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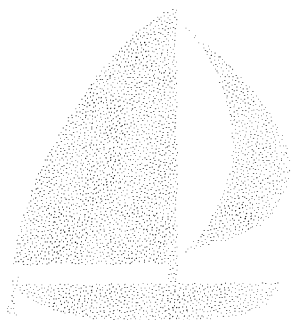
1998

Improvement



Program

2000



July, 1996

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Office of Planning

OHIO'S 1997-2000 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

July 1, 1996

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OVERVIEW

In accordance with 23 U.S.C. Section 135 as amended by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), all highway, bikeway, and transit projects in the state funded under Title 23 and the Federal Transit Act must be included in a federally approved, multi-year State Transportation Improvement Program (STIP). Highway, bikeway, and transit projects must be selected in accordance with the requirements of the specific funding programs and must be consistent with the metropolitan Transportation Improvement Programs (TIPs). In addition, it is required that the STIP be consistent with the statewide long-range transportation plan. In 1992 Ohio began development of its plan, known as **ACCESS OHIO**. **ACCESS OHIO**, consists of two parts, Phase I, completed in 1993, and Phase II, completed in 1995, and was designed to meet these new requirements and Ohio's needs. This effort included establishing the framework for an ongoing statewide transportation planning process. This process will provide for the development of transportation facilities that will function as part of an intermodal statewide transportation system.

The STIP must reflect expected funding and project priorities and provide an opportunity for public involvement. In air quality non-attainment and maintenance areas, projects are required to conform to the 1990 Clean Air Act Amendments standards. In the individual Metropolitan Planning Organization (MPO) areas the projects are identified in their TIPs. Projects in rural nonattainment and maintenance areas are listed in the STIP. An explanation of the conformity determinations for these projects is also included in each TIP. Finally, the STIP is to be reviewed and approved at least biennially by the U.S. Secretary of Transportation.

The MPO TIPs are incorporated, by reference, in Ohio's STIP. Federal approval of the STIP reflects the approval of and consistency with the submitted TIPs.

Development and Coordination

With the establishment of this requirement, the Ohio Department of Transportation (ODOT) recognized the need to establish minimum requirements for the STIP/TIP development process and to improve coordination with the MPOs. Consequently, the STIP/TIP Coordination and Development Subcommittee was formed and included representatives of ODOT, the Ohio Association of Regional Councils (OARC), the Federal Highway Administration (FHWA), the County Engineers Association of Ohio, and the Ohio Public Transit Association. This Subcommittee developed a set of minimum development requirements, coordination points, and an approval cycle for the STIP/TIP development process. At various times, with a recognized need to review and modify these requirements, the Subcommittee has been reconvened and changes to the process have been made. The following paragraphs highlight the current minimum requirements of the STIP/TIP development and approval process in Ohio.

Project List Requirements

The STIP and the individual TIPs shall list bicycle, highway, and transit projects for a four year period and are approved annually. The MPOs may show additional years of projects, however, it must be stated that the projects are listed "for informational purposes only." However, the analyses for air quality conformity and fiscal constraint only include those projects in the first four years. In addition, the STIP and TIPs shall be based on the state fiscal year which runs from July 1 to the following June 30.

According to the current federal regulations 23 CFR 450.216(c), any project listed in the first three years of the STIP is eligible for authorization in any of those three years and is subject to the project selection requirements. It is recognized that complying with this requirement without coordination among the affected parties could lead to confusion. Therefore, a letter of concurrence shall be submitted by the affected MPO for any project phase that is proposed to proceed for federal authorization prior to the year it is shown in the STIP and TIP. This is not intended to constitute a formal amendment to the TIP but instead, demonstrate coordination and understanding among all parties.

The STIP and TIPs shall list all federal and/or state funded projects for which preliminary engineering, right-of-way, and/or construction is to be initiated within the term of the STIP by individual line item. Maintenance projects will be listed individually for the first year, when possible. Single line items will be used to incorporate ODOT sponsored federal and/or state funded maintenance projects for the second, third, and fourth years of the STIP and those in the first year not listed individually. All other 100 percent state funded projects must be included in the TIPs. All locally sponsored projects using federal funds in any phase of development or construction shall be included in the TIP, if project development is to be initiated within the term of the STIP. Federal Highway Administration (FHWA) funds that are transferred to the Federal Transit Administration (FTA) or to the MPO planning programs shall be included.

Federal and state funding for transit operating, capital, and planning expenditures shall be included in the transit tables. (see Appendix B) Transit projects must be consistent with the MPO Long Range Transportation Plans and supported by other planning documents which have been adopted by the transit operators.

In air quality nonattainment and maintenance areas all projects with regional air quality impacts, regardless of the funding source(s), shall be identified in the STIP/TIP and included in the air quality conformity analyses.

Since, the STIP and TIPs must be financially constrained, the amount of funding available from all sources which can reasonably be expected over the life of the STIP/TIP must be listed. Under fiscal constraint the annual federal obligation limitation is taken into account for the STIP and the individual TIPs. For STIP/TIP development, federal funding in the first year of the document will be limited to the obligation ceiling for the prior federal fiscal year (FY 96 - 100%), plus any Minimum Allocation and Demonstration funding available. For the second through fourth years

of the STIP/TIP, the obligation ceiling will be presumed to equal 100 percent of apportionments. The federal government allocates a certain amount of funding for programs then sets an obligation limit or ceiling which is a lower amount. (Federal obligation controls have prevented the use of all available federal funds since FY 1985.)

Fiscal constraint imposed on each year of the STIP/TIP transit program will be based on the FTA 49 USC 5307 funds appropriated for the current year plus any de-obligated 5307 funds from previous years that remain eligible for re-obligation. Projects to be funded with re-obligated funds must be clearly documented. In addition, fiscal constraint applied toward the 49 USC 5309 funded projects will be based on the level of funding committed to the area for the current year. The total federal share for projects in the second, third, and fourth years may not exceed the level of funding already committed, or reasonably expected to be available to the area. Reasonable expectation of future 5309 funds shall be based upon the historical availability of such funds to the area, or for multiple phase projects, if the initial phases are/were funded with 5309 funds. The amount of state transit funds from the Ohio Public Transportation Grant Program (OPTGP) proposed for transit projects in each year of the STIP/TIP shall not exceed the current year allocation.

Under Section 450.324(e) of the October 28, 1993 Metropolitan Planning Rule, the FHWA and FTA require, as a prerequisite for MPO TIP approval, an accounting of the annual highway system operation and maintenance expenditures. This information is requested to demonstrate that the transportation system is being "adequately operated and maintained." In recognition that obtaining a complete accounting of this data would be time consuming and prohibitively expensive, it has been suggested that a sampling effort be performed.

Conformity

Documentation of the STIP/TIP air quality and conformity procedures is included in Appendix C and in the individual nonattainment and maintenance area MPO TIPs.

Statewide Transportation Improvement Program Public Involvement Process

The ISTEA requires a proactive public involvement process as an integral part of Ohio's statewide transportation planning and project development activities. The public involvement process is to provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement.

The statewide transportation program public involvement process encompasses activities that extend beyond the formal STIP two week public review, that is outlined in the following paragraph. The Department interacts with our constituents through a variety of forums throughout the year. For example, an average of 200 public meetings per year are held regarding specific improvement projects. Approximately another 100 meetings are held with civic associations and local elected officials. The ODOT Office of Communications also fields hundreds of questions from the media, the General Assembly, and interested citizens. Two processes that have recently been initiated are providing new opportunities for public involvement. These are the Major Investment Studies (MIS) being conducted in the state and the Major New Project Selection Process. The MISs are affording citizens opportunities to provide input concerning major corridor improvements in the state. Over the past year and a half the Department has also been developing a selection process for its Major New category of projects. The selection process was developed with the assistance of an Advisory Committee comprised of representatives from the MPOs, the transit industry, newspapers, local governments, the General Assembly, and the Governor's Office. The Advisory Committee sought public input through a series of Open House meetings across the state, through surveys, and through a formal public meeting. The Selection Process that the Advisory Committee adopted was used to select the Major New projects included in this STIP. A discussion of the Major New Project Selection criteria and the resulting project list begins on page 15.

In response to the ISTEA public involvement requirements, in January 1994, the Ohio Department of Transportation developed Statewide Transportation Improvement Program (STIP) Public Involvement Process procedures. The Department adopted these procedures in March 1994 following a forty-five day public review and comment period. As described below, the public involvement activities for this FY 1997-2000 STIP were conducted in accordance with ODOT's adopted public involvement procedures.

- In order to promote an active role for the public in the development of the STIP, ODOT placed classified advertisements in the two largest daily newspapers in each of Ohio's eighty-eight counties announcing the availability of the draft STIP for public review.
- A list of interested citizens, affected public agencies, and other interested parties was compiled to create a contact list. This contact list is updated each year. A direct mailing announcing the opportunity to review the STIP was mailed two weeks prior to the public availability date. The Department also provided a statewide news release to print and audio media outlets.
- Efforts were made to include those citizens traditionally underserved by existing transportation systems and facilities through direct mailing and by placing advertisements in newspapers or newsletters with circulations serving minority populations or other target

audiences.

- In Ohio's urbanized areas, with agreement of the areas' Metropolitan Planning Organizations, the STIP public involvement process was coordinated with the MPO's public involvement activities conducted as part of the MPO's Transportation Improvement Program (TIP) development process. ODOT representatives attended public meetings or open houses associated with MPOs' TIP public involvement activities.
- The ODOT District offices held at least one public meeting or open house to solicit public input on the STIP for the non-urbanized areas of the State. The District offices have developed and maintain a District-wide mailing list of members of the general public, environmental interest groups, and public and private agencies for use in announcing STIP/TIP public involvement activities.
- To ensure reasonable public access, copies of the draft STIP were made available for review at the ODOT Office of Planning in Columbus, the twelve statewide ODOT District offices, and the sixteen Ohio Metropolitan Planning Organizations.
- Written comments on the draft STIP were forwarded to Larry F. Sutherland, Administrator, Office of Planning, Room 416, 25 South Front Street, Columbus, Ohio 43215. The Department provided written responses to all comments demonstrating ODOT's consideration of the public comments.
- Comments generated in the draft STIP review process have been evaluated and the results of this evaluation are reflected in the final STIP. This final STIP contains a summary of the public involvement process for the FY 1997-2000 STIP as Appendix D.
- All public comments received as well as appropriate responses from the Department have been maintained by the Office of Planning as a permanent record of the public involvement process. Any individual or group submitting comments have been added to the database of interested citizens and agencies.
- The final STIP was submitted to the FHWA/FTA in late June 1996. As the final STIP was developed, there were no significant differences from the draft STIP. If there had been significant comments, the Department would have made the document available for another two week public review, prior to the June submittal to the FHWA/FTA.
- The Department will provide opportunities for public review of any major amendments to the STIP. Major amendments are defined as a change in design concept or scope of a project on a major transportation corridor, or one which will affect the STIP fiscal constraint or air quality conformity determination.
- The Department will provide reasonable access for public review of the technical and policy information used in developing the program and projects on a continuing basis.
- The Department will review the effectiveness of the STIP public involvement process annually.

In keeping with ODOT's commitment to review the process and search for additional opportunities for public review of the draft document, an announcement of the availability of the Draft FY 1997-2000 STIP was put on ODOT's new website. The announcement listed the locations where the STIP was available for review and the opportunity provided for comment.

Metropolitan Area Transportation Improvement Program Public Involvement Process

Responding to the ISTEA initiative to expand public involvement efforts, Ohio's sixteen MPOs have adopted public involvement procedures as an integral component of their transportation planning processes. These procedures identify the MPO's process for ensuring early and continuing public involvement in the MPO's urban transportation planning process. These procedures were followed in developing the FY 1997-2000 metropolitan area Transportation Improvement Programs. The specific public involvement activities employed by each MPO are documented in their respective Transportation Improvement Programs.

Highway Program

As the backbone of Ohio's transportation system, the 114,463 miles of public roadway, including 1,572 Interstate and turnpike miles, provide the traveling surface for passenger cars, buses and freight-carrying trucks. Ohio's bridge inventory is the second largest in the nation with 42,788 bridges statewide. Of these, 14,279 are state owned, 25,985 are county owned, 1,902 are owned by municipalities, and 622 are turnpike bridges.

Approximately 481,500 vehicles entered Ohio daily and there were 273.2 million vehicle miles traveled daily in 1993. There were an estimated 9,638,000 motor vehicles registered in Ohio in 1993, of which 7,610,500 were automobiles, 223,000 were motorcycles, and 1,804,500 were trucks and buses.

A breakdown of Ohio's public highway mileage follows:

Table 1

Roads	Mileage
Interstate and Ohio Turnpike	1,572.07 miles
State	17,713.65 miles
County	29,401.42 miles
Township	40,188.22 miles
Municipal Streets	24,329.76 miles
State Park Roads	984.20 miles
National Park Roads	29.40 miles
National Park Historic Sites	2.81 miles
Total	114,462.73 miles

Duties and Responsibilities

The Ohio Department of Transportation has responsibility for statewide coordination of the total state highway system. This includes direct responsibility for projects developed on the entire Interstate system and the state highway system lying outside city corporate limits, including bridges. ODOT is also responsible for maintenance of this system, although contracts do exist with some of the larger cities for maintenance of the Interstate highways within their corporate limits. ODOT is responsible for maintenance of state highways inside village corporate limits. The remaining streets and highways, including the other bridges, are the responsibility of the municipalities, counties, and townships.

Currently, the needs of the highway system by priority are (1) the maintenance and preservation of the existing system, and (2) the improvement of the existing system to ensure public safety and encourage economic development. Ohio's expansive Interstate and state highway system requires an equally extensive and expensive maintenance program.

Funds for the construction and maintenance of Ohio's highways come from three sources: federal, state, and local. ODOT has primary responsibility for determining the most efficient use of the federal funds, with some exceptions. These exceptions include, bridge replacement funds which are at local discretion, Congestion Mitigation and Air Quality funds which may only be used in air quality non-attainment and maintenance areas, STP funds which are allocated to the MPOs, cities, and counties, and portions of the Minimum Allocation, Donor State Bonus, and Interstate Restoration funds.

Programs

The Highway Program can be broken down into a number of individual programs. These individual programs are described in more detail below.

Funding for the various highway programs is established biennially (see Figure 1, page 13). While every effort is made to maintain the scheduling of projects, some changes are unavoidable and inevitable if the program is to remain flexible and responsive to transportation needs. Individual projects may be unexpectedly delayed. Others may be accelerated during development. Funding adjustments may be required to maintain a fiscally balanced program. Every effort has been made to include the latest, most accurate information in the listing of projects for the FY 1997-2000 Statewide Transportation Improvement Program (STIP) and associated MPO TIPs. The preservation and maintenance of the existing system is the primary focus of ODOT's overall program consisting of individual Pavement, Bridge, Highway Safety, Maintenance, and Rest Area programs. In FY 1996, ODOT spent \$1 billion, excluding payroll, supplies, and equipment. Of the total \$1 billion, over \$600 million was spent on maintaining the system. That means that over 60 percent of the funds were used for preservation of the existing system. In FY 1997, this percentage has increased to over 66 percent. However, many of the Major New projects also include rehabilitation of existing facilities along with capacity additions, making the actual percentage higher.

Pavement

The pavement program includes pavement resurfacing, rehabilitation and reconstruction. It is limited to projects on the State Highway System and includes construction, right-of-way acquisition, and preliminary engineering for development and construction of various types of projects designed to preserve, maintain, and refurbish existing highway surfaces and facilities. This program includes work on both two lane and multi-lane divided roadways. It also includes both general resurfacing work (the former "resurfacing program") and major reconstruction work. Examples include: placement of additional surface material over the existing roadway or bridge deck, with or without removing the existing surface, to improve serviceability or to provide additional strength, removal

of existing surface and base, and placement of new base and surface material, may include recycling of former surface material; work required to return an existing pavement or bridge deck to a condition of adequate structural support; and work required to return an existing facility to an acceptable level of service. Minor widening, upgrading, safety, and other incidental work may also be included. On average 900 miles of undivided highways are resurfaced annually.

The deterioration of our aging Interstates, freeways, and expressways requires more extensive and expensive rehabilitation and reconstruction of the pavement and supporting structures. In recognition of this trend ODOT is increasing the level of funding for this program. ODOT will continue to monitor this situation, and work to refine the data used to monitor pavement condition and predict its deterioration.

Bridge

The bridge program is another major component of the overall maintenance and preservation effort of the Department and a continuing focus of ISTEA funding. Beginning in FY 1997, for funding purposes, ODOT has divided this program in to two categories: Major Bridge and regular Bridge.

Major Bridges

In FY 1996 while ODOT was developing an allocation process for dividing funds between Districts, it was found that a straight allocation process would prove deficient in allowing a District to fund the rehabilitation or replacement of an exceptionally large or unique structure. In response to this concern a task team first defined what constituted a major bridge (See p. 14 for a more detailed description of major bridges). As a result, 164 bridges were defined as major bridges. The team also developed a five year capital program to properly maintain these bridges and manage the project development within the current fiscal constraints.

Bridge

The regular Bridge Program is limited to projects on the state highway system. It includes preliminary engineering, right-of-way acquisition, and construction for the development and construction of highway projects to restore the structural integrity of existing bridges while correcting major safety defects and the replacement of structurally inadequate or functionally obsolete bridges.

As with the pavement program ODOT will continue to refine the data and model used to monitor and predict the status of the State's bridges. The large number of Interstate bridges that are reaching the end of their useful life will require continual aggressive funding of this program.

Highway Safety Program

Another priority of the Department is improving the safety of the existing state highway system. The Highway Safety Program's primary focus is identifying intersections and highway sections with

high accident rates, performing engineering studies to determine the cause of accidents at these locations, and developing low or moderately priced improvements to reduce accidents. In addition, the program has been expanded to six categories of projects including:

1. crash locations in the top 350 of the annual high crash listing (including local projects)
2. crash locations on the annual high crash listing below the top 350
3. locations with an identifiable crash pattern which is not on the listing
4. locations with an obvious safety deficiency without an identifiable crash pattern
5. projects which include significant upgrading of safety related traffic control devices to new technology
6. projects which have an approved programmatic or systemwide improvement.

Funding emphasis is placed on the first three categories, each maintaining a maximum project funding amount. ODOT also provides for funding to assist in the financing of annual pavement marking, sign, and signal programs.

Safety upgrading projects are limited to the state highway system. They include preliminary engineering, right-of-way acquisition, and construction for the development and construction of highway projects designed to improve safety through better operation of existing highway facilities. Projects falling under this category range from improvement of an identified hazardous intersection to the reworking of ramp terminals and the addition of median barriers which may include lighting and traffic control devices.

Major New Construction

New highway facilities and services and capacity additions to existing facilities are important to the continuing economic development of the state and must be balanced with a reasonable state highway rehabilitation/preservation program. Capacity funds cover preliminary engineering, right-of-way acquisition, and construction for the development and construction of additional lanes or traffic movements to expand the capacity of an existing facility. Such additions include additional lane(s), revision of existing interchanges or otherwise substantially changing the general character of the highway. Also included, where necessary, is the resurfacing or rehabilitation of existing pavement and other incidental improvements such as drainage and shoulder improvements.

New construction projects include construction, right-of-way acquisition, and preliminary engineering for the development and construction of new highway facilities where none existed before. It also includes the relocation of existing highway facilities to new locations, closing remaining gaps in the Interstate/state arterial system, and constructing new interchanges and municipal bypasses.

Maintenance

Maintenance projects include a broad range of activities. The major activities are listed below with some examples of the type of work involved.

Rest Area Maintenance covers janitorial and custodial services at over 134 roadside rest areas on the state highway system.

Maintenance of Interstate within Cities provides for reimbursing routine Interstate highway maintenance work such as pavement work, pavement marking, snow and ice removal, electric light pole/circuit repair/replacement, energy, etc. performed by cities under contract with ODOT.

Spot Patch, Joint Work, Slides, etc. includes pavement and shoulder restoration; pavement widening to increase existing usable pavement by paving existing stabilized shoulder or by replacing with more stable materials; correction to slippery pavement surfaces; berm widening and stabilization; railroad crossing elimination by removing or paving over abandoned at-grade railroad crossings; sealing cracks in existing pavement; patching potholes or placing short overlay sections; repairing deteriorated concrete pavement joints and other areas of deterioration; repairing and re-establishing highway slides and slips; constructing and repairing drainage ditches, catch basins, and pipes and fences.

Guardrail Repair and Replacement includes replacing, upgrading, and repairing guardrail.

Pavement Marking provides for the annual application of center line and edge line pavement markings on the Interstate system, rural state highway system, and on state route extensions in villages. Each year, more than 12,000 miles of center line, 5,500 miles of lane line and 17,000 miles of edge line are needed for proper and safe highway delineation. The program also includes the installation of raised reflective pavement markers to improve night time, wet-weather highway delineation.

Signing, Signals, and Lighting finances installation and maintenance of traffic signs, signals, and highway lighting.

Snow and Ice Removal

Erosion Control, Tree Planting, Vegetation Control, Mowing, etc.

Spot Safety Improvements correct spot locations or highway sections that have accident problems, operational deficiencies, or potentially hazardous conditions which are not eligible for specialized federal-aid program funds.

Railroad Grade Crossings

See the Ohio Rail Development Commission, page 41.

Bicycle Path/Lanes

Promoting bicycling as a mode of transportation, preliminary engineering, right-of-way acquisition, and construction of both bicycle lanes (adjacent to roadways) and bicycle paths (frequently on abandoned rail corridors) are eligible activities.

Rest Area

Providing adequate rest areas is vital to the traveling public. With the large number of facilities in the State, there is a constant need for improvement projects which is beyond the funding capability of the routine maintenance budget. These projects include expanded parking (particularly truck parking) at Interstate rest areas, modernizing facilities on principal arterials, and replacing or upgrading water and sewer systems to meet changing demands and EPA requirements. In addition, many facilities are being remodeled to make them more accessible to the disabled. Routine maintenance is covered above under the Maintenance Program.

Public Access Roads to State Facilities

Statute establishes funding marks for access roads to state owned facilities. The Ohio Department of Natural Resources and the Metroparks program administer projects to provide and maintain access to state facilities, such as state parks and state historical sites. The funds for this activity are derived from bond proceeds and it is funded as a separate budget line item.

Local Government Projects

By ODOT policy and federal requirements, portions of specific federal highway funds are made available for use on eligible projects selected by local governments. Federal, state, and local funds are allocated through several venues to MPOs, cities outside MPO boundaries, counties, and local bridge programs. When federal funds are used for projects not on the state highway system the local sponsor must pay the non-federal share. Local Government participation refers to receipts from cities, townships, and counties for their share of ODOT administered highway improvement costs including revenues received from the Ohio Public Works Commission through the local government infrastructure program.

Project Prioritization

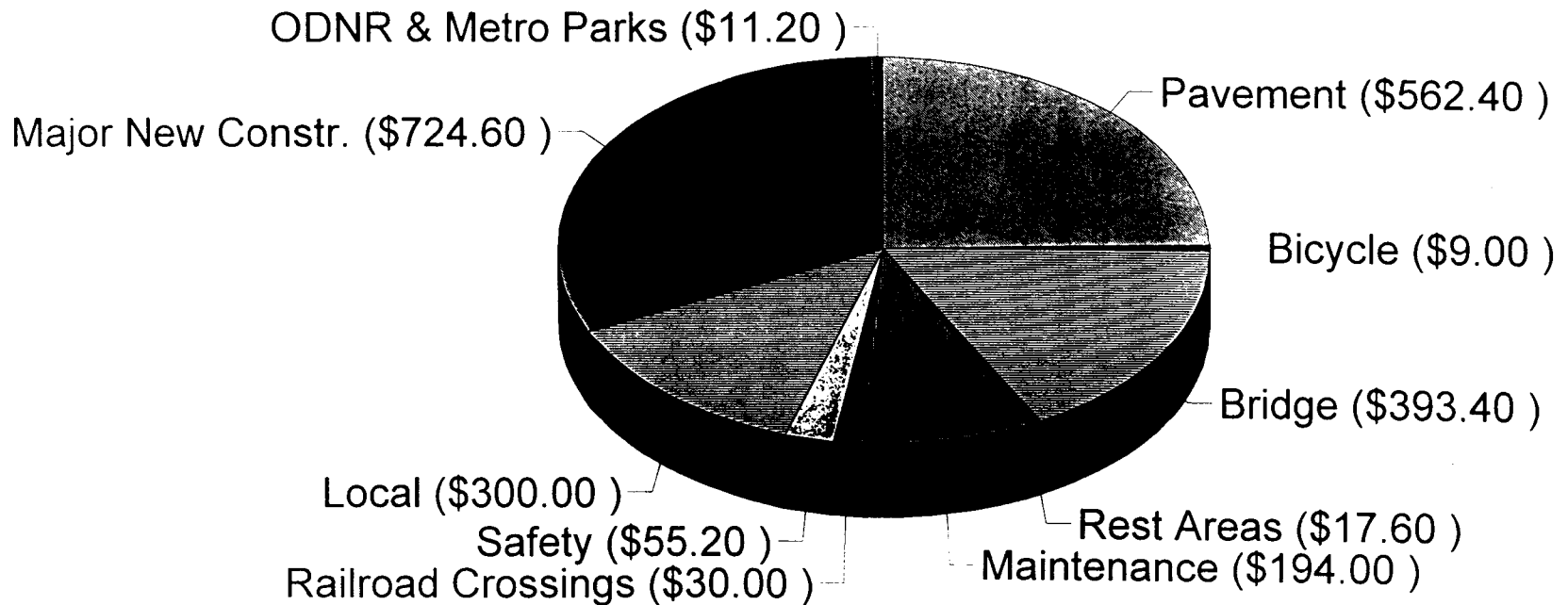
Figure 1 shows the approved FY 1996-97 budget for the major highway funding categories: Major/New Construction, Ohio Department of Natural Resources & Metro Parks, Resurfacing & Rehabilitation, Maintenance, Rest Areas, Bridge, Railroad Crossings, Safety, Local, and Bicycle.

Highway Budget by Category

FY 1996-1997

amounts in millions of dollars

Figure 1



Because of the limited amount of funding available from all sources, a process to review and select projects to be included in the STIP has become an important issue throughout the state. To ensure that projects around the state are evaluated fairly, ODOT began to expand and refine its project-selection processes for all categories of projects in FY 1996. This effort continued throughout the year and was employed in the development of the FY 1997-2000 STIP. The major categories include: Bridge, Major Bridge, Pavement, Major/New Construction, Safety, Bicycles, Enhancements, and Minor Maintenance. ODOT adopted as a strategic goal to improve its project-selection processes. In addition, ODOT's project-selection and programming processes were modified to allocate funds directly to its District offices. The intent is to streamline the project-selection and project development processes by giving the Districts greater autonomy and authority, but also ensuring the districts' program accountability. The Department conducted surveys and workshops with its Districts to determine fair, equitable allocation formulas for each category, which are intended to direct funds to the areas of greatest need.

The **bridge** replacement, rehabilitation, and maintenance allocation process identified the key data elements from the Bridge Management System that would result in an equitable allocation of funds to each District. Next a weighting factor was determined for each data item. The following are the data elements and the weight, by percent of the total amount that determine each District's bridge allocation:

- number of bridges in District - 12.85%
- deck area (sq. yds.) - 13.89 %
- deck condition (sq. yds.) - 19.1%
- bridges over 50 yrs. old - 8.33%
- general appraisal - 16.32%
- bridges % legal load less than 150% - 10.76%
- volume of truck traffic - 8.33%
- minimum allocation - 10.42%

The formula was then used to distribute the allocated bridge funds for each year of the STIP. With its allocation, each District selected bridges to be constructed or designed during the four-year period. It should be noted that the \$159.4 million per year includes not only construction costs but costs for right of way, engineering, and any cost overruns from existing bridge construction projects.

As mentioned earlier the bridge program has been divided between regular Bridge and Major Bridge categories. A **major bridge** is defined as:

- single bridges greater than 9,000 square yards
- twin bridges greater than 15,000 square yards
- all Ohio River bridges
- all moveable bridges
- all continuous/cantilever trusses
- all bridges greater than 1,000 feet in length.

By this definition, there are 164 major bridge structures at 135 locations in the state. Because of

the nature of this program and the district-wide range of needs, this program will be administered at the Central Office level and no individual District allocations will be made for this program. Once the category was defined the ODOT Office of Structural Engineering developed a long-term capital investment forecast based on rehabilitation and replacement projects currently programmed. For the next ten years, an average of \$63 million per year was programmed. After a detailed review of each project's status, \$56 million was recommended as the annual funding mark necessary for this program. The condition of the structures will be monitored in consultation with the districts and repair and replacement strategies will then be coordinated. The five year list of projects for FY 1997-2001 is included in Table 2 below.

The process used to allocate **Pavement** funds to Districts and to select projects is similar to the process for the regular Bridge category. In 1995, District personnel participated in a survey and later in a series of workshops to gain their input on the most equitable ways to allocate pavement funds. As a result, an allocation process was instituted to be used by Districts to fund four-plus lane divided and two-plus lane undivided reconstruction, rehabilitation, resurfacing, overlay maintenance, and minor improvement projects. FY 1996 was a transition year from the former two and four lane programs, which had separate allocations. Beginning in FY 1997 all pavement funds have been combined.

As with the regular Bridge, a District Pavement allocation formula was developed to include key data elements necessary to equitably distribute pavement funds among the Districts. The following are the criteria, from the Pavement Management System, and weights used:

- Pavement Condition Rating (overall condition) - 35.8%
- Present Serviceability Index (roughness) - 5.1%
- Skid Number (slickness) - 6.6%
- Lane Miles - 21.7%
- Truck Vehicle Miles Traveled - 17.7%
- Minimum Allocation - 13.1%

This formula can be used with any funding level since it is based on the percentage of the funding amount, not points. The committee developed a draft formula and it was reviewed and revised with input from all of the Districts. For each year of the FY 1997-2000 STIP an estimated \$291 million is available for paving projects.

A fourth major category of projects is **Major/New Construction**. A major new project is one which increases mobility or connectivity, increases accessibility of a region for development, increases the capacity of a transportation facility, or reduces congestion. This includes a new interchange to an existing facility proposed for economic development or local access, any significant interchange modification, new road on a new alignment, relocation of an existing roadway to a new alignment, general purpose lane additions to an existing facility, intermodal facilities, major transit facilities, or passenger rail facilities with a construction cost of more than \$2 million.

ODOT used an interim project-selection process for the Major/New Construction projects for the FY 1996 STIP. Over the past year ODOT has developed a fiscally constrained multi-modal project selection process based on open, objective criteria that meets capacity conditions and economic development needs. The process is based on clear, measurable criteria that can be applied in a uniform, fair, and objective manner. Finally, the process is replicable and easily understood by the general public.

There was extensive opportunity for public review and comment on the selection process. A series of public meetings was conducted around the state in early Summer. An Advisory Committee comprised of members of the Ohio General Assembly and major transportation stakeholders provided additional input. The final list of projects for FY 1997-2000 was open for comment as part of the STIP development process and was included in the public involvement for this STIP.

With the passage of Issue Two in November 1995 the allocation has been increased to \$355 million for FY's 1997 and 1998. For FY's 1999 and 2000 \$235 million has been allocated. The project-selection process for Major/New is directly linked to the five goals of **ACCESS OHIO**: preservation and maintenance of the existing system, economic development, transportation efficiency, safety, and funding. The first goal of preservation and maintenance, while an important one, does not apply to new construction. Criteria were developed reflecting each of the other four goals. Scores were determined with various limits and weights for each of the criteria.

Up to 70 points of a project's base score are derived from the transportation criteria. Up to thirty points of a project's base score can be attributable to direct economic impact. In addition, two Bonus Categories - Funding and Unique Multi-modal or Regional Impacts - can provide up to 25 bonus points in addition to a project's base score. Listed below are the goals and criteria which were developed (see Table 3 for a more detailed breakout).

- Transportation Efficiency - Average Daily Traffic, Volume-to-Capacity Ratio, Highway's Classification, and Macro Corridor Completion
- Safety - Accident Rate
- Economic Development - Job Creation, Job Retention, Economic Distress, Cost Effectiveness of Investment, and Level of Private Sector Capital Investment

Bonus Categories:

- Funding - Public/Private/Local Participation
- Unique Multi-modal or Regional Impacts

The transportation data used in this process came from extensive databases maintained by ODOT. This ensures that all data used has been collected in a uniform, consistent manner. The economic data came from the Ohio Department of Development (ODOD) working in conjunction with ODOT. A strict set of guidelines were used to award economic development points. Only projects with direct, documentable, non-retail jobs or investment with benefits realized within three years of construction were awarded economic points.

All currently programmed projects as well as any projects submitted by the Districts were scored

and reviewed. All multi-phased projects, large projects which must be broken into multiple phases for development and construction, are scored as one project. Once a multi-phase project is selected, the project is not rescored with each new STIP.

Once all the projects were scored, they were then ranked by total individual score. Next the list of projects was reviewed by the fiscal year in which each project was currently scheduled for construction. This provided information on which projects would be ready for construction in the next few years. The top ranked projects scheduled for construction in FY 1997 were selected for funding until the budget allocation was reached. It is important to note that because large projects are divided into phases, funding takes place over several years. Some of the projects from FY 1996 will continue to draw from funds allocated for subsequent years. This process was also followed for Fiscal Years 1998-2004. Table 4 is a listing of the projects chosen for FY 1997-2004. The list includes project location, total score, total cost, a brief description, and the year it is scheduled for environmental work, design, or construction. The right-of-way acquisition phase is not included in this list.

A complete description of the Major New criteria and the project selection process is available from the ODOT Office of Planning.

The **Safety Program** has six categories of projects (see Page 10) and is centrally administered. The budget for the Safety program for FY 1997 is \$28 million. Of that amount, 70 percent will be spent on Categories 1, 2, and 3, with the remaining 30 percent being spent on the other three categories.

Categories 4-6 do not have identifiable crash locations. To evaluate these types of projects, each District appoints a District Safety Review Team (DSRT). The team will do the initial project evaluation and prioritize all District safety projects. The projects are then submitted to Central Office for review and approval of funding, on a quarterly basis.

Bicycle project funding falls under the highway portion of ODOT's budget. Funding constraints have limited the bikeway program budget to \$4 million per year. Because the total estimated cost of currently programmed projects far exceeds the present funding levels, a prioritization strategy was developed. Projects are initially sorted into four categories based on their plan development status:

- have tracings on file in Central Office
- have an approved environmental document
- are likely to be ready for sale before FY 1998
- all others

The projects are then prioritized in each of the four categories based on the date each was programmed in Central Office. The program of projects was then selected and limited by the funds available each year. Table 5 below represents the selected projects by fiscal year. This list is subject to change due to delays in schedules and funding.

Table 2 - Major Bridge Projects

BRIDGE	LOCATION	WORK	YEAR	COST
LUC-2-18.62	Anthony Wayne Suspension Bridge in Toledo	suspender rope replacement and paint	1997	\$13.6 million
ATB-20-26.26	Conneaut Viaduct	preliminary development for replacement	1997	\$0.6 million
HAM-471-00.25	In Cincinnati	deck replacement and related work	1997	\$9.3 million
SCI-73-25.62	5 span Truss over Scioto River @ Portsmouth	complete bridge replacement	1997	\$6.9 million
MEG-33-15.78	Ohio River Bridge @ Pomeroy	preliminary development for replacement	1997	\$1.0 million
CUY-71-10.16 L/R	In Cleveland	deck and pier column replacement	1997	\$8.0 million
CUY-90-15.24	Central Viaduct In Cleveland	east end deck replacement and pier stabilization	1997	\$16.7 million
FISCAL YEAR TOTAL			1997	\$56.1 million
FAI-22-24.41	Rushville Truss	rehabilitation and paint	1998	\$1.5 million
MUS-22-11.70	Truss in Zanesville	complete bridge replacement	1998	\$15.0 million
CUY-77-14.57	Kingsbury Run Bridge in Cleveland	complete bridge replacement	1998	\$38.1 million
LOR-254-00.91	Deck Truss	right-of-way for replacement	1998	\$0.5 million
ATB-20-13.01	Deck Arch in Ashtabula	right-of-way for replacement	1998	\$0.5 million
FISCAL YEAR TOTAL			1998	\$56.1 million
LOR-254-00.91	Deck Truss	complete bridge replacement	1999	\$18.3 million
ATB-20-13.01	Deck Arch in Ashtabula	complete bridge replacement	1999	\$12.0 million
MIA-48-05.45	Deck Truss in Ludlow Falls	complete bridge replacement	1999	\$1.3 million
WAS-124-04.23	Closed Deck Truss	complete bridge replacement	1999	\$2.0 million

BRIDGE	LOCATION	WORK	YEAR	COST
HAM-50-21.98	Deck Truss in Cincinnati	major rehabilitation	1999	\$7.0 million
BEL-7-20.06		deck repair and paint	1999	\$3.3 million
CUY-271-02.32 L/R		replace and widen bridge deck	1999	\$12.1 million
FISCAL YEAR TOTAL			1999	\$56.0 million
DEF-281-01.23		overlay and paint	2000	\$0.9 million
LUC-75-05.77		overlay and paint	2000	\$5.0 million
ERI-6-17.92		replace center span	2000	\$0.5 million
ATB-20-26.26	Conneaut Viaduct	preliminary engineering for replacement	2000	\$0.8 million
SUM-271-08.02 L/R		overlay and paint	2000	\$8.0 million
MOT-75-10.44, 11.80, 12.08, 12.26L/R, 12.81L/R, 13.71L/R, 11.64, 11.75		overlay and paint as part of Pavement Program	2000	\$17.8 million
JEF-7-12.93		overlay and paint	2000	\$4.0 million
CUY-10-16.13	Lorain-Carnegie Bridge	deck overlay	2000	\$19.2 million
FISCAL YEAR TOTAL			2000	\$56.2 million
WOO-795-05.89 L/R		deck overlay and paint	2001	\$5 million
LOR-57-18.18 L/R		paint	2001	\$2 million
FRA-70-13.22 L/R		paint	2001	\$2 million
MEG-33-15.78	Pomeroy-Mason Bridge	right-of-way acquisition	2001	\$0.5 million
HAM-71-00.00 L/R		paint	2001	\$14 million

BRIDGE	LOCATION	WORK	YEAR	COST
CUY-90-15.24		ramp widening	2001	\$7.2 million
HAM-42-00.00		drainage repair and deck overlay	2001	\$0.5 million
MOT-35-15.00 N		deck overlay and backwalls	2001	\$0.7 million
MOT-35-14.97 S		deck overlay and backwalls	2001	\$0.6 million
CUY-6-14.99		preventive maintenance	2001	\$0.2 million
CUY-8-02.26		channel protection	2001	\$0.2 million
CUY-14-06.99		deck overlay	2001	\$1.2 million
CUY-17-02.83		preventive maintenance	2001	\$0.2 million
CUY-90-07.58		paint	2001	\$1.3 million
CUY-90-13.72		deck patching	2001	\$0.1 million
LAK-90-23.42 L/R		preventive maintenance	2001	\$0.2 million
CUY-480-18.42 L/R		preventive maintenance	2001	\$0.2 million
CUY-490-01.00		preventive maintenance	2001	\$0.2 million
CUY-71-17.91 R		deck patching	2001	\$0.2 million
FISCAL YEAR TOTAL			2001	\$36.5 million

Table 3 - Major New Criteria

Goal	Selection Criteria	Range of Points	Maximum Score
Transportation Efficiency	Average Daily Traffic - Volume of traffic on a daily average. Truck ADT and Auto ADT are added together for a total score.	Truck Score of 10 for >12,000 Diminishing to 0 for <1,200 Auto Score of 10 for >72,000 Diminishing to 0 for <8,000	20
	Volume to Capacity Ratio - A level of highway's congestion.	Score of 20 for > 1.5 Diminishing to 0 for <0.55	20
	Highway's Classification - A level of highway's importance.	Interstate 5 Macro Corridor 5 National Hwy. System 2 Freeway/Expressway 2 Principal Arterial 2 Minor Arterial/Collector 1	5
	Macro Corridor Completion - Does it complete a macro corridor?	Yes = 10, No = 0	10
Safety	Accident Rate - Number of accidents per million miles of travel.	Score of 15 if > 4.50 Diminishing to 0 if < 0.30	15
Economic Development	Job Creation - The level of non-retail jobs the project creates. The project is scored for immediate or future jobs created.	Immediate score of 10 for > 800 Diminishing to 0 for < 100 or Future score of 6 for > 1,200 Diminishing to 0 for < 100	10
	Job Retention - Evidence that the project will retain existing jobs.	Score of 5 for > 200 Diminishing to 0 for < 25	5
	Economic Distress - Points based upon the severity of the unemployment rate of the county in relation to the 5 year statewide average.	Score of 5 for > 14.1% Diminishing to 0 for < 1%	5

Economic Development (continued)	Cost effectiveness of investment - A ratio of the cost of the jobs created and investment attracted. Determined by dividing the jobs and investment by the cost to Ohio for the transportation project.	Score of 5 for < \$50,000 per job Diminishing to 0 for >\$400,000 per job	5
	Level of Investment - The level of private sector, non-retail capital attracted to Ohio, within 3 years, because of the project.	Score of 5 for >\$20 million Diminishing to 0 for <\$50,000	5
Bonus Categories			
Funding	Public/Private/Local Participation - Does this project leverage additional funds which allow state funds to be augmented? The absolute value of the investment and the percentage of the project costs contributed are added together for a total score.	Amount Score of 10 for >\$15M Diminishing to 0 for < \$1M Percentage Score of 10 for >90% Diminishing to 0 for < 10%	20
Unique Multi-Modal or Regional Impacts	Does the project have some unique multi-modal or regional impact?		5
Total possible points with all bonus points included			125

Table 4 - Major New Projects

Project	Score	Cost	PID	FY 96	FY 97	FY 98	FY 99	FY 2000	FY 01	FY 02	FY 03	FY 04	Description of Project
FRA 270	52	\$140	12521	C	C		C	C					New Interchange, add lanes for develop. in Columbus
LUC 75	50	\$37	3757	C									Widen 1 lane in each direction Toledo to Michigan
CUY 271	42	\$56	11037	C									Dual express lanes in Cleveland
TRU 46	41	\$4	8804	C									Widen 1 lane in each dir. from US 422 to N River Rd.
PIK 32	30	\$21	8642	C									Upgrade to expressway from Jasper to CR 57
FRA 670	30	\$146	14225	C	C	C	C						Construction of Spring-Sandusky Int. in Columbus
LOG/UNI 33	27	\$15	4551	C									Widen to expressway from west of CR 44 in Logan Co. to SR 739 in Union Co.
LUC 25	27	\$30	15253	C	C								Construction of Buckeye Basin Parkway in Toledo
MOT 49	26	\$28	5907	C	C								Relocation in Dayton, known as Trotwood Connector
ATH 50	23	\$62	8385	C		C	C	C					Upgrade to expressway from Athens to Coolville
FAY/ROS 35	23	\$52	12432	C									Relocation from SR 73 to SR 138
CUY 176	19	\$40	12345	C									Construction of Jennings Freeway in Cleveland
BRO 62	11	\$3	11337		C								Approach work to new Ohio River bridge at Maysville
BEL 7	50	\$18	5408		C								Relocation in Bellaire
COS 36	38	\$43	11871	C		C							Upgrade to expressway from SR 16 to SR 83
CUY 71	36	\$34	15717			C							Widen 1 lane in each dir from Medina Co Ln to US 42
LOR 90	31	\$26	11385		D	C	C						Rehabilitate, Widen 1 ln each dir from SR 57 to SR 83
ALL/HAN 30	30	\$44	8361		C								Relocation from Beaverdam to SR 235

Project	Score	Cost	PID	FY 96	FY 97	FY 98	FY 99	FY 2000	FY 01	FY 02	FY 03	FY 04	Description of Project
GRE/FAY 35	23	\$98	5001		C	C	C						Relocation from Bickett Road to Fayette County Line
BEL 40	14	\$1	10829	C									Approach work to new Ohio River bridge at Wheeling
CUY 291	22	\$5	9283			C							Gov; Widen from Engle Road to Sheldon Road
FUL 109		\$2	16008		C								Gov; Improvement to accommodate new steel plant
BUTLER TID					B	B	B	B	B	B	B	B	Estimated payments for bonds sold by county TID
BUT 129		\$80				C							Relocation from Hamilton to I 75
Allen Rd Inter.		\$14				C							New Interchange at I75 and Allen Road
BUT 747		\$7					C						Widening at Relocated SR 129 interchange
HAM/BUT 75		\$20					C						Widening for new Allen Rd Interchange
HAM/WAR 71	61	\$44	6829		D	C	C						Improve from I 275 to SR 48, under study
LIC/MUS/COS 16	56	\$62	13570	E	C	C	C	C					Widen to 4 lanes from SR 146 to Coshocton
STA/SUM 77	55	\$30			E		D		C				Widen from US 62 to Akron/Canton Airport Int.
ERI 250	53	\$16	8071		D			C					Widen to 5 lanes from SR 2 to Ohio Turnpike
FAI 22/33	52	\$95	12613	E		D			C	C	C		Bypass of Lancaster
FRA 270	52	\$92	12494			C	C						Widen 2 lane in each dir. from Dublin to Westerville
STA 77	52	\$40	10769		E		D		C				Widen 1 lane in each direction through Canton
WAY 30	52	\$65			D			C	C				Bypass of Wooster
CLI 73	51	\$12			E		D		C				Bypass of Wilmington, Intermodal access
SUM 77	51	\$23	14152		D	C							Widen 1 lane each dir. from SR 241 to Arlington Rd.
SUM 8	51	\$35	7867			E		D					Improve ramps & reconstruction, awaits study
AUG/LOG 33	44	\$140	16183		E		D		C	C	C	C	Relocation from Huntsville to I 75
SUM 77	49	\$25	16372		E		D		C				Widen 1 lane in each dir. from Airport Int. to SR 241

Project	Score	Cost	PID	FY 96	FY 97	FY 98	FY 99	FY 2000	FY 01	FY 02	FY 03	FY 04	Description of Project
LUC 2	47	\$24	9159	D		C							Widen from IR 280 to Curtice Road
ATH/MEG 33	46	\$54	10884		D			C	C				Relocation from Athens to Darwin
MOT 70/75	45	\$50	14002		D		C						Reconstruct and improve interchange
STA 62/21	43	\$3			E	C							Widen to 4 lanes from Marland Ave to US 30/SR 21
TUS 250	43	\$29				E		D		C			Add turn lanes, widen shoulders from SR 21 to IR 77
CUY 77	42	\$47	13707			E	D			C			Widen 1 lane in each direction from SR 82 to SR 21
MAH/TRU 46	42	\$12	10976			C							Widen from CR 18 to Salt Springs Rd. & Interchange
LUC 2	40	\$12			D	C							Improve to alleviate congestion
STA 30	40	\$15	8933	D	C								Relocation from Beldon Ave. to Trump Ave.
CRA/RIC 30	38	\$112			D		C	C		C			Relocation from Stetzer Road to SR 314
HAN/WYA 30	38	\$51	12422		D			C					Relocation from SR 37 to Upper Sandusky
HAS/BEL 250	38	\$46	5468		D					C	C		Relocation from Cadiz to IR 70
POR 43	38	\$6	9693			D				C			Widen from CR 18 to Meloy Road
WYA/CRA 30	38	\$60	10289		D			C					Relocation from US 23 to Bucyrus
DEL 23/42	37	\$5				E	D				C		Reconstruct and improve interchange
HOC/ATH 33	36	\$43	14040	E		D					C	C	Bypass of Nelsonville
MED 57/162	36	\$29				E					D	C	Bypass of Medina
MEG 124	36	\$44	5340	E		D		C			C	C	Gov; Relocation from Pomeroy to Ohio River
MAH 80	35	\$49	11094			E		D			C	C	Widen 1 lane in each dir. from IR 680 to SR 193
BUT/WAR 75	34	\$22	10752			E		D				C	Widen 1 lane each dir from Hamilton-Mason Rd to SR 122
HAN 30	34	\$28	12420		D				C				Relocation from SR 235 to US 68
HAN 30	34	\$31	12421		D					C			Relocation from US 68 to SR 37

Project	Score	Cost	PID	FY 96	FY 97	FY 98	FY 99	FY 2000	FY 01	FY 02	FY 03	FY 04	Description of Project
CLE 275	33	\$17	12436			E	D						Widen 1 lane in each direction from SR 32 to US 50
COL/MAH 14F	33	\$28	12122			E						D	Relocation from Salem Bypass to SR 11
MAH 80	33	\$31	6080			E		D		C			Replace and widen Meander Reservoir Bridge
SAN 6/53	33	\$12	8888			E						D	Bypass of Fremont from SR 12 to US 20
STA 687	33	\$6	10917								E	D	Widen from Hills&Dales Rd. to Everhard Rd.
STA 297	33	\$3	4081			C							Widen from Whipple Ave/7th St to 11th St
STA/MAH 62F	32	\$29	4089							D			Relocation from SR 225 to SR 14
SUM 77	32	\$30						E		D			Widen 1 lane in each direction from SR 162 to SR 21
STA 619	30	\$11	12507										Widen from Cleveland Ave. to SR 43
MED 71	28	\$37	7885		C								Widen 1 lane each dir from SR18 to Cuyahoga Co Line
FRA/DEL 71	27	\$42	7278				C						Widen 1 lane in each direction from SR 161 to US 36
LAK 90	24	\$14	5774		D		C						Widen 1 lane in each dir. from SR 306 to Morley Rd.
MAD 70	24	\$31				C							Widen 1 lane in each dir. from Clark Co Line to US 42
FRA 315	23	\$18	7583			C							Widen and Rehabilitate from SR 161 to IR 270
AUG 75		\$5			C								Widen Bellefontaine Street bridge over IR 75
WAR 741	22	\$6	9473		C								Improve interchange with IR 71, with local funding
CHP/CLA 68	11	\$11	8410		D		C						Construct 4Ln connector from new CLA68 to exist CHP 68
MUS 208		\$1	13512		C								Gov; resurfacing in Dresden
MUS 60		\$7	12137			C							Gov; spot improvements in Dresden
MAH 711	24	\$31	7386			D			C				Gov; Construct 4Ln connector from I680 to I80/SR11
LAW 7	18	\$51	12069			D							Gov; Construct Chesapeake Bypass
WAS Bridge			10592		E	D							Gov; New north Muskingum River crossing
				\$356	\$258	\$420	\$316	\$352	\$280	\$300	\$180	\$175	Totals including Right-of-Way for each Fiscal Year

B - Bond Payments

D - Design Phase

Gov - Governor's Discretionary Funds

E - Environmental Study

C - Construction Phase

Note: The project Right-of-Way Acquisition Phase is not included in this table.

Table 5 - Bicycle Projects

FY 1996	FY 1997	FY 1998	FY 1999	FY 2000
CLA-Little Miami, Phase I	ATH-Bikeway Phase 3	FRA-Westerville Bikeway	CLA-Little Miami, Phase 2	FRA-Olentangy Bikeway
ATH-Bikeway Phase 2	MOT-Mad River Bikeway	CUY-Cedar Point	LAK-283-7.97	BUT-Bike Path
SUM-Macedonia	SUM-Center Valley - Phase I	GRE-Kauffman Bikeway	GEA-County Bikeway	LAK - Metro Parks
MOT-S. Bikeway Ext.	ATH-Bikeway Phase 1	STA-Louisville	CLA-Buck Creek	CUY - Rockcliff Road
MOT-Hydraulic Rd.	CUY-MLK Jr. Blvd.	LAK-283-6.79	LAK 615-4.64	
		SAN-Bike Path		
		FRA-Olentangy Bikeway		

Two other bikeway projects, GRE-Hedges Road and GRE-H-Connector are funded for FY 1996 and FY 1997, respectively, with Federal Demonstration funds. The costs of these two projects are not included in the \$4 million per year bikeway budget.

The bikeway projects listed above have been under development for some time and all preceded the Transportation Enhancement Program. These projects have not been evaluated through the Transportation Enhancement Program process. However, any new bikeway projects will be funded solely through the Transportation Enhancement Program. This program is described in more detail in the following section.

Local Projects

ODOT allocates \$15 million in STP funds to the counties through the County Engineers Association to address those roadway projects which are prioritized at the local level. This is a cooperative effort between ODOT and the County Engineers Association. The MPOs and the small urban areas are also allocated money through the federal formula for STP funds. The MPOs prioritize the projects within their areas using their own process, which is documented in the individual TIPs. The small urban area projects are prioritized by the appropriate ODOT District or MPO.

Congestion Mitigation and Air Quality Program (CMAQ)

As established under the ISTEA, the purpose of the Congestion Mitigation and Air Quality Program (CMAQ) is to fund transportation projects or programs that will contribute to attainment or maintenance of national ambient air quality standards with a focus on ozone and carbon monoxide reductions. These funds may only be spent in US EPA designated nonattainment or maintenance areas. The program focuses on funding transportation projects which result in demonstrable vehicle emission reductions.

These emission reductions can result from improved traffic flow conditions at congested locations or from a reduction in the number of vehicle miles traveled. Projects which facilitate changes in auto occupancy rates or encourage alternative means of transportation to the single occupant automobile will reduce the number of total vehicle miles traveled regionally.

To use CMAQ funds, a project must be approved by the nonattainment or maintenance area MPO, ODOT, OEPA, US EPA, FHWA, and FTA. ODOT's May 1993 Interim Congestion Mitigation/Air Quality Policy sets Ohio's eligibility rules, including the requirement that each project request must reflect an appropriate emission reduction. On July 13, 1995 U.S. DOT revised the federal guidelines for the use of CMAQ funds. Changes include the eligibility of air quality education programs to be funded for an indefinite period of time (previous policy allowed up to two years of CMAQ funding), subsidies for transit fares to encourage transit use on high ozone days, and an extension of the funding eligibility period for operating assistance for new or expanded transportation services, that will generate emissions reductions, from two years to three years. The National Highway System Act, signed into law on November 28, 1995, extended the eligibility of an area to use CMAQ funds upon redesignated to attainment status as a maintenance area.

Currently, all of Ohio's air quality nonattainment and maintenance areas are eligible to use CMAQ funding. A project which is defined as a Transportation Control Measure in the State Implementation Plan (SIP) shall receive the highest priority for CMAQ funding.

Table 6

Fiscal Year	Funds Obligated By ODOT
1992	\$13,473,290
1993	\$10,085,652
1994	\$15,562,011
1995	\$48,517,059
TOTAL	\$87,638,012

Table 6 shows the amount of CMAQ funds obligated by ODOT in the fiscal years these funds were made available. In addition, \$66,626,000 of CMAQ projects have been ruled eligible, but no funds have been obligated. Ohio uses CMAQ funding for a variety of emission reduction projects. Funded projects include: signal coordination, park and ride/pool lots, intermodal facilities (freight and passenger), replacement bus purchases, diesel bus conversions to compressed natural gas (CNG), transit demonstration routes, regional ozone education and transit subsidies programs, and travel demand management programs.

Transportation Enhancement Program (TEP)

ISTEA established the Transportation Enhancement Program (TEP) to fund projects which more creatively integrate transportation facilities into their surrounding communities and the natural environment. Working closely with FHWA, ODOT has developed guidelines for this unique program which utilizes federal funds to finance projects that environmentally or culturally enhance Ohio's transportation system. These projects must have a direct relationship with the intermodal transportation system. It provides a means of stimulating additional activities that go beyond cultural or environmental mitigation required when developing transportation improvement projects. TEP is limited to local and state governments, park districts, and other state agencies, including ODOT. This program provides up to 80 percent of the construction or implementation costs of transportation enhancement activities. Ohio's criteria for this program divides the projects into three types: historic site, scenic and environmental, and pedestrian and bicycle facilities. The following tables list projects which have been approved in Ohio to date (an asterisk * designates those projects which were approved in March 1996).

Historic site enhancements include preservation, rehabilitation, and operation of historic transportation buildings, structures, and facilities, as well as archaeological planning and research. Approved projects to date:

Table 7

Location	Project
Muskingum County*	Salt Creek Covered Bridge
Jackson County*	Rehabilitation of Two Covered Bridges
Washington County*	Rehabilitation of Hune, Bell, and Shinn Covered Bridges
Poland*	Riverside Pedestrian Walkway
Mill Creek Metro Park*	Rehabilitation of Historic Bridge
Fremont*	Reconstruction of Soldiers & McKinley Memorial Parkway
Ashtabula County*	Rehabilitation of Center Road Bridge
Napoleon*	Ritter Park Improvements
Defiance*	Restoration of Canal Lock # 37 and Creation of Park
Morgan County	Malta-McConnelsville Bridge
Muskingum River	Restoration of Lock #5

Toledo	Rehabilitation of Central Union R.R. Terminal
Bedford	Delaware & Hudson Stone Arch Bridge
Coshocton County	Rehabilitation of Helmick Covered Bridge
New Concord	Historic "S" Bridge
Monroe County	Restoration of Knowlton Covered Bridge
Dennison	Rehabilitation of Dennison Depot - Phase I
Springfield	Painting of Snyder Park Memorial Bridge
Muskingum County	Dresden Suspension Bridge
Hamilton County	Willey Road Concrete Arch Bridge
Ross County	Seip Earthworks
Across Ohio	National Road (US 40) - Phase I Study
Butler County	Black Covered Bridge
Defiance County	Restoration of Dey Bridge
Dayton	Aviation Heritage Circulation System
Fairfield County	Rehabilitation of Johnston Covered Bridge
Fairfield County	Rehabilitation of Mink Hollow Covered Bridge
Morgan County	Rehabilitation of County Road 79 Bridge
Sandusky	Redevelopment of Amtrak Station
Cincinnati	Rehabilitation of Historic Columbia Parkway
Huber Heights	Restoration of Miami/Erie Canal Lock #18
Grand Rapids	Gilead Side Cut Canal
Dennison	Restoration of Dennison Depot - Phase II
Auglaize County	Miami/Erie Canal Lock

Scenic and Environmental enhancements include: acquisition of scenic easements and sites, landscaping and other scenic beautification, control and removal of outdoor advertising, and mitigation of water pollution due to highway runoff. Approved projects to date:

Table 8

Location	Project
Columbus*	I-670 Landscaping
Port Clinton*	Waterfront and Island Improvements
Eastlake*	Vine Street Beautification
Dayton*	Oak and Ivy Streetscape
Marietta*	Historic River District Improvements
Parma*	Ridge Road Scenic Enhancement
Shawnee*	Downtown Beautification Project
Minerva*	Market Street Brick and Streetscape
Toledo*	Broadway Streetscape
Cambridge*	I-70/SR 209 Interchange Enhancement
Upper Sandusky*	City Gateway
Metamora*	Main and Maple Street Streetscape
Chagrin Falls*	Falls Road Enhancement
Morgan County*	Co. Rd. 4 Timber Bridge Replacement
Columbus	Gateway of Main Street
Rossford	Downtown Business District Streetscape
Maumee	Uptown Business District Streetscape
Miamisburg	SR 725 Scenic Enhancement
The Ohio State University	SR 315 Scenic Enhancement
Columbus	Roadside Rainbow Project
Ashtabula County	Netcher Road Bridge
Youngstown	Madison Avenue Beautification
Lima	Entranceway Beautification
Piqua	Riverfront Park Lock #9

Columbus	Children's Hospital 18th Street Exit Enhancement
Columbus	Spring Street Parkway
Worthington	SR 161 Eastern Entrance
Williams County	Lockport Road Covered Bridge
Canal Fulton	Restoration of Ohio/Erie Canal
Barnesville	Barnesville Enhancement Project
Lake County	Metroparks I-90 Scenic Greenway
Whitehouse	Downtown Streetscape
New Albany	Scenic & Environmental Land Acquisition
Gahanna	Installation of Brick Sidewalk
Gahanna	flood plains Acquisition
Put-in-Bay	Improvement of Bayview Avenue
Sandusky	Downtown Gateway
Marietta	Putnam Street Project
Toledo	Reynolds Road Improvement
Perrysburg	Downtown Streetscape
Youngstown	Spring Commons Gateway
Ashtabula County	Covered Bridges
Dayton	Bicentennial Blvd. Project
Barberton	Alexander Square Project
Medina	Uptown Medina Streetscape
Beavercreek	Streetscape
Wickliffe	Euclid Avenue Streetscape
Cincinnati	Downtown Gateway

Pedestrian and Bicycle facilities enhancements include provision of facilities for pedestrians and bicycles and the preservation of abandoned railway corridors, including their conversion and use as pedestrian and bicycle trails. Approved projects to date:

Table 9

Location	Project
Avon Lake*	Avon Lake Bikeway System
Butler County*	Cox Road Bicycle Lane Connector
Dublin*	SR 745 Bikeway
Van Wert*	Pedestrian Walkway Connector
Lexington*	Bikeway Support Facilities
Chillicothe*	Scioto River Levee Path
Cincinnati*	Eastern Avenue Pedestrian Connector
Licking/Muskingum Counties*	Historic 40 Bike Route
Akron	Maiden Lane/Polsky Skywalk
Gallia County	O.O. McIntyre Park District-Hike & Bikeway
Newark/Licking County	Riverfront Bikeway
Xenia/Greene County	Barr's Bottom Transportation Hub
Cincinnati	A2 Bicycle Activity
Akron	Cascade Valley Park-Riverview Unit
Dayton	River Corridor Bikeway Enhancement Project
Columbiana County	Midway Staging Area #3 - Leetonia Green
Columbus	Lower Olentangy Bikeway
Sandusky County	North Coast Inland Trail Acquisition
Cleveland	Metroparks-Big Creek Greenway Corridor Project
Cleveland	GCRTA-Bike Racks at Transit Facilities
Cleveland	Metroparks-Ohio/Erie Canal Towpath Trail
Montgomery County	Park District-H-Connector Bike/Ped Trail
Akron	Valleyview Bike/Ped. Trail
St. Clairsville	National Road Bikeway

Muskingum County	Muskingum Trail
Wilmington	Tri-County Greenway Phase I
Celina	SR 29 Bike Path
Lima	Ottawa River Ped./Bike
Loveland	Bike/Hike Trail Phase III
Poland	Poland Village Pedestrian
Oakwood	Forbes Road Bikeway
Geauga County	Park District-Geauga Walkway
Auglaize County	Miami/Erie Bikeway
Madeira	Bikeway Improvements
Cleveland	North Coast Harbor
Berea	Coe Lake Walkway
Wood County	Park District-North Coast Trail Extension

ODOT has funded projects through the TEP since 1992. The program cycle is two years, allowing for application submittal and project awards on a biennial basis. Projects selected in the latest cycle were announced in March 1996.

An application for funding is initially submitted for local review and evaluation. In an MPO area, the applications are submitted directly to the MPO for review and ranking with other local projects, in cooperation with ODOT's District Office. Outside of an MPO area, applications are submitted directly to the appropriate ODOT District Office. The application is forwarded to the Transportation Enhancement Coordinator for a completeness review.

To review and rank the applications, ODOT has established a Transportation Enhancement Proposal Review Committee for each of the three Enhancement categories. The Review Committees consist of ODOT personnel and members from representative groups or agencies as appropriate. Each committee uses both general criteria, which apply to all projects, as well as project specific criteria to conduct its review. The general criteria are presented below:

- ODOT District and MPO ranking - how the project is ranked at the local level.
- Relationship to a current ODOT improvement - greater weight is given to projects associated with current ODOT projects in areas which are historically, culturally, or environmentally sensitive.
- Transportation Planning - greater weight is given to projects which are part of or

- consistent with a comprehensive regional transportation plan.
- **Transportation Facility** - the extent to which the project will increase or otherwise improve the utilization of an existing facility.
 - **Economic Benefit** - the extent to which the project will help to generate increased economic activity.
 - **Private Sector Participation** - the extent to which the project leverages private investment in a transportation facility or the area surrounding the proposed project, or the extent to which private interests contribute to the project in order to reduce overall public costs.
 - **Multiple Enhancements** - the extent to which the project includes additional enhancement activities from one of the other categories.
 - **Local Financial Commitment** - the extent to which the applicant is willing to contribute more than the minimum required local share.
 - **Proposal Status** - the degree of development of the applicant's architectural or engineering design plans, environmental documents, or right-of-way purchase.

After a project is selected it is added to the MPO TIP, if applicable, or directly to the STIP. The selected enhancement projects then proceed, as do other projects which include federal funding, through the project development process. Enhancement projects are administered by the appropriate ODOT District Office.

Public Transit Program

Federal Transit Grant Programs

Following are overviews of the federal transit grant programs in Ohio.

FTA Metropolitan Planning and State Planning and Research Programs

The Metropolitan and State Planning Programs (Section 5303/5313) funds are limited to state and local public agencies, which include Metropolitan Planning Organizations (MPOs), State Departments of Transportation or other public agencies. These funds are used to provide technical assistance, monitor federally sponsored programs, collect data for analysis and evaluation, and assist in the development and planning for public transportation eligible areas.

FTA Urbanized Area Formula Program

The Urbanized Area Formula Program (Section 5307) provides federal assistance for operating, capital, and planning to public transit operators in urbanized areas with greater than 50,000 population. Funds from this program are allocated to each grant recipient based upon information they provide into the National Transit Database. Once total funding for each grant recipient is determined, FTA establishes an Operating Assistance Limitation, which limits how much of the transit agency's total allocation can be used for operating assistance.

FTA Elderly and Persons with Disabilities Program

ODOT's Director, through the Office of Public Transportation, administers the Elderly and Persons with Disabilities Program (Section 5310) for the Federal Transit Administration (FTA). This program provides vehicles and related equipment for specialized transportation services for the elderly and disabled in areas where existing transportation services are unavailable, insufficient, or inappropriate. Federal funds are provided to cover 80 percent of the purchase of small buses and vans by private nonprofit corporations.

FTA Non-urbanized Area Formula Program

Initiated in 1978, the Non-urbanized Area Formula Program (Section 5311) provides both capital and operating assistance to public transportation systems in non-urbanized areas. This program passes federal dollars through the state to designated eligible recipients including counties, cities, villages, county transit boards, regional transit authorities, and private nonprofit corporations.

Federal funds may be used for up to 30 percent of operating deficit. Up to 80 percent of the capital costs of purchasing buses, vans, equipment, and facilities, may be provided for by federal funds.

This program provides for the reimbursement of costs incurred in providing public transportation in rural and small urban areas of less than 50,000 population. The state also reimburses a portion of the cost through the Ohio Public Transportation Grant Program.

FTA Capital Program

The FTA Capital Program (Section 5309) provides funds for capital projects that will benefit public transit systems. For the past few years, Ohio has received Congressional allocations from this primarily discretionary program. ODOT has awarded these funds to Ohio's transit systems for bus and bus-related facilities.

Ridesharing and Vanpooling

ODOT administers a ridesharing program which funds local Rideshare projects in metropolitan areas. Program funds provided by FHWA allow local Rideshare agencies to match people with similar travel patterns at no charge to the individuals. ODOT also offers VanOhio, a statewide vanpool program operated and administered by a private company under contract. Under the terms of the agreement, ODOT subsidizes the cost incurred by the contractor to coordinate vanpool groups, enroll participants, assist in choosing commuter routes, qualify and train volunteer drivers, and provide fully insured vehicles.

State Transit Grant Programs

Following are overviews of the state transit grant programs in Ohio.

Park-and-Ride Facilities

ODOT is actively developing park-and-ride facilities throughout Ohio to foster Vanpools and other shared ride commuting alternatives. Local transit systems and ODOT are responsible for urban and rural facilities, respectively.

Elderly and Disabled Transit Fare Assistance Program

There are additional factors that inhibit mobility for elderly persons and persons with disabilities. Socioeconomic barriers can also interfere with person's ability to pay regular transit fare rates. To alleviate these problems, the State has established the Ohio Elderly and Disabled Transit Fare Assistance Program. Under the terms of the program, transit systems permit elderly persons and persons with disabilities to ride, at any time, for a fare no greater than 50 percent of the peak hour adult fare.

Ohio Coordination Program

The Ohio Coordination Program provides funds to assist in the coordination of transportation services among transportation providers. The primary goal of this program is to enhance and expand transportation in the forty-one Ohio counties with no public transit system. All projects must demonstrate some level of interagency coordination in their local area.

Ohio Public Transportation Grant Program

The Ohio Public Transportation Grant Program provides matching funds for FTA operating, planning, and capital assistance.

Ohio 1997-2000 Transit Grant Programs Budget

Ohio's Statewide Transportation Improvement Program (STIP) contains, by reference, a comprehensive listing of public transit improvements scheduled for implementation with federal and state funds within the next four years (FY 1997-2000) in all of Ohio's urbanized areas. The STIP also contains Ohio's project implementation schedule of the FTA Elderly and Persons with Disabilities (Section 5310) and Nonurban Area Formula (Section 5311) programs for this four year period. The transit projects included in the STIP are in financial balance with available sources of revenue. Table 10 shows the sources and estimated amounts of funding from appropriations and ISTEA authorizations.

Table 10

Source of Revenue	Est. 1997	Est. 1998	Est. 1999	Est. 2000
Urban Area Formula Program (Section 5307)	\$135,172,830	\$135,172,830	\$135,172,830	\$135,172,830
Nonurban Area Formula Program (Section 5311)	\$11,924,720	\$11,924,720	\$11,924,720	\$11,924,720
Elderly & Persons with Disabilities Program (Section 5310)	\$5,448,496	\$5,448,496	\$5,448,496	\$5,448,496
Metropolitan Planning & State Planning and Research Programs (Sections 5303/5313)	\$4,417,919	\$4,417,919	\$4,417,919	\$4,417,919
Capital Program (Section 5309)/ IX Transfer	\$36,835,824	\$32,636,907	\$32,636,907	\$32,636,907
Nonfederal	\$334,400,000	\$334,400,000	\$334,400,000	\$334,400,000

The Capital Program (Section 5309) has both formula and discretionary components. The figures above include a formula component available to Cleveland and Dayton for fixed guideway modernization, discretionary funds earmarked in FFY 1996 appropriation legislation as well and unobligated carryover discretionary earmarks. However, carryover funds are not reflected in the figures beyond FFY 1997. New Discretionary Capital Program funding is not included in the accompanying tables and will only be added as authorized by the Federal Transit Administration. Negotiations are continuing at the MPO and state level regarding the use of flexible funds available through ISTEA for several transit projects. No flexible funds are shown in the above table. All transit systems have completed their financial capacity analyses either in-house or in conjunction with each area's MPO.

A listing of 1996-1999 State Transit Programs is contained in Appendix B.

Ohio Rail Development Commission

The Commission (ORDC) was created by the Ohio General Assembly on October 20, 1994. ORDC is comprised of ten voting and four non-voting members. Six of the voting members are appointed by the Governor, two by the Legislature, and two are ex-officio members (Directors of the Departments of Transportation and Development). The following is a general list of Commission members and/or the rail interests they represent.

CHAIR

FREIGHT

GENERAL PUBLIC

INFRASTRUCTURE FINANCING

ORGANIZED LABOR

SENATE PRESIDENT APPOINTMENT

SPEAKER OF HOUSE APPOINTMENT

DIRECTOR OF DEPT OF TRANSPORTATION (EX OFFICIO)

DIRECTOR OF DEPT OF DEVELOPMENT (EX OFFICIO)

PASSENGER

State Representative - Appointed by Speaker of House*

State Representative - Appointed by House Minority Leader*

State Senator - Appointed by President of Senate*

State Senator - Appointed by Senate Minority Leader*

* Non Voting Member

Currently, James E. Betts chairs the Commission and Thomas M. O'Leary serves as the Executive Director. ORDC's mission is to plan, promote, and implement the improved movement of people and goods faster and safer on a rail transportation network connecting Ohio to the nation and the world. The Commission is mandated by the General Assembly to develop, promote, and support safe adequate and efficient freight and passenger rail transportation throughout the state. The following are the major programs which constitute the work of the Commission.

Shortline Development Program

When large Class I carriers abandon lines they rate as unprofitable to operate, the loss to shippers of Ohio grain, coal, and aggregate interests and industry can be significant. To maintain rail service to local communities, ORDC can provide funds to acquire these lines. Small short line carriers generally have lower overhead costs and can operate a profitable business, where the Class I carriers cannot. Funds can also be provided to rehabilitate deteriorating tracks. All projects are evaluated using the same eligibility criteria:

- a positive public benefit/cost ratio,
- operating viability and
- 40 percent local matching funds.

In addition to acquisition, this program also undertakes rehabilitation projects on existing railroads that will preserve rail service. These projects may impact a railroad's ability to continue operations. The criteria for a rehabilitation project are the same as for an acquisition project as listed above. These projects usually involve high costs which are difficult for the short line companies' low profit margins to fund.

Industrial Development Program

Access to rail service is important to industrial expansion in Ohio. ORDC, in coordination with the Ohio Department of Development (ODOD), provides funds for rail infrastructure projects to induce business development or expansion. These projects include rail connections, spur tracks, and yards to bring new industries to Ohio or to retain and expand existing Ohio companies. The Commission and ODOD work in partnership to develop these projects.

Technical Assistance Program

Local communities affected by changes in railroad infrastructure may need technical assistance. The ORDC will provide assistance in the following areas:

- 1) mediating natural conflicts that arise from abandonments;
- 2) working with railroads' industrial development experts to bring new businesses to Ohio;
- 3) helping local governments or shippers groups owning a railroad to evaluate the condition of the line and rehabilitation needs; and
- 4) providing information to shippers and communities located on lines scheduled for abandonment and help formulate the best plan of action to continue rail service.

Rail Inspection

Rail inspectors are charged with ensuring the proper and best use of publicly funded work and materials. Their job is to assess the rehabilitation needs of requested projects. The inspectors monitor the work in progress on approved projects. Following project completion, periodic preventive maintenance inspections are conducted.

Rail/Highway Safety Program

ORDC's Safety Section staff administers an aggressive rail/highway grade crossing safety program. In the last year, achievements include measurable results in improving signage, increasing the number of active warning devices, and reducing the number of crash incidents in Ohio. The staff also has been able to reduce the time it takes from identification of a hazardous crossing to installation of flashers and gates from one and a half to two years down to an average of one year. This is the fastest installation time in the nation and a credit to the coordination among all of the partners. Over the last five years, Ohio's number of rail/highway crashes has been reduced by over 31 percent, from 311 to 214 crashes. The national rate has decreased by only 13 percent.

Grade Crossing Corridor Consolidation Program

This program is an innovative approach to the problem of multiple, closely spaced, grade crossings along a railroad line. The goal is to focus limited public dollars and improve the timeliness of project implementation. A corridor team comprised of staff from the ORDC Safety Section, Public Utilities Commission of Ohio, the Ohio Department of Transportation District Office, the railroad carrier, and the local community evaluates a corridor by considering various improvements. The improvements include grade crossing consolidations, circuitry upgrades, road realignments, and potential warning device integration with local street signal systems.

Grade Crossing Warning Devices Program

Each year a number of priority crossings are upgraded by replacing existing warning devices with a warning system of flashers and gates. Priority crossings are identified using a Federal Railroad Administration formula which considers traffic, number and speed of trains, crash incidents, and site crossing characteristics. A total of \$15 million a year is budgeted by ODOT for this program. ISTEA mandates that a portion of STP funds be allocated for hazard elimination. By formula this mandate totals approximately \$6.2 million a year and ODOT adds another \$8.8 million to this priority program. In 1995, diagnostics were conducted on the top forty priority crossings in Ohio and thirty-six were programmed for installation of active warning devices.

Grade Crossing Reconstruction Program

Another component included in this funding category is the reconstruction of rail/highway grade crossings. The identification and reconstruction of the surfaces of rail/highway grade crossings in need of repair is part of the Federal Grade Crossing Reconstruction Program. Approximately \$2 million of the above \$15 million a year is devoted to this program. Beginning in FY 1997, each District will prioritize these projects, with funds available for one or two projects a year.

Buckeye Crossbuck Program

The Federal Highway Administration has authorized Ohio to test a new state-of-the-art crossbuck, known as the "Buckeye Crossbuck," for use at crossings that do not have bells, lights, or gates. This improved design was developed by a Conrail employee. A three year test is being conducted which will look at a variety of factors to determine if the new warning device will motivate motorists to look for trains at railroad crossings. The Buckeye Crossbuck may become a standard for the entire country.

Rail Development Fund

When the Ohio General Assembly created the ORDC, it established that 50 percent of the Railroad Corporate Franchise Tax would be deposited in a Rail Development Fund (RDF). In January 1998, the percentage is to increase to 75 percent of the tax. To provide additional funding in FY 1996, approximately \$500,000 of supplemental funds came from the General Revenue Fund. The monies

in the Fund may be used to promote, plan, design, construct, and maintain passenger and freight rail transportation systems. Maintenance costs associated with rail lines owned by the ORDC and administrative costs are also eligible activities. The Fund may also be used for the purpose of acquiring, rehabilitating, or developing rail property or service, or for participation in the acquisition of rail property in conjunction with the federal government, municipal corporations, townships, counties, or other governmental agencies. ORDC may obtain acquisition loans from the federal government or other sources, however, the Fund may not be used for loan guarantees. The Federal Rail Administration (FRA) awards funds on a project by project basis.

In 1995, three rail purchases were funded, with a total of 19.5 miles of track acquired for \$664,000. Four rehabilitation projects totaling \$1,292,043 and twelve spur and track construction projects totaling \$1,137,859 were financed with RDF monies. These projects retained 547 jobs and created 848 new jobs.

FISCAL SUMMMARY



Transportation Funding

Background

One of the key factors influencing Ohio's transportation system, both now and in the future, is the availability of funding and how that funding is properly managed. ODOT is committed to supporting fiscal policies and funding that will ensure adequate revenue for the preservation and maintenance of existing facilities and services. This commitment also applies to the reasonable provision of new facilities and services where justified. The Department shall support, as needed, efforts to develop new and innovative methods and sources of transportation funding for these facilities so that they are available for all Ohio citizens.

Revenue Sources

There are eight general categories from which ODOT receives its revenue. These include Motor Fuel Tax, Highway Use Taxes, General Revenue Fund, Federal Aid Participation, Railroad Corporate Franchise Tax, Other Fees and Income, Bonds, and Local Funds. (Figure 2)

Motor Fuel Tax

The Motor Fuel Tax contains a federal tax and a state tax. The federal tax is currently 18.4 cents per gallon for gasoline, 14.0 cents per gallon for gasohol, and 24.4 cents per gallon for diesel fuel. With the passage of the increase to the State Motor Fuel Tax, effective July 1989, the rate was 18.0 cents per gallon for FY 1990, 20.0 cents per gallon for FY 1991, 21.0 cents per gallon for FY 1992, and 22.0 cents per gallon for FY 1994.

The automatic annual adjustment in the tax on the wholesale price of motor vehicle fuel, or maintenance index, was recalculated in May 1993 for application in FY 1994. The calculation resulted in the motor fuel tax being increased by 1 cent per gallon. The use of the formula expired in the FY 1992-93 budget bill and will not be used in the future unless legislation extends it. The 1994-95 budget included a Motor Fuel Tax increase of 1 cent per gallon in FY 1994 due to the calculation.

In April, 1990 the Federal Highway Administration (FHWA) notified ODOT that the federal maintenance cost index would be eliminated in 1992. Beginning in January, 1993 a new formula was created and the Federal Highway Administration (FHWA) Maintenance Cost Index was replaced by the Consumer Price Index - Urban.

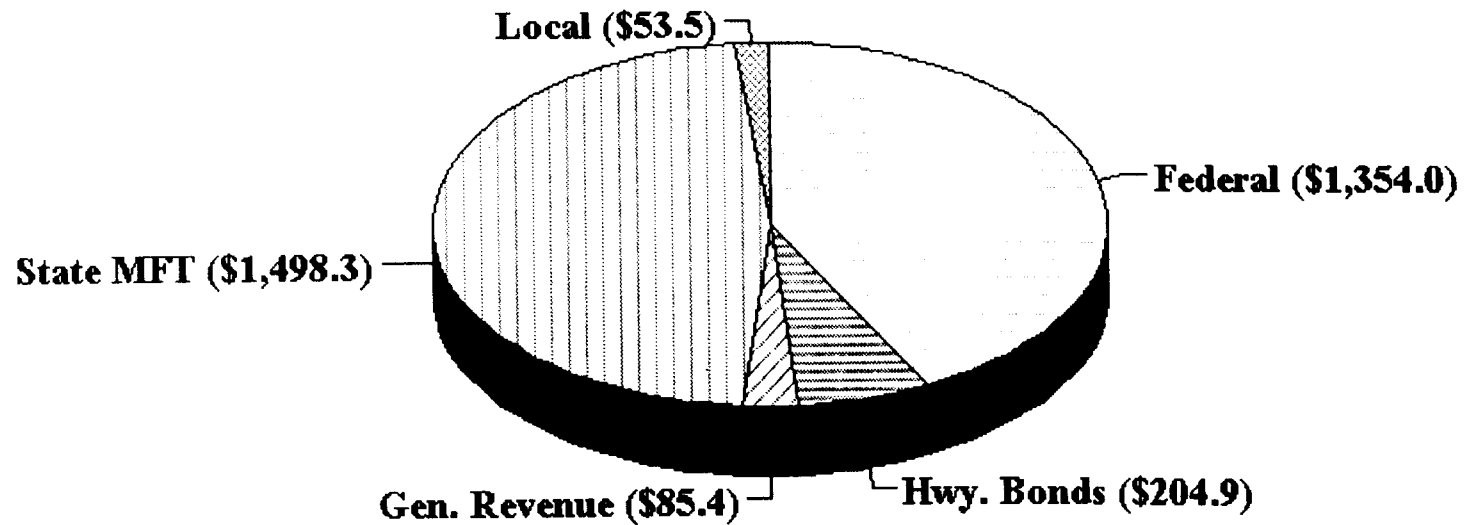
The State of Ohio's Motor Fuel Tax is actually five separate levies, added together, each of which is distributed in a different manner. Prior to any distribution, the following transfers of receipts are made:

1. 0.5% to the Waterways Safety Fund.

ODOT Revenue by Category

FY 1996-1997 Estimated Income

Figure 2



amounts in millions of dollars

2. the amount needed to ensure that there are sufficient funds to meet all payments for the highway bond retirement.
3. an amount equal to 5 cents per gallon times the number of gallons sold at stations operated by the Ohio Turnpike Commission to the Commission for turnpike projects.

The following Table 11 illustrates the approximate distribution of the combined levies after the above transfers are made. It should be noted that based on current motor fuel consumption, each penny of motor vehicle fuel tax generates approximately \$56 million, after refunds.

Table 11

Distribution of Combined Levies	Amount of Transfer
Highway Bonds Debt	1 cent
Ohio DOT	12.2 cents
Highway Patrol	2.5 cents
State Transportation Improvement Fund*	1 cent
Local Governments	
County	2 cents
Municipality	2.2 cents
Township	1.1 cents
State Motor Fuel Tax per gallon	22 cents

*Under terms of the 1989 Motor Fuel Tax increase, revenue from 1 cent of the increase each year, or approximately 25% of the State's gas tax revenues, will be distributed to local governments for use in meeting their road and bridge needs.

Highway Use Taxes

There are two principal highway use taxes charged to commercial vehicles operating within the State of Ohio. The first is an annual license tax which is based on a proportion of the weight of the vehicle being registered. Ohio's participation in the International Registration Plan, which replaced the Axle Mile Tax, allows the state to collect this annual license tax from vehicles registered outside the state as well as those registered inside the state. Under this plan, states share vehicle registration fees with each other in proportion to the relative mileage traveled annually by the vehicle within each state. In Ohio, the IRP accounts for 42.6% of the registration fee for commercial vehicles.

The second highway use tax is an additional three cents per gallon diesel surcharge. This is

determined by the equivalent gallons consumed by commercial vehicles operating on public highways within Ohio. The highway use taxes, which are dedicated for bond retirement, generate approximately \$70 million per year.

General Revenue Fund

Appropriations are made from the General Revenue Fund to support aviation, public transit, rail, and water transportation activities. These non-highway activities are budgeted to receive \$232.2 million in federal, state, and local funds. Of the \$232.2 million, a total of \$70.1 million is expected from the General Revenue Funds for the 1996-1997 biennium. These funds are used to match federal funds for some public transportation programs as well as to provide state funding for statewide and local modal activities. Figure 3 illustrates where the monies allocated for the non-highway activities will be spent during the 1996-1997 biennium.

Federal Aid Participation

Federal Aid Participation represents Ohio's share of anticipated federal government appropriations, including federal grants. These are apportionments and/or allocations from Congressional Surface Transportation Acts. The portion of the amount shown for federal aid that is allocated to highways is approximately \$1.26 billion, and for the other modal programs is \$93.7 million for the 1996-1997 biennium. At this time, it is prudent to look at federal spending levels remaining flat. It is difficult to know how the federal funding levels will be affected by various federal legislation.

Other Fees and Income

ODOT derives revenues from a variety of other sources in addition to those previously mentioned. These other revenue sources include the following:

Investment Income - Receipts from the investment of highway cash balances by the Treasurer of State.

License Plate Fees - Anticipated revenue from the sale of "personalized" and reserved license plates. The fees are dedicated for construction and maintenance of roadside rest areas and for highway beautification projects.

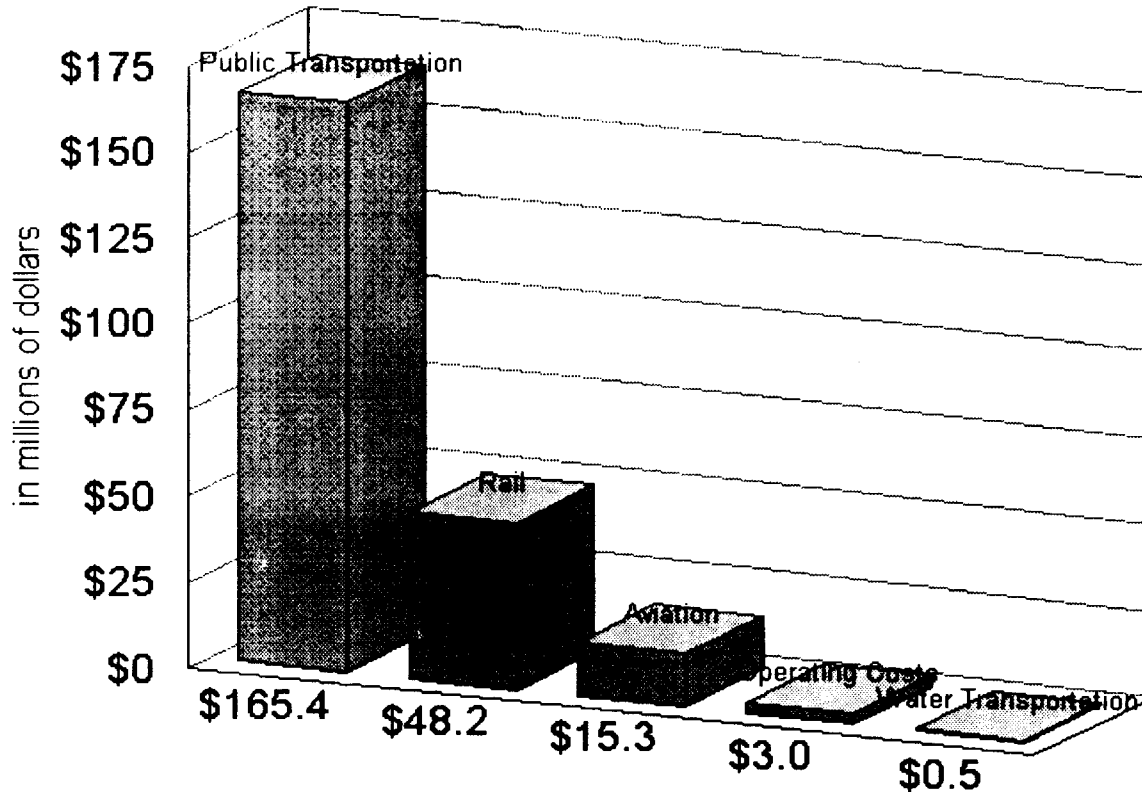
Railroads and Commercial Concerns - Receipts from commercial properties and railroads for their share of highway costs.

Sales of Goods and Services - Revenues from services performed by ODOT for other agencies. Services include sale of fuel, vehicle repairs, sales of equipment, public sales of plans, scrap paper, etc.

ODOT Transportation Modes Budget

FY 1996-97 General Revenue, Federal, & Local Funds

Figure 3



Property Management - Receipts from the lease of properties acquired in advance of actual use for highway improvement.

Permit Fees - Receipts from the issuance of permits to move oversized and/or overweight vehicles and loads.

Damage Claims - Reimbursements for repairs to highway facilities damaged by vehicular accidents.

Refunds - Refund of cash disbursements, primarily from contractors for overpayments on construction projects.

Shippers Match - Funds contributed by private shippers to help finance rail freight assistance, planning and acquisition programs. Funds are used to rehabilitate rail lines, construct new interchanges or new connections, provide substitute service facilities, and to maintain state-owned rail properties.

Bonds

This portion of the revenue balance is funded through proceeds from bond sales authorized in the Ohio Constitution and the Ohio Revised Code. The State can borrow through the sale of bonds with the promise to pay the bondholder the principal amount plus accrued interest at some future date. The Department has used bond financing since 1954 to escalate the construction of Ohio's highway systems. Article 8 of the Ohio Constitution has been amended by the voters four times to authorize the use of bond debt for highway purposes.

In 1954, Section 2c was added to Article 8 which authorized the spending of \$500 million for the construction of a Major Thoroughfare System, including the federal Interstate and other primary arteries. The final payment on these bonds was made in 1972. The total interest cost for these bonds was \$108 million.

In 1964, Section 2g was approved by the voters which authorized another \$500 million. These bonds were fully retired in 1989 with the total interest cost equal to \$153 million.

Then, in 1968, Amendment 2i was approved which authorized bond sales. This time, bonds can be issued, upon appropriation by the General Assembly, up to an amount of \$100 million each calendar year. This can continue as long as there is no more than \$500 million of outstanding debt at any one time. This different and unique feature is known as the roll-over provision.

In November 1995, Amendment 2m was approved by the Ohio voters which authorized an increase in ODOT's bond limit. This change in the Constitution increased the bond authorization to \$220 million each calendar year or \$1.2 billion in debt outstanding at any one time. The roll-over provision was maintained. When the Department pays off debt, it can reissue that amount with the

legislature's approval and as long as it is under the \$1.2 million total limit.

It is the intent of the Department to utilize the "roll over" capabilities to its fullest during the 1998-1999 biennium. All debt being retired between November 1997 and May 1999 will be "rolled over" for reappropriation to support ODOT's capital highway budget.

Rail Corporate Franchise Tax

This tax is collected from individuals or companies engaged in the business of owning or operating a railroad either wholly or partially within Ohio. The tax is paid on rights of way acquired and held exclusively by the company or individual. The Ohio Rail Development Commission receives fifty percent of the tax collected. At the beginning of FY 1996, the Commission received \$4.1 million and a mid year adjustment of another \$1 million. The estimates for FY 1997 are approximately the same as FY 1996. The mid year adjustment is less predictable and difficult to estimate an amount for FY 1997.

Local Funds

Cities, townships, and counties participate in providing transportation facilities by paying a share of the cost of highway improvements within their respective jurisdictions. The localities also participate in the purchase of special equipment needed to make mass transit vehicles accessible to elderly and handicapped users.

Local transit operating agencies also have the ability to generate dedicated revenues for their respective systems through the imposition of local area sales, property, and income taxes.

Transportation Funding Summary

In conclusion, all of the above revenue sources are contained in the current Ohio Department of Transportation Budget for the years 1996-97 or the current biennium.

Financial Analysis

The guidance on Statewide Transportation Planning and Programming (23 U.S.C. 135) provides that projects in the STIP must be consistent with metropolitan TIPs and must reflect expected funding and priorities for programming. The program shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available within the time period contemplated for its completion.

This year the federal obligation ceiling will again be taken into account in the fiscal analysis. This annual funding limit, which is applicable to all the principal federal funding categories except Minimum Allocation, Appalachian, and Demonstration funds, prevents Ohio from being able to fully use its available federal funds each year. ODOT has been using "advance construction" funding provisions in recent years to lessen the impact of the federal obligation limit on our construction program. Under this provision federal-aid projects can initially be funded with state funds, and converted to federal funding in a later fiscal period. Past and anticipated advance construction financing must also be taken into account in demonstrating that the STIP is financially realistic.

Each of Ohio's sixteen designated MPOs representing urbanized areas of 50,000 or greater population annually develops a four-year TIP for their area. These programs are prepared on a state fiscal year basis (July 1 - June 30), and list the projects for which federal funding of preliminary engineering (PE), right-of-way (R/W) and/or construction (CO) is planned. They contain ODOT sponsored state highway projects, and local government sponsored projects both on and off the state highway system. The MPOs have included all 100 percent state funded projects in the first year of their TIPs, and any currently programmed with ODOT in the out years. These TIPs are developed in cooperation and consultation with ODOT, and are required to be in reasonable financial balance in regard to the federal funds allocated to the MPOs.

In each of these TIPs, the projects planned for financing with the federal funds made available for use by these MPOs have previously been reviewed and determined to be within reasonable expected federal funding levels, as required. In several instances individual MPO TIPs are somewhat out of balance in a particular year relative to their obligation ceilings. The aggregate statewide program is nonetheless in fiscal balance each year, however, and since the MPOs have jointly adopted an obligation authority redistribution procedure and can potentially lend and borrow federal funds and/or obligation authority we consider the TIPs to be in reasonable fiscal balance. The potential for financing the state sponsored projects in these TIPs and the state share of the local government sponsored projects where applicable is addressed here in conjunction with the analysis of the financing needs of the non-MPO STIP projects.

Overview and Assumptions

Projections of carryover balances, future state revenue, future federal apportionments, and obligation limitations are required for the fiscal analysis. The projected state and federal funds available to finance the highway portion of the STIP are shown in Table A. The projected

obligation ceilings have been set at 100% for each of the four years of the STIP. It is difficult to predict federal apportionments in the equity adjustment funding categories (e.g., Hold Harmless, Interstate Reimbursement, Donor State Bonus, Minimum Allocation) or for those funds apportioned based on relative needs (e.g. Bridge Replacement and Rehabilitation). Federal projections have been based on ISTEA authorization and FY 1996 apportionment levels, with the 12.54% cut in FY 1996 apportionments due to ISTEA Section 1003(c) factored out.

The program used to generate the project listing for the non-MPO portion of the STIP summarizes federal and state funding demand by category and year for all programmed projects (i.e. those in ODOT's project database), including MPO projects. For the financial analysis this funding demand has been increased to include the projects in the MPOs' TIP not yet formally programmed by ODOT, and to account for projects covered by general statewide line item.

Projects scheduled for sale through ODOT's July 31, 1996 bid letting will be authorized and the funds obligated under the FY 1996-1999 STIP prior to July 1, 1996. Since these projects will appear in the FY 1997-2000 MPOs' TIP and ODOT's STIP, the prior fund obligation has been disregarded in projecting the carryover federal balances, at the start of FY 1997.

The objective in the fiscal analysis has been to show that the aggregate federal and state funding demand is within the total federal and state funding available each year and within the federal obligation ceiling, taking into consideration that federal funds specifically dedicated for certain project or types of projects cannot be used to cover other project funding shortfalls. Ohio currently has about \$50 million of toll revenue "soft match" credit available and anticipates receiving additional credit during the STIP period. This credit enables ODOT to significantly reduce state funding demand by increasing the federal share of projects throughout the FY 1997-2000 period, if necessary. If the federal demand exceeds projected apportionments or obligation limits, projects can be temporarily financed using advance construction provisions, or converted to non-federal.

The analysis reflects that the STIP program is well within ODOT's federal and state funding capacity. It should be noted that while the STIP is based on state fiscal years which start July 1st, federal apportionments are normally made on October 1st, the start of each federal fiscal year. In the fiscal analysis this three month delay in receipt of federal apportionments is considered inconsequential because of prior year carry-overs, federal advance construction provisions and the other funding flexibility provided under ISTEA.

The following additional factors were also taken into consideration:

- Ohio has not identified and programmed a large number of locally sponsored projects to use the 10% STP set aside from for transportation enhancements. These have been prioritized and appear accordingly in the STIP and TIPs. Not all of the projects previously selected have been programmed with ODOT, and some enhancement funding is now also being made available to the ODOT Districts, so additional enhancement funding demand has also been included in the statewide line items each year.

- For administrative purposes ODOT has elected to distribute the Congestion Mitigation and Air Quality (CM/AQ) funds to each of Ohio's air quality non-attainment and maintenance MPOs in proportion to their weighted non-attainment population. Prior to the distribution \$8 million is being dedicated per year to meet CMAQ funding commitments previously made by ODOT. While ODOT has accepted the judgment of the MPOs regarding the general eligibility of projects within their TIPs for CM/AQ funding, actual eligibility will be predicated on specific air quality reduction analysis for each project.
- Due to the transfer and flexible funding provisions of ISTEA, any pre-ISTEA Interstate Resurfacing, Restoration and Rehabilitation (IR); Consolidated Primary (F); and Urban System (M) and Rural Secondary (RS) fund obligation releases have been considered as Interstate Maintenance (IM); National Highway System (NH); and Surface Transportation Program (STP) funds respectively in financing the STIP. The Donor State Bonus (DSB), Minimum Allocation (MA), Unobligated Balance Flexibility, and Restoration Funds (RF) can be used in lieu of any of the other federal funds, as can the STP funds not specifically earmarked for safety and transportation enhancement activities.

General Procedures

To demonstrate that this STIP is in reasonable financial balance the aggregate federal and state share for all MPO and non-MPO projects was totaled by federal fund type and by year, and compared to projected available funding and obligation limits. Projects using Interstate Maintenance (IM), National Highway System (NH), Surface Transportation Program (STP), Unobligated Balance Flexibility, Restoration (RF), Donor State Bonus (DSB), Bridge (BR), Minimum Allocation (MA), Safety (STP), and Appalachian Development (APD) funding were evaluated jointly in consideration of the flexible funding provisions of ISTEA. The APD projects were included since they greatly exceed expected APD funding levels and will be financed using alternative funding and advance construction provisions.

The initial draft MPO TIPs were developed based on project status information provided to the MPOs last December. When this program is submitted for final federal review and approval in June the scheduling data will have undergone review and update. ODOT conducted a comprehensive review of all projects in the draft MPO TIPs to identify those which should be adjusted. The ODOT sponsored project changes required for fiscal balance were also identified and each MPO was notified to incorporate these changes in its TIP so that the fiscal analysis would be valid. Any changes which impact the MPO air quality conformity findings have been taken into account in that analysis.

In conducting the financial analysis the Interstate Construction, Demonstration, Highway Planning and Research and Metropolitan Planning funding categories were analyzed and will be discussed separately, since these funds cannot be used to finance other projects. The Transportation

Enhancement Activity (STP), Congestion Mitigation and Air Quality (CM/AQ), Appalachian Local Access (APL), and Forest Highway (FH) funding demand was also accounted for separately. The remaining federal categories are jointly discussed.

Interstate Construction Program

On July 1, 1996 Ohio will have about \$18,063,000 of Interstate Construction (I) funds remaining from the FY 1996 apportionment received in FY 1995 (Interstate Construction funds are apportioned a year in advance).

Ohio's Interstate Construction Program is nearly complete, with the reconstruction of a portion of Interstate 670, Spring-Sandusky Interchange, in Columbus representing the last eligible work. Standard Interstate Construction funding apportionments were last authorized for FY 1996 under ISTEA, although discretionary funding is authorized. Based on the funding priorities as currently established for FY 1997-2000 for Ohio's Major New Construction Program, ODOT should have sufficient Interstate Construction (I) funds available. This is reflected in Tables A and B which are included at the end of this section.

Appalachian Highway Program

Ohio receives federal Appalachian Development Highway (APD) funding from the Appalachian Regional Commission (ARC) each year to finance eligible projects on the designated Appalachian Development Highway System, and federal Appalachian Local Access (APL) funding for local government projects under the Appalachian Local Access Road program administered through the Ohio Department of Development. In the latter program there are several projects for which funds have been granted, but Ohio's APL balance exceeds current funding needs. The pattern in recent years has been for ARC to withdraw unused APL funds toward the end of each fiscal year, and then to restore them in the allocation for the following year. This pattern is expected to continue in FY 1997-2000.

The ARC has been operating on a continuing resolution basis for a number of years, and funding levels in the APD category have consequently been quite low. Since FY 1983 Ohio's apportionments have been committed to finance APD projects to complete SR 32 and SR 253 at Greenup Dam which were let to contract using advance construction procedures in the early 1980's. These projects were all fully converted to conventional APD funding by FY 1991, and the APD funding is now being used to finance the SR 32 Piketon bypass and the upgrading of US 50 between Athens and Coolville.

The cost of the latter projects greatly exceeds the funding capacity at current APD funding levels. Advance construction provisions or alternative financing will therefore have to be used if higher APD funding levels are not realized. For financial analysis purposes APD apportionments have been assumed to continue at FY 1996 levels and the APD funding shortfall covered with National Highway System (NH), Surface Transportation Program (STP), Minimum Allocation (MA), or state funds. In Table B the federal share of the right-of-way costs for these projects have been transferred

to the state funding column to better reflect the fiscal reality.

Demonstration Projects

The provision in ISTEA Section 1025 that the STIP should include a project or project phase only if full funding can reasonably be anticipated to be available to complete the project presents an interesting contradiction to the inclusion in ISTEA of the special demonstration projects. Ohio was authorized \$165 million of demonstration funds in ISTEA for projects having an estimated total cost of about \$1,450 million. The \$165 million was scheduled for apportionment incrementally from FY 1992 through FY 1997 (8% the first year and 18.4% per year thereafter), but in FY 1996 apportionment was reduced by 12.54%. None of the \$7 million authorized for Ohio under ISTEA Section 1069 has been appropriated at all to date, nor have any funds been appropriated for the portion of the Interstate 73/74 corridor in Ohio. This corridor was identified for inclusion as a High Priority Corridor on the National Highway System under ISTEA, but no funding was specifically authorized for work in Ohio. Preliminary development activities related to this potential future project were undertaken by the Ohio Turnpike Commission.

The financing of all the demonstration projects is beyond Ohio's conventional federal funding capacity, yet there is public interest in and considerable publicity attached to many of them. Some had been programmed prior to ISTEA, and others have been initiated. From the STIP perspective we have included these, on the presumption that additional demonstration funding can ultimately be obtained to complete them.

Highway Planning and Research & Metropolitan Planning

The ISTEA significantly increased federal funding for the Highway Planning and Research (SPR) and Metropolitan Planning (PL) programs, and also provided the option of financing these activities with STP funds. Ohio received about \$8,800,000 of SPR funds and \$5,470,000 of PL funds in FY 1996. Projected SPR and PL allocations for FY 1997-2000 are consistent with these allocation levels, with the 12.54% FY 1996 funding cut factored out. The projected funding demand in these categories as reflected in the statewide STIP entries for FY 1997-2000 is consistent with the allocation projections. This funding may be supplemented with STP and CMAQ funds, as indicated in the statewide entries.

Other Federal Funding Categories

Under ISTEA the Surface Transportation Program (STP), Donor State Bonus (DSB), Minimum Allocation (MA), Unobligated Balance Flexibility, and Restoration Funds can essentially be used in lieu of other conventional federal funds; Interstate Construction (I) and Interstate Maintenance (IM) projects can be financed with National Highway System (NH) funds; Consolidated Primary (F) fund obligation releases can be transferred into the National Highway System (NH) or Surface Transportation Program (STP) category; and Urban System (M) and Rural Secondary (RS) fund obligation releases can be transferred into the Surface Transportation Program (STP).

In addition, up to 20% of the Interstate Maintenance (IM) funds can be transferred into the National Highway System (NH) and/or the Surface Transportation Program (STP) each year; up to 50% of the National Highway System (NH) funds can be transferred into the Surface Transportation Program (STP); and up to 50% of the Bridge Replacement and Rehabilitation Program (BR) funds can be transferred into the National Highway System (NH) and/or Surface Transportation Program (STP). Larger Interstate Maintenance (IM) and National Highway System (NH) transfers are permitted under certain conditions, but Ohio's funding demand in these categories is such that no transfers are anticipated.

Due to this broad funding flexibility, the Interstate Maintenance (IM), National Highway System (NH), Surface Transportation Program (STP), Unobligated Balance Flexibility, Restoration Funds (RF), Donor State Bonus (DSB), Minimum Allocation (MA), Bridge Replacement and Rehabilitation (BR), and Highway Safety (STP) funding categories have been jointly assessed and evaluated. The SR 32 and US 50 Appalachian (APD) projects have also been included, as previously noted.

The fiscal summary which confirms that the highway portion of this STIP is in reasonable financial balance relative to these remaining federal funding categories and to overall state highway funding demand is presented in Table B. The shaded cells in Table B illustrate that the aggregate funding demand each year is within available funding levels and obligation limits.

State Highway Funding Summary

As reflected in Table A, it is projected that ODOT will have \$521.5 million of new state highway funding available to finance maintenance and capital improvement projects in state FY 1997 after debt service, lands and buildings, operating, and other costs are covered. Ohio's projected highway funding availability is \$496.5 million in FY 1998, \$366.1 million in FY 1999, and \$366.2 million in FY 2000. Motor fuel consumption for that period is projected to grow at 1 percent annually. The motor fuel tax is projected to remain at 22 cents per gallon, and ODOT is expected to experience stable operating costs due to savings resulting from our reengineering effort. Although there has been some discussion of financing the Department of Public Safety (State Highway Patrol) with other than State Motor Fuel Tax to provide ODOT with additional funding, this has not been reflected in the revenue projection.

Last November, Ohio voters approved the State Issue II ballot initiative to increase ODOT's bond financing authority by \$120,000,000 per year. This provided a greatly needed increase in state funding capability, as reflected in Tables A and B. Due to the debt service requirements and ODOT's assumption that there will be no increase in the State Motor Fuel Tax in FY 1997-2000, ODOT has projected that this additional bond financing will only be used in State FY 1996, 1997, and 1998.

The State generally provides the non-federal share of construction for all projects on state highways, and local government must provide the match for projects on local roads. The computer program used for generating ODOT's STIP project listing totals the state funding demand for preliminary

engineering, right-of-way and construction for all STIP projects. The funding demand is automatically reduced to account for funds already encumbered for consultant contracts or right-of-way acquisition, and it has been increased to account for the statewide line item funding needs .

As indicated in the shaded cells, Table B reflects that the STIP is in yearly fiscal balance from a state funding perspective, in each of the dedicated federal funding categories, in the flexible federal funding categories when combined, and federally from the perspective of the annual obligation limit. ODOT wishes to point out that it has transferred some funding demand presented in the STIP as federal to the state funding column, to recognize the significant bond financing increase and more clearly reflect that the program is in fiscal balance. An effort is currently under way to identify the specific projects in the program which will actually be bond financed.

OHIO DEPARTMENT OF TRANSPORTATION
DIVISION OF FINANCE
STATE REVENUE PROJECTION
AS OF JUNE 18, 1996

	ACTUAL 1995	EST 1996	EST 1997	EST 1998	EST 1999	EST 2000
REVENUE:						
Gross Motor Fuel Tax	\$855,563,000	\$864,100,000	\$873,000,000	\$882,000,000	\$891,000,000	\$900,000,000
Overflow from Bond Fund	\$68,139,000	\$32,000,000	\$10,000,000	(\$5,000,000)	(\$15,000,000)	(\$18,000,000)
Gross Fuel Tax Revenue	\$923,702,000	\$896,100,000	\$883,000,000	\$877,000,000	\$876,000,000	\$882,000,000
Highway Bonds	\$100,000,000	\$220,000,000	\$220,000,000	\$220,000,000	\$100,000,000	\$100,000,000
Total HWY Fund 02 Revenue	\$1,023,702,000	\$1,116,100,000	\$1,103,000,000	\$1,097,000,000	\$976,000,000	\$982,000,000
Less: Highway Safety Draw	(\$125,336,000)	(\$128,000,000)	(\$147,000,000)	(\$152,000,000)	(\$158,000,000)	(\$164,000,000)
HWY Fund 02 & 042 Revenue	\$898,366,000	\$988,100,000	\$956,000,000	\$945,000,000	\$818,000,000	\$818,000,000
Other Income:						
Investment Income	\$10,125,000	\$15,000,000	\$15,000,000	\$12,000,000	\$12,000,000	\$12,000,000
Sales Interagency	\$877,600	\$903,928	\$932,000	\$959,000	\$988,000	\$1,000,000
Sales - Auction	\$2,517,000	\$2,600,000	\$3,000,000	\$3,000,000	\$2,600,000	\$2,600,000
License Plate Fees	\$3,500,000	\$6,000,000	\$6,500,000	\$7,000,000	\$7,000,000	\$7,000,000
Permits	\$4,463,000	\$4,600,000	\$4,750,000	\$4,800,000	\$4,800,000	\$4,800,000
Damage Claims	\$1,830,000	\$1,000,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000
Property Mgmt. Fees	\$138,100	\$143,000	\$150,000	\$250,000	\$250,000	\$250,000
Refunds	\$2,613,000	\$2,690,000	\$2,700,000	\$2,700,000	\$2,700,000	\$2,700,000
Unappropriated Revenue	13,900,000	\$15,000,000	\$7,700,000	\$0	\$0	\$0
Other Acct.'s Receivable	\$1,452,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Total Other	\$41,415,700	\$49,436,928	\$43,532,000	\$33,509,000	\$33,138,000	\$33,150,000
Total State Revenue	\$939,781,700	\$1,037,536,928	\$999,532,000	\$978,509,000	\$851,138,000	\$851,150,000

Revenue Assumptions:

1. Estimated 1% growth in MFT consumption.
2. Ethanol Cap will stay at \$15 million per year.
3. There will be no increase in the Motor Fuel Tax Rate.
4. Increase bonding authority will be eliminatd in FY1999.
5. License plates fees increasing due to popularity of vanity plates

EXPENDITURES

Operating & Equipment	\$459,000,000	\$437,000,000	\$450,000,000	\$450,000,000	\$450,000,000	\$450,000,000
OBA Debt Service	\$12,000,000	\$13,000,000	\$16,000,000	\$20,000,000	\$23,000,000	\$23,000,000
Lands & Buildings	\$5,500,000	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000
SUBTOTAL	\$476,500,000	\$462,000,000	\$478,000,000	\$482,000,000	\$485,000,000	\$485,000,000
Available for Planning, Maint., and Construction Contracts	\$463,281,700	\$575,536,928	\$521,532,000	\$496,509,000	\$366,138,000	\$366,150,000

Expenditure Assumptions

1. Operating costs will stabilize due to reengineering
2. Highway Patrol will continue to be funded from the State Motor Fuel Tax.
3. Lands & Buildings increased \$6M per year to cover Environmental clean up costs.
4. Heavy Equipment will continue to be funded at \$15M per year after 1997

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
STATE FISCAL YEAR 1997

COUNTY-ROUTE-SECTION	STATEWIDE LINE ITEMS STATE FY 1997	TOTAL PROJECT COST (000'S)	TYPE OF FEDERAL FUNDS	FEDERAL SHARE OF COST, BY PHASE (000'S)			RESPONSIBLE AGENCY
				P.E.	R/W	CONST	
ALL SYSTEMS EXCEPT INTERSTATE	RAIL HIGHWAY CROSSING SAFETY	15,000	STP	1,000		14,000	STATE
ALL SYSTEMS	HIGHWAY PLANNING AND RESEARCH	21,000	SPR PL STP CMAQ	9,900 5,500 500 500			STATE
ALL SYSTEMS	PREPARATION OF INDIVIDUAL PROGRAM DOCUMENTS AND PROVIDE GUIDANCE TO LPAs	50	STP	40			STATE
ALL SYSTEMS	RIDESHARE PROGRAM	2,000	STP CMAQ	1,500 500			STATE
ALL SYSTEMS	BRIDGE INSPECTION	1,000	BR	800			STATE
ALL SYSTEMS	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	1,000	NH STP		400 400		STATE
ALL SYSTEMS	NATIONAL RECREATIONAL TRAILS	500	NRT	100	100	200	STATE
ALL SYSTEMS	SPECIALIZED SERVICES PROVIDED BY STATEWIDE/DISTRICTWIDE CONSULTANT CONTRACT	2,000	NH STP	800 800			STATE
ALL SYSTEMS	OHIO DEPARTMENT OF PUBLIC SAFETY 402 SAFETY PROGRAM ACTIVITIES	2,000	STP	1,600			STATE
ALL SYSTEMS	TRANSPORTATION ENHANCEMENT ACTIVITIES	2,000	STP		800	800	STATE
ALL SYSTEMS	UNDIVIDED HIGHWAY RESURFACING	2,500	NH STP			1,000 1,000	STATE
ALL SYSTEMS	OTHER BASIC MAINTENANCE PROJECTS	22,000	NH STP			1,000 1,000	STATE

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
STATE FISCAL YEAR 1998

COUNTY-ROUTE-SECTION	STATEWIDE LINE ITEMS STATE FY 1998	TOTAL PROJECT COST (000'S)	TYPE OF FEDERAL FUNDS	FEDERAL SHARE OF COST, BY PHASE (000'S)			RESPONSIBLE AGENCY
				P.E.	R/W	CONST	
ALL SYSTEMS EXCEPT INTERSTATE	RAIL HIGHWAY CROSSING SAFETY	15,000	STP	1,000		14,000	STATE
ALL SYSTEMS	HIGHWAY PLANNING AND RESEARCH	21,000	SPR PL STP CMAQ	9,900 5,500 500 500			STATE
ALL SYSTEMS	PREPARATION OF INDIVIDUAL PROGRAM DOCUMENTS AND PROVIDE GUIDANCE TO LPAs	50	STP	40			STATE
ALL SYSTEMS	RIDESHARE PROGRAM	2,000	STP CMAQ	1,500 500			STATE
ALL SYSTEMS	BRIDGE INSPECTION	1,000	BR	800			STATE
ALL SYSTEMS	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	1,000	NH STP		400 400		STATE
ALL SYSTEMS	NATIONAL RECREATIONAL TRAILS	500	NRT	100	100	200	STATE
ALL SYSTEMS	SPECIALIZED SERVICES PROVIDED BY STATEWIDE/DISTRICTWIDE CONSULTANT CONTRACT	2,000	NH STP	800 800			STATE
ALL SYSTEMS	OHIO DEPARTMENT OF PUBLIC SAFETY 402 SAFETY PROGRAM ACTIVITIES	2,000	STP	1,600			STATE
ALL SYSTEMS	TRANSPORTATION ENHANCEMENT ACTIVITIES	5,000	STP		800	3,200	STATE
ALL SYSTEMS	UNDIVIDED HIGHWAY RESURFACING	62,000	NH STP			1,000 1,000	STATE
ALL SYSTEMS	OTHER BASIC MAINTENANCE PROJECTS	66,000	NH STP			1,000 1,000	STATE

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
STATE FISCAL YEAR 1999

COUNTY-ROUTE-SECTION	STATEWIDE LINE ITEMS STATE FY 1999	TOTAL PROJECT COST (000'S)	TYPE OF FEDERAL FUNDS	FEDERAL SHARE OF COST, BY PHASE (000'S)			RESPONSIBLE AGENCY
				P.E.	R/W	CONST	
ALL SYSTEMS EXCEPT INTERSTATE	RAIL HIGHWAY CROSSING SAFETY	15,000	STP	1,000		14,000	STATE
ALL SYSTEMS	HIGHWAY PLANNING AND RESEARCH	21,000	SPR PL STP CMAQ	9,900 5,500 500 500			STATE
ALL SYSTEMS	PREPARATION OF INDIVIDUAL PROGRAM DOCUMENTS AND PROVIDE GUIDANCE TO LPAs	50	STP	40			STATE
ALL SYSTEMS	RIDESHARE PROGRAM	2,000	STP CMAQ	1,500 500			STATE
ALL SYSTEMS	BRIDGE INSPECTION	1,000	BR	800			STATE
ALL SYSTEMS	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	1,000	NH STP		400 400		STATE
ALL SYSTEMS	NATIONAL RECREATIONAL TRAILS	500	NRT	100	100	200	STATE
ALL SYSTEMS	SPECIALIZED SERVICES PROVIDED BY STATEWIDE/DISTRICTWIDE CONSULTANT CONTRACT	2,000	NH STP	800 800			STATE
ALL SYSTEMS	OHIO DEPARTMENT OF PUBLIC SAFETY 402 SAFETY PROGRAM ACTIVITIES	2,000	STP	1,600			STATE
ALL SYSTEMS	TRANSPORTATION ENHANCEMENT ACTIVITIES	10,000	STP		800	7,200	STATE
ALL SYSTEMS	UNDIVIDED HIGHWAY RESURFACING	66,000	NH STP			1,000 1,000	STATE
ALL SYSTEMS	OTHER BASIC MAINTENANCE PROJECTS	67,000	NH STP			1,000 1,000	STATE

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
STATE FISCAL YEAR 2000

COUNTY-ROUTE-SECTION	STATEWIDE LINE ITEMS STATE FY 2000	TOTAL PROJECT COST (000'S)	TYPE OF FEDERAL FUNDS	FEDERAL SHARE OF COST, BY PHASE (000'S)			RESPONSIBLE AGENCY
				P.E.	R/W	CONST	
ALL SYSTEMS EXCEPT INTERSTATE	RAIL HIGHWAY CROSSING SAFETY	15,000	STP	1,000		14,000	STATE
ALL SYSTEMS	HIGHWAY PLANNING AND RESEARCH	21,000	SPR PL STP CMAQ	9,900 5,500 500 500			STATE
ALL SYSTEMS	PREPARATION OF INDIVIDUAL PROGRAM DOCUMENTS AND PROVIDE GUIDANCE TO LPAs	50	STP	40			STATE
ALL SYSTEMS	RIDESHARE PROGRAM	2,000	STP CMAQ	1,500 500			STATE
ALL SYSTEMS	BRIDGE INSPECTION	1,000	BR	800			STATE
ALL SYSTEMS	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	1,000	NH STP		400 400		STATE
ALL SYSTEMS	NATIONAL RECREATIONAL TRAILS	500	NRT	100	100	200	STATE
ALL SYSTEMS	SPECIALIZED SERVICES PROVIDED BY STATEWIDE/DISTRICTWIDE CONSULTANT CONTRACT	2,000	NH STP	800 800			STATE
ALL SYSTEMS	OHIO DEPARTMENT OF PUBLIC SAFETY 402 SAFETY PROGRAM ACTIVITIES	2,000	STP	1,600			STATE
ALL SYSTEMS	TRANSPORTATION ENHANCEMENT ACTIVITIES	16,000	STP		800	15,200	STATE
ALL SYSTEMS	UNDIVIDED HIGHWAY RESURFACING	64,000	NH STP			1,000 1,000	STATE
ALL SYSTEMS	OTHER BASIC MAINTENANCE PROJECTS	62,000	NH STP			1,000 1,000	STATE

**TABLE A - Projected State and Federal Revenue, Highways
(Thousands)**

Federal Funds:	Projected Carryover 7/1/96	<u>FY 1997</u>	<u>FY 1998</u>	<u>FY 1999</u>	<u>FY 2000</u>
Interstate Construction (I)	\$18,063	\$0	\$0	\$0	\$0
Interstate Maintenance (IM)	4,242	104,000	104,000	104,000	104,000
National Highway System (NH)	17,663	118,000	118,000	118,000	118,000
Surface Transportation Program (STP)	100,974	208,800	208,800	208,800	208,800
Restoration Funds	760	6,000	0	0	0
Donor State Bonus (DSB)	22,120	30,200	30,200	30,200	30,200
Transportation Enhancement (STP)	38,919	17,700	17,700	17,700	17,700
Bridge Replacement/Rehabilitation (BR)	47,133	92,000	92,000	92,000	92,000
Congestion Mitigation/Air Quality (CMAQ)	67,712	42,200	42,200	42,200	42,200
Minimum Allocation (MA)	69,200	9,300	9,300	9,300	9,300
Highway Planning & Research (SPR)	8,677	9,900	9,900	9,900	9,900
Metropolitan Planning (PL)	5,470	5,500	5,500	5,500	5,500
Demonstration Funding	105,131	29,100	0	0	0
Appalachian Development Highways (APD)	0	7,700	7,700	7,700	7,700
Appalachian Local Access Roads (APL)	1,302	0	0	0	0
Forest Highway/Public Lands	310	0	0	0	0
Federal Total -	\$507,676	\$680,400	\$645,300	\$645,300	\$645,300
State Funds -	\$30,000	\$521,532	\$496,509	\$366,138	\$366,150

Notes:

- 1) The Hold Harmless and Interstate Reimbursement equity adjustment and Unobligated Balance Flexibility funds are included under STP.
- 2) The federal funds will be obligated prior to June 30, 1996, for the projects in ODOT's July 17th and July 31st bid lettings. However, the projected federal carryover balance has been adjusted to reflect that these projects are included in the STIP.

TABLE B
STIP FISCAL SUMMARY - SFY 1997
(Thousands)

	FEDERAL FUNDS SUBJECT TO ANNUAL OBLIGATION CEILING									FEDERAL FUNDS OUTSIDE CEILING				TOTAL STATE	FLEXIBLE FEDERAL (*) & STATE
	I	IM*	NH*	FLEX, RF, STP & DSB*	TEA (STP)	BR*	CMAQ	HPR, PL & FH	SUB-TOTAL	MA*	APD*	APL	DEMO		
SFY 1997 Funding:															
Carryover 7/1/96	18,063	4,242	17,663	123,854	38,919	47,133	67,712	14,457	332,043	69,200	0	1,302	105,131	30,000	292,092
New Appropriations	0	104,000	119,000	245,000	17,700	92,000	42,200	15,400	634,300	9,300	7,700	0	29,100	521,532	1,097,532
Total Available	18,063	108,242	135,663	368,854	56,619	139,133	109,912	29,857	966,343	78,500	7,700	1,302	134,231	551,532	1,389,624
SFY 1997 Demand:															
Prior Year Advance Construction	0	29,172	42,896	26,055	5,192	16,684	11,150	0	131,149	0	24,396	0	838	0	139,203
Major New Construction	7,124	5,494	22,591	11,591	0	3,045	0	0	49,845	0	0	0	8,540	228,166	270,887
Major Bridge Program	0	30,708	0	10,920	0	5,960	0	0	47,588	0	0	0	0	8,512	56,100
State Resurfacing Program	0	24,186	42,288	32,364	0	0	0	0	98,838	2,824	0	0	0	157,778	259,440
State Bridge Program	0	7,272	11,728	24,463	64	25,487	0	0	69,014	3,600	0	0	0	59,285	131,835
Local Bridge Program	0	0	0	148	0	27,958	0	0	28,106	2,429	0	0	0	0	30,535
State Urban Projects	0	0	626	10,743	0	0	0	0	11,369	0	0	0	0	818	12,187
MPO Urban Projects	0	0	7,714	102,687	177	731	21,566	0	132,875	15,651	0	0	0	8,810	135,593
County Secondary Projects	0	0	0	16,749	0	85	0	310	17,144	2,409	0	0	0	0	19,243
State Bikeway Program	0	0	0	0	4,898	0	0	0	4,898	0	0	0	0	0	0
TEA Projects	0	0	17	0	14,436	0	0	0	14,453	0	0	0	0	384	401
Rest Area Upgrading (P&D)	0	1,278	648	0	0	0	0	0	1,926	0	0	0	0	919	2,845
Noise Wall Retrofit	0	0	3,089	0	0	0	0	0	3,089	0	0	0	0	511	3,600
Highway Safety Program	0	6,526	647	19,839	0	0	0	0	27,012	301	0	0	0	3,822	31,135
Miscellaneous Other	0	1,970	3,257	4,491	0	1,580	259	0	11,557	0	0	570	0	32,834	44,132
Subtotal-Programmed	7,124	106,606	135,501	260,050	24,767	81,530	32,975	310	648,863	27,214	24,396	570	9,378	501,839	1,137,136
Unprogrammed MPO Projects**	0	150	3,295	5,217	900	984	25,311	0	35,857	0	0	0	0	0	9,646
Undivided Highway Resurfacing	0	0	1,000	1,000	0	0	0	0	2,000	0	0	0	0	500	2,500
Other Basic Maintenance	0	0	1,000	1,000	0	0	0	0	2,000	0	0	0	0	20,000	22,000
Other Statewide Items	0	0	1,200	19,840	1,600	800	1,000	14,147	38,587	0	0	0	0	3,000	24,840
Subtotal - Unprogrammed	0	150	6,495	27,057	2,500	1,784	26,311	14,147	78,444	0	0	0	0	23,500	58,986
Total Demand	7,124	106,756	141,996	287,107	27,267	83,314	59,286	14,457	727,307	27,214	24,396	570	9,378	525,339	1,196,122
Advance Construction Carryover	0	40,000	40,000	15,000	0	0	0	0	95,000	0	16,696	0	0	0	111,696
Adjusted Demand	7,124	66,756	101,996	272,107	27,267	83,314	59,286	14,457	632,307	27,214	7,700	570	9,378	525,339	1,084,426
Obligation Limitation									634,300						
Carryover (Shortfall)	10,939	41,486	33,667	96,747	29,352	55,819	50,626	15,400		51,286	0	732	124,853	26,193	193,502

* Federal funds that can be grouped for purpose of comparing fund availability versus funding demand due to ISTEA funding flexibility

** Including STP and CMAQ transfers to FTA, and TEA projects

TABLE B
STIP FISCAL SUMMARY - SFY 1998
(thousands)

	FEDERAL FUNDS SUBJECT TO ANNUAL OBLIGATION CEILING									FEDERAL FUNDS OUTSIDE CEILING				TOTAL STATE	FLEXIBLE FEDERAL (*) & STATE
	I	IM*	NH*	FLEX, RF, STP & DSB*	TEA (STP)	BR*	CMAQ	HPR, PL & FH	SUB-TOTAL	MA*	APD*	APL	DEMO		
SFY 1998 Funding:															
Carryover 7/1/97	10,939	41,486	33,667	96,747	29,352	55,819	50,626	15,400	334,036	51,286	0	732	124,853	26,193	305,198
New Appropriations	0	104,000	118,000	239,000	17,700	92,000	42,200	15,400	628,300	9,300	7,700	0	0	496,509	1,066,509
Total Available	10,939	145,486	151,667	335,747	47,052	147,819	92,826	30,800	962,336	60,586	7,700	732	124,853	522,702	1,371,707
SFY 1998 Demand:															
Prior Year Advance Construction	0	40,000	40,000	15,000	0	0	0	0	95,000	0	16,696	0	0	0	111,696
Major New Construction	830	18,418	17,678	13,282	0	0	0	0	50,208	0	17,319	0	400	269,214	335,911
Major Bridge Program	0	34,290	12,800	1,440	0	418	0	0	48,948	0	0	0	0	8,085	57,033
State Resurfacing Program	0	61,948	58,062	5,927	0	0	0	0	125,937	0	0	0	0	59,719	185,656
State Bridge Program	0	20,878	5,636	9,779	0	31,389	0	0	67,682	280	0	0	0	19,950	87,912
Local Bridge Program	0	0	0	311	0	34,953	0	0	35,264	0	0	0	2,172	0	35,264
State Urban Projects	0	0	0	8,581	0	0	0	0	8,581	0	0	0	0	1,570	10,151
MPO Urban Projects	0	46	785	46,031	0	0	23,253	0	70,115	17,000	0	0	0	4,684	68,546
County Secondary Projects	0	0	0	10,595	0	0	0	0	10,595	0	0	0	0	0	10,595
State Bikeway Program	0	0	0	0	4,055	0	0	0	4,055	0	0	0	0	30	30
TEA Projects	0	0	0	0	13,801	0	0	0	13,801	0	0	0	0	0	0
Rest Area Upgrading (P&D)	0	0	7,020	0	0	0	0	0	7,020	0	0	0	0	780	7,800
Noise Wall Retrofit	0	0	3,915	0	0	0	0	0	3,915	0	0	0	0	978	4,893
Highway Safety Program	0	0	1,576	11,459	0	0	0	0	13,035	0	0	0	0	2,964	15,999
Miscellaneous Other	0	3,540	10,922	2,650	0	0	0	0	17,112	0	0	156	0	5,626	22,738
Subtotal-Programmed	830	179,120	158,394	125,055	17,856	66,760	23,253	0	571,268	17,280	34,015	156	2,572	373,600	954,224
Unprogrammed MPO Projects**	0	0	2,460	1,152	0	2,102	3,478	0	9,192	0	0	0	0	0	5,714
Undivided Highway Resurfacing	0	0	1,000	1,000	0	0	0	0	2,000	0	0	0	0	60,000	62,000
Other Basic Maintenance	0	0	1,000	1,000	0	0	0	0	2,000	0	0	0	0	64,000	66,000
Other Statewide Items	0	0	1,200	19,840	4,000	800	1,000	15,400	42,240	0	0	0	0	3,000	24,840
Subtotal - Unprogrammed	0	0	5,660	22,992	4,000	2,902	4,478	15,400	55,432	0	0	0	0	127,000	158,554
Total Demand	830	179,120	164,054	148,047	21,856	69,662	27,731	15,400	626,700	17,280	34,015	156	2,572	500,600	1,112,778
Advance Construction Carryover	0	0	0	0	0	0	0	0	0	0	26,315	0	0	0	26,315
Adjusted Demand	830	179,120	164,054	148,047	21,856	69,662	27,731	15,400	626,700	17,280	7,700	156	2,572	500,600	1,086,463
Obligation Limitation									628,300						
Carryover (Shortfall)	10,109	(33,634)	(12,387)	187,700	25,196	78,157	65,095	15,400		43,306	0	576	122,281	22,102	285,244

* Federal funds that can be grouped for purpose of comparing fund availability versus funding demand due to ISTEA funding flexibility.

** Including STP and CMAQ transfers to FTA, and TEA projects

TABLE B
STIP FISCAL SUMMARY - SFY 1999
(thousands)

	FEDERAL FUNDS SUBJECT TO ANNUAL OBLIGATION CEILING									FEDERAL FUNDS OUTSIDE CEILING				TOTAL STATE	FLEXIBLE FEDERAL (*) & STATE
	I	IM*	NH*	FLEX, RF, STP & DSB*	TEA (STP)	BR*	CMAQ	HPR, PL & FH	SUB-TOTAL	MA*	APD*	APL	DEMO		
SFY 1999 Funding:															
Carryover 7/1/98	10,109	(33,634)	(12,387)	187,700	25,196	78,157	65,095	15,400	335,636	43,306	0	576	122,281	22,102	285,244
New Appropriations	0	104,000	118,000	239,000	17,700	92,000	42,200	15,400	628,300	9,300	7,700	0	0	366,138	936,138
Total Available	10,109	70,366	105,613	426,700	42,896	170,157	107,295	30,800	963,936	52,606	7,700	576	122,281	388,240	1,221,382
SFY 1999 Demand:															
Prior Year Advance Construction	0	0	0	0	0	0	0	0	0	0	26,315	0	0	0	26,315
Major New Construction	0	62,090	66,560	0	0	0	0	0	128,650	10,000	8,764	0	7,600	183,631	331,045
Major Bridge Program	0	10,687	0	0	0	22,812	0	0	33,499	0	0	0	0	7,090	40,589
State Resurfacing Program	0	62,827	43,274	25,554	0	0	0	0	131,655	0	0	0	0	24,343	155,998
State Bridge Program	0	18,320	9,994	30,548	0	25,845	0	0	84,707	0	0	0	0	23,101	107,808
Local Bridge Program	0	0	0	5,153	0	31,444	0	0	36,597	0	0	0	14,926	20	36,617
State Urban Projects	0	0	0	4,004	0	0	0	0	4,004	0	0	0	0	653	4,657
MPO Urban Projects	0	1,535	8,646	111,756	0	1,452	15,527	0	138,916	15,000	0	0	0	7,379	145,768
County Secondary Projects	0	0	0	8,943	0	0	0	0	8,943	0	0	0	0	0	8,943
State Bikeway Program	0	0	0	0	2,884	0	0	0	2,884	0	0	0	0	0	2,884
TEA Projects	0	0	0	1,418	9,740	0	0	0	11,158	0	0	0	0	37	37
Rest Area Upgrading (P&D)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Noise Wall Retrofit	0	0	3,960	0	0	0	0	0	3,960	0	0	0	0	0	0
Highway Safety Program	0	0	0	4,211	0	0	0	0	4,211	0	0	0	0	440	4,400
Miscellaneous Other	0	0	3,253	2,928	0	0	0	0	6,181	0	0	0	0	1,196	5,407
Subtotal-Programmed	0	155,459	135,687	194,515	12,624	81,553	15,527	0	595,365	25,000	35,079	0	22,526	250,337	877,630
Unprogrammed MPO Projects**	0	0	0	6,707	0	864	3,180	0	10,751	0	0	0	0	0	7,571
Undivided Highway Resurfacing	0	0	1,000	1,000	0	0	0	0	2,000	0	0	0	0	64,000	66,000
Other Basic Maintenance	0	0	1,000	1,000	0	0	0	0	2,000	0	0	0	0	65,000	67,000
Other Statewide Items	0	0	1,200	19,840	8,000	800	1,000	15,400	46,240	0	0	0	0	3,000	24,840
Subtotal - Unprogrammed	0	0	3,200	28,547	8,000	1,664	4,180	15,400	60,991	0	0	0	0	132,000	165,411
Total Demand	0	155,459	138,887	223,062	20,624	83,217	19,707	15,400	656,356	25,000	35,079	0	22,526	382,337	1,043,041
Advance Construction Carryover	0	10,000	10,000	10,000	0	0	0	0	30,000	0	27,379	0	0	0	57,379
Adjusted Demand	0	145,459	248,698	209,515	20,624	83,217	19,707	15,400	626,356	25,000	7,700	0	22,526	382,337	1,101,926
Obligation Limitation									628,300						
Carryover (Shortfall)	10,109	(75,093)	(143,085)	217,185	22,272	86,940	87,588	15,400		27,606	0	576	99,755	5,903	119,456

* Federal funds that can be grouped for purpose of comparing fund availability versus funding demand due to ISTEA funding flexibility

** Including STP and CMAQ transfers to FTA, and TEA projects

TABLE B
STIP FISCAL SUMMARY - SFY 2000
(thousands)

	FEDERAL FUNDS SUBJECT TO ANNUAL OBLIGATION CEILING									FEDERAL FUNDS OUTSIDE CEILING				TOTAL STATE	FLEXIBLE FEDERAL (*) & STATE
	I	IM*	NH*	FLEX. RF, STP & DSB*	TEA (STP)	BR*	CMAQ	HPR, PL & FH	SUB-TOTAL	MA*	APD*	APL	DEMO		
SFY 2000 Funding:															
Carryover 7/1/99	10,109	(75,093)	(143,085)	217,185	22,272	86,940	87,588	15,400	221,316	27,606	0	576	99,755	5,903	119,456
New Appropriations	0	104,000	118,000	239,000	17,700	92,000	42,200	15,400	628,300	9,300	7,700	0	0	366,150	936,150
Total Available	10,109	28,907	(25,085)	456,185	39,972	178,940	129,788	30,800	849,616	36,906	7,700	576	99,755	372,053	1,055,606
SFY 2000 Demand:															
Prior Year Advance Construction	0	10,000	10,000	10,000	0	0	0	0	30,000	0	27,379	0	0	0	57,379
Major New Construction	0	0	196,874	568	0	0	0	0	197,442	0	11,144	0	1,840	119,449	328,035
Major Bridge Program	0	0	0	13,788	0	3,457	0	0	17,245	0	0	0	0	4,316	21,561
State Resurfacing Program	0	51,489	23,041	15,541	0	0	0	0	90,071	0	0	0	0	57,500	147,571
State Bridge Program	0	25,320	8,952	32,006	0	27,328	0	0	93,606	0	0	0	0	22,361	115,967
Local Bridge Program	0	0	0	1,615	0	33,774	0	0	35,389	0	0	0	1,172	782	36,171
State Urban Projects	0	0	0	836	0	0	0	0	836	0	0	0	0	209	1,045
MPO Urban Projects	0	0	200	38,076	0	200	8,172	0	46,648	10,000	0	0	0	3,482	51,958
County Secondary Projects	0	0	0	5,699	0	0	0	0	5,699	0	0	0	0	0	5,699
State Bikeway Program	0	0	0	0	6,205	0	0	0	6,205	0	0	0	0	0	0
TEA Projects	0	0	0	0	1,696	0	0	0	1,696	0	0	0	0	0	0
Rest Area Upgrading (P&D)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Noise Wall Retrofit	0	0	2,587	0	0	0	0	0	2,587	0	0	0	0	110	110
Hlghway Safety Program	0	0	7,200	2,058	0	0	0	0	9,258	0	0	0	0	287	2,874
Miscellaneous Other	0	0	0	13,430	0	0	0	0	13,430	0	0	0	0	2,234	11,492
Subtotal-Programmed	0	86,809	248,854	133,617	7,901	64,759	8,172	0	550,112	10,000	38,523	0	6,145	7,263	20,693
Unprogrammed MPO Projects**	0	0	100	11,362	0	570	4,360	0	16,392	0	0	0	0	0	12,032
Undivided Highway Resurfacing	0	0	1,000	1,000	0	0	0	0	2,000	0	0	0	0	64,000	66,000
Other Basic Maintenance	0	0	1,000	1,000	0	0	0	0	2,000	0	0	0	0	60,000	62,000
Other Statewide Items	0	0	1,200	19,840	16,000	800	1,000	15,400	54,240	0	0	0	0	3,000	24,840
Subtotal - Unprogrammed	0	0	3,300	33,202	16,000	1,370	5,360	15,400	74,632	0	0	0	0	127,000	164,872
Total Demand	0	86,809	252,154	166,819	23,901	66,129	13,532	15,400	624,744	10,000	38,523	0	6,145	344,993	965,427
Advance Construction Carryover	0	0	0	0	0	0	0	0	0	0	30,823	0	0	0	30,823
Adjusted Demand	0	86,809	252,154	166,819	23,901	66,129	13,532	15,400	624,744	10,000	7,700	0	6,145	344,993	934,604
Obligation Limitation									628,300						
Carryover (Shortfall)	10,109	(57,902)	(277,239)	289,366	16,071	112,811	116,256	15,400		26,906	0	576	93,610	27,060	121,002

* Federal funds that can be grouped for purpose of comparing fund availability versus funding demand due to ISTEAs funding flexibility

** Including STP and CMAQ transfers to FTA, and TEA projects.

APPENDIX A

RURAL PROJECT LISTING



Guide to Project List

County-Route-Section

actual location of the beginning of the project

Length (MI)

total length of the project

Location and Termini

description of location and basic work of the project

Total Project Cost (000's)

total cost of all phases of the project in thousands of dollars

Type of Federal Fund

Abbreviations

APD	Appalachian Development Highway
APL	Appalachian Local Access
BR	Bridge Replacement
BWF	Bikeway (Discretionary Federal-Aid Primary)
BWM	Bikeway (Discretionary Federal-Aid Urban)
BWS	Bikeway (Discretionary Federal-Aid Secondary)
DPI/DPR	Demonstration
F	Consolidated Primary
FH	Forest Highway
HES	Hazard Elimination/Safety
I	Interstate Construction
IM	Interstate Maintenance 90/10
IMG	Interstate Maintenance 100/0
IR	Interstate Rehabilitation
MA	Minimum Allocation
NH/NHS	National Highway System 80/20
NHG	National Highway System 100/0
RS	Rural Secondary

STG

Surface Transportation Program 100/0

STP

Surface Transportation Program 80/20

002

State Funds

041

State Bond Funds

733

Local Funds

(Note: Some funding categories are old funds and as such no new funds are available from these categories.)

Phase of Work

- P Preliminary Engineering - environmental and contract plan preparation
- R Right-of-Way Acquisition
- C Construction

Federal Share of Cost

costs by fiscal year, by phase of work, and by funding type

Other columns further defining project

Responsible Agency

identifies the state or the local agency as the party responsible for the progress of the project

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)					SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB.	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN	RESPONSIBLE AGENCY	
								FISCAL YEAR														
								1997	1998	1999	2000											
DISTRICT (01) NON-MPO																						
ALL SR081 BRF* 96B* O PLAN	07.869 *** **	15986	0.15	LOCATED 2.559KM EAST OF JCT OF SR66 OVER AUGLAIZE RIVER. PW 6.7M ADT-99 3000 REPLACE BRIDGE DECK AND BACKWALLS ON STRUCTURE OVER AUGLAIZE RIVER. NO R/W REQ'D CAP	147	BR BR BR	P R C	N N N													STATE	
						OO2 OO2 OO2	P R C	N N N			100										0	
DEF CANAL STP* **** O PROGRAM	LOCK *** **	16275	0.00	LOCATED IN THE MIAMI-ERIE CANAL PARK IN DOWNTOWN DEFIANCE. AT PERRY/THIRD ST INT RESTORATION OF MIAMI AND ERIE CANAL LOCK 37 IN DOWNTOWN DEFIANCE. CONSTRUCT RETAINING WALL/AMPHITHEATRE AND LANDSCAPE AROUND THE LOCK. R/W MAY BE REQUIRED.	250	STP STP 4DK 4DK 4DK	P R C P R C	N N N N N		135		115									0 X A LOCAL	
DEF DEY RD TEA* F963 O PROGRAM	BRIDGE *** 96*	14593	0.00	0.43 KILOMETER EAST OF US24 URBAN COLLECTOR PW5.91KM, RW8.69KM DEF. CO. TRANS. ENHANCEMENT PROGRAM HISTORIC BR RESTORATION PROJ OVER TIFFIN RIVER. PROVIDE PARKING LOT, WALKING TRAIL, BENCHES & PLAQUES. SEE PID 7633	162	STP STP STP 4DK 4DK 4DK	P R C P R C	N N N N N		128							1				A LOCAL	
DEF CRO09 DEF CRO09 BRO* 93C* O PROGRAM	00.306 000.19 *** **	12211	0.30	0.19 MI. E OF CR10, 0.19 MI RURAL LOCAL PW19FT, RW31FT; 280 ADT-92 REPLACE BRIDGE OVER POWELL CR. PROVIDE 28FT BRIDGE, 20FT PAVT, 6FT GR SHOULDER. MIN. CHANNEL AND R/W WORK. EX BR 15.5FT WD, 79FT LG, TYPE 344, SR 29.6FO	425	BR BR BR 4BG 4BG 4BG	P R C P R C	N N N N N													1	A LOCAL
DEF SR015 BRF* 96B* O PLAN	06.228 *** **	15974	0.20	LOCATED AT THE INTERSECTION OF SR249 PW 6.8M ADT-99 4400 REPLACE TWO STRUCTURES IN THE VILLAGE OF NEY OVER LITTLE LICK CREEK AND LICK CREEK MIN. R/W REQUIRED. CAP	1417	BR BR BR OO2 OO2 OO2	P R C P R C	N N N N N													0	A STATE
DEF SR015 DEF SR066	23.093 10.493		3.33	FROM JCT. W SESSIONS AVE. AND CLINTON TO JCT. W SECOND ST AND CLINTON	240	OO2 OO2	P R	N N													0	A STATE

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE RE-HAB.	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (01) NON-MPO																				
DEF SR424 PROGRAM	05.504 15902			PW VARIES ADT-94 29040 FROM JCT W SESSIONS AVE. TO DEF C. LINE. PW VARIES ADT-94 19110 THIRD ST TO W SECOND ON CLINTON ONLY. PLANE AND RESURFACE PORTIONS OF EXISTING ASPHALT SURFACE.		002 C		220												
DEF SRO18	08.095	0.12		OVER MIDDLE GORDON CREEK PW 6.6M ADT-94 2470	1091	BR P		N											O A STATE	
DEF SRO18	10.605			OVER NORTH GORDON CREEK PW 6.6M ADT-94 2470		BR R		N												
DEF SRO18	15.852			OVER PLATTER CREEK PW 6.6M ADT-94 2470		BR C				739										
BRF* 96B* O *** **	15828			OVER PLATTER CREEK PW 6.6M ADT-94 2470		002 P		N												
				REPLACE 3 BRIDGES ALL WITH PRESTRESSED CONCRETE BOX BEAM STRUCTURES. NETWORK S/B 70.		002 R		N												
						002 C				184										
DEF SRO18	51.980	0.00		MP 33.00 TO HENRY COUNTY LINE	14	002 P		N											O X A STATE	
DEF SRO18	033.00			DEFIANCE COUNTY PW22FT; RW24FT; 750 ADT		002 R				4										
PROGRAM	12379			DITCH LAYOVER AND TILE WORK		002 C		N												
DEF US024	16.350	2.81		BEGIN JUST EAST OF TIFFIN RIVER BRIDGE AND END JUST EAST OF SR66 INTERCHANGE. PW 2@7.2M 11160	1285	NH P		N							X				O A STATE	
PLAN	16072			RESURFACE EXISTING 4-LANE WITH ASPHALT CONCRETE. MINOR PAVEMENT REPAIR. NO R/W REQ'D.		NH R		N												
						NH C				920										
						002 P		N												
						002 R		N												
						002 C				230										
DEF US024	19.167	3.70		DEFIANCE. FROM 0.48 MILE E. OF SR66 TO 0.76 MILE E. OF SR281; PRINCIPAL ART. PW24FT, RW40FT; 9610 ADT-90	10630	NH P		N							X				2 A STATE	
DEF US024	011.91			RECONSTRUCT & UPGRADE THE INTERSECTION OF US24&SR281 & ANY LOCAL ROADS IN THE PROJECT AREA. A INTERCHANGE MAY BE REQUIRED. PROVIDE NECESSARY APPROACH WR ON 24		NH R														
NH** 63** O *** **	13232					NH C		N												
						002 P		N												
						002 R				104										
						002 C		N											26	
DEF CRO28	CARTER	2.12		DEFIANCE. FROM SR66 TO SR15, 1.32KM	976	STP P		N							X				O A LOCAL	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (01) NON-MPO																				
STP* **** O *** **		PROGRAM 14592		URBAN COLLECTOR & RURAL MAJOR COLLECTOR PW6.15M, RW18.2M, 1820 ADT-94 RECONSTRUCT PAVT, PROVIDE LT TURN LANE AT SR66 & SR15 INTERSECTIONS; PROVIDE CURB & GUTTER & STORM SEWER AT WEST END; SIDEWALK-N SIDE OF W END.CITY & CO STP		STP R		16												
						STP C			765											
						4BG P		N												
						4BG R		4												
						4BG C			191											
DEF TRO31		00.322	0.24	O.10MI N OF PAULDING CO LINE. O.15 MI., RURAL LOCAL	386	BR P		N											1	A LOCAL
DEF TRO31		000.20				BR R		N												
BRD* 93C* O *** **		PROGRAM 12212		PW13FT, PW19FT; 86 ADT-92		BR C					309									
				REPLACE BRIDGE OVER GORDON CR. PROVIDE 28FT BRIDGE, 20FT PAVT, 6FT GR SHOULDERS. MIN CHANNEL AND R/W WORK. EX BR 16FT WD, 50FT LG, TYPE 344,SR 23.55D		4BG P		N												
						4BG R		N												
						4BG C			77											
DEF SRO49		06.389	13.79	JCT. SR2 TO WILLIAMS COUNTY LINE DEFIANCE COUNTY	520	002 P		N												
PROGRAM		15705		RESURFACE EXISTING PAVEMENT WITH 45MM ASPHALT CONCRETE. NO R/W REQUIRED.		002 R		N											0	A STATE
						002 C		520												
DEF SRO66		05.472	1.74	FROM 297M S OF PALMER DR TO AUGLAIZE RIV	651	STP P		N												
STP* **** O *** **		PLAN 15344		URBAN MINOR ARTERIAL		STP R		N												
				PW7.3M, RW12.0M, 12518 ADT-95		STP C					520									
				FLATTEN 2 SUPERELEVATED CURVES. ADD TURN LANES AT SR66/GINTER RD/GREENLER RD		O41 P		N												
				INTERSECTION. UPGRADE SIGNING, CULVERT & DRAINAGE AS REQ'D. MIN R/W REQ'D.		O41 R		N												
						O41 C			130											
DEF SRO66		15.256	0.03	LOCATED 3.396KM NORTH OF US24 JCT OVER	380	STP P		N												
DEF SRO66		19.360		INTERMITTENT WATERWAY CULVERT		STP R		N												
DEF SRO66		19.682		PW 7.2M; RW 18.3M; ADT-94 4420		STP C					260									
DEF SRO66		20.937		LOCATED 7.499KM NORTH OF US24 JCT OVER		002 P		N												
DEF SRO66		22.240		INTERMITTENT WATERWAY. TWIN PIPES		002 R		6												
STP* **** O *** **		PLAN 16146		PW 7.2M; RW 18.3M; ADT-94 4420		002 C			65											
				LOCATED 7.821KM NORTH OF US24 JCT OVER																
				INTERMITTENT WATERWAY. TWIN PIPES																
				PW 7.2M; RW 18.3M; ADT-94 4420																
				LOCATED 9.076KM NORTH OF US24 JCT OVER																

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)	SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								1997	1998	1999	2000										
DISTRICT (01) NON-MPO																					
PROGRAM		15703		DEFIANCE COUNTY RESURFACE EXISTING PAVEMENT WITH 35MM ASPHALT CONCRETE. NO R/W REQUIRED.		002 R 002 C		N 325													
DEF PLAN	SR281	01.979 16075	0.00	STRUCTURE OVER SR424 AND THE MAUMEE RIVE R. PW 9.1M ADT-94 12380 PAINT EXISTING STRUCTURAL STEEL ON BRIDGE OVER SR424 AND MAUMEE RIVER. NO R/W REQ'D.	1190	STP P STP R STP C 002 P 002 R 002 C		N N N N N												STATE	
HAN PLAN	SR012 BRF* 96B* O *** **	15.980 15983	0.09	LOCATED APPROX. 3.734KM WEST OF IR75 INTERCHANGE. PW 6.4M ADT-99 5500 REPLACE STRUCTURE OVER AURAND RUN WITH CONCRETE DECK ON STEEL BEAM STRUCTURE. MIN. R/W REQUIRED. CAP	557	BR P BR R BR C 002 P 002 R 002 C		N N N N 5 94												STATE	
HAN PLAN	SR012	19.714 15980	0.20	LOCATED OVER IR-75 PW 16.1M ADT-99 14700 REPLACE STRUCTURE OVER IR75. NO R/W REQUIRED. CAP	2147	BR P BR R BR C 002 P 002 R 002 C		N N N N N												STATE	
HAN PLAN	SR012 BRF* 96B* O *** **	21.903 15982	0.09	DOWNTOWN FINDLAY OVER BLANCHARD RIVER ON MAIN ST. PW 15.3M ADT-99 28200 REPLACE STRUCTURE OVER BLANCHARD RIVER. PROVIDE FOR SIDEWALKS AND LIGHTING. RELOCATE UTILITIES ON BRIDGE. MIN. R/W REQ'D CAP	2047	BR P BR R BR C 002 P 002 R 002 C		N N N N 4 368													STATE
HAN PLAN	SR015 WYA SR015	34.632 00.000 16074	16.31	BEGIN AT THE JCT OF SR37 AND END AT THE WYANDOT CO. LINE PW 2@7.2M ADT-94 8720 BEGIN AT THE WYANDOT CO. LINE AND END AT	7730	NH P NH R NH C 002 P		N N N N												STATE	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
				DISTRICT (01) NON-MPO															
				US23 JCT. PW 2@7.2M ADT-94 8720 RESURFACE EXISTING 4-LANE WITH ASPHALT CONCRETE. MINOR PAVEMENT REPAIR AND BRIDGE REPAIR. NO R/W REQ'D.		002 R 002 C													
HAN	SR018	04.731	0.13	LOCATED APPROX. 3.090KM EAST OF SR613 JCT.	463	BR P BR R BR C													
BRF*	96B* O	*** **		PW 6.0M ADT-99 2500 REPLACE STRUCTURE OVER S. BRANCH PORTAGE RIVER WITH PRESTRESSED CONCRETE BOX BEAM STRUCTURE. MIN. R/W REQUIRED. CAP		002 P 002 R 002 C													
PLAN		15985																	
HAN	US030	04.828	15.12	FROM SR235 TO 0.4 MI E OF US 68. 9.40MI RURAL PRINCIPAL ARTERIAL	35266	NH P NH R NH C			1742						X				
HAN	US030	003.00		PW22FT, RW30FT; 4680 ADT-90		002 P 002 R 002 C													
NH**	49** O	*** **		DESIGN 4-LANE ROADWAY INCLUDING BRIDGES, INTERCHANGES; R/W, DRAINAGE, PAVEMENT, SIGNING, PAVEMENT MARKING, LIGHTING AND MAINT. OF TRAFFIC.															
PLAN		12420																	
HAN	US030	19.955	10.61	FROM 0.4 MI E OF US 68 TO SR 37.6.60 MI. RURAL PRINCIPAL ARTERIAL	36916	NH P NH R NH C				1161					X				
HAN	US030	012.40		PW22FT, RW30FT; 4650 ADT-90		002 P 002 R 002 C													
NH**	49** O	*** **		DESIGN 4-LANE ROADWAY INCLUDING BRIDGES, INTERCHANGES; R/W, DRAINAGE, PAVEMENT, SIGNING, PAVEMENT MARKING, LIGHTING AND MAINT. OF TRAFFIC.															
PLAN		12421																	
HAN	US030	30.577	15.28	FROM SR37 TO THE WYANDOT COUNTY LINE, 0.25 MI. RURAL PRINCIPAL ARTERIAL	58913	NH P NH R NH C				1504					X				
WYA	US030	000.00		PW22FT, RW30FT; 4840 ADT-90		002 P 002 R 002 C													
HAN	US030	019.00		FROM THE HANCOCK CO. LINE TO UPPER SANDU SKY BYPASS, 9.25MI. RURAL PRIN. ARTERIAL		002 P 002 R 002 C													
NH**	49** O	*** **		PW22FT, RW30FT; 5370 ADT-90															
PROGRAM		12422		DESIGN 4-LANE ROADWAY INCLUDING BRIDGES, INTERCHANGES; R/W, DRAINAGE, PAVEMENT,															

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FISCAL YEAR													
								1997	1998	1999	2000										
DISTRICT (01) NON-MPO																					
SIGNING, PAVEMENT MARKING, LIGHTING AND MAINT. OF TRAFFIC. DIST DOING PLAN 8/94.																					
HAN	SRO37	04.152	5.97	FROM ECL FINDLAY TO JCT SR15 PW 6.1M ADT-94 4680 RESURFACE EXISTING SURFACE WITH 45MM OF ASPHALT CONCRETE.	201	002 P 002 R 002 C															
HAN	SRO37	22.080	0.23	LOCATED APPROX. 0.660KM NORTH OF SR103 JCT. PW 6.0M ADT-99 1700	551	BR P BR R BR C															
BRF*	96B* O *** **	15987		LOCATED APPROX. 4.667KM NORTH OF SR103 JCT. PW 6.0M ADT-99 1700		002 P 002 R 002 C				386											
HAN	USO68	005.36	0.04	ARLINGTON. 0.33 MI. N OF SR103 OVER BUCK RUN. 0.03 MI. MINOR ARTERIAL PW40FT C/C, RW40FT C/C; 8730 ADT-92 REPLACE BRIDGE. PROVIDE 40' WD STRUCTURE C/C WITH 2-10' SIDEWALKS, 40' WD PAV'T C/C. MIN. CHANNEL & R/W WORK. EX BR IS 54 FT. LG. SR IS 47.1 SD.92-C BR PROG.	521	MA P MA R MA C 002 P 002 R 002 C															
HAN	USO68	20.486	11.12	BEGIN AT THE RAMP D SCL AND END AT THE BEGINNING OF THE NB IR75 RAMP. PW 2@7.2M ADT-94 15600	1870	NH P NH R NH C 002 P 002 R 002 C															
HAN	SRO15	28.050		BEGIN AT THE RAMP D SCL AND END AT THE SR37 JCT. PW 2@7.2M ADT-94 6930		002 P 002 R 002 C				1336											
		16071		RESURFACE EXISTING 4-LANE WITH ASPHALT CONCRETE. MINOR BRIDGE AND PAVEMENT REPAIR. NO R/W REQ'D.						334											
HAN	USO68	24.638	0.20	OVER LIMA AVE. AND NW RAILROAD	2717	BR P															

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)													
								1997	1998	1999	2000										
DISTRICT (01) NON-MPO																					
BRF*	96B* 0	*** **		PW 24M ADT-99 17900		BR	R														
PLAN		15981		REPLACE STRUCTURE OVER LIMA AVE. AND NW RAILROAD. ALSO, PROVIDE FOR ELECTRICAL CONDUIT ON BRIDGE. NO R/W REQUIRED. CAP		BR	C														
						002	P														
						002	R														
						002	C														
HAN	IR075	02.012	0.00	1.25 MI N OF ALL CO LINE	443	MA	P														
HAN	IR075	001.25		PW 18FT, RW 26FT; 100 ADT-92		MA	R														
IM**	75** 0	5** 63*		REBUILD RETAINING WALL UNDER NORTH SIDE OF I-75 BRIDGES. NO ADDITIONAL R/W WILL BE REQUIRED.		MA	C														
PROGRAM		11164				002	P														
						002	R														
						002	C														
HAN	IR075	14.661	0.24	CR60 STRUCTURE OVER I-75 SLD 14.661	329	002	P														
HAN	IR075	19.859		PW=24FT		002	R														
PROGRAM		15872		CR9 STRUCTURE OVER I-75 SLD 19.859		002	C														
				PW=24FT																	
				REHABILITATE 2 BRIDGES OVER I75. INCLUDING MICRO-SILICA OVERLAY, UPGRADE TO SAFETY SHAPE BARRIER ALSO REPAIRS TO APPROACH SLABS AND BACKWALLS.																	
HAN	IR075	30.915	5.16	BEGINNING JUST SOUTH OF TR99 INTERCHANGE AND ENDING JUST SOUTH OF SR613 RAMPS	337	MA	P														
IM**	75** 0	5** 64*		PW 2@7.2M ADT-94 34070		MA	R														
PROGRAM		16070		GRIND AND RESURFACE RAMPS AND PAVEMENT ONLY WITH ASPHALT CONCRETE. MINOR BRIDGE REPAIR. NO R/W REQ'D.		MA	C														
						002	P														
						002	R														
						002	C														
HAN	IR075	31.526	0.45	0.50 MI W OF CR220 OVER IR75. 0.06 MI. RURAL INTERSTATE	1245	IM	P														
HAN	IR075	019.59		PW24FT; RW44FT; 4740 ADT-93		IM	R														
IM**	75** 0	5** ***		REPLACE BR OVER IR75. PROVIDE 56' WIDE STR T/T. SOME RAMP INVOLÉMENT & L/A RW. EX BR IS 219 FT LG.		IM	C														
PLAN		12751		PROVIDE 24' PAV'T & 10' GRAD SHOULDER		002	P														
						002	R														
						002	C														
HAN	IR075	36.080	4.52	BEGINNING JUST SOUTH OF SR613 INTERCHANG	3344	IM	P														

FEDERAL AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB. ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
				DISTRICT (01) NON-MPO															
IM**	75**	O 5**	***	E AND ENDING AT THE WOOD CO. LINE. PW 2@7.2M ADT-94 34170 GRIND 50MM OF EXISTING ASPHALT AND RESURFACE WITH 146MM ASPHALT CONCRETE. MINOR REPAIR AND OVERLAY DECKS ON MAINLINE BRIDGES. REPLACE DECK ON SR613 OVERHEAD.		IM	R	N											
PROGRAM		16059				IM	C	2687											
						OO2	P	N											
						OO2	R	N											
						OO2	C	298											
HAN	IR075	36.080	4.52	0.65 MI S OF SR613 TO WOOD CO LINE RURAL INTERSTATE. 2.81 MILES. PW2@24FT, RW126FT; 30380 ADT-92 PROVIDE MAJOR REHAB. OF PAV'T. REPLACE 4 BRIDGES. PROVIDE WIDER MEDIAN SHOULDERS. RELOC. SR 613 RAMPS UPGRADE 613 INTERCHANGE R/W NEEDED. METRIC SEC=36.08.	10679	IM	P	X					X		4		A	STATE	
HAN	IR075	022.42				IM	R	N											
IM**	75**	O 5**	60*			IM	C		8728										
PROGRAM		11709				OO2	P	X											
						OO2	R	N											
						OO2	C		969										
HAN	SR103	016.53	0.14	0.40 MI W OF SR37 OVER BLANCHARD RIVER RURAL MAJOR COLLECTOR, 0.09 MI. PW20FT; RW39FT; 1340 ADT-93 REPLACE BRIDGE. PROVIDE 40' WD STR WITH 24' PAVT, 10' GR SHOULDERS. MIN CHANNEL & R/W WORK. EX BR IS 172' LG. SR IS 44.3 SD. 93-B BR PR0G.	790	BR	P	X							1		R	STATE	
BRF*	93D*	O ***	***			BR	R	N											
PLAN		12953				BR	C		562										
						OO2	P	X											
						OO2	R	2	140										
						OO2	C												
HAN	SR103	07.483	0.12	LOCATED APPROX. 2.704KM EAST OF SR235 JCT. PW 6.9M ADT-99 1500 REPLACE STRUCTURE OVER OTTAWA CREEK WITH A CONCRETE SLAB STRUCTURE. MIN R/W REQ'D CAP	354	BR	P	N							0		A	STATE	
BRF*	96B*	O ***	***			BR	R	N											
PLAN		15990				BR	C		240										
						OO2	P	N											
						OO2	R		2										
						OO2	C		60										
HAN	CR128	07.548	0.14	0.02 MI S OF US224 OVER BLANCHARD RIVER 0.09 MI RURAL LOCAL PW16FT; RW26FT; 180 ADT-93 REPLACE BRIDGE. PROVIDE 28' WD STRUCTURE F/F GR, 20' WD PAV'T, 6' GR SHLDRS. MIN CHANNEL & R/W WORK. EX BR IS 187' LG SR IS 46.5 FD	644	BR	P	N							1		A	LOCAL	
HAN	CR128	004.69				BR	R	N											
BRO*	93C*	O ***	***			BR	C		515										
PROGRAM		12907				4BG	P	N											
						4BG	R	N											
						4BG	C		128										
HAN	US224	012.29	0.93	FINDLAY. BOLTON TO 500FT. EAST OF MAIN ST	3744	NH	P	N					X		0		A	STATE	

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)					RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT SAFETY UPGRADE	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								1997	1998	1999	2000	1997	1998	1999	2000								
DISTRICT (01) NON-MPO																							
NH**	51**	0 *** **		0.58MI.; OTHER PRINCIPAL ARTERIAL. PW24FT,RW24FT; 18200 ADT-92		NH	R																
PROGRAM		11118		WIDEN EXISTING ROADWAY 5 LANES. PROVIDE CURB, GUTTER AND DRAINAGE. IMPROVE INTERSECTIONS AND PROVIDE SIGNALIZATION. PROVIDE SIDEWALKS AND NECESSARY R/W.		NH	C						1840										
						002	P	N					1155										
						002	R						460										
						002	C						288										
HAN	US224	012.89	0.03	FINDLAY, 0.10 MI S OF W TRENTON AVE OVER HOWARD RUN. 0.02 MI OTHER PRIN ARTERIAL	397	NH	P	X													1		
PROGRAM		12752		PW60FT C/C; PR90FT; 17420 ADT-93		NH	R	N													R		
				REPLACE BR. PROVIDE 60' WD STR. C/C WITH 2-5' SIDEWALKS, 60' WD PAV'T C/C. MIN CHANNEL & R/W WORK. EX BR IS 23' LG. SR IS 38.5 SD. 93-A BR PROG.		NH	C	225															
						002	P	X															
						002	R	13															
						002	C	56															
HAN	US224	016.26	1.89	FINDLAY, CR95 TO 2600FT E OF CR236	2967	STP	P	N									X				0		
PROGRAM		9812		1.18 MI. PRINCIPAL ARTERIAL. PW24FT, RW36FT, 18330 ADT 1991		STP	R	X													A		
				WIDEN EX. ROADWAY TO 5 LANES. PROVIDE CURB & GUTTER & SIGNALIZATION. UPGRADE IN TSECTION@ CR236. CITY'S-STP OF \$400,000 FOR R/W & REMAINING ALLOCATION FOR CONST		STP	C	N															
						NH	P	N															
						NH	R	X															
						NH	C	1573															
						002	P	N															
						002	R	X															
						002	C	393															
HAN	US224	15.514	0.12	LOCATED APPROX. 3.814KM EAST OF SR186 INTERSECTION	413	BR	P	N													0		
PLAN		15979		PW 6.5M ADT-99 6600		BR	R	N													A		
				REPLACE STRUCTURE OVER INTERMITTENT WATERWAY WITH PRESTRESSED CONCRETE BOX BEAM STRUCTURE. MIN. R/W REQUIRED. CAP		BR	C						276										
						002	P	N															
						002	R					8											
						002	C						69										
HAN	US224	27.241	3.92	JCT. MAIN ST. AND CENTER ST. TO BRIGHT RD.	316	002	P	N													0		
PROGRAM		15900		PW 15.8M ADT-94 30010		002	R	N													A		
				PLANE 45MM OF EXISTING ASPHALT SURFACE AND RESURFACE WITH 45MM SBS POLYMER.		002	C	275															

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE AND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (01) NON-MPO																				
HAN	SR568	01.464	0.06	FINDLAY. 0.77 MI E OF SR37 OVER LYE CK	585	BR	P	X												
HAN	SR568	000.91		0.04 MIN ARTERIAL		BR	R	N											R STATE	
BRF*	93C* O	*** **		PW29FT; RW39FT; 11670 ADT-93		BR	C		373											
PROGRAM		12753		REPLACE BR. PROVIDE 54' WD STR O/D WITH 30' C/C, 2 - 5' SIDEWALKS, 30' WD PAV'T C/C. MIN CHANNEL & R/W WORK. EX BR IS 60' LG. SR IS 38.6 SD.93-A BR PROG.		002	P	X												
						002	R		2											
						002	C			93										
HAN	SR613	08.706	0.03	MCCOMB. 0.03 MI E SR186/SR235 OV INT DT	249	STP	P	N											R STATE	
HAN	SR613	005.41		RURAL MAJOR COLLECTOR, 5.41 MI.		STP	R	N												
STP*	**** O	*** **		PW21FT; RW36FT; 1440 ADT-93		STP	C		158											
PROGRAM		12954		REPLACE BRIDGE. PROVIDE 22' PAVT, 2-8' GR SHOULDERS. MIN CHANNEL WORK & R/W. EX BR IS 15' LONG. 93-B BR PROG.		002	P	N												
						002	R			2										
						002	C			39										
HAR	SRO31	14.934	0.13	LOCATED 1.448KM SOUTH OF SR292 JCT.	583	BR	P	N											A STATE	
BRF*	96B* O	*** **		PW 7.1M ADT-99 7200		BR	R	N												
PLAN		15977		REPLACE STRUCTURE OVER GANDER RUN WITH CONCRETE SLAB ON STEEL BEAM STRUCTURE MIN. R/W REQUIRED.		BR	C				393									
				CAP		002	P	N												
						002	R			5										
						002	C				98									
HAR	US068	30.899	14.25	FROM JCT SR81 IN DUNKIRK TO NCL OF DUNKI	421	002	P	N											A STATE	
HAR	SRO81	7.194		RK		002	R	N												
PROGRAM		15894		PW VARIES 8.2M TO 13.1M ADT-94 4310		002	C		366											
				FROM 2.398KM EAST OF JCT SR235 TO WCL OF DUNKIRK																
				PW 6.1M ADT-94 1330																
				PLANE 45MM OF EXISTING ASPHALT SURFACE AND RESURFACE WITH 45MM OF STONE MASTIC ASPHALT ON US68. RESURFACE ONLY, SR81 WITH 45MM ASPHALT CONCRETE.																
HAR	SR235	007.14	0.11	0.73 MI E OF SR195 OVER ELDER CREEK	262	MA	P	N											R STATE	
BRF*	93D* O	*** 22*		0.07 MI. RURAL MAJOR COLLECTOR		MA	R	N												
PROGRAM		13028		PW22FT; RW36FT; 800 ADT-93		MA	C		180											
				REPLACE BRIDGE. PROVIDE 34' F/F STR, 22' PAV'T, 8' GRAD SHOULDERS. MIN		002	P	N												
						002	R													

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (01) NON-MPO																
				CHANNEL & R/W WORK. EX BR IS 25' LG. SR IS 44.2 SD. 94-A BR PROG.		002	C	45												
HAR	SR235	20.293	0.08	LOCATED JUST SOUTH OF THE VILLAGE OF ALGER. PW 6.0M ADT-99 1600	352	BR	P	N											O A STATE	
BRF*	96B* O ***	***		REPLACE STRUCTURE OVER COTTONWOOD DITCH WITH PRESTRESSED CONCRETE BOX BEAM STRUCTURE. MIN. R/W REQUIRED.		BR	R	N												
PLAN		15993		CAP		002	C													
				LOGAN CO. LINE TO W. CORP. LIMIT OF MT. VICTORY PW 6.7M ADT-94 1040	224	002	P	N											O X A STATE	
HAR	SR273	00.000	9.15	STABILIZE SHOULDERS USING ASPHALT 0.6M WIDE. NO R/W REQUIRED.		002	R	N												
PROGRAM		15901		CAP PROJECT		002	C	195												
HAR	SR292	01.094	0.11	LOCATED JUST NORTH OF THE VILLAGE OF RIDGEWAY. PW 7.0M ADT-99 1700	286	BR	P	N											O A STATE	
BRF*	96B* O ***	***		REPLACE STRUCTURE OVER PANTHER CREEK WITH A PRESTRESSED CONCRETE BOX BEAM STRUCTURE. MIN. R/W REQUIRED.		BR	R	N												
PLAN		15989		CAP PROJECT		002	C													
				WCL OF ANTWERP TO DEFIANCE COUNTY LINE. PW 7.9M ADT-94 7990	1010	002	P	N											O A STATE	
PAU	US024	04.700	19.93	PLANE 45MM OF EXISTING WEARING SURFACE AND RESURFACE WITH 45MM OF STONE MASTIC ASPHALT.		002	R	N												
PROGRAM		15892				002	C	1010												
PAU	US030	00.000	8.44	INDIANA STATE LINE TO VAN WERT CO. LINE PRINCIPAL ARTERIAL PW 2@24FT; RW 132FT; 8390ADT-96	3612	DSB	P	N											O A STATE	
VAN	US030	00.000		PAULDING CO. LINE TO US224 INTERCHANGE PRINCIPAL ARTERIAL PW 2@24FT; RW 132FT; 8390ADT-96		DSB	R	N												
NH**	49** O ***	93*		GRIND AND RESURFACE MAINLINE PAVEMNET AN		002	P	N												
PROGRAM		15659				002	R	N												
						002	C	606												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE AND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (01) NON-MPO																				
PAU	SR049	00.000	14.41	D RAMPS. WIDEN SHOULDERS TO 3.0M UPGRADE DRAINAGE, GUARDRAIL AND SIGNING. OVERLAY BRIDGES AND APPROACH SLABS.	414	002	P	N												
VAN	SR049	32.025		PW 6.1M ADT-94 2340		002	R	N												
PAU	SR500	8.481		JCT US30 TO PAULDING CO. LINE		002	C	360												
PROGRAM		15899		PW 6.1M ADT-94 1080 JCT SR49 TO ECL PAYNE PW VARIES ADT-94 2140 PLANE PORTIONS OF EXISTING SURFACE AND RESURFACE WITH ASPHALT CONCRETE.																
PAU	SR049	09.060	0.17	0.16 MI S OF SR500 OVER FLAT ROCK CREEK RURAL MAJOR COLLECTOR, 0.11 MI.	1203	BR	P	X												
PAU	SR049	005.63		PW19.2FT; RW36FT; 2090 ADT-93		BR	R	N												
BRF*	93D* O *** **			REPLACE BRIDGE. PROVIDE 40' WD STR WITH 24' PAVT & 10' GR SHOULDERS. MIN CHANNEL WORK & R/W. EX BR IS 256' LONG. SR IS 42.6SD. 93-B BR PROG.		BR	C		856											
PLAN		12955				002	P	X												
						002	R		2											
						002	C		214											
PAU	SR049	28.167	0.12	NORTH BRANCH MARIE DELARME CREEK PW 6.2M ADT-94 3370	415	BR	P	N												
BRF*	96B* O *** **			REPLACE EXISTING STRUCTURE WITH PRESTRES SED CONCRETE BOX BEAMS. R/W REQUIRED. NETWORK S/B/ 70.		BR	R	N												
PROGRAM		15827				BR	C		281											
						002	P	N												
						002	R	N												
						002	C		70											
PAU	SR066	17.203	0.11	2.28 MI N OF SR613 OVER THRASHER DITCH RURAL MAJOR COLLECTOR, 0.07 MI.	350	BR	P	X												
PAU	SR066	010.69		PW20FT; RW46FT; 2570 ADT-93		BR	R	N												
BRF*	93D* O *** **			REPLACE BRIDGE. PROVIDE 40' WIDE STR, 24' PAVT, & 10' GR SHOULDERS. MIN CHANNEL & R/W. EX BR IS 25' LG. SR 40.5 SD. 93-B BR PROG.		BR	C		224											
PLAN		12956				002	P	X												
						002	R		2											
						002	C		56											
PAU	TRO81	00.676	0.00	0.24 MILE SOUTH OF SR 500	340	BR	P	N												
PAU	TRO81	000.42		0.14 MI, RURAL LOCAL		BR	R	N												

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY	
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)													
								1997	1998	1999	2000										
DISTRICT (01) NON-MPO																					
BRO* 94C* O *** **		14241		PW15FT, RW25FT, 30 ADT-94 REPLACE BRIDGE OVER FLAT ROCK CREEK. PROVIDE 24' BR, 20' PAV'T, 6' GR SHLDR. MIN. CHANNEL & R/W WORK. EX BR 15.6' WD 126' LG, TYPE 344, SR 46.3 SD		BR C 4BG P 4BG R 4BG C		272 N N 68													
PAU SR114 PROGRAM		000.00 15873	0.10	ON SR 114 SLD 0.00 TO 0.100 STRUCTURE IN POOR CONDITION REPLACE EXISTING CULVERT UNDER SR114. IMPROVE INTERSECTION GEOMETRICS AND GRADING. R/W WILL BE REQUIRED	103	002 P 002 R 002 C		N N 85								0		A	STATE		
PAU SR114 PROGRAM		37.497 16057	6.34	FROM JCT. SR66 TO ECL. OF CLOVERDALE PW 5.5M ADT-94 390 RESURFACE EXISTING SURFACE WITH 35MM OF ASPHALT CONCRETE. NO R/W REQ'D.	130	002 P 002 R 002 C		N N 115								0		A	STATE		
PAU US127 PROGRAM		21.484 15868	0.32	FROM INTERSECTION OF CR176 AND US127 TO BRIDGE AT SLD 21.967 STRUCTURE ON CR176 IN POOR CONDITION REPLACE EXISTING STRUCTURE UNDER CR176 REGRADE TO ELIMINATE GUARDRAIL. R/W IS REQUIRED	181	002 P 002 R 002 C		N N 138								0		A	STATE		
PAU CR151 PAU CR151 BRO* 94C* O *** ** PROGRAM		04.812 002.99 14243	0.00	0.95 MILE NORTH OF SR 114 0.13 MI, RURAL LOCAL PW17FT; RW25FT; 120 ADT-94 REPLACE BR OVER W BRANCH. PROVIDE 28' WD BR, 20' PAVT, 6' GRADES SHOULDER. MIN CHANNEL & R/W WORK. EX BR 16' WD, 74' LG, TYPE 344, SR 31.6 SD	331	BR P BR R BR C 4BG P 4BG R 4BG C		N N 264 N N 66									1		A	LOCAL	
PAU CR230 BRO* 95C* O *** ** PROGRAM		06.888 15157	0.00	APPROX. 2.74KM EAST OF SR49 0.15 KILOMETERS, RURAL LOCAL PW5.2M, RW7.4M, 100 ADT-95 REPLACR BR OVER N BRANCH MARIE DELARME CK. PROVIDE 8.4M WD BR, 6.0M PAV'T, 1.8M GR SHOULDER. MIN CHANNEL & R/W WORK.	184	BR P BR R BR C 4BG P 4BG R 4BG C		N N N N N N				147							1	A	LOCAL
																				36	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)	SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								1997	1998	1999	2000										
DISTRICT (01) NON-MPO																					
EX. BR 20.4M LG, 4.7M WD, SF 28.4SD																					
PAU	CR263	06.373	0.00	APPROX 3.27 KM SOUTH OF SR 613	1196	BR	P	N													
PUT	CRO25			0.34 KILOMETERS, RURAL LOCAL		BR	R	N											1	A LOCAL	
BRO*	95C* O	*** **		PW 5.2M, RW 7.7M, 290 ADT-95		BR	C	N					956								
PROGRAM		15158		APPROX. 3.27 KM SOUTH OF SR 613		4BG	P	N													
				0.34 KILOMETERS, RURAL LOCAL		4BG	R	N													
				PW 5.2M, RW 7.7M; 290 ADT-95		4BG	C														
				REPLACE BR OVER AUGLAIZE RIVER. PROVIDE																	
				9.0M WIDE BR, 6.6M PAVT, 1.8M GR SHLDRS.																	
				MIN CHANNEL & R/W WORK. EX BR 5.5M WD,																	
				112 LG, TYPE 344, SR 9.2SD																	
PAU	SR500	11.523	0.20	LOCATED JUST WEST OF THE SR613 JCT. EAST	1151	BR	P	N													
PAU	SR613	10.074		OF PAYNE.		BR	R	N											0	A STATE	
BRF*	96B* O	*** **		PW 6.2M ADT-99 1700		BR	C				780										
PLAN		15988		LOCATED JUST WEST OF THE SR500 JCT. EAST		002	P	N													
				OF PAYNE.		002	R			5											
				PW 6.4M ADT-99 2000		002	C				195										
				REPLACE TWO STRUCTURES WHICH ARE IN CLOS																	
				E PROXIMITY OF EACH OTHER. MIN. R/W REQ																	
				UIRED.																	
				CAP																	
PAU	SR613	09.768	25.36	FROM JCT SR500 TO ECL OF MELROSE	805	002	P	N													
PROGRAM		15896		PW 6.1M ADT-94 1370		002	R	N											0	A STATE	
				PLANE 45MM OF EXISTING WEARING SURFACE		002	C	700													
				AND RESURFACE WITH 45MM OF ASPHALT CONCR																	
				ETE.																	
PUT	CR P	026.25	0.00	APPROX 2.17 KILOMETERS WEST OF SR115	752	BR	P	N													
BRO*	95B* O	*** **		0.40KM, RURAL LOCAL		BR	R	N											1	A LOCAL	
PROGRAM		14683		PW4.9M, RW8.9M, 200 ADT-94		BR	C														
				REPLACE BR OVER OTTAWA RIVER. PROVIDE 63		4BG	P	N													
				METER BR, 6.0M PAV'T, 1.8M GR SHOULDER.		4BG	R	N													
				MIN CHANNEL & R/W WORK. EX BR 50.3M LG,		4BG	C														
				4.8M WD, TYPE 344, SR20.8SD																	
PUT	SRO12	15.420	0.14	PANDORA. 0.853 KM E SR696 OVER RILEY CK	1120	BR	P	X													

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (01) NON-MPO																				
PUT SR012 BRF* 93A* O *** 20* PROGRAM	009.58 11479			0.145 KM. MAJOR COLLECTOR PW28FT C/C, RW38FT; 2520 ADT-92 REPLACE BRIDGE. PROVIDE 28' WD STRUCTURE C/C WITH 2-5' SIDEWALKS, 28' WD PAV'T C/C. MIN. CHANNEL & R/W WORK. EX BR IS 131 FT LG. SR IS 40.9 SD.92-C BR PROG.		BR BR 002 002 002	R C P R C	N 796 X N 199												
PUT SR065 PUT TR7D PROGRAM	18.394 0.000 15925	0.18		BEGIN AT INTERSECTION OF SR65 AND TR-7D PW 24FT. RW 60FT. 2100 ADT-94 BEGIN AT INTERSECTION OF SR65 AND TR-7D PW 16FT. REPLACE EXISTING STRUCTURE AND IMPROVE INTERSECTION WITH TR-7D. BY MOVING STRUC TURE AND DITCH APPROX. 120M TO EAST. BUY ADD. R/W FOR FUTURE FORCE ACCT. WORK.	304	002 002 002	P R C	N N		260						O		A	STATE	
PUT SR109 PROGRAM	008.62 7992	4.05		MP 8.62 TO HENRY COUNTY LINE PUTNAM COUNTY PW19FT, RW31FT, ADT 1000 - 1986 DITCH LAYOVER. MOVED BACK TO PLAN PER DIST 6/30/95.	1371	002 002 002	P R C	N N 1306								O	X	A	STATE	
PUT SR109 PROGRAM	01.802 15543	16.12		NCL OF OTTAWA TO HENRY COUNTY LINE PUTNAM COUNTY PW 19-24 FT; RW 24-29 FT; 5230 ADT-90 RESURFACE EXISTING PAVEMENT WITH 45MM OF ASPHALT CONCRETE	320	002 002 002	P R C	N N 320								O		A	STATE	
PUT SR115 BRF* 96C* O *** ** PLAN	15.916 15984	0.13		LOCATED JUST NORTH OF KALIDA PW 6.3M ADT-99 3000 REPLACE STRUCTURE OVER PLUM CREEK WITH PRESTRESSED CONCRETE BOX BEAMS. PROVIDE 1.5M WIDE SIDEWALK ON WEST SIDE. MIN R/W REQUIRED. CAP PROJECT	671	BR BR 002 002 002	P R C P R C	N N N N		456							O		A	STATE
PUT SR189 PUT SR190 PUT SR190	05.021 00.000 6.485	14.85		FROM JCT SR190 TO OTTAWA RIVER BRIDGE PW 5.5M ADT-94 2090 FROM ALLEN CO. LINE TO JCT SR189	472	002 002 002	P R C	N N 410									O		A	STATE

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)	SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								1997	1998	1999	2000										
DISTRICT (01) NON-MPO																					
PROGRAM		15895		PW 5.5M ADT-94 2950 FROM JCT SR189 TO NCL FT. JENNINGS PW VARIES ADT-94 950 PLANE 38MM OF EXISTING ASPHALT SURFACE AND RESURFACE WITH 38MM ASPHALT CONCRETE RESURFACE ONLY, WITH 38MM ASPHALT CONCRETE ON SR190 IN FT. JENNINGS.																	
PUT US224		002.73	0.59	OTTOVILLE. 0.73 MI E SR66 OVER LITTLE AUGLAIZE RIVER. 0.23 MI. MIN. ARTERIAL PW22FT, RW38FT; 2090 ADT-92	1270	STP P		X													
PUT US224		009.08		1.82 MI E SR190 OVER INTERMIT WATERWAY 0.09 MI. MIN. ARTERIAL PW20FT, RW34FT; 2550 ADT-92		STP R		N												3	
PUT US224		009.96		2.70 MI E SR190 OVER INTERMIT WATERWAY 0.05 MI. MIN. ARTERIAL PW20FT, RW34FT; 3310 ADT-92		STP C		789													
STP* **** 0		*** **		REPLACE 3 BRIDGES. PROVIDE 44' WD STRS, 24' PAV'T, 12' GR SHOULDERS. MIN CHANNEL & R/W WORK. EX BRS ARE 106, 19 & 16 FT. LG. SR ARE 44.7 SD, 30.2 SD & 30.2 SD		002 P		X													
PROGRAM		11478				002 R		N													
						002 C		197													
PUT US224		11.684	6.71	FROM JCT SR190 TO SCL OF KALIDA PW 5.5M ADT-94 5240 GRIND AND RESURFACE WITH 38MM ASPHALT CONCRETE. NO R/W REQ'D.	284	002 P		N													
PROGRAM		16058				002 R		N												0	
						002 C		247													
PUT US224		18.266	0.38	KALIDA. 0.08 MI W OF W KALIDA CORP LINE OVER OTTAWA RIVER. 0.08 MI. MIN ARTERIAL PW20FT; RW40FT; 4380 ADT-93	2308	BR P		X													
PUT US224		011.35		0.14 MI W OF W GLANDORF CORP LINE OVER CRANBERRY CREEK. 0.06 MI. MIN ARTERIAL PW20FT; RW39FT; 4740 ADT-93		BR R		N												3	
PUT US224		019.37		REPLACE 3 BRIDGES. PROVIDE 44' WD STRS, 24' PAV'T, 12' GR SHOULDERS. MIN. CHANN & R/W WORK. EX BRS ARE 220', 92', 92' LG SR ARE 38.8 SD, 45.8 SD, & 42.4SD.93A BR		BR C				1629											
BRF* 93C* 0		*** **				002 P		X													
PROGRAM		12754				002 R		6													
						002 C		407													
FUT SR634		25.105	1.33	CONTINENTAL. FROM SR613 N TO N CORP LINE	1182	STP P		N													
																				0	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (01) NON-MPO																				
PUT SR634 STP* **** O *** ** PROGRAM	015.60 13442			O.83 MI. RURAL MAJOR COLLECTOR PW VARIES, RW VARIES, 3890 ADT-93 REHABILITATE & REFURBISH PAV'T. PROVIDE NEW CURB & GUTTER. REPAIR OR REPLACE SIDEWALKS AS NEEDED. IMPROVE INTERSECTS. PROVIDE STORM DRAIN AS NEEDED.		STP R STP C 002 P 002 R 002 C														
PUT SR694 PROGRAM	001.48 7991	0.00		MP 1.48 TO MP 3.52 PUTNAM COUNTY PW18FT, RW24FT, ADT 470 1986 DITCH LAYOVER MOVED BACK TO PLAN PER DIST 6/30/95.	634	002 P 002 R 002 C														O X A STATE
STW RIDESH MG** PE91 O *** 1** PLAN	ARE 91 10179	0.00		OHIO STATEWIDE RIDESHARE PROGRAM-FUNDING THRU JUNE 30, 1992-STATE'S-M	175	MA P MA R MA C														O X A LOCAL
VAN US030 NH** 49** O *** ** PROGRAM	06.518 15283	11.78		APPX. 0.27KM E OF SR49N TO US224 INTERCH PRINCIPAL ARTERIAL PW2@24FT; RW132FT; 8290 ADT-96 REPAIR & UPGRADE PAV'T, RAMPS & BRIDGES. PROVIDE 3 M PAVED OUTSIDE SHOULDERS. UPGRADE DRAINAGE. PROVIDE PROPER PAV'T DESIGN. OVERLAY BR DECKS. NO R/W REQ'D.	8410	NH P NH R NH C 002 P 002 R 002 C								X						6 A STATE
VAN US030 NH** 49** O *** ** PROGRAM	25.701 15866	8.38		FROM EXIT RAMP AT CR418-LINCOLN HIGHWAY TO ENT. RAMP AT CR185-MIDDLE POINT RD. PW 10.97M RW VARIES ADT-94 7670 PLANE 100MM OF EXISTING ASPHALT SURFACE AND RESURFACE WITH 125MM OF ASPHALT CONC RETE ON BOTH MAINLINE AND RAMPS. MINOR PAVEMENT REPAIR. MINOR BRIDGE WORK.	2200	NH P NH R NH C 002 P 002 R 002 C								X						O A STATE
VAN US033 PROGRAM	00.000 15897	6.05		FROM INDIANA STATE LINE TO MERCER CO. LI NE PW VARIES ADT-94 6860 PLANE 25MM OF EXISTING ASPHALT AND RESUR FACE WITH 45MM OF STONE MASTIC ASPHALT.	317	002 P 002 R 002 C														O A STATE

FEDERAL AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (01) NON-MPO																				
VAN	SRO49 PROGRAM	19.923 16056	10.25	BEGIN AT US224 AND END AT US30 JCT. PW 5.5M ADT-94 1800 RESURFACE EXISTING SURFACE WITH 35MM OF ASPHALT CONCRETE. NO R/W REQ'D.	276	002 P 002 R 002 C	N N 240												O	A STATE
VAN	SRO49	29.386	0.08	0.29 MI S OF US30 OVER UPPER PRAIRIE CK RURAL MAJOR COLLECTOR, 0.05 MI. PW21FT; RW40FT; 1050 ADT-93 REPLACE BRIDGE. PROVIDE 34' WD STRUCTURE WITH 22' PAVT & 8' GR SHOULDERS. MIN CHANNEL WORK & R/W. EX BR IS 12' LG. SR IS 48.1 SD. 93-B BR PROG.	174	MA P MA R MA C 002 P 002 R 002 C	N N 120 N N 30												1	R STATE
VAN	SRO81 PROGRAM	01.191 15704	17.20	JCT. SR49 TO JCT. US127 VANWERT COUNTY RESURFACE EXISTING PAVEMENT WITH 35MM ASPHALT CONCRETE. NO R/W REQUIRED.	515	002 P 002 R 002 C	N N 515												O	A STATE
VAN	SR116 BRF* 96B* O *** ** PLAN	17.380 15991	0.13	LOCATED JUST NORTH OF THE VILLAGE OF VEN EDCIA. PW 5.8M ADT-99 640 REPLACE STRUCTURE OVER LITTLE AUGLAIZE RIVER WITH A CONCRETE SLAB ON STEEL BEAM STRUCTURE. MIN. R/W REQUIRED. CAP	510	BR P BR R BR C 002 P 002 R 002 C	N N N N N N				345	3							O	A STATE
VAN	SR118 BRF* 5C01 O *** ** PLAN	16.688 010.37 12958	0.03	VAN WERT. 0.14 MI W US127 OVER TOWN CK URBAN OTHER PRINCIPAL ARTERIAL, 0.03 MI PW45T048 8FT; RW80FT; 9490 ADT-93 REPLACE BRIDGE. PROVIDE 50' WD STRUCTURE C/C WITH 2 - 14' SIDEWALKS, 48' PAVT. MIN CHANNEL WK & R/W. EX BR IS 43' LG. SR IS 48.6 SD. 93-B BR PROG.	688	BR P BR R BR C 002 P 002 R 002 C	X N N X N N			441		2	110						1	R STATE
VAN	US127W FOX RD STP* **** O *** ** PLAN	ALKWAY 16276	0.00	ON US127 FROM ERVIN ST. TO CITY RESERVOIR ALONG FOX RD. FROM CITY POOL TO US127 JCT.	80	STP P STP R STP C 4DK P	N N 64 N												O X	A LOCAL

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FISCAL YEAR												
								1997	1998	1999	2000									
				DISTRICT (01) NON-MPO																
				CONSTRUCT 4FT. SIDEWALK ALONG US127 FROM ERVIN ST TO CITY RESERVOIR AND ALONG FOX RD. FROM CITY POOL TO US127 IN THE CITY OF VANWERT. ENHANCEMENT PROJECT.		4DK R 4DK C	N 16													
VAN	TR205	BRICKN	0.00	APPROX. 0.18KM WEST OF TR215 (SHENK RD.) 0.14KM, RURAL LOCAL PW4.3M, RW7.6M, 50 ADT-94 REPLACE BR OVER LITTLE AUGL. RIVER. PROVIDE 37M BR, 6.0M PAVT, 1.8M GR SHLD. MIN CHANNEL WORK. NO R/W REQ'D. EX BR 24.1M LG, 4.1M WD, TYPE 340, SR 0.0	396	BR P BR R BR C 4BG P 4BG R 4BG C	N N N N N									1		A	LOCAL	
VAN	TR244	UPPERM	0.00	APPROX 0.12KM WEST OF W DELPHOS CORP LMT 0.13KM, RURAL LOCAL PW4.8M, RW7.8M, 445 ADT-94 REPLACE BR OVER JENNINGS CK. PROVIDE 31M BR, 6.6M PAVT, 1.8M GR SHOULDERS. MIN CHANNEL & R/W WORK. EX BR 16.8M LG, 4.3 WD,TYPE 340, SR 17.9SD. STP=1 MILL.	414	BR P BR R BR C 4BG P 4BG R 4BG C	N N N N N									1		A	LOCAL	
VAN	CR418	LINCOL	0.00	APPROX 1.42KM WEST OF SR66 0.08KM, MAJOR COLLECTOR PW 7.1M, 14.0M, 1937 ADT-94 REPLACE BR OVER W JENNINGS CK.PROVIDE 18M BR, 7.2M PAVT, 3.0M GRSHLDRS. MIN CHANNEL WORK. NO R/W REQ'D. EX BR 11.9M LG, 8.7M WD, TYPE 121, SR 30. SD	321	BR P BR R BR C 4BG P 4BG R 4BG C	N N N N N			256						1		A	LOCAL	
VAN	CR434	000.20	0.11	0.020 MI E OF US224 0.07 MI RURAL MAJOR COLLECTOR PW20FT, RW29FT, 4070 ADT 1990 REPLACE 39FT BR OVER BERGNER DITCH. PROVIDE 40FT BRIDGE,24FT PAVT, 10FT GR SHOULDER. MIN CHANNEL & R/W WORK EX BR DEFERRED PER DIST(10/95)PLANS RETURNED	249	BR P BR R BR C 4BG P 4BG R 4BG C	N N N N N									1		A	LOCAL	
VAN	SR697	02.865	0.12	OVER LITTLE AUGLAIZE RIVER	802	BR P	N									0		A	STATE	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
				DISTRICT (01) NON-MPO															
VAN	SR697	08.867		PW 6.0M ADT-94 1400 OVER WEST JENNINGS CREEK		BR	R	N											
BRF*	96B* 0 ***	***		PW 5.7M ADT-94 3050		BR	C												
PROGRAM		15830		REPLACE 2 EXISTING STRUCTURES. R/W WILL BE REQUIRED.		002	P	N											
				NETWORK S/B 70.		002	C												
WYA	UPPERS	IGNALS	0.00	UPPER SANDUSKY. 7 LOCATIONS ON US30 & 3 LOCATIONS ON SR53.0TH PRIN ART &PRIN ART VAR, VAR; VAR	220	NHG	P	N											
NHG*	49** 0 ***	***		PROVIDE 3 NEW SIGNALS & REPLACE 8 EXIST. SIGNALS. PROVIDE NEW POLES, CONTROLLERS, & WIRING. INTERSECTION PAVEMENT WORK AS NEEDED. ALL SIGNALS MUST BE WARRANTED.		NHG	R	N											
STP*	**** 0 ***	***				NHG	C	44											
PROGRAM		13233				STG	P	N											
						STG	R	N											
						STG	C	176											
WYA	USO23	16.480	20.53	BEGIN JUST NORTH OF CONRAIL RR AND END AT THE BEGINNING OF THE SR103 EXIT RAMP	5795	NH	P	N											
PLAN		16073		PW 2@7.2M ADT-94 15980		NH	R	N											
				RESURFACE EXISTING 4-LANE WITH ASPHALT CONCRETE. MINOR BRIDGE AND PAVEMENT REPAIR. NO R/W REQ'D.		NH	C												
						002	P	N											
						002	R	N											
						002	C												
WYA	USO30	014.85	17.05	EXIST. US30 & US23 INTERCHANGE EAST OF UPPER SANDUSKY TO CRA. CO. LINE, 6.60 MI	74610	F	P	X											
CRA	USO30	000.00		WYANDOT CO LINE TO EXIST. 4-LANE SECTION OF US30 WEST OF BUCYRUS, 4.00 MI		F	R	N											
F***	49** 0 ***	68*		DESIGN & CONSTRUCT 4-LANE ROADWAY INC BRIDGES, INTERCHANGES, RW DRAINAGE PAV'T MARKINGS, LIGHTING, AND MAINT OF TRAFFIC		F	C	N											
PROGRAM		10289				NH	P	X											
						NH	R												
						NH	C												
						002	P	X											
						002	R												
						002	C												
WYA	USO30	21.178	0.12	UPPER SANDUSKY. 0.51 MI E OF SR199 OVER SANDUSKY RIVER. 0.08 MI OTHER PRIN ART.	1045	BR	P	X											
WYA	USO30	013.16		PW24FT; RW50FT; 8500 ADT-93		BR	R	N											
BRF*	49** 0 ***	***		REPLACE BRIDGE. PROVIDE 44' WD STRUCTURE F/F, WITH 24' PAV'T, & 12' GR SHOULDERS.		BR	C												
PROGRAM		12755		MIN. CHANNEL & R/W WORK. EX BR IS 186'		002	P	X											
						002	R												
						002	C												

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB.	NEW CONSTRUCTION	REST. AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND.	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (01) NON-MPO																
				LG. SR IS 37.8 SD. 93-A BR PROG.																
WYA	SR037	00.000	19.48	HARDIN CO. LINE TO SR53	592	002	P	N											A STATE	
WYA	SR053	0.772		PW 6.1M ADT-94 1380		002	R	N											A STATE	
PROGRAM		15893		JCT SR37 TO SR67 IN UPPER SANDUSKY		002	C	515											A STATE	
				PW 6.1M ADT-94 1380															A STATE	
				RESURFACE EXISTING SURFACE WITH 45MM OF ASPHALT CONCRETE.															A STATE	
WYA	SR037	05.552	0.25	BEGINNING AT SLD 5.377 TO APPROXIMATELY SLD 5.727	86	002	P	N											A STATE	
PROGRAM		15870		DETERIORATING STRUCTURE		002	R	N											A STATE	
				REPLACE 3 PARALLEL CULVERTS OVER OAK RUN R/W WILL BE REQUIRED		002	C	71											A STATE	
WYA	SR037	14.806	0.10	LOCATED ON THE SOUTH CORP. LIMIT OF THE VILLAGE OF MARSEILLES	1009	BR	P	N											A STATE	
BRF*	96C* 0 ***	15992		PW 6.5M ADT-99 2100		BR	R	N											A STATE	
PLAN				REPLACE STRUCTURE OVER TYMOCHTEE CREEK WITH A CONCRETE SLAB ON STEEL BEAM STRUCTURE. MIN. R/W REQUIRED.		BR	C				684								A STATE	
				CAP PROJECT		002	P	N											A STATE	
						002	R	N											A STATE	
						002	C												A STATE	
WYA	SR053B	EAUTIF	0.00	BEGIN AT THE WCL OF UPPER SANDUSKY TO THE CSX RR. ALSO FROM CHURCH ST. TO NCL.	185	STP	P	N											A LOCAL	
VAR	VAR	VAR		OTHER VARIOUS ROUTES AND CITY STREETS IN UPPER SANDUSKY.		STP	R	N			147								A LOCAL	
PLAN		16274		LANDSCAPE 7 MAIN ENTRANCES INTO THE CITY OF UPPER SANDUSKY ON ROUTES SR53, SR67, SR182, SR199 AND VARIOUS CITY STREETS.		4DK	P	N											A LOCAL	
						4DK	R	N											A LOCAL	
						4DK	C				36								A LOCAL	
WYA	SR231	06.180	0.12	OVER SANDUSKY RIVER	1577	BR	P	N											A STATE	
WYA	SR231	10.074		PW 5.9M ADT-94 680		BR	R	N											A STATE	
BRF*	96B* 0 ***	15831		OVER GRASS RUN		BR	C				1072								A STATE	
PROGRAM				PW 5.95M ADT-94 680		002	P	N											A STATE	
				REPLACE 2 EXISTING STRUCTURES. R/W WILL BE REQUIRED.		002	R	N											A STATE	
						002	C												A STATE	
WYA	SR231	08.899	0.08	2.49 MI N OF SR294 OVER GRAY EYE RUN	380	BR	P	X											R STATE	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S)	OR	TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)	SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								1997	1998	1999	2000												
				DISTRICT (01) NON-MPO																			
WYA	SR231	005.53		RURAL MAJOR COLLECTOR, 0.05 MI. PW20FT; RW36FT; 680 ADT-93 REPLACE BRIDGE. PROVIDE 34' WD STRUCTURE WITH 22' PAVT & 8' GR SHOULDERS. MIN CHANNEL WK & R/W. EX BR IS 80' LG. SR IS 36.1SD, 93-B BR PROG.		BR	R	N															
BRF*	93D* O *** **	12961				BR	C		242														
PLAN						002	P	X															
						002	R		2														
						002	C		60														
WYA	SR231	16.672	12.13	JCT. US30 TO JCT. SR103 WYANDOT COUNTY RESURFACE EXISTING PAVEMENT WITH 35MM ASPHALT CONCRETE. NO R/W REQUIRED.	377	002	P	N															
PROGRAM		15702				002	R	N															
						002	C		375														

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (02) NON-MPO																				
FUL	SRO02	15.161	9.07	WAUSEON. 0.048KM E OF CR19 TO SR108. 8.254KM MAJOR COLLECTOR	320	002	P	N												STATE
FUL	SRO02D	00.177		PW6.097M, RW9.756M; 3530 ADT-90		002	R	N												
	PROGRAM	15775		WAUSEON. SR108 TO SR2. 0.821KM MAJOR COLLECTOR		002	C	320												
				PW23.779M, RW23.779M; 6550 ADT-90																
				2-LANE RESURFACING																
FUL	USO20A	27.251	1.36	0.547KM W OF TR10. 0.756KM. MINOR ARTERIAL	778	STP	P	N												STATE
FUL	USO20A	28.869		PW7.315M, RW10.973; 8500 ADT-90		STP	R	N												
STP*	**** O *** **	15999		0.209KM W OF SR109. 0.612KM. MINOR ARTERIAL		STP	C	610												
	PROGRAM			PW7.315M, RW10.973M; 8500 ADT-90		002	P	N												
				UPGRADE INTERSECTIONS AT TR10 & SR109/TR09 TO ACCOMMODATE NORTH STAR STEEL & WORTHINGTON INDUSTRIES BY PROVIDING LEFT TURN LANES & TRAFFIC SIGNALS & RELATED WORK		002	R	N												
						002	C	152												
FUL	USO20A	27.598	1.42	0.094KM E OF TR10 TO 0.092KM W OF SR109. 1.425KM. MINOR ARTERIAL	535	STP	P	N												STATE
STP*	**** O *** **	16342		PW7.315M, RW9.754M; 6030 ADT-94		STP	R	N												
	PROGRAM			WIDEN EXISTING FACILITY TO PROVIDE CENTER LEFT TURN LANE PLUS ADEQUATE SHOULDERS, PROVIDE FULL WIDTH PAVEMENT OVERLAY, PERFORM NECESSARY RELATED WORK.		STP	C	396												
						002	P	N												
						002	R	N												
						002	C	99												
FUL	SR108	009.89	0.09	0.10 MI N OF CR15. 0.06 MI. MINOR ARTERIAL.	430	STP	P	N												STATE
STP*	**** O *** **	13101		PW24FT, RW32FT; 3160 ADT-90		STP	R	N												
	PROGRAM			1993B BRIDGE PROGRAM. REPLACE 10' CULVERT OVER SOUTH BRANCH OF BAD CREEK; PROVIDE ADEQUATE APPROACHES; PERFORM NECESSARY RELATED WORK.		STP	C													
						002	P	N												
						002	R													
						002	C													
HEN	TR D	28.755	0.11	0.28 MI. W OF CR 1. 0.07 MI. LOCAL	230	BR	P	N												LOCAL
HEN	TR D	017.75		PW18FT, RW23FT; 190 ADT-95		BR	R	N												
BRO*	94D* O *** **			OFF SYSTEM BRIDGE REPLACEMENT PROGRAM. R		BR	C													

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
PROGRAM 14725				DISTRICT (02) NON-MPO																
				EPLACE STRUCTURE OVER DITCH NO. 1559-2; PROVIDE ADEQUATE APPROACHES; PERFORM NECESSARY RELATED WORK. 0.07 MILES.	46	4BG	P	N												
						4BG	R	N												
						4BG	C													
HEN CRO02	04.212		0.09	DESHLER. (STEARNS RD.) 0.58 MI. N OF CR C. 0.06 MI. LOCAL	247	BR	P	N								1		A	LOCAL	
HEN CRO02	002.60			PW25FT, RW55FT; 1175 ADT-93		BR	R	N												
BRD* 94C* 0	*** **			OFF SYSTEM BRIDGE REPLACEMENT PROGRAM. R		BR	C													
PROGRAM	14512			EPLACE STRUCTURE OVER BRUSH CREEK; PROVIDE ADEQUATE APPROACHES, PERFORM NECESSARY RELATED WORK.		4BG	P	N												
						4BG	R	N												
						4BG	C													
HEN CRO02	10.773		0.12	0.61 MI N OF CR 6. 0.08 MI. NON MAJOR COLLECTOR.	215	BR	P	N								1		A	LOCAL	
HEN CRO02	006.65			PW18FT, RW24FT; 429 ADT-91		BR	R	N												
BRF* 93C* 0	*** **			REPLACE STRUCTURE OVER HAMMER CREEK; PROVIDE ADEQUATE APPROACHES; PERFORM NECESSARY RELATED WORK.		BR	C													
PROGRAM	12423					4BG	P	N												
						4BG	R	N												
						4BG	C													
HEN CRO02	12.231		0.12	0.51 MI N OF TR H. 0.08 MI. NON MAJOR COLLECTOR.	225	BR	P	N								1		A	LOCAL	
HEN CRO02	007.55			PW18FT, RW26FT; 429 ADT-91		BR	R	N												
BRF* 93C* 0	*** **			REPLACE STRUCTURE OVER BEAVER CREEK; PROVIDE ADEQUATE APPROACHES; PERFORM NECESSARY RELATED WORK.		BR	C	180												
PROGRAM	12424					4BG	P	N												
						4BG	R	N												
						4BG	C	45												
HEN US006	013.15		1.60	NAPOLEON. 0.07 MI. W OF OAKWOOD AVE. 1.0 MI. PRIN ART.	10364	MA	P	N								X		O	A	STATE
NH** 73** 0	*** 91*			PW48FT, RW72FT; 11730 ADT-90		MA	R	X												
PROGRAM	11913			PREPARE LOCATION AND ENVIRONMENTAL STUDIES, ROADWAY PLANS AND CONSTRUCT NEW INTERCHANGE ON US6 BETWEEN OAKWOOD AVE. AND CR12 AND NECESSARY RELATED FACILITIES.		MA	C	N												
						NH	P	N												
						NH	R	X												
						NH	C					6960								
						OO2	P	N												
						OO2	R	X												
						OO2	C					1740								
HEN US006	40.540		0.14	MCCLURE. 0.21 E OF SR65. 0.09 MI. PRINCIPAL ARTERIAL.	464	BR	P	X												
HEN US006	025.21					BR	R	N								1		A	STATE	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FISCAL YEAR												
								1997	1998	1999	2000									
				DISTRICT (02) NON-MPO																
BRF*	6*** O	*** 69*		PW24FT, RW32FT; 5300 ADT-90		BR	C													
PROGRAM	12029			1992C BRIDGE PROGRAM. REPLACE 40' STRUCTURE OVER BIG CREEK; PROVIDE ADEQUATE APPROACHES; PERFORM NECESSARY RELATED WORK.		002	P	X												
						002	R				1									
						002	C													
HEN	SR108	25.288	0.14	NAPOLEON. 0.02 MI N OF SR110. 0.09 MI PW46FT, RW46FT, 15690 ADT-86	3864	BR	P	N											1	A STATE
HEN	SR108	015.61		1989-B BRIDGE PROGRAM. REPLACE 707FT BR OVER THE MAUMEE RIVER, PROVIDE ADEQUATE APPROACHES.		BR	R	N												
BRF*	96B* O	*** **				BR	C													
PLAN	7800					041	P	600												
						041	R	N												
						041	C	N												
						***	D	N												
						***	R	N												
						002	C	N												
						002	P	N												
						002	R				20									
						002	C													
HEN	SR109	10.541	0.14	0.50 MI N OF SR18. 0.09 MI. MAJOR COLLECTOR	358	BR	P	N											1	R STATE
BRF*	94A* O	*** **		PW19FT, RW27FT; 1970 ADT-90		BR	R	N												
PROGRAM	13599			1994-A BRIDGE PROGRAM. REPLACE STRUCTURE OVER WEST CREEK; PROVIDE ADEQUATE APPROACHES; PERFORM NECESSARY RELATED WORK.		BR	C													
						002	P	N												
						002	R				1									
						002	C													
HEN	SR281	005.42	0.09	0.32 MI. W OF SR108. 0.06 MI. MAJ. COLL.	304	BR	P	X											1	A STATE
BRF*	93A* O	*** 13*		PW20FT, RW24FT; 1520 ADT-1990		BR	R	N												
PROGRAM	11684			1992B BRIDGE PROGRAM. REPLACE STRUCTURE (CULVERT) OVER BRINKMAN DITCH; PROVIDE ADEQUATE APPROACHES; PERFORM NECESSARY RELATED WORK.		BR	C													
						002	P	X												
						002	R				1									
						002	C													
HEN	SR281	005.73	0.09	0.03 MI. E OF SR108. 0.06 MI. RURAL MAJOR COLLECTOR	303	STP	P	X											1	A STATE
STP*	F953 O	*** 18*		PW22FT, RW35FT; 1810 ADT-86		STP	R	N												
PROGRAM	10198			1991-A BR PROG. REPLACE 55FT BRIDGE OVER SCHOOL CREEK; PROVIDE ADEQUATE APPROACHES		STP	C													
						002	P	X												
						002	R	N												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANE RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (02) NON-MPO																
				ROACHES; PERFORM NECESSARY RELATEDWORK.		002	C													
OTT	SR002	07.292	0.90	0.530KM E OF CR22. 0.519KM. PRINCIPAL AR	812	002	P													
OTT	SR002	19.670		TERIAL		002	R	N												
OTT	SR002	23.440		PW7.315M, RW13.411M; 8930 ADT-90		002	C	X												
PROGRAM		15614		0.675KM E OF TR223. 0.636KM. PRINCIPAL				790												
				ARTERIAL																
				PW7.31M, RW13.411M; 10580 ADT-90																
				1.737KM E OF CR26. 0.519KM. PRINCIPAL A																
				TERIAL																
				PW7.315M, RW13.411M; 10580 ADT-90																
				CONSTRUCT LEFT TURN LANES AT 2 INTER-																
				SECTIONS.																
OTT	SR019	006.67	0.25	0.03 MI. N OF TR96. 0.16 MI.	294	STP	P	X												
STP*	**** O	*** **		RURAL MAJOR COLLECTOR		STP	R	N												
PROGRAM		11451		PW19FT, RW23FT; 2820 ADT-90		STP	C													
				1992A BRIDGE PROGRAM. REPLACE STRUCTURE		002	P	X												
				(22') OVER RUSHAW DITCH; PROVIDE ADEQUAT		002	R													
				E APPROACHES; PERFORM NECESSARY RELATED		002	C													
				WORK.																
OTT	SR019	008.40	0.14	0.38 MI. S OF TR99. 0.09 MI.	387	BR	P	X												
BRF*	93D* O	*** 12*		RURAL MAJOR COLLECTOR		BR	R	N												
PROGRAM		10200		PW21FT, RW36FT; 960 ADT-86		BR	C													
				1991-A BR PROG. REPLACE 41FT BRIDGE		002	P	X												
				OVER TOUSSAINT RIVER; PROVIDE ADEQUATE		002	R													
				APPROACHES; PERFORM NECESSARY RELATED WO		002	C													
				RK.																
OTT	SR163	005.98	0.20	0.01 E OF CR213. 0.13 MI.	500	STP	P	X												
STP*	**** O	*** **		RURAL MAJOR COLLECTOR		STP	R	N												
PROGRAM		11452		PW20FT, RW24FT; 4000 ADT-90		STP	C													
				1992A BRIDGE PROGRAM. REPLACE STRUCTURE		002	P	X												
				(74') OVER TOUSSAINT CREEK; PROVIDE ADEQU		002	R													
				ATEAPPROACHES; PERFORM NECESSARY RELATE		002	C													
				D WORK.																
OTT	SR357	01.287	0.29	PUT-IN-BAY. CATAWBA AVE. 0.290 KM. MAJOR	498	STP	P	N												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD. LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (02) NON-MPO																
	STP* **** O *** **	PROGRAM 15279		COLLECTOR, RURAL ENHANCEMENT PROJECT. UPGRADE LAKE ERIE S HORELINE ADJACENT TO SR357 BY CONSTRUCTI NG NEW RETAINING WALL, PROVIDING SEATING AREAS, LANDSCAPING, AND NECESSARY WORK.		STP R N STP C 398 4DK P N 4DK R N 4DK C 99														
	OTT SR590 O06.38 STP* FY93 O *** 1** STP* **** O *** **	PROGRAM 11685	0.17	0.14 MI. S OF CR62. O.11 MI. MAJ. COLL. PW19FT, RW22FT; 890 ADT-1990 1992B BRIDGE PROGRAM. REPLACE STRUCTURE (75' BRIDGE) OVER TOUSSAINT CREEK; PROVI DE ADEQUATE APPROACHES; PERFORM NECESSAR Y RELATED WORK.	524	STP P X STP R N STP C 002 P X 002 R 3 002 C 85										1		A	STATE	
	SAN BIKE PATH STP* **** O *** **	PROGRAM 11523	10.45	FREMONT. EAST SIDE PARK TO MAIN ST IN CL YDE. 6.50 MI. CONSTRUCT FREMONT TO CLYDE PHASE OF THE NORTH COAST INLAND TRAIL BICYCLE FACILIT Y ON ABANDONED P.C. AND CONRAIL RR R/W; REHAB/REPLACE BRS AS NEEDED. PREISTEA BKW	1000	STP P N STP R N STP C 794 733 P N 733 R N 733 C 198										0	X	A	LOCAL	
	SAN US006 O17.51 STP* 69** O *** 131 PROGRAM 7502 SOLD: 05/30/96		0.25	0.39 MI E OF SR 53. O.16 MI. MINOR ART. PW48FT; RW64FT; 19200 ADT-90. REHAB STR OVER SANDUSKY RIVER. REPLACE DECK CURBS MEDIAN BARRIER.	3264	STP P N STP R N STP C 2454 041 P N 041 R N 041 C 613											1		R	STATE
	SAN SR019 O16.57 STP* **** O *** **	PROGRAM 6955	0.00	14 LOCATIONS ON VARIOUS ROUTES AND SECTIONS VARIOUS EXTEND 14 CULVERTS ON VARIOUS RTS & SEC.	382	STP P N STP R N STP C 325 002 P N 002 R N 002 C 36										0	X	R	STATE	
	SAN US020 O03.19 STP* **** O *** **	PLAN 12824	0.24	WOODVILLE. O.01 MI SE OF SR105. O.15 MI. MINOR ARTERIAL PW64FT, RW64FT; 10290 ADT-90	1001	STP P N STP R N STP C N										1		R	STATE	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES/RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (02) NON-MPO																
				1993A BRIDGE PROGRAM. REPLACE STRUCTURE OVER THE PORTAGE RIVER, PROVIDE ADEQUATE APPROACHES, PERFORM NECESSARY RELATED WORK.		002 P	105													
						002 R														
						002 C	N													
SAN	US020	003.79	4.79	0.20 MI. SE OF SR105 TO 0.07 MI. NW OF S RS1. 2.98 MI. MINOR ARTERIAL PW48FT, RW68FT; 8800 ADT-90 MULTI-LANE RESURFACING PROGRAM. REPAIR PAVEMENT & PROVIDE FULL WIDTH PAVEMENT OVERLAY; MINOR BRIDGE REHAB, INCLUDING NEW APPROACH SLABS; NECESSARY RELATED WORK.	1080	STP P	N													
STP*	**** O	*** **				STP R	N													STATE
PROGRAM		13870				STP C	840													
						002 P	N													
						002 R	N													
						002 C	210													
SEN	CRO01	MKG	0.00	VARIOUS SECTIONS ON SAN CR1. 00.000KM MAJOR COLLECTOR	155	STG P	N													
SAN	VARIOU	VARIOU		VARIOUS SECTIONS ON VARIOUS SANDUSKY COUNTY ROADS. 00.000KM		STG R	N													LOCAL
STG*	**** O	*** **		APPLY POLYESTER CENTERLINES AND EDGE LINES ON VARIOUS SECTIONS OF VARIOUS COUNTY ROADS THROUGHOUT SANDUSKY COUNTY; PERFORM NECESSARY RELATED WORK		STG C	155													
PLAN		16341																		
SEN	SRO04	009.25	0.16	0.39 MI. S OF SR162. 0.10MI. MINOR ART.	289	BR P	X													
BRF*	93A* O	*** 9**		PW22FT, RW27FT; 2980 ADT-90		BR R	N													STATE
PROGRAM		11687		1992B BRIDGE PROGRAM. REPLACE STRUCTURE (20' BRIDGE) OVER MUD RUN; PROVIDE ADEQUATE APPROACHES; PERFORM NECESSARY RELATED WORK.		BR C														
						002 P	X													
						002 R														
						002 C														
SEN	CRO06	MKG	0.00	VARIOUS SECTIONS ON SEN CR6. 00.000KM MAJOR COLLECTOR	220	STG P	N													
SEN	VARIOU	VARIOU		VARIOUS SECTIONS ON 30 COUNTY ROADS. 00.000 KM		STG R	N													LOCAL
STG*	**** O	*** **		APPLY POLYESTER CENTERLINE AND EDGE LINES ON 31 COUNTY ROADS; PERFORM NECESSARY RELATED WORK.		STG C	220													
PROGRAM		16133																		
SEN	CRO06	RPM	0.00	VARIOUS SECTIONS ON SEN CR6. 00.000KM MAJOR COLLECTOR	115	STG P	N													
																				LOCAL

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (02) NON-MPO																				
SEN VARIOU STG* **** O *** **	VARIOU PROGRAM	16134		AJOR COLLECTOR VARIOUS SECTIONS ON 11 COUNTY ROADS. OO. 000 KM. INSTALL CENTERLINE RAISED PAVEMENT MARKE RS ON 12 COUNTY ROADS; PERFORM NECESSARY RELATED WORK.		STG R STG C	N 115													
SEN SRO12 BRF* 94A* O *** **	010.49 PLAN	13601	0.14	0.65 MI SW OF TR69. 0.09 MI. MINOR ARTER IAL PW24FT, RW32FT; 3770 ADT-90 1994-A BRIDGE PROGRAM. REPLACE STRUCTURE OVER FISHE DITCH; PROVIDE ADEQUATE APPR OACHES; PERFORM NECESSARY RELATED WORK.	426	BR P BR R BR C OO2 P OO2 R OO2 C	N N N N N											1	R STATE	
SEN CRO16 BRO* 94C* O *** 27*	PROGRAM	14186	0.36	0.40 MI. W OF SR231. 0.30 MI. LOCAL PW13FT, RW23FT; 206 ADT-92 OFF SYSTEM BRIDGE REPLACEMENT PROGRAM. R EPLACE STRUCTURE OVER HONEY CREEK ON IMP ROVED VERTICAL AND HORIZONTAL ALIGNMENT, PERFORM NECESSARY RELATED WORK.	704	BR P BR R BR C 4BG P 4BG R 4BG C	N N N N N			563									1	A STATE
SEN SRO18D BRF* 4B00 O *** 5**	000.54 PROGRAM	6311	0.03	TIFFIN. 0.14 MI. W. OF SR100. PW30FT, BW36FT, 7740ADT-86 REPLACE 304FT BRIDGE OVER SANDUSKY RIVER 88B BRIDGE PROGRAM	1720	BR P BR R BR C OO2 P OO2 R OO2 C	X N N X N												1	R STATE
SEN SRO19 STP* F953 O *** 29*	002.18 PROGRAM	10204	0.06	0.15 MI. N OF CR6. 0.04 MI. RURAL MAJOR COLLECTOR PW21FT; RW37FT; 1190 ADT-86 1991-A BR PROG. REPLACE 16 FT CULVERT OVER SILVER CREEK BRANCH; PROVIDE ADE- QUATE APPROACHES; PERFORM NECESSARY RELATED WORK.	173	STP P STP R STP C OO2 P OO2 R OO2 C	X N N X												1	R STATE
SEN USO23 STP* **** O *** **	004.88 PROGRAM		0.16	0.44 MI. N OF CR10. 0.10 MI. PW24FT, RW38FT, 2940 ADT-86	179	STP P STP R	X N												1	A STATE

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (02) NON-MPO																				
PROGRAM	8941			1990 B BR PROG. REPLACE 14FT CULVERT OVER BRANCH OF WOLF CREEK; PROVIDE ADE- QUATE APPROACHES; PERFORM NECESSARY RELATED WORK.		STP C		108												
						002 P		X												
						002 R		N												
						002 C		27												
SEN US023	18.427		0.00	FOSTORIA. 8 INTERSECTIONS + 2 ON SR12 + 1 ON SR18. 0.000KM OTHER PRINC ARTERIAL	1110	STG P		N											O X A LOCAL	
WOO US023	00.322			PW15.850M, RW15.8550M; 17200 ADT-94		STG R		N												
HAN SRO12	44.289			FOSTORIA. 3 INTERSECTIONS. 0.000KM OTHER PRINCIPAL ARTERIAL		STG C		1110												
STPG **** O *** **	15762			PW15.850M, RW15.850M; 17200 ADT-94																
				FOSTORIA. 1 INTERSECTION = 1 ON SR18. 0.000KM MINOR ARTERIAL																
				PW3.658M, RW3.658M; 50000 ADT-94																
				UPGRADE TRAFFIC SIGNALS AT 12 INTERSECTIONS AND INSTALL TRAFFIC SIGNALS AT 4 ADDITIONAL INTERSECTIONS, PERFORM NECESSARY RELATED WORK.																
SEN TRO58			0.15	0.31 MI. W OF TR171. 0.30 MI. LOCAL PW12FT, RW19FT; 92 ADT-92	459	BR P		N											A STATE	
BRO* 94C* O *** 26*	14189			OFF SYSTEM BRIDGE REPLACEMENT PROGRAM. R EPLACE STRUCTURE OVER HONEY CREEK ON IMPROVED VERTICAL AND HORIZONTAL ALIGNMENT, PERFORM NECESSARY RELATED WORK.		BR R		N												
						BR C			367											
						4BG P		N												
						4BG R		N												
						4BG C			91											
SEN SR100	009.83		0.10	TIFFIN. 0.09 MI. N. OF SR180. 0.065 MI PW41FT, RW41FT, 16201ADT-95	1855	BR P		X											R STATE	
BRF* 94C* O *** 10*	6312			REPLACE 240FT BRIDGE OVER SANDUSKY RIVER		BR R		N												
				88B BRIDGE PROGRAM		BR C							1330							
						002 P		X												
						002 R				1										
						002 C							332							
SEN SR162	005.24		0.16	0.95 MI. W OF TR81. 0.10 MI. MAJ. COLL.	340	STP P		X											A STATE	
STP* **** O *** **	11688			PW20FT, RW24FT; 950 ADT-90		STP R		N												
				1992B BRIDGE PROGRAM. REPLACE STRUCTURE (16' BRIDGE) OVER CARPENTER DITCH; PROVI		STP C														
						002 P		X			214									
						002 R				1										

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
DISTRICT (02) NON-MPO																			
DE ADEQUATE APPROACHES; PERFORM NECESSARY RELATED WORK.					002	C			53										
SEN US224	006.18	0.08	HOPEWELL, 0.01 MI. E. OF TR101.	393	BR	P	X								1	A	STATE		
BRF* 95A* O *** 8**			PW23FT, RW40FT; 4080 ADT-86		BR	R	N												
PROGRAM	5751		REPLACE 43FT BRIDGE OVER E. BRANCH WOLF CREEK. 88B BRIDGE PROGRAM		002	P	X		254										
					002	R				1									
					002	C					63								
SEN US224	010.64	0.16	AT SR18. 0.10 MI. MINOR ART.	774	STP	P	X								1	A	STATE		
STP* FY93 O *** 1**			PW24FT, RW30FT; 8290 ADT-90		STP	R	N												
PROGRAM	11690		1992B BRIDGE PROGRAM. REPLACE STRUCTURE (CULVERT) OVER E. BRANCH OF E. BRANCH WOLF CREEK; PROVIDE ADEQUATE APPROACHES; PERFORM NECESSARY RELATED WORK.		002	P	X	518											
					002	R	N												
					002	C	129												
SEN US224	015.54	0.22	CLINTON, 0.15 MI. W. OF TR201	704	BR	P	X								1	R	STATE		
BRF* 93D* O *** 15*			RURAL MINOR ARTERIAL		BR	R	N												
PROGRAM	3633		PW19FT, RW33FT; 3910 ADT-86		BR	C			484										
			REPLACE 62FT BRIDGE OVER ROCK CREEK ON SLIGHT REALIGNM'T IMPROVEM'T VERTICAL & HORIZ. APPROACHES ALIGNM'T:88A BR PROGRAMS.		002	P	X												
					002	R				8									
					002	C					121								
SEN SR228	001.04	0.12	0.30 MI. S OF SR101. 0.08 MI. RURAL MAJOR COLLECTOR	351	STP	P	X								1	A	STATE		
STP* **** O *** **			PW22FT; RW33FT; 660 ADT-86		STP	R	N												
PROGRAM	10483		1991 B BRIDGE PROGRAM. REPLACE 48FT BR OVER EMERSON CREEK ON IMPROVED HORIZONTAL AND VERTICAL ALIGNMENT; PROVIDE ADEQUATE APPROACHES.		002	P	X				206								
					002	R						1							
					002	C						51							
WIL LYNN	ST.	0.06	PIONEER, 0.15 MI E OF STATE ST. 0.04 MI	200	BR	P	N								1	A	LOCAL		
BR* 8608 O *** 1**			PW18FT., RW26FT., 450 ADT-89		BR	R	N												
PROGRAM	8331		OFF SYSTEM BRIDGE REPLACEMENT PROGRAM. REPLACE 31FT BR OVER CLEAR FORK CREEK;		BR	C	160												
					4BG	P	N												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE ND	RESPONSIBLE AGENCY				
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)																
								1997	1998	1999	2000													
				DISTRICT (02) NON-MPO																				
				PROVIDE ADEQUATE APPROACHES. VILLAGE'S=BR		4BG R	N																	
						4BG C	40																	
WIL	THIRD ST	BRO* 8609 O *** 1** PROGRAM	8332	PIONEER. 0.05 MI N OF FIRST ST. 0.06 MI. PW14FT., RW22FT., 120 ADT-89	205	BR P	N													1	A	LOCAL		
				OFF SYSTEM BRIDGE REPLACEMENT PROGRAM. REPLACE 39FT BR OVER CLEAR FORK CREEK; PROVIDE ADEQUATE APPROACHES.		BR C	164																	
						4BG P	N																	
						4BG R	N																	
						4BG C	41																	
WIL	UNION ST.	STP* **** O *** ** PROGRAM	15168	BRYAN. SOUTH ST. TO CR 15D. 1.13 MI. COLLECTOR	1679	STP P	N						X									0	A	LOCAL
				PW22FT, RW26FT; 3450 ADT-83		STP R	N																	
				REMOVE EXISTING PAVEMENT AND REPLACE WITH WIDER PAVEMENT WITH CURBS AND GUTTERS, PROVIDE TURN LANES, PROVIDE NECESSARY DRAINAGE, PERFORM RELATED WORK.		STP C	1343																	
						4BG P	N																	
						4BG R	N																	
						4BG C	335																	
WIL	CRO03	STP* **** O *** ** PROGRAM	10406	0.01 MI E OF CR34. 0.09 MI. PW17FT; RW30FT; 475 ADT-90	565	STP P	N															1	A	LOCAL
				REPLACE 154 FT BR. OVER TIFFIN RIVER LOCKPORT BRANCH ON SLIGHTLY MODIFIED ALIGNMENT; PROVIDE ADEQUATE APPROACHES.		STP R	N																	
						STP C	452																	
						4DK P	N																	
						4DK R	N																	
						4DK C	113																	
WIL	US006	STP* **** O *** ** PROGRAM	15352	0.482 KM W OF SR576 TO 0.467 KM E OF US127. 6.116 KM. PRINCIPAL ARTERIAL	2413	STP P	N															1	A	STATE
				PW7.315M, RW12.192M; 5840 ADT-96		STP R	N																	
				PROVIDE ADEQUATE SHOULDERS AND CLEAR ZONES; PROVIDE TURN LANES AT SR2 (WEST JUNCTION) AND US127; PAV'T REPAIR AND FULL WIDTH OVERLAY. REHAB BR. DIST ALLOC.		STP C	1898																	
						002 P	N																	
						002 R	N																	
						002 C	474																	
WIL	CRO34	BRO* 94C* O *** ** PROGRAM	14407	0.5 MI N OF SR2. 0.10 MI. RURAL MINOR COLLECTOR	630	BR P	N															1	A	LOCAL
				PW20FT, RW34FT; 540 ADT-90		BR R	N																	
				REPLACE STRUCTURE OVER THE TIFFIN RIVER ON IMPROVED VERTICAL AND HORIZONTAL ALIG		BR C																		
						4BG P	N																	
						4BG R	N																	

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				OTHER BRIDGES	REST AREA	NEW CONSTRUCTION	RESURFACE RESTORE REHAB	ADD LANES RECONSTRUCT	SAFETY UPGRADE	CHANGE NO	MISCELLANEOUS	RESPONSIBLE AGENCY			
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)															
								1997	1998	1999	2000												
				DISTRICT (02) NON-MPO																			
				MENT, PERFORM NECESSARY RELATED WORK.		4BG	C																
WIL	SR034	006.21	0.11	BLAKESLEE. 0.29 MI N OF CR5. 0.07 MI. RURAL MAJOR COLLECTOR PW21FT, RW47FT; 1440 ADT-90	248	STP	P	N											O X A	STATE			
	STP* **** O *** **	PROGRAM 12826		1993A BRIDGE PROGRAM. REVISE VERTICAL ALIGNMENT TO PROVIDE ADEQUATE CLEARANCE UNDER STRUCTURE AT NS RAILROAD, PERFORM NECESSARY RELATED WORK.		STP	R	N															
						STP	C	176															
						002	P	N															
						002	R	N															
						002	C	44															
WIL	SR034	013.69	0.48	0.13 MI. E OF SR576. 0.30 MI. RURAL MAJOR COLLECTOR PW21FT; RW34FT; 1670 ADT-86	302	STP	P	X												1	A	STATE	
	STP* F953 O *** 44*	PROGRAM 10484		1991 B BRIDGE PROGRAM. REPLACE CULVERT OVER BRANCH OF MILLER CREEK ON IMPROVED VERTICAL ALIGNMENT; PROVIDE ADEQUATE APPROACHES; PERFORM NECESSARY RELATED WORK		STP	R	N															
						STP	C																
						002	P	X															
						002	R																
						002	C																
WIL	US127	004.09	0.37	AT SR15. 0.23 MI. MAJOR COLLECTOR PW54FT, RW60FT; 11270 ADT-90	1400	STP	P	N													O X A	STATE	
	STP* **** O *** **	PROGRAM 14511		REALIGN INTERSECTION AND UPGRADE EXISTING FLASHER TO ACTUATED SIGNAL.		STP	R	N															
						STP	C	1071															
						002	P	N															
						002	R	N															
						002	C	267															
WIL	US127	016.62	0.06	0.12 MI N OF TR M-90. 0.04 MI. MAJOR COLLECTOR PW20FT, RW31FT; 1270 ADT-90	274	STP	P	X													1	R	STATE
	STP* **** O *** **	PROGRAM 12827		1993A BRIDGE PROGRAM. REPLACE STRUCTURE OVER BATES CREEK BRANCH, PROVIDE ADEQUATE APPROACHES, PERFORM NECESSARY RELATED WORK.		STP	R	N															
						STP	C	144															
						002	P	X															
						002	R	N															
						002	C	36															
WIL	US127	03.623	0.54	BRYAN. 0.474KM S OF SOUTH ST. 0.586KM OTHER PRINCIPAL ARTERIAL PW16.459M, RW16.459M; 12,800 ADT-90	310	STP	P	N														O X A	STATE
	STP* **** O *** **	PROGRAM 15055		WIDEN TO PROVIDE CENTER LEFT TURN LANE, UPGRADE INTERSECTIONS AND TRAFFIC SIGNAL		STP	R	N															
						STP	C	248															
						002	P	N															
						002	R	N															

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)	SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								1997	1998	1999	2000										
				DISTRICT (02) NON-MPO																	
				S. PROVIDE FULL WIDTH PAVEMENT OVERLAY, RELATED WORK. 24 MO PROJ.		002	C		62												
WIL	CR180		0.04	0.23 MI E OF CR179. 0.15 MI. LOCAL PW13FT, RW26FT; 63 ADT-90	341	BR	P	N									1		A	LOCAL	
	BR0* 94A* O *** **	PROGRAM 13784		OFF SYSTEM BRIDGE REPLACEMENT PROGRAM. R EPLACE STRUCTURE OVER LICK CREEK; PROVIDE ADEQUATE APPROACHES; PERFORM NECESSARY RELATED WORK.		BR	R	N													
						BR	C	272													
						4BG	P	N													
						4BG	R	N													
						4BG	C	68													
WIL	SR191	005.31	0.14	0.06 MI. S OF CR58 (CR G). 0.09 MI. MAJ COLL.	744	STP	P	X									1		A	STATE	
	STP* FY93 O *** 1**	PROGRAM 11455		PW20FT, RW24FT; 2080 ADT-90		STP	R	N													
						STP	C					510									
						002	P	X													
						002	R			1											
						002	C					127									
WIL	SR191	006.48	0.14	0.18 MI S OF TR42 (TR H). 0.09 MI. MAJ COLL.	391	STP	P	X									1		A	STATE	
	STP* FY93 O *** 1**	PROGRAM 11456		PW20FT, RW24FT; 2080 ADT-90		STP	R	N													
						STP	C					236									
						002	P	X													
						002	R			1											
						002	C					59									
WIL	SR191	007.59	0.14	0.16 MI. N OF CR57 (CR H50). 0.09 MI. MAJ COLL.	363	STP	P	X									1		A	STATE	
	STP* **** O *** **	PROGRAM 11457		PW20FT, RW24FT; 2080 ADT-90		STP	R	N													
						STP	C					216									
						002	P	X													
						002	R			3											
						002	C					54									
WIL	SR191	008.24	0.14	0.19 MI. S OF CR26 (CR I50). 0.09 MI. RURAL MAJOR COLLECTOR	323	STP	P	X									1		A	STATE	
	STP* **** O *** **	PROGRAM 11458		PW20FT, RW24FT; 2080 ADT-90		STP	R	N													
						STP	C					187									
						002	P	X													

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (02) NON-MPO																
				(54') OVER BRANCH OF LEATHERWOOD CREEK; PROVIDE ADEQUATE APPROACHES; PERFORM NECESSARY RELATED WORK.		002 002	R C			2			46							
WIL	SR576	003.00	0.24	CENTER, 0.08 MI. S. OF CR309	535	BR BR	P R									1		R	STATE	
BRF*	**** O	*** ***		PW20FT, RW29FT, 880 ADT-86		BR BR	R C						358							
PLAN		3627		REPLACE 94FT BRIDGE OVER CONRAIL RR. ON REVISED HORIZONTAL ALIGNMENT W/ADEQUATE APPROACHES. 88A BR PROG		002 002 002	P R C		N N N		2			89						
WIL	SR576	004.37	24.50	MONTPELIER, SR34 TO PLATT ST. 5.97 MI. MAJOR COLLECTOR	555	002 002 002	P R C									0		A	STATE	
WIL	SRO49	010.27		EDON N CORP LINE TO MICHIGAN STATE LINE. 9.26 MI. MAJOR COLLECTOR		002 002	R C													
PLAN		12942		PW19FT, RW38FT; 1370 ADT-90						549										
WIL	SR576	017.73	0.27	0.10 MI N OF CR15 (CR P50). 0.17 MI. MAJ COLL.	775	STP STP STP	P R C		X N N				507			1		A	STATE	
STP*	FY93 O	*** 1**		PW20FT, RW24FT; 1350 ADT-90		002 002	P R		X N											
PROGRAM		11459		1992A BRIDGE PROGRAM. REPLACE STRUCTURE (172') OVER WEST BRANCH ST. JOSEPH RIVER ; PROVIDE ADEQUATE APPROACHES; PERFORM NECESSARY RELATED WORK.		002 002	R C				1		126							

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	FEDERAL FUND	PHASE OF WORK	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (03) NON-MPO																				
ASD SRO03 PROGRAM	05.550 16025	0.00	0.00	VARIOUS ROUTES AND SECTIONS IN ALL 8 COUNTIES IN DISTRICT 3 APPLY AUXILIARY PVMT MARKINGS ON VARIOUS ROUTES AND SECTIONS IN ALL 8 COUNTIES OF DISTRICT 3	101	002	P	N												
						002	R	N												
						002	C	100												
ASD SRO03 PROGRAM	05.552 16029	0.00	0.00	VARIOUS ROUTES AND SECTIONS IN ALL 8 COUNTIES OF DISTRICT 3 MAINTAIN LOOP DETECTORS AND UPGRADE SIGNALS ON VARIOUS ROUTES AND SECTIONS IN ALL 8 COUNTIES IN DISTRICT 3	851	002	P	N												
						002	R	N												
						002	C	850												
ASD SRO03 PROGRAM	07.230 16030	0.00	0.00	VARIOUS ROUTES AND SECTIONS IN ALL 8 COUNTIES OF DISTRICT 3 APPLY WATER-BASED LONG LINE PAVEMENT MARKINGS ON VARIOUS ROUTES AND SECTIONS IN ALL 8 COUNTIES IN DISTRICT 3	401	002	P	N												
						002	R	N												
						002	C	400												
ASD SRO03 PROGRAM	11.346 16031	0.00	0.00	VARIOUS ROUTES AND SECTIONS IN ALL 8 COUNTIES IN DISTRICT 3 MAINTAIN RAISED PVMT MARKERS ON VARIOUS ROUTES AND SECTIONS IN ALL 8 COUNTIES IN DISTRICT 3	401	002	P	N												
						002	R	N												
						002	C	400												
ASD US030 ASD US030 NH** 49** 0 *** ** PLAN	00.209 000.13 12798	6.01	6.01	0.05MI E OF SR603 TO 0.27MI W OF SR511 REHAB AND RESURFACE INCLUDING BRIDGE REPAIRS. 3.74 MILES.	5108	NH	P	N												
						NH	R	N												
						NH	C				3681									
						002	P	N												
						002	R	N												
						002	C				920									
ASD US030 PROGRAM	06.228 16273	3.21	3.21	SR511(6.228) TO 0.434KM W OF SR60(9.446) 4-LANE RESURFACING INCL PLANING AND PVMT MARKINGS	520	002	P	N												
						002	R	N												
						002	C	520												
ASD US042 PROGRAM	0.000 16032	0.00	0.00	VARIOUS ROUTES AND SECTIONS IN ALL 8 COUNTIES IN DISTRICT 3 APPLY POLYESTER LONG LINE PVMT MARKINGS	101	002	P	N												
						002	R	N												
						002	C	100												

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (03) NON-MPO																				
ON VARIOUS ROUTES AND SECTIONS IN ALL 8 COUNTIES IN DISTRICT 3																				
ASD SR060 ASD SRO03 PROGRAM	0.274A 07.226 15978	21.58	LOUDONVILLE, SR3 (0.274A) TO US30 (17.976) LOUDONVILLE S CORP (7.226) TO HOLMES CO LINE (11.346) 2-LANE RESURFACING INCL PVMT PLANING IN CURBED AREAS, PVMT REPAIR AND PVMT MARKINGS	819	002 P 002 R 002 C	N N 818													A STATE	
ASD SR060 ASD SRO96 PROGRAM	17.976 09.109 15994	15.62	ASHLAND, US30 (17.976) TO US250 (31.189) ASHLAND, SR60 (9.019) TO US42 (11.523) 2-LANE RESURFACING INCL PVMT PLANING IN CURBED AREAS, PVMT REPAIR AND PVMT MARKINGS	601	002 P 002 R 002 C	N N 600													A STATE	
ASD SR060 STP* **** O *** ** PLAN	22.369 16000	0.06	0.24 KM S OF CR1610 REPLACE DEFICIENT 12' STRUCTURE OVER SMALL CREEK INCL MINIMAL ROADWAY WORK CAP PROJECT	271	STP P STP R STP C 002 P 002 R 002 C	N N N N N				146									A STATE	
ASD IRO71 PROGRAM	VAR 16034	0.00	VARIOUS ROUTES AND SECTIONS IN ALL 8 COUNTIES IN DISTRICT 3 PRUNE OR REMOVE TREES & STUMPS ALONG ROADSIDES IN ALL 8 COUNTIES IN DIST. 3.	598	002 P 002 R 002 C	N N 598													A STATE	
ASD IRO71 ASD IRO71 IM** 71** O 4** ** PLAN	00.804 000.50 11365	12.55	0.50MI N OF RIC/ASD CO LINE TO 0.36MI N OF US250, RURAL INTERSTATE 4-LANE REHABILITATION & RESURFACE. 7.80 MILES.	12915	IM P IM R IM C NH P NH R NH C 002 P 002 R 002 C	918 N N 162 N N 120 N					10543								R STATE	
																				1171

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (03) NON-MPO																				
ASD	IR071	13.357	12.61	0.36MI N OF US250 TO ASD/WAY CO LINE RURAL INTERSTATE	12979	IM	P	918												
ASD	IR071	008.30		4-LANE REHABILITATION & RESURFACE.		IM	R	N												
IM**	71**	0 4**		7.84 MILES.		NH	P	162			10601									
PLAN		11366				NH	R	N												
						NH	C	N												
						002	P	120												
						002	R	N												
						002	C				1177									
ASD	SR089	00.000	14.46	JEROMESVILLE. SR95(0.000) TO US250 (14.548)	540	002	P	N												
PROGRAM		15970		2-LANE RESURFACING INCL PVMT REPAIR AND PVMT MARKINGS		002	R	N												
						002	C	539												
ASD	SR089	14.484	0.03	0.04MI S OF US250. MAJ COLL.	280	STP	P	X												
ASD	SR089	009.00		REPLACE DEFICIENT 14' STRUCTURE OVER SCOTT RUN		STP	R	X												
STP*	****	0 ***		1992-B BRIDGE PROGRAM		STP	C	168												
PROGRAM		11462				002	P	X												
						002	R	X												
						002	C	42												
ASD	SR089	14.548	15.38	POLK. US250 (14.548) TO SR58 (29.934)	539	002	P	N												
PROGRAM		15968		2-LANE RESURFACING INCL PVMT REPAIR AND PVMT MARKINGS		002	R	N												
						002	C	538												
ASD	SR095	16.415	0.22	RURAL MAJOR COLLECTOR	490	STP	P	N												
ASD	SR095	010.20		REPLACE DEFICIENT 45' STRUCTURE OVER MOHICAN RUN		STP	R	N												
STP*	****	0 ***		1992-C BRIDGE PROGRAM		STP	C				300									
PLAN		12010				002	P	100												
						002	R				15									
						002	C				75									
ASD	SR096	09.527	0.01	ASHLAND. 0.21 MI E OF SR60 (CENTER ST)	819	BR	P	X												
ASD	SR096	005.92		0.01 MI		BR	R	N												
BRF*	4023	0 ***		PW30FT, RW30FT, 9880 ADT 84.		BR	C	567												
PROGRAM		3807		REPLACE 20FT BRIDGE OVER TOWN CREEK. (85-C BR PROG). AKA ASD 250 14.55.		002	P	X												
						002	R	N												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY		
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)														
								1997	1998	1999	2000											
				DISTRICT (03) NON-MPO																		
				INCLUDES ISSUE 2 FUNDS		002 C		146														
						4BG P		X														
						4BG R		N														
						4BG C			5													
ASD	CR1171	002.86	0.12	0.69MI S OF US224	190	BR P		N														
BRO*	95B* O ***	PROGRAM 15095		RURAL LOCAL		BR R		N												1	A LOCAL	
				REPLACE 22FT DEFICIENT STRUCTURE OVER BRANCH OF BUCK CREEK		BR C						152										
						4BG P		N														
						4BG R																
						4BG C						38										
ASD	SR179	02.912	0.03	0.35MI S OF CR2575	288	STP P		X														
ASD	SR179	001.81		RURAL MINOR COLLECTOR		STP R		N													0	R STATE
STP*	**** O ***	PROGRAM 12654		REPLACE DEFICIENT 19' STRUCTURE OVER SMALL STREAM		STP C				147												
				1993-A BRIDGE PROGRAM		002 P		X														
						002 R			6													
						002 C				36												
ASD	CR1950	02.414	0.40	0.12MI E OF CR175	484	BR P		N														
ASD	CR1950	001.50		RURAL LOCAL		BR R		N													3	A LOCAL
ASD	CR2000	3.057		REPLACE DEFICIENT BRIDGE OVER GLENN RUN		BR C					387											
ASD	CR2000	5.149		REPLACE 26' BR OVER JEROME FORK BRANCH.		4BG P		N														
BRO*	94C* O ***	PROGRAM 14333		REPLACE 33' BR OVER BRANCH JEROME FORK.		4BG R																
						4BG C					96											
ASD	TR2104	006.05	0.11	0.09MI W OF TR585	200	BR P		N														
BRO*	95B* O ***	PROGRAM 15096		RURAL LOCAL		BR R		N													1	A LOCAL
				REPLACE 40FT DEFICIENT STRUCTURE OVER QUAKER SPRINGS RUN		BR C						160										
						4BG P		N														
						4BG R																
						4BG C						40										
ASD	US224	01.657	0.03	0.15MI E OF US250	388	BR P		X														
ASD	US224	001.03		RURAL MINOR ARTERIAL		BR R		N													1	R STATE
BRF*	93C* O ***	PROGRAM 12657		REPLACE DEFICIENT 55' STRUCTURE OVER VERMILON RIVER		BR C				220												
				1993-A BRIDGE PROGRAM		002 P		X														
						002 R			3													

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
DISTRICT (03) NON-MPO																			
ASD BRO* 95B* O PROGRAM	CR2256 15097	008.70 15097	0.11	0.36MI W OF CR775 RURAL LOCAL REPLACE 22FT DEFICIENT STRUCTURE OVER BRANCH OF HONEY CREEK	175	002 BR BR 4BG 4BG 4BG	C P R C R C												1 A LOCAL
ASD ASD ASD NH** 47** O PROGRAM	US250 12658	29.032 018.04 018.10 12658	0.06	0.62MI E OF IR71 RURAL PRINCIPAL ARTERIAL 0.68MI E OF IR71 REPLACE DEFICIENT 50' STRUCTURE OVER KATATAWA CREEK AND 12' DEFICIENT STRUCT OVER UNNAMED DITCH 1993-A BRIDGE PROGRAM	351	NH NH NH 002 002 002	P R C P R C		X N X			205							2 R STATE
ASD PROGRAM	US250 16349	37.771 16349	0.00	VARIOUS STRUCTURES THROUGHOUT DISTRICT 3 DECK PATCHING ON VARIOUS STRUCTURES THROUGHOUT DISTRICT 3	190	002 002 002	P R C		N N 189										0 X A STATE
ASD PROGRAM	SR302 15956	00.000 15956	22.85	SAVANNAH WAYNE CO LINE (0.000) TO US250 (23.416) 2-LANE RESURFACING INCL PLANING IN CURBED AREAS, PVMT REPAIRS AND PVMT MARKINGS	861	002 002 002	P R C		N N 860										0 A STATE
ASD BRO* 95B* O PROGRAM	CR500 15094	006.50 15094	0.11	0.19MI E OF TR671 RURAL LOCAL REPLACE DEFICIENT 37FT BRIDGE OVER ORANGE CREEK	200	BR BR BR 4BG 4BG 4BG	P R C P R C		N N N N N										1 A LOCAL
ASD PROGRAM	SR511 16143	VAR 16143	0.00	VARIOUS ROUTES AND SECTIONS THROUGHOUT DISTRICT 3 CRACK-SEALING	269	002 002 002	P R C		N N 267										0 X A STATE
ASD	TR655	25.186	0.20	0.42MI N OF TR1600 OVER NEWELL RUN	351	BR	P		N										1 A STATE

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (03) NON-MPO																				
ASD	TR655	015.65		REPLACE 81' DEFICIENT STRUCTURE OVER NEWELL RUN		BR	R	N												
BRO*	92**	0 4** 3**				BR	C		280											
PROGRAM		10937				4BG	P	N												
						4BG	R	N												
						4BG	C		70											
CRA	BEAL A	VE PT2	1.83	BUCYRUS. INTERSECTION OF BEAL AVE AND WINCHESTER AVE TO INTERSECTION OF SR19 AND CR35. URBAN COLLECTOR	1340	STP	P	N						X		O		A	LOCAL	
STP*	****	0 ****		EXTEND BEAL AVE FROM WINCHESTER ROAD TO INTERSECTION OF SR19 AND CR35 BY CONSTRUCTING NEW ROADWAY. STATE'S=STP MUST SELL BY 12/95 FOR ECNOM DEV FUNDS.		STP	R	200												
PROGRAM		12489				STP	C	872												
						4BG	P	N												
						4BG	R	50												
						4BG	C	218												
CRA	BUCYRU	S ST	0.06	CRESTLIN. 0.01 MI E OF PARK RD	345	BR	P	N									1	A	LOCAL	
BRF*	93D*	0 ***		URBAN MINOR ARTERIAL		BR	R	N												
PROGRAM		13056		BRIDGE REPLACEMENT WITH MINOR APPROACH		BR	C		276											
				ROADWAY WORK		4BG	P	N												
				VILLAGE'S=BR		4BG	R	N												
						4BG	C		69											
CRA	TRO11	22.401	0.18	0.3KM N OF TR104	412	BR	P	N									1	A	LOCAL	
BRO*	96A*	0 ***		REPLACE DEFICIENT 78' STRUCTURE OVER SYCAMORE CREEK WITH MINIMAL APPROACH WORK		BR	R	N												
PROGRAM		15638				BR	C		329											
						4BG	P	N												
						4BG	R	N												
						4BG	C		82											
CRA	SRO19	25.894	11.61	SR4 (25.894) TO SR100 (37.513)	435	002	P	N									0	A	STATE	
PROGRAM		15958		2-LANE RESURFACING INCL PVMT REPAIR AND PVMT MARKINGS		002	R	N												
						002	C	435												
CRA	SRO19	36.210	0.06	0.79MI S OF SR100	167	STP	P	N									0	R	STATE	
CRA	SRO19	022.50		REPLACE DEFICIENT 10' STRUCTURE OVER TRIBUTARY OF SYCAMORE CREEK		STP	R	N												
STP*	****	0 ***		1993-B BRIDGE PROGRAM		STP	C		71											
PLAN		13014				002	P	75												
						002	R		3											
						002	C		17											

FEDERAL AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB.	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (03) NON-MPO																				
CRA	CRO23	05.278	0.08	2.18MI N OF SR89	182	BR	P	N											1	A LOCAL
CRA	CRO23	003.28		REPLACE A DEFICIENT 46' BRIDGE OVER		BR	R	N												
BRO*	94C*	0 *** **		BROKEN SWORD CREEK		BR	C				145									
PROGRAM		14336				4BG	R	N												
						4BG	C				36									
CRA	US030	15.948	8.44	US30 END OF EXISTING 4-LANE (15.948) TO	39130	NH	P	888						X					8	A STATE
NH**	****	0 *** **		SR602 (24.397)		NH	R	N												
PROGRAM		16282		CONSTRUCT 4-LANE DIVIDED HIGHWAY ON		NH	C	N												
				NEW LOCATION		002	P	222												
				ENVIRONMENTAL CLEARED UNDER PID 10762		002	R	N												
						002	C	N												
CRA	US030	24.397	8.85	SR602 (24.397) TO SR61 (33.248)	39130	NH	P	888						X					8	A STATE
NH**	****	0 *** **		CONSTRUCT 4-LANE DIVIDED HIGHWAY ON		NH	R				816									
PROGRAM		16283		NEW LOCATION		NH	C					29600								
				ENVIRONMENTAL CLEARED UNDER PID 10762		002	P	222												
						002	R				204									
						002	C					7400								
CRA	US030	32.154	0.00	1.432KM W OF SR61	100	002	P	N											0	X A STATE
PROGRAM		15530		BRIDGE COLLISION REPAIR		002	R	N												
						002	C	100												
CRA	US030	33.248	8.15	SR61 (33.248) TO RIC CO LINE (34.776)	39130	NH	P	888						X					6	A STATE
RIC	US030	00.000		CRA CO LINE (0.000) TO END EXISTING		NH	R				816									
NH**	****	0 *** **		4-LANE (6.631)		NH	C					29600								
PROGRAM		16284		CONSTRUCT 4-LANE DIVIDED HIGHWAY ON		002	P	222												
				NEW LOCATION		002	R				204									
				ENVIRONMENTAL CLEARED UNDER PID 10762		002	C					7400								
CRA	SR061	04.924	0.06	0.21MI N OF SR97	220	STP	P	N											1	R STATE
CRA	SR061	003.06		URBAN PRINCIPAL ARTERIAL		STP	R	N												
STP*	****	0 *** **		REPLACE DEFICIENT 50' STRUCTURE OVER		STP	C					113								
PLAN		13015		OLENTANGY RIVER		002	P	75												
				1993-B BRIDGE PROGRAM		002	R					3								
						002	C					28								

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK		FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
						TYPE OF FEDERAL FUND	PHASE	1997	1998	1999	2000								
DISTRICT (03) NON-MPO																			
CRA	TRO68	01.754	0.16	0.02MI E OF MARION-MELMORE RD	230	BR	P	N											LOCAL
CRA	TRO68	001.09		RURAL LOCAL		BR	R	N											
BRO*	93D* O	*** 25*		REPLACE STRUCTURALLY DEFICIENT STRUCTURE		BR	C	184											
PROGRAM		13055				4BG	P	N											
						4BG	R	N											
						4BG	C	46											
CRA	SR097	02.719	0.06	0.01MI E OF JACKSON RD	259	STP	P	N											STATE
CRA	SR097	001.69		RURAL MAJOR COLLECTOR		STP	R	N											
STP*	**** O	*** **		REPLACE DEFICIENT 20' STRUCTURE AND 17'		STP	C				129								
PLAN		12662		STRUCTURE OVER OLENTANGY RIVER		002	P	91											
				1993-A BRIDGE PROGRAM		002	R					5							
						002	C					32							
CRA	SR100	05.600	0.11	0.55MI N OF MONNETT CHAPEL ROAD	341	STP	P	X											STATE
CRA	SR100	003.48		REPLACE DEFICIENT 146' STRUCTURE OVER		STP	R	N											
STP*	**** O	*** **		OLENTANGY RIVER		STP	C												
PLAN		13016		1993-B BRIDGE PROGRAM		002	P	X											
						002	R				3								
						002	C					56							
CRA	SR100	09.350	0.09	0.39MI S OF SR19	266	STP	P	N											STATE
CRA	SR100	005.81		REPLACE DEFICIENT 26' STRUCTURE OVER MUD		STP	R	N											
STP*	**** O	*** **		RUN		STP	C					142							
PLAN		13354		1994-A BRIDGE PROGRAM		002	P	85											
						002	R					3							
						002	C					35							
CRA	TR104	00.836	0.37	0.52MI E OF CRA/WYA CO LINE	225	BR	P	N											LOCAL
CRA	TR104	000.52		RURAL LOCAL		BR	R	N											
BRO*	94C* O	*** **		REPLACE A DEFICIENT 90' BRIDGE OVER		BR	C												
PROGRAM		14337		SYCAMORE CREEK		4BG	P	N											
						4BG	R	N											
						4BG	C					45							
CRA	CR121	00.050	0.34	AT THE INTERSECTION OF TR15	350	BR	P	N											LOCAL
BRO*	95D* O	*** **		REPLACE STRUCTURALLY AND GEOMETRICALLY		BR	R	N											
PROGRAM		15557		DEFICIENT 95FT BRIDGE OVER SANDUSKY		BR	C												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT SAFETY UPGRADE	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN D	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)										
								1997	1998	1999	2000							
				DISTRICT (03) NON-MPO														
				RIVER		4BG	P	N										
						4BG	R	N										
						4BG	C		70									
CRA	TR133	OO.030	0.10	50M N OF TR24	180	BR	P	N									1 A LOCAL	
BRO*	95D*	O *** **		REPLACE DEFICIENT 11.6M STRUCTURE OVER		BR	R	N										
PROGRAM		15558		BROKEN KNIFE CREEK		BR	C		144									
						4BG	P	N										
						4BG	R	N										
						4BG	C		36									
ERI	METRO	PARKS	0.00	CASTALIA QUARRY RESERVE PARKING AREA	45	002	P	N									O X A STATE	
PROGRAM		16102		CONSTRUCT AND SURFACE CASTALIA QUARRY		002	R	N										
				RESERVE PARKING AREAS		002	C	45										
ERI	REMING	TON AV	0.82	PERKINS AVE TO CLEVELAND RD (US6)	500	STP	P	N									O A LOCAL	
STP*	****	O *** **		RECONSTRUCT CONCRETE PVMT WITH INTREGAL		STP	R	N										
PROGRAM		11015		CURBS, DRIVE APPROACHES, SIDEWALKS,		STP	C	400										
				DRAINAGE, TRAFFIC CONTROL LOOPS AND		4BG	P	N										
				THERMOPLASTIC PAV'T MAR SANDUSKY'S-STP		4BG	R	N										
						4BG	C	100										
ERI	RIVER	ROAD	1.89	HURON. SPROWL RD TO US6	707	STP	P	N									O A LOCAL	
STP*	****	O *** **		RECONSTRUCT WITH PAVEMENT AND		STP	R	N										
PROGRAM		14433		SHOULDERS		STP	C	565										
				CITY'S-STP		4BG	P	N										
						4BG	R	N										
						4BG	C	141										
ERI	SNDSKY	AMTRAK	0.00	RENOVATION OF EXISTING AMTRAK STATION	650	STP	P	N									O X A LOCAL	
TEA*	****	O *** **				STP	R	N										
PROGRAM		14877				STP	C	520										
						4DK	P	N										
						4DK	R	N										
						4DK	C	130										
ERI	SNDSKY	STSCAP	0.00	COLUMBUS AVE. FROM WATER ST. TO WASHING-	1425	STP	P	N									O X A LOCAL	
TEA*	****	O *** **		TON AVE. MARKET ST. AND WASHINGTON ROW		STP	R	N										

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (03) NON-MPO																				
PROGRAM		14878		URBAN COLLECTOR ENHANCEMENT PROJ FOR THE BEAUTIFICATION OF SANDUSKY'S DOWNTOWN		STP 4DK 4DK 4DK	C P R C	1139 N N 284												
ERI SRO02		02.864	9.68	SANDUSKY. 0.11MI W OF SR269 TO 0.33MI W OF SR4	7738	MA MA MA NH NH NH	P R C P R C	X N N X N N					X			O		R	STATE	
ERI SRO02		001.78		4-LANE RESURFACING INCLUDING JOINT REPAIR AND BRIDGE REPAIR. 6.02 MILES.		OO2 OO2 OO2	P R C	X N N	5538											
NH** 73** O *** 89* PROGRAM		11377								1384										
ERI SRO02		03.041	0.00	VARIOUS ROUTES AND SECTIONS IN ERI, HUR, LOR & MED COUNTIES IN DISTRICT 3	141	OO2 OO2 OO2	P R C	N N 140								O	X	A	STATE	
PROGRAM		16035		HERBICIDAL SPRAY FOR GUARDRAIL AND BROADLEAF WEED CONTROL IN ERI, HUR, LOR AND MED COUNTIES IN DISTRICT 3																
ERI SRO02		12.552	13.35	0.33MI W OF SR4 TO 0.30 MI E OF RYE BEACH ROAD	9394	MA MA MA NH NH NH	P R C P R C	X N N X N N					X			O		R	STATE	
ERI SRO02		016.07		0.65MI E OF RYE BEACH ROAD TO 0.70KM E OF RYE BEACH ROAD		OO2 OO2 OO2	P R C	X N N	7010											
ERI US006		016.07		0.30MI E OF RYE BEACH ROAD TO 0.65MI E OF RYE BEACH ROAD																
ERI SRO02		007.80		4-LANE RESURFACING INCLUDING JOINT REPAIR AND BRIDGE REPAIR		OO2 OO2 OO2	P R C	X N N		1752										
NH** 73** O *** 90* PROGRAM		11376																		
ERI SRO04		17.075	2.59	SANDUSKY. PERKINS AVE (17.075) TO US6 (19.666)	263	OO2 OO2 OO2	P R C	N N 263								O		A	STATE	
PROGRAM		15969		2-LANE RESURFACING INCL PVMT REPAIR AND PVMT MARKINGS																
ERI US006		07.081	0.08	SANDUSKY. 0.60MI E OF SR2	511	BR BR	P R	N N					X			1		R	STATE	
ERI US006		004.40		URBAN PRINCIPAL ARTERIAL																

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT SAFETY UPGRADE	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
DISTRICT (03) NON-MPO																			
BRF* PLAN	3L00 O	*** **	13355	REPLACE DEFICIENT 40' STRUCTURE OVER COLD CREEK 1994-A BRIDGE PROGRAM		BR C 002 P 002 R 002 C			85			338							
ERI	US006	15.996	0.09	SANDUSKY. 0.09MI E OF CEDAR POINT CAUSEWAY. URBAN PRINCIPAL ARTERIAL	645	BR P BR R			N N						1			R STATE	
BRF* PLAN	3L14 O	*** **	13356	REPLACE DEFICIENT 50' STRUCTURE OVER PIPE CREEK 1994-A BRIDGE PROGRAM		BR C 002 P 002 R 002 C		85				444							
ERI	US006	28.839	0.03	0.18MI E OF SR13 URBAN PRINCIPAL ARTERIAL	741	BR P BR R BR C			X N N						1			A STATE	
BHF* PROGRAM	6C01 O	*** **	12011	REHAB A DEFICIENT 1025' STRUCTURE OVER HURON RIVER 1992-C BRIDGE PROGRAM		002 P 002 R 002 C			X N N										
ERI	US006	44.643	0.06	REPLACE DEFICIENT 10' STRUCTURE OVER DRAINAGE DITCH 1993-B BRIDGE PROGRAM	167	STP P STP R STP C			N N N						0			R STATE	
STP* PLAN	**** O	*** **	13017			002 P 002 R 002 C		75				71							
ERI	CRO13	000.00	8.33	SR269 TO HARRIS ROAD (TR108) WIDEN AN ADDITIONAL FOUR FEET AND RESURFACE. COUNTY'S-STP	1147	STP P STP R STP C 4BG P 4BG R 4BG C			N N N N N						0			A LOCAL	
STP* PROGRAM	**** O	*** **	14383										917						
ERI	SR060	03.073	0.91	0.07MI N TR63 (BUTLER RD) TO 0.01MI S OF TR18 (GARFIELD RD)	5103	STP P STP R STP C			259 N N						1			A STATE	
STP* PLAN	**** O	*** **	8070	REPLACE 150FT STRUCTURE ERI-60-0247 OVER VERMILION RIVER ALSO CORRECT PROFILE AND ALIGN. 200,000 OF PE =PREL DEVEL		002 P 002 R		64											
												840							

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (03) NON-MPO																
				1989-B BR PROG CHANGED TO90-A.		002	C													
ERI	SR113	05.906	0.09	0.08MI W OF THOMAS ROAD	463	STP	P													
ERI	SR113	003.67		REPLACE DEFICIENT 24' STRUCTURE OVER		STP	R	N												
STP*	****	0	***	HURON RIVER		STP	C				300									
PLAN		13357		1994-A BRIDGE PROGRAM		002	P	85												
						002	R				3									
						002	C				75									
ERI	US250	08.899	8.01	BOGART RD. TO 0.54 MI S OF MASON RD.	662	002	P	662												
ERI	US250	005.53		PW24-38FT, RW48-64FT, 1326OADT-88		002	R	N												
PLAN		8071		PRELIMINARY DEVELOPMENT ONLY.		002	C	N												
				R/W & CO UNDER PID 16281																
ERI	US250	08.899	7.62	BOGART RD (8.899) TO 0.514 KM S OF	20450	NH	P	1280												
NH**	34**	0	***	MASON RD (16.527)		NH	R				2280									
PROGRAM		16281		WIDEN ROADWAY TO 5-LANE INCL REPLACEMENT		NH	C				12800									
				OF 6 CULVERTS		002	P	320												
				ENVIRONMENTAL CLEARED UNDER PID 8071		002	R				570									
						002	C				3200									
ERI	US250	19.689	0.25	REHAB 1-198' DEFICIENT STRUCTURE OVER	1205	NH	P	N												
ERI	US250	012.24		HURON RIVER AND 1-257' STRUCTURE OVER		NH	R	N												
NH**	34**	0	***	RAILROAD		NH	C				796									
PLAN		13136		1993-B BRIDGE PROGRAM		002	P	201												
						002	R				9									
						002	C				199									
HUR	MILAN	STREET	0.20	MONRDEVILLE. 0.10MI E OF HAMILTON ST.	795	BR	P	N												
BRO*	93B*	0	***	REPLACE 88' DEFICIENT STRUCTURE OVER W.		BR	R	N												
PROGRAM		10747		BR OF HURON RIVER INCL APPROACH PVMT,		BR	C				636									
				CURB, GUTTER, SIDEWALK, GUARDRAIL, SAN		4BG	P	N												
				SEWER & WATERLINE ADJUSTMENTS.VIL'S-BR		4BG	R	N												
						4BG	C				159									
HUR	SRO13	00.000	11.36	RICHLAND CO LINE (0.000) TO	431	NH	P	N												
NH**	34**	0	***	US250 (11.362)		NH	R	N												
PROGRAM		15972		2-LANE RESURFACING INCL PVMT REPAIR		NH	C	344												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO.	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (03) NON-MPO																
				AND PVMT MARKINGS		002 P	N													
						002 R	N													
						002 C	86													
HUR	US020	000.00	0.00	8 LOCTIONS IN CITY OF BELLEVUE PART IN SANDUSKY COUNTY	491	STG P	N													
SAN	SR269	VAR				STG R	N													
HUR	SR269D	VAR		2 LOCATIONS IN CITY OF BELLEVUE		STG C	163													
NHG*	69** 0	*** **		2 LOCATIONS IN CITY OF BELLEVUE		NHG P	N													
STP*	**** 0	*** **		UPGRADE 12 TRAFFIC SIGNALS IN THE CITY OF BELLEVUE. CITY'-STP		NHG R	N													
PROGRAM		12786				NHG C	326													
HUR	US020	27.004	0.06	0.09MI W OF SR601	192	STP P	N													
HUR	US020	016.78		REPLACE DEFICIENT 40' STRUCTURE OVER RATTLESNAKE CREEK		STP R	N													
STP*	**** 0	*** **				STP C				91										
PLAN		13018		1993-B BRIDGE PROGRAM		002 P	75													
						002 R														
						002 C														
HUR	SR060	20.808	10.42	WAKEMAN. SR303 (20.808) TO ERI CD LINE (25.685)	391	002 P	N													
ERI	SR060	0.000				002 R	N													
PROGRAM		16138		HUR CD LINE (0.000) TO SR113 (5.552) 2-LANE RESURFACING INCL PVMT PLANING, PVMT REPAIR AND PVMT MARKINGS		002 C	390													
HUR	SR103	07.449	0.08	REPLACE DEFICIENT STRUCTURE OVEER SR103	698	STP P	N													
HUR	SR103	004.66		TO ACHEIVE ADDITIONAL VERTICAL CLEARANCE		STP R	N													
STP*	**** 0	*** **		1993-B BRIDGE PROGRAM		STP C	N													
PLAN		13084				002 P	116													
						002 R				12										
						002 C	N													
HUR	US250	01.174	1.28	NORWALK. 0.02MI N OF LAIS RD TO 0.15MI S OF NORFOLK AND SOUTHERN RAILROAD	2462	STP P	N													
HUR	US250	000.73				STP R	N													
STP*	34** 0	*** 58*		WIDEN, RESURFACE, INSTALL CURB AND GUTTER WITH STORM SEWER, TRAFF SIGNAL		STP C	1370													
NH**	34** 0	*** 45*		PVMT MARKING. REPLACE 13' BR OVER DITCH		NH P	N													
PROGRAM		7307		WORK INCLUDED FROM 3974.		NH R	N													
						NH C	223													
						002 P	N													

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (03) NON-MPO																				
						002	R	N												
						002	C	237												
HUR	US250	31.366	0.06	0.33MI N OF ASHLAND CO LINE	158	NH	P	N											R STATE	
HUR	US250	019.49		REPLACE DEFICIENT 25' STRUCTURE OVER		NH	R	N											1	
NH**	47**	0 *** **		TRIBUTARY OF VERMILION RIVER		NH	C			64										
PLAN		13019		1993-B BRIDGE PROGRAM		002	P	75												
						002	R													
						002	C													
HUR	SR269	10.621	0.25	URBAN MINOR ARTERIAL	723	BR	P	X											R STATE	
HUR	SR269	006.60		REHABILITATE STRUCTURE OVER RAILROAD		BR	R	N											1	
BHF*	94B*	0 *** **		1993-B BRIDGE PROGRAM		BR	C			479										
PLAN		13020				002	P	X												
						002	R				3									
						002	C													
HUR	SR303	00.000	5.92	WAKEMAN. US20 (0.000) TO LORAIN CO LINE	226	002	P	N											A STATE	
PROGRAM		15998		(5.922)		002	R	N											0	
				2-LANE RESURFACING INCL PVMT PLANING IN		002	C	225												
				CURBED AREAS, PVMT REPAIR AND																
				PVMT MARKINGS																
HUR	SR547	07.338	0.03	0.09MI W OF SANDHILL RD. MAJ. COLL.	103	STP	P	X											R STATE	
HUR	SR547	004.56		REPLACE DEFICIENT 12' STRUCTURE OVER		STP	R	X											0	
STP*	****	0 *** **		TRIB OF W BRANCH OF HURON RIVER		STP	C	68												
PROGRAM		11463		1992B BRIDGE PROGRAM		002	P	X												
						002	R	X												
						002	C	17												
WAY	CRO01	01.062	0.12	0.13MI W OF CR157	256	BR	P	N											A LOCAL	
WAY	CRO01	000.66		RURAL MINOR COLLECTOR		BR	R	N											1	
BRO*	94B*	0 *** **		BRIDGE REPLACEMENT INCLUDING APPROACH		BR	C			204										
PROGRAM		14024		ROADWAY, PAVEMENT, DRAINAGE AND		4BG	P	N												
				GUARDRAIL		4BG	R	N												
						4BG	C			51										
WAY	SRO03	10.541	0.03	0.22MI S OF CR157 (JEFFERSON RD)	199	STP	P	X											A STATE	
																			0	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT SAFETY UPGRADE	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)										
								1997	1998	1999	2000							
DISTRICT (03) NON-MPO																		
WAY SRO03	006.55			RURAL MINOR ARTERIAL		STP	R											
STP* **** O	*** **			REPLACE DEFICIENT 15' STRUCTURE OVER		STP	C	X	82									
PROGRAM	12666			STREAM		002	P	X										
				1993-A BRIDGE PROGRAM		002	R	X										
						002	C	20										
WAY SRO03	23.689		6.32	0.76MI NE OF US30EB RAMP NOSE TO SR3	9483	STP	P	N									A STATE	
WAY SRO03	014.72			EXIT RAMP NOSE (3.93 MILES,BOTH ROUTES)		STP	R	N										
WAY SR083	013.34			NOSE OF SR3 EXIT RAMP TO 0.13MI N OF		STP	C	7300										
STP* F963 O	*** 101			MILLTOWN RD		002	P	N										
PROGRAM	8300			REPAIR CONC PVMT JOINTS, SAW TEXTURE		002	R	N										
				INTO SURFACE, REPLACE RAISED MEDIAN WITH		002	C	1825										
				CONC BARRIER, REPAIR EROSION PROBLEMS,														
				NEW CONC BERMS. REHAB 6 STRUCTURES.														
WAY SRO21	01.400		0.38	.094MI N OF WAY/STA CO LINE	4390	BR	P	N									A STATE	
WAY SRO21	000.94			.094MI N OF WAY/STA CO LINE		BR	R	N										
WAY SRO21	001.24			CONSTRUCTION ONLY - REHAB 8 STRUCTURES		BR	C	766										
NH** 48** O	*** **			DESIGN UNDER PIDS- 8711 & 9453		NH	P	N										
BHF* 96B* O	*** **					NH	R	N										
PROGRAM	16136					NH	C	2745										
						002	P	N										
						002	R	N										
						002	C	878										
WAY CRO29	02.735		0.22	1.609KM E OF CR44	335	BR	P	N									A LOCAL	
BRO* 96B* O	*** **			REPLACE 9.4M AND 12.1M STRUCTURALLY		BR	R	N										
PROGRAM	15639			DEFICIENT STRUCTURES OVER SUGAR CREEK		BR	C											
				CAP PROJECT		4BG	P	N										
						4BG	R	N										
						4BG	C											
WAY CRO30A	00.466		0.14	0.29MI E OF COUNTY LINE	150	BR	P	N									A LOCAL	
WAY CRO30A	000.29			RURAL LOCAL		BR	R	N										
BRO* 94C* O	*** **			REPLACE 48FT DEFICIENT BRIDGE OVER TRIB		BR	C											
PROGRAM	14326			OF MUDDY FORK, INCLUDING MINOR APPROACH		4BG	P	N										
				ROADWAY WORK		4BG	R	N										
						4BG	C											

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (03) NON-MPO																				
WAY PROGRAM	US030	18.153 16139	8.75	RAMP NOSE (18.153) TO BEGIN 4-LANE (26.908) 2-LANE RESURFACING INCL PVMT REPAIR AND PVMT MARKINGS	590	002 002 002	P R C	N N 590												A STATE
WAY PROGRAM	US030	19.086 16285	6.11	US30 END OF EXISTING 4-LANE (19.086) TO APPLE CREEK ROAD (25.201) CONSTRUCT 4-LANE DIVIDED HIGHWAY ON NEW LOCATION ENVIRONMENTAL CLEARED UNDER PID 6497	32700	NH NH 002 002 002	P R C P R C	960 240 300 6000			1200				X			2	A STATE	
WAY PROGRAM	US030	25.201 16287	6.03	APPLE CREEK ROAD (25.201) TO KANSAS AVE (31.236) CONSTRUCT 4-LANE DIVIDED HIGHWAY ON NEW LOCATION ENVIRONMENTAL CLEARED UNDER PID 6497	36688	NH NH NH 002 002 002	P R C P R C	600 N 150 N							X			6	A STATE	
WAY PROGRAM	CRO52	02.703 001.68 14447	0.14	INTERSECTION OF CR52 & CR2 IMPROVE CROSS-CORNER SIGHT DISTANCE BY RECONSTRUCTING INTERSECTION (REMOVE KNOLL ON S APPROACH OF CR52, WIDEN & RESURFACE CR52 IMPROVE ALL RADII).	126	STP STP STP 4BG 4BG 4BG	P R C P R C	N N N N 12			113								0	A LOCAL
WAY PROGRAM	CRO54	05.439 003.38 10847	0.06	WAYNE TWP 0.21MI S OF TR221 (SCHELLING RD) CR54 AKA HONEYCREEK ROAD RURAL LOCAL REPLACE 51FT DEFICIENT BRIDGE OVER SUGAR CREEK	489	MA MA MA 4BG 4BG 4BG	P R C P R C	N N 465 N N N											1	A LOCAL
WAY PROGRAM	SRO57	04.628 002.87 13865	0.67	ORRVILLE, CHESTNUT STREET TO ORR STREET REBUILDRoadway WITH CURBS, LIGHTING, SIDEWALKS, SIGNALS, DRAINAGE, PVMT MRKGS SIGNAGE AND LANDSCAPING	1800	STP STP STP 002 002	P R C P R	N N 1000 N N							X				0	A STATE

FEDERAL D PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					SAFETY UPGRADE	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (03) NON-MPO																				
WAY CRO70 STP* **** O *** *** PROGRAM	001.83 14879	0.32	0.12MI W OF CR6 REPLACE DEFICIENT 32FT STRUCTURE OVER TRIB OF KILLBUCK CREEK INCL ROADWAY ON MINOR REALIGNMENT CEAO'S-STP AT 100%.	364	002 C 4BG P 4BG R 4BG C	250 N N 550														LOCAL
WAY CRO70 WAY CRO70 BRF* 94C* O *** *** PROGRAM	07.016 004.36 14327	0.14	1.13MI E OF CR51 RURAL MAJOR COLLECTOR REPLACE 51FT DEFICIENT BRIDGE OVER KILLBUCK CREEK INCLUDING MINOR APPROACH ROADWAY WORK	195	STP P STP R STP C 4BG P 4BG R 4BG C	N N 291 N N 72														LOCAL
WAY IRO71 IM** 71** O 4** *** NH** 71** O 4** *** PLAN	000.00 14016	11.42	ASD/WAY CO LINE WAY/MED CO LINE RURAL INTERSTATE 4-LANE REHABILITATION AND RESURFACE 7.10 MILES.	10387	BR P BR R BR C 4BG P 4BG R 4BG C	N N N N N N														STATE
WAY IRO71 PROGRAM	11.201 16258	0.00	PURCHASE R/W UNDER STRUCTURE WAY-71-6.96 OBTAIN RIGHT-OF-WAY TO ELIMINATE STRUCTURE OVER ABANDONED RAILROAD (NETWORK SHOULD = 40)	11	IM P IM R IM C NH P NH R NH C 002 P 002 R 002 C	765 N N 135 N N N 100 N N														STATE
WAY CRO86 STP* **** O *** *** PROGRAM	003.97 14880	0.03	0.50MI E OF SR83 REPLACE DEFICIENT 26' STRUCTURE OVER LITTLE APPLE CREEK CEAO'S-STP AT 100%	345	STP P STP R STP C 4BG P	N N 276 N														LOCAL

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK		FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
						TYPE OF FEDERAL FUND		1997	1998	1999	2000								
				DISTRICT (03) NON-MPO															
					275	4BG	R	N											
						4BG	C			69									
WAY	CR109	00.273	0.14	0.13MI E OF MILL ST		BR	P	N								1	A	LOCAL	
WAY	CR109	000.17		RURAL LOCAL		BR	R	N											
BRO*	94C* O ***	14328		REPLACE 92FT DEFICIENT BRIDGE OVER SOUTH		BR	C	N			220								
PROGRAM				BRANCH OF SALT CREEK INCLUDING MINOR		4BG	P	N											
				APPROACH ROADWAY WORK		4BG	R	N											
				VILLAGE'S-BR		4BG	C				55								
WAY	CR109	04.313	0.08	0.13MI W OF CR225	250	BR	P	N								1	A	LOCAL	
WAY	CR109	002.68		BRIDGE REPLACEMENT INCLUDING APPROACH		BR	R	N											
BRO*	94C* O ***	14025		ROADWAY, PAVEMENT, DRAINAGE AND		BR	C			200									
PROGRAM				GUARDRAIL		4BG	P	N											
						4BG	R	N											
						4BG	C			50									
WAY	TR186	02.414	0.12	1.408KM N OF CR48	250	BR	P	N								1	A	LOCAL	
BRO*	96A* O ***	15640		REPLACE 12.8M STRUCTURALLY DEFICIENT		BR	R	N											
PROGRAM				STRUCTURE OVER SHADE CREEK		BR	C				200								
						4BG	P	N											
						4BG	R	N											
						4BG	C				50								
WAY	SR226	01.416	13.45	SHREVE. HOLMES CO LINE -(1.416) TO	501	NH	P	N								0	A	STATE	
NH**	435* O ***	15996		SR3 (14.870)		NH	R	N											
PROGRAM				2-LANE RESURFACING INCL PVMT PLANING IN		NH	C	400											
				CURBED AREAS, PVMT REPAIR AND		002	P	N											
				PVMT MARKINGS		002	R	N											
						002	C	100											
WAY	CR228	00.659	0.14	0.50MI E OF SR226	195	BR	P	N								1	A	LOCAL	
WAY	CR228	000.41		RURAL MINOR COLLECTOR		BR	R	N											
BRO*	94C* O ***	14329		REPLACE 63FT DEFICIENT BRIDGE OVER		BR	C				156								
PROGRAM				KILLBUCK CREEK INCLUDING MINOR APPROACH		4BG	P	N											
				ROADWAY WORK		4BG	R	N											
						4BG	C				39								
WAY	SR241	01.738	0.06	0.25MI N OF ZUERCHER ROAD	178	BR	P	N								1	R	STATE	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				1997	1998	1999	2000	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)								
								1997	1998	1999	2000					
DISTRICT (03) NON-MPO																
WAY	SR241	001.08		RURAL MAJOR COLLECTOR		BR	R	N								
BRF*	93D* O *** **			REPLACE DEFICIENT 22' STRUCTURE OVER SMALL CREEK		BR	C					80				
PLAN	13024			1993-B BRIDGE PROGRAM		002	P	75								
						002	R					3				
						002	C					20				
WAY	US250	22.530	25.21	SR83(22.530) TO STARK CO LINE (47.749)	1121	NH	P	N						O	A STATE	
NH**	47** O *** **			2-LANE RESURFACING INCL PVMT REPAIR AND PVMT MARKING		NH	R	N								
PROGRAM	16140					NH	C	896								
						002	P	N								
						002	R	N								
						002	C	224								
WAY	SR539	001.11	0.19	CULVERTS 0113, 0702 & 0761	61	002	P	N						O	A STATE	
PROGRAM	12298			REPLACE THREE CULVERTS OF VARIOUS TYPES WITH RECOMMENDED SIZES AND TYPES		002	R	N								
				CULVERTS 0113, 0702 AND 0761 ALL WITH MINIMAL APPROACH WORK		002	C	60								
WAY	SR604	10.042	0.06	1.35MI W OF SR83	292	BR	P	N								
WAY	SR604	006.24		RURAL MINOR COLLECTOR		BR	R	N								
BRO*	93D* O *** **			REPLACE DEFICIENT 105' STRUCTURE OVER KILLBUCK CREEK		BR	C					171				
PLAN	13025			1993-B BRIDGE PROGRAM		002	P	75								
						002	R					3				
						002	C					42				

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (04) NON-MPO																				
ATB CENTER ROAD STP* **** 0 *** *** PROGRAM 16327	0.00	CONNEAUT. O. 322KM NORTH OF SR7, O. 187KM. PW-23FT; REHABILITATE 210FT BRIDGE OVER CONNEAUT CREEK IN THE CITY OF CONNEAUT INCLUDING DECK REPLACEMENT. ENHANCEMENT FUNDING.	635	STP P N STP R N STP C 508 4DK P N 4DK R N 4DK C 127															1	A LOCAL
ATB US20 STP* **** 0 *** *** PROGRAM 15270	4.731	GENEVA INTERSECTIONS AT SR534 AND FOREST STREET. UPGRADE TRAFFIC SIGNAL SYSTEMS AT INTERSECTIONS OF US20 AT SR534 AND US20 AT FOREST STREET IN THE CITY OF GENEVA.	120	STG P N STG R N STG C 120																O X A LOCAL
ATB US006 PROGRAM 16218	00.000	VARIOUS ROUTES AND SECTIONS IN ATB, TRU, AND MAH COUNTIES. INSTALL FAST DRY LONG LINE PAVEMENT MARKINGS IN ATB, TRU, AND MAH COUNTIES. 1-YEAR CONTRACT.	325	002 P N 002 R N 002 C 325																O X A STATE
ATB US006 PROGRAM 16220	38.623	VARIOUS ROUTES AND SECTIONS IN ATB, TRU, AND MAH COUNTIES. INSTALL FAST DRY AUXILIARY PAVEMENT MARKINGS IN ATB, TRU, AND MAH COUNTIES. 1-YEAR CONTRACT.	100	002 P N 002 R N 002 C 100																O X A STATE
ATB SRO07 PROGRAM 15502	29.724	SR167 TO CONNEAUT CORP. LIMIT 14.08 KM PW30FT; 4080-ADT-95 2-LANE RESURFACING INCLUDING SDC OVERLAY ON BRS OVER ATB CK AND CONNEAUT CK. 1997 2 LANE PROG. SCOPE REDUCED 4/96	770	002 P N 002 R N 002 C 745																O A STATE
ATB SRO07 STP* **** 0 *** *** PROGRAM 15335	48.267	CONNEAUT. O. 756 KILOMETERS NORTH OF IR9 O, O. 177 KILOMETERS. INSTALL TRAFFIC SIGNALS AND TURNING LANE S AT INTERSECTION OF GATEWAY AVENUE AND SRO07 IN THE CITY OF CONNEAUT. STP FUNDS	100	STP P N STP R N STP C 80 002 P N 002 R N 002 C 20																O X A STATE

FEDERAL AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)													
								1997	1998	1999	2000										
DISTRICT (04) NON-MPO																					
ATB CRO20D			0.20	PLYMOUTH RIDGE RD, OLD SR563 SEC K O.74 MI I.E. OF ROCKWELL RD, PLYMOUTH TWP. O.13MI. PW24FT.; 1500 ADT. 91. RURAL LOCAL	1069	BR P	N														
BHO* 93B* O *** 26*				REPLACE DECK, MODIFY SUPERSTRUCTURE AND RECONSTRUCT APPROACHES OF 393FT. BRIDGE OVER THE ASHTABULA RIVER.		BR R	N													1	
PROGRAM		12404				BR C	1060														A LOCAL
ATB US020		20.921	0.43	ASHTABULA. 1.0 MI W OF SR 11. PW32 ADT 19830-88	9063	BR P	X														1
ATB US020		013.00		REPLACE 1230 FT BRIDGE OVER THE ATB RIVER WITH NEW 4-L BRIDGE. APPROACH WORK		BR R	N														A STATE
BHF* 69** O *** 71*				83-A BR PROG.		BR C				6397											
BRF* 79** O *** **				CAP PROJ.		*** P	X														
PROGRAM		8254				*** R	N														
						*** C	N														
						OO2 P	X														
						OO2 R			500												
						OO2 C				1599											
ATB US020		21.726	0.77	0.40MI. EAST OF ASHTABULA EAST CORP LINE. (0.48 MI.)	1414	HES P	X														0
ATB US020		013.50		PW40FT. ; 14930 ADT. -88		HES R	N														R STATE
HES* 69** O *** 120				WIDEN ROADWAY TO FOUR LANES WITH NECESSARY TURN LANES FROM STATE ROAD TO SR 11.		HES C	N														
STP* 69** O *** 120				#60 1989 HSP		STP P	X														
PROGRAM		9891				STP R	22														
						STP C	1012														
						*** P	X														
						*** R	N														
						*** C	N														
						OO2 P	X														
						OO2 R	2														
						OO2 C	112														
ATB CRO37B			0.16	CONNEAUT-FURNACE RD. O.80MI. N. OF HATCHES CORNERS RD. O.10 MI. RURAL MINOR COLL. PW24FT. ; 250 ADT. -90	200	BR P	N														1
BHO* 93C* O *** **				REHAB. 225FT. BRIDGE OVER CONNEAUT CREEK IN THE CITY OF CONNEAUT. REPLACE DECK AND MODIFY SUPERSTRUCTURE PROJECT TO INCLUDE NECESSARY APPROACH WORK.		BR R	N														A LOCAL
PROGRAM		12593				BR C	160														
						4BG P	N														
						4BG R	N														
						4BG C	40														
ATB SRO45		32.057	0.00	AT I-90 INTERCHANGE	110	CAG P	N														0
																					A STATE

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)					ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FISCAL YEAR												
								1997	1998	1999	2000									
				DISTRICT (04) NON-MPO																
	ATB SRO45 CM** T*** O *** ** CMG* T*** O *** ** PROGRAM	019.92 14027		STP CONSTRUCT A PARK AND RIDE LOT.		CAG R CAG C CAQ P CAQ R CAQ C	N 90 N N N													
	ATB IRO76 PROGRAM	24.349 16223	0.00	VARIOUS ROUTES AND SECTIONS IN POR, STA, AND SUM COUNTIES. LIGHTING MAINTENANCE IN POR, STA, AND SUM COUNTIES. 2-YEAR CONTRACT.	400	002 P 002 R 002 C	N N 400									O X A		STATE		
	ATB SRO84 ATB SRO84 STP* **** O *** ** PROGRAM	20.680 012.85 13737	1.03	ASHTABULA-58TH STREET TO 48TH STREET 0.64MILE STP PW45-46FT.; 9900 ADT.-88 UPGRADE ROADWAY INCLUDING REPLACEMENT OF CURB, SIDEWALK AND DRIVE APPROACHES. REPLACE SIGNALS AT W. 54TH & W. 58TH STS. DIST. # 4 OPER. & MAINT TO RESURF. CITY-STP.	1116	STP P STP R STP C 002 P 002 R 002 C	N N 892 N N 223					X			O	A		STATE		
	ATB SRO84 ATB SR193 PROGRAM	22.900 14.419 15501	14.41	ASHTABULA SOUTHEAST CITY LIMIT TO SR193, 8.884KM. PW25FT; 4870-ADT-95 SHEFFIELD-MONROE RD TO PAVEMENT JOINT, 5.535KM. 2-LANE RESURFACING INCLUDING SR193 WITH MINOR DRAINAGE AND STRUCTURE REPAIR.	1105	002 P 002 R 002 C	N N 1090								O	A		STATE		
	ATB IRO90 PROGRAM	00.000 16209	0.00	VARIOUS 4-LANE ROUTES DISTRICT WIDE. HERBICIDAL SPRAYING OF FOUR LANE ROADWAYS DISTRICT WIDE.	90	002 P 002 R 002 C	N N 90								O X A			STATE		
	ATB IRO90 PROGRAM	00.000 16217	0.00	VARIOUS 4-LANE ROUTES DISTRICT WIDE. INSTALL RAISED PAVEMENT MARKERS DISTRICT WIDE. 1-YEAR CONTRACT.	350	002 P 002 R 002 C	N N 350								O X A			STATE		
	ATB IRO90 PROGRAM	00.000 16213	0.00	VARIOUS 4-LANE ROUTES AND 2-LANE ROUTES DISTRICT WIDE. BRUSH CUTTING ON VARIOUS 4-LANE AND 2-LA	100	002 P 002 R 002 C	N N 100								O X A			STATE		

FEDERAL AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				CHANGE IN DISTRICT	MISCELLANEOUS	OTHER BRIDGES	REST AREA	NEW CONSTRUCTION	RESURFACE RESTORE REHAB	ADD LANES RECONSTRUCT	SAFETY UPGRADE	RESPONSIBLE AGENCY
								FISCAL YEAR												
								1997	1998	1999	2000									
				DISTRICT (04) NON-MPO																
				NE ROUTES DISTRICT WIDE.																
ATB TRU	IR090 VAR	00.000 VAR	0.00	VARIOUS 4-LANE ROUTES IN ASHTABULA AND TRUMBULL COUNTIES. REPAIR GUARDRAIL ON 4-LANE ROUTES IN ASHTABULA AND TRUMBULL COUNTIES. 1-YEAR CONTRACT.	475	002	P	N												O X A STATE
		16214				002	R	N												
						002	C	475												
ATB TRU	IR090 VAR	00.000 VAR	0.00	VARIOUS ROUTES AND SECTIONS. VARIOUS ROUTES AND SECTIONS. 1 YEAR GUARDRAIL MAINTENANCE CONTRACT ON VARIOUS ROUTES IN ATB AND TRU COUNTIES ON ALL RURAL SECTIONS. ENDS 8/30/97.	202	002	P	N												O X A STATE
		15750				002	R	N												
						002	C	200												
ATB ATB	SR167 SR167	13.534 008.41	0.17	2.42MILES EAST OF SR193. MAJ. COLL. 0.11MILE PW28.6FT; 1680 ADT. -89	638	BR	P	X												1 A STATE
		11926				BR	R	N												
						BR	C		416											
						002	P	X												
						002	R	10												
						002	C		104											
ATB STP	TR292A ****	0 ***	0.17	TH292(NETCHER RD) 0.1MILE EAST OF SOUTH EDNMARK ROAD, 0.11MILE. RURAL LOCAL PW 17.7 FT.; REPLACE 109FT. BRIDGE OVER MILL CREEK WITH A COVERED BRIDGE. TEA PROJECT CREDIT BRIDGE FUNDS FOR SOFT MATCH	756	STP	P	N												1 A LOCAL
		13280				STP	R	N												
						STP	C	756												
						4DK	P	N												
						4DK	R	N												
						4DK	C	N												
ATB ATB	SR531 SR531	15.134 009.40	0.00	ASHTABULA-0.59 MILES WEST OF SR46 BRIDGE OVER CONRAIL R.R. PW28', ADT. 6020-89	1435	BR	P	X												1 R STATE
		8280				BR	R	X												
						BR	C		1024											
						002	P	X												
						002	R	X												
						002	C		256											
ATB	SR531	21.774	0.48	0.28 MI. E. OF LABOUNTY RD. TO 0.12MI. W. OF	2638	STP	P	N												O X R STATE

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	FEDERAL FUND	PHASE OF WORK	FISCAL YEAR				RESPONSIBLE AGENCY
								FISCAL YEAR				
								1997	1998	1999	2000	
				DISTRICT (04) NON-MPO								
ATB	SR531	013.53		W.C.L.OF N.KINGSVILLE.(W.L.O.30MI.)		STP	R	N				
STP*	**** 0 *** **			PW 24'; 2710 ADT.-88		STP	C		9500			
PROGRAM		9833		STABILIZE THE SLOPE AND PROTECT THE ROAD		002	P	N				
				WAY FROM FURTHER EROSION. STATE AND FEDE		002	R		34			
				RAL FUNDS.		002	C		500			
				WAS PROGRAMMED AS 5985 FOR RELOCATION								

FEDERAL AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)													
								1997	1998	1999	2000										
				DISTRICT (05) NON-MPO																	
COS	LAKE P	ARK	0.10	PARKING LOT	46															LOCAL	
GUE	JACKSO	N PARK		PARKING LOT																LOCAL	
		PROGRAM	16379	PAVING OF PARKING LOT WITH 1 1/4 INCH 404, 1/2 INCH LEVELING AND PAVEMENT MARKINGS.																LOCAL	
COS	CRO01	000.00	0.00	SR643 NORTHERLY TO SR83	500	MA	P	N												LOCAL	
COS	VARIOU	S		PW18FT., RW24FT.		MA	R	N												LOCAL	
	STP*	100* 0	*** 22*	VARIOUS ROUTES AND SECTIONS IN COSHOCTON COUNTY		MA	C	500												LOCAL	
		PROGRAM	14649	VARIOUS PROVIDE PAVEMENT MARKINGS ON VARIOUS COUNTY ROADS, 200 MILES. FAI, GUE, KNO, MUS AND PER CONTIES.																LOCAL	
COS	CRO09	000.00	12.32	SR751 EAST TO TUSCARAWAS COUNTY	993	STP	P	N												LOCAL	
COS	CRO16	000.00		PW20FT, RW36FT; 6,200 ADT-92		STP	R	N												LOCAL	
	STP*	F963 0	*** 43*	SR541 EAST TO SR93DA.		STP	C	792												LOCAL	
		PROGRAM	14763	PW30FT, RW38FT; 3800 ADT-92		4BG	P	N												LOCAL	
				PLANE PORTIONS OF EXISTING CURBED SECTIONS, RESURFACE WITH 2 1/2" ASPHALT WIDEN PORTIONS, PROVIDE GRANULAR BACK-UP AND RELATED WORK. CEAD PROJECT-FFY97		4BG	R	N												LOCAL	
						4BG	C	198												LOCAL	
COS	CRO16	001.74	0.30	LAFAYETTE TOWNSHIP, 0.69 MILES WEST OF	320	BR	P	N												LOCAL	
COS	CRO16	003.41		TR162.		BR	R	N												LOCAL	
	BRF*	96B* 0	*** ***	PW20FT, RW32FT; 6167 ADT-90		BR	C				256									LOCAL	
		PROGRAM	13459	LAFAYETTE TOWNSHIP, 0.48 MILES WEST OF CR124.		4BG	P	N												LOCAL	
				PW20FT, RW30FT; 6167 ADT-90		4BG	R	N			64									LOCAL	
				REPLACE 2 DEFICIENT BRIDGES, PROVIDE EMBANKMENT, IMPROVE VERTICAL ALIGNMENT, PROVIDE APPROACH PAVEMENT AND GUARDRAIL. CAP PROJECT		4BG	C													LOCAL	
COS	SR016	0.00	1.00	MUS CO. TO 4-LANE	545	STP	P	N												LOCAL	
COS	US036	0.00		KNO. CO. TO TUSC. CO.		STP	R	N												LOCAL	
COS	SR060	0.00		MUS. CO. TO HOLMES CO.		STP	C				477									LOCAL	

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)										
								1997	1998	1999	2000							
DISTRICT (05) NON-MPO																		
COS	SR079	0.00		LIC. CO. TO NELLIE CORP.														
COS	SR083	0.00		MUS. CO. TO HOLMES CO.														
COS	SR093	0.00		MUS. CO. TO TUSC. CO.														
COS	SR206	0.00		SR 541 TO HOL. CO.														
COS	SR541	0.00		KNO. CO. TO GUE. CO.														
COS	SR621	0.00		US 36 TO CR-190														
COS	SR643	0.00		SR 83 TO HOL. CO.														
COS	SR651	0.00		SR 643 TO BALTIC CORP.														
COS	SR715	0.00		KNOX CO. TO NELLIE CORP.														
COS	SR751	0.03		W. LAFAYETTE CORP. TO TUS. CO.														
STP*	**** O *** **			UPGRADE SIGNS AND SUPPORTS TO MEET CURRENT STANDARDS. PROVIDE PROPER CURVE SIGNING. STATE SYSTEM FOR COS CO.														
PLAN		15645		SAFETY TURNED DOWN RET TO DIST 10/95														
COS	SR016	000.00	0.00	VARIOUS ROUTES IN DISTRICT 5.	613	002	P	N										
FAI	VAR.			DISTRICT WIDE POLYESTER STRIPING		002	R	N										
GUE	VAR.			CONTRACT. F.Y.1997		002	C	575										
PROGRAM		16161																
COS	CRO27	00.308	0.12	0.308KM SOUTH OF UNITED STATES ROUTE 36	124	BR	P	N										
BRO*	96B* O *** **			PW4.8KM, RW6.7KM; 160 ADT-95		BR	R	N										
PLAN		15556		REPLACE A FUNCTIONALLY OBSOLETE AND STRUCTUALLY DEFICIENT BRIDGE OVER THE WALHONDING RIVER IN BETHLEHEM TOWNSHIP.		BR	C				99							
				CAP PROJECT		4BG	P	N										
						4BG	R	N										
						4BG	C					24						
COS	US036	011.47	0.29	WARSAW. 0.29 MILE EAST OF SR60.	761	BR	P	X										
BRF*	93D* O *** 8**			RURAL MINOR ARTERIAL		BR	R	N										
PROGRAM		10037		PW24FT, RW36FT; 4,490 ADT-88		BR	C				480							
				REPLACE EXISTING 36' STONE ARCH BY REALIGNMENT OF THE ROADWAY.		002	P	X										
				1991-B BR PROG		002	R	N										
						002	C				120							
COS	US036	11.282	0.12	0.01 MILES EAST OF SR79	1622	STP	P	N										
COS	US036	007.01		RURAL MINOR ARTERIAL		STP	R	N										
STP*	**** O *** **			PW24FT, RW36FT, 2240 ADT-92		STP	C				1169							
PLAN		13411		REPLACE A DEFICIENT STEEL GIRDER BRIDGE		002	P	150										

FEDERAL AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN G	RESPONSIBLE AGENCY
								FISCAL YEAR												
								1997	1998	1999	2000									
				DISTRICT (05) NON-MPO																
				OVER THE WALHONDING RIVER, PROVIDE EARTH WORK. RELOCATE SR79 TO IMPROVE SIGHT DISTANCE. 1994 "A" ARTERIAL.		002 R 002 C														
COS	US036	29.596	0.03	1.79 MILES WEST OF SR16	338	STP P STP R STP C													R STATE	
COS	US036	018.39		RURAL MINOR ARTERIAL																
STP*	**** O *** **			PW24FT, RW40FT, 6430 ADJ-92																
PLAN		13119		REPLACE TWIN PIPE ARCHES WITH A BRIDGE STRUCTURE, PROVIDE PAVEMENT, APPROACH SLABS, GUARDRAIL. PERFORM RELATED WORK. 1993 B BRIDGE		002 P 002 R 002 C														
COS	US036	32.959	0.70	INTERSECTION SR16 TO 0.09 MILES EAST OF SR-83. RURAL PRINCIPAL ARTERIAL	6995	NH P NH R NH C													A STATE	
COS	US036	020.48		PW24FT:RW44FT, 6270-ADT-88																
NH**	35** O *** 46*			GRADE, DRAIN AND PAVE TWO ADDITIONAL LANES OF PAVEMENT, CONSTRUCT 2 NEW STRUCTURES OVER THE WALHONDING RIVER. ENV COVERS PIDS 14142 & 14143.		002 P 002 R 002 C														
PROGRAM		11871																		
COS	US036	44.643	10.33	0.09 MILE WEST OF SR93 EAST TO 0.85 MILE WEST OF COS/TUS COUNTY LINE	17635	NH P NH R NH C													A STATE	
COS	US036	027.74		PW24FT., RW44FT. 5,060 ADT-92																
NH**	35** O *** 45*			GRADE, DRAIN & PAVE TWO (2) ADDITIONAL LANES OF PAVEMENT, CONSTRUCT THREE NEW STRUCTURES, REPAIR & RESURFACE EXISTING PAVEMENT, AND PERFORM RELATED WORK		002 P 002 R 002 C														
PROGRAM		14143																		
COS	SR060	00.386	0.14	0.24 MILES NORTH MUSKINGUM/COSHODCTON COUNTY LINE. RURAL MAJOR COLLECTOR	537	STP P STP R STP C													R STATE	
COS	SR060	000.24		PW20FT, RW28FT 940 ADT-92																
STP*	**** O *** **			REPLACE STEEL BEAM OVER MILL FORK OF WAKATOMIKA CREEK ON IMPROVED ALIGNMENT AND PERFORM RELATED WORK. 1993 B BRIDGE		002 P 002 R 002 C														
PLAN		13120																		
COS	SR060	007.58	0.00	VARIOUS ROUTES IN DISTRICT 5	325	002 P 002 R													A STATE	
FAI	VAR.			DISTRICT WIDE FASR DRY STRIPING CONTRACT																

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S)	OR	TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)				RESPONSIBLE AGENCY
								1997	1998	1999	2000							
DISTRICT (05) NON-MPO																		
GUE VAR. LIC VAR. MUS VAR. PROGRAM		16159		F. Y. 1997		002	C	292										
COS SR060 COS SR060 STP* **** O *** ** PLAN	02.156 001.34		0.14	1.34 MILES NORTH OF COSHOCTON/MUSKINGUM COUNTY LINE. PW20FT, RW28FT; 940 ADT-92 REPLACE STEEL BEAM BRIDGE OVER SANDY FORK OF LITTLE WALATOMIKA CREEK, GRADE, DRAIN AND PAVE 435 FT. PERFORM RELATED WORK 1993 B BRIDGE	289	STP STP STP 002 002 002	P R C P R C	N N N 45 20 44		179						1	A STATE	
COS SR060 COS SR060 STP* **** O *** ** PLAN	18.057 011.22		0.46	3.39 MILES SOUTH OF US 36. PW20FT, RW30FT, 400 ADT-92 REPLACE A STEEL BEAM BRIDGE OVER A TRIBUTARY OF SIMMONS CREEK ON NEW HORIZONTAL AND VERTICAL ALIGNMENT. COLLECTOR. 1994 "A"	373	STP STP STP 002 002 002	P R C P R C	N N N 50 12 62		248						1	R STATE	
COS SR083 FAI VAR. GUE VAR. LIC VAR. MUS VAR. PROGRAM	012.67		0.00	VARIOUS ROUTES IN DISTRICT 5. DISTRICT WIDE RPM REFLECTOR REPLACEMENT.	456	002 002 002	P R C	N N 428							0	X A STATE		
COS CR091 STP* **** O *** ** PLAN		16117	2.30	SR 83 TO COSHOCTON CITY LINE PW=24FT, RW=28FT, ADT=4300 RESURFACING, AGGREGATE BERMS, STRIPING AND RELATED ITEMS.	114	STP STP STP 4BG 4BG 4BG	P R C P R C	N N N N N N		91						0	A LOCAL	
COS TR144 STP* **** O *** ** PLAN		16135	0.00	150 FT NORTH OF TR 145. OVER WILLS CREEK RW=17FT RELOCATE AND REHAB BOWSTRING TRUSS BR.	100	STP STP STP 4DK	P R C P	N N 80 N								1	A LOCAL	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT SAFETY UPGRADE	NEW CONSTRUCTION	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)									
								1997	1998	1999	2000						
				DISTRICT (05) NON-MPO													
				HISTORIC BRIDGE - 101 FT SPAN, BR CLOSED		4DK R 4DK C	N 20										
COS	CR271		1.15	SR 83 TO COSHOCTON CITY LINE PW=20FT,RW=24FT,ADT=4100	285	STP P STP R STP C	N N N									A LOCAL	
STP*	**** O *** **			RESURFACING, AGGREGATE BERMS, AND RELATED ITEMS.		4BG P 4BG R 4BG C	N N N	228									
PLAN	16116								57								
COS	TR364	02.816	0.00	TIVERTON TOWNSHIP, 1.75 MILES EAST OF KNOX COUNTY LINE. RURAL LOCAL	790	BR P BR R BR C	N N N									A LOCAL	
COS	TR364	001.75		PW18FT, RW30FT; 89 ADT-95		4BG P 4BG R 4BG C	N N N										
BRO*	94C* O *** **			REPLACE A BRIDGE STRUCTURE OVER MOHICAN RIVER PROVIDE MINIMAL PAVEMENT, GUARDRAIL, EARTHWORK.				632									
PROGRAM	13432								158								
COS	SR541	31.414	1.00	0.001 KM EAST OF SR 16 OVER MUSKINGUM RIVER	1253	STP P STP R STP C	N N N									A STATE	
BR**	**** O *** **			ADT=12600(92),BRW=17.070M,DECK W=21.340M		STP P STP R STP C	N N N										
PLAN	16099			PAINT STRUCTURAL STEEL WITH OZEU SYSTEM OVER MUSKINGUM RIVER		002 P 002 R 002 C	N N N	890									
									222								
COS	SR643	002.35	0.22	2.32 MILES NORTH OF SR83. RURAL MINOR COLLECTOR	507	BR P BR R BR C	X N N									R STATE	
BRO*	1609 O *** 1**			PW18FT, RW32FT; 490 ADT-88		002 P 002 R 002 C	X N N										
PROGRAM	8820			REPLACE A 39' BRIDGE STRUCTURE OVER LITTLE MILL CREEK AND PERFORM RELATED WORK. 90-B BR PROG.					81								
COS	SR751	004.70	0.03	OXFORD TWP, 0.68 MI N OF US 36. MINOR COLL.	217	STP P STP R STP C	X X X									A STATE	
STP*	**** O *** **			PW21FT;RW30FT, 650-ADT-88		002 P 002 R 002 C	X X X	93									
PROGRAM	11485			REMOVE AND REPLACE THE 24FT BR OVER DAVIS RUN, PROVIDE MINIMAL APPROACH PAVE MENT AND GUARDRAIL AND PERFORM RELATED W ORK. 92 "B" BRIDGE PROGRAM					23								

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (05) NON-MPO																				
COS	SR751	16.013	0.06	1.49 MILES SOUTH OF TUSCARAWAS COUNTY RURAL MINOR COLLECTOR	440	STP	P	N											STATE	
COS	SR751	009.95		PW20FT, RW26FT; 720 ADT-92		STP	R	N												
STP*	****	0 ***	***	REPLACE A DEFICIENT CONCRETE SLAB BRIDGE OVER EVANS CREEK. PROVIDE EARTHWORK, PAVEMENT AND RELATED ITEMS. COLLECTOR. 1994 "A".		STP	C				304									
PLAN		13413				002	P			50										
						002	R				10									
						002	C				76									
FAI	BOVING ROAD		4.21	SOUTH CORP LINE OF LANCASTER TO US22 CRO48	576	STP	P	N						X		O		A	LOCAL	
FAI	W FAIR AVENUE			PW30FT, RW30FT; ADT 280-94		STP	R	N												
FAI	SHERIDAN DR.			FROM BECKS KNOB RD. TO INDIANA-OHIO CENTRAL RAILROAD		STP	C	575												
STP*	F964	0 ***	6**	PW18FT, RW24FT; FROM SR188 TO FAIR AVENUE (CRO56)		4BG	P	N												
PROGRAM		14966		PW30FT, RW30FT; PLANE PORTIONS OF EXISTING PAVEMENT, PATDH PLANED SURFACES, SPOT PAVEMENT, CURB REPLACEMENT, RESURFACE WITH ASPHALT PERFORM RELATED WORK (3 SITES)CITY'S-STP		4BG	R	N												
						4BG	C	N												
FAI	METROP ARKS		0.00	VARIOUS IMPROVEMENTS	214	002	P	N									O	X	A	STATE
COS	METROP ARKS			VARIOUS		002	R	N												
GUÉ	METROP ARKS			VARIOUS		002	C	174												
PROGRAM		16164		IMPROVE VARIOUS METRO PARK LOCATIONS IN FAI, GUÉ, COS, LIC -1996-1997 ALLOCATION																
FAI	PIERCE AVE.		0.82	US 33 TO THE HOCKING RIVER. 445.618M PW=59.5FT, ADT=9987	198	STP	P	N												
FAI	PIERCE AVE			HOCKING RIVER TO FAIR AVE.		STP	R	N												
STP*	****	0 ***	***	PW=30FT, ADT=11882		STP	C				158									
PLAN		16123		BORINGS, RESURFACING, GUARDRAIL, CURB AND RELATED ITEMS.		4BG	P	N												
						4BG	R	N												
						4BG	C				39									
FAI	WHEEL ING ST		0.04	0.13 MILE EAST OF US 033	678	STP	P	N												
STP*	****	0 ***	***	PW38FT., RW38FT		STP	R	N												
PROGRAM		13654		REMOVE AND REPLACE THE EXISTING CONCRETE ARCH; PROVIDE EARTHWORK, MINIMAL PAVE-		STP	C	538												
						4BG	P	N												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)										
								1997	1998	1999	2000							
				DISTRICT (05) NON-MPO														
				MENT, AND PERFORM RELATED WORK		4BG R 4BG C		N 134										
FAI	USO22	024.41	0.00	0.50 MILE WEST OF SR664/US22 INTER-SECTION. RURAL MINOR ARTERIAL	1815	STP P STP R STP C		N N 1440									1 X A STATE	
STP*	**** O	*** **		PW24FT., RW40FT. 4,580 ADT-92		STP C OO2 P OO2 R OO2 C		N N 360										
PROGRAM		13840		PROVIDE MINOR STRUCTURAL REPAIRS AND FIELD PAINT (OZEU SYSTEM) ON EXISTING BRIDGE OVER THE CONRAIL RAILROAD AND LITTLE RUSH CREEK AND PERFORM RELATED WORK														
FAI	SR037	46.655	0.06	1.59 MILES WEST OF THE FAIRFIELD/PERRY COUNTY LINE. RURAL MAJOR COLLECTOR	279	BR P BR R BR C		N N 179									1 R STATE	
FAI	SR037	028.99		PW24FT. RW32FT. 3600 ADT-92		OO2 P OO2 R OO2 C		45 10 44										
BRF*	93D* O	*** **		REPLACE CONCRETE BEAM BRIDGE PROVIDE EARTHWORK, GUARDRAIL, APPROACH SLABS, ASPHALT. PERFORM RELATED WORK. 1993 B BRIDGE.														
PLAN		13105																
FAI	SR037	46.912	0.06	1.43 MILES WEST OF THE FAIRFIELD/PERRY COUNTY LINE. RURAL MAJOR COLLECTOR	279	BR P BR R BR C		N N 181									1 R STATE	
FAI	SR037	029.15		PW24FT. RW32FT. 3600 ADT-92		OO2 P OO2 R OO2 C		45 7 45										
BRF*	93D* O	*** **		REPLACE CONCRETE BEAM BRIDGE, PROVIDE EARTHWORK, PAVEMENT, AND PERFORM RELATED WORK. 1993 B BRIDGE.														
PLAN		13107																
FAI	SR158	22.209	0.45	AT SR 204	313	STP P STP R STP C		N N 225									0 X A STATE	
FAI	SR 204	17.960		PW=19FT, RW=23FT, 2060 ADT-92		OO2 P OO2 R OO2 C		N N 25										
STP*	**** O	*** **		AT SR 158														
PROGRAM		15657		PW=20FT, RW=22FT, 2510 ADT-92														
				REMOVE CREST VERTICAL CURVE, REDUCE SAG VERTICAL CURVE TO IMPROVE SIGHT DISTANCE AT INTERSECTION OF SR 158/SR 204. HSP RANK=92 (1993)														
FAI	SR188	001.00	0.06	CLEAR CREEK TWP, 1.00 E OF PIC. CO. LINE	397	BR P BR R BR C		X N 246									1 R STATE	
BRO*	93A* O	*** 21*		MINOR COLL.														
PROGRAM		11491		PW18FT;RW34FT. 770-ADT-88.														

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT SAFETY UPGRADE	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)										
								1997	1998	1999	2000							
				DISTRICT (05) NON-MPO														
				REMOVE AND REPLACE THE 60FT BR OVER TURKEY RUN PROVIDE MINIMAL APPROACH PAVEMENT AND GUARDRAIL AND PERFORM RELATED WORK. 1992 B BRIDGE		002 P 002 R 002 C	X N 61											
FAI SR204 FAI SR204 PROGRAM	10.123 006.29 11201	0.20	0.48 MILES SOUTH OF SR310 PW21FT, RW29FT; 1120 ADT-88 REMOVE AND REPLACE EXISTING BRIDGE, CONSTRUCT MINIMAL APPROACH PAVEMENT AND PERFORM RELATED WORK. 1992 "A" BRIDGES	165	002 P 002 R 002 C	N X 112								1		R	STATE	
FAI SR204 FAI SR204 STP* **** O *** ** PLAN	23.850 014.82 13030	0.04	MILLERSPORT, 1.51 MILES EAST OF STATE ROUTE 37. RURAL MAJOR COLLECTOR PW45FT, RW45FT; 5650 ADT-92 REMOVE AND REPLACE A BRIDGE OVER THE OHIO CANAL, EARTHWORK, PAVEMENT, PERFORM RELATED WORK. 93 B BRIDGE	393	STP P STP R STP C 002 P 002 R 002 C	N N 55 10 65	262							1		R	STATE	
FAI SR256 FAI SR256 STP* **** O *** ** PLAN	26.039 016.18 13032	0.06	0.66 MILES EAST OF SR37. RURAL MAJOR COLLECTOR PW20FT, RW30FT; 2670M ADT-92 REMOVE AND REPLACE A DEFICIENT STEEL BEAM BRIDGE OVER WALNUT CREEK AND PERFORM RELATED WORK. 93 B BRIDGE	590	STP P STP R STP C 002 P 002 R 002 C	N N	2438	77						1		R	STATE	
FAI SR256 FAI SR256 PER SR256 STP* **** O *** ** PLAN	39.912 024.80 000.00 12950	0.11	0.03 MILES WEST OF FAI/PER CD LINE EAST 0.03MI. RURAL MAJOR COLLECTOR PW18FT, RW36FT 1210 ADT-92 FAI/PER CI KINE EAST 0.03 MI. PW18FT, RW36FT; 1210 ADT-92 REMOVE AND REPLACE AN EXISTING BRIDGE STRUCTURE ON CONCRETE BOX OVER ADJACENT DITCH, PROVIDE GUARDRAIL, MINIMAL APPROACH PAVEMENT, PERFORM RELATED WORK.	272	STP P STP R STP C 002 P 002 R 002 C	X N X 3	150							1		R	STATE	
FAI SR793 FAI SR793 BRF* 94B* O *** **	06.292 003.91	0.09	0.73 MILES SOUTH OF US33 URBAN MINOR ARTERIAL PW20FT, RW24FT; 2550 ADT-92	273	BR P BR R BR C	N N								1		R	STATE	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE AND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (05) NON-MPO																
PLAN		13414		REPLACEMENT OF DEFICIENT STEEL BEAM BRIDGE OVER TAHRE RUN. PROVIDE EARTHWORK, MINIMAL PAVEMENT, AND PERFORM RELATED WORK. MINOR ARTERIAL. 1994 "A".		002 P 002 R 002 C				40			5 45							
GUE BRF* USO22 93A* PROGRAM O ***		006.57 11490	0.04	0.41 MI. W OF CAMBRIDGE. MAJOR COLL. PW26FT;RW46FT, 9460-ADT-88 REMOVE AND REPLACE 70FT BR OVER CROOKED CREEK MINIMAL APPROACH PAVEMENT AND PERFORM RELATED WORK. 1992 B BRIDGE	760	BR P BR R BR C 002 P 002 R 002 C		X X X			518					1		A	STATE	
GUE IM** USO22 77** PROGRAM O ***		10.38 16300	0.00	OVER IR-77 PW=24FT, RW=24FT. ADT=5400(92) BRIDGE REHAB. NEW DECK. OVER IR-77	800	IM P IM R IM C 002 P 002 R 002 C		N N 630 N 70								0		A	STATE	
GUE STP* USO22 **** PROGRAM O ***		31.801 019.76 12914	0.16	0.26 MILE (0.418KM) WEST OF SR285/SR265 INTERSECTION. RURAL PRINCIPAL ARTERIAL PW20FT(6.1M) RW28FT(8.5M) 1950 ADT-92 REMOVE AND REPLACE THE EXISTING STRUCTURE, PROVIDE MINIMAL APPROACH PAVEMENT, AND PERFORM RELATED WORK. 1993-A	419	STP P STP R STP C 002 P 002 R 002 C *** P *** R *** C		X N N X 5 61 X N N			245					1		R	STATE	
GUE STP* USO22 **** PROGRAM O ***		36.020 022.40 12916	0.06	1.49 MILES (2.398KM) WEST OF SR513/US22 INTERSECTION. RURAL PRINCIPAL ARTERIAL PW24FT(7.32M) RW30FT(9.1M) 1770 ADT-92 REMOVE AND REPLACE EXISTING BRIDGE, PROVIDE MINIMAL APPROACH PAVEMENT, EMBANKMENT, AND PERFORM RELATED WORK. 1993-A	258	STP P STP R STP C 002 P 002 R 002 C		X N N X N				147					1		A	STATE
GUE	USO22	47.749	0.61	1.95 MILES WEST OF GUE./HAR COUNTY LINE	1110	STP P		N										1	A	STATE

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)					RESPONSIBLE AGENCY
								1997	1998	1999	2000						
DISTRICT (05) NON-MPO																	
GUE	US022	029.67		PW24FT, RW30FT: 1050 ADT-92		STP	R	N									
STP*	**** 0 *** **			REPLACE A DEFICIENT WARREN TRUSS OVER LITTLE SKULL FORK ON NEW ALIGNMENT.		STP	C			753							
PLAN	13429			1994-A BRIDGE PROGRAM		002	P		150								
						002	R			18							
						002	C			188							
GUE	CRO35	001.35	0.00	FROM 1.35 MILES NORTH OF SR313, CONTINUE NORTH FOR 7.01 MILES	1040	STG	P	N							O X A	LOCAL	
GUE	CR143	001.36		PW20FT., RW24FT.		STG	R	N									
GUE	CRO43	000.00		FROM 1.36 MILES NORTH OF CR44; CONTINUE NORTH FOR 0.26 MILE		STG	C	1040									
GUE	CRO35	012.38		PW18FT., RW24FT.													
GUE	CRO44	002.78		FROM BYESVILLE'S EASTERN CORPORATION LINE; CONTINUE EAST FOR 0.40 MILE													
STP*	F964 0 *** 10*			PW20FT., RW28FT.													
PROGRAM	14140			FROM 0.33 MILE NORTH OF NORTHERN CORP. LINE OF CAMBRIDGE; THEN NORTH 7.31 MILES													
				PW24FT., RW32FT.													
				FROM 0.37 MILE WEST OF CR15; CONTINUE WEST FOR 0.35 MILE													
				PW20FT., RW22FT.													
				REMOVE EXISTING GUARDRAIL, SPOT GRADE SHOULDER AREAS, CONSTRUCT NEW EMBANKMENT													
				NEW GUARDRAIL AND ANCHOR ASSEMBLIES, CO'S-STP CAP PROJECT.													
GUE	US040	009.43	0.00	OVER INTERSTATE 77	665	BR	P	N							O X A	STATE	
GUE	IR077	022.63		PW32FT, RW48FT, 8020 ADT-92		BR	R	N									
GUE	SR513	008.71		TR838		BR	C		520								
GUE	SR658	011.14		PW24FT, RW24FT, 12760 ADT-92		002	P	N									
BR**	**** 0 *** **			OVER INTERSTATE 70		002	R	N									
PLAN	14428			PW20FT, RW32FT, 2110 ADT-92		002	C		130								
				OVER WILLS CREEK													
				PW16FT, RW20FT, 200 ADT-92													
				PROVIDE 3 COAT PAINTING OF 4 STRUCTURES FOR MAINTENANCE OF STEEL. PAINTING SYSTEM IS OZEU.													
GUE	IR070	10.300	1.00	0.010 KM EAST OF SR 723	336	IM	P	N							O	A STATE	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)	SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO.	RESPONSIBLE AGENCY
								1997	1998	1999	2000										
DISTRICT (05) NON-MPO																					
PLAN	16101			OVER DITCH ADT=24920(92), RDW=499.9M, SUFF=54.3 PLACE A TUNNEL LINER IN AN EXIST 45.72M CORRUGATED METAL PIPE, OVER DITCH		IM R N IM C C 002 P N 002 R N 002 C															
GUE IRO70	23.753	1.00	9.656 KM EAST OF SR 209	336	IM P N															O A STATE	
IM** 70** O *** **			OVER DITCH		IM R N																
PLAN	16100		ADT=21620(92), RDW=402.336M, SUFF=54.8 PLACE TUNNEL LINER IN AN EXIST 3.962M CORRUGATED METAL PIPE, OVER DITCH		IM C C 002 P N 002 R N 002 C																
GUE IRO70	27.987	10.12	0.83MI EAST OF US40 TO 0.40MI EAST SR513 PW=48FT, RW=76FT, ADT=21680(92)	8120	IM P N IM R N															O A STATE	
IM** 70** O *** **			REHAB PAVEMENT STRUCTURE, UPDATE GR AND RELATED WORK. LENGTH=6.29MI=10.123KM		IM C C 002 P N 002 R N 002 C				6615												
PLAN	16157								735												
GUE IRO70	32.911	0.00	WILLS TWP. 2.83 MILES WEST OF SR513 PW48FT, RW152FT; 20,780 ADT-88	285	MA P N MA R N MA C															O A STATE	
GUE IRO70	020.45		PROVIDE A STEEL LINER FOR AN EXISTING 144" CONDUIT AND PERFORM RELATED WORK. 1991-A BR PROG.		002 P N 002 R N 002 C																
IM** 70** O 7** 122																					
PROGRAM	10045																				
GUE IRO77	14.355	0.00	0.75 MILE SOUTH OF US40/IR77 INTERCHANGE PW48FT., RW76FT. 17,380 ADT-92	5300	IM P N IM R N																
GUE IRO77	009.26		0.41 MILE SOUTH OF US40/IR77 INTERCHANGE PW48FT., RW76FT. 17,380 ADT-92		IM C C 002 P N 002 R N 002 C																
GUE IRO77	008.92		REMOVE & REPLACE THREE BRIDGES, GUE-77- 8.92 L&R, GUE-77-9.26L, REHABILITATE PORTIONS OF BRIDGE, GUE-77-9.26R, AND PERFORM RELATED WORK. 93C PROGRAM.						4572												
IM** 77** O 2** ***																					
PLAN	13824																				
GUE IRO77	19.875	0.00	CAMBRIDGE TWP, 1.15 MILES NORTH OF US22 CULVERT RELINING.	906	IM P N IM R N															O A STATE	
GUE IRO77	012.35																				

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST. AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (05) NON-MPO																
	IM** 77** O 2** 32*	PROGRAM 10050		PW48FT, RW112FT; 11,230 ADT-88 RELIN TWIN STRUCTURALLY DEFICIENT CONDUITS OVER A DITCH. PROVIDE TWO (2) STEEL LINERS FOR EXISTING TWIN 120" CMP AND PERFORM RELATED WORK.		IM C		796												
						002 P		N												
						002 R		N												
						002 C		88												
	GUE IRO77 23.931		0.06	3.67 MILES NORTH OF US22	948	IM P		N												
	GUE IRO77 014.87			PW48FT, RW68FT, 14980 ADT-92		IM R		N												
	IM** 77** O 2** ***			REPLACE EXISTING PIPE CULVERT OVER SALT FORK CREEK PROVIDE EARTHWORK, PAVEMENT, PERFORM RELATED WORK 1993 B BRIDGE		IM C			776											
	PLAN 13268					002 P		80												
						002 R														
						002 C														
	GUE SRO83 010.10		0.03	WESTLAND TWP, 1.29 MI. S OF IR70.	455	STP P		X												
	STP* **** O *** **	PROGRAM 11489		MAJOR COLL.		STP R		N												
				PW20FT;RW26FT, 1350-ADT-88		STP C			292											
				REMOVE AND REPLACE 42FT BR OVER CROOKED CREEK MINIMAL APPROACH PAVEMENT, GUARDRAIL, EARTHWORK AND PERFORM RELATED WORK. 1992 "B" BRIDGE.		002 P		X												
						002 R			5											
						002 C			73											
	GUE SR209 012.57		0.53	JACKSON TWP 0.52 MI. EAST OF SR660.	1201	STP P		X												
	GUE SR821 004.80			RURAL MAJOR COLLECTOR		STP R		N												
	GUE SR821 000.10			PW24FT;RW34FT, 10120-ADT-88		STP C			500											
	GUE SR821 003.87			1.20 MILES SOUTH OF SR209.		002 P		X												
	GUE SR265 000.59			RURAL MAJOR COLLECTOR		002 R		N												
	GUE SR660 002.52			PW20FT, RW28FT; 2030 ADT-92		002 C			225											
	STP* **** O *** **	PROGRAM 11663		VALLEY TWP, .10 MI. NORTH OF NOBLE CO.																
				RURAL MAJOR COLLECTOR																
				PW20FT;RW24FT, 910-ADT-88																
				JACKSON TWP, 1.94 MI. NORTH OF SR313																
				RURAL MAJOR COLLECTOR																
				PW20FT;RW24FT, 2980-ADT-88																
				CENTER TWP, 0.59 MI. EAST OF US40.																
				RURAL MAJOR COLLECTOR																
				PW20FT;RW24FT, 1890-ADT-88																
				JACKSON TWP, 2.52 MI. EAST OF SR313																
				RURAL MAJOR COLLECTOR																

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO.	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (05) NON-MPO																
				PW20FT:RW24FT, 1430-ADT-88 REMOVE AND REPLACE THE SIX DEFICIENT BRIDGES, PROVIDE MINIMAL APPROACH PAVEMENT, EARTHWORK, GUARDRAIL AND PERFORM RELATED WORK. 92-B BR PROG.																
GUE	SR265	016.22	0.03	MILLWOOD TWP, 2.04 MI. EAST OF SR513. MAJ. COLL.	191	BR	P	X								1		A	STATE	
BRF*	93A* O ***	23*		PW18FT:RW28FT, 940-ADT-88		BR	R	N												
PROGRAM		11704		REMOVE AND REPLACE THE 27FT BRIDGE STRUCTURE, PROVIDE MINIMAL APPROACH PAVEMENT, GUARDRAIL AND PERFORM RELATED WORK. 92-B BR PROG.		002	P	X												
						002	R			5										
						002	C													
GUE	SR265	05.375	0.03	1.2 MILES (1.947KM) WEST OF SR285/SR265 INTERSECTION. RURAL MAJOR COLLECTOR	198	STP	P	N								0		R	STATE	
GUE	SR265	003.34		PW20FT(6.1M) RW40FT(11.9M) 2110 ADT-92		STP	R	N												
STP*	**** O ***	***		REMOVE AND REPLACE EXISTING 16'7" X 10'1" PIPE ARCH, PROVIDE EARTHWORK, MINIMAL PAVEMENT AND PERFORM RELATED WORK. 1993-A		002	P			30										
PLAN		12920				002	R													
						002	C													
GUE	SR265	18.218	0.00	0.56 MILE (0.901KM) WEST OF SR761/SR265 INTERSECTION. RURAL MAJOR COLLECTOR	191	STP	P	N								1		R	STATE	
GUE	SR265	011.32		PW18FT(5.5M) RW22FT(6.7M) 1400 ADT-92		STP	R	N												
STP*	**** O ***	***		REMOVE AND REPLACE EXISTING BRIDGE, PROVIDE MINIMAL APPROACH PAVEMENT, GUARDRAIL, AND PERFORM RELATED WORK. 1993-A		002	P			35										
PLAN		12921				002	R													
						002	C													
GUE	SR285	011.45	0.03	MADISON TWP, 2.18 MI. SOUTH OF US22. MINOR COLL.	313	BR	P	X								1		A	STATE	
BRO*	93A* O ***	22*		PW18FT:RW30FT, 500-ADT-88		BR	R	N												
PROGRAM		11705		REMOVE AND REPLACE THE 28FT BRIDGE STRUCTURE, PROVIDE MINIMAL APPRDACH PAVEMENT AND GUARDRAIL AND PERFORM RELATED WORK. 92-B BR PROG.		002	P	X												
						002	R			5										
						002	C													
GUE	SR285	17.236	0.06	1.77 MILES NORTH OF US40	164	002	P									1		R	STATE	

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB.	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE ND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (05) NON-MPO																				
GUE	SR285	010.71		PW18FT, RW22FT; 550 ADT-92		002	R													
PLAN		13415		REPLACE DEFICIENT STEEL BEAM BRIDGE OVER A TRIBUTARY OF SALT FORK CREEK. PROVIDE EARTHWORK, MINIMAL PAVEMENT, AND PERFORM RELATED WORK. MINOR COLLECTOR. 1994 "A"		002	C													
GUE	SR285	21.646	0.04	O. 18 MILES SOUTH OF US22	430	STP	P	N											1	
GUE	SR285	013.45		RURAL MINOR COLLECTOR		STP	R	N												
STP*	**** O	***	***	PW18FT, RW22FT 550 ADT-92		STP	C													
PLAN		13124		REPLACE STEEL BEAM BRIDGE OVER BRUSHY FORK AND PERFORM RELATED WORK. 1993 B BRIDGE		002	P			55										
GUE	SR313	015.18	0.00	O. 15 MILE EAST OF STATE ROUTE 285	175	002	P	N											1	
PROGRAM		14364		PW20FT, RW36FT; 890 ADT-92		002	R	N											X	
				REPAIR A BRIDGE OVER A TRIBUTARY OF SENICA FORK OF WILLS CREEK. PERFORM MICROSILICA OVERLAY, PILE ENCASEMENT, SLABS, SEAL JOINTS AND OTHER ITEMS.		002	C	175												
GUE	SR340	01.255	0.04	O. 78 MILES EAST OF NOB/GUE COUNTY LINE.	269	STP	P	N											1	
GUE	SR340	000.78		PW18FT, RW22FT; 150 ADT-92		STP	R	N												
STP*	**** O	***	***	REPLACE DEFICIENT STEEL BEAM BRIDGE OVER MILLER CREEK. PROVIDE EARTHWORK, MINIMA L PAVEMENT, AND PERFORM RELATED WORK.		STP	C													
PLAN		13416		MINOR COLLECTOR. 1994 "A".		002	P			30										
GUE	SR541	005.36	0.16	3.02 MI. WEST OF IR77. 0.10 MI.	145	BR	P	N											0	
BRF*	93** O	1**	16*	PW 18 FT., RW 24 FT., 340 ADT-84		BR	R	N												
PROGRAM		4789		REPLACE 24 FT. BR. OVER BRANCH OF WILLS CREEK. (87-C BR. PROG.)		BR	C			107										
GUE	SR658	001.50	0.03	1.50 MILES NORTH OF SR209.	350	BR	P	X											1	
BRF*	95A* O	***	5**	PW19FT, RW28FT; 640 ADT-88		BR	R	N												
PROGRAM		8735		REPLACE A 40FT BRIDGE OVER SARCHETT RUN & PERFORM RELATED WORK. 90-B BRIDGE PROG.		BR	C	212												

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB.	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (05) NON-MPO																
				ADT=190(92),RDW=67.1M,SUFF=56.7 REPLACE EXIST 33.53M CONC SLAB BRIDGE WITH A PRECAST BOX OVER DITCH. REPLACE EXIST 42.69M CONC SLAB BRIDGE WITH PRECAST CONC BOX OVER DITCH		002	C													
GUE	SR821	02.993	0.06	0.08 MILES SOUTH OF SR313	291	STP	P	N												R STATE
GUE	SR821	001.86		RURAL MAJOR COLLECTOR		STP	R	N												
STP*	**** O	*** **		PW20FT, RW28FT: 2070 ADT-92		STP	C													
PLAN		13419		REPLACE DEFICIENT CONCRETE BEAM BRIDGE OVER A TRIBUTARY OF WILLS CREEK. PROVIDE EARTHWORK, PAVEMENT AND PERFORM RELATED WORK. COLLECTOR 1994 "A"		002	P				42									
						002	R													
						002	C													
KNO	SRO03	35.727	0.03	BROWN TWP, 1.62 MI. EAST OF SR768.	173	STP	P	X												A STATE
KNO	SRO03	022.20		PW24FT:RW44FT, 1480-ADT-88		STP	R	N												
STP*	**** O	*** **		REMOVE AND REPLACE THE DEFICIENT BRIDGE STRUCTURE, PROVIDE MINIMAL APPROACH PAVEMENT AND PERFORM RELATED WORK.		STP	C				73									
PROGRAM		11792				002	P	X												
						002	R													
						002	C													
KNO	CRO06	000.48	7.22	0.48 MILE NORTH OF STATE ROUTE 13, NORTH 04.49 MILE TO FREDERICKTOWN SOUTH CORP.	453	STP	P	N												A LOCAL
STP*	**** O	*** **		PW19FT, RW25FT; 2,850 ADT-94. MAJ. COLL. RESURFACE AND RELATED ITEMS PROJECT COUNTY'S-STP		STP	R	N												
PROGRAM		15087				STP	C													
						4BG	P	N												
						4BG	R	N												
						4BG	C	90												
KNO	SRO13	000.00	0.00	LIC CO LINE TO SR586	90	002	P	N												A STATE
KNO	SRO13	016.00		PW=22FT,RW=26FT,ADT=4970(92)		002	R	N												
PROGRAM		16151		1.94 MILES SOUTH OF SR 95 PW = 48 FT, RW = 65 FT, ADT = 6710 (92) CRACKSEAL, LENGTH=14.54 MILES		002	C	90												
KNO	SRO13	009.86	0.72	MT. VERNON, INTERSECTION SR13 AND SR586	1045	STP	P	N												A STATE
STP*	34** O	*** **		NORTH 0.45 MILES. URBAN PRINCIPAL ARTER.		STP	R	N												
PROGRAM		13323		PW65FT,RW65FT: 25,390 ADT-92 CONSTRUCT WIDER PAVEMENT, NEW CURB AND		STP	C													
						002	P	N												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LINES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (05) NON-MPO																
				GUTTERS. TWO NEW TRAFFIC SIGNALS AND AN INTERSECTION. CONSTRUCT NEW SERVICE ROADS. PERFORM RELATED WORK.		002 R 002 C														
KNO	SR013	010.11	1.28	0.25 MILE NORTH OF STATE ROUTE 586	450	STP P STP R STP C													3	A STATE
KNO	SR013	019.10		PW52FT, RW52FT; 27120 ADT-92																
STP*	**** O	*** **		1.16 MILE NORTH OF STATE ROUTE 95		STP C	268													
NH**	1228 O	*** **		PW48FT, RW64FT; 5310 ADT-92		NH P NH R														
PROGRAM		14363		REPAIR 3 EXISTING BRIDGES ON STATE ROUTE 13. THE WORK WILL BE MICROSILICA OVERLAY NEW APPROACH SLABS, SEALING JOINTS. ARTERIAL DIVIDED ARTERIAL		NH C 002 P 002 R 002 C	80													
KNO	SR013	29.385	0.10	0.483KM NORTH OF SR 95 L/R STRUCTURE OVER N.BRANCH OF KOKOSING RIVER	498	STP P STP R STP C													0	A STATE
PLAN		16103		ADT=5560(92),BRW=17.070M,DECKW=21.340M																
				REPLACE DECK OF EXISTING 20.421M CONC. SLABBRIDGE OVER TRIB. OF N. BRANCH OF KOKOSING RIVER, L/R STRUCTURE		002 P 002 R 002 C														
KNO	CR031	0.000	3.05	LIC CO LINE NORTH TO MARTINSBURG S.CORP	778	STP P STP R STP C													0	A LOCAL
STP*	**** O	*** **		PW=20FT,RW=24'																
PLAN		16118		RESURFACE, AGGREGATE BERMS,STRIPING AND RELATED ITEMS.CULVERTS TO BE REPLACED BY COUNTY FORCES.		4BG P 4BG R 4BG C														
KNO	US036	02.993	0.09	1.28 MILES WEST OF SR314.	255	STP P STP R STP C													1	R STATE
KNO	US036	001.86		RURAL MINOR ARTERIAL																
STP*	**** O	*** **		PW24FT, RW32FT, 5310 ADT-92																
PLAN		13121		REPLACE CONCRETE SLAB BRIDGE OVER OTTER FORK OF LICKING RIVER PROVIDE APPROACH PAVEMENT AND ADJACENT COUNTY ROAD WORK. 1993 B BRIDGE		002 P 002 R 002 C		40		168		5								
KNO	US036	031.08	0.29	BUTLER TWP. 0.41 MI. E. OF SR715	1930	STP P STP R													1	A STATE
STP*	FY93 O	*** 1**		PW24FT, RW42FT; 1180 ADT-88																

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)				CHANGE IND	MISCELLANEOUS	OTHER BRIDGES	REST AREA	NEW CONSTRUCTION	RESURFACE RESTORE REHAB	ADD LANES RECONSTRUCT	SAFETY UPGRADE	RESPONSIBLE AGENCY
								FISCAL YEAR												
								1997	1998	1999	2000									
				DISTRICT (05) NON-MPO																
		STP* **** O *** ** PROGRAM 11213		REMOVE AND REPLACE THE EXISTING BRIDGE AND PERFORM RELATED WORK. 1992-A BR. PROG.		STP C 002 P 002 R 002 C		1451 X N 362												
KNO	US036	10.010	0.46	1.34 MILES NORTHEAST OF SR657 RURAL MINOR ARTERIA'	544	BR P BR R BR C		N N 363					1							R STATE
KNO	US036	006.22		PW24FT, RW28FT, 5300 ADT-92		BR C 002 P 002 R 002 C			363											
BRF*	93D* O *** **	13122		REPLACE CONCRETE BEAM BRIDGE OVER DRY CREEK PROVIDE APPROACH PAVEMENT FOR NEW ALIGNMENT. PERFORM RELATED WORK 1993 B BRIDGE		002 P 002 R 002 C		N 20		90										
KNO	US036	25.589	0.03	0.07 MILES SOUTH OF SR229 URBAN PRINCIPAL ARTERIAL	139	STP P STP R STP C		N N					0							R STATE
KNO	US036	015.90		PW24FT, RW30FT, 7840 ADT-92		STP C 002 P 002 R 002 C				30										
STP*	**** O *** **	13108		REMOVE AND REPLACE A DEFICIENT PIPE ARCH OVER BRANNICAN RUN, PROVIDE EARTHWORK, PAVEMENT, GUARDRAIL, AND PERFORM RELATED WORK. PRINCIPAL ART. 1993-B BR PROG.		002 P 002 R 002 C														
KNO	US036	26.811	0.18	1.287 KM EAST OF SR229 OVER KOKOSING RIVER	751	STP P STP R STP C		N N					0							A STATE
STP*	**** O *** **	16109		ADT=11520(92),BRW=17.07M,SUFF=64.4		STP C 002 P 002 R 002 C					533									
PLAN				REPLACE DECK OF EXISTING 94.792M STEEL BEAM BRIDGE OVER KOKOSING RIVER		002 P 002 R 002 C		N N												
KNO	US036	46.428	0.07	0.064 KM WEST OF SR 308 OVER TRIB OF KOKOSING RIVER	371	IMG P IMG R IMG C		N N					0							A STATE
KNO	US062	23.817		ADT=1640(92),RDW=91.44M,SUFF=62.6		IMG C 002 P 002 R 002 C					236									
NH**	**** O *** **	16094		0.161 KM EAST OF US 36 OVER MILLWOOD RUN		002 P 002 R 002 C		N N												
PLAN				ADT=1420(92),RDW=134.11M,SUFF=62.6							59									
KNO	CRO54		0.43	0.2 MI. S. SR229	681	BR P		N					1							LOCAL

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT SAFETY UPGRADE	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)										
								1997	1998	1999	2000							
DISTRICT (05) NON-MPO																		
BRO*	4209 O	*** 1**		RURAL LOCAL		BR	R	N										
PROGRAM	6014			PW15FT, RW15FT, 260ADT-88 REPLACE 195FT BRIDGE OVER KOKOSING RIVER		BR	C			544								
						4BG	P	N										
						4BG	R	N										
						4BG	C			136								
KNO	US062	00.917	0.12	0.57 MILES NORTH OF KNOX-LICKING COUNTY LINE. RURAL MAJOR COLLECTOR	154	STP	P	N									O R STATE	
KNO	US062	000.57		PW24FT, RW40FT, 2730 ADT-92		STP	R	N										
STP*	**** O	*** **		REPLACE CORRUGATED PIPE ARCH, PROVIDE PAVEMENT, EARTHWORK, CONCRETE, AND RELATED ITEMS. 1993 B BRIDGE.		STP	C			96								
PLAN	13110					002	P		25									
						002	R			8								
						002	C			24								
KNO	US062	11.603	0.06	2.75 MILES (4.426KM) EAST OF SR541/US62 INTERSECTION. RURAL MAJOR COLLECTOR	205	BR	P	N									1 R STATE	
KNO	US062	007.21		PW20FT(6.1M) RW26FT(8.0M) 1810 ADT-92		BR	R	N										
BRF*	93C* O	*** **		REMOVE AND REPLACE EXISTING CONCRETE SLAB BRIDGE, PROVIDE EARTHWORK, MINIMAL PAVEMENT, AND PERFORM RELATED WORK.		BR	C				132							
PLAN	12945					002	P			35								
						002	R				5							
						002	C				33							
KNO	CRO77		0.32	JEFFERSON TOWNSHIP, 1.38 MILES SOUTH OF SR541.	615	BR	P	N									1 A LOCAL	
BRZ*	4210 O	*** 1**		DW16FT, RW20FT; 44ADT-88		BR	R	N										
PROGRAM	9845			REMOVE A 244' BRIDGE OVER MOHICAN RIVER, REPLACE IN NEW VERTICALM ALIGNMENT.		BR	C				492							
				PROVIDE NEW APPROACK PAVEMENT, EARTHWORK GUARDRAIL AND PERFORM RELATED WORK.		4BG	P	N										
						4BG	R	N										
						4BG	C				123							
KNO	CRO80	000.51	0.09	0.51 MILE NORTH OF UNITED STATES ROUTE 36/STATE ROUTE 3	295	BR	P	N									1 A LOCAL	
BRF*	94C* O	*** **		PW20FT, RW32FT;		BR	R	N										
PROGRAM	14298			REPLACE A DEFICIENT BRIDGE STRUCTURE OVER DRY RUN, PROVIDE MINIMAL APPROACH PAVEMENT, GUARDRAIL AND RELATED WORK.		BR	C				236							
						4BG	P	N										
						4BG	R	N										
						4BG	C				59							
KNO	TR229	000.64	0.19	0.61 MILE NORTH OF COUNTY ROAD 33	594	BR	P	N									1 A LOCAL	
BRO*	94D* O	*** **		RURAL LOCAL		BR	R	N										
PROGRAM	14350			PW17FT, RW22FT; 450 ADT-94		BR	C				475							

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY		
								FISCAL YEAR														
								1997	1998	1999	2000											
				DISTRICT (05) NON-MPO																		
				REPLACE A BRIDGE OVER THE KOKOSING RIVER PROVIDE MINIMAL APPROACH PAVEMENT AND PERFORM RELATED WORK		4BG 4BG 4BG	P R C	N N C			118											
KNO	TR377		0.00	0.982KM EAST OF ZOLMAN RD.=CR69 OVER B&O RAILROAD RW=22FT,SUFF=21.8,PW=18FT,ADT=60(95) REPLACE DEFICIENT BRIDGE OVER B&O RR WITH A CONC. BOX TO BE USED AS A FUTURE BIKEWAY.	342	BR BR BR 4BG 4BG 4BG	P R C P R C	N N N N N C				272									LOCAL	
				0.78 MILE WEST OF STATE ROUTE 13. PW18FT, RW22FT; 350 ADT-92	908	BR BR BR 4BG 4BG 4BG	P R C P R C	N N N N N C			726										LOCAL	
				0.16 MILE WEST OF TR401 EAST 0.18 PW18FT,RW24FT; REPLACE DEFICIENT BRIDGE OVER KOKOSING RIVER ON NEW ALIGNMENT. REALIGN COUNTY ROAD 12 PROVIDE EARTHWORK, GUARDRAIL, PAVEMENT AND RELATED ITEMS.							181											
KNO	SR514	006.48	0.00	1.45 MI WEST OF HOL. CO. LINE OVER MOHICAN RIVER PW=16FT,RW=17FT,ADT=280(92) PAINT 400FT. STEEL BEAM BRIDGE OVER MOHICAN RIVER WITH OZEU SYSTEM.	426	STP STP STP OO2 OO2 OO2	P R C P R C	N N N N N C		272											STATE	
				1.08 MILES SOUTHEAST OF KNOX/HOLMES COUNTY LINE. RURAL MAJOR COLLECTOR PW19FT, RW23FT, 280 ADT-92 REPLACE STEEL BEAM BRIDGE OVER TRIBUTARY OF MOHICAN RIVER PROVIDE APPROACH SLABS, ASPHALT, GUARDRAIL. 1993 B BRIDGE	333	STP STP STP OO2 OO2 OO2	P R C P R C	N N N N N C			50	222										STATE
				1.31 MILES NORTH OF LICKING COUNTY LINE. PW18FT, RW24FT; 580 ADT-88 REPLACE A 32FT BR OVER WEBSTER RUN.	195	STP STP STP	P R C	N N C			136											STATE

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES, RECONSTRUCT	RESURFACE, RESTORE, REHAB	NEW CONSTRUCTION	REST. AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND.	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (05) NON-MPO																				
PROGRAM	10344			PROVIDE MINIMAL APPROACH PAVEMENT AND PERFORM RELATED WORK. 91-B BR PROG.		002 P	N													
						002 R	5													
						002 C		34												
KNO SR661	05.311	0.24		MILLER TWP, 6.06 MILES NORTH OF US62. PW20FT, RW24FT, 2,320 ADT-88	260	STP P	N												STATE	
KNO SR661	003.30			REMOVE AND REPLACE A 16FT BRIDGE		STP R	N													
STP* **** O *** **				OVER BRANDON RUN ON NEW VERTICAL ALIGNMENT, PROVIDE APPROACH PAVEMENT AND PERFORM RELATED WORK. 1991 B BRIDGE.		STP C		156												
PROGRAM	10153					002 P	N													
						002 R	10													
						002 C		39												
KNO SR661	07.499	0.17		2.75 MILES SOUTH OF SR13 RURAL MAJOR COLLECTOR	256	STP P	N												STATE	
KNO SR661	004.66			PW22FT, RW28FT, 3020 ADT-92		STP R	N													
STP* **** O *** **				REPLACE THE CONCRETE ARCH BRIDGE OVER DE LANO CREEK, PROVIDE NEW PAVEMENT ON NEW VERTICAL ALIGNMENT, PROVIDE RELATED WORK		STP C		168												
PLAN	13267			1993 B BRIDGE		002 P		40												
						002 R														
						002 C														
KNO SR661	2.98	0.00		2.98 MI NORTH OF LIC. CO. LINE	524	STP P	N												STATE	
LIC SR037	11.02			OVER SYCAMORE CREEK		STP R	N													
LIC SR037	14.16			PW=20FT, RW=21FT, ADT=3020(92)		STP C		334												
LIC SR310	3.96			0.73 MILES WEST OF SR161		002 P	N													
LIC SR657	1.98			OVER RACCOON CREEK		002 R	N													
LIC SR657	12.93			PW=24FT, RW=28FT, ADT=4120(92)		002 C		83												
LIC SR657	14.88			2.41 MILES EAST OF SR161																
STP* **** O *** **				OVER CHINNY RUN																
PROGRAM	16167			PW=24FT, RW=32FT, ADT=10960(92)																
				0.89 MILES SOUTH OF SR16																
				OVER MUDDY FORK																
				PW=24FT, RW=28FT, ADT=7560(92)																
				1.96 MILES NORTH OF SR13																
				OVER CLEAR FORK CREEK																
				PW=18FT, RW=19FT, ADT=1850(92)																
				2.30 MILES SOUTH OF KNO. CO. LINE																
				OVER OTTER FORK LICKING RIVER																
				PW=20FT, RW=21FT, ADT=730(92)																
				0.35 MILES SOUTH OF KNO. CO. LINE																

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
							FISCAL YEAR											
							1997	1998	1999	2000								
				DISTRICT (05) NON-MPO														
				OVER NORTH FORK LICKING RIVER PW=20FT,RW=21FT,ADT=730(92) REPAIR 9 BRIDGES WITH AN OVERLAY, PILE ENCASEMENTS, SPOT PAINTING, ETC. TO EXTEND LIFE OF STRUCTURE.														
MUS	BRIGHT	ON	12.42	PERSHING ROAD NORTH TO MAIN STREET.	859	STP	P	N									LOCAL	
MUS	LINDEN	AVENUE		Y-BRIDGE TO ADAIR AVENUE		STP	R	N										
MUS	PINE	STREET		MAYSVILLE TO WEST MAIN STREET		STP	C	684										
MUS	POTNAM	AVENUE		CLEVELAND AVENUE TO MAYSVILLE AVENUE		4BG	P	N										
MUS	RIDGE	AVENUE		ZANESVILLE WEST CORPORATION TO WEST MAIN		4BG	R	N										
MUS	TAYLOR	STREET		STREET.		4BG	C	171										
MUS	LEE	STREET		ZANESVILLE WEST CORPORATION TO MAPLE														
MUS	DRESD	EN AVE		AVENUE.														
STP*	F963 O	*** 33*		OLD NEWARK ROAD TO STATE STREET														
PROGRAM		14349		NUE TO HARDING ROAD.														
				SPOT PATDH AND RESURFACE EXISTING														
				STREETS WITH 1 1/2" OF ASPHALT ADJUST														
				MAN HOLES, WATER VALVES AND INLETS.														
				PERFORM RELATED WORK.CITY'S-STP														
MUS	RECRE	TRAIL	19.46	ZANESVILLE RIVERFRONT BIKEPATH N 12.1 MI	1780	STP	P	N									LOCAL	
TEA*	**** O	*** **		TO DRESDEN ALONG OLD CONRAIL RR R/O/W		STP	R	N										
PLAN		14587		N/A. N/A N/A		STP	C		1264									
				GRADE, DRAIN & PAVE A 10FT. PAVEMENT,		4DK	P	N										
				REHAB EXISTING BRIDGES, CONSTRUCT FENCE		4DK	R	N										
				AND PERFORM RELATED WORK (BIKEPATH		4DK	C		516									
				BETWEEN ZANESVILLE AND DRESDEN)														
MUS	CRO07	02.012	2.73	GILL'S HOLLOW RD. TO SWINGLE LANE	730	STP	P	N									LOCAL	
STP*	**** O	*** **		CANNELVILLE RD.		STP	R	N										
PLAN		16166		RESURFACE, GUARDRAIL, ELIMINATE 2		STP	C		580									
				DEFICIENT CURVES AND RELATED ITEMS.		4BG	P	N										
						4BG	R	N										
						4BG	C		145									
MUS	US022	002.30	0.00	NEWTON, 0.05 MI. E. OF SE345. 0.12 MI.	569	002	P	N									STATE	
PLAN		2037		PW 24 FT., RW 28 FT., 3980 ADT-84		002	R	N										

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD. LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
				DISTRICT (05) NON-MPO															
				REPLACE BRIDGE DECK AND PERFORM RELATED WORK		002	C		563										
MUS	US022	16.206	0.03	ZANESVILLE, 0.22 MILES EAST OF WEST CORPORATION LINE.	136	STP	P	N										A STATE	
MUS	US022	010.07		PW48FT, RW55.3FT; 14,060 ADT-88		STP	R	N											
STP*	**** O	***	***	REPLACE A 15' BRIDGE OVER A DITCH		STP	C			102									
PROGRAM		8809		PROVIDE CURB, SIDEWALK AND PERFORM RELATED WORK.		002	P	N											
				90-B BRIDGE PROGRAM.		002	R	N			25								
						002	C												
MUS	US022	18.829	0.32	6TH STREET BRIDGE OVER MUSKINGUM RIVER	16060	NH	P	N										A STATE	
PROGRAM		16292		PW=40 FT, RW=40FT, ADT=17760(92)		NH	R	N											
				6TH STREET BRIDGE IMPROVEMENTS. MAJOR		NH	C		12800										
				STRUCTURE WORK OVER MUSKINGUM RIVER CONS		002	P	N											
				ONLY. SEE PID 11346 FOR PE		002	R			60									
						002	C			3200									
MUS	CRO35	000.09	0.16	FROM CR414 EASTERLY 0.10 MILE	1183	BR	P	N										A LOCAL	
BR**	**** O	***	***	PW20FT., RW28FT. 5,000 ADT-93		BR	R	N											
PLAN		13616		REMOVE AND REPLACE THE EXISTING BRIDGE		BR	C			946									
				STRUCTURE, PROVIDE MINIMAL APPROACH		4BG	P	N											
				PAVEMENT, EARTHWORK, GUARDRAIL, AND		4BG	R	N											
				PERFORM RELATED WORK.		4BG	C			236									
MUS	US040	00.354	0.13	0.354 KM EAST OF THE LICKING CO. LINE	440	STP	P	N										A STATE	
BR**	**** O	***	***	OVER VALLEY RUN		STP	R	N											
PLAN		16113		ADT=3780(92),PW=14.6M,RW=19.4M,SUFF=52.2		STP	C			284									
				REPLACE EXISTING 12.44M CONC. BEAM BRIDG		002	P	N											
				WITH PRESTRESSED BOX BEAM BRIDGE OVER		002	R	N											
				VALLEY RUN		002	C			71									
MUS	US040	009.80	0.03	0.50 MILES WEST OF ZANESVILLE WEST	614	MA	P	X										A STATE	
BRF*	94C* O	***	9**	CORPORATION LINE.		MA	R	N											
PROGRAM		10181		PW30FT, RW50FT; 4010 ADT-88		MA	C	416											
				REPLACE 61FT BR OVER TIMBER RUN, PROVIDE		002	P	X											
				APPROACH SLABS AND PAVEMENT.		002	R	N											
				1991-B BR PROG.		002	C	104											

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (05) NON-MPO																				
MUS	US040	18.250	0.08	ZANESVILLE MAIN ST. BRIDGE OVER MUS. RIVER CANAL	337	BR	P	N											A STATE	
MUS	US040	011.34		PW30FT, RW30FT; 10370 ADT-88		BR	R	N												
BRF*	3G08 O ***	***		REMOVE AND REPLACE THE EXISTING BRIDGE.		BR	C	N	228										1	
PROGRAM		11333		PROVIDE MINIMAL APPROACH WORK AND PERFORM RELATED WORK.		002	P	N												
				1992 "A" BRIDGE.		002	R	N	57											
MUS	CRO50	001.81	0.24	1.81 MILES SOUTH OF SR16 RURAL MINOR COLLECTOR	1241	BR	P	N											A LOCAL	
BRO*	94B* O ***	***		PW15FT., RW20FT. 200 ADT-93		BR	R	N											1	
PROGRAM		13617		REMOVE AND REPLACE THE EXISTING BRIDGE; PROVIDE EARTHWORK, MINIMAL APPROACH PAVEMENT, AND PERFORM RELATED WORK.		BR	C	N			992									
						4BG	P	N												
						4BG	R	N												
						4BG	C	N			248									
MUS	SR060	017.88	0.00	PROJECT FROM ZANESVILLE, ADAIR AND UNDERWOOD INTERSECTION N. 14 MI TO DRES.	900	STP	P	N	720										O X STATE	
STP*	**** O ***	***		PW24FT. RW40FT. 21050ADT-88. MIN ART.		STP	R	N												
PROGRAM		12141		STUDY RELOCATION ALTERNATIVES FOR THE SR 060 CORRIDOR FROM ZANESVILLE NORTH TO DRESDEN. STUDY AREA: 14.00 MILES.		STP	C	N												
						002	P	N	180											
						002	R	N												
						002	C	N												
MUS	SR060	33.587	0.19	ZANESVILLE URBAN AREA, 3.95 MI NORTH OF I70. OTHER PRIN ART.	717	BR	P	X											A STATE	
MUS	SR060	020.87		PW24FT:RW34FT, 10890-ADT-88		BR	R	N											1	
BRF*	44** O ***	57*		CONSTRUCT TEMPORARY PAVEMENT AND BRIDGE.		BR	C	N	399											
PROGRAM		11882		REMOVE AND REPLACE THE EXISTING BRIDGE ON MODIFIED VERTICAL ALIGNMENT, PROVIDE NEW APPROACH PAVEMENT. 1992 "C"		002	P	X												
						002	R	N	99											
						002	C	N												
MUS	SR060	34.070	16.83	RICHEY ROAD NORTH 10.46 MILES RURAL MINOR ARTERIAL	6528	STP	P	N											R STATE	
MUS	SR060	021.17		PW 24 FT, RW 36 FT 10890 ADT-88		STP	R	N	500											
STP*	**** O ***	***		REMOVE AND REPLACE PORTION OF EXISTING PAVEMENT, PROVIDE WIDER SHOULDERS, TURN LANES, DRAINAGE, GUARDRAIL, AND PERFORM RELATED WORK.		STP	C	N	4382											
PLAN		12137				002	P	N												
						002	R	N	125											
						002	C	N	1095											
MUS	SR060	42.760	0.03	5.91 MI. SOUTH OF SR208.	146	STP	P	N											O A STATE	

FEDERAL ID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (05) NON-MPO																				
MUS	SRO60	026.57		PW24FT, RW30FT; 4240 ADT-84		STP	R	N												
STP*	44** O *** **			REPLACE 16FT BRIDGE W/TWIN BOX CULVERTS OVER BRANCH OF BIG RUN. 88A BR PROG		STP	C		101											
PLAN	5173					002	P	N												
						002	R	13												
						002	C		25											
						***	P	N												
						***	R	N												
						***	C	N												
MUS	SRO60	43.517	0.03	MUSKINGUM TOWNSHIP, 7.81 MILES SOUTH OF STATE ROUTE 16	287	BR	P	X									1	R	STATE	
MUS	SRO60	027.04		PW24FT, RW32FT; 6580 ADT-88		BR	R	N												
BRF*	93A* O *** **			REMOVE AND REPLACE A DEFICIENT STRUCTURE OVER BRANCH OF BIG RUN, PROVIDE MINIMAL APPROACH PAVEMENT AND GUARDRAIL AND PERFORM RELATED WORK.		BR	C	N												
PLAN	11903					002	P	X												
						002	R		5											
						002	C	N												
MUS	IRO70	14.919	0.00	0.805 KM WEST OF US 40 INTERCHANGE	525	IM	P	N										0	X	STATE
IM**	70** O *** **			PW=48FT,RW=72FT,ADT=25510		IM	R	N												
PLAN	16149			TOWER LIGHT EXIT 152, US 40 EXIT 152		IM	C		405											
						002	P	N												
						002	R	N												
						002	C		45											
MUS	IRO70	34.086	9.91	0.36 MILE WEST OF US 22, EAST TO MUSKINGUM/GUERNSEY COUNTY LINE	7600	IM	P	N												
MUS	IRO70	021.18		PW 2@24 FT., RW122FT., 26,740 ADT-92		IM	R	N												
IM**	70** O 7** 114			PATCH EXISTING PAVEMENT, REPAIR BRIDGES & PAVEMENT JOINTS, OVERLAY BRIDGE DECKS, REMOVE & REPLACE APPROACH SLABS, RESURF. & PERFORM RELATED WORK. 6.16 MILES.		IM	C	6750												
PROGRAM	12610					002	P	N												
						002	R	N												
						002	C	750												
MUS	SRO83	019.03	0.04	MONROE TOWNSHIP, 0.19 MILES SOUTH OF STATE ROUTE 93 SOUTH	473	BR	P	X												
BRF*	93A* O *** 17*			PW20FT, RW32FT; 810 ADT-88		BR	R	N												
PROGRAM	11902			REMAVE AND REPLACE A DEFICIENT STRUCTURE PVER WHITE EYES CREEK. PROVIDE MINIMAL APPROACH PAVEMENT, EARTHWORK AND GUARD-		BR	C		289											
						002	P	X												
						002	R		7											
						002	C		72											

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (05) NON-MPO																
				RAIL AND PERFORM RELATED WORK. 92-C																
MUS	SR093	015.40	0.00	2.35 MI N OF IR 70	277	STP	P	N												
MUS	SR555	004.41		PW20FT, RW36FT, 2670 ADT-92		STP	R	N												
STP*	**** O	*** **		4.41 MI N OF BORGAN CO.		STP	C	216												
PROGRAM		14441		PW20FT, RW36FT, 900 ADT-92		002	P	N												
				PILE ENCACEMENT, PAINT STEEL, REPLACE SLABS, MICRO-SILICA OVERLAYS, REBUILD RAILINGS AND PERFORM RELATED WORK. CAP PROJECT		002	R	N												
						002	C	54												
MUS	SR093	41.155	0.03	SALEM TOWNSHIP. 2.05 MILES EAST OF STATE ROUTE 208	445	STP	P	X												
MUS	SR093	025.58		PW18FT, RW26FT; 640 ADT-88		STP	R	N			282									
STP*	**** O	*** **		REMOVE AND REPLACE A DEFICIENT STRUCTURE OVER PRAIRIE FORK OF SALT CREEK, PROVIDE MINIMAL APPROACH PAVEMENT, AND PERFORM RELATED WORK.		002	P	X												
PROGRAM		11901				002	R	6												
						002	C	70												
						***	P	X												
						***	R	N												
						***	C	N												
MUS	SR093	45.448	0.16	3.03 MILES (4.876KM) SOUTHWEST OF THE SOUTHERLY INTERSECTION OF SR83/SR93.	242	STP	P	N												
MUS	SR093	028.24		PW18FT(5.51M) RW24FT(7.3M) 590 ADT-92		STP	R	N			155									
STP*	**** O	*** **		REMOVE AND REPLACE EXISTING CONCRETE SLAB BRIDGE, PROVIDE EARTHWORK, MINIMAL PAVEMENT, AND PERFORM RELATED WORK. 1993-A		002	P	N												
PLAN		12946				002	R	8												
						002	C	38												
MUS	SR093	47.154	0.04	1.97 MI. SOUTH OF SR83.	76	STP	P	N												
MUS	SR093	029.30		PW 18FT, RW 24FT; 460 ADT-84		STP	R	N												
STP*	848* O	*** **		REPLACE 14FT BRIDGE OVER BRANCH OF BRUSH RUN. 88A BRIDGE PROG		STP	C				54									
PROGRAM		5177				002	P	N												
						002	R	1												
						002	C	13												
MUS	SR093	53.285	0.08	1.74 MILES SOUTH OF COSHOCTON COUNTY NORTH 0.05 MI. RURAL MAJOR COLLECTOR	219	STP	P	N												
MUS	SR093	033.11				STP	R	N												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB	FOOD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (05) NON-MPO																				
STP*	****	O	***	***																
PLAN			12970	PW18FT, RW22FT, 470 ADT-92 REPLACE A DEFICIENT BRIDGE OVER BRANCH OF WHITE EYES CREEK. PROVIDE EARTHWORK, ASPHALT PAVEMENT, GUARDRAIL ET-2000, AND PERFORM RELATED WORK. COLLECTOR 1993-A		STP 002 002 002	C P R C													
MUS	SR146	10.428	0.19	7.113KM EAST OF SR 586 OVER BIG RUN ADT=7960(92), BRW=9.144M, SUFF=55 REPLACE AND WIDEN EXIST DECK AND ABUTS OF EXISTING 75.286M STEEL BEAM BRIDGE OVER BIG RUN	751	STP STP STP 002 002 002	P R C P R C			N N N N N									1	A STATE
STP*	****	O	***	***																
PLAN			16108																	
MUS	SR208	000.00	0.48	DRESDEN. SR060 EAST TO MAIN STREET. RURAL MAJOR COLLECTOR PW24/47FT, RW46/47FT; 2890/3550 ADT-92 WIDEN EXISTING 24' PAVEMENT TO 42' CONSTRUCT NEW SIDEWALK, CURBS, DRAINAGE, AND RELATED WORK.	615	STP STP STP 002 002 002	P R C P R C			N N N N N 123				X					0	A STATE
STP*	****	O	***	***																
PROGRAM			13512																	
MUS	SR208	10.686	0.03	4.58 MI (7.371KM) WEST OF SR93 EAST 0.02 MI (0.032KM). RURAL MINOR COLLECTOR PW19FT, RW24FT; 1010 ADT-92 REPLACE EXISTING BRIDGE OVER THE TRIBUTARY OF THE NORTH BRANCH OF SYMMES CREEK, AND PERFORM RELATED WORK COLLECTOR 1993-A	255	BR BR BR 002 002 002	P R C P R C			N N N N N									1	R STATE
MUS	SR208	006.64																		
BRO*	93C*	O	***	***																
PLAN			12971																	
MUS	SR340	001.97	0.08	1.99 MI. EAST OF SR284. 0.05 MI. PW 18 FT., RW 23 FT.; 100 ADT-84 REPLACE 36 FT. BRIDGE OVER COLLINS FORK. (87-B BRIDGE PROGRAM)	265	BR BR BR 002 002 002	P R C P R C			X N 183 X N 45									1	R STATE
BRO*	6007	O	***	1**																
PROGRAM			5717																	
MUS	SR340	04.940	0.04	0.71 MILES WEST OF MUS/NOB COUNTY LINE RURAL MINOR COLLECTOR PW18FT, RW22FT; 150 ADT-92	235	STP STP STP	P R C			N N									1	R STATE
MUS	SR340	003.07																		
STP*	****	O	***	***																

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT SAFETY UPGRADE	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO.	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
DISTRICT (05) NON-MPO																			
PLAN		13423		REPLACE DEFICIENT STEEL BEAM BRIDGE OVER COLLINS FORK. PROVIDE EARTHWORK, MINIMAL PAVEMENT, PERFORM RELATED WORK. MINOR COLLECTOR. 1994 "A".		002 P 002 R 002 C			30		5 40								
MUS SR345 BRF* 94C* O *** 20* PROGRAM		001.63 10188	0.03	NEWTON TWP. 0.86 MILES SOUTH OF US22. PW20FT, RW32FT; 2720 ADT-88 REMOVE DEFICIENT TWIN 15'6"X9'5" CONDUITS OVER BUSH CREEK CONSTRUCT A SINGLE SPAN BRIDGE AND PERFORM RELATED WORK. 1991 B BRIDGE.	413	BR P BR R BR C 002 P 002 R 002 C	X N 278 X N 69											1	A STATE
MUS SR345 PER SR093 PER SR093 STP* **** O *** ** PLAN		1.368 32.926 37.658 16106	0.12	2.623 KM SOUTH OF US 22 OVER BUTCHER KNIFE CREEK ADT=2920(92), RDW=8.53M, SUFF=60.4 1.770 KM SOUTH OF SR669 OVER PUSSY CREEK RDW=92M, SUFF=32.7, ADT=4320(92) 0.805 KM SOUTH OF SR 669 OVER SNAKE RUN ADT=5580(92), RDW=286.5M, SUFF=57.2 REPLACE EXISTING 3.048M CORRUGATED METAL PIPE WITH PRECAST CONC BOX OVER BRANCH OF BUTCHER KNIFE CREEK. REPLACE 2 OTHER STRUCTURES ON PER-93 WITH CONC. BOXES	503	IMG P IMG R IMG C 002 P 002 R 002 C	N N N N N												332 83
MUS CR408 STP* **** O *** ** PLAN		16121	6.43	CR 8 SOUTH TO CR 35, 6.439 KM PW=18FT, RW=22FT, ADT=300 RESURFACING, GUARDRAIL REPLACEMENT, STRIPING AND RELATED ITEMS.	910	STP P STP R STP C 4BG P 4BG R 4BG C	N N N N N												728 182
MUS SR555 STP* **** O *** ** PLAN		10.284 16112	0.12	2.961 KM SOUTH OF CR-6 OVERLAP OVER BRUSH CREEK ADT=900(92), PW=6.1M, RW=7.62M, SUFF=56.1 REPLACE EXISTING 47.9M STEEL BEAM BRIDGE WITH A STEEL BEAM BRIDGE. OVER BRUSH	860	STP P STP R STP C 002 P 002 R	N N N N N												610

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	TYPE OF FEDERAL FUND	PHASE OF WORK	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE, RESTORE, REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN	RESPONSIBLE AGENCY		
								FISCAL YEAR														
								1997	1998	1999	2000											
DISTRICT (05) NON-MPO																						
MUS	TR692	000.00	2.92	CREEK FROM WEST INTERSECTION WITH US40 EAST 1.82 MILES TO US40 E. RURAL MAJOR COLL. PW20FT., RW28FT. 650 ADT-94 RESURFACE WITH ASPHALT CONCRETE AND PERFORM RELATED WORK	231	MA MA MA 4BG 4BG 4BG	P R C P R C	N N 184 N N 46												O A LOCAL		
STP*	100* O *** 44*	PROGRAM	14531																			
PER	SRO13	16.254	0.03	3.67 MILES SOUTH OF SR93 AND SR37 INTERSECTION. PW20FT, RW28FT; 2360 ADT-88 REPLACE A 24FT BRIDGE OVER A TRIB OF MOXHALA CREEK. 90-A BR PROG.	133	BR BR BR O41 O41 O41 OO2 OO2 OO2	P R C P R C P R C	N N N N 2 N N N N												1 A STATE		
BRF*	34** O *** **	PROGRAM	8668							96												
PER	SRO13	52.770	0.03	1.43 EAST OF SR256 RURAL MINOR ARTERIAL PW24FT, RW44FT, 5140 ADT-92 REPLACE A PIPE ARCH OVER A TRIBUTARY OF LITTLE RUSH CREEK, PROVIDE EARTHWORK, PA VEMENT, AND RELATED ITEMS. 1993 B.	152	STP STP STP OO2 OO2 OO2	P R C P R C	N N N N N N													O A STATE	
PER	SRO13	032.79																				
STP*	**** O *** **	PLAN	13112								25											
PER	CRO34	0.27	0.27	0.17 MI. N. OF SR204. (GRATIOT RD.) 0.17 MI. PW 18 FT., RW 18 FT.; 800 ADT-85 REPLACE 129 FT. BRIDGE OVER JONATHAN CK.	318	BR BR BR 4BG 4BG 4BG	P R C P R C	N N 254 N N 63													1 A LOCAL	
BR*	6404 O *** 1**	PROGRAM	5827																			
PER	SRO37	06.437	0.06	JUNCTION CITY. 0.30 MILE EAST OF SR 668 PW 24 FT., RW 24 FT., 2820 ADT-84 REPLACE 16FT BRIDGE OVER CLAYPIKE RUN. 88-B BR. PROG.	326	MA MA MA OO2 OO2	P R C P R	N N 260 N N														O A STATE
PER	SRO37	004.00																				
STP*	100* O *** 28*	PROGRAM	4277																			

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
				DISTRICT (05) NON-MPO															
						002	C	65											
PER	SR037	12.054	0.03	PIKE TOWNSHIP, 1.12 MILES WEST OF STATE ROUTE 13.	353	STP	P	X										A STATE	
PER	SR037	007.49		REMOVE AND REPLACE A DEFICIENT STRUCTURE OVER A TRIBUTARY OF RUSH CREEK, PROVIDE MINIMAL APPROACH PAVEMENT AND PERFORM RELATED WORK.		STP	R	X											
STP*	**** O	***	***			STP	C		229										
PROGRAM		11900				002	P	X											
						002	R	X											
						002	C		57										
PER	SR037	29.965	0.13	2.751 KM WEST OF SR 555 OVER BLACK FORK OF MOXAHALA CREEK	211	STP	P	N										A STATE	
STP*	**** O	***	***	ADT=2050(92), DECK=71.9M, SUFF=42.9		STP	R	N											
PLAN		16107		REPLACE AN EXIST 8.839M CONC ARCH WITH A CONC SLAB BRIDGE OVER BLACK FORK OF MOXAHALA CREEK		STP	C		132										
						002	P	N											
						002	R	N											
						002	C		33										
PER	CR056	00.000	4.37	BETWEEN SR 13 AND SR 13/37/93, 4.377KM	170	STP	P	N										A LOCAL	
STP*	**** O	***	***	PW=7.28M, RW=9.1M, ADT=1900		STP	R	N											
PROGRAM		16114		RESURFACING. ADD 1 1/2" ASPHALT, STRIPING NEW GUARDRAIL AND RELATED ITEMS.		STP	C		136										
						4BG	P	N											
						4BG	R	N											
						4BG	C		34										
PER	SR093	06.293	0.01	0.06 MILES SOUTH OF SR155	346	BR	P	N										A STATE	
PER	SR093	003.91		PW21FT, RW29FT; 2940 ADT-92		BR	R	N											
BRF*	94C* O	***	***	REPLACE DEFICIENT CONCRETE ARCH BRIDGE OVER SHAWNEE RUN. PROVIDE EARTHWORK, MINIMAL PAVEMENT, AND PERFORM RELATED WORK.		BR	C		228										
PLAN		13424		MAJOR COLLECTOR. 1994 "A".		002	P		50										
						002	R		10										
						002	C		57										
PER	SR093	32.970	0.30	HARRISON TOWNSHIP, 0.86 MILES SOUTH OF STATE ROUTE 669 SOUTH MINOR ART.	530	BR	P	X										A STATE	
PER	SR093	020.68		PW22FT, RW30FT; 3650 ADT-88		BR	R	N											
BRF*	93A* O	***	19*	REMOVE AND REPLACE A DEFICIENT STRUCTURE OVER MCCLUNEY CREEK ON IMPROVED ALIGNMENT, PROVIDE EMBANKMENT, PAVEMENT GUARDRAIL, PERFORM RELATED WORK. 92C BR		BR	C		296										
PROGRAM		11899				002	P	X											
						002	R	N											
						002	C		74										
PER	SR188	1.899	0.08	5.311 KM SOUTH OF SR 204	182	IMG	P	N										A STATE	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANE RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (05) NON-MPO																
	STP* **** O *** ** PLAN 16095			OVER WALNUT CREEK ADT=1100(92),RDW=83.20M,SUFF=39.4 REPLACE EXISTING 5.18 M CONC.SLAB BRID. WITH PRECAST CONCRETE BOX OVER WALNUT CREEK		IMG IMG 002 002 002	R C P R C													
	PER SR204 008.64 PER SR204 008.64 BRO* 92D* O *** ** PROGRAM 11334		0.12	5.49 MILES E OF SR13 PW20FT; RW30FT; 1130 ADT-88 REMOVE AND REPLACE THE EXISITING STRUCTURE, GUARDRAIL AND PERFORM RELATED WORK. 1992 "A" BRIDGES	144	BR BR BR 002 002 002	P R C P R C					77							O R STATE	
	PER SR204 06.936 PER SR204 004.31 STP* **** O *** ** PLAN 13509		0.85	1.16 MILES EAST OF SR013. PW20FT, RW28FT; 1,200 ADT-92 REPLACE A STEEL BEAM BRIDGE OVER JOHNATHAN CREEK. RELOCATE 2250 FT. OF ROADWAY.	840	STP STP STP 002 002 002	P R C P R C												1 A STATE	
	PER SR312 07.966 PER SR312 004.95 PLAN 13425		0.03	0.40 MILES SOUTH OF PER/FAI COUNTY LINE PW19FT, RW26FT; 670 ADT-92 REPLACE DEFICIENT TWIN SLAB CULVERT BRID GE OVER TRIBUTARY OF TURKEY RUN. PROVIDE EARTHWORK, MINIMAL PAVEMENT, AND PERFOR M RELATED WORK. COLLECTOR. 1994 "A".	169	002 002 002	P R C				30								O R STATE	
	PER SR345 000.66 STP* F964 O *** 12* PROGRAM 14762		4.00	NEW LEXINGTON, SR345 AND CARROL STREET PW22FT, RW30FT; 11,370 ADT-92 INSTALL TURN LANES AT SR345 AND CARROL STREET. LOCAL FUNDING IS FOR CARROLL STREET	832	STP STP STP 002 002 002 4BG 4BG 4BG	P R C P R C P R C											X	O A STATE	
	PER SR345 04.072		0.24	CLAYTON TOWNSHIP, 5.36 MILES SOUTH OF	217	BR	P												O R STATE	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)													
								1997	1998	1999	2000										
				DISTRICT (05) NON-MPO																	
PER	SR345	002.53		SR669		BR	R	N													
BRF*	92D* O *** **			PW19FT, PW25FT; 2110 ADT-88		BR	C	N	133												
PROGRAM	11335			REMOVE AND REPLACE BRIDGE, PROVIDE MINIMAL APPROACH PAVEMENT AND PERFORM RELATED WORK.		002	R	N													
				1992 "A" BRIDGES		002	C		33												
PER	SR555	04.265	0.20	1.17 MILES SOUTH OF MORGAN COUNTY LINE.	325	BR	P	N												R STATE	
PER	SR555	002.65		PW16FT, RW20FT; 900 ADT-92		BR	R	N													
BRO*	94A* O *** **			REPLACE A BRIDGE OVER BENNETT RUN		BR	C		216												
PLAN	13510			PROVIDE 700' OF NEW PAVEMENT, EARTHWORK, DRAINAGE AND RELATED ITEMS.		002	P		45												
				1993 "B" BRIDGE		002	R														
						002	C														
PER	SR555	04.394	0.24	1.63 MILES SOUTH OF MORGAN COUNTY.	333	002	P	50												R STATE	
PER	SR555	002.73		PW16FT, RW20FT; 900 ADT-92		002	R		10												
PLAN	13511			REPLACE A BRIDGE OVER A TRIBUTARY OF BENNETT RUN. PROVIDE 800' PAVEMENT, EARTHWORK, DRAINAGE AND RELATED WORK.		002	C		273												
				1993 "B" BRIDGE																	
PER	SR668	014.20	0.03	3.05 MILES NORTH OF SR37	308	BR	P	X												R STATE	
BHF*	903* O *** 2**			PW20FT, RW27FT 1080 ADT-88		BR	R	N													
PROGRAM	7760			REPLACE 41 FT. SUPERSTRUCTURE OVER THE CLOUSE LAKE OVERFLOW AND PERFORM RELATED WORK. 89-B BR PROG.		BR	C	N													
						MA	P	X													
						MA	R	N													
						MA	C	220													
						002	P	X													
						002	R	N													
						002	C	55													
PER	SR668	02.865	0.16	1.78 MILES NORTH OF HOC/PER COUNTY LINE	278	STP	P	N												R STATE	
PER	SR668	001.78		PW20FT, RW24FT; 780 ADT-92		STP	R	N													
STP*	**** O *** **			REPLACE DEFICIENT STEEL BEAM BRIDGE OVER TRIBUTARY OF LITTLE MONDAY CREEK. PROVIDE EARTHWORK, MINIMAL PAVEMENT, AND PERFORM RELATED WORK. COLLECTOR. 1994 "A".		STP	C														
PLAN	13426					002	P		40												
						002	R														
						002	C														
PER	SR668	023.62	0.16	0.61 MI. N. OR SR204.	454	BR	P	X												R STATE	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANE RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (05) NON-MPO																
BRO*	96B* O *** 6**	PROGRAM 5168		RURAL MINOR COLLECTOR PW 20 FT., RW 24 FT.; 430 ADT-84 REPLACE A 132FT BRIDGE OVER JONATHAN CREEK. 88B BRIDGE PROG		BR	R	N												
						BR	C	N												
						MA	P	X												
						MA	R	N												
						MA	C	316												
						002	P	X												
						002	R	N												
						002	C	79												
PER	SR668	12.537	0.03	2.55 MI. SOUTH OF SR37	195	BR	P	N								1	A	STATE		
PER	SR668	007.79		0.02 MI.		BR	R	X												
BRF*	96B* O *** **	PROGRAM 5945		PW20FT, RW20FT, 620 ADT-84 REPLACE 32FT BRIDGE OVER DRY RUN. 87A BRIDGE PROG		BR	C	112												
						002	P	N												
						002	R	X												
						002	C	28												
PER	SR668	30.352	0.06	0.99 MILES NORTH OF US22	422	STP	P	N								1	A	STATE		
PER	SR668	018.86		RURAL MINOR COLLECTOR		STP	R	N												
STP*	**** O *** **	PLAN 13117		PW18FT, RW22FT, 670 ADT-92 REPLACE STEEL BEAM BRIDGE, PROVIDE GUARD RAIL, EARTHWORK, ASPHALT, APPROACH SLABS PERFORM RELATED WORK. 1993 B BRIDGE.		STP	C				285									
						002	P			60										
						002	R				5									
						002	C	71												
PER	SR668	32.058	0.03	2.05 MI. NORTH OF US22. 0.02 MI.	158	002	P	N								0	A	STATE		
PER	SR668	019.92		PW18FT, RW24FT; 500 ADT-84		002	R	X												
PROGRAM		5946		REPLACE 19FT BR OVER TRIB OF PAINTERS CREEK. (87-B BR PROG)		002	C			145										
PER	SR757	02.913	0.03	HOWELL TWP. 1.81 MILES NORTH OF SR13.	184	BR	P	N								0	R	STATE		
PER	SR757	001.81		PW 20FT, RW32FT; 770 ADT-88		BR	R	N												
BR*	6405 O *** 3**	PROGRAM 10182		REPLACE A DEFICIENT BRIDGE OVER A TRIBUTARY OF PAINTER CREEK, PROVIDE MINIMAL APPROACH PAVEMENT, GUARDRAIL AND PERFORM RELATED WORK. 91-B BR PROG.		BR	C	103												
						002	P	N												
						002	R	N												
						002	C	25												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				RESURFACE RESTORE REHAB	ADD LANES RECONSTRUCT	SAFETY UPGRADE	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (06) NON-MPO																				
DEL PE PROGRAM		CONSUL 15848	0.00	GENERAL SERVICES FOR ENGINEERING PURPOSES THROUGHOUT DISTRICT SIX. GENERAL ENGINEERING CONSULTING SERVICES FOR VARIOUS PROJECTS AT DISTRICT SIX.	250															O X A STATE
DEL VARIOU PLAN		VARIOU 15888	1.00	ALL ROUTES AND SECTIONS AS NEEDED IN ALL COUNTIES OF DISTRICT SIX. GUARDRAIL MAINTENANCE CONTRACT TO LAST FOR TWELVE MONTHS FROM AWARD DATE.	425	002 P 002 R 002 C		N N 420												O X A STATE
DEL US036 UNI MRW PROGRAM		00.000 VAR VAR 15886	0.00	US-23, 36, 42, SR-4, 37, 47, 61, 203, 229, 257, 521, 605, 656, 745, 750. US-23, SR-4, 37, 47, 95, 98, 100, 203, 229, 231, 257, 309, 423, 529, 739, 746. US-42, SR-19, 61, 95, 97, 229, 288, 309, 314, 529, 656, 746. HERBICIDAL SPRAYING FOR THISTLE AND TEASEL INFESTED AREAS	83	002 P 002 R 002 C		N N 79												O X A STATE
DEL US036 PROGRAM		28.938 15481	0.00	VARIOUS SIGNALS ON THE 4-LANE SECTION OF US-36 AND SR-95 NEAR US-23. INSTALL CLOSED LOOP SYSTEM FOR EXISTING TRAFFIC SIGNALS ON DEL-36 AND MAR-95	355	002 P 002 R 002 C		N N 355												O X A STATE
DEL SR521E PROGRAM		1.76B 15088	30.71	DELAWARE. FROM US-36 (SLM 1.76B) TO SR-656 (SLM13.36). PW=6.1-7.3M RW=6.1-7.3M ADT(90)=1900 PLACE 448 INTERMEDIATE TYPE 1 SPOT LEVELING & 25MM OF 448 SURFACE TYPE 1.	518	002 P 002 R 002 C		N N 513												O A STATE
FAY US022 PROGRAM		04.256 002.66 10172	0.03	EAST FROM 2.66 MILE EAST OF COUNTY LINE CONCORD TOWNSHIP, FAYETTE COUNTY PW 24FT, RW 40FT, 5990 VPD-1991 REPLACE 18FT STRUCTURALLY-DEFICIENT BRIDGE OVER DICE-SLAGGLE DITCH ON EXISTING ALIGNMENT&PROFILE, MINIMAL APPROACH APPROACH GUARDRAIL. 1991-B BR PROG.	291	STP P STP R STP C 002 P 002 R 002 C		X N X 5		162										1 A STATE
FAY US022		12.560	0.09	EAST FROM 0.12 MILE EAST OF US-62	1037	BR P		X												1 R STATE

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (06) NON-MPO																				
FAY	US022	007.85		WASHINGTON C.H. URBAN PRINCIPAL ARTERIAL PW 40FT, RW 44FT, 16200 VPD-1986		BR	R	N												
BRF*	20**	0 ***	109	REPLACE 122FT BRIDGE OVER PAINT CREEK TO MATCH EXISTING THROUGH ROADWAY WIDTH NECESSARY SHORT APPROACH APPROACH GUARDRAIL AND OTHER NECESSITIES		BR	C		636											
PROGRAM		8877				002	P	X												
						002	R	N												
						002	C		159											
FAY	US035	00.000	0.00	US-22, 35, 62, SR-38, 41, 207, 238, 729, 734, 753.	61	002	P	N								0	X	A	STATE	
MAD	VAR	VAR		US-40, 42, 62, SR-29, 38, 41, 56, 142, 161, 187, 207, 323, 665, 729.		002	R	N												
PIC	VAR	VAR		US-22, 23, 62, SR-56, 104, 138, 159, 180, 188, 207, 316, 361, 674, 752, 762.		002	C		58											
PROGRAM		15887		HERBICIDAL SPRAYING FOR THISTLE AND TEASEL INFESTED AREAS																
FAY	US035	04.096	7.96	1.10 MI W OF I-71 TO 0.28 MI W OF CR-74 (HARMONY RD) JEFFERSON & JASPER TWPS. N/A-RELOCATION. PRIN.ARTERAL.	13587	NH	P	X						X	9			A	STATE	
FAY	US035	002.56		RELOCATE & CONSTRUCT MULTI-LANE LIMITED ACCESS FACILITY WITH SEPARATIONS AT CR16 ,I71,SR729 & CR85; A PARTIAL INTERCHANGE AT EX US35; & RATTLESNAKE CREEK BRIDGES.		NH	R	1360		8149										
NH**	7***	0 ***	68*			NH	C													
PROGRAM		9078				002	P	X												
						002	R	340												
						002	C		2037											
FAY	US035	12.016	7.25	0.28 MI W OF HARMONY RD TO PALMER RD UNION TOWNSHIP, FAYETTE COUNTY	18709	NH	P	X						X	7			A	STATE	
FAY	US035	007.51		RELOCATE & CONSTRUCT MULTI-LANE LIMITED ACCESS FACILITY TO INCLUDE SEPARATIONS AT SUGAR CREEK,CR-74,CR-12,CR-11,CR-66 AND CUL-DE-SAC AT OLD TR 66		NH	R		2000											
NH**	7***	0 ***	***			NH	C			11475										
PROGRAM		6912				002	P	X												
						002	R		500											
						002	C			2868										
FAY	SRO41	06.624	0.01	1.27 MILE SOUTH OF MIAMI-TRACE ROAD PERRY TOWNSHIP, FAYETTE COUNTY	230	STP	P	X												
FAY	SRO41	004.14		PW 24FT, RW 38FT, 2080 VPD-1990		STP	R	X												
STP*	****	0 ***	***	REPLACE EXISTING STRUCTURALLY-DEFICIENT STEEL CULVERT OVER MCLEAD DITCH ON EXISTING ALIGNMENT AND PROFILE, MINIMAL APPROACH WORK, GUARDRAIL AND NECESSITIES		STP	C	124												
PROGRAM		11546				002	P	X												
						002	R	X												
						002	C		31											

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FISCAL YEAR											
								1997	1998	1999	2000								
DISTRICT (06) NON-MPO																			
FAY	SR041	46.288	0.01	0.41 MILE SOUTH OF FAYETTE/MADISON CO. LINE. JEFFERSON TWP., FAYETTE CO. PW 24FT, RW 32FT, 1520 VPD-1990	271	STP	P	X											A STATE
FAY	SR041	028.91		REPLACE EXISTING STRUCTURALLY-DEFICIENT BRIDGE OVER ROLAND DITCH ON EXISTING ALI ALIGNMENT AND PROFILE, MINIMAL APPROACH WORK AND GUARDRAIL AND OTHER NECESSITIES		STP	R	N											A STATE
STP*	****	0	**	***		STP	C	164											A STATE
PROGRAM		11547				002	P	X											A STATE
						002	R	N											A STATE
						002	C	41											A STATE
FAY	US062	000.00	18.78	FROM HIG CO. LINE (SLM 0.00) TO SOUTH WASHINGTON COURTHOUSE CORP (SLM 11.67). PW=7.3M RW=8.2M ADT(90)=2700	653	002	P	N											A STATE
PROGRAM		15496		PLACE 448 INTERMEDIATE TYPE 1 SPOT LEVELING & 25MM 448 SURFACE TYPE 1.		002	R	N											A STATE
						002	C	650											A STATE
FAY	US062	21.856	1.60	MARKET ST. TO E. CORP LI. COLUMBUS AVE. WASHINGTON C.H. URBAN PRINCIPAL ARTERIAL PW 46FT, RW 46FT, 18700 ADT-1990	1477	STP	P	N											A STATE
FAY	US062	013.66		CONSTRUCT AN ADDITIONAL LANE TO PROVIDE A COMMON MIDDLE TURN LANE, CURBS, GUTTER AND 5 FT. SIDEWALKS, UPGRADE SIGNALS AND IMPROVE INTERSECTIONS AND DRAINAGE		STP	R	N											A STATE
STP*	****	0	**	***		STP	C	941											A STATE
PROGRAM		12183				002	P	N											A STATE
						002	R	300											A STATE
						002	C	235											A STATE
FAY	US062	24.560	0.04	0.14 MILE SOUTH OF CR 35 UNION TOWNSHIP MINOR ARTERIAL PW 24FT, RW 38FT, 9390 ADT-1990	1024	BR	P	X											A STATE
FAY	US062	015.35		REPLACE EXISTING STRUCTURALLY-DEFICIENT BRIDGE OVER E. FORK PAINT CREEK ON EXISTING ALIGNMENT AND PROFILE, MINIMAL APPROACH, GUARDRAIL AND OTHER NECESSITIES		BR	R	N											A STATE
BRF*	93**	0	2**	***		BR	C	739											A STATE
PROGRAM		11859				002	P	X											A STATE
						002	R	5											A STATE
						002	C	184											A STATE
FAY	IR071	000.00	15.26	JEFFERSONVILLE; GRE CO. TO 0.04 MI. S. OF TWP 103 9.49 MILES PW24-24FT, RW49-49FT, 22090ADT-86	6712	IM	P	X											A STATE
IM**	71**	0	3**	***		IM	R	N											A STATE
PROGRAM		6225		REHABILITATE EXISTING PAVEMENT IN ACCORDANCE TO PAVEMENT DESIGN PROVIDE NECESSARY SAFETY FEATURES AND APPURTENANCES AS REQUIRED. 4-L RESURF. PROG.		IM	C	5733											A STATE
						002	P	X											A STATE
						002	R	N											A STATE
						002	C	637											A STATE
FAY	SR207	06.992	0.03	1.02 MI. NORTH OF CR34 (YANKEETOWN RD.)	174	STP	P	N											R STATE

FEDERAL D PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)					SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN	RESPONSIBLE AGENCY
								FISCAL YEAR													
								1997	1998	1999	2000										
DISTRICT (06) NON-MPO																					
FAY	SR207	004.37		MADISON TWP, FAYETTE CO. RURAL MAJ COLL		STP	R	N													
STP*	**** O	*** **		PW: 20, RW: 28 2,413 ADT-93		STP	C	N													
PLAN		12765		REHAB 18FT BRIDGE OVER JACKSON RUN ON EXISTING ALIGNMENT AND PROFILE WITH NECESSARY SHORT APPROACH AND APPROACH GUARDRAIL.93A BRIDGE PROGRAM		002	P	N													
						002	R						5								
						002	C	N													
FAY	SR734	00.000	19.79	JEFFERSONVILLE. GREENE COUNTY LINE TO SR38.	835	002	P	N													
FAY	SRO41	35.704		PW18FT, RW22FT AVG ADT(90)-1264 VPD		002	R	N													
PLAN		16011		JEFFERSONVILLE. SR734RT TO JEFFERSONVILLE CL LT. PW24FT, RW24FT AVT ADT(90)-2748 VPD PLACE 448 INTERMEDIATE TYPE 1 AND 25MM 448 SURFACE TYPE 1. EAST OF IR71 WIDEN TWO FEET ON BOTH SIDES OF ROAD.		002	C	795													
MAD	GARFIE	LD AVE	0.01	.38 MILE WEST OF SR 38	165	BR	P	N													
BRF*	95A* O	*** **		CITY OF LONDON		BR	R	N													
PROGRAM		14285		PW 20FT, RW 23FT, 1600 ADT-1994		BR	C														
				BRIDGE REPLACEMENT ON GARFIELD AVE OVER GLADE RUN IN THE CITY OF LONDON		4BG	P	N													
						4BG	R	N													
						4BG	C														
MAD	LONDON	FISH	1.00	LONDON FISH HATCHERY - ODNR	62	002	P	N													
PROGRAM		15692		ODNR -LONDON FISH HATCHERY. RESURFACE ROADS WITH 404 ASPHALT & IMPROVE ROADS WITH CRUSHED AGGREGATE.		002	R	N													
						002	C	55													
MAD	CR034	000.00	1.09	(CEMETERY PIKE) FROM 800FT WEST OF CR 7	1632	BR	P	N													
BRO*	4906 O	*** 1**		EAST 0.68 MILE, DARBY TOWNSHIP		BR	R														
PROGRAM		10873		PW 20FT, RW 28FT, 1243 VPD-91		BR	C														
				REPLACE BR OVER BIG DARBY CREEK & SUGAR		4BG	P	N													
				RUN ON NEW ALIGN. NEW ALIGN AT CR 7.		4BG	R														
				ISSUE 2 ON RW ONLY, CONST PHASE WILL		4BG	C														
				USE CREDIT BR FUNDS.																	
MAD	SRO38	34.480	0.01	0.3 MI. S. OF SR-29	181	STP	P	N													

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				CHANGE IND	MISCELLANEOUS	OTHER BRIDGES	REST AREA	NEW CONSTRUCTION	RESURFACE RESTORE REHAB	ADD LANES RECONSTRUCT	SAFETY UPGRADE	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (06) NON-MPO																
MAD	SRO38	021.55		DEER CREEK TWP. RURAL MAJOR COLLECTOR		STP	R	N												
STP*	**** O ***	***		PW-22 FT., RW-28 FT. 1086 ADT-1993		STP	C	N												
PLAN		13492		REPLACE EXISTING STRUCTURALLY-DEFICIENT BRIDGE OVER CHENOWETH DITCH ON EXISTING ALIGNMENT AND PROFILE WITH MINIMAL APPROACH WORK, GUARDRAIL AND NECESSITIES		002	P	N												
						002	R													
						002	C	N												
MAD	USO42	21.340	21.37	PLAIN CITY.	835	STP	P	N												
UNI	USO42	00.000		O.322KM NORTH OF IR70 TO UNION COUNTY.		STP	R	N												
STP*	**** O ***	***		PW24FT, RW28FT AVG ADT(90)-6181 VPD		STP	C	636												
PLAN		16012		PLAIN CITY.		002	P	N												
				MADISON COUNTY LINE TO S OF RICKARD ROAD		002	R	N												
				PW24FT, RW24FT AVG ADT(90)-10000 VPD		002	C	159												
				PLACE 448 INTERMEDIATE TYPE 1 SPOT LEVEL																
				ING AND 25MM 448 SURFACE TYPE 1.																
				SELECTED MILLING AND CONSTRUCTION OF																
				CURB RAMPS WITHIN PLAIN CITY.																
MAD	USO42	32.896	0.06	NORTH FROM 4.92 MILES SOUTH OF SR-161	677	STP	P	X												
MAD	USO42	020.56		CANAAN TOWNSHIP		STP	R	N												
STP*	10** O ***	***		PW 24FT, RW 36FT, 2770 VPD-1986		STP	C	473												
PROGRAM		8884		REPLACE 16FT BRIDGE OVER YUTZY		002	P	X												
				DITCH TO MATCH EXISTING THROUGH ROADWAY		002	R	N												
				WIDTH. 90-A BR PROG.		002	C	118												
				SELL WITH 8883.																
MAD	USO42	37.616	0.06	NORTH FROM 1.97 MILES SOUTH OF SR-161	364	BR	P	X												
MAD	USO42	023.51		DARBY TOWNSHIP		BR	R	N												
BRF*	**** O ***	***		PW 24FT, RW 40FT, 2770 VPD-1986		BR	C	227												
PROGRAM		8883		REPLACE 23FT BRIDGE OVER WORTH-		002	P	X												
				INGTON DITCH TO MATCH EXISTING THROUGH		002	R	N												
				ROADWAY WIDTH. 90-A BR PROG.		002	C	56												
				TO SELL WITH PID 8884																
MAD	USO42	40.128	0.01	NORTH FROM 0.46 MILE SOUTH OF UNION CO.	285	STP	P	X												
MAD	USO42	025.08		LINE, PLAIN CITY, MADISON COUNTY. MIN. AR		STP	R	N												
STP*	**** O ***	***		PW 24FT, RW 36FT, 5730 ADT-1990		STP	C	173												
PROGRAM		11248		REPLACE EXISTING STRUCTURALLY-DEFICIENT		002	P	X												

FEDERAL ID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
				DISTRICT (06) NON-MPO															
				BRIDGE OVER SWEENEY DITCH ON EXISTING ALIGNMENT, PROFILE, MINIMAL APPROACH WORK APPROACH GUARDRAIL AND OTHER NECESSITIES		002 R 002 C		N		43									
MAD	SR056	05.987	14.35	FROM US-40 (SLM 3.72) TO W LONDON CORP (SLM 6.94)	461	002 P 002 R 002 C		N N 408							0		A	STATE	
	SR187N	00.000		PW=5.5-11M RW=5.5-11M ADT(90)=6200															
	SR665E	00.499		FROM SR-56 (SLM 0.00) TO CHP COUNTY (SLM 4.84)															
	PROGRAM	15497		PW=6.1M RW=6.1M ADT(90)=600 LONDON. FROM SR-38 & 56 (SLM 0.31) TO EAST LONDON CORP (SLM 1.17). PW=6.1-13.4M RW=6.1-13.4M ADT(90)=3100 PLACE 403 SPOT LEVELING & 25MM ITEM 404															
MAD	SR056	12.064	0.03	EAST FROM 0.16 MILE WEST OF US-42 LONDON, MADISON COUNTY	324	STP P STP R STP C 002 P 002 R 002 C		X X X X X		187					1		A	STATE	
	SR056	007.54		PW 66FT, RW 96FT, 6061 ADT-1991															
	PROGRAM	10121		REPLACE 20FT BR OVER GLADE RUN ON EXISTING ALIGNMENT. MINIMAL APPROACH WORK. 1991-A BR PROG.						46									
MAD	US062	03.952	0.12	.17MI. N-EAST OF US62DA	572	STP P STP R STP C 002 P 002 R 002 C		N N N N 10		364					2		R	STATE	
	US062	002.47		PLEASANT TWP, MADISON CO. RURAL MIN ART PW: 24, RW: 42 6,855 ADT-93															
	US062	2.55		.25 MI. N-EAST OF US62DA															
	PROGRAM	12767		PLEASANT TWP, MADISON CO. RURAL MIN ART PW: 24, RW: 42 6,855 ADT-93						91									
				REHAB 28FT BRIDGE OVER SONOFA DITCH AND REPLACE 14FT BRIDGE OVER OLD MILL RACE WITH SHORT APPROACH AND APPROACH GUARDRAIL. 93A BRIDGE PROGRAM															
MAD	IR070	0.000	0.01	REST AREA. IRO70 AT MAD/CLA COUNTY LINE.	385	002 P 002 R 002 C		N N 365							0	X	A	STATE	
	PLAN	14372		PW24FT, RW38FT ADT(90)-31690															
				REPLACE EXISTING SANITARY SYSTEM DUE TO DETERIORATION AND INADEQUATE CAPACITY															

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)					RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT SAFETY UPGRADE	NEW CONSTRUCTION	OTHER BRIDGES	MISCELLANEOUS	CHANGE AND	RESPONSIBLE AGENCY
								FISCAL YEAR										
								1997	1998	1999	2000							
DISTRICT (06) NON-MPO																		
MAD	IR070	000.00	25.07	CLA CO. TO FRA CG.	32390	IM	P	X						X	O		A	STATE
	IM** 70** O 3** ***			PW24, RW49, & PW36, RW59, 27630ADT-86 REHAB EXISTING PAV'T. ADD 1 LANE EACH DIRECTION FROM CLA CO LINE TO US 42. 15.58 MI.		IM	R	N										
	PROGRAM	6006				002	P	X			28010							
						002	R	N										
						002	C				3112							
MAD	SR142	00.784	3.00	E HIGH ST FRM MAPLE ST TO 365.85 METERS E OF E CORP. CITY OF LONDON MINOR ART PW 24FT, RW 30FT, 4780 ADT-1989 WIDENING OF EXISTING SR142(HIGH ST) FROM TWO LANE TO THREE LANE INCLUDING PLACING CURB AND GUTTER, SIDEWALKS, IMPROVING STORM DRAINAGE & UTILITIES.LONDON'S-STP	4110	STP	P	N						X	O		A	STATE
	MAD SR142	000.49				STP	R	N										
	STP* **** O *** **					STP	C			3288								
	PROGRAM	11739				002	P	N										
						002	R	N										
						002	C			822								
MAD	SR665	16.176	0.01	INTERSECTION OF CR72, 0.92 MI E OF CR22 FAIRFIELD TWP. RURAL MAJOR COLLECTOR PW-18 FT., RW-32 FT., 1557 ADT-1993 REPLACE 14 FT. STRUCTURE OVER MCGUIRE DITCH AT INTERSECTION OF CR-72, MATCHING EXISTING ROADWAY WITH MINIMAL APPROACH WORK, GUARDRAIL AND OTHER NECESSITIES	178	BR	P	N							1		R	STATE
	MAD SR665	010.11				BR	R	N										
	BRF* 94A* O *** **					BR	C				102							
	PROGRAM	13493				002	P	N										
						002	R			5								
						002	C				25							
MAR	US023	14.672	0.08	0.9 MI. S. OF SR-95 CLARIDON TWP. RURAL PRINCIPAL ARTERIAL PW-20 FT., RW-32 FT., 1858 ADT-1993 REPLACE DECK ON EXISTING STEEL BEAMS AND PATCH ABUTMENTS ON MARION-EDISON RD OVER US-23 ON EXISTING ALIGNMENT AND PROFILE. MINIMAL APPROACH WORK AND GUARDRAIL.	444	BR	P	N							1		R	STATE
	MAR US023	009.17				BR	R	N										
	BHF* 22** O *** **					BR	C					313						
	PLAN	13494				002	P	51										
						002	R			1								
						002	C				78							
MAR	SR095	22.740	0.00	SR-95 (CENTER ST) FROM DAVIDS ST. TO VINE ST. MARION PW35-58FT, RW SAME, SR-95 (VINE ST) FROM CENTER ST. TO CHURCH ST. MARION PW 20FT, RW SAME, SR-95 (MT. VERNON AVE) FROM VINE ST. TO	661	STG	P	N							O	X	A	LOCAL
	MAR SR095	25.350				STG	R	N										
	MAR SR095	25.510				STG	C	661										
	STG* **** O *** **																	
	PLAN	16038																

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES/RECONSTRUCT	RESURFACE/RESTORE/REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO.	RESPONSIBLE AGENCY	
								FISCAL YEAR													
								1997	1998	1999	2000										
				DISTRICT (06) NON-MPO																	
				KENSINGTON RD. MARION PW 34-60FT, RW SAME RECONSTRUCT AND COORDINATE TWELVE TRAFFIC SIGNALS. PROJECT MAY INCLUDE REMOVAL OF UNWARRANTED SIGNALS UPGRADE SIGNING, STRIPING AND SIGNAL PRE-EMPT																	
MAR	CR106	0.000	9.49	PLEASANT TWP, (SOMERLOT-HOFFMAN ROAD) EAST FROM SR203 TO CR132 (RICHLAND PIKE) PW5.5-5.8M; RW6.7-8.2M; MAX 3154 ADT-95 RESURFACE EXISTING ASPHALT PAVEMENT, UPGRADE GUARDRAIL, PAVEMENT STRIPING, CULVERT EXTENSIONS AS REQUIRED.	650	STP P	N						X			O		A	LOCAL		
	STP* **** 0 *** **					STP R	N														
	PROGRAM	15865				STP C	520														
						4BG P	N														
						4BG R	N														
						4BG C	130														
MAR	SR309	29.936	0.01	E. OF 1.06MI. WEST OF US23 CITY OF MARION. URBAN PRINCIPAL ARTERIAL PW 24FT, RW 42FT; 2340 ADT-1986 REPLACE 31FT BRIDGE OVER GRAVE CREEK TO MATCH THE EXISTING THROUGH ROADWAY WIDTH. NECESSARY SHORT APPROACH. 88-A BR PROG.	348	BR P	X													R	STATE
MAR	SR309	018.71				BR R	N														
	BRF* 43** 0 *** 34*					BR C	224														
	PROGRAM	5860				002 P	X														
						002 R	3														
						002 C	56														
MAR	SR309	42.112	0.04	0.09 MILE EAST OF CR 159 MINOR ARTERIAL CLARIDON TOWNSHIP, MARION COUNTY PW 24FT, RW 42FT, 4110 ADT-1990 REPLACE AND WIDEN DECK, PIERS AND ABUT- MENTS ON BRIDGE OVER OLENTANGY RIVER ON EXISTING ALIGNMENT AND PROFILE, MINIMAL APPROACH WORK AND OTHER NECESSITIES	623	STP P	X													A	STATE
MAR	SR309	026.32				STP R	N														
	STP* **** 0 *** **					STP C	N														
	PROGRAM	11861				002 P	X														
						002 R															
						002 C	N														
MRW	CRO09	000.00	1.88	MT. GILEAD. US 42 TO 0.18 MI N OF BENNETT RD. MAJ. COL.-R PW 18FT, RW 40FT, DESIGN YR ADT 2000 IMPROVE VERTICAL ALIGNMENT WITH NEW CONSTRUCTION, WIDEN, AND RESURFACE. MAY USE SOFT MATCH IF OBLIGATED IN FFY96	942	STP P	N													A	LOCAL
	STP* **** 0 *** **					STP R	N														
	PROGRAM	8882				STP C	753														
						4BG P	N														
						4BG R	N														
						4BG C	188														
MRW	SRO19	004.56	0.03	N.FROM 0.24 M.N. OF MARION-JOHSVILLE RD	363	STP P	N													A	STATE

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				NEW CONSTRUCTION	RESURFACE RESTORE REHAB	ADD LANES RECONSTRUCT	SAFETY UPGRADE	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (06) NON-MPO																				
STP*	****	O ***	***	CONGRESS TOWNSHIP, MORROW COUNTY		STP	R	X												
PROGRAM		10176		PW 19FT, RW 26FT, 770 VPD-1990		STP	C	257												
				REPLACE 16FT STRUCTURALLY-DEFICIENT BRIDGE OVER GOFF RUN ON EXISTING ALIGNMENT& PROFILE, MINIMAL APPROACH WORK		002	R	N												
				APPROACH GUARDRAIL. 1991-B BR PROG.		002	C	64												
MRW	USO42	20.896	0.03	0.40 MI N OF SR-61, 0.20 MI S OF SR-95A VILLAGE OF MT. GILEAD. RURAL MIN. ART.	718	BR	P	N											STATE	
MRW	USO42	013.06		PW-24 FT., RW-30 FT., 8694 ADT-1993		BR	R	N												
BHF*	94A*	O ***	***	REPLACE DECK, STEEL BEAMS, PIERS, ABUTMENTS & SIDEWALKS OVER WHETSTONE CREEK ON EXISTING ALIGNMENT & PROFILE, WITH MINIMAL APPROACH WORK & GUARDRAIL.		002	P	N												
PLAN		13495				002	R	N			5									
						002	C	N												
MRW	SRO61	22.464	14.38	MOUNT GILEAD. US42 TO SR309.	445	NH	P	N											STATE	
NH**	32**	O ***	***	PW20FT, RW24FT AVG ADT(90)-3200 VPD		NH	R	N												
PLAN		16013		PLACE ITEM 403 SPOT LEVELING AND 25MM OF ITEM 404.		002	C	339												
						002	P	N												
						002	R	N												
						002	C	84												
MRW	SRO95	22.464	0.01	0.75 MI W OF IR-71, 0.95 MI E OF CR-20 FRANKLIN TWP. RURAL MAJOR COLLECTOR	275	STP	P	N											STATE	
MRW	SRO95	014.04		PW-24 FT., RW-44 FT., 3761 ADT-1993		STP	R	N												
STP*	****	O ***	***	REPLACE DECK, REPAIR DECK EDGE, BOTTOM, ABUTMENTS AND APPROACH SLABS ON EXISTING ALIGNMENT AND PROFILE OVER BATCHLOR RUN, MINIMAL GUARDRAIL AND OTHER NECESSITIES.		002	P	N												
PLAN		13496				002	R	N			1									
						002	C	N												
MRW	SRO97	00.000	19.21	NORTH BLOOMFIELD TWP. 9.541KM	668	STP	P	N											STATE	
MRW	SR314	31.952		CRA COUNTY LINE TO RIC COUNTY LINE		STP	R	N												
STP*	****	O ***	***	PW19FT, RW23FT AVG ADT(90)-1990 VPD		STP	C	508												
PLAN		16014		PERRY TWP.		002	P	N												
				US42 TO RIC COUNTY LINE. 9.670KM		002	R	N												
				PW20FT, RW24FT AVG ADT(90)-2605 VPD		002	C	127												
				PLACE 448 INTERMEDIATE TYPE 1 SPOT LEVELING AND 25MM 448 SURFACE TYPE 1.																

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					SAFETY UPGRADE	ADD LANE RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	OTHER BRIDGES	MISCELLANEOUS	CHANGE INC	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (06) NON-MPO																				
MRW	SR097	03.632	0.01	E. FROM 0.16 M. E. OF SR-288	353	STP	P	N												
MRW	SR097	002.27		N. BLOOMFIELD TWP, MORROW CO. MAJOR COLL		STP	R	N												
STP*	****	O *** **		PW 19FT, RW 23FT 2643 ADT-1993		STP	C	N												
PLAN		13636		REPLACE 66FT LONG STEEL CULVERT OVER		002	P	N												
				HALL RUN TO MATCH EXISTING THROUGH ROAD-		002	R	N					5							
				WAY, 94A BRIDGE PROGRAM.		002	C	N												
MRW	SR314	30.112	0.01	0.25 MI N OF WOODBURY-BELLVILLE RD.	240	STP	P	N												
MRW	SR314	018.82		PERRY TWP. RURAL MAJOR COLLECTOR		STP	R	N												
STP*	****	O *** **		PE-20 FT., RW-28 FT. 2670 ADT-1990		STP	C						153							
PLAN		13497		REPLACE AND WIDEN STRUCTURALLY-DEFICIENT		002	P	43												
				STRUCTURE OVER CEDAR FORK BRANCH ON		002	R				5									
				EXISTING ALIGNMENT AND PROFILE, MINIMAL		002	C						38							
				APPROACH WORK, GUARDRAIL AND NECESSITIES																
PIC	US022	24.032	0.06	0.63 MI EAST OF SR104	277	STP	P	N												
PIC	US022	015.02		WAYNE TWP, PICKAWAY CO. RURAL MIN ART		STP	R	N												
PIC	US022	15.26		PW:24, RW:34 5,151 ADT-93		STP	C	166												
STP*	****	O *** **		0.87 MI EAST OF SR104		002	P	N												
PROGRAM		12768		WAYNE TWP., PICKAWAY CO. RURAL MIN ART		002	R	N												
				PW:24, RW:34 5,151 ADT-93		002	C	41												
				REPLACE 12FT BRIDGE OVER KERMIT RUN																
				AND REPLACE 12FT BRIDGE OVER THOMAS RUN																
				WITH NECESSARY SHORT APPROACH AND																
				APPROACH GUARDRAIL. 93A BRIDGE PROGRAM																
PIC	US022	28.147	0.00	CIRCLEVILLE. US22 (MAIN ST) FROM SCIOTO	850	STG	P	N												
PIC	SR188	0.000		STREET TO LANCASTER PIKE (SR56 RIGHT).		STG	R	N												
STG*	****	O *** **		PW 54FT, RW 54FT ADT-13820-1990.		STG	C					850								
PLAN		15729		CIRCLEVILLE. SR188 (COURT ST) FROM US22																
				(MAIN ST) TO HIGH STREET.																
				PW 56FT, RW 56FT ADT-13380-1990																
				RECONSTRUCTION OF 7 TRAFFIC SIGNALS																
				USING MAST ARM SIGNAL SUPPORTS; UPGRADE																
				SIGNING AND PAVEMENT MARKING; REPLACE																
				STREET LIGHTING; UNDERGROUND WIRING.																
PIC	US023	14.932	0.00	CIRCLEVILLE.COMMERCIAL POINT DRIVE OVER	394	BR	P	N												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)					ADDITIONAL RECONSTRUCT SAFETY UPGRADE	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO.	RESPONSIBLE AGENCY
								FISCAL YEAR											
								1997	1998	1999	2000								
DISTRICT (06) NON-MPO																			
BHF* 96B* O *** **	PLAN	15585		US 23 DECK AND EXPANSION JOINT REPLACEMENT. SEALING OF BACKWALLS		BR R N													
						BR C		289											
						002 P													
						002 R													
						002 C		72											
PIC SR056	012.66	0.03		EAST FROM 2.71 MILE WEST OF SR-104 JACKSON TOWNSHIP, PICKAWAY COUNTY PW 20FT, RW 34FT, 860 ADT-1991	292	BR P X										1		A	STATE
BRF* 94C* O *** 5**	PROGRAM	10120		REPLACE 28FT BRIDGE OVER LICK RUN ON EXISTING ALIGNMENT, PROFILE, MINIMAL APPROACH WORK APPROACH GUARDRAIL AND OTHER NECESSITIES		BR R X													
						BR C		174											
						002 P													
						002 R													
						002 C		43											
PIC SR056	06.416	0.01		0.18 MILE WEST OF CALL ROAD MONROE TWP, PICKAWAY COUNTY MAJ COLL PW 20FT, RW 26FT, 1670 VPD-1990	291	STP P X										1		A	STATE
PIC SR056	004.01			REPLACE EXISTING STRUCTURALLY-DEFICIENT BRIDGE OVER DENNIS RUN ON EXISTING ALIGNMENT AND PROFILE, MINIMAL APPROACH WORK, GUARDRAIL AND OTHER NECESSITIES		STP R X													
STP* **** O *** **	PROGRAM	11548				STP C		167											
						002 P													
						002 R													
						002 C		41											
PIC SR056	33.440	0.03		EAST FORM 1.33 MILE EAST OF US 22 WASHINGTON TOWNSHIP, PICKAWAY COUNTY PW 20FT, RW 28FT, 5830 VPD-1990	233	MA P X										1		A	STATE
PIC SR056	020.90			REPLACE 12FT STRUCTURALLY-DEFICIENT BRIDGE OVER A CATTLE PASS ON EXISTING ALIGNMENT&PROFILE, MINIMAL APPROACH WORK APPROACH GUARDRAIL. 1991-B BR PROG.		MA R N													
STP* 100* O *** 27*	PROGRAM	10171				MA C		124											
						002 P													
						002 R													
						002 C		31											
PIC SR056	40.864	0.01		0.9 MI W. OF SR-159 & 0.56 MI E OF TR-44 PICKAWAY TOWNSHIP MAJOR COLLECTOR PW 20FT, RW 30FT, 3500 ADT-1990	222	STP P X										1		R	STATE
PIC SR056	025.54			REPLACE EXISTING STRUCTURALLY-DEFICIENT BRIDGE OVER STUCKEY DITCH ON EXISTING ALIGNMENT, PROFILE, MINIMAL APPROACH WORK GUARDRAIL AND OTHER NECESSITIES		STP R N													
STP* **** O *** **	PROGRAM	11864				STP C													
						002 P													
						002 R													
						002 C		15											
PIC SR674	32.000	0.01		0.12 MI N OF TR-83, 0.69 MI S OF SR-188	111	002 P		45								0		R	STATE

FEDERAL AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN D	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (06) NON-MPO																				
PIC PLAN	SR674	002.00 13498		WALNUT TWP. RURAL MINOR COLLECTOR PW-20 FT., RW-30 FT., 1933 ADT-1993 REPLACE 13 FT. STRUCTURE OVER GRIFFY RUN ON EXISTING ALIGNMENT AND PROFILE WITH MINIMAL APPROACH WORK, GUARDRAIL AND OTHER NECESSITIES.		002 002	R C				5		61							
PIC STP* PLAN	SR762 **** O *** **	00.000 16015	17.88	COMMERCIAL POINT. US62 TO US23. PW20FT, RW24FT AVG ADT(90)-2157 VPD PLACE 448 INTERMEDIATE TYPE 1 SPOT LEVELING AND 25MM 448 SURFACE TYPE 1.	668	STP STP STP 002 002 002	P R C P R C												0	A STATE
PIC PIC PIC STP* PROGRAM	SR762 SR762 SR762 **** O *** **	10.784 006.74 007.77 11549	0.03	0.23 MILE WEST OF COMMERCIAL POINT NWCL SCIOTO TWP, PICKAWAY COUNTY MAJOR COLL PW 20FT, RW 27FT, 1760 VPD-1990 0.01 MILE WEST OF TWP RD 138, WALKER RD. SCIOTO TWP, PICKAWAY COUNTY MAJOR COLL PW 19FT, RW 25FT, 1810 VPD-1990 REPLACE EXISTING STRUCTUALLY-DEFICIENT BRIDGES OVER GROVE RUN ON EXISTING ALIGNMENT AND PROFILE, MINIMAL APPROACH WORK, GUARDRAIL AND OTHER NECESSITIES	717	STP STP STP 002 002 002	P R C P R C												2	A STATE
UNI STP* PROGRAM	CRO01 **** O *** **	04.899 14766	6.80	(INDUSTRIAL PKWY) SCOTSLAWN RD INTER TO 0.676KM NW OF INTERSECTION OF CR33. PW 7.32M, RW 9.76M, 3200 ADT-1994 RESURFACE AND WIDEN 6.805KM OF UNI-CR1. THE PROPOSED PAVEMENT WILL HAVE 2-3.66M LANES WITH 0.61M PAVED SHOULDERS AND 0.61M AGGREGATE BERMS W/ PAVEMENT MKGS.	380	STP STP STP 4BG 4BG 4BG	P R C P R C												0	A LOCAL
UNI STP* STP* PROGRAM	CRO01 CRO01 F954 O *** 40* 100* O *** 40*	12.144 007.59 11187	8.68	CR 1 BETWEEN SR 161 AND 0.40 MI. NW OF CR 33, TOTALING 5.40 MI. MAJOR COLLECTOR PW24FT, RW32FT, 2614 AVE. ADT-1992 RESURFACE AND WIDEN 5.40 MI. OF UNI-CR1. THE PROPOSED PAVEMENT WILL HAVE 2-12 FT.	566	STP STP STP MA MA	P R C P R												0	A LOCAL

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE ORD	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (06) NON-MPO																
				LANES, WITH 2 FT. PAVED SHOULDERS AND 2 FT. BERMS. SOFT MATCH FROM CEAO'S FUND		MA	C	476												
						4BG	P	N												
						4BG	R	N												
						4BG	C	86												
UNI SRO31	12.536	12.61		FROM SR-347 TO SR-739 SOUTH	468	STP	P	N											O	A STATE
STP* **** O *** **				PW=7.3M RW=8.2M ADT(90)=3100		STP	R	N												
PROGRAM	15488			PLACE 448 INTERMEDIATE TYPE 1 SPOT		STP	C	331												
				LEVELING & 25MM 448 SURFACE TYPE 1.		002	P	N												
						002	R	N												
						002	C	82												
UNI SRO31	25.856	0.01		NORTH FROM 0.07 MILE SOUTH OF SR 739	441	STP	P	X												
UNI SRO31	016.16			BYHALIA, WASHINGTON TWP. RURAL MINOR ART		STP	R	N												
STP* **** O *** **				PW 24FT, RW 32FT, 3340 ADT-1990		STP	C	288												
PROGRAM	11255			REPLACE EXISTING STRUCTURALLY-DEFICIENT		002	P	X												
				BRIDGE OVER FULTON CREEK ON EXISTING		002	R	N												
				ALIGNMENT, PROFILE, MINIMAL APPROACH WORK,		002	C	72												
				APPROACH GUARDRAIL AND OTHER NECESSITIES																
UNI SRO36	07.712	0.06		E FROM 0.12 M N OF STATE STREET	272	BR	P	N												
UNI SRO36	004.82			MILFORD CENTER, UNION CO. PRIN. ART		BR	R	N												
BRF* 8*** O *** **				PW 22FT, RW 32FT, 7147 ADT-1993		BR	C	N												
PLAN	13637			REPLACE 198 FT. BRIDGE DECK ON EXISTING		002	P	N												
				STEEL BEAMS OVER BIG DARBY CREEK TO		002	R	N												
				MATCH EXISTING THROUGH ROADWAY		002	C	N												
				94A BRIDGE PROGRAM																
UNI USO36	013.59	1.00		THE INTERSECTION OF US-36 AND WATKINS	289	002	P	N												
PROGRAM	15235			RD. IN THE CITY OF MARYSVILLE		002	R	N												
				INSTALL TRAFFIC SIGNAL AT US-36 AND		002	C	285												
				WATKINS RD. IN THE CITY OF MARYSVILLE																
UNI SRO37	20.161	0.00		UNI-37-20.161, MRW-95-8.709	62	002	P	N												
PROGRAM	15846			VARIOUS		002	R	N												
				UPGRADE EXISTING AND INSTALL NEW SCHOOL		002	C	60												
				FLASHERS IN UNION AND MORROW																
				COUNTIES OF DISTRICT SIX.																

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (06) NON-MPO																
				CREEK. SOME APPROACH RE-ALIGNMENT NEEDED NEW GUARDRAIL AND OTHER SAFETY FEATURES		4BG R 4BG C		N 132												
UNI	CR191	00.000	11.87	CR191 BETWEEN SR347 AND MARYSVILLE CORP. 11.874KM.	860	STP P STP R STP C		N N N			688					0		A	LOCAL	
STP*	****	0	***	PW 5.49M, RW6.71M, 1700 ADT-1994		4BG P 4BG R 4BG C		N N N				172								
PROGRAM		15595		RESURFACE AND WIDEN 11.874KM OF UNICR191 THE PROPOSED PAVEMENT WILL HAVE 2-3.36M LANES WITH 0.31M AGGREGATE BERMS; WITH PAVEMENT MKGS AND GUARDRAIL UPGRADES.																
UNI	CR199E	03.620	0.16	BRIDGE OVER BOKES CREEK, 1.335KM NORTH OF SR347. LEESBURG TWP.	460	BR P BR R BR C		N N N			368					1		A	LOCAL	
BRO*	96A*	0	***	PW 4.88M, RW 6.10M, 300 ADT-95 16TONLIMIT		4BG P 4BG R 4BG C		N N N				92								
PROGRAM		15594		REPLACE THE EXISTING STRUCTURE OVER BOKES CREEK. ROADWAY APPROACH IMPROVEMEN T PLANNED. STRUCTURE WIDTH INCREASED TO 8.54M FACE TO FACE OF GUARDRAIL.																
UNI	CR236A	00.192	0.20	BRIDGE OVER MILL CREEK ON CR236A IN TAYLOR TWP., 0.12 MI. EAST OF CR91.	501	BR P BR R BR C		N N 400								1		A	LOCAL	
UNI	CR236A	000.12		PW16FT, RW15FT, 333 ADT-92, 12 TON LIMIT		4BG P 4BG R 4BG C		N N 100												
BRO*	93A*	0	***	REPLACE THE 153FT STRUCTURE OVER MILL CREEK WITH MINIMAL APPROACH WORK, NECES- SARY GUARDRAIL AND OTHER SAFETY FEATURES ON AN APPROVED LINE AND GRADE.																
PROGRAM		11188																		
UNI	CR252B	02.462	0.12	BRIDGE OVER MILL CREEK ON CR252B IN LIBERTY TWP., 2.510 KM. NORTH OF CR229.	347	BR P BR R BR C		N N N			277					1		A	LOCAL	
BRO*	95D*	0	***	PW 5.49ME, RW 6.71ME, 640 ADT-94, 5T LIMIT		4BG P 4BG R 4BG C		N N N				69								
PROGRAM		14686		REPLACE THE EXISTING STRUCTURE OVER MILL CREEK. ROADWAY APPROACH IMPROVEMENT PLANNED, STRUCTURE WIDTH INCREASED TO 8.54 METERS FACE TO FACE OF GUARDRAIL																
UNI	SR736	00.000	13.45	JEROME TWP. US42 TO SR38.	445	STP P STP R STP C		N N 339								0		A	STATE	
STP*	****	0	***	PW18FT, RW22FT AVG ADT(90)-2280 VPD																
PROGRAM		16016																		

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY	
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)													
								1997	1998	1999	2000										
				DISTRICT (06) NON-MPO																	
				PLACE 448 INTERMEDIATE TYPE 1 SPOT LEVELING AND 25MM 448 SURFACE TYPE 1.		002 P	N														
						002 R	N														
						002 C	84														
UNI	SR736	11.856	0.01	NORTH FROM 0.79 MILE SOUTH OF SR 38	335	STP P	X												1	A STATE	
UNI	SR736	007.41		PARIS TOWNSHIP		STP R	N														
STP*	F963 O	*** 8**		PW 19.5FT, RW 30FT, 1990 ADT-1990		STP C	N														
STP*	100* O	*** 42*		REPLACE EXISTING STRUCTURALLY-DEFICIENT BRIDGE OVER BISHOP DITCH ON EXISTING ALIGNMENT, PROFILE, MINIMAL APPROACH WORK		MA P	X														
PROGRAM		11260		APPROACH GUARDRAIL AND OTHER NECESSITIES		MA R	N														
						MA C	196														
						002 P	X														
						002 R	N														
						002 C	49														
UNI	SR739	20.896	0.01	2.35 MI. N. OF SR-47	183	STP P	N													0	R STATE
UNI	SR739	013.06		WASHINGTON TWP., UNION CO. MINOR COLL		STP R	N														
STP*	**** O	*** **		PW 18FT, RW 26FT, 1045 ADT-1993		STP C	N														
PLAN		13638		REPLACE 15FT LONG STEEL CULVERT OVER BYHALIA RUN TO MATCH EXISTING THROUGH ROADWAY, 94A BRIDGE PROGRAM		002 P	N														
				CANCELLED PER DIST IOC 2/15/96.		002 R	N														
						002 C	N														

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE INC	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)													
								1997	1998	1999	2000										
DISTRICT (07) NON-MPO																					
AUG BELLEFONTAINE	STP* **** O *** **	PROGRAM 12295	0.80	WAPAKONETA. EAST FROM WAGNER AVE TO 0.18 MI WEST OF IR75. 0.50 MI. PRIN. ART. PW 24FT, RW 36FT, 11470 ADT-92. RECONSTRUCT AND WIDEN TO PROVIDE RIGHT TURN AND 2 WAY LEFT TURN LANE. C&G, TRAFFIC SIGNALS AND STORM DRAINAGE. RELATED ITEMS.	1757	STP P STP R STP C 4BG P 4BG R 4BG C	N N 1405 N N 351							X							O A LOCAL
AUG MINSTER	TEA* **** O *** **	PROGRAM 15139	4.34	MINSTER. NEW BREMEN. MINSTER VILLAGE PARK TO NEW BREMEN PARK. 2.7 MI. N/A. NEW BIKEPATH CONSTRUCTION WITH BRIDGES AND A CONNECTING PATH TO THE YMCA. (IN-HSE PER DISTRICT 3-1-95)	770	STP P STP R STP C 4DK P 4DK R 4DK C	N N N N N N				616										3 X A LOCAL
AUG SOUTH STREET	BRF* 95B* O *** **	PROGRAM 15077	0.09	ST. MARYS. 900FT EAST OF SR66 .60 MI. COLLECTOR. PW 20FT, RW 20FT, 4177 ADT. COLLECTOR. REPLACE A 147FT BRIDGE OVER THE ST. MARYS RIVER ON MODIFIED PROFILE. (IN-HOUSE PER DISTRICT 3-1-95)	1030	BR P BR R BR C 4BG P 4BG R 4BG C	N N N N N N					824									1 A LOCAL
AUG SRO29	AUG SRO29	BRF* 5T02 O *** **	0.01	ST. MARYS. AT 0.17 MI WEST OF JCT SR-66. 0.01 MILE. OTHER PRIN. ART. PW 36.6FT, RW 36.6FT, 7820 ADT-90. REPLACE A 71' BRIDGE OVER ST. MARYS MILL RACE WITH MINIMAL APPROACH WORK. 93A-BRP. CLEAR SPAN = 61.50'.	140	BR P BR R BR C 002 P 002 R 002 C	N N N N N N						64								1 STATE
AUG US033	AUG SRO29	PROGRAM 16111	3.42	EAST FROM 3.186 KM EAST OF MER CL TO JCT SR29. 1.320 KM. PRIN. ART. PW 7.3M, RW 11.0M, 6340 ADT-94. ST. MARYS. EAST FROM JCT US33 TO JCT LYNN ST. 2.108 KM. MIN. ART. PW 14.6M, RW 14.6M, 7370 ADT-94. RESURFACE EXISTING ROADWAY AND OTHER ROADWAY RELATED ITEMS.	400	002 P 002 R 002 C	N N 400														O A STATE

FEDERAL D PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LINES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (07) NON-MPO																				
1997 2-LANE PROGRAM.																				
AUG	US033	25.116	1.75	WAPAKONETA. FR 0.16 MI W OF TR140 TO	1085	NH	P	N												
AUG	US033	015.61		0.06 MI E OF TR161. 1.09 MI. PRIN ART		NH	R	N												
NH**	11**	O *** **		PW 48FT, RW 76FT, 8140 ADT-90.		NH	C		756											
PROGRAM		13077		RESURFACE EXISTING PAVEMENT AND OTHER		002	P	N												
				ROADWAY RELATED ITEMS. 1.09 MILES.		002	R	N												
				1995 MULTI-LANE PROGRAM.		002	C		189											
AUG	US033	26.875	0.00	EAST FROM 0.547 KM OF IR75 TO THE AUG/	2035	NH	P	1628												
LOG	US033	00.000		LOG COUNTY LINE. 20.470 KM.		NH	R	N												
NH**	11**	O *** **		NOT APPLICABLE.		NH	C	N												
PROGRAM		16183		EAST FROM AUG/LOG COUNTY LINE TO 0.274		002	P	407												
				KM WEST OF SR117. 17.397 KM.		002	R	N												
				NOT APPLICABLE.		002	C	N												
				PE ONLY																
				FOR STUDY OF ADDITIONAL LANES																
				THROUGH THE ENVIRONMENTAL STUDY PHASE.																
				(WRONG NETWORK, SHOULD BE NTKW 90)																
AUG	SR065	18.632	0.01	AT 1.0 MILE NORTH OF JCT. SR67.	43															
AUG	SR065	011.58		0.01 MI. MAJOR COLLECTOR																
PLAN		13471		PW 24FT, RW 44FT, 2790 ADT-90.																
				REPLACE A 13 FT. BRIDGE OVER A FARMLAND																
				OVERFLOW WITH MINIMAL APPROACH WORK.																
				CLEAR SPAN = 10.0 FT.																
				1994A-BRP.																
AUG	SR065	19.662	0.01	AT 1.21 MILES SOUTH OF AUG/ALL C.L.	190	STP	P	N												
AUG	SR065	012.22		0.01 MILE. MAJOR COLLECTOR.		STP	R	N												
STP*	****	O *** **		PW 24FT, RW 44FT, 2790 ADT-90.		STP	C	N												
PLAN		13472		REPLACE A 29 FT. BRIDGE OVER VIRGINIA		002	P	N												
				CREEK WITH MINIMAL APPROACH WORK.		002	R	N												
				CLEAR SPAN = 25.25 FT.		002	C	N												
				1994A-BRP.					10											
AUG	SR066	13.725	0.01	AT 0.42 MILE NORTH OF JCT SR219.	120	STP	P	N												
AUG	SR066	008.53		0.01 MILE. MAJOR COLLECTOR		STP	R	N												

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL-AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)					SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FISCAL YEAR													
								1997	1998	1999	2000										
				DISTRICT (07) NON-MPO																	
		STP* **** O *** ** PROGRAM 12810		PW 24FT, RW 44FT, 6860 ADT-90. REPLACE A 13' BRIDGE OVER HEIDT DITCH WITH MINIMAL APPROACH WORK. 93A-BRP CLEAR SPAN = 12.94'		STP C 002 P 002 R 002 C															
	AUG SR067 AUG SR067 STP* **** O *** ** PLAN 12811	03.556 002.21	0.09	WAPAKONETA. AT 0.54 MI. WEST JCT CR25A. 0.01 MILE. OTHER PRIN. ART. PW 30/38FT, RW 30/38FT, 6170 ADT-90. REPLACE AN 18' BRIDGE OVER QUAKER RUN WITH MINIMAL APPROACH WORK. 93A-BRP. CLEAR SPAN = 15.50'	400	STP P STP R STP C 002 P 002 R 002 C	N N N N N N														STATE
	AUG IR075 AUG IR075 NH** 75** O 4** ** PROGRAM 11048	08.769 005.45	0.61	WAPAKONETA. AT BELLEFONTAINE ST. (WAPAK- FISHER RD.) INTERCHANGE. 0.38 MI. PW 2@24FT, RW 2@48FT, 27590 ADT-90. RECONSTRUCT INTERCHANGE TO PROVIDE 17FT VERTICAL CLEARANCE AND WIDEN APPROACH (BELLEFONTAINE ST.) TO A FOUR LANE SECTION.	5518	NH P NH R NH C 002 P 002 R 002 C	X N 4000 X N 1000						X								A STATE
	AUG IR075 AUG IR075 IM** 75** O 4** 51* PROGRAM 10201	09.783 006.08	0.57	(MIDDLE PIKE) AT CR150. 0.63 MILE NORTH OF CR33A. 0.36 MI. RURAL INTERSTATE PW 20FT, RW 40FT, 1000 ADT-91. REPLACE 222 FT BRIDGE ON CR150 OVER IR75 ON MODIFIED PROFILE. 91-A BR PRDG.	1048	IM P IM R IM C 002 P 002 R 002 C	X X 796 X X 88														R STATE
	AUG SR116 PROGRAM 16306	02.124	9.54	NORTH FROM JCT. US33 TO JCT. SR197. 9.543 KM. MINOR COLLECTOR. PW VAR., RW VAR., 2630 ADT-94. BERM STABILIZATION AND OTHER ROADWAY RELATED ITEMS.	180	002 P 002 R 002 C	N N 180														A STATE
	AUG CR200 AUG CR200 BR0* 610* O *** 1** PROGRAM 4462	08.367 005.20	0.64	E. FROM 0.50 MI. W. OF SR66 0.50 MI. SALEM. (BARBER-WERNER ROAD) PW20FT, RW28FT; 100 ADT-87 REPLACE 3 BRs (152FT, 25FT & 25FT) W/ONE BR OVER ST. MARY'S RIVER W/MODIFIED ALIGN	735	BR P BR R BR C 48G P 48G R	N N 588 N N														A LOCAL

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)					SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FISCAL YEAR													
								1997	1998	1999	2000										
				DISTRICT (07) NON-MPO (IN-HOUSE PER DIST 3-1-95)		4BG C		147													
AUG	SR274	00.000	9.70	NEW BREMEN. EAST FROM MER CL TO 0.08 KM WEST OF JCT SR66. 6.308 KM. MAJ. COLL. PW 7.3M, RW 10.4M, 4730 ADT-94.	330	002 P	N													A STATE	
AUG	SR274	06.502		NEW BREMEN. EAST FROM 0.11 KM EAST OF JCT SR66 TO SHE CL. 3.396 KM. MAJ. COLL. PW 7.3M, RW 11.0M, 3220 ADT-94.		002 R	N														
PROGRAM		15929		RESURFACE EXISTING ROADWAY AND OTHER ROADWAY RELATED ITEMS. 1997 2-LANE PROGRAM.		002 C	330														
AUG	SR274	06.308	0.00	NEW BREMEN. AT 0.05 MILE W OF JCT SR66. 0.00 MILE. MAJ. COLL. PW 43FT, RW 43FT, 6470 ADT-90.	108	MA P	N													R STATE	
AUG	SR274	003.92		REHABILITATE A 16FT BRIDGE OVER THE CANAL OVERFLOW WITH MINIMAL APPROACH WORK. 93A-BRP.		MA R	N														
STP*	100* 0 *** 37*			WORK. 93A-BRP. CLEAR SPAN = 16.0'.		MA C	64														
PROGRAM		12812				002 P	N														
						002 R	N														
						002 C	16														
AUG	SR364	18.314	0.00	N FR CENTER DRIVE TO 0.805 KM S CR114. 0.000 KM. MAJOR COLL. NOT APPLICABLE.	451	002 P	N													A STATE	
PROGRAM		16307		PURCHASE RIGHT-OF-WAY TO WIDEN EXISTING ROADWAY. RIGHT-OF-WAY ONLY.		002 R	450														
						002 C	N														
AUG	SR364	21.818	0.66	ST. MARYS. WEST FROM SR703. 0.02 MI. URBAN COLLECTOR	683	STP P	N							X						A STATE	
AUG	SR364	013.56		PW 24FT, RW 40FT, 10160 ADT-90.		STP R	N														
STP*	**** 0 *** **			RECONSTRUCT AND WIDEN TO PROVIDE TWLTL, STORM DRAINAGE, C&G, LIGHTING, TRAFFIC, SIGNAL, AND OTHER ROADWAY RELATED ITEMS. CITY'S STP.		STP C		544													
PROGRAM		11369				002 P	N														
						002 R	2														
						002 C	136														
CHP	EDGEWO	0D AVE	1.81	URBANA. N FROM EX INTSECT EDGEWOOD/USR36 ALONG EX STREET TO PROP INTSECT W/SR29	2513	STP P	N								X					A LOCAL	
STP*	**** 0 *** **			PW 20FT, RW 50FT, CURRENT ADT=990. MINART		STP R	N														
PROGRAM		15128				STP C		2010													

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO.	RESPONSIBLE AGENCY		
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)														
								1997	1998	1999	2000											
				DISTRICT (07) NON-MPO																		
				WIDENING AND EXTENSION OF EXIST ROADWAY FROM EXIST INTSECT W/USR36, NORTH TO PROP INTSECT W/SR29.	48G	P	N															
					48G	R	N															
					48G	C		502														
CHP	SRO04	15.672	0.03	AT 2.3 MILES NORTH OF SR599.	348	BR	P	X											1	R	STATE	
CHP	SRO04	009.74		0.02 MILE. PRINCIPAL ARTERIAL		BR	R	N														
BRF*	8*** O *** 77*			PW 22FT, RW 40FT 3000 ADT-90.		BR	C		251													
PROGRAM	11265			REPLACE 26FT BRIDGE OVER LAKE RUN WITH MINIMAL APPROACH WORK. 92-A BRP.		002	P	X														
						002	R	N														
						002	C		62													
CHP	SRO29	16.190	9.12	EAST FROM JCT. SR560 TO JCT SR296.	335	002	P	N											0	A	STATE	
PROGRAM	15928			9.125 KM. MAJ. COLL.		002	R	N														
						002	C		335													
CHP	SRO29	39.115	0.03	AT 2.99 MI EAST OF USR36	399	BR	P	X											1	R	STATE	
CHP	SRO29	024.31		0.02 MILE. MINOR ARTERIAL		BR	R	N														
BRF*	92D* O *** 4**			PW 24FT, RW 115FT, 5030 ADT-90.		BR	C	N														
PROGRAM	11266			REPLACE 27 FT BRIDGE OVER DUGAN DITCH WITH MINIMAL APPROACH WORK.		MA	P	X														
						MA	R	N														
						MA	C		256													
						002	P	X														
						002	R	N														
						002	C		64													
CHP	TRO30	07.755	0.20	RIVER RD. AT 0.83 MILE SOUTH CR-25	265	BR	P	N											1	A	LOCAL	
CHP	TRO30	004.82		(HANNA RD) 0.13 MI. LOCAL		BR	R	N														
BRO*	94C* O *** **			PW 15FT, RW 21FT, 122 ADT-93.		BR	C															
PROGRAM	14260			REPLACE A 64FT BRIDGE OVER MUDDY RUN ON MODIFIED ALIGNMENT.		48G	P	N														
						48G	R	N														
						48G	C		53													
CHP	US036	23.926	0.03	URBANA. AT 0.12 MILE WEST OF USR-68.	226	MA	P	N											0	R	STATE	
CHP	US036	014.87		0.02 MILE. URBAN PRINCIPAL ARTERIAL		MA	R	N														

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (07) NON-MPO																				
BRF*	29**	O ***	59*				MA	C	156											
PROGRAM	10556			PQ 52FT, RW 52FT, 7780 ADT-91. REPLACE 20 FT CULVERT OVER UNNAMED DITCH WITH MINIMAL APPROACH WORK. CLEAR SPAN=19.5 FT. 91-B BRP.			002	P	N											
							002	R	N											
							002	C	39											
CHP	US036	24.156	2.44	URBANA. E FR 0.32 KM E OF JCT US68 TO 0.515 KM E JCT. SR29. OT. PRIN. ART. PW 16.5M, RW 16.5M, 16900 ADT-94. RESURFACE EXISTING ROADWAY AND OTHER ROADWAY RELATED ITEMS. 1997 2-LANE RESURFACING.	310		002	P	N							0		A	STATE	
PROGRAM	16314						002	R	N											
							002	C	310											
CHP	US068	12.585	12.58	NORTH FROM URBANA NCL TO LOGAN CL. 12.585 KM. PRIN. ART. PW 7.3M, RW 11.0M, 7770 ADT-94. RESURFACE EXISTING ROADWAY AND OTHER ROADWAY RELATED ITEMS. 1997 2-LANE PROGRAM.	448		002	P	N							0		A	STATE	
PROGRAM	15948						002	R	N											
							002	C	448											
CHP	US068	24.553	0.01	AT 0.15 MILE NORTH OF JCT. SR507. 0.01 MILE. PRINC. ARTERIAL. PW 24FT, RW 55FT, 5500 ADT-90. REPLACE A 13 FT. BRIDGE OVER A TRIBUTARY TO MAD RIVER WITH MINIMAL APPROACH WORK. CLEAR SPAN = 10 FT. 1994A-BRP.	160		NH	P	N							0			STATE	
CHP	US068	015.26					NH	R	N											
NH**	18**	O ***	***				NH	C	N											
PLAN	13474						002	P	N											
							002	R												
							002	C	N											
CHP	TR200	01.094	0.19	WING RD. AT 0.41 MILE SOUTH OF SR-4. 0.12 MILE. LOCAL. PW 18FT, RW 26FT, 113 ADT-93. REPLACE A 49FT BRIDGE OVER LITTLE DARBY ON MODIFIED ALIGNMENT. CLEAR SPAN=47FT. (IN-HOUSE PER DISTRICT 3-1-95)	262		BR	P	N							1		A	LOCAL	
CHP	TR200	000.68					BR	R	N											
BRO*	94C*	O ***	***				BR	C												
PROGRAM	14261						4BG	P	N											
							4BG	R	N											
							4BG	C												
CHP	TR214	00.241	0.12	GLENDENNING RD. AT 0.15 MI W OF SR-559. 0.08 MI. LOCAL. PW 12FT, RW 20FT, 63 ADT-93. REPLACE A 54FT BRIDGE OVER PLEASANT RUN	238		BR	P	N							1		A	LOCAL	
CHP	TR214	000.15					BR	R	N											
BRO*	94C*	O ***	***				BR	C												
PROGRAM	14262						4BG	P	N											

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADO LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO.	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (07) NON-MPO																
				WITH MINIMAL APPROACH WORK. CLEAR SPAN=52FT. (IN-HSE PER DST 3-1-95)		4BG R	N													
						4BG C			47											
CHP	TR214	00.949	0.20	GLENDENNING ROAD. AT 0.59 MI W OF SR-559	247	BR P	N									1	A	LOCAL		
CHP	TR214	000.59		0.13 MI. LOCAL.		BR R	N													
BR0*	94C* O	*** **		PW 12FT, RW 20FT, 63 ADT-93.		BR C			197											
PROGRAM		14264		REPLACE A 58FT BRIDGE OVER PLEASANT RUN WITH MINIMAL APPROACH WORK. CLEAR SPAN = 52FT. (IN-HSE PER DST 3/95)		4BG P	N													
						4BG R	N													
						4BG C			49											
CHP	SR245	00.000	9.92	EAST FROM JCT SR29 TO 7.355 KM WEST OF LOG CL. 9.929 KM. MINOR COLL.	413	002 P	N									0	A	STATE		
PROGRAM		16301		PW 6.1M, RW 8.5M, 460 ADT-94. RESURFACE EXISTING ROADWAY, EPOXY OVERLAY TWO BRIDGE DECKS, AND OTHER ROADWAY RELATED ITEMS. 1997 2-LANE PROGRAM.		002 R	N													
						002 C		413												
CHP	SR560	04.426	0.00	AT JCT. US36.	200	002 P	N									0	X	A STATE		
PROGRAM		16310		0.00 KM. MAJOR COLL. NOT APPLICABLE. ACQUIRE RIGHT-OF-WAY TO IMPROVE SIGHT DISTANCE AND VERTICAL ALIGNMENT AT THE SR560/US36 INTERSECTION. RIGHT-OF-WAY ONLY.		002 R				200										
						002 C	N													
CHP	SR814	01.078	0.01	AT 0.67 MI NORTH OF USR36.	165	STP P	X									0	A	STATE		
CHP	SR814	000.67		0.01 MILE. RURAL-MAJOR COLLECTOR.		STP R	X													
STP*	**** O	*** **		PW 20FT, RW 38FT, 1990 ADT-90.		STP C														
PROGRAM		12046		REPLACE A 20FT BRIDGE OVER DUGAN DITCH WITH MINIMAL APPROACH WORK. 92C-BRP. CLEAR SPAN = 15.5FT.		002 P	X													
						002 R	X													
						002 C														
CHP	SR814	02.027	0.01	AT 1.26 MI NORTH OF USR36.	176	STP P	X									0	A	STATE		
CHP	SR814	001.26		0.01 MI. RURAL-MAJOR COLLECTOR.		STP R	X													
STP*	**** O	*** **		PW 19FT, RW 40FT, 1990 ADT-90.		STP C														
PROGRAM		12047		REPLACE A 23FT BRIDGE OVER A TRIBUTARY OF DUGAN RUN WITH MINIMAL APPROACH WORK.		002 P	X													
						002 R	X													

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY		
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)														
								1997	1998	1999	2000											
				DISTRICT (07) NON-MPO																		
				92-C BRP. CLEAR SPAN = 18FT.		002	C															
DAR	CRO35	16.653	0.09	BEAMSVILLE-UNION CITY RD. AT 0.20 MILE WEST OF US-127. (0.06 MI) LOCAL PW 18FT, RW 23FT; 498 ADT-94.	417	MA	P	N											1	A	LOCAL	
DAR	CRO35	010.35		REPLACE 116 FT. BRIDGE OVER STILLWATER RIVER WITH MINIMUM APPROACH WORK. (IN-HOUSE PER DISTRICT 3-1-95)		MA	R	N														
BRO*	95A* O *** 11*	14918				MA	C	332														
	PROGRAM					4BG	P	N														
						4BG	R	N														
						4BG	C	83														
DAR	USO36	21.850	0.06	0.5 MI E OF US 127. 0.04 MI. MINOR ART.	560	BR	P	X											1	A	STATE	
DAR	USO36	013.57		PW24FT, RW48FT, 5800 ADT-90		BR	R	N														
BHF*	93A* O *** 11*	11551		WIDEN AND REHABILITATE 162 FT BRIDGE OVER GREENVILLE CREEK WITH MINIMAL APPROACH WORK 92B-BRP.		BR	C				368											
	PROGRAM					OO2	P	X														
						OO2	R	N														
						OO2	C				92											
DAR	USO36	27.916	0.01	AT 1.6 MILE WEST OF THE WCL GETTYSBURG. 0.01 MI. MINOR ART.	240	BR	P	X											1	A	STATE	
DAR	USO36	017.34		PW 24FT, RW 50FT, 5800 ADT-90.		BR	R	N														
BRF*	93A* O *** 11*	11552		REPLACE A 24FT BRIDGE OVER BOLTEN RUN WITH MINIMAL APPROACH WORK. CLEAR SPAN = 20FT. 92B BRP.		BR	C				119											
	PROGRAM					OO2	P	X														
						OO2	R	N														
						OO2	C				29											
DAR	SRO47	00.000	1.08	UNION CITY. EAST FROM IND/OH S.L. TO DEERFIELD ST. MAJ. COLL.	61	OO2	P	N												0	A	STATE
PLAN	16003			PW 12.5/7.3M, 12.5/12.2M, 4750 ADT-94. REIMBURSEMENT FOR A SURFACE COURSE OF ASPHALTIC CONCRETE.		OO2	R	N														
				VILLAGE OF UNION CITY TO LET CONTRACT (SHOULD BE NETWORK 40)		OO2	C				60											
DAR	SRO49	09.510	0.01	AT 0.36 MI SOUTH OF SR49A. 0.01 MI. RURAL-MINOR ARTERIAL.	215	BR	P	X												0	R	STATE
DAR	SRO49	005.91		PW 24FT, RW 44FT, 6770 ADT-90.		BR	R	N														
BRF*	93B* O *** 30*	12049		REPLACE A 24FT BRIDGE OVER A BRANCH OF LUDLOW CREEK WITH MINIMAL APPROACH WORK. 92C-BRP. CLEAR SPAN = 20FT.		BR	C				80											
	PROGRAM					OO2	P	X														
						OO2	R				10											
						OO2	C				20											
DAR	SRO49	17.250	0.01	AT 0.21 MI NORTH OF TR196.	228	STP	P	X												0	R	STATE

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
DISTRICT (07) NON-MPO																			
DAR	SRO49	010.72		0.01 MI. RURAL-MINOR ARTERIAL.		STP	R	N											
STP*	**** O ***	***		PW 30FT, RW 46FT, 8030 ADT-90.		STP	C				88								
PROGRAM		12050		REPLACE A 16FT BRIDGE OVER DREW DITCH WITH MINIMAL APPROACH WORK. 92C-BRP. CLEAR SPAN = 12FT.		002	P	X											
						002	R			15									
						002	C				22								
DAR	SRO49	22.642	0.01	JCT. OF US127 AND SR49.	120	002	P	N										1 X A STATE	
PROGRAM		16291		PW 7M, RW 13M, 7278 ADT-95. TO REPAIR ONE BRIDGE DECK BY OVERLAYING WITH MICRO-SILICA MODIFIED CONCRETE.		002	R	N											
						002	C	120											
DAR	SRO49	51.134	0.03	AT 0.24 MILE SOUTH OF CR73.	416	MA	P	X										1 A STATE	
DAR	SRO49	031.78		0.02 MILE.		MA	R	N											
STP*	F963 O ***	61*		PW 20FT, RW 38FT, 870 ADT-91.		MA	C			280									
STP*	R*** O ***	395		REPLACE 22 FT BRIDGE OVER BRANCH STILLWATER RIVER WITH MINIMAL APPROACH WORK. CLEAR SPAN = 19.0 FT. 91-B BRP.		002	P	X											
PROGRAM		10557				002	R	5											
SOLD:		06/21/96				002	C			70									
DAR	SRO49	54.674	0.01	AT 0.22 MILE SOUTH OF CR55 (MCFEELEY-PETRY RD.)	160	STP	P	N										0 STATE	
DAR	SRO49	033.98		0.01 MI. MAJOR COLL.		STP	R	N											
STP*	**** O ***	***		PW 20FT, RW 30FT, 1010 ADT-90.		STP	C	N											
PLAN		13515		REPLACE AN 18 FT. BRIDGE OVER A BRANCH OF MISSISSINAWA RIVER WITH MINIMAL APPROACH WORK. CLEAR SPAN = 14.67 FT. 1994A-BRP.		002	P	N											
						002	R	N											
						002	C	N			10								
DAR	CR109	000.17	4.82	ARCANUM-ITHACA RD. NORTH FROM ITHACA CORP. TO ARCANUM CORP.	458	STP	P	N										0 A LOCAL	
STP*	**** O ***	***		3.00 MI. PW19FT, RW23FT, 598 ADT-95.		STP	R	N											
PROGRAM		15078		RESURFACE EXISTING PAVEMENT AND IMPROVE THE GRADED SHOULDER WIDTH.		STP	C			366									
						4BG	P	N											
						4BG	R	N											
						4BG	C			91									
DAR	SR121	15.996	8.48	WAYNE LAKES. GREENVILLE. N FR JCT SR503 TO JCT MARTZ ST.	307	002	P	N										0 A STATE	
PROGRAM		15941		8.481 KM. MAJ. COLL. PW 7.3M, RW 9.1M, 4930 ADT-94. RESURFACE EXISTING ROADWAY AND OTHER ROADWAY RELATED ITEMS.		002	R	N											
						002	C	307											

FEDERAL ID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO.	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (07) NON-MPO																
				1997 2-LANE PROGRAM.																
DAR	SR121	45.084	0.01	AT 0.49 MILE NORTH OF JCT SR242.	155	STP	P	N											STATE	
DAR	SR121	028.02		0.01 MI. MAJOR COLLECTOR.		STP	R	N												
STP*	**** O	*** **		PW 20FT, RW 32FT, 2150 ADT-90.		STP	C					88								
PROGRAM		13518		REPLACE A 16 FT. BRIDGE OVER A BRANCH OF SWAMP CREEK WITH MINIMAL APPROACH WORK.		002	P	N												
				CLEAR SPAN = 13 FT.		002	R			10										
				1994A-BRP.		002	C					22								
DAR	US127	36.338	14.45	NORTH STAR. NORTH FROM JCT SR47 TO MER CL. 14.452 KM. MINOR ART.	541	002	P	N											STATE	
PROGRAM		16028		PW 7.3M, RW 13.4M, 3170 ADT-94.		002	R	N												
				RESURFACE EXISTING ROADWAY AND OTHER ROADWAY RELATED ITEMS.		002	C	541												
				1997 2-LANE PROGRAM.																
DAR	US127	47.803	0.01	NORTH STAR. AT 0.85 MI SOUTH OF JCT. SR705. 0.01 MI. RURAL MINOR ARTERIAL	120	STP	P	N											STATE	
DAR	US127	029.71		PW 40FT, RW 40FT, 2940 ADT-90.		STP	R	N												
STP*	**** O	*** **		REPLACE A 14 FT BRIDGE OVER A BRANCH OF HONSAPPLE DITCH WITH MINIMAL APPROACH WORK. 93B-BRP. CLEAR SPAN = 12.0 FT.		STP	C				64									
PROGRAM		13148				002	P	N												
						002	R			10										
						002	C				16									
DAR	SR185	03.652	0.01	AT 2.27 MILE EAST OF JCT USR127.	258	STP	P	X											STATE	
DAR	SR185	002.27		0.01 MILE MAJ COLL.		STP	R	N												
STP*	**** O	*** **		OW 20FT, RW 28FT, 590 ADT-90.		STP	C													
PROGRAM		11564		REPLACE A 19FT BRIDGE OVER A BRANCH OF INDIAN CREEK WITH MINIMAL APPROACH WORK.		002	P	X												
				CLEAR SPAN = 15FT. 92B BRP.		002	R			10										
						002	C					33								
DAR	TR348	00.048	0.08	(BARNES RD) AT 0.03 MI NORTH OF CR168.	375	BR	P	N											LOCAL	
DAR	TR348	000.03		0.05 MI. LOCAL		BR	R	N												
BRO*	93D* O	*** **		PW 16FT, RW 33FT, 240 ADT-93.		BR	C				300									
PROGRAM		13448		REPLACE 121' BRIDGE OVER STILLWATER RIVER WITH A MINIMUM OF APPROACH WORK.		4BG	P	N												
				(IN-HOUSE PER DISTRICT 3-1-95)		4BG	R	N												
						4BG	C				75									
DAR	SR705	03.781	0.03	AT 2.37 MI. EAST OF JCT SR49.	276	STP	P	X											STATE	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (07) NON-MPO																				
DAR SR705	002.35			0.02 MI. MINOR COLL.		STP	R	N												
STP* **** O *** **				PW 19FT, RW 36FT, 250 ADT-90.		STP	C	188												
PROGRAM	11565			REPLACE A 34FT BRIDGE OVER THE WABASH RIVER WITH MINIMAL APPROACH WORK.		002	P	X												
				92-B BRP. CLEAR SPAN = 30.67FT.		002	R	N												
						002	C	47												
LOG 008SP	00.048	0.03		AT FOX ISLAND.	268	002	P	X											1 R STATE	
LOG 008SP	000.03			0.02 MI. STATE PARK ROAD.		002	R	N												
PROGRAM	12060			PW 20FT, RW 30FT, 650 ADT-90.		002	C	208												
				REPLACE A 33FT. BRIDGE OVER INDIAN LAKE WITH MINIMAL APPROACH WORK. 92C-BRP. CLEAR SPAN = 2@15FT.																
LOG SRO47	32.743	11.05		WEST MANSFIELD. EAST FROM CR5 TO UNI CL. 11.054 KM. MAJ. COLL.	421	002	P	N											0 A STATE	
PROGRAM	16264			PW 7.3M, RW 8.5M, 3170 ADT-94.		002	R	N												
				RESURFACE EXISTING ROADWAY AND OTHER ROADWAY RELATED ITEMS.		002	C	421												
				1997 2-LANE PROGRAM.																
LOG CRO58	05.938	0.20		CR58 AT 0.97 KM EAST OF CR21.	718	BR	P	N											2 A LOCAL	
LOG CRO58	06.518			0.145 KM. LOCAL.		BR	R	N												
BRO* 96B* O *** **				PW 4.57M, RW 6.10M, 110 ADT-92.		BR	C			574										
PROGRAM	15924			CR58. AT 1.54 KM EAST OF CR21.		4BG	P	N												
				0.145 KM. LOCAL.		4BG	R	N												
				PW 4.57M, RW 6.10M, 110 ADT-92.		4BG	C			143										
				REPLACEMENT OF TWO STRUCTURALLY DEFICIENT BRIDGES OVER RUM CREEK AND THE GREAT MIAMI RIVER.																
LOG US068	07.532	0.00		VARIOUS ROUTES AND SECTIONS IN LOG CO. NOT APPLICABLE.	228	002	P	N											0 X A STATE	
PROGRAM	15944			GUARDRAIL REPLACEMENT.		002	R	N												
						002	C	228												
LOG US068	10.203	0.00		BELLEFONTAINE. VARIOUS INTERSECTIONS CITYWIDE. 0.000 KM.	1250	STP	P	N											0 X A LOCAL	
NH** 18** O *** **				NOT APPLICABLE.		STP	R	N												
STP* **** O *** **				UPDATE AND RECONSTRUCTION OF 37 SIGNAL-		STP	C	744												
PROGRAM	16250					NH	P	N												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)					SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN	RESPONSIBLE AGENCY
								FISCAL YEAR												
								1997	1998	1999	2000									
				DISTRICT (07) NON-MPO																
				IZED INTERSECTIONS INCLUDING THE UPDATE OF THE PRE-EMPTION SYSTEM. SIGNING AND STRIPING TO BE INCLUDED.		NH	R	N												
						NH	C	256												
						4BG	P	N												
						4BG	R	N												
						4BG	C	250												
LOG SR245	01.416	0.09	WEST LIBERTY. AT 0.88 MILE EAST OF	250	STP	P	N												1	A STATE
LOG SR245	000.88		CHP/LOG CL. 0.06 MI. COLL.		STP	R	N													
STP* **** O *** **			PW 22FT, RW 32FT, 1100 ADT-90.		STP	C	N													
PLAN	11567		REPLACE A 41FT RAILROAD BRIDGE OVER SR24		002	P	N													
			5 AND RECONSTRUCT SR245 ON MODIFIED		002	R	N				15									
			PROFILE AND ALIGNMENT. 92B-BRP.		002	C	N													
			CLEAR SPAN = 30FT.MAY DELETE.																	
LOG SR274	07.741	0.00	FROM 0.354 KM WEST OF JCT SR235 TO JCT	13															0	X A STATE
PROGRAM	16004		SR235. 0.000 KM. MAJ. COLL.																	
			PW 7.3M, RW 9.8M, 2830 ADT-94.																	
			ACQUIRE RIGHT-OF-WAY TO SET BACK A DEEP																	
			DITCH. R/W ONLY. (SHOULD BE NETWORK 40).																	
LOG SR540	12.936	0.01	AT 0.67 MI WEST OF JCT SR292.	170	STP	P	N												1	STATE
LOG SR540	008.04		0.00 MI. MINOR COLLECTOR.		STP	R	N													
STP* **** O *** **			PW 21FT, RW 26FT, 560 ADT-90.		STP	C	N													
PLAN	12839		REPLACE A 30' BRIDGE OVER A TRIBUTARY		002	P	N													
			OF MILL CREEK WITH MINIMAL APPROACH		002	R	N				10									
			WORK. 93A-BRP.		002	C	N													
			CLEAR SPAN = 26.83'.																	
MER CRO04	00.000	0.00	VARIOUS ROUTES AND SECTIONS COUNTYWIDE.	130	MA	P	N												0	X A LOCAL
STP* 100* O *** 35*			0.000 KM.		MA	R	N													
PROGRAM	16233		NOT APPLICABLE.		MA	C	130													
			INSTALLATION OF PAVEMENT MARKINGS.																	
			CAP PROJECT																	
MER SRO29	BIKE P	0.29	CELINA. EAST FROM ENTERPRISE ST. TO 121'	119	STP	P	N												0	X A LOCAL
TEA* **** O *** **			EAST OF THE CORP. LINE. 0.18 MI.		STP	R	N													
PROGRAM	14680		NOT APPLICABLE.		STP	C					95									
			CONSTRUCTION OF A BIKE PATH TO CONNECT		4DK	P	N													

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (07) NON-MPO																
				TO EXISTING BIKE PATHS. TRANSPORTATION ENHANCEMENT PROGRAM.		4DK 4DK	R C	N		23										
MER	SRO29	00.000	13.14	EAST FROM INDIANA SL TO JCT SR118. 13.148 KM. MIN. ART. PW 7.3M, RW 11.0M, 3780 ADT-94. RESURFACE EXISTING ROADWAY AND OTHER ROADWAY RELATED ITEMS. 1997 2-LANE RESURFACING.	606	002 002 002	P R C	N N 606								0		A	STATE	
MER	USO33	25.808	0.03	AT 2.56 MI WEST OF AUGLAIZE COUNTY LINE. 00.02 MILE. PRINCIPAL ARTERIAL PW 24FT, RW 44FT, 3980 ADT-90 REPLACE A 50 FT BRIDGE OVER EIGHT MILE CREEK WITH MINIMAL APPROACH WORK. 1992A.	300	BR BR BR 002 002 002	P R C P R C	X N 144 X N 36								1		R	STATE	
MER	USO33	016.04																		
BRF*	11** O *** 117	PROGRAM	11274																	
MER	USO33	26.613	0.03	AT 2.06 MI WEST OF AUGLIZE COUNTY LINE 00.02 MILE. PRINCIPAL ARTERIAL PW 24FT, RW 40FT, 3970 ADT-90. REPLACE A 45FT BRIDGE OVER A BRANCH OF EIGHT MILE CREEK WITH MINIMAL APPROACH WORK. 92A BRP.	360	BR BR BR 002 002 002	P R C P R C	X N 220 X N 55								1		R	STATE	
MER	USO33	016.54																		
BRF*	11** O *** 117	PROGRAM	11273																	
MER	SRO49	12.598	0.06	AT 1.53 MILE SOUTH OF JCT SR219. 0.04 MI MAJ. COLL. PW 24FT, RW 42FT, 1130 ADT-90. WIDEN AND REHABILITATE A 159FT BRIDGE OVER THE WABASH RIVER WITH MINIMAL APPROACH WORK. 92B BRP.	410	STP STP STP 002 002 002	P R C P R C	X N N X N N			252					1		A	STATE	
MER	SRO49	007.83																		
STP*	**** O *** **	PROGRAM	11568																	
MER	SRO49	36.830	0.01	AT 1.40 MILES NORTH OF SR-707 (0.01 MI) MAJOR COLLECTOR PW 20FT, RW 36FT; 860 ADT-90 REPLACE A 18 FT. BRIDGE OVER DUCK CREEK WITH MINIMAL APPROACH WORK. 1987B-BRP. SPLIT FROM 4569. CLEAR SPAN = 15.0 FT.	111	STP STP STP 002 002 002	P R C P R C	N N N N 5 15			60					0		A	STATE	
MER	SRO49	022.89																		
STP*	**** O *** **	PROGRAM	14178																	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
DISTRICT (07) NON-MPO																			
MER	CRO86	04.151	0.43	MENCHOFER RD. 2.0 MI E OF SR 49.	1585	BR	P	X											
MER	TRO33	003.37		0.05 MI.		BR	R	N											
MER	TRO43	000.87		PW 16FT, RW 20FT, 55 ADT-90		BR	C				1148								
MER	TRO66	000.65		BURRVILLE RD. 0.4 MI S OF SR 119.		***	P	X											
MER	CRO86	002.58		0.04 MI		***	R	N											
MER	TR108	001.05		PW 16FT, RW 20FT, 200 ADT-90.		***	C	N											
MER	TR116	003.66		(ERASTUS-DURBIN ROAD) AT 0.4 MI SOUTH OF SR119. 0.04 MI.		4BG	P	X											
BRZ*	5403 O *** 1**			PW 16FT, RW 18FT, 300 ADT-90		4BG	R	N											
PROGRAM	9195			(ZEHRINGER ROAD) AT 0.3 MI. WEST OF SR49 0.04 MI.		4BG	C				287								
				PW 15FT, RW 18FT, 145 ADT-90.															
				(LEININGER ROAD) AT 0.15 MI. WEST OF TR33 (BURRVILLE ROAD). 0.05 MI.															
				PW 16FT, RW 20FT, 40 ADT-90.															
				(PINE ROAD) AT 0.25 MI WEST OF TR33 (BURRVILLE ROAD). 0.05 MI.															
				PW 16FT, RW 20FT, 20' ADT-90.															
				REPLACE SIX (6) BRIDGES SPAN LENGTHS 115 67, 76, 87, 112, AND 112 FT OVER THE WABASH RIVER WITH MINIMAL APPROACH WORK.															
MER	SR118	13.033	0.01	AT 0.74 MILE SOUTH OF JCT SR219 EAST.	198	STP	P	X											
MER	SR118	008.10		0.01 MILE MAJ. COLL.		STP	R	N											
STP*	**** O *** **			PW 24FT, RW 48FT, 4660 ADT-90.		STP	C				84								
PROGRAM	11569			REPLACE A 16FT BRIDGE OVER A BRANCH OF COLDWATER CREEK WITH MINIMAL APPROACH WORK. CLEAR SPAN = 13FT. 92B BRP.		002	P	X											
						002	R				5								
						002	C				21								
MER	SR118	14.915	0.01	COLDWATER AT 0.43 MI NORTH OF JCT SR219.	202	STP	P	X											
MER	SR118	009.27		0.01 MI MAJ. COLL.		STP	R	N											
STP*	**** O *** **			PW 28FT, RW 51FT, ADT-90.		STP	C				84								
PROGRAM	11591			REPLACE A 15FT BRIDGE OVER HARDIN CREEK WITH MINIMAL APPROACH WORK. CLEAR SPAN = 10.42FT. 92B BRP.		041	P	X											
						041	R				8								
						041	C	N											
						002	P	X											
						002	R	N											
						002	C				21								

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)					SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FISCAL YEAR													
								1997	1998	1999	2000										
DISTRICT (07) NON-MPO																					
MER	SR118	16.396	0.01	AT 1.35 MI NORTH OF JCT SR219 EAST.	204	STP	P	X												STATE	
MER	SR118	010.19		0.01 MI. MAJ. COLL.		STP	R	N													
	STP*	****	0	***		STP	C		96												
	PROGRAM	11592		REPLACE A 16FT BRIDGE OVER HARDIN CREEK WITH MINIMAL APPROACH WORK. CLEAR SPAN = 12.33 FT. 1992B BRP.		002	P	X													
						002	R	N													
						002	C		24												
MER	SR118	35.324	7.43	ROCKFORD. N FR SR707 TO US33. N FR US33 TO MER/VAN CL. MAJ. COLL.	230	002	P	N												STATE	
	PLAN	16017		PW 7.3M, RW 10.4M, 2610 ADT-94. RESURFACE EXISTING ROADWAY INCLUDING OTHER ROADWAY RELATED ITEMS. 1997 2-LANE RESURFACING PROGRAM.		002	R	N													
						002	C	291													
MER	SR119	00.290	0.03	AT 0.18 MILE EAST OF THE OH/IND STATE LINE. 0.02 MILE. MAJOR COLLECTOR.	160	STP	P	N												STATE	
MER	SR119	000.18		PW 24FT, RW 38FT, 2370 ADT-90.		STP	R	N													
	STP*	****	0	***		STP	C		88												
	PROGRAM	13516		REPLACE AN 11 FT BRIDGE OVER VAN KIRK DITCH WITH MINIMAL APPROACH WORK. CLEAR SPAN = 11.59 FT. 1994A-BRP.		002	P	N													
						002	R		10												
						002	C		22												
MER	SR119	27.369	2.54	EAST FROM 0.80 MI WEST OF SR716 TO 0.50 MI WEST OF AUG CL. 1.58 MILES.	1777	STP	P	N												STATE	
MER	SR119	017.01		PW 20FT, RW 26FT; 1700 ADT-86		STP	R	X													
	PROGRAM	10397		WIDEN EXISTING ROADWAY TO PROVIDE 12 FT. LANES AND 6 FT. PAVED BERMS AND OTHER MINOR ROADWAY IMPROVEMENTS AS NEEDED.		STP	C	1161													
						002	P	N													
						002	R	X													
						002	C	290													
MER	US127	00.595	0.01	AT 0.37 MILE NORTH OF DARKE COUNTY LINE. 0.01 MI. RURAL-MINOR ARTERIAL.	155	STP	P	X												STATE	
MER	US127	000.37		PW 24FT, RW 44FT, 2890 ADT-90.		STP	R	N													
	STP*	****	0	***		STP	C		64												
	PROGRAM	12063		REPLACE A 17FT BRIDGE OVER A BRANCH OF BEAR CREEK WITH MINIMAL APPROACH WORK. 92C-BRP. CLEAR SPAN = 15FT.		002	P	X													
						002	R		10												
						002	C		16												
MER	US127	02.156	0.01	AT 0.34 MILE NORTH OF CR4.	144	STP	P	X												STATE	
MER	US127	001.34		0.01 MILE. RURAL-MINOR ARTERIAL.		STP	R	N													

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE, RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY	
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)														
								1997	1998	1999	2000											
				DISTRICT (07) NON-MPO																		
	STP* **** O *** ** PROGRAM	12065		PW 24FT, RW 44FT, 2890 ADT-90. REPLACE A 17FT BRIDGE OVER VANDERBUSH DITCH WITH MINIMAL APPROACH WORK. 1992C-BRP. CLEAR SPAN=12.3 FT.		STP C 002 P 002 R 002 C																
	MER US127 02.671 MER US127 001.66 STP* **** O *** ** PROGRAM	12066	0.01	AT 0.05 MILE SOUTH OF CR18. 0.01 MILE. RURAL-MINOR ARTERIAL. PW 24FT, RW 44FT, 2890 ADT-90. REPLACE A 15FT BRIDGE OVER VANDERBUSH DITCH WITH MINIMAL APPROACH WORK. 92C-BRP. CLEAR SPAN = 12 FT.	149	STP P STP R STP C 002 P 002 R 002 C		X N													R STATE	
	MER US127 09.253 PROGRAM	15943	7.04	N FR JCT SR274 TO 0.129 KM N OF JCT SR703. 7.049 KM. MIN. ART. PW 7.3M, RW 12.2M, 8030 ADT-94. RESURFACE EXISTING ROADWAY AAND OTHER ROADWAY RELATED ITEMS. 1997 2-LANE PROGRAM.	309	002 P 002 R 002 C		N N 309													A STATE	
	MER CR146 00.000 STP* **** O *** ** PROGRAM	16272	4.81	CR146. EAST FROM SR118 TO CELINA'S WCL. 4.812 KM. MAJ. COLL. PW 5.49M, 1600 ADT-96. RESURFACE EXISTING ROADWAY INCLUDING MINOR WIDENING AND OTHER ROADWAY RELATED ITEMS.	680	STP P STP R STP C 4BG P 4BG R 4BG C		N N							X						A LOCAL	
	MER CR170 13.105 STP* **** O *** ** PROGRAM	16234	6.01	CR170. EAST FROM SR118 TO WEITZ RD/ CELINA CORP. 6.017 KM. MAJ. COLL. PW 5.79M. 1545 ADT-96 RESURFACING OF EXISTING ROADWAY, MINOR WIDENING AND OTHER ROADWAY RELATED ITEMS. CAP PROJECT	630	STP P STP R STP C 4BG P 4BG R 4BG C		N N													A LOCAL	
	MER CR218 00.000 STP* **** O *** ** PROGRAM	15695	10.83	EAST FROM SR49 TO ROCKFORD WCL. 10.835 KM. MAJOR COLLECTOR. PW 5.64 M, RW 6.25 M, 1995 ADT-380. RESURFACE EXISTING ROADWAY AND REPAIR	488	STP P STP R STP C 4BG P		N N 390 N														A LOCAL

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL-AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)				RESURFACE RESTORE REHAB	ADD LANES RECONSTRUCT	SAFETY UPGRADE	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND.	RESPONSIBLE AGENCY
								FISCAL YEAR												
								1997	1998	1999	2000									
				DISTRICT (07) NON-MPO																
				JOINTS.		4BG R	N													
						4BG C	97													
MER	SR707	15.607	0.06	0.45 MI E OF TR 33.	316	STP P	N									O	X	R	STATE	
MER	SR707	004.75		RURAL MAJOR COLLECTOR		STP R	N													
MER	SR707	009.70		1.88 MI W OF US 33.		STP C			252											
STP*	**** O	*** **		CONSTRUCTION ONLY FOR PE & RW PIDS 10216		002 P	N													
STP*	FY94 O	*** 3**		-10223. BOTH ARE 91-A BR PROG PROJECTS.		002 R	N													
PROGRAM		13879				002 C			63											
MIA	CHARLE	STON	0.00	CHARLESTON FALLS PRESERVE OF MIAMI CO.	85	002 P	N									O	X	A	STATE	
MIA	STILLW	ATER		PARK DISTRICT.		002 R	N													
PROGRAM		15949		N/A		002 C	85													
				STILLWATER PRAIRIE PRESERVE OF MIAMI CO																
				PARK DISTRICT.																
				N/A																
				RESURFACE EXISTING PARK DRIVES AND LOTS.																
				CHARLESTON FALLS PRESERVE AND STILLWATER																
				PRAIRIE RESERVE.																
MIA	SR055	25.910	8.56	EAST FROM THE ECL OF CASSTOWN TO THE	306	002 P	N									O		A	STATE	
CHP	SR055	00.000		MIA/CHP CL. 8.127 KM. MAJ. COLL.		002 R	N													
PROGRAM		16115		PW 6.10M, 10.97M, 1780 ADT-94.		002 C	306													
				EAST FROM THE MIA/CHP CL TO THE WCL OF																
				CHRISTIANSBURG. 0.435 KM. MAJ. COLL.																
				PW 6.4M, RW 11.28M, 1780 ADT-94.																
				RESURFACE EXISTING ROADWAY AND OTHER																
				ROADWAY RELATED ITEMS.																
				1997 2-LANE RESURFACING.																
SHE	CRO41	05.052	0.45	SIDNEY. NORTH FROM 0.04 MILE S OF TR141	1941	BR P	N											1	A	LOCAL
SHE	CRO41	003.14		0.28 MI.		BR R	N													
BRO*	7504 O	*** 1**		PW 18FT, RW 22FT, 1691 ADT-91		BR C			1548											
PROGRAM		10862		REPLACE A 345FT BRIDGE OVER THE GREAT		4BG P	N													
				MIAMI RIVER ON RELOCATED ALIGNMENT AND		4BG R	N													
				PROFILE. (IN-HOUSE PER DISTRICT 3-1-95)		4BG C			387											
SHE	SR047	015.89	0.11	SIDNEY. AT 0.13 MI. EAST OF JCR SR47DA.	300	002 P		300										1	A	STATE

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
DISTRICT (07) NON-MPO																			
PLAN		12844		0.07 MI. URBAN PRINCIPAL ARTERIAL PW45.5/29.5FT, RW45.5/29.5FT, 7350ADT-90 REPLACE A 350' BRIDGE OVER THE GREAT MIAMI RIVER WITH MINIMAL APPROACH WORK. 93A-BRP. PRELIMINARY ENGINEERING ONLY.		002 R 002 C	N N												
SHE SRO47		32.631	4.29	PT. JEFFERSON. EAST FROM WCL TO ECL. 0.965 KM. MAJOR COLLECTOR. PW 7.3 M, RW 12.2 M, 3890 ADT-94. EAST FROM 0.05 KM EAST OF TR64 TO JCT SR 65. 3.331 KM. MAJOR COLLECTOR. PW 6.1 M, RW 11.0 M, 1930 ADT-94. RESURFACE EXISTING ROADWAY AND OTHER ROADWAY RELATED ITEMS. 1997 2-LANE PROGRAM.	170	002 P 002 R 002 C	N N 170									O	A	STATE	
SHE SRO47		34.561																	
PROGRAM		16242																	
SHE SRO47		34.594	3.29	FROM 0.03 MI EAST OF HERRING RD TO JCT SR65. 2.05 MI. RURAL MAJOR COLLECTOR PW 20FT, RW 36FT, 2080 ADT-90. RECONSTRUCT AND WIDEN ROADWAY ON MODIFIED ALIGNMENT AND PROFILE.	860	STP P STP R STP C 002 P 002 R 002 C	X N X												
SHE SRO47		021.50																	
STP* FY93 O *** 1**		11432																	
PROGRAM																			
SHE SRO48		00.692	0.01	AT 0.43 MI NORTH OF SHE/MIA COUNTY LINE. 0.01 MI. MAJOR COLLECTOR. PW 24FT, RW 40FT, 1780 ADT-90. REPLACE A 27 FT BRIDGE OVER APPLE DITCH WITH MINIMAL APPROACH WORK. 93-B BRP. CLEAR SPAN = 2@13.40 FT.	260	STP P STP R STP C 002 P 002 R 002 C	N N N												
SHE SRO48		000.43																	
STP* **** O *** **		13146																	
PROGRAM																			
SHE SRO48		00.998	0.01	AT 0.62 M NOF SHE/MIA COUNTY LINE. 0.01 MI. MAJOR COLLECTOR. PW 24FT, RW 40FT, 1780 ADT-90. REPLACE A 13 FT BRIDGE OVER APPLE DITCH WITH MINIMAL APPROACH WORK. 93B-BRP. CLEAR SPAN = 13.3 FT.	250	STP P STP R STP C 002 P 002 R 002 C	N N N												
SHE SRO48		000.62																	
STP* **** O *** **		13156																	
PROGRAM																			
SHE SRO48		04.151	0.01	AT 0.28 MI N OF RUSSIA/VERSAILLESRD.	560	STP P	N												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (07) NON-MPO																				
SHE	SRO48	002.58		0.01 MI. MAJOR COLLECTOR.		STP	R	N												
STP*	**** O *** **			PW 24FT, RW 40FT, 1680 ADT-90.		STP	C	N												
PLAN	13155			REPLACE A 35 FT BRIDGE OVER KLAISE DITCH WITH MINIMAL APPROACH WORK.		002	P	N												
				93B-BRP. CLEAR SPAN = 2@22.16 FT.		002	R				10									
						002	C	N												
SHE	SRO48	05.117	0.01	AT 0.26 MI S OF HOUSTON ROAD.	365	STP	P	N											STATE	
SHE	SRO48	003.18		0.01 MI. MAJOR COLLECTOR.		STP	R	N												
STP*	**** O *** **			PW 24FT, RW 40FT, 1680 ADT-90.		STP	C	N												
PLAN	13157			REPLACE A 13 FT BRIDGE OVER A BRANCH OF NINE MILE CREEK WITH MINIMAL APPROACH WORK.		002	P	N												
				93B-BRP. CLEAR SPAN = 12.73 FT.		002	R				10									
						002	C	N												
SHE	CR057	00.000	2.58	CR57. MERANDA RD. EAST FROM WENGER RD. TO CR25A. 2.583 KM. MAJ. COLL.	98	STP	P	N											LOCAL	
STP*	**** O *** **			PW 7.3M, RW 8.5M, 5059 ADT-95.		STP	R	N												
PROGRAM	16005			RESURFACING MERANDA ROAD BETWEEN CR25A AND WENGER RD. INCLUDES BERM AND PAVEMENT MARKING.		STP	C	78												
						4BG	P	N												
						4BG	R	N												
						4BG	C	19												
SHE	SRO65	00.000	9.25	NORTH FR JCT SR47 TO JACKSON CENTER SCL. 9.253 KM. MAJOR COLL.	153	002	P	N											STATE	
PROGRAM	16308			PW 7.3M, RW 9.8M, 3240 ADT-94.		002	R	N												
				BERM STABILIZATION AND OTHER ROADWAY RELATED ITEMS.		002	C	153												
SHE	SRO66	21.657	0.01	AT 0.93 MI S OF THE SHE/AUG COUNTY LINE.	415	STP	P	N											STATE	
SHE	SRO66	013.46		0.01 MI. MAJOR COLLECTOR.		STP	R	N												
STP*	**** O *** **			PW 24FT, RW 42FT, 5410 ADT-90.		STP	C	N												
PLAN	13159			REPLACE A 15 FT BRIDGE OVER THE MIAMI AND ERIE CANAL WITH MINIMAL APPROACH WORK.		002	P	N												
				93B-BRP. CLEAR SPAN = 31.93 FT.		002	R				10									
						002	C	N												
SHE	IR075	15.176	1.06	AT 1.448 KM N OF SR29. MAJ. COLL.	2540	IM	P	N											STATE	
SHE	SR119	15.079		0.762 KM.		IM	R	N												
IM**	75** O 4** **			PW 9.14 M, RW 9.14 M, 7536 ADT-96.		IM	C	2061												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FISCAL YEAR												
								1997	1998	1999	2000									
DISTRICT (07) NON-MPO																				
PROGRAM		15612		AT 1.497 KM E OF B&O RR. MIN. COLL. 0.304 KM. PW 8.53 M, RW 8.53 M, 6063 ADT-94. REHABILITATE AND WIDEN TWO STRUCTURES OVER IR75, PROVIDING PROPER VERTICAL CLEARANCE. DIST ALLOC.		002 P 002 R 002 C	N N 229													
SHE IR075 AUG IR075 IM** 75** O 4** *** PROGRAM		29.060 00.000 15546	11.31	N FR 0.837KM N OF SR274 TO SHE/AUG CL. 4.006KM. INTERSTATE. PW 7.200M, RW 23.171M, 90-ADT 21110 N FR SHE/AUG CL TO 0.708KM S OF US33. 7.305KM. INTERSTATE PW 7.200M, RW 23.171M 90-ADT 24840. RESURFACE EXISTING ROADWAY, MAINTAIN PROPER VERTICAL CLEARANCE, BRIDGE OVERLAYS, AND OTHER ROADWAY RELATED ITEMS. 1998 4-LANE. DIST ALLOC.	7550	IM P IM R IM C 002 P 002 R 002 C	N N N N N						X			O		A	STATE	
SHE SR706 LOG SR706 PROGRAM		003.64 000.00 14450	6.16	JCT. TAWAWA-MAPLEWOOD RD TO SHE/LOG CO. 1.53 MI. MAJOR COLLECTOR. PW 19FT, RW 28FT, 1320 ADT-90. SHE/LOG CO LINE TO JCT. SR235. 2.30 MI. MAJOR COLLECTOR. PW 19FT, RW 38FT, 590 ADT-90. STABILIZE SHOULDERS LEFT AND RIGHT WITH 301 ASPHALT CONCRETE. DISTRICT ALLOC.	170	002 P 002 R 002 C	N N 170										O	X	A	STATE

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (08) NON-MPO																				
CLI CRO04	00.048	0.01	2.80 MI. SOUTH OF US 22.	450	BR	P	N													
CLI CRO04	000.03		(CREEK ROAD), RURAL LOCAL		BR	R	N													
BRD* 94B* O *** **	13823		PW 20 FTM RW 24 FT; 1102 ADT-93.		BR	C														
PROGRAM			REPLACE A STRUCTURALLY DEFICIENT TWO SPAN STEEL TRUSS BRIDGE WITH A PRE-STRESSED CONCRETE BOX BEAM STRUCTURE. BRIDGE OVER TODD'S FORK.		4BG	P	N													
					4BG	R	N													
					4BG	C														
CLI US022	019.14	0.01	1.55 MI. E. OF SR72	340	BR	P	N													
BRF* **** O *** **	5108		PW22FT, RW34FT; 6000 ADT-82		BR	R	N													
PROGRAM			REPLACE DEFICIENT BRIDGE OVER WILSON CREEK. FAST TRACK PHASE TWO.		BR	C	256													
					OO2	P	N													
					OO2	R	5													
					OO2	C	64													
CLI US022	15.897	0.03	WILMINGTON. 0.3 MI. EAST OF SR 134.	1260	STP	P	N													
CLI US022	009.88		OTH PRIN ART.		STP	R	N													
STP* **** O *** **	13772		PW 40 FT, WB 30 FT EB 12,300 ADT-90.		STP	C														
PLAN			REPLACE CULVERT CARRYING A TRIBUTARY OF LYTTLE CREEK UNDER US 22 IN WILMINGTON 93-B BRIDGE PROGRAM.		OO2	P	N													
			SEE PID 13126 FOR US 68		OO2	R														
					OO2	C														
CLI SRO28	003.83	0.03	2.91 MI. EAST OF SR 123.	340	MA	P	X													
STP* 100* O *** 9**	11584		MAJ. COLL.		MA	R	N													
PROGRAM			OW 20 FT, RW 32 FT; 2970 ADT-90.		MA	C	196													
			REPLACE DEFICIENT 15 FT. LONG STEEL BEAM BRIDGE OVER SECOND CREEK. 92-B BRIDGE PROGRAM.		OO2	P	X													
					OO2	R	N													
					OO2	C	49													
CLI SRO28	005.48	21.27	MARTINSVILLE 7 NEW VIENNA. US 68 TO	1060	OO2	P	N													
CLI SR 73	021.98		HIGHLAND CO. LINE.		OO2	R	N													
PROGRAM	16048		O.30 MI. S. OF NEW VIENNA N. CORP LINE. TO HIGHLAND CO. LINE.		OO2	C	1050													
			TWO LANE RESURFACING, MINOR BRIDGE WORK AS REQUIRED, AND UPGRADE DRAINAGE AS NECESSARY.																	
CLI US068	23.926	0.03	WILMINGTON. 0.08 MI. SOUTH OS US 22.	450	STP	P	N													

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)				RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT SAFETY UPGRADE	NEW CONSTRUCTION	OTHER BRIDGES REST AREA	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								1997	1998	1999	2000	1997	1998	1999	2000						
DISTRICT (08) NON-MPO																					
CLI	US068	014.87		OTH PRIN ART.		STP	R														
STP*	****	0 ***		PW 36 FT, 11,810 ADT-90.		STP	C						304								
PLAN		13126		REPLACE CULVERT CARRYING A TRIBUTARY OF LYTLE CREEK UNDER US 68 IN WILMINGTON. 93-B BRIDGE PROGRAM. SEE PID 13772 FOR US 22		002	P														
						002	R				10										
						002	C						76								
						041	P		60												
						041	R		N												
						041	C		N												
CLI	SR124	000.00	22.47	BEGIN AT INTERSECTION OF SR134 AND CONTINUE 0.94 MILES TO HIGHLAND CO. LINE	905	002	P		N											O A STATE	
CLI	SR134	000.00		HIGHLAND COUNTY LINE AND CONTINUE NORTH 13.03 MILE TO WILMINGTON CORP LINE.		002	R		N												
PROGRAM		15109		TWO LANE RESURFACING.		002	C		900												
CLI	SR134	02.076	0.04	BEGINNING 1.29 MI. NORTH OF HIGHLAND COUNTY LINE.	135	002	P		N											O A STATE	
PROGRAM		15646		PW 18 FT, RW 22 FT; ADT-94.		002	R		N												
				REPLACE DETERIORATED CONCRETE BOX CULVERT WITH A 3-SIDED CONCRETE CULVERT AT CLI-134-0129 OVER TRIBUTARY OF EAST FORK - LITTLE MIAMI RIVER.		002	C		120												
CLI	TR192	03.058	0.16	(MCKAY RD.) 0.3 MI. SOUTH OF NEW BURLINGTON RD.	320	BR	P		N											O A LOCAL	
BRO*	96A*	0 ***		PW 14 FT, 194 ADT-94.		BR	R		N												
PROGRAM		15613		REPLACE 104 FOOT LONG BRIDGE IN CLINTON COUNTY ON TR 192 (MCKAY RD.) OVER ANDERSON'S CREEK.		BR	C						256								
						4BG	P		N												
						4BG	R		N												
						4BG	C						64								
HAM	SR126	005.04	0.00	.13 MI. E. OF US127	230	002	P		N											O A STATE	
PROGRAM		2152		PW 20 FT.		002	R		N												
				WIDEN 2 CULVERTS HAM-126-0504/0520.		002	C		215												
PRE	CRO15	009.45	0.64	VILLAGE OF LEWISBURG (LEWISBURG RD.)	1867	BR	P		N											1 A LOCAL	
BRO*	6802	0 ***		.11 MILE EAST OF SR 503.		BR	R		N												
PROGRAM		9768		PW 20 FT, RW 28 FT; 1,909 ADT-90.		BR	C		1493												
				REPLACE 262 FT BRIDGE OVER TWIN CREEK ON		4BG	P		N												

**OHIO TRANSPORTATION PROGRAM
FEDERAL-AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)					SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FISCAL YEAR													
								1997	1998	1999	2000										
				DISTRICT (08) NON-MPO																	
				NEW ALIGNMENT AND PROFILE. CONSTRUCT CONNECTOR RD FROM CLAY ST. APPROX. 800FT 100% COUNTY.		4BG R	N														
						4BG C	373														
PRE CRO21	00 000	0.00	SR 725 TO BUT/PRE CO. LINE.	250	STG P	N															
PRE CR 22	00 000		PW 18-20 FT, RW 21-25 FT; 1230 ADT-88. (SOMERS-GRATIS RD.)SR 122 TO CR 21.		STG R	N															
STG* ****	0 *** **		PW 18-19 FT, RW 23-24 FT; 612 ADT-96. CONSTRUCT AND REPLACE GUARDRAIL ALONG CR 21 (CAMDEN-WEST ELKTON AND GREENBUSCH ROAD) AND CR 22-(SOMER-GRATIS ROAD).		STG C	250															
PLAN	16331																				
PRE CRO34	000 00	6.06	(EUPHEMIA-CASTINE RD.) CR31 TO SR503. 3.77 MI.	420	STP P	N															
STP* 1084	0 *** **		PW18FT, RW22FT; 633 ADT-82		STP R	N															
PROGRAM	4803		PROJECT CONSISTS OF RESURFACING EXISTING PAVEMENT AND ADDING GUARDRAIL WHERE NEEDED.		STP C		336														
						4BG P	N														
						4BG R	N														
						4BG C		84													
PRE US035	007 69	0.03	7.69 MI. E. OF INDIANA STATE LINE. PW 24 FT. 4430 ADT-90.	138	002 P	N															
PROGRAM	15200		REPLACE DETERIORATED 10 FT SPAN CONCRETE SLAB BRIDGE OVER TRIB. PERWINKLE RUN. STATE FUNDS.		002 R	N															
						002 C	130														
PRE US035	17 683	0.06	EATON. 0.22 WEST OF US 127. URBAN PRINCIPAL ARTERIAL	1080	STP P	N															
PRE US035	010 99		PW 59 FT, 7,940 ADT-90.		STP R	N															
STP* ****	0 *** **		REPLACE DETERIORATED 2 SPAN, 163 FT. LONG CONCRETE ARCH OVER SEVEN MILE CREEK IN THE CITY OF EATON. 92-C BRIDGE PROGRAM.		STP C		800														
PLAN	11934					002 P	N														
						002 R		20													
						002 C		200													
PRE US040	004 13	0.00	2.98 MI. EAST OF SR 320 TO BRIDGE OVER SEVEN MILE CREEK; 0.77 MI. MAJOR COLLECTOR.	370	002 P	N															
PROGRAM	12280		REPLACE EXISTING DRAINAGE TILE.		002 R	N															
						002 C	365														

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE INC	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (08) NON-MPO																				
PRE	US040	24.296	0.06	0.18 MI. E. OF LEWISBURG E.C.L. 0.04 MI. PW22FT, RW36FT, 200 ADT-86	770	BR	P	X												
PRE	US040	015.10		REPLACE 189 FT BRIDGE OVER TWIN CREEK.		BR	R	N												
BRF*	****	0 *** **		88-A BR PROG. NOW A 93A BR PROG.		BR	C		564											
PLAN		4807				002	P	X												
						002	R													
						002	C													
									5											
									141											
PRE	SR121	001.48	0.01	NEW PARIS. 0.12 MI. NORTH OF SR 320. PW 38FT, RW 38FT; 3,600 ADT-89	620	STP	P	X												
STP*	734*	0 *** **		REPLACE DEFICIENT 18FT CULVERT OVER A TRIBUTARY OF THE EAST FORK OF THE WHITE-WATER RIVER. 89-B BRIDGE PROGRAM.		STP	R	N												
PROGRAM		8353				STP	C	360												
						002	P	X												
						002	R	N												
						002	C	90												
PRE	SR121	001.79	0.06	0.43 MI. NORTH OF SR 320. PW 24 FT, RW 30 FT; 2,100 ADT-89.	550	STP	P	X												
STP*	734*	0 *** **		REPLACE DEDICIENT 17 FT. CULVERT OVER A TRIBUTARY OF THE EAST FORK OF THE WHITEWATER RIVER. 89- B BRIDGE PROGRAM.		STP	R	N												
PROGRAM		8456				STP	C	380												
						002	P	X												
						002	R	N												
						002	C	95												
PRE	SR121	003.20	0.03	1.86 MI. N. OF SR320. REPLACE BR OVER DRY RUN.	490	STP	P	N												
PRE	SR121	5.19		PW20FT, RW30FT; 2130 ADT-86		STP	R	N												
STP*	****	0 *** **		3.84 MI. N. OF SR320. REPLACE BR OVER TRIB. OF E. FORK OF WHITEWATER RIVER.		STP	C	308												
PROGRAM		5878		REPLACE 19FT CULVERT AT DRY RUN AND 16FT CULVERT AT TRIB. OF EAST FORK OF WHITE-WATER RIVER. 88-B BR PROG.		002	P	N												
						002	R	N												
						002	C	77												
PRE	SR122	22.574	0.06	4.83 MI. SE OF US 35. RURAL MAJOR COLLECTOR PW 19 FT, 2080 ADT-90.	188	STP	P	N												
PRE	SR122	014.03		REPLACE DETERIORATED 10 FT. CONCRETE SLAB BRIDGE OVER TRIBUTARY OF AUKERMAN CREEK.		STP	R	N												
STP*	****	0 *** **				STP	C		100											
PLAN		13132				002	P	N												
						002	R			5										
						002	C													
PRE	US127	06.051	0.09	BEGINNING 3.4 MI. NORTH OF INTTER	647	BR	P	N												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				RESURFACE RESTORE REHAB	ADD LANES RECONSTRUCT	SAFETY UPGRADE	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (08) NON-MPO																				
BR**	****	O ***	***	SECTION OF US 127 WITH SR 744. PW 24 FT, RW 30 FT; 3800 ADT-90. REMOVE THE EXISTING CONCRETE DECK AND REPLACE WITH A COMPOSITE CONCRETE DECK AND SEMI-INTERGRAL ABUTMENTS AT BRIDGE PRE-127-0376.		BR	R	N												
PROGRAM		15350				BR	C			501										
						002	R	N												
						002	C			125										
PRE	US127	22.027	0.90	EATON. LEXINGTON RD. TO NORTH CORP LINE. PW 30 FT, RW 40 FT, 12,778 ADT-90.	1250	STP	P	N											O X A STATE	
PRE	US127	013.69				STP	R	N												
STP*	****	O ***	***	RECONSTRUCT EXISTING 2-LANE PAVEMENT BY WIDENING TO ADD A CENTER TURN LANE WITH ADDITIONAL CURB AND STORM SEWER TO PROVI DE DRAINAGE, UPGRADE SIGNAL.		STP	C			1000										
PROGRAM		10772				002	P	N												
						002	R	N												
						002	C			250										
PRE	SR177	003.23	11.16	SR 732 TO INDIANA STATE LINE. TWO LANE RESURFACING, MINOR BRIDGE WORK AS REQUIRED, AND UPGRADE DRAINAGE AS NECESSARY.	560	STP	P	N											O A STATE	
STP*	****	O ***	***			STP	R	N												
PROGRAM		16062				STP	C	440												
						002	P	N												
						002	R	N												
						002	C	110												
PRE	SR355	00.113	0.06	EATON. 0.07 MI. SOUTH OF SR 122. PW 18 FT, 890 ADT-90.	350	STP	P	X											1 R STATE	
PRE	SR355	000.07				STP	R	N												
STP*	****	O ***	***	REPLACE DETERIORATED 29 FT. CONCRETE ARCH AND SLAB BRIDGE OVER A TRIBUTARY OF SEVEN MILE CREEK. 93 B BRIDGE PROGRAM.		STP	C			240										
PLAN		13091				002	P	X												
						002	R													
						002	C			10										
										60										
PRE	SR732	05.824	0.03	0.20 MI. NORTH OF SR 177. RURAL MAJOR COLLECTOR PW 18 FT, 820 ADT-90.	344	STP	P	X											1 R STATE	
PRE	SR732	003.62				STP	R	N												
STP*	****	O ***	***	REPLACE DETERIORATED 21 FT SINGLE SPAN CONCRETE SLAB BRIDGE OVER A TRIBUTARY OF THE EAST FORK OF FOUR MILE CREEK. 92-C BRIDGE PROGRAM.		STP	C			212										
PLAN		11940				002	P	X												
						002	R													
						002	C			10										
										53										

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (09) NON-MPO																				
ADA PROGRAM	SR032	00.000 15861	0.00	VARIOUS RTS/SEC. ALL 8 COUNTIES, DIST 9. VAR/VAR TO IMPROVE VARIOUS ROUTES AND SECTIONS OF RURAL STATE HIGHWAYS. IN ALL 8 COUNTIES BY SELECTIVE SPRAYING FOR WEEDS AND BRUSH ON GUARDRAIL AND MEDIANS - 1997.	90	002 P 002 R 002 C	N N 85													STATE
ADA PROGRAM	SR041	00.000 15860	0.00	INSTALL RAISED PAVEMENT MARKERS ALL 8 COUNTIES, DISTRICT 9. VAR/VAR TO INSTALL RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS AND SECTIONS TO IMPROVE DELINEATION AND PROMOTE TRAFFIC SAFETY.	320	002 P 002 R 002 C	N N 315													STATE
ADA PROGRAM	SR041 US052	12.118 10.573 15878	11.89	SR136 S. NORTH TO SR125 E. 9.189 KM; SPRIGG/LIBERTY/TIFFIN TWPS. PWVAR, RWVAR; 4870 ADT-'94. WCL OF MANCHESTER E. TO ECL MANCHESTER. 2.704 KM; SPRIGG TWP. PWVAR, RWVAR; 3640 ADT-'94. TO MAINTAIN AND PRESERVE THE PAVEMENT BY MAKING THE NECESSARY REPAIRS AND BY OVERLAYING THE EXISTING PAVEMENT WITH ASPHALT CONCRETE AND PAVED SHOULDERS.	493	002 P 002 R 002 C	N N 488													STATE
ADA PLAN	SR041 SR041 SR041 **** O *** **	33.055 020.54 021.14 13633	0.35	0.36MI N OF CR6 (FAWCETT RD) 0.10MI; OLIVER TWP. MINOR ARTERIAL PW21FT; RW38FT; 2600 ADT 90' 0.96MI. N OF CR6 (FAWCETT RD) 0.12MI; OLIVER TWP. MINOR ARTERIAL PW24FT; RW38FT; 2600 ADT 90' REPLACE EXISTING STRUCTURES ON SR41 OVER MURPHY RUN AND CURVEHILL COVE RUN WITH NEW STRUCTURES AND ALL NECESSARY APPROACH WORK. 94A	675	STP P STP R STP C 002 P 002 R 002 C	N N N N N N													STATE
ADA	SR041	35.485	1.04	0.32 MI S OF TR90C TO 0.65 MI N 0.30MI; OLIVER/MEIGS TWP. MINOR ARTERIAL	2305	BR P BR R	X X													STATE

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (09) NON-MPO																
	BRF* 93C* O *** 25* PROGRAM	12884		PW20FT;RW36FT;2600 ADT 90' REPLACE EXISTING BRIDGE ON SR 41 OVER OH IO BRUSH CREEK AND ALL NECESSARY APPROACH WORK ON A MODIFIED ALIGNMENT.		BR C			1632											
						002 P		X												
						002 R		X												
						002 C			408											
	ADA SR041 PROGRAM	41.214 15859	0.00	VARIOUS ROUTES AND SECTIONS ALL 8 COUNTIES, DISTRICT 9. VAR/VAR TO INCREASE SAFETY OF THE TRAVELING PUBLIC IT IS PROPOSED TO APPLY POLYESTER PAVEMENT MARKINGS TO CENTERLINE, EDGELINE, ETC. ON VARIOUS ROUTES IN DISTRICT 9.	155	002 P		N								O	X	A	STATE	
						002 R		N												
						002 C		150												
	ADA US052 STP* **** O *** ** PROGRAM	006.75 11306	0.08	0.01 MI W OF MANCHESTER WEST CL 0.08 MI; MANCHESTER. PRINCIPAL ARTERIAL PW24FT;RW44FT;4420-ADT 90' TO REPLACE THE EXISTING STRUCTURE OVER ISAACS CREEK.	893	STP P		X												
						STP R		N												
						STP C		620												
						002 P		X												
						002 R		N												
						002 C		155												
	ADA US052 ADA US052 STP* **** O *** ** PLAN	27.470 017.07 12885	0.16	0.65MI SE OF TR29 (BRUSH CREEK ROAD) 0.10MI; MONROE/GREEN TWPS PRIN ARTERIAL PW22FT;RW38FT;2150 ADT 90' REPLACE EXISTING BRIDGE OVER OHIO BRUSH CREEK ON USR 52 AND ALL NECESSARY APPROACH WORK.	1760	STP P		N												
						STP R		N												
						STP C			1160											
						002 P		N												
						002 R			10											
						002 C			290											
	ADA SR073 ADA SR073 STP* **** O *** ** PLAN	16.366 010.17 12887	0.19	0.25M W OF SR32 TO 2.70MI SE OF SR32. 0.12 MI; FRANKLIN TWP. MAJOR COLLECTOR PW20FT;RW34FT; 900 ADT 90' REPLACE EXISTING BRIDGES 3 OVER SCIOTO BRUSH CREEK ON SR 73 AND ALL NECESSARY APPROACH WORK.93-A BR PROG.	950	STP P		N												
						STP R		N												
						STP C														
						002 P														
						002 R														
						002 C														
									632											
									145											
									15											
									158											
	ADA SR136 ADA SR136 STP* **** O *** ** PLAN	34.616 021.51 12905	0.09	0.50MI; WEST OF C.R. 1A 0.06MI; WINCHESTER TWP. MAJOR COLLECTOR PW20FT;RW28FT; 600 ADT 90' REPLACE EXISTING DEFICIENT BRIDGE OVER	820	STP P		N												
						STP R		N												
						STP C														
						STP R														
						002 P		N												
									580											

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY		
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)														
								1997	1998	1999	2000											
				DISTRICT (09) NON-MPO																		
				WEST FORK OHIO BRUSH CREEK ON SR 136 AND ALL NECESSARY APPROACH WORK.93-A BR PRO G.	540	002 R 002 C		10		145												
ADA	SR348	002.84	0.00	2.84 MI. E. OF SR125	540	STP P	N												O	A	STATE	
STP*	**** O ***	***		1.00 MI.; TIFFIN/BRUSHCREEK BOUNDARY		STP R	N															
PLAN		16278		PW15.7 FT, RW15.7 FT.;260 ADT-94.		STP C				396												
				TO PRESERVE AN HISTORIC BRIDGE IT IS PROPOSED TO REPLACE WOOD FLOOR AND STRINGERS AND SAND AND PAINT.		002 P 002 R 002 C	N N 99															
				DIST'S-TEA.NON-FED FROM DIST'S ALLOCATIO																		
ADA	SR348	11.490	0.04	AT TR158 CEDAR RUN ROAD	120	STP P	N												O	R	STATE	
ADA	SR348	007.41		0.03 MI;BRUSH CREEK TWP.		STP R	N															
STP*	**** O ***	***		PW18FT;RW26FT;280 ADT-90'		STP C				76												
PLAN		12023		TO REPLACE THE EXISTING DEFICIENT STRUCTURE ON SR348 OVER CEDAR RUN WITH A NEW STRUCTURE AND ALL NECESSARY APPROACH WORK		002 P 002 R 002 C	N N 99		5	19												
				92C BR PROG.																		
BRO	CRO01	000.00	0.00	VARIOUS COUNTY ROUTES IN BROWN COUNTY	100	STP P	N												O	X	A	LOCAL
STP*	**** O ***	***		160.927 KM BROWN COUNTY		STP R	N															
PLAN		15670		VAR/VAR		STP C	100															
				TO INCREASE THE SAFETY OF THE TRAVELING PUBLIC, IT IS PROPOSED TO APPLY POLYESTER AND FAST DRY PAVEMENT MARKINGS TO CENTERLINES AND EDGELINES ON VAR CO. ROADS.																		
BRO	CRO05C	009.65	0.38	AT THE JUNCTION OF TR 558	770	BR P	N													1	A	LOCAL
BRO*	812* O ***	1**		WASHINGTON TWP.		BR R	N															
PROGRAM		7163		PW 17FT, RW 27FT, ADT 300-1988		BR C				616												
				REPLACE 142FT BR OVER WHITE OAK CREEK ON NEW ALIGNMENT.		4BG P 4BG R 4BG C	N N N				154											
BRO	US052	15.046	0.00	1.46 MI. E OF CR 307.	195	STP P	N													1	R	STATE
BRO	US052	009.35		0.02 MI. UNION TWP. RURAL PRINCIPAL ART.		STP R	N															
STP*	**** O ***	***		PS24FT;RW38FT; 3300 ADT 90;		STP C				128												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
				DISTRICT (09) NON-MPO															
		PLAN 13128		REPLACE THE EXISTING STRUCTURE ON USR 52 OVER A TRIB. OF THE OHIO RIVER WITH A NEW STRUCTURE & ALL NECESSARY APPROACH WORK. 1993"B" BRIDGE PROGRAM.		002 P 002 R 002 C		25	10		32								
	BRO SRO62 STP* **** O *** ** PLAN	30.632 16288	0.00	0.42 KM N. OF SR125 1.00 KM; JEFFERSON TWP. PW6.096 M, RW8.534 M; 1810 ADT-94 REPLACE EXISTING STONE BOX CULVERT ON US ROUTE 62 IN RUSSELLVILLE NEAR SR125. CAP PROJECT	60	STP P STP R STP C 002 P 002 R 002 C				40	10								A STATE
	BRO US062 DPI* 65** O *** 1** NH** 1*** O *** ** NH** 5462 O *** 1** PROGRAM	00.000 11337	0.06	BRIDGE OVER OHIO RIVER KENTUCKY STATE LI 0.04 MI; ABERDEEN PWNEW;RWNEW;ADT NEW KENTUCKY TO CONSTRUCT NEW BRIDGE OVER THE OHIO RIVER ON NEW LOCATION WEST OF ABERDEEN.COST SHOWN IS OHIO'S PORTION. KY DID PREL DEV.	6952	NH P NH R NH C DPI P DPI R DPI C 002 P 002 R 002 C													A STATE
	BRO US062 NH** 1*** O *** 206 PROGRAM	000.14 11341	0.64	FROM NEW BRIDGE TO USR52 W ABERDEEN 0.40 MI; ABERDEEN PWNEW;RWNEW; ADT NEW CONSTRUCT OHIO APPROACH TO NEW STRUCTURE OVER OHIO RIVER WEST OF ABERDEEN.	8900	NH P NH R NH C 002 P 002 R 002 C													A STATE
	BRO US062 PROGRAM	014.51 15522	8.25	0.2 MI S OF SR353 NORTH TO RUSSELLVILLE NCL. 8.256 KM JEFFERSON TWP. PWVAR, RWVAR; 1530 ADT-94. TO MAINTAIN AND PRESERVE THE PAVEMENT BY MAKING THE NECESSARY REPAIRS AND BY OVERLAYING THE EXISTING PAVEMENT WITH ASPHALT CONCRETE.	351	002 P 002 R 002 C													A STATE
	BRO US062	31.542	2.04	RUSSELLVILLE NCL TO 1 MI. S. CR96	2060	STP P													R STATE

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)	SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								1997	1998	1999	2000										
DISTRICT (09) NON-MPO																					
BRO	US062	019.60		1.27 MI; RUSSELLVILLE		STP	R	N													
STP*	FY93	0 *** 1**		PW20FT, RW24FT; 2120 ADT-90		STP	C		1360												
PROGRAM		10904		TO CONSTRUCT NEW ROADWAY ON NEW ALIGNMENT AND GRADE. CONSTRUCT NEW STRUCTURE OVER N. FORK OF EAGLE CREEK AND ALL OTHER NECESSARY ROADWAY AND DRAINAGE ITEMS.		041	P	X													
						041	R	60													
						041	C	N													
						002	P	X													
						002	R	N													
						002	C		340												
BRO	US068	041.44	0.01	0.09 MI N. OF JCT. SR131	180	MA	P	N											1	A STATE	
BRF*	96B*	0 *** 7**		0.01 MI; PERRY TWP.		MA	R	N													
PROGRAM		15907		PW22FT, RW32FT; 2530 ADT-94.		MA	C	136													
				TO REHABILITATE THE EXISTING DEFICIENT STRUCTURE ON US68 OVER SALTICK CREEK.		002	P	N													
				91-B BRIDGE PROGRAM. TUNNEL LINER TO BE INSTALLED. WAS PID 10441.		002	R	N													
						002	C	34													
BRO	US068	22.080	14.38	US62 N. TO 0.145 KM N. OF SR125 E.	596	002	P	N											0	A STATE	
BRO	US068	50.452		8.336 KM; JEFFERSON/PLEASANT TWPS.		002	R	N													
PROGRAM		15880		PWVAR, RWVAR; 3280 ADT-'94.		002	C	591													
				0.048 KM. S. OF MT. ORAB SCL TO 0.467 KM S. OF CR8; 6.051 KM; PIKE/GREEN TWPS.																	
				PWVAR, RWVAR; 8030 ADT-'94.																	
				TO MAINTAIN AND PRESERVE THE PAVEMENT BY MAKING THE NECESSARY REPAIRS AND BY OVERLAYING THE EXISTING PAVEMENT WITH ASPHALT CONCRETE AND PAVED SHOULDERS.																	
BRO	US068	47.715	0.03	0.28 MI. S OF SR 774	270	STP	P	N											1	R STATE	
BRO	US068	029.65		0.02 MI. PIKE TOWNSHIP, MINOR ARTERIAL		STP	R	N													
BRO	SR774	10.374		PW23FT; RW40FT; 6390 ADT 90'		STP	C		164												
STP*	****	0 *** **		TO REPLACE THE EXISTING DEFICIENT STRUCTURE ON USR 68 OVER SNAPPING TURTLE RUN		002	P	N													
PLAN		13129		WITH A NEW BRIDGE AND ALL NECESSARY APPROACH WORK. 1993 "B" BRIDGE PROGRAM		002	R	20													
						002	C		41												
BRO	SR123	01.641	0.00	0.26 MI. M OR USR 68.	360	STP	P	N											1	R STATE	
BRO	SR123	001.02		0.04 MI. PERRY TWP. RURAL MAJOR COLL.		STP	R	N													

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY	
								FISCAL YEAR													
								1997	1998	1999	2000										
DISTRICT (09) NON-MPO																					
	STP* **** O *** **			PW20FT;RW31FT; 1290 DT 90'		STP C															
	PLAN	13131		REPLACE THE EXISTING NARROW, DEFICIENT STRUCTURE ON SR 123 OVER THE W.BRANCH OF EAST FORK OF LITTLE MIAMI WITH WITH A NE W BIRDGE & ALL NEC. APPR. WORK. 93 "B"		OO2 P		50													
						OO2 R			10												
						OO2 C				60											
BRO	SR125	00.000	10.33	CLERMONT CL E. TO O.386 KM E. OF TR50. 10.332 KM; CLARK TWP. PWVAR, RWVAR; 5720 ADT-'94.	430	OO2 P	N												O	A STATE	
	PROGRAM	15884		TO MAINTAIN AND PRESERVE THE PAVEMENT BY MAKING THE NECESSARY REPAIRS AND BY OVE RLAYING THE EXISTING PAVEMENT WITH ASPHA LT CONCRETE AND PAVED SHOULDERS.		OO2 R	N														
						OO2 C	425														
BRO	SR125	15.240	1.07	FROM HOME STREET TO GEORGETOWN ECL. 1.078 KM; GEORGETOWN PW6.096M, RWVAR; 5590 ADT-94.	465	OO2 P	N												X	O	A STATE
	PLAN	16068		TO RECONSTRUCT THE PAVEMENT BY ADDING A THIRD LANE AND RESURFACING THE EXISTING PAVEMENT.		OO2 R	N														
						OO2 C			40												
						4BG P	N														
						4BG R	N														
						4BG C			385												
BRO	TR203	00.000	1.20	USR62 TO CR202 OYERSTAKE ROAD 0.75 MI; EAGLE TWP.	315	APL P	N												X	O	R LOCAL
	APL* 8500 O *** 57*			PW14FT;RW18FT; 100 ADT 92'		APL R	N														
	PROGRAM	11694		RECONSTRUCT TR203 STIVERS ROAD 0.75 MILE S TO NEW STONE QUARRY PROPOSED 20' PAVEM ENT FEDERAL STANDARDS PROPOSED ADT 400.		APL C	206														
						4BG P	N														
						4BG R	N														
						4BG C	108														
BRO	SR286	03.105	0.04	O 10 MI WEST OF CR311 (GAUCHE ROAD) 0.03 MI; STERLING TWP	170	BR P	N														
	SR286	001.93		PW18FT;RW22FT;610 ADT-90'		BR R	N														
	BRO* 93B* O *** **			TO REPLACE THE EXISTING DEFICIENT STRUCT URE ON SR286 OVER HOWARDS RUN WITH A NEW STRUCTURE & ALL NECESSARY APPROACH WORK.		BR C				112											
	PROGRAM	12020				OO2 P	N														
						OO2 R				5											
						OO2 C				28											
BRO	SR353	02.027	0.00	1.26 MI. E OF USR 62. .01 MI. BYRD TWP. RURAL MAJOR COLLECTOR	140	STP P	N														
	SR353	001.26		PW18FT;RW30FT; 660 ADT 90'		STP R	N														
	STP* **** O *** **					STP C	N														

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)										
								1997	1998	1999	2000							
DISTRICT (09) NON-MPO																		
PLAN		13092		REPLACE THE EXISTING STRUCTURE OVER A TRIBUTARY OF RED OAK CREEK ON SR 353 WITH A NEW STRUCTURE AND ALL NECESSARY APPROACH WORK.		002 P 002 R 002 C					10							
BRO SR505 BRO SR505 STP* F962 O *** 83* PROGRAM	10.074 006.26 11698		0.06	0.49 MI S OF SR756 0.04 MI; LEWIS TWP. MAJ. COLL. PW18FT; RW26FT; 330 ADT 90' TO REPLACE THE EXISTING DEFICIENT STRUCTURE ON SR505 OVER MIDDLE FORK BULLSKIN CREEK WITH A NEW STRUCTURE AND ALL NECESSARY APPROACH WORK. 92-B BR PROG.	373	STP P STP R STP C 002 P 002 R 002 C	X N 228 X N 57									1	A STATE	
BRO SR763 STP* **** O *** ** PROGRAM	006.14 10445		0.12	AT TR. NO. 241. (BRUSHY FORK RD.) 0.08 MI. HUNTINGTON TOWNSHIP. PW17FT; RW24FT; 220 ADT-90. REPLACE 52FT BR OVER BRUSHY FORK CREEK. 1991-B BR PROG. FEDERAL ADDED TO CONST 9/95.	323	STP P STP R STP C 041 P 041 R 041 C 002 P 002 R 002 C	X N 164 X 13 N X N 41									1	R STATE	
BRO SR763 BRO SR763 PLAN	01.544 000.96 13623		0.03	0.96MI. NORTH OF SR 41. 0.02MI; HUNTINGTON TWP. MINOR COLLECTOR PW20FT; RW24FT; 400 ADT 90' REPLACE EXISTING DEFICIENT STRUCTURE ON SR 763 OVER TRIBUTARY OF SLICKAWAY RUN AND ALL NECESSARY APPROACH WORK. 94-A	115	002 P 002 R 002 C	N N N				5					0	R STATE	
BRO SR763 BRO SR763 BRO SR 763 PLAN	18.700 011.62 011.70 13631		0.25	1.25MI. S OF SR 353. 0.08 MI; BYRD TWP. MINOR COLLECTOR PW16FT; RW20FT; 220 ADT 90' 1.17MI. S OF SR 353. 0.08MI; BYRD TWP. MINOR COLLECTOR PW16FT; RW20FT; 220 ADT 90' REPLACE EXISTING DEFICIENT STRUCTURES ON SR763 OVER TRIBUTARY OF WEST FORK EAGLE	515	002 P 002 R 002 C	N N N				10					1	R STATE	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN	RESPONSIBLE AGENCY
								FISCAL YEAR												
								1997	1998	1999	2000									
				DISTRICT (09) NON-MPO CREEK AND ALL NECESSARY APPROACH WORK. 94A																
HIG	CRO03A	00.000	29.99	SR138 S TOCR20. 2.09 MI; HAMER TWP. PW18FT;RW30FT; 595 ADT-94	1415	STP	P	N												LOCAL
HIG	CRO06C	000.00		US50 N TO CR33		STP	R	N												
HIG	CRO20	000.00		PW18FT;RW30FT; 595 ADT-94		STP	C	1132												
HIG	CRO6C	000.00		US50 N TO CR33		4BG	P	N												
HIG	CRO51	00.000		1.88 MI. UNION TWP. PW18FT, RW22FT; 280 ADT-94		4BG	R	N												
HIG	CRO01	000.01		PW18FT, RW22FT; 280 ADT-94		4BG	C	283												
STP*	****	0	***	***																
PROGRAM			11517	BRD CD LINE TO CR 96. 6.49 MI.MOWRYSTOWN PW18FT, RW22FT; 1264 ADT-94																
				USR50 N TO CR33 1.90 MI; UNION TWP. PW18FT;RW22FT; 280 ADT-94																
				SR506 N TO SR753 3.63 MI. MARSHALL AND PAINT TWPS. PW18FT, RW26FT; 344 ADT-94																
				0.01 MI E. OF US50 EAST TO PIKE CL. 4.55 MI. PAINT TWP. PW18FT, RW26FT; 497 ADT-94																
				TO MAINTAIN AND PRESERVE THE PAVEMENT BY MAKING THE NECESSARY REPAIRS AND BY OVE RLAYING THE EXISTING PAVEMENT WITH ASPHA LT CONCRETE ON CR 1,3,6,20,51.																
HIG	CR010	001.00	0.09	0.10 MI. S OF TR-282A. 0.06 MI. LIBERTY TOWNSHIP. PW20FT,RW30FT; 590 ADT-90.	348	MA	P	N												LOCAL
BRO*	3612	0	***	1**		MA	R	N												
PROGRAM			9587	TO REPLACE THE EXISTING 54FT STRUCTURE OVER A BRANCH OF CLEAR CREEK ON CR 10 WI TH A NEW BRIDGE AND ALL NECESSARY APPROA CH WORK.		MA	C	340												
						4BG	P	N												
						4BG	R	N												
						4BG	C	N												
HIG	CR011	A&B	19.63	FROM SR135 TO SR124. MAJOR COLLECTOR 7.402 KM; DODSON & UNION TWP. PW5.486 M, RW7.135 M;400 ADT - 95	1000	STP	P	N												LOCAL
HIG	CR020	C&D				STP	R	N												
HIG	CR027	A				STP	C				800									
STP*	****	0	***	***		4BG	P	N												

FEDERAL PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)	SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								1997	1998	1999	2000										
DISTRICT (09) NON-MPO																					
PLAN	15266			6.276 KM; WHITE OAK & HAMER TWPS PW5.486 M, RW7.315 M; 340 ADT '95. FROM SR124 LAKE BRIDGE 1.931 KM; LIBERTY TWP. PW6.096, RW10.972; 1105 ADT '95. RESURFACE THE EXISTING PAVEMENT WITH ASP HALT CONCRETE ON CR11A&B; CR20C&D; CR27A & CR33C. CD'S-STP.		4BG 4BG	R C	N			200										
HIG BRO* PROGRAM	CRO13 3609 O *** 1** 001.40 7235	0.04	.10 MI. N OF TR-242-A 0.03 MI. CLAY TOWNSHIP PW14FT,RW24FT; 80 ADT-86 REPLACE 97FT BR.OVER N.FORK OF WHITE OAK CREEK & NECESSARY APPROACH WORK.	307	MA MA 4BG 4BG 4BG	P R C R C	N N 236 N 59										1	R	LOCAL		
HIG BRF* PROGRAM	CRO20 95B* O *** 2** 008.60 4952	0.01	0.75 MI. S OF CR3 (TAYLORSVILLE ROAD) 0.01 MI PW 18FT, RW 16FT; 160 ADT-84 REPLACE 53FT BR.OVER BR.OF WHITE OAK CR.	127	BR BR BR 4BG 4BG 4BG	P R C P R C	N N 101 N N 25										1	R	LOCAL		
HIG STP* PLAN	SR028 14.065 SR028 008.74 **** O *** ** 13169	0.03	.63MI. E OF LEESBURG E COUNTY LINE .02 MI. FAIRFIELD TWP. MAJOR COLLECTOR PW20FT;RW36FT; 2510 ADT 90' TO REPLACE THE EXISTING STRUCTURE OVER C OX'S BRANCH ON SR 28 WITH A NEW STRUCTURE AND ALL NECESSARY APPROACH WORK. 1993 B BRIDGE PROGRAM.	170	STP STP STP 002 002 002	P R C P R C	N N N N N N			25		10					0	R	STATE		
HIG STP* PLAN	SR028 27.342 SR028 016.99 **** O *** ** 13167	0.19	AT THE HIGHLAND/ROSS COUNTY LINE 0.12 MI MADISON TWP./BUCKSKIN TWP. PW24FT;RW42FT; 7050 ADT 90' TO REHABILITATE THE EXISTING STRUCTURE O N SR 28 OVER PAINT CREEK BY REPLACING TH E BRIDGE DECK. 1993 "B" BRIDGE PROGRAM. SUFF. RATING 73.1.	1600	STP STP STP 002 002 002	P R C P R C	N N N N N N					275					1	R	STATE		

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES, RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (09) NON-MPO																				
HIG	SR041	12.343	9.06	SR28 N TO FAYETTE CO. LINE	367	002	P	N												
HIG	SR124	17.477		03.154 KM; MADISON TWP.		002	R	N												
PROGRAM		15881		PWVAR, RWVAR; 7410 ADT-'94.		002	C	362												
				HILLSBORO ECL E. TO 1.110 KM E. OF CR27.																
				05.906 KM; LIBERTY TWP.																
				PW6.4M, RW7.6M; 2340 ADT-'94.																
				TO MAINTAIN AND PRESERVE THE PAVEMENT BY																
				MAKING THE NECESSARY REPAIRS AND BY																
				OVERLAYING THE EXISTING PAVEMENT WITH																
				ASPHALT CONCRETE AND PAVED SHOULDERS.																
HIG	US050	28.404	0.04	2.84 MI E OF HILLSBORO E CL	460	STP	P	X												
HIG	US050	017.64		0.03 MI; LIBERTY TWP. MINOR ART.		STP	R	N												
STP*	F963 O *** 13*			PW24FT; RW36FT; 4330 ADT-90'		STP	C	282												
STP*	F964 O *** 13*			TO REPLACE THE EXISTING DEFICIENT STRUCT		002	P	X												
PROGRAM		11681		URE ON USR50 OVER COON CREEK WITH A NEW		002	R	N												
				STRUCTURE AND ALL NECESSARY APPROACH WOR		002	C	70												
				K.92-B BR PROG.(LOG POINT 28.39 METRIC)																
HIG	CRO51	03.540	0.04	1.30 MI S OF SR753	255	BR	P	N												
HIG	CRO51	002.20		0.03 MI; MARSHALL-PAINT TWPS.; MAJ COLL.		BR	R	N												
BHF*	92D* O *** 20*			PW20FT; RW29FT; 415 ADT-92.		BR	C		204											
PROGRAM		11088		TO REHABILITATE STRUCTURE NO. 3630161 ON		4BG	P	N												
				CR51 OVER ROCKY FORK CREEK WITH A NEW SU		4BG	R	N												
				PERSTRUCTURE, MINOR REPAIRS TO THE ABUTM		4BG	C		51											
				ENTS AND PIERS.																
HIG	US062	41.311	0.00	0.805 KM E. OF SR28.	425	002	P	N												
HIG	US062	42.743		1.000 KM; FAIRFIELD TWP.		002	R	N												
PROGRAM		15875		PW7.3M, RW7.3M; 2840 ADT-'94		002	C	420												
				0.966 KM E. OF LEESBURG N. CORP LINE																
				1.000 KM; FAIRFIELD TWP.																
				PW7.3M, RW7.3M; 2840 ADT-'94.																
				TO MAINTAIN AND PRESERVE STRUCTURE NO'S																
				3601382 AND 3601412 BY OVERLAYING THE DE																
				CK WITH CONCRETE. STRUCTURES OVER MIDL																
				E FORK AND LEES CREEK, RESPECTIVELY.																
HIG	SR072	00.000	9.86	US62 NORTH TO HIG/CLI CO LINE	400	002	P	N												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANE(S)/RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (09) NON-MPO																
PROGRAM		15879		09.865 KM; PENN/FAIRFIELD TWPS. PW5.5M, RW9.1M; 1080 ADT-'94. TO MAINTAIN AND PRESERVE THE PAVEMENT BY MAKING THE NECESSARY REPAIRS AND BY OVE RLAYING THE EXISTING PAVEMENT WITH ASPHA LT CONCRETE AND PAVED SHOULDERS.	002	R	N													
					002	C	400													
HIG SR072	06.034	0.11	0N VILLAGE HIGHLAND S CL	475	BR	P	X									1			A	STATE
HIG SR072	003.75		0.07 MI; HIGHLAND VILLAGE. RUR.MAJ.COLL.		BR	R	X													
BHF* 93A* O *** 24*	11668		PW19FT;RW40FT; 790 ADT-90'		BR	C	220													
PROGRAM			REPLACE 61FT BRIDGE OVER LEES CREEK		002	P	X													
			INCLUDE NECESSARY APPROACH WORK.		002	R	X													
			92-B BR PROG.		002	C	55													
HIG SR124	21.854	0.09	0.26MI W OF CR27 (NORTH SHORE RD)	380	STP	P	N									1			R	STATE
HIG SR124	013.58		0.06MI; LIBERTY TWP. MAJOR COLLECTOR		STP	R	N													
STP* **** O *** **			PW21FT; RW29FT; 4300 ADT 90'		STP	C					252									
PLAN	13625		REPLACE EXISTING DEFICIENT BRIDGE ON SR		002	P			60											
			124 OVER WOLF RUN AND ALL NECESSARY APPR		002	R					5									
			OACH WORK. 94A		002	C						63								
HIG SR124	22.626	0.00	0.13 MI. SE OF CR27(NORTH SHORE ROAD)	400	BR	P	N									1			R	STATE
HIG SR124	014.06		0.04 MI. LIBERTY TWP. RURAL MAJOR COLL.		BR	R	N													
BHF* 930* O *** **			PW20FT;RW29FT; 2030 ADT 90'		BR	C					280									
PLAN	13093		TO REHABILITATE THE EXISTING SSTRUCTURE		002	P			50											
			OVER ROCKY FORK CREEK ON SR 124, WITH		002	R	N													
			ALL NECESSARY APPROACH WORK - STP - BR.		002	C					70									
HIG TR127	05.278	0.09	0.15 MI. S OF COUNTY RD 11.	225	BR	P	N									0			A	LOCAL
HIG TR127	003.28		0.06 MI. ; DODSON TWP.; LOCAL		BR	R	N													
BRO* 92D* O *** 21*			PW11FT;RW22FT; 120 ADT-92		BR	C					180									
PROGRAM	11112		TO REPLACE THE EXISTING NARROW DEFICIENT		4BG	P	N													
			STRUCTURE NO.3632016 ON TR127A OVER TURT		4BG	R	N													
			LE CREEK WITH A NEW STRUCTURE AND ALL NE		4BG	C					45									
			CESSARY APPROACH WORK.																	
HIG SR131	06.195	0.09	2.41 MI. E OF SR 134.	250	BR	P	N									1			R	STATE
HIG SR131	003.85		0.06 MI. SALEM TWP.RURAL MINOR COLL.		BR	R	N													

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)					SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST. AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN D	RESPONSIBLE AGENCY
								FISCAL YEAR													
								1997	1998	1999	2000										
DISTRICT (09) NON-MPO																					
BHO*	93D*	O *** ***		PW18FT;RW36FT; 420 ADT 90'		BR	C														
PLAN		13171		TO REHABILITATE THE EXISTING STRUCTURE ON SR 131 OVER N. FORK OR WHITE OAK CREEK BY REPLACING BRIDGE DECK. 1993 "B" BRIDGE PROGRAM.		002	P														
						002	R	N													
						002	C														
HIG	SR131	07.080	0.03	0.51MI W OF CR24 (HOLLOWTOWN RD)	130	002	P	N													
HIG	SR131	004.40		0.02MI; SALEM TWP. MINOR COLLECTOR		002	R														
PLAN		13624		PW18FT; RW33FT; 420 ADT 90'		002	C	N													
				REPLACE EXISTING DEFICIENT STRUCTURE ON SR 131 OVER BAR RUN AND ALL NECESSARY APPROACH WORK. 94-A																	
HIG	SR138	52.688	0.00	GREENFIELD SCL. 0.12 MI. JCT. SR138 &	831	STP	P	X													
HIG	SR138	032.74		SR753 0.02 MI		STP	R	N													
STP*	F963 O *** 19*			PW 24FT, RW 28FT; 4890 ADT-90		STP	C	552													
PROGRAM		4963		REHAB 100FT BR OVER B&O RAILROAD (SEVENTHST.)		002	P	X													
						002	R	N													
						002	C	138													
HIG	TR244	02.381	0.09	0.25 MI W OF SINKING SPRINGS W CL	160	BR	P	N													
HIG	TR244	001.48		0.06 MI; BRUSH CREEK TWP. ; LOCAL		BR	R	N													
BRO*	92D* O *** ***			PW8.5FT;RW15FT; 5 ADT - 1992		BR	C														
PROGRAM		11163		TO REPLACE THE EXISTING NARROW DEFICIENT STRUCTURE NO. 3632679 ON TR244 OVER BAKE R FORK WITH A NEW STRUCTURE AND ALL NECESSARY APPROACH WORK.		48G	P	N													
						48G	R	N													
						48G	C														
HIG	SR321	006.20	0.00	0.12 MI E OF MOWRYSTOWN ECL	550	002	P	N													
PROGRAM		6556		BRIDGE DECK REPLACEMENT		002	R	N													
						002	C														
HIG	SR321	12.681	0.03	0.13 MI E OF E CL MOWRYSTOWN	125	STP	P	N													
HIG	SR321	007.88		0.02 MI; WHITE OAK TWP. MAJOR COLL.		STP	R	N													
STP*	**** O *** ***			PW20FT;RW36FT;900 ADT-90'		STP	C														
PLAN		11659		TO REPLACE THE EXISTING DEFICIENT STRUCTURE ON SR321 OVER EAST FORK WHITE OAK CREEK WITH A NEW STRUCTURE AND ALL		002	P	N													
						002	R														
						002	C														

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND.	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
				DISTRICT (09) NON-MPO															
				NECESSARY APPROACH WORK.															
HIG	SR506	04.747	0.12	1.39MI W OF SR 753.	650	STP	P	N											
HIG	SR506	002.95		.04 MI; BRUSH CREEK TWP. MAJOR COLLECTOR		STP	R	N											
HIG	SR506	003.87		PW18FT;RW26FT; 900 ADT 90'		STP	C				424								
STP*	**** O	*** **		0.47MI W OF SR753		002	P	N											
PLAN		13168		.02 MI;BRUSH CREEK TWP. MAJOR COLLECTOR		002	R		20										
				PW19FT;RW26FT; 900 ADT 90'		002	C				106								
				TO REPLACE THE EXISTING STRUCTURES ON SR 506 OVER FRANKLIN BRANCH & A TRIB. OF IT WITH NEW STRUCTURES AND ALL NECESSARY APPROACH WORK. 1993 "B" BRIDGE PROGRAM.															
HIG	SR753	00.289	0.06	0.20MI NORTH WEST OF SR 41.	315	STP	P	N											
HIG	SR753	000.18		0.04MI; BRUSH CREEK TWP MAJOR COLLECTOR		STP	R	N											
STP*	**** O	*** **		PW19FT;RW28FT; 390 ADT 90'		STP	C				208								
PLAN		12909		REPLACE EXISTING DEFICIENT BRIDGE OVER BAKERS FORK ON SR 753 AND ALL NECESSARY APPROACH WORK.93-A BR PROG.		002	P		50										
						002	R				5								
						002	C				52								
HIG	SR771	00.425	0.16	0.35 MI N. OF SR138	848	STP	P	X											
HIG	SR771	000.35		0.10 MI; PAINT TWP.MINOR COLL.		STP	R	X											
STP*	**** O	*** **		PW16FT;RW24FT; 200 ADT-90'		STP	C	586											
PROGRAM		11679		TO REPLACE THE EXISTING 37FT STRUCTURE ON SR771 OVER BIG BRANCH WITH A NEW STRUCTURE AND ALL THE NECESSARY APPROACH WORK.92B BR PROG.		002	P	X											
						002	R	X											
						002	C	146											
JAC	SR032	27.631	0.80	SR32 & SR327 INTERSECTION	5300	STP	P	N											
STP*	**** O	*** **		0.805 KM; WELLSTON PRINCIPAL ARTERIAL		STP	R				800								
PLAN		15438		PW14.630 M, RW21.946 M; 2910 ADT-'94		STP	C												
				CONSTRUCT AN INTERCHANGE AT THE INTERSECTION OF SR32 & SR327 NEAR WELLSTON. FUNDING FROM DISTRICT'S ALLOCATION		002	P	300			3200								
						002	R				200								
						002	C				800								
JAC	SR093	022.70	0.09	0.75 MI. E OF COALTON E CL PT.	347	STP	P	X											
JAC	SR233	02.79		0.03 MI; COAL TWP.		STP	R	N											
STP*	**** O	*** **		PW21FT;RW28FT; 3340 ADT-90'		STP	C	151											

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
DISTRICT (09) NON-MPO																			
PROGRAM	11311			0.10 MI. W OF CR35 (GLEN ROY RD) PT. 2 0.03 MI; MADISON TWP. PW22FT; RW28FT; 780 ADT-90' REPLACE EXISTING STRUCTURES NUMBERS 4001 532 & 4002911 OVER UNNAMED STREAM AND DI CKS CREEK WITH A NEW STRUCTURES AND ALL NECESSARY APPROACH WORK.		002 P 002 R 002 C		X 10 37											
JAC SR093	19.874	0.03	1.42 MI N OF FOUR MILE ROAD 0.02 MI; FRANKLIN TWP. MINOR ART. PW24FT; RW34FT; 5200 ADT-90' TO REPLACE THE EXISTING DEFICIENT STRUCTURE ON SR93 OVER AN UNNAMED STREAM WITH A NEW STRUCTURE AND ALL NECESSARY APPROACH WORK.	110	STP P STP R STP C 002 P 002 R 002 C		N N N N												STATE
JAC SR124	33.248	0.08	0.25 MI E OF TR170 0.05 MI; MILTON TWP. MAJ. COLL. PW20FT; RW42FT; 1110 ADT-90' TO REPLACE THE EXISTING DEFICIENT STRUCTURE ON SR124 OVER LITTLE RACCOON CREEK WITH A NEW STRUCTURE AND ALL NECESSARY APPROACH WORK. 92-B BR PROG.	499	STP P STP R STP C 002 P 002 R 002 C		X X 312 X X 78												STATE
JAC SR139	19.762	0.03	0.34 MI. S OF SR 32 0.02 MI; FRANKLIN TWP. MAJOR COLLECTOR PW20FT; RW32FT; 1480 ADT 90'C REPLACE EXISTING DEFICIENT BRIDGE ON SR 139 OVER BRANCH OF MACDOWELL RUN AND ALL NECESSARY APPROACH WORK. 94-A	155	STP P STP R STP C 002 P 002 R 002 C		N N			25		5							STATE
JAC TR165	001.56	0.00	0.75 S. OF CR58 1.00 MI.; MILTON TWP. RW 13.1 FT; 50 ADT-94 1.13 MI. N. OF SCI CL. 1.00 MI; SCIOTO TWP. RW 14 FT; 100 ADT-94 IT IS PROPOSED TO REHABILITATE TWO WOOD	214	STP P STP R STP C 4DK P 4DK R 4DK C		N N N N				170								LOCAL

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (09) NON-MPO																
				COVERED BRIDGES, STRUCTURE NO. 4032292 OVER LITTLE RACCOON CREEK AND NO. 4032977 OVER LITTLE SCIOTO RIVER #2 FOR LOCAL?																
JAC LAW PROGRAM	SR279 SR093	18.346 06.904 15890	12.63	OAK HILL WCL E. TO OAK HILL ECL. 2.189 KM; JEFFERSON/MADISON TWPS. PWVAR, RWVAR; 2530 ADT-'94. 4.892 KM N. OF US52 N. TP 1.030 KM N. OF SR373. 10.444 KM; UPPER/ELIZABETH TWPS PWVAR, RWVAR; 4540 ADT-'94. TO MAINTAIN AND PRESERVE THE PAVEMENT BY SPOT TREATMENT WITH ASPHALT CONCRETE.	383	002 002 002	P R C	N N 378								0		A	STATE	
PIK BRO* PLAN	CRO06 96A* O ***	09.784 *** 15446	0.08	0.885 KM S OF CR16 PINE TOP ROAD 0.080 KM; PERRY TWP. PW5.486 M; RW7.315 M; 493 ADT-'95 REPLACE EXISTING BRIDGE OVER BAKER FORK ON LAPPERELL ROAD AND APPROACH WORK. CO PROJ.	170	BR BR 4BG 4BG 4BG	P R C R C	N N N N N								1		A	LOCAL	
PIK NH** PROGRAM	USO23 22** O ***	13.470 82* 8761	0.27	N OF PIKETON NCL 0.274 KM; SEAL TWP. PRINCIPAL ARTERIAL PW14.630 M, RW19.507 M; 16480 ADT-'94 TO REPLACE THE EXISTING STRUCTURE NO. 66 OO301 WITH A NEW STRUCTURE AND ALL NECES SARY APPROACH WORK'S BOUND ONLY.	2450	NH NH NH 002 002 002	P R C P R C	X N 1880 X N 470								1		A	STATE	
PIK NH** PLAN	USO23 22** O ***	15.723 86* 15439	1.77	2.253 KM N OF PIKETON NCL TO 1.207 KM S OF WAVERLY SCL; 1.770 KM PEE PEE TWP. PWVAR, RWVAR; 16480 ADT-'94 TO REHABILITATE OR WIDEN 6 BRIDGES ON US R23 IN PIKE COUNTY. SPLIT FROM 8761.	6980	NH NH NH 002 002 002	P R C P R C	N X N N X N								6		A	STATE	
PIK PIK NH** PROGRAM	USO23 USO23 22** O ***	18.265 011.35 7190	3.29	WAVERLY CORPORATION LIMITS. 2.05 MI. WAVERLY PW48FT, RW48FT; 13100 ADT-86 RESTORE AND OVERLAY PAVEMENT WITH ASPHAL	8145	NH NH NH 002	P R C P	X N N X									2		A	STATE

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE AND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (09) NON-MPO																				
				T CONCRETE; RECONSTRUCT SHOULDER, BASE AND SUBBASE, CURBS & GUTTERS. RELACE 2 BR S REMOVE 1 REPAIR 2.		002 R	10													
						002 C		1507												
PIK	SR124	010.13	0.06	1.60 MI. E OF CR.9 (GRASSY FORK RD.)	361	STP P	X									1			A STATE	
STP*	F964 O *** 16*			0.04 MI. MIFFLIN TWP.		STP R	N													
PROGRAM	10456			PW19FT,RW31FT; 2080 ADT-90.		STP C	204													
				REPLACE 21FT BR OVER TRIB OF SUNFISH CREEK. 1991-B BR PROG.		002 P	X													
						002 R	N													
						002 C	51													
PIK	SR220	08.786	0.03	.05 MI. W OF JCT. OF SR 552.	190	STP P	N									1			R STATE	
PIK	SR220	005.46		.02 MI. PEE PEE TWP. MAJOR COLLECTOR		STP R	N													
STP*	**** O *** **			PW21FT;RW38.5FT; 2080 ADT 90'		STP C		120												
PROGRAM	13222			TO REHABILITATE THE EXISTING STRUCTURE ON SR 220 OVER WINTERGREEN RUN BY REPLACING THE BRIDGE DECK & ADDING CHANNEL PROTECTION. 1993 "B" BRIDGE PROGRAM.		002 P	30													
						002 R		10												
						002 C		30												
PIK	TR240	000.12	0.16	0.10 MI S. OF SR124	311	BR P	N									1			A LOCAL	
BR*	94B* O *** 21*			0.10 MI; BENTON TWP		BR R	N													
PLAN	14047			PW15FT; RW22FT; ADT-93		BR C		305												
				TO REPLACE THE EXISTING DEFICIENT STRUCTURE NO. 6633331 ON TR240 OVER SUNFISH CREEK WITH A NEW STRUCTURE AND ALL NECESSARY APPROACH WORK. CO PROJ.		4BG P	N													
						4BG R	N													
						4BG C	N													
PIK	SR335	017.14	0.09	0.12 MI. E OF CR. NO. 56. (CARRS RUN RD)	285	BR P	X									1			R STATE	
BR*	95D* O *** 4**			0.06 MI. JACKSON TOWNSHIP.		BR R	X													
PROGRAM	10457			PW18FT,RW26FT; 300 ADT-90.		BR C	128													
				REPLACE 40FT BR OVER JACKSON RUN. 1991-B BR PROG.		002 P	X													
						002 R	X													
						002 C	32													
PIK	SR335	14.451	0.04	.72 MI. N OF TR528 (DUTCH HOLLOW ROAD)	180	BR P	N									1			R STATE	
PIK	SR335	008.98		.03 MI. BEAVER TWP. RURAL MAJOR COLL.		BR R	N													
BHF*	93D* O *** **			PW20FT;RW36FT; 300 ADT 90'		BR C		120												
PROGRAM	13221			TO REHABILITATE STRUCTURE ON SR335 OVER		002 P	30													

FEDERAL ID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
				DISTRICT (09) NON-MPO															
				SWIFT CREEK BY REPLACING THE BRIDGE DECK 1993 "B" BRIDGE PROGRAM		002 R 002 C		N	30										
PIK	SR335	27.937	0.09	AT CR56	605	STP P STP R STP C 002 P 002 R 002 C		X N N X N			10				1		A	STATE	
PIK	SR335	017.36		0.06 MI; JACKSON TWP.															
STP*	**** O *** **	PROGRAM	12055	PW20FT;RW28FT; 300 ADT-90' TO REPLACE THE EXISTING DEFICIENT STRUCTURE ON SR335 OVER CARRS RUN WITH A NEW STRUCTURE & ALL NECESSARY APPROACH WORK															
PIK	SR335	33.956	0.06	0.80 MI SOUTH OF N&W RAILROAD	340	STP P STP R STP C 002 P 002 R 002 C		N N N N							1		R	STATE	
PIK	SR335	021.10		0.04 MI; JACKSON TWP.															
STP*	**** O *** **	PLAN	12028	PW18FT;RW36FT; 780 ADT-90' TO REPLACE THE EXISTING DEFICIENT STRUCTURE ON SR335 OVER MOORE RUN WITH A NEW STRUCTURE AND ALL NECESSARY APPROACH WORK					10	216	54								
ROS	USO23	17.284	0.00	US35 N TO 0.708 KM N. OF SR159	600	002 P 002 R 002 C		N N 595							0	X	A	STATE	
		PROGRAM	15877	1.000 KM; SCIO TO/SPRINGFIELD/GREEN TWPS. PWVAR, RWVAR; 26660 ADT-'94. TO MAINTAIN AND PRESERVE THE PAVEMENT BY CRACK SEALING A PORTION OF US23.															
ROS	USO35	26.811	0.00	1.786 KM W. OF CR550	320	002 P 002 R 002 C		N N 315							0	X	A	STATE	
		PROGRAM	15876	1.000 KM; UNION TWP. PW14.6M, RW14.6M; 7590 ADT-94. TO MAINTAIN AND PRESERVE STRUCTURE NO. 'S 7101651 AND 7101686 OVER TR125 BY OVERLAYING THE DECK WITH CONCRETE.															
ROS	USO35	42.429	7.86	0.483 KM W OF CR9 TO 0.23 KM W OF CR206.	635	002 P 002 R 002 C		N N 635							0		A	STATE	
		PROGRAM	15891	PW7.3M, RW11.0M; 14380 ADT-'94. TO MAINTAIN AND PRESERVE THE PAVEMENT BY MAKING THE NECESSARY REPAIRS AND BY OVERLAYING THE EXISTING PAVEMENT WITH ASPHALT CONCRETE AND PAVED SHOULDERS.															
ROS	USO50	021.67	2.96	FROM DUN ROAD TO HIGH ST.	360	MA P		N							0		A	LOCAL	

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				CHANGE IN D	MISCELLANEOUS	OTHER BRIDGES	REST AREA	NEW CONSTRUCTION	RESURFACE RESTORE REHAB	ADD LANES RECONSTRUCT	SAFETY UPGRADE	RESPONSIBLE AGENCY	
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)													
								1997	1998	1999	2000										
DISTRICT (09) NON-MPO																					
	STP* 100* O *** 36* PROGRAM	16069		2.96 KM; CHILLICOTHE PW48FT; RW48FT; 13320 ADT-94 TO RESURFACE US50 FROM DUN ROAD TO HIGH STREET IN CHILLICOTHE.		MA R N MA C 288 4BG P N 4BG R N 4BG C 72															
	RGS SR138 O05.03 STP* FY94 O *** 3** PROGRAM	10221	0.01	0.70 MILE NORTH OF CR. NO. 55. 0.01 MI. BUCKSKIN TOWNSHIP. MAJOR COLL. PW20FT, RW32FT; 1280 ADT-90. REPLACE 23FT BRIDGE OVER LOWER BUCKSKIN CREEK WITH A NEW STRUCTURE AND ALL NECESSARY APPROACH WORK. - 1991 "A" BRIDGE PROGRAM.	267	STP P X STP R N STP C 160 002 P X 002 R 2 002 C 40							1							R STATE	
	ROS SR159 O05.584 STP* **** O *** ** PROGRAM	15437	1.41	0.418 KM S OF US23 TO 1.416 KM N 1.416 KM; CHILLICOTHE PW14.630 M, RW20.726 M; 15340 ADT-'94 RESURFACE 4 LANES & REHABILITATE BRIDGES AS REQUIRED ON SR159. NO. 230 ON 1994 4-LANE PAVEMENT MANAGEMENT SYSTEM PRIORITY CHARGE TO DIST ALLOC.	1600	STP P N STP R N STP C 1160 002 P N 002 R N 002 C 290								X					1	A STATE	
	ROS SR159 O07.000 PROGRAM	15883	9.51	0.241 KM N. OF CR11 N. TO KINGSTON SCL. 9.511 KM; GREEN TWP. PWVAR, RWVAR; 9960 ADT-'94. TO MAINTAIN AND PRESERVE THE PAVEMENT BY MAKING THE NECESSARY REPAIRS AND BY OVERLAYING THE EXISTING PAVEMENT WITH ASPHALT CONCRETE AND PAVED SHOULDERS.	395	002 P N 002 R N 002 C 390													0	A STATE	
	RDS CR167 O19.086 BRF* 95C* O *** ** PROGRAM	15182	0.49	0.483KM SE OF USR50 0.305KM; TWIN TWP. RURAL MAJOR COLLECTOR PW5.79M, RW8.23M; 930 ADT '85. REPLACE EXISTING DEFICIENT BRIDGE OVER PAINT CREEK ON SLIGHTLY NEW ALIGNMENT AND NECESSARY APPROACHES. COUNTY PROJECT.	1030	BR P N BR R N BR C 4BG P N 4BG R N 4BG C														1	A LOCAL
	ROS SR207 O00.06		0.03	0.07 MI. NW OF JCT. SR104.	365	STP P X														1	A STATE

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
				DISTRICT (09) NON-MPO															
		STP* **** O *** ** PROGRAM 10458		O.02 MI. UNION TWP. RURAL MAJOR COLLECT. PW21FT,RW32FT; 1890 ADT-90. REPLACE 23FT BR OVER MCCAFFERTY RUN. 1991-B BR PROG.		STP R STP C 002 P 002 R 002 C	N 235 X N 18												
		R0S TR236N 01.287 R0S TR236N 000.80 STP* **** O *** ** PROGRAM 11150	0.64	SR159 E TO 0.08 MI E OF N&W RAILROAD 0.40 MI; GREEN TWP; MAJOR COLLECTOR PW17FT;RW22FT; 533 ADT-85 TO RECONSTRUCT THE PAVEMENT AND SHOULDER S BY WIDENING ON NEW ADJUSTED PROFILE. PROJECT IS W/I URBAN AREA BUT OUTSIDE CITY LIMITS. HAVE ARC GRANT. (NO RECORD)	675	STP P STP R STP C 4BG P 4BG R 4BG C	N N 540 N 135					X		O			R	LOCAL	
		SCI GALLIA 001.89 BHF* 95A* O *** ** STP* **** O *** ** PROGRAM 14819	0.08	0.9 MI NW OF SR140 0.05 MI; PORTSMOUTH PW33FT,RW33FT; 4365 ADT-85 TO REHABILITATE THE EXISTING GALLIA STREET BRIDGE OVER THE LITTLE SCIOTO RIVER IN PORTSMOUTH. CITY'S-STP FOR LOCAL MATCH	575	BR P BR R BR C STP P STP R STP C	N N 460 N 115								1		A	LOCAL	
		SCI KINNEY S LANE STP* **** O *** ** PROGRAM 15192	2.59	US23 TO SUMMIT STREET 1.609 KM; PORTSMOUTH - MINOR ARTERIAL PW12.192M; RW12.192M; 6031 ADT-92 PLANING AND RESURFACING KINNEY'S LANE; R EPLACE RETAINING WALL, CURBS AND SIDEWALK IN CITY OF PORTSMOUTH. CITY'S-STP	365	STP P STP R STP C 4BG P 4BG R 4BG C	N N 354 N 11								O		A	LOCAL	
		SCI US023 001.72 NH** 22** O *** ** PLAN 7610	2.80	KENNY'S LANE TO 0.25 MI. S OF TR513. 1.74 MI. PORTSMOUTH. PW41FT,RW41FT; 20280 ADT-86. 4-LANE RESURFACING PROGRAM. WIDEN & RESTORE PAV'T,REPLACE CURBS, SIDEWALKS, CATCH BASINS;REMOVE PAVEMENT MARKERS	2552	NH P NH R NH C 002 P 002 R 002 C	X N 1552 X 80 388						X		O		A	STATE	
		SCI US023 03.829	0.00	0.16 KM N. OF PORTSMOUTH NCL.	925	002 P	N								O	X	A	STATE	

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (09) NON-MPO																				
PLAN		16271		0.200 KM, CLAY TWP. PW15.24 M, RW18.29 M; 18200 ADT-94. TO REPAIR A SLIP LOCATION BY CONSTRUCTING A RETAINING WALL.		002 R 002 C		N		825										
SCI US023	03.851	17.50	0.15 MI. N OF. N&W R/R O-PASS N TO PIK CL. 10.88 MI. CLAY/VALLEY TWPS. PW48FT, RWVAR; 15500 ADT-90. ; PRIN. ART. TO MAINTIAN AND PRESERVE THE PAVEMENT BY MAKING THE NECESSARY REPAIRS AND BY OVER LAYING THE EXISTING PAVEMENT WITH ASPHALT CONCRETE. FY-96.	4800	NH NH NH 002 002 002	P R C P R C	N N N N N N			3520								0	R STATE	
SCI US023	005.50																			
NH** 22** O *** **	10833																			
SCI US023	26.054	0.03	0.19MI. S OF PIKE COUNTY LINE 0.02MI; VALLEY TWP. PRINCIPAL ARTERIAL PW48FT;RW112FT; 12190 ADT 90' REPLACE EXISTING DEFICIENT STRUCTURE ON USR 23 OVER A STREAM WITH ALL NECESSARY APPROACH WORK. 94-A	345	NH NH NH 002 002 002	P R C P R C	N N N 50 N N											1	R STATE	
SCI US023	016.19																			
NH** 22** O *** **	13719																			
PLAN																				
SCI CRO28	04.023	0.32	2.50 MI. EAST OF SR728 0.20 MI; LUCASVILLE PW20FT;RW24FT; 2338 ADT-86 RELOCATE THE EXISTING DEEP DITCH (PIPE) AND THE RECONSTRUCTION OF THE EXISTING SHOULDER ON THE NORTH SIDE OF CR28 FOR THE SAFETY OF THE TRAVELING PUBLIC.	200	STP STP STP 4BG 4BG 4BG	P R C P R C	N N N N N N			160								0	X A LOCAL	
SCI CRO28	002.50																			
STP* **** O *** **	11219																			
PLAN																				
SCI CRO49	009.20	0.16	0.18 MILE SOUTH OF JUNCTION SR73 0.10 MILE; RUSH TOWNSHIP PW21FT;RW29FT; 484 ADT-79 REPLACE THE EXISTING DEFICIENT STRUCTURE NO. 7331363 OVER POND CREEK ON CR49 WITH A NEW STRUCTURE ON MODIFIED ALIGNMENT AND ALL NECESSARY APPROACH WORK..	304	STP STP STP 4BG 4BG 4BG	P R C P R C	N N N N N N			243								1	A LOCAL	
STP* **** O *** **	11225																			
PLAN																				
SCI US052	02.059	0.03	.20MI. E OF TR 97 LOWER TWIN CR. ROAD .02 MI. NILE TWP. RURAL PRINCIPAL ARTER.	130	BR BR	P R	N N											0	R STATE	
SCI US052	001.28																			

FEDERAL D PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT SAFETY UPGRADE	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN D	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)										
								1997	1998	1999	2000							
DISTRICT (09) NON-MPO																		
BRF*	1***	O ***	***	***														
PLAN		13225																
				PW22FT;RW32FT; 1590 ADT 90' TO REPLACE THE EXISTING STRUCTURE ON USR 52 OVER GAS HOLLOW WITH A NEW STRUCTURE & ALL NECESSARY APPROACH WORK. 1993 "B" BRIDGE PROGRAM.		BR	C	N										
						002	P	N										
						002	R	N										
						002	C	N										
SCI	US052	32.684	0.06	AT WALLER STREET (PORTSMOUTH)	750	NH	P	N										
SCI	US052	020.31		.04 MI. PORTSMOUTH.		NH	R	N										
NH**	1***	O ***	***	***		NH	C	N										
PLAN		13226		PW57FT;RW57FT; 11500 ADT 90' TO REHABILITATE THE EXISTING STRUCTURE ON WALLER STREET OVER USR52 BY REPLACING THE BRIDGE DECK & BACKWALLS. 1993 "B" BRIDGE PROGRAM.		002	P	N										
						002	R	N										
						002	C	N										
SCI	SR073	04.340	0.04	0.82 MI E OF RARDEN EE CL	210	BR	P	X										
SCI	SR073	002.71		0.03 MI; RARDEN TWP.		BR	R	N										
BRF*	93A*	O ***	26*	PW20FT;RW30FT;2040 ADT-90' TO REPLACE THE EXISTING DEFICIENT STRUCTURE ON SR73 OVER ABE RUN WITH A NEW STRUCTURE AND ALL NECESSARY APPROACH WORK. 92-B BR PROG.		BR	C	N										
PROGRAM		11658				002	P	X										
						002	R	N										
						002	C	N										
SCI	SR073	36.949	4.28	0.58MI S OF CR57 TO SCI RIVER BRIDGE	3856	STP	P	N										
SCI	SR073	022.96		2.66MI ;WEST PORTSMOUTH;MAJOR COLLECTOR.		STP	R	N										
STP*	****	O ***	***	PW48FT;RW110FT;11200 ADT 90' TO RECONSTRUCT SR73 AND SR852 TO ELEVATION OF US 52 TO ELIMINATE FLOODING WORK FROM 10845 NOW INCLUDED.		STP	C	2824										
PROGRAM		12270				002	P	N										
						002	R	N										
						002	C	706										
SCI	SR073	41.278	0.46	0.25 MI. WEST OF PORTSMOUTH WEST CL	7100	BR	P	X										
SCI	SR073	025.65		0.29 MI		BR	R	X										
BRF*	1244	O ***	2**	PW 25FT, RW 25FT; 8630 ADT-83		BR	C	5160										
BRS*	1244	O ***	2**	REPLACE FT.BRIDGE OVER SCIOTO RIVER		002	P	X										
PROGRAM		4823		W/MINIMUM APPROACH & GUARDRAIL WORK. 83A BRIDGE PROGRAM-NOW 89B PROGRAM.		002	R	X										
						002	C	1290										
SCI	SR125	000.14	0.16	0.14 MI EAST OF ADAMS COUNTY LINE	459	STP	P	X										
STP*	****	O ***	***	0.10 MI; BRUSH CREEK TWP. MAJOR COLLECT.		STP	R	N										

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (09) NON-MPO																				
PROGRAM	11325			PW25FT;RW43FT;720 ADT-90' TO REPLACE STRUCTURE NO. 7303246 ON SR125 OVER ROCKY FORK WITH A NEW STRUCTURE AND ALL NECESSARY APPROACH WORK. 92-A BR PROG.		STP C 002 P 002 R 002 C		252 X N 63												
SCI SR125 BRF* 994* O *** 4** PROGRAM	009.95 4736	0.16		AT JCT. TR102. 0.10 MI; NILE TWP. RURAL MAJOR COLLECTOR PW 24FT, RW 28FT; 2500 ADT-86 REPLACE E49FT BRIDGE OVER ODEL CREEK W/ ALL NEC. APPROACH WORK. 88B BRIDGE PROG	775	BR P BR R BR C 002 P 002 R 002 C		X N 536 X N 134								1		R	STATE	
SCI SR140 BRF* 968* O *** 4** PROGRAM	003.02 4813	0.19		0.02 MI. WEST OF CR-14. 0.12 MI PW 20FT, RW 28FT; 3900 ADT-86 REPLACE 32FT. BRIDGE OVER WARDS RUN: DELETE 53FT BRIDGE OVER DRY RUN CREEK BY RELOCATING 600FT OF CREEK. 87A BR PROG	740	BR P BR R BR C 002 P 002 R 002 C		X N 432 X N 108								1			STATE	
SCI SR140 STP* **** O *** ** PROGRAM	003.77 11316	0.08		0.02 MI WEST OF CR53 0.05 MI; PORTER TWP. PW22FT;34FT; 3570 ADT-90' TO REPLACE THE EXISTING DEFICIENT STRUCTURE ON SR140 OVER AN UNNAME STREAM WITH A NEW STRUCTURE AND ALL NECESSARY APPROACH WORK.92-A BR PROG.	259	STP P STP R STP C 002 P 002 R 002 C		X N N X N N										1	A	STATE
SCI SR335 SCI SR335 STP* **** O *** ** PROGRAM	06.050 003.76 4804	2.09		CR15 TO JCT. TR240 1.30 MI. PW20FT, RW18FT/37FT; 2600 ADT-86 RELO SR335 ALONG THE EAST SIDE OF C&O R/R FOR SAFETY OF THE TRAVELING PUBLIC ELIMINATE 2 R/R STRUCTURE & 2 90-DEGREE TURNS. W.L. 1.30 MI. PE ON HOLD	1450	STP P STP R STP C 002 P 002 R 002 C		N N 976 N 85 244									X	2	A	STATE
SCI SR348 STP* FY93 O *** 1**	006.01	0.06		AT OTWAY SCL. MAJ COLL.-RUARL 0.04 MI; BRUSH CREEK TWP OTWAY	819	STP P STP R		X N										0	A	STATE

**OHIO STATISTICAL IMPROVEMENT PROGRAM
FEDERAL AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (09) NON-MPO																
	STP* F964 O *** 5** PROGRAM 11328			PW20FT;RW36FT; 1180 ADT-90 TO REHABILITATE EXISTING STRUCTURE OVER NORTH FORK SCIOTO BRUSH CREEK AND WIDEN DECK TO 32 FT. 92-A BR PROG.		STP C 002 P 002 R 002 C	N X N 145													
	SCI SR348 012.24 BRO* 7306 O *** 1** PROGRAM 4781	0.06		O.02 MI. W. OF CR34 O.12 MI. PW 18FT. RW 20.2FT; 1200 ADT-86 REPLACE 25FT. DEFICIENT STRUCTURE OVER MCCULLOUGH CREEK ON SR348 WITH A NEW STRUCTURE. 87-B BR PROG SUFF. RATING 35.4SD. WORK LENGTH O.12 MI	295	BR P BR R BR C 002 P 002 R 002 C	X N N X 5 41		167							1			R	STATE
	SCI SR522 01.609 SCI SR522 001.00 STP* **** O *** ** PLAN 12928	0.06		1.00MI N OF USR 52 O.04MI; WHEELERSBURG MAJOR COLLECTOR PW24FT;RW40FT; 4080 ADT 90' REHABILITATE THE EXISTING DEFICIENT BRID GE OVER PINE CREEK ON SR 522. 93-A BR PROG.	535	STP P STP R STP C 002 P 002 R 002 C	N N N N N N				5					1			R	STATE
	SCI SR522 03.090 PROGRAM 15882	10.28		O.048 KM W. OF CR1 E. TO LAW CL. 10.283 KM; PORTER/GREENE/VERNON TWPS. PW6.1M. RWVAR; 4750 ADT-'94. TO MAINTAIN AND PRESERVE THE PAVEMENT BY MAKING THE NECESSARY REPAIRS AND BY OVE RLAYING THE EXISTING PAVEMENT WITH ASPHA LT CONCRETE AND PAVED SHOULDERS.	426	002 P 002 R 002 C	N N 421									0			A	STATE
	SCI SR522 07.982 SCI SR522 005.20 SCI SR522 004.96 STP* **** O *** ** PLAN 13094	0.00		O.14 MI W OF CR 268 BIG PETE ROAD O.04 MI. GREEN TWP.; MAJOR COLLECTOR PW20FT;RW40FT; 1690 ADT 90' O.18 MI. E OF CR 268 (BIG PETE ROAD) O.04 MI; GREEN TWP. MAJOR COLLECTOR PW20FT;RW35FT; 790 ADT 90' TO REHABILITATE THE EXISTING STRUCTURES OVER PINE CREEK ON SR522 BY REPLACING THE BRIDGE DECKS. FED STP-BR.	800	STP P STP R STP C 002 P 002 R 002 C	N N N 100 N 140			560						1			R	STATE

FEDERAL - AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (10) NON-MPO																				
ATH	BIKEWA	Y PH I	0.00	O'BLENNESS HOSP ACCESS RD TO CURRIER ST; CITY OF ATHENS; 1.90 MI (STATE'S-M)	236	STP	P	N												LOCAL
	STP*	**** O *** **		1.90 MI 10 FT WIDE 2-WAY BIKEPATH CONSTRUCTED OF ASPHALT WITH SIGNAGE. PHASE I OF A 3-PHASE PROJ (STATE'S-M)		STP	R	N												
	PROGRAM	5271				4BG	P	N	188											
						4BG	R	N												
						4BG	C		47											
ATH	BIKEWA	Y PH.3	0.00	SR682 TO HOC. TECH. COLLEGE AT NELSONVILLE. 1.00 MI.	1717	BWF	P	X												LOCAL
	BWF*	11** O *** 91*		FINAL PH. OF BKWY. PROJ. FROM CITY OF NELSONVILLE, TO CITY OF ATHENS W/ACCESS TO VILLAGES CHAUNCEY & THE PLAINS. WORK LENGTH 1.00 MI.		BWF	R	N												
	TEA*	F963 O *** 89*				BWF	C	N												
	PROGRAM	5294				STP	P	X												
						STP	R	N												
						STP	C		1515											
						4BG	P	X												
						4BG	R	N												
						4BG	C	N												
ATH	DESONI	ER	0.00	CONKLES HOLLOW PARKING LOT	60	002	P	N												STATE
	HOC	CONKLE		ODNR-ADD AGGREGATE TO PARKING AREA AT		002	R	N												
	HOC	ROCKB		DESONIER. NEW AGGREGATE PARKING AT ROCK		002	C		53											
	PROGRAM	15815		BRIDGE. RESURF CONKLES HOLLOW ALSO																
				EROSION PROTECTION.																
ATH	E. STAT	E ST.	2.57	ATHENS.US33 TO COOK DR. 1.60 MI.	2000	APL	P	X												LOCAL
	APLM	3Y17 O *** 3**		PW:33T036FT,RW:33T052FT;2017OADT-88		APL	R	N												
	STP*	**** O *** **		WIDEN ROADWAY TO 5 LANES INC'L.NECES.R/W		APL	C	N												
	PLAN	6297		ACQUISITION, INTERSEC IMPROVEMENTS, TRAF.		STP	P	X												
				CONTROL DEVICES, SIGNING, STRIPING, ETC.		STP	R	N												
				(STATES-M MAX \$850,000.)		STP	C				850									
						4BG	P	X												
						4BG	R	N												
						4BG	C				640									
ATH	POSTO	N RD.	0.54	BEGIN AT BRIDGE CROSSING HAMELY RUN AND	276	APL	P	64												LOCAL
	APL*	8500 O *** 60*		CONTINUE FOR 0.549KM (ADJACENT TO CR110)		APL	R	N												
	PROGRAM	15676		CONSTRUCTION OF THE POSTON ACCESS ROAD		APL	C				156									
				FOR THE POSTON INDUSTRIAL PARK ARC MONEY		4BG	P	16												
				WILL BE USED TO CONSTRUCT 0.549 KM OF		4BG	R	N												

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (10) NON-MPO																
				NEW ROADWAY AND DRAINAGE.		4BG	C		39											
ATH WATERL HOC HOCKIN VIN ZALESK PROGRAM	OO.000 G I 16201	0.00		WATERLOO DRAINAGE PIPES ATH-WATERLOO TOWNSHIP HOCKING ACCESS ROADS AND PARKING AREAS HOCKING STATE FOREST LAUREL TOWNSHIP ZALESKI ACCESS ROAD COVER AGGREGATE ZALESKI STATE FOREST MADISON TOWNSHIP ODNR REPLACE DRAIN PIPES AND CLEAN DITCH AT WATERLOO. COVER AGGREGATE AT ZALESKI WITH WIDENING. COVER AGGREGATE AT HOCKING ON ACCESS ROADS & PARKING LOTS	417	002 002 002	P R C	N N 403											STATE	
ATH CRO19 STP* **** O *** ** PLAN	7.837 15230	4.00		BEGIN AT CR19 N AND US50 INTERSECTION END AT CR19 N AND SR56. MAJOR COLLECTOR PW6.7M,6.7M;ADT-3429 1995 THE PROJECT WILL MAINLY CONSIST OF RESUR FACING, BUT WILL INCLUDE; GUARDRAIL, MINOR BERMWORK, PAVEMENT MARKINGS AND SIGNING.	265	STP STP STP 4BG 4BG 4BG	P R C P R C	N N N N N					212						LOCAL	
ATH CRO20 STP* **** O *** ** PLAN	6.437 15229	5.77		BEGIN 0.097M E OF TR215 INTERSECTION END AT SR690. RURAL MAJOR COLLECTOR PW5.8M,RW7.6M;224-ADT 1995 THE PROJECT CONSISTS OF A MAJOR RECONSTR UCTION.THE WORK INCLUDES WIDENING,EXCAVA TION,EMBANKMENT,BASE AND BERM WORK,PAVEM ENT,GUARDRAIL,PAVEMENT MARKINGS ANDSIGNS	910	STP STP STP 4BG 4BG 4BG	P R C P R C	N N N N N											LOCAL	
ATH US033 PLAN	26.034 16330	0.00		INTERCHANDE AT STIMSON AVE INTERCHANGE AT SR550 WIRING UPGRADE OF HIGHWAY LIGHTING AT INTERCHANGES OF US33 AND STIMSON AVENUE. US33 AND SR550, US33 AND STATE STREET. SFY98-1	256	002 002 002	P R C	N N 252											STATE	
ATH US033 STG* **** O *** **	4.039	1.00		BEGIN INTERSECTION OF FINDLAY ST ANDUS33 END 1.059M E OF SR78 AND US33 INTERSECTN	600	STG STG	P R	N N											LOCAL	

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (10) NON-MPO																
PROGRAM	15817			PW 2L 6.1M, PW 3L 11.0M, ADT1995-12373 PROJECT CONSISTS OF TOTAL RECONSTRUCTION OF EXISTING SIGNAL INSTALLATIONS AT 8 DIFFERENT INTERSECTIONS IN THE CITY OF NELSONVILLE. SIGNAL COORDINATION(SEE MISC		STG C		540												
ATH US050	000.59	0.06	0.59	MILE EAST OF VINTON COUNTY LINE MINOR ARTERIAL	544	BR P		X								O		A	STATE	
BRF* 94B* O *** 6**						BR R		N												
PROGRAM	11285			RW38FT, PW20FT; 1930-ADT 1988 1992-A BRIDGE REPLACEMENT OVER FLAT RUN.		BR C				367										
						002 P		X												
						002 R			5											
						002 C				91										
ATH US050	018.58	10.41	1.3	MI NORTH OF SR 690 TO 0.04 MI S OF SR329. PRINCIPAL ARTERIAL	30230	APD P		X						X		1			STATE	
APD* 13** O *** 68*				PW22FT, RW38FT; 6250ADT-88		APD R		5250												
PROGRAM	8385			CONSTRUCT 2 PARALLEL LANES INCLUDING ALL ASSOC. CONTROLLED ACCESS. 6.47 MILES. ENC 535605 IS FOR ENVIR AND SHOULD BE CONSIDERED P.E.EIS=7712.		APD C				17318										
						002 P		X												
						002 R		656												
						002 C				4329										
						041 P		X												
						041 R		656												
						041 C		N												
						*** P		X												
						*** R		N												
						*** C		N												
ATH US050	025.05	3.47	0.04	MI S OF SR329 TO 0.19 MI S OF TR142 PRINCIPAL ARTERIAL	14425	APD P		X						X		4			STATE	
APD* 13** O *** 69*				PW24FT, RW40FT; 4580ADT-88		APD R				1949										
PROGRAM	8386			UPGRADE THE EXISTING TWO-LANE ARTERIAL ROADWAY WITH THE NEW CONSTRUCTION OF TWO PARALLEL LANES INCLUDING ALL ASSOCIATED CONTROLLED ACCESS INTERSECTIONS. 2.16 MI		APD C														
						041 P		X												
						041 R				487										
						041 C		N												
						002 P		X												
						002 R		N												
						002 C														
										2191										
ATH US050	027.21	7.16	0.19	MI S OF TR142 TO 0.28 MI S OF CR65 PW24FT, RW40FT; 4580ADT-88	19179	APD P		X						X		O			STATE	
APD* 13** O *** 63*						APD R														
										3399										

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (10) NON-MPO																
		PROGRAM 8387		UPGRADE EXISTING TWO-LANE ARTERIAL ROADWAY WITH THE NEW CONSTRUCTION OF TWO PARALLEL LANES INCLUDING ALL ASSOCIATED CONTROLLED ACCESS INTERSECTIONS. 4.45 MILES		APD C														
						041 P		X												
						041 R				849										
						041 C		N												
						*** P		X												
						*** R		N												
						*** C		N												
						002 P		X												
						002 R		N												
						002 C														
		ATH US050 61.220	0.00	2.67 MILES EAST OF STATE ROUTE 144 NEAR TORCH OHIO ADJACENT TO CR63	1005	NH P		N												
		ATH US050 038.50		CONSTRUCTION OF REST AREA IN THE VICINITY OF TORCH ADJACENT TO THE EAST BOUND LANE OF US50 AND COUNTY ROAD 63.		NH R		N								X	O	A	STATE	
		NH** 1*** O *** **				NH C		648												
		PROGRAM 9361				002 P		N												
						002 R		125												
						002 C		162												
						*** P		N												
						*** R		N												
						*** C		N												
		ATH SR056 003.28	1.44	JUNCTION OF SR356. CHANGE PROFILE OF SR56 AND SR356 TO IMPROVE INTERSECTION SIGHT DISTANCE. INCLUDES REMOVING ROCK FROM INSIDE OF CURVE AND SHOULDER WIDENING ON SR56.	925	002 P		N												
		PROGRAM 14365				002 R		250												
						002 C				600										
		ATH SR056 02.170	0.16	1.35 MILES EAST OF THE VINTON CO. LINE RURAL MAJOR COLLECTOR	601	BR P		N												
		ATH SR056 001.35		PW26FT, RW17FT; 1993 ADT-610		BR R		N												
		BRF* 93D* O *** **		1993-B BRIDGE REPLACEMENT OVER HEWETTS FORK.		BR C				360										
		PROGRAM 13194				002 P		N												
						002 R				40										
						002 C				90										
		ATH SR124 00.000	20.51	BEGIN ATH-MEG COUNTY LINE	752	002 P		N												
		ATH SR144 00.000		END WAS COUNTY LINE		002 R		N												
		MEG SR124 86.403		PW5.5M, RW7.3M, ADT1995-895		002 C		750												
		PROGRAM 15804		BEGIN INTERSECTION SR124 AND SR144																

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (10) NON-MPO																
				END INTERSECTION US50 AND SR144 PW6.1M, RW8.5M. BEGIN INTERSECTION SR681 AND SR124 END 1.223KM S OF ATH COUNTY LINE PW5.5M, RW7.3M, THE PROJECT CONSISTS OF ASPHALT RESURFACING ON THE EXISTING ROADWAY, PAVEMENT MARKINGS AND COMPACTED AGGREGATE BERM. BRIDGE WORK INCLUDES MINOR REPAIR.																
ATH	SR144	9.900	0.50	1.400KM NORTH OF US50	645	STP	P	N											O	A STATE
MEG	SR681	31.320		PW5.6M, RW6.1M, 93ADT-560		STP	R	N												
PROGRAM		16371		2.864KM WEST OF SR7		STP	C	516												
				PW5.3M, RW7.5M, 93ADT-410		002	P	N												
				THIS PID IS FOR THE CO PHASE OF PID'S 13195 AND 13207 ONLY. PID'S 13195 AND 13207 HAVE BEEN REVISED FOR PE AND RW ONLY.		002	R	N												
						002	C	129												
ATH	SR682	003.00	2.41	0.30 MI. N. OF CR22 TO 0.07 MI. N. OF TR249. WIDEN TO 24 FT & RESURFACE.	3446	STP	P	X												
HES*	3Y00 O *** 10*			PW 20 FT., RW 20-24 FT., 6730 ADT-91		STP	R	N												
STP*	F961 O *** 65*			WIDEN ROADWAY TO 24FT W/ FULL DEPTH PAVEMENT; MINOR RELOCATION; DRAINAGE; WIDEN BERM FROM 2FT EARTH TO 4FT PAVED; CONSTRUCT 4 TWP RD INTERSECTIONS.		STP	C	1908												
PROGRAM		6138				HES	P	X												
						HES	R	N												
						HES	C	N												
						002	P	X												
						002	R	N												
						002	C	212												
ATH	SR682	006.54	0.03	0.48 MILE NORTH OF THE U.S. ROUTE 33 OVERPASS	1455	BR	P	X												
BRF*	94C* O *** 15*			PW22FT, RW30FT; 3050 ADT-1991		BR	R	N												
PROGRAM		10208		BRIDGE REPLACEMENT 1991-A		BR	C		1020											
				REPLACE 173FT BR OVER HOCKING RIVER		002	P	X												
				91-A BR PRG.		002	R	N												
						002	C	255												
ATH	SR690	05.910	0.17	1.54 MI S OF SR550	476	BR	P	N												
ATH	SR690	003.67		RURAL MINOR COLLECTOR		BR	R	N												

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST. AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (10) NON-MPO																
BRO*	93C*	O *** **		PW18FT, RW20FT; 1992 ADT-1320 1993-A BRIDGE REPLACEMENT OVER SUGAR RUN WITH A PRECAST STRUCTURE.		BR C														
PROGRAM		12849				002 P		77												
						002 R			15											
						002 C				76										
GAL	BIKEWA	Y	27.35	BURNETT ROAD. (CITY OF GALLIPOLIS) TO THE VILLAGE OF VINTON. RURAL LOCAL CONSTRUCTION OF A 17 MILE BIKEWAY. APPROVED ENHANCEMENT PROJECT.	1600	STP P	N									O	X	A	LOCAL	
STP*	****	O *** **				STP R	N													
PROGRAM		13541				STP C		1280												
						4DK P	N													
						4DK R	N													
						4DK C		320												
GAL	CRO01	VAR	0.00	GUARDRAIL PLACEMENT PROJ. (VAR-SEC)	250	STG P	N									O	X	A	LOCAL	
GAL	CRO03	VAR		(VAR-SEC)		STG R	N													
GAL	CRO06	VAR		(VAR-SEC)		STG C	250													
STG*	****	O *** **		GUARDRAIL PLACEMENT PROJECT ON VARIOUS ROUTES AND SECTIONS.																
PROGRAM		16311		SFY97-1																
GAL	CRO02	VAR	0.00	GUARDRAIL PLACEMENT PROJECT (VAR-SEC)	250	STG P	N									O	X	A	LOCAL	
GAL	CRO13	VAR		(VAR-SEC)		STG R	N													
STG*	****	O *** **		GUARDRAIL PLACEMENT PROJECT ON VARIOUS ROUTES AND SECTIONS.		STG C	250													
PROGRAM		16312		SFY97-2																
GAL	CRO03	7.385	0.10	BEGIN 731M N OF TR295 AND CR3 INTERSECTN END 752M N OF TR295 AND CR3 INTERSECTION PW5.5M, RW6.7M, ADT1995-	373	BR P	N										1		A	LOCAL
BRD*	96B*	O *** **		DEFICIENT BRIDGE REPLACEMENT AND MINOR APPROACH WORK. WORK WILL INCLUDE NEW SUB STRUCTURE, NEW SUPERSTRUCTURE AND APPROACH RAILINGS.		BR R	N													
PROGRAM		15785				BR C	298													
						4BG P	N													
						4BG R	N													
						4BG C	74													
GAL	CRO12	002.42	0.32	2.42 MI E OF SR325 OVER RACCOON CREEK AT CORA MILL PW14FT, RW14FT; 350 EST. ADT	1160	BR P	123										1		A	LOCAL
BRZ*	2705	O *** 1**		REPLACE 226 FT BR OVER RACCOON CREEK. PAVING OF APPROACHES AND OTHER NECESSARY		BR R	N													
PLAN		9526				BR C	N													

FEDERAL AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				CHANGE NO	MISCELLANEOUS	OTHER BRIDGES	REST AREA	NEW CONSTRUCTION	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT SAFETY UPGRADE	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)										
								1997	1998	1999	2000							
				DISTRICT (10) NON-MPO														
				11533, 11534, 11535, 11536 ONLY. PE & RW REMAIN ON EXISTING PIDS SFY 97-3		002 002 002	P R C	N N 140										
GAL	SR850	04.650	0.12	2.89 MILES NORTH OF SR588	86	002	P	X									A STATE	
GAL	SR850	002.89		MINOR COLL.		002	R		5									
PROGRAM		11534		RW 25 FT, PW 17 FT, 700-ADT-1990 1992-B BRIDGE REPLACEMENT OVER AN UNNAMED STREAM. PE & RW ONLY SEE PID 16369 FOR CO		002	C	N										
GAL	SR850	06.570	0.00	4.08 MILES NORTH OF SR588	34	002	P	X									A STATE	
GAL	SR850	004.08		MINOR COLL.		002	R		5									
PROGRAM		11535		RW 24 FT, PW 17 FT, 700-ADT-1990 1992-B BRIDGE REPLACEMENT OVER BARREN CREEK. PE & RW ONLY SEE PID 16369 FOR CO		002	C	N										
GAL	SR850	07.350	0.06	4.57 MILES NORTH OF SR588	78	002	P	X									A STATE	
GAL	SR850	004.57		MINOR COLL.		002	R		5									
PROGRAM		11536		RW 24 FT, PW 18 FT, 700-ADT-1990 1992-B BRIDGE REPLACEMENT OVER BARREN CREEK WITH A CULVERT. PE & RW ONLY SEE PID 16369 FOR CO		002	C	N										
HOC	SR056	00.640	0.03	0.40 MILE EAST OF PICKAWAY COUNTY LINE.	625	BR	P	N									R STATE	
HOC	SR056	000.40		VILLAGE OF LAURELVILLE		BR	R	N										
BRF*	94B* 0 ***	***		PW22FT, RW29.5FT; 1993 ADT-2840		BR	C			432								
PROGRAM		13198		1993-B BR PROG. REPLACE WITH BOX CULVERT REPLACE STR ON VILLAGE ST FOR TEMP DETOUR.		002	P	N										
						002	R		5									
						002	C			108								
HOC	SR093	021.08	0.14	2.47 MILES SOUTH OF HOCKING PERRY LINE	309	STP	P	X									A STATE	
STP*	**** 0 ***	***		RW 36 FT, PW 20 FT, 2277-ADT-1992		STP	R	N										
PROGRAM		11537		1992-B BRIDGE REPLACEMENT OVER AN UNNAMED STREAM.		STP	C		212									
						002	P	X										
						002	R	N										
						002	C			53								

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (10) NON-MPO																				
HOC	SR093	08.030	0.06	4.99 MILES NORTH OF THE VINTON COUNTY LINE. RURAL MINOR ARTERIAL	118	STP	P	X											O	A STATE
HOC	SR093	004.99		PW20FT, RW30FT; 1992 ADT-1570		STP	R	N												
STP*	****	0	***	1992-C BRIDGE REPLACEMENT OVER AN UNNAMED STREAM.		STP	C	N												
PROGRAM		12080				002	P	X												
						002	R		6											
						002	C	N												
HOC	SR093	09.410	0.06	5.85 MILES NORTH OF THE VINTON COUNTY LINE. RURAL MINOR ARTERIAL	126	STP	P	X											O	A STATE
HOC	SR093	005.85		PW20FT, RW30FT; 1992 ADT-1570		STP	R	N												
STP*	****	0	***	1992-C BRIDGE REPLACEMENT OVER AN UNNAMED STREAM.		STP	C	N												
PROGRAM		12081				002	P	X												
						002	R		6											
						002	C	N												
HOC	SR093	11.120	0.06	0.58 MILES NORTH OF COUNTY ROAD 12 RURAL MINOR ARTERIAL	34	STP	P	N											O	R STATE
HOC	SR093	006.91		PW20FT, RW32FT; 1992 ADT-2050		STP	R	N												
STP*	****	0	***	1992-C BRIDGE REPLACEMENT OVER AN UNNAMED STREAM.		STP	C	N												
PROGRAM		12082				002	P	N												
						002	R		6											
						002	C	N												
HOC	SR216	003.61	0.09	1.03 MILES SOUTH OF HOCKING-PERRY LINE RW 29 FT, PW 18 FT, 943-ADT-1992	337	STP	P	X												
STP*	****	0	***	1992-B BRIDGE REPLACEMENT OVER MIDDLE FORK CREEK.		STP	R	N												
PROGRAM		11538				STP	C		196											
						002	P	X												
						002	R		10											
						002	C		49											
HOC	SR278	12.630	0.04	2.42 MI N OF ATHENS CO LINE, PROJECT AT CARBON HILL	798	BR	P	X												
HOC	SR278	007.85		PW18FT, RW24FT; 760ADT-88		BR	R	N												
BRF*	****	0	***	REPLACE 82FT BRIDGE OVER MONDAY CREEK. 90-A BRIDGE PROGRAM.		BR	C		604											
PROGRAM		8713				002	P	X												
						002	R		5											
						002	C		151											
HOC	SR328	12.870	0.03	0.73 MILE NORTH OF COUNTY ROAD 13 RURAL MAJOR COLLECTOR	347	STP	P	N											O	R STATE
HOC	SR328	008.00		PW18FT, RW19FT; 1993 ADT-1390		STP	R	N												
STP*	****	0	***			STP	C		220											

FEDERAL D PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE INC	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (10) NON-MPO																				
PROGRAM	13199			1993-B BRIDGE REPLACEMENT OVER A BRANCH OF FIVE MILE CREEK WITH A 4-SIDED BOX CULVERT.	002	P	N													
					002	R	1													
					002	C	55													
HOC SR374	001.88	0.04		1.88 MILES NORTH OF STATE ROUTE NO. 56 MAJOR COLLECTOR	470	BR	P	X								1			R STATE	
BRF* 92D* O *** **						BR	R	N												
PROGRAM	11289			RW27FT, PW18FT; 360-ADT 1988		BR	C	242												
				1992-A BRIDGE REPLACEMENT WITH ENHANCEMENTS OVER QUEER CREEK AT ENTRANCE TO CEDAR FALLS STATE PARK.		002	P	X												
						002	R	10												
						002	C	60												
HOC SR374	37.590	0.06		1.97 MI S OF US33	450	STP	P	N								1			R STATE	
HOC SR374	023.36			RURAL MINOR COLLECTOR		STP	R	N												
STP* **** O *** **				PW18FT, RW24FT; 1992 ADT-1220		STP	C		283											
PROGRAM	12850			1993-A BRIDGE REPLACEMENT OVER BUCK RUN.		002	P	71												
						002	R	N												
						002	C		70											
HOC SR374	40.060	0.06		0.44 MI S OF US33	435	STP	P	N								1			R STATE	
HOC SR374	024.89			RURAL MINOR COLLECTOR		STP	R	N												
STP* **** O *** **				PW18FT, RW24FT; 1992 ADT-810		STP	C		283											
PROGRAM	12851			1993-A BRIDGE REPLACEMENT OVER BUCK RUN.		002	P	71												
						002	R		10											
						002	C		70											
HOC SR664	23.660	0.06		0.51 MILE SOUTH OF U.S. ROUTE 33	575	BR	P	N								1			R STATE	
HOC SR664	014.70			RURAL MAJOR COLLECTOR		BR	R	N												
BHF* 93D* O *** **				PW20.5FT, RW36FT; 1993 ADT-2940		BR	C		344											
PROGRAM	13200			1993-B BRIDGE REHABILITATION OVER CLEAR FORK.		002	P	N												
						002	R		10											
						002	C		86											
MEG SRO07	018.41	0.06		3.93 MILES SOUTH OF STATE ROUTE NO. 681	625	NH	P	N								1			A STATE	
NH** 7*** O *** **				RW46FT, PW24FT; 3260-ADT 1988		NH	R	N												
PROGRAM	11290			1992-A BRIDGE REHABILITATION OVER THE EAST BRANCH OF SHADE RIVER.		NH	C	456												
						002	P	N												
						002	R		5											
						002	C		114											

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	W/SCHELANOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (10) NON-MPO																				
MEG US033	015.78	0.00	MIDDLEPORT & POMEROY, OH TO MASON, WV	1000	BR	P	800												STATE	
BRF* 1*** 0 *** **			EXISTING STRUCTURE IN POMEROY CORP LIMIT		BR	R	N													
PROGRAM	12524		PW20FT, RW20FT; 1992 ADT-6590		BR	C	N													
			PRELIMINARY DEVELOPMENT FOR REPLACEMENT		002	P	200													
			OF THE POMEROY-MASON BRIDGE OVER THE		002	R	N													
			OHIO RIVER. STUDY AREA: POMEROY AND		002	C	N													
			MIDDLEPORT, OH AND ACROSS TO MASON, WV.																	
MEG US033	25.395	0.00	MIDDLEPORT & POMEROY OH TO MASON WV	300	002	P	300												STATE	
PROGRAM	15571		EXISTING STRUCTURE IN POMEROY CORP LIMIT		002	R	N													
			PW6.1M, RW6.1M; ADT6985-1995		002	C	N													
			BRIDGE INSPECTION (BY CONSULTANT) FOR																	
			THE POMEROY-MASON BRIDGE OVER THE OHIO																	
			RIVER. INSPECTION CONTRACT IS FOR A																	
			THREE-YEAR PERIOD. CHARGE TO DIST ALLOC.																	
MEG SR143	011.29	0.03	0.09 MILE NORTH OF SR 692	743	BR	P	N												STATE	
MEG SR143	011.80		RW30FT, PW20FT, 700-ADT 1988		BR	R	N													
MEG SR143	013.78		.068 MI NORTH OF SR 692		BR	C	267													
BR0* 92D* 0 *** 6**			RW28FT, PW20FT, 518-ADT-1992		002	P	N													
PROGRAM	15931		2.56 MI NORTH OF SR692		002	R	N													
			RW29FT, PW20FT, 518-ADT-1992		002	C	475													
			CONSTRUCTION ONLY FOR PE & RW ONLY PIDS																	
			11291, 11541 & 11540. PROJECTS WERE GROUP																	
			IDS 92A & 92B.																	
			REJECTED 4/24.																	
MEG SR248	12.910	0.24	1.834 KM WEST OF STATE ROUTE 124	496	STP	P	N												STATE	
MEG SR248	13.950		RURAL MAJOR COLLECTOR		STP	R	N													
MEG SR248	008.02		PW5.6 M, RW7.6 M 1993 ADT-450		STP	C	288													
STP* **** 0 *** **			0.788 KM WEST OF SR 124		002	P	N													
PROGRAM	13205		RURAL MAJOR COLLECTOR		002	R	40													
			PW 7.0 M, RW 7.0M, 1993 ADT - 450		002	C	72													
			2 1993-B BRIDGE REPLACEMENTS OVER AN																	
			UNNAMED STREAM WITH 4-SIDED BOX																	
			CULVERTS (COMBO- PID 13206)																	
MEG SR248	13.950	0.19	0.49 MILE WEST OF STATE ROUTE 124	0	STP	P	N												STATE	

FEDERAL ID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO.	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (10) NON-MPO																				
MEG	SR248	008.67		RURAL MAJOR COLLECTOR		STP	R	N												
STP*	****	0 *** **		PW23FT, RW23FT; 1993 ADT-450		STP	C	N												
PROGRAM		13206		1993-B BRIDGE REPLACEMENT OVER AN UNNAMED STREAM WITH A 4-SIDED BOX CULVERT. SELL WITH 13205.		002	P	N												
				CANCEL-COMBO SEE PID 13205		002	R	N												
						002	C	N												
MOE	SRO07	34.423	2.59	BEGIN 2.783KM N OF CR26 INTERSECTION.	1835	STP	P	N						X		0		A	STATE	
MOE	SRO07	34.423		END 962M S OF CLAIRINGTON NORTH CORP LMT		STP	R	N												
STP*	****	0 *** **		PW7.3M, RW10.1M; (EACH DIRECTION)		STP	C	1452												
PROGRAM		15926		MISC. 4875 ADT-96		002	P	N												
				FOURLANE RESURFACING PROJECT. WORK INCLU		002	R	N												
				DES JOINT REPAIR, WIDENING SHOULDERS,		002	C	363												
				GUARDRAIL REMOVAL, UNDERDRAINS INSTALLED AND LEFT TURN LANES AT 3 INTERSECTIONS.																
MOE	SRO78	08.900	0.04	0.01 MILE EAST OF TOWNSHIP ROAD 70	197	STP	P	N											A	STATE
MOE	SRO78	005.53		RURAL MINOR ARTERIAL		STP	R	N												
STP*	****	0 *** **		PW21FT, RW28.4FT; 1993 ADT-900		STP	C		123											
PROGRAM		13211		1993-B BRIDGE REPLACEMENT OVER BURKHARDT RUN WITH A 4-SIDED BOX CULVERT.		002	P	N												
						002	R		5											
						002	C		30											
MOE	SRO78	42.950	0.09	0.03 MILE WEST OF COUNTY ROAD 29	537	BR	P	N											R	STATE
MOE	SRO78	026.89		RURAL MINOR ARTERIAL		BR	R	N												
BHF*	93D*	0 *** **		PW24FT, RW24.5FT; 1993 ADT-2460		BR	C		351											
PROGRAM		13212		1993-B BRIDGE REHABILITATION OVER SUNFISH CREEK.		002	P	88												
						002	R		10											
						002	C		87											
MOE	SR536	0.000	0.00	PROJECT PROGRAMMED TO ENCUMBER FUNDS ONLY. FEDERAL PROJ. NUM. BH-0007(083)E	700	BR	P	N											A	STATE
BHF*	96B*	0 *** **		ORIGINAL AGREEMENT 6227 EXEC. 9-12-91		BR	R	N												
PROGRAM		16198		PROGRAMMED FOR OHIO'S COST SHARE ONLY, FOR A BRIDGE REHAB PROJECT BY WV DOT. WV WILL REHAB ENTIRE HANNIBAL-NEW MARTINS-VILLE BRIDGE OVER THE OHIO RIVER.		BR	C	560												
						002	P	N												
						002	R	N												
						002	C	140												
MRG	CRO02	8.047	18.18	BEGIN AT INTERSECTION WITH TR46	480	STP	P	N						X		0		A	LOCAL	

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				NEW CONSTRUCTION	RESURFACE RESTORE REHAB	ADD LANES RECONSTRUCT	SAFETY UPGRADE	RES- AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (10) NON-MPO																				
MRG CRO02	8.047			SUSPEND WORK S CORP. LIMIT VILLAGE OF STOCKPORT PW5.8M, RW6.6M, 428-ADT96		STP	R	N												
STP* **** O *** **				RESUME WORK NCL VILLAGE OF STOCKPORT		STP	C			334										
PROGRAM	16263			END S CORP. LIMIT VILLAGE OF MALTA		4BG	P	N												
				RESURFACING PROJECT, WORK INCLUDES RESURFACING PAVEMENT WITH A ASPHALT OVER LAY, BERM WORK AND STRIPING. THIS PROJ. HAS OCEA APPROVAL.		4BG	R	N			96									
						4BG	C													
MRG CRO04	0.78		41.00	BEGINS 0.78MI PW , RW -ADT96	163	STP	P	N											1 A LOCAL	
STP* **** O *** **				REPLACE EXISTING BRIDGE WITH A TIMBER BRIDGE, SUPERSTRUCTURE REPLACEMENT.		STP	R	N												
PROGRAM	16269			THIS IS A ENHANCEMENT GRANT PROJECT.		STP	C	130												
						4DK	P	N												
						4DK	R	N												
						4DK	C	32												
MRG SRO60	002.32		0.49	0.11 MI. NW OF CR11 RURAL MINOR ARTERIAL PW24FT, RW40FT; ADT 2170	1306	BR	P	X											1 R STATE	
BRF* 94B* O *** 2**				REPLACE A 98FT BRIDGE OVER PERRY RUN. INCLUDES MINOR REALIGNMENT, COUNTY ROAD INTERSECTION AND CATTLE PASS. 88-B BR		BR	R	N												
PROGRAM	5913					BR	C	902												
						OO2	P	X												
						OO2	R	N												
						OO2	C	225												
MRG SRO60	22.030		0.04	0.56 MILE SOUTH OF TOWNSHIP ROAD NO. 700 RURAL MINOR ARTERIAL PW23FT, RW29.5FT; 1993 ADT-5450	413	BR	P	N											0 R STATE	
MRG SRO60	013.69			1993-B BRIDGE REPLACEMENT OVER SALT RUN WITH A 4-SIDED BOX CULVERT.		BR	R	N												
BRF* 93D* O *** **						BR	C			268										
PROGRAM	13214					OO2	P	N												
						OO2	R			10										
						OO2	C			67										
MRG SRO78	14.760		0.09	0.30 MILE EAST OF STATE ROUTE 555 RURAL MINOR ARTERIAL PW20FT, RW30FT; 1992 ADT-750	202	BR	P	X											1 A STATE	
MRG SRO78	009.17			1992-C BRIDGE REPLACEMENT OVER AN UNNAMED STREAM.		BR	R	N												
BRF* 93B* O *** **						BR	C			90										
PROGRAM	12084					OO2	P	X												
						OO2	R			5										
						OO2	C			22										
MRG SRO78	20.680		0.12	3.71 MILES EAST OF STATE ROUTE 555	251	BR	P	N											1 R STATE	

FEDERAL D PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
				DISTRICT (10) NON-MPO															
MRG	SR078	012.85		RURAL MINOR ARTERIAL		BR	R												
BRF*	93B* O ***	PROGRAM 12085		PW20FT, RW30FT; 1992 ADT-1100		BR	C												
				1992-C BRIDGE REPLACEMENT OVER BUCK RUN.		002	P		47										
						002	R			8									
						002	C												
MRG	SR078	31.060	0.12	0.370 KM E OF SR60	1072	BR	P												
MRG	SR078	019.30		VILL. OF MCCONNELSVILLE. RURAL MIN. COLL.		BR	R												
MRG	8TH STREET			PW7.6M, RW7.8M; 1992 ADT-2380		BR	C			859									
MRG	SR060	18.300		0.322 KM N OF SR60.		002	P												
BRF*	93C* O ***	PROGRAM 12852		VILLAGE OF MCCONNELSVILLE		002	R		42										
				PW 5.8M, RE 9.8M, 1993 ADT-1200.		002	C												
				.273 KM S OF SR 376															
				RURAL MINOR ARTERIAL															
				PW 7.9M, RW 10.5 M; 1993 ADT = 5880															
				1993-A BRIDGE REPLACEMENT OVER															
				MCCONNELL'S RUN AT SR 78 AND @ 8TH ST.															
				ALSO 93-B BRIDGE OVER MCCONNELL'S RUN ON															
				SR 60 (OLD PID 13213).TRC???															
MRG	SR078	49.210	0.06	0.73 MILE WEST OF STATE ROUTE 83	648	BR	P												
MRG	SR078	030.58		RURAL MINOR ARTERIAL		BR	R												
BHF*	93D* O ***	PROGRAM 13215		PW18.5 FT, RW25.5FT; 1993 ADT-530		BR	C												
				1993-B BRIDGE REHABILITATION OVER DYES		002	P		106										
				FORK OF MEIGS CREEK.		002	R			10									
						002	C												
MRG	SR284	0.000	19.89	BEGIN SR83	770	002	P												
MRG	SR555	5.504		END MUSKINGUM COUNTY LINE.		002	R												
ATH	SR078	16.685		PW5.5M, RW6.7M; ADT175-95		002	C		762										
PROGRAM		16084		BEGIN SR555															
				END TR106 VILLAGE OF CHESTERHILL.															
				PW5.5M, RW6.7M;															
				BEGIN SECTION 16.685															
				END MORGAN COUNTY LINE.															
				PW5.5M, RW6.7M;															
				RESURFACE EXISTING ROADWAY ON VARIOUS															
				ROUTES. WORK INCLUDES PAVEMENT MARKINGS.															

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (10) NON-MPO																
				AGGREGATE BERM AND DRAINAGE REPAIR. DRAINAGE REPAIR IN VILLAGE OF CHESTERHILL.																
MRG SR376 PROGRAM	001.00 12879	3.21	1.0 MILE NORTH OF SR266. RURAL MAJOR COLLECTOR	512	STP P	N													O X A STATE	
			SLIP REPAIR VIA ROCK CHANNEL PROTECTION AND MINOR ROADWAY REALIGNMENT AND THE TAKING OF SOME NEW RIGHT OF WAY.		STP R	X														
							400													
					002 P	N														
					002 R	X														
					002 C	100														
MRG SR555 PLAN	015.35 14366	0.64	1.66 MILES NORTH OF SR555. REALIGN 1500 FT. OF SR555 AND REPLACE MR G-555-1694 STRUCTURE.	510	002 P	N													1 X A STATE	
					002 R						30									
					002 C	N														
MRG SR669 MRG SR669 BRF* **** O *** ** PLAN	00.210 000.13 10213	0.01	0.13 MILE EAST OF THE PERRY/MORGAN CO. LINE PW20FT, RW32FT; 720ADT-1991 BRIDGE REPLACEMENT 1991-A REPLACE 66FT BR OVER BLACK FORK MOXAHALE CREEK. 91-A BR PROG.	1471	BR P BR R BR C 002 P 002 R 002 C	X N N X													1 A STATE	
							946													
							70													
							236													
MRG SR669 MRG SR669 BRF* 93D* O *** ** PROGRAM	30.550 018.98 13216	0.03	0.74 MILE WEST OF STATE ROUTE 37 RURAL MAJOR COLLECTOR PW18FT, RW26FT; 1993 ADT-1170 1993-B BRIDGE REPLACEMENT OVER MILLERS RUN.	395	BR P BR R BR C 002 P 002 R 002 C	N N 276 N													O R STATE	
							5													
							69													
NOB IRO77 IM** 77** O 1** ** PROGRAM	17.268 15538	0.24	BEGIN 4.667KM N OF SR78 AND IR77 INTERSECT END 4.972KM N OF SR78 AND IR77 INTERSECT PW2X7.3M, RW46.7M, ADT13313-1995 CUT BACKSLOPE FOR 305M ALONG IR77 SOUTH BOUND. ALSO LOWER THE PROFILE AND VERTICAL CURVE OF TR60 FOR 245M, WHICH PARALLEL IR77. NEW R-W INVOLVED.	443	IM P IM R IM C 002 P 002 R 002 C	N N N													O X A STATE	
							353													
							5													
							39													
NOB IRO77 IM** 77** O 1** **	18.089	12.35	BEGIN SECTION 18.089 END GUE COUNTY LINE.	4500	IM P IM R	N N													O A STATE	

OHIO TRANSPORTATION PROGRAM
FEDERAL PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)					SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	OTHER BRIDGES	CHANGE NO	RESPONSIBLE AGENCY	
								FISCAL YEAR											
								1997	1998	1999	2000								
DISTRICT (10) NON-MPO																			
PROGRAM	16231			PW7.3M(2);RW12.2M(2). ADT96-13522 FOUR-LANE RESURFACING WITH JOINT REPAIR. WORK INCLUDES ASPHALT OVERLAY AND GUARD-RAIL UPGRADE. SFY98-3		IM 002 002 002	C P R C		4050										
NOB SR078 STP* **** O *** **	005.53	2.41	BEGIN 1.45 MI W OF INTERSECTION OF IR77-SR78. END .05MI W INTERSECTION IR77-SR78 PW18FT, RW18FT, ADT-1997; 3340. MIN.ART. RECONSTRUCTION OF 1.45 MI OF SR78 FROM THE ENTRANCE OF THE NOBLE CORRECTIONAL FACILITY TO IR77. WIDEN & MINOR REALIG SLIP REPAIR. 30 MO PROJ.	2772	STP STP STP 002 002 002	P R C P R C	N N N						X		O	A	STATE		
PROGRAM	14524																		
NOB SR260 NOB SR260 BRO* 93D* O *** **	19.540 012.14	0.08	0.03 MILE NORTH OF STATE ROUTE 724 RURAL MINOR COLLECTOR PW19FT, RW24.5FT; 1993 ADT-510 1993-B BRIDGE REPLACEMENT OVER ELK FORK OF DUCK CREEK.	477	BR BR BR 002 002 002	P R C P R C	N N									1	R	STATE	
PROGRAM	13217																		
NOB SR285 PROGRAM	8.980 16270	14.36	BEGIN N CORP. LIMIT SARAHVILLE. END NOB/GUE COUNTY LINE. PW RW -ADT96 TWO-LANE RESURFACING PROJECT, WORK INCLU DES OVERLAYING EXISTING ROADWAY WITH ASPHALT AND STRIPING. SFY97-3	581	002 002 002	P R C	N N									O	A	STATE	
NOB SR313 NOB SR313 STP* **** O *** **	08.460 005.26	0.04	0.55 MILE WEST OF STATE ROUTE 147 RURAL MAJOR COLLECTOR PW17.5FT, RW19FT; 1993 ADT-280 1993-B BRIDGE REPLACEMENT OVER YOKER CREEK.	358	STP STP STP 002 002 002	P R C P R C	N N										1	R	STATE
PROGRAM	13218																		
NOB SR513 PROGRAM	00.676 15914	19.36	BEGIN SR215 (SUMMERFIELD) END GURNSEY COUNTY LINE.	676	002 002	P R	N N									O	A	STATE	

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND.	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (10) NON-MPO																
				PW5.2M, RW6.4M; ADT370-1995 RESURFACE EXISTING ROADWAY WITH ASPHALT CONCRETE. WORK INCLUDES STRIPING, PLACING AGGREGATE BERM AND MINOR BRIDGE REPAIR.	002	C	675													
NOB	SR564	10.300	0.17	0.02 MI W OF CO. RD. 2	326	STP	P	N											STATE	
NOB	SR564	006.40		RURAL MINOR COLLECTOR		STP	R	N												
STP*	**** O	*** **		PW18FT, RW25.5FT; 1992 ADT-550		STP	C		207											
PROGRAM		12853		1993-A BRIDGE REPLACEMENT OVER OTTER SLIDE RUN WITH A PRECAST STRUCTURE.		002	P	N												
						002	R		15											
						002	C		51											
NOB	SR821	12.890	0.06	0.42 MILES NORTH OF SR 78	592	BR	P	N											STATE	
NOB	SR821	008.01		VILLAGE OF CALDWELL. RURAL MAJOR COLL.		BR	R	N												
BRF*	94B* O	*** **		PW21.5FT, RW35FT; 1993 ADT-4600		BR	C			396										
PROGRAM		13481		1994-A BRIDGE REPLACEMENT OVER DUCK CREEK.		002	P		87											
						002	R			10										
						002	C				99									
VIN	SR056	005.44	0.09	1.41 MILES SOUTH OF SR328	639	BR	P	X											STATE	
BRF*	93** O	1** 25*		RW 30 FT, PW 20 FT, 1530-ADT-1992		BR	R	X												
PROGRAM		11545		1992-B BRIDGE REPLACEMENT OVER WEST BRANCH CREEK.		BR	C		406											
						002	P	X												
						002	R	X												
						002	C		101											
VIN	SR278	00.000	14.04	INTERSECTION OF US50 N TO COUNTYLINE.	528	002	P	N											STATE	
VIN	SR677	00.000		VILLAGE OF ZALESKI		002	R	N												
PROGRAM		15908		PW6.7M, RW7.9M; ADT687-1995		002	C		525											
				INTERSECTION OF US50 TO SR278																
				VILLAGE OF ZALESKI																
				PW5.8M, 7.0M;																
				RESURFACE EXISTING ROADWAY WITH ASPHALT CONCRETE. WORK INCLUDES PLACING PAVEMENT MARKINGS, COMPACTED AGGREGATE BERM. WORK ON BRIDGES IS LIMITED TO MINOR REPAIR.																
VIN	SR278	00.740	0.08	0.46 MI N OF US50	338	STP	P	X											STATE	

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)										
								1997	1998	1999	2000							
DISTRICT (10) NON-MPO																		
VIN	SR278	000.46		RURAL MAJOR COLLECTOR		STP	R	N										
STP*	****	0	***	PW18FT, RW24FT; 1992 ADT-600		STP	C		215									
PROGRAM		12854		1993-A BRIDGE REPLACEMENT OVER LITTLE WHEEL ABOUT CREEK WITH A PRECAST STRUCTURE.		002	P	X										
						002	R		15									
						002	C		53									
VIN	SR671	000.03	0.08	0.03 MI E OF SR327 & 4.63 MI W OF US50	900	BR	P	X							1		A	STATE
BRO*	8203	0	***	PW18FT, RW22FT; 150ADT-88		BR	R	N										
PROGRAM		8729		REPLACE 153FT BRIDGE OVER SALT CREEK. 90-B BR PROG.		BR	C	617										
						002	P	X										
						002	R	7										
						002	C	154										
WAS	CR32	0.000	6.17	BEGIN INTERSECTION WITH CR102	849	STP	P	N							0		A	LOCAL
STP*	****	0	***	END INTERSECTION WITH TR32		STP	R	N										
PROGRAM		16266		PW6.1M, RW7.3M, 1070-ADT91		STP	C		679									
				RESURFACING PROJECT. WORK INCLUDES RESURFACING PAVEMENT WITH AN ASPHALT OVERLAY, STRIPING AND BERM WORK. THIS IS A OCEA APPROVED PROJECT.		4BG	P	N										
						4BG	R	N										
						4BG	C		169									
WAS	CRO60	8.142	2.14	BEGIN SECTION 8.142 (INTERSECTION CR79)	262	STP	P	N							0		A	LOCAL
STP*	****	0	***	END SR60		STP	R	N										
PROGRAM		16268		PW6.7M, RW8.5M, 890-ADT91		STP	C	209										
				RESURFACING RPROJECT WITH MINOR BRIDGE REPAIR. WORK INCLUDES ASPHALT OVERLAY, STRIPING, BERM WORK, REMOVING WEARING COURSE ON BRIDGE AND MEMBRANE WATERPROOFING.		4BG	P	N										
						4BG	R	N										
						4BG	C	52										
WAS	CR102	06.860	1.04	0.54 MI. NW OF STATE ROUTE NO. 339	1070	STP	P	N							1		A	LOCAL
WAS	CR102	004.26		PW20FT, RW20-22FT; 1993 ADT-2000		STP	R	N										
STP*	****	0	***	BRIDGE REPLACEMENT AND RELOCATION OVER THE WEST BRANCH OF WOLF CREEK. WORK WILL INCLUDE ROAD RELOCATION.		STP	C		856									
PROGRAM		13177				4BG	P	N										
						4BG	R	N										
						4BG	C		214									
WAS	TR221	0.241	0.00	BEGIN SECTION 0.241	634	STP	P	N							0		A	LOCAL
WAS	TRO39	4.054		END SECTION 0.271		STP	R	N										

FEDERAL-AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FISCAL YEAR												
								1997	1998	1999	2000									
DISTRICT (10) NON-MPO																				
WAS TRO34		0.000		PW , RW -ADT96		STP C		507												
STP* ****	O *** **			BEGIN SECTION 4.054		4DK P		N												
PROGRAM		16262		END SECTION 4.074		4DK R		N												
				BEGIN SECTION 0.080		4DK C		126												
				END SECTION 0.130																
				REHAB 3 COVERED BRIDGES BY FLOOR SYSTEM REPLACEMENT, TRUSS REPAIR, SIDING REPAIR AND ROOFING REPAIR. THIS IS AN ENHANCEMENT GRANT PROJECT.																
WAS SR550		00.000	17.09	BEGIN ATHENS COUNTY LINE	1028	002 P		N								0			A STATE	
PROGRAM		15857		END 48M E OF INTERSECTION OF SR339		002 R		N												
				PW AND RW VARIOUS; 2174 ADT-95		002 C		1025												
				RESURFACE EXISTING PAVEMENT AND BERM, PLACE PAVEMENT MARKINGS. BRIDGE WORK INCLUDES MINOR REPAIRS.																
WAS SR676		05.050	0.48	1.20 MI W OF SR792	528	STP P		N												
WAS SR676		003.14		RURAL MINOR COLLECTOR		STP R		N												
STP* ****	O *** **			PW15.5FT, RW15.5FT; 1992 ADT-100		STP C														
PROGRAM		12856		1993-A BRIDGE REPLACEMENT OVER WOLF CREEK.		002 P		86												
						002 R				10										
						002 C														

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FISCAL YEAR											
								1997	1998	1999	2000								
DISTRICT (11) NON-MPO																			
CAR STG* PLAN	CRO08	00.000 **** O *** **	42.00	CENTERLINE STRIPING VARIOUS COUNTY ROADS 324.878 KM.FUN CLASS= MAJ/MIN COLL&LOCAL PW20FT, RW24FT; 50 TO 1000 ADT-95 CENTERLINE STRIPING OF CARROLL COUNTY ROADS. C-STP SAFETY PROJECT. CAP PROJECT	63	STG STG STG	P R C	N N 62										O X A LOCAL	
CAR STG* PLAN	SRO09 SRO39	22.724 37.675 **** O *** **	7.33	CARROLLTON. SR332 TO CARROLLTON NCL 0.67 MI; MINOR ARTERIAL PW 28FT, RW28FT; 4080 ADT-92 SR524 TO 0.06 MI W CR13 3.89 MI; MINOR ARTERIAL PW20FT, RW32FT; 1200 ADT-92 1997 TWO LANE RESURFACING	235	STP STP STP 002 002 002	P R C P R C	N N 182 N N 45										O A STATE	
CAR STG* PLAN	CRO12 CRO14 CRO20 CRO71 CRVAR	06.518 0.000 0.000 0.000 VAR **** O *** **	0.00	SR 43 TO CR 21LT. FUNC CLASS = LOCAL PW20FT, RW28FT; 779 ADT-95 CR 15 TO CR 18 FUNC CLASS = MAJOR COLLECTOR PW20FT, RW28FT; 1251 ADT-95 SR 542 TO MALVERN SCL. FUNC CLASS = MAJOR COLLECTOR PW20FT, RW28FT; 1052 ADT-95 SR9 TO SR39 FUNC CLASS = MINOR COLLECTOR PW20FT, RW28FT; 709 ADT-95 VAR VAR VAR REPLACE/UPGRADE GUARDRAIL ON LOCAL SECON DARY ROADS. ALL RAIL WILL BE ODOT TYPE 5 CSTP PROJECT. CAP PROJECT	200	STG STG STG	P R C	N N 200										O X A LOCAL	
CAR STG* PLAN	SRO39	10.300 006.40 **** O *** **	0.03	0.90MI E TR138 (FABLE RD). MINOR ARTERIAL. PW-20,RW-29; 2320 ADT-95	148	STP STP STP	P R C	N N			105							1 R STATE	

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL-AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IN	RESPONSIBLE AGENCY
							FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
							1997	1998	1999	2000								
				DISTRICT (11) NON-MPO														
PLAN		13585		REPLACE SIMPLE CONCRETE SLAB OVER DELLROY CREEK. PART WIDTH. L=22. 1994-A		002 P 002 R 002 C												
CAR SRO39 PROGRAM SOLD:	11.362 15565 11/30/95	5.10		DELLROY. ECL TO 0.161KM W TR157 LENGTH 5.102KM; MINOR ARTERIAL PW24FT, RW28FT; 3110 ADT-92 1996 TWO LANE RESURFACING	194	002 P 002 R 002 C											A STATE	
CAR SRO43 CAR SRO43 BHF* 93C* O *** **	32.750 020.35 12862	0.08		2.13 MI S SR183. 0.05 MI STATE FUNCT. CLASS = MINOR ARTERIAL PW24FT, RW48FT; 4870 ADT-88 REPLACE SLABS, RECONSTRUCT SUBSTRUCTURE, AND PROVIDE PIER PROTECTION ON TWO BRIDGES OVER PIPE RUN AND A BRANCH OF PIPE RUN. 1993-A (2 BRIDGES)	650	BR P BR R BR C 002 P 002 R 002 C 041 P 041 R 041 C											R STATE	
CAR SR183 CAR SR183 CAR SR542 STP* **** O *** **	01.835 001.14 016.00 15016	0.11		MAGNOLIA. 0.03MI. W SR542 MAJOR COLLECTOR PW-30FT, RW-30FT; 4570 ADT-92 MAGNOLIA. 0.01MI S SR183 MAJOR COLLECTOR PW-19FT, RW-19FT; 1820 ADT-92 INTERSECTION IMPROVEMENT TO INCLUDE PAVEMENT REPLACEMENT, CURB, SIDEWALK, DRAINAGE . SIGNAL IN THE VILLAGE OF MAGNOLIA.	336	STP P STP R STP C 002 P 002 R 002 C											A STATE	
CAR SR542 BHF* 92D* O *** 10*	008.64 11268	0.01		0.39 MI S OF TR 674. 0.01 MI PW20FT, RW28FT; 1570 ADT-88 REPLACE SUPERSTRUCTURE OF 28 FT BRIDGE OVER BRANCH OF INDIAN FORK. 1992-ABR PROG.	270	BR P BR R BR C 002 P 002 R 002 C											A STATE	
CAR SR542 TUS SR183	08.513 00.000	10.20		DELLROY. SR39 TO 0.25MI S TR143 LENGTH 4.28MI; FUNC CLASS=MAJ COLL	335	STP P STP R											A STATE	

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
				DISTRICT (11) NON-MPO															
	STP* **** O *** ** PLAN 16078			PW20FT,RW28FT; 1820 ADT-92 SR800 TO CAR CO LINE LENGTH 2.06MI; FUNC CLASS=MAJ COLL PW24FT,RW40FT; 4570 ADT-92 1997 TWO LANE RESURFACING		STP C OO2 P OO2 R OO2 C	260 N N 65												
	COL BIKE PATH STP* FY93 O *** 2** PROGRAM 12173		19.30	LEETONIA, LISBON, CHERRY VALLEY COKE OVE NS S TO SR164 IN LISBON. CONSTRUCT 10 MI BIKEPATH ON ABANDONED RR RW, SIGING FOR 2 MI IN LEETONIA, CONSTRUCT STAGING ARE IN LISBON. CONST FARM CROSSINGS.	1434	STP P STP R STP C 4DK P 4DK R 4DK C	X N N X N N			1027								LOCAL	
	COL 6TH ST REET STP* **** O *** ** PROGRAM 15133		0.49	EAST LIVERPOOL JACKSON STREET TO BROADWA Y STREET.0.314KM URBAN MINOR ARTERIAL PW-11M, RW-12.2M; 4,465 ADT-95 RESTORATION AND REHABILITATION INCLUDING PROFILE CORRECTION,CURBS,SIDEWALK,LIGHT ING,SIGNALS,DRAINAGE,PAVEMENT MARKINGS A ND SIGNAGE.E.LIVERPOOL	687	STP P STP R STP C 4BG P 4BG R 4BG C	N N 549 N N 137					X						LOCAL	
	COL SRO07 STP* **** O *** ** PROGRAM 9133	014.40	0.40	BEGINNING AT SLM 14.40 PROJECT 2.14 MI EAST OF US 30 PW-24FT, RW-36FT; 1988 ADT-3350 RELOCATE SR7 TO CORRECT HORIZONTAL AND VERTICAL ALIGNMENT DEFICIENCIES INCLUDIN G SIGNS AND PAVEMENT MARKING.	625	STP P STP R STP C HES P HES R HES C OO2 P OO2 R OO2 C	X N 405 X N N X N 45											STATE	
	COL SRO07 PROGRAM 12562	016.85	0.00	0.32 MI N CR419 TO 0.06 MI S CR426 MINOR ARTERIAL PW24FT,RW32FT; 3350 ADT-88 PLACEMENT OF DUMP ROCK FOR EROSION CONTROL ALONG TURKEY FOOT RUN. REMOVE EXISTING GUARDRAIL. CONSTRUCT EMBANK- MENT, GUARDRAIL, AND WIDER SHOULDERS	475	OO2 P OO2 R OO2 C	N N 455											STATE	

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL-AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
							FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
							1997	1998	1999	2000									
DISTRICT (11) NON-MPO																			
COL	SRO09	01.577	0.08	0.03MI S INTERSECTION US30. FUNC CLASS = MINOR ARTERIAL.	557	STP	P	N										R	STATE
COL	SRO09	000.98		PW20FT,RW24FT; 2050 ADT-88		STP	R	N											
STP*	**** O	*** **		REPLACE CONRAIL RR BRIDGE. INCLUDE SIDEWALK UNDER BRIDGE. L=51FT. 93-A BR PROG.		STP	C	N			363								
PLAN		12870				002	P	N											
						002	R			3									
						002	C				90								
COL	SRO09	04.152	0.03	HANOVERTON. 0.03MI N JCT US30/SR9 N INT	300	STP	P	N										R	STATE
COL	SRO09	002.58		RSECTION. MINOR ARTERIAL; 0.05 MI.		STP	R	N											
STP*	**** O	*** **		PW23,RW40FT; 5635 ADT-95		STP	C	N			158								
PROGRAM		13586		REPLACE TWO BRIDGES OVER BRANCH OF SANDY CREEK. ONE PART WIDTH AND ONE DETOUR. L=15FT AND 18FT. 1994-A		002	P	N											
						002	R			2									
						002	C				39								
COL	SRO11	009.63	7.73	0.17 MI N OF US 30 TO 0.66 MI N OF SR 15	3200	NH	P	N										A	STATE
NH**	78** O	*** 40*		4.4.81 MI. PRINCIPAL ARTERIAL		NH	R	N						X					
PROGRAM		12147		PW48FT, RW64FT; 6990 ADT-88		NH	C	2517											
				FY 95 4-LANE RESURFACING INCLUDING REPLACEMENT OF FENCE AND GUARDRAIL. INCLUDES WORK ON TWO BRIDGES OVER SR 11 AND DUAL BRIDGES OVER SR 154.		002	P	N											
						002	R	N											
						002	C	629											
COL	SRO11	21.920	0.09	0.16 MI S OF SR 154. 0.06 MI	1870	NH	P	X										A	STATE
COL	SRO11	013.62		PRINCIPAL ARTERIAL		NH	R	N											
NH**	78** O	*** 41*		PW48FT, RW64FT; 6990 ADT-88		NH	C	N											
PROGRAM		11980		REPLACE DECKS ON DUAL BRIDGES OVER WEST FORK LITTLE BEAVER CREEK. L=263 FT. 1992 -C		NHS	P	X											
						NHS	R	N											
						NHS	C	1420											
						002	P	X											
						002	R	N											
						002	C	355											
COL	SRO14	19.377	0.03	0.30 MI E SR46	198	BR	P	N										R	STATE
COL	SRO14	012.04		MINOR COLLECTOR		BR	R	N											
BRO*	93C* O	*** **		PW24FT, RW38FT; 6920ADT-92		BR	C				78								
PLAN		13040		REPLACE EXISTING CONCRETE BEAM BRIDGE OVER BULL RUN. PART WIDTH. L=34FT,1993-B		002	P	100											
						002	R	N											
						002	C				19								

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (11) NON-MPO																				
COL	USO30	036.18	2.33	EAST LIVERPOOL. 0.24 MI E OF BROADWAY, 0.58 MILES. URBAN FREEWAY/EXPRESSWAY. PW72FT, RW80FT; 16500 ADT-88	10561	NH	P	N							X	O	A	STATE		
COL	USO39	019.82				NH	R	N												
NH**	1***	0 ***	199			NH	C	N												
NH**	78**	0 ***	38*	EAST LIVERPOOL. EAST FROM US 30. 0.87MI. URBAN FREEWAY/EXPRESSWAY		NHS	P	N												
PROGRAM		10599				NHS	R	N												
				PW48FT, RW64FT, 11710 ADT-88		NHS	C	8400												
				FOUR-LANE RESURFACING FY 1994		002	P	N												
				DIST SHOULD PUT IN WORK TO BE DONE.		002	R	N												
						002	C	2100												
COL	USO30	14.098	0.06	HANOVERTON. 0.14 MI W SR9 NORTH INTER. PRINC ART/NHS	313	NH	P	N								1	R	STATE		
COL	USO30	008.76				NH	R	N												
NH**	49**	0 ***	***	PW20FT, RW38FT; 3990 ADT-92		NH	C			170										
PLAN		13041		REPLACE EXISTING CONCRETE BEAM BRIDGE OVER SANDY/BEAVER CREEK. PART WIDTH. L=35FT, 1993-B		002	P	N												
						002	R	N												
						002	C			42										
						041	P	100												
						041	R	N												
						041	C	N												
COL	USO30	46.542	6.14	0.58MI. W SR7 TO 0.18MI E SR170. 3.27MI. RURAL PRINCIPAL ARTERIAL	4500	STP	P	N						X	O	A	STATE			
COL	USO30	028.92				STP	R	N												
STP*	****	0 ***	***	PW-48FT, RW-84FT; 10,090 ADT-88		STP	C			720										
NH**	78**	0 ***	***	1996 4-LANE RESURFACING. REPLACE SIGNING, FENCE, GUARDRAIL. JOINT REPAIR.		NH	P	N												
PROGRAM		12758		REPAIR OR MODIFY SIX BRIDGES.		NH	R	N												
						NH	C			2520										
						002	P	N												
						002	R	N												
						002	C			810										
COL	USO30	48.763	0.03	0.93 MI E OF SR 7. 0.02 MI PRINCIPAL ARTERIAL	550	NH	P	N								1	R	STATE		
COL	USO30	030.30				NH	R	N												
NH**	78**	0 ***	***	PW48FT, RW64FT; 10090 ADT-88		NH	C			376										
PLAN		11981		REPLACE DECK OF 50 FT BRIDGE OVER TR 100 4. 1992-C		002	P	80												
						002	R	N												
						002	C			94										
COL	SRO39	02.494	0.04	SALINEVILLE. 0.14 MI W SR164	340	BR	P	X								1	R	STATE		

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL-AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT SAFETY UPGRADE	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)										
								1997	1998	1999	2000							
DISTRICT (11) NON-MPO																		
COL SR039 BHF* 93C* O PROGRAM	001.55 *** **	12863		STATE FUNCT. CLASS = MINOR ARTERIAL PW30FT, RW30FT; 4330 ADT-88 REPLACE TRUSS SUPERSTRUCTURE, REBUILD ABUTMENTS, RECONSTRUCT SIDEWALKS ON BRIDGE OVER RILEY RUN. L=83FT. 1993-A		BR BR 002 002 002	R C P R C	N X 		170 2 42								
COL SR039 COL SR518 PROGRAM	17.526 11.088 15954	11.36		WELLSVILLE. 0.01MI W CR418 TO SR7. LENGT H 2.68MI; FUNC CLASS= MIN ARTERIAL PW24FT, RW36FT; 4600 ADT-92 0.10MI E CR413 TO US30. LENGTH 4.38MI; F UNC CLASS= MAJ COLLECTOR PW20FT, RW20FT; 1440 ADT-92 1997 TWO LANE RESURFACING	455	002 002 002	P R C	N N 455					O			A	STATE	
COL SR039 COL SR039 STP* **** O PROGRAM	35.261 021.91 *** **	11989	0.03	EAST LIVERPOOL. 1.10 MI W OF PA STATE LI NE. COLLECTOR PW36FT, RW36FT; 6470 ADT-88 REPLACE 33 FT BRIDGE OVER WELLS RUN. PAR T WIDTH CONSTRUCTION. 1992-C	526	STP STP STP 002 002 002	P R C P R C	X X 328 X X 82					1			A	STATE	
COL SR045 STP* **** O PROGRAM	00.35 *** **	16026	0.03	WELLSVILLE. 0.13 MI. S OF TR1006 (HIBBETT 'S MILL) PW-22', RW-38'; ADT-92 4370 SLIP REPAIR INCLUDING FULL DEPTH PAVEMEN T REPAIR, DRILLED SHAFTS, REPAIR OF UNDE RDRAINS AND CULVERT EXTENSION CAP PROJECT	315	STP STP STP 002 002 002	P R C P R C	N N 212 N N 53					O	X		A	STATE	
COL SR045 COL SR558 COL SR558 PROGRAM	24.430 03.347 16.850 15567	22.17		LISBON. 0.595 KM S OF LISBON NCL TO 0.18 MI S CR 423; 5.825 KM; MINOR ARTERIAL PW23FT, RW34FT; 6040 ADT-92 CR414A TO SR517 12.987 KM; MINOR COLLECTOR PW18FT, RW24FT; 1260 ADT-92 SR7 TO SR46 3.364 KM; MAJOR COLLECTOR PW21FT, RW25FT; 2580 ADT-92	620	002 002 002	P R C	N N 620					O			A	STATE	

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
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COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	TYPE OF FEDERAL FUND	PHASE OF WORK	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST. AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND.	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
DISTRICT (11) NON-MPO																			
1997 TWO LANE RESURFACING																			
COL SRO45 PROGRAM	30.256 15563	8.64	0.18 MI S CR423 TO 0.70 MI E SR9 8.642 KM; MINOR ARTERIAL PW24FT, RW31FT; 10040 ADT-92	415	002 P 002 R 002 C			N N 415										O	A STATE
1996 TWO LANE RESURFACING																			
COL US062 COL SRO45 COL SR164 PROGRAM	011.37 019.30 014.31 15679	0.00	0.54 MI E SR173 ST FUNC CLASS=14, OTHER PRINC ART PW24FT, RW44FT; 6126 ADT-92 0.59MI S OF SR558, FUNC CLASS= 06 PW24FT, RW30FT; 6040 ADT-92 LISBON(LINCOLN AVE). 0.61 MI S US30 ST FUNC CLASS=07, MAJOR COLL PW24FT, RW44FT; 4220 ADT-92 CLEANING AND PAINTING STRUCTURAL STEEL ON VARIOUS BRIDGES USING SYSTEM OZEU.	252	002 P 002 R 002 C			N N 250										O	X A STATE
COL US062 COL US062 BRF* 93C* O *** ** PLAN	03.203 001.99 12869	0.06	1.99MI E STARK CO. LINE. FUNC CLASS = MA JOR COLLECTOR. PW35FT,RW44FT; 12,890 ADT-88 REPLACE EXISTING CONTINUOUS STEEL BEAM B RIDGE OVER MAHONING RIVER. L=133FT. 1993 -A BR.	907	BR P BR R BR C 002 P 002 R 002 C 041 P 041 R 041 C			N N 645 N N 161 100 N N										1	R STATE
COL SR154 STP* F963 O *** 24* PROGRAM	002.90 14653	0.24	0.15 MI. W TR795 (SCROGGS RD.), 0.15MI. RURAL MAJOR COLLECTOR PW-20FT,RW-30FT;2590 ADT-92 INTERSECTION UPGRADE TO INCLUDE WIDENING FOR TURN LANES ON SR154 AND TR795. PRO- VIDE TURNING LANE, WIDEN SHOULDERS. 24 MONTH PROJ.	633	STP P STP R STP C 4BG P 4BG R 4BG C 002 P 002 R 002 C			N N 298 N N 232 N N 75										X	O A STATE
COL SR154	005.19	0.03	1.32 MI. N. OF CR419. 0.02 MI.	254	BR P			N										1	R STATE

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COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (11) NON-MPO																				
BRF* 94A* O *** 6** PROGRAM	5615			RURAL MAJOR COLLECTOR PW21FT, RW31FT; 1200 ADT-88 REPLACE 24FT BR OVER BRANCH OF ELK RUN. 1988-A BRIDGE REPLACEMENT PROGRAM. 0.02 MI. IN HOUSE		BR BR OO2 OO2	R C P R C	N N 2	168	42										
COL SR164	07.741	0.09	0.33MI N SR39 OVERLAP. L=17FT	447	STP	P	N										4	R	STATE	
COL SR164	008.48		MAJOR COLLECTOR		STP	R	N													
COL SR164	008.88		PW23FT, RW29FT; 2550 ADT-95		STP	C			197											
COL SR164	008.95		0.31MI N TR877 (DAY RD) L=24FT		OO2	P	200													
COL SR164	004.81		MAJOR COLLECTOR		OO2	R	N													
STP* **** O *** **	13587		PW21FT, RW29FT; 2550 ADT-95 0.02MI N TR873 (LAUGHLIN RD). L=18FT MAJOR COLLECTOR; 0.06 MI. PW22FT, RW28FT; 2550 ADT-95 0.01MI S TR848 (HULL RD). L=26FT MAJOR COLLECTOR; 0.07 MI. PW21FT, RW27FT; 2550 ADT-95 REPLACE FOUR BRIDGES. DETOUR. 1994-A		OO2	C			49											
COL SR170	23.641	0.19	EAST PALESTINE. MAIN STREET. 0.12 MI.	700	STP	P	X										1	R	STATE	
COL SR170	014.69		PRINC. ART.		STP	R	N													
STP* **** O *** **	11984		PW42FT, RW42FT; 6850 ADT-88		STP	C	408													
PROGRAM			REPLACE 30 FT BRIDGE OVER SULPHUR CREEK. PART WIDTH. 1992-C. ALSO UPGRADE CURB & GUTTER SIDEWALK, PAV'T.		OO2	P	X													
					OO2	R	N													
					OO2	C	102													
COL CR400		21.23	STARK CO LINE TO SALEM SCL. 13.20 MI.	1900	STP	P	N								X		1	A	LOCAL	
STP* **** O *** **	8989		PW-20FT, RW-26FT; 3072 ADT-92.		STP	R	N													
PROGRAM			TWO LANE RESURFACING OF 13.20 MI. RECONST 2 FT SHOULDERS. INCL'S SIGNING, GUARDRAIL PAVT MARKERS CULVERTS 1 BRIDGE, CURB AND GUTTER STORM SEWER.		STP	C	1381													
					STG	P	N													
					STG	R	N													
					STG	C	172													
					4BG	P	N													
					4BG	R	N													
					4BG	C	345													
COL CR430	003.31	3.62	CR435(PARKWAY AVENUE) TO 91.4M EAST OF T	1273	STP	P	N								X		O	A	LOCAL	

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COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S)	OR	TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)	SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY	
								1997	1998	1999	2000												
DISTRICT (11) NON-MPO																							
	STP* **** O *** ** PROGRAM 15134			R1130 (FISHER ROAD). 2.253 KM MAJOR COLL PW-20FT, 2823 AFT-94 WIDEN EXISTING PAVT. TO 24 FT. PROJECT TO INCLUDE CURB, DRAINAGE, GUARDRAIL, SIGNING AND PAVT. MARKING.		STP R 4BG C 4BG R 4BG C	N 1018 N N 254																
	COL CR448A BRO* 94C* O *** ** PROGRAM 14488	0.16		0.04 MI S SR518, 0.10 MI PW-18, RW-22; 539 ADT-92 REPLACEMENT OF THE 150 FT STEEL BEAM BRIDGE BUILT IN 1931 OVER WEST FORK OF LITTLE BEAVER CREEK.	550	BR P BR R BR C 4BG P 4BG R 4BG C	N N 440 N N 110											1		A	LOCAL		
	COL SR517 12.810 COL SR517 007.96 PROGRAM 13042	0.01		0.22 MI W SR558 MIN COLL/NF PW22FT, RW34FT; 2010 ADT-92 REPLACE EXISTING STEEL BEAM BRIDGE OVER LITTLE BULL CREEK USING PRECAST STRUCTURE. L=18FT. DETOUR. 1993-B	177	002 P 002 R 002 C	N N N					126							0		R	STATE	
	COL SR558 001.61 BHO* 1510 O *** 3** PROGRAM 5616	0.04		0.06 MI. E. OF TR741. 0.03 MI. PW20FT, RW36FT; 1830 ADT-88 REPLACE 119FT BR OVER MIDDLE FORK OF LITTLE BEAVER CREEK. 1988-A BRIDGE REPLACEMENT PROGRAM. 0.03 MI. IN HOUSE	144	BR P BR R BR C 002 P 002 R 002 C	N N N N N N					84							1		A	STATE	
	COL SR644 16.190 COL CR406 STP* **** O *** ** PROGRAM 15206	1.30		0.23KM EAST OF CR406 0.50KM MAJOR COLLECTOR PW-21FT, 1782 ADT-95 0.21KM SOUTH OF SR644 0.31KM, NON FEDERAL PW-20FT, 1046 ADT-95 INTERSECTION IMPROVEMENT. RELOCATE 0.50KM (0.31MI) OF SR644 TO CHANGE THE INTERSECTION WITH CR406. PROJECT WILL INCLUDE SIGNING, GUARDRAIL AND CULVERT RELOCATION.	577	STP P STP R STP C 002 P 002 R 002 C	N N N N N N					460								0	X	A	STATE
	COL TR768	0.22		WASHINGTON, INTERSECTION SR39	450	BR P	N												1		A	LOCAL	

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL-AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				RESURFACE RESTORE REHAB. ADD LANES RECONSTRUCT SAFETY UPGRADE	NEW CONSTRUCTION	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)									
								1997	1998	1999	2000						
DISTRICT (11) NON-MPO																	
	BRO* 94C* O *** **	PROGRAM 14209		O. 14MI., NON-FEDERAL LOCAL PW-17FT,537 ADT-93 RELOCATION AND REPLACEMENT OF THE 90 FOOT TRUSS BRIDGE BUILT IN 1913 OVER THE NORTH FORK OF YELLOW CREEK.		BR R N											
						BR C		360									
						4BG P N											
						4BG R N											
						4BG C		90									
	COL TR928	STP* **** O *** **	0.75	30.5 M WEST TR2820(SOMMERSET DRIVE) TO SR170 PW-18FT;2020 ADT-95 WIDEN EXISTING PAVEMENT TO 22 FT. PROJECT TO INCLUDE CURB AND GUTTER,STORM DRAINAGE, GUARDRAIL, SIGNING AND PAVEMENT MARKINGS.CEAO-STP PROJ.	1000	STP P N						X	O	A	LOCAL		
		PLAN 15493				STP R N											
						STP C		800									
						4BG P N											
						4BG R N											
						4BG C		200									
	HAS USR022	28.147	0.10	AT INTERCHANGE WITH SRO09 FUNC CLASS=02 PW24 7 24FT,RW49.7 & 49.7FT; 3380ADT-92 .04MI EAST OF SRO09. FUNC CLASS=02 PW24 & 24FT,RW49.7 & 49.7FT; 3380 ADT-92 REHABILITATE BRIDGES BY REPLACING DECKS REPAIRING SUBSTRUCTURES, AND PAINTING STRUCTURAL STEEL.	1590	BR P N								4	A	STATE	
	HAS USR022	28.211				BR R N											
	PLAN	15936				BR C											
						002 P N											
						002 R N											
						002 C											
								576									
	HAS CRO01	0.00	0.00	CENTERLINE STRIPING ALL HAS CD RDS. 357. 902KMFUNC CLASS=MAJ/MIN COLL & LOCAL PW20FT,RW24FT; 60 TO 815 ADT-35 CENTERLINE STRIPING OF ALL HAS CD ROADS. C-STP SAFETY PROJECT.	100	STG P N							O	X	A	LOCAL	
	STG* **** O *** **	PLAN 15937				STG R N											
						STG C		100									
	HAS CRO02	00.000	17.12	DEERSVILLE WCL TO CR55. 4.361KM FUNC CLASS= MAJ COLL PW22FT,RW24FT; 675 ADT-95 HOPEDALE NCL TO WATER TROUGH HILL RD. 2.494KM. FUNC CLASS= MAJ COLL PW20FT,RW24FT; 800 ADT-95 USR 022 TO CR5. 1.110KM. FUNC CLASS= MAJ COLL PW18FT,RW24FT; 350 ADT-95 HAS CR20 TO US22. 1.223KM FUNC CLASS=	400	STP P N						X	O	A	LOCAL		
	HAS CRO04					STP R N											
	HAS CRO13					STP C											
	HAS CRO33					4BG P N											
	HAS CRO55					4BG R N											
	HAS CRO20					4BG C											
	STP* **** O *** **	PROGRAM 15938						80									

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)	SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST. AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								1997	1998	1999	2000										
				DISTRICT (11) NON-MPO																	
				S= MAJ COLL PW22FT,RW24FT; 50 ADT-95 CR2 TO US250. 2.928KM FUNC C LASS MAJ COLL PW20,RW28FT; 815 ADT-95 SR799 TO CR33. 5.005 KM FUNC CLASS MAJ COLL PW20FT, RW22FT; 275 ADT-95 RESURFACE, WIDEN WHERE REQUIRED, CENTERLINE STRIPING AND GUARDRAIL UPGRADE WHERE REQUIRED.																	
HAS	CRO05	0.000	0.00	CADIZ ECL TO HOPEDALE WCL. 7.691 KM	300	STG	P	N													LOCAL
HAS	CRO15			FUNC CLASS= LOCAL		STG	R	N													
HAS	CRO13			PW20FT,RW24FT; 800 ADT-95		STG	C	300													
HAS	CRO47			US250 TO ADENA WCL. 8.190 KM.																	
HAS	CRO41			FUNC CLASS = MIN COLL																	
HAS	CRO07	0.000		PW22FT,RW24FT; 600 ADT-95																	
STG*	**** O *** **			JEF CO LINE TO US 22. 12.357 KM.																	
PLAN		15939		FUNC CLASS= MIN COLL																	
				PW18FT,RW24FT; 350 ADT-95																	
				SC10 NCL TO CAR CO LINE. 5.084 KM.																	
				FUNC CLASS LOCAL																	
				PW18FT,RW22FT; 320 ADT-95																	
				US 250 TO ADENA WCL. 2.204 KM																	
				FUNC CLASS = MAJ COLL																	
				PW20FT,RW24FT; 140 ADT-95																	
				JEWETT NCL TO SR646. 2.864KM																	
				FUNC CLASS = LOCAL																	
				PW18FT, RW22FT; 175 ADT-95																	
				REPLACE/UPGRADE GUARDRAIL ON LOCAL SECONDARY ROADS. ALL RAIL WILL BE ODOT TYPE 5 C-STP PROJ.																	
HAS	SRO09	03.541	9.99	CADIZ. NEW ATHENS NCL TO MAIN STREET	280	002	P	N													STATE
PLAN		16064		6.21 MI; MAJOR COLLECTOR		002	R	N													
				PW 20FT, RW32FT; 3130 ADT-92		002	C	272													
				1997 TWO LANE RESURFACING																	

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL-AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)				ADDITIONAL LANE RECONSTRUCTION	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FISCAL YEAR										
								1997	1998	1999	2000							
DISTRICT (11) NON-MPO																		
HAS SR009 PLAN	27.777 16079		2.15	JEWETT. JEWETT WCL TO NCL LENGTH 1.34MI; FUNC CLASS=MAJ COLL PW22FT,RW22FT; 2720 ADT-92 1997 TWO LANE RESURFACING	60	002 002 002	P R C	N N 58									O	A STATE
HAS CRO10 BRO* 93C* O *** 19* PROGRAM		12328	0.14	00.6 MI E OF SR 800. 00.09 MI. LOCAL ROUTE PW18FT, RW24FT; 200 ADT-92 REPLACE 83 FT BRIDGE OVER STILLWATER CK SOFT MATCH FROM CEAO'S FUNDS	383	MA MA MA 4BG 4BG 4BG	P R C P R C	N N 378 N N N									1	A LOCAL
HAS CRO61 BRO* 95B* O *** *** PROGRAM		15014	0.11	INTERSECTION WITH TR111. 0.07MI. PW-16FT,RW-20FT; ADT-90 REPLACE 128 FT BRIDGE OVER STILLWATER CR EEK. INCLUDES RELOCATION TO IMPROVE ALI GNMENT, GUARDRAIL, INTERSECTION IMPROVEM ENTS ON EAST END OF BRIDGE.	330	BR BR BR 4BG 4BG 4BG	P R C P R C	N N 264 N N 66									1	A LOCAL
HAS CRO69 BRO* 95B* O *** *** PROGRAM		15015	0.04	0.6MI EAST OF SR800 0.03MI. PW-20FT,RW-28FT; 40 ADT-94 REPLACE EXISTING 128FT BRIDGE OVER CLEND ENING SPILLWAY.	545	BR BR BR 4BG 4BG 4BG	P R C P R C	N N 436 N N 109									1	A LOCAL
HAS SR151 HAS SR151 PLAN	00.000 19.151 16080		8.06	BOWERSTON. US250 TO 0.35MI W OF ECL LENGTH 4.69MI; FUNC CLASS=MAJ COLL PW20FT,RW36FT; 2810 ADT-92 SCIO. 0.07MI W SCHOOLHOUSE RD TO SR646 LENGTH 0.31MI; FUNC CLASS= MIN ART PW40FT,RW40FT; 4090 ADT-92 1997 TWO LANE RESURFACING	272	002 002 002	P R C	N N 262									0	A STATE
HAS SR151 PLAN	004.85 15609		0.00	BOWERSTON. 0.11 MI W SR212 FUNC CLASS=7 MAJOR COLLECTOR PW24FT, RW30FT; 2810 ADT-92 REPLACE WEARING SURFACE WITH MSC OVERLAY	175	002 002 002	P R C	N N 172									0 X	A STATE

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
DISTRICT (11) NON-MPO																				
INSTALL SEALED EXPANSION JOINTS, REPAIR DETERIORATED CONCRETE AND CLEAN & PAINT STEEL PIER CAPS & PILING USING OZEU.																				
HAS	SR151	23.223	0.16	0.03MI E TR138. FUNC CLASS= MINOR ARTERIAL.	900	STP	P	N												
HAS	SR151	014.43				STP	R	N												
STP*	****	0 ***	***	PW24FT, RW48FT; 2510 ADT-88		STP	C	N			640									
PLAN		12868		REPLACE DECK, UPGRADE SAFETY PARAPET, AND REBUILD BACKWALLS ON BRIDGE OVER THE W&L E AND C&OR RRS AND CONOTTON CREEK. 1993-A. REPLACE END CROSSFRAMES		002	P	N												
						002	R	N												
						002	C	N			160									
						041	P	100												
						041	R	N												
						041	C	N												
HAS	US250	01.706	0.03	0.29 MI E SR151	220	NH	P	N												
HAS	US250	001.61		PRINC ART/NHS		NH	R	N												
NH**	35**	0 ***	***	PW24FT, RW42FT; 4090 ADT-92		NH	C	N												
PLAN		13043		REPLACE EXISTING CONCRETE SLAB BRIDGE OVER BRANCH OF LITTLE STILLWATER CREEK. PART WIDTH . L=28FT. 1993-B		002	P	N			100									
						002	R	N												
						002	C	N			24									
HAS	US250	017.38	4.15	CADIZ. US22 S. TO 0.80 MI. N. OF CR38. 2.58 MI.	34000	DPI	P	1600							X		5		R STATE	
NH**	35**	0 ***	4**			DPI	R	N												
DPI*	1***	0 ***	***	PW20-46FT, RW26-46FT; 6860 ADT-71		DPI	C	N												
PLAN		5620		CONSTRUCT 4 LANE LIMITED ACCESS HIGHWAY ON NEW LOCATION, INCLUDES 5 BRIDGES, ADJUSTMENT OF US22 INTERCHANGE & CONSTRUCTION OF NEW INTERCHANGE. 2.58 MI.		NH	P	N												
						NH	R	N												
						NH	C	N												
						041	P	300												
						041	R	N												
						041	C	N												
						002	P	100												
						002	R	N												
						002	C	N												
HAS	US250	019.96	9.91	0.80 MI N OF CR38 S. TO BELMONT CO LN. 6/16 MI.	32000	NH	P	N							X		4		R STATE	
NH**	35**	0 ***	***			NH	R	N												
DPI*	1***	0 ***	1**	PW20FT, RW26FT; 3540 ADT-70		NH	C	N												
PLAN		5619		CONSTRUCT 4 LANE LIMITED ACCESS HIGHWAY		DPI	P	960												

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL-AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
				DISTRICT (11) NON-MPO															
				ON NEW LOCATION, CONSTRUCT INTERCHANGE AND FOUR BRIDGES. 6.16 MI.		DPI R N DPI C N 002 P 240 002 R N 002 C N													
HAS	US250	12.553	6.30	0.515 KM W TR219 TO 0.129 KM E TR235 6.309 KM; PRINCIPAL ARTERIAL PW22FT, RW42FT; 3180 ADT-92 1997 TWO LANE RESURFACING	328	002 P N 002 R N 002 C 313									0			A	STATE
HAS	SR258	04.410	0.04	0.28 MI S TUS CO LINE MIN COLL PW19FT, RW30FT; 410 ADT-92 REPLACE EXISTING STEEL BEAM BRIDGE OVER LAUREL CREEK. CHANNEL WORK. DETOUR. L=106FT. 1993-B	460	STP P N STP R N STP C 002 P 002 R N 002 C				100					1			R	STATE
HAS	SR646	10.560	0.04	SCIO. 0.04 MI S OF SR 151. 0.03 MI MAJOR COLLECTOR PW28FT, RW28FT; 1930 ADT-88 REPLACE DECK OF 133 FT BRIDGE OVER CONO TTON CREEK. PART WIDTH. 1992-C	560	BR P X BR R N BR C 384 002 P X 002 R N 002 C 96									1			A	STATE
HAS	SR646	14.355	0.03	2.04MI N SCIO NCL. FUNC CLASS = MINOR CO LLECTOR PW18FT, RW34FT; 680 ADT-88 REPLACE SUPERSTRUCTURE, REPAIR SUBSTRUCT UREON BRIDGE OVER IRISH CREEK. REPLACE P IER PROTECTION, CHANNEL WORK. L=80FT 199 3-A BR.	265	BR P N BR R N BR C 002 P 100 002 R N 002 C					132				1			R	STATE
HOL	SR039	27.311	0.09	0.32MI W SR83. FUNC CLASS= RURAL MINOR ARTERIAL PW24FT, RW40FT; 7580 ADT-88 MILLERSBURG. 0.24 MI W SR83 FUNC CLASS= ARTERIAL	760	STP P N STP R N STP C 002 P 100 002 R N									2			R	STATE

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECTS

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO.	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
								1997	1998	1999	2000									
				DISTRICT (11) NON-MPO																
				PW24FT, RW40FT; 7580 ADT-88 REPLACE SUPERSTRUCTURE, REPAIR SUPERSTRUCTURE ON TWO BRIDGES OVER KILLBUCK CREEK OVERFLOW. L=93FT L=146FT 1993-A BR.		002	C				132									
HOL	SRO60	002.05	0.08	0.95 MI S OF US 62. 0.02 MI MAJ COLL.	871	STP	P	X												
HOL	SRO60	003.06		PW18FT, RW26FT; 580 ADT-88		STP	R	X												
HOL	SRO60	008.96		0.06 MI N OF US 62. 0.02 MI		STP	C				512									
STP*	FY93 O *** 1**			PW18FT, RW26FT; 640 ADT-88		002	P	X												
PROGRAM	11602			1.47 MI S OF SR 39. 0.02 MI		002	R	X												
				PW19FT, RW23FT; 1050 ADT-88		002	C				128									
				REPLACE 28 FT BRIDGE AND 16 FT BRIDGE OVER BRANCHES OF KILLBUCK CREEK, REPLACE 16 FT BRIDGE OVER SHRIMPLIN RUN. DETOUR TRAFFIC.																
HOL	SRO60	01.416	0.03	0.04 MI N TR82	145	STP	P	N												
HOL	SRO60	000.88		MAJ COLL/STP		STP	R	N												
STP*	**** O *** **			PW19FT, RW30FT; 980 ADT-92		STP	C				55									
PLAN	13045			REPLACE EXIST. CONC BEAM BRIDGE OVER BR OF LAUREL CREEK. L=34FT. PART WIDTH. 1993-B		002	P	75												
						002	R	N												
						002	C				13									
HOL	US062	027.22	0.00	0.40 MI W OF SR39, 0.40MI	241	002	P	N												
HOL	SRO39	024.62		PW-24FT, RW-36FT; 9060 ADT-92		002	R	X												
PROGRAM	9409			US 62, 0.06MI.		002	C	173												
				PW-24FT, RW-36FT; 6970 ADT-92																
				SIGNAL INTERSECTION IN THE UNINCORPORATED VILLAGE OF BERLIN. INCLUDES CURB AND SIDEWALK. IN-HOUSE PLANS.																
HOL	US062	30.658	1.51	MILLERSBURG. 1.41 MI N OF SR83. 0.94MI	1385	STP	P	N												
HOL	US062	019.05		RURAL MINOR ARTERIAL		STP	R	N												
STP*	**** O *** **			PW-22FT, RW-38FT; 11,380 ADT-88		STP	C				1040									
PROGRAM	9645			WIDENING TO THREE LANES OF A COMMERCIALY DEVELOPED SEGMENT OF US 62 WITHIN THE VILLAGE OF MILLERSBURG.		002	P	N												
				DESIGN AGENCY: IN-HOUSE		002	R	N												
						002	C				260									

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
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COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	OTHER BRIDGES	MISCELLANEOUS	CHANGE - ND	RESPONSIBLE AGENCY
								FISCAL YEAR											
								1997	1998	1999	2000								
DISTRICT (11) NON-MPO																			
HOL	US062	44.450	10.26	SR 39 TO 0.02 MI W TR 664	400	002	P	N										A	STATE
PROGRAM	16065			6.38 MI; MINOR ARTERIAL PW24FT, RW36FT; 4980 ADT-92 1997 TWO LANE RESURFACING		002	R	N											
						002	C	386											
HOL	SR083	0.210	0.05	0.21MI N. OF COSHOCTON CO LINE. FUNC CLA	295	BR	P	N										A	STATE
PLAN	15932			SS= 06 PW24FT, RW40FT; 2550 ADT-92 REPLACE EXISTING BRIDGE DECK SLAB, REPAIR R ABUTMENTS & PIERS AND CORRECT CHANNEL SCOUR.		BR	R	N											
						BR	C												
						002	P	N											
						002	R	N											
						002	C												
HOL	SR226	004.03	0.03	0.08 MI E OF CR 330. 0.02 MI. MAJ. COLL.	409	STP	P	X										A	STATE
STP*	**** O *** **			PW20FT, RW32FT; 1730 ADT-88 REPLACE 33 FT BRIDGE OVER UNNAMED STREAM . PART WIDTH		STP	R	N											
PROGRAM	11609					STP	C												
						002	P	X											
						002	R												
						002	C												
HOL	SR520	10.155	11.60	GLENMONT ECL TO US62	355	002	P	N										A	STATE
PROGRAM	15561			11.603KM; MINOR COLLECTOR PW19FT, RW23FT; 870 ADT-92 1997 TWO LANE RESURFACING		002	R	N											
						002	C	355											
HOL	SR557	002.93	0.01	0.27 MI N OF CR 114, 0.01 MI	220	BR	P	X										R	STATE
BRF*	94B* O *** 7**			RURAL MAJOR COLLECTOR PW20FT, RW32FT; 620 ADT-88 REPLACE 22 FT BRIDGE OVER BRANCH OF S. FORK OF SUGAR CREEK. 1991-B BR PROG. PRE-FAB, DETOUR. DESIGN AGENCY- CONSULTANT		BR	R	N											
PROGRAM	10510					BR	C												
						002	P	X											
						002	R												
						002	C												
HOL	SR557	005.78	0.01	0.22 MI N OF CR 60, 0.01 MI	245	STP	P	X										A	STATE
STP*	1163 O *** **			PW20FT, RW27FT; 1500 ADT-88 REPLACE 14 FT BRIDGE OVER BRANCH OF DOUG HTY CREEK. 1991-B. PART WIDTH CONSTRUCTIO N.		STP	R	N											
PROGRAM	10519					STP	C												
						002	P	X											
						002	R	N											
						002	C												

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COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FISCAL YEAR					SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE NO	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)													
								1997	1998	1999	2000										
DISTRICT (11) NON-MPO																					
HOL	SR557	00B.24	0.03	0.23 MI S OF CR 120, 0.02 MI. PW20FT, RW32FT; 2490 ADT-88 REPLACE 55 FT. BRIDGE OVER DOUGHTY CREEK . 1991-B PART WIDTH CONSTRUCTION. DESIGN AGENCY: CONSULTANT	509	BR	P	X												STATE	
BRF*	95B* O *** 1**	10520				BR	R	X													
PROGRAM						BR	C	328													
						002	P	X													
						002	R	X													
						002	C	82													
HOL	SR643	003.96	0.03	0.17 MI S OF SR 557. 0.02 MI MINOR COLL. PW18FT, RW26FT; 440 ADT-88 REPLACE 29 FT BRIDGE OVER SOUTH FORK SUGAR CREEK. DETOUR	346	STP	P	X												STATE	
STP*	**** O *** **	11611				STP	R	X													
PROGRAM						STP	C		216												
						002	P	X													
						002	R	X													
						002	C		54												
HOL	SR754	00.000	10.83	SR39 TO SR514 6.73 MI; MINOR COLLECTOR PW18FT, RW22FT; 2150 ADT-92 1997 TWO LANE RESURFACING	290	002	P	N												STATE	
PROGRAM		16066				002	R	N													
						002	C	280													
TUS	DENNIS	DN DEP	0.00	DENNISON. 400 CENTER STREET RECONSTRUCT THE ORIGINAL RAILROAD DEPOT, TRACK, AND NEWSTAND. REHABILITATE THE INTERIOR OF THE DEPOT BUILDING. (PHASE II)	288	STP	P	N												LOCAL	
TEA*	**** O *** **	14903				STP	R	N													
PROGRAM						STP	C	230													
						4DK	P	N													
						4DK	R	N													
						4DK	C	57													
TUS	SR021	000.84	0.00	0.63 MI S SR212 ST FUNC CLASS=2, PRINCIPAL ARTERIAL, OTHER PW24FT, RW32FT; 5020 ADT-92 0.05 MI N US250 ST FUNC CLASS= 14, OTHER PRINC ART PW52FT, RW52FT; 15600 ADT-92 3.28 MI S SR39 ST FUNC CLASS=07, MAJOR COLL PW24FT, RW30FT; 3810 ADT-92 CLEANING AND PAINTING STRUCTURAL STEEL ON VARIOUS BRIDGES USING SYSTEM OZEU.	359	002	P	N												STATE	
TUS	SR416	011.05				002	R	N													
TUS	SR416	014.97				002	C	357													
PROGRAM		15678																			
TUS	US036	17.284	8.85	1.963 KM W SR416 TO 0.257 KM E CR62	335	002	P	N												STATE	

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL-AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST. AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
							FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
							1997	1998	1999	2000									
DISTRICT (11) NON-MPO																			
TUS	US036	26.409		8.481 KM; MINOR ARTERIAL		002	R	N											
PROGRAM		15574		PW24FT, RW28FT; 8000 ADT-92		002	C	335											
				CR62															
				FRONTAGE RD; LENGTH 0.23 MI.															
				PW20FT, RW30FT; 7 ADT-92															
				1997 TWO LANE RESURFACING															
TUS	US036	19.956	0.09	GNADENHUTTEN, 0.44 MI E SR416	630	BR	P	N							1		R	STATE	
TUS	US036	012.40		MINOR ART- STP/CR 10-MAJ COLL		BR	R	N											
BHF*	93C* O ***	13047		PW24FT, RW36FT; 3650 ADT-92		BR	C		424										
PLAN				REPLACE DECK AND BACKWALLS. REPLACE		002	P	100											
				PARAPET ON EXIST STEEL BEAM BRIDGE UNDER		002	R	N											
				CR10. PART WIDTH. L=270FT. PART WIDTH.		002	C		106										
TUS	SRO39	012.02	0.01	0.76 MI N OF CR 21. 0.01 MI	237	STP	P	X							1		A	STATE	
STP*	**** O ***	11612		COLL -U.		STP	R	X											
PROGRAM				PW20FT, RW28FT; 7120 ADT-88		STP	C	122											
				REPLACE 13 FT BRIDGE OVER UNNAMED STREAM		002	P	X											
				DETOUR		002	R	X											
						002	C	30											
TUS	SRO39	16.142	0.83	0.09 MI. E OF SR 516. 0.24 MI.	1385	NH	P	X							O	X	A	STATE	
TUS	SRO39	012.78		PW22FT, RW40FT; 16660 ADT-88		NH	R	N											
TUS	SRO39	010.03		NEW PHILADELPHIA. 0.07 MI. W OF US 250.		NH	C		912										
NH**	77** O 3** 40*	9907		PW42FT, RW58FT; 13670 ADT-88		***	P	X											
PROGRAM				SIGNALIZE THE SR39/IR77 INTERCHANGES AT		***	R	N											
				NEW PHILADELPHIA AND DOVER WITH RELATED		***	C	N											
				WIDENING OF RAMPS AND CROSSROADS.		002	P	X											
				DES AGENCY - CONSULTANT		002	R	N											
						002	C		228										
TUS	IRO77	003.88	0.00	1.40 MI S OF US 36	786	002	P	N							O	X	A	STATE	
TUS	IRO77	012.69		STATE FUNC CLASS = 1, INTERSTATE		002	R	N											
TUS	IRO77	019.80		PW2@24FT, RW2@33.3FT; 12760 ADT-92		002	C		780										
PROGRAM		15593		INTERCHANGE WITH SR751, AKA TUS-751-04.32															
				STATE FUNC CLASS=1, INTERSTATE															
				PW2@24FT, RW24FT; 15030 ADT-92															
				1.09 MI S SR39															

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK TYPE OF FEDERAL FUND	FISCAL YEAR				SAFETY UPGRADE	ADD LANE RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
							FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)												
							1997	1998	1999	2000									
DISTRICT (11) NON-MPO																			
STATE FUNC CLASS= 1, INTERSTATE PW2@24FT, RW2@38FT; 15030 ADT-92 CLEANING AND PAINTING STRUCTURAL STEEL OF BRIDGES ON INTERSTATE & US NUMBERED ROUTES USING SYSTEM OZEU.																			
TUS IRO77 PROGRAM	020.73 15172	0.00	SR39 TO US250. 6.99 MILES PW48FT, RWVAR; 30440 ADT-92 UPGRADE ALL EXISTING SIGNS AND SUPPORTS.	221	002 002 002	P R C	N N 201											O X A STATE	
TUS IRO77 TUS IRO77 IM** 77** O 3** *** PLAN	06.791 004.22 12761	13.00	0.44 MI N SR258 TO 0.39MI. S SR751 RURAL INTERSTATE PW-48FT,RW-138FT; 11,900 ADT-88 1996 4-LANE. JOINT REPAIR.REPLACE SIGNING, LIGHTING, AND FENCE. MODIFY OR REPAIR 9 BRIDGES. 8.08 MILES.	5700	IM IM IM 002 002 002	P R C P R C	N N N N N N					X						O A STATE	
TUS IRO77 TUS IRO77 IM** 77** O 3** *** PROGRAM	40.298 025.04 12975	4.31	2.26MI. N DOVER NCL TO 0.27 MI. N US250E B ON RAMP. RURAL INTERSTATE PW-48FT,RW-138FT; 30440 ADT-92 1996 4-LANE RESURFACING. JOINT REPAIR. REWIRE LIGHTING. REPAIR OR MODIFY 4 BRIDGES. PAVE PORTIONS OF REST AREAS. 2.68 MILES.	2250	IM IM IM 002 002 002	P R C P R C	N N N N N N					X						O A STATE	
TUS IRO77 STA IRO77 TUS IRO77 IM** 77** O 3** 41* PROGRAM	44.611 000.00 027.72 11367	11.69	US 250 TO STARK CD LINE. 7.25 MI PW48FT, RW68FT; 19380 ADT-88 TUSCARAWAS CO LINE. 0.02 MI PW48FT, RW68FT; 19380 ADT-88 FY 95 4-LANE RESURFACING INCLUDING JOINT REPAIR. REPLACE FENCE, GUARDRAIL AND SI GNING. REPAIR OR MODIFY NINE BRIDGES. (I NCLUDE THE WEIGH STATION RAMPS)	7334	IM IM IM 002 002 002	P R C P R C	X N N X N N						X					O A STATE	
TUS SR093 BHF* 92D* O *** 13* PROGRAM	008.17 11271	0.06	0.49 MI S OF SR 516. 0.04 MI PW20FT, RW40FT; 1410 ADT-88 DECK REPLACEMENT ON 146 FT BRIDGE OVER S	505	BR BR BR	P R C	X N 347											1 A STATE	

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL-AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	PHASE OF WORK	TYPE OF FEDERAL FUND	FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)				SAFETY UPGRADE	ADD LANES RECONSTRUCT	RESURFACE RESTORE REHAB	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FISCAL YEAR												
								1997	1998	1999	2000									
				DISTRICT (11) NON-MPO																
				OUTH FORK OF SUGAR CREEK. 1992-ABR PROG		002 P		X												
						002 R		N												
						002 C		86												
TUS	SR211	01.625	3.95	DOVER. TUSCARAWAS AVE TO SR800.	225	002 P		N								O		A	STATE	
TUS	SR800	32.879		LENGTH 0.22MI; FUNC CLASS=PRIN ART		002 R		N												
PLAN		16081		PW36FT, RW36FT; 4090 ADT-92		002 C		219												
				DOVER. NEW PHILADELPHIA CORP TO FRONT ST																
				LENGTH 2.24MI; FUNC CLASS=PRIN ART																
				PW42FT, RW42FT; 14070 ADT-92																
				1997 TWO LANE RESURFACING																
TUS	SR212	003.43	42.00	0.18 MI E IR77	31	002 P		N								O	X	A	STATE	
PLAN		15611		FUNC CLASS = 6, MINOR ARTERIAL		002 R		N												
				PW20FT, RW36FT; 9310 ADT-92		002 C		30												
				INSTALLATION OF BICYCLE RAILING ON																
				BRIDGE																
TUS	US250	00.000	8.38	STRASBURG. STARK CO. LINE TO IR77 SB ONR	340	NH P		N								O		A	STATE	
NH**	**** O	*** **		AMP. 5.21MI; FUNC CLASS = MIN ARTERIAL		NH R		N												
PROGRAM		15952		PW24FT, RW34FT; 13290 ADT-92		NH C		262												
				1997 TWO LANE RESURFACING		002 P		N												
						002 R		N												
						002 C		65												
TUS	US250	20.584	7.27	0.59MI E OF N. PHIL CORP LINE TO 0.03MI	3225	NH P		N					X		O			A	STATE	
TUS	US250	012.79		E OF SR259. URBAN FREEWAY/EXPRESSWAY		NH R		N												
NH**	56** O	*** **		PW-48FT, RW-112FT; 15,750 ADT-92		NH C				2400										
PROGRAM		12976		1996 4-LANE RESURFACING. JOINT REPAIR.		002 P		N												
				REPLACE SIGNING, LIGHTING. REPAIR OR		002 R		N												
				MODIFY 12 BRIDGES.		002 C				600										
				POSSIBLE ANCHOR ASSEMB. 4.52 M																
TUS	SR258	00.418	7.96	NEWCOMERTOWN. 0.26 MI E US36 TO 0.39 MI	280	002 P		N								O		A	STATE	
PLAN		16067		E CR7; 4.95 MI; MAJOR COLLECTOR		002 R		N												
				PW24FT, RW40FT; 3160 ADT-92		002 C		271												
				1997 TWO LANE RESURFACING																
TUS	SR651	000.37	0.01	BALTIC. 0.06 MI W OF SR 93. COLL.	400	STP P		X										1	A	STATE

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECTS**

COUNTY	ROUTE	SECTION	LENGTH (MI)	LOCATION AND TERMINI	TOTAL PROJECT COST (000'S)	TYPE OF FEDERAL FUND	PHASE OF WORK	FISCAL YEAR				SAFETY UPGRADE	RESURFACE RESTORE REHAB ADD LANES RECONSTRUCT	NEW CONSTRUCTION	REST AREA	OTHER BRIDGES	MISCELLANEOUS	CHANGE IND	RESPONSIBLE AGENCY
								FEDERAL SHARE OF COST FOR FEDERAL PROJECTS (000'S) OR TOTAL CONSTRUCTION COST FOR NON FEDERAL PROJECTS (000'S)											
								1997	1998	1999	2000								
				DISTRICT (11) NON-MPO															
	STP* **** O *** ** PROGRAM	11614		PW40FT, RW40FT; 1790 ADT-88 REPLACE 26 FT BRIDGE OVER BRUSH RUN. PART WIDTH.		STP STP 002 002	R C R C	N 184 X N 46											
	TUS SR800 BRF* 3Q01 O *** 1** PROGRAM	021.79 9019	0.11	DOVER. 0.07 MI S OF SR211 PW-48FT, RW-60FT; 16,810 ADT-88 REPLACE 302 FR. BRIDGE OVER TUS RIVER IN CITY OF DOVER. 90-B BR.	1873	BR BR BR 002 002 002	P R C R C	X N N X N		1360				1			A	STATE	
	TUS SR800 TUS SR800 STP* **** O *** ** PLAN	07.821 004.86 13048	0.09	0.47 MI S CR36. (FEED SPRINGS HILL, MORAVIAN TRAIL) MIN ART/STP PW24FT, RW41FT; 1870 ADT-92 REPLACE DECK, REHABILITATE TO HS-20 LOADING ON EXIST STEEL BEAM BRIDGE OVER BIG STILLWATER CREEK. L=224FT. PART WIDTH. 1993-B	615	STP STP STP 002 002 002	P R C P R C	N N N N N			412	100			1		R	STATE	
	TUS SR800 TUS SR800 STP* **** O *** ** PROGRAM	31.511 019.58 13321	1.17	NEW PHILADELPHIA. 0.51 MI N HIGH ST. TO NCL PW-48FT, RW-48FT; 15,070 ADT-92 1996 FOUR LANE RESURFACING. INCLUDING REPLACEMENT OF PAVEMENT AND CURBS. MEDIAN IMPROVEMENTS. 0.73 MILES.	1500	STP STP STP 002 002 002	P R C P R C	N N N N N		1120			X			O	A	STATE	
	TUS SR800 TUS SR800 STP* **** O *** ** PLAN	36.967 022.97 13049	0.03	0.03 MI N TR380 (BLACKSNAKE HILL) OTHER PRIN ART PW22FT, RW28FT; 5500 ADT-92 REPLACE EXIST STEEL BEAM BRIDGE WITH PRECAST CULVERT OVER BRANCH OF TUSCARAWA S RIVER. L=25FT. PART WIDTH. 1993-B	222	STP STP STP 002 002 002	P R C P R C	N N N N N			97					O	R	STATE	

APPENDIX B

STATE TRANSIT PROGRAMS



SECTIONS 5310 AND 5311 INFORMATION FOR THE RURAL AREAS OF OHIO

CAPITAL PROJECTS

Grantee	Source of Funds	F.Y.	Description	Total Amount	Federal Share	State Share	Local Share
Ohio Dept. of Transportation	Section 5311	1997	Capital - Purchase up to 58 transit vehicles and related equipment	\$2,302,394	\$1,841,912	\$230,240	\$230,240
Ohio Dept. of Transportation	Section 5311	1997	Contingency (Intercity Bus)	\$946,885	\$757,508	\$0	\$189,377
Ohio Dept. of Transportation	Section 5311	1997	Program Administration	\$757,508	\$757,508	\$0	\$0
Ohio Dept. of Transportation	Section 5310	1997	Capital - Purchase up to 70 transit vehicles and related equipment	\$2,428,341	\$1,942,673	\$0	\$485,668
Ohio Dept. of Transportation	Section 5310	1997	Program Administration	\$269,816	\$215,853	\$53,963	\$0
Ohio Dept. of Transportation	Section 5311	1998	Capital - Purchase up to 46 transit vehicles and related equipment	\$2,451,930	\$1,935,545	\$245,933	\$245,933
Ohio Dept. of Transportation	Section 5311	1998	Contingency (Intercity Bus)	\$946,885	\$757,508	\$0	\$189,377
Ohio Dept. of Transportation	Section 5311	1998	Program Administration	\$757,508	\$757,508	\$0	\$0
Ohio Dept. of Transportation	Section 5310	1998	Capital - Purchase up to 70 transit vehicles and related equipment	\$2,428,341	\$1,942,673	\$0	\$485,668
Ohio Dept. of Transportation	Section 5310	1998	Program Administration	\$269,816	\$215,853	\$53,963	\$0
Ohio Dept. of Transportation	Section 5311	1999	Capital - Purchase up to 43 transit vehicles and related equipment	\$1,908,981	\$1,532,007	\$191,502	\$191,502
Ohio Dept. of Transportation	Section 5311	1999	Contingency (Intercity Bus)	\$946,885	\$757,508	\$0	\$189,377
Ohio Dept. of Transportation	Section 5311	1999	Program Administration	\$757,508	\$757,508	\$0	\$0
Ohio Dept. of Transportation	Section 5310	1999	Capital - Purchase up to 70 transit vehicles and related equipment	\$2,428,341	\$1,942,673	\$0	\$485,668
Ohio Dept. of Transportation	Section 5310	1999	Program Administration	\$269,816	\$215,853	\$53,963	\$0
Ohio Dept. of Transportation	Section 5311	2000	Capital - Purchase up to 44 transit vehicles and related equipment	\$1,858,750	\$1,486,000	\$185,875	\$185,875
Ohio Dept. of Transportation	Section 5311	2000	Contingency (Intercity Bus)	\$946,885	\$757,508	\$0	\$189,377
Ohio Dept. of Transportation	Section 5311	2000	Program Administration	\$757,508	\$757,508	\$0	\$0
Ohio Dept. of Transportation	Section 5310	2000	Capital - Purchase up to 70 transit vehicles and related equipment	\$2,428,341	\$1,942,673	\$0	\$485,668
Ohio Dept. of Transportation	Section 5310	2000	Program Administration	\$269,816	\$215,853	\$53,963	\$0

PLANNING PROJECTS

Grantee	Source of Funds	F.Y.	Description	Total Amount	Federal Share	State Share	Local Share
Ohio Dept. of Transportation	Section 5311(b)	1997	Planning and Technical Assistance (RTAP)	\$140,053	\$140,053	\$0	\$0
Ohio Dept. of Transportation	Section 5311(b)	1998	Planning and Technical Assistance (RTAP)	\$140,053	\$140,053	\$0	\$0
Ohio Dept. of Transportation	Section 5311(b)	1999	Planning and Technical Assistance (RTAP)	\$140,053	\$140,053	\$0	\$0
Ohio Dept. of Transportation	Section 5311(b)	2000	Planning and Technical Assistance (RTAP)	\$140,053	\$140,053	\$0	\$0

SECTIONS 5310 AND 5311 INFORMATION FOR THE RURAL AREAS OF OHIO

OPERATING PROJECTS

Grantee	Source of Funds	F.Y.	Description	Eligible Operating Expenses	Revenue	Net Project Cost	Federal Share	State Share	Local Share
Ohio Dept. of Transportation	Section 5311	1997	Operating Assistance	\$12,318,412	\$1,802,145	\$10,516,267	\$2,781,335	\$3,670,451	\$4,064,481
Ohio Dept. of Transportation	Section 5311	1998	Operating Assistance	\$12,506,416	\$1,978,416	\$10,528,000	\$2,756,395	\$3,721,455	\$4,050,150
Ohio Dept. of Transportation	Section 5311	1999	Operating Assistance	\$12,820,259	\$1,865,372	\$10,954,887	\$2,782,114	\$3,796,577	\$4,376,196
Ohio Dept. of Transportation	Section 5311	2000	Operating Assistance	\$13,105,600	\$1,890,569	\$11,215,031	\$2,813,877	\$3,860,770	\$4,540,384

Notes:

- (1) The figures for Section 5310 are statewide figures and include urbanized area apportionments which are also shown in the individual TIP tables for each MPO
- (2) The figures for some of the transit vehicles and related equipment are also contained in the MPO tips for those rural systems falling within the urban planning boundaries
- (3) Documentation for the Section 5311 capital projects is the Four Year Capital and Operating Plans filed by each Section 5311 subgrantee.
- (4) It is ODOT's intent to fund the Section 5311 program. If the final appropriation levels are not up to the authorized levels, funding through STP or Section 5308 will be required.

TABLE T-2

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT

SUMMARY SHEET

METRO REGIONAL TRANSIT AUTHORITY

FY beginning July 1	TOTAL EXPENDITURES (\$000)			FEDERAL FUNDING (\$000)		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	6,357 **	21,423	163	6,342	987 *	130
1998	1,227	22,065	215	1,227	987 *	172
1999	4,227	22,727	188	4,227	987 *	150
2000	1,225	23,409	240	1,225	987 *	192
TOTAL	13,036	89,624	806	13,021	3,948	644

* Includes operating assistance from the Cleveland Urbanized Area.

** Includes FTA Section 16 (49 USC Section 5310) program on behalf of the Ohio DOT

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TABLE T-2
 AMATS TRANSPORTATION IMPROVEMENT PROGRAM
 TRANSIT
 SUMMARY SHEET

PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY

FY beginning July 1	TOTAL EXPENDITURES (\$000)			FEDERAL FUNDING (\$000)		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	409	507	30	409	121 *	24
1998	287	567	30	287	103	24
1999	182	635	30	182	103	24
2000	332	711	30	332	103	24
TOTAL	1,210	2,420	120	1,210	430	96

* Includes deobligated funds from previous years.

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TABLE T-2

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT

FTA SECTION 5311 RURAL TRANSPORTATION PROGRAM SUMMARY SHEET *

PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY

FY beginning July 1	TOTAL EXPENDITURES (\$000)			FEDERAL FUNDING (\$000)		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	180.0	118.4	0.0	144.0	32.6	0.0
1998	0.0	119.6	0.0	0.0	29.5	0.0
1999	0.0	119.8	0.0	0.0	29.5	0.0
2000	0.0	120.0	0.0	0.0	29.5	0.0
TOTAL	180.0	477.8	0.0	144.0	121.1	0.0

* For information only.

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III. TRANSIT PROJECTS

This section consists of tables listing the transit projects recommended for implementation within the next four years by the Canton RTA and the City of Alliance. The first three tables summarize the capital, operating, and planning expenses anticipated and the funding source and amount for each. The next four tables show capital costs by fiscal year.

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
Canton RTA
Summary Sheet
(Thousands of dollars)

(begins July 1)	Total Expenditures			Federal Share		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	1,042.3	3,997.0	18.75	833.8	239.0	15.00
1998	1,000.0	4,122.0	15.00	800.0	112.0	12.00
1999	1,000.0	4,010.0	12.50	800.0	0.0	10.00
2000	1,000.0	4,010.0	12.50	800.0	0.0	10.00

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
City of Alliance
Summary Sheet
(Thousands of dollars)

(begins July 1)	Total Expenditures			Federal Share		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	0.0	149.7	0.0	0.0	25.3	0.0
1998	0.0	155.2	0.0	0.0	34.1	0.0
1999	0.0	158.5	0.0	0.0	34.8	0.0
2000	0.0	162.2	0.0	0.0	35.6	0.0

NOACA
 (GCRTA, Laketran, Lorain County Transit, Brunswick, Medina County Transit, Geauga County Transit)

THOUSANDS

<u>OHIO TRANSPORTATION IMPROVEMENT PROGRAM</u> <u>TRANSIT</u> <u>SUMMARY SHEET</u>						
F.Y. (Begin July 1)	Total Expenditures			Federal Funding		
	Capital *	Operating	Planning	Capital *	Operating	Planning
1997	36,200	194,318	247	27,000	4,001	198
1998	32,860	199,662	247	26,110	2,411	198
1999	36,164	204,675	252	28,335	1,425	202
2000	34,538	210,765	258	27,486	1,425	207
* include all 5310 (Specialized Transportation) funds for 1997						

**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**SPECIALIZED TRANSPORTATION PROGRAM
SECTION 5310
Capital, Operating and Planning
Summary Sheet**

(x \$1000) *

STATE FISCAL YEAR	—TOTAL EXPENDITURES			FEDERAL FUNDING		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	200	159	0	159	127	0
1998	200	159	0	159	127	0
1999	200	159	0	159	127	0
2000	200	159	0	159	127	0
TOTAL	800	636	0	596	0	0

**SPECIALIZED TRANSPORTATION PROGRAM
SECTION 5310
Operating Schedule**

(x \$1000) *

STATE FISCAL YEAR	Operating Expenditures	Operating Revenues	Net Cost	SUBSIDY		
				Local	State	Federal
1997	0	0	0	0	0	0
1998	0	0	0	0	0	0
1999	0	0	0	0	0	0
2000	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

* - Figures are rounded to the nearest thousandth.

NOACA
 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
 TRANSIT ELEMENT

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (GCRTA)
 Capital, Operating and Planning
 Summary Sheet

(x \$1000) *

STATE FISCAL YEAR	TOTAL EXPENDITURES			FEDERAL FUNDING		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	31,502	186,477	0	25,201	2,576	0
1998	29,783	191,599	0	23,825	986	0
1999	29,691	186,444	0	23,751	0	0
2000	30,807	202,337	0	24,645	0	0
TOTAL	121,783	776,857	0	97,422	3,562	0

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (GCRTA)
 Operating Schedule

(x \$1000) *

STATE FISCAL YEAR	Operating Expenditures	Operating Revenues	Net Cost	SUBSIDY		
				Local	State	Federal
1997	186,477	45,357	141,120	132,320	5635 6,224	2,576
1998	191,599	45,906	145,694	138,484	5635 6,224	986
1999	196,444	46,458	149,986	143,762	5635 6,224	0
2000	202,337	47,387	154,950	148,726	5635 6,224	0
TOTAL	776,857	185,107	591,750	563,292	24,532	3,562

* - Figures are rounded to the nearest thousandth.

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193

97 132,909
 98 139,073
 99 144,351
 00 149,315

**NOACA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

**MEDINA COUNTY TRANSIT
Capital, Operating and Planning
Summary Sheet**

(x \$1000) *

STATE FISCAL YEAR	TOTAL EXPENDITURES			FEDERAL FUNDING		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	144	424	555	0	116	105 159
1998	76	424	555	0	61	105 159
1999	122	424	555	0	98	105 159
2000	129	424	555	0	104	105 159
TOTAL	471	2,220	0	0	379	636

**MEDINA COUNTY TRANSIT
Operating Schedule**

(x \$1000) *

STATE FISCAL YEAR	Operating Expenditures		Operating Revenues		Net Cost		SUBSIDY			
	Local	State	Federal	Local	State	Federal	Local	State	Federal	
1997	186	205	133	167	105	159	186	205	133	167
1998	186	205	133	167	105	159	186	205	133	167
1999	186	205	133	167	105	159	186	205	133	167
2000	186	205	133	167	105	159	186	205	133	167
TOTAL	820	668	636	2,220	100	2,120	820	668	636	636

NOTE: Figures are rounded to the nearest thousandth.

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OHIO TRANSPORTATION IMPROVEMENT PROGRAM						
F.Y. (Begin July 1)	Total Expenditures			Federal Funding		
	Capital *	Operating	Planning	Capital *	Operating	Planning
1997	2,078	50,942	0	1,663	2,016	0
1998	4,752	53,169	0	3,800	2,016	0
1999	2,969	55,295	0	2,377	2,016	0
2000	2,498	56,857	0	2,000	2,016	0

* include all 5310 (Specialized Transportation) funds for 1997

FY1997-FY2000 TIP
TABLE 5.5.A

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
GRAND SUMMARY SHEET**
(All FTA and CMAQ/transit funding sources)

STATE'S Fiscal Year Beginning July 1, 1996 (Thousands of Dollars)

Fiscal Year	Total Funding			Federal Funding [Sec. 5307 (old 9), Sec. 5309 (old 3), CMAQ/Transit, Sec. 5310 (old 16) and Sec. 5311 (old 18)]		
	Capital Allocation	Operating Expenditures	Planning	Capital Allocation	Operating Expenditures	Planning
1997	11,084.3	43,095.3	75.0	8,867.4	1,733.7	60.0
1998	10,969.9	43,842.3	150.0	8,775.9	1,331.4	120.0
1999	11,653.4	44,671.7	75.0	9,322.8	954.0	60.0
2000	12,098.9	45,799.0	0.0	9,679.1	684.1	0.0
TOTAL	45,806.4	177,408.3	300.0	36,645.2	4,703.2	240.0

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**TABLE 1 TRANSPORTATION IMPROVEMENT PROGRAM'
FINANCIAL PLAN FOR OHIO (\$000'S)**

TYPE OF FEDERAL FUNDS	BALANCE	FEDERAL FUND USAGE FY 97	FEDERAL FUND USAGE FY 98	FEDERAL FUND USAGE FY 99	FEDERAL FUND USAGE FY 2000	FEDERAL FUND USAGE FY 2001	TOTAL
OSTP		568	92	112	416	2,120	
STM							
BR		172		920	116	565	
NH						3,536	
SECTION 16		30	30	30	30	30	
TOTAL							

Note:

1: For FFY96 KYOVA has an STP/DSB funding limit of \$262,363 plus \$244,187 of MA.

Although Huntington does not operate a public transportation system in Ohio, they do receive Section 5310 (formerly Section 16) capital funds for a Specialized Transportation vehicle.

LIMA-ALLEN COUNTY RPC

OHIO TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT

SUMMARY SHEET

F.Y. (Begin July 1)	Total Expenditures			Federal Funding		
	Capital *	Operating	Planning	Capital *	Operating	Planning
1997	1,421.0	817.5	76.0	1,276.0	344.0	60.8
1998	33.8	829.7	78.0	27.0	349.6	62.4
1999	35.1	852.6	80.0	28.1	359.5	64.0
2000	10.0	881.6	82.0	8.0	371.8	65.6

*Includes all 5310 (Specialized Transportation) funds for 1997

OHIO TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT

SUMMARY SHEET

F. Y. (begin July 1)	Total Expenditures				Federal Funding		
	Capital *	Operating	Planning		Capital *	Operating	Planning
1997	158,000	953,900	168,000		150,000	403,000	134,000
1998	138,000	983,000	173,000		130,000	418,000	138,000
1999	38,000	1,012,000	178,000		30,000	433,000	142,000
2000	38,000	1,042,000	183,000		30,000	413,000	146,000

*Includes all 5310 (Specialized Transportation) funds.

** The use of Richland County's FTA Section 9 annual allocation to funds this program is illustrated on the attached table.

LCATS TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT

SUMMARY SHEET

FISCAL YEAR (begins July 1)	TOTAL EXPENDITURES (in \$000's)			FEDERAL FUNDING (in \$000's)		
	CAPITAL	OPERATING	PLANNING	CAPITAL	OPERATING	PLANNING
1997	212	908	15	169.6	275	12
1998	60	818	15	48	242	12
1999	180	803	15	144	245	12
2000	60	774	15	48	248	12

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
SUMMARY SHEET

F.Y.	Total Expenses			Federal Funding		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	121.5	1,174.0	58	97.2	453.6	46.4
1998	8.73	1,197.0	60	6.984	453.6	48.0
1999	56.0	1,221.0	62	44.8	453.6	49.6
2000	54.80	1,246.0	64	43.84	453.6	51.2

**TRANSIT PROJECTS
OHIO PORTION**

STEUBENVILLE-WEIRTON, OH-WV-PA URBANIZED AREA
SUMMARY SHEET

STATE'S Fiscal Year Beginning July 1, 1996

FY (beginning July 1)	TOTAL EXPENDITURES			FEDERAL FUNDING		
	Capital	Operating	Planning	Capital*	Operating	Planning
1997	52.500	520.000	35.000	42.000	194.158	28.000
1998	200.000	527.500	35.000	160.000	194.158	28.000
1999	100.000	535.500	37.500	80.000	194.158	30.000
2000	60.000	540.000	37.500	48.000	194.158	30.000
4 YEAR TOTALS	412.500	2123.000	145.000	330.000	776.632	116.000

FTA Section 5307 Funds Allocated Per Federal Register 11/24/95 - \$233,102

Maximum Available For Use in Operating Subsidy - \$194,158

Source: Federal Register Vol. 60, No. 226 Page 58162

* The capital program was developed in anticipation of utilizing both Section 5307 and Section 5309 Discretionary Funds.

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
SUMMARY SHEET**

F.Y. (Begins 7/1)	Total Expenditures			Federal Funding		
	Capital	Operating	Planning	Capital ¹	Operating	Planning
Transit Funds Section 5307 (formerly Section 9)						
1997	\$3,286,800	\$15,789,700	\$150,000	\$2,739,000	\$1,012,800	\$120,000
1998	\$1,866,000	\$16,272,600	\$150,000	\$1,555,000	\$1,012,800	\$120,000
1999	\$8,460,000	\$16,760,800	\$150,000	\$7,050,000	\$1,012,800	\$120,000
2000	\$8,100,000	\$17,263,000	\$150,000	\$6,750,000	\$1,012,800	\$120,000
Specialized Transportation Program Section 5310 (formerly Section 16)						
1997	\$44,573			\$35,659		
1998						
Rural Transit Program Section 5311 (formerly Section 18)						
1997	\$53,000	\$266,505		\$42,400	\$43,082	
1998	\$22,000	\$279,830		\$17,600	\$45,236	
1999	\$23,000	\$318,508		\$18,400	\$47,498	
2000	\$41,500	\$334,433		\$33,200	\$49,873	

¹ Includes Toll Revenue Credit

Ohio - Transit Summary

Wood-Washington-Wirt Interstate Planning Commission
 Transportation Improvement Program FY 97-2000

Washington County FTA 5310 (Specialized Transportation) Funds and FTA 5311 (Section 18) Funds

Agencies: Multiple Agencies
Fiscal Year: Beginning July 1, 1996

<i>Fiscal Year (Begin July 1)</i>	<i>Total Expenditures</i>			<i>Federal Funding</i>		
	<i>Capital*</i>	<i>Operating</i>	<i>Planning</i>	<i>Capital*</i>	<i>Operating</i>	<i>Planning</i>
1997	\$82,500	\$275,500	\$0	\$66,000	\$67,045	\$0
1998	\$202,500	\$289,000	\$0	\$162,000	\$67,045	\$0
1999	\$102,500	\$303,000	\$0	\$82,000	\$67,045	\$0
2000	\$37,500	\$318,000	\$0	\$30,000	\$67,045	\$0

* Includes all anticipated 5310 (Specialized Transportation) funds.

**TRANSPORTATION IMPROVEMENT PROGRAM
 OVRTA, EORTA AND SECTION 5310 PROGRAM
 SUMMARY SHEET**

F.Y. (Begin July 1)	Total Expenditures			Federal Funding		
	Capital (b.)	Operating	Planning	Capital (b.)	Operating	Planning
1997 (a.)	\$233,280	\$1,850,910	\$0	\$188,613	\$517,600	\$0
1998 (a.)	\$0	\$1,871,500	\$0	\$0	\$465,130	\$0
1999 (a.)	\$0	\$1,927,650	\$0	\$0	\$457,437	\$0
2000 (a.)	\$0	\$1,985,480	\$0	\$0	\$457,437	\$0

EASTGATE DEVELOPMENT AND TRANSPORTATION AGENCY

TRANSIT SUMMARY SHEET (\$000)

FISCAL YEAR (Beginning July 1)	TOTAL EXPENDITURES			FEDERAL FUNDING		
	* CAPITAL	OPERATING	PLANNING	* CAPITAL	OPERATING	PLANNING
1997	269.8	4858	50	215.8	824	40
1998	470	5036	50	376.0	824	40
1999	444	5220	50	355.2	824	40
2000	54	5412	50	43.2	824	40

* include all 5310 (Specialized Transportation) funds for 1997

APPENDIX C
AIR QUALITY
CONFORMITY DOCUMENTATION



Overview

The Clean Air Act Amendments of 1990 expanded transportation's role in contributing to national clean air goals. The 1990 amendments expand the definition of "transportation conformity" to:

Conformity to the (air quality implementation) plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (I) cause or contribute to any new violations of any standards in any area, (ii) increase the frequency or severity of any existing violation of any standard in any areas, or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

This conformity appendix documents the current air quality status for Ohio nonattainment and maintenance areas, the associated requirements under which those areas are performing the FY 1997-2000 STIP/TIP air quality conformity analyses, and the conformity analysis procedures for MPO areas where ODOT operates the Urban Travel Demand Model. **The details of each area's conformity analysis are included in the respective MPO's TIP.**

The conformity determinations for the Ohio FY 1997-2000 nonattainment and maintenance area metropolitan TIPs were conducted in accordance with the *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act*, 40 CFR Parts 51 and 93, issued November 24, 1993 and in accordance with the *Ohio State Transportation Conformity Rules, Ohio Administration Code Part 3745-101-01 through 20*, issued August 21, 1995.

The nonattainment area transportation programs reflected in the Ohio 1997-2000 STIP conform to the State Implementation Plan because they:

- Contribute to the Implementation Plan's purpose of eliminating and reducing ozone violations;
- Produce fewer Volatile Organic Compounds (VOC) and Nitrous Oxides (NO_x) emissions than would occur in the "no build" or "base case" scenario;
- Produce emission burdens that are below the budgets established in the State Implementation Plan;
- Provide for timely implementation of transportation control measures in the applicable State Implementation Plan; and
- Are prepared in accordance with the final conformity guidance;

Introduction

Transportation plans, programs, and projects in nonattainment and maintenance areas must "conform" with Federal or State Implementation Plans for meeting the National Ambient Air Quality Standards (NAAQS). Nonattainment areas, as defined by the 1990 Clean Air Act Amendments, are geographic regions of the Country that do not meet the national clean air standards. Maintenance areas are areas that were identified in 1990 as being in nonattainment status but have subsequently met the NAAQS and have been redesignated to maintenance status. State or Federal Implementation plans identify the strategies and programs nonattainment areas will implement to provide the emission reductions needed for the areas to meet the air quality standards. In Ohio, the Ohio Environmental Protection Agency (OEPA) is the lead agency for coordinating development of the State Implementation Plan (SIP) and redesignation requests. The Ohio Department of Transportation, the nonattainment area Metropolitan Planning Organizations (MPOs), and the Local Air Agencies participated in the development of the SIP, the redesignation requests, development of the metropolitan transportation plans and the State Transportation Improvement Program (STIP).

Ohio contains one moderate ozone nonattainment areas and seven metropolitan areas and three rural counties which were redesignated to maintenance status. Also, the USEPA approved Cuyahoga County's redesignation request and maintenance plan for the pollutant carbon monoxide (CO) on March 7, 1994. (See Map 1) Accordingly, the transportation programs for these areas, as recorded in this STIP, must demonstrate conformity with the SIP. Eleven Metropolitan Planning Organizations are responsible for developing plans and TIPs within the nonattainment/maintenance areas. The State performs the conformity process for the rural nonattainment areas. On November 24, 1993, the U. S. Environmental Protection Agency issued the final Air Quality Conformity rule for determining the conformity of transportation plans, programs, and projects. On August, 21, 1995, OEPA issued the Ohio State Transportation Conformity SIP Rules. To date, the State rules have not been approved by the USEPA and will, therefore, not govern Ohio until approved. The conformity determinations for Ohio's nonattainment area Transportation Improvement Programs are based upon analyses that were conducted consistent with both Conformity rule procedures.

1. Nonattainment Area Designations

This document describes the processes that was employed to conduct the FY 1997-2000 Ohio STIP nonattainment and maintenance area conformity analyses. The conformity analysis procedures vary because of the different attainment designations in Ohio, the different stages of SIP and redesignation development, and differences in the geographic coverage of the urban transportation travel demand models within the respective nonattainment areas. The final conformity rule established distinct periods for conformity determinations: interim, transitional and maintenance periods. Each period has its own requirements. Table 1 presents the current status of Ohio's nonattainment areas for redesignation.

Table 1
Ohio - Ozone Area Status

Designated Area	Classification	SIP or Redesignation Status
Canton Area (Stark County)	Maintenance	Redesignation submitted 3/25/94 Transitional criteria Final Rule published 1/31/96 effective 3/31/96
Cincinnati-Hamilton Area (Butler, Clermont, Hamilton, Warren Counties)	Moderate	15% VOC Plan submitted March 1994 Redesignation request submitted 11/14/95 Proposed final rule published 5/5/95 effective 7/5/95, no final rule published Transitional criteria
Cleveland-Akron Area (Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, Summit Counties)	Maintenance	15% VOC Plan and attainment demonstration submitted 3/14/94 Redesignation request submitted 3/14/95; Final Rule published 4/4/96 Redesignated CO Area 3/7/94
Clinton County	Maintenance	Redesignation request submitted 11/14/95 Proposed final rule published 5/5/95 Redesignated 3/21/96
Columbiana County	Maintenance	Redesignation request submitted 4/14/94 Redesignated 3/10/95
Columbus-Newark Area (Delaware, Franklin, Licking Counties)	Maintenance	Redesignation submitted 9/23/93 Transitional criteria Final Rule published 2/1/96 effective 4/1/96
Dayton-Springfield Area (Clark, Green, Miami, Montgomery Counties)	Maintenance	Redesignation submitted 11/5/93; Final Rule published 5/4/95; Redesignated 7/5/95; 15% plan submitted 11/12/93; attainment demonstration submitted 11/5/94, 3/14/94;
Preble County	Maintenance	Redesignation request submitted 4/14/94 Redesignated 3/10/95
Steubenville Area (Jefferson County)	Maintenance	Redesignation request submitted 4/14/94 Redesignated 3/10/95
Toledo Area (Lucas, Wood Counties)	Maintenance	Redesignation request submitted 5/24/93; Final Rule published 5/2/95 effective 7/3/95 withdrawn 7/1/95, Redesignated 8/1/95 15% plan and attainment demonstration submitted 3/14/94;
Youngstown-Warren-Sharon Area (Mahoning, Trumbull Counties Ohio)	Maintenance	Redesignation request submitted 6/13/94 Final rule published 1/31/96 effective 3/31/96

2. Conformity Analysis Consultation Process

The 1990 Clean Air Act Amendments required preparation and submittal of a November 1994, Conformity SIP revision. This Conformity SIP documents the policies, criteria, and procedures that will be used in Ohio for demonstrating and assuring the conformity of transportation plans, programs, and projects with the applicable implementation plans. A major component of this SIP revision is an identification of the consultation procedures that Ohio's air quality and transportation agencies will follow in the conformity process. Ohio has chosen the "straw man" process, whereby the lead agencies in the conformity process assume responsibility for preparing and distributing draft documents, with supporting information, and assuring that each affected party involved in the conformity process is included in the consultation process.

Although the November, 1994 Conformity SIP is not yet effective, the Ohio FY 1997-2000 STIP conformity process employed the consultation procedures embodied in this document. The procedures and parameters for performing the FY 1997-2000 STIP conformity analyses were determined through a series of meetings, correspondence, and conference calls among representatives from USEPA, FHWA Ohio Division, OEPA, ODOT, and Ohio's MPOs. Attachments to this appendix include copies of correspondence relevant to the Ohio FY 1997-2000 STIP conformity tests. The list below also records the meetings and conference calls that were held regarding STIP conformity issues:

- 11/20/95 Phone conversation between OEPA and ODOT to confirm MPO conformity budgets for use in the FY 1997-2000 STIP conformity procedures.
- 11/28/95 OEPA letter sent to ODOT and MPOs to confirm budgets.
- 1/17/96 Meeting among FHWA, OEPA, and ODOT representatives to review the status of Ohio's nonattainment areas' and determine the conformity requirements associated with the respective area's status
- 1/24/96 ODOT letter sent to MPOs, OEPA, FTA, and FHWA to distribute the results of the 1/17/96 meeting and the procedures that will be used for the STIP.
- 2/1/96 Phone conversation between ODOT and FHWA to initiate coordination with FHWA region office and USEPA region office to confirm the conformity procedures agreed upon at the 1/17/96 meeting.
- 2/26/96 USEPA letter confirming the use of 1997 as the first analysis year for ozone areas and confirming that PM-10 exceedances in the Cleveland nonattainment area were not due to mobile source exhaust emissions.
- 4/8/96 This document was made available for public review.

OEPA Concurrence

Letters from OEPA concurring with STIP and MPO TIP conformity documents are included in an attachment to this appendix.

3. Conformity Analysis Procedures

The STIP Conformity Consultation Process resulted in the following procedures being identified for the respective Ohio nonattainment area FY 1997-2000 STIP/TIP conformity tests:

- **Canton(maintenance)**

requirements
§51.430

analysis
Budget Test using the 2005 maintenance plan budget for analysis years 2005 and beyond

- **Cincinnati(moderate)**

requirements
§51.438
§51.430

analysis
FY 1997 Build/No Build
FY 2005 Build/No Build
FY 2010 Build/No Build
Less than 1990 inventory budget test
Budget Test with the 1996 budgets in the 15% plan for analysis years beyond 1996 (1990 inventory number is the budget for NOx)

explanation
There is no requirement to conform to any budget year beyond 1996 because the 15% plans only contained 1996 numbers. The 2005 budget does not have to be used until the maintenance plan is approved. (May 12, 1995 USEPA letter)

The OKI conformity documentation will include a thorough discussion of the conformity procedures used in the Ohio and Kentucky portions of the region.

- **Clinton County(maintenance)**

requirements
§51.430

analysis

Budget Test using the 2006 maintenance plan budget for analysis years 2006 and beyond

- **Cleveland/Akron(moderate)**

requirements

§51.430

analysis

Budget Test using the 2006 maintenance plan budget for analysis years 2006 and beyond

- **Columbiana County(maintenance)**

requirements

§51.430

analysis

Budget Test using the 2005 maintenance plan budget for analysis years 2005 and beyond

- **Columbus/Newark(maintenance)**

requirements

§51.430

analysis

Budget Test using the 2005 maintenance plan budget for analysis years 2005 and beyond

- **Dayton(maintenance)**

requirements

§51.430

analysis

Budget Test using the 2005 maintenance plan budget for analysis years 2005 and beyond

- **Preble County(maintenance)**

requirements

§51.430

analysis

Budget Test using the 2005 maintenance plan budget for analysis years 2005 and beyond

- **Springfield(maintenance)**

requirements

§51.430

analysis

Budget Test using the 2005 maintenance plan budget for analysis years 2005 and beyond

- **Steubenville(maintenance)**

requirements

§51.430

analysis

Budget Test using the 2005 maintenance plan budget for analysis years 2005 and beyond

- **Toledo(maintenance)**

requirements

§51.430

analysis

Budget Test using the 2005 maintenance plan budget for analysis years 2005 and beyond

- **Youngstown(maintenance)**

requirements

§51.430

analysis

Budget Test using the 2005 maintenance plan budget for analysis years 2005 and beyond

Marginal and transitional nonattainment areas received NOx waivers for conformity purposes on 8/14/95. However, as published in the 8/29/95 Federal register, the NOx waivers only applied to the build/no build test. All marginal and transitional and one moderate nonattainment areas have been redesignated as maintenance areas. Maintenance areas do not require build/no build analyses. Therefore, NOx waivers do not apply to these areas. A build/no build test for NOx is still required

in the moderate nonattainment area of Cincinnati.

The OEPA has overall responsibility for submittal of an adequate Ohio SIP. One portion of the SIP development process is to establish the mobile source inventories and emissions budgets. The November 23, 1993 conformity rule requires that Ohio's nonattainment and maintenance areas' transportation plans, programs, and projects conform to the applicable SIP budgets. Table 2 identifies these budgets.

Table 2
State Implementation Plan Mobile Inventories and Budgets

Ohio Emission Budgets, in Tons Per Day							
Nonattainment Area		1990 Baseline		Conformity Budget 2005/6		Remaining Margins	
		VOC	NOx	VOC	NOx		
Cincinnati REDES #s (AA) SEE (KK)	Point	70.43	280.67	80.86	339.92		
	Area	101.85	36.74	101.71	39.63		
	Mobile	125.84	130.68	36.78	65.48		
	Total	298.12	448.09	248.05	379.55		
(No safety margin used yet.)						VOC Margin	50.07
						NOx Margin	68.54
Clinton (BB)	Point	0.00	0.00	0.00	0.00		
	Area	11.30	1.62	11.47	1.66		
	Mobile	5.04	4.80	2.42	3.25		
	Total	16.34	6.42	13.89	4.91		
(No safety margin used yet.)						VOC Margin	2.45
						NOx Margin	1.51
Clev/Ak/Ash Cleveland Akron Ashtabula REDES #s (See CC, LL)	Point	82.22	245.59	88.63	298.00		
	Area	201.05	80.46	200.86	80.18		
	Mobile	161.20	120.62	30.68	50.77		
	Mobile	75.52	46.35	12.94	18.73		
	Mobile	11.65	9.61	5.18	5.90		
	Total	531.64	502.63	338.29	453.58		
(No safety margin used yet.)						VOC Margin	193.35
						NOx Margin	49.05
Day/Spring Day/Spring Dayton Springfield	Point	37.40	32.20	97.40	38.20		
	Area	54.90	36.50	64.40	41.70		
	Mobile	88.75	47.55	27.39	31.60		
	Mobile	14.85	13.35	4.31	7.80		
	Total	195.90	129.60	193.50	119.30		
(No safety margin used yet.)						VOC Margin	2.40
						NOx Margin	10.30
Preble	Point	0.24	0.00	0.34	0.00	(EE)	
	Area	41.13	5.91	41.64	6.29		
	Mobile	4.16	4.80	1.93	2.81		
	Total	45.52	10.71	43.91	9.10		
(No safety margin used yet.)						VOC Margin	1.61
						NOx Margin	1.61
Toledo	Point	60.08	73.97	38.87	40.69		
	Area	37.25	10.26	37.60	10.29		
	Mobile	66.33	37.82	29.85	24.69		
	Total	163.66	122.05	106.32	75.67		
(Of original VOC safety margin of 58.48, 1.142 is used.)						VOC Margin	57.34
(Original 2005 VOC mobile number was 28.71.)						NOx Margin	46.38
Canton	Point	12.36	6.74	14.07	7.96	(GG)	
	Area	42.65	16.87	44.20	17.68		
	Mobile	31.66	16.20	15.34	12.00		
	Total	86.67	39.81	73.61	37.64		
(No safety margin has been used yet.)						VOC Margin	13.06
						NOx Margin	2.17

continued on next page.

Ohio EPA 03-26-96

Ohio's Emission Budgets, in Tons Per Day—continued						
Nonattainment Area	1990 Baseline		Conformity Budget 2005/6		Remaining Margins	
	VOC	NOx	VOC	NOx		
Columbus	Point	16.44	13.79	19.33	15.27	(HH)
	Area	101.18	96.68	117.30	111.82	
	Mobile	94.73	78.65	61.38	61.24	
	Total	212.35	189.12	198.01	188.33	
(No safety margin has been used yet.)						VOC Margin 14.34
						NOx Margin 0.79
Youngstown	Point	16.71	23.25	15.42	23.46	(II)
	Area	41.28	17.99	41.11	17.70	
	Mobile	48.98	29.87	32.16	27.30	
	Total	106.97	71.11	88.69	68.46	
(Use of 7.833 of VOC safety margin of 26.11 requested.)						VOC Margin 18.28
(Original 2005 VOC mobile number was 24.33.)						
(Use of 6.18 of NOx safety margin of 8.83 requested.)						NOx Margin 2.65
(Original 2005 NOx mobile number was 21.12.)						
Jefferson	Point	1.13	378.00	1.33	340.00	(JJ)
	Area	6.50	2.70	6.30	2.60	
	Mobile	8.51	4.70	4.11	3.40	
	Total	16.14	385.40	11.74	346.00	
(No safety margin has been used yet.)						VOC Margin 4.40
						NOx Margin 39.40
Columbiana	Point	1.89	0.06	2.25	0.07	
	Area	10.40	4.60	10.80	4.90	
	Mobile	11.69	7.00	5.65	5.05	
	Total	23.98	11.66	18.70	10.02	
(No safety margin has been used yet.)						VOC Margin 5.28
						NOx Margin 1.64

(AA) Ohio counties only. Shows maintenance plan numbers (submitted, but not proposed in FR), not 15% plan numbers. BL Canton County numbers were printed in the Federal Register, vol. 61, page 11560ff., 03/21/96. For Clinton County, 2006 maintenance plan numbers are used instead of 2005.

(CC) For Cleveland/Akron, 2006 maintenance plan numbers are used instead of 2005.

Safety margins for Clev/Ak/Ash derived by subtracting 2006 total of point, area, and mobile from 1990 total of point, area, and mobile.

(DD) Dayton numbers, excluding Preble, are from USEPA's redesignation direct-final in Federal Register, vol 60, p.22289ff, 05-05-95. Safety margins for Dayton/Springfield derived by subtracting 2005 total of point, area, and mobile from 1990 total of point, area, and mobile.

(EE) Preble County numbers are from the "final rule" of 09/21/94 in the Federal Register, vol. 59, p. 48395ff.

(FF) Toledo numbers are from USEPA's redesignation direct-final rule for Federal Register, vol. 60, p. 21456ff, 05-02-95.

(GG) Canton numbers are from USEPA's redesignation direct-final rule from Federal Register, Vol. 61, pages 3319-3326, 01-31-96.

(HH) Columbus numbers are from USEPA's redesignation direct-final rule from Federal Register, Vol. 61, pages 3591-3599, 02-01-96.

(II) For Youngstown, 2006 numbers are used instead of 2005. Youngstown numbers are from USEPA's redesignation direct-final rule from Federal Register, Vol. 61, pages 3319-3326, 01-31-96.

(JJ) Jefferson and Columbiana Counties' numbers are from the "final rule" of 09/21/94 in the Federal Register, vol. 59, p. 48395ff.

(KK) If Cincinnati is not redesignated, then the 15% plan budget is used for conformity. See below.

Nonattainment Area	1990 Baseline		'96 15% plan
	VOC	NOx	VOC
Cincinnati Mobile	125.84	130.68	57.23
(No safety margin exists.)			

(LL) If Cleveland/Akron/Ashtabula is not redesignated, then the 15% plan budget is used for conformity. See below.

Nonattainment Area	1990 Baseline		'96 15% plan
	VOC	NOx	VOC
Cleveland Mobile	161.2	120.62	62.6
Akron Mobile	75.52	46.35	29.91
Ashtabula Mobile	11.65	9.61	6.989
Total Mobile	248.37	176.58	99.499
(No safety margin exists.)			

5. Transportation Plan Updates and TIP Development

Following passage of the 1991 ISTEA legislation, Ohio's MPOs initiated efforts to update their regional long range transportation plans. To date, all 16 MPOs have updated plans. Eleven of the plans require conformity determinations because the MPOs are in air quality nonattainment or maintenance areas. Table 3 reflects the current status of the long range plan conformity determinations. The MPO's FY 1997-2000 TIPs are developed consistent with the area's adopted long range transportation plans.

Table 3
Transportation Plan Conformity Status

MPO	Transportation Plan Conformity Status
Akron	determination 10/11/94
Canton	determination 9/29/95
Cincinnati	determination 9/23/94
Cleveland	determination 4/18/96
Columbus	determination 10/20/94
Dayton	determination 10/20/94
Newark	determination 6/4/96
Springfield	determination 7/10/95
Steubenville	determination 5/31/95
Toledo	determination 10/20/94, with 11/24/94 SIP Amendment
Youngstown	determination 6/30/95

6. TIP Analysis Years

Based upon the criteria presented in Sections 51.464, 51.438, and 51.448 of the Final Conformity rule TIP analysis highway networks were developed as follows:

1990 Base Year:

This represents the regional highway network that was in place in 1990 and that was used to develop the State Implementation Plan 1990 mobile source inventories.

TIP Milestone Year Baseline:

This represents the existing network plus NEPA approved projects plus the projects found to

conform in the 1997-2000 TIP and uses the TIP milestone year's traffic assignment.

TIP Milestone Year Action Scenario:

This represents the Baseline scenario network plus regionally significant projects that are expected to be open to traffic by the analysis year. This analysis is conducted using the respective TIP milestone year's traffic assignment. The TIP's out year analyses are performed to ensure that the analysis years are no more than ten years apart.

LRP Horizon Year Baseline:

This represents the existing network plus projects that have received NEPA approval, using the LRP horizon year traffic assignment.

LRP Horizon Year Action Scenario:

This represents the completed LRP network using the LRP horizon year traffic assignment. The LRP network is the future transportation system that will result from implementation of the proposed TIP and other regionally significant projects in the time frame of the transportation plan.

7. Latest Planning Assumptions

The STIP conformity analyses readily meet this requirement. The MPO TIPs are developed consistent with the most recent MPO Transportation Plans. The modeling process used to develop each MPO Transportation Plan is calibrated using the latest population and land use data available. Before the modeling process is used to develop the Plans, it is validated based on 1990 traffic counts. Further, USEPA's most recent emissions software, MOBILE5AH, is used for all mobile source emission analyses. The emission inventories and budgets are also from the most recent Ohio SIP submittals, which were also developed using the MOBILE5AH software. All mobile source emission inventories, budgets, and milestone projections were generated using the appropriate Inspection and Maintenance, anti-tampering, and vapor recovery flags in MOBILE5AH. The MOBILE5AH flags that are used are consistent with the respective counties' 15% Plan programs.

At a July 1994 meeting with FHWA it was suggested that the Vehicle Miles Traveled (VMT) growth projected in Ohio's urban transportation models be compared with the historical HPMS VMT growth. It was suggested that this comparison would provide an additional means of assuring that the urban travel demand models were providing accurate results, thereby meeting the conformity requirements for using the latest planning assumptions.

To initiate this comparison, ODOT reviewed the HPMS data, as submitted to the FHWA, for Ohio's urbanized areas for the years 1980 through 1992. As a first step, data for each functional class of roadway in each urbanized was totaled by year. This calculation represents total urbanized area HPMS VMT for each year between 1980 and 1992. A percentage annual change in total HPMS VMT growth was then calculated for each urbanized area. ODOT's intent was to then compare the annual percentage HPMS VMT growth with the annual percentage VMT growth from the urban

models. However, there was so much fluctuation in the annual HPMS VMT growth, that ODOT does not have confidence in the HPMS VMT growth trends.

In 1990, significant changes were made to the HPMS data base to correct under reporting from previous years. A one-time adjustment was made to bring the estimates more in line with the FHWA/HPMS theoretical predictions. A new methodology used larger samples that yielded VMT figures which were generally higher than those submitted previously. The ODOT Engineers working with the HPMS data assert that any comparison of the pre 1990 data and the post 1990 data is not valid.

Because of the fluctuation in the HPMS VMT growth, ODOT does not have confidence that a comparison of this data with the urban models' VMT growth is meaningful. The urban transportation models are therefore the best information that ODOT can provide concerning urbanized area VMT growth. As stated above the models are developed and kept current based upon the most recent population and land use data available. They are also validated based upon current traffic counts. ODOT is confident that the urban models accurately project VMT growth in Ohio's urbanized areas.

8. Timely Implementation of TCMs

The November 1993 SIP submittal includes Transportation Control Measures (TCMs), only in the Cleveland/Akron nonattainment area. The TCMs were identified for the Cleveland metropolitan area portion of this nonattainment area. These TCMs and the status of the implementation are recorded in the NOACA Cleveland area FY 1997-2000 TIP Conformity Document.

8. Urban Travel Demand Modeling

Ohio's MPOs maintain regional travel demand forecasting models for use in their urban transportation planning processes. These models employ a traditional four step modeling process to project existing and future traffic volumes and travel patterns on the regional transportation networks. The four step process consists of trip generation, trip distribution, modal split, and route assignment. Output from the urban models is link-by-link directional 24 hour traffic volumes for the existing or future regional transportation networks.

Fifteen of the sixteen Ohio urbanized areas have an urban travel demand model. The Newark-Heath urbanized area is in the process of developing an urban travel demand model. The Ohio Department of Transportation (ODOT) holds the models and provides extensive technical support for all of the areas, except Cincinnati and Cleveland. ODOT's modeling is run on the main frame PLANPAC software. Cincinnati and Cleveland's models are run on the PC based TranPlan software.

The TIP conformity demonstrations for Ohio's urbanized nonattainment areas utilize the capabilities of the urban transportation models. These models are uniquely suited to perform the attainment and milestone year Plan and TIP build/no build scenarios analyses required under the Final Conformity

rule. The modeling process identifies growth in vehicle miles of travel and changes in regional travel patterns resulting from the projects that are proposed in the nonattainment area transportation plans and programs.

To generate pollutant burdens for the respective TIP analysis scenarios, ODOT completes a three phase process. Phase 1 uses the program G5AIMPAR, written by ODOT, to create the control records required by U. S. EPA MOBILE5AH to estimate emission factors. The temperature, percent Hot and Cold starts, and the vehicle mix vary for each hour of the day for both hydrocarbons (HC) and carbon monoxide (CO). The temperatures are OEPA supplied temperatures by nonattainment area. Emission factors are calculated for each speed measured in miles per hour (MPH). The speeds vary from 5 MPH to 65 MPH for freeways and from 5 MPH to 55 MPH for surface arterials. Parameter records are used to override default values. The values for the Inspection Maintenance program, Anti-Tampering program, Pressure test, the Stage II Vapor Recovery System, and on board VRS were specified by the Ohio EPA.

The G5AIMPAR.MSG listing shows:

- a) The control records for program G5AIMPAR
- b) The flag summary for the hourly ambient HC, the hourly ambient CO and the 24 hour HC required for evaporative and refueling emission factors
- c) The hours requested
- d) Inspection and Maintenance program summary
- e) Anti-Tampering program summary
- f) Pressure Test program summary
- g) Stage II Vapor Recovery System program summary
- h) On board Vapor Recovery System summary
- i) The hourly temperatures (s for HC and w for CO), percent Cold and Hot starts and the vehicle mixes for freeways and surface arterials
The percent Cold and Hot starts were developed using "Determination of Percentages of Vehicles Operating In the Cold Start Mode, EPA-450/3-77-023, Office of Air and Waste Management, Office of Air Quality Planning Standards, Research Triangle Park, North Carolina 27711". The vehicle mixes were developed using Ohio observed data obtained by the Office of Technical Services.
- j) Summary of the first scenario record for HC for freeway
- k) Summary of the first local area parameter record for HC for freeway

Phase 2 uses USEPA MOBILE5AH to generate 13, 444 emission factors based on input created by program G5AIMPAR. Output routines were added to MOBILE5AH to write the emission factors in an array format.

Phase 3 uses the program CMAQ5ANO, written by ODOT, to relate the MOBILE5AH emission factors with the urban models' 24 hour link data files to generate hourly pollutant burdens for hydrocarbons (HC), oxides of nitrogen (NOx), and carbon monoxide (CO).

Program CMAQ5ANO reads 1) the transportation links containing the weighted 24 hour volumes 2) the node grid coordinates and 3) the emission factors from program MOBILE5AH (5Mar93) and then lists 1) the credits 2) the program control records 3) the table summaries used by the program 4) the number of centroids 5) the option values used 6) the hours requested 7) the seasonal factors for both HC and CO. The hourly volumes are multiplied by the corresponding seasonal factor.

After the seasonal factors, listed is the interzonal vehicle miles of travel (VMT). The VMT is calculated by assuming that the zonal area in square miles is represented as a circle. The radius is computed and the intrazonal trips are multiplied by the radius to compute the intrazonal VMT. The directional hourly speeds are estimated by applying the percent Average Daily Traffic (ADT), percent direction, percent heavy duty trucks adjusted by 1.7 to represent auto equivalents. The auto equivalent is divided by the directional capacity and the resulting volume to capacity ratio (V/C) is used in a lookup table to determine the directional speed. The hour, functional classification and directional speed are used to derive the directional emission factor using the USEPA MOBILE5AH array file. If required, emission factors are interpolated. The above process is done hourly by direction on each link in the network. After processing all hours, CMAQ5ANO lists the 1) hourly vehicle miles of travel and pollutant burdens for freeways and surface arterials 2) the total vehicle miles and pollutant burden for evaporative and refueling HC and 3) the total HC pollutant burden. All items listed above are summarized for the Build and the No Build runs.

The preceding discussion covers the procedures that ODOT makes available to all of Ohio's MPOs. Two MPOs, Cincinnati and Cleveland prefer to use their own modeling processes. Details related to these two area's procedures are documented in their respective TIPs. Cincinnati and Cleveland performed the TIP conformity analyses using their TRANPLAN urban transportation models. The Cincinnati MPO, Cleveland MPO and ODOT staffs' closely coordinated the respective conformity processes to ensure that the assumptions and applicable MOBILE5AH flags were consistent in all TIP conformity analyses.

The Office of Technical Services performed various tests in June 1994 to evaluate the validity of the speed-flow model used in the CMAQ5ANO (hereafter referred to as CMAQ5A) program. The speed-flow model was evaluated against the 1985 Highway Capacity Manual (HCM) equations. A basic freeway segment analysis was performed along with each of the three arterial types as defined by the HCM. For each illustration the HCM and other data were converted using Level of Service 'C' being equal to a volume-to-capacity ratio of 1.0, as this is the capacity used by the CMAQ5A model.

A linear regression model was used to plot the HCM freeway data for volume-to-capacity ratio versus speed. The previous version of CMAQ5A, correlated closely with the 1985 HCM. The newer version of CMAQ5A uses the proposed 1994 HCM basic freeway segment curve. Data collected as a part of a travel time study in the Columbus area was used to evaluate the new CMAQ5A data. This data was extracted from the urban freeway segments of the study. The raw data showed no statistical correlation in terms of regression. Therefore, selected speed-flow data

points were used for linear regression resulting in the curve. This data presents a good correlation to the new CMAQ5A freeway speed-flow relationships.

The arterial speed-flow relationships use the 1985 HCM arterial Class definitions. The CMAQ5A surface arterials are defined by area type (CBD, central city, and suburb). The speed-flow data from CMAQ5A for suburbs was compared to HCM Class I; central city compared to Class II, and CBD compared to Class III. The curves are very similar for arterial type I. Arterial type II data have characteristics similar to the type I CMAQ5A/HCM relationship. The type III graph is a departure from the close association of data points of the previous types. A relatively simple test was done to demonstrate the effects of each speed-flow curve on emission factors. Using a v/c ratio of 1.3 to represent a "base network" and 1.0 as a "build network", HC exhaust emission factors were determined based on the relative speed at each v/c. The HCM curve resulted in a 20% decrease in HC exhaust emissions while the CMAQ5A curve showed a 9% decrease. Therefore the CMAQ5A curve could be considered to be the more conservative equation when used in conformity analysis. A determination as to why the curves are significantly different, as compared to the other arterial type comparisons, was not made.

10. Nonattainment Area Geography not Covered by an Urban Model

A limitation of the urban models is that they do not always cover the entire nonattainment area boundary. For the non-modeled portions of the nonattainment areas, conformity analyses are performed based on a process using the HPMS vehicle miles of travel (VMT) estimates. The base year 1990 VMT estimates are taken directly from the HPMS information that was used to develop the Ohio SIP. Attainment and milestone year VMT rates, for the conformity analysis, are derived by applying a growth factor by functional classification to the base year VMT estimates.

The HPMS VMT estimates are generated on a countywide basis by functional classification. The Mobile 5A emission factors for future years for each functional classification use the same input parameters that were used for the SIP such as vehicle speed, vehicle mix, seasonal temperatures, percentage of hot and cold starts, etc. The pollutant burden by functional classification are summed and the total pollutant burden is used as a base condition for the future year. The HPMS based data is factored to proportionally reflect the nonattainment area geography not included in an urban model.

Build and No Build pollutant burdens are generated for proposed non-exempt projects based on speed changes and induced traffic resulting from construction of the proposed facility. The difference in the pollutant burdens from the build and no build is added to the future base condition to evaluate the impacts associated with new projects.

Following establishment of the future base case emission burdens, the impact of any capacity addition projects on the base case is quantified. The difference in the pollutant burdens, based on changes in VMT and speeds between the project build and no-build scenarios is determined by using Mobile 5AH emission factors. This figure is added to the future base condition to

evaluate the impacts associated with new projects.

11. Off Model Emission Reduction Credits

Certain transportation improvements that are included in the nonattainment area Transportation Plans and funded through the TIPs generate significant emission reductions. However, these reductions may not be reflected in either the urban modeling process or the non-model HPMS procedures. Ohio defines this type of emission reductions as "off model" credits.

Off model credits are an important component of the Ohio nonattainment area conformity determinations. Emission reductions resulting from Congestion Mitigation and Air Quality (CMAQ) projects are not accounted for in the urban modeling process. However, certain CMAQ projects will result in significant emission reductions that need to be accounted for in the conformity process. Projects such as park and ride lots, Compressed Natural Gas (CNG) bus conversions, and traffic flow operational improvements generate emission reductions that have been incorporated into TIP conformity analyses. Details concerning specific projects are included in the respective nonattainment area's conformity documentation.

12. TIP Conformity Analysis Geographic Coverage Issues

Conformity determinations for Ohio's metropolitan nonattainment areas use a combination of the urban model, the non-model, and the off model analysis procedures to determine the emission burdens for the entire nonattainment area. The specific combination used by an individual area is determined by the geographic coverage of the area's model and the "off model" credits applicable to that area. For example, the Akron, Canton, and Cincinnati urban models coverage correspond with the nonattainment area boundaries. These areas, therefore, do not use the non-model analysis procedures. The Cleveland, Columbus, Dayton, Springfield, Toledo, and Youngstown models do not cover the entire nonattainment area, so the non-model procedures must be employed. In areas where this occurs, the county level HPMS emissions burden is factored to represent the proportion of the county that is not covered by the model. The emissions burden generated from the modeled portion of the area is then factored to reconcile the model results with the HPMS data from which the inventories were developed. This process is described in the next section. Finally, the model, non-model, and off model credits results are combined to incorporate all relevant factors into the nonattainment area conformity analyses.

One final conformity issue related to geographic coverage is where more than one metropolitan planning organization is included in the same nonattainment area. This situation occurs in the Cleveland/Akron, Columbus/Newark, and Dayton/Springfield nonattainment areas. In these areas, the MPOs perform a conformity analysis for their respective portion of the nonattainment area. The results of these analyses are then combined, through this document to make conformity attainment and milestone year emission tests. This results in a single conformity determination for each nonattainment area. An exception to this approach occurs in the Dayton/Springfield area. Based upon USEPA's October 20, 1994 guidance, TIP conformity for the MPOs in this nonattainment area

may be considered separately.

13. Factoring Process to Normalize HPMS and Model Results

Section 51.440 of the final Conformity rule requires development of a factor "to reconcile and calibrate the network-based model estimates of vehicle miles traveled in the base year of its validation to the HPMS estimates for the same period."

Although Sec. 51.452 refers to calibrating VMT, it specifies that this is a requirement for serious and above areas after January 1, 1995. Although no Ohio nonattainment areas meet this requirement, Ohio decided that reconciling the HPMS generated data and the model generated data is merited. ODOT, OEPA, and the MPOs discussed whether the calibration should be based upon differences in emissions or on differences in VMT. The group decided that the emissions were the pertinent factor and therefore used the emissions difference for the calibration.

Ohio's factoring process compares the SIP 1990 baseline emission inventories from the SIP with the 1990 baseline emissions from the urban model. A simple ratio calculating the percentage difference between the 1990 HPMS-generated emissions and the model emissions establishes the calibration factor. This factor is then applied to the Plan and TIP analysis scenarios to compare those emissions to the emissions in the redesignation plans, 15% plans or Attainment demonstrations.

This process is used for the nonattainment area geography covered by an urban model. For geography not covered by an urban model, the HPMS data is used to directly calculate emissions.

Calibration is not necessary for the Cincinnati and Cleveland areas. The mobile source SIP inventories for these MPO areas were developed based upon the MPOs' model outputs rather than with HPMS data. The MPO conformity analyses are also performed using the MPOs' models.

14. Non-Federal Projects

The Ohio nonattainment and maintenance area TIPs' conformity documentation includes information concerning regionally significant projects that are not Federally funded. The air quality impacts of these projects (VMT, traffic redistribution, emissions) are also accounted for in the conformity analyses. Details concerning specific projects are included in the respective nonattainment areas' conformity documentation.

15. Public Involvement

The FY 1997-2000 STIP/TIP air quality conformity information is an integral part of the STIP/TIP public involvement process. In conformance with the ODOT February 1994 Public Involvement Procedures, the air quality conformity documentation for each Ohio nonattainment area TIP was available for a two week public review. This information was available at each of the 16 Ohio MPOs, the 12 ODOT District offices, and the ODOT Central Office in Columbus.

The FY 1997-2000 STIP public involvement process is documented in Appendix D of this STIP. Any comments received concerning either the STIP project listings or the associated air quality information will be recorded in Appendix D. Documentation of the State's response to any comments will accompany this information.

Each Ohio MPO conducted a public involvement process on its TIP concurrent with the State's STIP process. The MPO TIPs record the results of these activities.

16. Rural Nonattainment Area Conformity Demonstrations

Clinton and Preble Counties

Two Ohio rural nonattainment areas included in this STIP was not analyzed for conformity, Preble and Columbiana Counties. Preble and Columbiana Counties were redesignated as a maintenance area on March 10, 1995. The FY 1997-2000 STIP for Preble and Columbiana County includes only projects that are exempt under Sections 51.460 and 51.462 of the November 24, 1994 USEPA Conformity Rule. Section 51.460 of the November 24, 1994 USEPA Conformity Rule states that exempt projects may proceed in the absence of a conforming Transportation Plan and TIP. Accordingly, a conformity test for the FY 1997-2000 STIP projects in Preble and Columbiana Counties does not need to be performed.

Clinton County is a rural nonattainment county that has been redesignated to maintenance status. As a maintenance area, the analysis required for Clinton County is a budget test for the 2006 build scenario with the 2006 budget. Satisfying the requirements of § 51.412 - Latest Planning Assumptions, the 2006 build emissions are calculated using the HPMS data for Clinton County. The following are the latest VMT estimates from HPMS for Clinton County used for the latest planning assumptions.

HPMS VMT Estimates

Analysis Year	HPMS Growth Rate	VMT Estimate
1990		1,224,720
2006	1.212	1,484,361

Consistent with § 51.416 - Consultation Procedures, the Public involvement effort for the Clinton County FY 1997-2000 STIP projects is incorporated into the Ohio STIP public involvement process. The Ohio STIP public involvement activities for Clinton County included the following efforts:

- ODOT issued an April 4, 1996 press release notifying the public that the public involvement period for review of the draft STIP was being conducted from April 8, 1996 to April 19, 1996.
- A legal notice was placed in the April 1, 1996 newspapers serving Clinton County notifying the public that the draft STIP was available for review at the ODOT District Office in Lebanon, Ohio and at the Ohio-Kentucky-Indiana Regional Council of Governments in Cincinnati, Ohio. The legal notice appeared in the Wilmington News Journal, Cincinnati Call & Post, Cincinnati Enquirer, Cincinnati Post, Washington Court House Record Herald, Fairborn Daily Herald, Xenia Daily Gazette, Dayton Daily News, Franklin Chronicle, Lebanon Western Star, Greenfield Daily Times, and the Hillsboro Press Gazette.
- ODOT District 8 held a public meeting to review the STIP in Lebanon, Ohio on April 16, 1996.

The FY 1997-2000 STIP for Clinton County has included one non-exempt project. This project is CLI-73, the Wilmington Bypass. The bypass will be a four lane limited access 5.3 mile arterial that will connect SR 73 west of Wilmington with the US 22/SR 73 intersection east of the city via a northern route. This project is scheduled for environmental work in FY 1997, design in FY 1999, and construction in FY 2001. This project is considered to be in the no build scenario for the year 2006 because it will be in place before 2006. There will be an increase in the VMT as a result of this project but an increase in free flow speeds will cause emissions for the year 2006 to decrease to below the redesignation budget. Currently the free flow speed for the Wilmington Central Business District (CBD) is assumed to be 31 miles per hour. The new bypass will divert autos and trucks coming from Interstate 71, on the northwest side of Wilmington, that are bound via SR 73 through Wilmington for Airborne Express, an air express carrier on the southeast side of Wilmington, from the CBD. This will result in less delay on SR 73 in the CBD and an increase in free flow speed. The free flow speed is projected to increase to 33 mph. The following are the VMT changes and emission burdens on the roadway links that are affected as a result of the bypass:

No Build

Link	Volume	Length	VMT	HC Factor	NOx Factor	HC (tons/day)	NOx (tons/day)
SR 73	10,530	2.15	22,640	1.683	1.861	.042	.046
SR 73 CBD	13,871	.88	12,206			.023	.025
SR 73 CBD	16,921	.52	8,799			.016	.018
US 22	18,873	.28	5,284			.010	.011
US 22	18,642	1.64	30,573			.057	.063
US 22DA	15,161	1.51	22,893			.042	0.047
Total			102,395			.190	.210

Build

Link	Volume	Length	VMT	HC Factor	NOx Factor	HC (tons/day)	NOx (tons/day)
SR 73	9,931	.45	4,469	1.645	1.493	.008	.007
SR 73	8,024	1.70	13,641			.025	.022
SR 73 CBD	12,257	.88	10,786			.020	.018
SR 73 CBD	13,833	.52	7,193			.013	.012
US 22DA	15,789	.28	4,421			.008	.007
US 22	12,300	1.64	20,172			.037	.033
US 22DA	13,547	1.51	20,456			.037	.034
Bypass	2,506	1.37	3,433	1.21	2.375	.005	.009
Bypass	3,228	.84	2,712			.004	.007
Bypass	6,176	3.09	19,084			.025	.050
Total			106,367			.181	.200

The estimated VMT from HPMS for 2006 is 1,484,360.64 miles. However, the actual VMT is 1,488,332 miles as a result of the bypass.

There are no other non-exempt projects scheduled for Clinton County during this time period. The Clinton County projects listed in the STIP are consistent with the policies, goals, and needs established in the Ohio Statewide Transportation Plan, ACCESS OHIO. This satisfies the requirements of § 51.422 - Transportation Plan.

This analysis of Clinton County satisfies the requirement of § 51.430 - Conformity Tests. The VOC and NOx pollutant burdens in tons/day for Clinton County were calculated using the methods described in the Latest Planning Assumptions portion of this narrative. The VMT from this project is included in the 2006 HPMS projection.

Emission Burdens (tons/day)

	HC	NOx
2006 Build	2.414	3.241
2006 Budget	2.42	3.25

Ashtabula County

Ashtabula County is a rural county on the northeastern edge of the Cleveland/Akron ozone maintenance area. In September 1993, at the request of the county, an agreement was executed between the county, the Cleveland and Akron MPOs, OEPA and ODOT exempting Ashtabula County from the Federal 3-C urban transportation planning process. This agreement also established an interagency consultation process that is used to meet the transportation conformity requirements for the nonattainment area. The Agreement provides for ODOT to conduct the conformity analysis for the Ashtabula County portion of the nonattainment area while the Cleveland and Akron MPOs conduct analyses for their respective portions of the area. Following these individual efforts, the agencies combine the data to generate one conformity analysis for the entire area.

The following narrative documents how the Ashtabula County STIP projects meet the applicable conformity criteria and procedures of the November 24, 1993 US EPA Conformity rule.

§ 51.412 - Latest Planning Assumptions

HPMS VMT Estimates

Analysis Year	HPMS Growth Rate	VMT Estimate
1990	1.012	2,682,870
1997	1.012	2,908,225
2006	1.012	3,197,974
2010	1.012	3,326,752

Establishing Conformity Analysis Year Emission Burdens

The FY 1997-2000 STIP for Ashtabula County is comprised entirely of air quality exempt projects as defined in §51.460 of the November 24, 1993 US EPA Conformity Rule . As a result, the action scenario emission burdens for Ashtabula County will be the same as the base case emission burdens that were established for the HPMS County-wide VMT growth totals.

§ 51.416 - Consultation Procedures

Since Ashtabula County is not included in an MPO, the transportation improvement projects scheduled for the county are included in the STIP. The Public involvement effort for the Ashtabula County FY 1997-2000 STIP projects is incorporated into the Ohio STIP public

involvement process. The Ohio STIP public involvement activities for Ashtabula County included the following efforts:

- ODOT issued an April 4, 1996 press release notifying the public that the public involvement period for review of the draft STIP was being conducted from April 8, 1996 to April 19, 1996.
- A legal notice was placed in the April 1, 1996 newspapers serving Ashtabula County notifying the public that the draft STIP was available for review at the ODOT District Office in Ravenna, Ohio, at the Eastgate Development and Transportation Agency in Youngstown, Ohio and at the Northeast Ohio Areawide Coordinating Agency in Cleveland, Ohio. The legal notice appeared in the Cleveland Plain Dealer, the Cleveland Call and Post, the Youngstown Vindicator, the Gazette, the Star Beacon, the News Herald, and the Valley News.
- ODOT District 4 held a public meeting to review the STIP in Jefferson, Ohio (the Ashtabula County Seat) on April 18, 1996. District 4 personnel conducted outreach activities to generate publicity regarding this meeting.
- Any comments concerning the STIP Ashtabula County projects and ODOT's response to the comments will be documented in the final STIP.

Cleveland/Akron Nonattainment Area Conformity Consultation Procedures

The general public, regional transportation implementing and planning agencies, and the Ohio Environmental Protection Agency have been afforded opportunities to participate in the development and review of the Ashtabula County STIP projects and the associated air quality conformity analysis. Following the procedures established September 1993 Conformity Agreement AMATS, NOACA, OEPA, and ODOT have coordinated development of a single conformity determination for the Cleveland/Akron nonattainment area. The complete Cleveland/Akron nonattainment area conformity document will be published by NOACA as an appendix to the Agency's FY 1997 - 2000 TIP.

The STIP public involvement activities and the consultation procedures among ODOT, OEPA, and the Cleveland and Akron MPOs embodied in the September 1993 Ashtabula Conformity agreement, meet the consultation procedures requirement of Part 51.416.

§51.418 - Timely Implementation of Transportation Control Measures

The Ohio SIP does not contain any TCMs for Ashtabula County. The only TCMs in the SIP for the Cleveland/Akron nonattainment area are within the geographic boundary of the Cleveland MPO. The implementation status of these TCMs is recorded in the NOACA FY 1997-2000 TIP Conformity Document.

§ 51.422 - Transportation Plan

The Ohio Statewide Transportation Plan, Access Ohio, consists of two parts, a Macro Phase focusing on broad statewide policies and goals; and a Micro Phase focusing on system needs and priorities. The Macro Phase was issued in October, 1993 and the Micro Phase in June, 1995.

The Statewide plan identifies multi-modal transportation system needs, it does not identify specific projects that the State will pursue. Accordingly, a conformity determination can not be performed on the rural nonattainment areas covered by the Statewide plan. Conformity for the rural nonattainment areas is performed on the projects included in the STIP.

The Ashtabula County projects listed in the STIP are consistent with the policies, goals, and needs established in the Ohio Statewide Transportation Plan, Access Ohio.

§ 51.430 Conformity Test

The VOC and NOx pollutant burdens in tons/day for Ashtabula County were calculated using the methods described in the Latest Planning Assumptions portion of this narrative. These pollutant burdens will be combined with the burdens for the Akron and Cleveland areas to demonstrate conformity for the entire Cleveland/Akron non-attainment area.

Ashtabula Conformity Determination

The conformity analysis data will be incorporated into the joint AMATS, NOACA, and ODOT conformity document. Following publication of this document, the State of Ohio joins with the AMATS and NOACA MPOs in requesting a conformity determination for the Cleveland/Akron nonattainment area portion of the FY 1997-2000 State Transportation Improvement Program.

17. Final Conformity Determinations

Based upon the process and procedures described above, Ohio's nonattainment areas have determined conformity between the FY 1997-2000 nonattainment area TIPs and the Ohio State Implementation Plan. Where more than one MPO serves the nonattainment area, the conformity determinations are made for the entire area. As described in Section 12, the MPOs in the Dayton/Springfield nonattainment area, can determine conformity separately. The conformity determination analyses for the STIP were conducted consistent with the *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act*, 40 CFR Parts 51 and 93, issued November 24, 1993 and the *Ohio State Transportation Conformity Rules, Ohio Administration Code Part 3745-101-01 through 20*, issued August 21, 1995. Accordingly, the State of Ohio concurs with MPO conformity determinations for the nonattainment area TIPs included in this STIP.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD

CHICAGO, IL 60604-3590

JUL - 1 1994

REPLY TO THE ATTENTION OF:

(AE-17J)

Gordon Proctor, Administrator
Planning and Environmental Services
Ohio Department of Transportation
25 South Front Street
Columbus, Ohio 43216

Dear Mr. Proctor:

This letter is written in response to your letter dated June 21, 1994, regarding the conformity determinations for the Ohio Fiscal Year 1995-1998 State Transportation Improvement Program (TIP) (enclosed). Your comments regarding the conformity analysis of Dayton and Toledo are correct except that the conformity rule does not require that the 1990 attainment year emissions be used for the budget test for analysis years prior to 2005 for Toledo and the year 2006 for Dayton. The only budget which is required to be used is the last year for which there are emissions projections in the maintenance plan. The analysis years which occur the same year as the last year of projected emissions in the maintenance plan or later must be compared to that budget. The Fifteen Percent Rate of Progress Plan (Fifteen Percent Plan) and Attainment Demonstration State Implementation Plan (SIP) submittals for Dayton and Toledo do not have to be used until they are approved. (This is a special case for Dayton and Toledo only, since the maintenance plans are being used for conformity purposes.) The budgets used in the Fifteen Percent Plan and Attainment Demonstration SIP submittals could be used for illustrative purposes.

For the Cleveland/Akron area, the Dayton/Toledo budget approach does not directly apply since Cleveland does not have an ozone maintenance plan. However, the Cleveland/Akron area does have a carbon monoxide (CO) maintenance plan. The maintenance plan did not establish a mobile source CO emissions budget for this area. Since the CO problem is a localized one, a regional analysis of CO emissions is not required. (There is no emissions budget for the year 2006 for the Cleveland/Akron area.) The Cleveland/Akron area is in the maintenance period for CO and the transitional period for ozone. A build/no-build analysis for volatile organic compounds (VOC) and nitrogen oxides (NO_x) as well as a budget test for VOC and NO_x using the budget established by the Fifteen Percent Plan and Attainment Demonstration SIP submittals are required during the transitional period.

For the Cleveland/Akron area, the NO_x budget is established by the Attainment Demonstration SIP submittal. The Attainment Demonstration for this area specifies that "no further emission reductions" are necessary to reach attainment. The Ohio Environmental Protection Agency clarified the NO_x budget to be the 1990 level of NO_x emissions. This NO_x budget would change if another budget or Attainment Demonstration were submitted. The NO_x budget would also change if the area is redesignated and has an approved maintenance plan.

The budgets in redesignation requests for the marginal areas do not have to be used until the maintenance plans are approved. For illustrative purposes only, the 1990 level of emissions can be used for analysis years that occur before the year 2006. The year 2006 budget can be used for the analysis years which occur after the year 2006 (i.e. the last out year of the plan or TIP.) If the redesignation requests are approved, the VOC and NO_x budgets established by the last year of emissions projections in the maintenance plan, must be used to satisfy the conformity requirement concerning the budget test.

Thank you for your efforts to address these issues. If you would like to discuss this further, please contact Angela Lee, of my staff, at (312) 353-5142.

Sincerely,



William L. MacDowell, Chief
Regulation Development Section
Air Enforcement Branch

Enclosure

cc: Harry Judson
Ohio Environmental Protection Agency

Herman Rodrigo
Ohio Division
Federal Highway Division

Sam Herrera
Federal Highway Division



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD

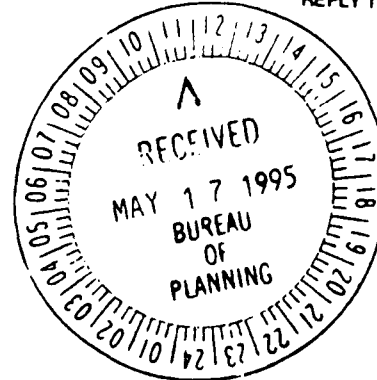
CHICAGO, IL 60604-3590

MAY 12 1995.

REPLY TO THE ATTENTION OF:

(AE-17J)

Gordon Proctor, Administrator
Office of Transportation Planning
Ohio Department of Transportation
25 South Front Street
Columbus, Ohio 43216



Dear Mr. Proctor:

I am writing in response to your letter dated April 26, 1995, regarding the requirements for the Ohio Fiscal Year 1996-1999 State Transportation Improvement Program conformity determinations. For your reference, I have enclosed a letter to the Ohio Environmental Protection Agency (OEPA) dated May 9, 1995. The United States Environmental Protection Agency (USEPA) would like to provide the following comments regarding the assumptions for the conformity determinations noted in your letter:

- The budget specified in the submitted ozone redesignation requests can be increased through a State Implementation Plan revision up to the emissions level specified for mobile sources in the attainment year emissions inventory. For Toledo, Dayton, Youngstown, Columbus and Columbiana and Jefferson Counties, the attainment year inventory is 1990. For Cleveland, Cincinnati, and Canton, the attainment year inventory is 1993.
- The ozone redesignation requests for Dayton and Toledo are not considered to be approved until the notice approving these actions becomes effective. If no adverse comments are received and a violation of the ozone standard does not occur, the rulemaking notices approving the redesignation requests for Toledo and Dayton will become effective on July 3 and July 6, 1995, respectively. The build/no-build test is required for transportation conformity determinations until the redesignations become effective.
- The emissions budgets specified in the Fifteen Percent Rate of Progress Plans for Cleveland and Cincinnati must be used for transportation conformity determinations until the redesignation requests are approved. In addition, the emissions budget in the Attainment Demonstration for the Cleveland area must be used for transportation conformity until the redesignation request is approved. The emissions budget specified in the redesignation request do not have to be used until the redesignation request is approved.

- The USEPA will take action to require the nitrogen oxides (NO_x) budget test for areas which have received a NO_x waiver. Since this action has not yet taken place and is not effective, the NO_x budget test for Toledo and Dayton is not required. Future conformity determinations for these areas will have to show that the NO_x budget test is satisfied.
- Since Jefferson, Columbiana, and Preble Counties are now in the maintenance period for transportation conformity, the build/no-build test is no longer required.

Che Brewer-Coon of OEPA is familiar with the transportation conformity rule and can provide you with accurate guidance. I encourage you to consult with her on transportation conformity issues. The USEPA appreciates your efforts to ensure that the requirements of the transportation conformity rule are met.

Sincerely,



William L. MacDowell, Chief
Regulation Development Section
Air Enforcement Branch

Enclosure

cc: Che Brewer-Coon
Ohio Environmental Protection Agency



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

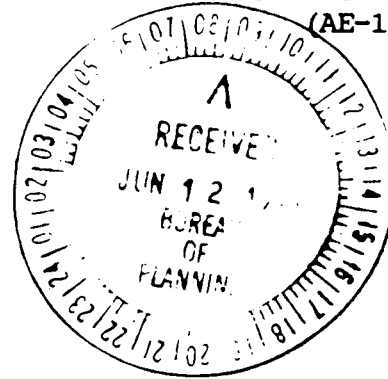
REGION 5

77 WEST JACKSON BOULEVARD

CHICAGO, IL 60604-3590

JUN 06 1995

REPLY TO THE ATTENTION OF:
(AE-17J)



John Beeker, Environmental Planning Director
Northeast Ohio Areawide Coordinating Agency
668 Euclid Avenue
Atrium Office Plaza
Cleveland, Ohio 44114

Dear Mr. Beeker:

I am writing in response to a request from Bill Davis, of your staff, for written guidance regarding the budget test for this year's conformity determination of the Northeast Ohio Areawide Coordinating Agency (NOACA) transportation improvement program (TIP). The Clean Air Act requires areas designated moderate nonattainment for ozone, such as Cleveland, to submit a modeled attainment demonstration to the United States Environmental Protection Agency (USEPA) which shows the amount by which volatile organic compounds (VOC) emissions must be reduced to reach attainment for ozone by the year 1996. The Clean Air Act also requires these areas to submit a control strategy which will reduce VOC emissions by fifteen percent by the year 1996. These documents are to become part of the area's ozone State Implementation Plan (SIP). These SIP revisions establish an emissions budget (budget) which acts as a ceiling on emissions in the year for which it is defined, and for all subsequent years. To ensure that transportation planning is supportive of air quality planning, the conformity rule requires that emissions from the future transportation network do not exceed budgets established by submitted control strategy SIP revisions.

Ohio submitted a Fifteen Percent Rate of Progress Plan (Fifteen Percent Plan) and Attainment Demonstration for the Cleveland area on March 15, 1994. The Fifteen Percent Plan establishes a 1996 volatile organic compounds (VOC) budget for the year 1996. The Attainment Demonstration establishes a 1996 budget for VOC and nitrogen oxides (NO_x). To satisfy the budget test, NOACA must compare emissions for analysis years 1996 and later to the budgets in the Fifteen Percent Plan and Attainment Demonstration. Since there are two metropolitan planning organizations and two subareas in the Cleveland-Akron-Lorain ozone nonattainment area, NOACA must demonstrate that it meets its own subregional budget.

Ohio's Attainment Demonstration for the Cleveland area does not explicitly identify a budget. Ohio used 1990 levels of VOC and NO_x emissions for three counties as inputs to the model. Ohio assumed there would be no increase in NO_x emissions. The model showed that a 5.8 percent increase (27.61 tons per day) in VOC emissions would still allow attainment of the ozone standard in

1996. However, the State did not specify how much of this VOC "safety margin" would be allocated to mobile sources for purposes of conformity. For this reason, the USEPA must interpret the 1996 mobile source budget in the Attainment Demonstration to be equivalent to 1990 levels of VOC and NO_x mobile source emissions. Since the attainment demonstration did not require emissions for the entire area to be used as inputs to the model, the level of 1990 emissions can be assumed to be the amount specified in the Fifteen Percent Plan.

For your reference, I have enclosed two memoranda from Philip A. Lorang, Director, Emission Planning and Strategies Division, entitled, "Transportation Conformity: Assumptions Regarding Implementation of Committed Measures" and "Transportation Conformity Q & A's," dated April 5, 1995, and May 2, 1994, respectively. If you need any further guidance, please contact Angela Lee, of my staff, at (312) 353-5142.

Sincerely,



William L. MacDowell, Chief
Regulation Development Section
Air Enforcement Branch

Enclosures

cc: Che Brewer-Coon
Ohio Environmental Protection Agency

Herman Rodrigo
Federal Highway Administration - Ohio Division

David Moore
Ohio Department of Transportation

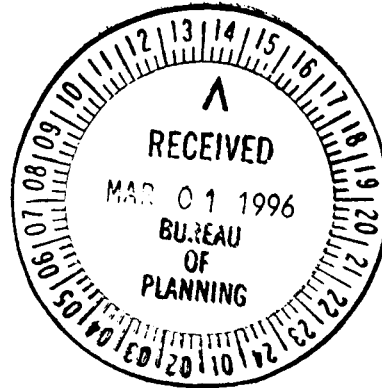
Dory Montezumi
OKI Regional Council of Governments



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

FEB 26 1996

Gordon Proctor, Deputy Director
Division of Multi-modal Planning
Ohio Department of Transportation
25 South Front Street
Columbus, Ohio 43215



REPLY TO THE ATTENTION OF
(AR-18J)

Dear Mr. Proctor:

This letter addresses two topics: (1) the effect on conformity requirements of the 1995 particulate matter (PM) exceedances in Cuyahoga County, and (2) the interpretation of 40 CFR 51.438(b) for this year's conformity analyses.

In response to a concern regarding 1995 PM exceedances in Cuyahoga County and the possibility of requiring PM conformity analyses, the following course of action has been decided: Cleveland's 1997-2000 TIP Air Quality Conformity will not need to include PM modeling analyses.

The Ohio Environmental Protection Agency (OEPA) is currently preparing a submittal to the United States Environmental Protection Agency Region 5 that supports the fact that the PM exceedances in 1995 were due to fugitive dust sources, not to mobile source exhaust emissions. We understand that microscopic analysis performed on the respective monitor filters shows fugitive soil and roadway dust as the cause of the exceedances. A final decision on future PM conformity requirements will be made by our office after review of OEPA's submittal.

For the purposes of 40 CFR 51.438(b), the first analysis year may be assumed to be 1997 for ozone areas, since the analysis year of 1996 has passed.

If you have any questions regarding these matters please contact Patricia Morris, of my staff, at (312) 353-8656.

Sincerely yours,

Jay Bortzer, Chief
Regulation Development Section

cc: Herman Rodrigo
Federal Highway Administration Ohio Division

Chuck Gebhardt, Technical Services
Ohio Department of Transportation

Che Brewer-Coon and Harry Judson
Ohio Environmental Protection Agency



State of Ohio Environmental Protection Agency

STREET ADDRESS:

1800 WaterMark Drive
Columbus, OH 43215-1099

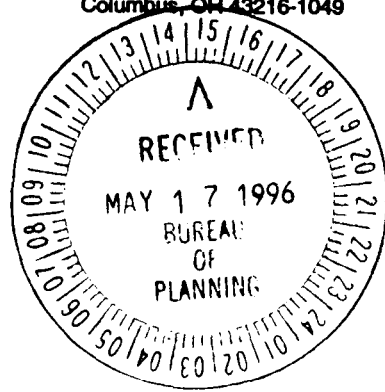
TELE: (614) 644-3020 FAX: (614) 644-2329

MAILING ADDRESS:

P.O. Box 1046
Columbus, OH 43216-1049

May 13, 1996

Dory Montazemi
Ohio-Kentucky-Indiana Regional Council of Government
801-B West Eighth Street
Cincinnati, Ohio 45203



Dear Mr Montazemi:

Ohio EPA has reviewed OKI's 1997-2000 TIP and finds the air quality analysis procedures and results for both the build/no build and budget tests to demonstrate conformity.

Both build/no build tests and budget tests (the budget being Cincinnati's 15% Plan 1996 inventory) were performed on the TIP and Long Range Plan for 1997, 2005, and 2010. Build/no build results include both VOC and NOx emissions. NOx emissions were not included in the budget tests since NOx emissions were not included in Cincinnati's 15% Plan.

Regional (both Ohio and Kentucky counties) emissions were used for the build/no build conformity analyses. Only Ohio emissions were used in the budget tests since Kentucky has requested withdrawal of their 15% SIP.

Region-wide emissions of both VOC and NOx decrease as a result of the projects contained in OKI's 1997-2000 TIP. As conformity demonstrates positive emission reductions from transportation sources, so will improved air quality lead to attainment and sustained improvements in both the health and welfare of the area.

Sincerely,

Harry Judson
Ohio EPA

- cc: Dave Moore, ODOT
- Pat Morris, U.S. EPA Region V
- Herman Rodrigo, FHWA
- Che Brewer-Coon, OEPA

George V. Voinovich, Governor
Nancy P. Hollister, Lt. Governor
Donald R. Schregardus, Director



State of Ohio Environmental Protection Agency

REET ADDRESS:

MAILING ADDRESS:

1800 WaterMark Drive
Columbus, OH 43215-1099

TELE: (614) 644-3020 FAX: (614) 644-2329

P.O. Box 1049
Columbus, OH 43216-1049

April 30, 1996

Nora Lake, Executive Director
Miami Valley Regional Planning Commission
suite 200, 177 South Main Street
Dayton, Ohio 45402



Dear Ms Lake:

Ohio EPA has reviewed MVRPC's 1997-2000 TIP and finds the budget test for both the 2005 TIP out year and the 2015 Long Range Plan to be in conformity with Dayton's 2005 maintenance plan budget. Clark County (Springfield) was included in the Dayton Conformity Analyses, run separately and also summed, both demonstrating conformity with their respective budgets.

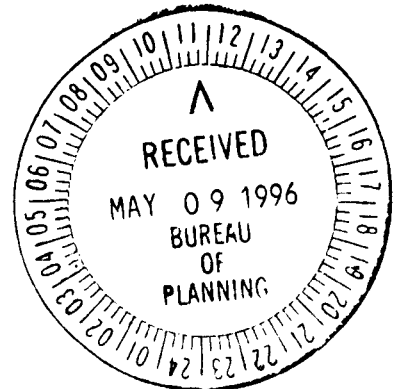
Based on a Federal EPA redesignation approval (effective 7-15-95), the 2005 emission maintenance budget now becomes the standard for which all conformity analyses must be compared. Also, as a result of final conformity rule approval (November 7, 1995) conformity must be demonstrated for both VOC and NOx.

A comprehensive narrative (Appendix C) documenting the Conformity Process provided a complete history of both the planning and modeling assumptions, and the appropriate consultation process.

Sincerely,

Harry Judson
Division of Air Pollution Control

cc: Dave Moore, ODOT
Herman Rodrigo, FHWA
Pat Morris, U.S. EPA Region V
Che Brewer-Coon, OEPA





State of Ohio Environmental Protection Agency

STREET ADDRESS:

1800 WaterMark Drive
Columbus, OH 43215-1099

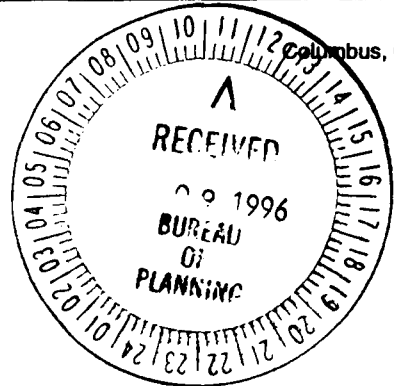
TELE: (614) 644-3020 FAX: (614) 644-2329

MAILING ADDRESS:

P.O. Box 1049
Columbus, OH 43216-1049

April 30, 1996

Paul Jaeger
Technical Study Director
Stark County Regional Commission
511 County Office Building
Canton, Ohio 44702-2298



Dear Mr. Jaeger:

On April 1, 1996 Stark County was redesignated to attainment for ozone. As a result of this ruling the 2005 emission budget becomes the standard for which all conformity analyses must be compared. Also as a result of final conformity rule approval, conformity must be demonstrated for both VOC and NOx.

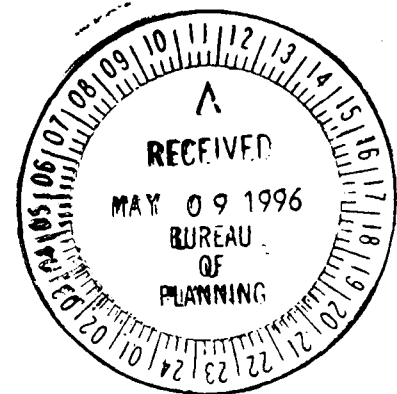
Ohio EPA has reviewed SCATS 1997-2000 TIP and finds the budget test for both 2005 and the 2010 Long Range Plan to be in conformity with Stark County's 2005 maintenance plan budget.

A comprehensive narrative documenting the Conformity Process provides a complete history of both the planning and modeling assumptions and the appropriate consultation process.

Sincerely,

Harry Judson
Division of Air Pollution Control

cc: Dave Moore, ODOT
Herman Rodrigo, FHWA
Pat Morris, U.S. EPA Region V
Che Brewer-Coon, OEPA





State of Ohio Environmental Protection Agency

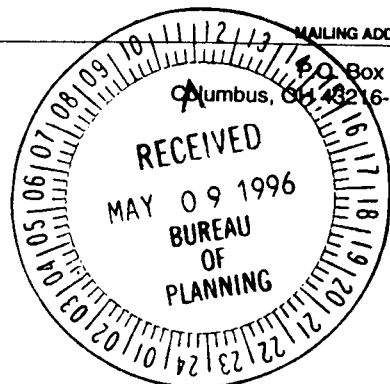
REET ADDRESS:

1800 WaterMark Drive
Columbus, OH 43215-1099

TELE: (614) 644-3020 FAX: (614) 644-2329

MAILING ADDRESS:

Box 1049
Columbus, OH 43216-1049



May 1, 1996

John Beeker, Environmental Planning Director
Northeast Ohio Areawide Coordinating Agency
668 Euclid Ave.
Cleveland, Ohio 44114-3000

Dear Mr Beeker:

Ohio EPA has reviewed NOACA's 1997-2000 TIP and finds the air quality analysis procedures and results for both Cleveland and Akron to demonstrate conformity with Cleveland's 2006 maintenance plan budget for both VOC and NOx.

Conformity testing was based on a combination of urban transportation modeling, non-modeling techniques, and off model analyses. Off model credits include Congestion Mitigation Projects and bus replacements. Although Ashtabula County emissions were included in the area total, no change between Ashtabula's baseline and action scenario occurred due to all air quality exempt projects being programed.

On June 15, 1995 Federal EPA proposed to redesignate the Cleveland area to attainment. On April 4, 1996 the Administrator signed the final notice yet to appear in the Federal Register. Upon publication, redesignation becomes effective immediately.

Once redesignation occurs, the 2006 Emission Budget becomes the standard for which all conformity analyses must be compared. Also, as a result of final conformity rule approval, conformity in attainment areas must be demonstrated for both VOC and NOx.

NOACA's conformity analyses contain both build/no build analyses and conformity comparisons with both the 1996 Budget (from the 15% Plan) and the 2006 maintenance budget (from the Redesignation Plan). All analyses demonstrate conformity for both VOC and NOx.

Sincerely,

Harry Judson
Division of Air Pollution Control

cc: Dave Moore, ODOT
Herman Rodrigo, FHWA
Pat Morris, U.S. EPA Region V
Che Brewer-Coon

George V. Voinovich, Governor
Nancy P. Hollister, Lt. Governor
Donald P. Schwarzwald, Director



State of Ohio Environmental Protection Agency

STREET ADDRESS:

1800 WaterMark Drive
Columbus, OH 43215-1099

TELE: (614) 644-3020 FAX: (614) 644-2329

MAILING ADDRESS:

P.O. Box 1049
Columbus, OH 43216-1049

May 1, 1996

Larry F. Sutherland, Administrator, Office of Planning
ODOT
25 S. Front St.
Columbus, Ohio

Dear Mr. Sutherland:

Ohio EPA has reviewed the 1997 Conformity Analysis for Clinton County contained in Appendix C (Air Quality Conformity Document) of ODOT's 1997-2000 STIP.

The budget test for the 2006 build scenario shows conformity with the established 2006 budget. Both HPMS data for VMT estimates and projected VMT changes as a result of the Wilmington Bypass were included in the Clinton County analysis.

A comprehensive consultation process including public involvement and regional advertising provide the needed awareness and integration of program components.

Sincerely,

Harry Judson
Division of Air Pollution Control

cc: Dave Moore, ODOT
Herman Rodrigo, FHWA
Pat Morris, U.S. EPA Region V
Che Brewer-Coon



State of Ohio Environmental Protection Agency

STREET ADDRESS:

300 WaterMark Drive
Columbus, OH 43215-1099

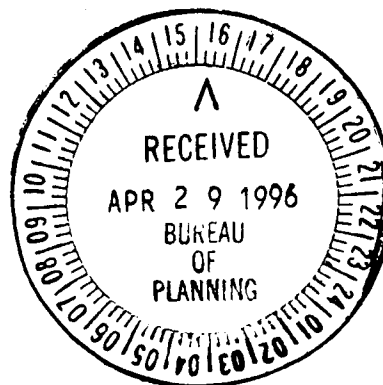
TELE: (614) 644-3020 FAX: (614) 644-2329

MAILING ADDRESS:

P.O. Box 1049
Columbus, OH 43216-1049

April 23, 1996

Mohammed Ismail
Technical Study Director
Mid-Ohio Regional Planning Commission
285 East Main Street
Columbus, Ohio 43215



Dear Mr Ismail:

Ohio EPA has reviewed MORPC's 1997-2000 TIP and finds the analysis procedures and results to be in conformity with the Columbus area's 2005 maintenance budget.

On February 1, 1996 the U.S. EPA issued a direct final rule to redesignate the three county Columbus area to attainment. The redesignation was effective April 1, 1996. The 2005 emission budget now becomes the standard for which all conformity analyses must be compared.. Also, as a result of final conformity rule approval, conformity must be demonstrated for both VOC and NOx.

Projects in parts of Delaware and Licking County which lie outside the modeled area were evaluated by hand and combined with the modeled results.

Conformity analyses were performed on the TIP for both the 2005 maintenance year and the 2010 Transportation Plan year. The resulting conformity comparison between the 2005 and 2010 network and the emission budgets for both VOC and NOx demonstrates compliance and the achievement of conformity.

A current 1997 conformity affirmation was also demonstrated using a 1997 emission budget and a 1997 build scenerio.

Sincerely,

Harry Judson
Division of Air Pollution Control

cc: Dave Moore, ODOT
Herman Rodrigo, FHWA
Pat Morris, U.S. EPA Region V
Che Brewer-Coon

George V. Voinovich, Governor
Nancy P. Hollister, Lt. Governor
Donald R. Schregardus, Director

STREET ADDRESS:

1800 WaterMark Drive
Columbus, OH 43215-1099

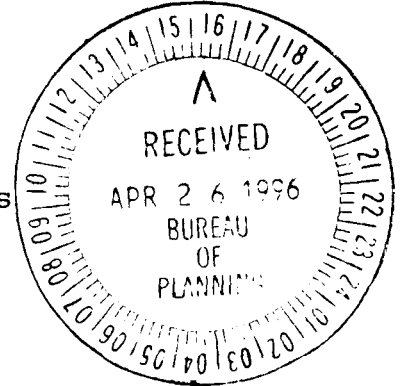
TELE: (614) 644-3020 FAX: (614) 644-2329

MAILING ADDRESS:

P.O. Box 1045
Columbus, OH 43216-1049

April 22, 1996

William Knight
Technical Study Director
Toledo Metropolitan Area Council of Governments
123 Michigan Street
Toledo, Ohio 43624



Dear Mr Knight:

Ohio EPA has reviewed TMACOG's 1997-200 TIP and finds the analysis procedures and results to be in conformity with the Ohio State Implementation Plan.

Based on a Federal EPA May 2, 1995 proposed redesignation approval and an effective date of August 1, 1995, the 2005 Emission budget now becomes the standard for which all conformity analyses must be compared. Also, as a result of final conformity rule approval, conformity must be demonstrated for both VOC and NOx.

Conformity now requires that the TIP satisfy the Emission Budgets established in the Redesignation Request and be evaluated for the 2005 maintenance year and the 2010 Transportation Plan Year.

A comprehensive narrative documenting the Conformity Process provided a complete history of both the planning and modeling assumptions and the appropriate consultation process.

The resulting conformity comparison between the 2005 and 2010 network and the emission budgets for both VOC and NOx, demonstrates compliance and the achievement of conformity.

Sincerely,

A handwritten signature in black ink, appearing to read "Harry Judson".

Harry Judson
Division of Air Pollution Control

cc: Dave Moore, ODOT
Herman Rodrigo, FHWA
Pat Morris, U.S.EPA Region V
Che Brewer-Coon



State of Ohio Environmental Protection Agency

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P.O. Box 1049
Columbus, OH 43216-1049

April 22, 1996

John Getchey
Technical Study Director
Eastgate Development and Transportation Agency
Ohio One Building, Suite 400
25 East Boardman Street
Youngstown, Ohio 44503



Dear Mr Getchey:

One April 1, 1996 the Youngstown area (Mahoning and Trumbull Counties) became attainment for ozone. Based on a direct final rule (January 31, 1996) and no adverse comments this ruling also negates the need for conformity determinations on build/no build networks.

The budget test for conformity performed on the Youngstown 1997-2000 TIP for 2005 for both VOC and NOx demonstrates emission burdens below the established budget.

A comprehensive narrative documenting both ODOT's modeling efforts and the manual addition of project VMT and emissions from Trumbull County to arrive at a total area pollutant burden provided a complete technical explanation of EDATA's conformity process.

The 2005 HPMS adjusted model results added to the 2005 non-modeled area results show positive emission reductions that are less than the established budgets for both VOC and NOx and therefore meet the transportation conformity test.

Sincerely,

Harry Judson
Division of Air Pollution Control

cc: Dave Moore, ODOT
Herman Rodrigo, FHWA
Pat Morris, U.S.EPA Region V
Che Brewer-Coon

George V. Voinovich, Governor
Nancy P. Hollister, Lt. Governor
Donald R. Schregardus, Director

APPENDIX D

SUMMARY OF PUBLIC INVOLVEMENT PROCESS



PUBLIC INVOLVEMENT PROCESS SUMMARY FOR FY 1997-2000 STIP

The public involvement activities for the FY 1997-2000 STIP followed the procedures established in ODOT's February 1994 STIP Public Involvement Procedures. The Procedures are outlined on Pages 4-6 of the main document. The individual MPO TIPs were developed using the Public Involvement Procedures adopted by each MPO.

The Statewide portion of the STIP and most of the MPO TIPs were made available for public review and comment from April 8-May 22, 1996. The final two weeks (May 8-22, 1996) included all seventeen documents and completed conformity documentation for all of the nonattainment and maintenance areas. The final two weeks also included a revised project list for the Major New Construction category and revised fiscal analysis. The initial two week review was advertized by legal notice, printed April 1, 1996, in the two largest daily newspapers in each of Ohio's eighty-eight counties. Some counties have only one daily newspaper and major metropolitan area newspapers also provide coverage to some surrounding counties. Several other newspapers which target minority audiences also carried the legal notices.

The STIP was available for walk-in review at twenty-nine locations throughout the state, ODOT Central-Office of Planning, the twelve ODOT District Offices, and the sixteen Ohio MPO Offices. A copy of the twelve District legal notices and a list of the newspapers, by county, in which the legal notices appeared is included in this Appendix.

A direct mailing was sent to 45 individuals who have expressed interest in Ohio's transportation system either through requests for the STIP, or written comments received in earlier years. This direct mailing notifies the individuals when the draft STIP will be available for review and locations where the draft will be available.

Each ODOT District held at least one public meeting. Notice of these meetings was handled by each District, most sent press releases to all the media outlets in their District. Some Districts sent invitations to the meetings to key community leaders. Below is a brief summary of each District meeting.

District One - Lima

The District meeting was held on Thursday, April 11, 1996 from 2 to 8 pm in the District Office. Fifteen people attended the meeting including: village, city and county officials, media people, and MPO representatives. Three written comments were received in support of the meeting and its role in the transportation planning process and in support of the current schedule of projects. General acknowledgments were sent in response to these comments.

Copies of the press release and the media distribution list, invitation letter and invitation list, attendance sheets, comments received and responses to the comments are attached in the District 1 section.

District Two - Bowling Green

The District meeting was held on Tuesday, April 16, 1996 from 3:00 to 7:00 pm at the Perrysburg Township Hall, near Perrysburg. Ten people attended the meeting including: village, city, and township officials, MPO representatives. Three written comments were received concerning specific projects. The District responded to these comments.

Copies of press release and distribution list, newspaper article, invitation letter and invitation list, attendance sheet, and written comments and District's responses are attached in the District 2 section.

District Three - Ashland

The District meeting was held on Thursday, April 11, 1996 from 9 am to 4 pm in the District Office. Forty-two people attended the meeting including: MPO representatives, a media representative, village and city officials, and general citizens. Several comments were received supporting the scheduling of specific projects. No response was necessary to these comments.

Copies of attendance sheets, letter summarizing the purpose of the meeting, invitation letter, and invitation list, newspaper articles, and written comments are attached in the District 3 section.

District Four - Ravenna

The District Four meeting was held Thursday, April 18, 1996 from 11 am to 12 Noon at the Henderson Public Library in Jefferson, Ohio. Twelve people were in attendance including: local city and county officials, a media representative, and citizens. No written comments were received. There was a verbal commitment made to check on the intent to codify ODOT's Major New Construction criteria.

Copies of the attendance sheets, the response to the verbal commitment, a newspaper article, an invitation letter and the invitation list are attached in the District 4 section.

District Five - Jacksontown

District Five held four meetings at various major shopping locations in the District. Tuesday, April 9, 1996 an open house was held at the Wal-Mart Store in Mount Vernon; Thursday, April 11, 1996 an open house was held at River Valley Mall in Lancaster; Tuesday, April 16, 1996 an open house was held at Colony Square Mall in Zanesville; and Thursday, April 18, 1996 an open house was held at the K-Mart in Cambridge. Because of the type of open houses conducted in this District sign-in sheets were not used, consequently there is no record of the exact number of people who obtained information or stopped to ask questions. Citizens could stop by and pickup literature and ask questions in an open setting. Information on all areas of the District were available at each open house. A total of eleven written comments were received at the four open houses. The comments

were either project specific or requests for information. District responded to all written comments received in this series of meetings.

Copies of press release and media distribution list, invitation letter and invitation list, and written comments and District's responses are attached in the District 5 section.

District Six - Delaware

The District Six meeting was held Wednesday, April 17, 1996 from 2 to 7 pm at the District Headquarters. Twelve people attended the meeting including: city, village, township, and county officials, media, and general citizens. Two written comments were received concerning the approval of the scheduling of specific projects. The District responded to these comments.

Copies of general press release with contact list, an invitation letter and invitation list, attendance sheets, and comments, including District responses are attached in the District 6 section.

District Seven - Sidney

The District Seven meeting was held Thursday, April 18, 1996 from 2 to 7 pm at the District Office. Twenty-seven people attended the meeting including: city, village, and county officials, MPO and other Regional Planning Commission representatives, media personnel, environmental representative, supplier, farm bureau representative, State Highway Patrol Officer, and general citizens. No written comments were received.

Copies of press release and a contact list, several legal notices, newspaper articles, ODOT in-house invitation, local official invitation letter and invitation list, Congressional Delegation and state representative invitation letter and invitation list, attendance sheets, records of telephone inquiries and responses are attached in the District 7 section.

District Eight - New Lebanon

The District Eight meeting was held Tuesday, April 16, 1996 from 4:30 to 7:30 pm at the Offices of the Miami Valley Regional Planning Commission in Dayton. No one attended the meeting. No written comments were received.

Copies of the invitation letters are attached in the District 8 section.

District Nine - Chillicothe

This District meeting was held on Thursday April 11, 1996 from 8 am to 4 pm in the District Office Conference Room. Three people attended the meeting including: media representative and citizens. No written comments were received at the meeting.

Copies of the attendance sheet, announcement letter and mailing list, and newspaper articles are attached in the District 9 section.

District Ten - Marietta

The District meeting was held on Wednesday, April 10, 1996 from 3:30 to 7:30 pm at the Washington County Library. Seven people attended representing: media, city and county officials, and citizens. One written comment was received concerning a specific problem, which was addressed by the District in less than a week (not project or planning related). Several requests for the District project list were received and answered.

Copies of the attendance sheet, two press releases and distribution list, and press release after the meeting are attached in the District 10 section.

District Eleven - New Philadelphia

The District meeting was held on Wednesday, April 10, 1996 from 10 AM to 4 PM at the District Office. No one attended the meeting. There were no written comments received.

Copies of the legal notice, news release and the mailing list are attached in the District 11 section.

District Twelve - Cleveland

The District meeting was held in conjunction with the MPO. In District Twelve, the entire three county District area is included in the five county MPO transportation study area. Two joint meetings were held Wednesday, April 10, 1996 from 1 to 4 pm and from 6 to 8 pm. The meetings were publicize through the MPO mailing list, which includes local officials, member organizations, and interested parties. Five people attended the meetings including: media and citizens. Several written comments were received. The MPO, NOACA will address the comments because the projects were selected through the 3C planning process.

Copies of the attendance sheets, press release, invitation to comment (which was included in draft TIP mailings), and the legal notice are attached in the District 12 section.

Bureau of Planning - Central Office

One individual came in to review the STIP. One written comment was received. Three copies of the STIP (all seventeen documents) were mailed to interested citizens. Several copies of various groups of documents were mailed to interested other citizens. Two other citizens requested copies of the final approved STIP, when it becomes available.

The one written comment received by the Central Office of ODOT regarded one specific project and the closing date of the public comment period. The comment letter and ODOT's response is included as an attachment to this Appendix.

In summary, 133 (does not include District 5) people attended one of 16 public meetings during the public availability period for the FY 1997-2000 Ohio STIP. People representing almost every facet of the transportation community and a number of citizens were in attendance. Those in attendance represented: MPOs, consultants, cities, counties, villages, townships, regional planning commissions, law enforcement, transit agencies, a farm bureau, environmental interest groups, suppliers, and media. The publicity and area covered provided extensive opportunity for the public to review and comment on the STIP. All written comments were responded to promptly. None of the written comments received resulted in a change to the draft FY 1997-2000 STIP.

List of Newspapers which carried Legal Notices

Adams County

The Manchester Signal
The People's Defender - West Union

Allen County

Lima News
Journal News - Spencerville

Ashland County

The Ashland Times Gazette
The Loudonville Times

Ashtabula County

Gazette - Jefferson
Star Beacon - Ashtabula

Athens County

Athens Messenger

Auglaize County

Community Post - Minster
The Evening Leader - St. Marys

Belmont County

Barnesville Enterprise
Times Leader - Martins Ferry

Brown County

News Democrat - Georgetown
Ripley Bee

Butler County

Journal News - Hamilton
Middletown Journal

Carroll County

Free Press Standard - Carrollton
Minerva Leader Carroll

Champaign County

The Mechanicsburg Telegram
Urbana Citizen

Clark County

New Carlisle Sun
Springfield Daily News & Sun

Clermont County

The Clermont Sun
Loveland Herald

Clinton County

Wilmington News Journal

Columbiana County

Farm and Dairy - Salem

Morning Journal - Lisbon
Coshocton County
Tribune - Coshocton
Crawford County
The Bucyrus Telegram-Forum
New Washington Herald
Cuyahoga County
Call and Post - Cleveland (Minority)
The Parma Sun Post
Plain Dealer
Darke County
Greenville Advocate
The Versailles Policy
Defiance County
The Crescent News - Defiance
The News Tribune - Hicksville
Delaware County
Delaware Gazette
Sunbury News
Erie County
The Sandusky Register
Fairfield County
The Lancaster Eagle Gazette
Times
Fayette County
Record Herald - Washington Court House
Franklin County
Call and Post - Columbus (Minority)
Columbus Dispatch
Westerville News & Public Opinion
Fulton County
Archbold Buckeye
Fulton County Expositor
Gallia County
The Gallipolis Daily Tribune
Sunday Times Sentinel - Gallipolis
Geauga County
Greene County
Fairborn Daily Herald
Xenia Daily Gazette
Guernsey County
Daily Jeffersonian - Cambridge
Hamilton County
Call and Post - Cincinnati (Minority)
Cincinnati Enquirer

Cincinnati Post
Hancock County
 The Courier - Findlay
 Review Times - Fostoria
Hardin County
 The Ada Herald
 The Kenton Times
Harrison County
 The Harrison News Herald
Henry County
 The Deshler Flag
 The Northwest Signal - Napoleon
Highland County
 The Greenfield Daily Times
 The Press Gazette - Hillsboro
Hocking County
 Logan Daily News
Holmes County
 The Holmes County Hub
Huron County
 Norwalk Reflector
 Willard Times Junction
Jackson County
 Journal Herald - Jackson
 The Wellston Telegram
Jefferson County
 Herald Star - Steubenville
Knox County
 The Knox County Citizen
 The Mount Vernon News
Lake County
 The News Herald - Willoughby
Lawrence County
 Ironton Tribune
Licking County
 The Advocate - Newark
 Pataskala Standard
Logan County
 Bellevue Examiner
Lorain County
 Chronicle Telegram - Elyria
 Journal - Lorain
Lucas County
 The Sylvania Herald
 Toledo Blade

Madison County
 Madison Press
 The Mount Sterling Tribune

Mahoning County
 Sebring Times
 Vindicator Square - Youngstown

Marion County
 The Marion Star

Medina County
 Medina County Gazette
 The Sun Banner Pride - Wadsworth

Meigs County
 Daily Sentinel - Pomeroy

Mercer County
 Daily Standard - Celina
 Mercer Chronicle

Miami County
 Tipp City Herald
 Troy Daily News

Monroe County
 Monroe County Beacon

Montgomery County
 Dayton Daily News
 Germantown Press

Morgan County
 Morgan County Herald

Morrow County
 Morrow County Independent
 Morrow County Sentinel

Muskingum County
 New Concord Leader
 The Times Recorder - Zanesville

Noble County
 Journal & Noble County Leader

Ottawa County
 The News Herald - Port Clinton
 Ottawa County Exponent

Paulding County
 Antwerp Bee-Argus
 Paulding Progress

Perry County
 Perry County Tribune

Pickaway County
 The Circleville Herald

Pike County

Waverly News Watchman
Portage County
Record Courier - Ravenna
Preble County
The Register Herald - Eaton
Twin Valley News - West Alexandria
Putnam County
Putnam County Sentinel
Putnam County Vidette
Richland County
Bellville Star & Tri Forks Press
News Journal - Mansfield
Ross County
Chillicothe Gazette
Sandusky County
News Messenger - Fremont
Scioto County
Portsmouth Daily Times
Seneca County
Advertiser Tribune - Tiffin
Shelby County
Sidney Daily News
Stark County
Alliance Review
The Repository - Canton
Summit County
Akron Beacon Journal
Call and Post - Akron (Minority)
Falls News Press - Stow
Trumbull County
Tribune Chronicle - Niles
Tuscarawas County
Budget - Sugarcreek
Times Reporter - New Philadelphia
Union County
Marysville Journal-Tribune
The Richwood Gazette
Van Wert County
Photo Star - Willshire
The Times Bulletin - Van Wert
Vinton County
Warren County
Franklin Chronicle
Western Star - Lebanon
Washington County

Marietta Times
Wayne County
Daily Record - Wooster
Williams County
Bryan Times
Edgerton Earth
Wood County
Daily Sentinel-Tribune - Bowling Green
Wyandot County
Daily Chief Union - Upper Sandusky
Progressor Times Mohawk Leader - Carey

NOTICE OF AVAILABILITY TO THE PUBLIC
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Columbus, Ohio

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Any comments concerning the Statewide Transportation Improvement Program should be in written form and transmitted to:

Mr. Larry F. Sutherland, Acting Administrator
Office of Planning
Ohio Department of Transportation
25 South Front Street
Columbus, Ohio 43215

Written comments must be received by the close of business on April 19, 1996.

JERRY WRAY
DEPARTMENT OF TRANSPORTATION

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Any comments concerning the Statewide Transportation Improvement Program should be in written form and transmitted to:

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Any comments concerning the Statewide Transportation Improvement Program should be in written form and transmitted to:

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JERRY WRAY
DEPARTMENT OF TRANSPORTATION

The District sections listed above have not been included in this document. A complete package of information on the public meetings held for the STIP including the advertizement, attendance, and any comments received is available upon request from the Ohio Department of Transportation. Please use the contact listed below to request this attachment to the Public Involvement Appendix:

Mr. Larry Sutherland, Acting Administrator
Office of Planning
Ohio Department of Transportation
25 South Front Street
Columbus, Ohio 43215.