

TRANSPORTATION IMPROVEMENT PROGRAM & TRANSPORTATION PLAN



Ohio
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T772
1986



MID-OHIO REGIONAL PLANNING COMMISSION

COLUMBUS, OHIO

OHIO
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T772

TRANSPORTATION IMPROVEMENT PROGRAM
and
TRANSPORTATION PLAN

Mid-Ohio Regional Planning Commission

June 1986

1ST SECTION

TRANSPORTATION IMPROVEMENT PROGRAM

2ND SECTION

TRANSPORTATION PLAN

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The following is described in the project listing section:

- a. Descriptions of each project
- b. Project timing and cost information

INTRODUCTION

The MORPC Transportation Improvement Program (TIP) is a staged multi-year schedule of federally-funded transportation improvements in Franklin County, Concord, Genoa, Liberty and Orange Townships in Delaware County, Etna and Lima Townships in Licking County and Bloom and Violet Townships in Fairfield County. Any federally-funded highway or transit project within this geographic area must be on the TIP before it is eligible to receive federal funds (except for HES-funded highway safety projects and demonstration transit projects). Before a transportation improvement project may be included on the TIP it must:

1. Have an identified source of funding
2. Be on the Transportation Plan or meet criteria to be added to Plan
3. Be approved by the MORPC Policy Committee

The MORPC TIP covers a 5-year time period based on fiscal years. The fiscal year used is the same as the state of Ohio's, which begins July 1st and ends June 30th. The TIP undergoes a major update once annually culminating in June with presentation to the MORPC Policy Committee for approval.

Following Policy Committee approval each June, the TIP is submitted to the Ohio Department of Transportation (ODOT) and to the federal Urban Mass Transportation Administration (UMTA). The Annual Element (1st year of the TIP) is then reflected in the statewide TIP (Section 105 Program) that ODOT prepares (highway projects) and in the Project Summary that UMTA prepares (transit projects).

The Fiscal Year 1987-1991 TIP is divided into two sections: the narrative and the project listing. In the narrative, the following is discussed:

- a. TIP Development Process
- b. Project Selection Process
- c. Funding of Improvements
- d. Air Quality Improvements
- e. Handicapped Special Efforts

The following is described in the project listing section:

- a. Descriptions of each project
- b. Project timing and cost information

TIP DEVELOPMENT PROCESS

March

The process of bringing the TIP up-to-date begins each year in March. Information about planned transportation improvements is then gathered from 1) Central Ohio Transit Authority (COTA); 2) Communities in the Mid-Ohio region; 3) Ohio Department of Transportation (ODOT); and 4) any other implementing agency. The information which is collected forms the core of the draft TIP document.

April

In the month of April the draft TIP is presented to the MORPC Transportation Advisory Committee (TAC) and copies are sent to the Ohio Department of Transportation (ODOT) and the Ohio Environmental Protection Agency (OEPA) for their review. Based on the comments received, appropriate revisions are made to the draft document.

June

MORPC approval of the TIP normally takes place in June at the regularly scheduled meeting of the Policy Committee. Following the approval, copies of the document are provided to the 1) OEPA; 2) ODOT; 3) Urban Mass Transportation Administration (UMTA); 4) Federal Highway Administration (FHWA); and 5) State Clearinghouse. Additionally, community representatives throughout the MORPC transportation planning area also receive copies.

Ongoing

In order to monitor the ongoing status of TIP projects, staff contacts implementing agencies and/or consultants at least once quarterly to receive an update on project progress. A report entitled the "Quarterly Project Status Report," produced in August, November, February and May, shows the updated project status. The report is presented to the MORPC TAC and Policy Committees and is mailed out to community representatives with TIP projects within their community.

Additionally, the TIP can be formally amended by resolution of the MORPC Policy Committee any time during the year. Formal amendments to the TIP are required to add new projects, to delete projects or to change funding types.

PROJECT SELECTION PROCESS

Projects to be placed on the TIP have to be drawn from the Transportation Plan. The Transportation Plan is made up of needed highway improvements, bridge deficiencies, proposed bicycle route corridors and the Transit Development Program. Planning documentation for all TIP projects is contained within these elements of the Transportation Plan (see MORPC Transportation Plan and the Transportation Review and Update Process, April, 1982).

TIP Priorities

The Mid-Ohio Regional Planning Commission in conjunction with local municipalities and agencies is concentrating on those activities that will serve to maximize the overall efficiency of our transportation system. In general, the Fiscal Year 1987-1991 TIP is continuing to place emphasis on completing some major projects that have been in progress for some time. These projects include I-670, the Spring-Sandusky Interchange and Schrock Rd in the city of Columbus and Broadway and Cemetery Rd in the suburbs.

Additionally, more and more emphasis is being put on relatively low-cost, system maintenance-type improvements. Bridge replacements and rehabilitations and resurfacing projects represent the bulk of projects on the FY 1987-1991 TIP.

Placement on the TIP

Upon request of an implementing agency a project is considered for placement on the TIP. Several factors must be considered, including: 1) priority; 2) consistency with the Transportation Plan; and 3) availability of funding. MORPC's role is to:

- a. Analyze the project's priority, as shown in the Transportation Plan, considering the fact that lower priority projects may be implemented before those higher ranked due to funding availability (local, state and federal sources), environmental impacts and citizen concern.
- b. Determine whether the project properly addresses the identified deficiency in the Transportation Plan, and
- c. Determine if adequate funding is available for the project.

FUNDING OF IMPROVEMENTS

HIGHWAY IMPROVEMENT PROJECTS

TABLE I

FY 1987-1991 TIP Cost Figure Summary By Improvement Type

<u>Improvement</u>	<u>Programmed Expenditures</u>
Transit	\$240,851,000
Highway*	\$372,786,000
Bikeway	\$1,736,000
TOTAL	\$615,373,000

 *The two I-670 projects account for over 78% of the cost of all highway improvements.

TABLE II

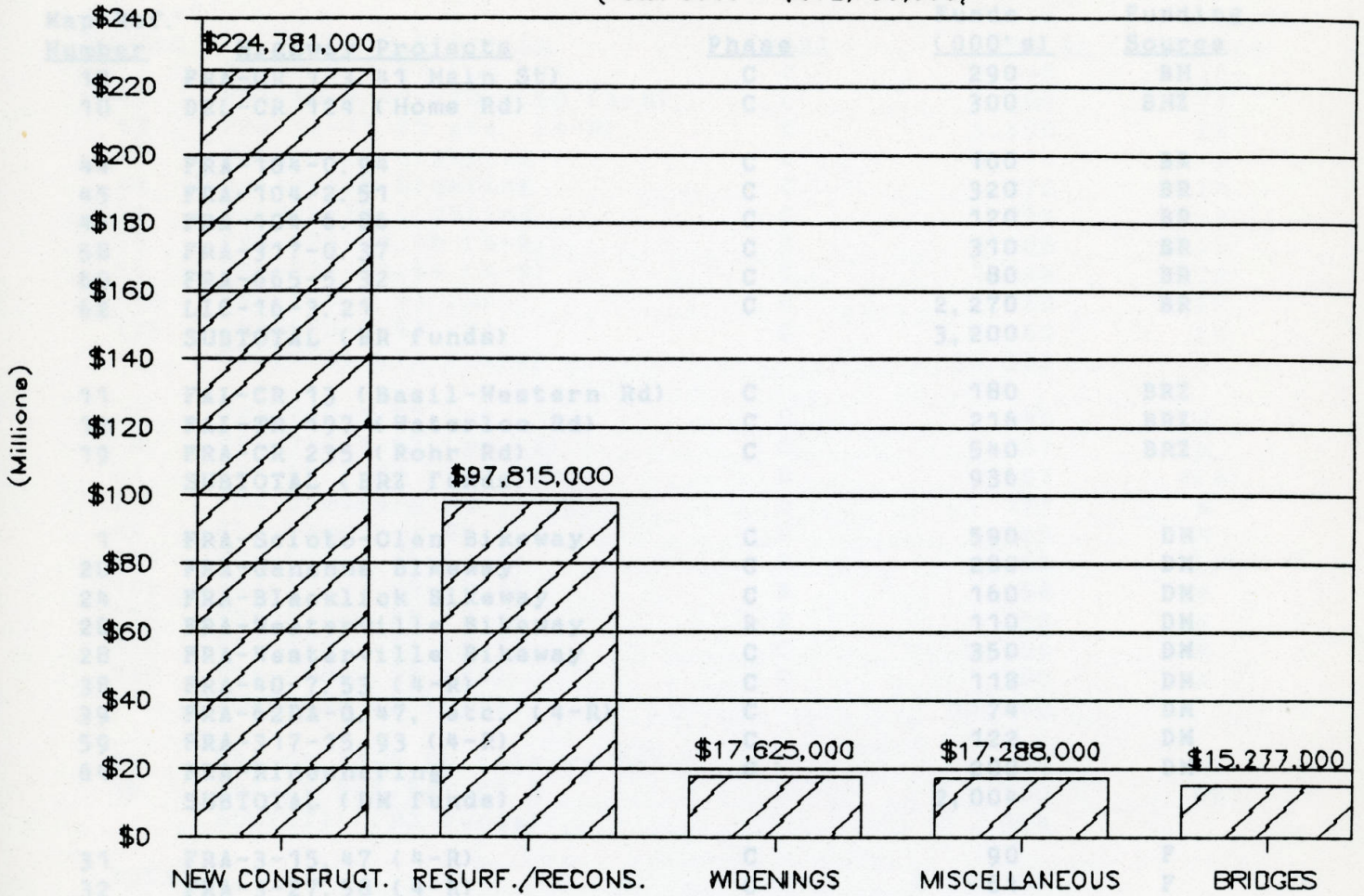
FY 1987-1991 TIP Cost Figure Summary by Funding Program (excludes transit)


<u>Funding Program</u>	<u>Programmed Expenditures</u>
Federal Funds	\$364,488,000
State Funds	\$42,669,000
Local Funds	\$208,216,000
TOTAL	\$615,373,000

TABLE III

HIGHWAY IMPROVEMENT PROJECTS

(Total Cost = \$372,786,000)



 HIGHWAY PROGRAM

Project ID	Phase	Amount	Source
FRA-23-15.30 (A-R)	C	257	F
FRA-33-21.36	C	3,870	F
FRA-62DA-0.47	C	307	F
FRA-62-6.55 (A-R)	C	42	F
FRA-161-22.73	C	65	F
LIC-16-0.00 (A-R)	C	250	F
LIC-16-5.12 (A-R)	C	533	F
SUBTOTAL (F Funds)		5,463	
FRA-670-1.25 (A-1)	R	178	I
FRA-670-3.93 (P)	C	10,000	I
FRA-670-3.93 (G)	C	1,536	I
FRA-670-3.93 (H)	C	9,400	I
FRA-670-3.93 (LX pt)	R	577	I
FRA-670-3.93 (LX pt)	C	8,640	I
FRA-670-3.93 (R-1)	C	289	I
FRA-670-3.93 (AA)	C	15,890	I
SUBTOTAL (I Funds)		48,784	

TABLE III

FY 1987 ANTICIPATED OBLIGATIONS OF FEDERAL FUNDS BY PROJECT

Map Ref. Number	Highway Projects	Phase	Federal Funds (000's)	Funding Source
17	FRA-CR 1-3.41 Main St)	C	290	BH
10	DEL-CR 124 (Home Rd)	C	300	BHZ
44	FRA-104-0.94	C	100	BR
45	FRA-104-2.51	C	320	BR
46	FRA-104-6.86	C	120	BR
58	FRA-317-0.37	C	310	BR
60	FRA-665-5.32	C	80	BR
62	LIC-16-3.21	C	2,270	BR
	SUBTOTAL (BR funds)		3,200	
11	FAI-CR 13 (Basil-Western Rd)	C	180	BRZ
12	FAI-TR 197 (Waterloo Rd)	C	216	BRZ
19	FRA-CR 235 (Rohr Rd)	C	540	BRZ
	SUBTOTAL (BRZ funds)		936	
1	FRA-Scioto-Olen Bikeway	C	590	DM
20	FRA-Gananna Bikeway	C	280	DM
24	FRA-Blacklick Bikeway	C	160	DM
28	FRA-Westerville Bikeway	R	110	DM
28	FRA-Westerville Bikeway	C	350	DM
38	FRA-40-7.53 (4-R)	C	118	DM
39	FRA-62DA-0.47, etc. (4-R)	C	74	DM
59	FRA-317-15.93 (4-R)	C	122	DM
64	FRA-Ridesharing	C	200	DM
	SUBTOTAL (DM funds)		2,004	
31	FRA-3-15.47 (4-R)	C	90	F
32	FRA-3-27.58 (4-R)	C	61	F
33	FRA-23-15.30 (4-R)	C	251	F
35	FRA-33-21.36 (4-R)	C	3,870	F
39	FRA-62DA-0.47, etc. (4-R)	C	301	F
40	FRA-62-6.55 (4-R)	C	42	F
47	FRA-161-22.73	C	65	F
61	LIC-16-0.00 (4-R)	C	250	F
63	LIC-16-5.12 (4-R)	C	533	F
	SUBTOTAL (F Funds)		5,463	
101	FRA-670-1.25 (A-1)	R	178	I
114	FRA-670-3.93 (F)	C	10,000	I
115	FRA-670-3.93 (G)	C	1,530	I
116	FRA-670-3.93 (H)	C	9,690	I
119	FRA-670-3.93 (LM pt)	R	577	I
119	FRA-670-3.93 (LM pt)	C	8,640	I
124	FRA-670-3.93 (R-1)	C	289	I
130	FRA-670-3.93 (AA)	C	15,880	I
	SUBTOTAL (I funds)		46,784	

TABLE III (continued)

FY 1987 ANTICIPATED OBLIGATIONS OF FEDERAL FUNDS BY PROJECT

Map Ref. Number	Highway Projects	Phase	Federal Funds (000's)	Funding Source
7	FRA-710-1.57 (ph. 1)	C	2,495	IR
42	FRA-70-3.40/270-2.60 (4-R)	C	6,200	IR
43	FRA-70-13.21 etc. (4-R)	C	5,600	IR
48	Outerbelt Lighting	C	2,970	IR
49	Outerbelt Lighting	C	770	IR
50	Outerbelt Lighting	C	824	IR
55	FRA-270-29.10 (4-R)	C	3,600	IR
56	FRA-270-52.94 (4-R)	C	1,444	IR
116	FRA-670-3.93 (H)	C	120	IR
130	FRA-670-3.93 (AA)	C	6,160	IR
	SUBTOTAL (IR funds)		30,183	
7	FRA-710-1.57 (ph. 1)	C	2,930	M
8	FRA-710-1.57 (ph. 2)	C	2,007	M
21	FRA-62-7.06 (Broadway)	R	207	F(M)
22	FRA-Cemetery Rd	R	177	M
22	FRA-Cemetery Rd	C	2,123	M
101	FRA-670-1.25 (A-1)	R	50	F(M)
109	FRA-670-1.25 (B-4)	R	58	M
110	FRA-670-1.25 (C-1)	R	38	M
110	FRA-670-1.25 (C-1)	C	2,330	M
130	FRA-670-3.93 (AA)	C	1,280	M
	SUBTOTAL (M funds)		11,200	
13	FRA-CR 11-4.99 (Alkire Rd)	C	84	RS
16	FRA-CR 225/FAI-CR 6	C	300	RS
	SUBTOTAL (RS funds)		384	
TOTAL			\$100,744	

NOTES: - See page 12 for explanation of phase and funding codes.
- Map Ref Number refers to numbers used on project listing.

AIR QUALITY AND ENERGY IMPACTS

Section 176(c) of the Clean Air Act requires that any program or plan adopted by MORPC must be in conformance with the adopted State Implementation Plan (SIP) for the attainment of air pollution standards. Section 109(j) of Title 23-Highways also requires that transportation plans and programs be assessed for air quality and be consistent with the adopted SIP.

The SIP for attainment of carbon monoxide (CO) and ozone (O₃) pollutants was adopted by MORPC in December, 1978. In accordance with the revised 0.12 parts per million standard for O₃, MORPC prepared a revised SIP in April, 1979. This revised SIP contains the HC and CO emissions data discussed in the following paragraphs.

To meet the O₃ standard, the Mid-Ohio Region was required to reduce hydrocarbon (HC) emissions from a 1975 level of 55,268 tons per year (tpy) to 41,451 tpy by December 31, 1982, a reduction of 13,817 tpy. Through the Federal Motor Vehicle Control Program (FMVCP: lower new car emissions), controls on stationary and area sources, and transportation control measures (TCMs), an estimated reduction of 18,758 tpy was realized by the end of 1982. This created a growth cushion of 4,941 tpy for HC in 1982. By 1987, this HC growth cushion is projected to be 13,290 tpy.

Of the total HC emission reduction projected for 1982, 31 tpy was the result of TCMs. By 1987, TCMs will result in an additional 245 tpy HC reduction. Thus, for the 7 years between 1975 and 1982, the HC annual incremental emission reduction from TCMs necessary to demonstrate reasonable further progress was 4.5 tpy. Between 1982 and 1987, the annual incremental reduction required from TCMs will be 49 tpy for HC. On a fiscal year basis, the following annual incremental reductions from TCMs are required to demonstrate reasonable further progress: FY 1976: 2.2 tpy; FY 1977-1982: 4.5 tpy; FY 1983: 26.8 tpy; FY 1984-1987: 49 tpy; FY 1988: 24.5 tpy.

To meet the CO standard, the region was required to reduce CO emissions from a 1975 level of 266,735 tpy to 211,788 tpy by December 31, 1982, a reduction of 54,947 tpy. Through stationary source controls and the FMVCP, an estimated reduction of 67,210 tpy was realized by the end of 1982, creating a growth cushion of 12,263 tpy. By 1987, this CO growth cushion is projected to be 74,325 tpy. Since the standard was achieved through the emission reductions resulting from the stationary source controls and the FMVCP, no specific commitment to TCMs was necessary for CO.

The TCM-related emission reductions discussed above result from transit and street improvement projects listed on the TIP, as well as from other projects, such as MORPC's efforts in ridesharing. The air quality impacts of these TIP projects must be analyzed to ensure that the committed TCM-related annual incremental emission reductions are achieved. This air quality analysis includes both the emission reductions realized from projects implemented (opened to traffic) during the previous fiscal year (FY 1986) and the projected emission reductions

expected to result from projects scheduled for implementation in the upcoming fiscal year (FY 1987). Through this analysis, the 109(j) consistency and 176(c) conformance of the TIP and the SIP can be demonstrated. The air quality analysis can be found in Appendix A.

Following is a summary of the TIP projects implemented (opened to traffic) in FY 1986 which produced significant emission impacts, along with those projects scheduled for implementation during FY 1987 which are projected to produce significant emission reductions. This summary includes the SIP map reference numbers and page numbers for these TIP projects, as well as the estimated emission impacts. This summary also includes the estimated gasoline consumption impacts projected to result from these projects. This energy analysis is also included in Appendix A.

Project	SIP Page Numbers			Emission Reductions		Gasolin Consump Reducti (gal./yr
	Finan.	Tech.	Map Map #	(tpy) HC	CO	

<u>Impacts for Fiscal Year 1986</u>						
1. MetroRides ridesharing project	Not in SIP			10.9	133.4	90,22
2. COTA transit improvements	Modified from SIP listings			3.6	49.1	33,01
3. Schrock Rd. widening from Cleveland Avenue to State Route 3	D-23	D-25	D-22 #2	1.4	16.3	4,10
4. Columbus signalization project, phase 1 (11 signals on W. Broad Street)	Not in SIP			30.6	453.9	291,77
5. Columbus signalization project, phase 2 (35 signals on Central and Sullivant Avenues and Long and E. Broad Streets)	Not in SIP			71.4	1,057.8	680,04
6. Columbus signalization project, phase 3 (43 signals on N. High Street)	Not in SIP			119.7	1,774.2	1,140,58
7. Bethel-Sawmill intersection improvement	Not in SIP			3.1	46.6	29,95
TOTAL FY 1986 REDUCTIONS OVER FY 1985				240.7	3,531.3	2,269,71

Project	SIP Page Numbers			Emission Reductions		Gasolin Consump Reducti (gal./yr)
	Finan.	Tech.	Map Map #	HC	CO	
<u>Impacts for Fiscal Year 1987</u>						
1. MetroRides ridesharing project	Not in SIP			7.4	90.0	63,38
2. COTA transit improvements	Modified from SIP listings			4.2	51.7	115,50
3. Wilson Road widening from Broad Street to I-70	D-23	D-25	D-22 #1	0.7	12.0	3,39
4. US33/SR161 bridge widening over the Scioto River	Not in SIP			0.2	3.9	1,11
5. Cleveland Avenue signalization project (6 signals between Oakland Park Avenue and Ferris Road)	Not in SIP			17.5	258.8	166,38
6. I-71 ramp widenings at Spring and Long Streets	Not in SIP			0.2	3.1	89
7. Morse Road widening from I-270 to Stygler Road	Not in SIP			0.4	6.3	1,77
8. Frank-Refugee (SR 104) Expressway construction from Lockbourne Road to Alum Creek Drive	D-15	D-18	D-14 #7	3.3	197.5	155,10
TOTAL FY 1987 REDUCTIONS OVER FY 1986				33.9	623.3	507,54

The estimated HC emission reduction for FY 1986 of 240.7 tpy far exceeds the 49 tpy annual incremental reduction requirement, while the 33.9 tpy total projected for FY 1987 falls short of the requirement. However, the United States and Ohio environmental protection agencies monitor this data on a calendar year basis instead of a fiscal year basis. The average HC emission reduction for these two fiscal years is 137.3 tpy; therefore, it can be assumed that the calendar year 1986 total based on fiscal years 1986 and 1987 will satisfy the annual incremental reduction requirement. Thus, this analysis shows that the TIP is consistent and in conformance with the SIP.

GUIDE TO TTP PROJECT LISTING

The Process for considering air quality in transportation planning is documented in MORPC's Transportation Review and Update Process. As alternative transportation improvements are evaluated to correct specific, identified deficiencies, air quality is considered as one of several evaluation criteria. Air quality is further considered as priorities are set on which TSM improvements should be implemented first.

The Highway Deficiencies and Recommended Improvements section of the Transportation Plan also considers air quality. Each year the Highway Deficiencies section is analyzed to insure it is consistent with the SIP, and the Policy Committee adopts a resolution certifying this consistency. In addition, one of the goals of the Year 2000 Plan is to minimize the environmental impact of transportation facilities. One objective under this goal is to encourage greater occupancy of vehicles to reduce air pollution.

HANDICAPPED SPECIAL EFFORTS

The Central Ohio Transit Authority will continue efforts to increase the productivity of Project Mainstream. They have committed to allotting a minimum of 2% of their total annual operating costs for this purpose. See number 5 on the transit projects listing for details.

P = Preliminary Engineering
C = Construction

R = Right of Way acquisition

FED FUND TYPE - Federal Funding Type

Bridge Funds:

- BH = Bridge Rehabilitation Funds
- BR = Bridge Replacement Funds
- BHZ = Bridge Rehabilitation Off-System Funds
- BRI = Bridge Replacement Off-System Funds
- DN = State Discretionary FAUS Funds
- F = Federal-aid Primary System Funds
- F(N) = N-fund Transfer to the Primary System
- HAS = Hazard Elimination Safety Funds
- I = Interstate (new construction) Funds
- IR = Interstate Rehabilitation Funds
- M = Federal-aid Urban System (FAUS) Funds
- RS = Federal-aid Secondary System Funds
- 3 = UMTA Section 3 Public Transit Discretionary Funds
- 5 = UMTA Section 5 Public Transit Formula Grants
- 9 = UMTA Section 9 Formula Block Grants
- 15(b)(2) = UMTA Section 15(b)(2) Funds for the Handicapped

TOTAL COST - Estimated costs for indicated phases inflated to the year of implementation using the Ohio Highway Construction Cost Index.

GUIDE TO TIP PROJECT LISTING

Contained below is a guide to some of the headings and abbreviations used in the Transportation Improvement Program (TIP) project listing pages that follows.

MAP REF NO - Map Reference Number - Serves as the TIP project number and corresponds to the number used on the accompanying TIP map for those projects that are location specific.

PROJECT ID - Project Identification - Identifies project by county, road and mileage designations, where applicable. Project phase or segment identification may also be indicated.

PF = ODOT Program Form Number NP = Not Programmed (no approved PF)

FY - Fiscal Year and PHASE - Shows project development phase(s) scheduled by fiscal year for short range period (FY 1987-1991). For informational purposes, project phase(s) occurring in the long range period (FY 1992-1996) are also indicated. The year used is the State's fiscal year of July 1 to June 30, ending in the calendar year for which it is named.

P = Preliminary Engineering R = Right of Way acquisition
C = Construction

FED FUND TYPE - Federal Funding Type

Bridge Funds:

BH = Bridge Rehabilitation Funds
BR = Bridge Replacement Funds
BHZ = Bridge Rehabilitation Off-System Funds
BRZ = Bridge Replacement Off-System Funds
DM = State Discretionary FAUS Funds
F = Federal-aid Primary System Funds
F(M) = M-fund Transfer to the Primary System
HES = Hazard Elimination Safety Funds
I = Interstate (new construction) Funds
IR = Interstate Rehabilitation Funds
M = Federal-aid Urban System (FAUS) Funds
RS = Federal-aid Secondary System Funds
3 = UMTA Section 3 Public Transit Discretionary Funds
5 = UMTA Section 5 Public Transit Formula Grants
9 = UMTA Section 9 Formula Block Grants
16(b)(2) = UMTA Section 16(b)(2) Funds for the Handicapped

TOTAL COST - Estimated costs for indicated phases inflated to the year of implementation using the Ohio Highway Construction Cost Index.

MID-OHIO REGIONAL PLANNING COMMISSION
 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
 FISCAL YEARS 1987 thru 1991

MAP REF NO	PROJECT ID Co-Rte-Sec	PROJECT LOCATION	TYPE of WORK	LENGTH (miles)	FY	P H A S E	FED FUND TYPE	TOTAL COST (\$000)	FEDERAL SHARE (\$000)	STATE SHARE (\$000)	LOCAL SHARE (\$000)	IMPLEMENTING AGENCY
1	FRA-Scioto-Olentangy Bikeway, Pt. 1 PF: FRA 104	Bikeway from Broad St to the Spring-Sandusky Interchange	New Bike Path	0.81	87	C	DM	640	590		50	Columbus
2*	FRA-Olentangy Bikeway Ext. PF: FRA 171	Bikeway from Wilson Bridge Rd to Worthington Hills Park	Bikeway Extension	1.1	88	C	DM	196	196			Columbus Worthington
3	FRA-Cols Sig Pt. A, Phs. 4 PF: FRA 153	Computer coordination of approx. 34 signalized intersections	Signals	7.84	87	C	M	1,022			1,022	Columbus
4	FRA-Cols Sig Pt. A, Phs. 5 PF: FRA 154	Computer coordination of approx. 39 signalized intersections	Signals	12.96	88	C	M	1,378	1,378			Columbus
5	FRA-Cols Sig Pt. A, Phs. 6 PF: FRA 155	Computer coordination of approx. 32 signalized intersections	Signals	6.98	88	C	M	966	966			Columbus
6	FRA-670-3.93	I-670 from Third St to the Outerbelt	New Freeway	see I-670 projects list for details				167,041	149,901	15,193	1,947	Columbus
7	FRA-710-1.57 Phase 1 PF: 944	Schrock Rd from Busch Blvd to Ambleside Dr & from Sharon Woods Blvd to Cleveland Ave	Widening from 2 to 5 lanes	1.57	87	C	M IR	3,907 2,772	2,930 2,495		977 28	Columbus
8	FRA-710-1.57 Phase 2 PF: 1791	Schrock Rd from Ambleside Dr to Sharon Woods Blvd	Widening from 2 to 5 lanes	0.91	87	C	M	2,698	2,007		691	Columbus
9	FRA-670-1.25	Spring-Sandusky Interchange	New Roadways	see I-670 projects list for details				125,684	108,512	12,223	4,949	Columbus
10	DEL-CR 124 PF: DEL 21	Home Rd over the Olentangy River	Bridge Rehabilitation	0.09	87	C	BHZ	375	300		75	Delaware Co
11	FAI-CR 13 PF: FAI 36	Basil-Western Rd over Sycamore Creek	Bridge Replacement	0.08	87	C	BRZ	225	180		45	Fairfield Co

*New projects added to TIP with June 1986 update

MID-OHIO REGIONAL PLANNING COMMISSION
 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
 FISCAL YEARS 1987 thru 1991

MAP REF NO	PROJECT ID Co-Rte-Sec	PROJECT LOCATION	TYPE of WORK	LENGTH (miles)	FY	P H A S E	FED FUND TYPE	TOTAL COST (\$000)	FEDERAL SHARE (\$000)	STATE SHARE (\$000)	LOCAL SHARE (\$000)	IMPLEMENTING AGENCY
12	FAI-TR 197 PF: FAI 38	Waterloo Rd over Little Walnut Creek	Bridge Replacement	0.10	87	C	BRZ	270	216		54	Fairfield Co
13	FRA-CR 11-4.99 PF: FRA 170	Alkire Rd over Hell-branch Run	Bridge Rehabilitation	0.09	87	C	RS	112	84		28	Franklin Co
14	FRA-40-12.27 PF: 1783	West Broad St over the Scioto River	Bridge Replacement	0.19	88	C	BR	7,750	6,200	775	775	Franklin Co
15	FRA-CR 75-0.71 PF: FRA 169	Cleveland Ave from Oakland Park Ave to Ferris Rd	Signalization	1.5	87	C	HES	35	31		4	Franklin Co
16	FRA-CR 225 FAI-CR 6 PF: FRA 159	Lithopolis-Winchester Rd over Little Walnut Creek	Bridge Rehabilitation	0.28	87	C	RS	400	300		100	Franklin Co
17	FRA-CR 1-3.41 PF: FRA 166	East Main St over Alum Creek	Bridge Rehabilitation	0.03	87	C	BH	363	290		73	Franklin Co
18	FRA-CR 3B PF: FRA 162	Norton Rd from SR 665 to Kropp Rd	Minor Widening	2.39	89 90	R C	RS RS	494 3,073	371 2,306		123 767	Franklin Co
19	FRA-CR 235 PF: FRA 165	Rohr Rd over C&O & N&W railroads	Bridge Replacement	0.06	87	C	BRZ	675	540		135	Franklin Co
20	FRA-Gahanna Bikeway PF: FRA 167	Jefferson Rec Area to US 62	New Bike Path	1.0	87	C	DM	280	280			Gahanna
21	FRA-62-7.06 PF: 984	Broadway from South-west Blvd to I-270	Widening from 2 to 5 lanes	1.07	87 88	R C	F(M) F(M)	276 2,799	207 2,099		69 700	Grove City
22	FRA-Hil Cem Phases A & B PF: FRA 137	Cemetery Rd from Leap Rd to I-270	Roadway Widening	0.59	87 87	R C	M M	237 2,831	177 2,123		60 708	Hilliard
23	FRA-Hil Cem Phase C PF: NP	Cemetery Rd from Main St to Leap Rd	Widening from 2 to 4 lanes	1.3	92+	C	M	4,072	3,054		1,018	Hilliard

+ Denotes phase programmed beyond the 5-year TIP (i. e. on Long Range Plan)

MID-OHIO REGIONAL PLANNING COMMISSION
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 FISCAL YEARS 1987 thru 1991

MAP REF NO	PROJECT ID Co-Rte-Sec	PROJECT LOCATION	TYPE of WORK	LENGTH (miles)	FY	P H A S E	FED FUND TYPE	TOTAL COST (\$000)	FEDERAL SHARE (\$000)	STATE SHARE (\$000)	LOCAL SHARE (\$000)	IMPLEMENTING AGENCY
24	FRA-Blacklick PF: FRA 164	Reynoldsburg Bikeway	New Bike Path	5.7	87	C	DM	160	160			Reynoldsburg
25	FRA-Livingston Phases A & B PF: FRA 156	Livingston Ave from Briceton Rd to Deville Dr	Widening from 2 to 4 lanes	0.63	92+	C	M	1,577	1,183		394	Reynoldsburg
26	FRA-Livingston Phase C PF: FRA 157	Livingston Ave from Deville Dr to SR 256	Widening from 2 to 4 lanes	0.93	89	R	M	5	4		1	Reynoldsburg
					92+	C	M	2,304	1,729		575	
27	FRA-Cleveland PF: FRA 168	Cleveland Ave from Schrock Rd to W. Main	4-R Project (resurfacing)	0.95	88	C	M	188	141		47	Westerville
28	FRA-Westervl Bikeway PF: FRA 160	Conrail ROR from Schrock Rd to Maxtown Rd	New Bike Path	4.35	87	R	DM	110	110			Westerville
					87	C	DM	350	350			
29	DEL-750-2.59 PF: 1686	Powell Rd over Bartholomew Run	Bridge Replacement	0.01	88	C	BR	125	100	13	12	ODOT
30*	FAI-256-2.85 PF: 1440	SR 256 over George Creek	Bridge Replacement	0.03	88	C	BR	288	230	29	29	ODOT
31*	FRA-3-15.47 PF: NP	Cleveland Ave from Long St to n. of I-670	Resurfacing	1.09	87	C	F	120	90	18	12	ODOT
32*	FRA-3-27.58 PF: NP	State St/SR 3 from College Ave to South Old 3C Hwy (CR 24)	Resurfacing	1.71	87	C	F	81	61	15	5	ODOT
33*	FRA-23-15.30 PF: NP	Indianola Ave from Hudson St to Morse Rd	Resurfacing	3.2	87	C	F	335	251	52	32	ODOT
34	FRA-33-7.38 PF: 1793	Riverside Dr over Slate Run	Deck Replacement	0.01	88	C	BR	156	125	31		ODOT
35	FRA-33-21.36 PF: 1702	US 33 from Fairfield Co line to Haddon Rd	Resurfacing	9.87	87	C	F	5,160	3,870	993	297	ODOT

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* New projects added to TIP with June 1986 update

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36	FRA-40-2.94 PF: 1794	West Broad St over west fork of Hellbranch Run	Bridge Replacement	0.01	88	C	BR	138	110	28		ODOT
37	FRA-40-3.60 PF: 1795	West Broad St over Clover Run	Bridge Replacement	0.01	88	C	BR	175	140	35		ODOT
38*	FRA-40-7.53 PF: NP	N. Broad St from west Columbus corp. to Hague Ave	Resurfacing	1.11	87	C	DH	158	118	24	16	ODOT
39	FRA-62DA-0.47/ FRA-62-13.36/ FRA-33-17.59 PF: 1717	Town from Davis to 3rd, Rich from Davis to Main, Main from Rich to 4th, Nelson from Broad to Leonard & Livingston from 3rd to College	Resurfacing	7.38	87	C	F DH	401 99	301 74	100 25		ODOT
40*	FRA-62-6.55 PF: NP	Broadway from Columbus St to Southwest Blvd	Resurfacing	0.6	87	C	F	56	42	8	6	ODOT
41	FRA-62-28.82 PF: 1690	US 62 over Rose Run	Bridge Replacement	0.01	88	C	BR	138	110	14	14	ODOT
42	FRA-70-3.40/ FRA-270-2.60 PF: 1809	I-70 from Alton & Darby Creek Rd to Outerbelt & I-270 between Big Run & Trabue Roads	Resurfacing	11.09	87	C	IR	6,889	6,200	689		ODOT
43	FRA-70-13.21/ FRA-71-16.83/ FRA-670-4.44 PF: 1810	Innerbelt south & east, legs, I-71 from Inner- belt to SR 161 & I-670 at Fort Hayes	Resurfacing	11.24	87	C	IR	6,222	5,600	622		ODOT
44	FRA-104-0.94 PF: 1656	SR 104 over south fork of Plum Creek	Bridge Replacement	0.01	87	C	BR	125	100	25		ODOT
45	FRA-104-2.51 PF: 1589	Jackson Pike over Grant Run	Bridge Replacement	0.10	87	C	BR	400	320	80		ODOT

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46	FRA-104-6.86 PF: 1590	Jackson Pike over Scioto Big Run	Bridge Replacement	0.02	87	C	BR	150	120	15	15	ODOT
47	FRA-161-22.73 PF: 1693	SR 161 over Geiger Run	Bridge Replacement	0.01	87	C	F	86	65	21		ODOT
48	FRA-270-8.56/ 23.78/25.83/ 28.71/54.95 PF: 1486	Outerbelt interchanges at I-70W, I-71S, US 23N, I-71N & SR 3	Tower Lighting	5.0	87	C	IR	3,300	2,970	330		ODOT
49	FRA-270-2.13/ 4.97/52.72 PF: 1694	Outerbelt interchanges at US 62S, Georges- ville Rd & US 23S	Tower Lighting	1.8	87	C	IR	920	770	150		ODOT
50	FRA-270-7.04/ 10.49/12.63 PF: 1695	Outerbelt interchanges at US 40W, Roberts Rd & Cemetery Rd	Tower Lighting	1.5	87	C	IR	985	824	161		ODOT
51	FRA-270-17.29/ 19.83/22.78 PF: 1696	Outerbelt interchanges at US 33N, Sawmill Rd & SR 315	Tower Lighting	1.5	88	C	IR	1,144	958	186		ODOT
52	FRA-270-27.38/ 30.52/32.27 PF: 1697	Outerbelt interchanges at SR 710, SR 161 & Morse Rd	Tower Lighting	1.7	88	C	IR	1,117	935	182		ODOT
53	FRA-270-42.82/ 46.13/48.98 PF: 1698	Outerbelt interchanges at I-70E, US 33E & Alum Creek Dr	Tower Lighting	2.05	88	C	IR	2,266	1,896	370		ODOT
54	FRA-270-35.16/ 37.36/39.53/ 41.32 PF: 1699	Outerbelt interchanges at US 62N, SR 317, SR 16 & US 40E	Tower Lighting	3.1	88	C	IR	3,889	3,255	634		ODOT
55*	FRA-270-29.10 PF: NP	North Outerbelt from Hamilton Rd to SR 3	Resurfacing	7.9	87	C	IR	4,000	3,600	400		ODOT

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MID-OHIO REGIONAL PLANNING COMMISSION
 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
 FISCAL YEARS 1987 thru 1991

MAP REF NO	PROJECT ID Co-Rte-Sec	PROJECT LOCATION	TYPE of WORK	LENGTH (miles)	FY	P H A S E	FED FUND TYPE	TOTAL COST (\$000)	FEDERAL SHARE (\$000)	STATE SHARE (\$000)	LOCAL SHARE (\$000)	IMPLEMENTING AGENCY
56*	FRA-270-52.94 PF: NP	South Outerbelt from US 23 to I-71	Resurfacing	1.78	87	C	IR	1,604	1,444	160		ODOT
57	FRA-315-2.55 PF: 1767	Olentangy Freeway from Third Ave to Ackerman Rd	4-R Project (resurfacing)	1.11	88	C	M DM	1,023 863	767 648	154 215	102	ODOT
58	FRA-317-0.37 PF: 1655	SR 317 over Big Walnut Creek	Bridge Replacement	0.07	87	C	BR	388	310	78		ODOT
59*	FRA-317-15.93 PF: NP	Hamilton Rd from Whitehall corp. to north of I-270	Resurfacing	1.71	87	C	DM	162	122	24	16	ODOT
60*	FRA-665-5.32 PF: 1743	SR 665 over Hellbranch Creek	Bridge Replacement	0.01	87	C	BR	100	80	20		ODOT
61*	LIC-16-0.00 PF: 1418	SR 16 from Franklin Co. line to Summit Rd	Resurfacing & add 3rd lane	1.1	87	C	F	333	250	83		ODOT
62	LIC-16-3.21 PF: 1036	SR 16 over B&O and Conrail tracks	Bridge Replacement	0.16	87	C	BR	2,838	2,270	568		ODOT
63	LIC-16-5.12 PF: 1359	SR 16 from Vine St (Pataskala) to SR 37	Resurfacing	9.14	87	C	F	710	533	177		ODOT
64	FRA-Regional Rideshare	Central Ohio	Ridesharing		87		DM	266	200		66	MORPC

* New projects added to TIP with June 1986 update

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 FISCAL YEARS 1987 thru 1991
 TIP AMENDMENTS

MAP REF NO	PROJECT ID Co-Rte-Sec	PROJECT LOCATION	TYPE of WORK	LENGTH (miles)	FY	P H A S E	FED FUNDS TYPE	TOTAL COST (\$000)	FEDERAL SHARE (\$000)	STATE SHARE (\$000)	LOCAL SHARE (\$000)	IMPLEMENTING AGENCY
Additions to TIP by Resolution T-14-86 on 24-July-86:												
*	FRA-104-8.18/ 8.52/9.29/9.42 PF: 1854	SR 104 freeway between the Scioto River & the C&O railroad tracks	Repair & Re- habilitate 4 bridges		87	C	BH	762	610	76	76	ODOT
*	FRA-270-22.65 PF: 1855	North Outerbelt from SR 315 to SR 3	Repair & Re- habilitate 22 bridges		87	C	IR	1,100	990	110		ODOT
Addition to TIP by Resolution T-19-86 on 23-October-86:												
*	FRA-70-13.48/ FRA-71-18.37 PF:	I-71 from north of 17th Ave to Leonard Ave and I-70 between Whittier & Front Sts	Glare Screen	2.32	87	C	IR	354	319	35		Columbus
Additions to TIP by Resolution T-20-86 on 23-October-86:												
*	FRA-Calumet PF:	Calumet St over Walhalla Ravine	Replace Bridge	0.09	88	C	BR	2,402	1,922		480	Columbus
*	FRA-Indianola PF:	Indianola Ave over Iuka Ave	Replace or Reconstruct Bridge	0.06	89	C	BR	500	400		100	Columbus
*	FRA-Joyce PF:	Joyce Ave between 5th & 12th Aves	Replace Bridge & Improve Approches	0.68	88	C	BR	3,480	2,544		936	Columbus
Additions to TIP by Resolution T-1-87 on 22-January-87:												
*	FRA-40-23.97 PF: 1873	East Main St over Blacklick Creek	Bridge Replacement	0.031	88	C	BR	316	253	31.5	31.5	ODOT
*	FRA-40-15.28 PF: 1871	East Broad St over Alum Creek	Bridge Replacement	0.03	88	C	BR	374	299	37.5	37.5	ODOT

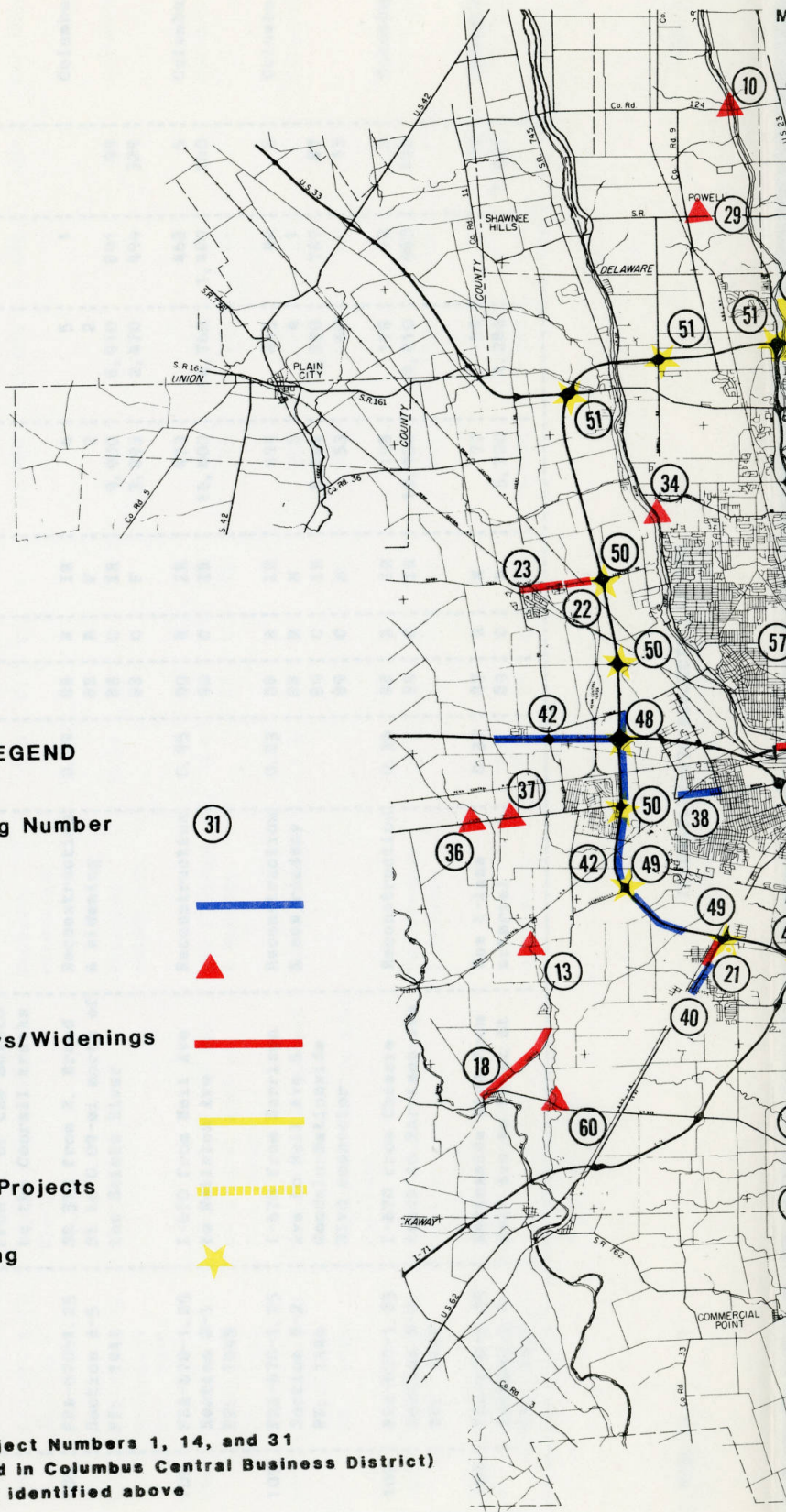
* New project--not shown on project location map

MID-OHIO REGIONAL PLANNING COMMISSION
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 FISCAL YEARS 1987 thru 1991

TIP AMENDMENTS

MAP REF NO	PROJECT ID Co-Rte-Sec	PROJECT LOCATION	TYPE of WORK	LENGTH (miles)	FY	P H A S E	FED FUND TYPE	TOTAL COST (\$000)	FEDERAL SHARE (\$000)	STATE SHARE (\$000)	LOCAL SHARE (\$000)	IMPLEMENTING AGENCY
Additions to TIP by Resolution T-1-87 on 22-January-87 (continued):												
*	FRA-104-6.68 PF: 1805	Jackson Pike over Marsh Run	Bridge Replacement	0.01	88	C	BR	92	74	18		ODOT
*	FAI-33-0.00 PF: 1490	US 33 from Hocking County line to Frank- lin County line	Sign Replacement		89	C	F	89	67	22	3	ODOT
*	FAI-70-0.00/ LIC-70-0.00 PF: 1494	I-70 from Franklin Co. line to SR 158	Resurfacing & Upgrading	11.93	88	C	IR	12,800	11,600	1,200		ODOT

* New project--not shown on project location map



LEGEND

- Project Listing Number (31)
- Resurfacings (blue line)
- Bridges (red triangle)
- New Roadways/Widenings (red line)
- Bikeways (yellow line)
- Signalization Projects (dotted yellow line)
- Tower Lighting (yellow star)

Note: TIP Project Numbers 1, 14, and 31
(located in Columbus Central Business District)
are not identified above

MID-OHIO REGIONAL PLANNING COMMISSION
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MAP REF NO	PROJECT ID Co-Rte-Sec	PROJECT LOCATION	TYPE of WORK	LENGTH (miles)	P H FY	FED FUN D TYPE	TOTAL COST (\$000)	FEDERAL SHARE (\$000)	STATE SHARE (\$000)	LOCAL SHARE (\$000)	IMPLEMENTING AGENCY
101	FRA-670-1.25 Section A-1 PF: 1440	I-670 from Grandview Ave to the Scioto River	New freeway & bikeway	1.1	87	R I	198	178	18	2	Columbus
					87	R F(M)	67	50	10	7	
					88	C I	19,111	17,200	1,720	191	
					88	C F(M)	93	70	14	9	
102	FRA-670-1.25 Section A-2 PF: 1441	US 33 relocation through Spring- Sandusky Interchange	New 4-lane arterial & bikeway	0.35	88	C I	2,078	1,870	187	21	Columbus
					88	C IR	167	150	15	2	
					88	C M	3,267	2,450	490	327	
103	FRA-670-1.25 Section A-3 PF: 1442	Souder Ave extension across Scioto to US 33 & Rick. Park access	New roadway	0.28	88	R M	125	94		31	Columbus
					89	C I	1,033	930	10	93	
					89	C M	1,373	1,030		343	
104	FRA-670-1.25 Section A-4 PF: 1443	I-670 from the Scioto to Chessie tracks & relocation of SR 315 from n. of the Scioto to the Conrail tracks	New freeway & bikeway	0.53	88	C I	12,456	11,210	1,121	125	Columbus
					88	C IR	8,844	7,960	796	88	
105	FRA-670-1.25 Section A-5 PF: 1444	SR 315 from N. Broad St to 0.09-mi north of the Scioto River	Reconstruction & widening	0.49	88	R IR	6	5	1		Columbus
					88	R F	2	2			
					88	C IR	9,900	8,910	891	99	
					88	C F	3,293	2,470	494	329	
106	FRA-670-1.25 Section B-1 PF: 1445	I-670 from Neil Ave to Neilston Ave	Reconstruction & widening	0.95	90	R IR	473		468	5	Columbus
					90	C IR	16,400	14,760	1,480	160	
107	FRA-670-1.25 Section B-2 PF: 1446	I-670 from Harrison Ave to Neil Ave & Goodale-Nationwide Blvd connector	Reconstruction & new roadway	0.23	88	R IR	494	445	44	5	Columbus
					88	R M	5	4	1		
					89	C IR	8,744	7,870	787	87	
					89	C M	53	40		13	
108	FRA-670-1.25 Section B-3 PF: 1447	I-670 from Chessie track to Harrison Ave	Reconstruction & widening	0.34	88	R IR	198	178	18	2	Columbus
					89	C IR	10,900	9,810	980	110	
109	FRA-670-1.25 Section B-4 PF: 1448	Nationwide Blvd from Neil Ave to Front St	New 4-lane arterial	0.37	87	R M	77	58		19	Columbus
					89	C M	5,700	4,280		1,420	

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110	FRA-670-1.25 Section C-1 PF: 1449	Olentangy River Rd from Third Ave to Goodale St	New 4-lane arterial	0.51	87	R	M	51	38	8	5	Columbus
					87	C	M	3,100	2,330	460	310	
111	FRA-670-1.25 Section C-2 PF: 1450	SR 315 from 0.25-mi south of Third Ave to Third Ave	Reconstruction	0.25	88	R	IR	72	65	6	1	Columbus
					89	C	IR	6,611	5,950	595	66	
					89	C	M	1,893	1,420	284	189	
112	FRA-670-1.25 Section C-3 PF: 1451	SR 315 from Conrail tracks to 0.25-miles south of Third Ave	Reconstruction & relocation & bikeway	0.66	88	R	M	100	75	15	10	Columbus
					88	C	M	6,700	5,030	1,000	670	
113	FRA-670-1.25 Section D PF: 1452	SR 315 from Sullivant Ave to N. Broad St	Freeway widening	0.46	89	C	F	2,100	1,580	310	210	Columbus
114	FRA-670-3.93 Section F PF: 1344	Taylor Ave to Alum Creek	Railroad relocation	1.4	87	C	I	11,100	10,000	1,000	100	Columbus
115	FRA-670-3.93 Section G PF: 1345	Fort Hayes area	Railroad relocation	0.42	87	C	I	1,700	1,530	150	20	Columbus
116	FRA-670-3.93 Section H PF: 1336	I-670 from Fifth Ave to 0.25-mi east of Alum Creek	New freeway & bikeway	0.6	87	C	I	10,766	9,690	968	108	Columbus
					87	C	IR	133	120	12	1	
117	FRA-670-3.93 Section I PF: 1346	Relocation of Leonard Ave & removal of Taylor Ave bridge over railroad	New roadway	1.5	88	R	I	250	225	23	2	Columbus
					89	C	I	5,288	4,760	481	47	
					89	C	IR	312	280	29	3	
118	FRA-670-3.93 Section K PF: 1348	I-670 from relocated Leonard Ave to Fifth Ave	New freeway & bikeway	1.1	89	C	I	7,756	6,980	698	78	Columbus
					89	C	IR	244	220	22	2	
119	FRA-670-3.93 Section LN pt PF: 1349	Fort Hayes to Taylor Ave & removal of Leonard Ave bridge over railroad	Railroad relocation	1.9	87	R	I	640	577	57	6	Columbus
					87	C	I	9,600	8,640	860	100	

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120	FRA-670-3.93 Section M&O PF: 1351	Cleveland Ave over I-670 & railroad	New bridge	0.3	89	C	I	3,000	2,700	270	30	Columbus
121	FRA-670-3.93 Section P PF: 1353	St Clair Ave over railroad	New bridge	0.25	89	R	I	122	110	11	1	Columbus
					89	C	I	3,100	2,790	280	30	Columbus
122	FRA-670-3.93 Section Q PF: 1354	Joyce Ave-Champion Ave connector	New bridge	0.32	89	R	I	60	56	3	1	Columbus
					89	C	I	2,900	2,610	260	30	Columbus
123	FRA-670-3.93 Section R PF: 1355	I-670 from St Clair Ave to relocated Leonard Ave	New freeway & railroad ROW plan	3.47	89	R	I	1,606	1,446	144	16	Columbus
					89	C	I	18,700	16,830	1,680	190	Columbus
124	FRA-670-3.93 Section R-1 PF: 1645	Vicinity of Woodland Ave	Railroad spur	0.38	87	C	I	321	289	29	3	Columbus
125	FRA-670-3.93 Section S PF: 1356	I-670 from Third St to Cleveland Ave	New freeway	0.61	89	R	I	400	360	36	4	Columbus
					89	C	I	18,000	16,200	1,620	180	Columbus
126	FRA-670-3.93 Section I PF: 1357	I-670 from Cleveland Ave to I-71	New freeway	0.32	89	R	I	100	90	9	1	Columbus
					89	C	I	10,600	9,540	950	110	Columbus
127	FRA-670-3.93 Section U PF: 1358	I-670 from I-71 to St Clair Ave	New freeway	0.25	89	R	I	300	270	27	3	Columbus
					89	C	I	16,268	14,640	1,462	166	Columbus
					89	C	IR	233	210	19	4	Columbus
128	FRA-670-3.93 Section V PF: 1359	Fort Hayes Inter- change area	New ramps & bikeway	0.53	90	R	I	40	36	4	<1	Columbus
					90	C	I	2,310	2,080	203	27	Columbus
					90	C	IR	190	170	17	3	Columbus
129	FRA-670-3.93 Section Z PF: 1339	Relocation of Ole Country La	New roadway	0.6	88	C	I	500	450	40	10	Columbus

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130	FRA-670-3.93 Section AA PF: 1361	I-670 from 0.25-mi east of Alum Creek to 0.19-mi west of Stelzer Rd	New freeway & bikeway	1.4	87	C	I	17,644	15,880	1,588	176	Columbus
					87	C	IR	6,844	6,160	616	68	
					87	C	M	1,712	1,280	236	196	
131	FRA-670-3.93 Section AB PF: 1362	I-670 from 0.19-mi west of Stelzer Rd to 0.57-mi east of Stelzer Rd	New freeway	0.76	88	R	IR	50	45	5		Columbus
					88	C	I	4,766	4,290	476		
					88	C	IR	4,033	3,630	403		
132	FRA-670-3.93 Section AE PF: 1365	Third St to St Clair Ave	Landscaping	1.17	92	C	I	900	810	80	10	Columbus
133	FRA-670-3.93 Section AF PF: 1366	St Clair Ave to Sunbury Rd	Landscaping	1.56	92	C	I	900	810	80	10	Columbus
134	FRA-670-3.93 Section AG PF: 1367	Sunbury Rd to Alum Creek	Landscaping	1.19	92	C	I	900	810	80	10	Columbus
135	FRA-670-3.93 Section AH PF: 1368	Alum Creek to I-270	Landscaping	2.39	91	C	I	800	720	70	10	Columbus
136	FRA-670-3.93 Section AL PF: 1487	Sunbury Rd over I-670 & railroad tracks	New bridge	0.37	89	R	BR	53	47	5	1	Columbus
					89	C	BR	1,900	1,520	190	190	

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MID-OHIO REGIONAL PLANNING COMMISSION
 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
 FISCAL YEARS 1987 thru 1991

TIP PROJECT NUMBER	PROJECT DESCRIPTION	UMTA FUNDS TYPE	TOTAL COST (\$000)	FEDERAL SHARE (\$000)	STATE SHARE (\$000)	LOCAL SHARE (\$000)	IMPLM AGENCY	PLAN DOC
FY 1987 Projects (Annual Element):								
1	Ten Small Buses	5/9	1,261	1,009		252	COTA	S RTP
2	Non-Revenue Service Vehicles	5/9	177	142		35	COTA	S RTP
3	Park & Ride Lots	5/9	125	100		25	COTA	S RTP
4	Operating Expenditures (excludes Project Mainstream)	5/9	38,333	4,704	1,470	32,159	COTA	S RTP
5	Operating Expenditures (Project Mainstream only)	5/9	782	96	30	656	COTA	S RTP
6	Capital Grant Program	16(b)(2)	65	52		13	ODOT	S RTP
FY 1988 Projects:								
7	Seventy-five Advanced Design Buses and spare parts	5/9	12,991	10,393		2,598	COTA	S RTP
8	Non-Revenue Service Vehicles	5/9	191	153		38	COTA	S RTP
9	Park-and-Ride Lots	5/9	125	100		25	COTA	S RTP
10	North Terminals	5/9	3,000	2,400		600	COTA	S RTP
11	Operating Expenditures	5/9	41,732	4,800	1,500	35,432	COTA	S RTP
FY 1989 Projects:								
12	Non-Revenue Service Vehicles	5/9	207	165		42	COTA	S RTP
13	Park-and-Ride Lots	5/9	125	100		25	COTA	S RTP
14	Operating Expenditures	5/9	44,332	4,800	1,500	38,032	COTA	S RTP

MID-OHIO REGIONAL PLANNING COMMISSION
 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
 FISCAL YEARS 1987 thru 1991

TIP PROJECT NUMBER	PROJECT DESCRIPTION	UMTA FUNDS TYPE	TOTAL COST (\$000)	FEDERAL SHARE (\$000)	STATE SHARE (\$000)	LOCAL SHARE (\$000)	IMPLM AGENCY	PLAN DOC
FY 1990 Projects:								
15	Non-Revenue Service Vehicles	5/9	223	178		45	COTA	SRTP
16	Park-and-Ride Lots	5/9	125	100		25	COTA	SRTP
17	Operating Expenditures	5/9	47,061	4,800	1,500	40,761	COTA	SRTP
FY 1991 Projects:								
18	Non-Revenue Service Vehicles	5/9	241	193		48	COTA	SRTP
19	Park-and-Ride Lots	5/9	125	100		25	COTA	SRTP
20	Operating Expenditures	5/9	49,630	4,800	1,500	43,330	COTA	SRTP

TRANSPORTATION PLAN

The Transportation Plan is required by the Federal-aid Highway Act of 1952 and the Urban Mass Transportation Act of 1964, as part of the IC (Continuing, Cooperative & Comprehensive) Planning Process carried out by designated metropolitan planning organizations. Projects must be on the Transportation Plan before they can be added to the 5-year TIP.

The MORPC Transportation Plan includes a list of highway deficiencies and recommended improvements and a listing of deficient bridges in the region. Also a part of the Transportation Plan but not included herein, is the Short-Range Transit Plan (S RTP) of the Central Ohio Transit Authority (COTA) and the Regional Bikeway Plan. Projects involving the maintenance of the existing highway system are added to the Transportation Plan at the same time they are put on the 5-year TIP.

TRANSPORTATION PLAN

The following pages contain 1) the listing of transportation deficiencies and recommended improvements; 2) the listing of deficient bridges in the region; and 3) a two-page summary of the Transit Short and Long Range Program.

Mid-Ohio Regional Planning Commission

June 1986

TRANSPORTATION PLAN

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Transit Short-Range and Long-Range Plans (summary) 18

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Mid-Ohio Regional Planning Commission

June 1982
June 1985

Preparation of this document was financed by appropriations from Franklin, Delaware, Fairfield and Licking Counties, and municipalities in Franklin County, together with planning funds from the Federal Highway Administration and Urban Mass Transportation Administration in conjunction with the Ohio Department of Transportation.

HIGHWAY DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The following is a listing of highway deficiencies and recommended improvements in the Mid-Ohio area. A ranking approach was utilized to determine the relative priority of the improvements. Several evaluation criteria were chosen to form an objective basis for the ranking. The criteria are intended to differentiate between similar improvements and assure that the most important improvements receive higher priority. The following is a description of the criteria used.

TRANSPORTATION PLAN

Severity - This is intended to measure the severity of the long-range deficiency. Severity is based on the degree to which the future projected traffic volume on a facility exceeds Highway Deficiencies and Recommended Improvements (formerly known as the "Long-Range Element")

Traffic Volume - This is a measure of the projected vehicular usage of the facility in terms of Average Daily Traffic (ADT).

Regional Significance - This is a measure of the relative significance or importance of the facility to the region from a standpoint other than volumes. This criterion considers how the facility measures in regard to factors such as regional economic development, minimizing travel times and closing gaps in the highway system.

Prepared By The

Mid-Ohio Regional Planning Commission

Safety - This is based on accident data or knowledge of existing conditions. Factors considered included horizontal and vertical alignment, shoulder widths and roadside obstacles which relate to June 1982
June 1986

Cost - This measures the total estimated cost of the recommended improvement in current dollars.

Social, Economic and Environmental Impacts - This is a measure of the improvement's perceived impact. Factors considered included the likely effect of the improvement on residences and businesses in the area and the effect on the natural environment.

Energy And Air Quality Impacts - This is a measure of the improvement's perceived impact on the energy efficiency

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Severity - This is intended to measure the severity of the long-range deficiency. Severity is based on the degree to which the future projected traffic volume on a facility exceeds the existing capacity of that facility and is expressed in a volume/capacity ratio.

Traffic Volume - This is a measure of the projected vehicular usage of the facility in terms of Average Daily Traffic (ADT).

Regional Significance - This is a measure of the relative significance or importance of the facility to the region from a standpoint other than purely vehicular volumes. This criterion considers how the facility measures in regard to factors such as minimizing neighborhood traffic, maximizing regional economic development, minimizing travel times and closing gaps in the highway system.

Safety - This is based on accident data or knowledge of existing conditions. Factors considered included horizontal and vertical alignment, shoulder widths and roadside obstacles which relate to the potential for accidents.

Cost - This measures the total estimated cost of the recommended improvement in current dollars.

Social, Economic and Environmental Impacts - This is a measure of the improvement's perceived impact. Factors considered included the likely effect of the improvement on residences and businesses in the area and the effect on the natural environment.

Energy and Air Quality Impacts - This is a measure of the improvement's perceived impact on the energy efficiency of the transportation system and on the overall air quality of the project area and region. The major factors considered were operating speed, congestion and vehicle miles of travel resulting from the improvement.

STRICTLY CONFIDENTIAL AND RECOMMENDED IMPROVEMENTS

All ranked projects were compared with the anticipated future federal funding to derive the top priority projects which were assumed to be fundable by the year 2000. These priority projects were further subdivided by rank into three groups: "A," "B" and "C," with each equaling approximately one-third of the anticipated future funding. The remaining projects were not anticipated to be fundable by the year 2000 based on current funding projections and are listed alphabetically with no priority assigned.

(Please note that it is now apparent that the assumptions made in 1982 regarding funding are no longer valid due to decreases in available federal funding and that projects in the "priority" categories cannot reasonably be expected to be fundable by the horizon year (2000) of the Plan).

The Plan also includes a listing of those deficiencies for which no improvements are currently specified because they are considered not possible or not feasible. However, in some cases operational improvements may help to alleviate the deficiency to some degree.

The widening improvements shown under "Recommended Improvements" on the following pages represent the proposed number of through travel lanes. The need for separate turning lanes, divided medians and other design details will be determined at such time that funding becomes available and preliminary engineering studies are begun. Also to be determined at a later time would be the need for the acquisition of any additional right-of-way.

Rank	Location	Improvement	Notes
8	at Central Ave	Upgrade Intersection	Columbus
9	Sassill Rd	Widen to 4-lanes	Franklin St
	Sassill Rd	Minor Widening and Upgrading	Delaware & Franklin Sts
10	Trouse Rd	Widen to 4-lanes	Columbus
11	SR 161	Construct new loop ramp from SR 161-NR to I-71 SR	Columbus
12	SR 161	Widen to 4-lanes	Columbus
13	SR 315	Widen to 4-lanes	Columbus
14	SR 23	Widen to 4-lanes	Columbus & SR 23

HIGHWAY DEFICIENCIES AND RECOMMENDED IMPROVEMENTS
 "A" PRIORITY PROJECTS
 (in Alphabetical not priority order)

Map Ref. No.	Street	Deficiency		Recommended Improvement	Agency
		From	To		
1	Bethel Rd	Sawmill Rd	Dierker Rd	Widen to 4-lanes	Columbus & Franklin Co
2	Bethel Rd	Dierker Rd	Godown Rd	Widen to 4-lanes	Columbus
3	Bethel Rd	Godown Rd	Olentangy River Rd	Widen Bethel Rd to 4-lanes	Columbus
	Henderson Rd	Kenny Rd	SR 315		
4	Cleveland Ave	Ferris Rd	SR 161	Widen to 4-lanes	Columbus
5	Hamilton Rd	Refugee Rd	I-70	Upgrade I-70 interchange and intersections	Columbus
6	N. High St	Henderson Rd	Morse Rd	Construct new 4-lane connector between Morse & Bethel Rds	Columbus
	SR 161	SR 315	High St		
	W. N. Broadway	SR 315	High St		
	Henderson Rd	Starret Rd	High St		
7	Kenny Rd	Henderson Rd	Bethel Rd	Widen to 4-lanes	Columbus
8	Mound St	at Central Ave		Upgrade Intersection	Columbus
9	Sawmill Rd	I-270	Summit View Rd	Widen to 4-lanes	Franklin Co
	Sawmill Rd	Summit View Rd	Powell Rd	Minor Widening and Upgrading	Delaware & Franklin Cos
10	Trabue Rd	Dublin Rd	Scioto River	Widen to 4-lanes	Columbus
11	SR 161	Karl Rd	Busch Blvd	Construct new loop ramp from SR 161 NB to I-71 SB	Columbus
12	SR 161	Frantz Rd	Sawmill Rd	Widen to 4-lanes	Columbus
13	SR 315	Hard Rd	Clubview Blvd	Widen to 4-lanes	Columbus
14	US 23	I-270	Flint Rd	Widen to 6-lanes	Columbus & ODOT

HIGHWAY DEFICIENCIES AND RECOMMENDED IMPROVEMENTS
 "B" PRIORITY PROJECTS
 (in Alphabetical not priority order)

Map Ref. No.	Street	Deficiency		Recommended Improvement	Agency
No.	Street	From	To		
15	Cline Rd	Georgesville Rd	US 62	Widen to 4-lanes	Columbus & Franklin Co
16	Granville St (SR 317)	US 62	Hamilton Rd	Widen to 4-lanes	Gahanna
17	Groveport Rd	Frusta Dr	Alum Creek Dr	Minor Widening and Upgrading	Obetz
18	Hamilton Rd (SR 317)	Rocky Fork Blvd (south of)	Granville St	Widen to 4-lanes	Gahanna
19	Hard Rd	Smoky Row Rd	SR 315	Minor Widening and Upgrading	Columbus
20	(Hilliard) Cemetery Rd	Main St	Leap Rd	Widen to 4-lanes	Hilliard
21	Livingston Ave	Alum Creek Dr	US 33	Minor Widening and Upgrading	Columbus
22	Sawmill Rd	SR 161	I-270	Widen to 6-lanes and Upgrade I-270 interchange	Columbus
23	Smoky Row Rd	Snouffer Rd	Delaware Co line	Minor widening and Upgrading	Columbus
24	Snouffer Rd	Sawmill Rd	Linworth Rd	Minor Widening and Upgrading	Columbus
25	SR 161	Sawmill Rd	SR 315	Widen to 4-lanes	Columbus, Worthington & ODOT
26	SR 256	Refugee Rd	I-70	Widen to 4-lanes	Pickerington

HIGHWAY DEFICIENCIES AND RECOMMENDED IMPROVEMENTS
 "C" PRIORITY PROJECTS
 (in Alphabetical not priority order)

Map Ref. No.	Street	Deficiency		Recommended Improvement	Agency
		From	To		
27	Alum Creek Dr	Refugee Rd	I-70 ramps	Widen to 4-lanes	Columbus
28	Kenny Rd	King Ave	Kinnear Rd	Minor Widening and Upgrading	Franklin Co
29	Livingston Ave	Briceton Rd	SR 256	Widen to 4-lanes	Reynoldsburg
30	Morse Rd	I-270 (E. Ramps)	Hamilton Rd	Widen to 4-lanes	Columbus
31	Reed Rd	Henderson Rd	Bethel Rd	Minor Widening and Upgrading	Columbus
32	Sawmill Rd	Bethel Rd	SR 161	Widen to 4-lanes	Columbus
33	Tussing Rd	Brice Rd	Fairfield Co line	Widen to 4-lanes	Columbus
34	SR 3	Weber Rd	I-270	Widen to 4-lanes (sections not already four lanes)	Columbus & ODOT
35	SR 256	I-70	Livingston Ave	Widen to 4-lanes	Reynoldsburg & ODOT
36	US 62/SR 3	Hyde Rd	Brown Rd	Widen to 4-lanes	ODOT

HIGHWAY DEFICIENCIES AND RECOMMENDED IMPROVEMENTS
 "RESERVE" PROJECTS (no funding anticipated)
 (in Alphabetical not priority order)

Map Ref. No.	Street	Deficiency From	To	Recommended Improvement	Agency
37	Bixby Rd	Groveport Rd	SR 317	Minor Widening and Upgrading	Groveport
38	Columbus St	US 62	Hoover Rd	Widen to 4-lanes	Grove City
39	Fifth Ave	at Stelzer Rd		Upgrade Interchange	Columbus
40	Fisher Rd	Phillipi Rd	Wilson Rd	Widen to 4-lanes	Columbus
41	Graham Rd and SR 256	Livingston Ave	Main St	Construct new 4-lane connector between SR 256 and US 40	Reynoldsburg & Licking Co
42	Hamilton Rd	Granville St	US 62	Widen to 4-lanes	Gahanna
43	Hilliard-Cemetery Rd	I-270 (E. ramps)	Dublin Rd	Widen to 4-lanes	Franklin Co
44	Hoover Rd	White Rd	Gantz Rd	Widen to 4-lanes	Grove City & Franklin Co
45	Huntley Rd	SR 161	Schrock Rd	Minor Widening and Upgrading	Worthington
46	Innis Rd Aglar Rd	SR 3 SR 3	Sunbury Rd Sunbury Rd	Widen Innis Rd to 4-lanes	Columbus
47	King Ave Lane Ave	Olentangy River Rd SR 315	Cannon Dr Fyffe Rd	Construct new NB exit ramp from SR 315 to Cannon Dr	Columbus, OSU & ODOT
48	Main St/ Hilliard & Rome Rd	Roberts Rd	Cemetery Rd	Minor Widening and Upgrading	Hilliard
49	W. Main St	I-71	Cleveland Ave	Minor Widening and Upgrading	Westerville
50	McNaughten Rd	Livingston Ave	Main St	Minor Widening and Upgrading	Columbus

HIGHWAY DEFICIENCIES AND RECOMMENDED IMPROVEMENTS
 "RESERVE" PROJECTS (no funding anticipated)
 (in Alphabetical not priority order)

Map Ref. No.	Street	Deficiency From	To	Recommended Improvement	Agency
51	Noe-Bixby & Woodcrest Rds	Chatterton Rd	Main St	Widen to 4-lanes Upgrading	Columbus
52	Powell Rd	I-71	CR 13	Construct extension of Powell Rd from I-71 interchange (future) to Cleveland Ave extension (future)	Delaware Co & ODOT
53	Powell Rd	SR 257	I-71	Minor Widening and Upgrading	Delaware Co
54	Refugee Rd	Noe-Bixby Rd	Brice Rd	Minor Widening and Upgrading	Columbus
55	Sawmill Rd	Henderson Rd	Bethel Rd	Minor Widening and Upgrading	Columbus & Franklin Co
56	Sinclair Rd	Morse Rd	SR 161	Minor Widening and Upgrading	Columbus
57	State St (SR 3)	Schrock Rd	County Line Rd	Construct 4-lane extension of Cleveland Ave from W. Main St to SR 3 south of Maxtown Rd	Westerville
58	State St (SR 3) US 23	Schrock Rd	County Line Rd Lewis Center Rd	Construct new I-71 interchange in vicinity of Powell Rd and new connector to Alum Creek Park	ODOT & Delaware Co
59	Stelzer Rd	US 62/I-670	Morse Rd	Minor Widening and Upgrading	Columbus & Franklin Co
60	Stygler Rd	US 62	Morse Rd	Minor Widening and Upgrading	Gahanna
61 & 62	Sunbury Rd	SR 161	Central College Rd	Widen to 4-lanes and construct 2-lane extension of Schrock Rd between Hempstead and Sunbury Rds	Franklin Co & Westerville

HIGHWAY DEFICIENCIES AND RECOMMENDED IMPROVEMENTS
 "RESERVE" PROJECTS (no funding anticipated)
 (in Alphabetical not priority order)

Map Ref. No.	Street	Deficiency		Recommended Improvement	Agency
		From	To		
63	Sunbury Rd	Central College Rd	County Line Rd	Minor Widening and Upgrading	Franklin Co
64	Tussing Rd	Franklin Co line	SR 256	Minor Widening and Upgrading	Columbus
65	Wilson Rd	I-70	Trabue Rd	Widen to 4-lanes	Franklin Co
66	Worthington-Galena Rd	E. Wilson Bridge Rd	Park Rd	Complete relocation of Park Rd from west of I-71 to US 23 south of Flint Rd	Columbus
		E. Wilson Bridge Rd	Worthington-Galena		
67	I-71	at Stringtown Rd		Upgrade Interchange	ODOT
68	SR 16	Columbus Corp. line	CR 41 (Mink St)	Widen to 4-lanes	ODOT
69	SR 161	Cherry Bottom Rd	US 62	Widen to 4-lanes	ODOT & Columbus
70	SR 256	Columbus St	Refugee Rd	Minor Widening and Upgrading	ODOT & Pickerington
71	SR 315	Clubview Blvd	Powell Rd	Minor Widening and Upgrading	ODOT
72	US 62	Stygler Rd	Mill St	Extend McCutcheon Rd from Stygler Rd to US 62	Gahanna
		Mill St	Granville St		

HIGHWAY DEFICIENCIES
(in Alphabetical not priority order)

Street	From	To	Recommended Improvement	Agency
Henderson Rd	Starret Rd	High St	*	Columbus
Hudson St	High St	Cleveland Ave	*	Columbus
Morse Rd	I-71	Maize Rd	*	Columbus
E. N. Broadway	High St	Indianola Ave	*	Columbus
Seventeenth Ave	Summit St	Cleveland Ave	*	Columbus
I-70	SR 315	James Rd	*	Columbus
I-71	I-70	Morse Rd	*	Columbus
SR 161	SR 315	Huntley Rd	*	Worthington & ODOT
SR 161	Huntley Rd	Cleveland Ave	*	Columbus

* Denotes that improvements may not be possible or feasible except that operational improvements may help to alleviate the deficiency in some cases.

LONG-RANGE TRANSIT NEEDS

In the long-range, transit needs are treated somewhat differently than highway needs. Capacity of a bus route can be changed by adding or removing buses. Routes can be extended, moved, or created depending upon the changing needs of the community. As a consequence, bus transit is very flexible and it is not worthwhile to identify specific bus routes and headways for twenty years in the future. Detailed planning for bus transit is done on a five-year horizon and the results are included in the Transportation Improvement Program (TIP). The current five-year TIP includes the purchase of new buses, non-revenue vehicles and additional park-and-ride lots (see MORPC TIP, Transit Projects Listing).

One type of long-range transit project that does need to be identified is one which includes high capital fixed facilities. Fixed facilities should accommodate demand for a minimum of twenty years so careful study is necessary. Independent of this long-range plan, a special study of the East Corridor was conducted and a special study of the North Corridor is being conducted. The results of the East Corridor study have been incorporated herein and the results of the North Corridor will be incorporated upon completion of the study.

The following transit system characteristics were developed from the conceptual transit needs of the Mid-Ohio Region from 1987 to 2000. COTA's average weekday ridership is expected to grow from 80,000 in 1982 to 160,000 in 2000. This is 45 million riders per year. When these needs become evident in the short range (5-year) horizon, specific projects will be identified. Each item listed represents a one time or an annual cost for the transit system.

- Annual Operating Vehicle Hours 1,100,000
- Fleet Size - Buses in Peak Hour Service
 - Spare Buses
 - (including replacement buses, 530 buses are estimated to be purchased from 1987 to 2000)
- Additional Park-and-Ride Spaces
- Storage and Maintenance Facility 1 Site
(to accommodate 200 buses)
- East Corridor - Bus Bypass Ramps on the East Freeway
- North East Corridor - High Occupancy Vehicle Lanes on I-670
- North Corridor - Three Alternatives are Under Study:
 - Fixed Guideway
 - Reserved HOV Freeway Lanes
 - Null Alternatives (no special facility is built for the corridor)
- Transit TSM Improvements
- Needs Identified Beyond the Year 2000: Additional Capital Expenditures in the East Corridor

LONG-RANGE TRANSIT PLAN

SHORT-RANGE TRANSIT PLAN
EXECUTIVE SUMMARY*

The Central Ohio Transit Authority (COTA) provides dependable, community responsive, efficient, inexpensive and well-maintained transportation within the Franklin County service area. Presently, the radial market of local route service to the Columbus Central Business District (CBD) is well-served. Despite the trend of decentralization of employment and population, the CBD remains by far the largest single concentration of employment and thus, the most appropriate market to serve with transit. In order to increase the use of transit within this market COTA needs to provide additional Express routes that serve areas of high density population concentrations combined with the expansion of available Park & Ride spaces and locations in outlying areas.

Additionally, COTA is continuing to expand its services to effectively serve the nonradial travel patterns of suburban residential and work areas by use of circulators and crosstown route expansion, and reverse commute planning.

Demonstration projects for possible future types of service include the ongoing MORPC Cab-and-Ride demonstration.

The availability of passenger amenities also needs further expansion. Short range planning has designated 140 new shelter sites in high use transit areas, completion of the installation of new bus stop signs that designate route and Teleride information numbers, and increased awareness of the benefits of public transit through ongoing marketing projects. These actions to improve customer amenities will continue in the future. Furthermore, replacement of older buses, supervisory and maintenance vehicles are planned for the next five (5) years.

In addition to better serving the fixed route transit users of Franklin County, COTA also reaffirms its commitment to the handicapped community through Project Mainstream service. Continued efforts to improve productivity and availability of service are priority goals of this special service.

In summary, COTA's direction for the future is well-planned. The future expansion of service is designed to meet the travel needs and fiscal resources of the coming five years in a cost-effective and community responsive manner by efficient utilization of available resources.

*The "Executive Summary" is excerpted from page II-1 of The Short Range Transit Plan of the Central Ohio Transit Authority, dated 28-April-86.

SHORT-RANGE TRANSIT PLAN
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TRANSPORTATION PLAN

In order to increase the use of transit within this market COTA needs to provide additional Express routes that serve areas of high density population concentrated in available Park & Ride spaces and locations in outlying areas.

Summary of Long and Short Range Transit Plan

Additionally, COTA is continuing to expand its services to effectively serve the nonradial travel patterns of suburban residential and work areas by use of circulators and cross-town route expansion, and reverse commute planning.

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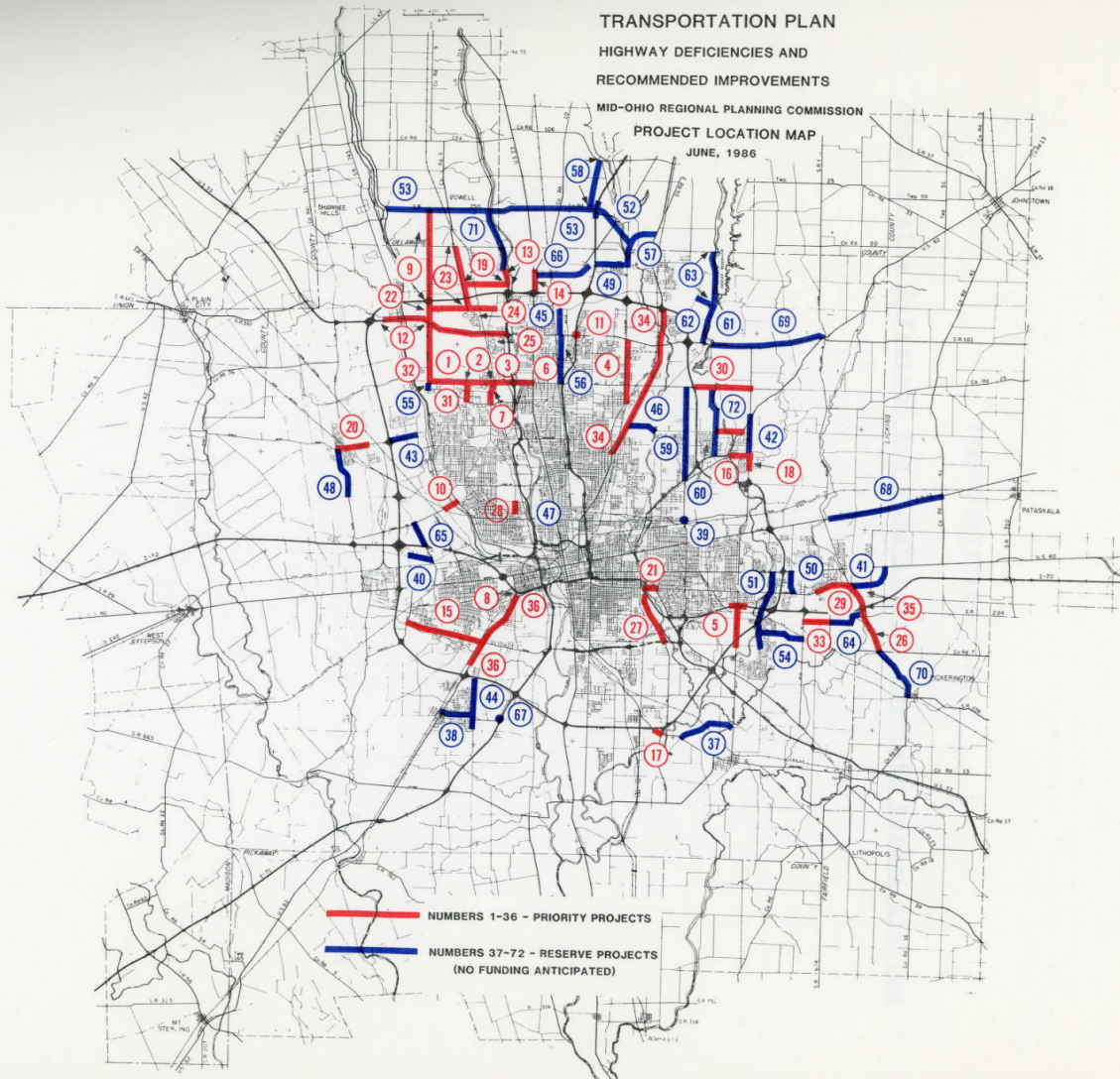
TRANSPORTATION PLAN

HIGHWAY DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

MID-OHIO REGIONAL PLANNING COMMISSION

PROJECT LOCATION MAP

JUNE, 1986



DEFICIENT BRIDGES LISTING

The following listing of structurally-deficient and functionally-obsolete bridges is part of MORPC's Regional Transportation Plan. A bridge is considered deficient if its sufficiency rating is < 80.1% and if it is designated structurally deficient or functionally obsolete. The sufficiency rating is based on a computer-generated formula and is an overall judgement of the condition of a bridge from 0 (the worst possible rating) to 100 (the best possible rating).

TRANSPORTATION PLAN

Structurally-deficient and functionally-obsolete are arbitrary designations based on certain specific criteria. In the inspection of

Structurally Deficient and Functionally Obsolete Bridge Listing

bridges, the following conditions are used to determine the condition necessary to be included in the listing (1 (condition requiring high priority of replacement), 2 (basically intolerable condition requiring high priority of repair), 3 (condition meeting minimum tolerable limits to be left in place as is), 4 to 9 (conditions superior to present desirable criteria)). From either the BR86 Bridge Inspection Report or the BR87 Bridge Inventory and Appraisal Code Sheet, a bridge is structurally-deficient if any of the following conditions are met:

- (BR86) the general appraisal is 2 or less or any of these is 3 or less: deck, superstructure, substructure, or culvert;
- (BR87) the waterway adequacy is 2 or less.

A bridge is functionally-obsolete if any of the following conditions are met:

- (BR86) the general appraisal is 3 or
- (BR87) the waterway adequacy is 3 or any of these are 3 or less: deck geometry, underclearances, or approach roadway alignment.

Bridges on the following listing meet the above criteria. These bridges may be eligible for inclusion in the 5-year TIP on a project-by-project basis subject to availability of funding.

DEFICIENT BRIDGES LISTING

The following listing of structurally-deficient and functionally-obsolete bridges is part of MORPC's Regional Transportation Plan. A bridge is considered deficient if its sufficiency rating is < 80.1% and if it is designated structurally deficient or functionally obsolete. The sufficiency rating is based on a computer-generated formula and is an overall judgement of the condition of a bridge from 0 (the worst possible rating) to 100 (the best possible rating).

Structurally-deficient and functionally-obsolete are arbitrary designations based on certain specific criteria. In the inspection of bridges, various attributes are appraised from 0 (immediate replacement necessary to put back in service) through 2 (basically intolerable condition requiring high priority of replacement), 3 (basically intolerable condition requiring high priority of repair), 4 (condition meeting minimum tolerable limits to be left in place as is), to 9 (conditions superior to present desirable criteria). From either the BR86 Bridge Inspection Report or the BR87 Bridge Inventory and Appraisal Code Sheet, a bridge is structurally-deficient if any of the following conditions are met:

- (BR86) the general appraisal is 2 or less or any of these is 4 or less: deck, superstructure, substructure, or culvert;
- (BR87) the waterway adequacy is 2 or less.

A bridge is functionally-obsolete if any of the following conditions are met:

- (BR86) the general appraisal is 3 or
- (BR87) the waterway adequacy is 3 or any of these are 3 or less: deck geometry, underclearance, or approach roadway alignment.

Bridges on the following listing meet the above criteria. These bridges may be eligible for inclusion in the 5-year TIP on a project-by-project basis subject to availability of funding.

BRIDGE NO.	ROUTE	LOCATION	STATUS	DATE
2008	2008	South Park River	20.5	20
2022	2022	Ball's Branch Creek	48.3	20
2025	2025	Small Run	48.5	20
201074	201074	Big Run	42.5	20
2020341	2020341	Blue Creek	48.8	20
20195	20195	Salato River	45.7	20
2020319	2020319	Cluck	45.8	20
2020121	2020121	Tri-Dutary	48.8	20
2020220	2020220	Creek E. of Indianboro	46.7	20
2020476	2020476	CONRAIL	47.1	20

STRUCTURALLY DEFICIENT/FUNCTIONALLY OBSOLETE BRIDGES
 (SPAN > 9 FT. AND SUFFICIENCY RATING < 80.1%)
 MORPC TRANSPORTATION PLANNING AREA
 REVISED DEC 1, 1986

MAINT. ROUTE AGENCY	BRIDGE NUMBER	LOCATION	SUFF. RATING	SD/ FO	GEN APP	STATUS	
COL	Joyce Ave.	CLSAVE	N&W n. of Fifth Ave.	02.0	SD	2	On TIP
DUAL	Leonard Ave.	CLSRDAVE	B&O/CONRAIL	05.0	SD	3	On TIP (I670)
FRA	C52 (Fishinger Rd.)	NOR0046	Scioto River	11.3	SD	4	Detail Design
COL	Indianola Ave.	CLSNOLA	Over Iuka Ave.	14.4	SD	3	On TIP
FRA	US40 (Main St.)	FRA2397	Blacklick Creek	15.5	SD	3	
ODOT	(FRA) 315X	1016	No Name Run	16.5	SD	3	Plan Pending
DEL	C21 (Africa Rd.)	DELO145	No Name Ditch	19.3	SD	4	
ODOT	(FRA) SR3 (Cleveland Av.)	FRA1630	Railroad Yard	19.6	SD	3	On TIP (I670)
FAI	C13 (Basil-Western Rd.)	VI00022	Sycamore Creek	20.8	SD	4	To sell 1/27/87
ODOT	(FAI) SR204	0093	Trib. of Blacklick Creek	20.9	SD	4	On TIP
ODOT	(LIC) SR16	0322	B&O/CONRAIL	21.6	SD	2	On TIP
COL	Calumet St.	CLSETST	Walhalla Ravine	22.1	SD	3	On TIP
FRA	US40 (Broad St.)	FRA1528	Alum Creek	22.9	SD	2	
RR	Sunbury Rd.	CLSRYRD	B&O/CONRAIL	24.2	SD	3	On TIP (I670)
ODOT	(FRA) US40	0360	Clover Run	25.5	SD	3	On TIP
DEL	C124 (Home Rd.)	DELO632	Olentangy River	27.7	SD	4	On TIP
COLWF	(DEL) O'Shaughnessy	CLSSY RSVR	Scioto River	29.6	FO	5	Plans 1987
VAL	Diblee Ave.	VAL0041	Dry Run	30.4	SD	3	
FRA	US40 (Broad St.)	FRA1227	Scioto River	30.5	SD	2	On TIP
DEL	C131 (Harriott Rd.)	DELO052	Eversole Run	31.1	SD	4	
ODOT	(FRA) SR104	0668	Marsh Run	32.2	SD	2	Plan Pending
ODOT	(FRA) SR104 Jackson Pke.	FRA0686	Big Run	32.9	SD	2	On TIP
DEL	T133 (Merchant Rd.)	DELO088	No Name Ditch	33.2	SD	6	
ODOT	(FRA) SR665	1403	Scioto River	35.1	SD	2	Under Const.
FRA	US23 (Indianola Ave.)	FRA1556	Glen Echo	35.1	SD	3	*
ODOT	(FRA) I-71	1854	Over Railroad Yards	35.9	SD	4	Plan Pending
DEL	C124 (Home Rd.)	DELO033	No Name Ditch	36.1	SD	4	
DEL	C129 (Concord Rd.)	DELO406	Moore Ditch	36.8	SD	4	
FRA	T126 (Watkins Rd.)	MAD0319	Tributary	37.2	SD	6	
DEL	SR750 (Powell Rd.)	DELO259	Bartholomew Run	38.0	SD	2	On TIP
FRA	C10 (Dublin Rd.)	NOR0782	Smith Ditch	38.2	SD	4	Plans on Hold
ODOT	(FRA) US62 in New Albany	FRA2882	Rose Run	38.6	SD	2	On TIP
COL	Morrison Rd.	CLSSONRD	Ditch s. of Westbourne	38.7	SD	4	
FRA	C161 (Coffman Rd.)	WAS0002	South Fork Indian Run	39.1	FO	5	Replace in 1988
ODOT	(FRA) SR161 (Dub-Gran Rd)	2273	Geiger Run	39.3	SD	2	On TIP
ODOT	(FRA) 315X	1003	Sharon Run	39.7	SD	3	Plan Pending
ODOT	(FRA) SR674	0110	Lisle Run	40.1	SD	3	Plan Pending
FRA	SR16 (Broad St.)	FRA1025 L	Blacklick Creek	40.5	SD	3	*
ODOT	(FRA) SR104	0094	South Fork Plum Run	43.9	SD	2	On TIP
ODOT	(FRA) SR665	0532	Hellbranch Creek	44.3	SD	2	On TIP
ODOT	(FRA) SR104	0255	Grant Run	44.5	SD	2	On TIP
FRA	C11 (Alkire Rd.)	FRA1076	Big Run	44.5	SD	4	
FRA	C1 (Main St.)	MON0341	Alum Creek	44.6	SD	4	On TIP
ODOT	(DEL) US42	0195	Scioto River	45.7	SD	4	*
FRA	C84 (North-Galena Rd.)	SHA0319	Ditch	45.8	SD	4	*
FRA	T285 (Graessle Rd.)	PLE0121	Tributary	46.4	SD	4	Replace in 1987
COL	Parkview Dr.	CLSIENDR	Creek #1 e. of Indianola	46.7	SD	4	
RR	Parsons Ave.	CLSNAVE	CONRAIL	47.1	SD	4	Plan Pending

An asterisk (*) denotes a bridge listed for the first time.

STRUCTURALLY DEFICIENT/FUNCTIONALLY OBSOLETE BRIDGES
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 MORPC TRANSPORTATION PLANNING AREA
 REVISED DEC 1, 1986

MAINT. ROUTE AGENCY	BRIDGE NUMBER	LOCATION	SUFF. RATING	SD/ FO	GEN APP	STATUS	
COL	Walcutt Rd.	CLSTTRD	Roberts-Millkin Ditch	47.2	SD	4	Replace in 1987
DUAL	C235 (Rohr Rd.)	HAM0096	Chessie System/N&W	47.4	SD	4	Replace in 1987
FRA	C350 (Fifth Ave.)	FRA0223	Olentangy River	47.5	SD		New Deck 1988
DEL	C13 (Worthington Rd.)	DELO118	CO Ditch 12	47.8	SD	4	
ODOT	(FAI) SR256	FAIO285	Tributary of George Creek	48.1	SD	4	On TIP
DEL	C123 (Hyatts Rd.)	DELO270	Smith Ditch	48.2	SD	3	
COL	Stelzer Rd.	CLSERRD	B&O/CONRAIL	48.8	SD	4	Plan Pending
ODOT	(FRA) SR317	0037	Big Walnut Creek	49.0	SD	2	On TIP
FRA	C233 (London-Lancast. Rd)	MAD0507	Tributary	49.0	SD	4	*Replace in '87
COL	US62 (Town St.)	FRA0130	Scioto River	49.1	SD	4	
FRA	T192 (Bevelheimer Rd.)	PLA0241	Rocky Fork	49.3	SD	4	Under Const.
FRA	C59 (Lane Ave.)	CLIO318	Olentangy River	49.3	SD	4	On Hold
FRA	C126 (Watkins Rd.)	MAD0302	Trib. of Alum Creek	49.3	SD	5	
ODOT	(FRA) US33 (Riverside Dr)	0738	Slate Run	49.5	SD	3	On TIP
FRA	C224 (Ashbrook Rd.)	MAD0002	Little Walnut Creek	49.8	FO	6	
COL	Overbrook Dr.	CLSROOKD	Creek #2 e. of High St.	49.8	SD	4	
RR	Parsons Ave.	CLSNAVE	Relief over Buckeye St.	50.4	SD	4	Plan Pending
ODOT	(FAI) SR256	FAIO310	Tributary of George Creek	50.6	SD	4	*
ODOT	(FAI) SR204	0346	Sycamore Creek	50.7	SD	4	*Plan Pending
FRA	T280 (Geirich Rd.)	PLE0059	Tributary	50.8	FO	5	On Hold
DEL	C9 (Liberty Rd.)	DELO501	Reed Run	51.3	SD	4	
DEL	C9 (Liberty Rd.)	DELO757	CO Ditch 6	51.5	SD	4	
FRA	C262 (Hoover Rd.)	JAC0220	Tributary	51.5	SD	4	*Replace in '87
FAI	C25 (Amanda-Northern Rd.)	BL00001	Trib. of Walnut Creek	51.8	FO	6	
FRA	C126 (Watkins Rd.)	MAD0306	Alum Creek	52.7	FO	5	
COL	(Old) Alum Creek Dr.	CLSRKDROLD	Stream w. of Alum Cr. Dr.	52.8	SD	4	
ODOT	(FRA) I-71	2075	Over Velma Ave	52.9	SD	5	*Plan Pending
FRA	C350 (Fifth Ave.)	MIF0674	Alum Creek	53.0	SD	4	On TIP (I670)
COL	Watkins Rd.	CLSNSRD	Over N&W e. of Fairwood	53.4	SD	4	
FRA	T217 (Palmer Rd.)	TRU0046	Tributary	53.6	SD	4	Preparing Plans
DEL	C150 (Mills Rd.)	DELO212	No Name Ditch	53.8	SD	5	
ODOT	(DEL) SR315	0768	Hughes Run	53.9	SD	4	
DEL	T114 (Orange Rd.)	DELO298	Orange Twp. Ditch	54.0	SD	4	
FRA	C18 (Central College Rd.)	PLA0665	Haines Ditch	54.3	SD	6	Replace in 1987
DEL	C150 (Mills Rd.)	DELO360	Moore Ditch	54.6	SD	4	
DEL	C9 (Liberty Rd.)	DELO603	Engel Ditch	54.6	SD	4	
FRA	C68 (King Ave.)	CLIO185	Olentangy River	55.0	SD	4	On Hold
COL	Front St	CLSST	Conrail n. of Nationwide	55.8	SD	4	
ODOT	(FRA) SR710 (Schrock Rd.)	0167	Over I71-2778	56.3	SD	4	On TIP
LIC	C28 (Headleys Mill Rd.)	LIM0080	Big Hollow	56.8	SD	4	Repair in '87?
FRA	C35 (Alton Rd.)	PRA0192	Hellbranch Run	56.9	SD	4	*Repair in '87
DEL	C123 (Hyatts Rd.)	DELO070	Leasure Ditch	57.1	SD	4	
DEL	T132 (Cook Rd.)	DELO119	Eversole Run	57.1	SD	4	*
FRA	C11 (Alkire Rd.)	PLE0188	Big Darby Creek	58.1	FO	5	
FRA	C35 (Alton Rd.)	PRA0138	Ditch to Hellbranch Run	58.2	SD	4	Replace in 1987
FRA	C117 (Brice Rd.)	TRU0354	Powell Ditch	58.8	SD	4	Replace in 1988
FRA	US33 (Riverside Dr.)	FRA1164	Evans Run	59.0	SD	4	*
FRA	C32 (Hayden Run Rd.)	NORO337	Tributary	59.3	SD	4	Replace in 1987

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MAINT. ROUTE AGENCY	BRIDGE NUMBER	LOCATION	SUFF. RATING	SD/ FO	GEN APP	STATUS
FRA	C661 (Old Lambert Rd.)	PLE0020	Tributary	59.5	SD	4 *
FRA	C106 (Waggoner Rd.)	TRU0218	Tributary	59.6	SD	4
FRA	T150 (Beach Rd.)	BR00001	Big Darby Creek	60.3	FO	6
FRA	C11 (Alkire Rd.)	PLE0181	Little Darby Creek	61.4	FO	6
ODOT	(FRA) US40	0294	West Fork Hellbranch Run	61.5	SD	3
FRA	C28 (Roberts Rd.)	NOR0812	Tributary	61.7	SD	4
DEL	T111 (Freeman Rd.)	DELO055	Ferris Ditch	62.2	SD	4
FRA	C17 (Morse Rd.)	JEF0849	Rocky Fork	62.2	SD	4
FRA	US23 (Indianola Ave.)	FRA1557	Glen Echo	62.2	SD	4
FRA	T1128 (Richter Rd.)	FRA0070	Whims Ditch	62.3	SD	6 *
FRA	C11 (Alkire Rd.)	PRA0499	Hellbranch Run	62.6	SD	5
RR	Taylor Ave.	CLSRAVE	B&O/CONRAIL	62.8	SD	4
FRA	W. Third Ave.	FRA0212	Olentangy River	62.9	SD	4
LIC	T156 (Cable Rd.)	LIM0325	Muddy Fork	63.5	FO	6
ODOT	(FRA) SR315	1306	York Temple Run	63.6	SD	4
ODOT	(DEL) SR315	0424	Quarry Run	64.0	SD	4
DEL	C150 (Mills Rd.)	DELO335	No Name Ditch	64.1	SD	6
FRA	C44 (Brand Rd.)	WAS0182	N. Fork of Indian Run	64.4	SD	4
ODOT	(FAI) SR204	0432	Tributary of Sycamore Cr.	65.5	SD	5
ODOT	(FRA) I-670	0380	Under High St.	66.3	SD	4
FRA	T220 (Long Rd.)	MAD0005	Blacklick Creek	66.9	FO	5
FRA	C110 (Kitzmilller Rd.)	PLA0338	Ditch	66.9	SD	4 *
FRA	C2 (Hayes Rd.)	MAD0060	Little Walnut Creek	67.1	FO	6
ODOT	(FRA) SR665	1200	Plum Run	67.9	SD	5
COL	Lockbourne Rd.	CLSOURNE	Stream n. of SR104	68.0	SD	4
FRA	C225 (Lith.-Winch. Rd.)	MAD0092	Little Walnut Creek	68.7	FO	5
ODOT	(FRA) SR315	0049	Sullivant Ave	68.7	SD	4
ODOT	(FRA) I-71	0767	Under Hoover Rd.	70.2	SD	4
DEL	C129 (Concord Rd.)	DELO234	Eversole Run	70.9	SD	4
ODOT	(FRA) I-670	0224 R	Over SB 315-0152	71.3	SD	4
ODOT	(FRA) SR315	0133	US33	71.3	SD	4
LIC	C26 (Summit Rd.)	LIM0395	Muddy Fork	71.6	FO	6
FRA	C376 (Winchester Pike)	MAD0486	Big Walnut Creek	73.4	SD	5
FRA	C2 (Hayes Rd.)	MAD0249	Big Run Creek	76.8	SD	4
LIC	C38 (Columbia Rd.)	LIM0480	Muddy Fork	76.9	FO	6
COL	Stelzer Rd.	CLSERRD	Fifth Avenue	77.0	SD	4
ODOT	(FRA) SR315	0049	Over I-670-0304	77.6	SD	4
FRA	C44 (Brand Rd.)	WAS0053	North Fork Indian Run	77.7	SD	4
FRA	US33 (Southeast Expy.)	FRA2509R	Big Walnut Creek	77.8	SD	5
ODOT	(FRA) I-270	4732	Under Williams Rd.	78.4	SD	4
FRA	T2322 (Nixon Dr.)	FRA0100	Dry Run Ditch	79.0	FO	7

STRUCTURES REMOVED, AWAITING REPLACEMENT

FAI	T207 (Diley Rd.)	VI00025	Walnut Creek	
FAI	T197 (Waterloo Rd.)	VI00027	Walnut Creek	
FAI	T107 (Amanda-Northern Rd)	VI00024	Walnut Creek	To sell 2/10/87

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STRUCTURES NO LONGER ELIGIBLE FOR LISTING

MAINT. ROUTE AGENCY	BRIDGE NUMBER	LOCATION	SUFF. RATING	SD/ FO	GEN APP	REASON NOT LISTED
FAI	T207 (Diley Rd.)	VI00026	13.8	SD	2	Replaced
FAI	T216 (Busey Rd.)	VI00032	23.4	SD	0	Replaced
FRA	C29 (Scioto & Dby Cr Rd.)	BRO0001	30.0	SD	4	Replaced
FRA	C14 (Refugee Rd.)	MAD0304	32.8	FO	4	Removed (SR104)
FRA	US33 (Bridge St.)	FRA0376	38.5	SD	3	Replaced
FRA	C3 (Norton Rd.)	PLE0633	45.4	SD	4	Replaced
FRA	C17 (Morse Rd.)	MIF0403	49.4	SD	4	Repaired
FRA	T111 (Harlem Rd.)	PLA0132	53.6	FO		Replaced
DEL	T107 (Bale-Kenyon Rd.)	DELO207	53.7	SD	4	Repaired
FRA	C28 (Roberts Rd.)	NOR0468	59.1	SD		Replaced
ODOT	(FRA) I-71	2346 L	60.4	SD	4	Repaired
FRA	C39 (Cosgray Rd.)	NOR0009	65.0	FO		Replaced
COL	Sinclair Rd.	CLSAIRRD	67.9	SD	4	To be recoded
ODOT	(FRA) US40	0627	68.0	SD	5	Repaired
COL	Indianola Ave.	CLSNOLA	70.7	SD	4	To be recoded
FRA	C117 (Brice Rd.)	MAD0240	78.1		6	NOT SD OR FO
FRA	C27 (Renner Rd.)	NOR0598	79.8		5	Not SD/FO