	Good
8034036	MAD	TURTLE RUN	2.15 MI E. OF CO.RD. 8	7/1/1999	9/11/2017	Good
8039187	MAD	DRY DITCH	.4 OF MI N OF S.R. 323	7/1/1978	9/11/2017	Good
8031045	MAD	N FORK PAINT CREEK	0.55 MI. N. OF S.R.323	7/1/1998	9/11/2017	Good
8036640	MAD	DUNKIN DITCH	2.05 MI N. OF SR. 323	7/1/1992	9/11/2017	Good
8032475	MAD	CHENOWETH DITCH	2.85 MI N OF SR 323	7/1/1952	9/11/2017	Fair
8031126	MAD	VALLERY DITCH	1 MI S OF SR 323	7/1/1996	9/7/2017	Good
8030375	MAD	MASSIE CREEK	0.45 MI N OF COUNTY LINE	7/1/1978	9/7/2017	Good
8032696	MAD	WALNUT RUN	1.77MI. N OF MAD HIGGINS	7/1/1969	9/18/2017	Good
8032599	MAD	RUNNING DITCH	1.14MI. N OF MAD HIGGINS	7/1/1962	9/18/2017	Fair
8031800	MAD	BRADFORD CREEK	0.39MI. N. OF MAD HIGGINS	7/1/1969	9/18/2017	Fair
8032424	MAD	BRADFORD CREEK	2.51 mi n of moorman rd	6/1/2016	9/15/2017	Good
8034257	MAD	RUNNING DITCH	1.26 MI N OF MOORMAN RD	7/1/1942	9/15/2017	Poor
8033862	MAD	BRADFORD CREEK	0.29 MI N OF MOORMAN RD	7/1/1954	9/15/2017	Fair
8031754	MAD	VAN WAGNER DITCH	1.39 MI E OF COUNTY RD 9	7/1/1936	9/18/2017	Fair
8032262	MAD	BRADFORD CREEK	.12 MI.NE OF co.rd. 9	5/17/2017	10/5/2017	Good
8032386	MAD	NICHOLSOM WILSON DITCH	0.07 MI N OF US 42	7/1/1956	8/31/2017	Fair
8051054	MAD	DEER CREEK	2.10 MI E OF COUNTY LINE	7/1/1973	10/6/2017	Poor
8032025	MAD	RUNNING DITCH	1.23 MI E OF COUNTY LINE	7/1/1918	10/6/2017	Poor
8033137	MAD	DEER CREEK	.01 MI W. OF SR 56	7/1/1993	10/6/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
8038201	MAD	DUN DITCH	0.95 MI N OF US 40	7/1/1968	10/6/2017	Poor
8032939	MAD	DRY DITCH	3.64 MI E OF SR 187	7/1/1980	10/4/2017	Fair
8031010	MAD	DEER CREEK	.75 MI. N. OF GWYNN RD	7/1/1994	10/4/2017	Good
8030812	MAD	DEER CREEK	0.21 MI N OF ARBUCKLE RD	7/1/1954	10/4/2017	Poor
8032211	MAD	RICHMOND DITCH	.3 MI. EAST OF S.R. 187	7/1/1968	10/4/2017	Fair
8033366	MAD	georges creek	.60 mi. n.e. of cty line	5/27/2016	10/4/2017	Good
8052670	MAD	DRY DITCH	.70 MI. N. OF S.R. 187	7/1/2008	10/4/2017	Good
8054169	MAD	RUNNING DITCH	1.95 MI N OF SR 187	7/1/1959	10/4/2017	Poor
8032483	MAD	RUNNING DITCH	0.95 MI N OF SR 187	7/1/1972	10/4/2017	Fair
8055955	MAD	SPRING FORK	1.40 MI N OF COUNTY RD 27	7/1/1984	10/3/2017	Good
8031290	MAD	DRY DITCH	1.38 MI N OF COUNTY RD 27	7/1/1955	10/3/2017	Fair
8033153	MAD	LITTLE DARBY	4.17 MI E OF COUNTY RD 25	7/1/1967	10/2/2017	Poor
8031835	MAD	BLANCH RUN	2.21 MI N OF COUNTY RD 5	7/1/1938	10/2/2017	Poor
8033196	MAD	LITTLE DARBY CREEK	.7 OF MILE W OF SR 38	7/1/1971	10/2/2017	Fair
8032610	MAD	ELI JONES DITCH	0.60 MI E OF COUNTY RD 24	7/1/1958	9/29/2017	Fair
8032254	MAD	LITTLE DARBY	.3 MI E OF COUNTY RD 5	7/1/1993	9/28/2017	Poor
8032300	MAD	DEER CREEK	0.13 MI E OF COUNTY RD 71	7/1/1975	9/21/2017	Fair
8032181	MAD	GLADE RUN	0.3 MI EAST OF MAIN ST	7/1/1998	11/15/2017	Good
8030634	MAD	GLADE RUN	0.25 MI E OF COUNTY RD 70	7/1/1945	9/21/2017	Fair
8033498	MAD	UNNAMED TRIB TO OAK RUN	0.1 MI. S. OF S.R. 42	6/1/2005	11/13/2017	Good
8033870	MAD	GLADE RUN	INTERSECTION OF FIFTH ST	7/1/1971	11/15/2017	Good
8033587	MAD	GLADE RUN	.2 MI EAST OF MAIN STREET	7/1/1940	11/15/2017	Poor
8033668	MAD	OAK RUN	0.07 M S OF SOUTH ST.	7/1/2015	11/13/2017	Good
8032638	MAD	LITTLE DARBY CREEK	1.88 MI. E. OF SR29	7/1/1969	5/2/2017	Good
8031631	MAD	LITTLE DARBY CREEK	1.88 MI. E. OF SR29	7/1/1969	5/2/2017	Good
8031541	MAD	UNDER TAYLOR BLAIR RD	2.36 MI. E. OF SR29	7/1/1969	5/1/2017	Fair
8035350	MAD	UNDER MIDDLE PIKE RD	3.58 MI. E. OF SR29	7/1/1969	5/2/2017	Good
8032416	MAD	BIG DARBY CREEK	0.42 MI. E. OF SR142	6/19/1970	5/3/2017	Good
8032246	MAD	BIG DARBY CREEK	0.42 MI E OF SR142	6/19/1970	5/3/2017	Good
8037299	MAD	OVER SR56	1.88MI E OF CLARK CO LINE	11/20/2005	4/28/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
8031917	MAD	UNDER POTEER RD	0.06MI E OF CLARK CO LINE	11/30/1970	4/28/2017	Good
8049688	MAD	OVER DEER CREEK	1.46MI E OF CLARK CO LINE	11/30/1970	4/28/2017	Good
8036047	MAD	OVER DEER CREEK	1.46MI E OF CLARK CO LINE	11/30/1970	4/28/2017	Good
8036160	MAD	OVER SR56	1.88MI E OF CLARK CO LINE	11/29/2006	4/28/2017	Good
8037302	MAD	UNDER GWYNNE RD	1.44 MI E OF SR56	11/30/1970	4/28/2017	Good
8032505	MAD	DEER CREEK	1.7 MI E OF SR38	7/1/1969	5/2/2017	Good
8033641	MAD	DEER CREEK	1.7 MI E OF SR38	7/1/1969	5/2/2017	Good
8048908	MAD	UNDER ARBUCKLE RD	1.84 MI E OF SR38	7/31/1970	5/1/2017	Good
8049092	MAD	UNDER LAFAYETTE PC RD	2.56 MI. E. OF SR38	7/1/1969	5/1/2017	Good
8032564	MAD	DEER CREEK	0.69 MI N OF SR 56	7/1/1964	6/21/2017	Good
8033920	MAD	DEER CREEK	0.69 MI N OF SR56	7/1/1964	6/21/2017	Good
8030685	MAD	UNDER KIOUSVILLE-PALESTIN	1.55 MI N OF SR56	7/1/1964	6/27/2017	Good
8034001	MAD	UNDER (WOODS & OPOSUM RD)	3.41 MI N OF SR56	7/1/1964	6/28/2017	Good
8032572	MAD	CHILDERS DITCH	0.12 MI S OF PICKAWAY CO	7/1/1964	6/28/2017	Good
8034087	MAD	THOMPSON CREEK	0.91 MI N OF FAYETTE CO	7/1/1964	6/21/2017	Fair
8031207	MAD	THOMPSON CREEK	0.91 MI N OF FAYETTE CO	7/1/1964	6/21/2017	Fair
8031193	MAD	UNDER YANKEETOWN-CHENOWIT	0.85 MI N OF SR323	7/1/1964	6/27/2017	Good
8032327	MAD	GALBREATH DITCH	2.25 MI N OF SR 323	7/1/1964	6/27/2017	Good
8032785	MAD	OVER TR-66 (DYER RD.)	2.45 MI N OF SR 323	7/1/1964	6/22/2017	Fair
8030864	MAD	OVER TR-66 (DYER RD.)	2.45 MI N OF SR323	7/1/1964	6/22/2017	Fair
8032335	MAD	BRADFORD CREEK	2.82 MI N OF SR323	7/1/1964	6/22/2017	Good
8032823	MAD	BRADFORD CREEK	2.82 MI N OF SR323	7/1/1964	6/22/2017	Good
8050821	MAD	MUD RUN	0.71 MI N OF SR323	7/1/1964	6/22/2017	Fair
8032297	MAD	MUD RUN	0.71 MI N OF SR323	7/1/1964	6/22/2017	Poor
8030774	MAD	YATES DITCH	2.16 MI N OF FAYETTE CO	7/1/1964	6/27/2017	Good
8034168	MAD	UNDER DANVILLE RD. (CR-8)	1.54 MI N OF FAYETTE CO	7/1/1964	6/21/2017	Good
8034338	MAD	UNDER YANKEETOWN-CHENOWET	2.89 MI N OF FAYETTE CO	7/1/1964	6/27/2017	Good
8034420	MAD	N FORK PAINT CREEK	0.68 MI S OF SR 323	7/1/1964	6/27/2017	Fair
8034206	MAD	N FORK PAINT CREEK	0.68 MI S OF SR 323	7/1/1964	6/27/2017	Fair
8031119	MAD	CHENOWETH DITCH	0.03 MI E OF SR38	7/1/1991	3/16/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
8034494	MAD	DUN DITCH	1.06 MI N. OF SR38	7/1/1980	3/16/2017	Fair
8031185	MAD	SPRING FORK CREEK	5.36 MI N OF SR38	7/1/1955	3/9/2017	Fair
8034583	MAD	BALES DITCH	1.84 MI S OF SR38	5/26/1992	3/16/2017	Good
8032883	MAD	OVER I-70	1.66 MI E OF US 42	7/1/1969	3/16/2017	Fair
8038414	MAD	OVER I-70	0.42 MI N OF US40	11/30/1970	4/13/2017	Good
8030839	MAD	SPRING FORK	0.72 MI N OF SR-29	5/29/2009	4/14/2017	Good
8034664	MAD	WALNUT RUN	7.78 MI N OF SR 323	12/10/1990	4/13/2017	Good
8030871	MAD	MURRAY DITCH	3.94 MI N OF SR29	7/1/1961	4/14/2017	Fair
8031584	MAD	BARRON CREEK	2.77 MI S OF UNION CO LIN	9/2/1988	4/14/2017	Good
8034877	MAD	HOLTON DITCH	1.23 MI S OF UNION CO LIN	7/1/1961	4/17/2017	Fair
8035342	MAD	CHUCKERY DITCH	1.6 MI S OF UNION CO LINE	7/1/1961	4/14/2017	Fair
8034133	MAD	BOERGER DITCH	01.00 MI S.OF SR161	10/30/1996	4/17/2017	Good
8034850	MAD	JAMIE LEIGH RUN	0.44 MI S.OF SR161	10/30/1996	4/17/2017	Good
8035032	MAD	ROBINSON BIDDLE DITCH	0.35 MI N. OF FAYETTE CO.	5/4/1990	4/13/2017	Good
8031770	MAD	MIDWAY RUN	1.36 MI N. OF SR323	7/1/1961	4/13/2017	Fair
8033692	MAD	NEWPORT RUN	2.3 MI N OF C-8	7/1/1961	4/13/2017	Fair
8035113	MAD	DUNNS RUN	1.6 MI S OF SR29	7/1/1961	4/14/2017	Fair
8035148	MAD	DEER CREEK	0.63 MI NORTH OF I-70	5/24/2013	4/13/2017	Good
8054754	MAD	DUN-DEE DITCH	1.03 MI S. OF SR29	7/1/1982	4/14/2017	Good
8031096	MAD	CHENOWETH DITCH	0.04 MI S OF SR-29	6/29/2009	4/14/2017	Good
8032270	MAD	OAK RUN	0.09 MI N OF OLIVE ST	7/1/1954	4/13/2017	Fair
8032874	MAD	RATTLESNAKE CREEK	0.34 MI S OF SR323	7/1/1984	4/25/2017	Good
8032459	MAD	OVER I-71	2.72 MI W. OF SR323	7/1/1964	6/1/2017	Good
8035660	MAD	SUGAR RUN	0.62 MI E OF SR71	7/1/1946	6/1/2017	Fair
8035334	MAD	ALKIRE DITCH	0.34 MI E OF SR323	5/20/1991	6/1/2017	Good
8033102	MAD	DEER CREEK	0.28 MI W. OF SR70	7/1/1961	5/31/2017	Good
8031053	MAD	DEER CREEK	1.34 MI E OF SR323	7/1/1956	6/1/2017	Good
8031525	MAD	GLADE RUN	0.17 MI. W. US-42 & SR-38	8/10/1998	5/31/2017	Good
8035474	MAD	OAK RUN	3.8 MI E OF SR 38	7/1/1976	5/31/2017	Fair
8031215	MAD	WALNUT RUN	0.91 MI. E. C-4	7/1/1976	5/31/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
8032688	MAD	TURKEY RUN	6.91 MI E OF SR38	7/1/1956	5/31/2017	Fair
8035652	MAD	KIOUS DITCH	0.95 MI. EAST OF IR71	6/22/1993	5/31/2017	Good
8035556	MAD	DEER CREEK	3.22 MI E OF SR56	7/1/1954	6/22/2017	Good
8031134	MAD	GLADE RUN	5.65 MI E OF SR56	7/1/1964	6/22/2017	Good
8035725	MAD	SIDNER DITCH	5.97 MI E OF SR56	7/1/1964	6/22/2017	Good
8035814	MAD	SILVER DITCH	0.89 MI W OF I70	6/26/1990	6/22/2017	Good
8031436	MAD	OVER I-70	0.17 MI W OF IR70	7/1/1969	6/26/2017	Good
8032831	MAD	OVER I-70	0.17 MI W OF IR70	7/1/1969	6/26/2017	Good
8031445	MAD	OVER MARTIN MOON DITCH	2.0 MILES SOUTH DEER CR.	9/10/2003	6/22/2017	Good
8036128	MAD	SUGAR RUN	1.22 MI E OF USR 42	7/1/1950	6/29/2017	Good
8040524	MAD	ORR RUN	1.93 MI E OF US-42	7/1/1992	6/29/2017	Fair
8040532	MAD	BIG DARBY CREEK	0.51 MI E OF US42	7/1/1956	6/26/2017	Good
8032947	MAD	CHANNEL RUN	3.55 MI N OF SR56	6/28/1985	7/25/2017	Good
8032343	MAD	RICHMOND DITCH	1.27 MI N OF SR 56	7/1/1925	7/25/2017	Good
8036306	MAD	GEORGES FORK	1.81 MI N OF SR 56	7/1/1955	7/25/2017	Fair
8037515	MAD	STERLING DITCH	3.25 MI E OF I71	7/1/1961	10/17/2017	Fair
8032629	MAD	MUD RUN	2.21 MI E OF I-71	9/7/2012	10/17/2017	Good
8035512	MAD	VALLERY DITCH	3.39 MI E OF SR729	7/1/1979	10/10/2017	Fair
8036535	MAD	CHENOWETH DITCH	0.64 MI E OF I71	7/1/1961	10/11/2017	Fair
8036500	MAD	MUD RUN	1.21 MI E OF I-71	9/7/2012	10/17/2017	Good
8036586	MAD	MIDWAY DITCH	4.54 MI E OF SR729	7/1/1961	10/11/2017	Fair
8036667	MAD	CATCHART DITCH	4.75 MI E OF SR729	5/20/1992	10/11/2017	Good
8036748	MAD	ROTH DITCH	3.02 MI W OF I71	7/1/1963	10/11/2017	Fair
8036926	MAD	PAINT CREEK	0.91 MI W OF I-71	9/7/2012	10/11/2017	Good
8057354	MAD	OVER I-71	5.5 MI. W. OF SR-56	7/1/1964	10/11/2017	Good
8032890	MAD	STOKES DITCH	1.67 MI E OF SR729	7/1/1961	10/10/2017	Good
8033064	MAD	FIELD DITCH	2.48 MI E. OF SR729	7/1/1961	10/10/2017	Good
8031762	MAD	SMITH DITCH	0.58 MI E. OF SR41	7/1/1982	10/10/2017	Good
8033161	MAD	SOLON DITCH	1.55 MI E OF SR41	7/1/1961	10/10/2017	Fair
8035288	MAD	SUGAR CREEK	2.80 MI E OF SR41	11/1/2015	10/10/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
8035296	MAD	PAINT CREEK	3.91 MI E OF SR41	7/1/1964	10/10/2017	Fair
8032238	MAD	PAYNE DITCH	2.58 MI E OF US 42	7/1/1962	10/20/2017	Fair
8032432	MAD	GILLARD DITCH	10.71 MI E OF US 42	7/1/1964	10/20/2017	Good
8032513	MAD	MCGUIRE DITCH	JUST EAST OF CR 72	6/21/2000	10/20/2017	Good
8035431	MAD	GLADE RUN	5.53 MI E OF US 42	7/1/1964	10/20/2017	Good
8034044	MAD	MOREHEAD RUN	01.00 MI E.OF CR70	6/13/1996	10/20/2017	Good
8030820	MAD	Trib to Madison Lake	3.95 Mile East of US-42	10/13/2015	10/20/2017	Good
8030325	MAD	OVER DEER CREEK	0.92 MI. E. OF CLARK CO.	11/15/2006	5/4/2017	Good
8032998	MAD	LITTLE DARBY CREEK	0.71 MI E OF SR142	5/24/1982	5/5/2017	Fair
8033900	MAD	UNDER NS RR	0.02 MI E OF SR142	7/1/1914	5/5/2017	Poor
8037221	MAD	ROBERTS DITCH	1.23 MI E OF SR38	7/1/1932	5/4/2017	Fair
8032815	MAD	DEER CREEK	1.97 MI E OF SR38	7/1/1950	5/4/2017	Fair
8037264	MAD	DEER CREEK	1.97 MI E OF SR38	6/22/1984	5/4/2017	Fair
8032770	MAD	GLADE RUN	2.03 MI E OF US42	18500701	5/4/2017	Fair
8032971	MAD	BIG DARBY CREEK	1.98 MI N OF SR142	7/1/1940	4/14/2017	Fair
8033110	MAD	BIERBOUGH DITCH	1.95 MI N OF SR142	4/17/1992	5/17/2017	Good
8031894	MAD	NICKELSON WILSON DITCH	2.30 MI E OF CLARK CO	10/25/2013	5/17/2017	Good
8032548	MAD	COUNTY DITCH	2.4 MI E OF CLARK CO	10/25/2013	5/17/2017	Good
8037663	MAD	EAST FORK WALNUT RUN	01.590MI E.OF NEIL RD T93	6/19/1996	5/17/2017	Good
8032646	MAD	HEAFEY DITCH	2 MI S OF PLAIN CITY	7/1/1980	5/18/2017	Fair
8055300	MAD	FITZGERALD DITCH	4.54 MI N OF SR29	7/31/1991	5/18/2017	Good
8031843	MAD	OVER YUTZY DITCH	4.8 MI S. OF US RT 161	9/30/1997	5/18/2017	Good
8033072	MAD	BALLENGER JONES DITCH	02.48 MI N.OF US40	8/29/1997	5/18/2017	Good
8037787	MAD	WORTHINGTON DITCH	1.7 MI S. OF SR 161	9/30/1997	5/18/2017	Good
8037809	MAD	DEER CREEK	1.27 MI S OF US40	7/1/1961	5/17/2017	Fair
8033021	MAD	OVER US-40	AT JCT US-40	9/9/2010	5/17/2017	Good
8033242	MAD	OVER I-70	1.71 MI N OF US40	7/31/1970	5/18/2017	Good
8031798	MAD	OVER I-70	1.71 MI N OF US40	7/31/1970	5/18/2017	Good
8031739	MAD	OAK RUN	0.36 MI S OF SR38	7/1/1965	5/17/2017	Fair
8037817	MAD	BIDWELL ELSEY DITCH	04.77 MI N.OF US40	8/29/1997	5/19/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
8038007	MAD	SWEENEY RUN	MAD 42 OVER SWEENEY RUN	6/25/1998	5/19/2017	Good
8031614	MAD	LITTLE DARBY CREEK	0.52 MI N. OF SR29	7/1/1961	5/18/2017	Fair
8031606	MAD	PAINT CREEK	0.4 MI N OF CLARK CO.	7/1/1951	5/17/2017	Fair
8033129	MAD	DEER CREEK	0.5 MI N OF US62DA	7/1/1941	6/14/2017	Fair
8038031	MAD	SONOFA DITCH	0.57 MILES NORTH OF SR-56	10/31/2006	6/7/2017	Good
8031592	MAD	OVER OLD MILL RACE	0.28 MI SOUTH OF PIC CO	10/31/2006	6/7/2017	Good
8032742	MAD	BARON RUN DITCH	1 MI. E. OF ROSEDALE RD.	7/1/1997	10/2/2017	Good
8030000	MAD	LITTLE DARBY CREEK	.20 MI. E. OF S.R. 38	10/24/2016	10/2/2017	Good
8040516	MAD	RUNNING DITCH	1.1 MI N OF CONVERSE HUFF	7/1/1978	9/29/2017	Good
8057796	MAD	Lucas Ditch	.20 mi. S of Taylor Blair	5/20/2016	9/28/2017	Good
8057842	MAD	RUNNING DITCH	.5 OF MI. W. OF CO.RD. 57	7/1/2007	9/19/2017	Good
8060002	MAD	VAN CLEVE DITCH	.7 OF MI N OF COUNTY RDS4	7/1/1972	9/18/2017	Fair
8060223	MAD	RUNNING DITCH	0.03 MI N OF COUNTY RD 54	7/1/1939	9/18/2017	Fair
8848556	MAD	BRADFORD CREEK	2.35 MI E OF COUNTY RD 9	7/1/1958	9/14/2017	Poor
2301563	MAD	GALBREATH DITCH	1.8 MI. E. OF COUNTY RD 9	7/1/1963	9/14/2017	Fair
2301598	MAD	RUNNING DITCH	0.90 MI N OF COUNTY LINE	7/1/1946	9/12/2017	Fair
2301628	MAD	MUD RUN	1.94 MI N OF COUNTY LINE	7/1/1969	9/14/2017	Poor
2301652	MAD	DRY DITCH	1.19 MI.W. OF COUNTY LINE	7/1/2007	9/12/2017	Good
2301288	MAD	DRY DITCH	1.31 MI. N. OF CO. LINE	10/28/2014	9/12/2017	Good
2301520	MAD	OPOSSUM RUN	.28 MI. N. OF DAVIDSON RD	7/1/2004	9/20/2017	Good
2301539	MAD	SEAFIELD DITCH	2.15 MI W. OF SR 38	7/1/1989	9/7/2017	Good
2301555	MAD	THOMPSON CREEK	0.01 MI N OF COUNTS RD	7/1/1976	9/7/2017	Fair
2310000	MAD	E B EYLER DITCH	1.54 MI N OF COUNTY LINE	7/1/1969	9/7/2017	Fair
2301180	MAD	DRY DITCH	.05 MI. N. OF COUNTY LINE	7/1/2007	9/7/2017	Good
2301210	MAD	RUNNING DITCH	0.70 MI N OF SR 323	7/1/1948	9/6/2017	Poor
2301156	MAD	DRY DITCH	1.13 MI N OF SELSOR MOON	7/1/1928	9/6/2017	Fair
2301318	MAD	DRY DITCH	1.95 MI N OF SEISOR MOON	7/1/1949	9/6/2017	Poor
2301350	MAD	LEWIS-JONES DITCH	0.28 MI N OF LINSON RD	7/1/1937	9/6/2017	Poor
2301263	MAD	P H ROBERTS DITCH	0.55 MI N OF LINSON RD	7/1/1968	9/5/2017	Fair
2301393	MAD	PAINT CREEK	1.45 MI E OF COUNTY LINE	7/1/1955	8/31/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2301326	MAD	PRUGH DITCH	5.40 MI. N OF CO RD 12	7/1/2003	8/31/2017	Good
2301768	MAD	OAK RUN	4.04 MI. S OF U.S. 40	7/1/1900	8/31/2017	Fair
2301710	MAD	RUNNING DITCH	0.92 MI E OF SR 41	7/1/1937	9/7/2017	Fair
2301792	MAD	OAK RUN	0.60 MI N OF S.R. 56	7/1/1968	9/18/2017	Fair
2301814	MAD	DRY DITCH	0.36 MI N OF COUNTY RD 13	7/1/1958	8/31/2017	Fair
2301831	MAD	DEER CREEK	0.16 MI N OF US 40	7/1/1955	10/6/2017	Fair
2301709	MAD	CROOKED RUN	0.80 MI N OF SR 42	7/1/1953	10/6/2017	Fair
2301717	MAD	ROBERTS DITCH	1.60 MI N OF SR 42	7/1/1953	10/6/2017	Poor
2301865	MAD	PAINT CREEK	0.13 MI NE OF COUNTY LINE	7/1/1910	9/12/2017	Poor
2301946	MAD	LITTLE DARBY	.47 MI E OF COUNTY LINE	7/1/1992	10/3/2017	Good
2301962	MAD	OPOSSUM RUN	.98 MI. E. OF CO. RD. 53	7/1/2004	9/20/2017	Good
2301997	MAD	TURTLE RUN	.20 MI. N. OF SHEPHERD RD	7/1/1998	9/11/2017	Good
2302047	MAD	LUCAS DITCH	0.30 MI N OF COUNTY RD 14	7/1/1950	9/28/2017	Fair
2302284	MAD	SWALE	0.1 MI. W. OF S.R. 42	1/1/2003	11/13/2017	Good
2302314	MAD	SWALE	0.25 MI. W. OF S.R. 42	1/1/2003	11/16/2017	Good
2302357	MAD	CONRAIL OVER JACKSON ST	CONRAIL OVER JACKSON ST.	7/1/1914		
2302470	MAD	CONRAIL OVER WEST ST	CONRAIL OV WEST STREET	7/1/1914		
2302497	MAD	SWEENEY RUN(GAY ST)	0.5 MI. S. OF OHIO 161	7/1/1930	11/14/2017	Fair
2302535	MAD	SWEENEY RUN(MAPLE ST)	0.6 MI. S. OF OHIO 161	7/1/1928	11/14/2017	Fair
2302543	MAD	SWEENEY RUN(CHURCH ST)	0.5 MI. S. OF OHIO 161	7/1/1940	11/14/2017	Fair
2302438	MAD	GLADE RUN	.4 MI E. OF OLD SPRING RD	7/1/1983	11/15/2017	Good
2302098	MAD	OAK RUN	0.23 MILES SW OF MAIN ST.	7/1/1993	11/13/2017	Good
2302128	MAD	OAK RUN	0.15 MILE FROM MADSION RD	7/1/2005	11/15/2017	Good
2302136	MAD	BIDWELL-ELSEY(WEST AVE)	BTWN JEFFERSON AND MAPLE	7/1/1993	11/14/2017	Good
2302209	MAR	BRIDGE OVER DUDLEY RUN	.3MI. N. OF JCT. TR. 015	7/1/1971	9/14/2017	Fair
2302225	MAR	BR OVER MCDONALD DITCH	0.9 MI N OF JCT CR 49	7/1/2008	9/18/2017	Good
2302179	MAR	BRIDGE OVER DUDLEY RUN	.9 MI E OF JCT TR 001	7/1/1900	9/14/2017	Fair
2301016	MAR	BR OVER SCIOTO RIVER	.5 MI E OF JCT CR 2	7/1/1967	9/18/2017	Good
2302365	MAR	BR OVER SCIOTO	1.6 MI N OF JCT CR 12	9/9/2010	9/18/2017	Good
2302403	MAR	TILE BR. OF SCIOTO RIVER	.07 MI N OF JCT CR 14	7/1/1900	9/18/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2302616	MAR	BR OVER PAW PAW RUN	.1 MI N OF JCT CR 20	7/1/1966	9/13/2017	Good
2302578	MAR	BR OF LITTLE TYMOCHTEE	.5 MI N OF JCT TR 21	7/1/1968	9/11/2017	Poor
2302640	MAR	BR OVER BRANCH PAW PAW	.4 MI S OF JCT SR 309	7/1/1900	9/18/2017	Fair
2302829	MAR	SHECKLER DITCH	.3 MI E OF JCT CR 18	7/1/1965	9/13/2017	Fair
2302683	MAR	HOLLAND RUN	.4 MI W OF JCT SR 37	7/1/1973	9/11/2017	Fair
2302853	MAR	BR OVER CARROLL DT	.4 MI. N. OF JCT CR 67	7/1/1941	9/12/2017	Good
2302713	MAR	BR OVER PRAIRIE RUN	.4 MI N OF JCT SR 309	7/1/1900	9/18/2017	Fair
2302721	MAR	BR OVER THOMPSON DT	.1 MI N. OF JCT. TR 26	7/1/1900	9/12/2017	Good
2302772	MAR	CMP OVER LEE DITCH	.9 N. OF JCT. TR. 27	7/1/1990	9/12/2017	Good
2303256	MAR	BR OVER LITTLE SCIOTO	.1 MI E OF JCT SR 423	7/1/1990	9/5/2017	Good
2303019	MAR	ROBERTS-HILL MONNETT DT.	E OF JCT CR 174	7/1/1973	8/31/2017	Fair
2303124	MAR	BEAVER SECKEL DITCH	.1 MI E OF JCT TR 185	7/1/1966	8/31/2017	Fair
2303094	MAR	BR OVER MUD RUN	0.2 MI E OF JCT SR 98	6/9/2011	8/31/2017	Good
2302985	MAR	BR OVER FLAT RUN	0.8 MI E OF JCT SR100	7/1/1981	8/28/2017	Fair
2302969	MAR	BR OVER OLENTANGY RIVER	.2 MI E OF JCT TR 196	7/1/1975	8/29/2017	Fair
2303043	MAR	BR OVER ROCK FORK	.1 MI E OF US 23	7/1/1977	9/5/2017	Good
2310001	MAR	BR OVER SWAMP RUN	2.14 MI E OF CR171D	7/1/1954	8/28/2017	Fair
2303183	MAR	BR OVER NOBLET DITCH	1.43 MI East of MAR CR171	7/1/2015	8/28/2017	Good
2303299	MAR	BR OVER RITTER DITCH	.5 MI E. OF JCT CR 90A	7/1/2000	9/21/2017	Good
2303159	MAR	BR OVER LITTLE SCIOTO RV	.7 MI W OF JCT SR 423	7/1/1986	9/21/2017	Good
2303329	MAR	BR OVER ENOCH CREEK	.4 MI N OF JCT SR 309	7/1/1900	9/13/2017	Good
2303353	MAR	TYMOCHTEE CREEK OVERFLOW	.8 MI N OF JCT TR 27	7/1/1900	9/13/2017	Fair
2303396	MAR	BR OVER ENOCH CREEK	.6 MI N OF SR 309	7/1/1992	9/13/2017	Good
2303469	MAR	ENOCH CREEK	1 MI N OF JCT SR 309	7/1/1990	9/13/2017	Good
2303477	MAR	BRIDGE OVER TYMOCHTEE CRK	0.9 MI N.OF JCT TR 27	7/1/1996	9/13/2017	Fair
2303426	MAR	CORWIN RUSH DITCH	.6 MI S OF JCT SR 309	7/1/1970	9/18/2017	Good
2303574	MAR	CORWIN RUSH DITCH	.1 MI S OF JCT SR 309	7/1/1968	9/18/2017	Fair
2303515	MAR	BR OVER CHASE CREEK	.5 MI N OF JCT SR 95	7/1/1900	9/19/2017	Fair
2300850	MAR	BR OVER TYMOCHTEE CREEK	.6 MI N OF JCT TR 27	7/1/2000	9/13/2017	Good
2300125	MAR	BR OVER CARROLL DITCH	.4 MI N OF JCT TR 26	7/1/1900	9/13/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2300419	MAR	BR OVER DAVIS DITCH	.8 MI N. OF JCT. CR 34	7/1/1941	9/19/2017	Fair
2300052	MAR	BR. OVER TYMOCHTEE	.9 N. OF JCT. CR 33	7/1/1973	9/18/2017	Fair
2300095	MAR	SEITER DITCH	.3 MI E OF JCT CR 31	7/1/1979	9/19/2017	Fair
2300079	MAR	BR OVER JACOBY DITCH	.5 MI E OF JCT TR 16	7/1/1900	9/18/2017	Poor
2300044	MAR	BRANCH CLEMENTS	.6 MI E OF JCT SR 37	7/1/1900	9/18/2017	Good
2300184	MAR	BR OVER CLEMENTS DITCH	.8 MI E OF JCT SR 37	7/1/1938	9/18/2017	Fair
2300222	MAR	BR.OVER BLOOD RUN	.25 MI E OF JCT TR 30	7/1/2001	9/19/2017	Good
2300338	MAR	BR OVER SCIOTO RIVER	.1 MI N OF JCT CR 38	7/1/1991	9/28/2017	Good
2300257	MAR	BR OVER ZIEG DITCH	.5 MI N OF JCT CR 45	7/1/1900	10/2/2017	Fair
2300273	MAR	VAN FLEET DITCH	.5 MI E OF JCT CR 35	7/1/1936	9/28/2017	Fair
2300303	MAR	BR OVER GURLEY DITCH	.1 MI W OF JCT SR 203	7/1/1937	9/29/2017	Fair
2300370	MAR	GLADE RUN	.3 MI E OF JCT CR 84	7/1/1993	9/28/2017	Good
2300389	MAR	BR OVER WILLOW SWAMP DT	.2 MI E OF JCT TR 50	7/1/1986	9/28/2017	Good
2301024	MAR	ZIEG DITCH	.2 MI E OF JCT TR 55	7/1/1985	9/28/2017	Good
2301059	MAR	BR OVER DUDLEY RUN	.2 MI E OF JCT TR 40	7/1/1900	9/28/2017	Fair
2301075	MAR	BR OVER RUSH CREEK	.1 MI W OF JCT CR 41	7/1/2001	9/28/2017	Good
2301080	MAR	BR OVER RUSH CREEK	1 MI E OF JCT SR 37	7/1/1991	9/28/2017	Good
2301083	MAR	BR OVER RUSH CREEK	.8 MI E OF JCT SR 37	7/1/2000	9/28/2017	Good
2301113	MAR	BRIDGE OVER RUSH CREEK	0.6 MI E. OF JCT SR-37	7/1/1998	9/28/2017	Good
2300605	MAR	BR.OVER HOUK DITCH	1 MI. N OF JCT CR 48	7/1/2005	9/28/2017	Good
2300932	MAR	BRANCH MCDONALD CREEK	.5 MI E OF JCT TR 1	7/1/1973	9/18/2017	Good
2300834	MAR	BR OVER ORR DITCH	0.11 MI W OF JCT CR 2	7/1/2003	9/14/2017	Good
2301148	MAR	ZEIG DITCH	.2 MI E OF JCT. CR. 35	7/1/1975	10/2/2017	Good
2300761	MAR	WILLOW RUN	.4 MI E OF JCT CR 55	7/1/1973	10/2/2017	Fair
2301067	MAR	BR OVER LITTLE SCIOTO	.6 MI E. OF JCT CR 94	7/1/1959	9/21/2017	Good
2301091	MAR	BRIDGE OVER PRAIRIE RUN	1.4 MI E OF JCT TR 063D	7/1/1900	9/21/2017	Fair
2301105	MAR	PRARIE RUN DITCH	.7 MI. E. OF JCT CR 25A	7/1/1963	9/21/2017	Fair
2300435	MAR	BR OVER OLENTANGY RIVER	.2 MI E OF JCT CR 196	7/1/1995	8/29/2017	Fair
2300443	MAR	BRANCH OF WEIR DITCH	.3 MI E OF JCT TR 190	7/1/1941	8/31/2017	Fair
2300478	MAR	WEIR DITCH	1.7 MI E OF JCT TR 190	7/1/1983	8/31/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2300540	MAR	BR OVER LITTLE SCIOTO	.9 MI E OF JCT SR 231	7/1/1993	9/5/2017	Fair
2300486	MAR	BR OVER LITTLE SANDUSKY	.35 MI E OF JCT CR 83	7/1/1964	9/12/2017	Good
2300583	MAR	BR OVER MUD RUN	.5 MI E OF JCT TR 194	7/1/1953	8/30/2017	Fair
2300982	MAR	BR OVER BOLDEN SWALE	.1 MI E OF JCT TR 91	7/1/1964	9/12/2017	Fair
2300826	MAR	BR OVER BRANCH MUD RUN	.69 MI E OF TR194E	7/1/1938	8/30/2017	Good
2300885	MAR	BR OVER PATTEN RUN	.3 MI W OF JCT SR 4	7/1/1951	9/19/2017	Fair
2300893	MAR	BR OVER PATTEN RUN DT	.9 MI W OF JCT SR 4	7/1/2001	9/19/2017	Good
2300923	MAR	BEAVER RUN	.2 MI W OF JCT CR 075	7/1/1983	10/2/2017	Good
2301032	MAR	BR OVER PATTON RUN	0.06 MI. N. OF S.R. 47	7/1/2007	9/19/2017	Good
2301040	MAR	BRIDGE OVER PRAIRIE RUN	.6 MI NORTH OF JCT CR 66	7/1/1995	9/21/2017	Good
2300613	MAR	BR OVER SCIOTO RIVER	.1 MI N OF JCT CR 28	7/1/1977	9/28/2017	Fair
2300621	MAR	BR OVER BELL HARRAMAN DT	.3 MI E OF JCT SR 309	7/1/1900	9/21/2017	Good
2300648	MAR	BR OVER SWEENEY GOOSE DT	.8 MI N OF JCT CR 27	7/1/1992	9/21/2017	Good
2300656	MAR	BR OVER ROCK SWALE	.6 MI N OF JCT CR 162	7/1/1900	9/21/2017	Good
2300680	MAR	BR OVER LITTLE SCIOTO	. OF JCT CR 88	7/1/1989	9/21/2017	Fair
2300710	MAR	BRIDGE OVER ROCK SWALE	.2MI. W. OF JCT. TR. 096	7/1/1900	9/22/2017	Fair
2300869	MAR	BR OVER LITTLE SCIOTO	0.6 MI W OF TWP ROAD 96	7/1/1991	9/22/2017	Good
2301121	MAR	BRANCH LYDDANE DITCH	.2 MI N OF JCT SR 309	7/1/1900	9/18/2017	Fair
2300915	MAR	BR OVER LITT SCIOTO	.7 MI E OF JCT SR 203	7/1/1960	9/29/2017	Fair
2300958	MAR	BR OVER GURLEY DITCH	1.5 MI N OF JCT CR 37	7/1/1964	9/29/2017	Good
2300974	MAR	ROCK SWALE	.75 MI. W. OF JCT. CR 101	7/1/2006	9/29/2017	Good
2301008	MAR	BR OVER COLUMBIA ST DT	.6 MI N OF JCT CRR 100	7/1/1957	9/29/2017	Fair
4200225	MAR	BR OVER LITTLE SCIOTO	.5 MI W OF JCT SR 203	7/1/1975	9/29/2017	Good
4200187	MAR	CUSICK DITCH	.4 MI. S. OF JCT. SR 739	7/1/2006	9/29/2017	Good
4200195	MAR	DALTON OWENS DITCH	.5 MI E OF JCT CR 126	7/1/1965	10/4/2017	Good
4200241	MAR	WILLIAMS DITCH	.3 MI E OF JCT CR 107	7/1/1989	10/3/2017	Good
4200462	MAR	BR OVER HONEY CREEK	.6 MI W OF JCT SR 4	7/1/1979	10/4/2017	Good
4200047	MAR	BRIDGE OVER QUQUA DT	.2MI E OF JCT. SR 423	7/1/1967	10/3/2017	Fair
4200071	MAR	BERRINGER DITCH	.3 MI E OF JCT TR 152	7/1/1966	10/3/2017	Fair
4200136	MAR	BRIDGE OVER GOODING DT	.5 MI N OF JCT CR 106	7/1/1935	10/4/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4200152	MAR	BR OVER QUQUA DITCH	.2 MI E OF JCT SR 423	7/1/1967	10/3/2017	Good
4200098	MAR	BR OVER FLAT RUN EAST	.1 MI NW OF JCT SR 309	7/1/2004	8/28/2017	Good
4200101	MAR	BR OVER FLAT RUN WEST	.2 MI E OF JCT TR195J	7/1/1955	8/28/2017	Poor
4200284	MAR	BR OVER QUQUA DITCH	.2 MI E OF JCT SR 423	7/1/1972	10/3/2017	Fair
4200314	MAR	BR OVER BATTLE RUN DT	.3 MI W OF JCT CR 107	7/1/1945	10/4/2017	Good
4200349	MAR	BERRY - KELLER	.5 MI E OF JCT CR 133	7/1/1971	10/3/2017	Fair
4200373	MAR	SIMPSON DITCH	.3 MI E OF JCT SR 203	7/1/1986	10/4/2017	Good
4200608	MAR	SIMPSON DITCH	.2 MI N OF JCT CR 119	7/1/1987	10/4/2017	Good
4200632	MAR	DAVIDS DITCH	.5 MI S. OF JCT TR. 085	7/1/1964	10/4/2017	Fair
4200586	MAR	ON SIMPSON DITCH	.1 MI. N. OF JCT TR 123	7/1/1995	10/4/2017	Good
4200934	MAR	BR OVER DAVIDS DT	1.03 MI. N. OF S.R. 47	8/27/2009	10/4/2017	Good
4200543	MAR	BRANCH NO 6 BATTLE RUN	.03 MI E OF JCT SR 47	7/1/1970	10/4/2017	Good
4200497	MAR	GOODING DITCH	.4 MI E OF JCT CR 108	7/1/1986	10/4/2017	Fair
4200500	MAR	TWIN CMP AT DAVIDS DITCH	.4MI N. OF JCT. CR. 119	7/1/1971	10/4/2017	Good
4200667	MAR	BR OVER BATTLE RUN	1.2 MI N OF JCT SR 47	7/1/1967	10/4/2017	Good
4200845	MAR	BERRY DITCH	1 MI W OF JCT SR 423	7/1/1966	10/3/2017	Fair
4200721	MAR	BR OVER QUQUA DITCH	.2 MI E OF JCT SR 423	7/1/1967	10/3/2017	Fair
4200756	MAR	QU QUA DITCH	0.30 MI. E. OF SR 423	8/24/2017	9/20/2017	Good
4200780	MAR	NORFOLK SOUTHERN RAILWAY	0.25 MI. E. OF S.R. 4	7/1/2006	10/3/2017	Good
4200810	MAR	HEIMLICH DT	.2 MI W OF JCT CR 142	7/1/1969	10/2/2017	Poor
4202376	MAR	CMP ARCH AT UNDERWOOD DT	1 MI E OF JCT CR 142	7/1/1981	10/2/2017	Good
4202406	MAR	BR OVER OLENTANGY RIVER	.3 MI E OF JCT SR 98	7/1/1966	10/2/2017	Fair
4202430	MAR	BR OVER MARTIN DT	.1 MI N OF JCT CR 123	8/12/2010	10/3/2017	Good
4202465	MAR	BR OVER OLENTANGY RIVER	INT OF CR 163 AND CR 141	5/11/2016	10/4/2017	Good
4202554	MAR	BR OVER HIPSHER DITCH	.8 MI N OF JCT CR 144	7/1/1939	9/27/2017	Fair
4202678	MAR	BR OVER HEIMLICH DITCH	.5 MI N OF JCT CR 140	7/1/1900	9/7/2017	Poor
4202716	MAR	BR OVER HEIMLICH DITCH	.4 MI E OF JCT CR 142		10/3/2017	Good
4202627	MAR	ON HEIMLICH DITCH	.2 MI. N. OF JCT CR. 144	7/1/1995	10/3/2017	Good
4202651	MAR	BR OVER OLENTANGY RIVER	.6 MI E OF JCT CR 163	7/1/1995	9/25/2017	Good
4202597	MAR	BR OVER GRAVE CREEK	.1 MI E OF JCT CR 132	7/1/1974	10/3/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4202740	MAR	BR OVER RIFFLE CREEK	.9 MI E OF JCT SR 98	7/1/1965	10/3/2017	Fair
4202783	MAR	AULT DITCH	.1 MI E OF JCT TR 157	7/1/1969	9/7/2017	Fair
4203054	MAR	RUEHRMOND DITCH	.8 MI N OF JCT CR 154	7/1/1977	9/25/2017	Fair
4202805	MAR	BR OVER MCKIBBEN DITCH	.4 MI N OF JCT CR 148	7/1/1900	9/7/2017	Good
4202848	MAR	AULT DITCH	.8 MI N OF JCT CR 154	7/1/1983	9/7/2017	Good
4202864	MAR	BRIDGE OVER RODGERS DT	.2MI N OF JCT CR 169J	7/1/1998	9/7/2017	Good
4202899	MAR	BRIDGE OVER MCKIBBEN DT	N. OF JCT. CR 160A	10/1/2016	9/7/2017	Good
4202910	MAR	MUSKRAT DITCH	.5 MI E OF JCT CR 178	7/1/1974	9/6/2017	Fair
4202902	MAR	BLUM DITCH	.6M E.OF JCT.SR.423	7/1/1968	9/5/2017	Poor
4202945	MAR	GRAVE CREEK	1 MI E OF JCT CR 215	7/1/1900	9/5/2017	Fair
4203003	MAR	BRIDGE OVER ROCK SWALE	0.5 MI N OF JCT SR 95	7/28/2010	9/22/2017	Good
4203062	MAR	HARVEY DITCH	.1 MI E OF JCT CR 215	7/1/1971	9/5/2017	Good
4203119	MAR	CSX RAILROAD	0.9 MI NW OF SR 309	7/18/2012	9/21/2017	Good
4203178	MAR	BRIDGE OVER ROCK SWALE	0.1 MI S OF JCT SR 309	7/28/2010	9/22/2017	Good
4203194	MAR	BEE RUN DITCH	.9 MI SW OF JCT SR 746	7/1/1964	9/6/2017	Fair
4202139	MAR	BR OVER RIFFLE CREEK	.2 MI E OF JCT SR 98	7/1/1970	10/3/2017	Fair
4203100	MAR	ULSH DITCH	E SIDE INTERSECTION SR 98	7/1/1984	9/6/2017	Good
4203216	MAR	MUSKRAT DITCH	E. OF JCT. TR 177	7/1/1974	9/6/2017	Fair
4203283	MAR	BR OVER HARVEY DT	.2 MI W OF JCT CR 215	7/1/2008	9/5/2017	Good
4203291	MAR	BR OVER OLENTANGY RIVER	.3 MI E OF JCT CR 163	7/1/1990	9/6/2017	Good
4203232	MAR	BR OVER RIFFLE CREEK	0.2 MI E OF JCT SR 98	5/19/2010	9/7/2017	Good
4203356	MAR	MASON DITCH	.3 MI E OF JCT TR 164	7/1/1986	9/6/2017	Good
4203402	MAR	BR OVER GRAVE CREEK	0.43 MI E OF JCT SR 529	8/11/2017	8/1/2017	Good
4203372	MAR	BR OVER GRAVE CREEK	.3 MI E OF JCT CR 204	7/1/1980	9/5/2017	Good
4203437	MAR	BR OVER CLENDANEN DITCH	1.9 MI E OF JCT CR 174	7/1/2005	9/6/2017	Good
4203550	MAR	BR OVER BEE RUN	.J MI E OF JCT TR 177	7/1/1900	8/31/2017	Fair
4203461	MAR	BR OVER SWAMP RUN	.1 MI E OF JCT TR 9	7/1/1900	8/28/2017	Fair
4203496	MAR	BR OVER HIPSHER DITCH	.1 MI E OF JCT CR 194	7/1/1900	8/31/2017	Fair
4203526	MAR	BR OVER OLENTANGY RIVER	.2 MI E OF JCT CR 194	7/1/1954	8/31/2017	Good
4203585	MAR	BRANCH HINAMAN DITCH	.8 MI E OF JCT CR 174	7/1/1900	9/5/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4203615	MAR	HINAMAN DITCH	1 MI E OF JCT CR 174	7/1/1900	9/5/2017	Fair
4203623	MAR	MONNETT DITCH	2.33 MI WEST OF SR98	9/1/2017	9/8/2017	Good
4203658	MAR	BR OVER FLAT RUN	JCT OF CR 171 & CR 195	7/1/1951	8/29/2017	Fair
4203666	MAR	NOBLET DITCH	1 MI E. OF JCT CR171	7/1/1968	8/28/2017	Fair
4203704	MAR	PLETCHER-SWAMP RUN DITCH	1.5 MI E OF JCT CR 171	7/1/2003	8/28/2017	Good
4203739	MAR	BR OVER TYMOCHTEE	0.2 MI SW OF JCT SR 309	7/11/2011	9/18/2017	Good
4203763	MAR	BR OVER GRAVE CREEK	.2 MI S OF JCT SR 309	9/20/2010	9/7/2017	Good
4203917	MAR	SALMON RUN	2.20 MI N. OF SR423	6/21/1989	2/16/2017	Good
4201590	MAR	GOOSE CREEK	0.05 MI N. OF SR423	9/17/1985	2/16/2017	Good
4201809	MAR	HONEY RUN	3.13 MI N. OF SR203	7/1/1976	2/15/2017	Good
4201779	MAR	ROCKY FORK	1.48 MI N. OF US23	7/1/1988	2/16/2017	Good
4201000	MAR	OVER CSX RR	8.17 MI N. OF SR203	7/1/1967	2/15/2017	Good
4200994	MAR	SCIOTO RIVER	2.81 MI N OF SR 47	10/15/1991	2/15/2017	Good
4201094	MAR	PATTON RUN	1.16 MI S. OF SR47	7/1/1960	2/15/2017	Fair
4201620	MAR	OVERFLOW	2.64 MI. N OF SR47	7/1/1965	2/15/2017	Fair
4201663	MAR	OVER CSX RR	0.57 MI S OF SR47	7/1/1968	11/7/2017	Good
4201507	MAR	MCDONALDS RUN	0.99 MI N OF S.CORP LARUE	7/1/1983	4/26/2017	Fair
4201841	MAR	DUDLEYS RUN	0.31 MI S OF T-49	6/21/1988	4/26/2017	Good
4201868	MAR	BROWN DITCH	1.95 MI N OF UNI CO LINE	9/14/2009	4/26/2017	Good
4201892	MAR	STALLSMITH DITCH	0.19 MI N OF C-45	7/1/1926	4/26/2017	Fair
4201922	MAR	TYMOCHTEE CREEK	2.42 MI N OF SR 309	7/1/1947	4/24/2017	Fair
4201957	MAR	PAW PAW RUN	1.74 MI S OF WYANDOT CO.	5/24/1991	4/24/2017	Fair
4201531	MAR	PAW PAW RUN	0.77 MI. N. OF SR 309	5/20/1994	4/26/2017	Good
4201353	MAR	ENOCH CREEK	0.53 MI S OF SR309	7/31/1991	4/26/2017	Good
4201264	MAR	SCIOTO RIVER #	0.01 MI N OF S CORP LARUE	7/1/1950	4/26/2017	Poor
4201299	MAR	BATTLE RUN	2.88 MI E OF SR4	6/19/1989	4/27/2017	Good
4201310	MAR	NORTON RUN	1.65 MI W OF SR-229	7/1/1992	4/27/2017	Good
4201132	MAR	SCIOTO RIVER#	1.59 MIILES EAST OF SR-4	9/7/2007	4/27/2017	Good
4201175	MAR	GLADE DITCH	3 MI. WEST OF SR 203	10/30/1993	6/6/2017	Good
4201191	MAR	GURLEY DITCH	1.16 MI W OF SR203	5/30/1986	6/6/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4201116	MAR	CURLE DITCH	0.27 MI W OF SR203	10/12/1984	6/6/2017	Good
4200692	MAR	RUTH DITCH	0.53 MI E OF SR203	10/12/1984	6/6/2017	Good
4201655	MAR	GUTHERY DITCH	0.75 MI. E. OF SR 203	8/26/1993	6/6/2017	Good
4201574	MAR	LITTLE SCIOTO OVERFLOW	0.93 MI E OF SR203	7/1/1975	6/7/2017	Good
4200691	MAR	LITTLE SCIOTO RIVER	1.27 MI E OF SR203	12/1/1983	6/7/2017	Good
4201582	MAR	OLENTANGY RIVER	2.70 MI E OF SR98	7/1/1967	6/8/2017	Fair
4201388	MAR	GRAVES CREEK	0.62 MI W OF US23	7/1/1965	6/7/2017	Fair
4201418	MAR	CHASE DITCH	0.85 MI E. OF SR37	7/1/1941	6/6/2017	Fair
4201051	MAR	COLUMBIA O CSX RR/STREETS	4.49 MI E OF SR203	7/1/1975	6/7/2017	Good
4201744	MAR	RIFFLE CREEK	0.36 MI E OF SR98	7/1/1969	6/7/2017	Good
4202236	MAR	MASON DITCH	1.07 MI E OF SR98	7/1/1969	6/8/2017	Good
4202104	MAR	RIFFLE CREEK	0.98 MI E OF US23	7/1/1976	6/7/2017	Fair
4202163	MAR	OTTER CREEK	3.6 MILES E. OF SR 98	11/8/1991	6/8/2017	Good
4202260	MAR	RIFFLE CREEK	1.24 MI N OF SR529	7/1/1984	6/20/2017	Good
4202287	MAR	GLENDENEN DITCH	1.03 MI N OF SR95	7/1/1988	6/20/2017	Good
4202198	MAR	FIRSTENBERGER DITCH	2.01 MI. N. OF US 23	7/19/1996	6/20/2017	Good
4202317	MAR	GRAVE CREEK	4.63 MI N. OF US23	8/24/1991	6/20/2017	Good
4202368	MAR	QU QUA CREEK	0.65 MI N OF US23	7/1/1949	6/20/2017	Fair
4201965	MAR	MUD RUN	1.45 MI N OF SR309	7/1/1962	6/15/2017	Fair
4202023	MAR	PORTER RUN	02.55 MI. N. OF SR 4	5/17/1995	7/6/2017	Good
4202082	MAR	LITTLE SCIOTO RIVER	4.32 MI N OF SR4	7/1/1958	7/7/2017	Fair
4504631	MAR	DAVIDS DITCH	0.11 MI S OF SR4	7/1/1965	7/6/2017	Fair
4504607	MAR	IDLEMAN RUN #	0.29 MI N OF SR47	7/1/1930	7/5/2017	Fair
4902610	MAR	BATTLE RUN #	0.62 MI N OF DELAWARE CO	7/1/1984	7/5/2017	Fair
4902645	MAR	NORTON RUN	0.91 MI S OF SR-47	10/31/2007	7/27/2017	Good
4902734	MAR	OVER US-23	0.30 MI E OF SR423	7/1/1968	8/22/2017	Good
4902769	MAR	LITTLE SCIOTO RIVER	1.78 MI E OF SR203	7/1/1983	10/3/2017	Fair
4902858	MAR	ROCK SWALE	2.6 MI E OF SR203	7/1/1984	10/3/2017	Good
4902882	MAR	LEWIS DITCH	4.09 MI E OF SR-37	7/15/2011	9/27/2017	Good
4902386	MAR	OVER ABANDONED RR BED	5.03 MI E OF SR98	7/1/1960	10/6/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4902254	MAR	OVER FLAT RUN	4.72 MI E OF SR 98	7/1/1958	10/6/2017	Fair
4902289	MAR	OVER OLANTANGY RIVER	SR309 OVER OLENTANGY RIVE	9/10/1999	10/4/2017	Good
4902319	MAR	CLARIDON DITCH	EAST OF SR98	7/1/2005	10/4/2017	Good
4902351	MAR	MUSKRAT DITCH	1.52 MI E OF SR98	7/1/1955	10/4/2017	Good
4902467	MAR	MUD RIVER	2.61 MI E OF SR98	7/1/1955	10/4/2017	Fair
4902491	MAR	TYMOCHTEE CR	3.71 MI E OF SR37	7/1/1968	9/27/2017	Fair
4902521	MAR	HOLLAND RUN	1.38 MI E OF HARDIN CO.	7/1/1968	9/27/2017	Fair
4902556	MAR	ENOCH DITCH	1.21 MI E OF SR37	7/1/1968	9/27/2017	Fair
4902580	MAR	BROWN DITCH	2.21 MI E OF SR37	7/1/1968	9/27/2017	Fair
4903390	MAR	DRAKE DITCH	3.01 MI E OF SR37	7/1/1968	9/27/2017	Fair
4903420	MAR	GRAVE CREEK	1 MI W. OF US RT 23	6/22/1998	10/4/2017	Good
4903455	MAR	LYDDANE DITCH	1.10 MI E OF SR 203	7/1/1968	10/3/2017	Good
4903544	MAR	LYDDANE DITCH	1.38 MI E OF SR 203	7/1/1968	10/3/2017	Fair
4903579	MAR	TYMOCHTEE CREEK	7.54 MI E OF SR37	7/1/1983	10/3/2017	Good
4902912	MAR	BELL-HARRAMAN DITCH	8.82 MI E OF SR37	7/1/1968	10/3/2017	Fair
4902947	MAR	TYMOCHTEE CREEK	6.62 MI E OF SR 37	9/16/1988	9/27/2017	Good
4903218	MAR	MAPLE RUN	7.37 MI E OF SR37	7/1/1982	9/28/2017	Good
4903242	MAR	FOOS-CROFT DITCH	2.5 MI. E. OF US 23	6/23/1993	10/4/2017	Good
4903277	MAR	MYERS DITCH	2.14 MI N OF SR47	7/1/1972	11/7/2017	Poor
4903307	MAR	LITTLE SCIOTO RIVER	1.16 MI S OF SR231	7/1/1972	11/7/2017	Fair
4903331	MAR	ROCK FORK CREEK	3.36 MI S OF SR231	7/1/1966	11/7/2017	Good
4903366	MAR	LEFFLER DITCH	3.79 MI N OF SR47	7/1/1972	11/7/2017	Fair
4903153	MAR	GRAVES CREEK	2.74 MI E OF SR95	7/1/1948	11/8/2017	Fair
4903188	MAR	MYERS RUN	0.98 MI E OF SR98	7/1/1961	11/8/2017	Fair
4903005	MAR	MCKIBBEN DITCH	3.15 MI E OF SR98	7/1/1979	11/8/2017	Good
4902971	MAR	OLENTANGY RIVER	1.68 MI E OF SR 98	7/1/1955	11/8/2017	Fair
4903064	MAR	RIFFLE CREEK	4.55 MI. E. OF SR 95	7/1/1948	11/8/2017	Good
4903099	MAR	WILLOW SWAMP	04.16 MI. S. OF SR 203	8/18/1995	11/20/2017	Good
4903129	MAR	SCIOTO OVERFLOW	1.85 MI S OF SR 203	6/4/1993	11/29/2017	Good
4900197	MAR	SCIOTO RIVER	1.77 MI S OF SR203	7/1/1960	11/29/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4900227	MAR	LITTLE SCIOTO OVERFLOW	0.44 MI. N. OF SR 203	11/28/1995	11/21/2017	Good
4900030	MAR	LITTLE SCIOTO	0.40 MI N OF SR 203	11/28/1995	11/20/2017	Good
4900162	MAR	MCKIBBAN DITCH	1.95 MI. N. OF SR529	11/16/1992	11/21/2017	Good
4900243	MAR	OTTER CREEK	0.36 MI S OF SR95	7/1/1961	11/21/2017	Fair
4900391	MAR	OLENTANGY RIVER	0.84 MI S OF SR309	7/1/1955	11/22/2017	Fair
4900529	MAR	UNDER CR 167	2.54 MI N OF SR 309	7/1/1966	3/7/2017	Good
4900324	MAR	GRAVE CREEK	0.84 MI N OF SR 309	7/1/1966	3/9/2017	Good
4900553	MAR	UNDER MARION-WILLIAMSPORT	1.57 MI N OF SR309	7/1/1971	3/7/2017	Good
4900626	MAR	OVER 4 1699	OVER 4 1699	7/1/1967	3/8/2017	Good
4900642	MAR	OVER 4 1701	OVER 4 1701	7/1/1967	3/8/2017	Good
4900650	MAR	OVER SR98-0011	OVER SR98-0011	7/1/1965	3/1/2017	Fair
4900677	MAR	OVER SR98-0013	OVER SR98-0013	7/1/1965	3/1/2017	Fair
4900707	MAR	CAUQUAW CR	0.2 MI N OF SR98	7/1/1965	3/2/2017	Fair
4900251	MAR	CAUQUAW CR	0.2 MI N OF SR98	7/1/1965	3/2/2017	Fair
4900286	MAR	UNDER CR 26	0.79 MI N OF SR4	7/1/1967	3/8/2017	Fair
4900340	MAR	ROCK FORK CR	0.37 MI N OF SR4	7/1/1967	3/8/2017	Fair
4900448	MAR	ROCK FORK CR	0.37 MI N OF SR4	7/1/1967	3/8/2017	Poor
4900456	MAR	LITTLE SCIOTO RIVER	2.02 MI N OF SR4	7/1/1967	3/9/2017	Fair
4900464	MAR	LITTLE SCIOTO RIVER	2.02 MI N OF SR4	7/1/1967	3/9/2017	Fair
4900499	MAR	OVER SR 309-1928	OVER SR 309-1928	12/13/1968	3/6/2017	Good
4900367	MAR	OVER SR 309-1930	OVER SR 309-1930	12/13/1968	3/6/2017	Fair
4901061	MAR	OVER NS RR	3.85 MI N OF SR309	7/1/1966	3/8/2017	Fair
4901959	MAR	OVER CSX RR & CR 175	0.43 MI N OF SR309	12/13/1968	3/6/2017	Fair
4901983	MAR	OVER CSX RR & CR 175	0.43 MI N OF SR309	12/13/1968	3/6/2017	Fair
4902025	MAR	OVER 95 1789	OVER 95 1789	12/13/1968	3/6/2017	Fair
4901746	MAR	OVER 95 1791	OVER 95 1791	12/13/1968	3/6/2017	Good
4902041	MAR	OVER NS RR	3.85 MI N OF SR309	7/1/1966	3/8/2017	Fair
4901789	MAR	OVER SR529-0279	OVER SR529-0279	7/1/1967	3/3/2017	Fair
4901819	MAR	OVER SR529-0281	OVER SR529-0281	7/1/1967	3/3/2017	Fair
4901843	MAR	UNDER CR 169	UNDER CR 169	7/1/1967	3/3/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4901894	MAR	UNDER CR 108	4.0 MI N OF SR98	7/1/1967	3/1/2017	Fair
4901916	MAR	UNDER CR 106	1.0MI.S.OF SR529	7/1/1967	3/2/2017	Good
4903609	MAR	GRAVE CREEK	0.21 MI S. OF SR529	7/1/1967	3/3/2017	Poor
4903633	MAR	GRAVE CREEK	0.21 MI. S. OF SR529	7/1/1967	3/3/2017	Poor
4903668	MAR	NORTON RUN	1.69 MI S OF SR98	7/1/1967	3/2/2017	Fair
4903676	MAR	FURER DITCH	.9 MI N OF UNION CO LINE	7/1/1991	9/14/2017	Fair
4902793	MAR	BR OVER BROWN RUN	1.1 MI E OF JCT CR 2	7/1/1995	9/14/2017	Good
4902823	MAR	BR OVER FLAT RUN	.1 S OF JCT SR 309	7/1/2002	8/28/2017	Good
4903595	MAR	BR OVER BRANCH #1 PARR DT	.15 MI NE OF JCT CR 2	7/1/1900	9/14/2017	Fair
4903722	MAR	TALLGRASS TRAIL BIKE RT	1.03 MI. SOUTH OF CR 33	9/1/2017	9/1/2017	Good
4903765	MAR	TILE BR. OF SCIOTO RIVER	.1 MI E OF JCT CR 13	7/1/1969	9/18/2017	Fair
4903692	MAR	RUBINS DITCH	1 MI E OF JCT CR 18	7/1/1981	9/13/2017	Good
4903854	MAR	BR OVER PAW PAW RUN	.1 MI E OF JCT TR 24	7/1/1964	9/11/2017	Good
4903781	MAR	BR OVER PAW PAW CREEK	.1 MI N OF JCT TR 21	7/1/1986	9/11/2017	Good
4903811	MAR	BR OVER TYMOCHTEE	.1 MI N OF JCT TR 21	7/1/1999	9/11/2017	Good
4904249	MAR	BRIDGE OVER PAW PAW RUN	.02 MI NORTH OF JCT CR 20	7/1/1995	9/11/2017	Good
4904222	MAR	BR OVER CARROLL DITCH	.3MI E. OF JCT. CR. 029	7/1/1982	9/13/2017	Good
4904060	MAR	BR OVER THOMPSON DT	.2 MI W OF JCT CR 25	9/17/2009	9/12/2017	Good
4904184	MAR	BR OVER THOMPSON DITCH	.04 MI W OF JCT CR 83	7/1/1946	9/12/2017	Fair
4904214	MAR	GOOSE CREEK DITCH	1 MI E OF JCT CR 83	7/1/1900	9/12/2017	Fair
4904079	MAR	SWEENEY GOOSE POND	.4 MI E OF JCT CR 83	7/1/1983	9/12/2017	Good
4904095	MAR	BR OVER ENOCH DITCH	.9 MI E OF JCT CR 29	7/1/1957	9/13/2017	Fair
4904117	MAR	BR OVER TYMOCHTEE	.3 MI E OF JCT CR 30	7/1/2002	9/13/2017	Good
4904168	MAR	BR OVER PRAIRIE RUN	.7 MI E OF JCT CR 30	7/1/2005	9/13/2017	Good
4904176	MAR	BR OVER PAW PAW RUN	.4 MI E OF JCT SR 37	7/1/1991	9/13/2017	Good
4904028	MAR	BRIDGE OVER ROCK FORK	.8 MILE WEST OF JCT SR 4	7/1/1995	9/5/2017	Good
4904036	MAR	BR OVER TYMOCHTEE CREEK	.4 MI N OF JCT TR 27	7/1/2001	9/13/2017	Good
4903897	MAR	BR OVER ENOCH DITCH	.1 MI S OF JCT SR 309	7/1/1969	9/18/2017	Fair
4903919	MAR	BR OVER CLEMENTS DITCH	0.7 mi S. of jct w/ SR309	7/1/2016	9/18/2017	Good
4903943	MAR	TRON DITCH	.3 MI N OF JCT CR 34	7/1/1969	9/19/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4903994	MAR	BR OVER BLOOD RUN	.2 MI S OF CR 33	8/11/2011	9/19/2017	Good
4904257	MAR	DRAKE DITCH	.4 MI N OF JCT TR 32	7/1/1976	9/18/2017	Fair
4904443	MAR	BR OVER PRAIRIE RUN	.5 MI N OF JCT SR 309	7/1/1900	9/13/2017	Fair
4904478	MAR	BR OVER DUDLEY RUN	.1 MI N OF JCT CR 41	7/1/1900	9/28/2017	Fair
4904354	MAR	BR OVER SAGER SIFRITT DT	1 MI N OF JCT CR 43	7/1/1900	9/28/2017	Poor
4904397	MAR	ZEIG DITCH	.1 MI E OF JCT TR 55	7/1/1980	9/28/2017	Fair
4910000	MAR	BR OVER DUDLEY RUN	.3 MI N OF JCT TR 15	7/1/1900	9/14/2017	Good
4900731	MAR	BR OVER ZIEG DITCH	1.1 MI N OF JCT CR 52	7/1/1950	9/29/2017	Fair
4900979	MAR	BR OVER FIRSTENBERGER DT	1.3 MI N OF JCT CR 52	7/1/1900	9/29/2017	Fair
4900936	MAR	BRANCH OF MIERMEYER DT	.1 MI N OF JCT CR 59	7/1/1968	9/19/2017	Fair
4900782	MAR	BELL-HARRAMAN DITCH	.1MI S. OF JCT SR 309	7/1/2001	9/21/2017	Good
4900812	MAR	CMP AT PRAIRIE RUN DT	.5 N OF JCT SR 309	7/1/1989	9/21/2017	Good
4900855	MAR	BR OVER BELL HARRAMAN	0.14 MI. S. OF S.R. 309	7/1/2007	9/19/2017	Good
4900901	MAR	BELL HARRAMAN DT	.2 MI. S. OF SR. 309	7/1/1991	9/19/2017	Good
4901029	MAR	BR OVER ROCK FORK	.1 MI E OF JCT SR 423	7/1/1999	9/5/2017	Good
4901258	MAR	NOBLET DITCH	.7 E OF JCT TR 182	7/1/1968	8/28/2017	Poor
4901126	MAR	BR OVER LITTLE SCIOTO	.1 MI E. OF JCT TR 189	7/1/1998	8/31/2017	Good
4901150	MAR	BR OVER LITTLE SANDUSKY	.1 E OF JCT CR 083	7/1/1900	9/12/2017	Poor
4901185	MAR	BR OVER BRANCH MUD RUN	.30 MI E OF TR 194E	7/1/2002	8/31/2017	Good
4901630	MAR	BR OVER PATTEN RUN	.2 MI N OF JCT CR 69	7/1/2003	9/19/2017	Good
4901525	MAR	CMP AT SWALE OF SCIOTO	1MI. N. OF JCT. SR. 739	7/1/1983	9/29/2017	Good
4901576	MAR	BRIDGE OVER BEAVER RUN	.7MI. E. OF JCT TR 077	7/1/1939	10/2/2017	Good
4901606	MAR	Gde Run Ditch	0.81 Mi. South of SR95	10/1/2015	9/19/2017	Good
4901665	MAR	BR OVER HEIMLICH DT	W OF JCT TR 142	7/1/1969	9/7/2017	Fair
4901266	MAR	Underwood Ditch	.31 Mi. East of 142 int.	9/1/2014	9/7/2017	Good
4901304	MAR	BR OVER BOLDEN SWALE	.5 MI N OF JCT SR231	7/1/1952	9/12/2017	Good
4901320	MAR	BOLDEN SWALE DITCH	.8 MI N OF JCT R 231	7/1/1983	9/5/2017	Good
4901355	MAR	BR OVER OLENTANGY RIVER	.5 MI W OF MORROW CO LINE	7/1/2001	8/29/2017	Good
4901207	MAR	BR OVER BATTLE RUN DT	.5 MI S. OF JCT. SR 47	7/1/2000	9/19/2017	Good
4901673	MAR	BRIDGE OVER DAVIDS DT	.2MI. E. OF JCT. CR. 126	7/1/1939	9/27/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4901703	MAR	BR OVER QUQUA DITCH	.2 MI E OF JCT SR 423	7/1/1953	9/14/2017	Fair
4901509	MAR	BR OVER OLENTANGY RIVER	.3 MI W OF CR 141	7/1/1994	10/3/2017	Good
4901088	MAR	BR OVER FIRSTENBERGER DT	.1 MI E OF JCT US 23	7/1/1900	9/14/2017	Fair
4902130	MAR	SIMPSON DITCH	.2MI E. OF JCT TR 207	7/1/1939	10/4/2017	Fair
4902084	MAR	NORTON RUN	.2MI. N. OF COUNTY LINE	7/1/1965	10/2/2017	Fair
4902114	MAR	NORTON RUN DITCH	.2MI. S. OF JCT. SR. 47	7/1/1991	10/3/2017	Good
5100194	MAR	BR OVER BATTLE RUN DITCH	.1 MI E OF JCT CR 126	7/1/1900	10/4/2017	Fair
5100178	MAR	BR OVER BATTLE RUN DITCH	.5 MI S OF JCT CR 119	7/1/1900	10/4/2017	Fair
5100089	MAR	LEFFLER DT	.9 MI E OF JCT TR 133	7/1/1968	10/3/2017	Good
5100224	MAR	BR OVER HEIMLICH DT	S OF JCT TR 86	7/1/1900	9/7/2017	Poor
5100127	MAR	BR OVER HEIMLICH DT	.2 MI W OF JCT CR 123	7/1/1932	9/7/2017	Good
5100070	MAR	MACK BARRINGER LAUCHER	1 MI N OF JCT CR 1078	7/1/1900	10/3/2017	Good
5100038	MAR	BR OVER MCKIBBEN DITCH	.1 MI N OF JCT CR 148	7/1/1900	10/3/2017	Fair
5100054	MAR	BR OVER LEMMER DITCH	.4 MI N OF JCT CR 148	7/1/1900	9/7/2017	Fair
5100240	MAR	BRIDGE OVER OLENTANGY RIV	0.3 MI S OF JCT CR163	7/1/1996	9/27/2017	Good
5102111	MAR	BRIDGE OVER OLENTANGY RIV	0.4 MI S.OF JCT CR 163	7/1/1996	9/27/2017	Good
5102146	MAR	MC KIBBEN DITCH	.9 MI E OF JCT CR 156	7/1/1965	9/7/2017	Poor
5102170	MAR	BRANCH MC KIBBEN DITCH	JCT OF CR 158	7/1/1986	9/7/2017	Fair
5102227	MAR	MUSKRAT DITCH	.7 MI NE OF JCT CR 172	7/1/1983	9/6/2017	Good
5101956	MAR	MASON DITCH	.4 MI S OF JCT CR 169	7/1/1988	9/6/2017	Good
5101999	MAR	BRIDGE OVER RIFFLE CRK N	01.3 MI N. OF JCT CR-148	7/1/1998	9/25/2017	Good
5102022	MAR	BRIDGE OVER RIFFLE CRK S	0.8 MI N. OF JCT CR-148	7/1/1998	9/25/2017	Good
5102057	MAR	BR OVER OLENTANGY RIVER	.3 MI E OF JCT CR 163	7/1/1993	9/6/2017	Good
5102073	MAR	BRIDGE OVER CHRISTY DT	.4 MI E OF JCT CR 163	7/1/1993	9/6/2017	Good
5102294	MAR	MUSKRAT DITCH	.1 MI N OF JCT CR 166	7/1/1975	9/6/2017	Fair
5102308	MAR	BR OVER ROCK FORK	.05 MI N OF JCT CR 26	7/1/1987	9/5/2017	Good
5102278	MAR	BR OVER LITTLE SCIOTO	.3 MI S OF JCT TR 68	7/1/1993	8/31/2017	Good
5102332	MAR	BR OVER LITTLE SCIOTO	.1 MI S OF JCT TR 68	7/1/1988	8/31/2017	Good
5102383	MAR	ROBERTS DITCH	.8 MI N OF JCT CR 26	7/1/1972	8/30/2017	Fair
5102413	MAR	BR OVER OLENTANGY RIVER	.5 MI N. OF JCT CR 195	7/1/1997	8/29/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5102472	MAR	BRIDGE OVER OLENTNAGY RIV	0.2 MI E.OF JCT TR196	7/1/1996	8/29/2017	Good
5102502	MAR	MUD RUN DITCH	.1 MI E OF JCT TR 194	7/1/1982	8/31/2017	Good
5102510	MAR	CMP ARCH AT SHUMAKER DT	.1 S OF JCT TR 197	7/1/1984	8/29/2017	Good
5102545	MAR	CMP AT NEFF & RORICK DT	.5 S OF JCT CR 067	7/1/1965	8/29/2017	Poor
5102707	MAR	BR OVER SHUMAKER DITCH	.7 MI. N. OF JCT TR 197	7/1/1947	8/29/2017	Fair
5102588	MAR	BR OVER BEAVER RUN	.7MI N OF JCT CR 175	18960701	10/2/2017	Fair
5102316	MAR	SIMPSON DITCH	.2 MI S OF JCT TR 123	7/1/1938	10/4/2017	Fair
5102561	MAR	BR OVER IRONS CREEK	.2 MI N OF JCT SR 423	7/1/1900	9/5/2017	Fair
5102642	MAR	BRIDGE OVER BATTLE RUN	.1MI N. OF JCT SR 203	7/1/1994	9/19/2017	Fair
5102677	MAR	OWINGS DITCH #	2.09 MI W OF SR423	7/1/1940	8/22/2017	Fair
5102626	MAR	BRIDGE OVER BOLDEN SWALE	.8MI S. OF JCT CR 68	7/1/1970	9/12/2017	Fair
5102758	MAR	LITTLE SCIOTO RIVER	MARION CITY LAND FILL	7/1/1995	1/21/2016	Good
5102863	MAR	STREAM	.8M N.OF FAIRGROUND ST.	7/1/1999	11/8/2017	Fair
5102952	MAR	POND	0.1 M S.OF MT.VERNON AVE.	7/1/1900	11/8/2017	Poor
5102804	MRW	THORNE CREEK	.10 MILES N.OF INT. CR59	7/1/1975	11/1/2017	Fair
5102839	MRW	SHAW CREEK	N.OF INT.CR67 & CR9	7/1/1910	12/5/2017	Good
5102766	MRW	SHAW CREEK	.25 MI NORTH INT. CR69	7/1/1965	12/5/2017	Fair
5102979	MRW	WHETSTONE	.4 MI.N.OF INT.TR127&CR9	7/1/1951	12/5/2017	Good
5103118	MRW	SHAW CREEK	.5 MI NORTH INT. CR131	7/1/1965	12/5/2017	Poor
5103126	MRW	TRIB. OF SHAW CREEK	.5 MI NORTH INTX. CR61	7/1/1978	11/1/2017	Fair
5103061	MRW	SHAW CREEK	.10 MI. E. OF INT. TR134	5/15/2015	10/27/2017	Good
5103037	MRW	WHETSTONE	.30 MI.E.OF INT.OF TR28	7/1/1924	10/27/2017	Poor
5103010	MRW	LONG RUN	.9 MI.E. INTX.SR56	7/1/2002	10/11/2017	Good
5103169	MRW	N.BRANCH KOKOSING RIVER	.2 MI EAST INT. TR118	7/1/2002	11/30/2017	Good
5103215	MRW	REYNOLDS RUN	INT.OF CR15 & CR170	7/1/1960	10/11/2017	Good
5101697	MRW	ALUM CREEK	.5 MI.E.INT.CR24 & CR15	7/1/1986	10/6/2017	Good
5101727	MRW	INDIGO RUN	.8 MI. EAST INT. CR 24	7/1/1968	10/6/2017	Good
5101425	MRW	INDIGO CREEK	.7 MI.E.INT.CR227 & CR15	7/1/1968	10/6/2017	Good
5101891	MRW	REYNOLDS RUN	.4 MI EAST INT. CR212	7/1/2005	10/11/2017	Good
5101921	MRW	BIG WALNUT CREEK	.10 MILES E. INT CR 26	7/1/1924	10/10/2017	Poor

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5101875	MRW	MILE CREEK	.60 MI. N.E. INT. CR21	7/1/1982	10/13/2017	Fair
5101786	MRW	MILE CREEK	1.1 MI.N.INT CR21	7/1/2000	10/17/2017	Good
5101808	MRW	TRIB. OF KOKOSING	.19 MI NORTH INTX. CR109	7/1/1971	11/29/2017	Fair
5101832	MRW	TRIB. OF KOKOSING	.4 MI NORTH INTX. CR109	7/1/1986	11/29/2017	Good
5101387	MRW	KOKOSING	.5 MI NORTH CR171	7/1/1900	10/20/2017	Poor
5101263	MRW	Kokosing River	0.3 mile north of CR 123	5/1/2017	10/20/2017	Good
5101298	MRW	CLEAR FORK	.30 MI.N.OF INT. SR 288	7/1/2013	11/28/2017	Good
5101328	MRW	TRIB. OF MILE CREEK	.9 MI EAST INTX. CR19	7/1/1978	10/13/2017	Fair
5101352	MRW	WHETSTONE CREEK	.20 MI EAST INT. TR164	7/1/2003	10/2/2017	Good
5101735	MRW	TRIB.N.BR.KOKOSING RIVER	.2 MI. E. TR94	7/15/2013	11/17/2017	Good
5101565	MRW	TRIB.N.BR.KOKOSING RIVER	.9 MI.SE INT.SR42 & CR 22	7/1/1982	11/17/2017	Poor
5101654	MRW	TRIB. N. BRANCH KOKOSING	.2 MI EAST INTX. TR231	7/1/1900	12/1/2017	Poor
5101514	MRW	N.BRANCH KOKOSING RIVER	.5 MI. E.INT.CR22 & SR314	7/1/1994	12/1/2017	Fair
5101530	MRW	S BR KOKOSING RIVER	.4 MI EAST INT. TR 184	7/1/1977	10/20/2017	Good
5101468	MRW	S.BRANCH KOKOSING RIVER	.5 MI.E.INT.CR20 & CR23	7/1/2006	10/20/2017	Good
5101484	MRW	TRIB. OF KOKOSING	1.8 MI. E.INT. OF CR 172	7/1/1971	10/16/2017	Fair
5101751	MRW	BIG WALNUT CREEK	.3 MI.E.INT.CR26 & TR161	7/1/1986	10/24/2017	Fair
5103363	MRW	KOKOSING	1.3 MI. E. INT. CR172	7/1/1974	10/16/2017	Poor
5103517	MRW	TRIB.OF ALUM CREEK	.9 MI.N.INT.CR15 & CR24	7/1/1987	10/4/2017	Fair
5103452	MRW	WEST BRANCH ALUM CREEK	.20 MI NE INT. CR228	11/25/2009	10/4/2017	Good
5103398	MRW	TRIB. OF ALUM CREEK	.3 MI. NORTH INTX. CR15	7/1/1990	10/4/2017	Fair
5103541	MRW	TRIB.OF ALUM CREEK	.20 MI. NORTH INT. TR223	1/1/2007	10/6/2017	Good
5103584	MRW	BEAM DITCH	1.1MI.N.INT.CR25 & CR24	7/1/1971	10/25/2017	Fair
5103622	MRW	ALUM CREEK	0.3 MI. EAST INT. CR24	3/26/2010	10/25/2017	Good
5103606	MRW	BRANCH ALUM CRK	.30 MI WEST CR166	7/1/1964	10/24/2017	Fair
5103568	MRW	TRIB. OF WEST BRANCH	.15 MI. E. INTX. CR168	7/1/1970	10/24/2017	Good
5103673	MRW	WEST BRANCH ALUM CREEK	.5 MI EAST INTX. CR166	7/1/1965	10/24/2017	Fair
5103762	MRW	UNDERWOOD DITCH	.4 MI. EAST COUNTY LINE	7/1/1966	10/2/2017	Fair
5103789	MRW	TRIB. OF KOKOSING	.8 MI EAST INTX. TR188	7/1/1969	10/16/2017	Poor
5103827	MRW	S.BRANCH KOKOSING RIVER	.9 MI.E.INT.CR20 & CR25	7/1/1972	10/23/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5103851	MRW	BIG WALNUT CREEK	.5 MI EAST INTX. CR26	7/1/1966	10/23/2017	Fair
5103886	MRW	BIG WALNUT CREEK	.7 MI EAST INTX. CR26	7/1/1966	10/23/2017	Fair
5103908	MRW	BIG WALNUT CREEK	.2 MI. E. INT. CR26	11/14/2014	10/23/2017	Good
5103932	MRW	SHAW CREEK	.10 MILES E.OF INT.TR132	7/1/1963	11/1/2017	Fair
5100933	MRW	OTTER CREEK	.40 MILES N.OF INT.CR 135	7/1/1969	11/1/2017	Fair
5100909	MRW	TRIBUTARY OF THORNE RUN	.10 MILES N.OF INT. TR65	7/1/1967	11/2/2017	Fair
5100925	MRW	THORNE RUN	.50 MI. N. OF INT. CR61	11/14/2014	11/2/2017	Good
5101026	MRW	SHAW CREEK	.10 MI N OF INT OF CR 139	7/1/1998	10/26/2017	Good
5101050	MRW	SHAW CREEK	.10 MI.N.OF INT.OF TR136	7/1/1910	10/26/2017	Poor
5100305	MRW	SHAW CREEK	0.05 MI. N. OF CR 137	10/30/2015	10/26/2017	Good
5100364	MRW	TRIB.OF WHETSTONE CREEK	.80 MI.E.INT.OF SR 61	7/1/1948	11/27/2017	Poor
5100399	MRW	TRIB.OF WHETSTONE CREEK	.20 MI.E.OF INT. TR38	7/1/1966	11/28/2017	Fair
5100429	MRW	WHETSTONE CREEK	0.6 MI. E. OF CR40	12/2/2016	11/28/2017	Good
5101174	MRW	THORNE RUN	.6 MI EAST INT. CR 9	7/1/2004	11/27/2017	Good
5101085	MRW	THORNE RUN	0.2 MI. N. OF CR 29	8/19/2016	11/27/2017	Good
5101115	MRW	SHAW CREEK	1.1MI.N.INT.TR75 & CR30	7/1/1936	11/27/2017	Poor
5101204	MRW	TRIB. OF SHAW CREEK	.6 MI NORTH INTX. TR145	7/1/1987	12/5/2017	Good
5101239	MRW	FLAT RUN	.2 MI.N.INT.SR309 & CR30	7/1/1988	11/27/2017	Poor
5100720	MRW	TRIB. OF FLAT RUN	.5 MI. NORTH INTX. SR309	7/1/1969	11/27/2017	Poor
5100755	MRW	TRIB. OF ROCKY FORK	.9 MI EAST INTX. SR19	7/1/1978	11/28/2017	Poor
5100992	MRW	TRIB. OF ROCKY FORK	.7 MI EAST INTX. CR40	7/1/1900	11/28/2017	Fair
5100844	MRW	CLEAR FORK	1.3 MI.E.OF INT.CR 46	7/1/1915	11/29/2017	Good
5100879	MRW	ROCKY FORK	.80 MI NORTH TR31	12/3/2010	11/28/2017	Good
5100666	MRW	TRIB.OF FLAT RUN	.20 MI NORTH INT. CR57	7/1/2002	11/28/2017	Good
5100690	MRW	ROCKY FORK	.60 MI. NORTH INT. SR 288	7/1/1999	11/28/2017	Good
5100968	MRW	WHETSTONE	.2 MI.N. INT. CR61 & CR40	7/1/1974	11/15/2017	Good
5100577	MRW	TRIB.OF ROCKY FORK	.50 MI.N.OF INT.CR 31	7/1/1981	11/28/2017	Fair
5100607	MRW	TRIB. OF WHETSTONE	.50 MI NORTH INTX.CR77/78	9/17/2009	11/15/2017	Good
5100631	MRW	BRANCH KOKOSING	.4 MI NORTH INTX. SR19	7/1/1900	11/15/2017	Poor
5100453	MRW	BRANCH KOKOSING	.05 MI. NORTH INTX. SR 19	7/1/1999	11/15/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5100488	MRW	EAST BRANCH WHETSTONE	.05 MI NORTH INTX. TR97	7/1/1970	11/15/2017	Fair
5100518	MRW	E Branch Whetstone Creek	0.5 MI. N. OF TR 97	5/20/2016	11/15/2017	Good
5100542	MRW	TRIB. OF ROCKY FORK	.1 MI NORTH INTX. CR35	7/1/1979	11/28/2017	Good
5100275	MRW	TRIB. OF ROCKY FORK	.10 MI. NORTH INTX. TR49	8/7/2009	11/28/2017	Good
5901472	MRW	TRIB. OF WHETSTONE CREEK	.2 MI NORTH INTX. CR57	7/1/1960	11/28/2017	Poor
5901502	MRW	TRIB OF WHETSTONE CREEK	.10 MI.N.INT.OF CR29	7/1/1991	11/28/2017	Poor
5901537	MRW	TRIB.OF CLEAR FORK	.20 MI NORTH SR288	7/1/1971	11/29/2017	Good
5901561	MRW	CLEAR FORK	.3 MI. NORTH INT. SR 97	7/1/1995	11/29/2017	Good
5901596	MRW	WHETSTONE CREEK	.40 MI.N.INT. TR77	7/1/1976	11/15/2017	Poor
5901626	MRW	NORTH BRANCH KOKOSING	.4 MI NORTH INTX. CR97	7/1/1900	11/17/2017	Poor
5901650	MRW	TRIB.OF FLAT RUN	.6 MI.E.INT.SR61 & CR57	7/1/1973	11/27/2017	Fair
5901685	MRW	WHETSTONE CREEK	.70 MI.E.OF INT.CR 40	7/1/1983	11/28/2017	Poor
5901715	MRW	CEDAR FORK CREEK	.70 MI EAST INT. CR20	7/1/2002	11/29/2017	Good
5901774	MRW	TRIB.OF CEDAR FORK CREEK	.60 MI EAST INT. CR20	7/1/2002	11/29/2017	Good
5901804	MRW	TRIB. CEDAR FORK CREEK	1 MI. EAST INTX. TR50	7/1/1969	11/13/2017	Fair
5901022	MRW	FLAT RUN	.20 MILES E. INT. OF TR60	7/1/1993	11/2/2017	Poor
5901057	MRW	THORNE RUN	.50 MILES E.OF INT. TR71	7/1/1965	11/2/2017	Fair
5901073	MRW	TRIB. OF THORNE RUN	.1 MI EAST INTX. TR71	7/1/1900	11/2/2017	Poor
5901081	MRW	EAST BRANCH	.43 MI EAST INTX. CR 20	7/1/1968	11/15/2017	Fair
5901170	MRW	WHETSTONE CREEK	.6 MI.E.INT.SR61 & CR61	7/1/1920	11/27/2017	Fair
5901200	MRW	TRIB. OF SHAW CREEK	.3 MI EAST INTX. TR72	7/1/1900	11/2/2017	Poor
5901235	MRW	THORNE RUN	.30 MILES E.OF INT.TR60	7/1/1985	11/2/2017	Good
5901294	MRW	THORNE RUN	0.13 MI E of TR62	6/1/2015	11/2/2017	Good
5901324	MRW	BIG RUN	.10 MI. EAST INT. TR 132	7/1/1915	10/27/2017	Good
5901359	MRW	TRIBUTARY OF SHAW CREEK	.20 MILES E. OF INT. TR74	7/1/1992	11/1/2017	Fair
5901383	MRW	SHAW CREEK	.9 MI.E.INT.TR73 & CR67	7/1/1988	12/5/2017	Fair
5901413	MRW	SHAW CREEK	.4 MI. EAST INT. TR 74	7/1/1998	11/1/2017	Good
5901448	MRW	SHAW CREEK	1.5 MI EAST INT. TR74	7/1/2016	12/5/2017	Good
5900999	MRW	TRIB. OF BIG RUN	.1 MI NORTH INTX. TR136	7/1/1976	10/26/2017	Fair
5900964	MRW	OTTER CREEK	.06 MI. EAST INT. SR95	11/14/2008	11/1/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5900026	MRW	THORNE RUN	.40 MILES N.OF INT. CR61	7/1/1972	11/2/2017	Poor
5900069	MRW	TRIB.TO N.BRANCH KOKOSING	1 MI. N.INT CR22 & CR80	7/1/1960	12/4/2017	Fair
5900093	MRW	TRIB. N. BRANCH KOKOSING	.9 MI. NORTH CR 22	7/1/1998	12/4/2017	Good
5900107	MRW	TRIB. OF KOKOSING	.6 MI EAST INTX. TR108	7/1/1900	11/17/2017	Poor
5900131	MRW	NORTH BRANCH KOKOSING	.22 MI EAST INTX. CR56	7/1/1971	11/17/2017	Poor
5900166	MRW	NORTH BRANCK KOKOSING	.10 MI EAST OF CR56	8/1/2017	11/17/2017	Good
5900182	MRW	TRIB. CEDAR FORK CREEK	1.3 MI. EAST INTX. SR42	8/1/2013	12/4/2017	Good
5900212	MRW	TRIB. CEDAR FORK CREEK	.7 MI EAST INTX. SR314	7/1/1967	12/4/2017	Poor
5900255	MRW	TRIB. CEDAR FORK CREEK	.49 MI WEST INTX. TR80	7/1/1985	12/4/2017	Fair
5900395	MRW	TRIB. OF KOKOSING	1.6 MI SE INTX. CR121	7/1/1967	10/16/2017	Fair
5900883	MRW	NORTH BRANCH KOKOSING	.1 MI NORTH INTX. CR109	7/1/1973	11/30/2017	Fair
5900921	MRW	NORTH BRANCH KOKOSING	.25 MI N. INTX. CR93	7/30/2013	11/17/2017	Good
5900425	MRW	SAMS CREEK	.2 MI NORTH INTX. CR101	7/1/1980	12/4/2017	Good
5902282	MRW	BRANCH KOKOSING	.45 MI EAST INTX. TR106	7/1/1971	11/17/2017	Fair
5901987	MRW	BRANCH OF KOKOSING	.5 MI EAST INT. TR105	7/1/2004	11/17/2017	Good
5902134	MRW	SAMS CREEK	.2 MI.E.INT.TR103 & CR101	7/1/1978	12/4/2017	Fair
5902142	MRW	TRIB. OF WHETSTONE	.01 MI NORTH INTX. CR100	7/1/1969	11/15/2017	Poor
5902053	MRW	Kokosing River	0.9 mile E. of SR 95	5/1/2017	11/29/2017	Good
5902371	MRW	NORTH BRANCH KOKOSING	.5 MI EAST INTX. CR98	7/1/1975	11/30/2017	Fair
5902193	MRW	TRIB. OF KOKOSING	0.6 MI. EAST INT. TR 108	7/1/2000	11/29/2017	Good
5901928	MRW	HAYES DITCH	.7 MI NORTH INTX. CR23	7/1/1972	10/20/2017	Fair
5901952	MRW	HAYES DITCH	0.3 MI NORTH INTX. CR23	9/15/2017	10/20/2017	Good
5902169	MRW	HAYES DITCH	.1 MI EAST INTX. TR112	7/1/1978	12/5/2017	Poor
5902029	MRW	NORTH BRANCH KOKOSING	.3 MI.N.INT.CR14 & CR118	7/1/1916	11/30/2017	Good
5901863	MRW	TRIB.OF KOKOSING RIVER	.05MI.E.INT.OF SR95	7/1/1978	12/1/2017	Good
5901898	MRW	SYLVESTER RUN	1.2 MI.E.INT.SR95 & CR121	7/1/1991	12/1/2017	Good
5902312	MRW	BIG WALNUT	.4 MI.E.INT.TR26 & CR124	7/1/1981	10/20/2017	Good
5902347	MRW	CLOSED	.10 MI.E.OF INT.OF SR42	18880701	10/26/2017	Poor
5902223	MRW	ALUM CREEK	.3 MI. EAST INTX. TR230	7/1/1900	12/5/2017	Fair
5902258	MRW	TRIB. OF SHAW CREEK	.6 MI EAST INTX. TR74	7/1/1900	11/1/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5902428	MRW	TRIB. OF SHAW CREEK	1.3 MI EAST INTX. TR74	7/1/1988	12/5/2017	Good
5902444	MRW	SHAW CREEK	0.10 MI. E. OF TR 74	7/15/2016	11/1/2017	Good
5902479	MRW	TRIB. OF BIG RUN	.7 MI NORTH INTX. SR529	7/1/1982	10/27/2017	Good
5902509	MRW	SHAW CREEK	0.7 MI. E. OF CR 66	7/1/2016	10/26/2017	Good
5902533	MRW	UNDERWOOD DITCH	.1 MI NORTH INTX. CR25	7/1/1950	10/2/2017	Poor
5902738	MRW	PEAK CO. DITCH	.1 MI.N.INT.TR158 & CR146	7/1/1964	10/2/2017	Poor
5902762	MRW	CLAYPOOL RUN	1.1 MI. NORTH INTX. TR158	7/1/1974	10/2/2017	Poor
5902673	MRW	CLAYPOOL RUN	.7 MI. NORTH DELAWARE CL	7/1/1966	10/2/2017	Fair
5902703	MRW	WHETSTONE CREEK	0.40 MI. N. OF CO. LINE	5/31/2016	10/2/2017	Good
5902657	MRW	SHAW CREEK	.4 MI.E.INT.SR746 & CR149	7/1/1990	10/4/2017	Poor
5902584	MRW	TRIB. SHAW CREEK	.1 MI. EAST INTX. SR 746	7/1/1975	10/4/2017	Fair
5902614	MRW	WHETSTONE CREEK-CLOSED	.7 MI.E.INT.TR152 & CR149	7/1/1915	10/4/2017	Poor
5902827	MRW	MUD RUN	.1 MI. NORTH INTX. TR151	7/1/1970	10/4/2017	Fair
5902878	MRW	WEST BRANCH ALUM CREEK	.2 MI.E.INT.CR165 &CR155	10/15/2012	10/24/2017	Good
5902797	MRW	TRIB.WHETSTONE CREEK	.1 MI.N.INT.CR159 & CR156	18900701	10/2/2017	Fair
5902924	MRW	CLOSED	.4 MI.N.INT.SR746 & CR156	7/1/1930	10/2/2017	Poor
5902886	MRW	WEST BRANCH ALUM CREEK	1.5MI.E.OF CONRAIL RR	7/1/1979	10/24/2017	Poor
5900271	MRW	TRIB OF WHETSTONE	.6 MI. EAST INTX. CR 156	7/1/1950	10/2/2017	Poor
5900344	MRW	WEST BRANCH ALUM CREEK	.8 MI NORTH INTX. TR159	7/1/1974	10/24/2017	Poor
5900360	MRW	TURKEY RUN	.8 MI.N.INT. TR224	7/1/1992	10/4/2017	Good
5900301	MRW	TRIB. TURKEY RUN	1.7 MI N. INTX. CR24	7/1/1979	10/4/2017	Fair
5903254	MRW	WEST BRANCH ALUM CREEK	.6 MI.N.INT. CR155	7/1/1963	10/24/2017	Poor
5903319	MRW	WEST BRANCH ALUM CREEK	.30 MI. NORTH INT. TR159	7/24/2009	10/24/2017	Good
5902975	MRW	WEST BRANCH ALUM CREEK	1.0 MI NORTH INTX. CR25	7/1/1973	10/25/2017	Poor
5902959	MRW	RINEHART DITCH	.40 MI NORTH INT. CR 155	7/1/2003	10/25/2017	Good
5903327	MRW	TURKEY RUN	.1 MI N. INTX. TR155	7/1/1982	10/25/2017	Good
5903459	MRW	BIG WALNUT CREEK	.6 MI.E.INT.CR23 & SR61	7/1/1981	10/20/2017	Poor
5903076	MRW	CASTRO RUN	.3 MI.N.INT.TR191+ CR170	7/1/1991	10/23/2017	Fair
5903017	MRW	HAYES DITCH	.5 MI NORTH INTX. TR173	7/1/1972	10/20/2017	Poor
5903033	MRW	MILL CREEK	.10 MI. N. INT. TR213	11/14/2014	10/10/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5903084	MRW	TRIB. OF BIG WALNUT CREEK	.3 MI NORTH INTX. TR21	7/1/1971	10/10/2017	Poor
5903114	MRW	REYNOLDS RUN	.20 MILES N.INT.KNOX CO	7/1/1975	10/11/2017	Good
5903149	MRW	BRANCH OF KOKOSING-CLOSED	.90 MI NORTH CR25	7/1/1967	10/16/2017	Fair
5903203	MRW	KOKOSING RIVER	.05MI.E.INT.CR172 & TR171	7/1/1990	10/16/2017	Fair
5903211	MRW	TRIB. OF KOKOSING	.6 MI NORTH INTX. CR23	7/1/1969	10/16/2017	Fair
5903343	MRW	KOKOSING RIVER	.30 MI.E.OF INT.OF CR180	7/1/1965	10/17/2017	Good
5903394	MRW	TRIB. OF KOKOSING	.6 MI EAST INTX. CR180	7/1/1966	10/17/2017	Poor
5903424	MRW	BRANCH KOKOSING	.10 MI.E.OF INT. SR314	7/1/1972	10/16/2017	Fair
5903572	MRW	TRIB. OF KOKOSING	.8 MI EAST INTX. SR314	7/1/1969	10/17/2017	Fair
5903483	MRW	TRIB. OF KOKOSING	.2 MI EAST INTX. TR182	7/1/1900	10/17/2017	Fair
5903548	MRW	Kokosing River	0.2 mile north of CR 179	5/1/2017	10/17/2017	Good
5903513	MRW	TRIB. OF MILE CREEK	.3 MI EAST INTX. TR192	7/1/1971	10/17/2017	Fair
5903637	MRW	TRIB. OF KOKOSING	.7 MI EAST INTX. TR190	7/1/1968	10/18/2017	Fair
5903610	MRW	BRANCH KOKOSING	JUST E. INT. TR 190	7/1/1994	10/18/2017	Good
5903718	MRW	S. BRANCH KOKOSING RIVER	.7 MI.N.INT.TR179 & CR184	7/1/1979	10/23/2017	Good
5903688	MRW	S. BRANCH KOKOSING	.9 MI NORTH INT. TR179	18890701	10/23/2017	Good
5903734	MRW	S.BRANCH KOKOSING	.6 MI.N.INT.TR179 & CR184	7/1/1990	10/23/2017	Good
5903769	MRW	SOUTH BRANCH KOKOSING	.4 MI EAST INTX. CR184	7/1/1975	10/23/2017	Poor
5900492	MRW	DRY CREEK	.40 MI.E.OF INT.OF TR198	7/1/2013	10/10/2017	Good
5900581	MRW	TRIB. OF DRY CREEK	1.9 MI. E OF INT. OFSR314	10/15/2015	10/10/2017	Good
5900794	MRW	TRIB. OF LIGHT CREEK	.6 MI NORTH INTX. SR656	7/1/1969	10/10/2017	Poor
5910000	MRW	REYNOLDS RUN	.40 MILES N.OF INT.CR15	7/1/1991	10/10/2017	Good
5900727	MRW	TRIB. OF BIG WALNUT CREEK	.2 MI NORTH OF INTX TR214	7/1/1980	10/10/2017	Good
5900611	MRW	TRIB OF BIG WALNUT CREEK	.724 MI NORTH TR214	11/25/2009	10/10/2017	Good
5900700	MRW	BIG WALNUT CREEK	.3 MI. E. Of INT. CR26	11/14/2014	10/10/2017	Good
5900859	MRW	BRANCH OF BUNKEY RUN	.7 MI.E.INT.CR218 & CR217	7/1/1985	10/6/2017	Good
5900530	MRW	INDIGO CREEK	.4 MI. NORTH INTX. CR15	9/15/2012	10/6/2017	Good
5900646	MRW	BUNKEY RUN	.3 MI.N.INT.CR217 & CR218	7/1/1989	10/6/2017	Fair
6501745	MRW	BRANCH ALUM CREEK	.9 MI. NORTH INTX. CR218	7/1/1988	10/6/2017	Good
6501834	MRW	TRIB. ALUM CREEK	.7 MI NORTH INTX. TR219	7/1/1900	10/24/2017	Poor

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
6501869	MRW	TRIB. OF ALUM CREEK	0.3 MI. EAST OF INT.CR226	7/1/2000	10/6/2017	Good
6501893	MRW	ALUM CREEK	.3 MI.E.INT.CR24 & CR225	18760701	10/6/2017	Poor
6501176	MRW	KOKOSING RIVER	0.72 MI S OF SR95	7/1/1959	8/2/2017	Good
6501214	MRW	KOKOSING RIVER	0.72 MI S OF SR95	7/1/1959	8/2/2017	Good
6501249	MRW	SYLVESTER RUN	0.73 MI N OF SR95	7/1/1959	8/8/2017	Good
6501273	MRW	UNDER (WILLMSPT-CHESTRVL)	0.85 MI N OF SR95	7/1/1959	8/8/2017	Good
6501427	MRW	UNDER (MT.GILEAD-FRED RD)	2.39 MI N OF SR 95	7/1/1959	8/8/2017	Good
6501451	MRW	OWL CREEK	2.61 MI N OF SR95	7/1/1959	8/8/2017	Good
6501486	MRW	OWL CREEK	2.61 MI N OF SR95	7/1/1959	8/8/2017	Good
6501508	MRW	OVER CR 22&KOKOSING RIVER	0.76 MI N OF SR314	7/1/1959	8/8/2017	Good
6501362	MRW	OVER CR 22&KOKOSING RIVER	0.76 MI N OF SR314	7/1/1959	8/8/2017	Good
6501605	MRW	OVER TR-95 & KOKOSING R.	1.97 MI N OF SR314	7/1/1959	8/9/2017	Good
6501621	MRW	OVER TR-95 & KOKOSING R.	1.90 MI N OF SR 314	7/1/1959	8/9/2017	Good
6501540	MRW	OVER TR-216 (CRALL RD.)	1.05 MI N OF SR61	7/1/1959	7/31/2017	Good
6501575	MRW	OVER TR-216 (CRALL RD.)	1.05 MI N OF SR61	7/1/1959	7/31/2017	Good
6502350	MRW	SAMPLE DITCH	2034 MI N OF SR-61	7/1/1960	8/1/2017	Good
6502016	MRW	UNDER TR21 PROPS-MT.VERN	0.79 MI N OF SR229	7/1/1960	8/1/2017	Good
6502040	MRW	UNDER (OLIV GREN-MAR-FUL)	2.73 MI N OF SR229	7/1/1960	8/1/2017	Good
6502113	MRW	BIG WALNUT CREEK	3.19 MI N OF SR229	7/1/1960	8/1/2017	Good
6502202	MRW	BIG WALNUT CREEK	3.19 MI N OF SR229	7/1/1960	11/29/2017	Good
6502385	MRW	OVER TR-232 (KAUFMAN RD.)	3.71 MI N OF SR229	7/1/1960	8/1/2017	Good
6502415	MRW	OVER TR-232 (KAUFMAN RD.)	3.71 MI N OF SR229	7/1/1960	8/1/2017	Good
6502253	MRW	UNDER BENN-HARM-CNT RD	4.4 MI N OF SR229	7/1/1960	8/1/2017	Good
6502288	MRW	UNDER (WALDO-FULT-CHESTR)	5.26 MI N OF SR229	7/1/1959	8/2/2017	Good
6502326	MRW	UNDER (WILLMSPT-BLOMGRV)	6.09 MI N OF SR229	7/1/1959	8/2/2017	Good
6502229	MRW	UNDER (CARD-CHESTERVILLE)	2.32 MI S OF SR95	7/1/1959	8/2/2017	Good
6501982	MRW	INDIGO CREEK	0.92 MI N OF DELAWARE CO	7/1/1959	7/31/2017	Fair
6501990	MRW	UNDER W. LIB-MT.VERN RD	0.4 MI N OF DELAWARE CO	7/1/1959	6/26/2017	Fair
6502083	MRW	KOKOSING RIVER	1.16 MI. N. OF US42	7/1/1984	2/16/2017	Good
6502156	MRW	EAST BRANCH WHETSTONE CR.	2.54 MI. N. OF US42	7/1/1959	2/16/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
6502431	MRW	WOLFORD RUN	3.04 MI. N. OF US42	7/1/1987	2/21/2017	Good
6502504	MRW	DOUGHTY RUN	3.35 MI N OF US42	7/1/1975	2/21/2017	Fair
6502520	MRW	GOFF RUN	OVER GOFF RUN	7/15/1997	2/21/2017	Good
6502555	MRW	HIRTH RUN	5.72 MI. N. OF US-42	6/29/2009	2/21/2017	Good
6502725	MRW	WHETSTONE CREEK	6.41 MI. N. OF US42	7/1/1959	2/21/2017	Fair
6502768	MRW	SNYDER RUN	6.81 MI. N. OF US42	7/1/1959	2/21/2017	Fair
6502652	MRW	FLOWERS RUN	9.63 MI. N OF US42	7/1/1975	2/21/2017	Good
6502687	MRW	FLAT RUN	0.20 MI N OF SR309	7/1/1964	4/27/2017	Fair
6502709	MRW	OVER I-71	1.37 MI N OF DEL CO LINE	8/13/2012	4/27/2017	Good
6502792	MRW	SAMPLE DITCH	0.03 MI S OF SR 229	6/28/1990	4/27/2017	Good
6502865	MRW	S. FORK OLENTANGY RIVER	1.97 MI N OF SR309	7/1/1958	4/27/2017	Fair
6502849	MRW	CHICHOMNI RUN #	2.10 MI E OF SR71	7/1/1966	6/13/2017	Fair
6502822	MRW	BIG RUN DITCH	5.33 MI E OF MARION CO	7/1/1970	6/9/2017	Fair
6502903	MRW	KOKOSING RIVER	3.08 MI W OF SR71	7/1/1966	6/12/2017	Good
6502911	MRW	PINYERD DITCH	1.84 MI W OF SR71	7/1/1966	6/12/2017	Good
6502946	MRW	SOUTH FORK SAMS CREEK	2.22 MILES EAST OF US-42	6/27/1997	6/9/2017	Good
6503136	MRW	COLEMAN RUN	2.65 MI E OF SR314	7/1/1970	6/14/2017	Good
6503101	MRW	OVER I-71	2.15 MI. W. OF SR-314	7/1/1959	6/13/2017	Good
6502989	MRW	OTTER CREEK	3.11 MI E OF MARION CO.	7/1/1970	6/9/2017	Fair
6503012	MRW	SHAW CREEK	3.36 MI E OF MARION CO	7/1/1970	6/9/2017	Fair
6503020	MRW	BATCHLOR RUN	0.79 MI W OF SR71	7/1/1966	6/12/2017	Fair
6503055	MRW	WHETSTONE CREEK	0.08 MI E OF SR95A	7/1/1983	6/12/2017	Fair
6503152	MRW	OTTER CREEK	0.22 MI E OF MARION CO.	7/1/1965	6/8/2017	Fair
6503187	MRW	OTTER CREEK	1.89 MI E OF MARION CO	7/1/1970	6/9/2017	Fair
6503217	MRW	HUGHES RUN	3.13 MI E OF SR71	7/1/1970	6/13/2017	Good
6503241	MRW	STRUBBLE RUN	1.28 MI E OF SR314	7/1/1970	6/14/2017	Good
6503330	MRW	SYLVESTER RUN	1.20 E OF SR71	7/1/1966	6/13/2017	Fair
6503373	MRW	GILT RUN	1.54 MI E OF SR71	7/1/1966	6/13/2017	Good
6503462	MRW	CLEAR FORK STREAM	1.54 MI W OF SR288	7/1/1984	6/14/2017	Good
6503578	MRW	S CLEAR FORK CREEK	0.09 MI E OF SR288	9/30/2010	6/14/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
6503608	MRW	HALL RUN	0.17 MI E OF SR288	9/30/2010	6/15/2017	Good
6503675	MRW	BRUSH RUN	1.69 MI E OF SR314	7/1/1982	6/15/2017	Good
6503713	MRW	BEECH RUN	1.91 MI E OF SR314	7/1/1982	6/15/2017	Good
6503748	MRW	BIG WALNUT CREEK #	0.98 MI E OF I71	7/1/1962	8/2/2017	Good
6503683	MRW	PALMER DITCH	2.59 MI E OF I71	7/1/1941	8/2/2017	Fair
6503632	MRW	SAMPLE DITCH	0.09 MI E OF SR61	7/1/1960	8/2/2017	Good
6503853	MRW	OVER I-71	0.2 MI E OF SR61	7/1/1960	8/2/2017	Good
6503942	MRW	ALUM CREEK	02.07 MI W.OF SR61	7/11/1996	8/1/2017	Good
6504000	MRW	DUERR RUN	0.72 MI E OF DELAWARE CO.	7/1/1947	8/1/2017	Fair
6504019	MRW	TURKEY RUN	1.18 MIE OF DELAWARE CO	7/1/1947	8/1/2017	Good
6504035	MRW	FLAT RUN	0.39 MI E OF SR61	7/1/1940	8/23/2017	Fair
6504086	MRW	WILLOW CREEK	0.56 MI E OF SR61	10/15/1989	8/29/2017	Fair
6504108	MRW	FLAT RUN	0.07 MI E OF SR61	7/1/1965	8/23/2017	Fair
6504078	MRW	CLEAR FORK	02.36 MI E.OF SR19	5/31/1996	8/29/2017	Good
6503829	MRW	OLENTANGY RIVER	2.28 MI E OF SR61	7/1/1940	8/29/2017	Fair
6503780	MRW	FLAT RUN	2.17 MI E OF MARION CO LI	7/1/1958	10/4/2017	Fair
6503756	MRW	FLAT RUN	3.69 MI E OF MARION CO	7/11/2009	10/6/2017	Good
6503764	MRW	FLAT RUN	4.82 MI E OF MARION CO LI	7/1/1965	10/6/2017	Good
6503977	MRW	FLAT RUN	2.5 MI E OF MARION CO	7/1/1965	10/6/2017	Fair
6500390	MRW	OVER N. KOKOSING R.	OVER N. KOKOSING R.	8/28/2003	10/11/2017	Good
6500234	MRW	OVER CEDAR FORK BRANCH	SOUTH OF US42	11/15/1999	10/11/2017	Good
6500269	MRW	RACoon RUN	.78 MI S OF SR229	7/1/1969	10/2/2017	Good
6500056	MRW	SUMMIT CREEK	1.31 N. OF KNOX CO. LINE	6/30/1993	10/2/2017	Good
6500218	MRW	MADRY RUN	1.09 MI N OF US 42	7/1/1982	10/11/2017	Fair
6500366	MRW	CLEAR FORK	0.11 MI N OF SR97	7/1/1964	10/11/2017	Fair
6500129	MRW	KOKOSING RIVER	5.52 MI N OF SR 229	7/1/1983	10/2/2017	Fair
6500153	MRW	DIX RUN	3.43 MI N OF SR 229	7/1/1977	10/2/2017	Good
6500099	MRW	HOWARD RUN	4.04 MI N OF SR 229	7/1/1973	10/2/2017	Fair
6500412	MRW	HARING RUN	0.04 MI N OF CO RD 98	11/2/1994	10/3/2017	Good
6500455	MRW	LEVERING RUN	0.22 MI N OF CO RD 98	6/29/1991	10/3/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
6500439	MRW	LEVERING RUN	0.36 MI N OF CO RD 98	8/17/1990	10/3/2017	Good
6500447	MRW	OWL CREEK	2.11 MI N OF CO RD 98	7/1/1976	10/3/2017	Good
6500285	MRW	OVER I-71	4.09 MI N OF SR95	7/1/1959	10/3/2017	Good
6500307	MRW	SMITH RUN	0.19 MI N. OF US 42	11/15/1994	10/11/2017	Good
6500013	MRW	WILCOX RUN	0.60 MI N OF US42	7/1/1941	10/11/2017	Poor
6500072	MRW	CEDAR FORK	0.68 MI N OF US42	7/1/1961	10/11/2017	Fair
6500358	MRW	WHETSTONE CREEK #	0.07 MI W OF US42	7/1/1952	11/13/2017	Fair
6500188	MRW	SHAW CREEK	1.50 MI E OF MARION CO.	7/1/1957	11/8/2017	Fair
6500609	MRW	HARDSGRABBLE CREEK #	0.76 MI W OF US42	7/1/1957	11/8/2017	Fair
6500633	MRW	BIG RUN CREEK	2.44 MI E OF MARION CO	7/1/1957	11/8/2017	Fair
6500757	MRW	ALUM CREEK	4.16 MI E OF US 42	7/1/1961	11/13/2017	Fair
6500781	MRW	BEAM DITCH	3.22 MI E OF US42	11/27/1991	11/13/2017	Good
6501052	MRW	REYNOLDS RUN	2.22 MI. E OF DELAWARE CO	11/2/2012	11/14/2017	Good
6501087	MRW	REYNOLDS RUN	2.09 MI. E OF DELAWARE CO	11/2/2012	11/14/2017	Good
6501028	MRW	WHETSTONE CREEK	0.47 MI W OF US42	7/1/1976	11/21/2017	Good
6500811	MRW	BAER RUN	0.44 MI S OF MAR CO LINE	7/1/1984	11/21/2017	Good
6500846	MRW	MITCHEL RUN	0.40 MI S OF SR746	7/1/1983	5/16/2017	Good
6500870	MRW	WHESTONE CREEK	1 MI.N OF CARDINGTON	8/28/2000	5/16/2017	Good
6500900	MRW	KOKOSING RIVER	2.32 MI S OF SR19	7/13/1992	5/23/2017	Good
6500935	MRW	HOY D BRANCH KOKOSING R	1.87 MI N. OR SR19	6/1/2016	5/23/2017	Good
6500994	MRW	W BRANCH SAMS CREEK	0.82 MI N. OF C.R.76	7/1/1932	5/23/2017	Fair
6500722	MRW	BEAM DITCH	3.46 MI N OF SR529	7/1/1984	5/23/2017	Good
6500668	MRW	WHETSTONE CREEK	0.55 MI N OF SR61	9/14/1988	5/23/2017	Good
6500692	MRW	CEDAR FORK CREEK	0.84 MI N. OF SR-314	10/12/2012	5/23/2017	Good
6501117	MRW	WHETSTONE CREEK #	0.3 MI N OF SR529	10/30/1986	5/16/2017	Fair
6500544	MRW	WHETSTONE CREEK	SOUTH SIDE MT. GILEAD	10/19/2006	5/23/2017	Good
6500579	MRW	TRIB.CLEAR FORK RESEVOIR	1.2MI.N.INT.CR37 & TR4	7/1/1965	11/13/2017	Poor
6501710	MRW	TRIB.OF ROCKY FORK	.01 MI.W.OF INT.OF CR 40	7/1/1967	11/28/2017	Fair
6501680	MRW	TRIB.OF FLAT RUN	.8 MI.N.INT.TR10 & TR9	7/1/1982	11/27/2017	Good
6501664	MRW	TRIB. SYLVESTER RUN	.6 MI EAST INTX. CR 20	7/1/1995	11/30/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
8000077	MRW	NORTH FORK LICKING RIVER	.90 MI NORTH INT. TR13	7/1/2004	10/10/2017	Good
8000026	MRW	BIG WALNUT CREEK	.20 MILES E.OF INTXCR26	7/1/1989	10/10/2017	Good
8000093	MRW	TRIB. OF BIG WALNUT CREEK	.3 MI EAST OF INTX. CR26	7/1/1900	10/10/2017	Fair
8000336	MRW	TRIB.OF BIG WALNUT CREEK	.6MI E.INT.CR26	7/1/2003	10/10/2017	Good
8000344	MRW	BRANCH TURKEY RUN	.6 MI E - W LINE PRU TWP	7/1/1992	10/4/2017	Fair
8000298	MRW	ALUM CREEK	0.2 MI. E. INT. CR24	6/15/2016	10/6/2017	Good
8000182	MRW	TURKEY RUN	.4 MI.E.INT.TR166 & TR21	7/1/1935	10/4/2017	Poor
8000212	MRW	TRIB.OF ALUM CREEK	.5 MI. EAST INTX. TR218	7/1/2005	10/6/2017	Good
8000247	MRW	TRIB MILE RUN	.70 MI EAST TR188	5/15/2006	10/13/2017	Good
8000271	MRW	TRIB WEST BRANCH	.03 MI EAST SR42	10/1/1990	10/2/2017	Fair
8000115	MRW	CLAYPOOL RUN	.3 MI. E. OF CO. LINE	11/14/2014	10/2/2017	Good
8000131	MRW	WEST BRANCH ALUM CREEK	.2 MI.E.INT.TR162 & TR21	7/1/1971	10/2/2017	Fair
8000417	MRW	TRIB. S. BRANCH KOKOSING	1.1 MI EAST INTX. TR220	7/1/1900	10/10/2017	Poor
8000565	MRW	WHETSTONE CREEK	.7 MI.E.INT.SR746 & TR25	7/1/1991	10/2/2017	Fair
8000611	MRW	SHAW CREEK	.3 MI EAST INT SR 746	7/1/1997	10/4/2017	Good
8000646	MRW	MITCHELL RUN	.2 MI. EAST INTX. CR150	7/1/1990	10/2/2017	Good
8000557	MRW	CEDAR FORK CREEK	.3 MI.E.INT.TR235 & TR29	7/1/1900	11/13/2017	Fair
8000476	MRW	TRIB. CEDAR FORK CREEK	.8 MI.E.INT.TR50 & TR29	7/1/1966	11/13/2017	Good
8000654	MRW	TRIB.CEDAR FORK CREEK	.1 MI.E.INT.TR55 & TR29	7/1/1979	11/13/2017	Fair
8000395	MRW	ROCKY FORK	.30 MI. E. OF INT. CR38	8/29/2014	11/28/2017	Good
8000360	MRW	CLEAR FORK RESERVOIR	MORROW/RICHLAND CO LINE	7/1/2004	11/13/2017	Good
8000506	MRW	TRIB. OF CEDAR FORK CREEK	.3 MI EAST INTX. TR56	7/1/1971	11/29/2017	Good
8001936	MRW	TRIB. OF CEDAR FORK CREEK	.90 MI EAST INT. TR56	7/1/2003	11/29/2017	Good
8002002	MRW	FLAT RUN	.6 MI.E.INT.SR61 & TR49	7/1/1905	11/27/2017	Good
8001898	MRW	TRIB. OF CLEAR FORK	.8 MI NORTH INTX. CR59	5/20/1976	11/17/2017	Fair
8001944	MRW	TRIB. OF CLEAR FORK	.12 MI. NORTH INTX. CR57	7/1/1950	11/13/2017	Poor
8001979	MRW	TRIB CEDAR FORK CREEK	0.69 MI. N. OF INT. TR 29	10/30/2015	11/29/2017	Good
8001987	MRW	TRIB.OF FLAT RUN	.50 MI. EAST SR61	10/28/2009	11/27/2017	Good
8002010	MRW	TRIB. FLAT RUN	.7 MI. EAST INTX. SR61	9/1/2017	11/27/2017	Good
8002053	MRW	TRIB.OF CEDAR FORK CREEK	1.5MI.SE INT.TR50 & TR55	7/1/1966	11/13/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
8002231	MRW	TRIB.CEDAR FORK CREEK	.8 MI. SE TR 50	7/1/2002	11/13/2017	Fair
8002207	MRW	TRIB CLEAR FORK	.60 MI NORTH CR37	1/1/1963	11/13/2017	Fair
8002142	MRW	TRIB. CEDAR FORK CREEK	.3 MI. SE INTX. TR50	7/1/1973	11/13/2017	Fair
8001952	MRW	WHETSTONE CREEK	.7 MI.E.INT.SR61 & TR59	7/1/1965	11/27/2017	Good
8002584	MRW	BEAVER RUN	.3 MI NORTH INTX. TR135	7/1/1976	11/2/2017	Fair
8002614	MRW	TRIB. OF FLAT RUN	.7 MI NORTH INTX. CR61	7/1/1900	11/2/2017	Poor
8002665	MRW	FLAT RUN	.7 MI. NORTH INT. CR 61	7/1/1996	11/2/2017	Good
8002681	MRW	OTTER CREEK	TR 60 N.OF INT.OF SR 95	7/1/1972	11/2/2017	Poor
8002649	MRW	FLAT RUN	.20 MILES N.OF INT. CR59	18830701	11/2/2017	Poor
8002436	MRW	OTTER CREEK	.5 MI NORTH INTX. SR95	7/1/1900	11/2/2017	Fair
8002460	MRW	TRIB. OF OTTER CREEK	.1 MI EAST INTX. TR66	7/1/1900	11/2/2017	Fair
8002487	MRW	WHETSTONE CREEK	0.40 MI. N. OF INT. TR77	6/1/2012	11/15/2017	Good
8002509	MRW	EAST BRANCH WHETSTONE	.20 MI NORTH INT. CR61	11/4/2008	11/15/2017	Good
8002533	MRW	CEDAR FORK	.3 MI. NORTH INT. CR 97	7/1/1980	12/4/2017	Good
8002754	MRW	TRIB. CEDAR FORK CREEK	.2 MI EAST INTX. CR242	7/1/1967	12/4/2017	Fair
8002762	MRW	TRIB. CEDAR FORK CREEK	.1 MI NORTH INTX. CR97	7/1/1900	12/4/2017	Fair
8002738	MRW	TRIB.TO CEDAR FORK CREEK	.9 MI. N. INT. CR97&TR82	10/7/2016	12/4/2017	Good
8002800	MRW	N.BRANCH KOKOSING RIVER	.60 MI. NORTH INT. TR87	1/1/2007	11/17/2017	Good
8002827	MRW	NORTH BRANCH KOKOSING	.1 MI EAST INTX. SR42	7/1/1978	11/17/2017	Poor
8002851	MRW	NORTH BRANCH KOKOSING	.1 MI.N.INT.TR94 & TR86	7/1/1930	11/17/2017	Fair
8002886	MRW	TRIB. N. BRANCH KOKOSING	.1 MI EAST INTX. SR 314	7/1/1980	12/4/2017	Fair
8002908	MRW	N.BRANCH KOKOSING	.1 MI.E.INT.TR86 & TR92	7/1/1900	11/17/2017	Fair
8003017	MRW	NORTH BRANCH KOKOSING	.05 MI EAST TR86	7/1/1900	11/17/2017	Fair
8002983	MRW	TRIB. N. BRANCH KOKOSING	.80 MI SOUTHEAST CR80	8/20/2010	12/4/2017	Good
8003092	MRW	TRIB.TO N.BRANCH KOKOSING	1.1MILES S.INT.SR314&TR95	7/1/1990	12/4/2017	Fair
8003068	MRW	TRIB.TO N.BRANCH KOKOSING	.7 MI.N.INT.TR14 & TR96	7/1/1979	11/30/2017	Good
8003165	MRW	EAST BRANCH WHETSTONE	.6 MI EAST INTX. CR46	7/1/1981	11/15/2017	Good
8003181	MRW	WHETSTONE CREEK	.4 MI. E. INT. SR61	7/1/1987	12/5/2017	Good
8003211	MRW	SAMS CREEK	.4 MI.N.INT.SR95 & TR103	7/1/1976	12/4/2017	Good
8003238	MRW	KOKOSING RIVER	.7 MI. NORTH INTX. CR101	7/1/1961	11/17/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
8003122	MRW	TRIB. KOKOSING RIVER	.2 MI.N.INT.CR109 & TR108	7/1/1975	11/29/2017	Fair
8000700	MRW	Kokosing River	0.1 Mile E. of CR 240	5/1/2017	11/17/2017	Good
8003483	MRW	ALUM CREEK	.4 MI.E.INT.TR110 & SR42	7/1/1975	12/5/2017	Poor
8003513	MRW	TRIB. OF KOKOSING	1.4MI.E.INT.TR116 & TR115	7/1/1900	12/1/2017	Fair
8003114	MRW	ALUM CREEK	0.4 MI EAST INTX. CR24	1/1/2006	12/5/2017	Good
8003270	MRW	TRIB. OF KOKOSING	.3 MI EAST INTX. CR98	7/1/1975	11/30/2017	Fair
8003300	MRW	TRIB. N. BRANCH KOKOSING	.8 MI EAST INTX. SR314	7/1/1980	11/30/2017	Good
8003459	MRW	KOKOSING RIVER	1.3 MI. EATS OF TR 234	9/30/2016	10/20/2017	Good
8003424	MRW	TRIB.OF KOKOSING RIVER	.9 MI.E.INT. CR20	7/1/1914	12/1/2017	Fair
8003319	MRW	CLOSED	.6 MI. E INT.CR20 & TR122	7/1/1900	10/20/2017	Poor
8003335	MRW	KOKOSING RIVER	.1 MI.E.INT.CR20 & TR122	7/1/1900	10/20/2017	Fair
8003408	MRW	ALUM CREEK	.6 MI.E.INT.CR24 & TR124	7/1/1973	10/25/2017	Fair
8003416	MRW	TRIB. OF WHETSTONE CREEK	.4 MI EAST CARDINGTON	9/15/2013	10/25/2017	Good
8001057	MRW	WHETSTONE CREEK	.30 MI.E.CARD.E.CORP.LINE	7/1/1960	10/26/2017	Poor
8001081	MRW	ALUM CREEK	1.3 MI EAST INTX. TR169	7/1/1950	12/5/2017	Fair
8000670	MRW	WHETSTONE CREEK	N.OF INT. TR127 & TR 126	1/1/2007	12/4/2017	Good
8000689	MRW	CLOSED	.7 MI.E.INT.TR126 & TR127	7/1/1900	12/4/2017	Poor
8000492	MRW	TRIB. OF BIG RUN	.1 MI EAST INTX. SR95	7/1/1971	12/4/2017	Fair
8001324	MRW	WHETSTONE CREEK	0.1 MILE E. OF TR 128	7/31/2017	10/26/2017	Good
8001294	MRW	SHAW CREEK	.60 MILES N.OF INT. TR133	7/1/1976	11/1/2017	Poor
8000840	MRW	SHAW CREEK	0.30 MI. N. OF TR 136	7/15/2016	10/26/2017	Good
8000875	MRW	SHAW CREEK	.20 MILES E.OF INT.CR28	7/1/1900	11/1/2017	Poor
8000905	MRW	TRIB. OF SHAW CREEK	.40 MI. EAST INT. CR 28	9/21/2007	11/1/2017	Good
8000964	MRW	TRIB SHAW CREEK	.80 MI EAST CR28	10/1/1969	11/1/2017	Poor
8000999	MRW	WHETSTONE	.2 MI.E.INT.TR128 & TR136	18740701	12/5/2017	Poor
8001022	MRW	SHAW CREEK .23M S/SR529	0.8 MI. N. OF TR 141	7/1/2016	10/27/2017	Good
8001111	MRW	SHAW CREEK	.20 MI.E.OF INT. OF TR134	7/1/1922	10/27/2017	Fair
8001146	MRW	TRIB. OF WHETSTONE CREEK	.4 MI NORTH INTX. CR125	7/1/1987	10/26/2017	Fair
8001170	MRW	WHETSTONE CREEK	0.7 MILE E. OF CR 149	11/15/2016	10/4/2017	Good
8001200	MRW	WEST BRANCH OF ALUM CREEK	.5 MI.N.INT.CR25 & CR168	7/1/1966	10/25/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
8000743	MRW	TRIB.OF CLAYPOOL RUN	.4 MI.E.MARION CO. LINE	7/1/1915	10/2/2017	Fair
8000778	MRW	TURKEY RUN	.9 MI.E.INT.TR166 & TR159	7/1/1945	10/24/2017	Fair
8000794	MRW	WEST BRANCH ALUM CREEK	.3 MI EAST INTX. CR165	7/1/1977	10/24/2017	Fair
8000808	MRW	ALUM CREEK	0.3 MI. E. OF CR 24	7/1/2016	10/24/2017	Good
8000832	MRW	WEST BRANCH ALUM CREEK	.8 MI NORTH INTX. TR21	7/1/2006	10/24/2017	Fair
8000883	MRW	TURKEY RUN	0.3 MI.N. OF SR 229	6/15/2016	10/4/2017	Good
8000891	MRW	TURKEY RUN	.40 MI NORTH TR159	4/12/2010	10/24/2017	Good
8000921	MRW	S. Branch Kokosing River	0.12 mile east of TR 172	10/14/2016	10/16/2017	Good
8001006	MRW	N.BRANCH KOKOSING	.1 MI.N.INT.TR178 & TR120	7/1/1900	12/1/2017	Fair
8001014	MRW	TRIB. N. BRANCH KOKOSING	.9 MI N. INTX. CR 121	7/1/1900	11/30/2017	Fair
8001502	MRW	BRANCH KOKOSING	.3 MI. EAST INT. CR 184	7/1/1997	10/23/2017	Good
8001537	MRW	BIG WALNUT CREEK	.4 MI.E.INT.CR26 & TR179	7/1/1981	10/24/2017	Good
8001553	MRW	BRANCH KOKOSING	.90 MI.N.OF INT. CR183	7/1/1918	10/17/2017	Fair
8001561	MRW	TRIB. OF KOKOSING	.1 MI NORTH INTX. CR183	7/1/1968	10/17/2017	Fair
8001596	MRW	S.BRANCH KOKOSING	.1 MI.N.INT.CR25 & TR184	7/1/1900	10/23/2017	Fair
8001359	MRW	S.BRANCH KOKOSING	.3 MI.N.INT.CR25 & TR184	7/1/1900	10/20/2017	Good
8001383	MRW	S.BRANCH KOKOSING RIVER	0.5 MI EAST CR20	1/1/2007	10/20/2017	Good
8001413	MRW	CASTRO RUN	.9 MI.E.INT.CR170 & TR187	7/1/1989	10/23/2017	Fair
8001448	MRW	CASTRO RUN	.8 MI.E.INT.CR170 & TR187	7/1/1915	10/23/2017	Fair
8001472	MRW	TRIB. CASTRO RUN	.2 MI EAST INTX. CR170	7/1/1980	10/23/2017	Good
8001243	MRW	CASTRO RUN	.4 MI EAST INTX CR170	10/15/2013	10/23/2017	Good
8001219	MRW	TRIB. OF KOKOSING	.2 MI NORTH INTX. TR181	7/1/1900	10/18/2017	Poor
8001227	MRW	BRANCH OF KOKOSING	.10 MI.N. OF INT. CR179	7/1/1978	10/17/2017	Fair
8001065	MRW	TRIB. OF KOKOSING	.8 MI NORTH INTX. CR 179	7/1/1998	10/17/2017	Fair
8000786	MRW	MILE RUN	.20 MI.N.OF INT. TR21	7/1/1976	10/13/2017	Fair
8000816	MRW	BIG WALNUT CREEK	0.2 MI. E. OF CR26	7/15/2016	10/23/2017	Good
8001251	MRW	S.BRANCH KOKOSING RIVER	.8 MI.E.INT.TR191 & TR220	7/1/1980	10/23/2017	Fair
8001073	MRW	TRIB. OF MILE CREEK	.7 MI NORTH INTX. CR183	11/1/2013	10/17/2017	Good
8001782	MRW	DRY CREEK	.30 MI.N.INT.CR199	7/1/1992	10/10/2017	Good
8001685	MRW	DRY CREEK	.50 MI.NW OF KNOX CO LINE	10/31/2015	10/10/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
8001812	MRW	TRIB. OF DRY CREEK	.1 MI SOUTH INTX. CR201	7/1/1970	10/10/2017	Poor
8001871	MRW	LIGHT CREEK	1.3 MI NORTH INTX SR 656	7/1/1997	10/10/2017	Good
8001723	MRW	LIGHT CREEK	.10 MI.N.OF INT.TR213	7/1/1991	10/10/2017	Good
8001650	MRW	TRIB.S.BRANCH KOKOSING RV	.50 MILES N.OF INT.TR21	7/1/1979	10/10/2017	Fair
8001634	MRW	REYNOLDS RUN	.20 MILES N.OF INT. CR15	7/1/1975	10/11/2017	Fair
8001839	MRW	TRIB.OF REYNOLDS RUN	.6 MI NORTH INTX. CR15	7/1/1900	10/11/2017	Poor
8002266	MRW	LIGHT CREEK	.3 MI NORTH INTX. TR211	7/1/1959	10/11/2017	Fair
8002428	MRW	TRIBUTARY OF LONG RUN	.56 MILES N.INT.SR656	7/1/1915	10/11/2017	Good
8002290	MRW	REYNOLDS RUN	.10 MILES N.INT.CR15	7/1/1916	10/11/2017	Poor
8002312	MRW	TRIB. OF REYNOLDS RUN	.4 MI NORTH OF INTX. CR15	11/1/2012	10/11/2017	Good
8002355	MRW	LIGHT CREEK	.20 MI NORTH INT. TR 211	7/1/1997	10/11/2017	Good
8002371	MRW	MILL CREEK	.20 MI EAST CR 170	7/1/1900	10/10/2017	Good
1734148	MRW	LIGHT CREEK	.8 MI. E. OF INT. TR208	7/1/1972	10/10/2017	Good
1742167	MRW	MILL CREEK	1 MI EAST INTX.CR170	7/1/1976	10/10/2017	Poor
1730002	MRW	MILL CREEK	0.5 MI EAST OF CR170	1/1/2006	10/10/2017	Good
2331292	MRW	BIG WALNUT CREEK	.20 MILES E.INTX. CR26	18840701	10/10/2017	Poor
2331314	MRW	TRIB. OF ALUM CREEK	.1 MI. WEST INTX. CR24	7/1/1995	10/6/2017	Good
2337592	MRW	ALUM CREEK	.2 MI.E.INT.CR24 & TR221	7/1/1906	10/6/2017	Poor
2339447	MRW	TRIB. ALUM CREEK	.1 MI. NW INTX. CR 24	7/1/2000	10/4/2017	Good
2339897	MRW	TRIB. OF TURKEY RUN	.3 MI. EAST INT. CR 165	7/1/1996	10/4/2017	Good
2344432	MRW	TRIB.OF TURKEY RUN	.7 MI.E. DELAWARE CO LINE	7/1/1940	10/4/2017	Fair
2362597	MRW	TURKEY RUN	.5 MI E DELAWARE CO LINE	7/1/1997	10/4/2017	Good
2331365	MRW	BIG RUN	.2 MI EAST INTX. TR28	18900701	10/27/2017	Fair
2332248	MRW	NORTH BRANCH KOKOSING	N.OF INT.CR22 & TR231	7/1/1973	12/1/2017	Good
2335034	MRW	BIG WALNUT CREEK	.3 MI.E.INT.CR26 & TR232	7/1/1900	10/24/2017	Good
2337169	MRW	BIG WALNUT CREEK	.4MI.E.INT.TR26 & TR233	11/30/2014	10/23/2017	Good
2341174	MRW	TRIB. OF WHETSTONE CREEK	4TH ST SOUTH OF SR529	7/1/1985	10/27/2017	Good
2336219	MRW	TRIB. OF KOKOSING	.4 MI EAST OF INTX. SR314	7/1/1900	10/16/2017	Poor
2330938	PIC	LIZARD RUN	0.2MI S.OF SR 316	7/1/1900	12/7/2017	Good
2334224	PIC	BRANCH OF BIG DARBY CREEK	0.2 MI E. OF HILL ROAD	7/1/2007	12/5/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2335220	PIC	GREENBRIER CREEK	0.4MI SOUTH OF US 62	7/1/2001	12/19/2017	Good
2339471	PIC	GREENBRIER CREEK	0.1 MI SOUTH OF RENICK RD	7/1/2002	12/19/2017	Good
2333090	PIC	SCIOTO RIVER	INTERSECTION OF ISLAND RD	11/1/2010	11/20/2017	Good
2339250	PIC	VAN METER RUN	0.2MI N. OF VAN METER RD	7/1/1930	12/26/2017	Fair
2330784	PIC	BRANCH OF SCIOTO RIVER	INTERSECTION OF ANDERSON	7/1/1930	12/5/2017	Good
2339390	PIC	BRANCH OF SCIOTO RIVER	0.3MI SOUTH OF SR 316	7/1/1900	12/1/2017	Poor
2336316	PIC	BRANCH OF SCIOTO RIVER	INTERSECTION OF GRAHAM RD	7/1/1900	12/1/2017	Fair
2333635	PIC	HARGUS CREEK	JUNCT HIGH ST/ISLAND RD	7/1/1997	11/20/2017	Good
2334062	PIC	CSX; N & S RAILROAD	0.2MI W OF US23 ON ISLAND	7/1/1910	11/20/2017	Poor
2335190	PIC	BRANCH OF BIG DARBY CREEK	0.4MI N. OF ANDERSON RD	7/1/1981	12/5/2017	Good
2334348	PIC	BRANCH OF BIG DARBY CREEK	0.1MI S. OF BROOKS-MILLER	7/1/1990	12/7/2017	Good
2336529	PIC	BRANCH OF LITTLE WALNUT	0.2MI N.OF ASHVILLE-FAIRF	7/1/2001	12/6/2017	Good
2332019	PIC	DRY RUN	0.3 MI N OF BELL STATION	7/1/1993	11/29/2017	Good
2331136	PIC	LITTLE WALNUT CREEK	JNCTN S.BLOOMFIELD-ROYALT	7/1/1953	12/6/2017	Good
2331152	PIC	GRIFFY RUN	1.0 MI S OF BELL STATION	7/1/1970	11/20/2017	Fair
2330792	PIC	WALNUT CREEK	JUNCTION OF DUVALL ROAD	7/1/1958	12/28/2017	Good
2332272	PIC	BRANCH OF WALNUT CREEK	0.5 MI N. OF MARCY ROAD	7/1/1900	12/27/2017	Fair
2334429	PIC	BRANCH OF SLATE RUN CRK	0.2 MI S. OF DUVALL ROAD	7/1/1900	12/27/2017	Poor
2335247	PIC	OVER DITCH	0.4 MI S. OF PERRILL ROAD	7/1/1935	12/27/2017	Fair
2337223	PIC	BRANCH OF WALNUT CREEK	0.1 MI N. OF PERRILL ROAD	7/1/1933	12/27/2017	Good
2332620	PIC	OVER DITCH	JUNCTION OF LANCASTER RD	7/1/1900	12/27/2017	Poor
2335271	PIC	Stream	0.2M N of Perrill Rd T-09	11/26/2014	12/27/2017	Good
2336510	PIC	Slate Run	JUNCTION OF DUVALL ROAD	6/2/2016	12/27/2017	Good
2334933	PIC	BRANCH OF SCIPPO CREEK	0.8 MI N. OF HAYESVILLE	7/1/1906	11/27/2017	Good
2332728	PIC	Scippo	0.8M S Tarlton RD C-016	11/18/2015	11/27/2017	Good
2337320	PIC	KINNIKINNICK CREEK	0.5 MI EAST OF POLING RD	7/1/1980	11/27/2017	Good
2331640	PIC	PLUM RUN	0.2 MI WEST OF SR 56	7/1/1900	12/21/2017	Fair
2341344	PIC	BRANCH OF BEECH FORK	0.6MI W.OF TARLTON-ADELPH	7/1/1984	12/21/2017	Good
2343053	PIC	SALT CREEK	JUNCTION OF SR 56	7/1/1900	12/21/2017	Good
2330679	PIC	PIKE HOLE CREEK	0.8 MI EAST OF WHISLER	7/1/1936	12/21/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2330687	PIC	OVER DITCH	0.2 MI WEST OF SR 159	7/1/1979	11/27/2017	Good
2335166	PIC	BRANCH OF SCIPPO CREEK	0.1 MI E.OF ZANE TRAIL RD	7/1/2005	12/8/2017	Good
2335107	PIC	BRANCH OF SALT CREEK	CR 16	7/1/2007	12/8/2017	Good
2370335	PIC	SCIPPO CREEK	JUNCTION OF ZANE TRAIL RD	7/1/1930	12/8/2017	Fair
2331845	PIC	LICK RUN	INTERSECTION OF SR 56	7/1/1975	12/5/2017	Good
2335093	PIC	BR OF YELLOW BUD CREEK	1.1MI E.OF STONEROCK ROAD	7/1/1981	12/5/2017	Good
2341239	PIC	BR OF YELLOW BUD CREEK	0.8MI E. OF STONEROCK RD	7/1/1900	12/5/2017	Fair
2341190	PIC	BR OF YELLOW BUD CREEK	1.2 MI EAST OF STONEROCK	7/1/2006	12/5/2017	Good
2341328	PIC	CLARKS RUN	INTRSCTN OF CLARKS RUN RD	7/1/1993	12/20/2017	Good
2335816	PIC	BUSKIRK CREEK	0.2MI W.OF FIVE POINTS PK	7/1/1968	12/20/2017	Good
2340364	PIC	DRY RUN	0.3MI W.OF PHERSON PIKE	7/1/1937	12/20/2017	Good
2341034	PIC	BRANCH OF DEER CREEK	0.5MI W.OF THOMPSON ROAD	7/1/1933	11/15/2017	Fair
2330083	PIC	HAY RUN	0.2MI EAST OF SR 207	7/1/1980	12/15/2017	Fair
2335433	PIC	BUSKIRK CREEK	0.1MI NORTH OF CLIFTON RD	7/1/1936	11/8/2017	Good
2336006	PIC	BR OF SCIOTO RIVER	INTERSECTION OF GRAHAM RD	7/1/1988	12/4/2017	Good
2341050	PIC	BRANCH OF BIG DARBY CREEK	0.7MI W. OF THRAILKILL RD	7/1/1934	12/4/2017	Fair
2341069	PIC	Big Darby Creek	0.37 M W of C-026	12/2/2016	12/18/2017	Good
2341611	PIC	BUSKIRK CREEK	0.5MI N.OF FIVE POINT RD	7/1/1986	12/19/2017	Good
2342227	PIC	BRANCH OF GREENBRIER CK	0.1MI WEST OF DARBY CREEK	7/1/1986	12/18/2017	Fair
2334127	PIC	GREENBRIER CREEK	0.7MI EAST OF LONDON ROAD	7/1/1900	12/18/2017	Good
2334380	PIC	MUD RUN	0.3MI NORTH OF US 22	7/1/1900	11/20/2017	Good
2330148	PIC	GEORGES RUN	1.1MI SOUTH OF SR 207	7/1/1970	11/20/2017	Good
2334038	PIC	BRANCH OF MUD RUN	0.7 MI NORTH OF GRIMES RD	7/1/1994	11/20/2017	Good
2330458	PIC	GEORGES RUN	0.1MI NORTH OF DICK ROAD	7/1/1987	11/20/2017	Good
2330911	PIC	GREENBRIER CREEK	0.1 MI SOUTH OF BURRO LN	7/1/1995	12/18/2017	Good
2331462	PIC	BR OF GREENBRIER CREEK	0.7 MI S. OF BURRO LANE	7/1/1997	12/18/2017	Good
2334372	PIC	BRANCH OF DARBY CREEK	0.7MI N.OF SCIOTO-DARBY	7/1/1940	12/18/2017	Good
2335395	PIC	WALNUT CREEK	0.2 MI S. OF SR 316	7/1/2009	12/6/2017	Good
2335409	PIC	WALNUT CREEK	0.9 MI S. OF SR 752	7/1/1962	12/6/2017	Poor
2344238	PIC	BRANCH OF BULL RUN	0.3 MI E.OF WALNUT CREEK	7/1/1960	12/1/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2332213	PIC	OVER DITCH	0.7 MI E. OF WALNUT CREEK	7/1/2005	12/1/2017	Good
2334208	PIC	LICK RUN	0.6MI E. OF WINCHESTER RD	7/1/1983	12/4/2017	Fair
2342243	PIC	TURKEY RUN CREEK	0.4MI E.OF RINGGOLD-NRTHN	7/1/1900	12/1/2017	Fair
2330512	PIC	CLARKS RUN	INTRSCTN OF YANKEETOWN PK	7/1/1970	12/20/2017	Fair
2334178	PIC	HARGUS CREEK	.3 MILE EAST OF US 22	10/1/2010	11/21/2017	Good
2332388	PIC	BRANCH OF HARGUS CREEK	0.4 MI EAST OF US 22	7/1/2007	11/21/2017	Good
2336030	PIC	BRANCH OF HARGUS CREEK	1.0 MI EAST OF US 22	7/1/2007	11/21/2017	Good
2330105	PIC	BRANCH OF HOMINY CREEK	0.1 MI EAST OF SR 56	7/1/1980	11/21/2017	Good
2331004	PIC	BRANCH OF HOMINY CREEK	0.9 MI EAST OF SR 56	7/1/1936	11/21/2017	Fair
2337266	PIC	PLUM RUN	0.4 MI N.OF HAYESVILLE RD	7/1/1900	12/21/2017	Good
2337282	PIC	SALT CREEK	0.1 MI S.OF SPANGLER ROAD	7/1/1936	12/8/2017	Good
2330334	PIC	BRANCH OF SALT CREEK	JUNCTION OF MOWERY ROAD	7/1/1900	12/8/2017	Fair
2331551	PIC	WATERWAY	0.2 MI SOUTH OF SR 159	7/1/1930	12/8/2017	Good
2335077	PIC	BEECH FORK	0.4 MI S. HAYESVILLE ROAD	7/1/1970	12/21/2017	Fair
2338017	PIC	BRANCH OF WALNUT CREEK	0.1 MI N. OF PERRILL ROAD	7/1/1900	12/28/2017	Good
2337274	PIC	BRANCH OF WALNUT CREEK	0.2 MI N. OF PERRILL ROAD	7/1/1986	12/28/2017	Good
2337290	PIC	Stream	0.89M W of SR674 on C0089	7/18/2014	12/27/2017	Good
2337304	PIC	WALNUT CREEK	0.1 MI W OF WALNUT CR.PIK	7/1/1900	12/28/2017	Fair
2333880	PIC	BRANCH OF OHIO CANAL	1.1MI S. OF MILL ROAD	7/1/1930	12/11/2017	Fair
2333147	PIC	BR OF YELLOW BUD CREEK	0.5 MI NORTH OF SR 138	7/1/1993	12/15/2017	Good
2338297	PIC	BRANCH OF DEER CREEK	0.4MI E.OF DEERCREEK ROAD	7/1/1968	12/20/2017	Fair
2333112	PIC	BRANCH OF DEERCREEK	0.4MI WEST OF HALL ROAD	7/1/1969	12/20/2017	Good
2336936	PIC	GROVE RUN	0.5 MI NORTH OF SR762	9/1/2011	12/4/2017	Good
2330424	PIC	MUD RUN	0.8 SOUTH OF LANE ROAD	7/1/1900	12/4/2017	Fair
2333805	PIC	MUD RUN(PETERS RUN-USGS)	0.2MI NORTH OF SNYDER RD	7/1/1969	12/4/2017	Good
2333171	PIC	KINNIKINNICK CREEK	0.1 MI EAST OF POLING RD	7/1/1900	11/27/2017	Fair
2333082	PIC	BULL RUN	1.8 MI E OF JACKSON RD.	7/1/1995	12/21/2017	Good
2330172	PIC	BRANCH OF BEECH FORK	0.3MI E.OF TARLTON-ADELPH	1/1/1930	12/21/2017	Poor
2338130	PIC	BULL RUN	0.2MI W.OF TARLTON-ADELPH	7/1/1910	12/21/2017	Fair
2338149	PIC	DEER CREEK	0.5MI SOUTH OF US 62	7/1/1972	12/19/2017	Poor

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2340267	PIC	SPRINGWATER RUN	INTERSECTION OF DARBY CRK	7/1/1999	12/18/2017	Good
2333368	PIC	BRANCH OF SCIOTO RIVER	0.1 MI EAST OF CANAL ROAD	18900701	12/11/2017	Poor
2331454	PIC	WALNUT CREEK (CLOSED)	0.4 MI EAST OF US 23	7/1/1927	11/30/2017	Poor
2333120	PIC	C & O RAILROAD	0.1MI S.OF US23 ON ORR RD	7/1/1910	11/28/2017	Poor
2341093	PIC	GRIFFY RUN	1.5 MI SOUTH OF US 23	7/1/1989	11/20/2017	Good
2340380	PIC	OVER DITCH	0.8 MI SOUTH OF US 23	7/1/1930	11/20/2017	Good
2344254	PIC	CSX; N & S RAILROAD	0.1 MI SOUTH OF US 23	7/1/1927	11/30/2017	Poor
2336863	PIC	N & W RAILROAD	0.2 MI SOUTH OF US 23	7/1/1910	11/30/2017	Fair
2338963	PIC	OPOSSUM RUN	0.46 MI N OF MADISON CO	7/1/1964	6/28/2017	Fair
2331527	PIC	OPOSSUM RUN	0.46 MI N OF MADISON CO	7/1/1964	6/28/2017	Poor
2340291	PIC	UNDER LONDON RD. (CR-3)	0.99 MI N OF MADISON CO.	7/1/1964	6/28/2017	Good
2340216	PIC	UNDER CARSON RD. CR-3	2.78 MI N OF MADISON CO.	7/1/1964	6/28/2017	Good
2340305	PIC	CLARK RUN	1.59 MI E OF MADISON CO.	7/1/1961	6/1/2017	Fair
2340321	PIC	DENNIS RUN	1.0 MILE W. OF SR 316	9/5/1997	6/1/2017	Good
2330644	PIC	BUSKIRK CREEK	0.16 MI W OF SR316	7/1/1985	6/1/2017	Good
2339234	PIC	DRY RUN	3 MI E OF SR316	4/14/1992	6/2/2017	Good
2335131	PIC	DRIESBACH DITCH	1.96 MI. W. OF SR159	6/14/1989	6/2/2017	Good
2335611	PIC	RUDISILL DITCH	1.50 MI. WEST OF SR 159	3/13/1996	5/24/2017	Good
2338211	PIC	OVER STUCKEY DITCH	.5 MI W. OF SR 159	11/3/1998	5/24/2017	Good
2339110	PIC	SCIPPO CREEK	0.58 MI W OF SR159	11/30/1970	5/24/2017	Good
2340194	PIC	LICK RUN	2.5 MI WEST OF SR104	6/17/1997	6/2/2017	Good
2340917	PIC	TOAD RUN	0.20 MI W OF SR-180	8/20/2009	5/24/2017	Good
2340127	PIC	LAUREL RUN	0.52 MI E. OF SR180	7/1/1973	5/24/2017	Fair
2340135	PIC	PLUM RUN	2.85 MI E OF SR 159	5/14/1993	5/24/2017	Good
2343207	PIC	SALT CREEK	5.14 MI E. OF SR159	10/6/2015	5/24/2017	Good
2342146	PIC	MUD RUN	0.68 MI N OF SR762	7/1/1979	8/11/2017	Good
2342359	PIC	BIG DARBY CREEK	1.16 MI N OF SR56	7/1/1950	8/9/2017	Good
2344335	PIC	BIG DARBY CREEK FLOODWAY	1.24 MI N. OF SR56	7/1/1960	8/9/2017	Good
2355337	PIC	OVER KOCH RUN	5.46 MI N OF SR56	7/1/1979	8/10/2017	Good
2335212	PIC	HUSTON RUN	1.05 MI S OF SR316	7/1/1978	8/10/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2342057	PIC	DURRETT RUN	1.89 MI N OF SR762	7/1/1978	8/11/2017	Good
2338106	PIC	UNNAMED TRIBUTARY SCIOTO	0.07 MI S OF FRA CO LINE	11/11/2008	8/11/2017	Good
2338009	PIC	HARTMAN RUN	0.95 MI N OF SR316	18900701	8/10/2017	Good
2333198	PIC	EAGLE RUN	1.30 MI N OF SR316	7/1/1972	8/11/2017	Good
2337088	PIC	GROVE RUN	1.71 MI N OF SR 316	8/7/1989	8/11/2017	Good
2338300	PIC	HALL RUN	0.18 MI S OF SR316	7/1/1971	8/10/2017	Good
2330008	PIC	LICK RUN	3.45 MI N OF ROSS CO LINE	7/1/1922	8/31/2016	Good
2342049	PIC	OVERFLOW FROM LICK RUN	3.79 MI N OF ROSS CO LINE	7/1/1964	8/9/2017	Good
2344017	PIC	CALDWELL RUN	04.81 NORTH OF SR56	6/1/1995	8/10/2017	Good
2339153	PIC	VAN METER RUN	1.76 MI S OF SR316	6/7/1989	8/10/2017	Good
2338343	PIC	HINTON RUN	0.91 MI N OF ROSS CO LINE	10/4/2007	6/21/2017	Good
2339218	PIC	DEER CREEK	5.25 S. OF US22	12/20/1991	6/21/2017	Good
2334321	PIC	LITTLE YELLOWBUD CREEK	5.27 MI N OF ROSS CO LINE	10/17/2016	6/21/2017	Good
2332167	PIC	YELLOWBUD CREEK	6.32 MI N OF ROSS CO LINE	7/1/1958	6/21/2017	Fair
2332515	PIC	HAY RUN #	3.31 MI N OF SR56	9/8/1989	6/27/2017	Good
2342278	PIC	SALT CREEK #	3.66 N OF SR56	7/1/1932	6/27/2017	Good
2343266	PIC	CONGO CREEK	1.53 MI N OF SR361	7/1/1994	6/27/2017	Good
2345366	PIC	KINNIKINNICK CREEK	1.15 MI. SOUTH OF SR56	10/31/2004	6/27/2017	Good
2331357	PIC	BRANCH SCIPPO CREEK	0.87 MI N OF SR 56	7/1/1931	6/27/2017	Fair
2341492	PIC	SALT CREEK	0.30 MI N OF ROSS CO.	7/1/1953	8/22/2017	Fair
2344114	PIC	TAYLOR DITCH	6.5 MI N OF US22	7/1/1962	8/22/2017	Fair
2342474	PIC	GRIFFY RUN	3.11 MI N OF US22(MAIN ST	6/26/1992	8/22/2017	Good
2330881	PIC	HARGUS CREEK	0.25 MI N OF US 22	7/1/1924	8/24/2017	Fair
2342693	PIC	BRUSH CREEK	0.25 MI N OF ROSS CO LINE	7/1/1983	7/26/2017	Fair
2342707	PIC	HAY RUN	1.88 MI N OF ROSS CO LINE	7/1/1948	7/26/2017	Good
2331055	PIC	GEORGES RUN	3.42 MI N OF US22	7/1/1968	12/6/2017	Fair
2331056	PIC	MUD RUN CREEK #	2.47 MI E OF SR104	8/30/1989	9/25/2017	Good
2334755	PIC	SCIOTO RIVER	0.36 MI E OF SR104	6/8/1987	9/22/2017	Fair
2342472	PIC	DRY RUN CREEK	1.68 MI E OF SR56	9/18/1991	9/22/2017	Good
2342473	PIC	MUD RUN	2.44 MI. E. OF SR56	11/25/1991	9/22/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2330393	PIC	BIG DARBY CREEK	N.E. CORP DARBYVILLE	6/3/1986	9/22/2017	Good
4235932	PIC	HUSTON RUN	2.28 MI W OF SR104	7/1/1980	9/22/2017	Good
4235991	PIC	UNDER CSX RR	0.02 MI E OF W CORP. ASHV	7/1/1926	9/25/2017	Fair
4235983	PIC	OVER CONGO CREEK	1.05 MI E OF US23	7/1/1941	12/6/2017	Fair
4235967	PIC	OVER NS RR	2.60 MI E OF US 23	7/1/1963	12/6/2017	Fair
4236769	PIC	OVER CONGO CREEK	3.26 MI E OF US 23	7/1/1952	12/6/2017	Fair
4236742	PIC	TURKEY RUN	1.63 MI S OF SR752	7/1/1955	11/9/2017	Good
4230736	PIC	LITTLE WALNUT CREEK	0.69 MI S OF SR752	7/1/1984	11/9/2017	Fair
4236785	PIC	CHEATHAM RUN	0.09 MI S OF SR 752	7/15/1994	11/9/2017	Good
4236777	PIC	BIG RUN	4.94 MI N OF SR752	7/1/1956	11/15/2017	Fair
4236394	PIC	MUD RUN #	0.54 MI E OF US23	7/1/1957	11/28/2017	Fair
4236718	PIC	WALNUT CREEK	3.27 MI. E. OF US23	11/20/1992	11/28/2017	Good
4236440	PIC	MIMONI DITCH	6.88 MI E OF US23	7/1/1962	11/28/2017	Poor
4236807	PIC	PAINTER RUN	7.48 MI E OF US23	7/1/1981	11/30/2017	Good
4230744	PIC	BEAR RUN CREEK	4.62 MI E OF US23	4/26/1990	11/28/2017	Good
4230663	PIC	UNDER CSX RR	1.35 MI E OF US23	7/1/1926	11/28/2017	Poor
4236459	PIC	GROVE RUN	5.58 MI E OF US62	6/5/1985	12/1/2017	Good
4236653	PIC	GROVE RUN	5.84 MI E OF US 62	6/7/1994	12/1/2017	Good
4232623	PIC	GROVE RUN	1.43 MI.W. OF ST.RT. 104	7/7/2000	12/1/2017	Good
4235569	PIC	FOX DITCH	0.08 MI W OF SR104	7/1/1987	12/4/2017	Fair
4230914	PIC	PETERS RUN	0.54 MI E OF SR104	4/29/1986	12/4/2017	Fair
4231023	PIC	Bulen Ditch	1.08 Mi E of US-23	5/6/2015	12/4/2017	Good
4236815	PIC	CSXT & NSRR	1.61 Mi E of US-23	5/6/2015	12/4/2017	Good
4236831	PIC	SCIOTO RIVER	0.98 MI E OF SR104	4/29/1986	3/21/2017	Fair
4237137	PIC	RUSH RUN	1.98 MI E OF US 62	7/1/1980	12/1/2017	Fair
4236998	PIC	UNDER ABANDONED CSX RR	1.01 MI E OF US62	7/1/1933	12/1/2017	Fair
4236955	PIC	BIG DARBY CREEK (CLOSED)	0.33 MI E. OF US-62	7/1/1900	12/15/2014	Poor
4235452	PIC	BIG DARBY CREEK	0.33 MI E OF US62	18850701	11/30/2017	Good
4232496	PIC	GROVE RUN	6.76 MI. E OF US 62	7/7/2000	12/1/2017	Good
4231457	PIC	OVER HARGUS CREEK	1.17 MI N OF US23	7/1/1966	2/27/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4235428	PIC	KERMIT RUN	OVER KERMIT RUN	6/25/1997	2/24/2017	Good
4235886	PIC	THOMAS RUN	OVER THOMAS RUN	6/25/1997	2/24/2017	Good
4235916	PIC	HAY RUN	0.47 MI. E. OF SR207	10/30/1992	2/23/2017	Good
4235363	PIC	LICK RUN	0.75 MI N OF SR138	7/1/1962	2/24/2017	Fair
4235878	PIC	UNDER CSX RR	0.88 MI N. OF TWP RD 502	7/1/1927	2/27/2017	Fair
4236262	PIC	LITTLE YELLOWBUD CREEK	5.65 MI N OF SR 207	7/1/1962	2/23/2017	Fair
4233388	PIC	YELLOWBUD CR	6.96 MI N. OF SR207	7/1/1961	2/23/2017	Good
4236114	PIC	DEER CREEK	4.40 MI. N. OF SR207	7/1/1955	2/23/2017	Good
4232313	PIC	HARGUS CREEK	2.04 MI E OF US 23	6/7/1993	2/27/2017	Good
4235320	PIC	CO HOME DITCH	3.97 MI. N OF US23	7/1/1961	3/7/2017	Fair
4233387	PIC	PUGSLEY RUN	2.74 MI N. OF US23	1/1/2014	3/7/2017	Good
4236122	PIC	CHURCH RUN	2.95 MI. N. OF US23	7/1/1961	3/7/2017	Fair
4236149	PIC	SCIOTO RIVER OVERFLOW	0.03 MI N. OF SR56	7/1/1970	2/24/2017	Good
4233433	PIC	SCIOTO RIVER OVERFLOW	0.03 MI N OF TWP RD 502	7/1/1970	2/27/2017	Fair
4235372	PIC	MUD RUN #	3.38 MI. S. OF SR207	7/1/1966	2/22/2017	Fair
4235347	PIC	STATE RUN	3.62 MI. N. OF SR207	7/1/1962	2/23/2017	Fair
4235401	PIC	OVER SCIOTO RIVER	OVER SCIOTO R W OF C'VILL	8/4/2003	3/21/2017	Good
4234685	PIC	ROBERTS DITCH	7.78 MI N OF SR207	7/1/1962	2/23/2017	Good
4237404	PIC	SCIPPO CR	1.6 MI N OF SR361	7/1/1956	3/8/2017	Good
4237412	PIC	SCIPPO CR	1.6 MI N OF SR361	7/1/1949	3/8/2017	Good
4234707	PIC	HARGUS CREEK	0.22 MI N OF US22	7/1/1957	3/9/2017	Good
4237366	PIC	HARGUS CREEK	0.22 MI N. OF US22	7/1/1957	3/9/2017	Good
4237382	PIC	WALNUT CR	5.77 MI N OF US62	7/1/1955	3/13/2017	Good
4237447	PIC	WALNUT CR	5.77 MI N OF US22	7/1/1955	3/13/2017	Good
4236009	PIC	COOK DITCH	5.34 MI. N. OF US22	7/1/1955	3/13/2017	Fair
4235924	PIC	UNDER ISLAND RD	0.52 MI N OF US22	7/1/1957	3/9/2017	Good
4236017	PIC	ISLAND RUN	1.17 MI N OF US22	7/1/1957	3/8/2017	Good
4231422	PIC	OVER CSX RR (OLD C&O)	1.62 MI N OF US22	7/1/1957	3/20/2017	Fair
4235304	PIC	OVER CSX RR (OLD C&O)	1.62 MI N OF US22	7/1/1957	3/20/2017	Fair
4235843	PIC	GRIFFYS RN	2.94 MI N OF US22	7/1/1957	3/13/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4236025	PIC	GRIFFYS RN	2.94 MI. N. OF US22	7/1/1957	3/13/2017	Good
4235789	PIC	OVER US22-1726	OVER US22-1726	7/1/1957	3/9/2017	Good
4235754	PIC	OVER NS RR	0.78 MI S OF US22	7/1/1957	3/9/2017	Good
4235681	PIC	OVER NS RR	0.78 MI S OF US22	7/1/1957	3/9/2017	Good
4236904	PIC	BULEN DITCH	0.8 MI S OF SR762	7/1/1955	3/13/2017	Fair
4236858	PIC	CONGO CR	1.18 MI N OF SR361	7/1/1956	3/8/2017	Good
4235746	PIC	CONGO CR	1.18 MI N OF SR361	7/1/1956	3/8/2017	Good
4235851	PIC	SPRINGWATER RUN	0.13 MI N OF SR762	7/1/1955	6/6/2017	Fair
4237285	PIC	GREEN BRIARD	2.75 MI S. OF SR762	7/1/1965	6/6/2017	Fair
4235657	PIC	OVER CSX RR	1.34 MI N OF MADISON CO	12/14/1982	6/6/2017	Fair
4231775	PIC	BRANCH OF MOCCASIN CREEK	0.4 MI N. OF HEDGES ROAD	7/1/1978	12/20/2017	Fair
4235797	PIC	MOCASSIN CREEK	0.1 MI NORTH OF HEDGES RD	7/1/2000	12/20/2017	Good
4235800	PIC	BRANCH OF MOCCASIN CREEK	0.4 MI NORTH OF JULIAN RD	7/1/1920	12/20/2017	Good
4237269	PIC	BRANCH OF MOCCASIN CREEK	0.70 MI N. OF S. PERRY RD	7/1/1996	12/20/2017	Good
4236874	PIC	TURKEY RUN	0.6MI N.OF ASHVILLE-FAIRF	7/1/1981	12/6/2017	Good
4236939	PIC	DRY RUN CREEK	0.1 MI S. OF HAGERTY ROAD	7/1/1973	11/29/2017	Good
4230582	PIC	BRANCH OF LITTLE WALNUT	0.8 MI SOUTH OF SR 752	7/1/1985	12/4/2017	Fair
4237226	PIC	LITTLE WALNUT CREEK	1.0 MI SOUTH OF SR 752	7/1/1985	12/4/2017	Poor
4234332	PIC	BRANCH OF LITTLE WALNUT	0.7 MI NORTH OF SR 752	7/1/1992	12/4/2017	Good
4236920	PIC	BRANCH OF LITTLE WALNUT	0.2 MI NORTH OF SR 752	7/1/1900	12/4/2017	Fair
4237110	PIC	Branch of Salt Creek	.08M E of SR 159 on T-016	8/25/2014	12/8/2017	Good
4231929	PIC	TRIBUTARY OF HAY RUN	0.6MI WEST OF SR 207	7/1/1946	11/20/2017	Fair
4235002	PIC	BRANCH OF WALNUT CREEK	1.3 MI E OF ASHVILLE PIKE	7/1/1900	12/28/2017	Good
4235053	PIC	BRANCH OF WALNUT CREEK	0.1 MI W OF WHEELER ROAD	7/1/1975	12/28/2017	Fair
4237234	PIC	CSX ; N & S RR (CLOSED)	1.0 MI E. OF SHEPHERD RD.	7/1/1927	11/21/2017	Poor
4237242	PIC	LITTLE WALNUT CREEK	0.5MI W.OF WALNUT CREEK	7/1/1900	12/6/2017	Fair
4230639	PIC	BRANCH OF LITTLE WALNUT	0.3 MI W.OF WINCHESTER RD	7/1/1996	12/6/2017	Good
4237145	PIC	BR. OF WALNUT CREEK	0.8 MI E OF WALNUT CRK PK	7/1/1991	12/1/2017	Fair
4231996	PIC	N & W RAILROAD	0.7 MI EAST OF US 23	7/1/1971	11/20/2017	Good
4231997	PIC	CSX; N & S RAILROADS	0.5 MI E. OF CROMLEY ROAD	7/1/1927	11/30/2017	Poor

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4231783	PIC	BRANCH OF BIG DARBY CREEK	0.1MI EAST OF BEAVERS RD.	1/1/1970	12/4/2017	Good
4231570	PIC	BRANCH OF DEER CREEK	0.3MI NORTH OF BADGER RD	7/1/1970	11/20/2017	Good
4232178	PIC	BRANCH OF HAY RUN	0.3MI SOUTH OF SR 207	7/1/1930	11/20/2017	Fair
4232179	PIC	GRIFFYS RUN CREEK	1.3MI N OF COMMERCIAL PT	7/1/1900	11/20/2017	Fair
4230002	PIC	DRY RUN CREEK	0.4 MI W.OF WINCHESTER RD	7/1/1900	11/29/2017	Good
4235061	PIC	DRY RUN CREEK	0.5MI E.OF WALNUT CREEK	7/1/1900	11/29/2017	Good
4235088	PIC	N & W RAILROAD	0.4 MI EAST OF US 23	7/1/1910	11/30/2017	Fair
4235258	PIC	CSX; N & S RAILROAD	0.4 MI EAST OF US 23	7/1/1910	11/30/2017	Poor
4230004	PIC	DRY RUN	0.3 MI E.OF WINCHESTER RD	7/1/1900	11/27/2017	Fair
4232003	PIC	LICK RUN	0.6MI W.OF RINGGOLD-NORTH	7/1/1992	11/29/2017	Good
4235274	PIC	DRY RUN CREEK	0.6 MI E.OF WINCHESTER RD	7/1/1985	11/29/2017	Fair
4236300	PIC	DRY RUN CREEK	0.2 MI W OF RINGGOLD N	7/1/2006	11/29/2017	Good
4231473	PIC	BRANCH OF SCIOTO RIVER	0.4 MI WEST OF US 23	7/1/1955	11/30/2017	Fair
4230003	PIC	OVER WATERWAY	0.3 MI W OF WINCHESTER RD	7/1/2000	11/30/2017	Good
4235215	PIC	OVER WATERWAY	0.3 MI W OF WINCHESTER RD	7/1/1998	12/19/2017	Good
4235185	PIC	DRY RUN CREEK	0.5MI W. OF WALNUT CREEK	9/11/2014	11/30/2017	Good
4236246	PIC	SMALL DITCH	0.2 MI E.OF NORTH COURT	7/1/1981	11/30/2017	Good
4236343	PIC	DRY RUN	0.2 MI SOUTH OF SR 188	7/1/2007	11/29/2017	Good
4236327	PIC	HARGUS CREEK	0.1 MI S.OF WARNER-HUFFER	7/1/1900	11/22/2017	Poor
4236130	PIC	HARGUS CREEK	0.2 MI NORTH OF STOUT RD	7/1/1930	11/22/2017	Good
4236319	PIC	OVER WATERWAY	JUNCTION OF TRIMMER ROAD	7/1/1900	11/22/2017	Good
4233557	PIC	BRANCH OF HARGUS CREEK	0.1 MI SOUTH OF US 22	7/1/1900	11/22/2017	Good
4231546	PIC	TURKEY RUN CREEK	0.6M N.OF ASHVILLE-FAIRF	7/1/1930	12/1/2017	Fair
4236289	PIC	LITTLE WALNUT CREEK	0.7 MI SOUTH OF SR 752	7/1/1951	12/1/2017	Good
4235665	PIC	BRANCH OF SCIPPO CREEK	0.7 M E of Hayesville RD	7/1/2007	11/27/2017	Good
4235525	PIC	SCIPPO CREEK	1.0 MI WEST OF SR 56	7/1/1900	11/28/2017	Good
4236432	PIC	BRANCH OF SCIPPO CREEK	0.4MI WEST OF SR 56	7/1/1993	11/28/2017	Good
4236513	PIC	SCIPPO CREEK	0.2 MI WEST OF US 23	7/1/1900	11/28/2017	Good
4230000	PIC	C & O RAILROAD	0.3MI W OF US23 ON RIVER	7/1/1910	11/28/2017	Fair
4236661	PIC	CSX RAILROAD	0.1 MI WEST OF US 23	7/1/1996	11/28/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4237595	PIC	CONGO CREEK	0.5 MI EAST OF SR 361	7/1/1970	11/27/2017	Good
4236602	PIC	C & O RAILROAD	W.OF US23 OVER RADCLIFFE	7/1/1910	11/28/2017	Fair
4237587	PIC	SCIPPO CREEK	0.4 MI SOUTH OF TARLTON	7/1/1900	11/28/2017	Good
4237625	PIC	BRANCH OF SCIPPO CREEK	0.8 MI N OF HAYESVILLE RD	7/1/1900	11/27/2017	Good
4237676	PIC	BR OF KINNIKINNICK CREEK	0.5 MI N OF KINGSTONADELP	7/1/1988	11/27/2017	Good
4236580	PIC	BRANCH OF KINNIKINNICK	0.2 MI S OF HAYESVILLE RD	7/1/1950	11/27/2017	Good
4236572	PIC	PIKE HOLE CREEK	JUNCTION OF HEFFNER ROAD	7/1/1985	12/21/2017	Good
4230132	PIC	BR OF PIKEHOLE CREEK	0.2 MI NORTH OF WHISLER	7/1/2005	12/21/2017	Good
4236688	PIC	BR OF PIKE HOLE CREEK	0.1 MI N.OF KINGSTON-ADEL	7/1/1900	12/21/2017	Fair
4236637	PIC	OVER WATERWAY	0.1 MI E.OF PICKAWAY-SALT	7/1/1970	12/20/2017	Good
4236505	PIC	BR OF PIKE HOLE CREEK	0.1 MI. S. OF JACKSON RD.	7/1/1990	12/21/2017	Good
4236629	PIC	KINNIKINNICK CREEK	0.7 MI EAST OF SR 159	7/1/1996	11/27/2017	Good
4234995	PIC	BRANCH OF SCIPPO CREEK	0.2 MI SOUTH OF SR 159	7/1/1976	12/20/2017	Good
4235029	PIC	PLUM RUN	0.4 MI SOUTH OF SR 56	7/1/2000	12/20/2017	Good
4236424	PIC	PLUM RUN	0.4 MI EAST OF JACKSON RD	7/1/1993	12/8/2017	Good
4236483	PIC	SALT CREEK	JUNCTION OF TARLTON-ADELPH	7/1/1919	12/8/2017	Fair
4236254	PIC	OVER WATERWAY	0.5MI W.OF TARLTON-ADELPH	7/1/1900	12/8/2017	Good
4237668	PIC	GRIFFYS RUN	JUNCTION OF SR 188	7/1/1950	11/22/2017	Good
4237617	PIC	BRANCH OF HARGUS CREEK	0.2 MI NORTH OF US 22	7/1/1900	11/22/2017	Fair
4230019	PIC	HARGUS CREEK	0.5 MI NORTH OF US 22	7/1/1981	11/22/2017	Poor
4235673	PIC	OVER WATERWAY	0.5 MI SOUTH OF US 22	7/1/1900	11/21/2017	Fair
4235517	PIC	HOMINY CREEK	0.5 MI SOUTH OF US 22	7/1/1997	11/21/2017	Fair
4237560	PIC	DITCH	0.9 MI E. OF RINGGOLD STH	7/1/1900	11/22/2017	Good
4236645	PIC	TR72 TRIMMER RD HOMINYCK	0.25MI. E. OF CO40	7/24/2013	11/22/2017	Good
4237471	PIC	HOMINY CREEK	0.1MI W. OF RINGGOLD STHR	7/1/1983	11/22/2017	Poor
4236521	PIC	OVER WATERWAY	0.2 MI NORTH OF US 22	7/1/1900	11/22/2017	Fair
4237129	PIC	BRANCH OF HARGUS CREEK	0.1 MI S. OF BELL STA.ROA	7/1/1900	11/22/2017	Good
4237081	PIC	GRIFFY RUN	0.4 MI EAST OF SR 188	1/1/2013	11/22/2017	Good
4237021	PIC	BRANCH OF HARGUS CREEK	0.9 MI EAST OF SR 188	7/1/1945	11/22/2017	Fair
4237250	PIC	BRANCH OF LITTLE WALNUT	0.7 MI NORTH OF SR 752	7/1/1971	12/4/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4237048	PIC	LITTLE WALNUT CREEK	0.1MI N.OF S.BLOOMFIELD-R	7/1/1902	12/1/2017	Fair
4231716	PIC	BR. OF LITTLE WALNUT CR.	0.1MI S.OF S.BLOOMFIELD-R	7/1/1988	12/1/2017	Good
4237064	PIC	TURKEY RUN CREEK	0.5MI N. OF ASHVILLE-FARF	7/1/2001	12/6/2017	Good
4236033	PIC	LITTLE WALNUT CREEK	0.3M SOUTH OF SR752	7/1/1949	12/1/2017	Fair
4235908	PIC	BRANCH OF LITTLE WALNUT	0.1MI N OF S BLOOMFIELD-R	7/1/1993	12/1/2017	Fair
4237323	PIC	BRANCH OF WALNUT CREEK	0.5MI SOUTH OF DUVALL RD	7/1/1992	12/28/2017	Fair
4236106	PIC	BRANCH OF WALNUT CREEK	0.4 MI E. OF GOODMAN ROAD	7/1/1993	12/28/2017	Good
4237439	PIC	WALNUT CREEK	JUNCTION OF WALNUT CREEK	7/1/1900	12/28/2017	Fair
4237501	PIC	BRANCH OF WALNUT CREEK	0.7 MI W. OF GOODMAN ROAD	7/1/1900	12/28/2017	Good
4260066	PIC	BRANCH OF WALNUT CREEK	0.6 MI E. OF GOODMAN ROAD	7/1/1991	12/27/2017	Good
4260244	PIC	T095 Airbase Rd	0.8M west of Walnut CK PK	11/25/2014	12/28/2017	Good
4260200	PIC	CSX; N & S RAILROAD	0.5 MI W. OF ASHVILLE PIK	7/1/1927	11/21/2017	Good
4931343	PIC	RATHMEL DITCH	0.4 MI N. OF DUVALL ROAD	7/1/1900	11/21/2017	Poor
4930879	PIC	YELLOW BUD CREEK	0.2MI S. OF DUNGAN ROAD	7/1/1971	12/19/2017	Fair
4930045	PIC	BRANCH OF WOLF RUN	0.3MI N. OF HATFIELD RD	7/1/1975	12/11/2017	Good
4932111	PIC	WOLF RUN	0.1MI N. OF HATFIELD RD	7/1/1981	12/11/2017	Good
4932021	PIC	LICK RUN	0.2MI EAST OF SR 104	7/1/1935	12/11/2017	Fair
4930738	PIC	BR OF YELLOW BUD CREEK	0.2MI E.OF WESTFALL ROAD	7/1/1900	12/11/2017	Good
4931815	PIC	BR OF YELLOW BUD CREEK	0.1MI W. OF EBENHACK RD	7/1/1900	12/11/2017	Good
4931416	PIC	YELLOW BUD CREEK	0.2 MI SOUTH OF DUNGAN RD	7/1/1996	12/11/2017	Good
4930290	PIC	BR OF YELLOW BUD CREEK	0.5MI N.OF HUNSICKER RD	7/1/1900	12/15/2017	Good
4931920	PIC	YELLOW BUD CREEK	0.3MI S.OF HICKORY BEND	7/1/1940	12/15/2017	Poor
4932048	PIC	WOLF RUN	0.1MI W. OF WESTFALL RD	7/1/1975	12/11/2017	Good
4932080	PIC	TRIBUTARY OF DEER CREEK	0.7 MI SOUTH OF SR 138	7/1/1992	12/15/2017	Good
4930001	PIC	HAY RUN	0.4MI. E. OF SR207	7/1/1900	12/15/2017	Poor
4931610	PIC	BRANCH OF DEER CREEK	0.4MI E. OF LOCUST GROVE	7/1/1940	11/21/2017	Fair
4930061	PIC	BRANCH OF DEER CREEK	0.9MI E.OF LOCUST GROVE	7/1/1900	11/21/2017	Good
4930169	PIC	BRANCH OF DEER CREEK	0.3MI W.OF LOCUST GROVE	7/1/1930	11/21/2017	Fair
4930231	PIC	BRUSH CREEK	0.2MI S.OF CLARKSBURG PIK	7/1/1970	11/20/2017	Fair
4931963	PIC	TRIBUTARY OF BRUSH CREEK	0.7MI S.OF CLARKSBURG PIK	7/1/1900	11/20/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4931874	PIC	TRIBUTARY OF BRUSH CREEK	0.9MI S.OF CLARKSBURG PIK	7/1/1900	11/20/2017	Good
4930673	PIC	BRANCH OF DEER CREEK	0.5MI NORTH OF BADGER RD	7/1/1941	11/21/2017	Good
4930746	PIC	BRANCH OF DEER CREEK	0.3MI EAST OF MOUSER ROAD	7/1/1978	11/20/2017	Good
4930797	PIC	DEER CREEK	0.1MI W.OF DEERCREEK ROAD	7/1/1960	12/20/2017	Fair
4930843	PIC	BIG DARBY CREEK	1.3MI EAST OF LONDON ROAD	7/1/1912	12/5/2017	Poor
4930908	PIC	VAN METER RUN	0.3 MI N. OF VAN METER RD	7/1/1970	12/26/2017	Good
4931564	PIC	BRANCH OF BIG DARBY CREEK	0.1MI N OF FLORENCE-CHAPL	7/1/1993	12/5/2017	Good
4930274	PIC	VAN METER RUN	INTERSECTION OF BLAKER	7/1/1994	12/26/2017	Good
4931114	PIC	VAN METER RUN	0.1MI W. OF SR 104	7/1/1900	12/26/2017	Fair
4931165	PIC	BRANCH OF SCIOTO RIVER	0.2MI E.OF COMMERCIAL PT.	7/1/1982	12/1/2017	Good
4931238	PIC	BRANCH OF SCIOTO RIVER	0.4MI S. OF WEST FORD RD	7/1/1900	12/26/2017	Good
4931289	PIC	BR OF SCIOTO (BLACKER)	0.1 MI S. OF WEST FORD RD	7/1/1900	12/1/2017	Fair
4931823	PIC	BRANCH OF SCIOTO RIVER	0.7 MI NORTH OF SR 316	7/1/1994	12/1/2017	Fair
4931777	PIC	BRANCH OF SCIOTO RIVER	0.1 MI NORTH OF SR 316	7/1/1995	12/1/2017	Good
4932013	PIC	GROVE RUN	0.3MI NORTH OF WALKER RD	7/1/1900	12/1/2017	Good
4930584	PIC	BRANCH OF SCIOTO RIVER	0.3 MI SOUTH OF WALKER RD	9/1/2011	12/1/2017	Good
4931580	PIC	BRANCH OF GROVE RUN	0.2 MILE SOUTH OF SR 762	7/1/2004	12/4/2017	Good
4932870	PIC	BRANCH OF SCIOTO RIVER	0.1 MI E OF COMMERCIAL PT	7/1/1993	12/1/2017	Good
4932188	PIC	MUD RUN	0.2MI WEST OF BORROR ROAD	7/1/1992	12/4/2017	Good
5133513	PIC	BR OF SCIOTO RIVER	INTERSECTION OF C-22	7/1/1988	12/4/2017	Good
5133580	PIC	BRANCH OF SCIOTO RIVER	JUST NORTH OF HUDSON ROAD	7/1/1998	12/1/2017	Good
5133602	PIC	BRANCH OF SCIOTO RIVER	0.3 MI NORTH OF SR 316	7/1/1993	12/1/2017	Good
5133637	PIC	GROVE RUN	0.2 MILE SOUTH OF SR 762	7/1/2001	12/4/2017	Good
5130020	PIC	BRANCH OF GROVE RUN	INTERSECTION OF SR762	9/1/2012	12/4/2017	Good
5133688	PIC	BRANCH OF BIG DARBY CREEK	0.5 MI N. OF SCIOTO-DARBY	7/1/1997	12/4/2017	Good
5133920	PIC	BRANCH OF BIG DARBY CREEK	JUST NORTH OF RIDGWAY RD.	7/1/1998	12/18/2017	Good
5130247	PIC	OPOSSUM RUN	0.2MI WEST OF LONDON ROAD	7/1/1988	12/19/2017	Fair
5133955	PIC	OPOSSUM RUN	0.3MI WEST OF LONDON ROAD	7/1/1900	12/19/2017	Good
5133963	PIC	OPOSSUM RUN	0.7MI WEST OF US 62	7/1/1979	12/19/2017	Fair
5133947	PIC	GREENBRIER CREEK	0.1MI WEST OF LONDON ROAD	7/1/1986	12/19/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5134250	PIC	GREENBRIER CREEK	0.2MI EAST OF LONDON ROAD	7/1/1993	12/19/2017	Good
5134269	PIC	BR. OF GREENBRIER CREEK	0.5MI WEST OF DARBY CREEK	7/1/1991	12/18/2017	Fair
5134307	PIC	GREENBRIER CREEK	0.1MI WEST OF DARBY CREEK	7/1/1974	12/18/2017	Good
5130409	PIC	BR OF GREENBRIER CREEK	0.8 MI E. OF LONDON ROAD	7/1/2001	12/18/2017	Good
5134315	PIC	BUSKIRK CREEK	0.1MI E.OF FIVE POINT PIK	7/1/1900	12/19/2017	Good
5130522	PIC	.02M East of T194	T176 0.02 E T194	6/15/2015	12/19/2017	Good
5134412	PIC	DRY RUN	0.2 MI. W. OF DRUMMOND RD	7/1/1900	12/7/2017	Fair
5134420	PIC	DRY RUN	0.2MI N. OF WHITESIDE RD	7/1/1987	12/7/2017	Good
5134404	PIC	BUSKIRK CREEK	0.2MI E.OF FIVE POINT PIK	7/1/1991	12/19/2017	Good
5134471	PIC	BRANCH OF SALT CREEK	0.4 MI EAST OF SR 56	7/1/1915	12/20/2017	Poor
5134544	PIC	BRANCH OF SALT CREEK	0.8 MI EAST OF LUTZ ROAD	7/1/1900	12/20/2017	Poor
5130611	PIC	DITCH	0.3 MI EAST OF LUTZ ROAD	7/1/1997	12/20/2017	Good
5130604	PIC	CLARKS RUN	0.7 MI EAST OF SR 56	7/1/2006	12/19/2017	Good
5134900	PIC	CLARKS RUN	0.4 MI WEST OF S.R.56	7/1/1993	12/19/2017	Good
5134927	PIC	CLARKS RUN	0.2MI E. OF CLARKS RUN RD	7/1/2002	12/19/2017	Good
5134935	PIC	BR OF DRY RUN	01. MI WEST OF SR 56	7/1/2005	12/19/2017	Good
5130808	PIC	BR. OF BUSKIRK CREEK	0.7 MI N. OF YANKEETOWN	7/1/1900	12/20/2017	Fair
5131006	PIC	BRANCH OF BUSKIRK CREEK	0.5MI W.OF FIVE POINTS PK	7/1/1936	12/20/2017	Good
5131057	PIC	BUSKIRK CREEK	0.1MI W.OF FIVE POINTS PK	7/1/1935	12/20/2017	Fair
5135419	PIC	BRANCH OF DEER CREEK	0.5 N OF CR125	7/1/1970	12/20/2017	Fair
5131197	PIC	BRANCH OF DRY RUN	INTERSECTION OF RANDLE RD	7/1/1995	12/19/2017	Good
5131219	PIC	TRIBUTARY OF DRY RUN	0.2MI SOUTH OF RANDLE RD	7/1/2007	12/19/2017	Good
5131227	PIC	TRIBUTARY OF DRY RUN	0.2MI EAST OF JUSTUS ROAD	7/1/2007	12/19/2017	Good
5135656	PIC	DRY RUN	0.3MI W. OF PHERSON PIKE	7/1/1970	12/7/2017	Fair
5135664	PIC	BRANCH OF DRY RUN	1.1 MI OF LONDON ROAD	7/1/1994	12/7/2017	Good
5135680	PIC	DRY RUN	0.6MI E.OF DENNIS ROAD	7/1/1981	12/7/2017	Good
5135672	PIC	BRANCH OF BIG DARBY CREEK	0.1MI E.OF FLORENCE CHAPL	7/1/1991	12/7/2017	Good
5135702	PIC	BRANCH OF DARBY CREEK	0.1MI W. OF COUNTY ROAD 6	7/1/1900	12/7/2017	Fair
5135761	PIC	BR OF DRY RUN	0.1MI NORTH OF CLIFTON RD	7/1/1960	12/19/2017	Good
5135931	PIC	BR OF DRY RUN	0.3MI SOUTH OF SR 316	7/1/1900	12/19/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5135974	PIC	SALT CREEK	0.2 MI E.OF TARLTON-ADELP	7/1/1971	12/20/2017	Poor
5131472	PIC	MOCCASIN CREEK	0.1 MI W. OF MOCCASIN RD	7/1/1900	12/20/2017	Poor
5136008	PIC	MOCCASIN CREEK	0.1 MI WEST OF MOCCASIN	7/1/1900	12/20/2017	Fair
5136016	PIC	MOCCASIN CREEK	JUNCTION OF MOCCASIN ROAD	7/1/1965	12/20/2017	Fair
5136105	PIC	HARGUS CREEK	PICKAWAY ST. AT HARGUS CR	7/1/1991	10/26/2017	Fair
5131669	PIC	SLATE RUN	NEAR SLATE RUN FARM	7/1/1998	4/5/2017	Good
5131768	ROS	KINGSTON ADELPHI ROAD	.50 MI W OF ST RT 159	7/1/1910	11/15/2017	Fair
5131782	ROS	C & O RAILROAD	.50MI E OF ORR RD	7/1/1900	11/15/2017	Good
5130000	ROS	BRANCH OF KINNIKINNICK CK	.10MI E KINGSTON-WHI RD	7/1/1995	11/15/2017	Good
5131820	ROS	BRANCH OF BEECH FORK CR.	.03MI.E.OF WHISLER RD.	7/1/1996	11/15/2017	Good
5136377	ROS	BLACKWATER CREEK	2.50MI. E.OF ORR RD.	7/1/1996	11/15/2017	Fair
5136504	UNI	LATERAL INDIAN RUN	2.11 MI. SW OF US 42	7/1/1994	8/3/2017	Good
5136849	UNI	LATERL INDIAN RUN	1.98 MI. SE. OF US 42	7/1/1994	8/3/2017	Good
5132215	UNI	TOWN RUN	170 FT EAST OF PLUM ST		2/22/2018	Fair
5132223	UNI	TOWN RUN	160 FT NORTH OF 6TH ST	7/1/1990	2/22/2018	Good
5136911	UNI	TOWN RUN	SOUTH OF E 5TH STREET		2/22/2018	Poor
5132231	UNI	BEACH DITCH (SOUTH)	1.78MI N OF SCOTTS LAWN	7/1/2011	11/14/2017	Good
5132207	UNI	BEACH DITCH (SOUTH)	0.05MI. NE OF C.R.1	8/1/2005	11/14/2017	Good
5136970	UNI	GILCRIST RUN	0.1 NORTH of SCOTTSLAWN	7/1/1985	8/25/2017	Good
5137055	UNI	WEIDMAN RUN	0.1 SOUTH of SCOTTSLAWN	7/1/1991	8/10/2017	Good
5132290	UNI	KYLE DITCH	0.10 MI NORTH OF WARNER	8/1/2011	8/31/2017	Good
5132312	UNI	ROAD DITCH	0.91 MI. NW. OF SR 161	7/1/1994	7/31/2017	Good
5137217	UNI	GORDON TRI COUNTY DT	.05 S. OF WELDON RD	8/1/2011	7/27/2017	Good
5132436	UNI	RAUSCH DT	2 MI NW of SR 42	8/1/2013	8/24/2017	Good
5132525	UNI	SUGAR RUN	0.90 MI NW SR 42	7/1/1993	8/24/2017	Good
5137446	UNI	LEO RAUSCH SUGAR RUN	2.6 MI NW of SR 42	7/1/1985	8/25/2017	Good
5132568	UNI	CHURCH RUN	0.10 MI SE OF SR 42	7/1/1993	8/10/2017	Good
5132584	UNI	ROAD DITCH	1 MI. SW. OF US 42	7/1/1994	8/8/2017	Good
5137500	UNI	MITCHELL DITCH	1.2 MI SOUTH of SR 42	7/1/1969	8/8/2017	Good
5137519	UNI	FLADT DITCH	4.2 MI NW of SR 42	7/1/1984	8/25/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5137659	UNI	HERD DITCH	4 MI NW OF SR 42	7/1/1993	8/10/2017	Good
5137675	UNI	COLMAN DITCH	4.5 MI. NW OF SR 42	7/1/1993	8/10/2017	Good
5137845	UNI	NORTH FORK INDIAN RUN	0.03 MI S OF CR 9	4/19/2013	10/30/2017	Good
5138000	UNI	SOUTH FORK INDIAN RUN	0.4 MI N of POST RD	7/1/1970	7/31/2017	Poor
5137993	UNI	WATKINS DITCH	0.26 MI NORTH of SR 161	7/1/1930	8/16/2017	Fair
5137985	UNI	SUGAR RUN	0.97 MI SOUTH OF SR42	7/1/1970	9/5/2017	Good
5138051	UNI	SUGAR RUN	0.18 MI SOUTH OF SR42	3/1/2013	9/5/2017	Good
5138078	UNI	TRIBUTARY TO INDIAN RUN	4.237 M EAST of INDUST PK	7/1/1999	10/31/2017	Good
5132924	UNI	NORTH FORK INDIAN RUN	0.05 MI. E. OF C2	7/1/1999	10/30/2017	Good
5138329	UNI	TRIBUTARY TO SUGAR RUN	1 MI WEST of INDUSTRIAL P	7/1/1987	8/8/2017	Good
5138345	UNI	TRIBUTARY TO SUGAR RUN	1 MI WEST of INDUSTRIAL P	7/1/1987	8/8/2017	Good
5138396	UNI	NORTH FORK INDIAN RUN	1.03 MILES NORTH OF CR 9	7/1/2004	10/31/2017	Good
5138485	UNI	WARNER DITCH	0.4 MI EAST of MITCHELL-D	7/1/2001	10/31/2017	Good
5138698	UNI	CARMEAN DITCH	0.8 MI SOUTH OF US 42	7/1/1998	11/29/2017	Good
5138833	UNI	CARMEAN DITCH	0.3 MI SE OF SR 42	7/1/1992	11/29/2017	Good
5138825	UNI	EVERSOL RUN	2.8 SOUTH of SR 42	7/1/1998	12/7/2017	Good
5138884	UNI	MORSE DITCH	0.2 MI EAST of JEROME RD	7/1/1994	10/31/2017	Good
5138906	UNI	CONKLIN DITCH	0.2 MI EAST OF JEROME RD	7/1/1997	11/29/2017	Good
5133203	UNI	CONKLIN DITCH	0.4 MI EAST of JEROME RD	7/1/1997	11/29/2017	Good
5133211	UNI	DORT DT	1.50MI EAST OF SR42	6/28/2013	10/31/2017	Good
5133238	UNI	BRANCH BIG DARBY	0.7 MI SOUTH of SR161	7/1/1930	8/16/2017	Fair
5133246	UNI	MCKITRICK DITCH	1.5 MI. N OF SR 42	7/1/1990	11/21/2017	Good
5136024	UNI	WATKINS DITCH	0.2 MI S OF CR 104	7/1/1990	11/21/2017	Good
5932505	UNI	SUGAR RUN DT SCS	0.12MI S OF DERIO RD	8/1/2011	11/21/2017	Good
5931428	UNI	TRIBUTARY TO SUGAR RUN	0.3 MI WEST of CURRIER RD	7/1/2000	8/16/2017	Good
5930936	UNI	SUGAR RUN	0.01 WEST of CURRIER RD	7/1/2003	8/16/2017	Good
5934001	UNI	BIG DARBY	0.3 MI EAST of PLAIN CITY	7/1/1983	8/16/2017	Fair
5934486	UNI	S FORK INDIAN RUN	430' E OF PERIMETER	7/1/1996	11/28/2017	Good
5930987	UNI	SUGAR RUN	0.1 MI WEST of INDUSTR PK	7/1/1997	8/28/2017	Good
5933013	UNI	BRANCH OF ROBINSON RUN	1.21 MILES SOUTH OF CR34	7/1/2006	8/3/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5934400	UNI	ADAMS DITCH	0.75 MI EAST S.R.736	7/1/1996	8/3/2017	Fair
5935113	UNI	ROBINSON RUN	0.5 MI S of INDUST PKWY	7/1/1973	7/20/2017	Fair
5932441	UNI	SUGAR RUN	0.5 MI W. of INDUSTRIAL P	7/1/1974	8/3/2017	Good
5932165	UNI	BRANCH OF MILL CREEK	0.1 MI SOUTH OF CR 104	7/1/1998	11/27/2017	Fair
5934508	UNI	SUGAR RUN	.20 MILES EAST OF CR 36	7/1/2007	11/27/2017	Good
5934826	UNI	ROBINSON RUN	1.2 MI SOUTH of SR 736	7/1/1968	11/28/2017	Good
5934923	UNI	SCHEIDERER DITCH	1.1 MI N OF STATE RTE 161	7/1/1975	9/25/2017	Fair
5930005	UNI	ROBINSON RUN	0.5 MI SW of SR 736	7/1/1974	7/20/2017	Fair
5930472	UNI	ROBINSON DITCH	0.2 MI SW of SR 736	7/1/1970	9/26/2017	Fair
5932742	UNI	ROBINSON RUN	1 MI SW of SR 736	7/1/1968	9/26/2017	Fair
5932130	UNI	BIG DARBY	2 MI NORTH OF SR 161	7/1/1970	10/6/2017	Good
5934125	UNI	BRANCH OF BIG DARBY	0.4 MI NW OF CR 78	7/1/1990	11/15/2017	Good
5935830	UNI	CAT TAIL SWAMP DITCH	0.04 MI WEST of SR 38	7/1/1989	9/25/2017	Good
5930774	UNI	PRAIRIE RUN	0.3 MI. SE OF SR. 38	7/1/1995	9/25/2017	Good
5930715	UNI	HAY RUN	1.0 MILE WEST OF US36	8/1/2013	11/15/2017	Good
5933064	UNI	HOLYCROSS DITCH	0.3 MI W OF UNIONVLE CTR	7/1/1991	9/25/2017	Good
5930007	UNI	INGRAM-HARRIS DITCH	0.4 MI. E OF SR 4	7/1/1993	9/22/2017	Good
5934281	UNI	PRAIRIE RUN	0.5 MI SOUTH of SR 38	7/1/1930	9/25/2017	Fair
5933129	UNI	BIG DARBY	0.25MI S of SR38	7/1/1914	12/18/2017	Poor
5934427	UNI	TRIBUTARY TO BUCK RUN	0.6 MI SOUTH of SR 245	7/1/1999	11/14/2017	Good
5932661	UNI	BUCK RUN	0.1 MI SOUTH OF SR 245	7/1/1991	11/14/2017	Good
5933579	UNI	TRIBUTARY TO BUCK RUN	3 MI SE of SR 245	7/1/1999	11/15/2017	Fair
5936128	UNI	BUCK RUN	2.5 MI WEST of SR 36	7/1/1977	11/14/2017	Fair
5932867	UNI	BIG DARBY CREEK	0.01 MI EAST of CR 57	7/1/1980	11/14/2017	Fair
5934699	UNI	TRIBUTARY TO BIG DARBY	0.78 MILES N.E. OF CR 57	7/1/1991	11/14/2017	Good
5935394	UNI	FARRINGTON DITCH	1.5 MI WEST of SR 4	7/1/1970	9/22/2017	Good
5932653	UNI	LITTLE DARBY	0.3 MI S of SR161	10/29/2014	7/24/2017	Good
5934338	UNI	PRAIRIE RUN	1.5 MI N of SR161	7/1/1990	9/22/2017	Good
5934915	UNI	LITTLE DARBY	0.04 MI N of SR161	18700701	9/22/2017	Fair
5935229	UNI	TRIBUTARY OF MILLCREEK	0.08 EAST of STATE RD	7/1/1970	11/20/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5930081	UNI	POUNDS DITCH	1.3 MI NORTH OF SR42	7/1/1998	11/20/2017	Fair
5933226	UNI	TRIBUTARY OF MILLCREEK	.91 MILES FROM WATKINS RD	7/1/1970	11/20/2017	Good
5933188	UNI	TRIBUTARY OF MILLCREEK	1 MI NORTH of WATKINS RD	7/1/1970	11/20/2017	Good
5934052	UNI	TRIBUTARY OF MILLCREEK	0.5 MI NORTH of WATKINS R	7/1/1970	11/20/2017	Good
5931525	UNI	TRIBUTARY TO MILL CREEK	.49 MI NORTH OF CR 104	7/1/2004	11/21/2017	Good
5930839	UNI	TRIBUTARY TO MILL CREEK	.69 MI. NORTH CR 104	7/1/2004	11/21/2017	Good
5933218	UNI	MILL CREEK	0.4 MI EAST OF FISH RD.	7/1/1992	11/28/2017	Good
5933196	UNI	MORRISON DITCH	0.25 MI WEST of STATE RD	7/1/1970	11/20/2017	Good
5935180	UNI	MILLS DITCH	0.404 MI. W OF DEL. CO.	7/1/1994	11/20/2017	Good
5934613	UNI	MILL CREEK	0.5 MI EAST of WATKINS RD	7/1/1997	11/28/2017	Good
5932947	UNI	RUHL DITCH	0.6 MI EAST of SR 36	7/1/1952	11/15/2017	Fair
5934796	UNI	HINDERER DITCH	0.2 MI EAST of SCOTTLAWN	7/1/1970	11/22/2017	Good
5934621	UNI	BRANCH MILL CREEK	2.5 MI EAST of SR 36	7/1/2001	11/17/2017	Good
5931849	UNI	BRANCH OF MILLCREEK	1.7 MI EAST of SR 36	7/1/1989	11/15/2017	Good
5934559	UNI	BRANCH OF MILL CREEK	1.9 MI EAST of SR 36	7/1/1990	11/15/2017	Good
5933595	UNI	WATKINS DITCH	4 MI WEST of SR 42	7/1/2001	11/22/2017	Good
5932599	UNI	BRANCH OF MILL CREEK	4.5MI WEST of SR 42	10/27/2017	10/27/2017	Good
5934680	UNI	QUARRY ROAD CROSSING	1.2 MI WEST of SR 42	7/1/2000	12/1/2017	Good
5930707	UNI	STREAM	1.5 MI WEST of SR 4	7/1/2003	11/22/2017	Good
5934893	UNI	GILCRIST DITCH	0.1 MI N of INDUSTRL PKW	7/1/1975	8/18/2017	Fair
5934745	UNI	BLACK DITCH	0.7 MI NORTH of SR 36	7/1/1980	11/16/2017	Good
5931703	UNI	DUNS RUN	1.1 MI SOUTH of SR 36	7/1/1959	11/27/2017	Good
5932890	UNI	DUNS RUN BRANCH MILL CRK	1.2 MI SOUTH of SR 36	7/1/1930	11/27/2017	Fair
5933471	UNI	BLUES CREEK	1.3 MI NORTH of SR 36	7/1/1988	11/17/2017	Good
5931150	UNI	DRY RUN DITCH	2.6 MI NORTH of SR 36	7/1/1988	10/27/2017	Good
5930243	UNI	BRANCH OF BLACK DITCH	0.503 N OF US HWY 36	7/1/1975	11/28/2017	Fair
5930758	UNI	BLUES CREEK	1 MI NORTH of SR 36	9/3/2013	11/17/2017	Good
5932718	UNI	MOREY DITCH	4 MI NORTH of SR 36	7/1/2001	10/27/2017	Good
5932549	UNI	MYERS DITCH	0.1 MI NORTH of SR 36	7/1/1987	11/16/2017	Good
5931967	UNI	DUN'S RUN	1.7 MI NORTH of SR 36	7/1/1990	11/16/2017	Poor

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5932815	UNI	DUN'S RUN	0.7 MI NORTH of SR 36	7/1/1988	11/16/2017	Good
5934516	UNI	BLUES CREEK	0.25MI N of LEEPER-PERKIN	7/1/2000	12/27/2017	Fair
5933641	UNI	MCVAY DITCH	0.2 MI SOUTH of SR 347	7/1/1975	10/27/2017	Good
5933692	UNI	ROMINE DITCH	1.2 MI. SOUTH OF S.R.347	7/1/1995	10/27/2017	Poor
5931291	UNI	TRIBUTARY TO GRASSY RUN	4 MI NORTH of SR 36	8/1/2010	10/26/2017	Good
5931851	UNI	MILL CREEK	0.25 NORTH of 5TH STREET	7/1/1972	11/28/2017	Good
5931134	UNI	TRIBUTARY TO MILLCREEK	2 MI S of COUNT HOME RD	7/1/1980	11/28/2017	Fair
5931231	UNI	LONGBERRY DITCH	0.25 MI W of BEAR SWAMP	7/1/1970	11/2/2017	Fair
5932343	UNI	INFIRMARY DITCH	0.7 MI WEST of SR 4	7/1/1988	11/16/2017	Good
5934982	UNI	BRANCH OF LEE DITCH	0.1 MI. EAST OF SR.4	7/1/1995	11/16/2017	Good
5931738	UNI	BLUES CREEK	2.7 MI NORTH of SR 4	7/1/1976	11/1/2017	Fair
5933803	UNI	BOKES CREEK	0.7 MI. N OF SR 347	7/1/1990	10/23/2017	Good
5934583	UNI	SNIDER DITCH	2 MI NORTH of SR 347	7/1/1988	10/27/2017	Good
5930197	UNI	FULTON CREEK	0.6 MI SOUTH of SR 47	7/1/2002	10/24/2017	Good
5933862	UNI	HULL DITCH	1 MI SOUTH of SR 47	7/1/1980	10/25/2017	Poor
5931615	UNI	BLUES CREEK	1.5 MI SOUTH of SR 347	7/1/1969	11/1/2017	Good
5931053	UNI	BLUES CREEK	0.75 MI SOUTH of SR 347	7/1/1987	11/1/2017	Good
5931569	UNI	INFIRMARY DITCH	0.278 MI EAST OF SR 4	7/1/1991	11/16/2017	Good
5930723	UNI	LEE DITCH BRANCHMILLCREEK	2.092 EAST OF SR 4	7/1/1992	11/16/2017	Good
5934591	UNI	MARTIN DITCH	0.6 MI SE of HONDA PKWY	7/1/1962	11/9/2017	Fair
5934869	UNI	BUCK RUN	0.5 MI SE of HONDA PKWY	7/1/1962	9/29/2017	Fair
5930146	UNI	N BUCK RUN	1.3 MI SE of HONDA PKWY	7/1/1962	9/29/2017	Fair
5931340	UNI	BEIGHTLER DITCH	0.5 MI. N. OF S.R. 245	7/1/1950	11/9/2017	Good
5931398	UNI	OTTER RUN	2.2 MI N. of NORTHWEST PK	7/1/1930	11/7/2017	Fair
5933293	UNI	BRANCH OF MILL CREEK	0.5 MI SOUTH of RAYMOND R	7/1/2005	11/7/2017	Good
5930368	UNI	DUNS RUN BRANCH MILL CRK	1.5 MI EAST of SR 36	7/1/1976	11/27/2017	Good
5932246	UNI	OTTER RUN	2.4 MI NORTH of RAYMOND R	7/1/1972	11/6/2017	Fair
5932785	UNI	TUSSING DITCH	0.5MI SOUTH OF RAYMOND RD	11/23/2015	11/8/2017	Good
5931576	UNI	SOUTHARD DITCH	1.7 MI EAST OF BEARSWAMP	9/9/2016	11/8/2017	Good
5934192	UNI	BUCK RUN	2.2 MI NORTH of SR 245	7/1/1987	11/14/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5931623	UNI	BUCK RUN	0.3 MI NORTH of SR 245	7/1/2007	11/9/2017	Good
5934303	UNI	CLINE DITCH	0.5 MI S. of DARBY-POTTER	7/1/1989	11/9/2017	Good
5932239	UNI	DUNBAR DITCH	1.5 MI S of DARBY POTTERS	7/1/1990	11/9/2017	Good
5934710	UNI	BUCK RUN	0.8 MI NORTH OF SR 245	6/1/2011	11/6/2017	Good
5931895	UNI	DUNBAR DITCH	1 MI NORTH of SR 245	8/3/2017	11/6/2017	Good
5933048	UNI	BRANCH OF BUCK RUN	0.3 MI SOUTH OF CR 133	7/1/1920	11/14/2017	Fair
5933684	UNI	TRIBUTARY TO OTTER RUN	2 MI NORTH of NORTHWEST P	5/1/2010	11/8/2017	Good
5934095	UNI	TRIBUTARY TO OTTER RUN	2.5 MI SOUTH of SR 739	6/1/2010	11/2/2017	Good
5930375	UNI	TRIBUTARY TO OTTER RUN	1.5 MI SOUTH of SR739	7/1/2010	11/2/2017	Good
5931681	UNI	BUCK RUN	0.4 MI NORTH OF SR 33	7/1/1991	9/29/2017	Good
5933382	UNI	BIKE TRAIL	1.5 MI N OF SR 245	18680701	11/13/2017	Good
5930960	UNI	SPAIN CREEK	0.05 MI NORTH of SR 245	18700701	11/13/2017	Fair
5931061	UNI	BRANCH OF BIG DARBY	0.5 MI NORTH of SR 245	7/1/1972	11/10/2017	Fair
5934540	UNI	BRANCH OF BIG DARBY	0.11 MI SE OF LOGAN CO LN	7/1/1992	10/24/2017	Good
5931592	UNI	BRANCH BIG DARBY	1MI N of SR 559	10/30/2015	10/24/2017	Good
5932122	UNI	HOLLINGSWORTH DITCH	1.6 MI NE LOGAN CNTY LN	7/1/1950	10/24/2017	Good
5933900	UNI	BIG DARBY	0.25MI E of INSKEEP_CRATY	7/1/2007	11/13/2017	Good
5935377	UNI	ROMINE DITCH	0.1 MI EAST of WHITESTONE	7/1/1989	10/26/2017	Poor
5933390	UNI	BRANCH RUSH CREEK	1 MI NORTH OF MULVANE RD	7/1/1930	10/4/2017	Fair
5931991	UNI	LONGBERRY DITCH	0.5 MI. EAST OF SR.739	7/1/1997	11/2/2017	Good
5934206	UNI	PARROTT DITCH	0.64 MI NORTH of SR 37	7/1/1980	10/27/2017	Fair
5930294	UNI	YODER DITCH	0.25 MI NORTH of SR 37	7/1/1988	10/27/2017	Good
5930635	UNI	OWENS DITCH	0.5 MI EAST OF CR 262	7/1/1992	10/9/2017	Good
5930421	UNI	HAINES DITCH	1 MI SOUTH of SR347	7/14/2016	11/7/2017	Good
5935369	UNI	TRIBUTARY TO MILLCREEK	0.1 MI NORTH of W 5TH ST	7/1/1991	11/7/2017	Good
5932254	UNI	LASH DITCH	3 MI SE OF SR 347	7/1/1991	11/7/2017	Good
5930341	UNI	OTTER RUN	2 MI NORTH of MARYSVILLE	7/1/1979	11/9/2017	Good
5934028	UNI	O'BRIEN DITCH	0.2 MI NW of CR 205	7/1/1990	11/7/2017	Good
5934109	UNI	TRIBUTARY TO MILLCREEK	0.75 MI N of W 5TH ST	7/1/1970	11/9/2017	Fair
5931975	UNI	DUNS RUN BRANCH BLUES CRK	2 MI EAST of SR 4	7/1/1972	10/26/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
5932580	UNI	BLUES CREEK	0.1 MI EAST of CR 113	7/1/1971	11/17/2017	Fair
5932637	UNI	BRANCH BLUES CREEK	.02 MI WEST of KAISER RD	7/1/1971	11/17/2017	Good
5932858	UNI	BLUES CREEK	0.25MI N OF CR128	9/16/2013	11/17/2017	Good
5932955	UNI	DUN'S RUN BRANCH	0.1 MI WEST of EASTON RD	6/21/2016	11/17/2017	Good
5930855	UNI	BLUES CREEK	0.1 MI WEST of SR 4	7/1/1970	11/1/2017	Fair
5930928	UNI	ELLIOTT DITCH	2.25 MI NORTH of SR 347	7/1/1960	10/23/2017	Fair
5935032	UNI	BOKES CREEK	0.85 MI NORTH OF SR 347	7/1/1999	10/23/2017	Good
5934117	UNI	LATERAL TO BOKES CREEK	0.206 MI SOUTH OF SR347	6/29/2017	11/1/2017	Good
5930162	UNI	FULTON CREEK	0.13 MI WEST of SR 37	7/1/1971	10/16/2017	Fair
5931142	UNI	TRIB. MILL CREEK	3 MI WEST of SR 31	7/1/1996	10/24/2017	Good
5932793	UNI	MILL CREEK	.19 MI. EAST OF CR 191	7/1/2003	10/23/2017	Good
5934532	UNI	BROADWAY DITCH	1.5 MI WEST of SR 31	7/1/1985	10/24/2017	Good
5932378	UNI	WOLFORD DITCH	2 MI EAST of SR 31	7/1/1970	11/27/2017	Poor
5933994	UNI	BOKES CREEK	1.018 MI. NORTH OF SR347	7/1/2003	10/23/2017	Good
5932602	UNI	HULL DITCH	3.3 MI NORTH of SR 347	7/1/2002	10/25/2017	Good
5934222	UNI	PARK DITCH	4 MI NORTH of SR347	7/1/2001	10/25/2017	Good
5934044	UNI	BRANCH OF MILL CREEK	2 MI WEST of SR739	7/1/2005	10/18/2017	Good
5932408	UNI	BRANCH MILL CREEK	1 MI WEST of SR 739	7/1/2000	10/18/2017	Good
5934141	UNI	BRANCH OF BLUES CREEK	1 MI NORTH of SR 347	7/1/1987	10/12/2017	Good
5933277	UNI	BARNETT DITCH	2 MI NORTH of SR 347	7/1/2001	10/12/2017	Fair
5931746	UNI	POWDERLICK RUN	1 MI SOUTH of SR31	7/1/2002	10/12/2017	Good
5930464	UNI	BOKES CREEK	0.25 MI SOUTH of SR31	7/1/1959	10/10/2017	Fair
5930000	UNI	BRUSH RUN	2.5 MI NORTH of SR347	7/1/1971	10/12/2017	Good
5933730	UNI	TUSSING DITCH	3 MI WEST OF SR 31	7/1/1997	11/8/2017	Poor
6531032	UNI	TRIBUTARY TO OTTER RUN	0.04 MI EAST of BEARSWAMP	7/1/1988	11/8/2017	Good
6531040	UNI	LOCKWOOD DITCH	0.80 MI WEST SR 739	7/1/1996	10/19/2017	Fair
6531148	UNI	MILL CREEK	2 MI SW of SR 31	7/1/1997	11/6/2017	Good
6531180	UNI	BRANCH OF MILL CREEK	0.7 MI SOUTH of SR347	7/1/2005	10/19/2017	Good
6534325	UNI	MILL CREEK	0.5 MI NORTH of SR 347	7/1/1989	10/18/2017	Good
6533019	UNI	POWDER LICK RUN	3.49 MILES NORTH OF SR347	7/1/2006	10/11/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
6533906	UNI	WEIMER DITCH	0.30 MI. SOUTH OF S.R.347	7/1/1996	10/19/2017	Poor
6533914	UNI	MILL CREEK	0.5 NORTH OF SR.347	7/1/1997	10/19/2017	Good
6532969	UNI	FORK OF BOKES CREEK	500 FT. SOUTH OF SR 47	7/1/1960	10/9/2017	Good
6534333	UNI	ELLIOTT DITCH	0.25 MI SOUTH of CR 200	7/1/1965	10/23/2017	Good
6530007	UNI	TRIB TO FULTON CREEK	0.5 MI SOUTH of SR 47	7/1/1989	10/9/2017	Good
6530036	UNI	FULTON CREEK	1.5 MI. N OF CR 200	7/1/1990	10/16/2017	Fair
6530508	UNI	BRANCH FULTON CREEEK	1.7 MI SOUTH of SR 47	12/16/2014	10/16/2017	Good
6534104	UNI	BERRY DITCH	2.3 MI NORTH of SR 4	7/1/1980	10/24/2017	Good
6540139	UNI	OTTAWA CREEK	0.75 MI WEST of SR 4	7/1/1971	10/9/2017	Good
6532985	UNI	OTTAWA DITCH	0.3 MI WEST of SR 4	7/1/2006	10/9/2017	Good
6533000	UNI	OTTAWA CREEK	1 MI. WEST OF SR 4	7/1/1997	10/9/2017	Good
6533922	UNI	ERIE AND OTTAWA DITCH	1 MI EAST OF SH 4	7/1/1992	10/9/2017	Good
6540104	UNI	Johnson Ditch	0.5mi west of Kinney Pike	8/27/2015	10/16/2017	Good
6540112	UNI	RUSH CREEK	0.3 MI. S. OF SR 739	7/1/1993	9/21/2017	Good
6534074	UNI	TRIBUTARY TO RUSH CREEK	1.21 MI NORTH of MILLER R	7/1/2009	10/4/2017	Good
6531652	UNI	TRIBUTARY OF RUSH CREEK	1.18 MI NORTH of MILLER	7/1/2009	10/4/2017	Good
6530621	UNI	TILTON DITCH	0.873 MI E OF SR 31	7/1/1993	9/28/2017	Good
6532748	UNI	TILTON DITCH	0.3 MI NW OF MILLER RD	7/1/1990	9/28/2017	Good
6533272	UNI	FULTON CREEK	1MI S of SR47	7/1/2000	10/25/2017	Good
6533280	UNI	BRANCH OF FULTON CRK	.1 MI EAST OF CR129	10/15/2011	10/25/2017	Good
6540074	UNI	DANER DITCH	0.75 MI EAST of OSBORNE R	7/1/1989	10/2/2017	Good
6540082	UNI	BRANCH OF RUSH CREEK	.75 MI. WEST OF SR37	7/1/2004	10/4/2017	Good
6533469	UNI	LANDON PATTON RUN	2.25 MI EAST OF SR37	7/1/2003	9/21/2017	Good
6533949	UNI	POWDER LICK	0.8 MI WEST OF SR 739	7/1/1975	10/10/2017	Good
6533965	UNI	POWDER LICK CREEK	1 MI EAST of SR739	7/1/1975	10/10/2017	Good
6534554	UNI	POWDER LICK CREEK	1.25 MI EAST of SR739	7/1/1974	10/10/2017	Fair
6532381	UNI	BRANCH BOKES CREEK	0.47 MI. NORTH SR 47	7/1/1974	9/8/2017	Fair
6531970	UNI	FULTON CREEK	.49 MI. N. OF CR278	7/1/2004	9/28/2017	Good
6533302	UNI	FULTON CREEK	0.12 MI NORTH of MILLER	7/1/1970	9/13/2017	Fair
6530006	UNI	TRIBUTARY OF RUSH CREEK	0.25MI S. OF SR 739	7/1/1992	9/13/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
6534201	UNI	TRIB OF RUSH CREEK	.13MI S of SR739	7/1/1975	9/13/2017	Fair
6530702	UNI	SMITH DITCH	2 MI WEST of SR739	7/1/1970	10/10/2017	Fair
6530729	UNI	POWDER LICK RUN	0.23 MI WEST OF STORM RD	11/26/2012	10/11/2017	Good
6530745	UNI	POWDERLICK RUN	1 MI WEST of SR739	7/1/2002	10/11/2017	Good
6530710	UNI	POWDERLICK RUN	0.75 MI W of SR739	7/1/2002	10/10/2017	Good
6533345	UNI	BOGGS DITCH	0.5 MI NE OF STATE HWY 31	7/1/1990	9/28/2017	Good
6533027	UNI	TRIBUTARY TO FULTON CREEK	2 MI EAST of SR31	7/1/1988	9/28/2017	Good
6533035	UNI	RAMAGE DITCH	0.5 MI EAST of SR739	7/1/1989	10/4/2017	Good
6534511	UNI	FULTON CREEK	1000 FT WEST OF GRINDELL	7/1/2008	10/2/2017	Good
6532322	UNI	BOKES CREEK	0.7 MI NORTH of SR 47	10/1/2009	9/27/2017	Good
6533833	UNI	BOKES CREEK	3.1 MI WEST of SR 31	7/1/1975	9/7/2017	Fair
6533108	UNI	TRIBUTARY TO BOKES CREEK	0.5MI EAST OF JANUARY RD	7/29/2015	9/8/2017	Good
6540015	UNI	LAT LANDON PATTON RUN	1.6 MI. E. OF SR 37	7/1/1993	9/20/2017	Good
6540147	UNI	TRIBUTARY TO RUSH CREEK	0.115 MILES EAST OF SR 37	7/1/2007	9/20/2017	Good
6533132	UNI	RUSH CREEK	0.03 MI EAST of SR 37	7/1/1970	9/20/2017	Fair
6540023	UNI	LAT MARRIOTT DITCH	0.75 MI W OF SR 37	7/1/1991	9/21/2017	Good
6534414	UNI	MARROITT DITCH	0.3 MI WEST of SR 37	7/1/2005	9/21/2017	Good
6533140	UNI	BLUE JOINT DITCH	.06MI E of WINNEMAC RD	11/10/2016	9/12/2017	Good
6531660	UNI	RUSH CREEK	0.2 MI. SOUTH OF SR 739	7/1/1994	9/13/2017	Fair
6531458	UNI	ROBERTSON DITCH	.65 MILES NORTH OF SR739	7/1/2006	9/20/2017	Good
6533442	UNI	BLUE JOINT DITCH	3 MI N of SR739	7/1/1987	9/12/2017	Good
6533736	UNI	MATTISON DITCH	2.6 MI N of SR739	7/1/1975	9/12/2017	Fair
6531369	UNI	RUSH CREEK	0.5 MI SOUTH of SR 739	7/1/2015	9/13/2017	Good
6531474	UNI	MATTISON DITCH	1.7MI N of SR739	7/20/2017	9/13/2017	Good
6531415	UNI	RUSH CREEK	0.25MI S OF SR739	6/1/2013	9/20/2017	Good
6531490	UNI	FULTON CREEK	0.6 MI EAST of SR 31	7/1/1987	9/13/2017	Good
6531385	UNI	ROGER TILE	1.5 MI EAST of SR31	7/1/1988	9/13/2017	Poor
6531342	UNI	RUSH CREEK	0.01MI E OF SHERTZER RD	7/1/1953	9/12/2017	Poor
6531229	UNI	TRIBUTARY TO RUSH CREEK	1 MI E of SHERTZER	7/1/2010	7/19/2017	Good
6531237	UNI	SHERWOOD DITCH	1.5 MI. WEST OF SR 31	7/1/1993	7/19/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
6531245	UNI	SMALTZ DITCH	0.349MI EAST OF SR31	8/31/2010	7/21/2017	Good
6530877	UNI	DOYLE DITCH	0.8 MI EAST of SR 31	10/24/2014	7/19/2017	Good
6530842	UNI	DOYLE DITCH	1.2 MI EAST of SR 31	11/7/2014	7/19/2017	Good
6534422	UNI	ROCKY FORK	0.09 MI NORTH of SR739	7/1/2008	9/12/2017	Good
6530834	UNI	RUSH CREEK	0.25mi N of CUNNINGHAM-AR	7/1/2000	9/12/2017	Good
6530850	UNI	BRUNMOORE JOINT DITCH	0.25MI WEST of WINNEMAC	7/1/1970	9/12/2017	Good
6531547	UNI	SMALTZ DITCH	1.15MI E of SR31	7/1/1970	7/24/2017	Good
6530699	UNI	TRIBUTARY TO RUSH CREEK	0.851 MILES EAST OF SR31	7/1/2003	7/24/2017	Good
6533531	UNI	RUSH CREEK	1.3MI E of SR31	7/1/1969	7/24/2017	Fair
6531555	UNI	BIGGS DITCH	1 MI WEST of SR 31	7/1/1980	9/8/2017	Poor
6531563	UNI	STEVENSON DITCH	2.7 MI. N. OF CR 311	7/1/1993	7/19/2017	Poor
6531431	UNI	TRIBUTARY TO RUSH CREEK	0.32MI S OF RUSHSYLVANIA	8/1/2014	7/19/2017	Good
6533337	UNI	LOWER GREEN DITCH	.25 SLM ON CR 348	7/1/2009	9/8/2017	Good
6533043	UNI	BRANCH OF BOKES CREEK	0.5 MI N of Rushsylvania	7/1/1982	7/19/2017	Fair
6533051	UNI	BRANCH OF BOKES CREEK	1.2 MI N of Treaty Line	7/1/1999	9/8/2017	Good
6533264	UNI	TOWN RUN STREAM	BETWEEN PLUM&WALNUT ON4ST	7/1/1900	11/14/2017	Poor
6534783	UNI	MILL CREEK	0.1MILE NORTH OF RAILROAD	7/1/1968	11/14/2017	Good
6533183	UNI	TREACLE CREEK	0.11 MI S. OF SR161	7/1/1983	2/6/2017	Good
6533388	UNI	TREACLE CREEK	0.57 MI S. OF SR161	7/1/1974	2/13/2018	Fair
6532632	UNI	OVER US-33	.33 MI EAST SR31	7/1/1967	2/6/2017	Good
6531644	UNI	NORTH FORK DILSAVER RUN	1.48 MI. N. OF SR-47	10/6/2006	2/14/2017	Good
6531725	UNI	OTTAWA CREEK	2.22 MI. N. OF SR37	7/1/1970	2/14/2017	Fair
6531733	UNI	FULTON CREEK	0.44 MI N. OF SR37	7/29/1989	2/14/2017	Good
6531814	UNI	PARROT DITCH	3.47 MI S. OF SR347	7/1/1955	2/8/2017	Good
6530000	UNI	BLUES CREEK	2.38 MI. S. OF SR347	7/1/1955	2/14/2017	Poor
6540120	UNI	CLEVENGER DITCH	0.9 MI. N. OF SR347	7/1/1955	2/14/2017	Poor
6531717	UNI	BOKES CR	0.95 MI. N. OF SR347	7/1/1955	2/14/2017	Good
6531822	UNI	BAKER DITCH	5.33 MI S OF SR-347	7/13/2009	2/8/2017	Good
6534112	UNI	OVER SOUTHARD DITCH	N OR INFIRMARY RD	9/30/1995	2/8/2017	Good
6534406	UNI	TAYLOR DITCH	5.84 MI NORTH OF US 33	8/19/1993	3/24/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
6530249	UNI	ROCKY FORK CREEK	5.27 MI. N. OF SR47	7/1/1988	3/28/2017	Good
6531849	UNI	ALBERT DITCH	7.26 MI. N. OF SR47	8/19/1988	3/28/2017	Fair
6531857	UNI	SILVER RUN	7.66 MI N OF SR47	7/1/1983	3/28/2017	Good
6531628	UNI	OVER FULTON CREEK	4.3 MILES NORTH OF SR-47	8/14/1998	3/28/2017	Good
6531792	UNI	BLUES CREEK	0.4 MI N OF SR347	6/14/1988	3/24/2017	Good
6531946	UNI	RUSH CREEK	0.02 MI. S. HARDIN CO LIN	8/31/2006	3/28/2017	Good
6534090	UNI	OVER US-33	.33 MI WEST OF SR4	7/1/1967	3/24/2017	Good
6534465	UNI	MILL CREEK	1.1 MI. S OF US33	7/1/1929	3/24/2017	Poor
6531881	UNI	OVER BOKES CREEK	OVER BOKES CREEK	7/1/1975	3/24/2017	Fair
6531695	UNI	BOKES CREEK #	2.14 MI S OF SR 4	7/1/1982	4/27/2017	Fair
6531709	UNI	BRANCH OF RUSH CREEK	SOUTH OF HUBER-HAZEN RD	7/1/2005	4/27/2017	Good
6531687	UNI	RUSH CREEK	0.16 MI N OF SR739	7/1/1955	4/26/2017	Fair
6530583	UNI	TRIBUTARY TO BOKES CREEK	WEST OF SR347	7/1/2005	4/27/2017	Good
6530591	UNI	BAILEY RUN	0.33MI N OF MADISONCOLINE	7/1/1961	4/17/2017	Good
6530605	UNI	STIEHOFF DITCH	2.78 MI N OF SR161	7/1/1963	4/17/2017	Fair
6531679	UNI	BIG DARBY CREEK	2.92 MI N. OF SR161	7/1/1963	4/12/2017	Fair
6533426	UNI	STIEHOFF DITCH	2.61 MI S OF SR-736	7/30/2009	4/12/2017	Good
6530052	UNI	TOWN RUN	1.57 MI N OF SR736	11/23/1985	4/17/2017	Good
6533167	UNI	TOWN RUN	1.41 MI N OF SR 736	9/19/2000	4/17/2017	Good
6532640	UNI	OVER BISHOP DITCH	6.03 MI N OF SR 16	12/23/1992	4/12/2017	Good
6532764	UNI	LITTLE DARBY CREEK	0.22MI N OF MADISONCOLINE	7/1/1969	4/17/2017	Fair
6532888	UNI	BOKES CREEK	1.99 MI E. OF SR739	7/1/1960	4/26/2017	Poor
6533868	UNI	LINDSEY DITCH	1.59 MI E. OF SR31	7/1/1967	4/26/2017	Poor
6533574	UNI	CLAIBOURNE RUN	4.73 MI E OF SR31	7/1/1984	4/27/2017	Fair
6532675	UNI	OTTAWA DITCH	01.7 MI E.OF SR37	12/4/1996	4/27/2017	Good
6532683	UNI	FULTON CREEK	2.8 MI E. OF SR31	11/1/2017	4/26/2017	Poor
6532802	UNI	HARRIS RUN	4.87 MI W OF SR739	7/1/1960	4/26/2017	Fair
6533213	UNI	BRAUCK CREEK	3.3 MI W OF SR739	7/1/1957	4/26/2017	Fair
6534287	UNI	BRANCH OF BOKES CREEK	EAST OF LUNDA RD.	7/1/1996	4/26/2017	Good
6534376	UNI	OVER BOKES DITCH	0.21 MI W OF SR739	7/1/1962	4/26/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
6535224	UNI	LEATHERWOOD CREEK	6.28 MI E. OF LOGAN CO.	9/3/1999	4/26/2017	Good
6533116	UNI	REILLY RUN	2.15 E OF SR38	7/1/1962	6/28/2017	Fair
6532950	UNI	OVER ABAND. CSX RR	2.04 MI W OF US 33	7/1/1971	3/28/2017	Good
6532810	UNI	LITTLE DARBY CREEK	2.76 MI E OF CHAMPAIGN	7/1/1963	6/28/2017	Fair
6532837	UNI	OVER BIG DARBY CREEK	0.42 MI E OF CHAMPAIGN CO	11/25/2013	8/3/2017	Good
6531601	UNI	W BUCK RUN	4.05 MI W OF US 33	7/1/1956	8/3/2017	Good
6534724	UNI	E BUCK RUN	2.74 MI W OF US 33	7/1/1954	8/3/2017	Fair
6534953	UNI	WELLS RUN	2.34 MI W OF US33	7/1/1972	8/3/2017	Fair
6532977	UNI	FLAT BRANCH	0.32 MI SE OF LOGAN CO	7/1/1998	8/23/2017	Good
6532780	UNI	OVER BLUES CREEK	JUST EAST OF SR31	11/27/1996	11/13/2017	Good
6531393	UNI	MILL CREEK	0.8 MI E OF SR 739	10/16/1991	11/13/2017	Good
6530982	UNI	ROBINSON RUN	1.16 MI N OF US42	7/1/1971	12/5/2017	Fair
6534384	UNI	ROBINSON RUN	0.62 MI N OF US42	7/1/1964	12/5/2017	Good
6533620	UNI	MILLER DITCH	2.65 MI N OF US42	7/1/1984	12/5/2017	Good
6531067	UNI	ADAMS RUN	3.00 MI N OF US 42	7/1/1964	12/5/2017	Fair
6531008	UNI	BLUMENSCHHEIN DITCH	OVER BLUMENSCHHEIN DITCH	7/1/1948	12/5/2017	Fair
6532098	UNI	OVER BISHOP DITCH	SE OF SR 38	12/18/1996	12/5/2017	Good
6534627	UNI	ROBINSON RUN	1.99 MI N OF US42	7/1/1971	12/5/2017	Fair
6532470	UNI	OVER US-33	AT US-33	11/25/1987	11/16/2017	Good
6532490	UNI	BLUE JOINT CREEK	4.50 MI N OF SR 31	7/1/1972	11/20/2017	Good
6531989	UNI	BEAVER RUN	6.83 MI N OF SR31	7/1/1972	11/20/2017	Good
6531903	UNI	OVER CSX RAILROAD	1.22 MI N OF US-33	11/18/2008	11/16/2017	Good
6532551	UNI	ARTHUR BRANCH RUN	2.35 N OF US33	7/1/1964	11/16/2017	Fair
6533604	UNI	MILL CREEK	6.66 MI N OF US 33	7/1/1964	11/16/2017	Good
6531113	UNI	RUSH CREEK	3.31 MI N OF SR31	7/1/1964	11/17/2017	Fair
6531202	UNI	BOKES CREEK	0.4K MI N OF SR47	7/1/1964	11/17/2017	Good
6534473	UNI	YORK RUN	8.41 MI N OF US33	7/1/1964	11/16/2017	Fair
6532047	UNI	BROAD DITCH	1.81 MI S OF SR 47	7/1/1968	11/16/2017	Fair
6534686	UNI	POWDER LICK RUN	1.6 MI S OF SR 47	10/27/1994	11/17/2017	Good
6532306	UNI	BRANCH POWDER LICK RUN	1.26 MILES SOUTH OF SR-47	8/2/2005	11/17/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
6532411	UNI	OVER CR 114	1.01 MI N OF SR4	7/1/1966	3/29/2017	Good
6532543	UNI	OVER CR 114	1.01 MI N OF SR4	7/1/1966	3/29/2017	Good
6534295	UNI	FLAT BRANCH	0.43 MI S OF SR739	11/25/1987	3/20/2017	Fair
6534481	UNI	FLAT BRANCH	0.43MI S OF SR739	11/25/1987	3/20/2017	Fair
6532403	UNI	MARYSVILLE PED BRIDGE	03. M SW OF MILL CREEK	10/31/2014	3/29/2017	Good
6534600	UNI	GILCRIST RUN	3.08 MI N OF US36	7/1/1967	3/30/2017	Fair
6534597	UNI	UNDER SCOTTSLAWN (C-105)	2.84 MI N OF US36	7/1/1967	3/30/2017	Poor
6532594	UNI	OVER CSX RR	0.85 MI N OF SR245	7/1/1966	3/28/2017	Good
6532268	UNI	OVER CSX RR	0.85 MI N OF SR245	7/1/1966	3/28/2017	Good
6534317	UNI	OVER CR 191	0.92 MI N OF SR245	7/1/1966	3/28/2017	Good
6532217	UNI	OVER CR 191	0.92 MI N. OF SR245	7/1/1966	3/29/2017	Good
6532012	UNI	MILL CR	1.02 MI N. OF SR739	7/1/1966	3/29/2017	Good
6532497	UNI	MILL CR	1.02 MI N OF SR739	7/1/1966	3/29/2017	Good
6532527	UNI	MILL CREEK	1.07 MI N OF SR4	7/1/1966	3/29/2017	Good
6531075	UNI	MILL CREEK	1.07 MI N. OF SR4	7/1/1966	3/29/2017	Good
6531091	UNI	OVER US36	OVER US36	7/1/1966	3/30/2017	Good
6531210	UNI	OVER US36	OVER US36	7/1/1966	3/30/2017	Good
6531172	UNI	UNDER HOLYCROSS-EPPS C158	1.47 MI N OF SR739	11/1/1988	3/20/2017	Good
6560261	UNI	BUCK RUN	2.6 MI N OF SR739	11/1/1988	3/21/2017	Good
8033536	UNI	UNDER HOLYCROSS-EPPS RD	3.05 MI N OF SR739	11/1/1988	3/20/2017	Good
8033412	UNI	NORTH BRANCH BUCK RUN	3.32 MI N OF SR739	11/23/1987	3/21/2017	Good
8034192	UNI	UNDER POLING ROAD (TR151)	4.25 MI N OF SR739	11/23/1987	3/21/2017	Good
8037256	UNI	OVER BEAR SWAMP ROAD-C149	3.48 MI N OF SR739	11/23/1987	3/21/2017	Good
8037477	UNI	OVER BEAR SWAMP ROAD-C149	3.48 MI N. OF SR739	11/23/1987	3/21/2017	Good
8036705	UNI	EAST BRANCH BUCK RUN	4.15 N. OF SR739	11/23/1987	3/21/2017	Good
8031232	UNI	OVER PAVER-BARNES RD-C134	5.3 MI N OF SR739	11/23/1987	3/22/2017	Good
8030480	UNI	OVER PAVER-BARNES RD-C134	5.13 MI N OF SR739	11/23/1987	3/22/2017	Good
8030001	UNI	KILE DITCH	3.20 MI. S. OF US42	7/1/1967	4/3/2017	Fair
8031495	UNI	KILE DITCH	3.20 MI. S. OF US42	7/1/1967	4/3/2017	Good
8031576	UNI	GORDON TRI-COUNTY DITCH	0.12 MI N. OF SR161	7/1/1968	4/3/2017	Fair

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
8031658	UNI	OVER SR-161	AT JCT. OF SR161	7/1/1967	4/3/2017	Good
8033234	UNI	OVER SR-161	AT JCT. OF SR161	7/1/1967	4/3/2017	Good
8036780	UNI	HERD DITCH	4.47 MI N OF US 36	7/1/1967	3/30/2017	Fair
8032114	UNI	UNDER CR 36	5.98 MI N OF US36	12/10/1968	8/24/2017	Poor
8036101	UNI	SUGAR RUN BRANCH	6.77 MI N OF US36	7/1/1967	3/30/2017	Fair
8032777	UNI	UNDER CR 16	0.83 MI S OF US42	7/1/1967	4/3/2017	Poor
8033188	UNI	UNDER CR 9	1.92 MI S OF US42	7/1/1967	4/3/2017	Good
8030960	UNI	RAMP OVER SR245	SR 245 INTERSECTION	7/1/1988	3/22/2017	Good
8041105	UNI	US36 AND SR 4 RAMP	0.1 MI N OF US 36	7/1/1988	3/22/2017	Good
8030791	UNI	US36 AND SR 4 RAMP	0.1 MI N. OF US36	7/1/1988	3/22/2017	Good
8035326	UNI	OVER SR245	7.05 MI N OF SR739	7/1/1988	3/22/2017	Good
8033706	UNI	OVER NW PARKWAY (C-133)	OVER NW PKWY	7/1/1966	3/28/2017	Fair
8033757	UNI	OVER NW PARKWAY (C-133)	OVER NW PKWY	7/1/1966	3/28/2017	Fair
8040540	UNI	RAMP OVER C-133	OVER C-133	7/1/1988	3/22/2017	Good
8030643	UNI	OVER SR245	7.05 MI N. OF SR739	7/1/1988	3/22/2017	Good
8030707	UNI	COW CREEK	0.21 MI W OF OLD US 36	7/1/1981	4/5/2017	Good
8030651	UNI	BIG DARBY CREEK #	0.09 MI E OF STATE ST	7/1/1954	4/4/2017	Good
8037051	UNI	DUNNS RUN	0.06 MI E OF C-113	7/1/1985	4/5/2017	Fair
8030979	UNI	OVER DUN RUN	1.5MI.WEST OF DEL.CO.LINE	8/15/1994	4/5/2017	Good
8032726	UNI	BUCK RUN	1.17 MI E OF MILFORD CTR	10/19/2012	4/4/2017	Good
8032092	UNI	TREACLE CREEK	1.08 MI E OF SR4	7/1/1966	4/4/2017	Fair
8037140	UNI	TREACLE CREEK	0.89 MI E OF CHAMPAIGN CO	11/6/2013	4/4/2017	Good
8032467	UNI	MILL CREEK	1.3 MI W OF C-113	7/1/1950	4/5/2017	Good
8033471	UNI	BIG DARBY CREEK	0.05 MILE SOUTH OF SR-736	10/3/2007	5/22/2017	Good
8035318	UNI	EVERSOLE RUN	1.74 MI N. OF US33	10/24/1989	5/22/2017	Good
8030952	UNI	ROBINSONS RUN	0.32 MI N OF SR 735	7/1/1982	5/22/2017	Fair
8037442	UNI	KENT RUN	1.11 MI N. OF SR 735	7/1/1973	5/22/2017	Fair
8035989	UNI	SUGAR RUN CREEK	1.2 MI S. OF OLD US33	10/28/1985	5/22/2017	Fair
8037094	UNI	OVER US-33	0.4 MI N. OF OLD US 33	7/1/1968	5/19/2017	Fair
8030537	UNI	LAT TO SUGAR RUN	0.2 MI. NW OF SR.42	7/1/1995	8/24/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
8032556	UNI	LAT SUGAR RUN	0.1 MI NW OF SR. 42	7/1/1995	8/24/2017	Good
8033145	UNI	TRIBUTARY TO SUGAR RUN	0.2 MI EAST of MONTERAY	7/1/2001	8/24/2017	Good
8031363	UNI	HERD DITCH	0.3 MI EAST of CR 1	7/1/2008	8/10/2017	Good
8036411	UNI	HERD DITCH	0.1 MI EAST of CR 1	7/1/2008	8/10/2017	Good
8036829	UNI	GORDON TRI COUNTY DT	0.06 MI E OF CR 1 IND PKW	9/1/2011	7/27/2017	Good
8031312	UNI	BUCK RUN	1MI W of SR38	10/20/2017	11/15/2017	Good
8030987	UNI	PRARIE RUN	1.0 MI S. OF S.R.38	7/1/1935	9/25/2017	Fair
8036993	UNI	COW RUN DITCH	0.2 MI S of MILFORD AVE	9/29/2014	9/26/2017	Good
8037078	UNI	BUCK RUN	0.1 MI WEST of SR 38	7/1/1972	9/26/2017	Fair
8030715	UNI	BRANCH BUCK RUN	0.8 MI EAST of SR 4	7/1/1930	9/26/2017	Fair
8030383	UNI	BUCK RUN	0.5MI E of MAPLE RIDGE	8/11/2016	11/15/2017	Good
2565226	UNI	BRANCH BIG DARBY	0.5MI EAST OF COLLINS RD	9/11/2013	11/13/2017	Good
8069248	UNI	TRIBUTARY OF TREACLE CREE	.91 MI NORTH OF SR 161	7/1/2004	7/24/2017	Good
2370289	UNI	TREACLE CREEK	0.3MI E of HOMER RD	7/1/1900	9/22/2017	Fair
4230922	UNI	MILL CREEK	0.2 MI WEST of BELLEPOINT	10/1/2010	11/27/2017	Good
4232704	UNI	BRANCH MILL CREEK	0.2 MI NORTH of WATKINS R	7/1/1978	11/27/2017	Fair
4232887	UNI	PHELPS RUN	0.84 MILES EAST OF SR 4	7/1/2003	11/16/2017	Good
4234693	UNI	PIGDON DITCH	.08 MI WEST of SR 4	7/1/1950	11/15/2017	Good
4237005	UNI	TRIBUTARY TO MILL CREEK	0.64 MILES WEST OF CR191	7/1/2002	11/8/2017	Good
4260171	UNI	BURRIS DITCH	1.3 MI N of RAYMOND RD	5/19/2017	11/6/2017	Good
4560442	UNI	TRIBUTARY TO MILLCREEK	0.5 MI NORTH of N.WEST PW	7/1/2002	11/8/2017	Good
4933206	UNI	TRIBUTARY TO BUCK RUN	0.02MI SOUTH OF SR245	6/7/2013	11/13/2017	Good
4933257	UNI	BIG DARBY	0.25MI N of MIDDLEB-PC RD	7/1/2007	11/13/2017	Fair
4960009	UNI	TRIBUTARY OF BIG DARBY	1 MI SW of NORTHWEST PK	7/1/2009	11/9/2017	Good
4960068	UNI	TRIBUTARY TO BIG DARBY	2 MI SW OF US33	8/1/2016	11/13/2017	Good
4960076	UNI	TRIBUTARY TO BIG DARBY	1 MI NW of SR 245	7/1/1980	11/10/2017	Good
4960122	UNI	TRIBUTARY TO BIG DARBY	1MI NW OF SR 245	8/18/2016	11/13/2017	Good
4960173	UNI	BRANCH OF FULTON CREEK	3.4 MI NORTH of SR 37	7/1/2005	10/16/2017	Good
4960653	UNI	STALEY RUN	0.3 MI WEST of SR 31	7/1/1980	11/7/2017	Good
4960742	UNI	SHIRK DITCH	1.5 MI. N. OF SR 347	7/1/1993	10/17/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
4960785	UNI	TRIBUTARY OF BOKES CREEK	0.75 MI WEST of SR31	7/1/1970	10/12/2017	Fair
4961811	UNI	QUICK DITCH	1 MI EAST of SR31	7/1/2008	10/23/2017	Good
5103185	UNI	TOBEY RUN	0.3 MI EAST of STORMS RD	7/1/1989	10/17/2017	Good
5133262	UNI	BRANCH OF BRUSH RUN	0.25 MI EAST OF SR 739	7/1/2007	10/17/2017	Good
5160006	UNI	TRIBUTARY OF BOKES CREEK	0.5 EAST of SR739	7/1/2002	10/18/2017	Good
5160111	UNI	WILGUS DITCH	0.12 MI WEST of CODER-HOL	7/1/1980	10/17/2017	Poor
5160227	UNI	BRANCH OF MILLCREEK	.10 MI NORTH OF CR219	8/1/2011	10/17/2017	Good
5933439	UNI	PATTON RUN	1 MI SOUTH of BOUNDARY RD	7/1/1982	9/21/2017	Fair
6560660	UNI	FULTON CREEK	1 MI NORTH of CR 200	10/1/2011	10/25/2017	Good
8000697	UNI	HULL DITCH	1 MI.SOUTH OF SR.47	7/1/1997	10/25/2017	Good
8060045	UNI	REED DITCH	1.0 MI S OF SR47	7/1/1991	10/25/2017	Good
8060398	UNI	FULTON CREEK	0.13MI W of GRINDELL RD	7/1/1995	10/2/2017	Fair
8061173	UNI	BIXLER DITCH	0.25 MI SOUTH of MILLER R	7/1/1965	10/2/2017	Good
8061505	UNI	FULTON CREEK	3 MI. EAST SR 31	7/1/1971	10/2/2017	Fair
8061661	UNI	BOKES CREEK	0.29MI N OF SR47	7/1/1913	10/4/2017	Poor
8061831	UNI	MCPMAHON DITCH	2 MI NORTH of SR47	7/1/1987	10/2/2017	Good
8062064	UNI	RILEY ST	1 MI WEST of LUNDA RD	7/1/1977	10/9/2017	Good
4260008	UNI	BRANCH BOKES CREEK	0.25 MI WEST of LUNDA RD	7/1/1976	10/9/2017	Good
2360000	UNI	BOKES CREEK	0.5MI E of HOOVER-MOFFITT	7/1/1926	9/27/2017	Poor
2360001	UNI	TRIBUTARY TO EVERSOL RUN	0.040 MI W OF TARTAN FIEL	7/1/2000	10/31/2017	Good
2360002	UNI	KILE DITCH	0.17 MI E OF INDUST PKWY	7/1/2000	8/31/2017	Fair
8061344	UNI	NORTH FORK INDIAN RUN	275' S OF MITCHELL-DEWITT	7/1/2007	12/14/2017	Good
8060008	UNI	FLAT BRANCH (CLOSED)	ABANDONED US 33	7/1/1962	12/5/2017	Fair
8060012	UNI	GORDON TRI-COUNTY DITCH	140 FT S OF ROYAL PLUME	1/1/2005	11/16/2017	Good
2332361	UNI	TOWN RUN STREAM	0 MI N OF WIND-MIL DR	7/1/1900	11/14/2017	Fair
2339889	UNI	INFIRMARY DITCH	0.2 MI. E. OF S.R. 4	4/23/2001	11/14/2017	Good
2360063	UNI	TOWN RUN STREAM	0.1 MI. N. OF ELEVENTH ST	7/1/1900	11/14/2017	Poor
2360179	UNI	TOWN RUN STREAM	0.05 MI. S. OF NINTH ST.	7/1/1900	11/14/2017	Fair
2360330	UNI	TOWN RUN STREAM	0.1 MI. E. OF S.R.38	5/30/1997	11/14/2017	Good
2361108	UNI	BEACH DITCH (SOUTH)	0.3 MI. N. OF C.R.1	8/1/2005	11/14/2017	Good

SFN	County	Feature Traversed	Location	Year Built	Inspection Date	Rating
2361760	UNI	TOWN RUN STREAM	0.05 MI S OF 11TH STR	10/1/2016	11/29/2017	Good
2362201	UNI	TOWN RUN	75 FT WEST OF PLUM STREET	7/1/1990	2/22/2018	Good
2362260	UNI	TOWN RUN	60 FT WEST OF S. MAIN ST.		2/22/2018	Fair

This page intentionally left blank.

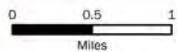
CORPO

*Section 6C of CORPO 2018 - 2040 Transportation Plan - Pavement
Conditions Marysville and Mount Vernon.*

6.0 APPENDICES



City of Marysville, OH Pavement Condition Ratings



CENTRAL OHIO RURAL PLANNING ORGANIZATION

Pavement Condition Rating

Source: ODOT

- 57 - 65 Fair To Poor
- 66 - 75 Fair
- 76 - 90 Good
- 91 - 100 Very Good

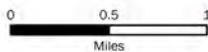
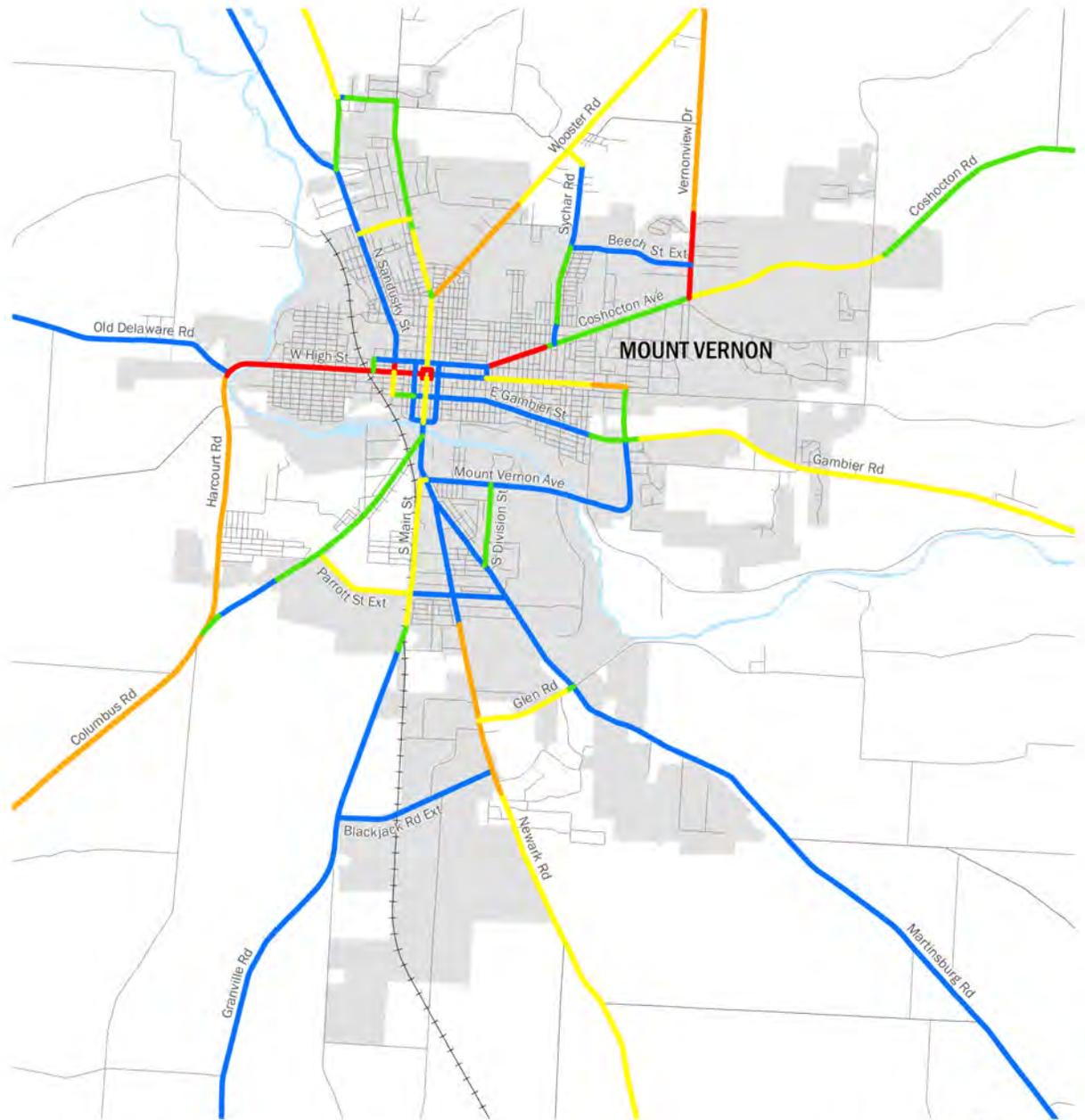


The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_Marysville_PCR.mxd
 4/16/2018

6.0 APPENDICES



City of Mount Vernon, OH Pavement Condition Ratings



CENTRAL OHIO RURAL PLANNING ORGANIZATION
 Pavement Condition Rating

Source: ODOT

- Below 56 Poor
- 57 - 65 Fair to Poor
- 66 - 75 Fair
- 76 - 90 Good
- 91 - 100 Very Good



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MountVernon_PCR.mxd
 4/16/2018

This page intentionally left blank.

CORPO

*Section 6D of CORPO 2018 - 2040 Transportation Plan-Project
Maps*

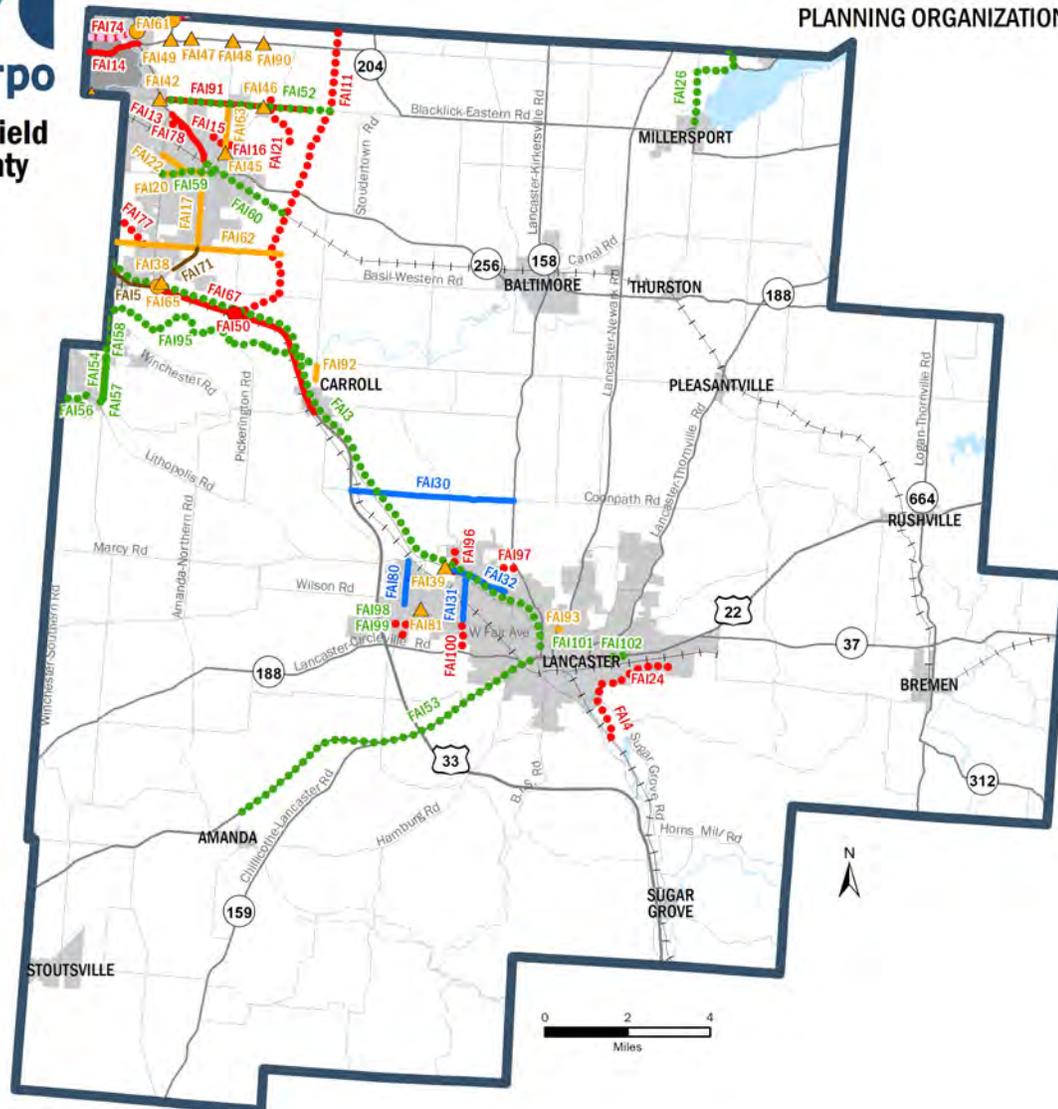
6.0 APPENDICES



Fairfield County Project Map



CENTRAL OHIO RURAL
PLANNING ORGANIZATION



- Major Widening
- ⋯ New Road
- New Interchange
- Minor Widening / Safety Improvement
- Interchange Modification
- ▲ Intersection Modification
- Maintenance / Resurfacing
- Bridge Repair / Replacement
- ▲ Traffic Signal Upgrade
- Access Management
- ⋯ Bikeway / Sidewalk / Transit
- Other / To Be Determined
- Transit / Study / Other
- CORPO Boundary



Source: ODOT

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\arcgis\CORE\RTPO\CORPO_FAI_projects8.11.mxd
1/4/2019



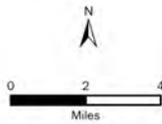
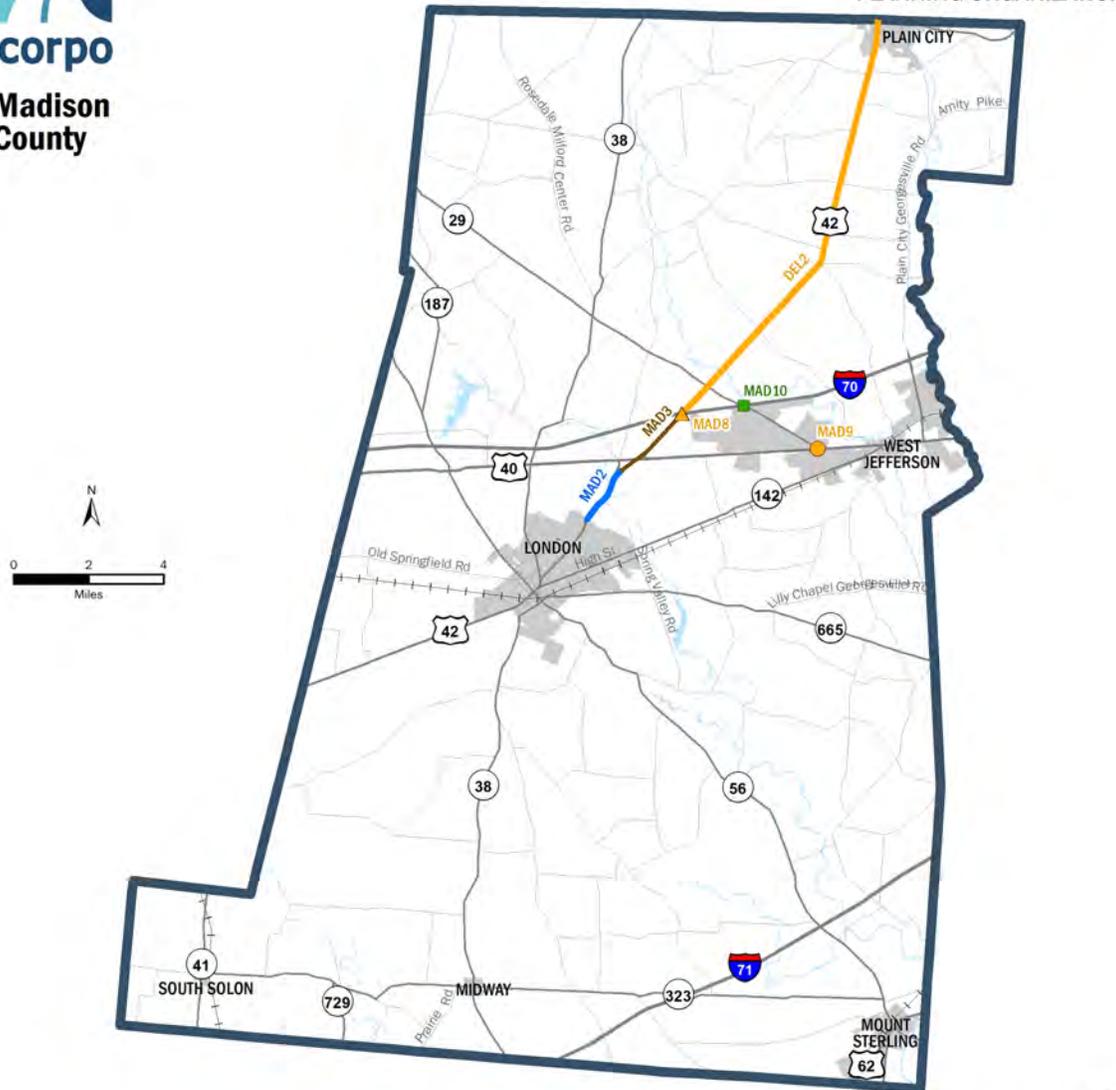
6.0 APPENDICES



Madison County Project Map



CENTRAL OHIO RURAL
PLANNING ORGANIZATION



- Major Widening
- ⋯ New Road
- New Interchange
- Minor Widening / Safety Improvement
- Interchange Modification
- ▲ Intersection Modification
- Maintenance / Resurfacing
- Bridge Repair / Replacement
- ▲ Traffic Signal Upgrade
- Access Management
- ⋯ Bikeway / Sidewalk / Transit
- Other / To Be Determined
- Transit / Study / Other
- CORPO Boundary



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPO\CORPO_MAD_projects\SL.mxd
1/4/2019



Source: ODOT

6.0 APPENDICES

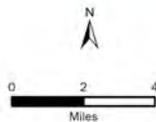
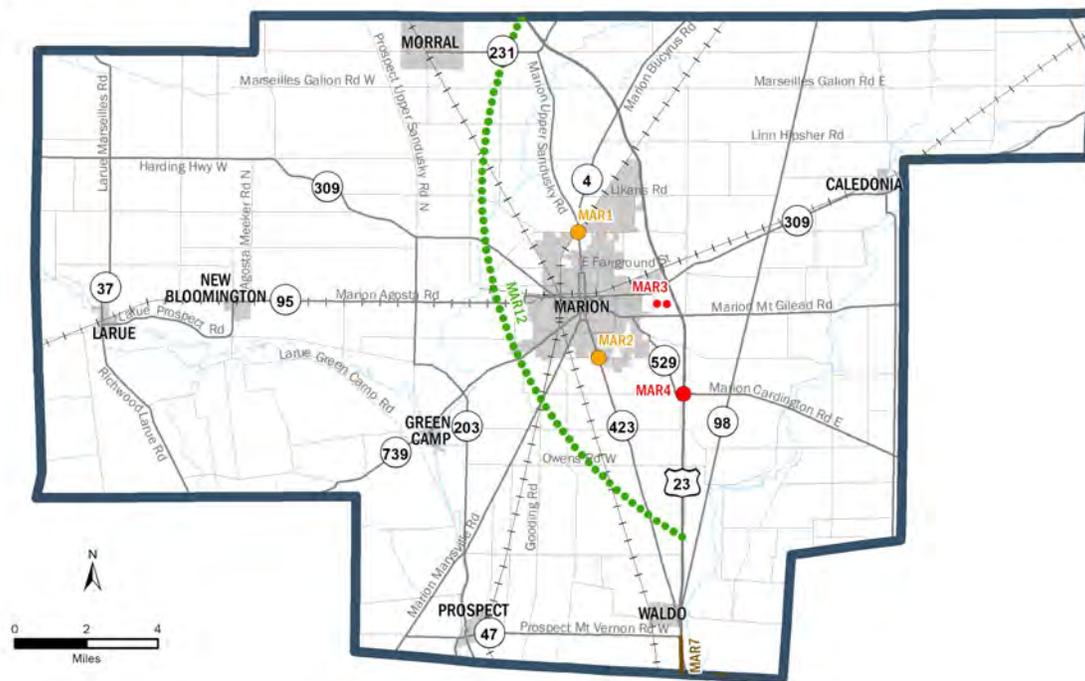


Marion County Project Map



Marion County

CENTRAL OHIO RURAL PLANNING ORGANIZATION



- Major Widening
- New Road
- New Interchange
- Minor Widening / Safety Improvement
- Interchange Modification
- ▲ Intersection Modification
- Maintenance / Resurfacing
- Bridge Repair / Replacement
- ▲ Traffic Signal Upgrade
- Access Management
- Bikeway / Sidewalk / Transit
- Other / To Be Determined
- Transit / Study / Other
- CORPO Boundary



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\ArcGIS\CORE\RTPO\CORPO_MAR_projects&1.mxd
 1/4/2019



Source: ODOT

6.0 APPENDICES

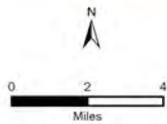
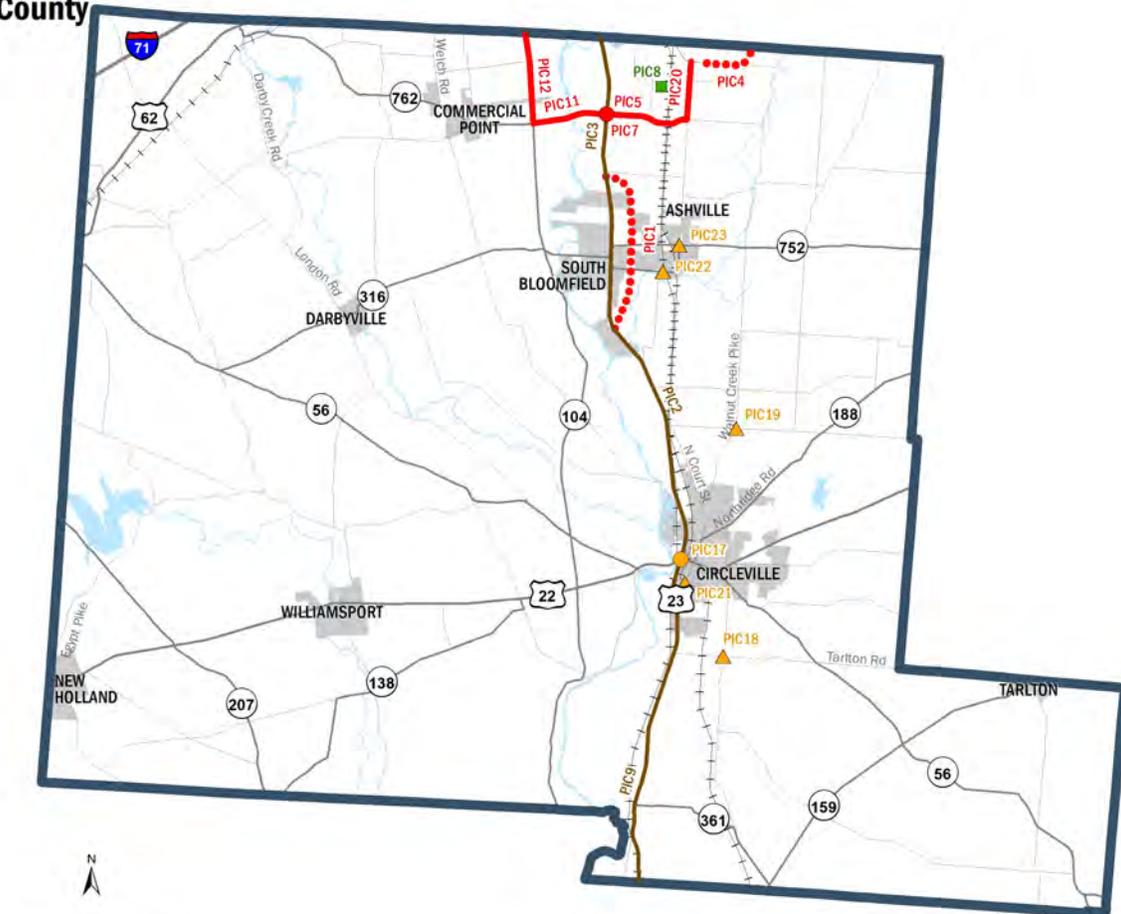


Pickaway County Project Map



Pickaway County

CENTRAL OHIO RURAL PLANNING ORGANIZATION



- | | |
|-------------------------------------|------------------------------|
| Major Widening | Bridge Repair / Replacement |
| New Road | Traffic Signal Upgrade |
| New Interchange | Access Management |
| Minor Widening / Safety Improvement | Bikeway / Sidewalk / Transit |
| Interchange Modification | Other / To Be Determined |
| Intersection Modification | Transit / Study / Other |
| Maintenance / Resurfacing | CORPO Boundary |



Source: ODOT

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
 N:\arcgis\CORP\RTPO\CORPO_PIC_projects\8.1.1.mxd
 1/4/2019



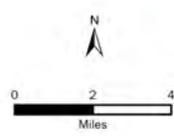
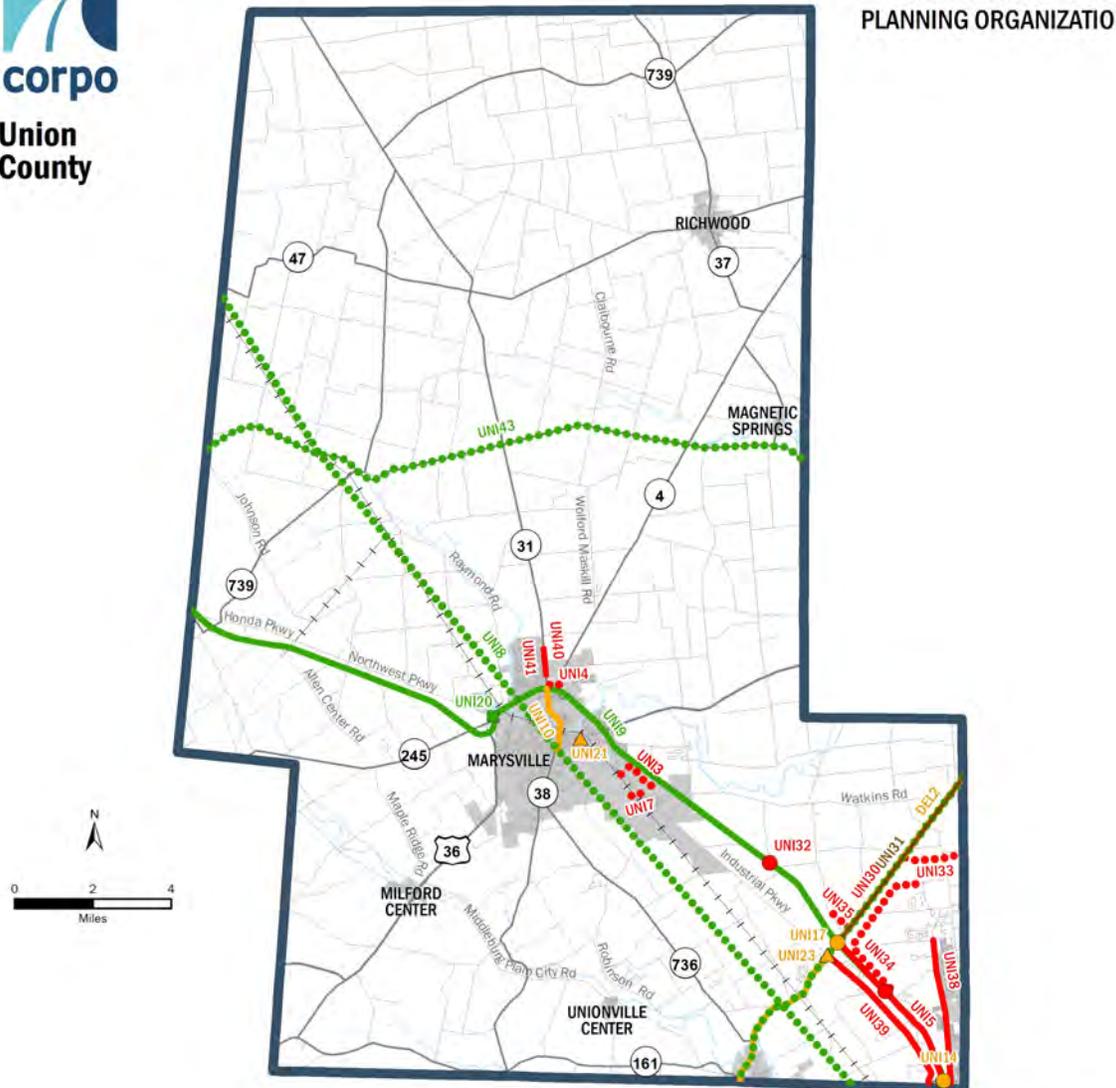
6.0 APPENDICES



Union County Project Map



CENTRAL OHIO RURAL
PLANNING ORGANIZATION



- Major Widening
- ⋯ New Road
- New Interchange
- Minor Widening / Safety Improvement
- Interchange Modification
- ▲ Intersection Modification
- Maintenance / Resurfacing
- Bridge Repair / Replacement
- ▲ Traffic Signal Upgrade
- Access Management
- ⋯ Bikeway / Sidewalk / Transit
- Other / To Be Determined
- Transit / Study / Other
- CORPO Boundary



Source: ODOT

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\RTPO\CORPO_UNI_projects\SL.mxd
1/4/2019

