West Central Ohio Rural Planning Organization (WORPO)

2050 Long Range Transportation Plan

DRAFT

October 2024

Acknowledgements

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Doug Spencer - County Commissioner
Craig Moeller - City of St. Mary's Service Director

Hancock County
Doug Cade - County Engineer
Michael Pepple - County Commissioner
Jeff Hunker - Township Association President

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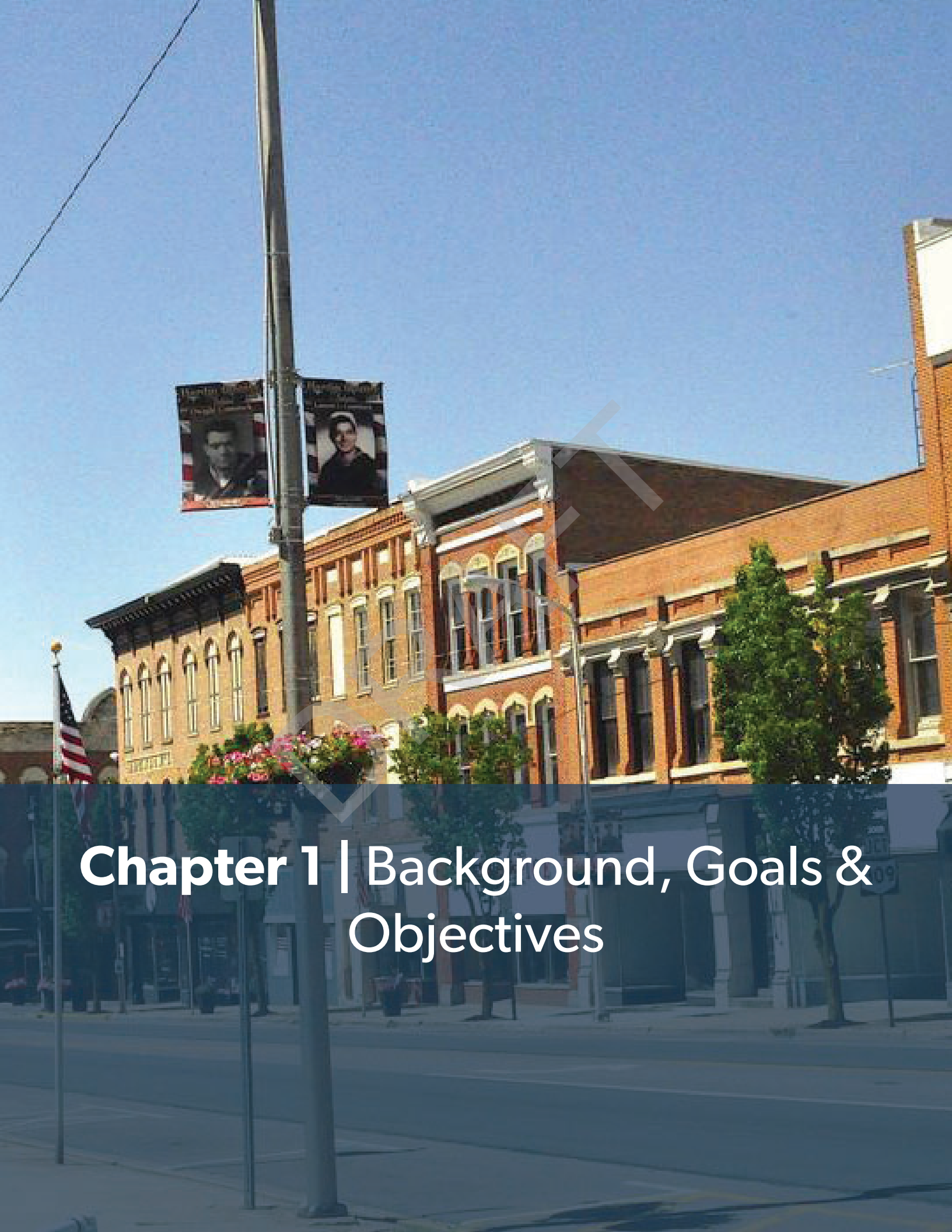
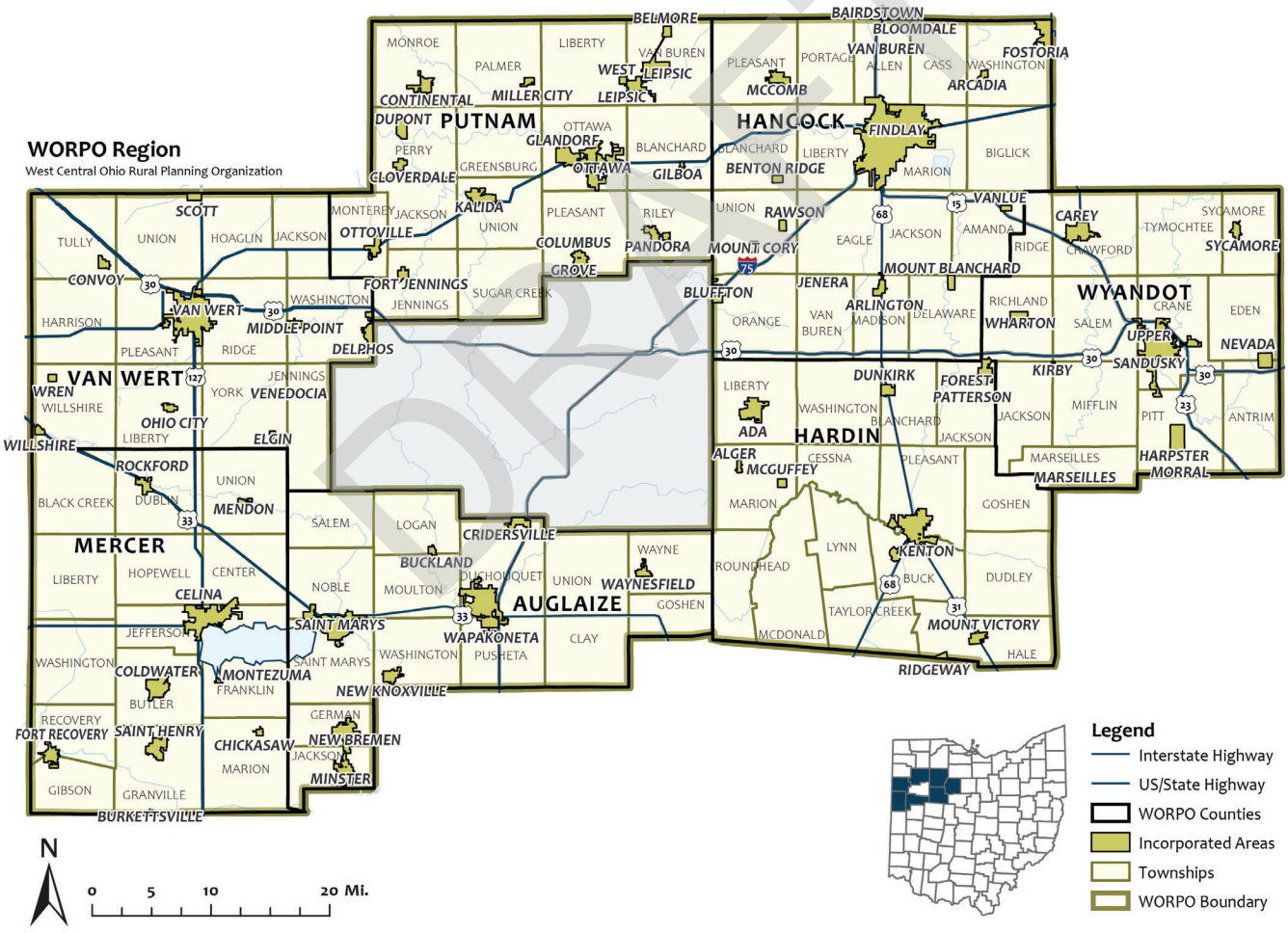


Chapter 1 | Background, Goals & Objectives

West Central Ohio Rural Transportation Planning Organization

The West Central Ohio Rural Transportation Planning Organization (WORPO) is designated as an Ohio Regional Transportation Planning Organization (RTPO) for the seven counties surrounding the Lima-Allen County metropolitan area, including Auglaize, Hancock, Hardin, Mercer, Putnam, Van Wert, and Wyandot counties. In partnership with the Ohio Department of Transportation (ODOT), each RTPO is tasked with several roles and responsibilities, including developing and maintaining a comprehensive, long-range multimodal transportation plan for their region.



Map 1.1- West Central Ohio Rural Planning Organization (WORPO Region)

A Regional Transportation Planning Organization (RTPO) is an organization that identifies local transportation needs, conducts planning, assists local governments, and supports the statewide transportation planning process in non-metropolitan regions of a State. States are provided the opportunity to designate RTPOs as a method for formalizing the engagement of officials from areas with a population size less than 50,000 as they incorporate rural transportation needs in the statewide transportation planning process.

Below is a listing of RTPO work products and a summary of the federally required duties.

RTPO Major Work Products

Long-Range Transportation Plan - RTPOs are required to develop long-range transportation plans. The plan should identify the multimodal and intermodal transportation policies and facilities needed to meet the RTPO's travel demand for a minimum twenty-year horizon. This plan is intended to fulfill this requirement for the WORPO RTPO.

Regional Transportation Improvement Program - This requirement is a four-year planning document developed to reflect the investment priorities of the Statewide Transportation Improvement Program (STIP) for the RTPO region. The document serves to reflect the continuing, cooperative, and comprehensive planning effort to advance the transportation needs of the region. WORPO will create the TIP for 2025-2029 in early 2025 with the completion of this Long-Range Transportation Plan.

Annual RTPO Work Program - RTPOs must develop a work program consistent with federal and state regulations each year that discusses the RTPO's planning priorities as well as transportation-related planning activities expected during the next state fiscal year. WORPO's work program will be created in early 2025 with the completion of this Long-Range Transportation Plan.

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RTPO Responsibilities & Activities

Transportation Equity - Title IV of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin in programs that receive federal assistance, including transportation projects (Title VI, 42 U.S.C. § 2000d). Title IV applies to the planning process and planning products produced by RTPOs. Environmental Justice requirements, which are also included in Title VI of the Civils Rights Act of 1964, must also be met through the RPTO planning process.

Public Involvement - Each RTPO should have an adopted, proactive, and published public involvement process. The process must provide complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in developing plans and programs.

Technical Assistance - RTPO agencies, view their staff as a transportation resource for the region. WORPO staff works with member governments to identify needed transportation improvements and to help their members prepare project funding applications.

Special Studies - RTPOs should engage their member communities in discussions of regional needs and based on the discussions, lead special studies that address needs identified by their member communities.

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Historic Downtown Van Wert, Ohio

Goals & Objectives

In order to prepare a successful long range transportation plan, goals and objectives were developed to be used as a guide for the approach to improving the transportation system over the next 25 years.

Plan goals and objectives were developed by WORPO's Rural Planning Committee and the public and meant to shepherd transportation investments throughout the region in the future.

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Goals & Objectives

Improve **Safety** for all users.

- Support and prioritize projects that enhance safety for all modes and all users.
- Reduce the number and rate of fatal and serious injury crashes.
- Reduce the number of fatal and serious injury nonmotorized crashes (including bicycle, pedestrian, buggy).
- Reduce the number of property damage crashes.
- Improve user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving, and others.

Maintain the existing transportation network in a **State of Good Repair.**

- Minimize the number of bridges in fair or poor condition.
- Maximize the miles of pavement in good or excellent condition.
- Maximize the utilization of bike and pedestrian paths for recreational purposes.

Enhance the transportation system to be **Environmentally Sustainable and Resilient** to natural disasters.

- Support projects that improve air quality.
- Reduce the environmental impacts of transportation related activities.
- Minimize impacts to the transportation network from flooding.

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Goals & Objectives

Expand **Access** to the transportation network for all users.

- Increase multimodal access to employment areas and sites.
- Support incorporation of bicycle and pedestrian infrastructure where possible in new construction projects.
- Increase mobility options to improve accessibility for all population groups.
- Support the development of intermodal and multimodal hubs to facilitate the safe and efficient transfer of people and goods between transportation modes.

Strengthen **Economic Competitiveness** through improvements to the transportation network.

- Identify regional growth and investment areas to coordinate improvements to the transportation network.
- Facilitate the movement of goods into and out of the area and improve the mobility of all freight modes.
- Accommodate the movement of large and sometimes oversize farm equipment and vehicles.
- Enhance connectivity to the statewide Strategic Transportation System to access national and global markets.
- Support projects that create and retain jobs.
- Improve connections to regional job centers and employers.

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Goals & Objectives

Increase **Collaboration** between partners throughout the region.

- Increase outreach, coordination and collaboration among local governments, area residents, businesses and other community groups and organizations.
- Incorporate targeted outreach to historically underserved communities and environmental justice populations as part of public engagement efforts.
- Ensure transportation facilities are consistent with land use, economic development, housing, environmental, and sustainability plans.
- Work with JobsOhio Network Partners and local economic development organizations to provide critical transportation infrastructure for catalytic commercial/industrial development sites.

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Public Participation

Public participation is an opportunity for the public to positively influence transportation decision-making. Through its committees, staff, representatives, members, and other partners, WORPO works to ensure that the needs of all segments of the population are represented in the transportation planning process. As required by the Ohio Department of Transportation, WORPO created its Public Participation Plan in July 2024 to incorporate the RTPO. The Plan details public participation requirements and complies with all regulations and policies for transportation planning.

Public Participation Plan (PPP)

The participation of WORPO members, subcommittees, partner agencies, regional stakeholders, and the general public is key to the success of WORPO and vital to fostering inclusive local government and coordinated decision making. Establishing an open and flexible public participation process stimulates collaboration between member counties, stakeholders, and the public. The objectives of the PPP are as follows:

- Ensure a process with which the public is given the opportunity to become part of the West Central Ohio Rural Transportation planning process through a variety of methods.
- Promote the timely circulation of notices, planning issues and information regarding the planning process to the public.
- Provide transparency of all information and data gathered and developed during the transportation planning process.

WORPO's PPP specifies how public participation should be conducted during the Long-Range Transportation Plan process.

Public participation strategies may include convening the RTPO's advisory committees to discuss the LRTP over several meetings. Public meetings, as required, will be advertised in the newspaper, on the RTPO website, and communicated to stakeholders. The draft LRTP may be posted on the RTPO website. When possible, staff may conduct outreach, including community presentations. A record of comments received will be kept on file, reported to committees, and incorporated into the final plan. A 21-day comment period will be conducted.

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PUBLIC OPEN HOUSE AND COMMENT PERIOD

A public open house was conducted on September 30th, 2024 from 1 PM to 4 PM at ODOT District 1 offices (1885 N. McCullough Street, Lima, OH 45801). Public notices for the public open house were sent to local news organizations and posted on committee member websites 30 days ahead of the meeting. The open house reviewed the LRTP process and the proposed project lists for each member county. Non-maintenance projects for each county were mapped and presented on display boards for participants to provide feedback. The open house had 16 attendees.

A 21-day public comment period for the WORPO LRTP was held October 23rd, 2024, until November 13th, 2024. No public comments were made by the public during the comment period. Following the public comment period, edits from WORPO member communities were reviewed and incorporated into the draft document ahead of the November 13, 2024, WORPO Rural Planning Committee meeting where adoption of the plan was considered.
At the November 13th meeting, the WORPO Rural Planning Committee approved Resolution XXXX "Adopting the WORPO 2024-2050 Transportation Plan." The Resolution is available on the WORPO webpage.

Copies of the public notices and public open house materials are available in Appendix A.

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Public Open House - September 30th, 2024

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Chapter 2 | Regional Context- Socio Demographic Data

Background

The seven-county WORPO region is located in west-central Ohio approximately 60 miles south of the City of Toledo, 70 miles north of the City of Dayton, 60 miles southeast of the City of Fort Wayne, and surrounds the City of Lima and Allen County. The region is home to 278,027 residents and spans an area of 3,164 square miles. The majority of the region's counties and cities were formed in the early to mid 1800s. In 1845, the Miami-Erie canal opened, allowing easier transportation through western Ohio. Not long after, railroads including the Pennsylvania Railroad were built and aided in access and growth throughout the region.

The WORPO region has seen stagnant population growth over the past forty years and is projected to slightly lose population in the future. The population is generally older and wealthier than state averages. The region is generally rural in character and consists of large farms with small, denser developments centered around each county seat. Major industries in the region include Manufacturing, Commercial Agriculture, and Educational Services. The following chapter details the region's demographics and socio-economic characteristics. This information helps to inform future transportation improvements and investments within the region.

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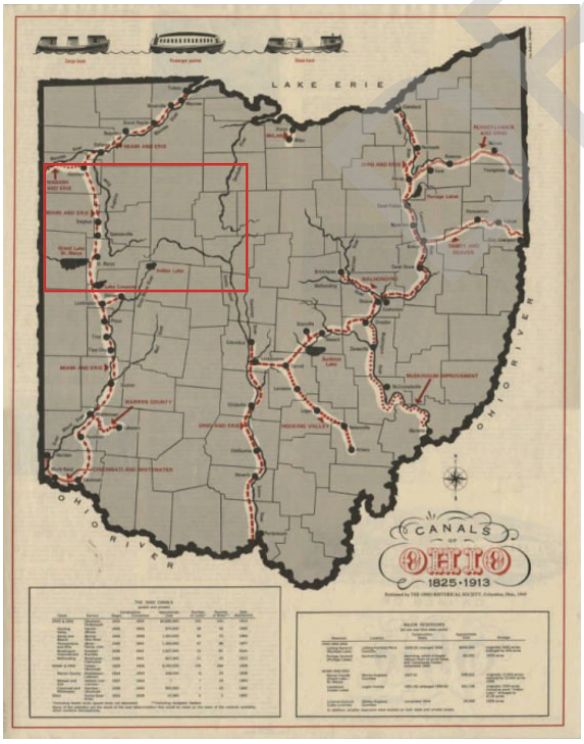
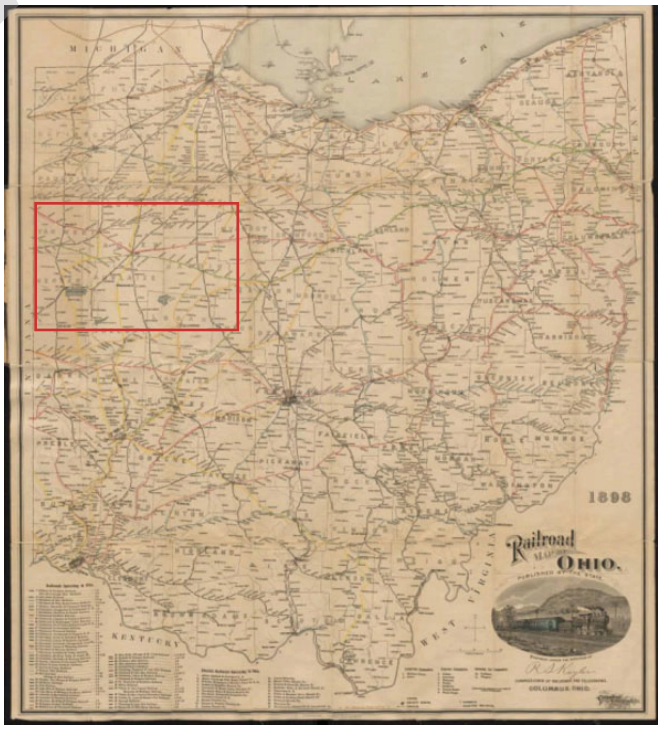


CANALS OF OHIO, 1895-1913 *(Ohio Memory)*



RAILROADS OF OHIO, 1898 *(Ohio Memory)*

Total Population and Future Growth

Per the 2020 U.S. Census the total population within the seven-county region is 278,027. Hancock County has the largest population in the region at over 75,000 residents. The remaining six counties vary in total population from 21,000 to 45,000 residents. As shown in Table (2.1) Total Population Change, some counties in the region, Hancock (16.2%), Mercer (10.4%), and Auglaize (8.7%), experienced moderate population growth since 1980, while others, Hardin (-6.4%), Van Wert (-5.3%), and Wyandot (-3.7%) experienced a slight decline in total population. The counties experiencing population growth have seen growth in major employers like Marathon Petroleum Corporation in Hancock County or in industry sectors like commercial agriculture and manufacturing in Mercer and Auglaize County respectively. Future population projections estimated by the Ohio Department of Development forecast a slight reduction in total population in the region (-3.4%) by 2040.

As illustrated within the Map 2.1-Population Density Map, the majority of the region has a population density under 250 people per square mile as much of the land area in the region is utilized for farming. There are higher population densities within the cities and villages throughout the region. The City of Findlay, in Hancock County has some of the densest population and is the largest city in the region with over 40,000 residents per the 2020 U.S. Census.

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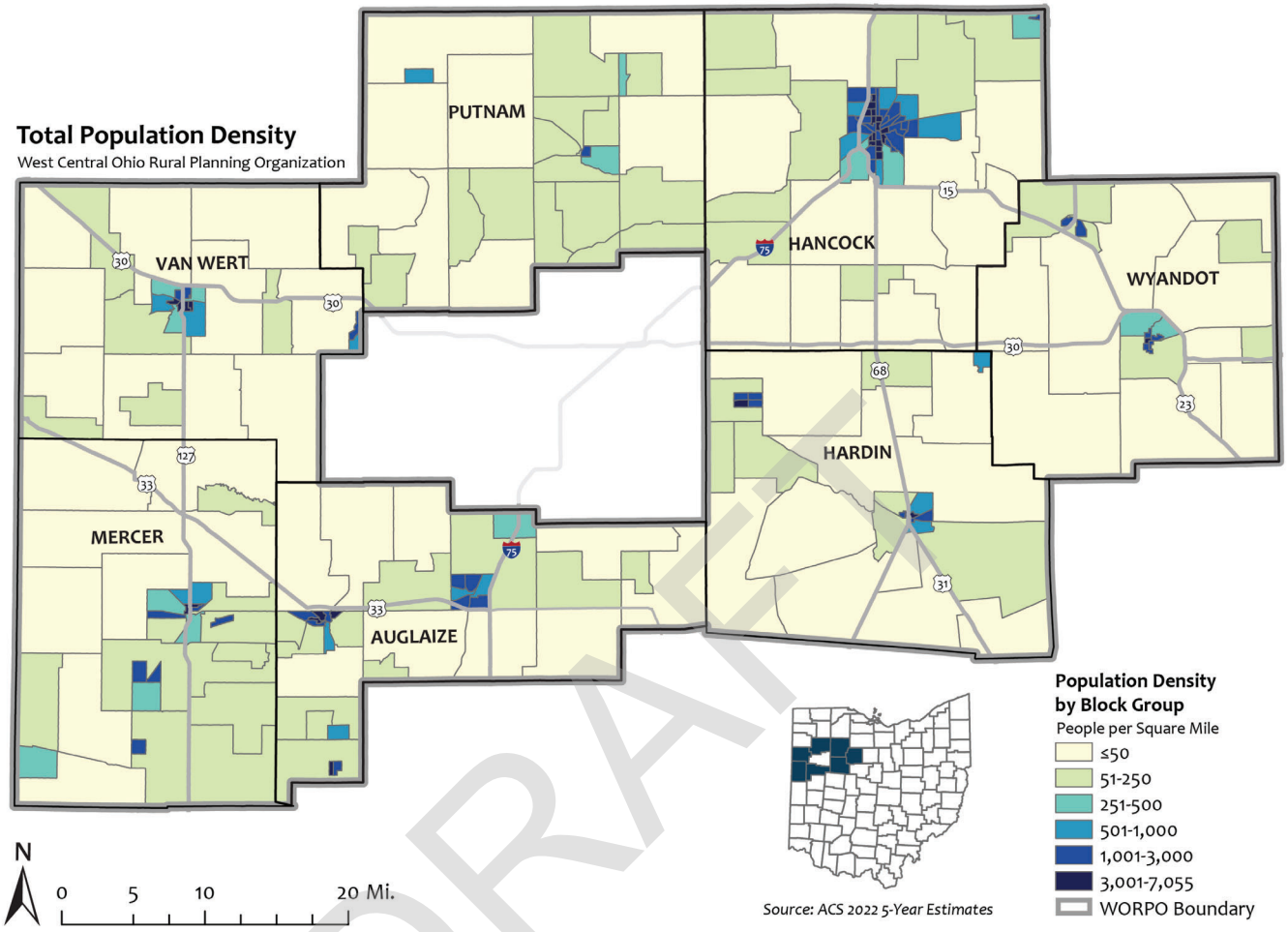
	HISTORIC GROWTH OVERVIEW				FORECASTED GROWTH OVERVIEW			
	1980-2022				2022-2040			
	Growth	% Growth	Period Annual Growth Rate	Period Annual Growth	Growth	% Growth	Period Annual Growth Rate	Period Annual Growth
WORPO Total	15,040	5.7%	0.13%	358	-9,489	-3.4%	-0.19%	-527
Auglaize	3,709	8.7%	0.20%	88	-1,833	-4.0%	-0.22%	-102
Hancock	10,490	16.2%	0.36%	250	-1,572	-2.1%	-0.12%	-87
Hardin	-2,097	-6.4%	-0.16%	-50	488	1.6%	0.09%	27
Mercer	3,987	10.4%	0.24%	95	-1,361	-3.2%	-0.18%	-76
Putnam	1,409	4.3%	0.10%	34	-540	-1.6%	-0.09%	-30
Van Wert	-1,625	-5.3%	-0.13%	-39	-2,933	-10.2%	-0.59%	-163
Wyandot	-833	-3.7%	-0.09%	-20	-1,738	-8.0%	-0.46%	-97

Table 2.1- Total Population Change *(Ohio Department of Development)*



Map 2.1- Total Population Density

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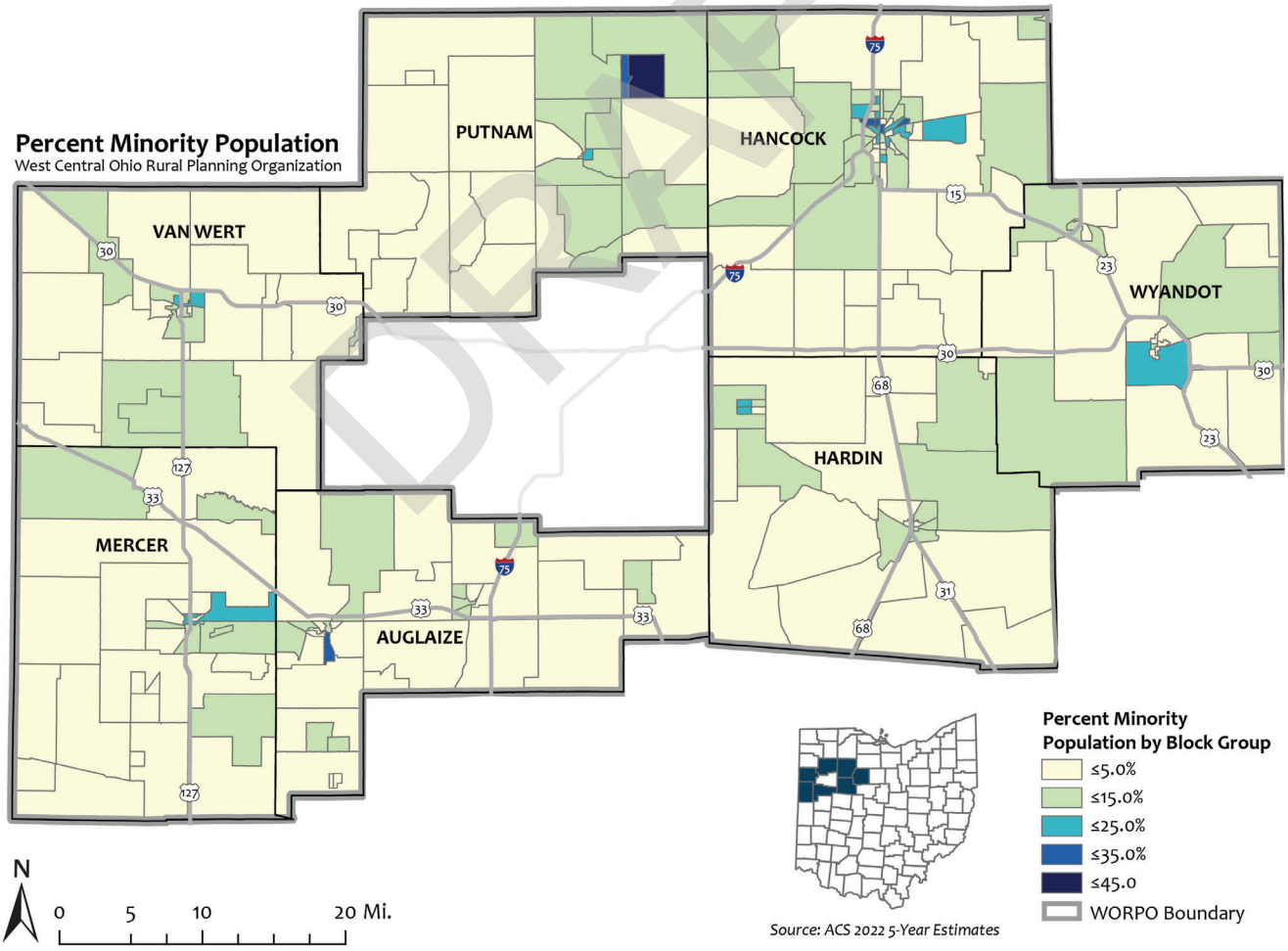
Population by Race

The WORPO region is predominantly White, with 93.6% of the population identifying as White per the 2022 American Community Survey. This exceeds the State of Ohio's White population percentage by roughly 10% (83.4%). The WORPO region has a moderate percentage of Hispanic or Latino residents (3.9%) which is in line with the State of Ohio (4.2%). Hancock and Putnam Counties have Hispanic or Latino populations that exceed the State average at 6.0% and 6.6% respectively.

As illustrated in Map 2.2– Percent Minority Population, the majority of the region has a minority population of less than 15%. There are a few Block Groups within the City of Findlay in Hancock County and around the Village of Leipsic in Putnam County that have minority populations that exceed 35%.



Map 2.2- Percent Minority Population

Population by Age

As illustrated in Figure 2.1 – Population Change by Age Cohort, there has been significant growth in populations between the ages of 55 and 74 within the region since 2010. With the expected growth of the elderly populations (ages over 65) in the region to continue, transportation safety and mobility should be considered as priorities. These age groups are traditionally lacking in transportation options. Transportation system improvements such as roadway and highway sign design and need for public or human services transportation should be addressed to accommodate peoples' physical capabilities to travel and drive.

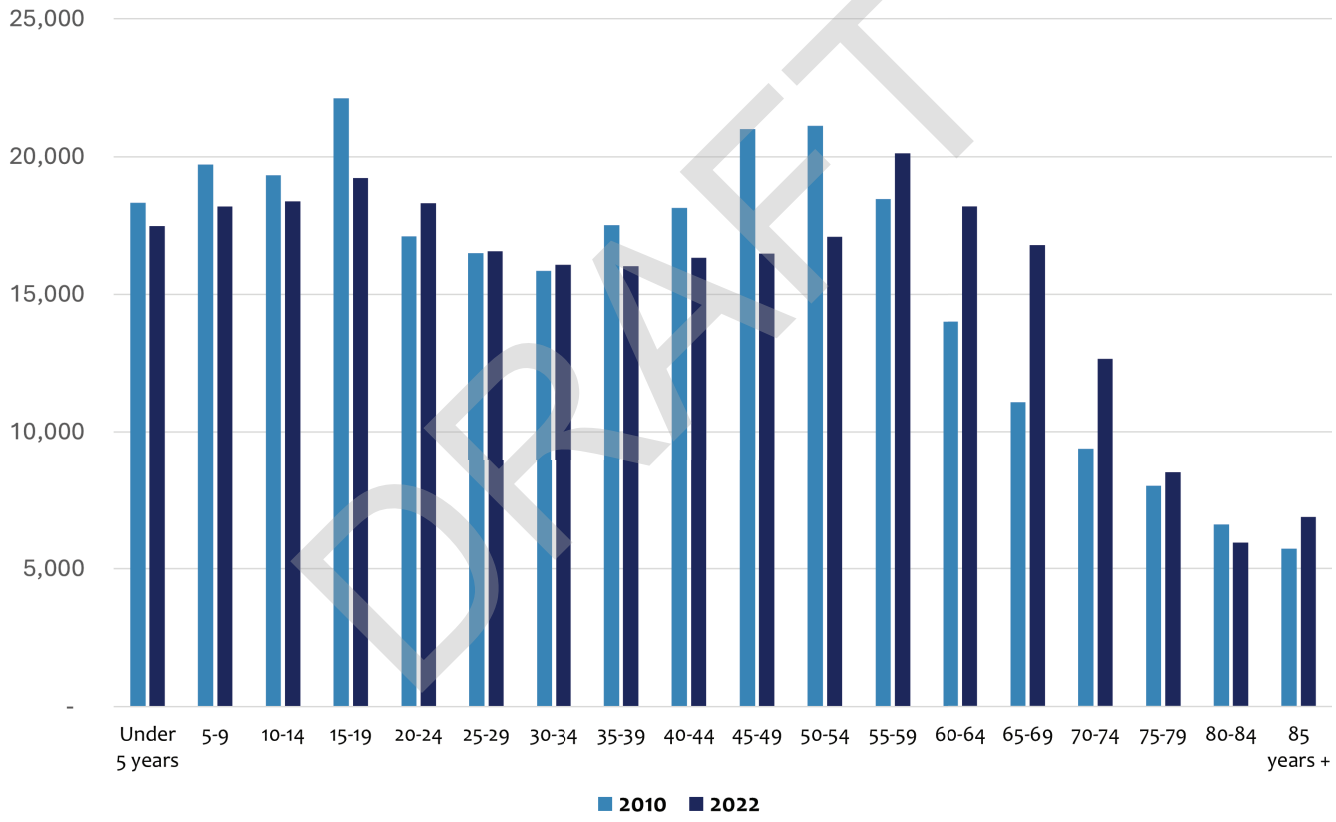


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Figure 2.1- Population Change by Age Cohort, WORPO Region *(ACS 2022 5-Year Estimates)*

Household Income

In general, the WORPO region has high median household incomes with many Block Groups exceeding $100,000/year. Median household incomes trend lower within some of the city centers within the region. Only a few Block Groups within the City of Findlay meet the Department of Health and Human Services (HHS) poverty threshold requirements.

As illustrated in Figure 2.2 – Poverty Percentages by County (2012 & 2022), six of the seven counties within the WORPO region have lower poverty levels than the State of Ohio. Only Hardin County has slightly higher poverty rates than the State at approximately 18%.

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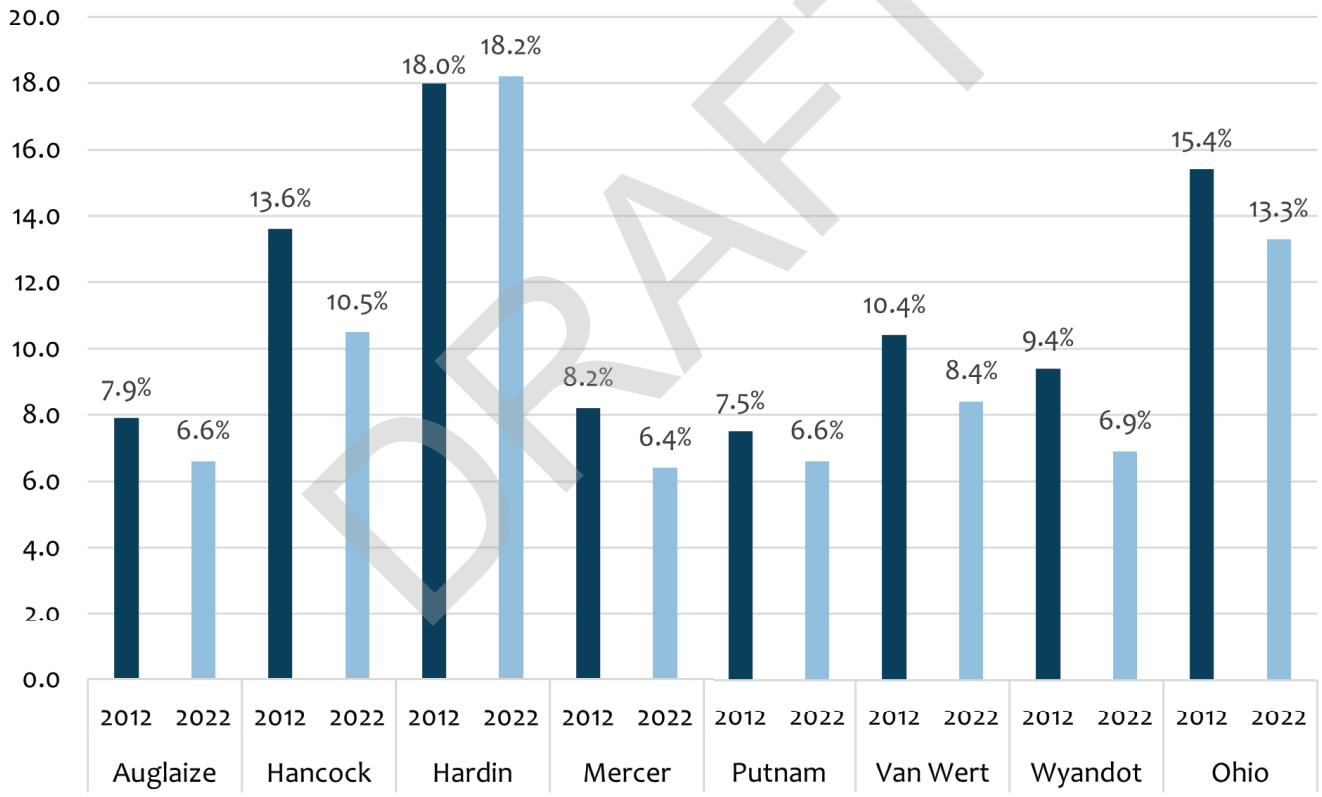

Figure 2.2- Poverty Percentages by County, 2012 & 2022 *(ACS 2022 5-Year Estimates)*

Environmental Justice Areas of Concern

Some populations have historically been disproportionately impacted by changes made to the transportation system. As such, all RTPO planning processes are subject to analysis of the benefits and adverse impacts to Environmental Justice (EJ) populations from the projects and programs funded.

As part of the long-range transportation planning process, Environmental Justice populations in the WORPO region were identified. These populations include minority, elderly, and low income population concentrations according to the Federal Highway Administration (FHWA) definition of Environmental Justice.

Definitions for each population are described below:

Minority Population: Any readily identifiable group or groups of minority persons who live in geographic proximity, and geographically dispersed or transient persons who will be similarly affected by a proposed DOT program, policy or activity. Minority includes persons who are American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian and other Pacific Islander as identified in the U.S. DOT FTA Federal Guidance on Environmental Justice.

Elderly Population: Those age 65 or older.

Low Income Population: Refers to people in households where the median income is at or below the Department of Health and Human Services (HHS) poverty guidelines. The 2024 federal poverty line for a one-person household in the 48 contiguous states and the District of Columbia is $15,060; the poverty guideline increases by $5,380 for each additional household member. For WORPO's purposes, the poverty level for a family of four for the year 2024 was used as defined by the HHS: $31,200.

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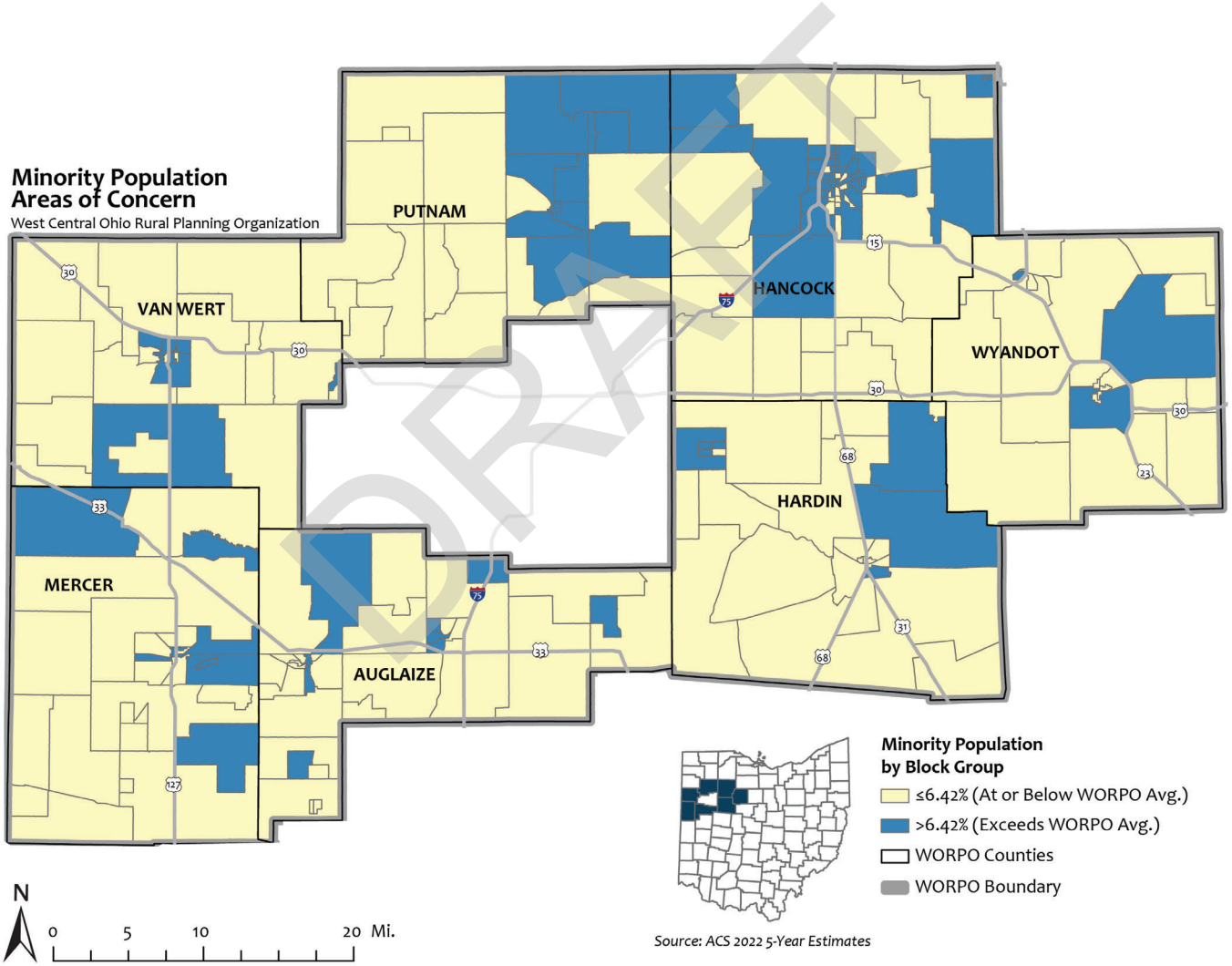
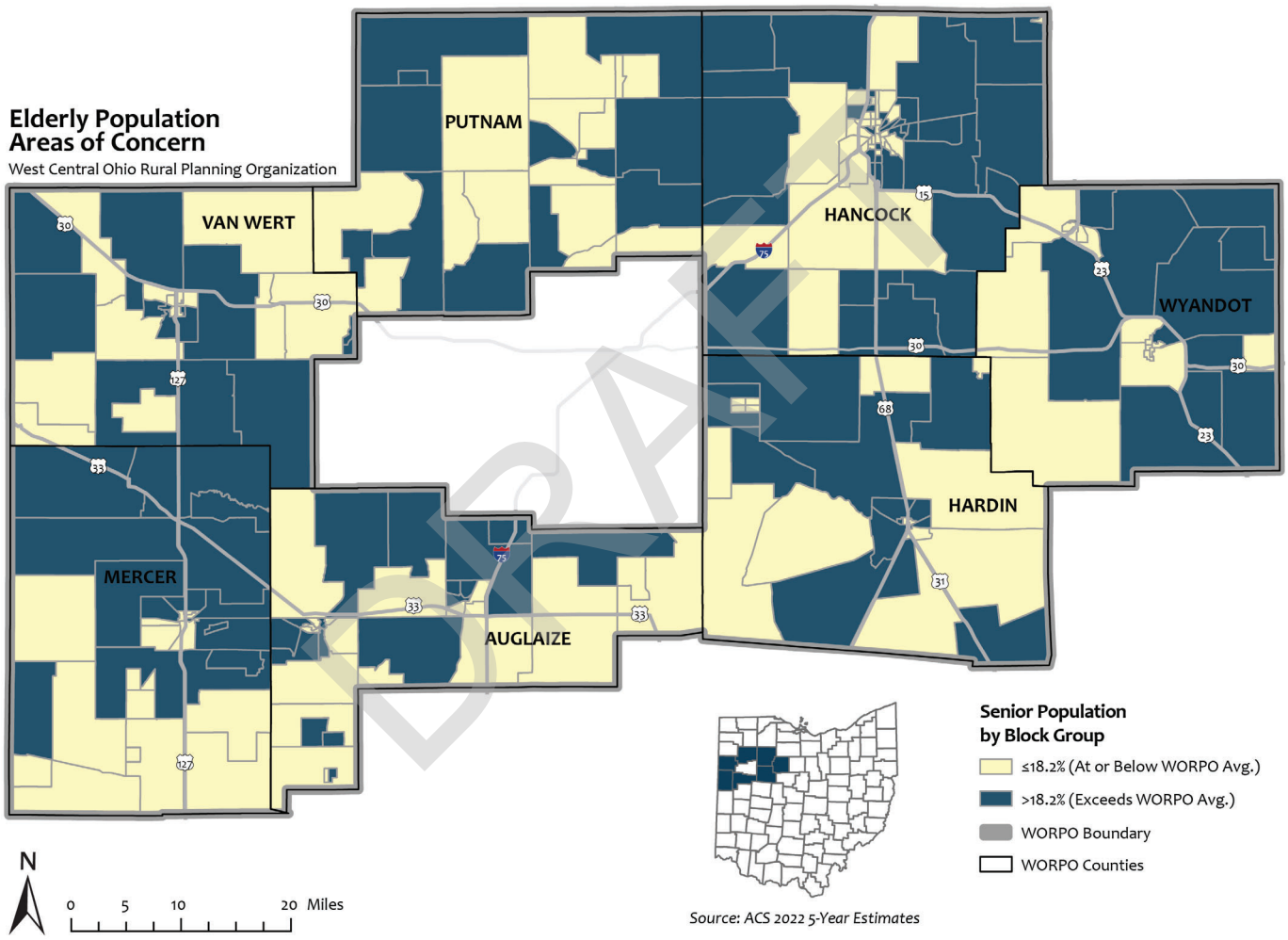
To identify Environmental Justice (EJ) areas of concern in the region, data from U.S. Census American Community Survey (ACS) 2018-2022 for minority, elderly (65 years of age or older), and median household income information were utilized.

WORPO regional averages for minority and elderly populations were compared to the block groups which make up the region. The regional average (percentage) of minority populations was 6.42%. Thus, any block group with a minority population of greater than 6.42% was identified as a minority concentration area of concern. These block groups are illustrated on Map 2.3 – Minority Populations Areas of Concern.



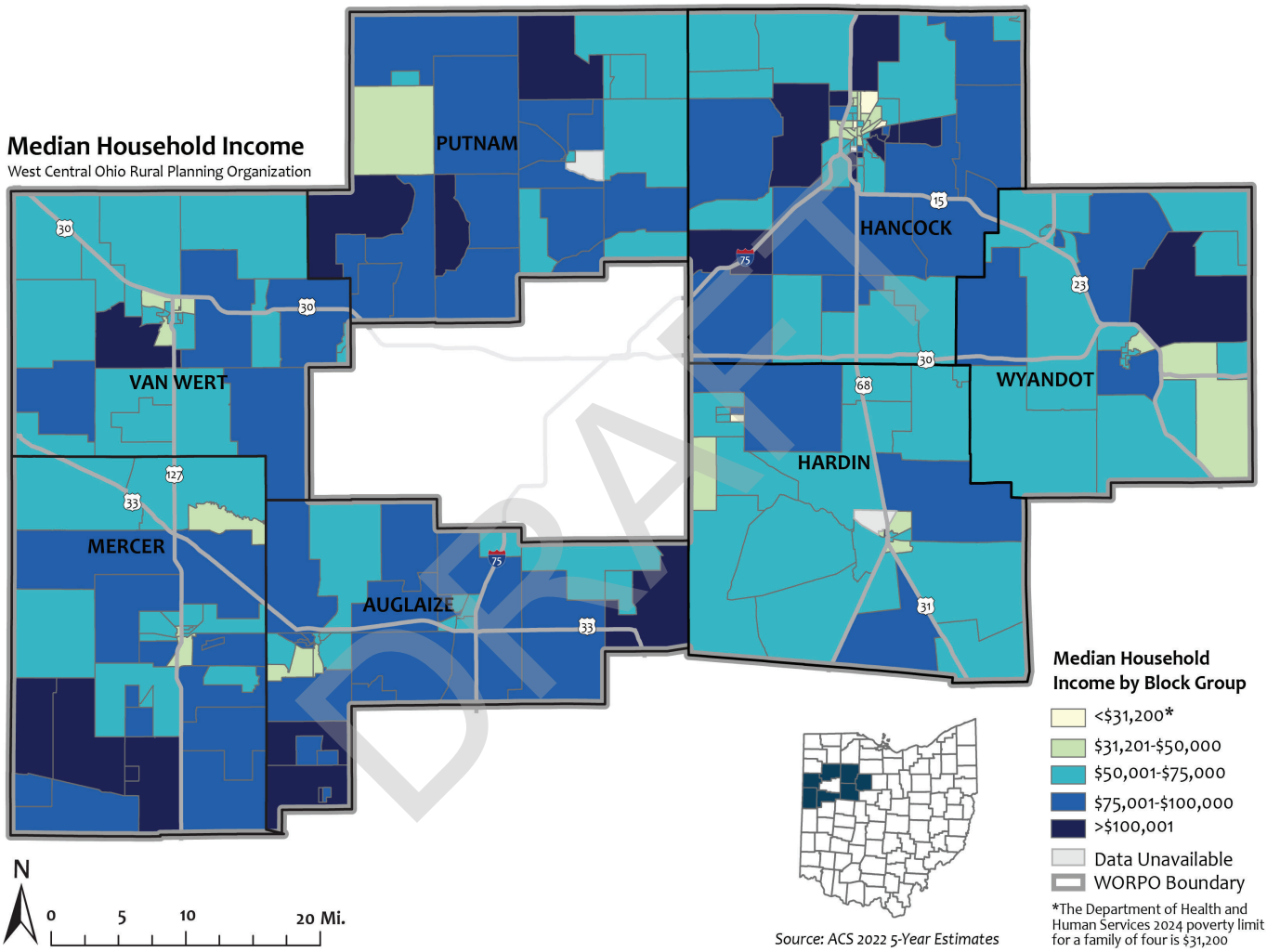
Map 2.3- Minority Population Areas of Concern

The regional average (percentage) of elderly populations (over 65 years old) was 18.2%. Thus, any block group with an elderly population of greater than 18.2% was identified as an elderly concentration area of concern. These block groups are illustrated on Map 2.4 – Elderly Population Areas of Concern.



Map 2.4- Elderly Population Areas of Concern

Block groups throughout the WORPO region were analyzed by median household income at or below the 2024 poverty line for a family of four ($31,200). Block groups below the 2024 poverty line were identified as a low income area of concern and are highlighted in light yellow. These block groups are illustrated on Map 2.5 – Low Income Areas of Concern.

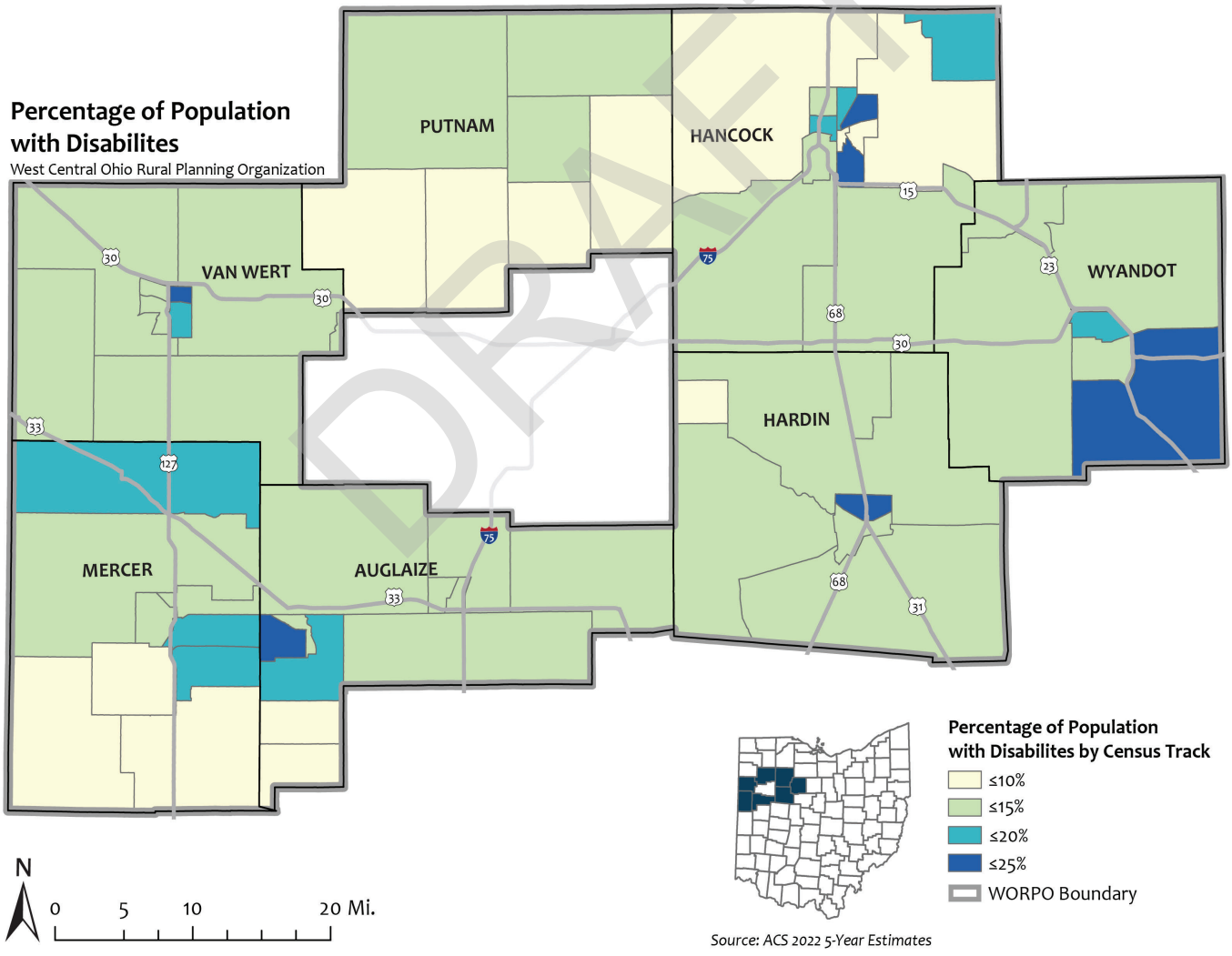


Map 2.5- Low Income Areas of Concern

Disabled Populations

Similar to Environmental Justice areas of concern, having a general knowledge of where disabled populations are concentrated should influence how transportation decisions are determined in those areas.

Map 2.6 – Percentage of Populations with Disabilities illustrates locations with high disabled populations. Census Tracts on the south and east side of the City of Findlay, southeast corner of rural Wyandot County, northern areas of the City of Kenton, areas around Grand Lake in Mercer County, and eastern areas within the City of Van Wert all have large percentages of the population with a disability.



Map 2.6- Percentage of Population with Disabilities

Housing Units and Ownership

	2010	2022
Auglaize	19,585	19,961
Hancock	33,174	33,733
Hardin	13,100	12,920
Mercer	17,633	17,898
Putnam	13,731	13,846
Van Wert	12,615	12,560
Wyandot	9,870	9,851
WORPO	119,708	120,769
Ohio	5,127,508	5,293,227

Table 2.2- Total Housing Units, 2010-2022
(ACS 2022 5-Year Estimates)

There are over 120,000 housing units within the WORPO region. Hancock County has the most housing units in the region with over 33,000 housing units, while Wyandot County has the fewest with approximately 9,800 housing units. The majority of the region's housing units are owner-occupied at approximately 70% of all housing units. 23% of the region's housing units are renter-occupied, and the remainder are vacant. Hancock County has the smallest percentage of owner-occupied units at approximately 65% which still exceeds the State of Ohio percentage of owner-occupied units (62%).

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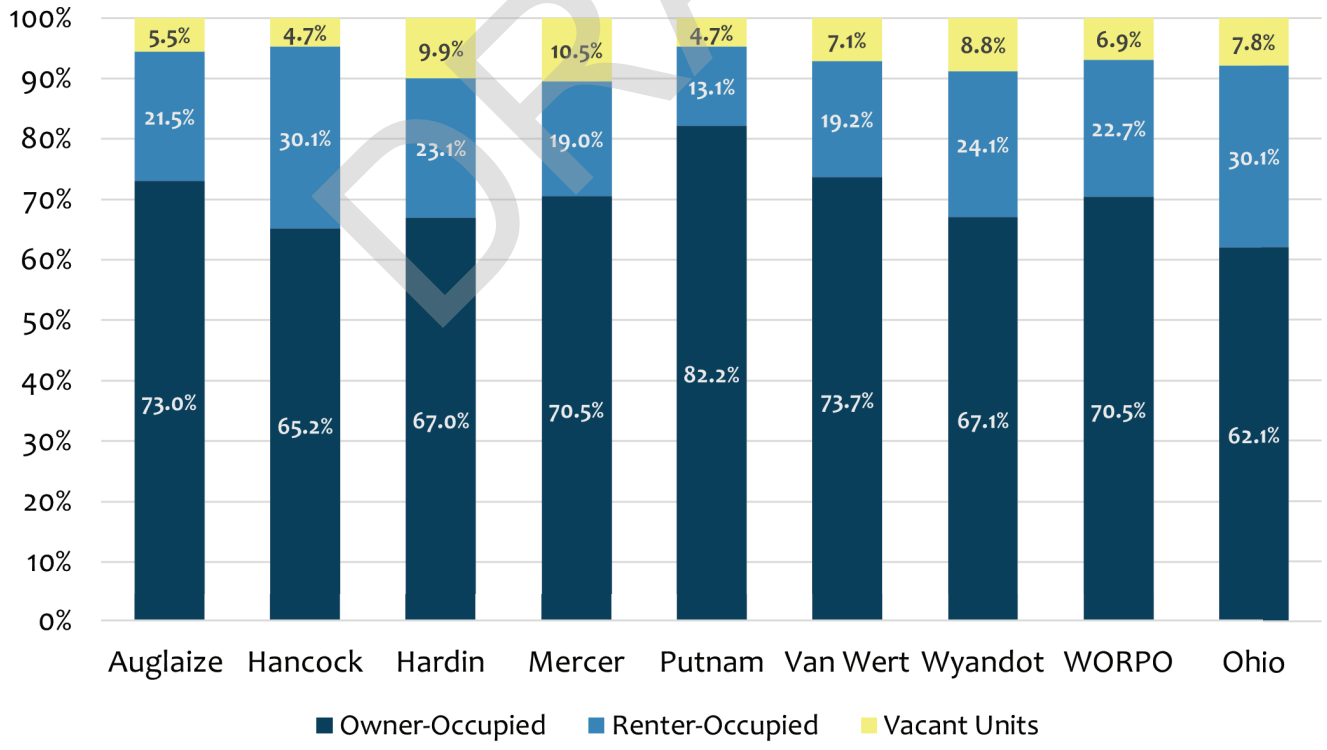
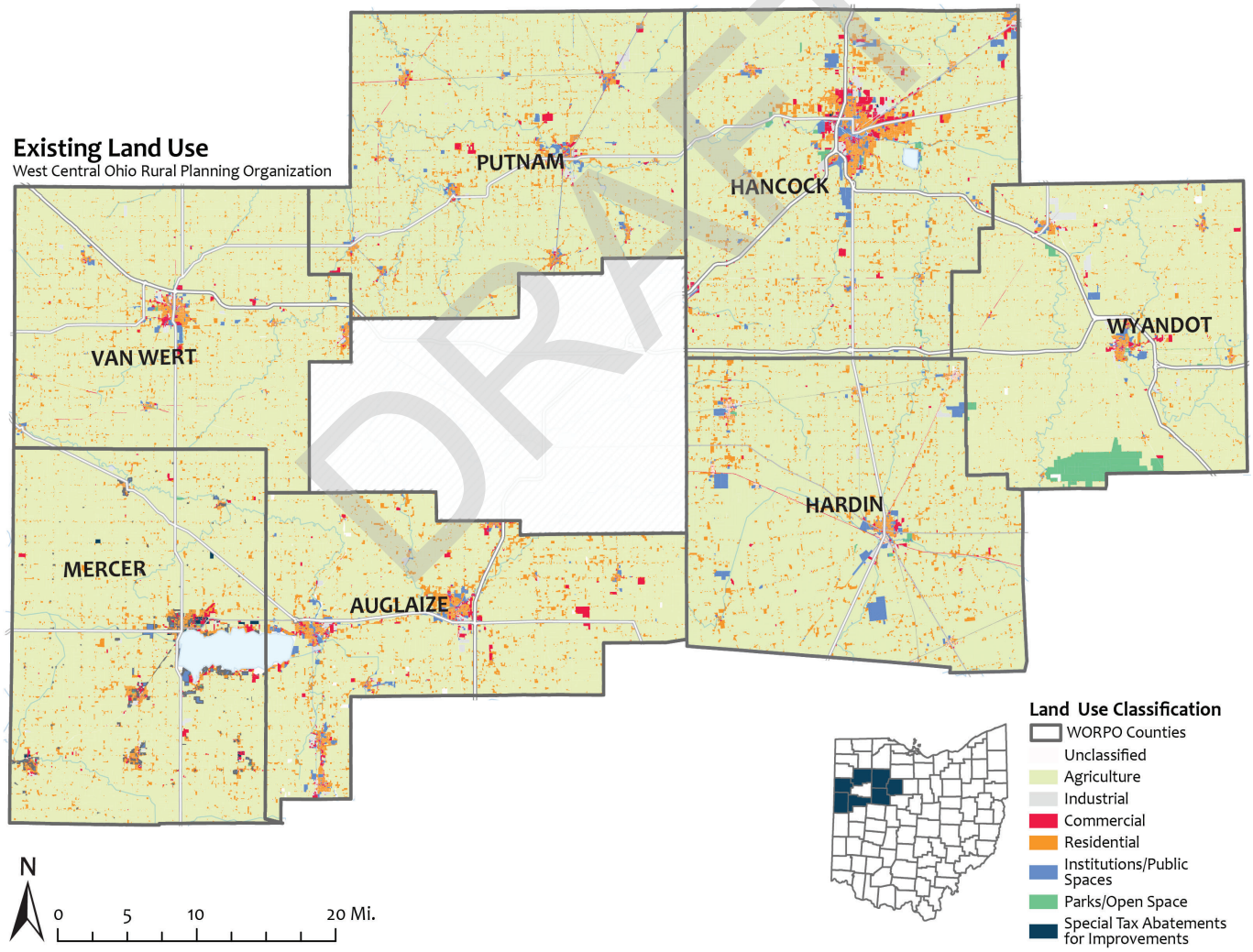


Table 2.3- Housing Tenure *(ACS 2022 5-Year Estimates)*

Existing Land Use

Land use and land use policies drive economic development and directly influence the needs of the regional transportation system. Existing land use within the WORPO region was gathered using Property Classification data from each county's GIS department. Property Classification data is used by county auditors to determine how properties are used by the property owner and then assigned a tax rate based on that use. Agricultural uses and low-density residential uses are the most dominant form of land use in the region. Denser residential uses, commercial uses, and large industrial uses are generally located within population centers throughout the region.



Map 2.7- Land Use Classification

Employment

According to the Ohio Department of Development the WORPO region employes approximately 200,000 workers. The largest employers by industry are Manufacturing (28.3%), Educational services, and Health Care and Social Assistance (20.8%), and Retail trade (10.6%). Hancock County employs the largest number of workers in the region with approximately 42,100 employees. Hancock County is home to large employers including the Marathon Petroleum Company, Whirlpool Corporation, and Cooper Tire & Rubber. Auglaize (25,100 employed) and Mercer (23,600 employed) Counties employ the second and third most workers in the region respectively. Industries in these counties center around commercial farming and manufacturing with large employers including Cooper Farms, Celina Aluminum Precision Technology, and Crown Equipment Corporation. The employment mix for each county in the WORPO region by percentage is shown in Figure 2.3.

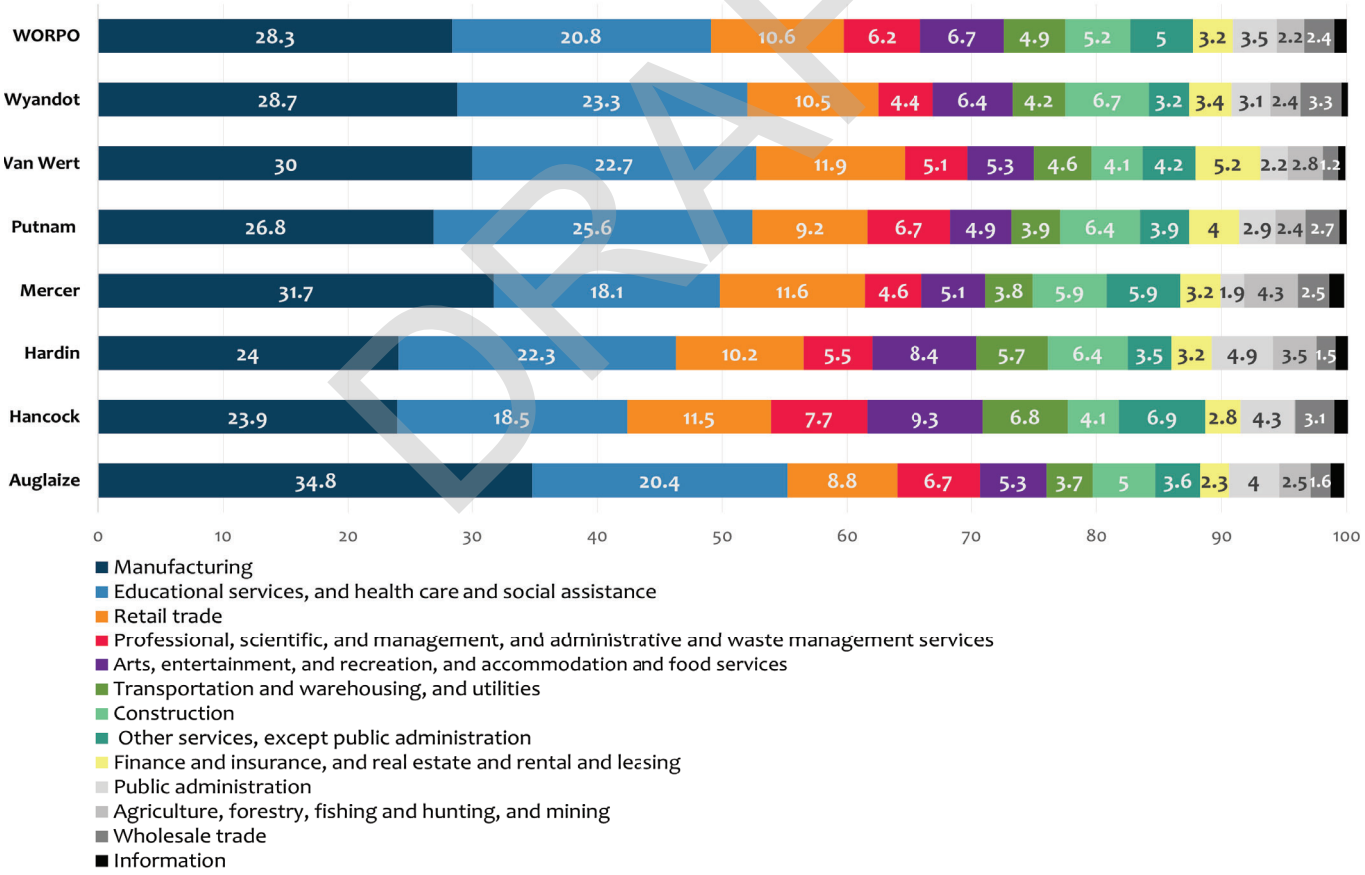


Figure 2.3- Employment by Industry *(ACS 2022 5-Year Estimates)*

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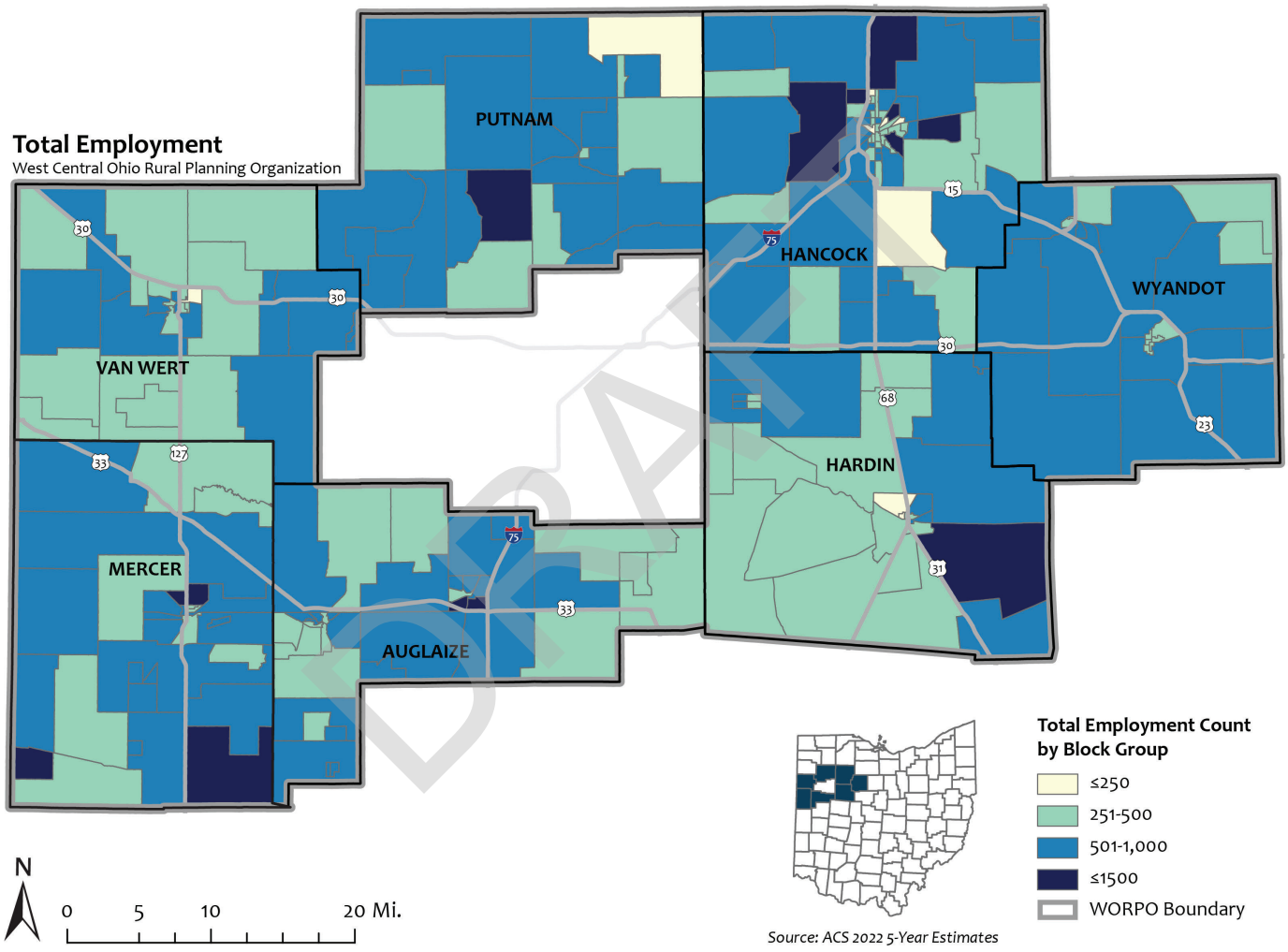
Map 2.7 – Total Employment illustrates the density of employment throughout the region. High employment Block Groups in Hancock, Auglaize, and Mercer Counties reflect locations of the major employers described previously. High employment Block Groups in southeastern Hardin County can be attributed to the large Amish population in the area. Putnam County also shows a high concentration of employment around the Village of Kalida, where multiple large manufacturing industries are located.



Map 2.8- Total Employment

Travel Characteristics

Similar to national trends, the WORPO region is heavily dependent on personal vehicle trips to traverse the area. Roughly 92% of workers over 16 years of age in the region used a personal vehicle (car, truck, or van) to get to and from work. This exceeds the state average of 85.7%. The modal split in the region as compared to the state for other forms of travel to work (public transportation, walking, bicycling, and taxicab) were all similar. The lone outlier was the percentage of people working from home. The WORPO region has 4.9% as compared to the state average of 9.8%. This can be attributed to the types of employment opportunities within the region. Jobs and agriculture and manufacturing are not able to be done from home as opposed to more "white collar" jobs in urban areas.

Workers in the WORPO region tend to travel for shorter amounts of time to work than other areas of the state. The average travel time to work in the region was 20.1 minutes as compared to 23.5 minutes for the state. All counties within the region have commute times under the state average. This can be attributed to both a lack of congestion in the region and the proximity of workers to their place of employment.

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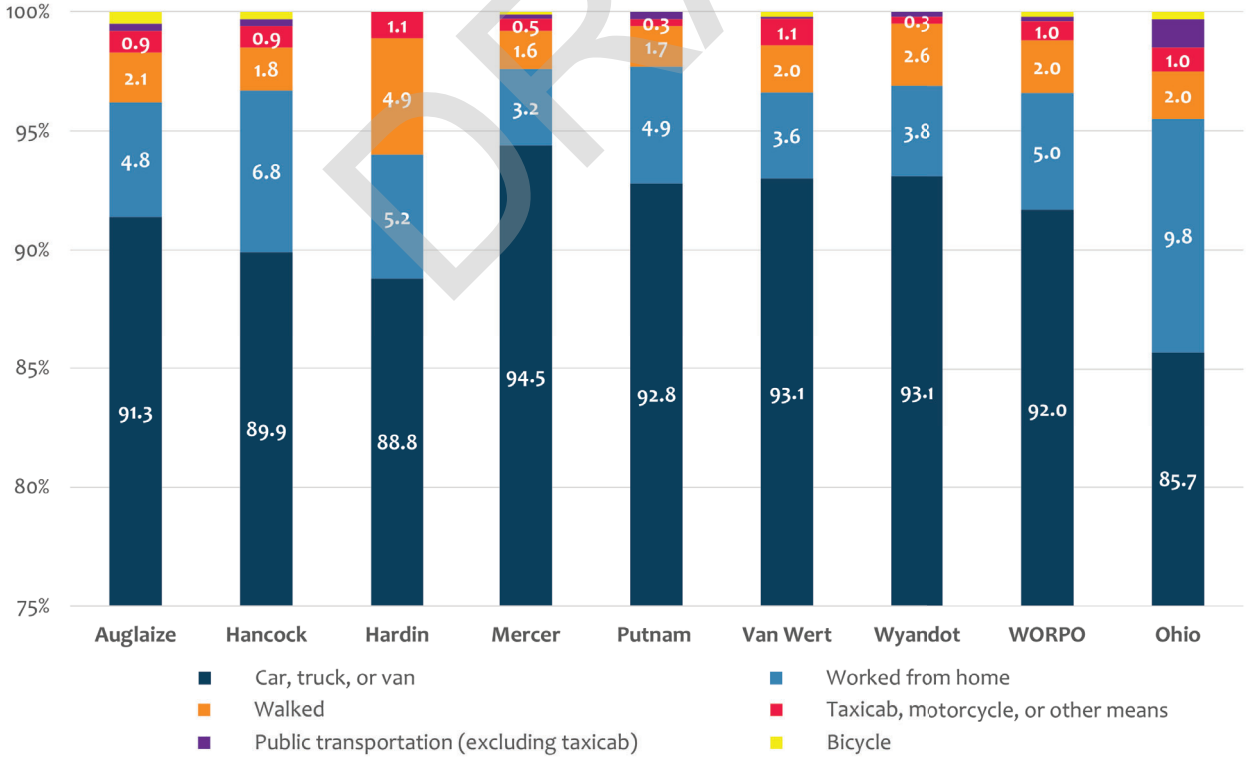

Figure 2.4- Modal Split *(ACS 2022 5-Year Estimates)*

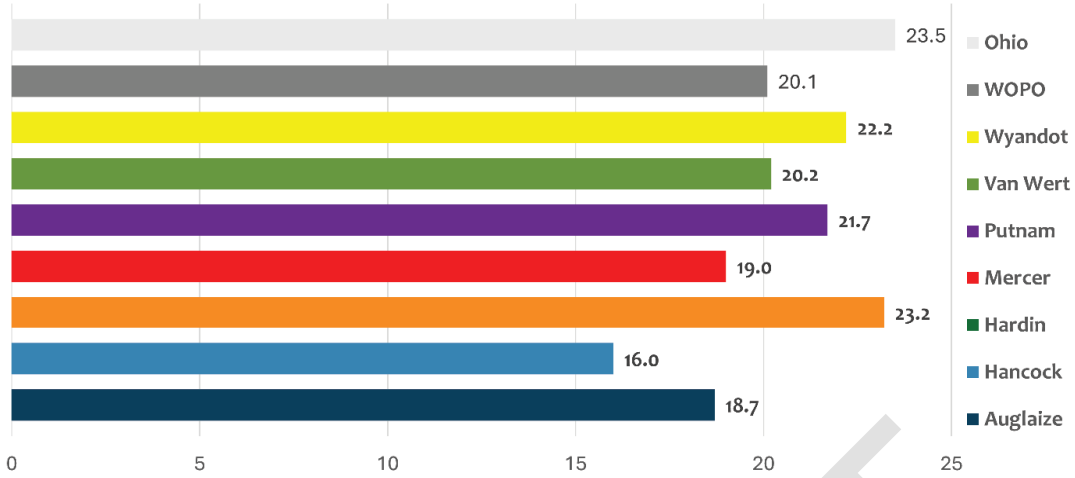

Figure 2.5- Average Travel Time to Work in Minutes *(ACS 2022 5-Year Estimates)*

Figure 2.6 – Workforce Travel Map was developed from US Census data and details how workers travel county to county throughout the WORPO region. Pink arrows illustrate the highest number of worker outflow, followed by orange and blue arrows. For clarity, only the top three out of county travel locations were shown for each county.

The largest percentage of workforce travel for each county originates from people who work and live within the same county. The largest movement of workers who live in the WORPO region but work outside of it is to Allen County. Allen County is home to the City of Lima and has a range of major employers including St. Rita's Medical Center and the Husky Lima Refinery. Four counties (Auglaize – 1,934, Hardin – 590, Putnam – 1,262, and Van Wert – 5,782) have large amounts of workers commuting daily. There are also large amounts of workers that travel to Wood (3,242 from Hancock County) and Seneca (2,812 – Hancock, 1,024 Wyandot) Counties from the WORPO region. These counties also have major employers within a 30-minute drive of portions of the WORPO region. While there are some leakages of workers outside of the region, in general, the majority of the workforce stays within the region to work. Many of each of the seven counties largest worker outflows end in WORPO counties. The highlights the needs for continued maintenance and upkeep of the secondary roadway system to ensure intra-county travel remains efficient.

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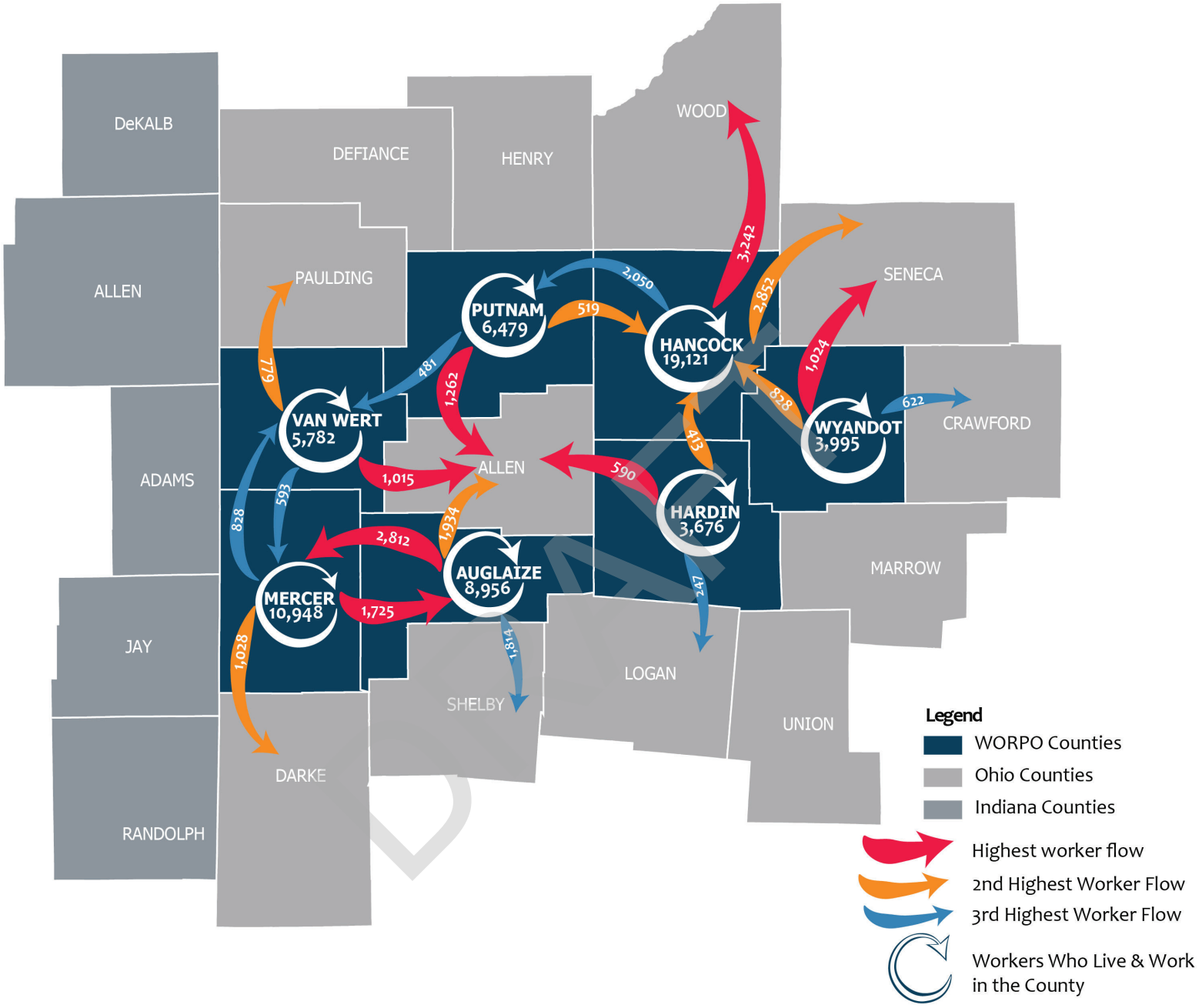

Figure 2.6- Workforce Travel Map *(On The Map, 2021)*

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Chapter 3 | Existing Transportation System

The WORPO region has an expansive transportation network that is critical to the state and regional economy. The transportation network includes highways and roadways, railways, airports, intermodal facilities, bicycle and pedestrian facilities, and transit. The following chapter provides a summary of the existing transportation network within the WORPO region.


Swartz Bridge, Wyandot County, Ohio

GoBus, Servicing Van Wert, Ohio


Boardwalk Village, Celina, Ohio

Highway System

Highways

The highway system within the WORPO region is located between major urban areas of Fort Wayne, Indiana; Toledo, Ohio; Dayton, Ohio; Columbus, Ohio; and surrounds Lima, Ohio. The current highway system in the WORPO region is shown on Map 3.1.

The regional highway network provides excellent access throughout the seven counties. I-75 is a major north/south corridor and the lone highway within the region which is a criticalcorridor for freight logistics. The U.S. 15 and U.S. 23 corridor is another major north/south corridor within the region and provides the most direct north/south route to Columbus. Major east/west corridors within the region include U.S. 224, U.S. 30, and U.S. 33. Other U.S. and State Routes provide access between the major population centers with the seven counties. The region also possesses a multitude of two-lane state and local roads that have a regional significance.

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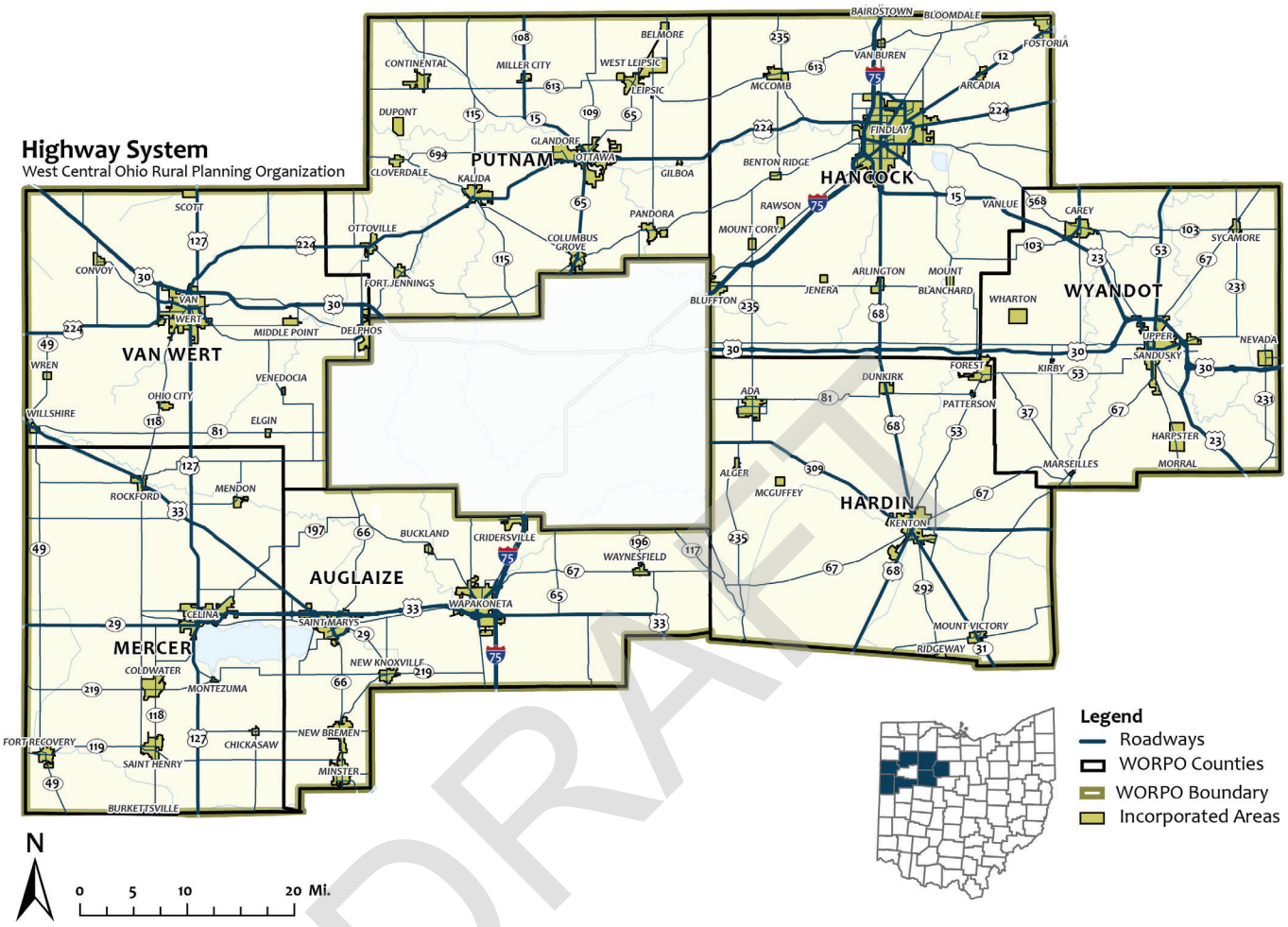

MAP 3.1- State and Federal Highway System

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Roadway Functional Classification

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service they provide. There are three highway functional classifications: arterial, collector, and local roads. All streets and highways are grouped into one of these classes, depending on the character of the traffic (i.e., local or long distance) and the degree of land access that they allow. These classifications are described as follows:

Arterial: Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.

Collector: Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.

Local: Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

Using these three major categories of roadways as the base, roads can be further subdivided into major or minor categories. Only roadways that are functionally classified as a minor collector or above in an urban area or as a major collector or higher in a rural area are eligible for federal funding, with the exception of bridges on non-classified roads.

There are 7,427 miles of roadway within the WORPO region. Interstate 75 is the only interstate within the region and is an extremely important freight and logistics corridor. I-75 links the region north and south to the Cities of Toledo, Detroit, Dayton, and Cincinnati.

Class	Miles	Percent
Principal arterial Interstate (1)	96	1.3%
Principal arterial freeway (2)	52	0.7%
Principal arterial other (3)	324	4.4%
Minor arterial (4)	237	3.2%
Major collector (5)	972	13.1%
Minor collector (6)	536	7.2%
Local (7)	4,989	67.2%
Unlabeled Roadways	220	3.0%
Grand Total	**7,427**	**100%**

Table 3.1- Roadways by Functional Classification (*ODOT*)

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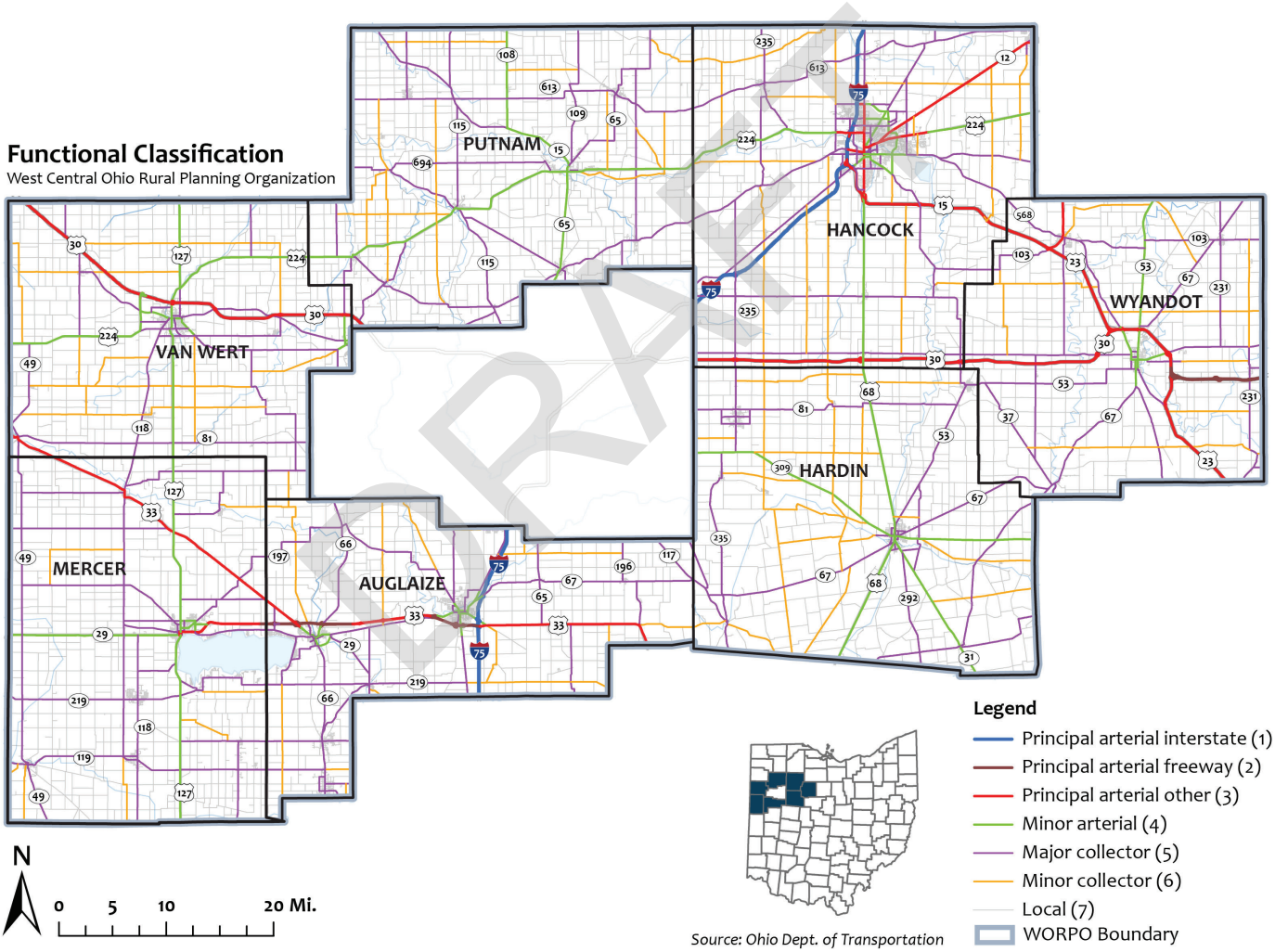
The region's two major east and west routes, U.S. 30 and U.S. 33 have small portions of their corridors that are classified as freeways, while the majority of these routes are classified as Principal Arterials. These routes link the region to the City of Mansfield to the east and City of Fort Wayne to the west. State Routes 12, 15, and 23 in Hancock and Wyandot Counties are also considered Principal Arterials and provide the most direct route to Columbus from the region. As detailed in Table 3.1 – Roadways by Functional Classification, roughly 20% of the region's roadways are considered collector roads, while roughly two-thirds (67%) of roadways are considered local roads.



MAP 3.2- Roadway Functional Classification

Regional Traffic Flow

Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) defines the use of the roadway system. Mathematically, VMT is a combination of the distance traveled by all vehicles in each area over a specific period, which is usually a day. VMT is sourced from ODOT and detailed along State System Road only. Figure 3.1 – ODOT Vehicle Miles Traveled, illustrates VMT annually segregated by Truck, Car, and Total VMT.

As of 2022, the seven county region sees over 6.4 million vehicle miles traveled annually on the state system. Approximately 80% of vehicles are cars, while the remaining 20% are trucks. Hancock and Auglaize Counties experience the most vehicle miles traveled, in part to their proximity to I-75, which has the highest Average Daily Traffic in the region.

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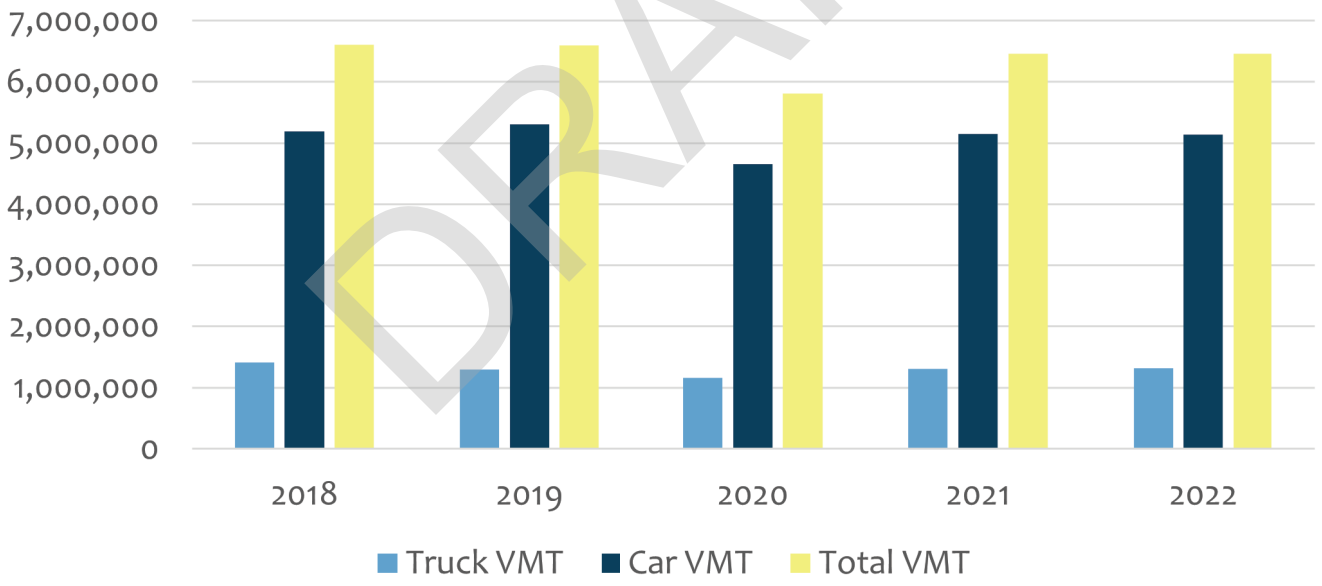

Figure 3.1- ODOT Vehicle Miles Traveled *(ODOT)*

As illustrated in Table 3.2 – Annual Change in VMT in WORPO Region, the region experienced approximately a 12% reduction in VMT in 2020 due to the COVID-19 Pandemic This is similar to State and National trends. Though VMT rebounded in 2021, the region's VMT is still down roughly 2% from pre-pandemic levels. The largest reduction in VMT is in truck traffic, where the region has seen a 6.61% reduction in truck VMT between 2018 and 2022.

Year	WORPO Total VMT	% Change Year Over Year	Change Year Over Year	Car VMT	% Change Year Over (Car)	Change Year Over (Car)	Truck VMT	% Change Year (Truck)	Change Year Over (Truck)
2018	6,603,813	---		5,189,219	---		1,414,594	---	
2019	6,599,039	-0.07%	(4,774)	5,307,268	2.27%	118,049	1,291,771	-8.68%	(122,823)
2020	5,808,535	-11.98%	(790,504)	4,652,911	-12.33%	(654,357)	1,155,624	-10.54%	(136,147)
2021	6,466,115	11.32%	657,580	5,154,046	10.77%	501,135	1,309,316	13.30%	153,692
2022	6,465,436	-0.01%	(679)	5,139,336	-0.29%	(14,710)	1,321,041	0.90%	11,725
Total Change		-2.10%	(138,377)		-0.96%	(49,883)		-6.6%	(93,553)

Table 3.2-Annual Change in VMT in WORPO Region (*ODOT)*

Annual Average Daily Traffic

Interstate 75 has the highest Annual Average Daily Traffic (AADT) volumes in the region. Sections north of the City of Findlay have AADTs that exceed 50,000 vehicles per day. State Route 15 and U.S. Route 23 have high AADT's as well. This route is heavily utilized by travelers driving from Toledo and Detroit to Columbus. It is anticipated that these routes, along with I 75 will experience higher traffic volumes with the completion of the Gordie Howe International Bridge in Detroit in the near future. The region's major east/west corridors, U.S. 30 and U.S. 33 have moderately high AADT's west of the City of Van Wert and between the Cities of Wapakoneta and Celina respectively.

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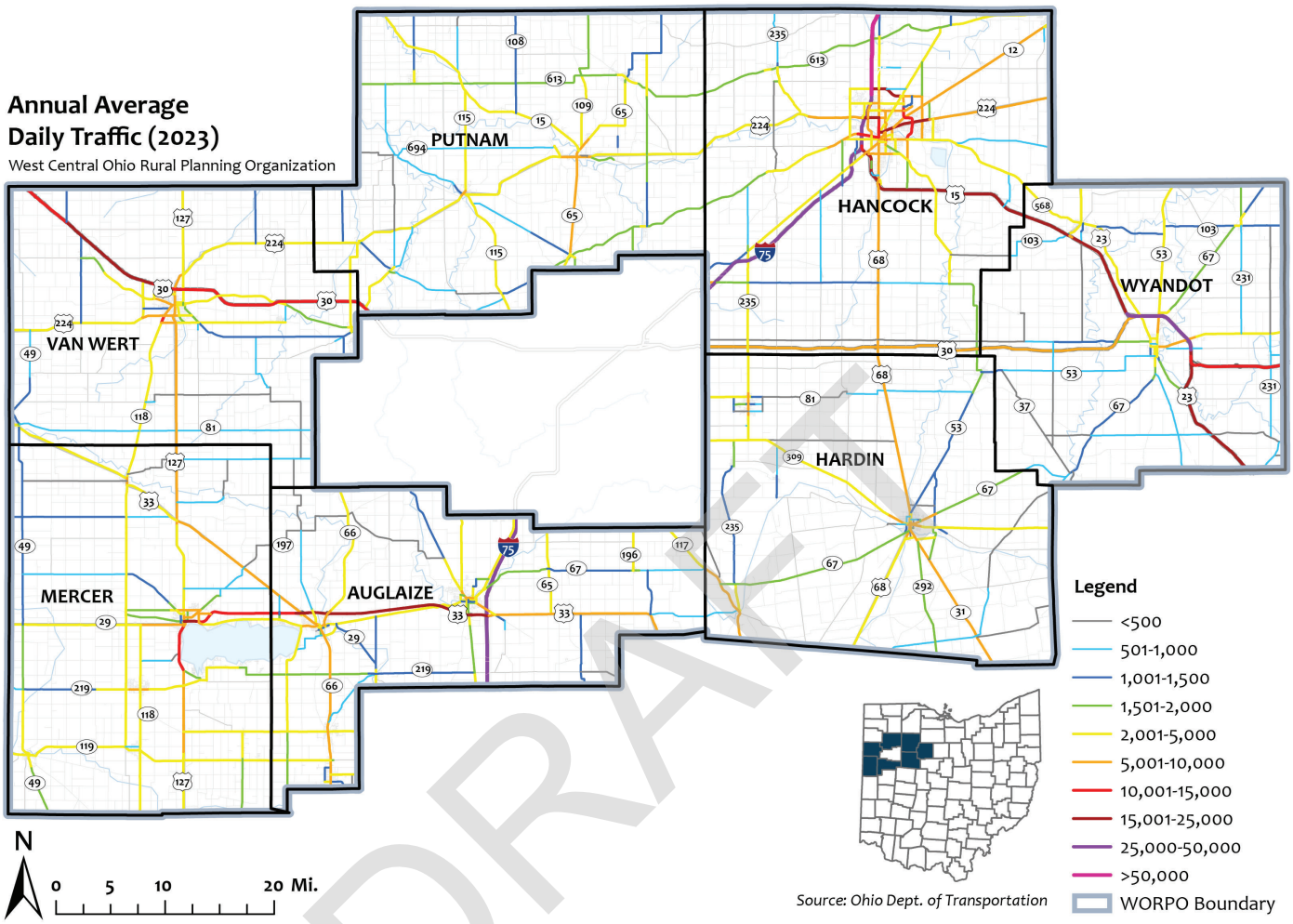

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MAP 3.3- Annual Average Daily Trafic 2023

Level of Service

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

There are six levels of service from A, representing the best service, to F, representing the worst, according to the Highway Capacity Manual.

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

The LOS levels are defined as:

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

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

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

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

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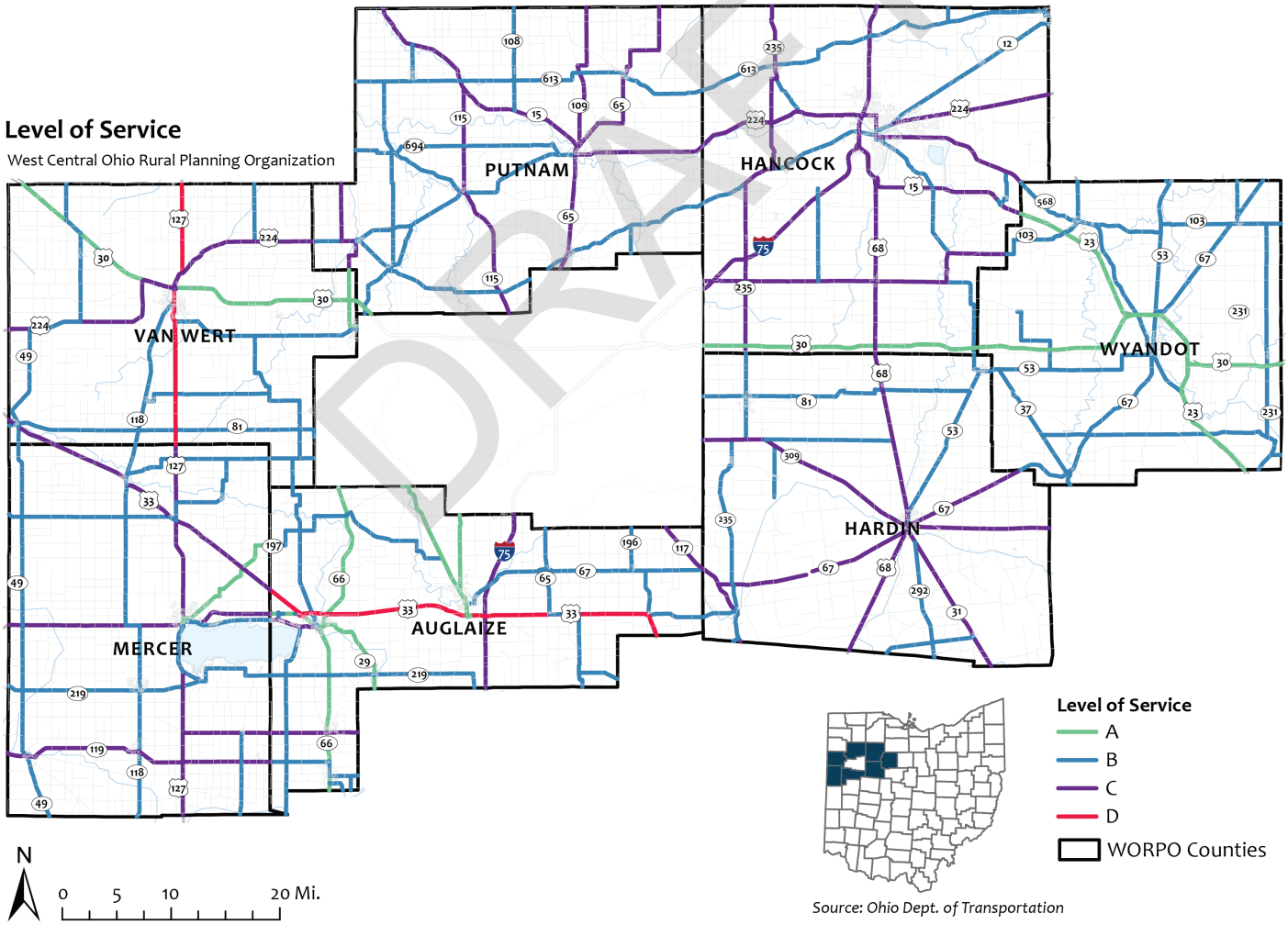
Level E: Unstable flow; operating at capacity. Flow becomes irregular and speed varies, rarely reach the posted limit. Any disruption to traffic flow will create a shock wave affecting upstream traffic. Driver's level of comfort is poor.

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

Congestion data on the state system for 2022 was obtained from ODOT and this data was utilized when assessing congestion in the region. In the WORPO region, there are no roadways on the state system that have an LOS F or LOS E, as shown in Map 3.4 – Level of Service. There are only a few roadways that have a LOS D in the region which include U.S. 33 throughout Auglaize County and U.S. 127 throughout Van Wert County.



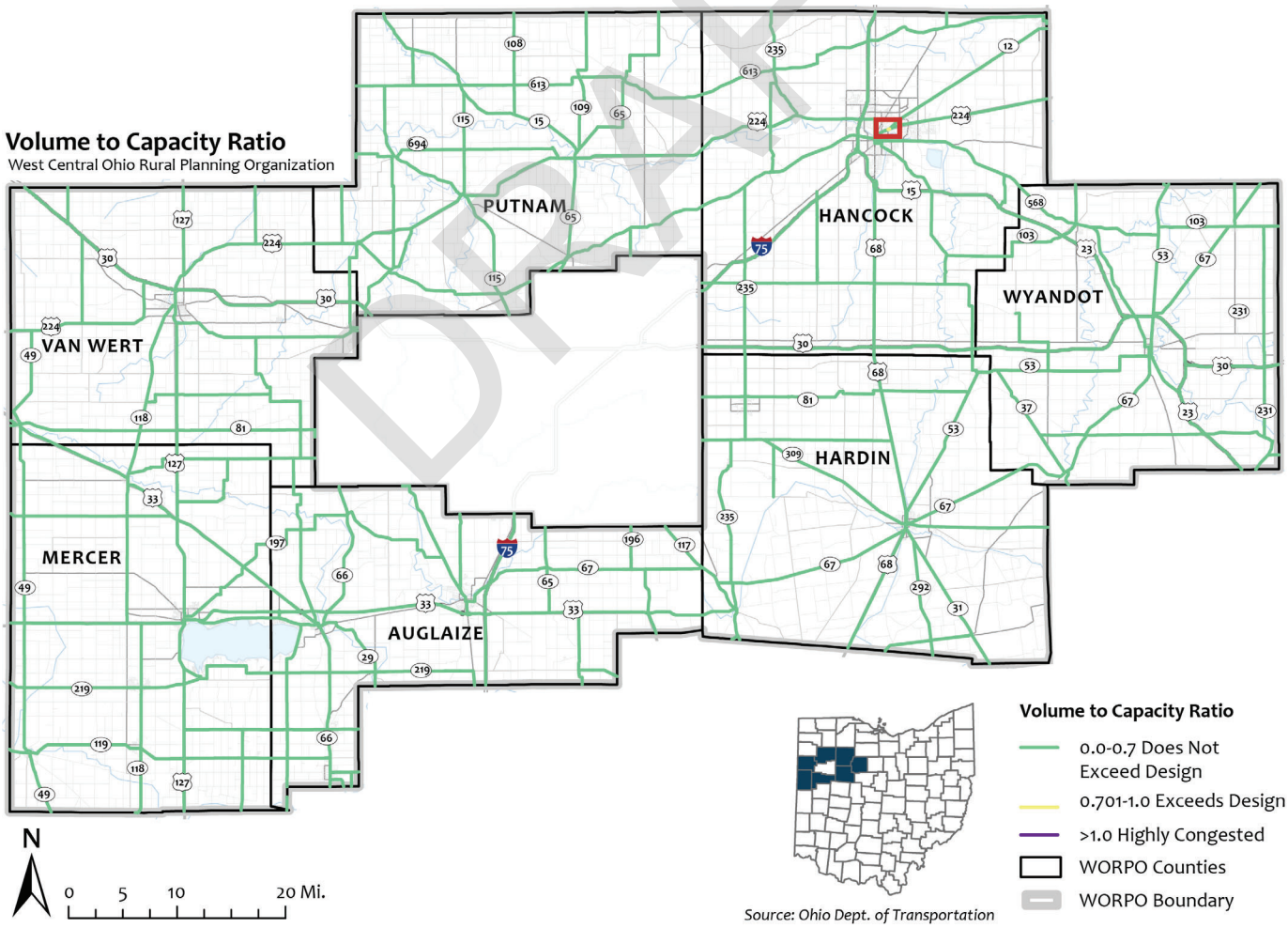
MAP 3.4- Level of Service

Congestion

Volume to Capacity Ratio

The Volume to Capacity (V/C) Ratio is another measure of congestion which represents the volume of vehicles compared to the volume of vehicles that the road can support. These volumes are based on factors such as road width, speed limit and number of lanes.

Data provided by ODOT for the WORPO region includes information on the capacity as well as AADT for roadways on the state system and these numbers form the ratio.
In the WORPO region, there were no roadways on the state system with a V/C ratio of 1 or higher according to ODOT data for 2022. However, there were roadways in the region with a ratio of greater than 0.70 and these roads can become a congestion concern in the future. Roads with a V/C ratio greater than 0.70 were located in Hancock County along U.S. 224.



MAP 3.5- Volume to Capacity Ratio

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Travel Time Reliability

Travel time reliability is a measure of the consistency or dependability in the travel time of a trip, or time to traverse a road segment, as experienced in different hours of the day and days of the week. It is measured in terms of the additional time that drivers need to allocate to compensate for unexpected delays. Travel time reliability is an important measure for commuters, shippers, and other road users because it allows them to make better decisions regarding the use of their time. (USDOT Federal Highway Administration)

Congestion is a traffic condition characterized by slower speeds, longer travel times, and the occurrence of vehicle queues. It can be recurrent or non-recurrent. Recurrent congestion includes delays that are predictable in frequency and extent (e.g., rush-hour traffic). Conversely, non-recurrent congestion is due to unexpected delays from temporary drops in road capacity (e.g., blocked lane due to a crash or work zone) or sudden surges in demand (e.g., planned special events). (USDOT Federal Highway Administration)

Lack of reliability is different from congestion, though it is related to non-recurrent congestion. Reliability refers to the predictability of journey travel times. A highway prone to unexpected delays is unreliable. On the other hand, a highway that is typically congested and where traffic speed is consistently low can be reliable. (USDOT Federal Highway Administration)

Travel Time Reliability was calculated on all Primary and Secondary roadways within the WORPO region over all times of day during 2022 using Streetlight Congestion Analysis Data. Any roadway segment with a Travel Time Reliability over 1.5 is considered “unreliable”.

Only a few short segments of roadway within the region were classified as unreliable. These roadway segments are with the Village of Ottawa (U.S. 224 and SR 15), City of Kenton (U.S. 68) and City of Findlay (SR 12, I-75) as well as short segments along U.S. 30 west of SR 235, and U.S. 23 south of the Village of Carey.

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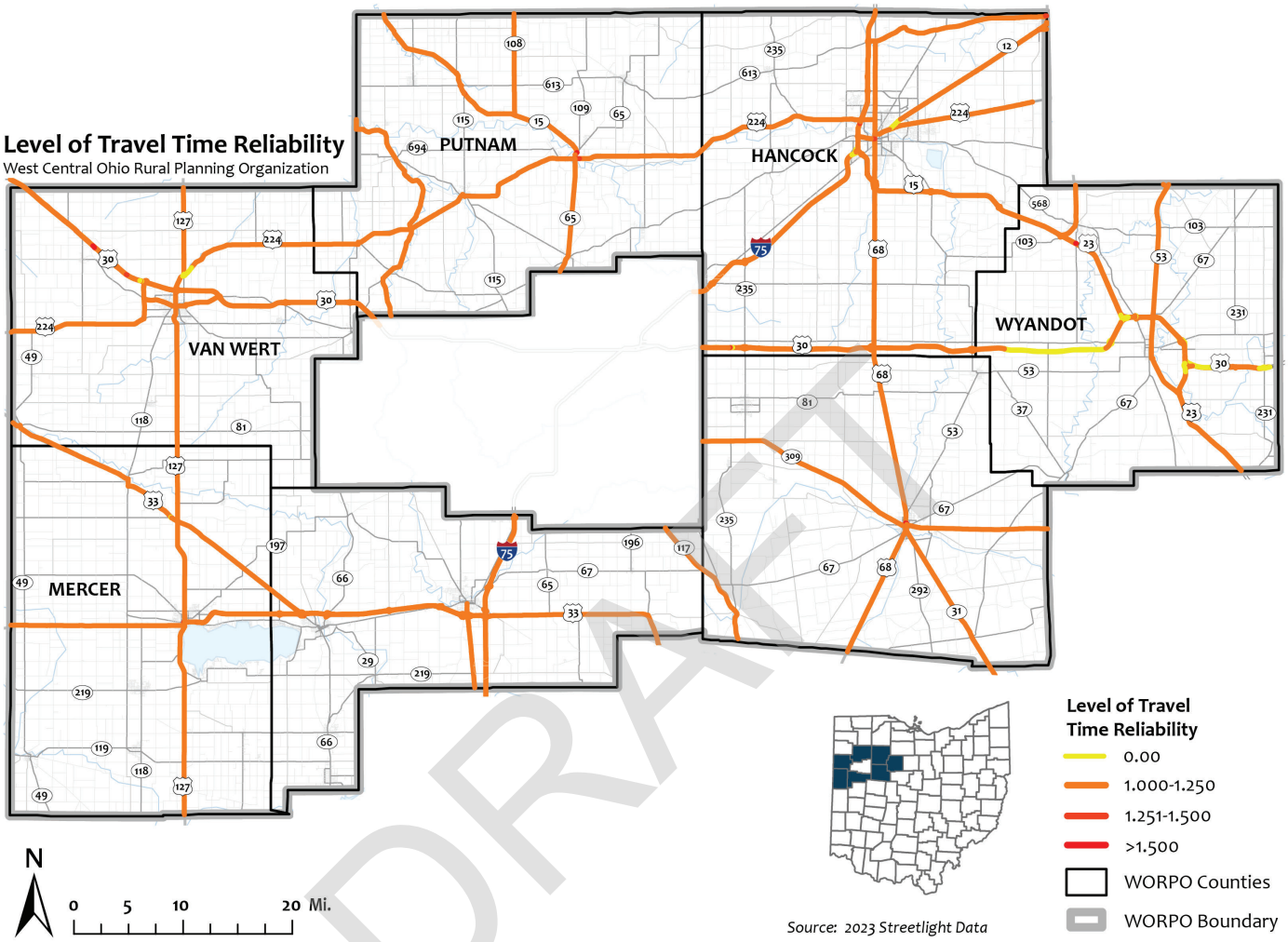

MAP 3.6- Level of Travel Time Reliability

Pavement Condition Rating (PCR)

Pavement condition ratings are a performance measure used to communicate the physical condition of roadway pavement. As described in the ODOT Pavement Condition Rating Manual, the rating method is based upon visual inspection of pavement distress and provides a procedure for uniformly identifying and describing, in terms of severity and extent, pavement distress. The mathematical expression for pavement condition rating (PCR) provides an index reflecting the composite effects of varying distress types, severity, and extent upon the overall condition of the pavement. The pavement condition rating scale reflects the results of the mathematical equation on a scale ranging from 0 to 100. To give additional illustrative context to the scale numbers, ranges on the scale are also given the following descriptors- Very good (100-90), good (90-75), fair (75-65), fair to poor (65-55), poor (55-40), or very poor (below 40). As part of its Transportation Management System, ODOT collects PCR data, which uniformly measures conditions on roadways classified as collector and above.

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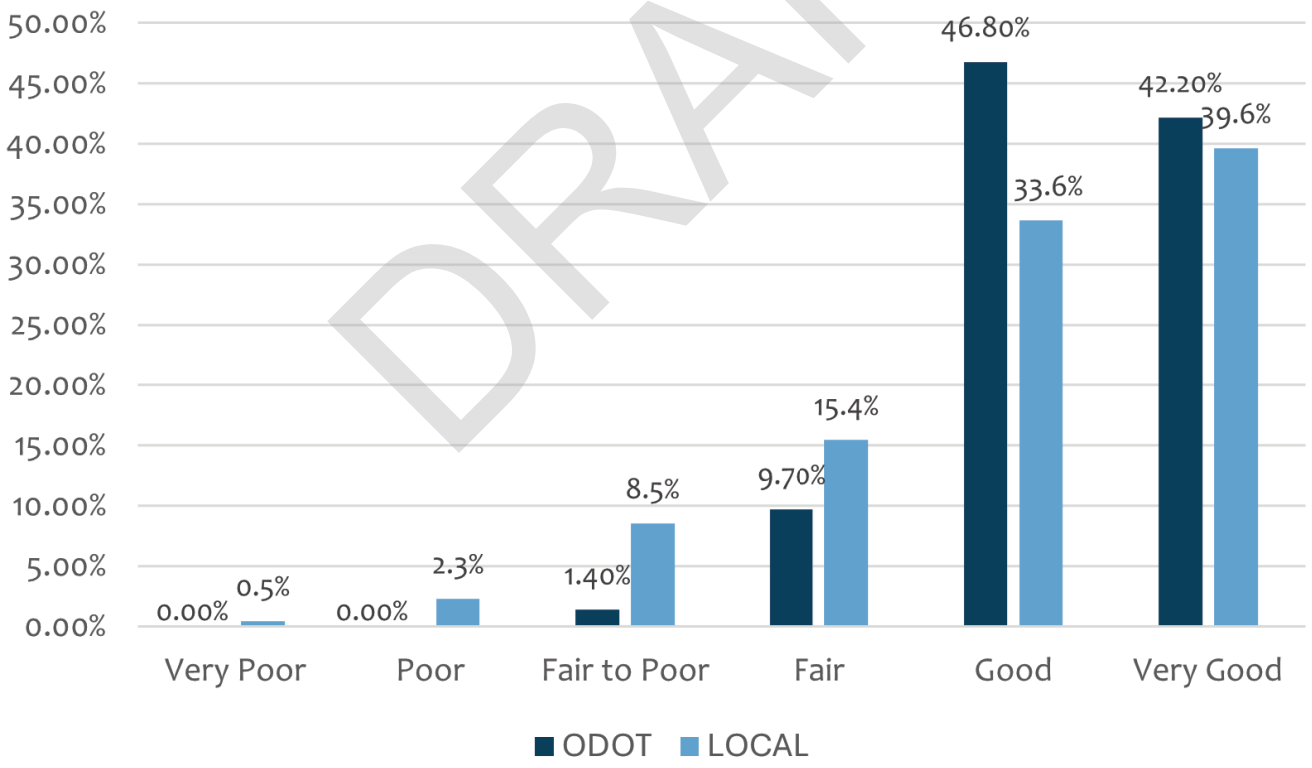

Figure 3.2- Pavement Condition Rating within WORPO Region-ODOT and Local Systems (*ODOT)*

Roadways in the region are generally well-maintained with 42% of the ODOT maintained roadways and 39.6% of the locally-maintained roadways being rated as Very Good. Only 10 miles, or 1.4% of the region's ODOT maintained roadways are rated Fair to Poor, with no lane miles being rated, Poor or Very Poor. The locally maintained roadway system is also generally well-maintained, though to a lesser extent than ODOT. Only 49 miles, or 11.3% of locally-maintained roadways in the region are rated Fair to Poor or lower. Ten miles, or 2.3% are rated Poor, and two miles, or 0.5% are rated as Very Poor.

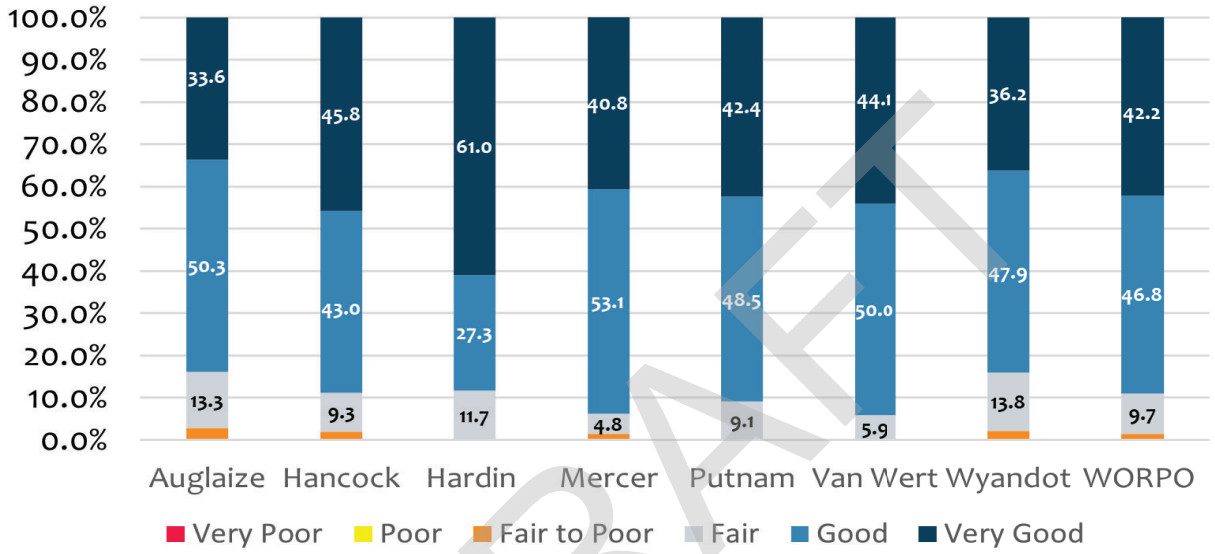

Figure 3.3- Pavement Condition Rating Local Systems by County in WORPO Region *(ODOT)*

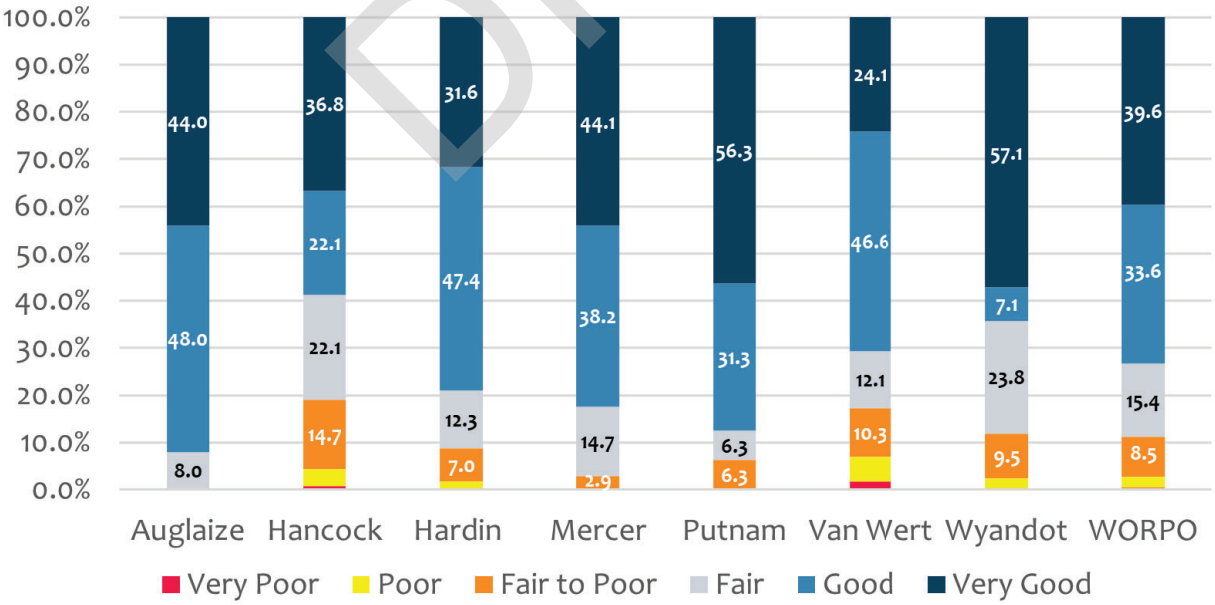

Figure 3.4- Pavement Condition Rating ODOT System by County in WORPO Region *(ODOT)*

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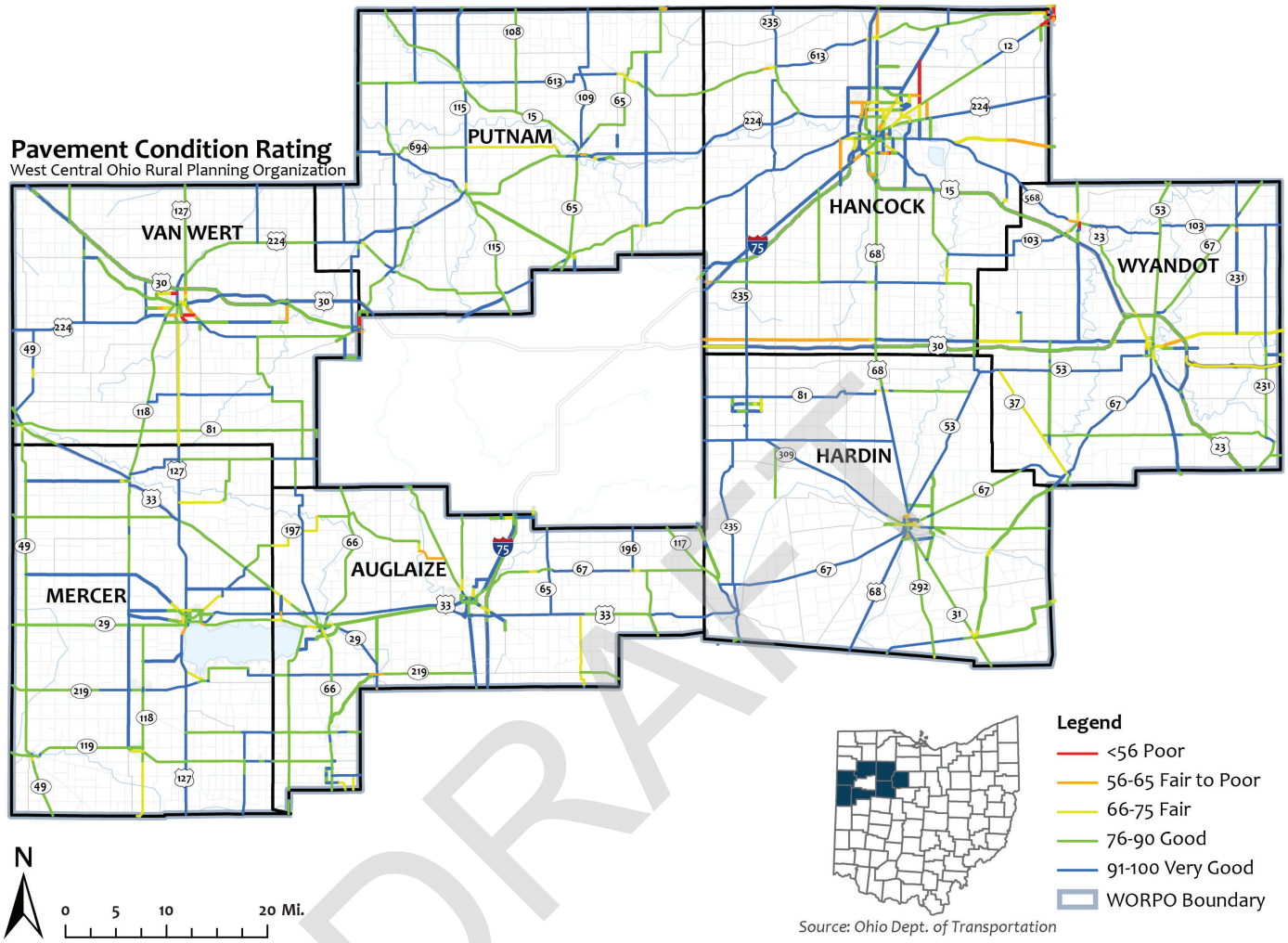

Map 3.7- Pavement Condition Rating *(ODOT)*

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Crashes and Safety Analysis

The purpose of the crash and safety analysis is to establish a baseline within the region for types and locations of crashes. Crash data for this analysis was collected from the Ohio Department of Transportation's (ODOT) GIS Crash Analysis Tool (GCAT) for crashes that occurred between January 1, 2019, and December 31, 2023.

A total of 30,083 crashes were reported within the seven-county region over the five-year period. Of those crashes 181, or 0.60% of all crashes were fatal and 711, or 2.36% were serious injury crashes. Crashes peaked in the region in 2019 with 6,954 total crashes. From 2020 through 2023 total crashes have ranged from 5,430 to 6,034 annually, with 2023 having the lowest number of total crashes. As shown in Figure 3.5 – Fatal and Serious Injury Crashes, both Fatal and Serious Injury crashes were the lowest in the five-year period in 2023. Hancock County had the most crashes in the region by far, with 10,963 total crashes. Auglaize County has the second most crashes with 5,264. The remaining counties have five-year crash totals under 3,600. Hardin County has the highest percentage of fatal and serious injury crashes in the region with 5.08% of crashes in the County. Auglaize and Hancock Counties have the lowest percentage of fatal and serious injury crashes with 2.30% and 2.03% of crashes respectively.

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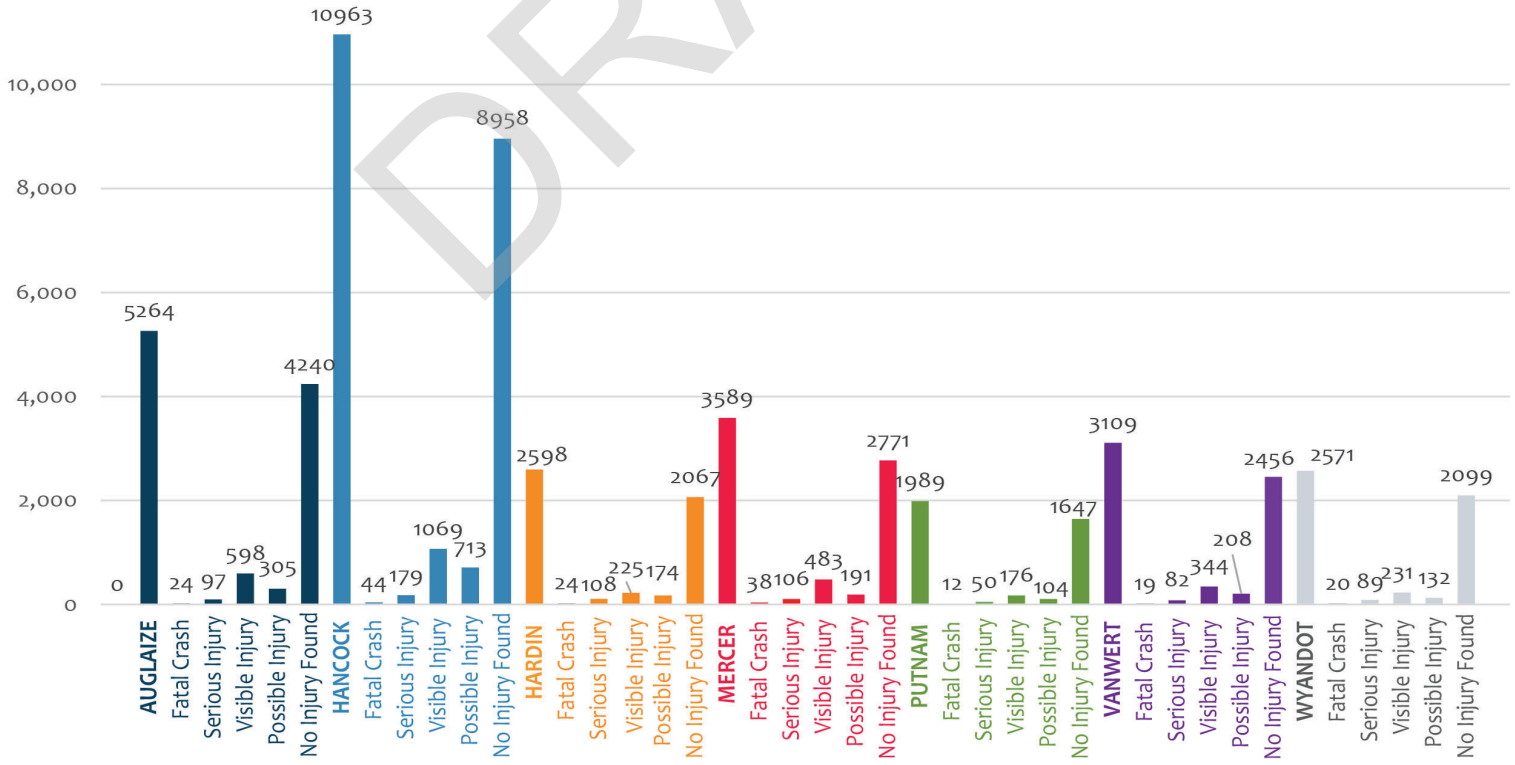

Figure 3.5- Total Crashes by Severity and County, 2019-2023 *(ODOT)*

	2019 Count	2019 Percent	2020 Count	2020 Percent	2021 Count	2021 Percent	2022 Count	2022 Percent	2023 Count	2023 Percent	Total	Total Percent
AUGLAIZE												
Fatal Crash	5	0.4%	4	0.4%	6	0.6%	6	0.5%	3	0.3%	24	0.5%
Serious Injury	20	1.8%	26	2.6%	15	1.5%	22	2.0%	14	1.3%	97	1.8%
HANCOCK												
Fatal Crash	12	0.5%	9	0.4%	8	0.4%	6	0.3%	9	0.4%	44	0.4%
Serious Injury	35	1.4%	37	1.8%	30	1.4%	38	1.7%	39	1.9%	179	1.6%
HARDIN												
Fatal Crash	4	0.6%	6	1.0%	6	1.3%	4	0.7%	4	1.4%	24	0.9%
Serious Injury	22	3.3%	35	6.1%	13	2.9%	29	4.7%	9	3.1%	108	4.2%
MERCER												
Fatal Crash	9	1.1%	7	1.0%	6	0.8%	12	1.7%	4	0.6%	38	1.1%
Serious Injury	25	3.0%	18	2.6%	18	2.4%	31	4.5%	14	2.2%	106	3.0%
PUTNAM												
Fatal Crash	0	0.0%	5	1.6%	6	1.3%	1	0.3%	0	0.0%	12	0.6%
Serious Injury	9	1.8%	10	3.2%	9	1.9%	9	2.5%	13	3.7%	50	2.5%
VAN WERT												
Fatal Crash	5	0.7%	4	0.7%	2	2.0%	8	1.3%	0	0.0%	19	0.6%
Serious Injury	23	3.1%	17	2.8%	16	16.2%	15	2.5%	11	2.1%	82	2.6%
WYANDOT												
Fatal Crash	6	1.0%	2	0.4%	6	1.1%	2	0.4%	4	0.9%	20	0.8%
Serious Injury	16	2.6%	18	3.7%	30	5.6%	15	3.2%	10	2.2%	89	3.5%
WORPO												
Fatal Crash	41	0.6%	37	0.6%	40	0.7%	39	0.6%	24	0.4%	181	0.6%
Serious Injury	150	2.2%	161	2.8%	131	2.2%	159	2.6%	110	2.0%	711	2.4%

Table 3.3- Fatal and Serious Injury Crashes, 2019-2023 *(ODOT)*

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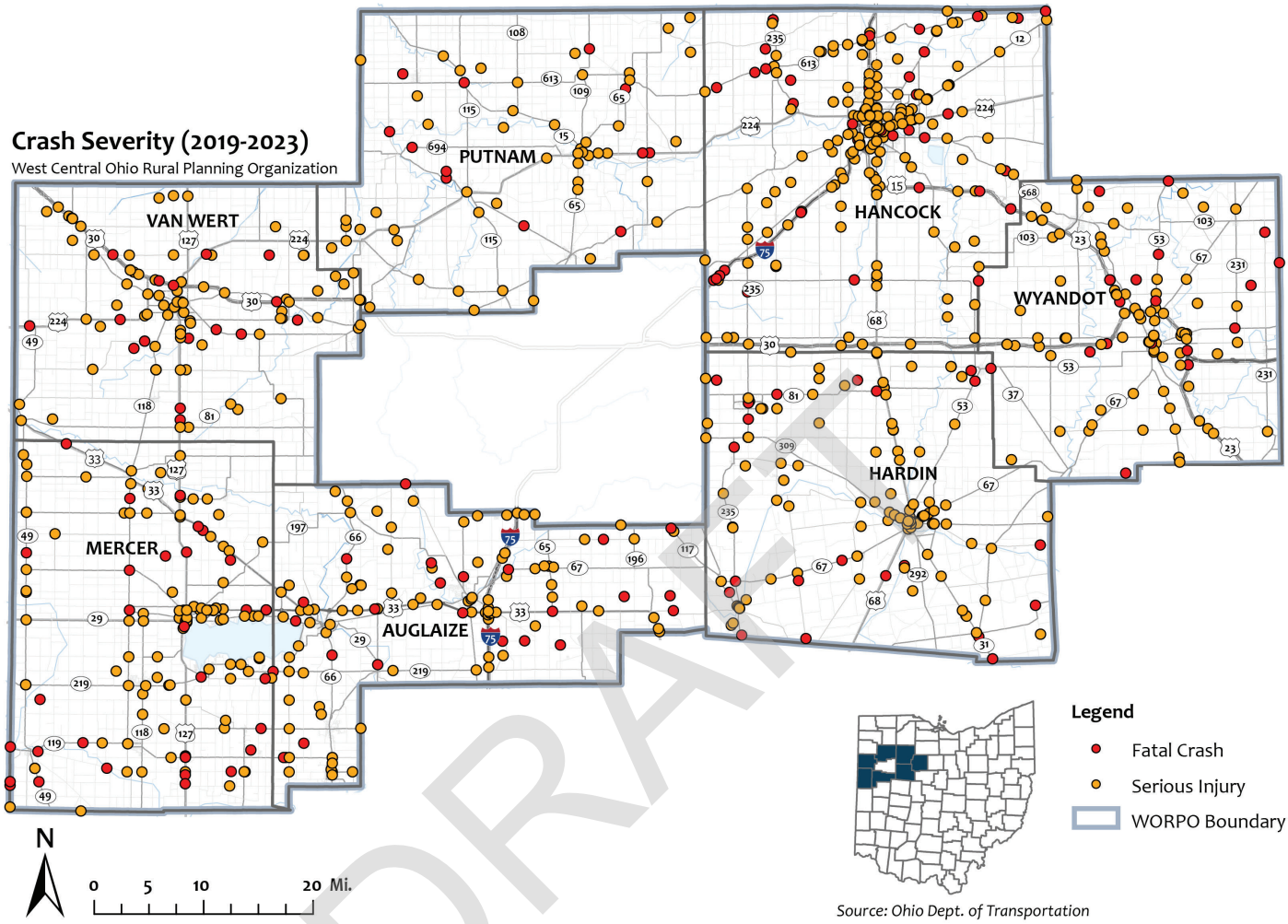

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Map 3.8- Crash Severity, 2019-2023 *(ODOT)*

Contributing Factor	Crashes	Percent
None	9,969	33.14%
Following Too Closely/ACDA	3,938	13.09%
Failure to Yield	3,573	11.88%
Drove off Road	3,431	11.41%
Other Improper Action	1,708	5.68%
Unsafe Speed	1,373	4.56%
Improper Backing	1,201	3.99%
Improper Lane Change	896	2.98%
Improper Turn	695	2.31%
Ran Stop Sign	572	1.90%
Left of Center	537	1.79%
Ran Red Light	462	1.54%
Swerving to Avoid	372	1.24%
Improper Passing	356	1.18%
Operating Defective Equipment	234	0.78%
Not Discernible	220	0.73%
Improper Start From a Parked Position	192	0.64%
Load shifting/Falling/Spilling	160	0.53%
Vision Obstruction	81	0.27%
Improper Crossing	44	0.15%
Wrong Way	26	0.09%
Stopped or Parked Illegally	19	0.06%
Opening Door into Roadway	16	0.05%
Lying in Roadway	8	0.03%
Grand Total	30,083	100.00%

Table 3.4- Contributing Factors to Crashes, 2019-2023 *(ODOT)*

Crash Type	Crashes	Percent
Animal	8,454	28.10%
Fixed Object	5,590	18.58%
Rear End	4,005	13.31%
Angle	3,495	11.62%
Sideswipe - Passing	2,286	7.60%
Backing	1,378	4.58%
Parked Vehicle	1,177	3.91%
Left Turn	1,071	3.56%
Other Non-Collision	606	2.01%
Right Turn	503	1.67%
Overturning	415	1.38%
Head On	384	1.28%
Other Object	218	0.72%
Unknown	212	0.70%
Pedestrian	158	0.53%
Pedalcycles	111	0.37%
Train	12	0.04%
Sideswipe - Meeting	8	0.03%
Grand Total	30,083	100.00%

Table 3.5- Crash Type, 2019-2023 *(ODOT)*

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The top three contributing factors to crashes in the region were Following Too Closely/ACDA (13.09%), Failure to Yield (11.88%), and Drove off Road (11.41%). Table 3.4 – Contributing Factors to Crashes, details all types of contributing factors that exceeded 1% of total crashes in the region.

When crashes were analyzed by crash type, Animal related crashes far exceeded any other crash type with 8,454 or 28.1% of all crashes in the region. As illustrated in Table 3.5 – Fixed Object, Rear End, and Angle crashes were the next highest crash types with 5,590, 4,004, and 3,495 total crashes respectively.

Vulnerable Road Users

People walking, bicycling, riding motorcycles, and the Amish population experienced significantly higher rates of fatality and serious injury within the WORPO region during the 2019-2023 timeframe. These four user types comprised approximately 1.3 percent of all crashes, but over 20 percent of all fatalities and serious injuries that occurred. Motorcyclists represented the greatest proportion, comprising 10 to 19 percent of all fatalities and serious injuries annually.

Downtown Upper Sandusky, Ohio

Bridges and Condition Rating

Bridge condition data for bridges in the WORPO region was obtained from the Federal Highway Administration's National Bridge Inventory for 2023. There are a total of 2,051 bridges in the database for the WORPO region that were evaluated and given a General Appraisal (GA) rating. The General Appraisal rating is a composite measure of the major structural items of a bridge, such as beams, piers, and abutments and is based on the existing conditions of the structure. The structures are rated on a scale of 0-9 with a rating of 5 or more considered to be acceptable. Ratings below 5 are considered poor condition (GA 4), serious condition (GA 3), critical condition (GA 2), imminent failure, (GA 1) and lastly, failed/closed (GA 0).

As illustrated in Map 3.9 – Bridge Condition Ratings, in general, bridge conditions in the region are in good condition. Over 97% of all bridges in the region are currently rated in Good or Fair conditions. Only 50 bridges, or 2.4% of all bridges are rated Poor. Hardin County has the highest number of poorly rated bridges with 23.

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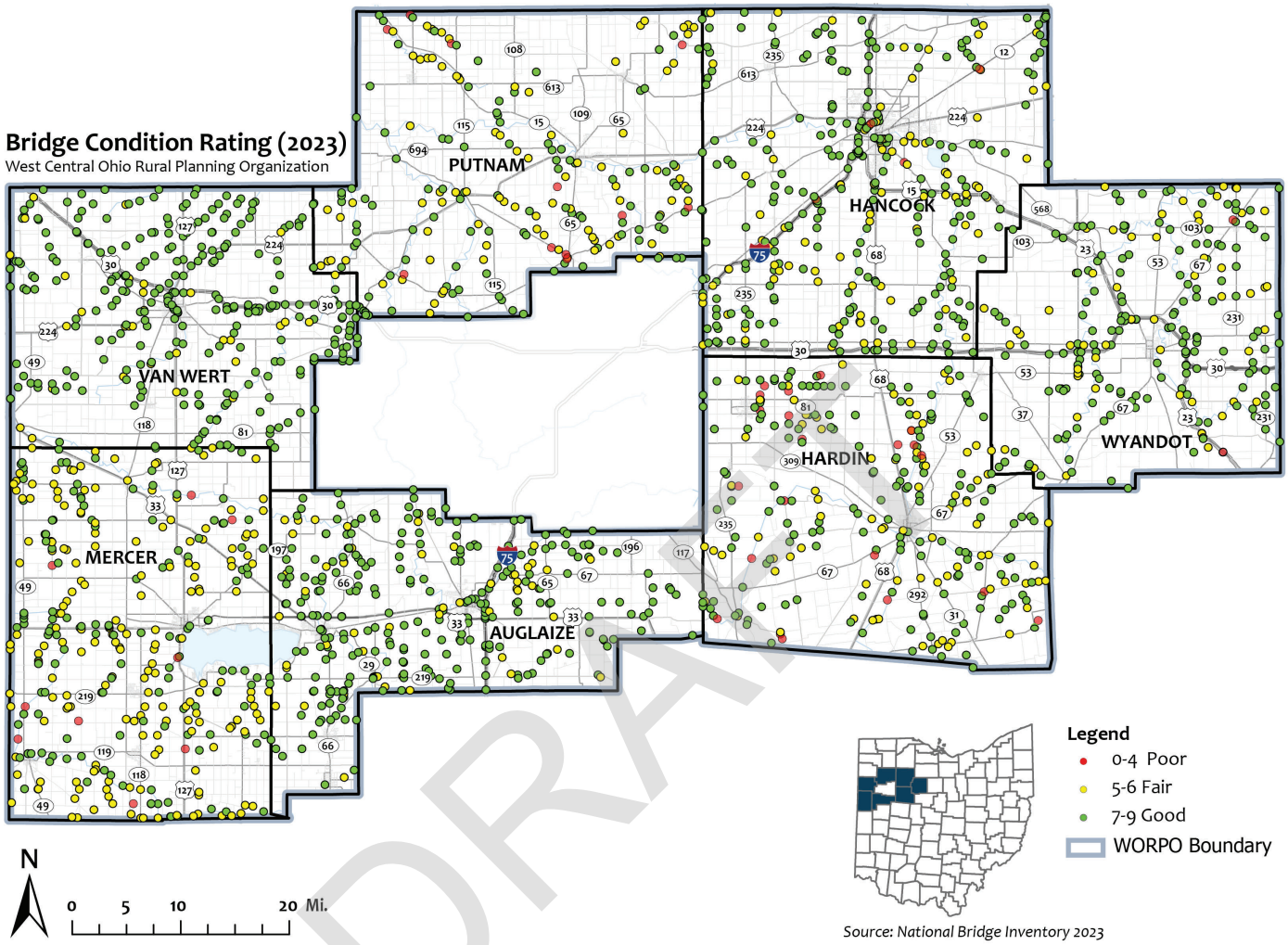

Map 3.9- Bridge Condition Ratings (2023)

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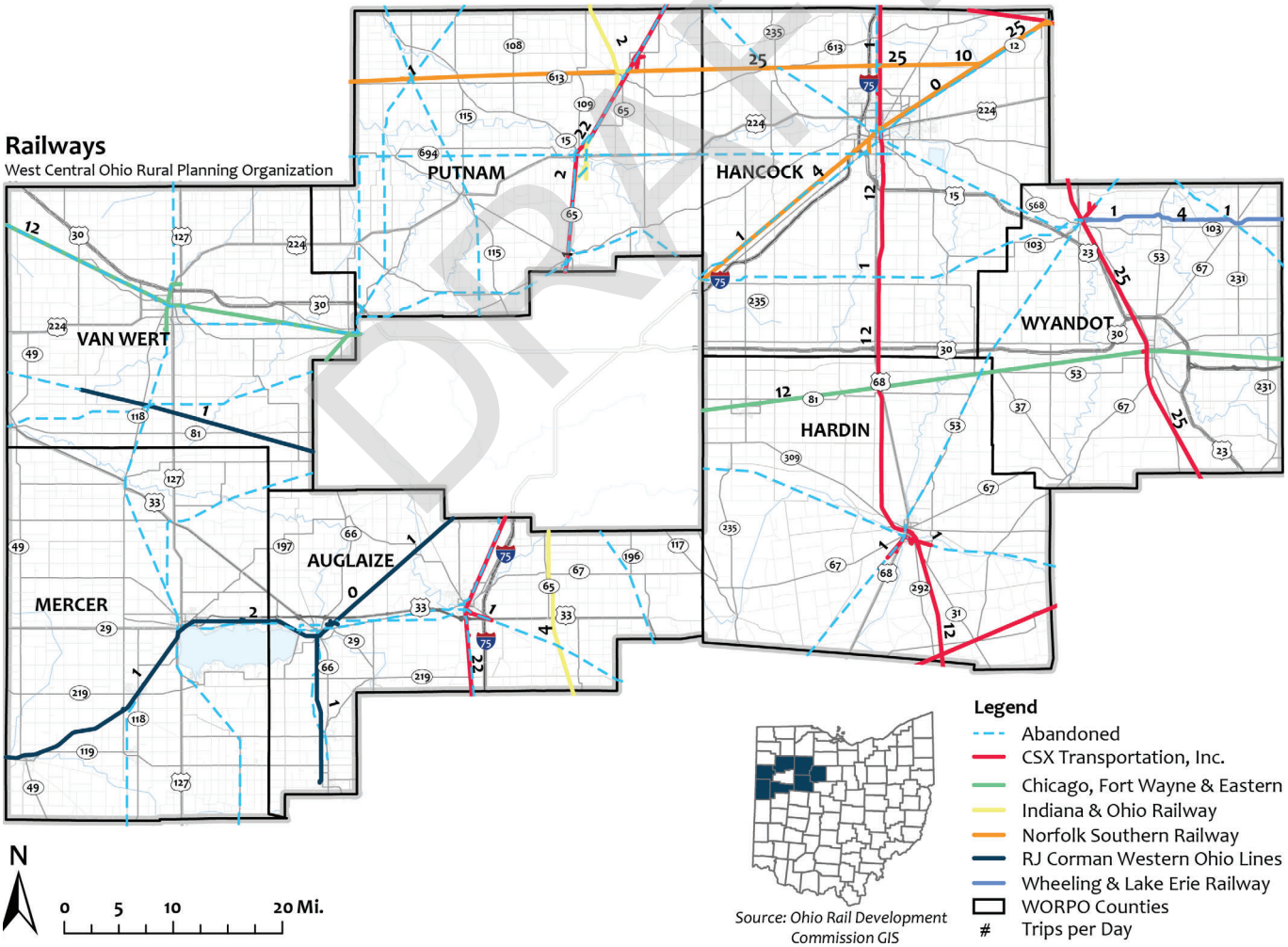
Railways

Commercial rail transportation is critical for moving goods throughout the region and supporting the region's major industries in manufacturing and agriculture. The rail system in the region is strictly used for good movement. No passenger rail lines exist. As illustrated in Map 3.10 – Railways, there are 500 miles of active rail and 525 miles of abandoned rail within the region.

The Surface Transportation Board (STB) Class of railroad is defined by total annual revenue generated. Class I railroads are the largest type in the nation, class II are regional type railroads, and class III are shortline or industrial terminal railroads (ODOT TIMS Glossary). The WORPO region has 294 miles of Class 1 railroads, 20 miles of Class II railroads and 186 miles of Class III railroads.



Map 3.10- Railways

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Freight Facilites

The National Highway System (NHS) is an interconnected system of roadways important to the nation's economy, defense, and mobility. Roadways on the NHS serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and major travel destinations; meet national defense requirements; and serve interstate and interregional travel. NHS routes within the region are illustrated on Map 3.11 – Airports and Intermodal Facilities.

NHS freight connectors are the public roads that connect major intermodal terminals to the highway network. These routes are critical components of the transportation system and function as conduits for the reliable delivery of goods and services. In designating NHS freight connectors, several criteria are considered, including the level of activity of an intermodal terminal and its importance to a state's economy. The region has one freight connector within it's boundaries that originates in Lima and runs down South Dixie Road to the I-75/National Road interchange in Auglaize County. There is a second freight connector just outside of the WORPO boundary in southern Wood County adjacent to the Hancock County line that links the CSX Intermodal Terminal to I-75.

The region has seven grain elevators in five of the seven counties within the region (Auglaize – 1, Hancock – 2, Hardin – 1, Van Wert – 1, Wyandot – 2).

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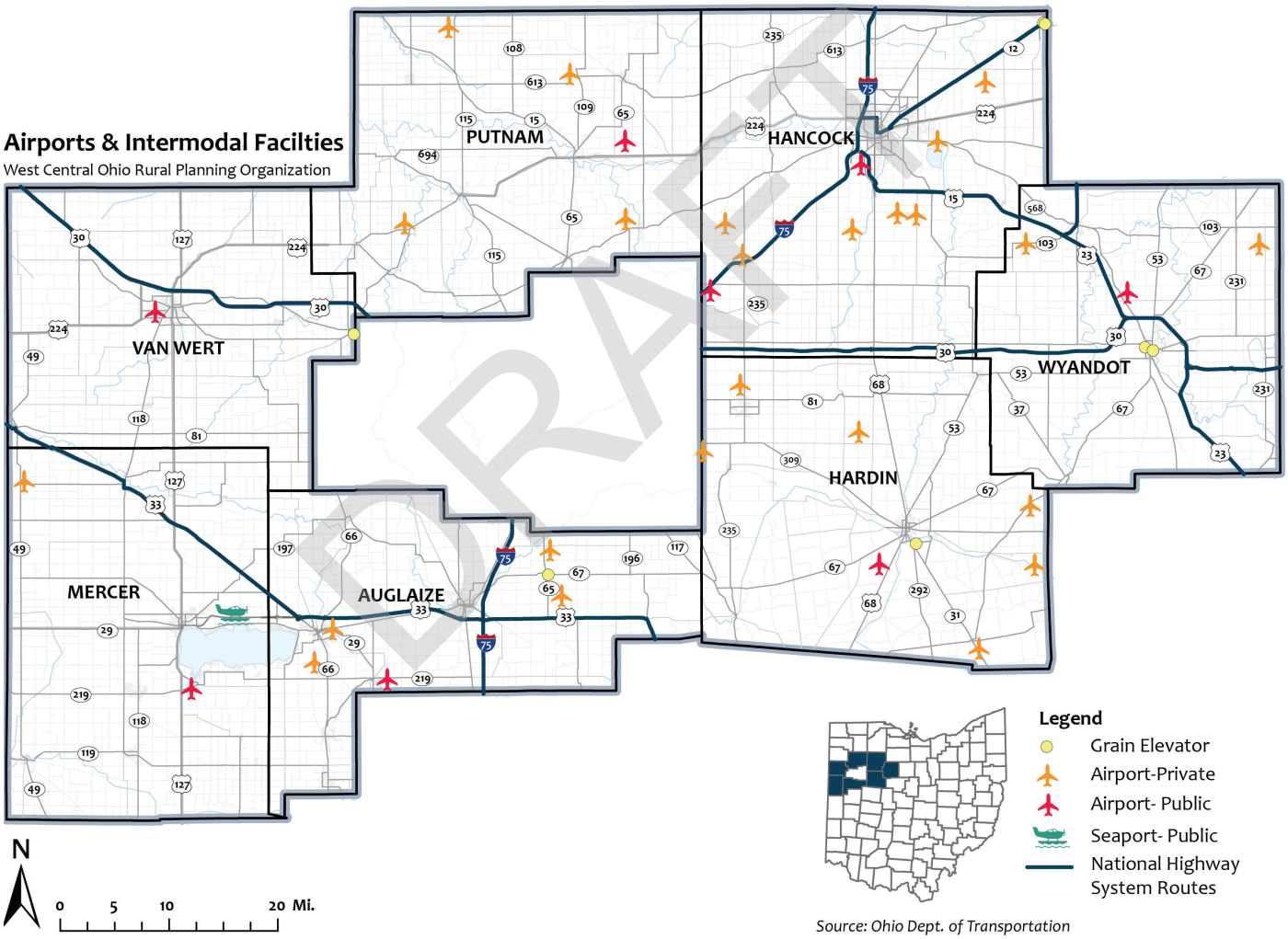
Airports

The WORPO region and freight network have access to the nearby commercial airports. The region is within 50 miles of the Eugene F Kranz Toledo Express Airport, the Fort Wayne International Airport, and the Dayton International Airport. Each WORPO county is also home to a regional or general aviation airport, serving local and regional interests. All public and private airports within the region are illustrated on Map 3.11 – Airports and Intermodal Facilities.



Map 3.11- Airports and Intermodal Facilities

Bike and Pedestrian Travel

The region has a limited amount of off-road trails. These trails are almost exclusively used for recreation and leisure. Two of the longest and most well developed trails in the region are the Heritage and Grand Lake/St. Marys trails. The 20.44-mile Heritage Trail begins at Litzenberg Memorial Woods, south of U.S. Highway 224 West, and ends at Van Horn Cemetery. It connects parks, conservation areas, historic sites, Findlay reservoirs, and area landmarks over a variety of trail surfaces, including dirt, grass, and paved roads and trails. The Grand Lake/St. Marys trail system is a growing collection of off-road trails and bike lanes in and around Grand Lake. Over half of the perimeter of the lake is has an existing bicycle facility. There is also a rail trail linking the Village of Coldwater to the City of Celina.

Ohio boasts the nation's most miles of designated US Bike Route with over 1,500 miles and 8% of the US Bike Route System. More than 3,000 miles of lane/path miles—traversing 77 different counties and connecting the state's 17 largest population centers and destinations—comprise Ohio's State and US Bike Route System. The WORPO region has four US Bike Routes (25, 39, 44, and 54) that traverse portions of the region. Map 3.12 – Trails and Bike Routes highlights these routes.

For nearly 1447 miles, the Buckeye Trail winds around Ohio, reaching into every corner of the state. First envisioned in the late 1950's as a trail from the Ohio River to Lake Erie, the Buckeye Trail evolved into a large loop, branching both north and east from Cincinnati. There are 26 sections to the Buckeye Trail, each named for a town or feature within the section, and each with its own unique experiences. The Delphos section runs through the WORPO region running generally north/south through western Putnam and Auglaize counties within the region. Though primarily a walking/hiking trail, the Buckeye Trail provides an opportunity to link to other part of the state and leverage region travelers through trail town development. A Trail Town is a community through which a regional trail passes that supports trail users with services, promotes the Trail to its citizens and embraces the Trail as a resource to be protected and celebrated. The Ohio Buckeye Trail Association designates Buckeye Trail Towns along the Buckeye Trail. Some examples of Buckeye Trail Towns include Chardon, Delphos, Wakeman, Milford, and Loveland.

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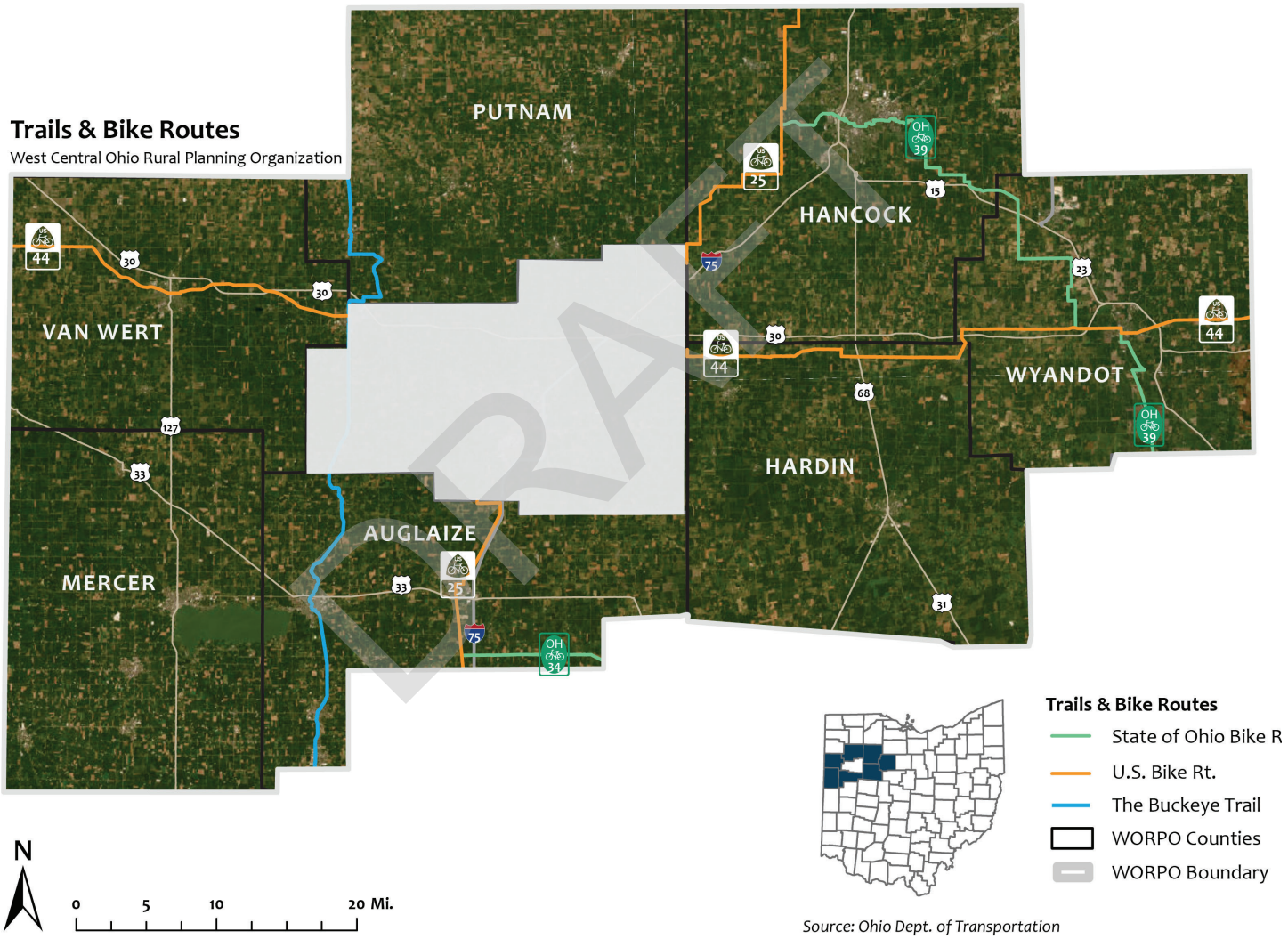
A comprehensive network of pedestrian facilities provides for direct and convenient pedestrian travel within and between residential areas, places of employment, neighborhood activity centers, and other destinations. In very rural areas, a paved shoulder may be an appropriate pedestrian facility; in more developed areas, a sidewalk is most appropriate. No data currently exists regarding existing pedestrian facilities within the WORPO region.



Map 3.12 - Trails and Bike Routes

Transit

The WORPO region lacks public transit facilities. There are large areas of the region that are not served by any form of public transportation. For residents who do not own a personal vehicle, especially in the rural areas, lack of public transportation is an obstacle to entering the labor force, getting the medical attention they require, and other essential activities. The counties in the WORPO region have programs that serve the needs of those who do not have means of transportation and fall under contract such as senior citizens, veterans, etc., however many of these programs cannot reach all of those in need. Table 3.6 – Households with No Vehicle Access illustrates that only 4.5% of residents in the WORPO region do not have access to a vehicle. This is significantly lower than the state average of 7.4%. Hardin County is the only county within the region that exceeds the state average, this can likely be attributed to the large Amish population in the county.

Hancock County via the Hancock Area Transportation Services (HATS) is the only county within the WORPO region that provides public transportation. HATS is a subsidiary of the Hancock Hardin Wyandot and Putnam Community Action Commission. HATS currently provides on demand transportation services within Hancock County. They provided over 68,000 rides in 2023, with 95% of those rides originating to ending with the City of Findlay (HATS and Courier Article). Findlay is the largest city in Ohio without fixed-route transit services. As of the writing of this LRTP, HATS was undergoing a study to determine if fixed-route transit services should be added.

	Year	Households w/ No Vehicle Access (Count)	Households w/ No Vehicle Access (Percentage)
Auglaize	2022	686	3.6%
	2010	510	2.8%
Hancock	2022	1,539	4.9%
	2010	1,562	5.1%
Hardin	2022	952	8.2%
	2010	847	7.2%
Mercer	2022	697	4.4%
	2010	671	4.3%
Putnam	2022	337	2.6%
	2010	438	3.4%
Van Wert	2022	485	3.8%
	2010	436	3.8%
Wyandot	2022	415	4.6%
	2010	477	5.2%
WORPO	2022	5,111	4.5%
	2010	4,094	3.7%
Ohio	2022	356,115	7.4%
	2010	368,734	8.1%

Table 3.6- Households With No Vehicle Access *(ODOT)*

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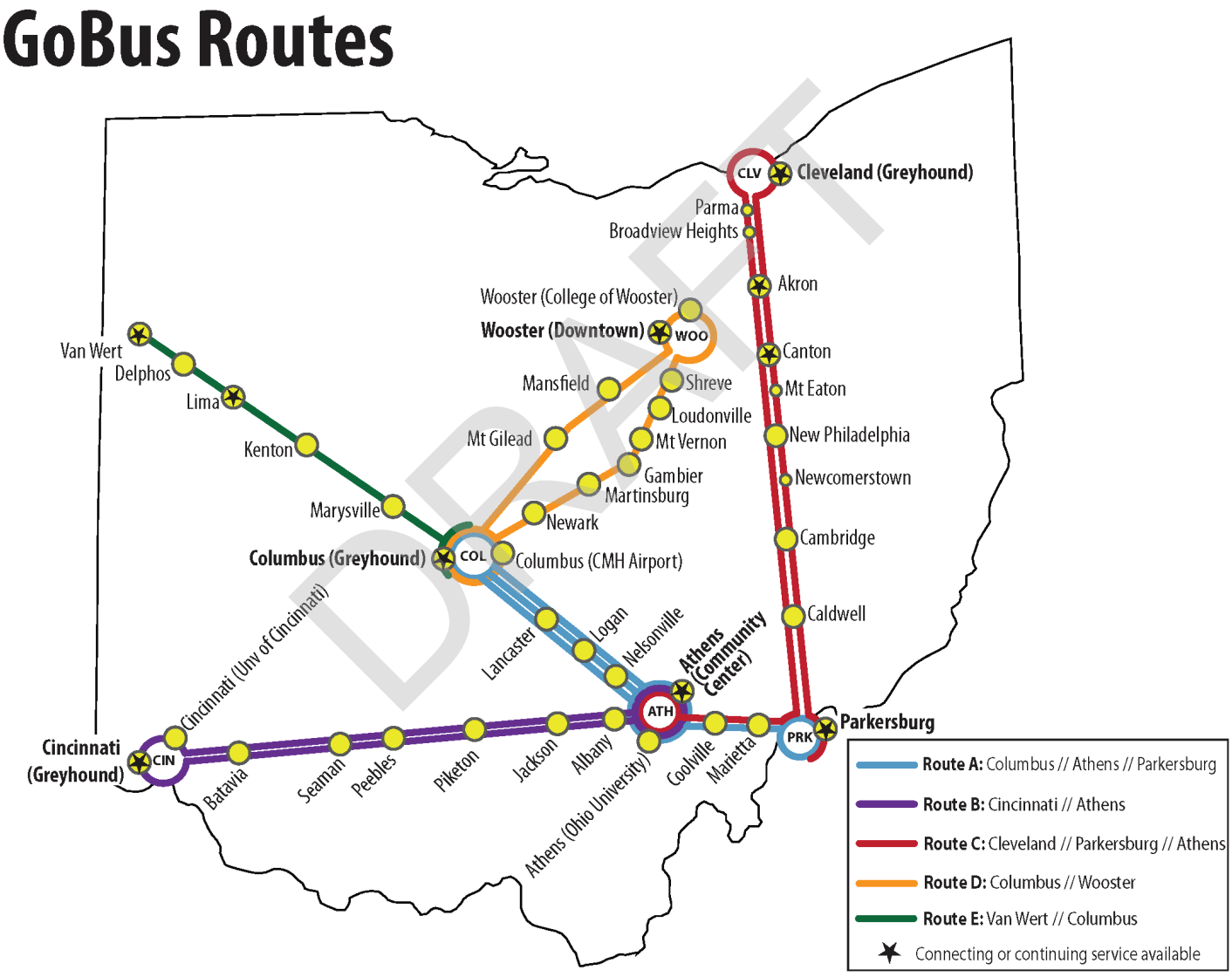
GO BUS – Rural inter-city bus service is provided by GoBus. This service is designed to address low cost and geographically accessible intercity bus transportation needs of the entire state by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. Funding for the rural inter-city bus is administered by ODOT, and the service is coordinated with Barons Bus Lines, Greyhound Lines, and other local and national providers.



Map 3.13- GoBus Routes

Amish Travel

In 2019 ODOT completed the Statewide Amish Travel Study. The purpose of this study was to identify state routes Amish and Non-Motorized users (i.e. bike and pedestrian) frequent and formulate recommendations to improve safety and pavement preservation along those state roadways. Southeastern Hardin County has the fifth largest Amish settlement in the state with 1,260 Amish per ODOT's Amish Travel Study. Amish travelers in this region travel primarily by horse and buggy or walking which creates safety challenges along high-speed rural roadways. Per the Amish Travel Study, the Amish population in this area uses limited safety equipment on their buggies.

*2019 Estimated Amish Population by Settlement**

Ohio County/ies	Local Settlement Name	Year Started	Church Districts	Estimated Population
Holmes / Tuscarawas / Coshocton / Wayne / Stark	Holmes County	1808	288	36,755
Geauga / Trumbull / Ashtabula / Portage	Geauga	1886	131	18,325
Medina / Ashland / Wayne	Lodi/Homerville	1952	17	2,085
Morrow / Knox	Fredericktown	1973	14	1,935
Hardin / Marion	Kenton / Mt. Victory	1953	9	1,260
Ashland	Ashland / Shiloh	1954	6	910
Knox / Licking	Martinsburg / Utica	1987	5	805
Carroll	Carrollton	1982	5	780
Ashtabula	Conneaut / Pierpoint	1994	6	745
Logan	DeGraff	1994	4	735
Gallia	Gallipolis	1993	5	720
Knox	Brinkhaven/Danville	1990	5	675
Monroe / Noble	Lewisville	1987	4	635
Jackson	Oak Hill	2001	4	595
Guernsey	Peoli	1969	3	555
Knox	Danville/Butler	1964	4	530
Knox	Howard / Wahonding	2001	4	500
Adams	West Union	1976		495
Highland	Hillsboro	2006	4	465
Guernsey	Salesville / Quaker City	1991	3	435
Muskingham	Adamsville	1997	4	395
Jackson	Beaver	1994	3	375
Belmont	Barnesville	1993	2	370
Logan	Belle Center	1974	4	360
Carroll	Kilgore	2005	3	335
Harrison	Scio	2001	3	325
Gallia	Vinton	2005	2	200
Knox	Glenmont	1994	2	200
Ashland	Loudonville / McKay	1991	2	200
Ashtabula	Cherry Valley / Dorset	1991	2	190
Highland	Peebles	2006	1	180
Tuscarawas	Newcomerstown / Mechanicstown	2006	2	175
Coshocton	Walhonding / Martinsburg	2000	2	175
Defiance	Hicksville	1914	1	165
Fairfield	Bremen	1989	1	160
Belmont	Piedmont	2011	1	150
Coshocton	Frazeysburg	2007	2	145

Table 3.7- Amish Population by Settlement *(2019 ODOT Amish Travel Study)*

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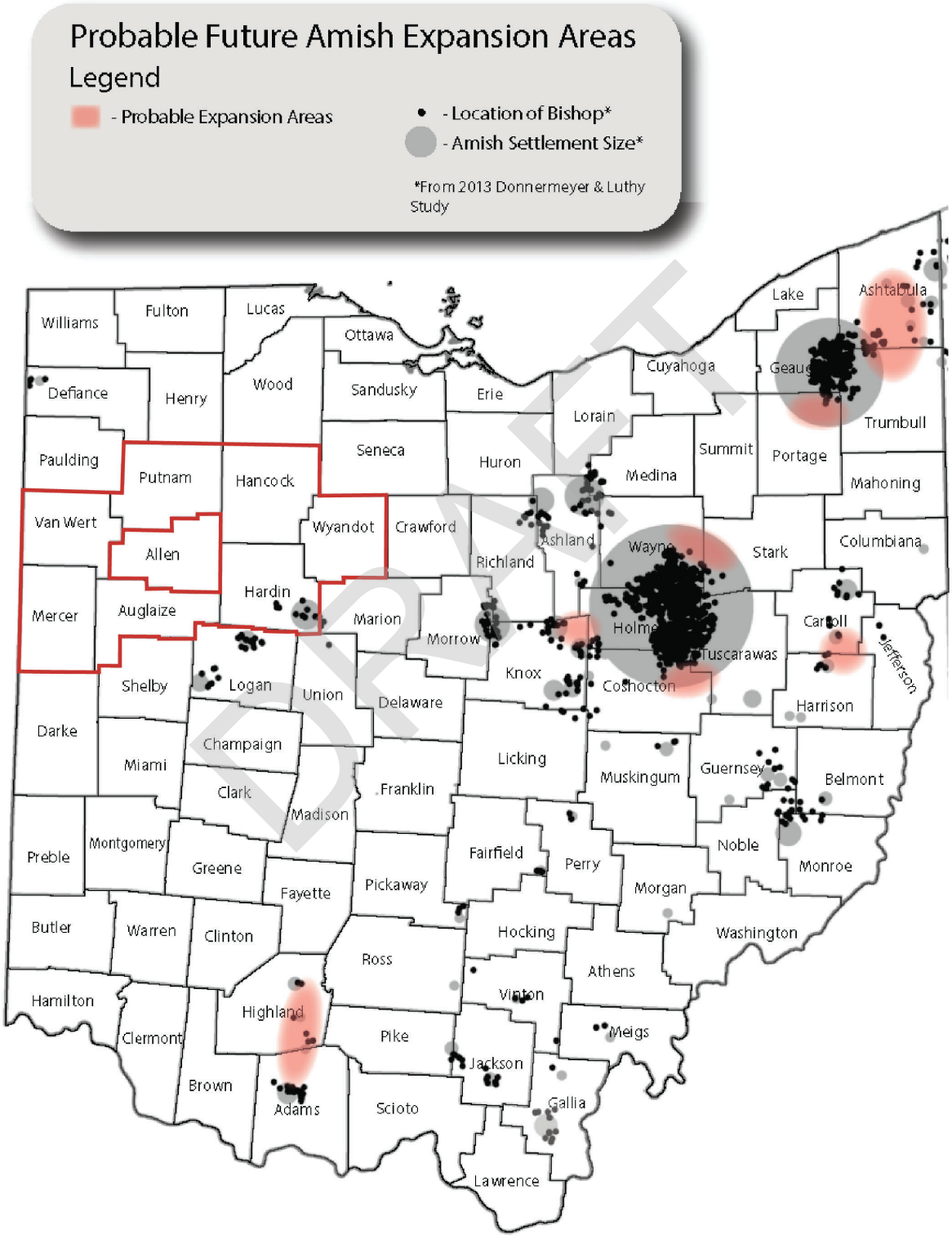

Map 3.14- Amish Population Map (*2019 ODOT Amish Travel Study)*

Chapter 4 | Future Conditions and Regional Trends

Understanding the possible future conditions of the WORPO Region is imperative for proactive transportation planning that benefits the Region's communities and overall economy. Population, land use, and employment shape transportation need therefore identifying possible future trends in these areas will allow for more meaningful and relevant analysis.

Population Trends

To understand future population trends in the area the Ohio Department of Development's Projected 2050 County Population data was used. As illustrated in Map 4.1-Projected 2050 Ohio County Populations on Page 63, all counties within the WORPO region are projected to lose population over the next 25 years. Wyandot County is projected to lose the most population with over 25% population loss projected. Mercer County was the only county in the region with only a slight loss in population (-1.79%) through 2050. As illustrated in Figure 4.1 – Percent Projected Population Change (2020-2050), population loss in the region (-13.18%) far exceeds the State of Ohio projected loss of -5.73%. With this lose of population projected, there should be little need for widespread capacity upgrades to the transportation system accros the region.

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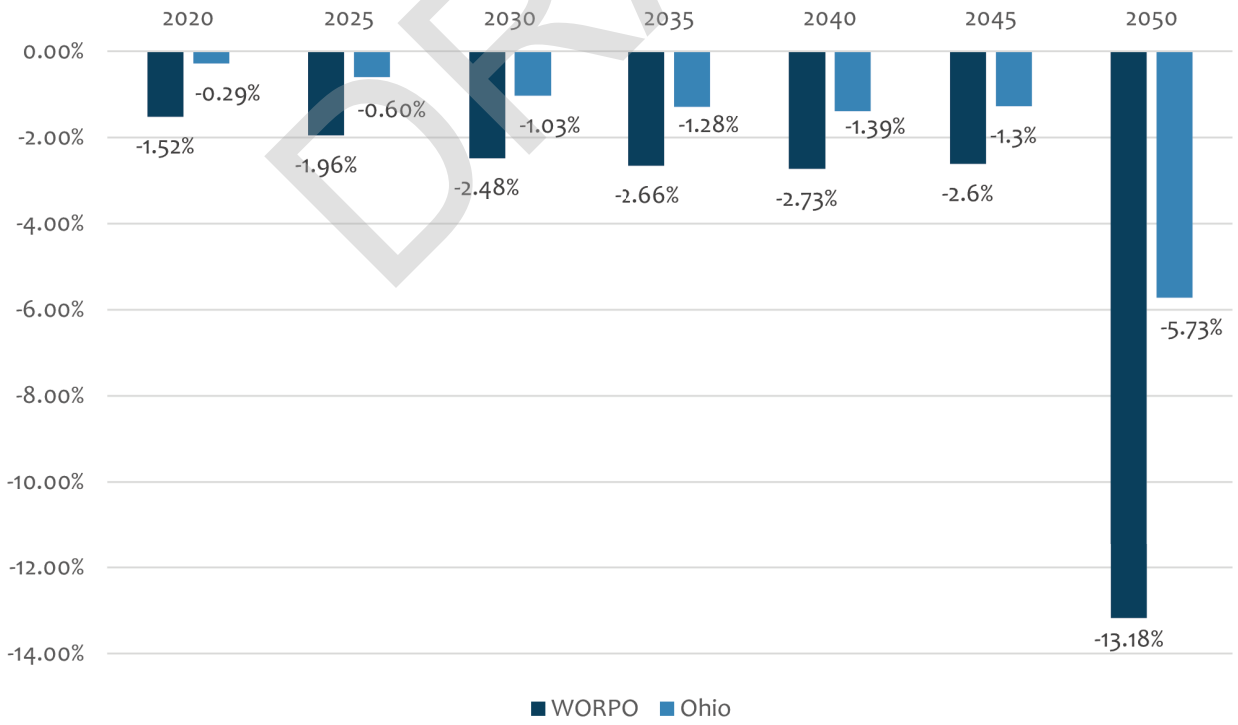
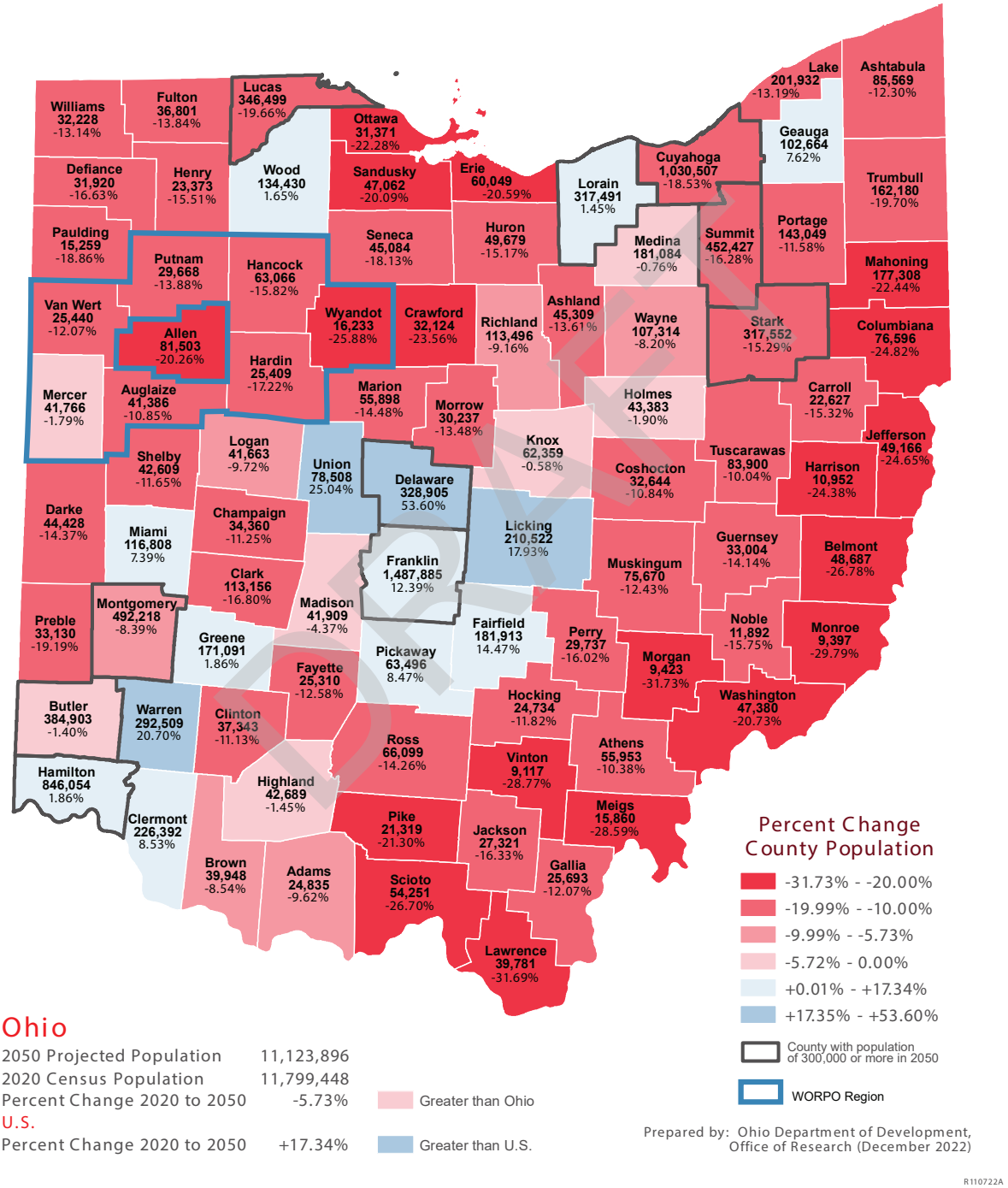


Figure 4.1- Percent Projected Population Change, 2020-2050 *(Ohio Department of Development)*

Projected 2050 Ohio County Populations

Percent Change 2020 - 2050



Map 4.1- Projected 2050 Ohio County Populations *(Ohio Department of Development)*

Economic Development Projects

Future development plans and employment opportunities can increase transportation demand and strain the transportation system. It is important to note that localized areas experiencing economic growth, which might not show in Regional employment projections, could still require transportation improvements. Identifying necessary improvements now can lead to faster solutions in the future.

While anticipating exactly where future development will occur is challenging, there are many locations within the WORPO region that could have a large impact on future employment. The following pages describe site locations where future development is most likely to occur.

Vision Industrial Park & West Central Industrial Center

Both the Vision Industrial Park in Van Wert, Ohio and the West Central Industrial Center in Wapakoneta, Ohio are SiteOhio Certified Sites.

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Map 4.2- Vision Industrial Park, Van Wert

Map 4.3 - West Central Industrial Center, Wapakoneta

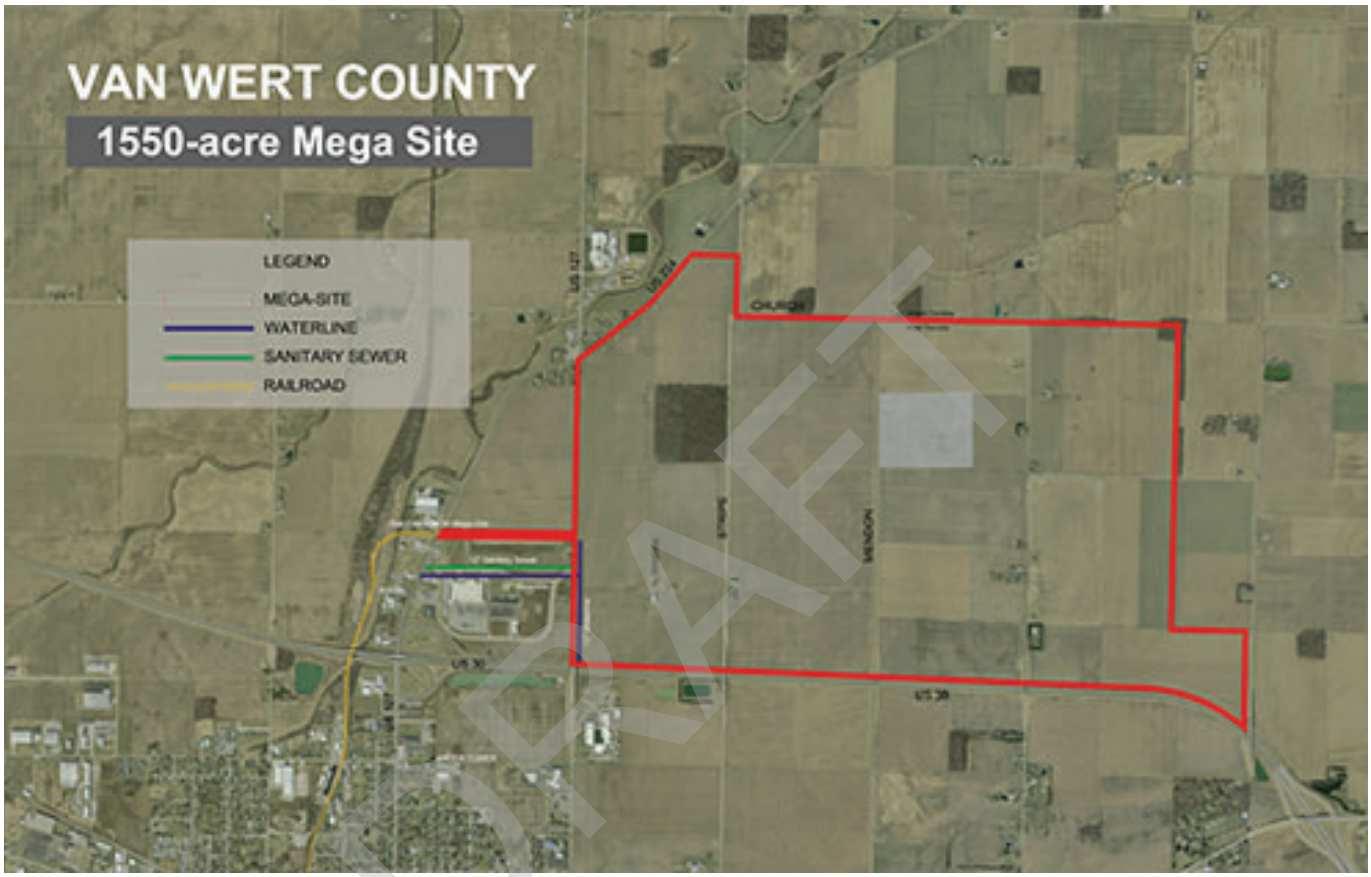
SiteOhio is a unique model where JobsOhio reviews commercial properties, business parks, and industrial sites throughout Ohio to make sure they are construction ready on day one. SiteOhio puts properties through a comprehensive analysis and guarantees that all utilities are to the property with adequate capacity, that due diligence studies have been completed, and that all state and federal entities have provided concurrence with the studies. SiteOhio authentication also ensures the site is free of incompatible uses, with no limitations or insurance liability based on surrounding properties.

Both of these sites are currently being marketed and are large sites that could impact the future transportation system in the area.

Van Wert Mega Site

The Van Wert Mega Site is a Jobs Ready Certified site located in the northeast corner of the US 30/US127/US224 Interchange at the north edge of the City of Van Wert. The 1,550-acre site is bounded on the north by the Hoaglin/Ridge Township Line, south by US Hwy 30, east by Gilliland Road, and west by Marsh Road and US 224. Located near Detroit in the heart of the U.S. automotive supply chain, this location offers a trained, educated, and dedicated

workforce to meet the advanced skill sets required for the evolving automotive and manufacturing markets. The site has ample utilities and convenient access to US-30, making it attractive for future industrial development.



Map 4.4 - Van Wert County Mega Site

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Crossroads of Northwest Ohio

The Crossroads of Northwest Ohio is a pivotal project located along the I-75 corridor between Lima and Wapakoneta, where about 15 million people travel through the area on their way to larger metropolitan areas. The project is aimed to strengthen the Northwest Ohio community through culture, excitement, and opportunity to create a stopping point for many.
The Crossroads community will offer:

- Mixed-use residential areas with shopping and dining close to home
- Gorgeous residential layouts with convenience and comfort at the core of the design
- Hotels, retail stores, restaurants, and entertainment

The Crossroads has plans for multiple housing options to suit any tenant or property owner. From multi-family complexes like upscale apartments, townhouses, and condominiums to single-family homes. Many of the apartments and condos in The Crossroads community are planned to be planted in the mixed-use areas of the development. Therefore, residents will get to enjoy entertainment, shopping, and even dining close to home. Business owners who gravitate to these mixed-use areas gain the advantage of ample nearby, regular customers.

Crossroads of Northwest Ohio Proposed Rendering

CR-99 Industrial Parkway – Findlay, Ohio

The CR-99 Industrial Parkway area, west of the I-75 interchange is a growing industrial development. The area is currently home to large employers including: The Whirlpool Corporation, The Ball Corporation, and others. The area is also a hub for large distribution centers including Lowe's, Campbell's Soup, Best Buy, and others. Ohio Logistics recently constructed a new 208,000 square foot warehouse to expand its distribution services on the east side of Hamlet Drive, just south of CR 212. Currently, Ohio Logistics employs about 250 people at its Findlay locations, and the warehouse will result in 15 to 20 new jobs. This area is expected to continue to grow in the future, bringing more industrial and logistics jobs to the region which will impact the transportation network in this area.

Ohio Logistics Site- Findlay, Ohio

Growing Acres Industrial Park – Mercer County

Growing Acres is an industrial park in Mercer County, Ohio. It's considered one of Ohio's top sites and is attractive to manufacturers due to its access to utilities, highway and rail, and a talented workforce. The site has 122 contiguous developable acres that can accommodate a 1.2M square foot facility, has all utilities reaching to the park boundaries, and all due diligence studies completed with clear findings.

As of March 2024, Agracel, Inc. will begin development of a 50,000-square-foot building withing Growing Acres that will be expandable up to 300,000 square feet and will target advanced manufacturing, automotive, aerospace and defense, food processing, and logistics and distribution companies as end users.

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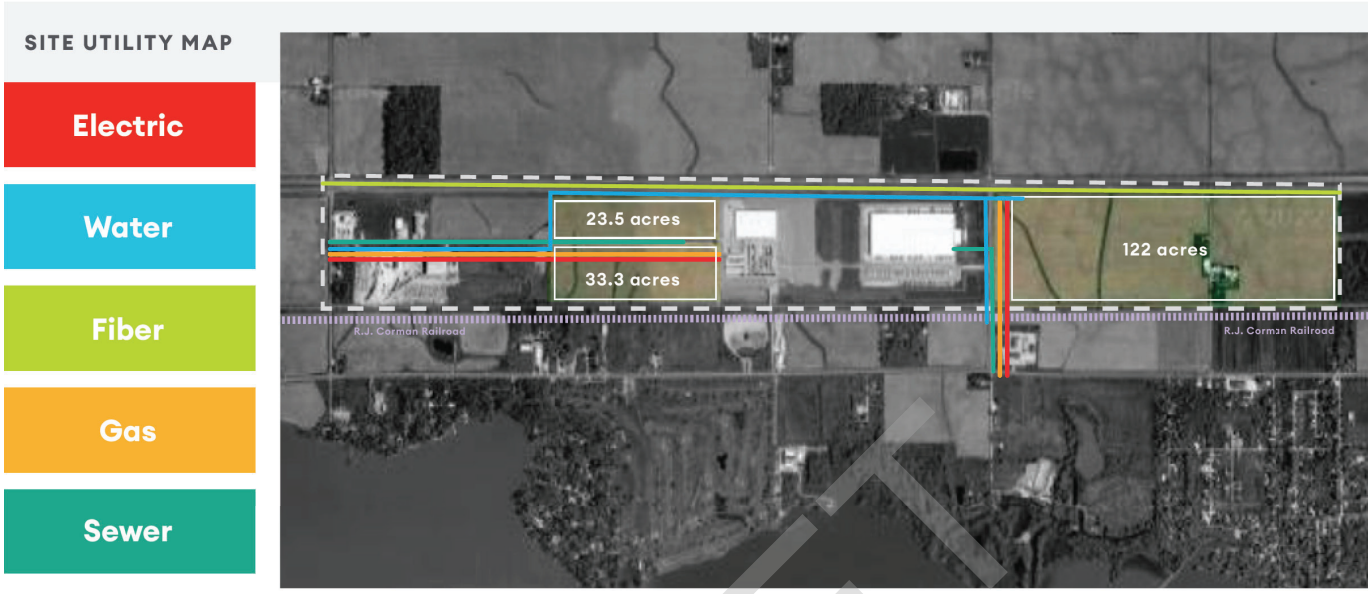

Map 4.5 - Growing Acres Industrial Park, Mercer County

US Midwest Triple Rail Site – Leipsic, Ohio

The US Midwest Triple Rail Site is 420+ acres of prime industrial land located in the heart of the Midwest, boasting more than eight million people within a 100 mile radius. The site features unparalleled rail access from CSX, NS, and G&W connected by Leipsic Community Railroad, power at the site, and Phase 1 and geotechnical studies completed.

Ohio High Speed Rail Alliance, Leipsic Ohio

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Future Capacity of Transportation System

Level of Service (LOS) 2050

ODOT's travel demand modeling (TDM) software and LOS modelling can be used to pinpoint areas that likely need improvements in the future. Consistent with the projected loss in population within the Region over the next 25 years, there are few locations where transportation capacity is projected to be a concern. As illustrated in Map 4.6 – Level of Service 2050, there are only a handful of locations where future LOS is anticipated to be LOS D or greater. These locations include U.S. 68 from Hardin County line through S.R. 15, U.S. 33 throughout Mercer and Auglaize Counties, I.S. 75 in Auglaize and Hancock and U.S. 224 in Putnam and Hancock. S.R. 127 throughout Mercer County has a LOS D rating while S.R. 127 in Van Wert is the only major roadway in the region to be rated a LOS E. All other roadway corridors are anticipated to be at acceptable levels of service, which means each roadway segment is rated at a LOS A through C.

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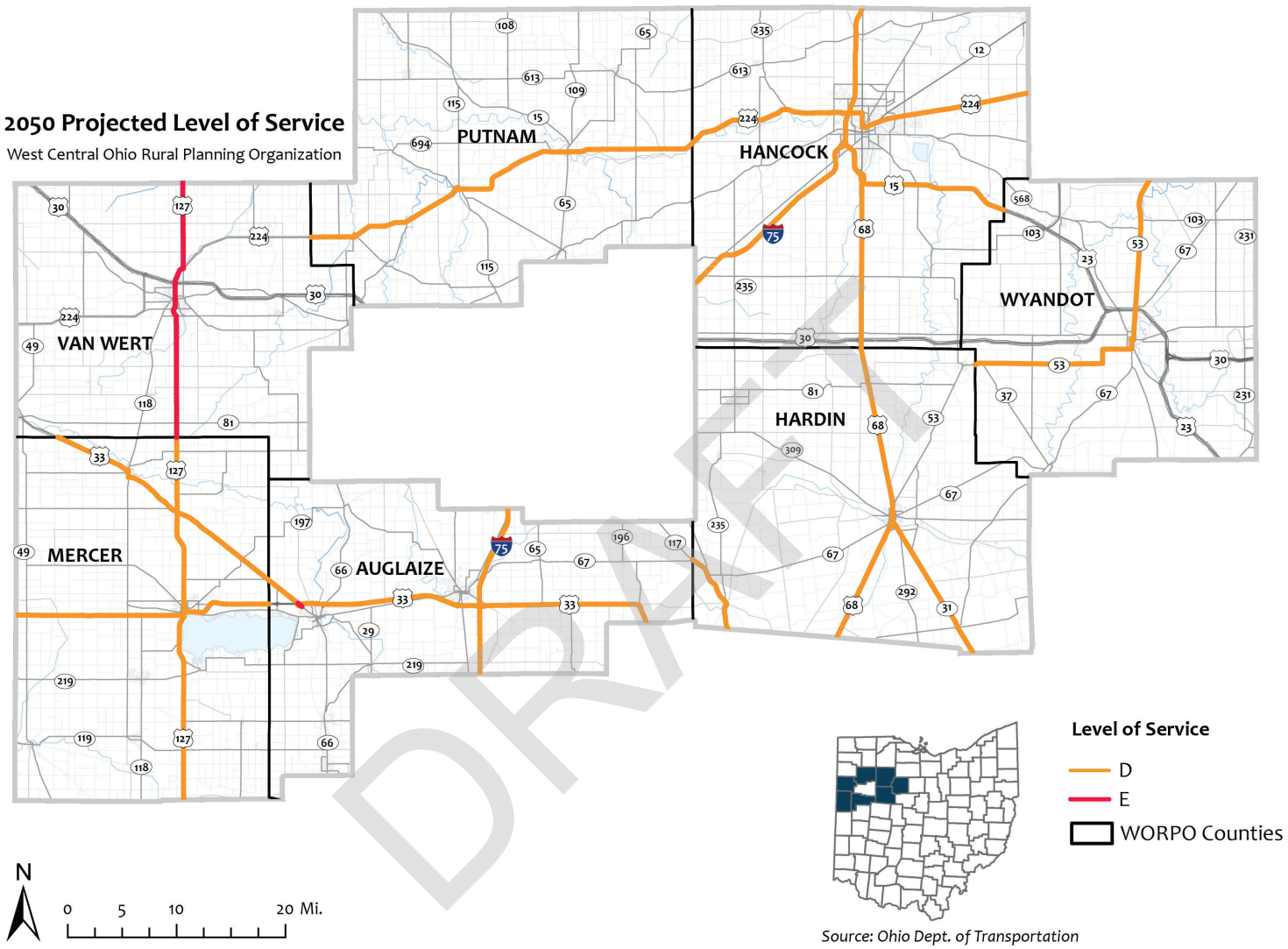
Marathon Petroleum, Findlay Ohio



Map 4.6 - Level of Service 2050

Regional Transportation Planning Projects

The LRTP needs to identify transportation plans/studies that have recently occurred or are currently being completed to understand potential large scale transportation projects that could impact the region's transportation network in the near future. The following pages describe transportation planning projects that could have regional impacts to the transportation network.

Route 23 Connects Plan

ODOT, along with regional partners at the Mid-Ohio Regional Planning Commission, and Toledo Metropolitan Area Council of Governments, continue work of the Route 23 Connect Study to evaluate enhancements along U.S. 23 corridor to improve traffic flow between the Columbus and Toledo regions.

The Route 23 Connect Study is currently focusing on improvements along the U.S. 23 corridor between I-270 and Waldo. This evaluation will inform an action plan that pinpoints specific new project concepts. These concepts vary in size and scope, and aim to provide safer and more efficient travel, including increased travel time reliability for through traffic. While this study is currently focused outside of the WORPO region, it is anticipated that the study will expand northward, and evaluate concepts and improvements within the WORPO region within the future timeline of this LRTP.

US-30 Feasibility Study

In 2019, ODOT completed the VAN U.S. 30 Corridor Access Study, which evaluated the viability of restricting access along U.S. 30. In 2023, ODOT then completed the US-30 feasibility study as the next step in the planning process which supports the goal to provide a corridor that efficiently and safely moves traffic through Van Wert and Paulding Counties while providing local connectivity to support farming and future economic development over the next 20 years. The purpose of the feasibility study is to examine the feasibility of converting this 17-mile segment of U.S. 30 to a limited access facility.

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The build alternative established a long-range vision for a limited-access U.S. 30 corridor. The build alternative

- Retains the existing at-grade unsignalized intersection at State Line Road;
- Closes 13 of the 18 at-grade unsignalized intersections;
- Builds new overpasses at Klinger Road, Elm Sugar Road, and Convoy Road;
- Constructs a new interchange at SR 49/Convoy-Heller Road;
- Connects U.S. 224 to Liberty Union Road on the north side of U.S. 30;
- Widens the segment of U.S. 127 from Brooks Avenue to the U.S. 30 eastbound ramps.

Understanding that the build alternative is a long-term, long-range plan, a series of short-term improvements were proposed to improve safety while the future vision for the U.S. 30 corridor is realized.

The first package of short-term improvements converts the intersection at SR 49/Payne Road to a restricted crossing U-turn (RCUT), closes the intersection at Dixon Cavett Road, and converts the intersection at SR 49/Convoy-Heller Road to an RCUT.

The second package of short-term improvements builds an overpass at Convoy Road and reconstructs the intersection of U.S. 224 and Lincoln Highway to a single-lane modern roundabout.

The third package of short-term improvements closes the intersection at Liberty Union Road, connects Liberty Union Road to U.S. 224, and converts the intersection at John Brown Road to an RCUT.

Improvements recommended within this study are included within WORPO's LRTP project lists.

Midwest Regional Rail Plan (Federal Rail Administration)

The Midwest Regional Rail Plan (MWRRP) is a 40-year multistate framework for restoring, modernising, and expanding the existing intercity passenger rail network in the Midwestern United States. The plan includes the use of 3,000 miles of existing rail right of way to connect rural and urban areas, the operation of a hub and spoke passenger rail system, the introduction of modern, high-speed trains operating at speeds up to 110 mph, and the provision of multi-modal connections to improve system access.

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The plan envisions a network that consists of several "pillar corridors" radiating out from Chicago, with endpoints in Minneapolis-St. Paul, St. Louis, Indianapolis, and Detroit. These corridors are the system's backbone. Their power lies in the way they would make connections much faster and easier between hundreds of cities throughout the Midwest.

That's because the "pillar corridors" would integrate with transit systems and regional lines that connect mid-sized and major cities. There would be between 16 and 24 daily roundtrips trains per day on the "pillar" lines—a vast increase over current service levels for U.S. passenger trains.

Incorporating these different lines into an integrated network give travelers lots of new options. As a result, projected ridership increases to 17 million annual trips by 2055—versus 12 million in the standalone model—and annual revenues increase 59 percent over the standalone model.

The WORPO region is directly impacted by this plan, proposing rail connections that run through Van Wert, Hancock, and Hardin counties.

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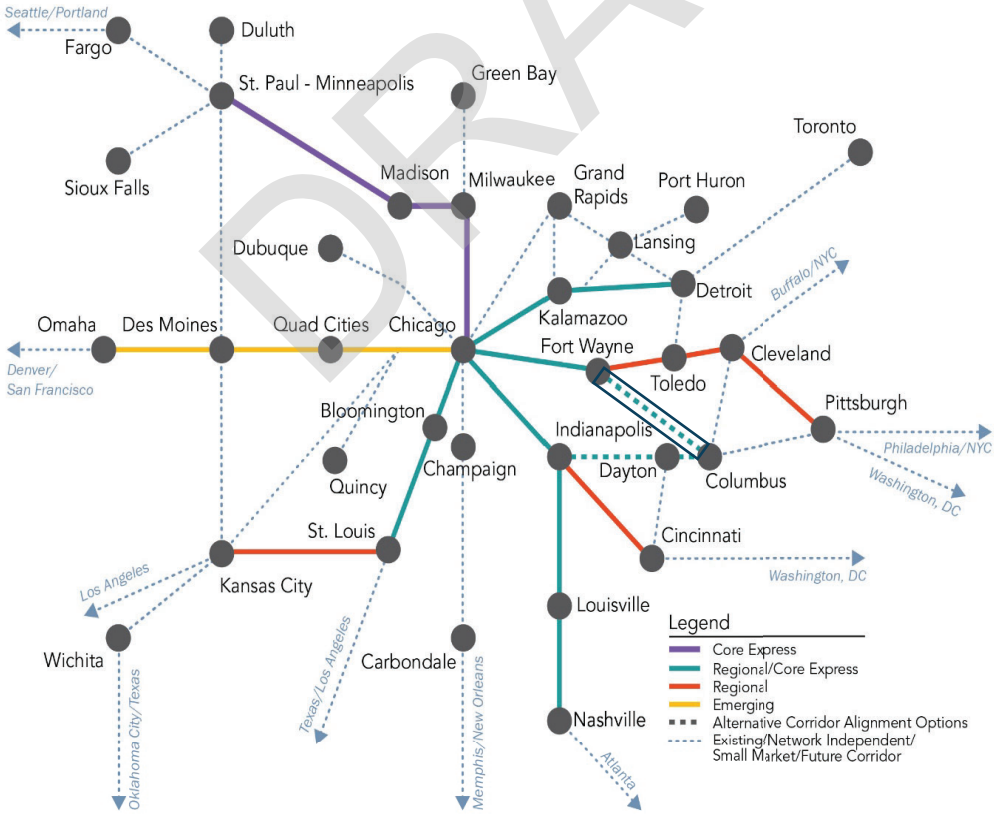

Map 4.7 - Midwest Regional Rail Plan Map (Federal Rail Administration)

Chapter 5 | Recommendations & Project Lists

WORPO Recommendations

Recommendations were developed to address each goal for the WORPO region as detailed in Chapter 1. These are plans of action or policies designed to achieve the goals. The recommendations listed in this chapter will help regional stakeholders to collaborate and prioritize future transportation projects in the region.

WORPO Goals

Improve **Safety** for all users.

Maintain the Existing Transportation System in a **State of Good Repair.**

Enhance the transportation system to be **Environmentally Sustainable And Resilient** to natural disasters.

Expand **Access** to the transportation network for all users.

Strengthen **Economic Competitiveness** through improvements to the transportation network.

Increase **Collaboration** between partners throughout the region.

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Recommendations

Improve **Safety** for all users.

a.) **Champion initiatives leading to zero transportation deaths and injuries** – Implement proven safety countermeasures to reduce and eliminate traffic deaths and injuries in the region.

b.) **Improve intersection controls to reduce crash severity**- Promote safer intersection designs, improved signalization, and safety countermeasures such as crossing islands and roundabouts, to improve intersection safety and reduce crash severity.

c.) **Alleviate Existing or Anticipated Congestion**- Improve the functionality of the roadway system by removing physical constrictions that impede traffic by providing lane continuity, improving ramps, or removing sight barriers.

d.) Improve traffic safety along rural roadways – Invest in projects that mitigate "run off road" crashes on narrow, rural roadways including pavement widenings, shoulder and clear zone widenings, and the purchase of additional Right-of-Way.

Maintain the existing transportation network in a **State of Good Repair.**

a.) **Reinvest in Existing Infrastructure**- Emphasize preservation and maintenance of existing infrastructure to ensure the network is not overextended beyond the region's ability to maintain its assets.

b.) **Implement Pavement Management Programs**- Encourage adoption of pavement management programs by communities across the region to ensure that assets beyond the federal-aid network are properly maintained.

c.) **Improve Bridge Condition throughout the Region** – Maintain an up-to-date inventory of bridge conditions and prioritize bridge improvements based on bridge conditions.

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Recommendations

d.) **Implement Sidewalk Management Programs**- Encourage adoption of sidewalk management programs by communities across the region to ensure that the asset owners are aware of the appropriate funding levels needed to prioritize their most pressing sidewalk needs.

Enhance the transportation system to be **Environmentally Sustainable and Resilient** to natural disasters.

a.) **Identify and mitigate transportation facilities at risk from extreme weather events** – Improve facilities with known flood hazards. Integrate real-time data by establishing a transportation data management framework to enable proactive traffic management, enable real-time signal priority, enhance fleet management applications and develop safety advisory systems.

b. **Protect Environmental Areas of Interest** – Discourage project that will disrupt wetlands, forests, or farmland.

Expand **Access** to the transportation network for all users.

a.) **Develop a transportation system to serve all demographic population groups**- A multi-modal transportation system that accommodates automobiles, bicyclists, pedestrians, and transit serves all segments of the population.

b.) **Improve mobility to and from employment centers** – Enhance the roadway network to accommodate additional demand as well as advocate for paths, sidewalks, and other public transportation options around locations of high employment.

c.) **Expand regional trail systems**- Add new trails and multi-use paths to grow the trail systems in the region.

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Recommendations

Strengthen **Economic Competitiveness** through improvements to the transportation network.

a.) **Align the regional transportation plan with regional and county economic development strategies**- Economic development goes together with the transportation system, generating destinations and trips. Consider and coordinate economic development plans and transportation plans.

b.) **Prioritize the freight network**- Make transportation decisions that positively impact freight movements and maximize the effectiveness of the region's integrated freight transportation system.

Increase **Collaboration** between partners throughout the region.

a. **Facilitate multi-jurisdictional dialogue-** Encourage established communications pathways between the state, counties, and cities, townships, and villages to align and coordinate transportation efforts to improve outcomes.

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Project Lists

Project Solicitation

To create the region's initial list of projects, county engineers were asked to assemble meetings with their County Subcommittees, which included members from cities, villages, townships, economic development organizations, transit organizations, and the Amish in the region to solicit lists of potential projects. Each county engineer met with their subcommittee in the Summer of 2024. County engineers and ODOT were also asked to provide project lists for projects under their jurisdiction. The project team referenced the State of Ohio's most recent Transportation Improvement Plan to ensure that no project was duplicated on the WORPO LRTP project list. From this solicitation process a total of 428 projects were collected with a total estimated cost in 2024 dollars of $667 million dollars. Estimated project costs by county are shown in Table 5.1 below.

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County	Total Project Costs in 2024 Dollars
Auglaize	$ 163,164,859
Hancock	$ 188,520,592
Hardin	$ 54,450,000
Mercer	$ 92,084,700
Putnam	$ 50,426,155
Van Wert	$ 70,137,000
Wyandot	$ 48,445,000
Total	**$ 667,228,306**

Table 5.1- Total Project Costs by County

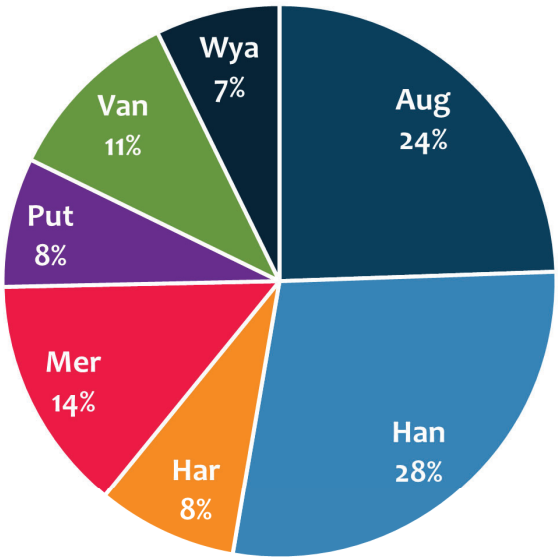

Figure 5.1- Percent of Costs by County

Project Tiering

Projects were segregated into three tiers to prioritize future projects. The focus of the tiering exercise was to help inform future WORPO Transportation Improvement Plans (TIP). Tier 1 projects are projects that have a strong likelihood of moving forward onto the WORPO TIP in the near future. These projects are either fully funded, anticipated to be complete before 2028, or are a priority projects expressed by a RPC member. Tier 2 represents projects that are being planned and developed but have a more distant completion date. Tier 2 projects are either partially or not funded or have an anticipated completion date between 2029 and 2034. Tier 3 projects are long-term projects that need significant study and/or have significant costs that will likely take time to develop. These projects are not funded and are anticipated to be completed beyond 2034.

Estimated project costs for the WORPO region were segregated by tiers as detailed within Table 5.2.

Tier	Totals	% of Total
Tier 1	$ 115,012,197	17.2%
Tier 2	$ 235,900,728	35.4%
Tier 3	$ 316,315,381	47.4%
Total	**$ 667,228,306**	

Table 5.2- Total Project Costs by Tier

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Project Lists

Projects submitted by jurisdictions were segregated into 11 project types (Access Management, Maintenance/Bridge Repair/Resurfacing, Interchange Modification, Intersection Modification, Major Widening, Minor Widening/Safety Improvement, Multi-Use Path/Sidewalk, New Road, Transit, Study, or Other). Projects are organized by project type and tier on the following pages. All non-maintenance projects were mapped by county and are included on pages 106 -112 in this chapter. The maintenance project list is included in Appendix B.

Figures 5.2 through 5.8 illustrate total estimated costs by county and project type.

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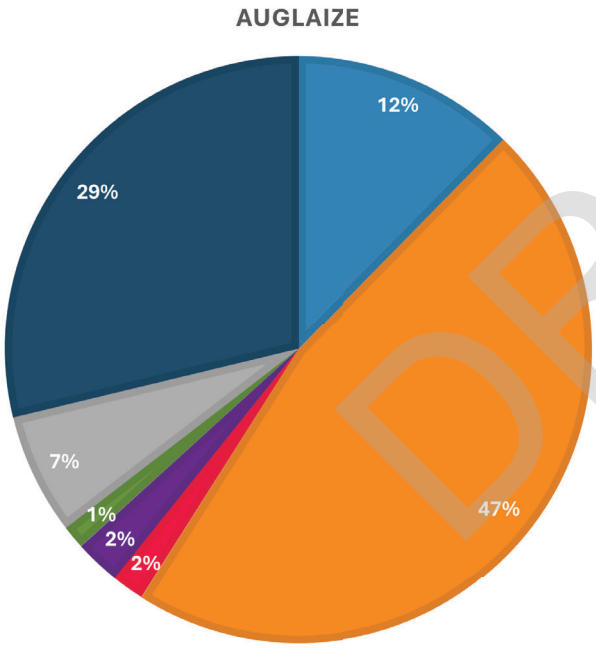


Figure 5.2- Auglaize-Costs by project type

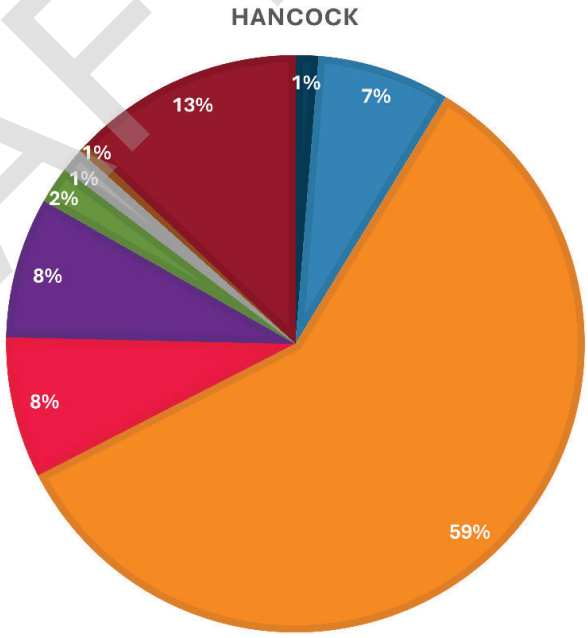
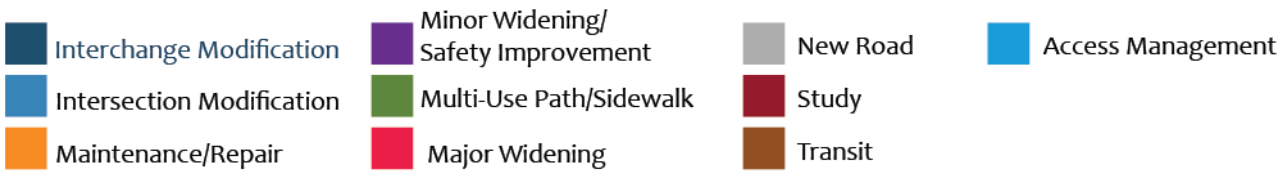


Figure 5.3- Hancock-Costs by project type



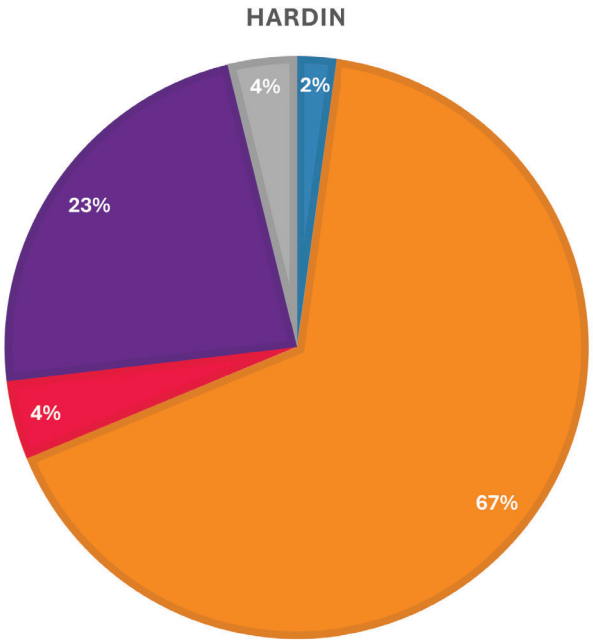


Figure 5.4- Hardin-Costs by project type

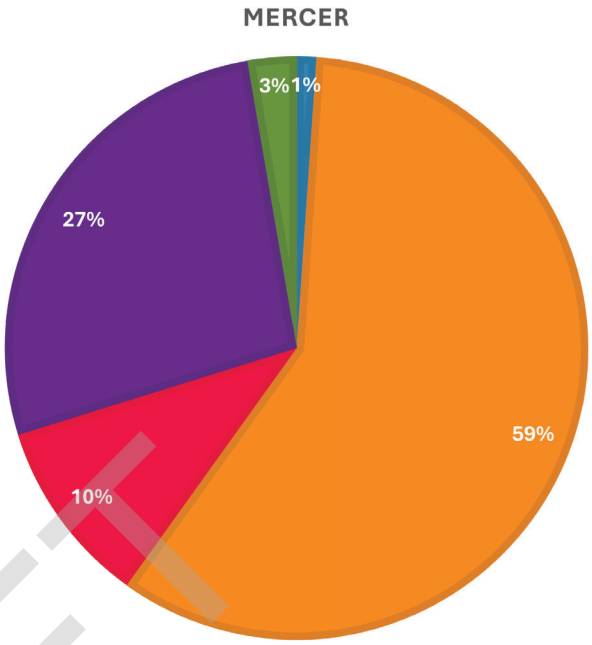


Figure 5.5- Mercer-Costs by project type

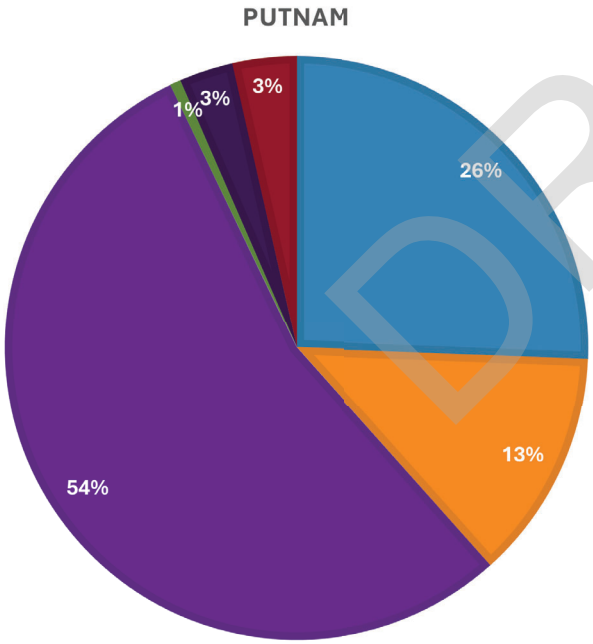


Figure 5.6- Putnam-Costs by project type

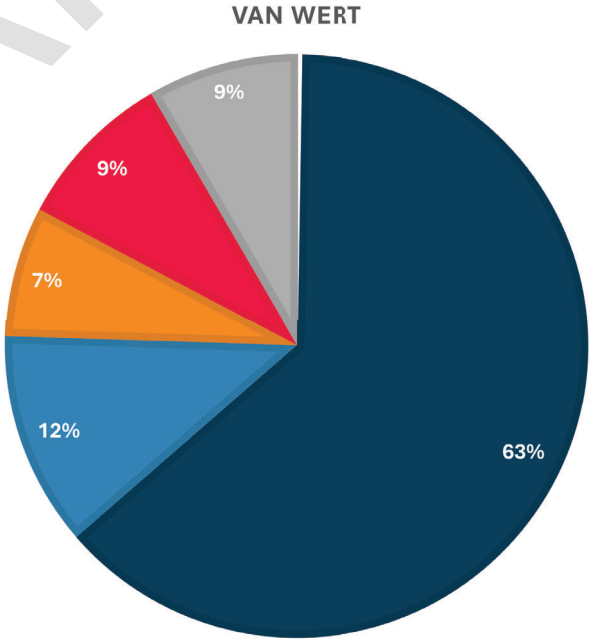
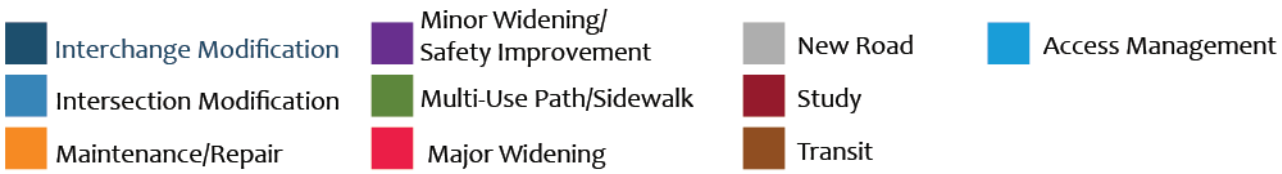


Figure 5.7- Van Wert-Costs by project type



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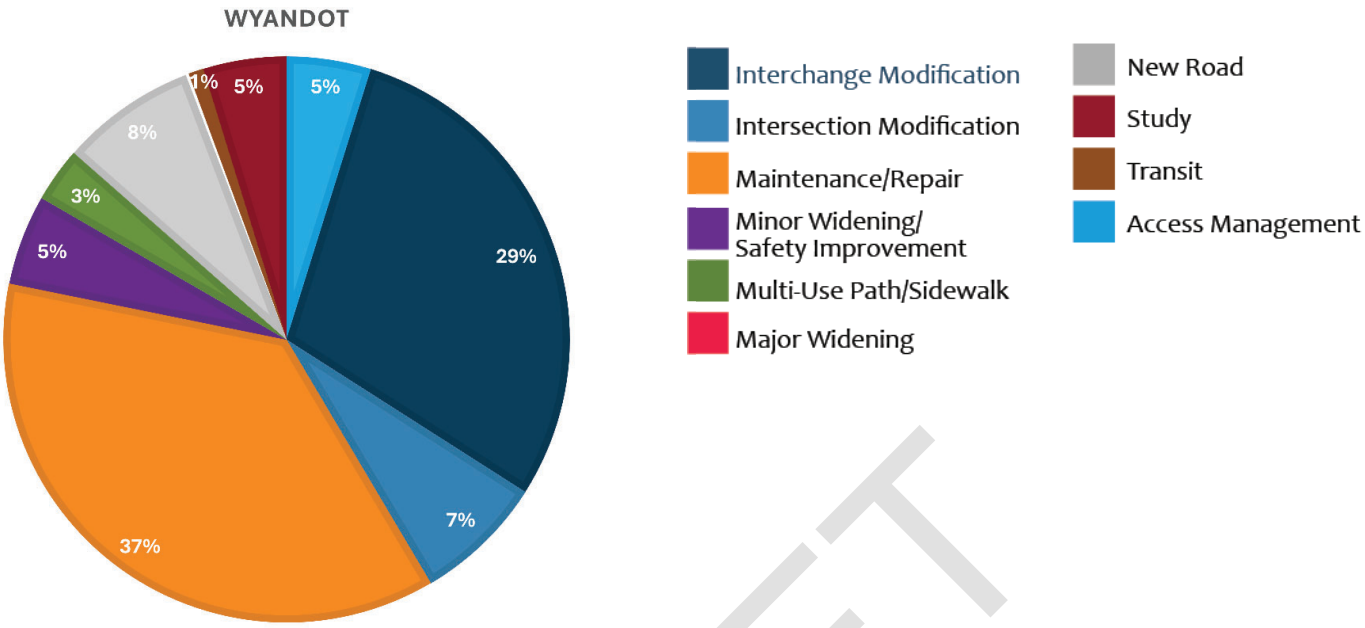

Figure 5.8- Wyandot-Costs by project type

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PROJECT TYPE-Access Management

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location	Projected Cost
1	WYA61	Wyandot	WYA-US 23 & CR 74	ODOT	2028	2028	Remove access to US23	WYA-US 23-1.292	$ 100,000
1	WYA66	Wyandot	WYA-US 23 & TR 68	ODOT	2028	2028	Remove access to US23	WYA-US 23-0.035	$ 100,000
1	WYA67	Wyandot	WYA-US 23 & TR 72	ODOT	2028	2028	Remove access to US23	WYA-US 23-1.957	$ 100,000
2	VAN15	Van Wert	VAN-US 30 & Klinger Road	ODOT	2034	2034	Remove access to US30.	VAN-US 30-0.000	$ 200,000
2	WYA58	Wyandot	WYA-US 23 & CR 4	ODOT	2034	2034	RCUT	WYA-US 23-19.046	$ 3,000,000

Table 5.3- Project Type - Access Management

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PROJECT TYPE-Interchange Modification

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
2	HAN58	Hancock	Trenton Avenue (US224) Corridor Reconstruction	City of Findlay	2029	2032	Project will consist of reconfiguring Trenton Avenue from Main Street to the I75 Ramps. This project will help create this corridor as a pedestrian friendly area, ease the traffic congestion during peak times, and to give aesthetically pleasing features for the northern entrance into Findlay. As the University expands, reconfiguration of the corridor will ensure that the congestion in the area does not increase.	Main Street	I-75 Ramps	$2,550,000
2	VAN25	Van Wert	Shannon Street & Fox Road Intersection Improvements	VW City	2029	2029	Add west leg to intersection, reconstruct signal	Shannon Street & Fox Road		$1,100,000
3	AUG55	Auglaize	I75 Intercahnge	Cridersville/ County/ODOT	2030	2040	Interchange modification t I-75 and National Rd.	I-75	National Rd.	$25,000,000
3	AUG65	Auglaize	At grade intersections on US 33	ODOT/County/ Township	2030	2050	Eliminate all at-grade intersections on US 33 between St. Marys and Wapakoneta			$10,000,000
3	VAN22	Van Wert	VAN-US 30 & SR 49 S/Convoy-Heller Road	ODOT	2044	2044	Interchange/SR49 Reroute	VAN-US 30-5.221		$30,000,000

Table 5.4- Project Type - Interchange Modification

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PROJECT TYPE-Intersection Modification

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
1	HAN62	Hancock	SR 15 / CR 8 Intersection Improvement	Hancock County Engineer	2025	2025	Remove at grade crossing and install cul-de-sacs	CR 172	TR 201	$ 450,000
1	HAN64	Hancock	HAN-SR 15 & CR 8	ODOT	2026	2026	Cul-de-sac	HAN-SR 15-20.532		$ 350,000
1	HAN65	Hancock	HAN-SR 15 & TR 190	ODOT	2028	2028	Cul-de-sac	HAN-SR 15-23.603		$ 350,000
1	HAR6	Hardin	School MOT @ St Rt 53 and CR 114	City of Kenton/ODOT	2025	2028	Project will address school traffic onto StRt 53	SR53		$ 1,000,000
1	PUT21	Putnam	Meadow Glenn and St Rt 65 Intersection	Village of Ottawa	2025	2028	Project will update the intersection adding potential stoplight. It will also reduce the amount of entrances onto St Rt 65 and Meadow Glenn Drive.	St Rt 65	Meadow Glenn Dr	$ 750,000
1	WYA38	Wyandot	Intersection Improv. CH47 & CH95	Wyandot Co. Engineer	2028	2028	Realignment of CH47 & CH95 Intersection	CH47	CH95	$ 700,000
1	WYA65	Wyandot	WYA-US 23 & TR 65	ODOT	2028	2028	Cul-de-sac	WYA-US 23-5.634		$ 350,000
2	HAN3	Hancock	Bright Road and Sandusky Street Roundabout	City of Findlay	2028	2031	Replace the existing traffic signal at Sandusky Street and Bright Road with a roundabout and provide ADA curb ramps on all corners of the roundabout with connecting sidewalks. Project will provide a NB left turn lane coming out of the roundabout to Main Cross, place RRFB signs at Sandusky & Hunter Creek	Bright Road	Sandusky Street	$ 2,800,000
2	HAN63	Hancock	Lake Cascade and Western Roundabout	City of Findlay	2029	2032	Project will consist of replacing the existing tee intersection at Lake Cascades and Western Avenue with a three legged roundabout and provide ADA curb ramps on all corners of the roundabout with connecting sidewalks.	Lake Cascade	Western Avenue	$ 1,700,000

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PROJECT TYPE-Intersection Modification

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
2	HAN66	Hancock	HAN-SR 15 & TR 240	ODOT	2030	2030	Cul-de-sac	HAN-SR 15-22.048		$ 350,000
2	PUT40	Putnam	Putnam - 109 - 5.89 (SR 613 Intersection)	ODOT	2029	2034	Installation of roundabout to alleviate severe intersection crashes.	5.6	6.2	$ 2,500,000
2	VAN11	Van Wert	VAN-US 30 & Colwell Road	ODOT	2034	2034	Cul-de-sac	VAN-US 30-6.926		$ 350,000
2	VAN12	Van Wert	VAN-US 30 & Dutch John Road	ODOT	2034	2034	Cul-de-sac	VAN-US 30-12.494		$ 350,000
2	VAN13	Van Wert	VAN-US 30 & Elm Sugar Road	ODOT	2034	2034	Overpass	VAN-US 30-1.566		$ 5,300,000
2	VAN14	Van Wert	VAN-US 30 & Feasibly Wiesner Road	ODOT	2034	2034	Cul-de-sac	VAN-US 30-3.126		$ 350,000
2	VAN16	Van Wert	VAN-US 30 & Krick Road	ODOT	2034	2034	Cul-de-sac	VAN-US 30-0.580		$ 175,000
2	VAN17	Van Wert	VAN-US 30 & Lare Road	ODOT	2034	2034	Cul-de-sac	VAN-US 30-2.571		$ 350,000
2	VAN18	Van Wert	VAN-US 30 & Mendon Road	ODOT	2034	2034	Cul-de-sac	VAN-US 30-14.512		$ 350,000
2	VAN19	Van Wert	VAN-US 30 & Mentzer Church Road	ODOT	2034	2034	Cul-de-sac	VAN-US 30-1.286		$ 350,000
2	VAN20	Van Wert	VAN-US 30 & Richey Road	ODOT	2034	2034	Cul-de-sac and connect Richey Road S to Pearson Road	VAN-US 30-9.296		$ 400,000

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PROJECT TYPE-Intersection Modification

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
2	WYA39	Wyandot	Intersection Improv. CH47/CH50/SR67	Wyandot Co. Engineer	2030	2030	Realignment and Extension of CH47 & CH50 & SR67 Intersection	CH47	SR67	$ 1,250,000
2	WYA60	Wyandot	WYA-US 23 & CR 44/TR 44	ODOT	2034	2034	Cul-de-sac	WYA-US 23-17.131		$ 350,000
2	WYA62	Wyandot	WYA-US 23 & CR 97	ODOT	2034	2034	Cul-de-sac	WYA-US 23-22.069		$ 350,000
2	WYA64	Wyandot	WYA-US 23 & TR 103	ODOT	2034	2034	Cul-de-sac	WYA-US 23-20.161		$ 350,000
2	WYA68	Wyandot	WYA-US 23 & TR 98	ODOT	2034	2034	Cul-de-sac	WYA-US 23-21.190		$ 350,000
3	AUG35	Auglaize	SR 274 & East Shelby Rd	ODOT	2025	2035	Improve intersection. High accident rate	SR 274	East Shelby Rd	$ 1,000,000
3	AUG51	Auglaize	At grade intersections on US 33	ODOT/County/Township	2030	2050	Eliminate all at-grade intersections on US 33 between St. Marys and Wapakoneta			$ 10,000,000
3	AUG53	Auglaize	National Road Improvements	Cridersville/County	2026	2036	Widening/intersection improvements for the Crossroads Development			$ 10,000,000
3	AUG54	Auglaize	Mudsock Road Improvements	Cridersville/County/Duchouquet Twp.	2026	2036	Widening/intersection improvements for the Crossroads Development			$ 10,000,000
3	HAN59	Hancock	CR 140 / US 224 Intesection Improvements	Hancock County Engineer	2030	2035	Project will implement safety improvements to intersection	CR 140 / US 224 Intersection		$ 1,200,000
3	HAN60	Hancock	CR 140 / CR 99 Intesection Improvements	Hancock County Engineer	2030	2035	Project will implement safety improvements to intersection	CR 140 / CR 99 Intesection		$ 1,000,000
3	VAN21	Van Wert	VAN-US 30 & SR 49 N/Payne Road	ODOT	2044	2044	Cul-de-sac	VAN-US 30-3.868		$ 350,000

Table 5.5- Project Type - Intersection Modification

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PROJECT TYPE-Major Widening

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
1	AUG3	Auglaize	Hamilton Street Reconstruction	Village of Minster	2025	2026	Project will reconstruct Hamilton Street from Fifth Street to Seventh Street	Fifth Street	Seventh Street	$1,600,000
1	AUG21	Auglaize	State Route 66	Village of Minster	2026	2027	Widen State Route 66 south of First Street	First Street	Corporation Limits	
2	HAN90	Hancock	US 224 Reconfiguration	City of Findlay	2028	2033	Project will reconfigure US224 from TR237 to Main Street to a four lane roadway with a center median. Left turns in and out of drives are causing a large number of crashes. Project will help ease the flow of traffic with intersection upgrades. This project will also evaluate and implement pedestrian routes in the corridor.	Main Street	TR237	$13,500,000
2	HAR3	Hardin	Jacob Parrot Bld ext	Hardin County/City of Kenton	2027	2030	Project will address the widening of blvd from St Rt 309, thru St Rt 67E intersection, up to Silver St	SR309	Silver St.	$2,000,000
2	VAN8	Van Wert	N Washington St.	VW City	2029	2029	Widen from 3 Lane to 5 Lane	Bonnewitz Ave.	US 30	$7,000,000
3	HAN91	Hancock	Melrose Avenue Roadway Expansion	City of Findlay	2034	2037	Project will incorporate additional turn lanes and possible widening for Melrose Avenue from Main Street to Bright Road. Due to the increase in housing and businesses in the area, Melrose has seen an increase in the amount of traffic using the corridor.	Main Street	Bright Road	$2,250,000
3	MER55	Mercer	Burkettsville-St. Henry Road Widening	Coldwater/ Mercer County	2030	2035	Project will widen Burkettsville-St. Henry Road from St. Rt. 219 to Northfield Drive, and add curb/gutter sidewalks and additional drainage.	St. Rt. 219	Northfield Drive	$3,000,000
3	MER66	Mercer	MER C31A(0.000-16.405)	Mercer	2035	2040	Road Widening-Wabash Road	0	16.405	$6,500,000

Table 5.6- Project Type - Major Widening

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PROJECT TYPE-Minor Widening/Safety Modification

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
1	AUG2	Auglaize	Hoge Street Reconstruction	Village of New Knoxville	2025	2025	Reconstruct from Botkins Angle Road to Main Street	Botkins Angle Road	Main Street	$483,859
1	HAN97	Hancock	SR103 &SR37	Village of Mt. Blanchard	2025	2026	Project will incorporate warning rumble strips on east and west bound lanes with flashing stop signs	SR103	SR37	$6,000
1	HAR1	Hardin	County Road 75 Widening	Hardin County	2025	2028	Widen and Hot Mix Overlay	SR67	CR110	$1,250,000
1	HAR5	Hardin	Township Road Improvements	Various Townships	2028	2028	Widen and Hot Mix Overlay Township Roads	Various		$2,000,000
1	HAR18	Hardin	TR210 Widening/Hill Removal	Taylor Creek Township	2024	2028	Widen, remove hills to meet sight distance, Hot Mix Overlay	CR115	US68	$1,000,000
1	MER49	Mercer	MER C10(1.176-12.385)	Mercer	2025	2030	Road Widening-Watkins Road - R.O.W. Acquisition Phase 1	1.176	12.385	$1,401,125
1	MER51	Mercer	MER C80(0.00-6.044)	Mercer	2026	2031	Road Widening-Siegrist Jutte Road - R.O.W. Acquisition Phase 1	0	6.044	$755,500
1	MER52	Mercer	MER C144(2.02-3.029)	Mercer	2026	2031	Road Widening-Mud Pike - R.O.W. Acquisition Phase 1	2.02	3.029	$126,125
1	MER53	Mercer	MER C160B(2.549-5.658)	Mercer	2027	2032	Road Widening-Howick Road - R.O.W. Acquisition Phase 1	2.549	5.658	$388,625
1	MER57	Mercer	MER C10(9.6-12.385)	Mercer	2027	2032	Road Widening-Watkins Road - R.O.W. Acquisition Phase 1	9.6	12.385	$348,125
1	MER58	Mercer	MER C105A(0.00-4.048)	Mercer	2028	2033	Road Widening-Hoenie Road - Construction Phase 1	0	4.048	$506,000
1	PUT9	Putnam	Speed Limit Radar Signs	Miller City	2025	2028	Install Speed Limit Signs on SR 108 within village.	2	2.8	$15,000
1	PUT11	Putnam	East Main Cross Street School Signs	Miller City	2025	2028	Install school zone flashers, striping and signange.	SR 108	CR E	$50,000
1	PUT13	Putnam	TR C Road Improvement	Palmer Twp	2025	2028	Widen Road C; Cement stabilize base; 2" asphalt overlay; Needed to accommodate two mega-livestock farms.	15-C	16-C	$250,000
1	PUT16	Putnam	CR 26 and R Widening & Paving	Put. Cty. Engineer	2025	2028	Widening from 18' to 24' and repave 1.5 miles due to increased truck traffic and ADT.	SR 66	US 224	$1,180,000

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PROJECT TYPE-Minor Widening/Safety Modification

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
1	PUT17	Putnam	CR 22 Widening and Paving	Put. Cty. Engineer	2025	2028	Widening from 17' to 22' and repave 2.865 miles due to increased truck traffic and ADT.	E-16	SR 15	$2,200,000
1	PUT20	Putnam	Ottawa Downtown Stoplight Update	Village of Ottawa	2025	2028	Project will put Radar detection and updated pedestrian signals at each intersection downtown.	St Rt 65	Locust Street	$750,000
1	PUT25	Putnam	Putnam Parkway, Glendale Ave Crosswalks	Village of Ottawa	2025	2028	Project will install RFB along with Crosswalk Infastructure in multiple locations on Glendale Ave and Putnam Parkway. This will assist kids who need to cross to the library and sporting events.	St Rt 109	St Rt 15	$95,000
1	WYA4	Wyandot	CH108 Widening Project	Wyandot Co. Engineer	2026	2026	Widening & Resurfacing of CH108	SR53	CH330	$300,000
1	WYA10	Wyandot	Pedestrial Signals	City of Upper Sandusky	2027	2027	Enhancing pedestrial and vehicle safety	Various	Various	$400,000
1	WYA32	Wyandot	CH128 Widening Project	Wyandot Co. Engineer	2027	2027	Widening & Resurfacing of CH128	TH59	CH330	$290,000
1	WYA33	Wyandot	CH16 Widening Project	Wyandot Co. Engineer	2027	2027	Widening & Resurfacing of CH16	TH10	SR231	$725,000
1	WYA34	Wyandot	CH95 Widening Project	Wyandot Co. Engineer	2028	2028	Widening & Resurfacing of CH95	SR37	SR294	$200,000
2	AUG30	Auglaize	Edgeline Markings	Auglaize County	2025	2030	Edge line striping on all county roads			$250,000
2	HAN49	Hancock	Liberty Twp. Rd. 10 widening	Liberty Township - Hancock County	2025	2030	Project will widen Township Road 10 by 2 feet from Township Road 79 to County Road 84 (1.004 miles). Project will also add an open roadside drainage ditch and require right of way acquisition.	Township Road 79	County Road 84	$225,000
2	HAN50	Hancock	Liberty Twp. Rd. 10 widening	Liberty Township - Hancock County	2025	2030	Project will widen Township Road 10 by 2 feet from County Road 84 to State Route 12 (1.223 miles).	County Road 84	State Route 12	$135,000

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PROJECT TYPE-Minor Widening/Safety Modification

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
2	HAN51	Hancock	Liberty Twp. Rd. 95 widening	Liberty Township - Hancock County	2025	2030	Project will widen Township Road 95 by 2 feet from County Road 140 to County Road 139 (1.025 miles).	County Road 140	County Road 139	$115,000
2	HAN52	Hancock	Liberty Twp. Rd. 95 widening	Liberty Township - Hancock County	2025	2030	Project will widen Township Road 95 by 2 feet from County Road 139 to Township Road 136 (1.007 miles).	County Road 139	Township Road 136	$110,000
2	HAN53	Hancock	Liberty Twp. Rd. 95 widening	Liberty Township - Hancock County	2025	2030	Project will widen Township Road 95 by 2 feet from Township Road 136 to Township Road 135 (0.996 miles).	Township Road 136	Township Road 135	$110,000
2	HAN93	Hancock	CR 99 / CSX RR Seperation	Hancock County Engineer	2030	2030	Project will construct overpass over CSX railway	N. Main St.	Ball Metal	$10,500,000
2	HAR8	Hardin	School MOT Silver ST @ St Rt 53	City of Kenton	2025	2030	Project will address traffic concerns from school traffic			$1,000,000
2	HAR10	Hardin	Jones Rd & Franklin St. Improvements	City of Kenton	2025	2030	Project will build up and widen Jones Rd (SR309 to Franklin) and W. Franklin St.(Corp. line to RR Tracks) for possible development	SR309	Columbus St.	$500,000
2	HAR11	Hardin	Bales Rd Reconstruction	Hardin County/City of Kenton	2025	2030	Project would build up road and possibly widen intersection @ CR175	SR309	CR175	$1,000,000
2	HAR19	Hardin	TR210 Widening/Curve Relocation	Taylor Creek Township	2028	2033	Widening, Curve realignment at bridge, Hot Mix Overlay	US68	TR133	$200,000
2	HAR21	Hardin	Township Road 35 Widening	Liberty Township	2025	2030	Widening, Drainage Improvements, Hot Mix Overlay	TR30	ADA Corp.	$450,000
2	HAR27	Hardin	Township Road 55 Improvements	Liberty Township	2030	2030	Widen and Hot Mix Overlay Township Road 55	SR309	CR10	$1,200,000
2	MER46	Mercer	MER C20B(1.012-7.162)	Mercer	2025	2030	Road Widening-Huwer Road	1.012	7.162	$2,500,000
2	MER47	Mercer	S.R. 119 & Walnut Street Traffic Signal and Pedestrian Crossing	Village of St. Henry	2025	2029	Replace the existing traffic signal and pedestrian crosswalk.			$562,500

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PROJECT TYPE-Minor Widening/Safety Modification

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
2	MER49a	Mercer	MER C10(1.176-12.385)	Mercer	2027	2032	Road Widening Watkins Road - Construction Phase 2	1.176	12.385	$3,362,700
2	MER51a	Mercer	MER C80(0.00-6.044)	Mercer	2028	2033	Road Widening-Siegrist Jutte Road - Construction Phase 2	0	6.044	$1,813,200
2	MER52a	Mercer	MER C144(2.02-3.029)	Mercer	2029	2034	Road Widening-Mud Pike - Construction Phase 2	2.02	3.029	$302,700
2	PUT29	Putnam	CR 6 Widening and Paving	Put. Cty. Engineer	2029	2034	Widening from 19' to 24' and repave 4.4 miles due to increased truck traffic and ADT.	SR 12	Old US 224	$3,500,000
2	PUT30	Putnam	T.R. 19 widening	Jackson Twp.	2029	2034	Project will widen 1.9 miles of T.R. 19 by 1.5-feet on each side with asphalt pavement.	US 224	SR 114	$2,000,000
2	PUT31	Putnam	SR 613 & Rd 2	ODOT	2029	2034	Widen intersection, improve curve superelevation, and intersection sight lines.	23.8	24.2	$300,000
2	PUT32	Putnam	SR 65 & Rd 7	ODOT	2029	2034	Lower hill to improve sight distance and widen intersection radii.	11.6	12.1	$500,000
2	PUT37	Putnam	Putnam - 65 - 6.22 (CR M Intersection)	ODOT	2029	2034	Installation of turn lanes on SR 65 to alleviate mainline backups and unsafe passing caused by train blockage of CR M roadway.	6	6.4	$400,000
2	PUT38	Putnam	Putnam - 65 - 12.54 (TR 6I Intersection)	ODOT	2029	2034	Flatten existing curve and relocate TR 6I to intersect SR 65 at 90 degree angle to alleviate roadway departures and increase intersection sight distance.	12.2	12.7	$600,000
2	PUT39	Putnam	Putnam - 109 - 7.0 (TR E Intersection)	ODOT	2029	2034	Flatten existing curve and relocate TR E to intersect SR 109 at 90 degree angle to alleviate roadway departures and increase intersection sight distance.	6.7	7.3	$600,000

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PROJECT TYPE-Minor Widening/Safety Modification

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
2	PUT46	Putnam	North Agner Street Curbs and Storm Sewer	Village of Ottawa	2029	2034	Project will install curbing and storm sewer along N Agner from Second St to the Water Treatment plant	Second St	Water Treatment Plant	$3,000,000
2	PUT47	Putnam	CR B Profile Grade Improvement	Put. Cty. Engineer	2029	2034	Backwater flooding problem; Raise roadway out of the floodplain for improved safety.	0.25 M W of 20	20	$750,000
2	WYA35	Wyandot	CH96 Widening Project	Wyandot Co. Engineer	2029	2029	Widening & Resurfacing of CH96	SR37	SR294	$500,000
2	WYA36	Wyandot	CH74 Widening Project	Wyandot Co. Engineer	2029	2029	Widening & Resurfacing of CH74	US23	TH135	$600,000
2	WYA37	Wyandot	TH135 Widening Project	Wyandot Co. Engineer	2029	2029	Widening & Resurfacing of TH135	CH74	SR294	$500,000
3	AUG48	Auglaize	Moulton-Ft. Amanda Road Widening	Auglaize County	2030	2040	Widen Moulton Ft. Amanda to 24' wide with paved shoulders. R/W would be needed and ditches laid back	CR 91 from US 33	ST RT 197	$1,500,000
3	AUG57	Auglaize	High St. Improvement/Railroad Crossing	Cridersville/County	2030	2040	High St. widening and adding another railroad crossing	S. Waverly	S. Gay St.	$750,000
3	HAN92	Hancock	CR 18 Safety Improvements	Hancock County Engineer	2030	2035	Project will implement safety improvements to roadway	CR 212	SR 613	$750,000
3	HAN94	Hancock	TR 98 Widening	Portage Township - Hancock County	2030	2035	Widen roadway 2 feet, relocate ditch and resurface roadway	TR 136	CR 139	$400,000
3	HAN95	Hancock	TR 131 Widening	Portage Township - Hancock County	2030	2035	Widen roadway 4 feet	SR 613	CR 203	$500,000
3	HAN96	Hancock	N. Blanchard Street Roadway Reconfiguration	City of Findlay	2033	2036	Project will consist of reconfiguring Blanchard Street, from Tiffin Avenue to Melrose Avenue, from a four lane roadway to a three lane roadway with a center turn lane. Along with the three lane roadway design bike lanes will be added to the curb lanes. As part of this project, all curb ramps will be upgraded to ADA standards, traffic signals will be replaced and coordinated for the new roadway design.	Tiffin Avenue	Melrose Avenue	$2,800,000

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PROJECT TYPE-Minor Widening/Safety Modification

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
3	HAR12	Hardin	Township Road 114 Improvements	City of Kenton/Pleasant Township	2025	2035	Widen, Intersection Improvements and Pave TR114 to accommodate traffic from new Kenton School	US68	CR175	$1,000,000
3	HAR22	Hardin	Township Road 39 Improvements	Roundhead Township	2025	2035	Widening, Drainage Improvements, Hot Mix Overlay	Logan Co.	SR117	$1,000,000
3	HAR29	Hardin	North St. Curb and Gutter Installation Project	Village of Ada	2030	2035	Install curb and gutters and drainage for North St.	North St.		$3,500,000
3	MER53a	Mercer	MER C160B(2.549-5.658)	Mercer	2030	2035	Road Widening-Howick Road - Construction Phase 2	2.549	5.658	$932,700
3	MER54	Mercer	MER C196(7.238-12.708)	Mercer	2030	2035	Road Widening-Tama Road	7.238	12.708	$2,200,000
3	MER57a	Mercer	MER C10(9.6-12.385)	Mercer	2032	2037	Road Widening-Watkins Road - Construction Phase 2	9.6	12.385	$835,500
3	MER58a	Mercer	MER C105A(0.00-4.048)	Mercer	2032	2037	Road Widening-Hoenie Road - R.O.W. Acquisition Phase 2	0	4.048	$1,214,400
3	MER59	Mercer	MER C151B(0.00-2.145)	Mercer	2033	2038	Road Widening-Rice Road	0	2.145	$900,000
3	MER60	Mercer	MER C171(1.008-3.032)	Mercer	2034	2039	Road Widening-St. Johns Road	1.008	3.032	$800,000
3	MER61	Mercer	MER C150A(0.000-3.023)	Mercer	2035	2040	Road Widening-Old Town Road	0	3.023	$1,300,000
3	MER62	Mercer	MER C161C(3.915-5.625)	Mercer	2035	2040	Road Widening-Neptune-Mendon Road	3.915	5.625	$700,000
3	MER63	Mercer	MER C175(0.000-1.656)	Mercer	2035	2040	Road Widening-Kremer Road	0	1.656	$650,000
3	MER64	Mercer	MER C175B(0.714-2.790)	Mercer	2035	2040	Road Widening-Harris Road	0.714	2.79	$850,000
3	MER65	Mercer	MER C31(6.794-8.812)	Mercer	2035	2040	Road Widening-St. Peter Road	6.794	8.812	$800,000
3	MER67	Mercer	MER C70(5.044-8.208)	Mercer	2040	2045	Road Widening-Philothea Road	5.044	8.208	$1,300,000
3	MER68	Mercer	MER C72(0.000-1.106)	Mercer	2040	2045	Road Widening-Sebastian Road	0	1.106	$450,000
3	MER69	Mercer	MER C75A(0.000-1.509)	Mercer	2040	2045	Road Widening-Karch Road	0	1.509	$600,000
3	MER70	Mercer	MER C40(0.00-3.16)	Mercer	2040	2045	Road Widening-Lange Road	0	3.16	$1,300,000

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Table 5.7- Project Type - Minor Widening/Safety Modification

PROJECT TYPE-Multi-Use Path/Sidewalk

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
1	AUG15	Auglaize	Pedestrian Walkway	Village of New Bremen	2025	2026	Widen yard waste facility drive for Pedestrians	Walnut St	KD Park	$900,000
1	AUG16	Auglaize	Minster- Ft. Loramie Trail	Village of Minster	2025	2026	Construction of multi -use trail from Minster to Ft. Loramie	Minster	Ft. Loramie	
1	AUG17	Auglaize	State Route 219 project	Village of New Knoxville	2026	2026	Replace curbs and sidewalks along State Route 219	St. Marys Street	N East Street	$250,000
1	HAN98	Hancock	Liberty Benton Safe Routes to School Phase 2	Hancock County Engineer	2027	2027	Project will construct Multi-use path for access to schools.	CR 88		$277,000
1	HAN99	Hancock	Liberty Benton Safe Routes to School Phase 3	Hancock County Engineer	2028	2028	Project will construct Multi-use path for access to schools.	The Palms Subdivision		$251,500
1	HAN104	Hancock	Walking Path	Village of Mt. Blanchard	2025	2028	New asphalt for walking path with parking at Main street	N Main SR37	W to Blanchard River	$125,000
1	HAN105	Hancock	Park St Sidwalk	Village of Mt. Blanchard	2025	2026	Construct new side walk along Park Rd (CR24)	Main St (SR37)	W to Island Park Ent	$25,000
1	HAN106	Hancock	S Main Sidewalk	Village of Mt. Blanchard	2026	2027	Construct new sidewalk W side of Main st	501 S Main St	607 S Main (W side)	$50,000
1	PUT8	Putnam	State Route 66 Sidewalk Infrustructure	Village of Ottoville	2025	2028	New construction of approximately 1350 feet of sidewalk to increase mobility and safety for all village residents and visitors to gain access to school and park.	Sunset Drive	Monterey Street	$90,000
1	PUT15	Putnam	SR 65 Leipsic Sidewalk	Leipsic	2025	2028	Install 1,600 feet of sidewalk/multi-purpose path for improved pedestrian/bike safety to Dollar General.	230' S. of Blank St.	1,830' S. of Blank St.	$50,000
1	PUT18	Putnam	Downtown Ottawa Revitalizing	Village of Ottawa	2025	2028	Project will revitalize the downtown of Ottawa. This project will add streetscaping, new lights, and new updated pedestrian ways.	US Rt 224 (Blanchard River Bridge)	Locust Street	$9,000,000
1	PUT19	Putnam	Ottawa Bike Path	Village of Ottawa	2025	2028	Project will add a multi use bike path/walking path from Arrowhead Park to the Ottawa Reservoir down second Street and agner street.	Arrowhead Park	Ottawa Reservoir	$1,500,000

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PROJECT TYPE-Multi-Use Path/Sidewalk

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
1	PUT26	Putnam	Crosswalks on St Rt 15 and St Rt 109	Village of Ottawa	2025	2028	Project will install several pedestrian crossings RFB on State Route 15 and State Route 109 to update safety at existing crosswalks. This project would also install new RFB Crosswalks on St Rt 15 to assist with school kids crossing to their homes from school	Putnam Parkway	Glendale Ave	$200,000
2	HAN100	Hancock	Liberty Benton Safe Routes to School Phase 4	Hancock County Engineer	2029	2029	Project will construct Multi-use path for access to schools.	Western Meadows Subivision		$293,000
2	HAN101	Hancock	Old Mill Trail Multiuse Path	City of Findlay	2030	2033	Project will consist of installing a 10 foot wide multiuse path on the NSBP designated, Old Mill Trail. This project will start at Osborn Avenue on E. Main Cross and will head west towards East Street. At East St the path will head north towards the Blanchard River, from the Blanchard River the path will held west towards Cory Street. Once at Cory Street the path will held north to Howard Street, and then west on Howard Street to an existing trail head at the intersection of Broad Avenue and Howard Street. In all the path is roughly 2.47 miles long.	Osborn Avenue	Broad Avenue	$2,200,000

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PROJECT TYPE-Multi-Use Path/Sidewalk

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
2	HAN102	Hancock	Replace bad sidewalks	Village of Vanlue	2029	2030	Replace out of compliance sidewalks. Have numerous sections of walks that have been damaged by tree roots or utility installations. Safety Hazards. Would meet ADA standards.	Village Roads	Village Roads	$85,000
2	HAN103	Hancock	Install new sidewalks	Village of Vanlue	2028	2032	Install new sidewalks in areas to comply with Safe Routes to School guidelines. Several side streets lack sidewalks which cause students to walk in the roadway or lawns to get to school. Would meet ADA standards.	Village Roads	Village Roads	$275,000
2	HAN107	Hancock	Walking Bridge	Village of Mt. Blanchard	2028	2030	Construct walking bridge across Blanchard River	East of River	W of River to Park St	$450,000
2	WYA52	Wyandot	Bike Path	City of Upper Sandusky	2029	2029	Bike Path connecting all parts of town			$900,000
2	WYA53	Wyandot	City Sidewalks	City of Upper Sandusky	2029	2029	Replacing old sidewalks and new sidewalks all over town	Various	Various	$1,250,000
3	AUG56	Auglaize	National Road Sidewalk	Cridersville/County/ODOT	2035	2040	Sidewalk to connect existing village to Crossroads Development	Dixie Hwy	Crossroads Blvd	$325,000
3	AUG58	Auglaize	Bike Path connectivity	City of Wapakoneta	2025	2035	Construction of new bikepaths, bikelanes and connections			$6,750,000
3	MER56	Mercer	St. Henry/Coldwater Connector Trail	Village of St. Henry	2030	2035	Install a scenic walking/biking trail to connect the Villages of St. Henry and Coldwater	St. Henry	Coldwater	$2,500,000

Table 5.8- Project Type - Multi-Use Path/Sidewalk

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PROJECT TYPE-New Road

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
1	AUG10	Auglaize	Jefferson Street	Village of Minster	2027	2028	Construction of new (Jefferson) street with curb/gutter and utilities	Fifth Street	Sixth Street	$875,000
1	AUG11	Auglaize	Sixth Street	Village of Minster	2027	2028	Construction of new (Sxith) street with curb/gutter and utilities	Garfield Street	Hamilton Street	$875,000
1	AUG20	Auglaize	Komminsk Dr	Village of New Bremen	2026	2027	Extend Komminsk Dr in BHIP to connect White Mountain Dr	Komminsk Dr	White Mountain Dr	$1,400,000
1	AUG25	Auglaize	Cook Drive Extenstion	City of St Marys	2027	2028	Street Extension to C.R. 33 A (Spring St.)-Roadway, Curb & Gutter, Storm Sewer	McKinley Road	Spring St. (C.R. 33a)	$800,000
1	PUT22	Putnam	Tawa Drive	Village of Ottawa	2025	2028	Project will build a new roadway and infrastructure for businesses in the area	Tawa Drive		$500,000
1	VAN2	Van Wert	Bonnewitz Ave. Extension	VW City	2026	2026	Street extension from US 127 east to Franklin ST.	US 127	Franklin Street	$1,300,000
2	AUG28	Auglaize	Add street to new sub-division	Village of New Knoxville	2029	2029	Add new street for access to new subdivision	Forecast	Planning	$2,000,000
2	HAN109	Hancock	Crawford Street Expansion	Village of Vanlue	2027	2030	Install additional roadway to existing Crawford Street at the Village Park to allow for improved traffic flow and safety around playgrounds	John Street	Crawford Street Extension	$35,000
2	WYA56	Wyandot	WYA-US 23 & CR 113/TR 124	ODOT	2034	2034	Overpass	WYA-US 23-4.425		$5,300,000
3	AUG59	Auglaize	Redskin Trail Rd Extension/Railroad Crossing	City of Wapakoneta	2030	2040	Extension of Redskin to 25a, include railroad crossing			$11,000,000
3	HAN108	Hancock	CR 140 Extension	Hancock County Engineer	2035	2040	Project will construct new roadway between SR 12 and CR 88	SR 12	CR 88	$2,500,000
3	HAR20	Hardin	Township Road 30 Relocation	Liberty/Washington Township	2030	2035	Relocate Road away from failing ditch bank	CR65	CR113	$1,750,000

Table 5.9- Project Type - New Road

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PROJECT TYPE-Study

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
1	AUG64	Auglaize	US 33 at-grade intersections study	Auglaize County/ODOT	2025	2026	Study feasability and alternatives to the existing at grade intersections along US 33 in Auglaize County			
1	HAN112	Hancock	CR 18 Safety Study	Hancock County Engineer	2026	2026	Project will investigate and analyze needed improvments to CR 18	CR 212	SR 613	$120,000
1	HAN113	Hancock	CR 212 / CR 236 Intersection Study	Hancock County Engineer	2026	2026	Project will investigate and analyze needed improvments to CR 212 / CR 236	CR 212 / CR 236 Intersection		$120,000
1	HAN114	Hancock	CR 140 / US 224 Intesection Study	Hancock County Engineer	2027	2027	Project will investigate and analyze needed improvments to CR 140 / CR 224	CR 140 / US 224 Intesection		$120,000
1	HAN115	Hancock	CR 140 / CR 99 Intesection Study	Hancock County Engineer	2028	2028	Project will investigate and analyze needed improvments to CR 140 / CR 99	CR 140 / CR 99 Intesection		$120,000
1	VAN26	Van Wert	Airport Multi-Use Path Feasibility Study	VW City	2027	2027	Feasbility Study	Smiley Park to the intersection of Van Wert-Decatur Road & Pearson Street		Study
1	VAN27	Van Wert	Downtown Multi-Use Path Feasibility Study	VW City	2027	2027	Feasbility Study	Fountain Park to Franklin Park along Town Creek		Study
2	AUG31	Auglaize	Turn lane SR 66 at St Marys school	ODOT/St Marys	2025	2030	Feasibility study, and construction of safe access from SR 66 to St. Marys School	CR 66A	Shipman Rd	$200,000
2	AUG34	Auglaize	Greenville Road & SR 66 intersection	City of St Marys	2026	2030	Feasability study for intersection modification, new traffic signals, patterns, loops, etc.	Greenville Rd.	SR 66	$500,000
2	HAN55	Hancock	Trenton Avenue (US224) Corridor Study	City of Findlay	2028	2029	Corridor Study to reconfigure Trenton Avenue from Main Street to I75. With the University and the high school within the area, this corridor can be a major pedestrian route for the students, and to help ease traffic congestion.	Main Street	I75 Ramps	$175,000

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PROJECT TYPE-Study

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
2	HAN56	Hancock	N. Blanchard Street Roadway Study	City of Findlay	2032	2033	Corridor study to reconfigure Blanchard Street from Tiffin Avenue to Melrose Avenue. The corridor will be evaluated to see if reconfiguring to a three lane roadway with a center turn lane can reduce vehicular crashes.	Tiffin Avenue	Melrose Avenue	$175,000
2	HAN116	Hancock	ADA audit for villages	HHWP Community Action	2027	2029	ADA compliance audit for all municipalities in county as it relates to transit and infrastructure.	Hancock County		$100,000
2	HAN117	Hancock	Bicycle friendly roadways	HHWP Community Action	2027	2029	Study on shared roadways in county with motor vehicles and bicycles	Hancock County		$100,000
2	WYA40	Wyandot	Rumble strip study	Wyandot Co. Engineer	2027	2029	Study county intersections to see if warning rumble strips before stop signs are necessary	Wyandot County		$100,000
2	WYA43	Wyandot	ADA audit for villages	HHWP Community Action	2027	2029	ADA compliance audit for all municipalities in county as it relates to transit and infrastructure.	Wyandot County		$100,000
2	WYA47	Wyandot	Bicycle friendly roadways	HHWP Community Action	2027	2029	Study on shared roadways in county with motor vehicles and bicycles	Wyandot County		$100,000
2	WYA49	Wyandot	Sidewalk installation on SR 53 on north end of Upper Sandusky	HHWP / City of Upper Sandusky	2030	2032	Sidewalk on 53 to connect residents to Upper Sandusky's hospital	Wyandot County		$100,000
2	WYA50	Wyandot	Love's Gas Station Intersection Study	City of Upper Sandusky	2027	2029	Study to see if Love's Gas Station interchange can be changed	Wyandot County		$200,000
3	AUG49	Auglaize	Shipman Road	City of St. Marys/County	2030	2040	Study feasability to extend Shipman Rd to Townline Kossuth. Would include ground/R/W purchase and railroad coordination			$10,000,000
3	AUG50	Auglaize	Road relocation needed for Airport Expansion	County/ODOT	2030	2040	Feasibility study, relocation, airport expansion	TBD		$10,000,000
3	AUG52	Auglaize	Multi Use Path along old rail line Minster to St. Marys	Min/NB/STM	2025	2050	Feasability study, proposal, construction	7th Street in Minster	St Marys	$5,000,000
3	AUG60	Auglaize	Bellfontaine Rd & Pearl St & Defiance Trail Improvements/Connections	City of Wapakoneta	2030	2040	Feasability study for intersection modification, new traffic signals, patterns, loops, etc.			
3	AUG61	Auglaize	North St/N Blackhoof St Reconstruction	City of Wapakoneta	2030	2040	Feasability study for intersection modification, new traffic signals, patterns, loops, etc.			

Table 5.10- Project Type - Study

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PROJECT TYPE-Transit

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location	Project Cost
1	PUT7	Putnam	Putnam Co. Public Transit Project	Putnam County Transportation Committee led by the Council on Aging	2025	2028	Project will implement the expansion of HHWP Community Action Commission's Public Transportation Program to Putnam County. This goal is outlined in Putnam County's 5-year Coordinated Public Transit-Human Services Transportation Plan as a public and private partnership.	Putnam County	$800,000
2	HAN57	Hancock	Downtown transfer center	HHWP Community Action	2027	2029	Project would build a downtown intermodal Finday transit transfer and intercity bus facility as HATS service structure adds fixed route service in the city.	Edge of downtown Findlay	$3,000,000
2	HAN118	Hancock	Bus stop infrastructure	HHWP Community Action	2027	2029	Project would fund the infrastructure needed for bus stops, for future fixed route service in Findlay.	Through out Findlay/Hancock County	$900,000
2	HAN119	Hancock	Public transit expanded hours	HHWP Community Action	2027	2029	Expand hours morning, evening hours and weekends	Hancock County	$300,000
2	HAN120	Hancock	Public transit operating funds	HHWP Community Action	2027	2029	Operating assistance up to 50 percent federal share	Hancock County	$850,000
2	HAN121	Hancock	Fixed route vehicles	HHWP Community Action	2027	2029	Up to 8 larger vehicles needed to operate fixed route service in Hancock County	Hancock County	$20,000,000
2	HAN122	Hancock	Replacement vehicles	HHWP Community Action	2027	2029	Replacement vehicles for paratransit service	Hancock County	$500,000
2	HAN123	Hancock	Public transit technology	HHWP Community Action	2027	2029	New transit apps for use in scheduling and passenger info.	Hancock County	$100,000
2	WYA5	Wyandot	Wyandot Transit Facility	HHWP Community Action	2027	2029	Project would build a new transit facility in Wyandot County that would also serve as an intermodal facility for future intercity bus service for Wyandot County.	Upper Sandusky	$1,500,000
2	WYA41	Wyandot	Public transit expanded hours	HHWP Community Action	2027	2029	Expand hours morning, evening hours and weekends	Wyandot County	$300,000
2	WYA42	Wyandot	Public transit operating funds	HHWP Community Action	2027	2029	Operating assistance up to 50 percent federal share	Wyandot County	$850,000
2	WYA44	Wyandot	Public transit technology	HHWP Community Action	2027	2029	New transit apps for use in scheduling and passenger info.	Wyandot County	$100,000
2	WYA45	Wyandot	Replacement vehicles	HHWP Community Action	2027	2029	Replacement vehicles for paratransit service	Wyandot County	$500,000

Table 5.11- Project Type - Transit

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PROJECT TYPE-Other

Tier	Project ID	Project County	Project Name	Project Sponsor	Fiscal Year Begin	Fiscal Year End	Project Description	Project Location		Project Cost
1	PUT14	Putnam	Airport Runup Improvements	Airport Board	2025	2028	Rehabilitate the runup (hammerhead) areas at the east and west ends of the runway.	W. End of Runway	E. End of Runway	$75,000
2	HAN110	Hancock	Bicycle safety and driver safety education	HHWP Community Action	2027	2029	Transportation safety education for all ages.	Hancock County		$20,000
2	HAN111	Hancock	Spin scooter implementation	HHWP Community Action	2027	2029	Enhance transportation options through use of escooters and bikes.	Hancock County		$20,000
2	PUT33	Putnam	Airport Runway Overrun Improvement	Airport Board	2029	2034	Enclose the open ditch at the end of the runway for improved safety for overruns/emergency landings.	TR J	400' S. of TR J	$500,000
2	PUT34	Putnam	Airport Power Line Relocation	Airport Board	2029	2034	Remove and reroute existing power lines along TR 7 south of TR J intersection for clearance of inbound and outbound planes.	TR J	500' S. of TR J	$100,000
2	WYA46	Wyandot	Bicycle safety and driver safety education	HHWP Community Action	2027	2029	Transportation safety education for all ages.	Wyandot County		$20,000
2	WYA48	Wyandot	Elm Hill Nature's Edge path	HHWP Community Action	2027	2029	ADA compliant handicapped-accessible walking path/multiuse path at park in Carey, OH	Wyandot County		$100,000

Table 5.12- Project Type - Other

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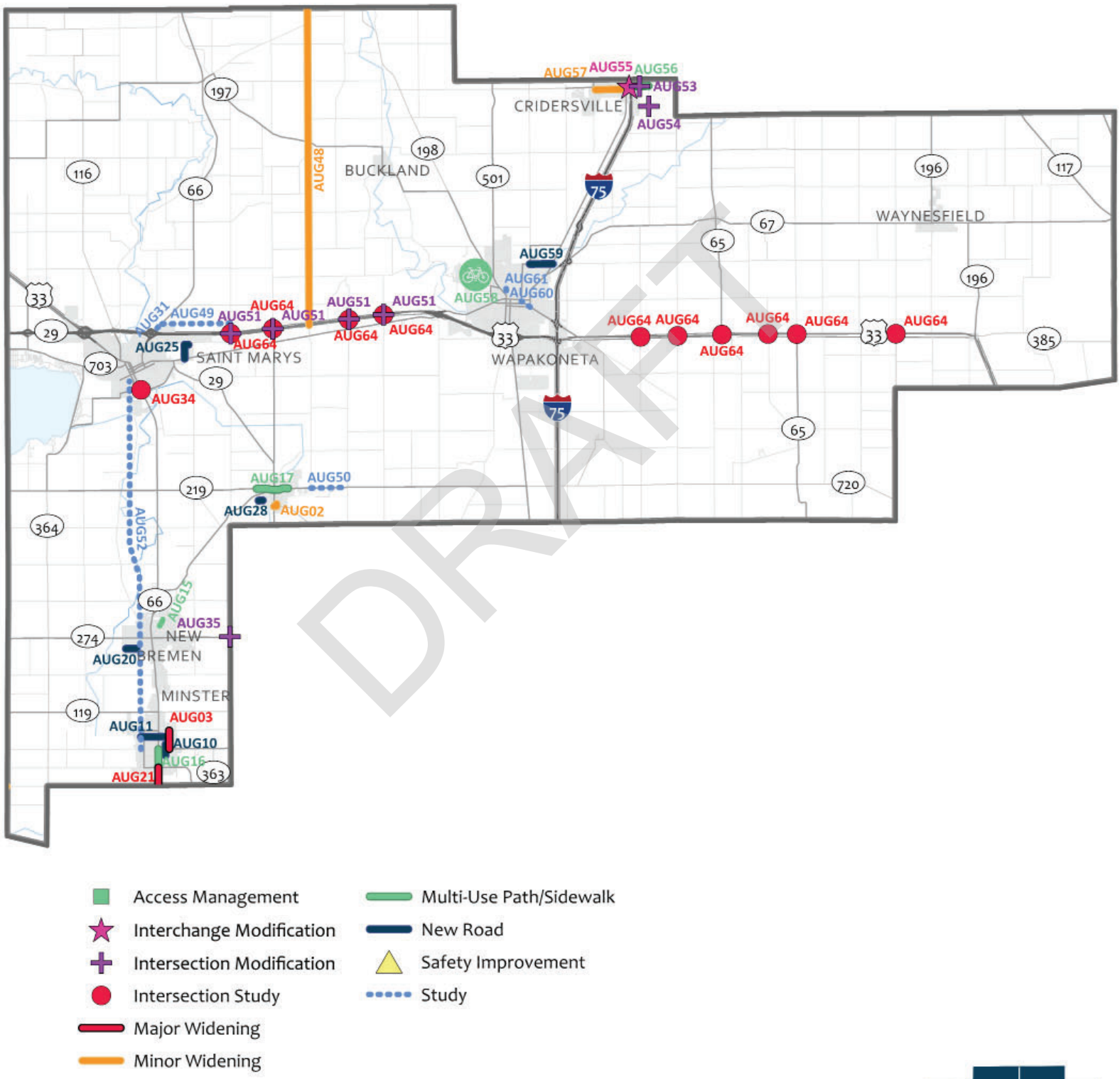
West Central Ohio
Rural Planning Organization

Long Range Transportation Plan Projects (Non-Maintenance Projects)

Auglaize County

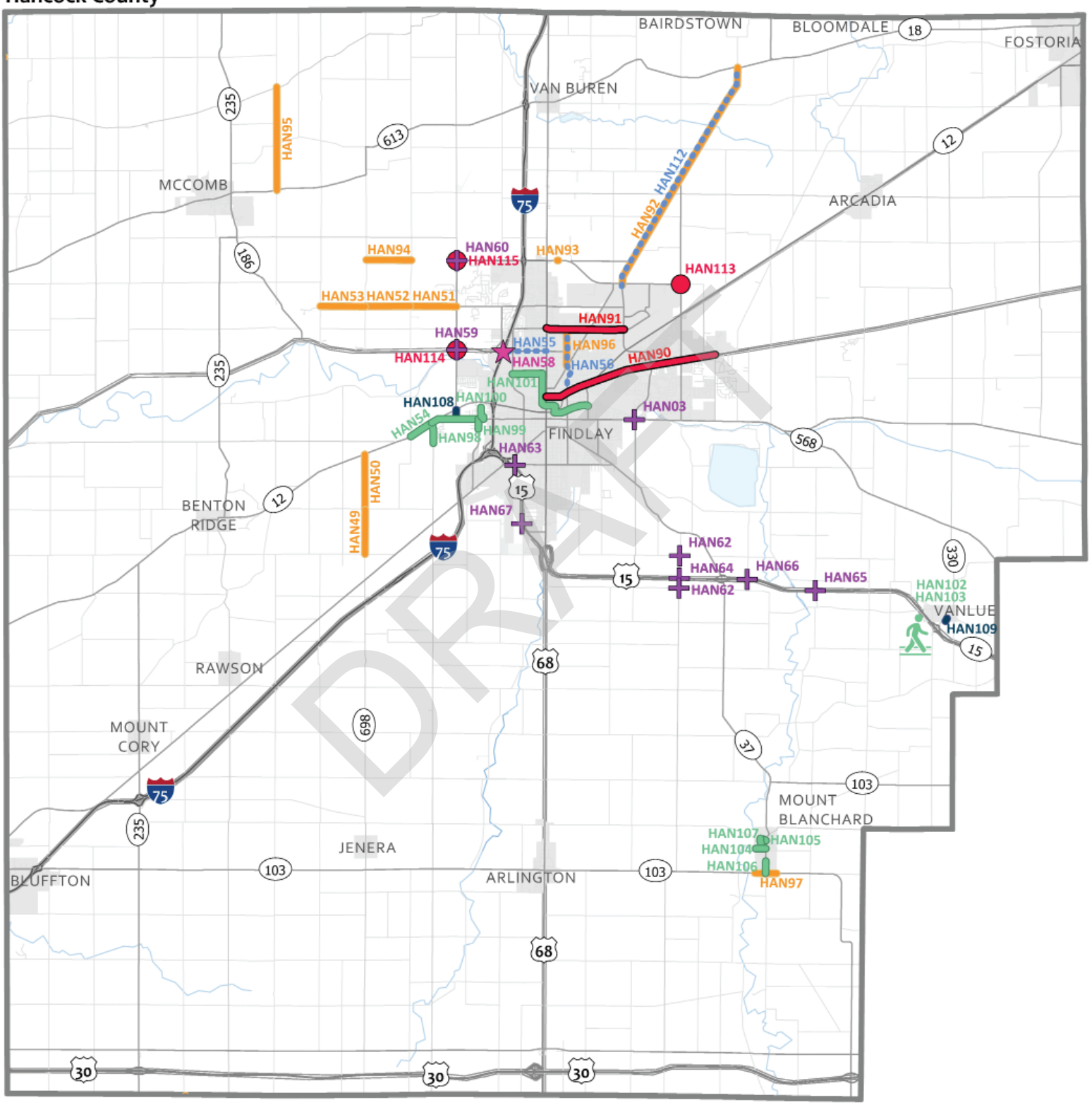


Map 5.1 - Auglaize County-Long Range Transportation Projects (Non-Maintenance Projects)

West Central Ohio
Rural Planning Organization

Long Range Transportation Plan Projects
(Non-Maintenance Projects)

Hancock County

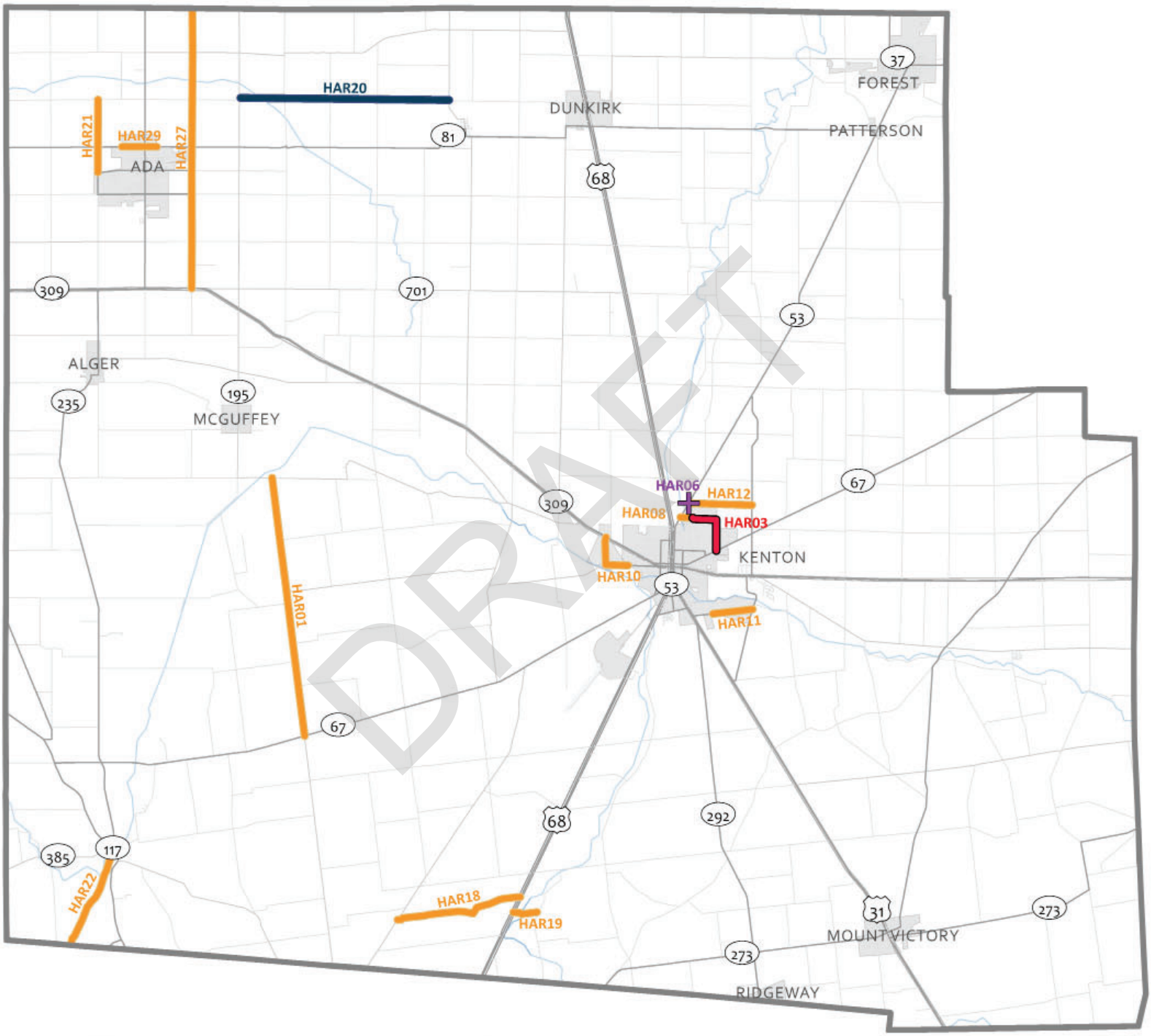


Map 5.2 - Hancock County-Long Range Transportation Projects (Non-Maintenance Projects)

West Central Ohio
Rural Planning Organization

Long Range Transportation Plan Projects (Non-Maintenance Projects)

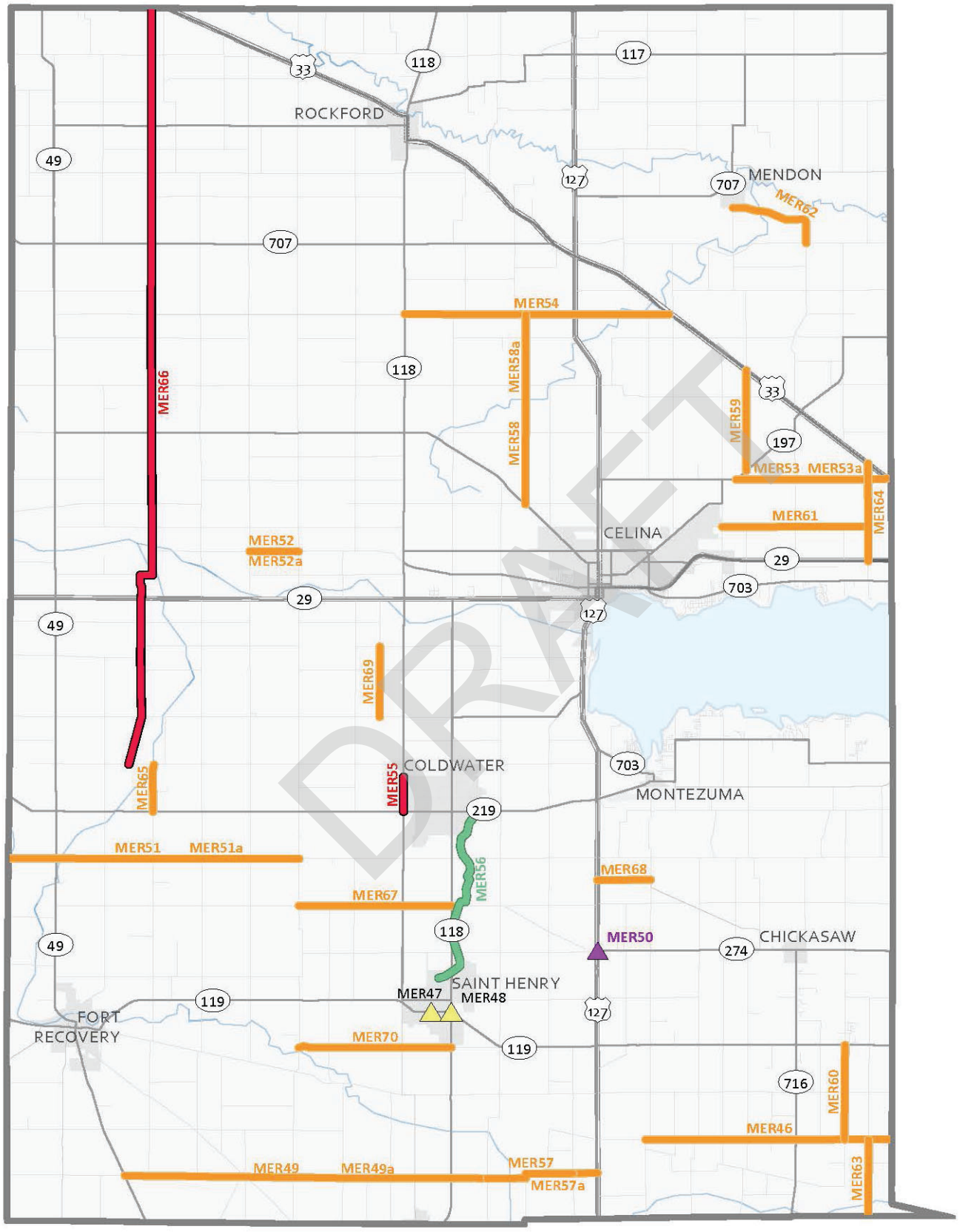
Hardin County



Map 5.3 - Hardin County-Long Range Transportation Projects (Non-Maintenance Projects)

West Central Ohio Rural Planning Organization
Long Range Transportation Plan Projects
(Non-Maintenance Projects)

Mercer County



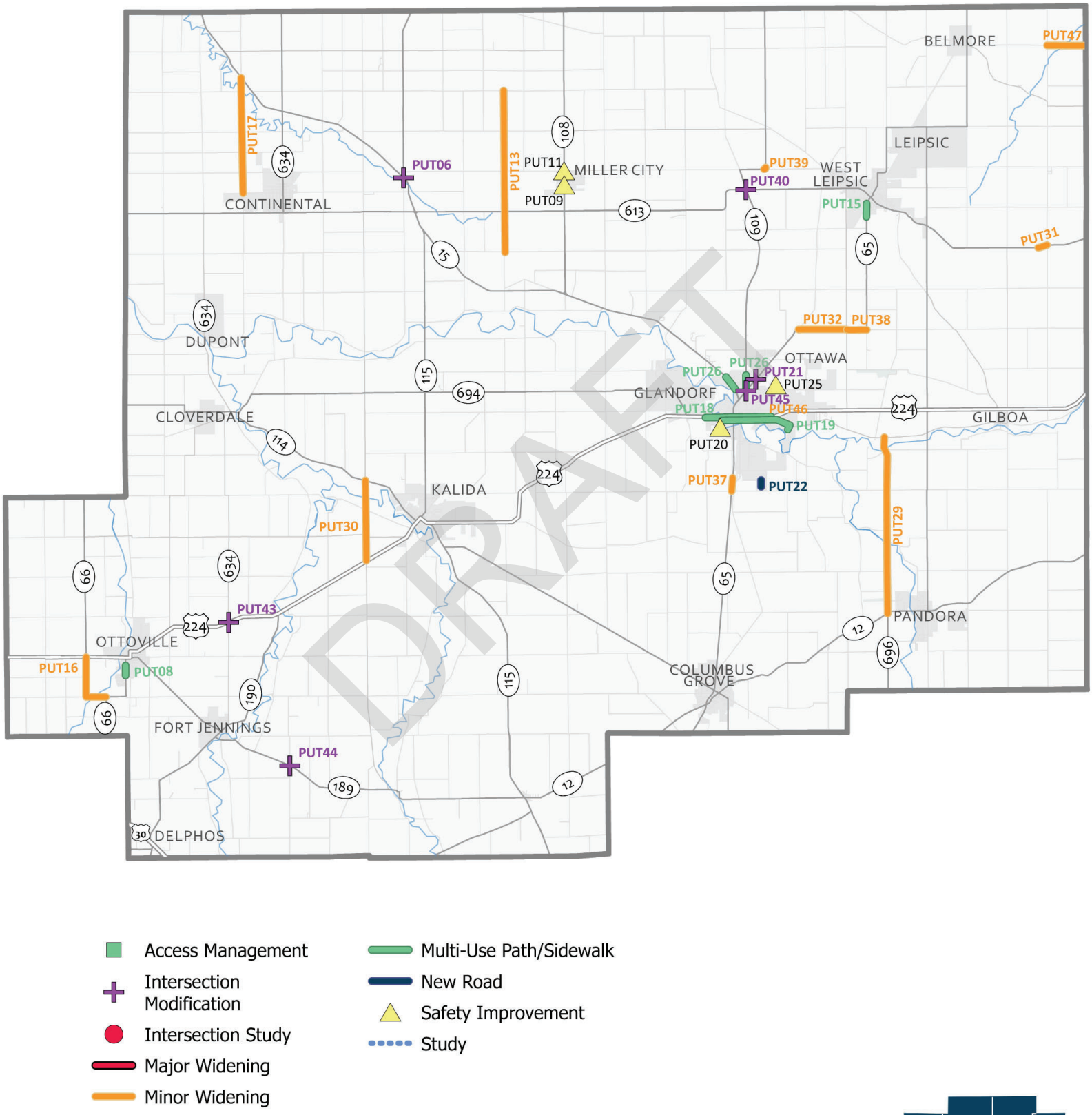
Access Management
Intersection Modification
Intersection Study
Major Widening
Minor Widening
New Road
Safety Improvement
Study
Multi-Use Path/Sidewalk

Map 5.4 - Mercer County-Long Range Transportation Projects (Non-Maintenance Projects)

West Central Ohio
Rural Planning Organization

Long Range Transportation Plan Projects (Non-Maintenance Projects)

Putnam County



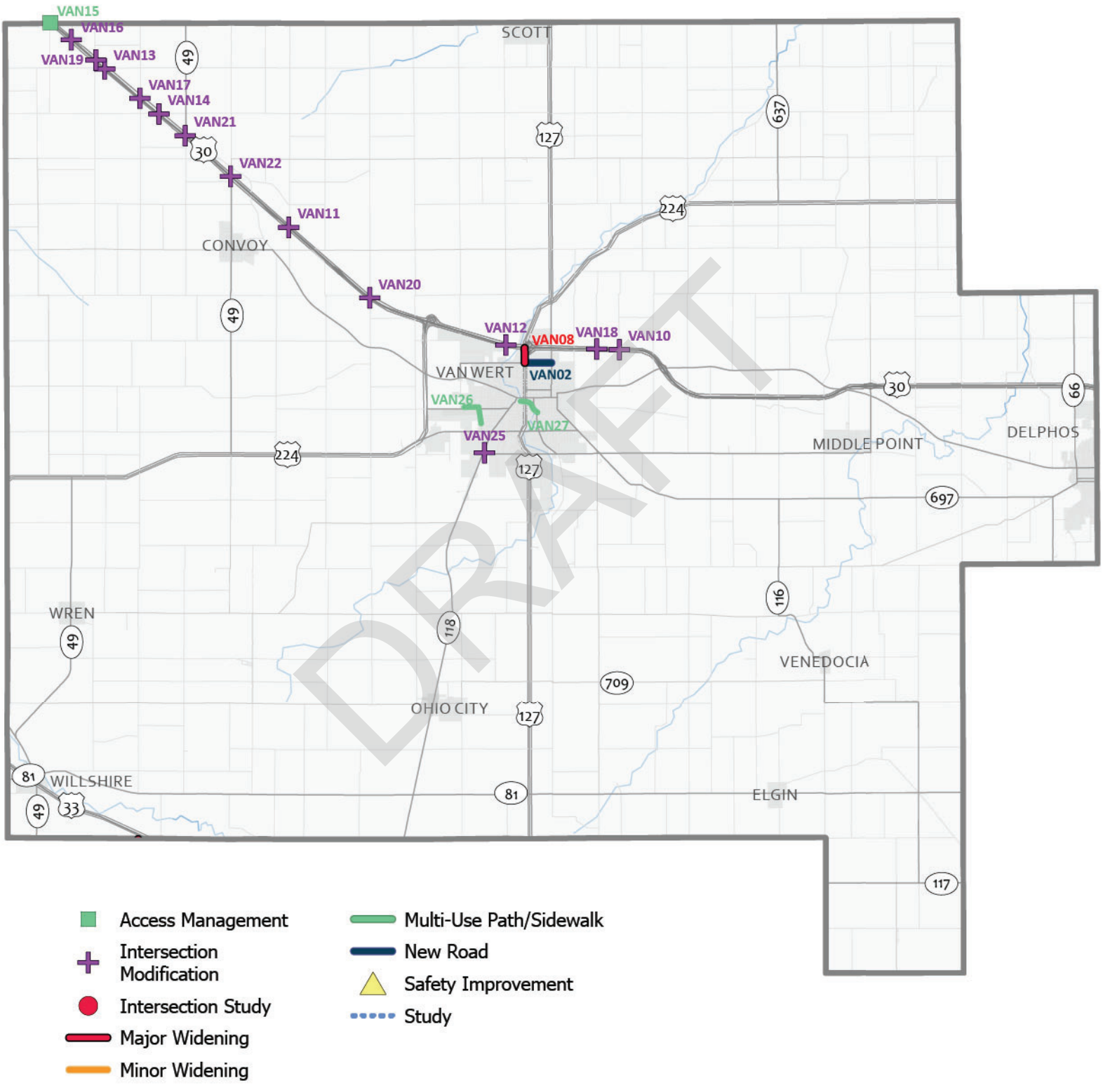
- Access Management
- Intersection Modification
- Intersection Study
- Major Widening
- Minor Widening
- Multi-Use Path/Sidewalk
- New Road
- Safety Improvement
- Study

Map 5.5 - Putnam County-Long Range Transportation Projects (Non-Maintenance Projects)

West Central Ohio
Rural Planning Organization

Long Range Transportation Plan Projects
(Non-Maintenance Projects)

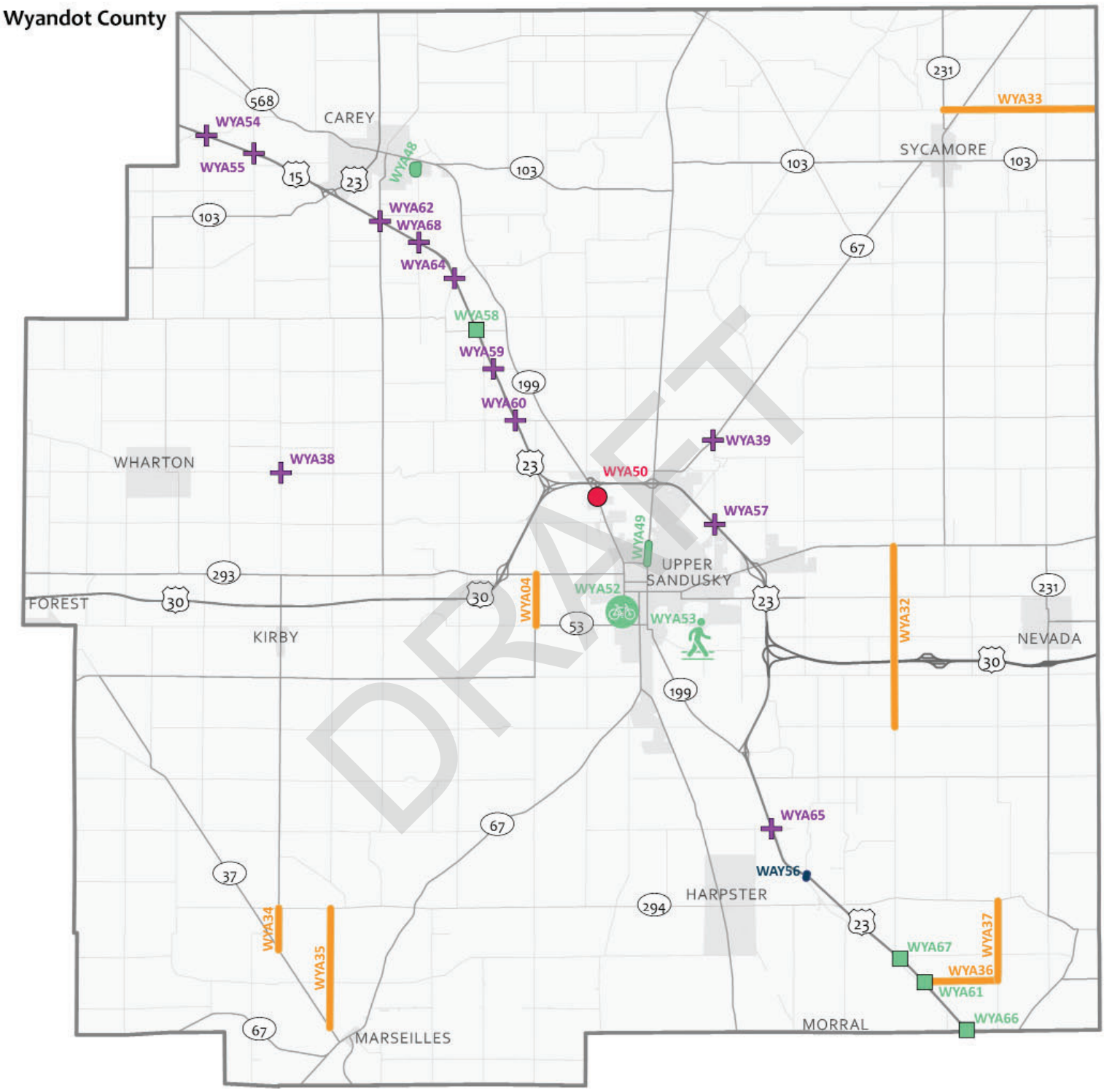
Van Wert County



Map 5.6 - Van Wert County-Long Range Transportation Projects (Non-Maintenance Projects)

West Central Ohio
Rural Planning Organization

Long Range Transportation Plan Projects
(Non-Maintenance Projects)



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Map 5.7 - Wyandot County-Long Range Transportation Projects (Non-Maintenance Projects)

Chapter 6 | Financial Analysis & System Performance

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Financial Analysis

Projecting regional transportation funding for a long-range plan is extremely challenging. Federal transportation funding sources have substantially increased in recent years, mainly through the passage of the IIJA in November 2021, that opened up billions of dollars for funding transportation projects in FFY 2023 through FFY 2026. However, the future of available federal transportation funds past SFY 2026 is largely unknown. Though WORPO's LRTP is not required to be fiscally constrained, cost estimates were developed for the projects included in the plan. These cost estimates are included in the project lists in Chapter 5. It should be noted that these cost estimates are extremely preliminary and will likely change as projects are developed further. Project cost inflation factors are from the Congressional Budget Office's report "The Budget and Economic Outlook 2024 to 2034" and projected at 2% annually. Revenue sources are projected to grow at an annual rate of 2% per year.

To determine future funding levels within the region, projects and funding allocated on the current Statewide TIP (2024 – 2027) for the seven-county region was used. Total transportation investments in the region equal $372.8 million dollars. Since projects identified within this LRTP were almost exclusively submitted by local and regional jurisdictions, ODOT sponsored projects on the STIP were removed from the future revenue calculation. The remaining locally sponsored highway projects (approximately $77 million dollars) and transit projects were quantified and an annual revenue growth projection of 2% was added as illustrated in Figure 6.1 - WORPO Revenue Projections through 2050. Based on this calculation, the region can anticipate approximately $719.2 million dollars over the life of this LRTP.

Project cost estimates were compiled for projects submitted by local jurisdictions included within the LRTP. To maintain a common comparison, any ODOT sponsored or co-sponsored projects (roughly 11% of all LRTP projects) were removed from this calculation. Each project was inflated annually at a rate of 2% based on each project's projected construction year (Year of End Dollars). See Figure 6.2 - WORPO Project Costs and Revenue. The total cost of projects within this LRTP equal $670.7 million dollars. Based on these calculations the LRTP is fiscally constrained.

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	All Highway Projects in STIP (non ODOT Sponsored)	All Transit Projects in STIP
STIP total in WORPO Region	$ 77,489,927	$ 8,584,459
2028	$ 19,759,931	$ 2,189,037
2029	$ 20,155,130	$ 2,232,818
2030	$ 20,558,233	$ 2,277,474
2031	$ 20,969,397	$ 2,323,024
2032	$ 21,388,785	$ 2,369,484
2033	$ 21,816,561	$ 2,416,874
2034	$ 22,252,892	$ 2,465,211
2035	$ 22,697,950	$ 2,514,515
2036	$ 23,151,909	$ 2,564,806
2037	$ 23,614,947	$ 2,616,102
2038	$ 24,087,246	$ 2,668,424
2039	$ 24,568,991	$ 2,721,792
2040	$ 25,060,371	$ 2,776,228
2041	$ 25,561,578	$ 2,831,753
2042	$ 26,072,810	$ 2,888,388
2043	$ 26,594,266	$ 2,946,156
2044	$ 27,126,151	$ 3,005,079
2045	$ 27,668,675	$ 3,065,180
2046	$ 28,222,048	$ 3,126,484
2047	$ 28,786,489	$ 3,189,014
2048	$ 29,362,219	$ 3,252,794
2049	$ 29,949,463	$ 3,317,850
2050	$ 30,548,452	$ 3,384,207
Totals	$ 647,464,424	$ 71,727,152
Grand Total	**$ 719,191,576**	

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Figure 6.1- WORPO Revenue Projections through 2050

County	Total Project Costs in 2024 Dollars	Total Project Cost in Year End Dollars*	Total Project Cost in Year End Dollars Less ODOT Sponsored Projects*
Auglaize	$163,164,859	$211,617,301	$144,920,858
Hancock	$188,520,592	$239,894,370	$238,644,606
Hardin	$54,450,000	$62,921,435	$44,946,566
Mercer	$92,084,700	$117,531,049	$117,531,049
Putnam	$50,426,155	$58,673,667	$48,921,712
Van Wert	$70,137,000	$91,230,435	$35,740,004
Wyandot	$48,445,000	$54,255,500	$40,021,081
Total	$667,228,306	$836,123,756	**$670,725,875**
Projected Regional Revenue through 2050			**$719,191,576**
Difference			**+$48,465,701**

Figure 6.2- WORPO Projected Costs and Revenue

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System Performance Management

Recent federal transportation bills have established a performance management process and requirements for states, metropolitan planning organizations (MPOs) and public transit agencies. By applying local metrics to a set of national performance goals, these agencies can monitor the performance of their transportation network, prioritize transportation investments and evaluate the effectiveness of those transportation investments toward improving the overall system.

ODOT adopted the following system performance measures detailed below with Access Ohio 2045. WORPO will adopt applicable ODOT system performance measures for evaluating the performance of this LRTP.

PM1 - Safety

The first category of transportation performance measures are the Safety measures. These measures help to understand the overall safety of Ohio's transportation network. The Safety performance measures are applicable to all public roads covered by Ohio's annual Highway Safety Improvement Program (HSIP), per 23 CFR 490.203.

ODOT is striving for a 2% annual reduction in each of the five federally-required safety performance measures. These safety performance measures include the following:

- Number of Fatalities
- Number of Serious Injuries
- Fatality Rate
- Serious Injury Rate
- Frequency of non-motorized fatalities and serious injuries

PM2 – Pavement and Bridge Condition

The second category of transportation performance measures are the Pavement and Bridge condition measures. These measures help to understand the overall physical condition of Ohio's roadway pavements and bridges – specifically, the percentage of these pavements and bridges are in "Good" or "Poor" condition. Please note that not all roadways and bridges are included – only those located on the National Highway System (NHS), which includes all interstates, most U.S. and state routes, as well as some local roads/bridges that connect to critical infrastructure such as airports, shipping terminals, etc. All of the PM2 performance measures require the state to set four-year targets and many of them also require two-year targets. Data will be collected and analyzed during each of these time periods to help assure the state's transportation investments are maintaining Ohio's pavement and bridge

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Target Areas	Performance Measures	Network	Target Adopted
PM1 - Safety	Number of Fatalities	All Public Roads	1,172
	Rate of Fatalities		1.05
	Number of Serious Injuries		7,270
	Rate of Serious Injuries		6.51
	Number of Non-Motorized Fatalities and Serious Injuries		835
PM2 – Pavement Condition	Percentage Interstate System in Good Condition	Interstate System	> 55%
	Percentage Interstate System in Poor Condition		< 1%
	Percentage non- Interstate System in Good Condition	NHS Non-Interstate	> 40%
	Percentage non-Interstate System in Poor Condition		< 2%
PM2 – Bridge Condition	Percentage of NHS bridges by deck area in Good condition	NHS	> 55%
	Percentage of NHS bridges by deck area in Poor condition		< 3%
PM3 – NHS Travel Time Reliability	Percent of Person-Miles Traveled on the Interstate System that are Reliable	Interstate System	> 85%
	Percent of Person-Miles Traveled on the Non-Interstate System that are Reliable	NHS Non-Interstate	> 80%
PM3 - Freight	Truck Travel Time Reliability (TTTR) Index	Interstate System	< 1.5
Transit – Transit Asset Management Plan	Transit – Capital State of Good Repair	N/A	See ODOT 2022 TAMPS
Transit – Public Transportation Agency Safety Plan	Fatalities	N/A	-2%
	Injuries		
	Safety Events		2%
	System Reliability		

Figure 6.3- ODOT Performance Targets (Performance Measures highlighted in red are not applicable to WORPO)

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infrastructure in a state of good repair.

PM3 – Reliability, Congestion, and Air Quality
The third category of transportation performance measures are the System Performance/ Reliability metrics. There are four sets of performance measures required by the PM 3 regulations which include Travel Time Reliability, Peak Hours of Excess Delay, Percent Non-Single Occupant Vehicle Travel, and Air Quality Emissions Reduction. These measures are not statewide in nature, but instead only apply to Ohio's largest metropolitan areas. **As such, PM3 is not applicable to the WORPO region.**

Transit Performance
It is also important to understand how Ohio's mass transit/public transportation assets are performing. The Federal Transit Administration (FTA) has established a number of transit performance measures to achieve this end.

Transit Asset Management (TAM) performance measures help identify whether a state's transit infrastructure is in a state of good repair. Agencies must analyze statewide transit assets (revenue vehicles, other vehicles/equipment and facilities), comparing their actual age to established targets. Assets that are beyond their useful lives will detract from Ohio being able to meet its statewide targets. Note that ODOT will only track transit agencies that participate in the TAM Group Plan which includes Tier II transit providers. Tier II providers are rural (Section 5310 and Section 5311) or Section 5310 agencies in smaller urban areas.

Safety Performance Measures quantify specific transit operations incidents to determine the level of safety offered by the statewide transit network. The four areas in which statistics are tracked include fatalities, injuries, safety events, and system reliability.

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