



Logan-Union-Champaign regional planning commission

Director: Bradley J. Bodenmiller

*****This meeting will take place by remote access only. Please see page 2 of this agenda for information required to join this virtual meeting.*****

Executive Committee Meeting Agenda Thursday, June 11, 2020, 1:15 pm

Call to Order – Ryan Smith, President

Roll Call – Brad Bodenmiller

Action on Minutes of May 14, 2020 – Executive Committee

Financial Report – Andy Yoder, Treasurer

ODOT Reports

RTPO Report

1. 2020 Local Roadway Safety Program

New Business:

1. Review of ERN-2 Preliminary Plat (Union County) – Staff Report by Brad Bodenmiller
2. Review of GPN-11 Phase 1 Final Plat (Union County) – Staff Report by Brad Bodenmiller
3. Review of Thomas Duff/Fed Ex Ground Facility Final Plat (Union County) – Staff Report by Brad Bodenmiller
4. Review of VN-5 Phase 3 Final Plat (Union County) – Staff Report by Brad Bodenmiller
5. Staff Performance Appraisals

Director's Report

Comments from Individuals

Adjourn

10820 St. Rt. 347, PO Box 219

East Liberty, Ohio 43319

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Logan-Union-Champaign regional planning commission

Director: Bradley J. Bodenmiller

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LUC Regional Planning Commission Treasurer's Report

Beginning Balance on May 1, 2020 \$ 493,328.64

Receipts

| | | |
|-------------------|-----------------------------------|-------------|
| Terrain Evolution | GPN-11 Final Plat Tabling Fee | \$ 200.00 |
| Terrain Evolution | ERN-2 Preliminary Plat | \$ 6,385.00 |
| 42 Columbus LP | Thomas Duff AKA FedEx Tabling Fee | \$ 200.00 |
| Terrain Evolution | VN-5 Phase 3 Final Plat | \$ 3,525.00 |
| Refund | 2020 BWC Rebate | \$ 1,107.64 |
| Union County | April Interest | \$ 196.74 |

Total Receipts \$ 11,614.38

Total Cash on Hand \$ 504,943.02

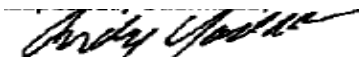
Expenditures

| | | |
|-----------------------|--------------------------------|--------------|
| Employee Salaries | 3 Pay Periods | \$ 19,136.85 |
| PERS | Apr-20 | \$ 2,679.15 |
| Medicare | 3 Pay Periods | \$ 269.76 |
| Worker's Compensation | Worker's Compensation Payment | \$ 204.63 |
| CEBCO | Medical Insurance | \$ 2,274.62 |
| Delta Dental | Dental Insurance | \$ 74.82 |
| VSP | Vision Insurance | \$ 4.14 |
| CEBCO | Life Insurance | \$ 8.42 |
| CRI Digital | Service Contract | \$ 73.54 |
| Staples | Office Supplies | \$ 77.66 |
| Richwood Banking Visa | Office 365 Subscription (year) | \$ 450.00 |
| TRC | Monthly Lease | \$ 2,947.00 |
| Brad Bodenmiller | Mileage - April 2020 | \$ 71.69 |
| Treasurer of State | State Audit | \$ 1,127.50 |
| Richwood Banking Visa | Miscellaneous | \$ 14.22 |

Total Expenditures \$ 29,414.00

Balance on Hand as of May 31, 2020 \$ 475,529.02

Respectfully Submitted,



Andy Yoder, Treasurer



2020 Budget Summary

as of May 31, 2020

Revenues

| | | Estimated | Received | Cash Balance | % |
|-------------------------|--------------------------|----------------------|----------------------|----------------------|------|
| 450112 | Membership Contributions | \$ 214,788.24 | \$ 226,500.80 | \$11,712.56 | 105% |
| 450105 | Grants | \$ 25,087.50 | \$ 2,400.00 | (\$22,687.50) | 10% |
| 450105.LUC13 | ODOT RTPO Grant | \$ - | \$ - | \$0.00 | 0% |
| 420107 | Charges for Services | \$ 42,425.00 | \$ 10,750.00 | (\$31,675.00) | 25% |
| 420121 | Subdivision Plats | \$ 40,000.00 | \$ 35,222.75 | (\$4,777.25) | 88% |
| 420122 | Mapping | \$ 50.00 | \$ 46.00 | (\$4.00) | 92% |
| 470101 | Interest | \$ 5,607.66 | \$ 2,640.08 | (\$2,967.58) | 47% |
| 480108 | Annual Dinner | \$ 2,900.00 | \$ - | (\$2,900.00) | 0% |
| 480111 | Refund | \$ - | \$ 1,122.64 | \$1,122.64 | |
| Estimated Total Revenue | | \$ 330,858.40 | \$ 278,682.27 | (\$52,176.13) | 84% |

Expenditures:

| | | Estimated Budget | Intra-Fund Transfers | Adjusted Budget | Expended | Unencumbered | % |
|------------------------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-----|
| 510100 | Salaries & Wages | \$ 175,000.00 | | \$ 175,000.00 | \$ 71,098.39 | \$ 103,901.61 | 41% |
| 510205 | PERS | \$ 24,500.00 | | \$ 24,500.00 | \$ 9,813.75 | \$ 14,686.25 | 40% |
| 510215 | Medicare | \$ 2,537.50 | | \$ 2,537.50 | \$ 992.38 | \$ 1,545.12 | 39% |
| 510225 | Workers Compensation | \$ 1,925.00 | | \$ 1,925.00 | \$ 752.76 | \$ 1,172.24 | 39% |
| 510305 | Medical | \$ 30,000.00 | | \$ 30,000.00 | \$ 11,373.10 | \$ 18,626.90 | 38% |
| 510310 | Dental Insurance | \$ 950.00 | | \$ 950.00 | \$ 374.10 | \$ 575.90 | 39% |
| 510315 | Vision Insurance | \$ 60.00 | | \$ 60.00 | \$ 20.70 | \$ 39.30 | 35% |
| 510320 | Life Insurance | \$ 85.00 | | \$ 85.00 | \$ 42.10 | \$ 42.90 | 50% |
| 520115 | Office Supplies | \$ 6,000.00 | | \$ 6,000.00 | \$ 3,130.46 | \$ 2,869.54 | 52% |
| 520155 | Subscription Fees | \$ 6,000.00 | | \$ 6,000.00 | \$ 2,880.36 | \$ 3,119.64 | 48% |
| 530100 | Contract Services | \$ 12,000.00 | | \$ 12,000.00 | \$ 5,021.55 | \$ 6,978.45 | 42% |
| 530110 | Tuition Reimbursement | \$ 6,000.00 | | \$ 6,000.00 | \$ - | \$ 6,000.00 | 0% |
| 530171 | Professional Development | \$ 5,000.00 | | \$ 5,000.00 | \$ 591.00 | \$ 4,409.00 | 12% |
| 530650 | Maintenance & Repair | \$ 10,000.00 | | \$ 10,000.00 | \$ - | \$ 10,000.00 | 0% |
| 530702 | Annual Dinner | \$ 4,000.00 | | \$ 4,000.00 | \$ - | \$ 4,000.00 | 0% |
| 530800 | Building | \$ 40,000.00 | | \$ 40,000.00 | \$ 14,735.00 | \$ 25,265.00 | 37% |
| 540100 | Equipment | \$ 3,000.00 | | \$ 3,000.00 | \$ - | \$ 3,000.00 | 0% |
| 550100 | Travel & Expense | \$ 7,000.00 | | \$ 7,000.00 | \$ 1,723.98 | \$ 5,276.02 | 25% |
| 550305 | Contingencies | \$ 6,000.00 | | \$ 6,000.00 | \$ 3,976.21 | \$ 2,023.79 | 66% |
| Estimated Total Expenditures | | \$ 340,057.50 | | \$ 340,057.50 | \$ 126,525.84 | \$ 213,531.66 | 37% |

STATEMENT:

| | |
|--|----------------|
| Cash Balance January 1, 2020 | \$ 323,372.59 |
| Estimated Cash Balance December 31, 2020 | \$ 192,023.81 |
| Actual Cash On Hand December 31, 2020 | |
| Estimated Total Revenue | \$ 330,858.40 |
| Actual 2020 Revenue | \$ 278,682.27 |
| Difference (+/Under) | \$ (52,176.13) |
| Estimated Adjusted Total Expenditures | \$ 340,057.50 |
| Actual 2020 Expenditures | \$ 126,525.84 |
| Difference (+/Under) | \$ 213,531.66 |

Memorandum

To: LUC Executive Committee

From: Scott Schmid
TCC Transportation Director

Phone 937-521-2133
sschmid@clarkcountyohio.gov

Re: RTPO Planning Report

Date: June 5, 2020

The following are items for discussion and action at the June 11 LUC Executive Committee Meeting

2020 Local Roadway Safety Document

The 2020 Local Roadway Safety Program document prepared by TCC Staff and is available for download on the LUC website. The document is prepared by TCC Staff every two years and contains three years of crash data for Champaign and Logan Counties. The document serves to identify high frequency and high severity crash locations both by intersection and by rural and urban highway segments. The document serves primarily as a planning tool to assist in roadway planning. Maps are included in the document to quickly reference high hazard intersections and roadway corridors.

The RTPO Technical Advisory Committee met on June 1 and reviewed and recommended LUC acceptance of the document. TCC Staff requests that the LUC Executive Committee accept the document by approving the Resolution included on the LUC website.

2020 Public Participation Plan

TCC Staff has drafted a Public Participation Plan for the RTPO as required by Federal and State regulations. The Plan covers the transportation planning activities for Champaign and Logan Counties only. TCC Staff reviewed the first draft of the document with the RTPO Technical Advisory Committee at its meeting on June 1. The Public Participation Goal as drafted is “To provide the public with detailed information on transportation planning services and project development in a timely manner.”

TCC Staff will prepare a second draft of the document based upon feedback received from the Technical Advisory Committee and LUC Staff. This second draft will be delivered to the LUC Executive Committee for review and comment in July. The draft document will also require a mandated 45 day public comment period, which includes review by appropriate Federal and State agencies.

Informational only, no action requested at this time. It is anticipated that a final document will be presented for adoption at the September 10, 2020 LUC Executive Committee meeting.

Corridor/Intersection Project Updates

- Indian Lake Intersections Study
 - The study consultant team is continuing to refine alternatives for additional discussion. TCC Staff will reach out to the stakeholders with updates as they become available for review.
- LOG 33/274 intersection
 - ODOT District 7 will develop safety countermeasures in-house and consider recommendations for implementation.
- LOG 235/47
 - ODOT District 7 is proceeding with design of a roundabout.
- LOG 287 @ NEX
 - TCC Staff is continuing to delay collecting traffic count data until statewide traffic volumes return to typical levels.

FY 2020 Budget Status

| <i>Work Elements</i> | | <i>Total Budget</i> | <i>Balance</i> | <i>Percent Expended</i> | <i>Monthly Expense</i> | <i>YTD Expenses</i> |
|----------------------|----------------------|---------------------|----------------|-------------------------|------------------------|---------------------|
| 625.1 | RTPO Planning | \$ 98,392.67 | \$ 54,371.83 | 45% | \$ 8,306.37 | \$ 44,020.84 |
| 625.11 | RTPO Planning (fy19) | \$ 53,000.00 | \$ 20,043.56 | 62% | | \$ 32,956.44 |



A RESOLUTION
OF THE LOGAN-UNION-CHAMPAIGN-REGIONAL PLANNING COMMISSION ACCEPTING
THE 2020 LOCAL ROADWAY SAFETY PROGRAM FOR CHAMPAIGN AND LOGAN COUNTIES

WHEREAS, the Logan-Union-Champaign Regional Planning Commission (LUC) is designated as the Regional Transportation Planning Organization (RTPO) for Logan and Champaign counties by the Governor of the State of Ohio, acting through the Ohio Department of Transportation (ODOT), and in cooperation with locally elected officials in the area pursuant to an Agreement between ODOT and LUC; and

WHEREAS, LUC has prepared a Local Roadway Safety Program for the RTPO planning area that analyzes three years of crash data on all non-freeway portions of Federal-aid roadways in Champaign and Logan Counties; and

WHEREAS, the development of the Local Roadway Safety Program meets the planning requirements of the current Federal transportation legislation Fixing America's Surface Transportation (FAST) Act and the objectives and strategies of the current LUC Transportation Plan; and

WHEREAS, the Local Roadway Safety Program is a work product completed as part of the LUC SFY2020 Planning Work Program; and

WHEREAS, LUC will use the Local Roadway Safety Program in cooperation with ODOT, the local governments, the local law enforcement agencies, other local agencies of Champaign and Logan Counties to address locations with severe and high frequencies of crashes.

BE IT THEREFORE RESOLVED:

That the members of the LUC Executive Committee hereby accept the 2020 Local Roadway Safety Program for Champaign and Logan Counties.

BY ACTION OF THE LUC EXECUTIVE COMMITTEE

Ryan Smith
President, LUC Executive Committee

Bradley Bodenmiller
Secretary, LUC Executive Committee

Date



LUC Regional Planning Commission

Local Roadway Safety Program for Champaign and Logan Counties

May 2020

Executive Committee Officers

Ryan Smith, President
Logan County Electric Cooperative

Beau Michael, 1st Vice President
Union Rural Electric

Tyler Bumbalough, 2nd Vice President
City of Urbana

Andy Yoder, Treasurer
Village of North Lewisburg

Brad Bodenmiller, Secretary
LUC Director

Brian Davidson, Ex-Officio
ODOT District 6

Scott Boyer, Ex-Officio
ODOT District 7

LUC Staff

| | |
|------------------|--------------------|
| Brad Bodenmiller | Director |
| Aaron Smith | Planner |
| Heather Martin | Operations Manager |

| | |
|-----------------|--|
| Phone: | 937-666-3431 |
| Fax: | 937-666-6203 |
| Website: | www.lucplanning.com |
| | 10820 State Route 347 |
| Address: | P.O. Box 219 |
| | East Liberty, OH 43319 |

This report was prepared in cooperation with the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, the Ohio Department of Transportation, and the local governments of Logan, Union, and Champaign Counties.

The preparation and publication of this document was financed cooperatively by the Federal Highway Administration, the Federal Transit Administration, the Ohio Department of Transportation, and the local governments of Logan, Union, and Champaign Counties.

The contents of this Plan reflect the views of the Logan-Union-Champaign Regional Planning Commission, which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of the Ohio Department of Transportation or the U. S. Department of Transportation. This Plan does not constitute a standard, specification or regulation.

Introduction

The Logan-Union-Champaign Regional Planning Commission (LUC) was formed in 1967 primarily as a result of the announcement by Governor Rhodes and The Ohio State University Officials that the Transportation Research Center of Ohio would be located straddling the Logan and Union County Line. This 8100-acre facility was touted to be the world's largest automotive research center. Several studies indicated that a lot of growth and development would take place around the TRC, which would result in an influx of people, business, and industry. Therefore, local officials felt that a Planning Commission should be formed to start planning for the orderly development of the three counties.

LUC is charged under Ohio Law with certain responsibilities. Among them are the review and approval of subdivisions located in the unincorporated areas and the review and recommendation to township zoning commissions concerning zoning amendments. LUC also acts as an Area-Wide Clearinghouse for applicants who request federal and state assistance for selected projects. Assistance is rendered to township and municipal zoning and planning commissions regarding zoning and subdivision development.

LUC and several of its members have been actively involved in the attraction of new business and industry to the area and in the improvement of US Route 33, 68 and other infrastructure improvements. LUC is funded by the villages, cities, and townships of the three counties and by the three counties themselves on a per capita basis.

In July 2013, the Ohio Department of Transportation (ODOT) initiated a Regional Transportation Planning Organization (RTPO) two-year pilot program with five multi-county planning organizations including LUC. This pilot program provided LUC with funding to conduct regional transportation planning in coordination with local stakeholders, Ohio Metropolitan Planning Organizations (MPO's), and ODOT. Federal transportation guidance encourages RTPO's to enhance rural area local governments' participation in "the planning, coordination, and implementation of statewide strategic long-range transportation plans and transportation improvement programs."

The initial focus of the RTPO planning program was to establish the first ever long range multi-modal transportation plans for these regions, develop transportation databases, and become knowledgeable about local government transportation funding programs. On January 27, 2016, Governor John Kasich formally designated LUC as an Ohio RTPO. This designation formalizes the program that started as a pilot and will help spur better and more informed transportation decision making in Ohio.

As the RTPO continues to evolve from a pilot to permanent program, LUC realizes it needs to build its capacity as a transportation planning agency while continuing to deliver its core land-use related services. A partnership has been formed between LUC and the Clark County-Springfield Transportation Coordinating Committee (CCSTCC) to accomplish this. LUC retains its identity and local decision making as an RTPO while

CCSTCC is contracted to perform transportation planning activities and interface with ODOT and FHWA.

CCSTCC has been conducting the metropolitan transportation planning process as the MPO for the Springfield urbanized area since 1964. The current staff has a broad mix of experience across multiple transportation planning disciplines and will be able to provide that expertise to LUC and its staff. As an MPO, CCSTCC will be able to provide LUC with templates for many planning activities common between MPO's and RTPO's, including short and long range plans. These plans are captured in the work elements of this document. Both LUC and CCSTCC benefit from this interregional cooperation, and believe it can be a statewide model for sharing and bolstering resources.

As the RTPO, LUC will carry out the cooperative, comprehensive, and continuing transportation planning process via planning services provided by CCSTCC. LUC will maintain this planning process through the work elements developed annually in the Planning Work Program (PWP). The PWP describes the work necessary to maintain the transportation planning process and serves as the budgeting mechanism. The transportation planning process implemented through the PWP will be used to address the goals and objectives as defined in the 2015 LUC Long Range Transportation Plan:

Transportation Safety

- Improve and maintain safety of the roadway network, reducing the number of crashes in the area and striving to fall within the nation's average range of crash data.
 - Identify high crash areas
 - Identify traffic enforcement target areas
 - Create and implement a signage plan to assist in wayfinding, speed regulation, and traffic control
 - Evaluate existing signage for conformance to current standards in high crash areas (intersection and curves)
 - Establish a public service announcement system to reduce animal crashes during deer season

Network Connectivity, Reliability & Efficiency

- Evaluate and improve the highway network to promote safe, reliable, and efficient travel for all road users.
 - Evaluate crash data and traffic volume to identify areas of improvement
 - Evaluate the need for additional infrastructure at intersections with high traffic volumes
 - Assess local congestion and discuss infrastructure improvements
 - Perform feasibility study of congestion alleviation opportunities
 - Preserve and maintain the existing transportation network

Multimodal Access

- Improve and expand the public transportation network and non-motorized transportation options to allow easy mobility to all residents and visitors.

- Create a comprehensive Bicycle and Pedestrian Plan for the two counties
- Identify bicycle-pedestrian connections within activity centers such as schools, hospitals, shopping areas, universities, etc.
- Evaluate trip data for current public transportation
- Centralize all modes of transportation with one multimodal access hub

Economic Vitality

- Improve economic growth in the region by providing transportation options that support existing businesses and encourage new economic development opportunities.
 - Ensure that large manufacturing businesses in the region have adequate access to the freight infrastructure network.
 - Facilitate the movement of goods into and out of the area and improve the mobility of all freight modes.

Stewardship

- Commit to the future and longevity of the transportation network by evaluating the social, environmental, and financial circumstances surrounding each project.
 - Address transportation priorities in a manner consistent with fostering social and environmental principles.
 - Develop a fiscally responsible plan and explore funding options to fund proposed transportation improvements.

Methodology

Intersections

The intersections chosen for study were determined using the Functional Class system and the 2018 Local Roadway Safety Program document was used as a reference point. Any additional intersections were identified by using ODOT's GIS Crash Analysis Tool (GCAT) for calendar years 2016-2018 and searching for high frequencies. This supplemental list of intersections was composed of locations that had 10 or more crashes (5 or more in rural areas) over the study time period. Intersections that had a fatal crash were included in the list, regardless of frequency.

After the list of intersections was prepared, individual analyses were performed using ODOT's Crash Analysis Module (CAM) Tool in conjunction with data files from the TIMS GIS Crash Analysis Tool (GCAT) to analyze the crash data for each intersection. Crashes within 250 feet of each urban intersection and 500 feet at most rural intersections were classified based upon severity (fatal, injury, property damage) and type of crash (angle, rear-end, etc.). The CAM Tool Excel spreadsheets for each intersection are on file with the CCSTCC for future reference to examine individual crash reports.

The intersections were scored and ranked using portions of ODOT's Ohio Enhanced Crash Location Identification System (OECLIS). Intersections were ranked using a Hazard Index, which is the weighted sum of the ranks calculated for Frequency, Equivalent Property Damage Only (EPDO) value, and Relative Severity Index (RSI).

For this document, the Hazard Index was calculated by assigning a weight of 3 to the frequency rank, a weight of 1 to the EPDO rank, and a weight of 2.5 to the RSI Rank.

Frequency is defined as the number of crashes that occurred at the intersection between 2016 and 2018.

EPDO is calculated by assigning a weight to each severity level. EPDO weighted values were provided by ODOT's CAM Tool. Using the EPDO method, fatal crashes are assigned a weight of 122.8, injury crashes are assigned a weight of 7.3, and Property Damage Only (PDO) or unknown types are assigned a weight of 1.0.

RSI is calculated by assigning a factor to each type of crash. The factor represents the relative cost to society for each crash type. RSI factors were provided by ODOT's CAM Tool. The factors are defined in the table below:

| Accident Type | Rural Factor | Urban Factor |
|-------------------------------|---------------------|---------------------|
| (0) Not Stated | \$47,469 | \$35,589 |
| (1) Head On | \$265,345 | \$84,094 |
| (2) Rear End | \$28,472 | \$19,501 |
| (3) Backing | \$14,032 | \$11,254 |
| (4) Sideswipe Meeting | \$59,768 | \$32,812 |
| (5) Sideswipe Passing | \$26,601 | \$14,671 |
| (6) Angle | \$55,764 | \$25,323 |
| (7) Parked Motor Vehicle | \$35,410 | \$16,188 |
| (8) Pedestrian | \$215,589 | \$119,670 |
| (9) Animal | \$11,748 | \$10,845 |
| (10) Train | \$275,022 | \$83,117 |
| (11) Pedal-Cycle | \$138,769 | \$68,156 |
| (12) Other Non-Moving Vehicle | \$111,370 | \$15,372 |
| (13) Fixed Object | \$43,952 | \$34,873 |
| (14) Other Object | \$20,740 | \$21,209 |
| (16) Overturning | \$85,223 | \$77,399 |
| (17) Other Non-Collision | \$21,573 | \$23,557 |
| (18) Left Turn | \$62,153 | \$32,614 |

A frequency threshold was established for a couple of reasons. First and foremost, a smaller list of intersections is simpler and allows for a more focused approach to correcting county-wide safety issues. The other issue with a larger list is the way that the hazard index is calculated. Because the hazard index uses rankings instead of data, too many locations can skew the data and not provide a clear picture of the level of importance.

For this document, a frequency threshold of 9 was applied to both the rural and urban intersections.

Corridors

The corridors selected for this study consisted of all non-freeway Federal-aid roadways on the Functional Class system. After the initial list of corridors to be studied was prepared, individual analyses were performed using ODOT's CAM Tool in conjunction with GCAT data files to analyze crash data for each corridor. The CAM Tool Excel spreadsheets for each corridor are on file with the CCSTCC for future reference to examine individual crash reports.

Corridors were ranked using a Hazard Index, which is the weighted sum of the ranks calculated for Crash Rate, Frequency, and Equivalent Property Damage Only (EPDO) rate. Similar to other MPO's methodology, the Hazard Index was calculated by assigning a weight of 0.4 to the frequency rank, a weight of 0.3 to the crash rate rank, and a weight of 0.3 to the EPDO rank.

Frequency is defined as the number of crashes that occurred between 2016 and 2018.

The crash rate is calculated as follows:

$$\frac{(3 \text{ year crash total})}{(3 \text{ years})(\text{ADT})(365 \text{ days/year})(\text{section length})} \times 1,000,000$$

EPDO is calculated by assigning a weight to each severity level. EPDO weighted values were provided by ODOT's CAM Tool. Using the EPDO method, fatal crashes are assigned a weight of 122.8, injury crashes are assigned a weight of 7.3, and Property Damage Only (PDO) or unknown types are assigned a weight of 1.0. The number is then divided by frequency of crashes.

Notes about the Data

The data examined for this study is non-freeway conditions only. Crashes occurring on freeway portions of US68 and US33 are compiled and examined by the Ohio Department of Transportation. Crashes located to areas such as US68 and US33 are attributed to the ramp intersections only.

To increase clarity, intersections were identified by "Street" and "Reference", where "Street" is defined as the North/South roadway and "Reference" is defined as the West/East roadway at the point where they intersect.

Urban and Rural classification was determined using the 2010 Census Urban Areas data. Intersections that bordered on the Urban Area boundaries or have characteristics contrary to their location were examined individually and classified by staff opinion.

This document lists several locations where more than one intersection or conflict point is grouped into one area for statistical purposes. This is due to close spacing or traffic function. The complex intersections on the list are as follows:

- Main and Court/Scioto/Market/Water (close proximity/overlap of crashes)

- Jefferson and Scioto/Court (close proximity/overlap of crashes)
- Jefferson/Patrick and Water (close proximity/overlap of crashes)
- Kenton and Court/Scioto/Market/Water (close proximity/overlap of crashes)
- High/Russell and Miami/Court/Market (close proximity/overlap of crashes), also include Washington and Dewey due to the close proximity
- US33/SR366 and SR235 (close proximity/overlap of crashes)
- Orchard Island and US33/Main (close proximity/overlap of crashes)

Tables, Maps, and Appendix

| | |
|----------|---|
| Table 1 | Regional Intersections – Hazard Index |
| Table 2 | Regional Intersections – By Severity |
| Table 3 | Regional Intersections – By Type |
| Table 4 | Rural Corridor – Hazard Index |
| Table 5 | Urban Corridor – Hazard Index |
| Map 1 | 2016-2018 High Hazard Intersections – Regional |
| Map 2 | 2016-2018 High Hazard Intersections – Cities of Urbana and Bellefontaine |
| Map 3 | 2016-2018 Fatal Crashes |
| Map 4 | 2016-2018 Hazard Index – Rural Corridors |
| Map 5 | 2016-2018 Hazard Index – Urban Corridors - Cities of Urbana and Bellefontaine |
| Map 6 | 2016-2018 Hazard Index – Urban Corridors - Indian Lake Region |
| Appendix | ODOT District 7 2018 High Hazard Locations |

| Hazard Index Rank | Street (N/S) | Reference (W/E) | County | Jurisdiction | Frequency | Frequency Rank | EPDO | EPDO Rank | RSI | RSI Rank | Hazard Index |
|-------------------|------------------------|----------------------------------|-----------|----------------|-----------|----------------|-------|-----------|----------|----------|--------------|
| 1 | Main (US68) | Sandusky (SR47) | Logan | Bellefontaine | 51 | 3 | 76.2 | 8 | \$27,572 | 20 | 67.0 |
| 2 | Three Mile | SR29 | Champaign | Urbana Twp. | 18 | 14 | 93.6 | 7 | \$51,391 | 9 | 71.5 |
| 3 | Main (US68) | Court/Scioto (US36)/Market/Water | Champaign | Urbana | 139 | 1 | 265.0 | 1 | \$24,366 | 30 | 79.0 |
| 4 | Ludlow (SR814) | US36 | Champaign | Union Twp. | 14 | 23 | 173.6 | 3 | \$75,362 | 3 | 79.5 |
| 5 | SR235 | SR47 | Logan | Pleasant Twp. | 18 | 14 | 62.1 | 13 | \$45,163 | 11 | 82.5 |
| 6 | Main (US68) | Lake/Carlisle | Logan | Bellefontaine | 21 | 10 | 65.1 | 12 | \$31,264 | 17 | 84.5 |
| 7 | Madrider (SR47) | Sandusky | Logan | Bellefontaine | 28 | 5 | 65.8 | 11 | \$24,678 | 29 | 98.5 |
| 8 | Jefferson | Scioto (US36)/Court | Champaign | Urbana | 57 | 2 | 170.4 | 4 | \$22,461 | 36 | 100.0 |
| 9 | TR216 | CR18 | Logan | Lake Twp. | 14 | 23 | 70.7 | 9 | \$42,024 | 12 | 108.0 |
| 9 | SR560 | US36 | Champaign | Mad River Twp. | 14 | 23 | 39.2 | 24 | \$64,898 | 6 | 108.0 |
| 11 | East Lawn | Scioto (US36) | Champaign | Urbana | 17 | 16 | 48.5 | 16 | \$27,002 | 22 | 119.0 |
| 12 | US68 | Hickory Grove | Champaign | Urbana Twp. | 11 | 31 | 36.2 | 25 | \$81,821 | 1 | 120.5 |
| 12 | Main (SR29) | Sandusky (SR4) | Champaign | Goshen Twp. | 16 | 18 | 28.6 | 34 | \$41,242 | 13 | 120.5 |
| 14 | Ludlow | SR296 (S) | Champaign | Salem Twp. | 12 | 27 | 30.9 | 30 | \$73,924 | 4 | 121.0 |
| 15 | Ames | US36/SR29 | Champaign | Urbana | 15 | 21 | 52.8 | 14 | \$31,046 | 18 | 122.0 |
| 15 | Main | Columbus | Logan | Bellefontaine | 36 | 4 | 67.5 | 10 | \$20,845 | 40 | 122.0 |
| 17 | Kenton | Court/Scioto (US36)/Market/Water | Champaign | Urbana | 16 | 18 | 47.5 | 17 | \$27,518 | 21 | 123.5 |
| 17 | Main (US68) | Commercial (SR55) | Champaign | Urbana | 19 | 12 | 44.2 | 20 | \$24,932 | 27 | 123.5 |
| 19 | Main | Chillicothe | Logan | Bellefontaine | 25 | 9 | 178.3 | 2 | \$20,961 | 39 | 126.5 |
| 19 | Main (US68) | Washington/Maple | Logan | Bellefontaine | 26 | 8 | 51.2 | 15 | \$22,665 | 35 | 126.5 |
| 21 | Hayes | Sandusky (SR540) | Logan | Bellefontaine | 16 | 18 | 34.9 | 26 | \$28,830 | 19 | 127.5 |
| 22 | High/Russell | Miami (US36)/Court/Market | Champaign | Urbana | 27 | 6 | 45.9 | 19 | \$21,925 | 37 | 129.5 |
| 23 | SR559 | US36 | Champaign | Rush Twp. | 9 | 37 | 143.4 | 5 | \$54,452 | 8 | 136.0 |
| 23 | SR560/Valley Pike | SR55 | Champaign | Mad River Twp. | 12 | 27 | 30.9 | 30 | \$48,385 | 10 | 136.0 |
| 25 | US68 | Urbana | Champaign | Urbana Twp. | 11 | 31 | 23.6 | 36 | \$66,582 | 5 | 141.5 |
| 26 | Main (US68) | Powell | Champaign | Urbana | 12 | 27 | 43.5 | 21 | \$32,562 | 16 | 142.0 |
| 26 | US68 | TR200 | Logan | Bellefontaine | 19 | 12 | 31.6 | 29 | \$24,298 | 31 | 142.5 |
| 28 | Urbana-Moorefield Pike | SR54 | Champaign | Urbana Twp. | 9 | 37 | 34.2 | 27 | \$77,438 | 2 | 143.0 |
| 29 | Main | Auburn (US68) | Logan | Bellefontaine | 27 | 6 | 39.6 | 23 | \$20,759 | 41 | 143.5 |
| 30 | Madrider (US68) | Columbus | Logan | Bellefontaine | 17 | 16 | 29.6 | 32 | \$24,762 | 28 | 150.0 |
| 31 | US68 | Gunnstown | Logan | Bellefontaine | 20 | 11 | 32.6 | 28 | \$21,061 | 38 | 156.0 |
| 32 | Detroit | Sandusky (SR47) | Logan | Bellefontaine | 15 | 21 | 46.5 | 18 | \$23,256 | 33 | 163.5 |
| 33 | Springfield | Main (US36) | Champaign | Johnson Twp. | 9 | 37 | 15.3 | 40 | \$61,656 | 7 | 168.5 |
| 34 | SR235 | US36 | Champaign | Johnson Twp. | 10 | 33 | 16.3 | 38 | \$39,036 | 14 | 172.0 |
| 35 | Oakland (SR29) | Light | Champaign | Urbana | 9 | 37 | 130.8 | 6 | \$26,068 | 25 | 179.5 |
| 36 | Main (US68) | Light | Champaign | Urbana | 12 | 27 | 43.5 | 21 | \$23,436 | 32 | 182.0 |
| 37 | SR117 | SR366/TR100 | Logan | McArthur Twp. | 9 | 37 | 15.3 | 40 | \$34,260 | 15 | 188.5 |
| 38 | Madrider (US68) | Chillicothe | Logan | Bellefontaine | 14 | 23 | 26.6 | 35 | \$22,857 | 34 | 189.0 |
| 39 | US33/SR366 | Lake (SR235) | Logan | Lakeview | 10 | 33 | 28.9 | 33 | \$26,858 | 23 | 189.5 |
| 40 | Garfield | Sandusky (SR47) | Logan | Bellefontaine | 10 | 33 | 10.0 | 42 | \$26,529 | 24 | 201.0 |
| 41 | Orchard Island (SR708) | US33/Main (SR366) | Logan | Russells Point | 9 | 37 | 9.0 | 43 | \$26,064 | 26 | 219.0 |
| 42 | Detroit | Columbus | Logan | Bellefontaine | 10 | 33 | 16.3 | 38 | \$15,818 | 43 | 244.5 |
| 43 | Edgewood | US36 | Champaign | Urbana | 9 | 37 | 21.6 | 37 | \$20,547 | 42 | 253.0 |

Acronyms:

EPDO - Equivalent Property Damage Only

RSI - Relative Severity Index



| EPDO Rank | Street (N/S) | Reference (W/E) | County | Jurisdiction | 2016-2018 Totals | | | | |
|-----------|------------------------|----------------------------------|-----------|----------------|--------------------------|-------|--------|-----|-------|
| | | | | | Total Within 250' / 500' | Fatal | Injury | PDO | EPDO |
| 1 | Main (US68) | Court/Scioto (US36)/Market/Water | Champaign | Urbana | 139 | 0 | 20 | 119 | 265.0 |
| 2 | Main | Chillicothe | Logan | Bellefontaine | 25 | 1 | 5 | 19 | 178.3 |
| 3 | Ludlow (SR814) | US36 | Champaign | Union Twp. | 14 | 1 | 6 | 7 | 173.6 |
| 4 | Jefferson | Scioto (US36)/Court | Champaign | Urbana | 57 | 0 | 18 | 39 | 170.4 |
| 5 | SR559 | US36 | Champaign | Rush Twp. | 9 | 1 | 2 | 6 | 143.4 |
| 6 | Oakland (SR29) | Light | Champaign | Urbana | 9 | 1 | 0 | 8 | 130.8 |
| 7 | Three Mile | SR29 | Champaign | Urbana Twp. | 18 | 0 | 12 | 6 | 93.6 |
| 8 | Main (US68) | Sandusky (SR47) | Logan | Bellefontaine | 51 | 0 | 4 | 47 | 76.2 |
| 9 | TR216 | CR18 | Logan | Lake Twp. | 14 | 0 | 9 | 5 | 70.7 |
| 10 | Main | Columbus | Logan | Bellefontaine | 36 | 0 | 5 | 31 | 67.5 |
| 11 | Madriver (SR47) | Sandusky | Logan | Bellefontaine | 28 | 0 | 6 | 22 | 65.8 |
| 12 | Main (US68) | Lake/Carlisle | Logan | Bellefontaine | 21 | 0 | 7 | 14 | 65.1 |
| 13 | SR235 | SR47 | Logan | Pleasant Twp. | 18 | 0 | 7 | 11 | 62.1 |
| 14 | Ames | US36/SR29 | Champaign | Urbana | 15 | 0 | 6 | 9 | 52.8 |
| 15 | Main (US68) | Washington/Maple | Logan | Bellefontaine | 26 | 0 | 4 | 22 | 51.2 |
| 16 | East Lawn | Scioto (US36) | Champaign | Urbana | 17 | 0 | 5 | 12 | 48.5 |
| 17 | Kenton | Court/Scioto (US36)/Market/Water | Champaign | Urbana | 16 | 0 | 5 | 11 | 47.5 |
| 18 | Detroit | Sandusky (SR47) | Logan | Bellefontaine | 15 | 0 | 5 | 10 | 46.5 |
| 19 | High/Russell | Miami (US36)/Court/Market | Champaign | Urbana | 27 | 0 | 3 | 24 | 45.9 |
| 20 | Main (US68) | Commercial (SR55) | Champaign | Urbana | 19 | 0 | 4 | 15 | 44.2 |
| 21 | Main (US68) | Powell | Champaign | Urbana | 12 | 0 | 5 | 7 | 43.5 |
| 21 | Main (US68) | Light | Champaign | Urbana | 12 | 0 | 5 | 7 | 43.5 |
| 23 | Main | Auburn (US68) | Logan | Bellefontaine | 27 | 0 | 2 | 25 | 39.6 |
| 24 | SR560 | US36 | Champaign | Mad River Twp. | 14 | 0 | 4 | 10 | 39.2 |
| 25 | US68 | Hickory Grove | Champaign | Urbana Twp. | 11 | 0 | 4 | 7 | 36.2 |
| 26 | Hayes | Sandusky (SR540) | Logan | Bellefontaine | 16 | 0 | 3 | 13 | 34.9 |
| 27 | Urbana-Moorefield Pike | SR54 | Champaign | Urbana Twp. | 9 | 0 | 4 | 5 | 34.2 |
| 28 | US68 | Gunntown | Logan | Bellefontaine | 20 | 0 | 2 | 18 | 32.6 |
| 29 | US68 | TR200 | Logan | Bellefontaine | 19 | 0 | 2 | 17 | 31.6 |
| 30 | Ludlow | SR296 (S) | Champaign | Salem Twp. | 12 | 0 | 3 | 9 | 30.9 |
| 30 | SR560/Valley Pike | SR55 | Champaign | Mad River Twp. | 12 | 0 | 3 | 9 | 30.9 |
| 32 | Madriver (US68) | Columbus | Logan | Bellefontaine | 17 | 0 | 2 | 15 | 29.6 |
| 33 | US33/SR366 | Lake (SR235) | Logan | Lakeview | 10 | 0 | 3 | 7 | 28.9 |
| 34 | Main (SR29) | Sandusky (SR4) | Champaign | Goshen Twp. | 16 | 0 | 2 | 14 | 28.6 |
| 35 | Madriver (US68) | Chillicothe | Logan | Bellefontaine | 14 | 0 | 2 | 12 | 26.6 |
| 36 | US68 | Urbana | Champaign | Urbana Twp. | 11 | 0 | 2 | 9 | 23.6 |
| 37 | Edgewood | US36 | Champaign | Urbana | 9 | 0 | 2 | 7 | 21.6 |
| 38 | SR235 | US36 | Champaign | Johnson Twp. | 10 | 0 | 1 | 9 | 16.3 |
| 38 | Detroit | Columbus | Logan | Bellefontaine | 10 | 0 | 1 | 9 | 16.3 |
| 40 | Springfield | Main (US36) | Champaign | Johnson Twp. | 9 | 0 | 1 | 8 | 15.3 |
| 40 | SR117 | SR366/TR100 | Logan | McArthur Twp. | 9 | 0 | 1 | 8 | 15.3 |
| 42 | Garfield | Sandusky (SR47) | Logan | Bellefontaine | 10 | 0 | 0 | 10 | 10.0 |
| 43 | Orchard Island (SR708) | US33/Main (SR366) | Logan | Russells Point | 9 | 0 | 0 | 9 | 9.0 |



| | | | | | 2016-2018 Totals | | | | | | | | | | | | | | | | | | | | | | | |
|----------|------------------------|----------------------------------|-----------|----------------|------------------------|-------|--------|-----|----------------|-------------|--------------|-------------|-----------------------|-----------------------|-----------|--------------------------|----------------|------------|------------|------------------|-------------------------------|-------------------|-------------------|------------------|--------------------------|----------------|-----|----------|
| RSI Rank | Street (N/S) | Reference (W/E) | County | Jurisdiction | Total Within 250'/500' | Fatal | Injury | PDO | (0) Not Stated | (1) Head On | (2) Rear End | (3) Backing | (4) Sideswipe Meeting | (5) Sideswipe Passing | (6) Angle | (7) Parked Motor Vehicle | (8) Pedestrian | (9) Animal | (10) Train | (11) Pedal-Cycle | (12) Other Non-moving Vehicle | (13) Fixed Object | (14) Other Object | (16) Overturning | (17) Other Non-Collision | (18) Left Turn | RSI | |
| 1 | US68 | Hickory Grove | Champaign | Urbana Twp. | 11 | 0 | 4 | 7 | 0 | 2 | 2 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | \$81,821 |
| 2 | Urbana-Moorefield Pike | SR54 | Champaign | Urbana Twp. | 9 | 0 | 4 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | \$77,438 |
| 3 | Ludlow (SR814) | US36 | Champaign | Union Twp. | 14 | 1 | 6 | 7 | 0 | 2 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | \$75,362 |
| 4 | Ludlow | SR296 (S) | Champaign | Salem Twp. | 12 | 0 | 3 | 9 | 0 | 2 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | \$73,924 |
| 5 | US68 | Urbana | Champaign | Urbana Twp. | 11 | 0 | 2 | 9 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 4 | \$66,582 |
| 6 | SR560 | US36 | Champaign | Mad River Twp. | 14 | 0 | 4 | 10 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | \$64,898 |
| 7 | Springfield | Main (US36) | Champaign | Johnson Twp. | 9 | 0 | 1 | 8 | 0 | 1 | 3 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$61,656 |
| 8 | SR559 | US36 | Champaign | Rush Twp. | 9 | 1 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | \$54,452 |
| 9 | Three Mile | SR29 | Champaign | Urbana Twp. | 18 | 0 | 12 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | \$51,391 |
| 10 | SR560/Valley Pike | SR55 | Champaign | Mad River Twp. | 12 | 0 | 3 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | \$48,385 |
| 11 | SR235 | SR47 | Logan | Pleasant Twp. | 18 | 0 | 7 | 11 | 0 | 0 | 4 | 0 | 0 | 0 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | \$45,163 |
| 12 | TR216 | CR18 | Logan | Lake Twp. | 14 | 0 | 9 | 5 | 0 | 0 | 2 | 0 | 0 | 2 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | \$42,024 |
| 13 | Main (SR29) | Sandusky (SR4) | Champaign | Goshen Twp. | 16 | 0 | 2 | 14 | 0 | 0 | 7 | 2 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | \$41,242 |
| 14 | SR235 | US36 | Champaign | Johnson Twp. | 10 | 0 | 1 | 9 | 0 | 0 | 4 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | \$39,036 |
| 15 | SR117 | SR366/TR100 | Logan | McArthur Twp. | 9 | 0 | 1 | 8 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | \$34,260 |
| 16 | Main (US68) | Powell | Champaign | Urbana | 12 | 0 | 5 | 7 | 0 | 0 | 4 | 0 | 2 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | \$32,562 |
| 17 | Main (US68) | Lake/Carlisle | Logan | Bellefontaine | 21 | 0 | 7 | 14 | 0 | 0 | 9 | 1 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | \$31,264 |
| 18 | Ames | US36/SR29 | Champaign | Urbana | 15 | 0 | 6 | 9 | 0 | 0 | 2 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 | \$31,046 |
| 19 | Hayes | Sandusky (SR540) | Logan | Bellefontaine | 16 | 0 | 3 | 13 | 0 | 0 | 5 | 2 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | \$28,830 |
| 20 | Main (US68) | Sandusky (SR47) | Logan | Bellefontaine | 51 | 0 | 4 | 47 | 0 | 3 | 25 | 3 | 0 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | \$27,572 |
| 21 | Kenton | Court/Scioto (US36)/Market/Water | Champaign | Urbana | 16 | 0 | 5 | 11 | 0 | 0 | 7 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | \$27,518 |
| 22 | East Lawn | Scioto (US36) | Champaign | Urbana | 17 | 0 | 5 | 12 | 0 | 1 | 7 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | \$27,002 |
| 23 | US33/SR366 | Lake (SR235) | Logan | Lakeview | 10 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | \$26,858 |
| 24 | Garfield | Sandusky (SR47) | Logan | Bellefontaine | 10 | 0 | 0 | 10 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | \$26,529 |
| 25 | Oakland (SR29) | Light | Champaign | Urbana | 9 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | \$26,068 |
| 26 | Orchard Island (SR708) | US33/Main (SR366) | Logan | Russells Point | 9 | 0 | 0 | 9 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | \$26,064 |
| 27 | Main (US68) | Commercial (SR55) | Champaign | Urbana | 19 | 0 | 4 | 15 | 0 | 0 | 12 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | \$24,932 |
| 28 | Madrider (US68) | Columbus | Logan | Bellefontaine | 17 | 0 | 2 | 15 | 0 | 0 | 2 | 6 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | \$24,762 |
| 29 | Madrider (SR47) | Sandusky | Logan | Bellefontaine | 28 | 0 | 6 | 22 | 0 | 0 | 13 | 2 | 0 | 2 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | \$24,678 |
| 30 | Main (US68) | Court/Scioto (US36)/Market/Water | Champaign | Urbana | 139 | 0 | 20 | 119 | 0 | 2 | 48 | 7 | 0 | 21 | 28 | 7 | 2 | 0 | 0 | 1 | 0 | 15 | 0 | 0 | 0 | 2 | 6 | \$24,366 |
| 31 | US68 | TR200 | Logan | Bellefontaine | 19 | 0 | 2 | 17 | 0 | 0 | 7 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | \$24,298 |
| 32 | Main (US68) | Light | Champaign | Urbana | 12 | 0 | 5 | 7 | 0 | 0 | 7 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | \$23,436 |
| 33 | Detroit | Sandusky (SR47) | Logan | Bellefontaine | 15 | 0 | 5 | 10 | 0 | 0 | 6 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | \$23,256 |
| 34 | Madrider (US68) | Chillicothe | Logan | Bellefontaine | 14 | 0 | 2 | 12 | 0 | 0 | 4 | 1 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | \$22,857 |
| 35 | Main (US68) | Washington/Maple | Logan | Bellefontaine | 26 | 0 | 4 | 22 | 0 | 0 | 14 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | \$22,665 |
| 36 | Jefferson | Scioto (US36)/Court | Champaign | Urbana | 57 | 0 | 18 | 39 | 0 | 0 | 20 | 1 | 0 | 9 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | \$22,461 |
| 37 | High/Russell | Miami (US36)/Court/Market | Champaign | Urbana | 27 | 0 | 3 | 24 | 0 | 0 | 5 | 2 | 0 | 4 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | \$21,925 |
| 38 | US68 | Guntnown | Logan | Bellefontaine | 20 | 0 | 2 | 18 | 0 | 0 | 11 | 0 | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | \$21,061 |
| 39 | Main | Chillicothe | Logan | Bellefontaine | 25 | 1 | 5 | 19 | 0 | 1 | 11 | 6 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | \$20,961 |
| 40 | Main | Columbus | Logan | Bellefontaine | 36 | 0 | 5 | 31 | 0 | 0 | 14 | 13 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | \$20,845 |
| 41 | Main | Auburn (US68) | Logan | Bellefontaine | 27 | 0 | 2 | 25 | 0 | 0 | 15 | 1 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | \$20,759 |
| 42 | Edgewood | US36 | Champaign | Urbana | 9 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | \$20,547 |
| 43 | Detroit | Columbus | Logan | Bellefontaine | 10 | 0 | 1 | 9 | 0 | 0 | 3 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$15,818 |



| Hazard Index Rank | Roadway Section | From | To | County | Frequency | Frequency Rank | Crash Rate | Crash Rate Rank | EPDO Rate | EPDO Rate Rank | Hazard Index |
|-------------------|------------------------|-------------------------------|-------------------------------|-----------|-----------|----------------|------------|-----------------|-----------|----------------|--------------|
| 1 | CR1 | SR245 | CR5 | Logan | 20 | 43 | 6.2 | 19 | 8.4 | 20 | 28.9 |
| 2 | SR347 | CR154 | UNI CL | Logan | 27 | 23 | 4.6 | 40 | 6.7 | 32 | 30.8 |
| 3 | CR153 | CR28 | SR287 | Logan | 19 | 49 | 5.1 | 31 | 10.4 | 15 | 33.4 |
| 4 | SR287 | SR245 | TR150 | Logan | 24 | 28 | 3.9 | 51 | 7.1 | 30 | 35.5 |
| 5 | SR296 | SR29 | US68 | Champaign | 17 | 65 | 6.7 | 16 | 10.0 | 16 | 35.6 |
| 6 | Pisgah | SR54 | SR29 | Champaign | 21 | 40 | 5.1 | 31 | 5.5 | 41 | 37.6 |
| 7 | County Line | CR468 (Springfield-Urbana) | CR92 (Urbana Moorefield) | Champaign | 24 | 28 | 9.0 | 9 | 3.9 | 83 | 38.8 |
| 8 | CR10 | TR179 | US33 e. ramps | Logan | 33 | 16 | 3.4 | 66 | 5.3 | 44 | 39.4 |
| 9 | SR47 | SHE CL | SR235 | Logan | 38 | 12 | 3.1 | 85 | 5.7 | 36 | 41.1 |
| 10 | Ludlow | SR29 | US36 | Champaign | 22 | 36 | 13.1 | 3 | 3.6 | 95 | 43.8 |
| 11 | Baird | US68 | SR287 | Logan | 18 | 57 | 3.4 | 66 | 8.1 | 21 | 48.9 |
| 12 | US36 | SR814 | CR10 (Parkview) | Champaign | 38 | 12 | 2.3 | 133 | 9.2 | 17 | 49.8 |
| 13 | SR347 | CR152 | US33 w. ramps | Logan | 12 | 96 | 5.6 | 25 | 11.2 | 14 | 50.1 |
| 14 | Main (US68) | Dellinger | SR296 | Champaign | 41 | 10 | 2.4 | 127 | 6.3 | 33 | 52.0 |
| 15 | CR18 | CR43 | TR216 | Logan | 16 | 71 | 4.8 | 37 | 5.3 | 44 | 52.7 |
| 16 | CR39 | CR259 | SR273 | Logan | 11 | 103 | 5.0 | 34 | 14.4 | 8 | 53.8 |
| 17 | Sandusky | Newford | US33 ne. ramps | Logan | 22 | 36 | 5.4 | 27 | 3.3 | 106 | 54.3 |
| 18 | SR292 | TR170 | CR12 | Logan | 20 | 43 | 2.5 | 117 | 13.5 | 11 | 55.6 |
| 19 | Main | US33 n. ramps | SR638 | Logan | 65 | 2 | 2.2 | 137 | 4.7 | 52 | 57.5 |
| 20 | Springfield Urbana | CLA CL | US68 | Champaign | 23 | 33 | 3.6 | 57 | 3.7 | 91 | 57.6 |
| 21 | SR117 | SR366 | US33 | Logan | 57 | 3 | 2.2 | 137 | 4.5 | 56 | 59.1 |
| 22 | Christiansburg-Jackson | SR235 | CR17 (Runkle) | Champaign | 16 | 71 | 3.5 | 62 | 5.3 | 44 | 60.2 |
| 23 | SR29 | TR101 (Dugan) | TR222 (Ludlow) | Champaign | 37 | 14 | 2.3 | 133 | 4.7 | 52 | 61.1 |
| 24 | Runkle | SR235 | CR22 (Kite) | Champaign | 11 | 103 | 4.3 | 42 | 6.2 | 34 | 64.0 |
| 25 | Storms Creek | SR55 | CR15 (Valley Pike) | Champaign | 15 | 78 | 5.3 | 28 | 3.9 | 83 | 64.5 |
| 26 | Zimmerman | CR26 (Heck Hill) | US36 | Champaign | 16 | 71 | 5.9 | 23 | 3.4 | 101 | 65.6 |
| 27 | Hickory Grove | US68 | CR92 (Urbana Moorefield) | Champaign | 20 | 43 | 3.7 | 55 | 3.2 | 107 | 65.8 |
| 28 | SR29 | SR560 | CR25 (Hanna) | Champaign | 18 | 57 | 2.4 | 127 | 9.2 | 17 | 66.0 |
| 29 | Christiansburg-Jackson | SR55 | SR235 | Champaign | 11 | 103 | 9.4 | 6 | 3.9 | 83 | 67.9 |
| 30 | Ludlow | TR219 (Sibley) | SR245 | Champaign | 10 | 115 | 3.4 | 66 | 14.4 | 8 | 68.2 |
| 31 | US68 | CR92 (Hickory Grove) | Lewis B Moore (SR55) | Champaign | 52 | 5 | 1.7 | 181 | 5.5 | 41 | 68.6 |
| 32 | CR200 | CR18 | US68 | Logan | 22 | 36 | 17.0 | 2 | 2.1 | 184 | 70.2 |
| 33 | Valley | Storms Creek | SR55 | Champaign | 27 | 23 | 3.3 | 76 | 2.9 | 130 | 71.0 |
| 34 | Dugan | SR29 | TR102 (Childrens Home) | Champaign | 16 | 71 | 6.4 | 18 | 3.0 | 125 | 71.3 |
| 35 | SR296 | CR216 (Urbana Woodstock) | SR245 | Champaign | 27 | 23 | 2.8 | 96 | 3.1 | 112 | 71.6 |
| 36 | St. Paris-Jackson | CR17 (Runkle) | US36 | Champaign | 9 | 129 | 6.1 | 20 | 5.2 | 47 | 71.7 |
| 37 | SR559 | US36 | Bennett | Champaign | 9 | 129 | 3.5 | 62 | 16.6 | 7 | 72.3 |
| 38 | SR560 | SR55 | US36 | Champaign | 18 | 57 | 2.5 | 117 | 4.9 | 50 | 72.9 |
| 39 | US68 | CR468 (Springfield-Urbana) | CR92 (Hickory Grove) | Champaign | 49 | 7 | 1.5 | 199 | 5.5 | 41 | 74.8 |
| 40 | SR814 | US36 | SR296 | Champaign | 30 | 18 | 2.8 | 96 | 2.9 | 130 | 75.0 |
| 41 | CR130 | CR13 | Williams | Logan | 17 | 65 | 3.4 | 66 | 3.2 | 107 | 77.9 |
| 42 | Troy | CR18 | CR11 | Logan | 11 | 103 | 3.4 | 66 | 4.4 | 60 | 79.0 |
| 43 | SR56 | SR4 | CR182 (Catawba Mechanicsburg) | Champaign | 11 | 103 | 2.5 | 117 | 13.8 | 10 | 79.3 |
| 44 | SR47 | CR5 | SR292 | Logan | 22 | 36 | 6.1 | 20 | 1.9 | 198 | 79.8 |
| 45 | West Liberty | SR508 | Gunntown | Logan | 53 | 4 | 1.4 | 207 | 4.5 | 56 | 80.5 |
| 46 | Powell | US68 | SR54 | Champaign | 9 | 129 | 4.3 | 42 | 4.5 | 56 | 81.0 |
| 47 | SR235 | SR55 | CR193 (Old Troy Pike) | Champaign | 15 | 78 | 2.6 | 108 | 4.4 | 60 | 81.6 |
| 48 | Old Troy | SR560 | SR55 | Champaign | 5 | 185 | 11.2 | 4 | 7.3 | 22 | 81.8 |
| 49 | SR274 | SR117 | US68 | Logan | 16 | 71 | 2.8 | 96 | 3.8 | 88 | 83.6 |
| 50 | US68 | SR638 | SR273 | Logan | 20 | 43 | 1.4 | 207 | 8.7 | 19 | 85.0 |
| 51 | SR47 | CR9 | CR5 | Logan | 20 | 43 | 2.8 | 96 | 2.9 | 130 | 85.0 |
| 52 | SR54 | CR92 (Urbana Moorefield) | CR9 (Powell) | Champaign | 16 | 71 | 2.7 | 104 | 3.8 | 88 | 86.0 |
| 53 | SR507 | US68 | SR245 | Champaign | 15 | 78 | 4.3 | 41 | 2.7 | 143 | 86.4 |
| 54 | CR5 | US68 | CR1 | Logan | 18 | 57 | 5.3 | 28 | 2.1 | 184 | 86.4 |
| 55 | SR245 | TR217 (Metz) | SR296 | Champaign | 8 | 138 | 4.3 | 42 | 4.2 | 63 | 86.7 |
| 56 | Miami | SR235 | CR43 | Logan | 18 | 57 | 4.1 | 47 | 2.4 | 167 | 87.0 |
| 57 | Sante Fe | SHE CL | CR54 | Logan | 10 | 115 | 9.1 | 7 | 2.9 | 130 | 87.1 |
| 58 | Sandusky | US33 ne. ramps | TR230 | Logan | 10 | 115 | 2.4 | 127 | 13.2 | 12 | 87.7 |
| 59 | US36 | Dugan | SR814 | Champaign | 25 | 26 | 1.7 | 181 | 4.0 | 80 | 88.7 |
| 60 | SR235 | SR29 | LOG CL | Champaign | 14 | 86 | 1.8 | 172 | 11.5 | 13 | 89.9 |
| 61 | SR4 | CR183 (Catawba Mechanicsburg) | SR29 | Champaign | 15 | 78 | 3.1 | 85 | 3.1 | 112 | 90.3 |
| 62 | US36 | CR10 (Parkview) | SR559 | Champaign | 12 | 96 | 1.8 | 172 | 22.4 | 5 | 91.5 |
| 63 | CR12 | CR83 | CR50 | Logan | 18 | 57 | 4.2 | 46 | 2.1 | 184 | 91.8 |
| 64 | SR292 | CR12 | CR20 | Logan | 21 | 40 | 3.6 | 57 | 1.9 | 198 | 92.5 |
| 65 | Catawba Mechanicsburg | SR56 | CR183 (Catawba Mechanicsburg) | Champaign | 6 | 172 | 3.3 | 76 | 22.4 | 5 | 93.1 |
| 66 | Kiser Lake | CR25 (Ward) | TR94 (Carysville) | Champaign | 8 | 138 | 3.4 | 66 | 4.2 | 63 | 93.9 |
| 67 | Pike (SR55) | Lincoln | SR235 | Champaign | 8 | 138 | 3.4 | 66 | 4.2 | 63 | 93.9 |
| 68 | US68 | SR296 | CR14 (Upper Valley) | Champaign | 28 | 20 | 0.7 | 256 | 6.9 | 31 | 94.1 |
| 69 | SR235 | SR47 | TR215 | Logan | 23 | 33 | 2.7 | 104 | 2.4 | 167 | 94.5 |
| 70 | CR63 | SR235 | SR508 | Logan | 12 | 96 | 9.5 | 5 | 2.1 | 184 | 95.1 |
| 71 | US33 | SR117 | US68 | Logan | 85 | 1 | 1.0 | 233 | 3.9 | 83 | 95.2 |
| 72 | TR179 | CR10 | TR55 | Logan | 12 | 96 | 9.1 | 7 | 2.1 | 184 | 95.7 |
| 73 | SR559 | SR29 | SR161 | Champaign | 11 | 103 | 4.3 | 42 | 2.7 | 143 | 96.7 |
| 74 | Middle Urbana | TR95 (Middle Urbana) | CR92 (Hickory Grove) | Champaign | 15 | 78 | 3.3 | 76 | 2.7 | 143 | 96.9 |
| 75 | CR5 | CR29 | CR10 | Logan | 19 | 49 | 3.5 | 62 | 2.0 | 196 | 97.0 |
| 76 | US36 | SR67 (Zimmerman) | SR560 | Champaign | 28 | 20 | 2.1 | 149 | 2.6 | 149 | 97.4 |
| 77 | SR638 | US68 | SR273 | Logan | 24 | 28 | 2.7 | 104 | 2.1 | 184 | 97.6 |
| 78 | SR117 | HAR CL | SR366 | Logan | 50 | 6 | 1.4 | 207 | 3.1 | 112 | 98.1 |
| 79 | CR39 | TR100 | CR97 | Logan | 5 | 185 | 4.1 | 47 | 6.0 | 35 | 98.6 |
| 79 | US36 | SR235 | CR18/CR19 (Springfield) | Champaign | 25 | 26 | 3.0 | 87 | 1.8 | 207 | 98.6 |
| 81 | SR55 | CR29 | CR10 | Logan | 10 | 115 | 4.1 | 47 | 2.9 | 130 | 99.1 |
| 82 | SR54 | CR9 (Powell) | Water | Champaign | 14 | 86 | 4.0 | 50 | 2.4 | 167 | 99.5 |
| 83 | SR47 | Allison | CR9 | Logan | 7 | 153 | 3.3 | 76 | 4.6 | 54 | 100.2 |
| 84 | SR55 | SR560 | CR92 (Hickory Grove) | Champaign | 10 | 115 | 3.9 | 51 | 2.9 | 130 | 100.3 |
| 85 | Sante Fe | CR83 | SR235 | Logan | 4 | 202 | 5.2 | 30 | 5.7 | 36 | 100.6 |
| 86 | US33 | SR720 | SR708 | Logan | 13 | 88 | 1.9 | 162 | 4.4 | 60 | 101.8 |
| 87 | US36 | CR26 (Heck Hill) | CR67 (Zimmerman) | Champaign | 32 | 17 | 1.6 | 192 | 3.0 | 125 | 101.9 |
| 88 | Hickory Grove | SR55 | US68 | Champaign | 4 | 202 | 7.1 | 13 | 4.2 | 63 | 103.6 |
| 89 | SR245 | SR287 | CHP CL | Logan | 5 | 185 | 2.8 | 96 | 26.6 | 3 | 103.7 |
| 89 | Short Cut | SR54 | SR54 | Champaign | 5 | 185 | 2.8 | 96 | 26.6 | 3 | 103.7 |



| Hazard Index Rank | Roadway Section | From | To | County | Frequency | Frequency Rank | Crash Rate | Crash Rate Rank | EPDO Rate | EPDO Rate Rank | Hazard Index |
|-------------------|------------------|-------------------------|--------------------------------|-----------|-----------|----------------|------------|-----------------|-----------|----------------|--------------|
| 91 | SR55 | CR193 (Old Troy) | Edgewood | Champaign | 11 | 103 | 5.6 | 25 | 2.1 | 184 | 103.9 |
| 92 | CR43 | CR18 | CR11 | Logan | 21 | 40 | 3.3 | 76 | 1.6 | 219 | 104.5 |
| 93 | Parkview | SR161 | US36 | Champaign | 6 | 172 | 3.6 | 57 | 4.2 | 63 | 104.8 |
| 93 | SR54 | CR97 (Prairie) | CR92 (Urbana Moorefield) | Champaign | 10 | 115 | 2.3 | 133 | 4.2 | 63 | 104.8 |
| 95 | US33 | SR235 | SR720 | Logan | 19 | 49 | 1.4 | 207 | 4.0 | 80 | 105.7 |
| 95 | SR245 | SR296 | Sycamore | Champaign | 19 | 49 | 1.9 | 162 | 3.0 | 125 | 105.7 |
| 97 | SR559 | Bennett | SR245 | Champaign | 10 | 115 | 3.0 | 87 | 2.9 | 130 | 111.1 |
| 98 | State | SR273 | HAR CL | Logan | 4 | 202 | 3.4 | 66 | 5.7 | 36 | 111.4 |
| 98 | SR560 | US36 | CR25 (Hanna) | Champaign | 13 | 88 | 2.9 | 92 | 2.5 | 162 | 111.4 |
| 100 | Sandusky | SR29 | SR161 | Champaign | 28 | 20 | 1.7 | 181 | 2.4 | 167 | 112.4 |
| 101 | US36 | CR18/CR19 (Springfield) | CR26 (Heck Hill) | Champaign | 19 | 49 | 2.2 | 137 | 2.3 | 174 | 112.9 |
| 102 | US33 | SR708 | TR95 | Logan | 19 | 49 | 1.0 | 233 | 4.0 | 80 | 113.5 |
| 102 | SR274 | SR235 | US33 | Logan | 20 | 43 | 1.0 | 233 | 3.8 | 88 | 113.5 |
| 102 | Troy | CR11 | Patterson | Logan | 11 | 103 | 6.9 | 15 | 1.0 | 226 | 113.5 |
| 105 | SR245 | LOG CL | LOG CL | Champaign | 2 | 238 | 60.3 | 1 | 4.2 | 63 | 114.4 |
| 106 | CR1 | CR5 | Gunntown | Logan | 15 | 78 | 2.2 | 137 | 2.7 | 143 | 115.2 |
| 107 | SR4 | SR54 | SR56 | Champaign | 24 | 28 | 1.5 | 199 | 2.6 | 149 | 115.6 |
| 108 | SR287 | SR347 | UNI CL | Logan | 10 | 115 | 1.8 | 172 | 4.2 | 63 | 116.5 |
| 109 | SR292 | US33 | CR296 | Logan | 8 | 138 | 2.6 | 108 | 3.4 | 101 | 117.9 |
| 110 | US33 | CR10 | SR292 | Logan | 36 | 15 | 0.6 | 262 | 3.1 | 112 | 118.2 |
| 111 | SR187 | MAD CL | SR29 | Champaign | 6 | 172 | 3.8 | 53 | 3.1 | 112 | 118.3 |
| 112 | Main | SR4 (Sandusky) | SR187 | Champaign | 19 | 49 | 2.5 | 117 | 1.7 | 215 | 119.2 |
| 113 | CR130 | US33 s. ramps | CR91 | Logan | 23 | 33 | 1.8 | 172 | 2.1 | 184 | 120.0 |
| 114 | SR4 | SR56 | CR183 (Catawba Mechanicsburg) | Champaign | 17 | 65 | 1.4 | 207 | 3.2 | 107 | 120.2 |
| 115 | Sycamore | SR245 | LOG CL | Champaign | 8 | 138 | 7.6 | 10 | 1.8 | 207 | 120.3 |
| 116 | CR18 | TR216 | CR11 | Logan | 6 | 172 | 3.4 | 66 | 3.1 | 112 | 122.2 |
| 117 | US33 | SR274 | CR130 | Logan | 17 | 65 | 1.3 | 217 | 3.2 | 107 | 123.2 |
| 117 | SR235 | SR706 | SR508 | Logan | 17 | 65 | 1.3 | 217 | 3.2 | 107 | 123.2 |
| 117 | Miami | SR508 | SR47 | Logan | 17 | 65 | 1.9 | 162 | 2.5 | 162 | 123.2 |
| 120 | Main | SR235 | TR30 | Logan | 10 | 115 | 5.0 | 34 | 1.0 | 226 | 124.0 |
| 121 | US33 | AUG CL | SR366 | Logan | 18 | 57 | 1.8 | 172 | 2.4 | 167 | 124.5 |
| 121 | SR508 | TR30 | CR18 | Logan | 15 | 78 | 2.2 | 137 | 2.3 | 174 | 124.5 |
| 121 | TR56 | TR218 | Florence | Logan | 7 | 153 | 7.1 | 13 | 1.9 | 198 | 124.5 |
| 124 | East Lawn | Childrens Home | SR296 | Champaign | 10 | 115 | 2.2 | 137 | 2.9 | 130 | 126.1 |
| 125 | Urbana Woodstock | SR296 | CR157 (Perry) | Champaign | 7 | 153 | 2.4 | 127 | 3.7 | 91 | 126.6 |
| 126 | US36 | SR560 | Edgewood | Champaign | 30 | 18 | 1.6 | 192 | 1.8 | 207 | 126.9 |
| 127 | SR347 | US33 nw. ramp | CR154 | Logan | 16 | 71 | 1.4 | 207 | 3.0 | 125 | 128.0 |
| 128 | Milford (SR161) | SR29 | CR10 (Parkview) | Champaign | 8 | 138 | 1.7 | 181 | 4.2 | 63 | 128.4 |
| 129 | SR245 | CR33 (Calland) | TR34 (Church) | Champaign | 5 | 185 | 7.6 | 10 | 2.3 | 174 | 129.2 |
| 130 | CR130 | CR91 | CR13 | Logan | 9 | 129 | 1.4 | 207 | 4.5 | 56 | 130.5 |
| 131 | TR218 | CR130 | TR56 | Logan | 5 | 185 | 6.7 | 16 | 2.3 | 174 | 131.0 |
| 132 | US33 | SR366 | CR87 | Logan | 11 | 103 | 1.3 | 217 | 3.9 | 83 | 131.2 |
| 133 | TR185 | CR1 | TR179 | Logan | 9 | 129 | 3.8 | 53 | 1.7 | 215 | 132.0 |
| 134 | CR29 | CR1 | TR179 | Logan | 9 | 129 | 3.7 | 55 | 1.7 | 215 | 132.6 |
| 135 | US68 | CLA CL | CR468 (Springfield-Urbana) | Champaign | 19 | 49 | 0.8 | 252 | 3.0 | 125 | 132.7 |
| 135 | SR273 | TR1328 | SR117 | Logan | 4 | 202 | 5.7 | 24 | 2.6 | 149 | 132.7 |
| 137 | County Line | CR15 (Valley) | CR468 (Springfield-Urbana) | Champaign | 15 | 78 | 1.5 | 199 | 2.7 | 143 | 133.8 |
| 138 | US36 | MIA CL | SR235 | Champaign | 13 | 88 | 1.5 | 199 | 2.9 | 130 | 133.9 |
| 139 | SR29 | SHE CL | SR235 | Champaign | 8 | 138 | 1.9 | 162 | 3.4 | 101 | 134.1 |
| 140 | SR47 | SR235 | TR46 | Logan | 18 | 57 | 1.0 | 233 | 2.8 | 140 | 134.7 |
| 141 | SR273 | CR104 | SR638 | Logan | 6 | 172 | 2.6 | 108 | 3.1 | 112 | 134.8 |
| 142 | SR347 | SR287 | CR152 | Logan | 7 | 153 | 2.0 | 155 | 3.7 | 91 | 135.0 |
| 143 | CR10 | SR292 | CR154 | Logan | 3 | 226 | 4.8 | 37 | 3.1 | 112 | 135.1 |
| 144 | SR540 | CR25 | CR5 | Logan | 5 | 185 | 2.6 | 108 | 3.5 | 96 | 135.2 |
| 145 | SR29 | TR222 (Ludlow) | SR56 | Champaign | 13 | 88 | 1.0 | 233 | 3.4 | 101 | 135.4 |
| 146 | Runkle | US36 | CR22 (Kite) | Champaign | 4 | 202 | 2.1 | 149 | 5.7 | 36 | 136.3 |
| 147 | CR142 | CR10 | SR47 | Logan | 10 | 115 | 1.8 | 172 | 2.9 | 130 | 136.6 |
| 147 | US36 | MIA CL | SR235 | Champaign | 2 | 238 | 2.2 | 137 | 61.9 | 1 | 136.6 |
| 149 | Ludlow | SR296 | TR219 (Sibley) | Champaign | 7 | 153 | 1.5 | 199 | 4.6 | 54 | 137.1 |
| 150 | Buckeye | SR638 | US68 | Logan | 6 | 172 | 2.5 | 117 | 3.1 | 112 | 137.5 |
| 151 | CR9 | TR219 | CR25 | Logan | 8 | 138 | 3.3 | 76 | 1.8 | 207 | 140.1 |
| 152 | Eastern | Organ | TR179 | Logan | 8 | 138 | 3.5 | 62 | 1.0 | 226 | 141.6 |
| 153 | SR292 | CR20 | HAR CL | Logan | 10 | 115 | 1.2 | 223 | 3.5 | 96 | 141.7 |
| 154 | US33 | SR540 | CR10 | Logan | 42 | 9 | 0.7 | 256 | 1.8 | 207 | 142.5 |
| 155 | SR560 | CR25 (Hanna) | SR29 | Champaign | 7 | 153 | 1.7 | 181 | 3.7 | 91 | 142.8 |
| 156 | SR235 | SR708 | SR720 | Logan | 8 | 138 | 1.6 | 192 | 3.4 | 101 | 143.1 |
| 157 | Heck Hill | US36 | CR25 (Ward) | Champaign | 8 | 138 | 3.0 | 87 | 1.8 | 207 | 143.4 |
| 158 | Columbus | CR5 | SR292 | Logan | 6 | 172 | 2.2 | 137 | 3.1 | 112 | 143.5 |
| 159 | Dugan | CR9 (Short Cut) | SR29 | Champaign | 9 | 129 | 2.9 | 92 | 1.7 | 215 | 143.7 |
| 160 | SR287 | CR153 | SR347 | Logan | 5 | 185 | 2.2 | 137 | 3.5 | 96 | 143.9 |
| 161 | Charles | SR273 | CR102 | Logan | 1 | 251 | 2.4 | 127 | 7.3 | 22 | 145.1 |
| 162 | TR179 | CR29 | TR185 | Logan | 7 | 153 | 3.6 | 57 | 1.0 | 226 | 146.1 |
| 163 | CR91 | CR130 | TR33 | Logan | 7 | 153 | 3.0 | 87 | 1.9 | 198 | 146.7 |
| 164 | SR161 | CR10 (Parkview) | SR4 | Champaign | 11 | 103 | 2.3 | 133 | 1.6 | 219 | 146.8 |
| 165 | Kiser Lake | US36 | CR25 (Ward) | Champaign | 8 | 138 | 3.2 | 83 | 1.0 | 226 | 147.9 |
| 165 | US33 | CR87 | SR235 | Logan | 12 | 96 | 1.7 | 181 | 2.1 | 184 | 147.9 |
| 167 | SR274 | SHE CL | SR235 | Logan | 24 | 28 | 1.0 | 233 | 1.5 | 223 | 148.0 |
| 168 | SR55 | SR235 | TR22 (N Hampton Donnellsville) | Champaign | 9 | 129 | 2.0 | 155 | 2.4 | 167 | 148.2 |
| 169 | Parkview | Main (SR29) | SR161 | Champaign | 4 | 202 | 1.9 | 162 | 4.2 | 63 | 148.3 |
| 169 | SR292 | CR296 | TR170 | Logan | 6 | 172 | 4.7 | 39 | 1.0 | 226 | 148.3 |
| 171 | US33 | SR292 | SR347 | Logan | 45 | 8 | 0.5 | 265 | 1.6 | 219 | 148.4 |
| 172 | SR4 | SR161 | UNI CL | Champaign | 8 | 138 | 1.9 | 162 | 2.6 | 149 | 148.5 |
| 173 | CR5 | SR540 | SR47 | Logan | 6 | 172 | 3.2 | 83 | 2.1 | 184 | 148.9 |
| 174 | CR10 | CR154 | CR142 | Logan | 5 | 185 | 3.3 | 76 | 2.3 | 174 | 149.0 |
| 175 | SR29 | Harris | SR560 | Champaign | 7 | 153 | 2.8 | 96 | 1.9 | 198 | 149.4 |
| 176 | CR5 | CR1 | CR29 | Logan | 11 | 103 | 2.1 | 149 | 1.6 | 219 | 151.6 |
| 177 | US33 | SR347 | UNI CL | Logan | 39 | 11 | 0.4 | 269 | 1.5 | 223 | 152.0 |
| 177 | CR10 | US33 e. ramps | CR5 | Logan | 5 | 185 | 5.0 | 34 | 1.0 | 226 | 152.0 |
| 179 | Kite | Runkle | US36 | Champaign | 4 | 202 | 7.5 | 12 | 1.0 | 226 | 152.2 |
| 180 | SR273 | SR117 | CR104 | Logan | 8 | 138 | 2.5 | 117 | 1.8 | 207 | 152.4 |
| 181 | SR29 | CR25 (Hanna) | CR16 (Millerstown) | Champaign | 10 | 115 | 1.7 | 181 | 2.3 | 174 | 152.5 |



| Hazard Index Rank | Roadway Section | From | To | County | Frequency | Frequency Rank | Crash Rate | Crash Rate Rank | EPDO Rate | EPDO Rate Rank | Hazard Index |
|-------------------|-------------------|--------------------------------|--------------------------|-----------|-----------|----------------|------------|-----------------|-----------|----------------|--------------|
| 182 | SR29 | SR56 | CR10 (Park) | Champaign | 12 | 96 | 1.0 | 233 | 2.6 | 149 | 153.0 |
| 182 | SR161 | CR10 (Park) | SR4 (Sandusky) | Champaign | 7 | 153 | 2.6 | 108 | 1.9 | 198 | 153.0 |
| 184 | Middleburg | UNI CL | UNI CL | Champaign | 4 | 202 | 2.9 | 92 | 2.6 | 149 | 153.1 |
| 185 | Carysville | SR235 | CR19 (Kiser Lake) | Champaign | 1 | 251 | 2.0 | 155 | 7.3 | 22 | 153.5 |
| 186 | Charles | CR102 | HAR CL | Logan | 1 | 251 | 1.9 | 162 | 7.3 | 22 | 155.6 |
| 187 | Urbana Woodstock | CR157 (Perry) | SR559 (Main) | Champaign | 7 | 153 | 2.5 | 117 | 1.9 | 198 | 155.7 |
| 188 | SR245 | TR34 (Church) | LOG CL | Champaign | 3 | 226 | 2.6 | 108 | 3.1 | 112 | 156.4 |
| 189 | SR29 | SR187 | MAD CL | Champaign | 6 | 172 | 1.1 | 230 | 4.2 | 63 | 156.7 |
| 189 | Hanna | SR560 | SR29 | Champaign | 4 | 202 | 2.7 | 104 | 2.6 | 149 | 156.7 |
| 191 | SR235 | US36 | CR63 (Possum Hollow) | Champaign | 13 | 88 | 0.9 | 245 | 2.5 | 162 | 157.3 |
| 191 | Detroit | SR245 | SR508 | Logan | 13 | 88 | 0.9 | 245 | 2.5 | 162 | 157.3 |
| 193 | SR508 | CR18 | US68 | Logan | 7 | 153 | 1.7 | 181 | 2.8 | 140 | 157.5 |
| 194 | Baird | Taylor | US68 | Logan | 1 | 251 | 1.8 | 172 | 7.3 | 22 | 158.6 |
| 195 | SR235 | CR63 (Possum Hollow) | SR29 | Champaign | 11 | 103 | 0.8 | 252 | 2.7 | 143 | 159.7 |
| 196 | Sandusky | Bellefontaine | CR25 | Logan | 2 | 238 | 2.0 | 155 | 4.2 | 63 | 160.6 |
| 196 | SR540 | CR5 | SR292 | Logan | 4 | 202 | 2.5 | 117 | 2.6 | 149 | 160.6 |
| 196 | US33 | TR95 | SR274 | Logan | 13 | 88 | 0.7 | 256 | 2.5 | 162 | 160.6 |
| 196 | SR235 | SR274 | SR708 | Logan | 4 | 202 | 1.1 | 230 | 5.7 | 36 | 160.6 |
| 200 | SR235 | CR193 (Old Troy) | CR17 (Runkle) | Champaign | 4 | 202 | 0.5 | 265 | 34.6 | 2 | 160.9 |
| 201 | CR17 | SR720 | AUG CL | Logan | 6 | 172 | 2.4 | 127 | 2.1 | 184 | 162.1 |
| 202 | SR55 | SR85 (Storms Creek) | SR560 | Champaign | 5 | 185 | 1.5 | 199 | 3.5 | 96 | 162.5 |
| 203 | SR235 | CLA CL | SR55 | Champaign | 5 | 185 | 0.9 | 245 | 4.8 | 51 | 162.8 |
| 204 | SR4 | CLA CL | SR54 | Champaign | 10 | 115 | 1.3 | 217 | 2.3 | 174 | 163.3 |
| 205 | US68 | CR14 (Upper Valley) | LOG CL | Champaign | 13 | 88 | 1.0 | 233 | 2.0 | 196 | 163.9 |
| 206 | Norwood (SR29) | CR16 (Millerstown) | Light | Champaign | 7 | 153 | 2.5 | 117 | 1.0 | 226 | 164.1 |
| 207 | Brush Lake | CR2 (Urbana Woodstock) | SR296 | Champaign | 5 | 185 | 1.4 | 207 | 3.5 | 96 | 164.9 |
| 208 | SR287 | SR559 | CR153 | Logan | 7 | 153 | 2.1 | 149 | 1.9 | 198 | 165.3 |
| 209 | SR47 | SR292 | UNI CL | Logan | 4 | 202 | 1.2 | 223 | 4.2 | 63 | 166.6 |
| 209 | SR559 | CHP CL | SR287 | Logan | 4 | 202 | 1.2 | 223 | 4.2 | 63 | 166.6 |
| 211 | SR245 | SR29 | TR39 (Cemetery) | Champaign | 4 | 202 | 3.4 | 66 | 1.0 | 226 | 168.4 |
| 212 | US68 | SR273 | HAR CL | Logan | 4 | 202 | 1.0 | 233 | 4.2 | 63 | 169.6 |
| 213 | SR296 | US68 | SR814 | Champaign | 12 | 96 | 1.3 | 217 | 1.5 | 223 | 170.4 |
| 214 | County Line | CR92 (Urbana Moorefield) | CLA CL | Champaign | 5 | 185 | 2.1 | 149 | 2.3 | 174 | 170.9 |
| 215 | SR540 | TR230 | CR25 | Logan | 3 | 226 | 1.2 | 223 | 5.2 | 47 | 171.4 |
| 216 | Kite | SR55 | Runkle | Champaign | 4 | 202 | 2.0 | 155 | 2.6 | 149 | 172.0 |
| 216 | Millerstown | SR560 | SR29 | Champaign | 4 | 202 | 2.0 | 155 | 2.6 | 149 | 172.0 |
| 218 | SR235 | TR215 | SR274 | Logan | 7 | 153 | 1.0 | 233 | 2.8 | 140 | 173.1 |
| 219 | CR28 | US33 s. ramps | CR153 | Logan | 1 | 251 | 6.0 | 22 | 1.0 | 226 | 174.8 |
| 220 | CR29 | TR179 | CR5 | Logan | 8 | 138 | 1.6 | 192 | 1.8 | 207 | 174.9 |
| 221 | SR366 | SR368 | SR117 | Logan | 9 | 129 | 0.9 | 245 | 2.4 | 167 | 175.2 |
| 222 | Childrens Home | East Lawn | Edinger | Champaign | 3 | 226 | 3.6 | 57 | 1.0 | 226 | 175.3 |
| 223 | CR32 | CR11 | SR47 | Logan | 7 | 153 | 2.0 | 155 | 1.0 | 226 | 175.5 |
| 224 | SR54 | SR4 | CR97 (Prairie) | Champaign | 3 | 226 | 1.8 | 172 | 3.1 | 112 | 175.6 |
| 225 | CR9 | SR47 | TR219 | Logan | 4 | 202 | 1.8 | 172 | 2.6 | 149 | 177.1 |
| 226 | Water | CR5 | MR379 | Logan | 1 | 251 | 5.1 | 31 | 1.0 | 226 | 177.5 |
| 227 | SR29 | SR235 | SR245 | Champaign | 6 | 172 | 2.2 | 137 | 1.0 | 226 | 177.7 |
| 228 | SR245 | Sycamore | UNI CL | Champaign | 7 | 153 | 1.6 | 192 | 1.9 | 198 | 178.2 |
| 229 | Orchard Island | SR235 | Kress | Logan | 6 | 172 | 1.7 | 181 | 2.1 | 184 | 178.3 |
| 230 | CR39 | SR274 | TR100 | Logan | 2 | 238 | 1.3 | 217 | 4.2 | 63 | 179.2 |
| 231 | SR368 | TR1239 | TR1284 | Logan | 4 | 202 | 1.7 | 181 | 2.6 | 149 | 179.8 |
| 232 | CR70 | SHE CL | SR235 | Logan | 4 | 202 | 2.6 | 108 | 1.0 | 226 | 181.0 |
| 233 | SR56 | SR29 | SR4 | Champaign | 5 | 185 | 1.6 | 192 | 2.3 | 174 | 183.8 |
| 234 | SR273 | US68 | SR274 | Logan | 2 | 238 | 1.0 | 233 | 4.2 | 63 | 184.0 |
| 235 | SR235 | CR17 (Runkle) | US36 | Champaign | 3 | 226 | 0.4 | 269 | 5.2 | 47 | 185.2 |
| 236 | SR706 | SHE CL | SR235 | Logan | 1 | 251 | 0.6 | 262 | 7.3 | 22 | 185.6 |
| 237 | SR274 | US33 | SR117 | Logan | 3 | 226 | 2.9 | 92 | 1.0 | 226 | 185.8 |
| 238 | CR9 | CR25 | SR274 | Logan | 5 | 185 | 1.5 | 199 | 2.3 | 174 | 185.9 |
| 239 | Prairie | TR117 (County Line) | SR54 | Champaign | 1 | 251 | 0.5 | 265 | 7.3 | 22 | 186.5 |
| 240 | SR235 | CHP CL | SR706 | Logan | 1 | 251 | 0.4 | 269 | 7.3 | 22 | 187.7 |
| 241 | Bellefontaine | CR10 | Sandusky | Logan | 1 | 251 | 3.0 | 87 | 1.0 | 226 | 194.3 |
| 242 | SR56 | CR182 (Catawba Mechanicsburg) | CLA CL | Champaign | 2 | 238 | 2.6 | 108 | 1.0 | 226 | 195.4 |
| 243 | CR32 | SR47 | CR130 | Logan | 7 | 153 | 1.2 | 223 | 1.0 | 226 | 195.9 |
| 244 | TR143 | UNI CL | SR347 | Logan | 1 | 251 | 2.8 | 96 | 1.0 | 226 | 197.0 |
| 245 | CR5 | CR25 | SR540 | Logan | 4 | 202 | 1.9 | 162 | 1.0 | 226 | 197.2 |
| 246 | US36 | SR559 | UNI CL | Champaign | 3 | 226 | 0.9 | 245 | 3.1 | 112 | 197.5 |
| 247 | Sante Fe | CR54 | CR83 | Logan | 2 | 238 | 2.5 | 117 | 1.0 | 226 | 198.1 |
| 248 | SR287 | TR177 | SR559 | Logan | 4 | 202 | 0.9 | 245 | 2.6 | 149 | 199.0 |
| 249 | Runkle | Bradley | Baird | Logan | 1 | 251 | 2.6 | 108 | 1.0 | 226 | 200.6 |
| 250 | Ward | CR19 (Kiser Lake) | CR26 (Heck Hill) | Champaign | 3 | 226 | 2.1 | 149 | 1.0 | 226 | 202.9 |
| 251 | SR54 | MIA CL | Lincoln | Champaign | 2 | 238 | 2.2 | 137 | 1.0 | 226 | 204.1 |
| 252 | Childrens Home | TR101 (Dugan) | Edinger | Champaign | 3 | 226 | 1.9 | 162 | 1.0 | 226 | 206.8 |
| 253 | SR47 | TR46 | CR32 | Logan | 7 | 153 | 0.6 | 262 | 1.0 | 226 | 207.6 |
| 254 | SR287 | TR150 | TR177 | Logan | 1 | 251 | 2.2 | 137 | 1.0 | 226 | 209.3 |
| 255 | Sandusky | CR9 | SR273 | Logan | 5 | 185 | 1.0 | 233 | 1.0 | 226 | 211.7 |
| 256 | SR559 | SR161 | US36 | Champaign | 4 | 202 | 1.2 | 223 | 1.0 | 226 | 215.5 |
| 257 | CR104 | SR273 | HAR CL | Logan | 1 | 251 | 1.9 | 162 | 1.0 | 226 | 216.8 |
| 258 | SR245 | LOG CL | TR217 (Metz) | Champaign | 2 | 238 | 1.7 | 181 | 1.0 | 226 | 217.3 |
| 259 | SR274 | US68 | CR9 | Logan | 2 | 238 | 1.4 | 207 | 1.0 | 226 | 225.1 |
| 259 | SR55 | TR22 (N Hampton Donnellsville) | CR85 (Storms Creek) | Champaign | 3 | 226 | 1.2 | 223 | 1.0 | 226 | 225.1 |
| 261 | SR245 | TR195 | Runkle | Logan | 1 | 251 | 1.6 | 192 | 1.0 | 226 | 225.8 |
| 262 | Possum Hollow | SR235 | CR19 (Kiser Lake) | Champaign | 1 | 251 | 1.5 | 199 | 1.0 | 226 | 227.9 |
| 263 | Upper Valley | CR45 (Sullivan) | US68 | Champaign | 1 | 251 | 1.4 | 207 | 1.0 | 226 | 230.3 |
| 264 | Urbana Moorefield | CR92 (Hickory Grove) | TR117 (County Line) | Champaign | 3 | 226 | 0.7 | 256 | 1.0 | 226 | 235.0 |
| 265 | SR29 | SR245 | Harris | Champaign | 2 | 238 | 0.9 | 245 | 1.0 | 226 | 236.5 |
| 266 | CR5 | SR274 | CR50 | Logan | 1 | 251 | 1.1 | 230 | 1.0 | 226 | 237.2 |
| 267 | SR368 | SR366 | TR1239 | Logan | 2 | 238 | 0.8 | 252 | 1.0 | 226 | 238.6 |
| 268 | Detroit | CHP CL | SR245 | Logan | 2 | 238 | 0.4 | 269 | 1.0 | 226 | 243.7 |
| 269 | Parkview | US36 | CR216 (Urbana Woodstock) | Champaign | 1 | 251 | 0.8 | 252 | 1.0 | 226 | 243.8 |
| 270 | SR54 | CLA CL | SR4 | Champaign | 1 | 251 | 0.7 | 256 | 1.0 | 226 | 245.0 |
| 270 | CR91 | TR33 | SR235 | Logan | 1 | 251 | 0.7 | 256 | 1.0 | 226 | 245.0 |
| 272 | Millerstown-Eris | CR26 (Heck Hill) | SR560 | Champaign | 1 | 251 | 0.5 | 265 | 1.0 | 226 | 247.7 |



| Hazard Index Rank | Roadway Section | From | To | County | Frequency | Frequency Rank | Crash Rate | Crash Rate Rank | EPDO Rate | EPDO Rate Rank | Hazard Index |
|-------------------|-----------------|----------------------|------------------|-----------|-----------|----------------|------------|-----------------|-----------|----------------|--------------|
| 273 | SR55 | CR92 (Hickory Grove) | CR193 (Old Troy) | Champaign | 0 | 273 | 0.0 | 273 | 0.0 | 273 | 273.0 |
| 273 | SR245 | TR39 (Cemetery) | CR33 (Calland) | Champaign | 0 | 273 | 0.0 | 273 | 0.0 | 273 | 273.0 |
| 273 | Upper Valley | SR296 | CR45 (Sullivan) | Champaign | 0 | 273 | 0.0 | 273 | 0.0 | 273 | 273.0 |
| 273 | CR10 | CR142 | UNI CL | Logan | 0 | 273 | 0.0 | 273 | 0.0 | 273 | 273.0 |
| 273 | CR39 | CR97 | CR259 | Logan | 0 | 273 | 0.0 | 273 | 0.0 | 273 | 273.0 |
| 273 | CR50 | CR5 | CR12 | Logan | 0 | 273 | 0.0 | 273 | 0.0 | 273 | 273.0 |
| 273 | TR179 | TR185 | CR10 | Logan | 0 | 273 | 0.0 | 273 | 0.0 | 273 | 273.0 |
| 273 | SR245 | CHP CL | TR195 | Logan | 0 | 273 | 0.0 | 273 | 0.0 | 273 | 273.0 |
| 273 | SR245 | CHP CL | CHP CL | Logan | 0 | 273 | 0.0 | 273 | 0.0 | 273 | 273.0 |
| 273 | SR273 | SR274 | HAR CL | Logan | 0 | 273 | 0.0 | 273 | 0.0 | 273 | 273.0 |
| 273 | SR368 | TR1284 | End SR368 | Logan | 0 | 273 | 0.0 | 273 | 0.0 | 273 | 273.0 |
| 273 | Sandusky | MR380 | CR5 | Logan | 0 | 273 | 0.0 | 273 | 0.0 | 273 | 273.0 |

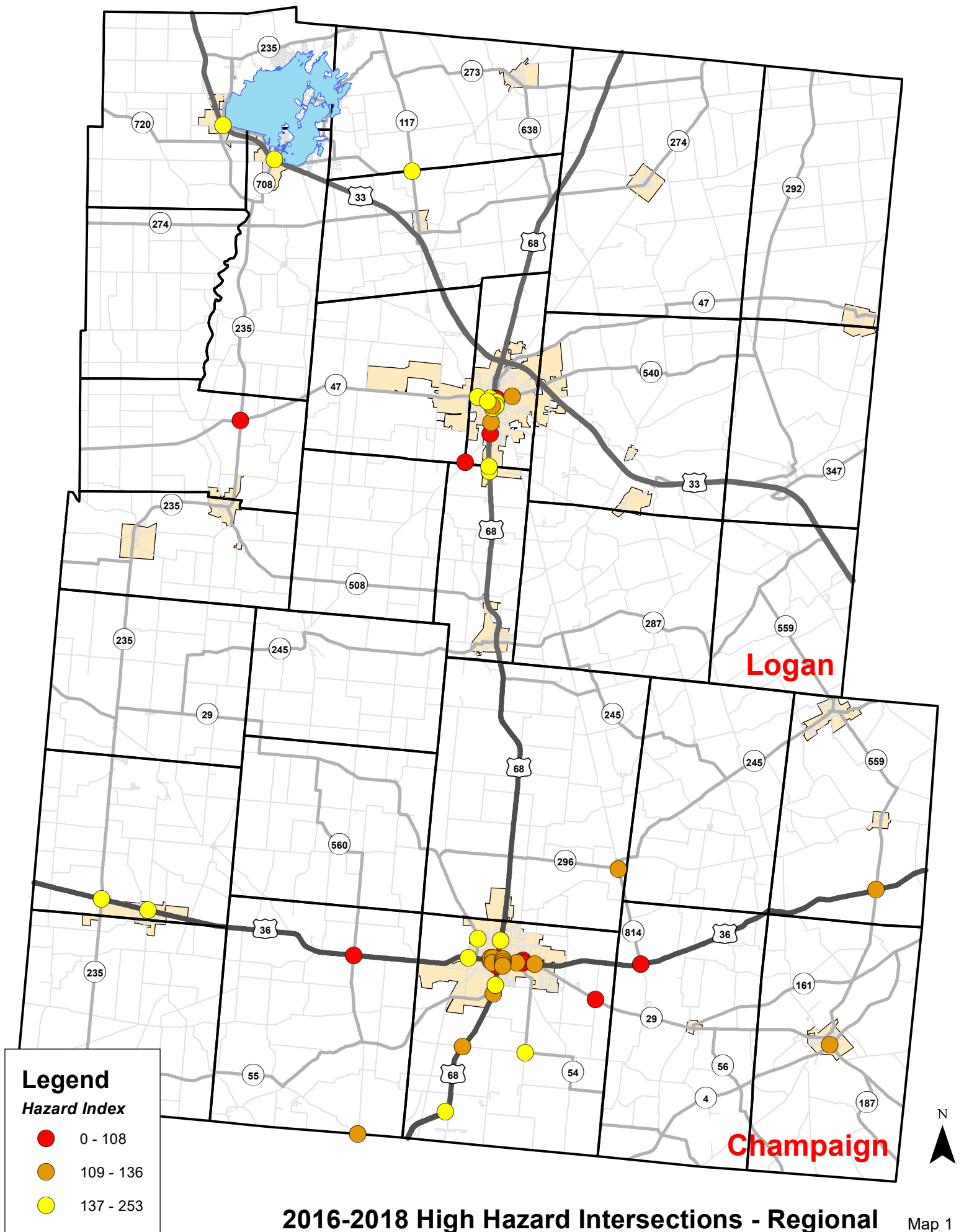


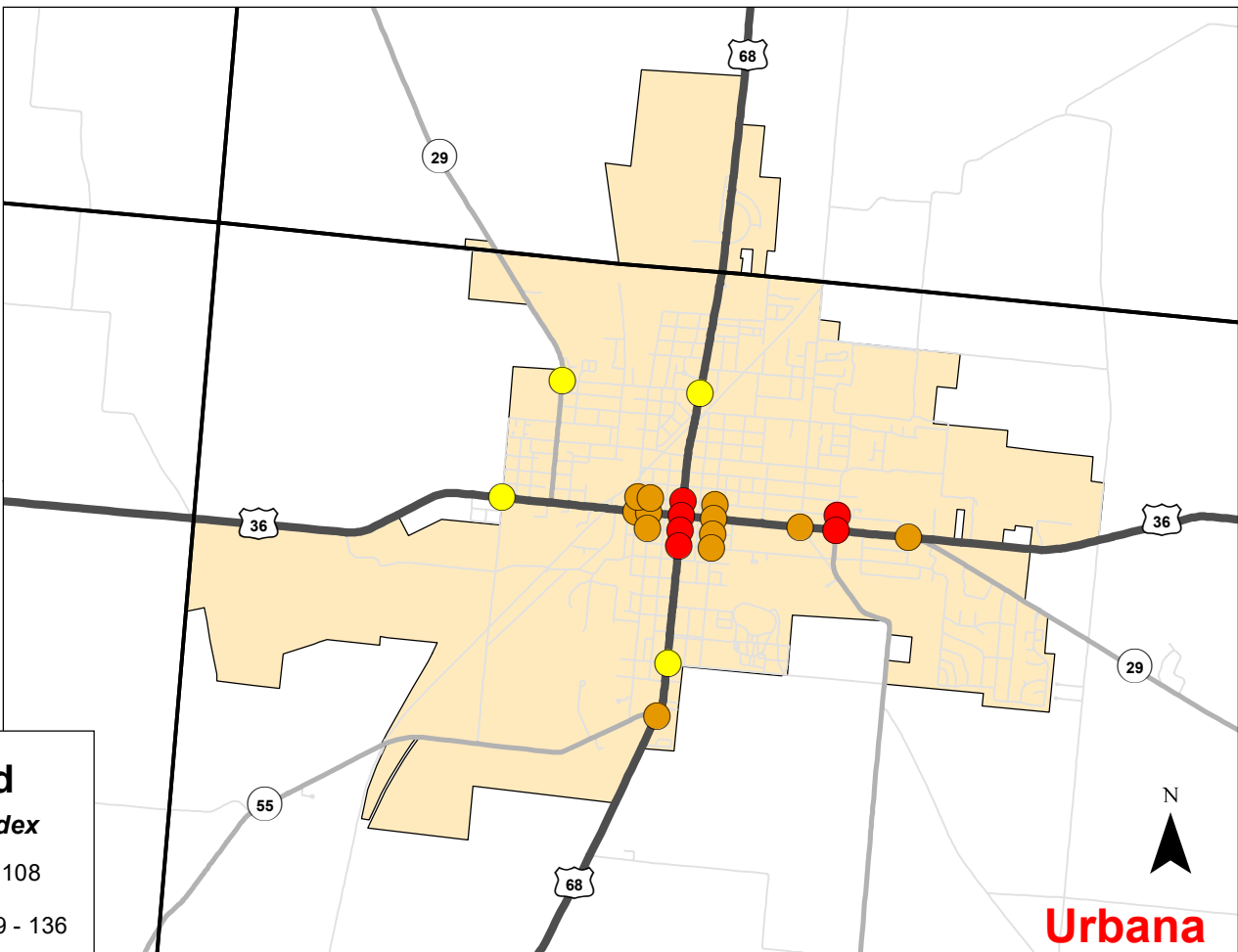
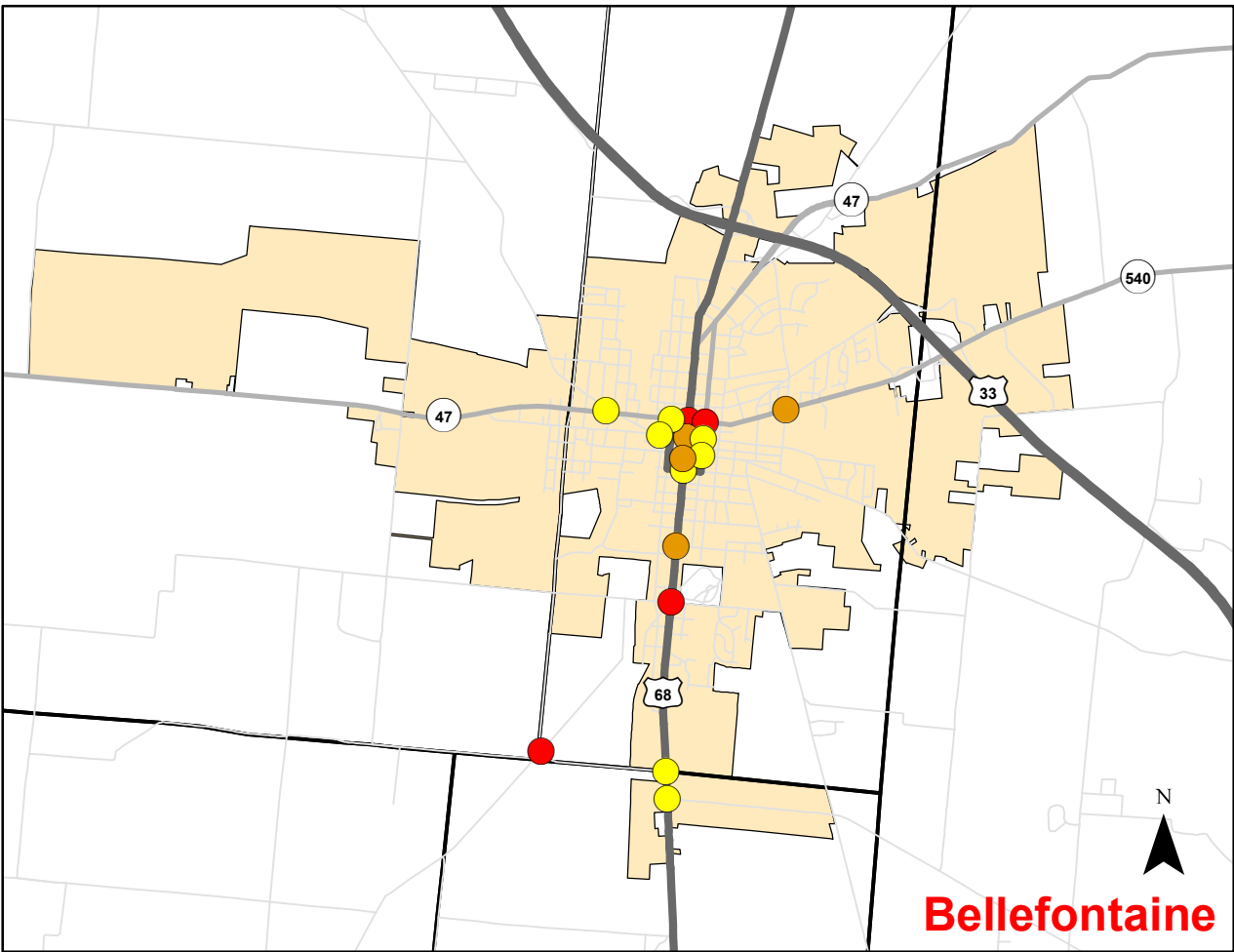
| Hazard Index Rank | Roadway Section | From | To | County | Frequency | Frequency Rank | Crash Rate | Crash Rate Rank | EPDO Rate | EPDO Rate Rank | Hazard Index |
|-------------------|-----------------|-------------|---------------|-----------|-----------|----------------|------------|-----------------|-----------|----------------|--------------|
| 1 | Main | Auburn | Columbus | Logan | 57 | 8 | 20.8 | 20 | 4.1 | 18 | 14.6 |
| 2 | Jefferson | Water | US36 | Champaign | 37 | 17 | 44.9 | 6 | 3.0 | 36 | 19.4 |
| 3 | Jefferson | Scioto | Washington | Champaign | 40 | 15 | 20.5 | 21 | 3.0 | 36 | 23.1 |
| 4 | Detroit | Auburn | Sandusky | Logan | 27 | 24 | 18.7 | 25 | 3.6 | 23 | 24.0 |
| 5 | Court | East Lawn | Jefferson | Champaign | 10 | 54 | 56.9 | 3 | 4.8 | 10 | 25.5 |
| 6 | Scioto | Jefferson | SR29A | Champaign | 107 | 2 | 11.6 | 42 | 2.6 | 48 | 27.8 |
| 7 | East Lawn | US36 | Washington | Champaign | 21 | 28 | 16.5 | 29 | 3.1 | 29 | 28.6 |
| 8 | Main | Water | Court | Champaign | 122 | 1 | 40.8 | 8 | 1.9 | 88 | 29.2 |
| 9 | Court | Main | Kenton | Champaign | 14 | 41 | 57.2 | 2 | 2.8 | 42 | 29.6 |
| 10 | Madriver | Auburn | Sandusky | Logan | 49 | 11 | 36.3 | 10 | 2.2 | 76 | 30.2 |
| 11 | Sandusky | Detroit | Madriver | Logan | 73 | 6 | 26.7 | 12 | 1.9 | 88 | 32.4 |
| 12 | Columbus | CR508 | Madriver | Logan | 37 | 17 | 86.5 | 1 | 2.0 | 86 | 32.9 |
| 13 | Kenton | Water | Court | Champaign | 9 | 59 | 48.0 | 4 | 3.1 | 29 | 33.5 |
| 14 | Sante Fe | TR239 | US33 | Logan | 10 | 54 | 16.9 | 28 | 4.2 | 12 | 33.6 |
| 15 | SR235 | TR1080 | TR260 | Logan | 18 | 34 | 10.5 | 44 | 3.5 | 24 | 34.0 |
| 16 | Scioto | East Lawn | Jefferson | Champaign | 28 | 22 | 10.7 | 43 | 2.8 | 42 | 34.3 |
| 17 | Miami | Russell | Kenton | Champaign | 107 | 2 | 18.6 | 26 | 1.9 | 88 | 35.0 |
| 18 | Main | Columbus | SR47 | Logan | 56 | 9 | 42.7 | 7 | 1.5 | 100 | 35.7 |
| 19 | High | SR55 | Powell | Champaign | 9 | 59 | 19.4 | 23 | 3.8 | 21 | 36.8 |
| 20 | Commercial | Phoenix | US68 | Champaign | 20 | 30 | 13.4 | 38 | 2.6 | 48 | 37.8 |
| 21 | Columbus | Madriver | CR507 | Champaign | 16 | 37 | 16.5 | 29 | 2.6 | 48 | 37.9 |
| 21 | Main | Washington | Auburn | Logan | 86 | 4 | 9.6 | 45 | 2.2 | 76 | 37.9 |
| 23 | Washington | Main | Wood | Champaign | 13 | 43 | 14.9 | 35 | 2.9 | 39 | 39.4 |
| 24 | SR235 | SR720 | CR82 | Logan | 11 | 49 | 8.7 | 56 | 4.4 | 11 | 39.7 |
| 25 | Madriver | Sandusky | Williams | Logan | 20 | 30 | 18.0 | 27 | 2.3 | 66 | 39.9 |
| 26 | Sandusky | Shortridge | Newford | Logan | 30 | 21 | 9.2 | 50 | 2.5 | 59 | 41.1 |
| 27 | Chillicothe | Madriver | Ludlow | Logan | 15 | 40 | 21.5 | 18 | 2.3 | 66 | 41.2 |
| 28 | Main | Court | Washington | Champaign | 28 | 22 | 9.4 | 48 | 2.4 | 62 | 41.8 |
| 29 | Troy | Patterson | Garfield | Logan | 18 | 34 | 16.1 | 33 | 2.4 | 62 | 42.1 |
| 30 | Miami | Edgewood | Oakland | Champaign | 16 | 37 | 9.6 | 45 | 2.6 | 48 | 42.7 |
| 31 | Market | Main | Kenton | Champaign | 7 | 75 | 46.3 | 5 | 2.8 | 42 | 44.1 |
| 32 | Scioto | Kenton | East Lawn | Champaign | 42 | 13 | 6.6 | 71 | 2.5 | 59 | 44.2 |
| 33 | Sandusky | Garfield | Detroit | Logan | 20 | 30 | 5.4 | 85 | 3.5 | 24 | 44.7 |
| 34 | Main | Washington | Bloomfield | Champaign | 24 | 25 | 4.2 | 101 | 3.9 | 19 | 46.0 |
| 35 | Main | SR55 | Powell | Champaign | 22 | 27 | 5.4 | 85 | 3.0 | 36 | 47.1 |
| 35 | Court | Kenton | East Lawn | Champaign | 10 | 54 | 21.2 | 19 | 2.3 | 66 | 47.1 |
| 37 | Washington | Wood | East Lawn | Champaign | 12 | 47 | 22.4 | 17 | 2.1 | 79 | 47.6 |
| 38 | TR217 | TR56 | US68 | Logan | 10 | 54 | 9.1 | 51 | 2.9 | 39 | 48.6 |
| 39 | Sandusky | Madriver | Hayes | Logan | 35 | 19 | 6.6 | 71 | 2.3 | 66 | 48.7 |
| 39 | Main | Powell | Water | Champaign | 64 | 7 | 7.0 | 67 | 2.0 | 86 | 48.7 |
| 41 | Main | Reynolds | US33 n. ramps | Logan | 45 | 12 | 8.9 | 53 | 1.8 | 94 | 48.9 |
| 42 | Main | Lake | Washington | Logan | 38 | 16 | 5.5 | 84 | 2.5 | 59 | 49.3 |
| 42 | Madriver | Williams | Rush | Logan | 8 | 67 | 9.4 | 48 | 3.4 | 27 | 49.3 |
| 44 | Main | Gunntown | Clarkson | Logan | 76 | 5 | 7.9 | 62 | 1.7 | 96 | 49.4 |
| 45 | Washington | US68 | CR1 | Logan | 14 | 41 | 18.8 | 24 | 1.9 | 88 | 50.0 |
| 46 | Auburn | Detroit | Madriver | Logan | 16 | 37 | 23.1 | 16 | 1.4 | 104 | 50.8 |
| 47 | Main | Clarkson | Lake | Logan | 54 | 10 | 4.4 | 99 | 2.3 | 66 | 53.5 |
| 47 | East Lawn | Washington | Boyce | Champaign | 11 | 49 | 15.4 | 34 | 2.1 | 79 | 53.5 |
| 49 | Scioto | Community | Lippincott | Champaign | 11 | 49 | 4.7 | 95 | 3.9 | 19 | 53.8 |
| 50 | Oakland | Light | Gwynne | Champaign | 7 | 75 | 6.0 | 78 | 18.4 | 2 | 54.0 |
| 51 | Gunntown | US68 | CR1 | Logan | 23 | 26 | 7.0 | 67 | 2.1 | 79 | 54.2 |
| 52 | SR235 | TR281 | TR1080 | Logan | 11 | 49 | 2.8 | 115 | 13.2 | 4 | 55.3 |
| 53 | Water | Main | Kenton | Champaign | 13 | 43 | 16.3 | 31 | 1.5 | 100 | 56.5 |
| 54 | Boyce | Wood | East Lawn | Champaign | 5 | 88 | 37.6 | 9 | 2.3 | 66 | 57.7 |
| 55 | Main | Rush | Reynolds | Logan | 19 | 33 | 4.1 | 103 | 2.7 | 47 | 58.2 |
| 56 | Sante Fe | SR235 | TR239 | Logan | 6 | 82 | 6.4 | 73 | 4.2 | 12 | 58.3 |
| 57 | Dowell | CR507 | SR47 | Logan | 2 | 128 | 25.4 | 13 | 4.2 | 12 | 58.7 |
| 58 | Hayes | CR504 | SR540 | Logan | 13 | 43 | 13.1 | 39 | 1.5 | 100 | 58.9 |
| 59 | Scioto | Lippincott | Dugan | Champaign | 9 | 59 | 4.8 | 91 | 3.1 | 29 | 59.6 |
| 60 | Miami | Oakland | Russell | Champaign | 21 | 28 | 4.9 | 90 | 2.2 | 76 | 61.0 |
| 61 | Detroit | Auburn | Maple | Logan | 9 | 59 | 7.7 | 63 | 2.4 | 62 | 61.1 |
| 62 | CR11 | CR32 | TR216 | Logan | 9 | 59 | 2.4 | 125 | 15.9 | 3 | 62.0 |
| 63 | Light | Oakland | Russell | Champaign | 7 | 75 | 7.6 | 65 | 2.8 | 42 | 62.1 |
| 64 | Detroit | SR47 | Powell | Logan | 8 | 67 | 25.0 | 14 | 1.0 | 105 | 62.5 |
| 65 | Main | Sandusky | Rush | Logan | 34 | 20 | 5.7 | 83 | 1.6 | 99 | 62.6 |
| 66 | Orchard Island | Kress | Elliott | Logan | 9 | 59 | 6.1 | 76 | 2.4 | 62 | 65.0 |
| 67 | Oakland | New Haven | TR101 (Dugan) | Champaign | 9 | 59 | 3.1 | 112 | 3.1 | 29 | 65.9 |
| 68 | Russell | Scioto | Gwynne | Champaign | 5 | 88 | 14.1 | 37 | 2.3 | 66 | 66.1 |
| 69 | Sandusky | Columbus | Troy | Logan | 10 | 54 | 2.9 | 114 | 2.9 | 39 | 67.5 |
| 70 | SR235 | TR1242 | HAR CL | Logan | 3 | 113 | 6.7 | 70 | 5.2 | 6 | 68.0 |
| 71 | Russell | Gwynne | Light | Champaign | 7 | 75 | 20.2 | 22 | 1.0 | 105 | 68.1 |
| 72 | Washington | East Lawn | Jefferson | Champaign | 7 | 75 | 11.9 | 41 | 1.9 | 88 | 68.7 |
| 73 | SR235 | SR365 | SR366 | Logan | 7 | 75 | 2.8 | 115 | 3.7 | 22 | 71.1 |
| 73 | Lake | CR508 | US68 | Logan | 4 | 102 | 8.9 | 53 | 2.6 | 48 | 71.1 |
| 75 | SR235 | TR88 | TR281 | Logan | 8 | 67 | 2.6 | 121 | 3.4 | 27 | 71.2 |
| 76 | Gwynne | Russell | Main | Champaign | 5 | 88 | 8.4 | 57 | 2.3 | 66 | 72.1 |
| 76 | SR235 | TR260 | TR1220 | Logan | 6 | 82 | 2.4 | 125 | 5.2 | 6 | 72.1 |
| 78 | High | College | Market | Champaign | 3 | 113 | 8.1 | 61 | 3.1 | 29 | 72.2 |
| 79 | TR293 | Begin TR293 | TR1304 | Logan | 3 | 113 | 7.7 | 63 | 3.1 | 29 | 72.8 |
| 80 | Rush | Main | Blair | Logan | 4 | 102 | 4.5 | 96 | 4.2 | 12 | 73.2 |
| 81 | US33 | US68 | SR540 | Logan | 42 | 13 | 1.4 | 140 | 1.9 | 88 | 73.6 |
| 82 | Eastern | Columbus | Organ | Logan | 3 | 113 | 4.8 | 91 | 5.2 | 6 | 74.3 |
| 83 | Sandusky | Troy | Garfield | Logan | 11 | 49 | 6.0 | 78 | 1.0 | 105 | 74.5 |
| 84 | CR1 | Gunntown | TR181 | Logan | 5 | 88 | 3.1 | 112 | 3.5 | 24 | 76.0 |
| 85 | CR1 | Washington | Eastern | Logan | 13 | 43 | 4.4 | 99 | 1.5 | 100 | 76.9 |
| 86 | High | Powell | College | Champaign | 4 | 102 | 6.2 | 74 | 2.6 | 48 | 77.4 |
| 87 | Court | Russell | Main | Champaign | 5 | 88 | 14.2 | 36 | 1.0 | 105 | 77.5 |
| 88 | Oakland | US36 | New Haven | Champaign | 18 | 34 | 2.7 | 118 | 1.7 | 96 | 77.8 |
| 89 | Garfield | Williams | Troy | Logan | 3 | 113 | 3.6 | 105 | 5.2 | 6 | 78.5 |



| Hazard Index Rank | Roadway Section | From | To | County | Frequency | Frequency Rank | Crash Rate | Crash Rate Rank | EPDO Rate | EPDO Rate Rank | Hazard Index |
|-------------------|-----------------|-------------|----------------|-----------|-----------|----------------|------------|-----------------|-----------|----------------|--------------|
| 90 | East Lawn | Boyce | Bloomfield | Champaign | 4 | 102 | 6.0 | 78 | 2.6 | 48 | 78.6 |
| 91 | Orchard Island | Elliott | US33 | Logan | 5 | 88 | 12.9 | 40 | 1.0 | 105 | 78.7 |
| 92 | Market | High | Main | Champaign | 3 | 113 | 31.8 | 11 | 1.0 | 105 | 80.0 |
| 93 | TR185 | Harding | Ludlow | Logan | 8 | 67 | 6.2 | 74 | 1.0 | 105 | 80.5 |
| 94 | SR366 | SR708 | TR94 | Logan | 8 | 67 | 1.9 | 132 | 2.6 | 48 | 80.8 |
| 95 | Ludlow | Lake | Washington | Logan | 9 | 59 | 4.5 | 96 | 1.7 | 96 | 81.2 |
| 95 | Grove | Detroit | US68 | Logan | 3 | 113 | 23.6 | 15 | 1.0 | 105 | 81.2 |
| 97 | Water | Kenton | Jefferson | Champaign | 7 | 75 | 2.3 | 129 | 2.8 | 42 | 81.3 |
| 98 | Columbus | Plum Valley | CR508 | Logan | 4 | 102 | 16.2 | 32 | 1.0 | 105 | 81.9 |
| 99 | Gwynne | Oakland | Russell | Champaign | 6 | 82 | 5.4 | 85 | 2.1 | 79 | 82.0 |
| 100 | Main | Bloomfield | Dellinger | Champaign | 12 | 47 | 1.9 | 132 | 2.1 | 79 | 82.1 |
| 101 | Lake | Main | Harding | Logan | 5 | 88 | 4.8 | 91 | 2.3 | 66 | 82.3 |
| 102 | Garfield | Troy | SR47 | Logan | 8 | 67 | 5.8 | 82 | 1.0 | 105 | 82.9 |
| 103 | Sandusky | Hayes | Shortridge | Logan | 6 | 82 | 1.5 | 139 | 3.1 | 29 | 83.2 |
| 104 | CR1 | TR181 | TR185 | Logan | 6 | 82 | 4.8 | 91 | 2.1 | 79 | 83.8 |
| 105 | Sandusky | CR32 | Columbus | Logan | 4 | 102 | 1.2 | 143 | 33.0 | 1 | 84.0 |
| 106 | Light | Russell | Main | Champaign | 2 | 128 | 3.6 | 105 | 4.2 | 12 | 86.3 |
| 107 | Sloan | TR55 | SR540 | Logan | 5 | 88 | 7.2 | 66 | 1.0 | 105 | 86.5 |
| 108 | Scioto | SR29A | Community | Champaign | 8 | 67 | 3.4 | 107 | 1.8 | 94 | 87.1 |
| 109 | Hayes | CR10 | CR504 | Logan | 4 | 102 | 8.2 | 58 | 1.0 | 105 | 89.7 |
| 110 | Edgewood | James | US36 | Champaign | 5 | 88 | 2.7 | 118 | 2.3 | 66 | 90.4 |
| 111 | SR235 | Stephenson | TR1051 | Logan | 4 | 102 | 2.7 | 118 | 2.6 | 48 | 90.6 |
| 112 | Columbus | Troy | Plum Valley | Logan | 3 | 113 | 9.5 | 47 | 1.0 | 105 | 90.8 |
| 113 | SR366 | Center | SR708 | Logan | 5 | 88 | 5.9 | 81 | 1.0 | 105 | 91.0 |
| 114 | Commercial | Edgewood | Phoenix | Champaign | 8 | 67 | 3.2 | 111 | 1.0 | 105 | 91.6 |
| 115 | Kenton | Henry | Water | Champaign | 3 | 113 | 8.8 | 55 | 1.0 | 105 | 93.2 |
| 116 | Detroit | Maple | CR11 | Logan | 5 | 88 | 5.2 | 89 | 1.0 | 105 | 93.4 |
| 117 | High | Market | Court | Champaign | 3 | 113 | 8.2 | 58 | 1.0 | 105 | 94.1 |
| 118 | SR366 | SR235 | TR1109 | Logan | 2 | 128 | 1.3 | 141 | 7.3 | 5 | 95.0 |
| 119 | SR366 | US33 | SR235 | Logan | 2 | 128 | 1.8 | 135 | 4.2 | 12 | 95.3 |
| 120 | SR235 | TR87 | SR365 | Logan | 6 | 82 | 2.1 | 130 | 2.1 | 79 | 95.5 |
| 121 | SR235 | TR293 | TR251 | Logan | 4 | 102 | 1.7 | 137 | 2.6 | 48 | 96.3 |
| 122 | SR235 | TR1051 | TR87 | Logan | 4 | 102 | 1.6 | 138 | 2.6 | 48 | 96.6 |
| 123 | Oakland | Gwynne | Miami | Champaign | 5 | 88 | 4.2 | 101 | 1.0 | 105 | 97.0 |
| 124 | SR235 | TR251 | TR1242 | Logan | 5 | 88 | 3.3 | 108 | 1.0 | 105 | 99.1 |
| 124 | Orchard Island | US33 | End SR708 | Logan | 5 | 88 | 3.3 | 108 | 1.0 | 105 | 99.1 |
| 126 | West | Columbus | SR47 | Logan | 1 | 141 | 9.1 | 51 | 1.0 | 105 | 103.2 |
| 127 | TR293 | TR1304 | SR235 | Logan | 2 | 128 | 6.9 | 69 | 1.0 | 105 | 103.4 |
| 128 | Boyce | East Lawn | Jefferson | Champaign | 1 | 141 | 8.2 | 58 | 1.0 | 105 | 105.3 |
| 129 | Kenton | Powell | Henry | Champaign | 2 | 128 | 6.1 | 76 | 1.0 | 105 | 105.5 |
| 130 | Bloomfield | Julia | East Lawn | Champaign | 3 | 113 | 4.1 | 103 | 1.0 | 105 | 107.6 |
| 131 | Rush | Blair | Allison | Logan | 4 | 102 | 2.6 | 121 | 1.0 | 105 | 108.6 |
| 132 | Eastern | Hayes | Columbus | Logan | 3 | 113 | 3.3 | 108 | 1.0 | 105 | 109.1 |
| 133 | Troy | Florence | CR130 | Logan | 2 | 128 | 4.5 | 96 | 1.0 | 105 | 111.5 |
| 134 | TR55 | Sloan | TR179 | Logan | 1 | 141 | 5.4 | 85 | 1.0 | 105 | 113.4 |
| 135 | Edgewood | SR55 | James | Champaign | 3 | 113 | 2.5 | 123 | 1.0 | 105 | 113.6 |
| 136 | Hayes | SR540 | Dakota | Logan | 3 | 113 | 2.0 | 131 | 1.0 | 105 | 116.0 |
| 137 | Bloomfield | Main | Julia | Champaign | 2 | 128 | 2.8 | 115 | 1.0 | 105 | 117.2 |
| 138 | SR366 | TR1109 | North | Logan | 3 | 113 | 1.3 | 141 | 1.0 | 105 | 119.0 |
| 139 | CR11 | CR18 | CR508 | Logan | 2 | 128 | 2.4 | 125 | 1.0 | 105 | 120.2 |
| 139 | Dellinger | Main | East Lawn | Champaign | 2 | 128 | 2.4 | 125 | 1.0 | 105 | 120.2 |
| 141 | SR366 | North | Center | Logan | 2 | 128 | 1.9 | 132 | 1.0 | 105 | 122.3 |
| 142 | Chillicothe | Chillicothe | Hayes | Logan | 2 | 128 | 1.8 | 135 | 1.0 | 105 | 123.2 |
| 143 | Jefferson | Washington | Boyce | Champaign | 1 | 141 | 2.5 | 123 | 1.0 | 105 | 124.8 |
| 144 | SR366 | TR94 | TR1261 | Logan | 2 | 128 | 0.8 | 144 | 1.0 | 105 | 125.9 |
| 145 | CR11 | TR216 | CR18 | Logan | 1 | 141 | 0.7 | 145 | 1.0 | 105 | 131.4 |
| 146 | SR235 | TR1220 | TR266 | Logan | 1 | 141 | 0.5 | 146 | 1.0 | 105 | 131.7 |
| 146 | SR235 | TR266 | TR293 | Logan | 1 | 141 | 0.5 | 146 | 1.0 | 105 | 131.7 |
| 148 | Main | CR82 | Stephenson | Logan | 1 | 141 | 0.4 | 148 | 1.0 | 105 | 132.3 |
| 149 | East Lawn | Bloomfield | Childrens Home | Champaign | 0 | 149 | 0.0 | 149 | 0.0 | 149 | 149.0 |
| 149 | Boyce | Main | Wood | Champaign | 0 | 149 | 0.0 | 149 | 0.0 | 149 | 149.0 |
| 149 | SR273 | Begin SR273 | TR1328 | Logan | 0 | 149 | 0.0 | 149 | 0.0 | 149 | 149.0 |
| 149 | SR365 | SR235 | End SR365 | Logan | 0 | 149 | 0.0 | 149 | 0.0 | 149 | 149.0 |
| 149 | SR366 | TR1261 | SR368 | Logan | 0 | 149 | 0.0 | 149 | 0.0 | 149 | 149.0 |
| 149 | Allison | Dakota | TR246 | Logan | 0 | 149 | 0.0 | 149 | 0.0 | 149 | 149.0 |
| 149 | Detroit | Grove | Powell | Logan | 0 | 149 | 0.0 | 149 | 0.0 | 149 | 149.0 |





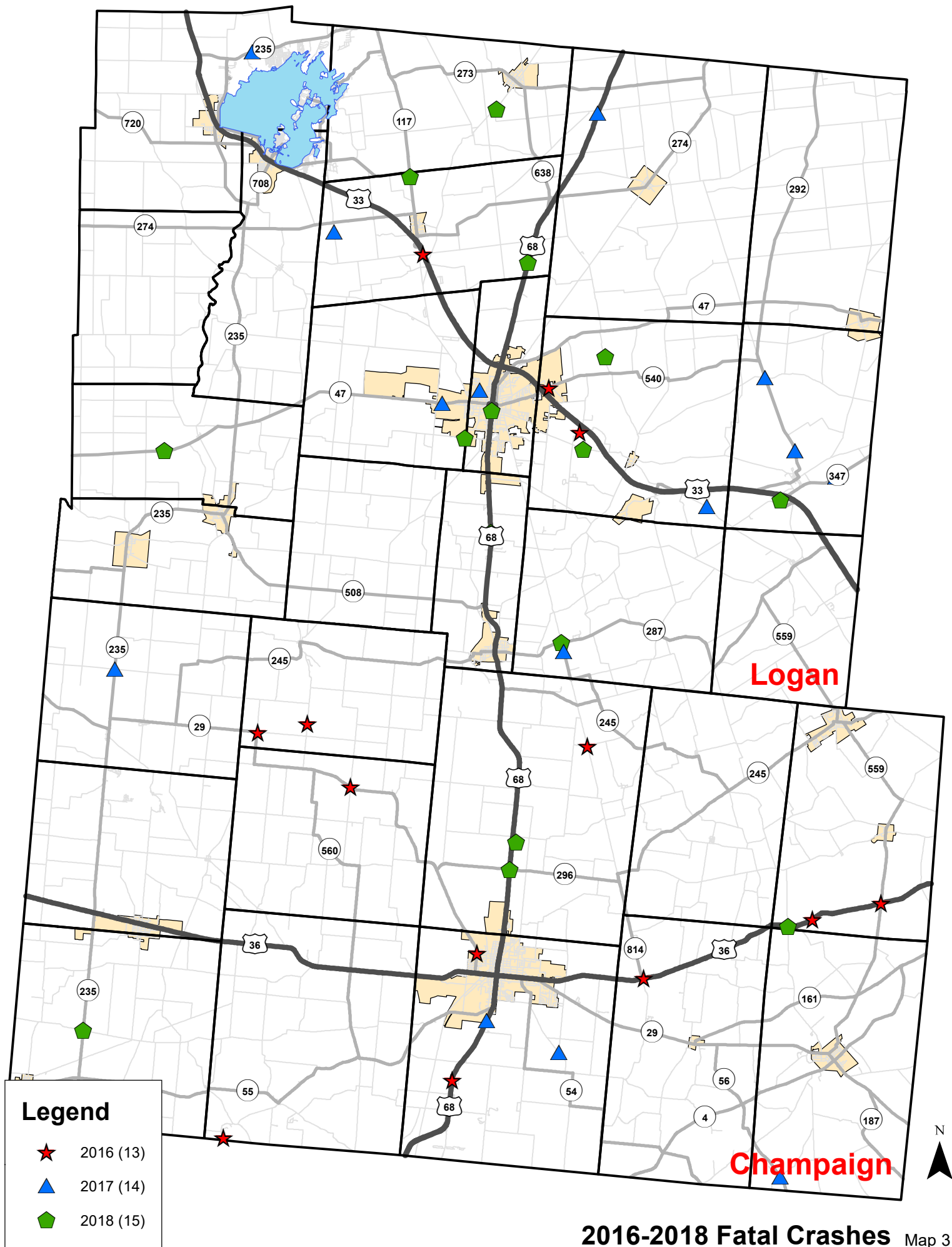


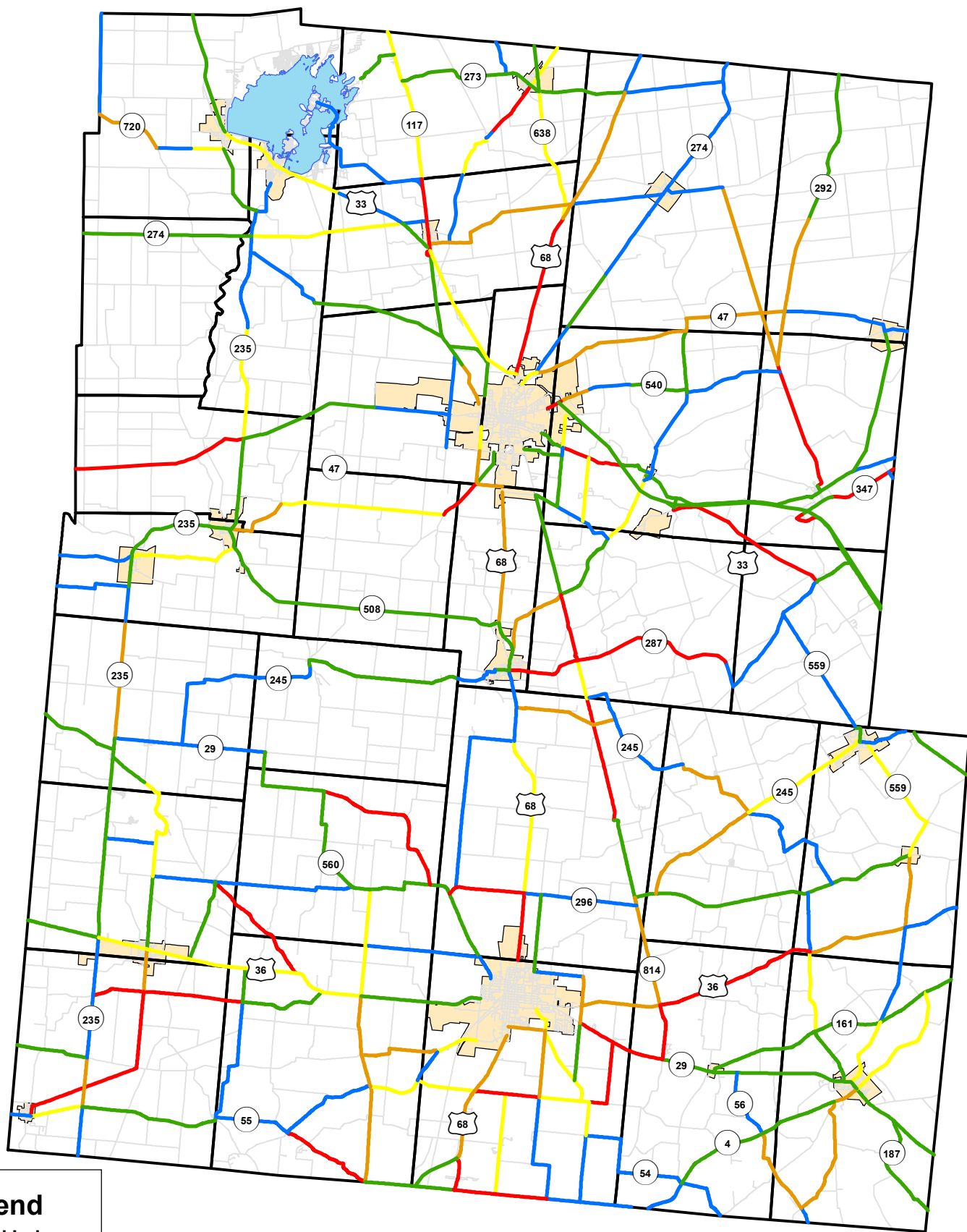
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2016-2018 High Hazard Intersections - Regional



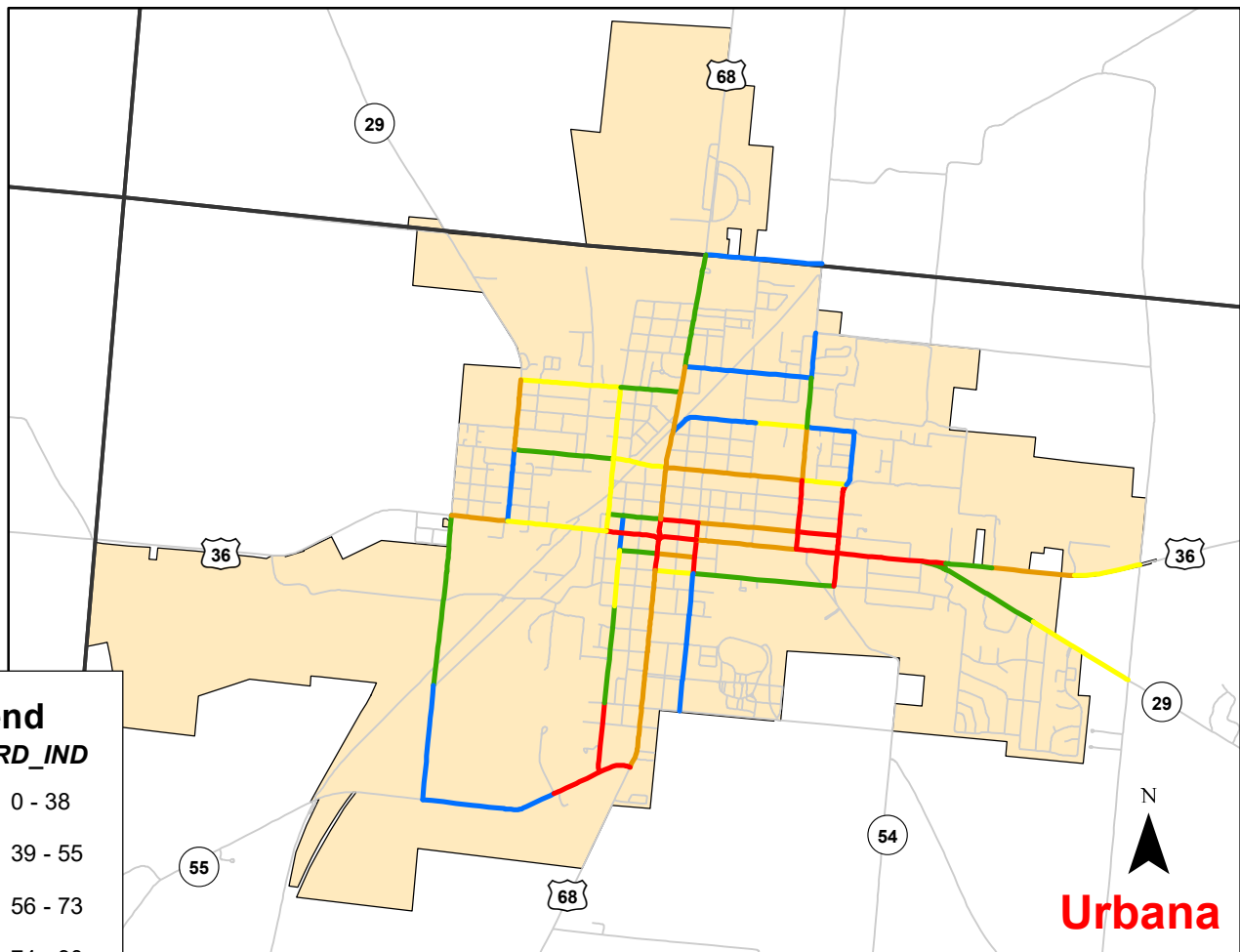
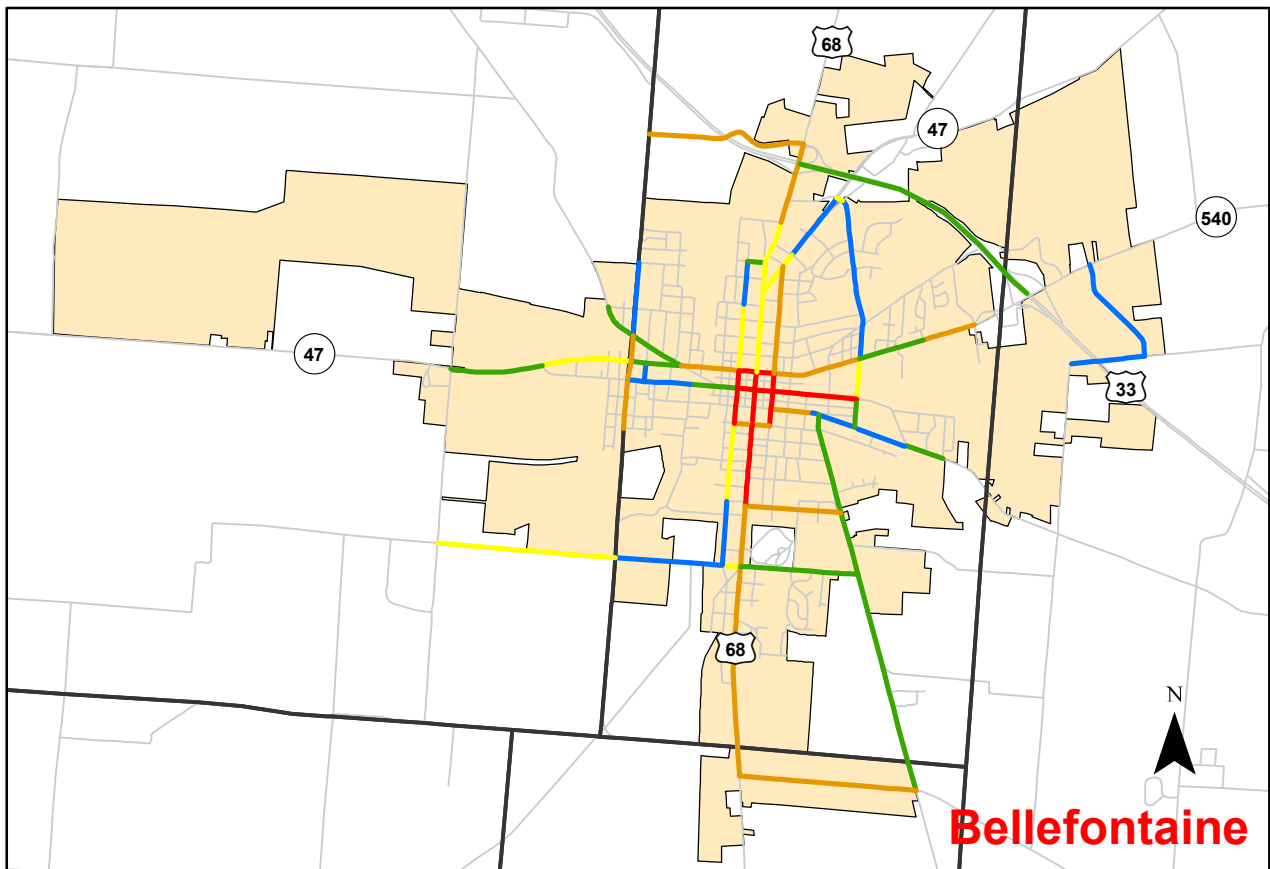


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Hazard Index

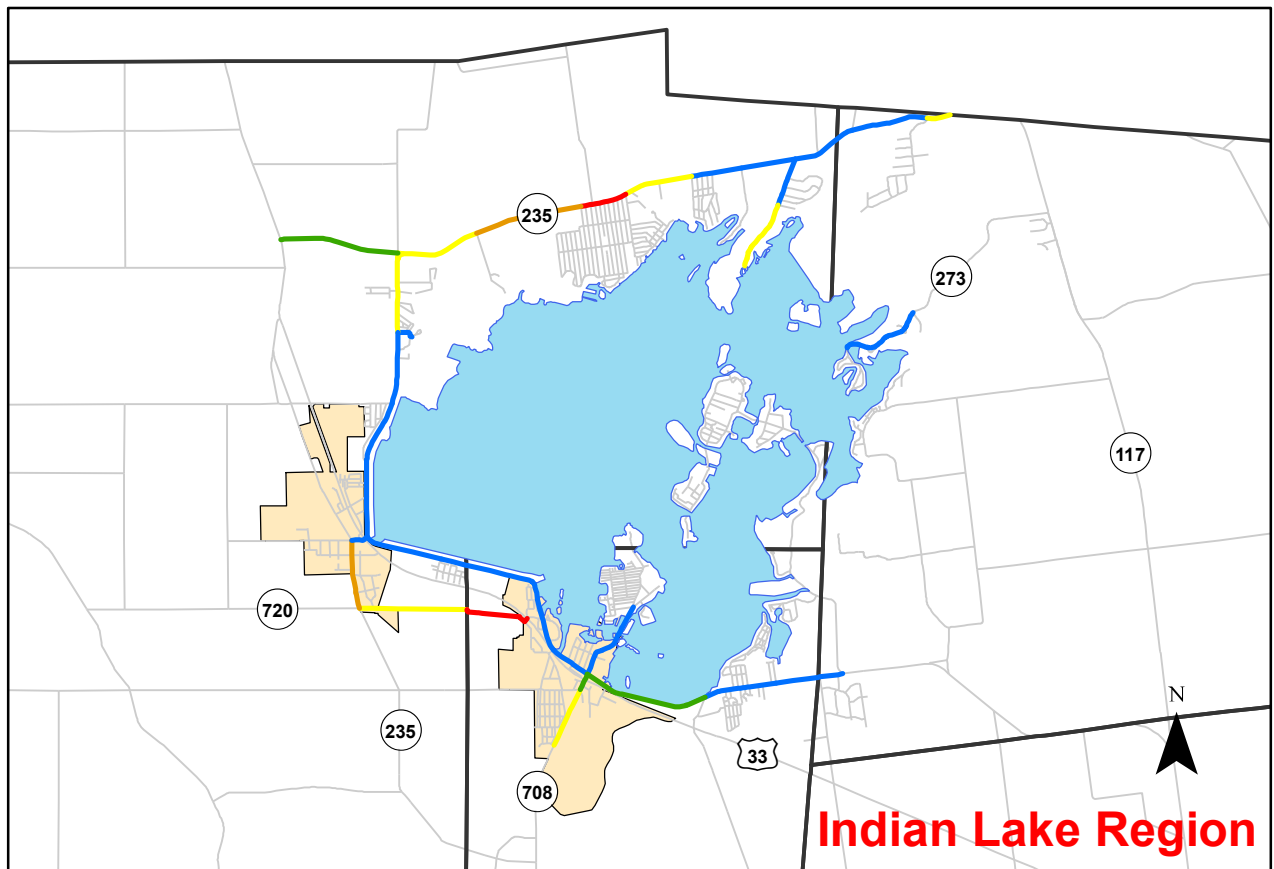
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- 94 - 114
- 115 - 160
- 161 - 273





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HAZARD_IND

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- 56 - 73
- 74 - 90
- 91 - 149



Legend
HAZARD_IND

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- 39 - 55
- 56 - 73
- 74 - 90
- 91 - 149

Appendix

ODOT District 7 2018 High Hazard Locations

| 2018 Rural Intersection Peak Searching Excess Locations (2014-2018) | | | | | | | Crashes Per Year | | | | | | | | | | | |
|---|----------|--------|----------|--------------|---------------------------------|----------------|--------------------------|-------------------|------------------|--|--------------------------------|-------------------|------------------|-------------------------|----------------------------|-------------------|------------------|-------------------------|
| Location Information | | | | | | | All Crashes | | | | Fatal & Serious Injury Crashes | | | | Fatal & All Injury Crashes | | | |
| Rank | District | County | Location | Site Type | Intersection Name | Begin Logpoint | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes (Potential for Safety Improvement) | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes |
| 25 | 7 | LOG | SR-235 | Intersection | SR-235 at SR-47 | 8.18 | 5.75 | 1.08 | 4.92 | 3.84 | 0 | 0 | 0 | 0 | 1.67 | 0.4 | 1.24 | 0.84 |
| 87 | 7 | CHP | SR-29 | Intersection | SR-29 at TR-103 (THREE MILE RD) | 23.27 | 3.96 | 1.22 | 3.51 | 2.29 | 0.77 | 0.1 | 0.56 | 0.46 | 2.49 | 0.47 | 1.87 | 1.4 |
| 123 | 7 | LOG | SR-117 | Intersection | SR-117 (LIMA ST) at SR-274 | 5.83 | 3.74 | 1.73 | 3.45 | 1.72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| 2018 Rural Non-Freeway Peak Searching Excess Segment Locations (2014-2018) | | | | | | | Crashes Per Mile Per Year | | | | | | | | | | | |
|--|----------|--------|----------|-----------|-----------------------------|----------------|---------------------------|-------------------|------------------|--|--------------------------------|-------------------|------------------|-------------------------|----------------------------|-------------------|------------------|-------------------------|
| Location Information | | | | | | | All Crashes | | | | Fatal & Serious Injury Crashes | | | | Fatal & All Injury Crashes | | | |
| Rank | District | County | Location | Site Type | Location | Begin Logpoint | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes (Potential for Safety Improvement) | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes |
| 106 | 7 | LOG | SR-347 | Segment | east of US33 | 4.41 | 14.29 | 1.44 | 8.75 | 7.31 | 2.08 | 0.08 | 0.47 | 0.39 | 6.24 | 0.43 | 1.56 | 1.13 |
| 133 | 7 | LOG | SR-117 | Segment | south of SR274 W | 6.03 | 20.08 | 1.89 | 8.62 | 6.73 | 0 | 0.14 | 0.12 | 0 | 2.15 | 0.7 | 0.89 | 0.19 |
| 301 | 7 | LOG | SR-117 | Segment | north of SR274 W | 5.72 | 15.51 | 1.71 | 6.53 | 4.82 | 0 | 0.13 | 0.11 | 0 | 0 | 0.63 | 0.55 | 0 |
| 381 | 7 | LOG | SR-117 | Segment | south of SR274 W | 6.23 | 13.38 | 1.89 | 6.14 | 4.25 | 0 | 0.14 | 0.12 | 0 | 4.31 | 0.7 | 1.18 | 0.48 |
| 439 | 7 | LOG | SR-347 | Segment | at SR347 merge west of US33 | 2.74 | 8.07 | 2.2 | 6.13 | 3.93 | 0 | 0 | 0 | 0 | 2.05 | 0.77 | 1.16 | 0.39 |

| 2018 Rural Freeway Peak Searching Excess Locations (2014-2018) | | | | | | | Crashes Per Mile Per Year (Interchange are Crashes Per Year Only) | | | | | | | | | | | |
|--|----------|--------|----------|-----------|----------------|----------------|---|-------------------|------------------|--|--------------------------------|-------------------|------------------|-------------------------|----------------------------|-------------------|------------------|-------------------------|
| Location Information | | | | | | | All Crashes | | | | Fatal & Serious Injury Crashes | | | | Fatal & All Injury Crashes | | | |
| Rank | District | County | Location | Site Type | Location | Begin Logpoint | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes (Potential for Safety Improvement) | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes |
| 554 | 7 | LOG | US-33 | Segment | south of CR10 | 20.68 | 16.3 | 3.14 | 7.03 | 3.89 | 0 | 0.13 | 0.12 | 0 | 7.97 | 0.81 | 1.15 | 0.34 |
| 710 | 7 | LOG | US-33 | Segment | south of SR347 | 26.9 | 14.52 | 3.18 | 6.51 | 3.33 | 0 | 0.13 | 0.13 | 0 | 0 | 0.82 | 0.79 | 0 |
| 784 | 7 | LOG | US-33 | Segment | at CR10 | 19.88 | 8.96 | 3.69 | 6.73 | 3.04 | 0 | 0 | 0 | 0 | 3.45 | 0.94 | 1.62 | 0.68 |
| 789 | 7 | LOG | US-33 | Segment | east of CR28 | 22.42 | 8.92 | 3.72 | 6.73 | 3.01 | 0 | 0 | 0 | 0 | 0 | 0.95 | 0.69 | 0 |

| 2018 Urban Intersection Peak Searching Excess Locations (2014-2018) | | | | | | | Crashes Per Year | | | | | | | | | | | |
|---|----------|--------|----------|--------------|---|----------------|--------------------------|-------------------|------------------|---|--------------------------------|-------------------|------------------|-------------------------|----------------------------|-------------------|------------------|-------------------------|
| Location Information | | | | | | | All Crashes | | | | Fatal & Serious Injury Crashes | | | | Fatal & All Injury Crashes | | | |
| Rank | District | County | Location | Site Type | Intersection | Begin Logpoint | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes (Potential to Safety Improvement) | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes |
| 262 | 7 | CHP | US-36 | Intersection | US-36 (SCIOTO ST) at SR-54 (PATRICIA AVE) | 15.756 | 18.28 | 7.2 | 17.44 | 10.24 | 0 | 0 | 0 | 0 | 4.5 | 1.76 | 3.79 | 2.03 |

| 2018 Urban Non-Freeway Peak Searching Excess Segment Locations (2014-2018) | | | | | | | Crashes Per Mile Per Year | | | | | | | | | | | |
|--|----------|--------|----------|-----------|----------------------------|----------------|---------------------------|-------------------|------------------|---|--------------------------------|-------------------|------------------|-------------------------|----------------------------|-------------------|------------------|-------------------------|
| Location Information | | | | | | | All Crashes | | | | Fatal & Serious Injury Crashes | | | | Fatal & All Injury Crashes | | | |
| Rank | District | County | Location | Site Type | Subtype | Begin Logpoint | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes (Potential to Safety Improvement) | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes |
| 108 | 7 | CHP | US-68 | Segment | at US68 and US36 | 6.6 | 532.39 | 5.61 | 405.38 | 399.77 | 8.91 | 0.21 | 4.31 | 4.1 | 53.48 | 1.68 | 26.09 | 24.41 |
| 202 | 7 | CHP | US-68 | Segment | at US68 and US36 | 6.62 | 212.87 | 4.96 | 157.54 | 152.58 | 0 | 0 | 0 | 0 | 44.97 | 1.48 | 20.46 | 18.98 |
| 661 | 7 | LOG | US-68 | Segment | north of Lake Ave. | 7.51 | 57.11 | 14.14 | 50.92 | 36.78 | 2.07 | 0.36 | 1.41 | 1.05 | 18.64 | 3.96 | 12.96 | 9 |
| 884 | 7 | CHP | US-36 | Segment | north of Upper Valley Pike | 14.97 | 60.29 | 5.39 | 47.29 | 41.9 | 0 | 0 | 0 | 0 | 16.66 | 1.61 | 8.8 | 7.19 |
| 1003 | 7 | LOG | US-68 | Segment | north of TR200 | 6.4 | 62.21 | 12.34 | 54.05 | 41.71 | 0 | 0 | 0 | 0 | 14.71 | 3.42 | 9.9 | 6.48 |
| 1290 | 7 | LOG | US-68 | Segment | south of Colton Ave. | 7.81 | 69.8 | 14.14 | 61.78 | 47.64 | 0 | 0 | 0 | 0 | 12.43 | 3.96 | 9.15 | 5.19 |
| 1625 | 7 | LOG | US-68 | Segment | south of Gunntown Rd. | 6.05 | 105.21 | 9.11 | 83.67 | 74.56 | 0 | 0 | 0 | 0 | 11.5 | 2.47 | 6.72 | 4.25 |
| 1838 | 7 | LOG | SR-47 | Segment | west of N. Detroit St. | 13.2 | 15.22 | 5.91 | 12.95 | 7.04 | 1.63 | 0.14 | 0.8 | 0.66 | 9.75 | 1.55 | 5.16 | 3.61 |
| 2110 | 7 | LOG | US-68 | Segment | north of Rush Ave. | 9.16 | 11.15 | 4.32 | 10.63 | 6.31 | 1.81 | 0.16 | 1.43 | 1.27 | 5.42 | 1.28 | 4.46 | 3.18 |

| 2018 Suburban Non-Freeway Peak Searching Excess Locations (2014-2018) | | | | | | | Crashes Per Mile Per Year | | | | | | | | | | | |
|---|----------|--------|----------|-----------|----------------|----------------|---------------------------|-------------------|------------------|---|--------------------------------|-------------------|------------------|-------------------------|----------------------------|-------------------|------------------|-------------------------|
| Location Information | | | | | | | All Crashes | | | | Fatal & Serious Injury Crashes | | | | Fatal & All Injury Crashes | | | |
| Rank | District | County | Location | Site Type | Subtype | Begin Logpoint | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes (Potential to Safety Improvement) | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes | Average Observed Crashes | Predicted Crashes | Expected Crashes | Expected Excess Crashes |
| 131 | 7 | LOG | US-33 | Segment | south of SR720 | 5.27 | 32.89 | 4.19 | 30.52 | 26.33 | 3.77 | 0.15 | 2.89 | 2.74 | 15.08 | 1.24 | 11.7 | 10.46 |
| 132 | 7 | LOG | US-33 | Segment | south of SR720 | 5.37 | 29.02 | 4.19 | 26.97 | 22.78 | 3.77 | 0.15 | 2.89 | 2.74 | 15.08 | 1.24 | 11.7 | 10.46 |
| 772 | 7 | LOG | SR-235 | Segment | east of SR366 | 20.35 | 7.82 | 2.18 | 6.98 | 4.8 | 1.91 | 0.08 | 1.18 | 1.1 | 5.72 | 0.62 | 3.7 | 3.08 |
| 793 | 7 | CHP | US-68 | Segment | south of SR55 | 5.29 | 12.97 | 5.73 | 12.54 | 6.81 | 3.6 | 0.21 | 2.99 | 2.78 | 5.4 | 1.72 | 4.73 | 3.01 |

Projects in Union County under Construction or to be Sold by 12/31/20

| Project Name | PID | Primary Work Category | Project Description | Sale Date | Award Date | Estimated End Constr | Estimated Constr Cost or Award Amount |
|--|--------|--------------------------------------|---|-----------|------------|----------------------|---------------------------------------|
| UNI-42-4.51/4.68 | 109519 | Intersection Improvement (Safety) | Improve safety and congestion at the US 42/US 33 interchange by widening the off ramps to provide turn lanes and installing signals.This PID is for construction only. The PE and DD is covered under PID 107822. | 07/02/20 | 07/13/20 | 07/15/21 | \$ 1,574,161 |
| UNI SR 739 14.740 | 110094 | Roadway Minor Rehab | Chip seal with pavement repairs, guardrail upgrades, and minor bridge work on structure UNI-739-1803 over Rush Creek (SFN 8003459)UNI-739-14.74 to 25.81 and UNI-37-1.95 to 2.2; SR 31 to Marion Co Line (Overlaps with UNI 37)UNI 739 and UNI 37 Preventative Maintenance Project | 07/16/20 | 07/27/20 | 09/15/21 | \$ 786,000 |
| UNI US 33I 0.000 | 110385 | Roadway Minor Rehab | UNI-33I-0.00 to 0.51; CR-133 to Pavement BreakUNI 33I - Median/drainage improvement and resurfacing projectResurfacing project to include: Removal of existing curb and raised median on US33I? Asphalt overlay and profile adjustment to 0.51 mi. On US 33I in Union County beginning at County Rd. 133 (Northwest Pkwy) (SLM 0.00) and ending at the Marysville corp. (SLM 0.51). Minor bridge maintenance on various structures within the project limits. ? Construct concrete median pier protection on US 33I for ove rhead structures UNI-33-0879L UNI-33-0879R. | 10/01/20 | 10/12/20 | 10/14/20 | \$ 1,105,000 |
| UNI/DEL/MAR-4-Var Parts 1&2 | 110585 | Roadway Minor Rehab | Part 1: UNI-4-24.35-26.25 (~TR-186 to entering Delaware County), DEL-4-0.00-1.98 (leave Union County to entering Marion County), MAR-4-0.00-1.79 (leave Delaware County to Pavt Break) Resurfacing Project on DEL-4-0.00-1.98, MAR-4-0.00-1.79 and UNI-4-24.35- 26.25, UNI-4-25.78 over Ottawa Creek - SDC concrete deck overlay on bridgeMAR-4-1.79 over Patton Run - SDC concrete deck overlay, minor repairsPart 2: UNI-37-6.54-6.90 Resurfacing Project on UNI-37-6.54-6.90 | 10/15/20 | 10/26/20 | 09/15/21 | \$ 2,360,000 |
| Current Projects Under Construction | | | | | | | |
| UNI Franklin Street Enhancement | 104168 | Shared Use Path | Provide street lighting, benches, trash receptacles, and brick pavers | 05/02/19 | 05/09/19 | 06/30/20 | \$ 909,962 |
| LOG/UNI/FRA-33 Sm Mob Infrastruc | 106769 | Transport System Mgmt and Ops (TSMO) | Develop Smart Mobility Technology by installing roadside infrastructure improvements along US-33 to allow for future connection of Roadside Devices. | 07/25/19 | 08/01/19 | 07/31/20 | \$ 3,691,199 |
| UNI-4/37-13.61/5.30 | 107808 | Roadway Minor Rehab | General/Urban System Paving:AC Overlay without Repairs:UNI-4-13.61-14.07UNI-4-23.62-24.35AC Overlay with Repairs:UNI-4-14.07-23.62UNI-37-5.30-5.83 | 06/20/19 | 06/27/19 | 10/15/20 | \$ 2,039,654 |
| UNI SR 739 0.630 | 109069 | Roadway Major Rehab | UNI-739-0.63 to 5.94; Honda Parkway to SR-347UNI-739 Major General Rehab ProjectFull-depth concrete pavement patching and a 3.25? asphalt overlay. Upgrade guardrail as needed. | 03/12/20 | 03/19/20 | 10/15/20 | \$ 5,868,134 |

CHP/LOG County Projects
Award Dates: 10/01/19 to 07/30/22

6/1/2020

| PID | COUNTY ROUTE SECTION | PRIMARY WORK CATEGORY | DESCRIPTION | PROJECT TERMINI | SALE DATE CURRENT | AWARD DATE CURRENT | AWARD DATE ACTUAL | EST. END CONSTRUCTION DATE | PROJECTED CONSTRUCTION COSTS |
|--------|---------------------------------|------------------------------|---|---|-------------------|--------------------|-------------------|----------------------------|------------------------------|
| 103823 | LOG SR 235/540 4.75/1.65 | Bridge Preservation | Bridge repair.LOG-235-04.75: Remove and replace asphalt wearing surface and waterproofing. Remove Polymer Modified Expansion Joints. Re-grout keyways between box beams. Extend new waterproofing onto approach slabs. Saw and seal over the expansion joints and over the piers in lieu of new Polymer Modified Expansion Joints.LOG-540-01.65: Place New SDC wearing surface using hydrodemolition. Refurbish, Reset, and repaint Bearings. Reface parapet walls. Replace rubber strip seals or replace expansion joints. Patch or replace top of backwalls at expansion joints. Repaint end frames and ends of the beams. Patch returns on abutment-Right Forward Spall. | LOG-235-4.75 - SFN 4601963/LOG-540-1.65 - SFN 4603737 | 10/10/2019 | 10/18/2019 | 10/18/2019 | 7/15/2020 | AWARD \$966,677.64 |
| 103825 | LOG/AUG VAR/219 VAR/7.50 | Bridge Preservation | Bridge RepairLOG-287-10.58: Reface abutments using self-consolidating concrete (SCC). Rebuild deck corners when refacing abutments. Encase pier columns.LOG-720-1.14: Remove asphalt wearing surface and waterproofing. Bridge deck repair and overlay with SDC using hydro-demolition. Rebuild deck corners. Rebuild/repair left deck edge. Reface abutments using anodes and self-consolidating concrete (SCC). Encase pier columns. Patch pier caps. Rebuild wingwalls.AUG-219-7.50: Remove asphalt wearing surface and waterproofing. Bridge deck repair and overlay with SDC using hydro-demolition. Rebuild deck corners. Rebuild deck edges and upgrade railing. Reface abutments using anodes and self-consolidating concrete (SCC). Encase pier columns. Rebuild right forward wingwall. | LOG-287-10.58 - SFN 4602919/LOG-720-1.14 - SFN 4604172/AUG-219-7.50 - SFN 0603279 | 10/24/2019 | 11/1/2019 | 11/1/2019 | 8/31/2020 | AWARD \$612,720.33 |
| 99861 | LOG US 33 (6.41L)(6.96) | Bridge Preservation | Br. No. Log-33-0641L, SFN 4600215 - Remove the existing substructure.Br. No. LOG-33-0696, SFN 4600274 over Cherokee Creek - Deck replacement converting the abutments to semi-integral type. | Br. No. LOG-33-0641 L, SFN 4600215; Br. No. LOG-33-0696, SFN 4600274 | 11/21/2019 | 11/27/2019 | 11/27/2019 | 9/30/2020 | AWARD \$1,068,380.01 |
| 99757 | LOG CR 21 1.00 | Bridge Preservation | Replace the existing bridge on a new alignment allowing existing bridge to remain. | Br. No. LOG-CR 21-0100; SFN 4631838 | 2/13/2020 | 2/20/2020 | 2/20/2020 | 11/15/2024 | AWARD \$1,838,031.93 |
| 108101 | D07 BH FY20 (E) | Bridge Preservation | Patch bridge decks and seal with either SRS or GFR. | Various bridges in the district | 2/13/2020 | 2/20/2020 | 2/20/2020 | 5/15/2020 | AWARD \$201,181.14 |
| 99671 | CHP CR 17/19/26/63/92 | Roadway Minor Rehab | Milling and filling various routes within the county with asphaltic concrete. | CR 63 SLM 0.00 to 1.52; CR 92 3.72 to 7.23; CR 17 SLM 6.91 to 9.53 | 2/20/2020 | 2/27/2020 | 2/27/2020 | 9/30/2020 | AWARD \$2,201,553.77 |
| 102031 | D07 CR FY20 | Culvert Preservation | Culvert repairs as follows: DAR-36-0043 (CFN 190360010), replace 4'x6' box culvert DAR-36-1389 (CFN 190360495), replace headwalls & wingwalls MER-49-1709 (CFN 540490405), replace 72" CMP CHP-68-1412 (CFN 110680220); rebuild inlet headwall | DAR-36-0043, DAR-36-1389,MER-49-1709,CHP-68-1412 | 3/12/2020 | 3/19/2020 | 3/19/2020 | 9/1/2020 | AWARD \$282,997.00 |
| 102074 | D07-BP-FY20 (A) | Bridge / Culvert Maintenance | Paint existing steel superstructure and seal necessary concrete surfaces. | Various Bridges in DAR and LOG counties | 3/26/2020 | 4/2/2020 | 4/20/2020 | 9/30/2020 | AWARD \$910,451.25 |
| 103256 | CHP/LOG-245-VAR | Roadway Minor Rehab | Asphalt concrete overlay | CHP SR 245 SLM 6.16 to 10.72 - LOG SR 245 SLM 0.00 to 0.87 | 4/9/2020 | 4/16/2020 | 4/16/2020 | 8/31/2020 | AWARD \$886,976.80 |
| 94671 | LOG SR 273 2.96 | Culvert Preservation | Replace twin concrete elliptical culverts. | LOG-273-0296, SFN 4602358 | 5/7/2020 | 5/14/2020 | 5/14/2020 | 9/30/2020 | AWARD \$227,639.08 |
| 108054 | D07 Sign FY20 | Traffic Control (Safety) | Project to replace deficient guide signs at various locations in Montgomery, Miami, & Clark County. In addition, wrong way signs will be | District wide | 5/21/2020 | 6/1/2020 | | 7/31/2021 | \$1,361,815.86 |
| 103255 | CHP/CLA-54/41-1.70/0.00 | Roadway Minor Rehab | Asphalt concrete overlay with repairs. | CHP SR 54 SLM 1.70 to 8.28 - CLA SR 41 SLM 0.00 to 3.61 | 6/18/2020 | 6/29/2020 | | 9/30/2020 | \$1,415,357.20 |
| 102976 | D07-MICRO-FY21 | Roadway Minor Rehab | Resurfacing | Various locations in CHP, LOG & SHE | 6/18/2020 | 6/29/2020 | | 8/31/2021 | \$1,152,769.88 |
| 102319 | LOG-CR VAR PM FY2021 | Traffic Control (Safety) | Upgrade existing pavement marking to a longer lasting material or upgraded specification.. | Various county roads in Logan County | 7/2/2020 | 9/2/2020 | | 9/15/2021 | \$219,411.89 |
| 101175 | LOG US 33 15.67 | Roadway Minor Rehab | Microsurface US 33 in Logan County. | LOG US 33 SLM 15.67 to 21.52 | 12/17/2020 | 12/28/2020 | | 6/30/2021 | \$1,495,000.00 |
| 109332 | LOG ODNR Indian Lake State Park | Parks | ODNR project to resurface Indian Lake State Park campground | Indian Lake State Park Campground | 1/14/2021 | 1/25/2021 | | 1/31/2021 | \$440,000.00 |
| 109708 | D07-CHIP-FY21 (B) | Pavement Maintenance | Chip seal various routes in D7 | Various routes in D7 (Counties: CHP, LOG, MIA) | 2/11/2021 | 2/22/2021 | | 3/1/2021 | \$675,000.00 |
| 113075 | LOG-VAR-VAR | Pavement Maintenance | Crack seal various routes within Logan County | Various routes in LOG county | 2/11/2021 | 2/22/2021 | | 7/1/2021 | \$225,000.00 |

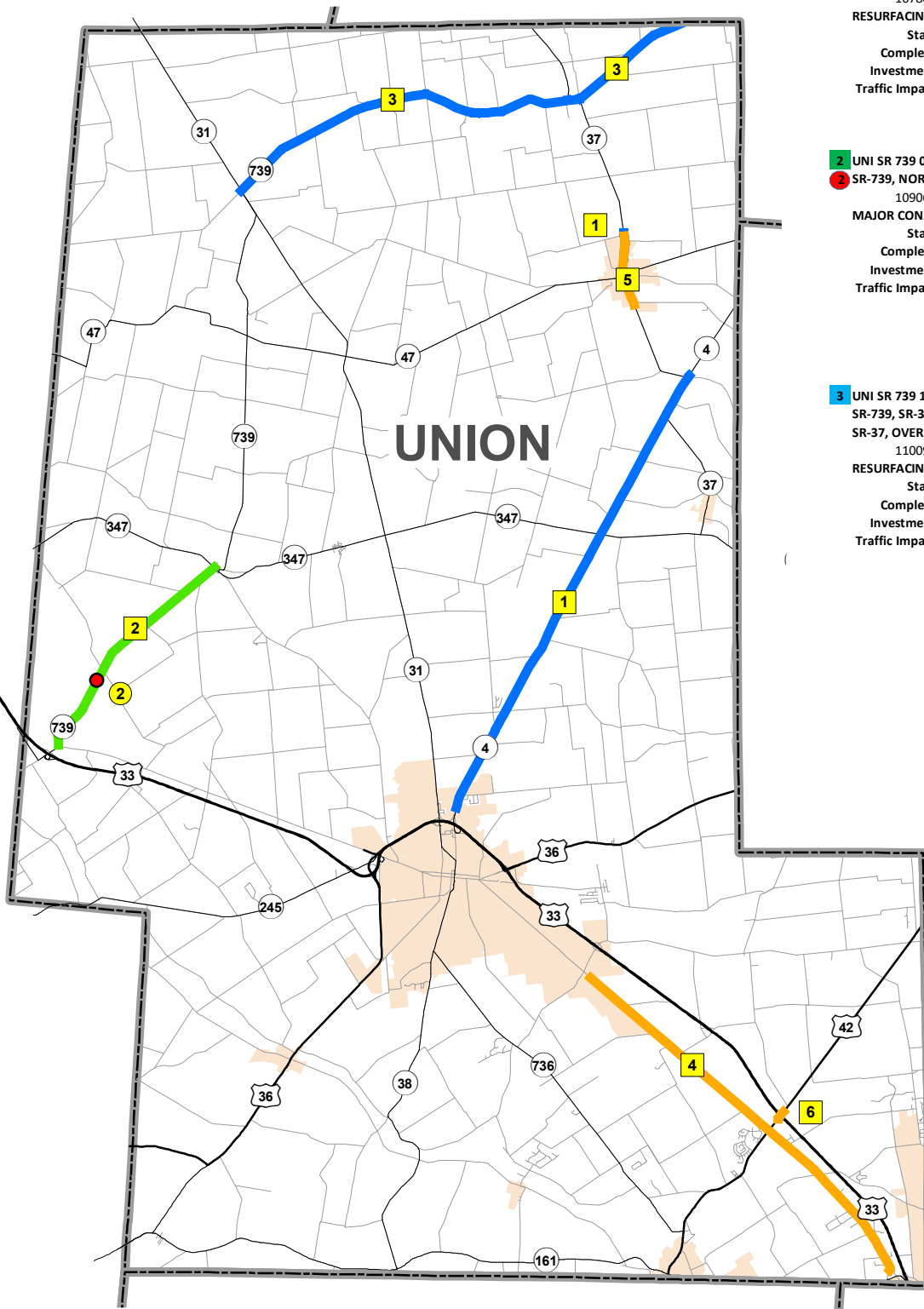
| | | | | | | | | | |
|--------|----------------------------------|----------------------------------|---|--|------------|------------|--|------------|----------------|
| 102321 | LOG-CR VAR GR FY 2021 | Guardrail / Roadside Maintenance | Install new guardrail and upgrade existing guardrail and end treatments on various county roads. | Various county roads in Logan County | 1/20/2020 | 3/2/2021 | | 11/30/2021 | \$288,500.00 |
| 104893 | CHP 36/29 15.05/21.07 | Roadway Minor Rehab | Pavement planing and resurfacing of US 36 and SR 29 within the City of Urbana.USR 36 from Locust Street (SLM 15.05) to Berwick (SLM 16.25) - SR 29 from SLM 21.07 to 21.17 | US 36 SLM 15.05 to 16.25 and SR 29 SLM 21.07 to 21.17 | 2/25/2021 | 3/8/2021 | | 7/1/2021 | \$375,000.00 |
| 107427 | CHP-29/296-10.08/0.00 | Roadway Minor Rehab | AC Overlay | CHP-29 SLM 10.08 to 15.72 - CHP-29 SLM 15.72 to 18.55 - CHP-296 SLM 0.00 to 10.52 | 2/25/2021 | 3/8/2021 | | 7/1/2021 | \$2,840,000.00 |
| 109333 | CHP ODNR Kiser Lake State Park | Parks | ODNR project in Kiser Lake State Park for Culvert Lining | Kiser Lake State Park | 3/11/2021 | 3/22/2021 | | 3/31/2021 | \$26,400.00 |
| 113295 | CHP ODNR Kiser Lake State Park 2 | Parks | ODNR project in Kiser Lake State Park for resurfacing | Kiser Lake State Park | 6/17/2021 | 6/28/2021 | | 6/29/2021 | \$39,600.00 |
| 105901 | LOG SR 540 0.10 | Roadway Minor Rehab | Mill the existing pavement and replace with asphalt concrete, place pavement markings, pavement repair, and RPMs.Project is an Urban Paving Project. | SR 540 SLM 0.10 to SLM 1.59 - US 68 SLM 8.50 - 8.59 | 6/17/2021 | 6/28/2021 | | 10/15/2021 | \$400,000.00 |
| 113074 | D07-PAVE-FY22 | Pavement Maintenance | Perform concrete pavement repairs on various roadways within the district. Ready to pave project. | Various routes in CLA-CHP-LOG counties | 10/1/2021 | 10/1/2021 | | 7/1/2022 | \$750,000.00 |
| 105411 | CHP/SHE VAR/VAR | Bridge Preservation | Project to overlay various structures using hydrodemolition and various repairs to the substructure units in Champaign and Shelby Counties | CHP-29-0264 - SFN 1100254 - CHP-245-04.03 - SFN 1102435 - CHP-560-0541 - SFN 1103369 - SHE-589-01.62 - SFN 7503210 | 12/2/2021 | 12/13/2021 | | 8/19/2022 | \$465,000.00 |
| 99855 | LOG SR 287/VAR 00.68/VAR | Bridge Preservation | LOG-287-0068, SFN 4602730 over Macochee Crk - Rebuild deck edges with anodes. Remove and replace asphalt wearing surface and waterproofing. Reface abutment walls (no anodes). Encase pier columns, rebuild wingwalls and seal concrete work.LOG-287-0885, S FN 4602889 over Little Darby - Rebuild deck edges with anodes. Remove and replace asphalt wearing surface and waterproofing. Reface abutment walls (no anodes). Encase pier columns, rebuilds wingwalls, seal concrete work and patch pier cap with SCC.LOG- 368-0075, SFN 463486 over S. Fork Miami Rvr - Rebuild deck edges with anodes. Encase pier columns and seal concrete work.On LOG-292-16.27 - Remove all asphalt and place new SDC overlay using hydrodemolition. New deck edge on left side. Patch abutment walls with SCC no anodes. Encase Pier columns. Rebuild wingwalls. Fix minor slope erosion. | Br. Np. LOG-287-0068/Br. No. LOG-287-0885/Br. No. LOG-368-0075/Br. No. LOG-292-16.27 | 12/16/2021 | 12/27/2021 | | 8/1/2022 | \$526,700.00 |
| 107442 | CHP-161-0.00 | Roadway Minor Rehab | AC overly with repairs | CHP SR 161 SLM 0.00 to 7.10 | 1/1/2022 | 1/1/2022 | | 1/2/2022 | \$2,067,520.00 |
| 107462 | D07 CHIP FY22 | Roadway Minor Rehab | Chip seal | Various routes in AUG,CHP, CLA & SHE counties | 1/1/2022 | 1/1/2022 | | 1/2/2022 | \$1,357,168.00 |
| 109783 | CHP-PAVE-FY22 | Roadway Minor Rehab | Resurface the existing roadway with asphalt concrete (2.00"). | CHP-29 SLM 2.36 to 2.68 - US36 SLM 17.23 to 19.48 - SR 235 SLM 11.19 to 12.27 & SLM 12.59 to | 1/1/2022 | 1/1/2022 | | 1/2/2022 | \$2,278,896.00 |
| 103822 | LOG-33-15.96/20.80 | Bridge Preservation | Bridge repair.LOG-33-20.80 L - Place new LMC wearing surface using hydrodemolition. Replace torn expansion joint strip seals. Refurbish and reset abutment bearings. Patch or reface parapets. Repair abutment spalling.LOG-33-20.80 R - Place new LMC wear ing surface using hydrodemolition. Investigate/evaluate expansion joint strip seals (Silicoflex installed 2016) for replacement. Investigate refurbishing and resetting abutment bearings. Patch or reface parapets. Epoxy inject abutment vertical cracks. LOG-33-15.96 R - Latex Modified Concrete wearing surface overlay to deck using hydro demolition. Patch along expansion joint using LMC when doing overlay. Seal parapet walls. Reset out of adjustment bearings. Investigate epoxy injection for abutment walls. Patch pier column spalling using SCC and anodes. | LOG-33-20.80 L/R - SFN 4600908/4600916 - LOG-33-15.96 R - SFN 4600835 | 1/1/2022 | 1/1/2022 | | 9/30/2022 | \$1,428,000.00 |
| 110591 | LOG/CHP-245-0.87/10.72 | Roadway Minor Rehab | Resurfacing | LOG-245 SLM 0.87 to 5.84 - CHP-245 SLM 10.72 to 10.81 | 1/1/2022 | 1/1/2022 | | 1/2/2022 | \$2,202,982.00 |
| 103819 | CHP SR 29/VAR 25.82/VAR | Bridge Preservation | Bridge RepairCHP-29-2582: replace deck edges, wingwalls, resurface abutments, encase piers.CHP-54-4.18: Remove asphalt wearing surface and waterproofing. Place SDC overlay using hydrodemolition. Fix erosion along deck ends and coat exposed floor reinforcing steel with zinc paint. Reface abutments with anodes, encase piers and rebuild deck corners and wing walls.CHP 187-02.55: deck overly, patching/refacing/encasement to the substructure. | CHP-29-25.82 - SFN 110548, CHP 54-04.18 - SFN 1101323, CHP-187-0255 - SFN 1102281 | 2/17/2022 | 2/28/2022 | | 9/30/2022 | \$550,000.00 |
| 105345 | LOG-347-3.63 | Roadway Minor Rehab | AC overlay without repairs. | LOG-347 SLM 3.63 to 5.73 | 4/1/2022 | 4/1/2022 | | 4/2/2022 | \$960,960.00 |
| 107482 | CHP-55-0.23 | Roadway Minor Rehab | AC Overlay with repairs, curb ramps | CHP SR 55 SLM 0.23 to 8.49 | 4/1/2022 | 4/1/2022 | | 4/2/2022 | \$3,005,312.00 |
| 101155 | LOG US 33 25.60 | Roadway Minor Rehab | Mill and fill the existing pavement on US 33 in Logan County with Asphalt Concrete and perform pavement repairs. | LOG US 33 SLM 25.60 to 29.65 | 3/24/2022 | 4/4/2022 | | 4/5/2022 | \$2,864,160.00 |

| | | | | | | | | | |
|--------|----------------------|-----------------------------------|--|---|-----------|-----------|--|-----------|----------------|
| 110472 | LOG-47/235-5.23/8.18 | Intersection Improvement (Safety) | Project to improve the safety and operation of the intersection of SR 47 and SR 235 | Intersection of SR 47 and SR 235 | 3/24/2022 | 4/4/2022 | | 9/30/2022 | \$1,689,000.00 |
| 104834 | LOG-CR VAR PM FY2022 | Traffic Control (Safety) | Upgrade existing pavement marking. | Various county roads in Logan County | 3/2/2022 | 5/2/2022 | | 9/30/2022 | \$144,200.00 |
| 108874 | CHP US 68 5.36 | Roadway Minor Rehab | 1 3/4" mill and fill with superpave asphalt.Urban Paving Program | 0.07 mile S of Pearce Pl (SLM 5.36 to Washington Av | 6/16/2022 | 6/27/2022 | | 7/2/2022 | \$575,000.00 |
| 108377 | LOG US 68 7.22 | Roadway Minor Rehab | 1 3/4" Mill and Fill with asphalt concrete in the City of Bellefontaine.Urban Paving Program | Pine Street (SLM 7.22) to Auburn Road (SLM 8.10) | 6/16/2022 | 6/27/2022 | | 7/2/2022 | \$450,000.00 |



Ohio Department of Transportation - District 6

2020 Construction Season



1 UNI SR 4 13.61

SR-4, SCOTT FARMS BLVD TO W. OF FULTON CREEK RD
SR-37, RICHWOOD CORP LIMIT TO BEATTY AVE
107808

RESURFACING/PAVEMENT REPAIR

Start August 2019

Complete June 2020

Investment \$2,039,654

Traffic Impact DAYTIME RESTRICTION: MAINTAIN ONE LANE OF TWO-WAY TRAFFIC USING FLAGGERS.

2 UNI SR 739 0.630

SR-739, NORTH OF HONDA PARKWAY TO SR-347
109069

MAJOR CONSTRUCTION

Start April 2020

Complete October 2020

Investment \$5,605,000

Traffic Impact MAINTAIN ONE LN AT ALL TIMES EXCEPT DURING A 160 CONSECUTIVE DAY PERIOD IN WHICH A FULL CLOSURE WITH DETOUR IS PERMITTED. DETOUR: SR-739 TO US-33 TO SR-347 TO SR-739.

3 UNI SR 739 14.740

SR-739, SR-31 TO MARION COUNTY LINE
SR-37, OVERLAP SECTION WITH SR-739
110094

RESURFACING/PAVEMENT REPAIR

Start August 2020

Complete September 2021

Investment \$914,000

Traffic Impact DAYTIME RESTRICTIONS: MAINTAIN ONE LANE OF TWO-WAY TRAFFIC USING FLAGGERS.

4 LOG/UNI/FRA-33 Sm Mob Infrastruc

FIBER OPTIC CABLE ALONG US-33

106769

OTHER

Start August 2019

Complete July 2020

Investment \$3,691,199

Traffic Impact WORK ON THE SHOULDER, SHOULDER CLOSURES PERMITTED BETWEEN 9AM-3PM. WORK BEYOND THE SHOULDER.

5 UNI Franklin Street Enhancement

SR-37, RICHWOOD CORP. LIMIT TO CORP. LIMIT
104168

OTHER

Start June 2019

Complete June 2020

Investment \$909,962

Traffic Impact DAYTIME RESTRICTIONS: MAINTAIN ONE LANE OF TWO-WAY TRAFFIC USING FLAGGERS.

6 UNI-42-4.51/4.68

US-42, INTERCHANGE RAMPS AT US-33
109519

OTHER

Start September 2020

Complete November 2022

Investment \$1,788,000

Traffic Impact MAINTAIN MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON US-42 AT ALL TIMES. MAINTAIN MINIMUM OF ONE LANE OF TRAFFIC ON US-33 INTERCHANGE RAMPS AT ALL TIMES.

● Bridge/Culvert

Major Construction

Minor Construction

Other

Resurfacing/Pavement Repair



0 1.25 2.5 5 Miles

Map prepared by the planning section. 3/27/2020

Q:\GIS\KatieB_Construction Maps\CY2020\Counties\GIS\ODOT_Let_2020_Union.mxd. 3/27/2020



Logan-Union-Champaign Regional Planning Commission

Director: Bradley J. Bodenmiller

Director's Report – June 11, 2020

Brad's Activities:

| | |
|---------|---|
| 5/19 | Attended Union Co (U) CIC meeting. |
| 5/20 | Attended Union Co (U) Complete Count meeting. |
| 5/21 | Attended US 33 Study TAC meeting. Attended staff performance appraisal. |
| 5/26 | Attended Department Head meeting. Attended ORDA meeting. |
| 5/27 | Attended OARC meeting. |
| 6/1 | Attended RTPPO TAC meeting. |
| 6/8 | Attending Darby Twp (U) Board of Trustees meeting. |
| Ongoing | COVID-19 policy updates |
| Ongoing | Assisting with solar model text |
| Ongoing | 2020 Census Preparations: Assisting with Complete Count Committees; Deploying signs and postcard mailings |
| Ongoing | US 33 Long-Range Corridor Study |
| Ongoing | Champaign Co (C) Comprehensive Plan; Next step is action from Commissioners |

Aaron's Activities:

| | |
|-----------|---|
| 5/21 | Performance Evaluation |
| 5/22 | Ohio APA Webinar: Project Management for Planners |
| 5/28 | Webinar: Ohio's Historic Architectural Styles |
| 6/9 | Union Co. Trails & Greenways Meeting via Zoom |
| Ongoing | 2020 Census Preparations: Assisting with Complete Count Committees |
| Ongoing | Assisting Jurisdictions: Washington Twp (L), Darby Twp (U), |
| Ongoing | Stokes Twp (L) Zoning Map, Village of Lakeview (L) Zoning Map |
| Completed | Zoning Inspector Tech Support – Harrison Twp (L), Monroe Twp (L), Washington Twp (L), Village of Quincy (L), Darby Twp (U), Dover Twp (U), York Twp (U) x2, Village of Richwood (U), Salem Twp (C)x2, |

Heather's Activities:

| | |
|-----------|--|
| Ongoing | Logan County Land Bank activities |
| 5/20 | Logan County CHIP Advisory Meeting via GotoMeeting |
| 6/1 | TAC Meeting via Zoom |
| 6/3 | Logan & Champaign County Fair Housing training via phone |
| 6/4 | COLCAS via Zoom |
| 6/9 | Land Bank meeting via Zoom |
| Completed | Fair Housing mailing – second quarter |

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Executive Committee Meeting Minutes
Thursday, June 11, 2020

President Ryan Smith called the meeting to order at 1:18 pm.

Roll Call – Brad Bodenmiller

Members present: John Bayliss, Brad Bodenmiller, Scott Boyer, John Brose, Tyler Bumbalough, Tim Cassady, Scott Coleman, Brian Davidson, Wes Dodds, Dave Faulkner, Todd Freyhof, Todd Garrett, Ashley Gaver, Charles Hall, Jeremy Hoyt, Steve McCall, Beau Michael, Adam Moore, Tammy Noble, Tim Notestine, Ryan Smith, Bill Narducci for Jeff Stauch, Ben Vollrath, and Andy Yoder.

Members absent: Jeff Rea, Ryan Shoffstall, George Showalter and Jason Willis.

Guests present: Justin Wollenberg, Terrain Evolution; Chad Henry, Choice One Engineering; Regina Rollins, TCC; Heather Martin and Aaron Smith of LUC Regional Planning Commission.

Minutes – Tim Cassady moved a motion to approve the minutes from the May 14, 2020, meeting as written, and Wes Dodds seconded. All in favor.

Financial Report – Andy Yoder presented the Financial Report for May. Scott Coleman moved a motion to accept the Financial Report and Steve McCall seconded. All in favor.

ODOT Reports:

ODOT Reports are available on LUC's website. Brian Davidson reported for ODOT District 6. Scott Boyer reported for ODOT District 7. Steve McCall asked if the State Route 54 project is an overlay project? Scott Boyer reported that it was for repairs.

RTPO:

Tyler Bumbalough reported on TCC's report, which is available on LUC's website.

1. 2020 Local Roadway Safety Program
 - o Steve McCall made the first motion to adopt the 2020 Local Roadway Safety Program and Tim Cassady seconded. All in favor.

New Business:

1. Review of ERN-2 Preliminary Plat (Union County) – Staff Report by Brad Bodenmiller
 - o Charles Hall moved a motion to accept the recommendation of approval of the ERN-2 Preliminary Plat with staff comments and Bill Narducci seconded. All in favor.



Logan-Union-Champaign regional planning commission

Director: Bradley J. Bodenmiller

2. Review of GPN-11 Phase 1 Final Plat (Union County) – Staff Report by Brad Bodenmiller
 - Bill Narducci moved a motion to accept the recommendation of approval of the GPN-11 Phase 1 Final Plat and Jeremy Hoyt seconded. All in favor.
3. Review of Thomas Duff/Fed Ex Ground Facility Final Plat (Union County) – Staff Report by Brad Bodenmiller
 - Scott Coleman moved a motion to accept the applicant's request to table the Thomas Duff/Fed Ex Ground Facility Final Plat as requested by the applicant and Steve McCall seconded. All in favor.
4. Review of VN-5 Phase 3 Final Plat (Union County) – Staff Report by Brad Bodenmiller
 - Charles Hall moved a motion to accept the recommendation of approval with staff comments of the VN-5 Phase 3 Final Plat and Scott Coleman seconded. All in favor.
5. Staff Performance Appraisals – Andy Yoder, Treasurer
 - Brad Bodenmiller provided information to the committee on why this was in the middle of the year. Heather has completed a bachelor's degree and Aaron has completed his first year, probationary period at LUC.
 - Charles Hall shared that Heather did not use any of the funds that were set aside for tuition reimbursement by LUC.
 - John Bayliss moved a motion to provide a 4 ½% increase for Heather and 2% increase for Aaron effective the next pay period; and a 2% increase for Brad, effective the first pay in 2021 and Charles Hall seconded. All in favor.
 - Ben Vollrath – Will you revisit Heather and Aaron's compensation at the end of the year or is this their change for the whole next year?
 - Brad reported this would be for 2021 as well; that salaries would not be discussed until budget time around September 2021.
 - Steve McCall - This falls in line with our budget?
 - Andy Yoder – Yes.

Director's Report **Comments from Individuals:**

Adjourn – Steve McCall moved a motion to adjourn the LUC Executive Committee Meeting at 1:55 pm and Tim Notestine seconded. All in favor.

Next Scheduled Meeting: Thursday, July 9, 2020, 1:15 pm at a location to be determined.

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Logan-Union-Champaign regional planning commission

Director: Bradley J. Bodenmiller

President

Secretary

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