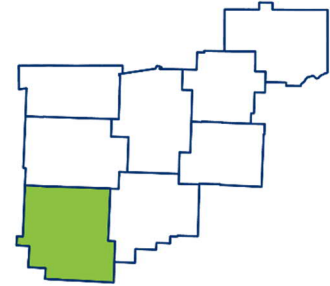


MUSKINGUM COUNTY

The Ohio Mid-Eastern Governments Association (OMEGA) has partnered with the Ohio Department of Transportation (ODOT) to develop a Regional Safety Plan (RSP) to improve transportation safety in eastern Ohio. Muskingum County is one of the eight member governments that will benefit from being included in this safety plan.



The United States Census Bureau estimates the 2019 population of Muskingum County at 86,215 residents. The county spans an area of 673 square miles with more than 1,680 miles of public roadways¹. Although bicycle, pedestrian, and other active transportation amenities are available, and Ohio State Bicycle Route 50 runs through the northern part of the county, most residents in this county rely on cars and other vehicles as their main mode of transportation.

SAFETY OVERVIEW

The OMEGA RSP has identified the reduction of fatalities and serious injuries as the primary goal of the plan. Table 1 below shows that within Muskingum County, there were a total of 111 fatalities and 723 serious injuries resulting from traffic collisions from 2010-2019. Two years, 2010 and 2019 (with 15 fatalities), are tied for the highest number of fatalities with 2012 (14) and 2014 (13) in second and third place, respectively. The frequency of fatalities that occurred each year typically hovered around the ten-year annual average. Serious injuries peaked at 105 in 2017 while hitting a ten-year low of 54 in 2011. Table 1 shows that the frequency of serious injuries that occurred each year typically hovered within 10 injuries on either side of the ten-year annual average.

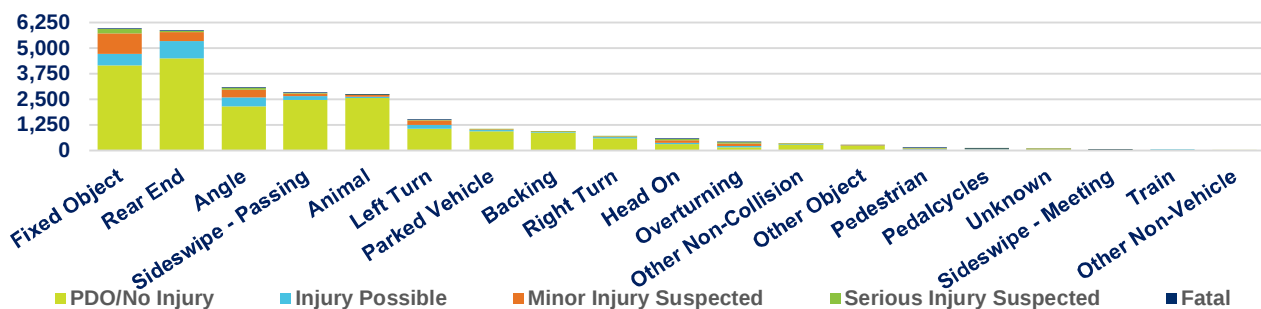
Table 1: Muskingum County Fatalities and Serious Injuries, 2010-2019

YEAR	FATALITIES	SERIOUS INJURIES
2010	15	64
2011	9	62
2012	14	54
2013	9	82
2014	13	66
2015	10	91
2016	6	81
2017	9	105
2018	11	56
2019	15	62
10-YEAR TOTAL	111	723
ANNUAL AVERAGE	11	72

■ YEAR WITH THE HIGHEST VALUE FOR EACH RESPECTIVE COLUMN

Figure 1 shows that the leading crash types for all crash severities in Muskingum County is fixed object crashes (23%) followed by rear end crashes (22%), angle crashes (12%), and sideswiping-passing crashes (11%). The Muskingum County crash type distribution follows the same general trends as the OMEGA regional crash breakdown.

Figure 1: Muskingum County Crashes by Type and Severity, 2010-2019



¹ Ohio County Profiles 2020 Edition, Ohio Development Services Agency Office of Research, <https://www.development.ohio.gov/files/research/C1061.pdf>

COUNTY SAFETY STRATEGIES

Muskingum County is currently working to improve safety on their roadways and to reduce crashes through a variety of efforts including:

- Improving signage and pavement markings as part of their annual resurfacing program.
- Vegetation control to improve sight distance and visibility.
- Community outreach to high-risk drivers and the general motoring public through Safe Communities.
- Participation in national education and enforcement campaigns.

EMPHASIS AREAS

Emphasis areas are groupings of crashes related to circumstances, locations, involved persons, or crash types. One crash may represent several emphasis areas (i.e. an impaired younger driver who is killed in a roadway departure crash would be represented in the young driver, roadway departure, and alcohol involvement emphasis areas). The Strategic Highway Safety Plan developed by ODOT identifies ten emphasis areas to improve safety across the state. The OMEGA RSP evaluated ten years of crash data (2010-2019) to determine emphasis areas from the SHSP that best captured the traffic safety challenges within the region. Five emphasis areas were chosen to represent the OMEGA region including:

- Roadway departures
- Intersections
- Speed
- Unrestrained occupants
- Non-motorized users (bicycle/pedestrian/buggies/other non-motorists)

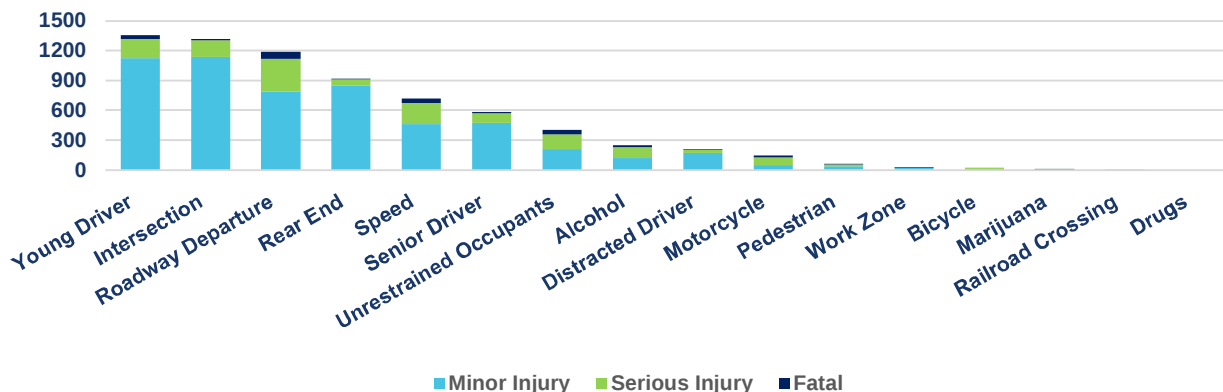
While these emphasis areas help to define the regional safety challenges and focus the RSP towards the most critical crash trends, it was decided to also include distracted driving as an additional emphasis area for Muskingum County. While distracted driving may not be a top emphasis area for fatal and severe crashes, as shown in Figure 2, there was a strong agreement that distracted driving is on the rise and should be addressed now, before crashes escalate to a significant share of fatal and serious injuries in the county.

Talking Points

Representatives from Muskingum County identified several areas of concern for the county including:

- The terrain/ natural environment limits the width of the clear zones and the ability to achieve ideal roadside conditions.
- Seatbelt usage and enforcement is difficult because it is challenging to change the culture and mindset of local motorists.
- Distracted driving.
- Amish buggies and active transportation related to Amish travel.
- Pedestrian fatalities and accidents.
- Challenges surrounding an aging population.

Figure 2: Emphasis Area Overview for Fatal, Serious Injury and Minor Injury Crashes in Muskingum County, 2010-2019



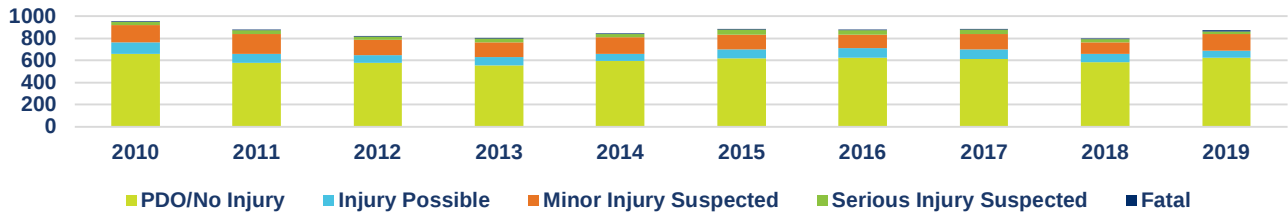
Muskingum County Emphasis Areas



Roadway Departure

Roadway departure crashes accounted for 31% of all crashes that occurred on all roads in the county and 30% of all crashes that occurred on roads that are off the state system in Muskingum County from 2010-2019. Roadway departure fatal crashes overlapped with other emphasis area including speeding (53% of fatal roadway departure crashes), unrestrained drivers (53%), younger drivers (31%), alcohol-related crashes (24%), and older drivers (16%). These crashes typically resulted in collisions with fixed objects, but also include collisions with oncoming vehicles. Figure 3 shows that despite slight fluctuations over the years, the number of roadway departure crashes has remained relatively constant from 2010-2019.

Figure 3: Roadway Departure Total Annual Crashes by Severity in Muskingum County, 2010-2019



Muskingum County Roadway Departure Action Steps:

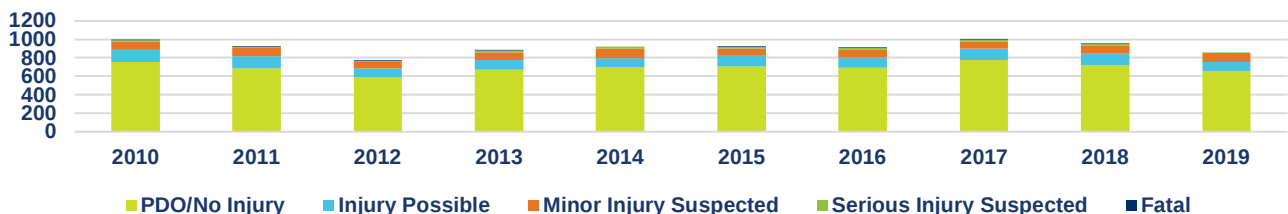
- As part of the county's ongoing resurfacing program each segment of roadway being resurfaced will be evaluated to determine whether to include raised pavement markings, LED curve warning signs, chevron signs within curves, and/or upgraded pavement markings as part of the resurfacing project.
- Expand rumble strip use.
- Identify and prioritize corridors that need to be widened.



Intersections

Intersection-related crashes accounted for 34% of all crashes that occurred on all roads in the county and 42% of all crashes that occurred on roads that are off the state system in Muskingum County. In terms of overlapping emphasis area crashes for intersections, crashes involving younger drivers (56%) are the most common followed by unrestrained drivers (44%), speed-related (38%), and crashes involving motorcycles, alcohol, and older drivers (31% each). Annual crash trends by year are shown in Figure 4. From 2010-2019, the frequency of intersection-related crashes fluctuated. The lowest number occurred in 2012 (772). The trend increased each year until 2017 when 1,002 crashes occurred. After 2017, the trend decreased. Within Muskingum County, 39% of fatal intersection-related crashes were angle crash types followed by rear-end crashes at 15% and left turn crashes at 14%.

Figure 4: Intersection-Related Total Annual Crashes by Severity in Muskingum County, 2010-2019



Muskingum County Intersections Action Steps:

- Work to upgrade signal equipment and retune signals in the City of Zanesville.
- Use LED advanced warning signs at hot-spot intersections (City and County Roads).

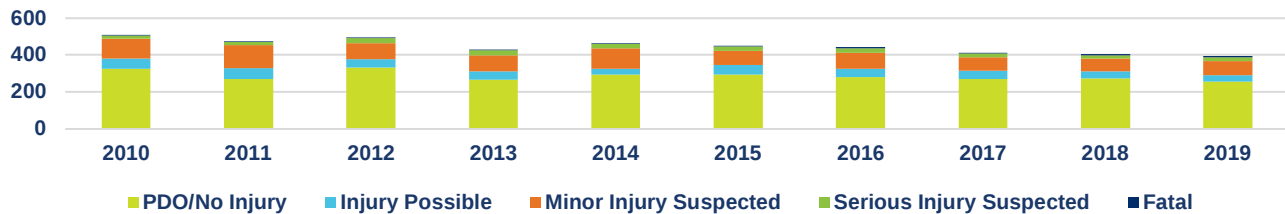
Speed



Speed-related crashes accounted for 15% of the crashes that occurred on all roads in the county and 13% of the crashes that occurred on roads that are off the state system countywide. As shown in Figure 5, after a high of 507 crashes in 2010, speeding-related crashes fluctuated each year until

2014. Since 2014, speeding-related crashes decreased each year. The most significant contributing factor within speeding-related crashes were roadway departure crashes (86% of fatal speeding crashes) followed by unrestrained occupants (56%), young driver (42%), and alcohol-related crashes (30%). Approximately 60% of fatal speeding-related crashes occurred off of the state system. Of these crashes, 34% occurred on county roads, 10% occurred on township roads and 15% occurred on city/ village roads.

Figure 5: Speed-Related Total Annual Crashes by Severity in Muskingum County, 2010-2019



Muskingum County Speeding Action Steps:

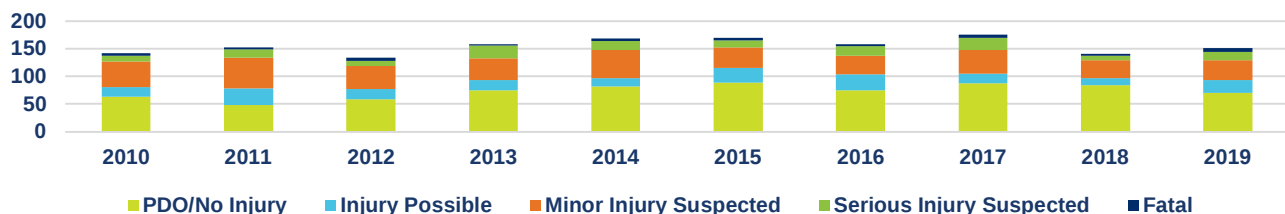
- Work with OMEGA to develop a region-wide list of traffic safety stakeholders, public agencies, and local businesses as a mailing list for dissemination of national traffic safety marketing campaign materials from NHTSA's Traffic Safety Marketing services.
- Implement dynamic speed feedback sign program in City of Zanesville.
- Engage law enforcement by sharing the Muskingum County Sub-Plan with Zanesville City Police.



Unrestrained Occupants

Crashes that involved unrestrained occupants were the second highest contributor to fatalities, following roadway departures, from 2010-2019. As shown in Figure 6, unrestrained occupant crashes accounted for 44 fatalities in Muskingum County during this time. Restraint use is a cross cutting emphasis area as proper restraint use by all occupants is one way to reduce the severity of crashes across almost all other emphasis areas. Unlike other emphasis areas where crashes typically follow hourly traffic trends, unrestrained occupant fatalities and serious injuries occur throughout the day and night with no discernable tie to traffic trends.

Figure 6: Unrestrained Occupants Total Annual Crashes by Severity in Muskingum County, 2010-2019



Muskingum County Unrestrained Occupants Action Steps:

- Work with OMEGA to develop a region-wide list of traffic safety stakeholders, public agencies, and local businesses as a mailing list for dissemination of national traffic safety marketing campaign materials from NHTSA's Traffic Safety Marketing services.
- The County, Cities, Villages and other public agencies will maintain and expand their ongoing seatbelt usage rules in County, City and Village vehicles.
- Engage law enforcement by sharing the Muskingum County Sub-Plan with Zanesville City Police.

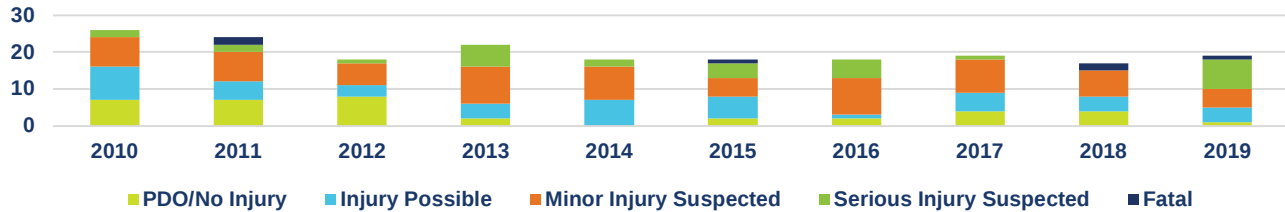


Non-Motorized Users (Bicycle/Pedestrian/ Buggies/ Other Non-Motorists)

Non-Motorized Users was added as an emphasis area to the OMEGA RSP based on the feedback from representatives across the region and the higher severity of crashes involving active transportation, as shown in Figure 7. Throughout both the region and Muskingum County, bicycle and pedestrian crashes represent a wide array of challenges. From developing bike and pedestrian facilities in larger

urban/ suburban areas like Zanesville to alerting motorists to potential bicycles/ pedestrians on rural/ remote roadways, this emphasis area includes many scenarios that can be classified as rare but high risk. Unlike other emphasis areas, active transportation crashes are more likely to result in an injury than a property damage only crash.

Figure 7: Non-Motorized User Total Annual Crashes by Severity in Muskingum County, 2010-2019



Muskingum County Non-Motorized User Action Steps:

- Work with OMEGA and Zanesville City Schools on developing Safe Routes to School Plan.

Equivalent Property Damage Only Crash Frequency

An important aspect of reducing fatalities and serious injuries is the improvement of targeted locations through the deployment of crash countermeasures. Identification of high crash and high risk segments allow agencies to effectively target both infrastructure and behavioral countermeasures. While there are many ways to screen a roadway network, the equivalent property damage only (EPDO) crash frequency is a way to quantify and compare crash frequencies and severities of crashes by relating them to property damage only (no injury) crashes. Crashes are assigned to roadway segments in the county. Property damage only crashes are assigned a value of 1 then each subsequent severity is given a relatively higher weighted value. The sum of the weighted crashes for each segment is the EPDO score. This method shows a better relationship between crash trends as locations with higher frequency and higher severity of crashes have a higher EPDO score. The 'High Crash Location' map and table use these scores to highlight road segments that are more susceptible to more frequent crashes or those that result in more serious injuries.

An example EPDO crash rate calculation for a segment in Muskingum County with the highest EPDO crash frequency are as follows:

CR-7 from MP 3.43 to MP 3.61:

Crash Severity	2015-2019 Observed Crashes	ODOT Severity Crash Weighting	EPDO Total Value
Fatal and Serious Injury (KA)	1	37.93	37.93
Minor Injury (B)	1	6.55	6.55
Possible Injury (C)	0	4.44	0
Property Damage Only (O)	0	1	0
Total	1	-	44.48

To calculate the EPDO crash rate the following formula is used:

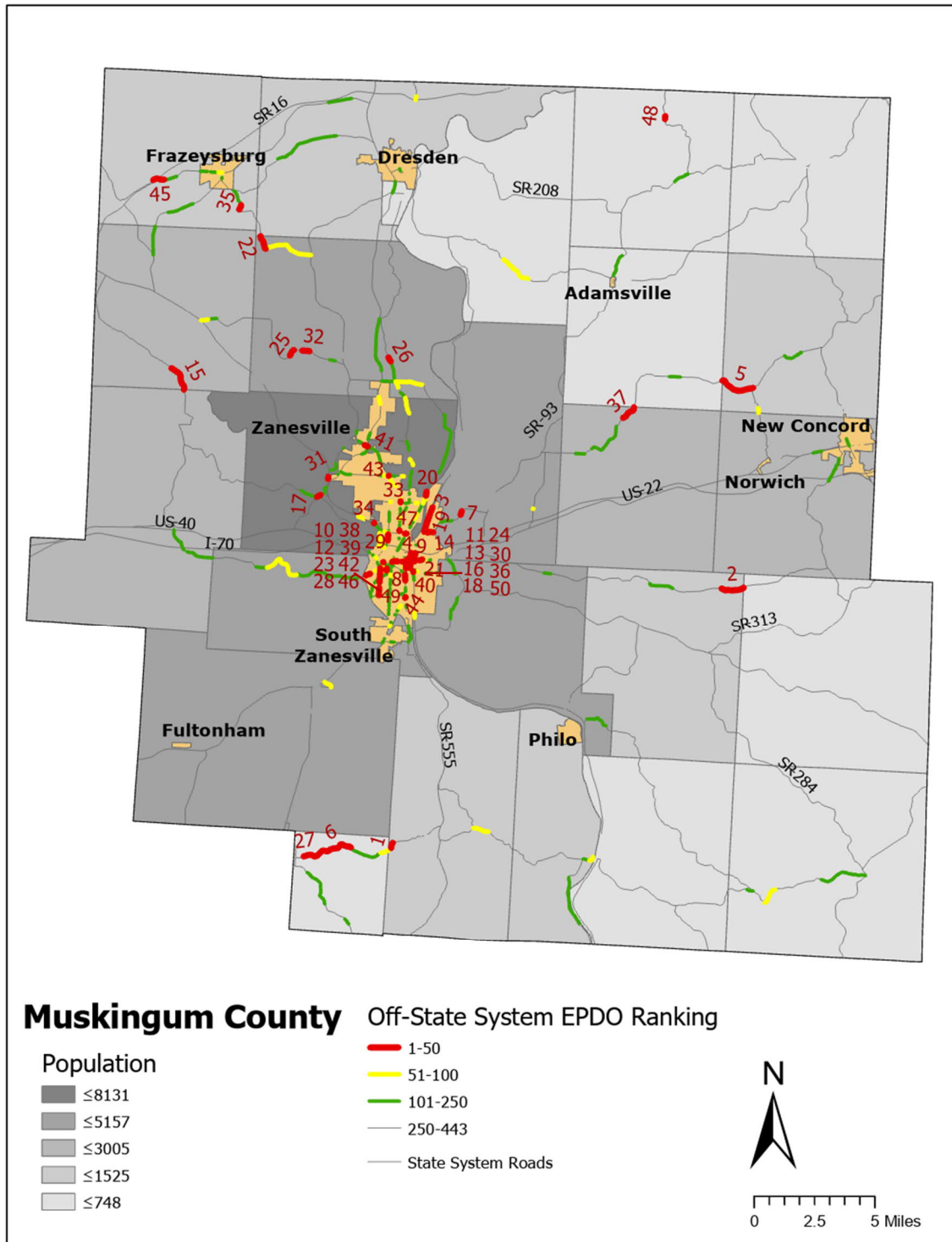
$$EPDO \text{ Crash Rate} = \frac{C \times 1,000,000}{N \times V \times 365 \times L} = \frac{44.48 \times 1,000,000}{5 \times 551 \times 365 \times 0.184} = 240.40$$

Where:

- C = EPDO Total Value from the table above (44.48)
- N = Number of years of crash data used (5 years)
- V = Streetlight estimated daily traffic volume (551 vpd)
- 365 = days in a year
- L = Length of the corridor in miles (0.184)

HIGH CRASH SEGMENTS

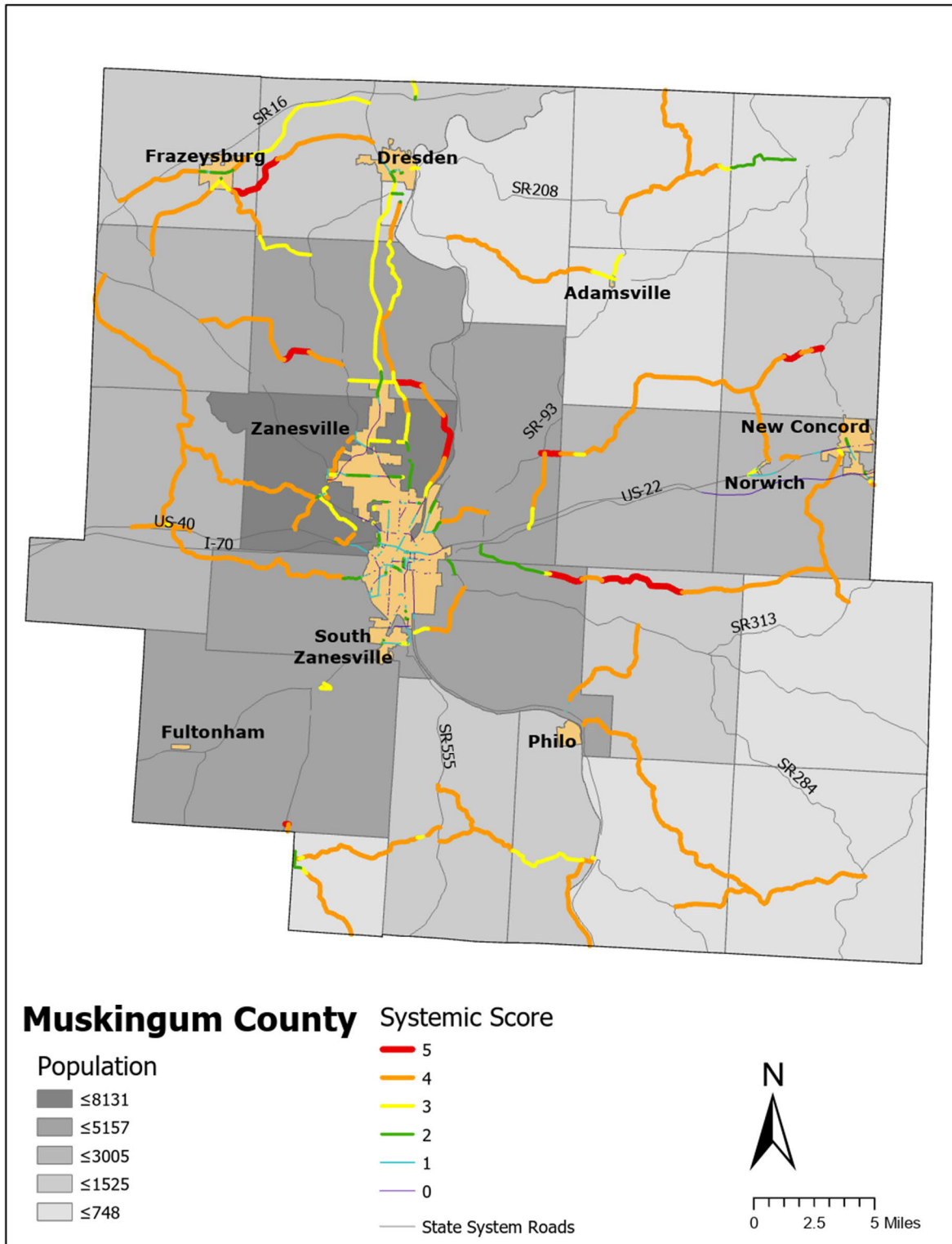
The following segments represent the top crash rate segments by crash severity in Muskingum County. The road segment with the highest frequency and severity of crashes in Muskingum County is Cannelville Road (CR-7) between the mile points 3.43 and 3.61. Safety improvements and infrastructure projects at these locations will address the areas in the county with the highest history of crashes.



County Rank	Route Type	Route Number	Begin Mile Point	End Mile Point	Street Name	Jurisdiction	EPDO Crash Rate
1	CR	7	3.43	3.61	CANNELVILLE RD	County	240.4
2	CR	22	2.54	3.28	CLAY PIKE RD	County	142.4
3	SR	666	1.31	1.51	LEWIS DR	Municipal	122.7
4	US	40	11.57	11.77	MAIN ST	Municipal	120.0
5	CR	64	7.52	8.64	NORFIELD RD	County	96.2
6	CR	7	0.96	1.97	CANNELVILLE RD	County	85.7
7	CR	694	1.31	1.43	ADAMSVILLE RD	County	72.6
8	SR	60	0.24	0.42	7TH ST	Municipal	70.1
9	US	22	12.06	12.21	9TH ST	Municipal	69.6
10	CR	2009	0.12	0.23	LUCK AVE	Municipal	67.1
11	US	22	12.21	12.40	GREENWOOD AVE	Municipal	67.0
12	CR	34	7.46	7.65	RIDGE AVE	Municipal	65.2
13	SR	60	0.13	0.24	7TH ST	Municipal	61.8
14	CR	694	0.00	0.19	ADAMSVILLE RD	Municipal	56.9
15	CR	408	1.05	1.91	PLEASANT VALLEY RD	County	55.2
16	CR	2016	0.14	0.34	MARKET ST	Municipal	54.9
17	SR	146	10.39	10.71	NEWARK RD	Municipal	54.5
18	US	22	0.48	0.67	7TH ST	Municipal	51.6
19	SR	666	0.69	1.31	LEWIS DR	Municipal	51.3
20	CR	3	2.33	2.47	LINDEN AVE	County	50.1
21	US	22	12.40	12.53	GREENWOOD AVE	Municipal	49.2
22	CR	48	1.57	2.02	SHANNON RD	County	48.3
23	CR	2003	0.00	0.24	BRIGHTON BLVD	Municipal	48.3
24	US	22	11.88	12.06	6TH ST	Municipal	47.4
25	CR	500	3.98	4.21	CREAMERY RD	County	45.3
26	CR	2	5.25	5.40	DRESDEN RD	County	44.6
27	CR	7	0.27	0.96	CANNELVILLE RD	County	41.4
28	US	40	10.93	11.24	MAIN ST	Municipal	38.2
29	SR	60	0.49	0.69	BLUE AVE	Municipal	35.9
30	CR	2020	0.00	0.27	5TH ST	Municipal	35.5
31	CR	35	5.48	5.61	DILLON FALLS RD	County	35.4
32	CR	500	4.47	4.70	CREAMERY RD	County	35.2
33	SR	60	18.91	19.01	MAPLE AVE	Municipal	34.4
34	TR	297	0.00	0.45	ADAMS LN	Township	34.2
35	CR	48	3.32	3.48	SHANNON RD	County	33.9
36	US	40	11.24	11.44	MAIN ST	Municipal	32.4
37	CR	64	3.31	3.83	NORFIELD RD	County	31.7
38	CR	2003	0.41	0.62	BRIGHTON BLVD	Municipal	31.5
39	SR	60	18.00	18.16	MAPLE AVE	Municipal	31.2
40	SR	60	16.32	16.64	9TH AVE	Municipal	30.2
41	SR	60	21.06	21.17	FRAZEYSBURG RD	Municipal	30.1
42	CR	34	7.32	7.46	RIDGE AVE	Municipal	30.1
43	SR	60	19.86	20.10	MAPLE AVE	Municipal	29.8
44	US	22	10.82	11.03	MAYSVILLE AVE	Municipal	29.4
45	CR	616	1.23	1.60	RAIDERS RD	County	29.3
46	CR	2003	0.62	0.86	BRIGHTON BLVD	Municipal	29.2
47	SR	60	17.70	18.00	ADAIR AVE	Municipal	27.7
48	CR	14	2.43	2.53	FERNCLIFF RD	County	27.1
49	US	22	11.38	11.57	PUTNAM AVE	Municipal	26.9
50	SR	60	16.88	17.28	UNDERWOOD ST	Municipal	26.8

HIGH RISK SEGMENTS

The following segments represent locations most at risk for a fatal and serious injury crash based on risk factors determined for the OMEGA Region and are not based on crash history. Infrastructure projects at these locations will address potential safety challenges proactively, potentially preventing or reducing the severity of crashes.



Route Type	Route Number	Begin Mile Point	End Mile Point	Street Name	Jurisdiction	Risk Score	Risk Factors Present
CR	2	3.47	3.97	DRESDEN RD	County	4	<12' Lanes, ADT 2,000 - 4,000, County Rd, 45 - 55 mph
CR	2	4.91	6.68	DRESDEN RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	3	2.80	3.19	LINDEN AVE	County	4	<12' Lanes, ADT 2,000 - 4,000, County Rd, 45 - 55 mph
CR	3	3.19	3.72	NORTH RIVER RD	County	4	<12' Lanes, ADT 2,000 - 4,000, County Rd, 45 - 55 mph
CR	3	3.72	5.19	NORTH RIVER RD	County	5	<12' Lanes, ADT 2,000 - 4,000, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	3	5.19	6.40	NORTH RIVER RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	3	6.40	7.26	RICHVALE RD	County	5	<12' Lanes, ADT 2,000 - 4,000, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	5	2.63	3.69	CLAY PIKE RD	County	5	<12' Lanes, ADT 2,000 - 4,000, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	5	3.69	4.36	CLAY PIKE RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	5	4.36	5.90	CLAY PIKE RD	County	5	<12' Lanes, ADT 2,000 - 4,000, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	6	0.00	3.59	OLD RIVER RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	7	0.00	0.14	1ST ST	Municipal	4	<12' Lanes, ADT 2,000 - 4,000, Rural 2 Lane Rd, 45 - 55 mph
CR	7	0.27	4.45	CANNELVILLE RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	7	4.78	5.29	CANNELVILLE RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	8	0.00	3.22	CANAL RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	12	0.00	3.93	EDGEMOOR RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	14	0.00	3.39	FERNCLIFF RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	21	0.00	2.50	LODGE RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	22	0.00	1.28	CLAY PIKE RD	County	5	<12' Lanes, ADT 2,000 - 4,000, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	22	1.28	3.80	CLAY PIKE RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	31	0.00	7.14	RURAL DALE RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	34	0.00	6.57	RIDGE RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	35	0.00	5.48	PINECREST DR	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	40	0.00	5.38	MOLLIES ROCK RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	44	0.00	1.70	SALT CREEK RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	45	0.00	8.54	CUTLER LAKE RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	47	0.00	0.14	RIDGE RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	47	0.14	0.31	HOPEWELL RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	47	0.42	0.70	FLINT RIDGE RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph

CR	47	0.70	4.49	PLEASANT VALLEY RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	48	2.02	4.14	SHANNON RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	49	1.26	1.74	DRESDEN RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	55	0.00	5.59	RIX MILLS RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	55	5.59	5.78	RIX MILLS RD	Municipal	4	<12' Lanes, ADT 2,000 - 4,000, Rural 2 Lane Rd, 45 - 55 mph
CR	64	0.00	0.12	NORFIELD RD	County	5	<12' Lanes, ADT 2,000 - 4,000, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	64	0.00	0.03	NORFIELD RD	County	5	<12' Lanes, ADT 2,000 - 4,000, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	64	0.12	0.63	NORFIELD RD	County	5	<12' Lanes, ADT 2,000 - 4,000, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	64	0.63	1.09	NORFIELD RD	County	4	<12' Lanes, ADT 2,000 - 4,000, County Rd, 45 - 55 mph
CR	64	1.39	10.11	NORFIELD RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	64	10.11	10.73	NORFIELD RD	County	5	<12' Lanes, ADT 2,000 - 4,000, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	64	10.73	11.08	NORFIELD RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	64	11.08	11.41	NORFIELD RD	County	5	<12' Lanes, ADT 2,000 - 4,000, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	66	0.00	3.70	VIRGINIA RIDGE RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	72	0.46	2.65	DIETZ RD	County	4	<12' Lanes, ADT 2,000 - 4,000, County Rd, 45 - 55 mph
CR	76	0.00	2.04	NARROWS RD	County	5	<12' Lanes, ADT 2,000 - 4,000, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	76	2.04	5.36	NARROWS RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	87	0.47	3.12	ATHENS RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	97	0.00	0.69	CUTLER LAKE RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	107	0.00	2.32	CLAY PIKE RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	127	2.13	2.24	FULTON ROSE RD	County	5	<12' Lanes, ADT 2,000 - 4,000, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	144	0.00	1.29	DILLON FALLS RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	191	0.67	1.76	JACKSON RD	County	4	<12' Lanes, ADT 2,000 - 4,000, County Rd, 45 - 55 mph
CR	191	1.76	2.54	JACKSON RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	196	0.00	1.79	SALT CREEK RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	298	0.00	1.47	OLDE FALLS RD	County	4	<12' Lanes, ADT 2,000 - 4,000, County Rd, 45 - 55 mph
CR	385	0.00	0.63	SALT CREEK RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	408	0.00	3.25	PLEASANT VALLEY RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	408	3.25	6.21	PLEASANT VALLEY RD	County	4	<12' Lanes, ADT 2,000 - 4,000, County Rd, Rural 2 Lane Rd
CR	415	0.00	1.06	HOPEWELL NATIONAL RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph

CR	415	1.34	1.95	HOPEWELL NATIONAL RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	416	0.00	0.52	DRESDEN RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	420	0.86	1.19	NATIONAL RD	County	4	<12' Lanes, ADT 2,000 - 4,000, County Rd, 45 - 55 mph
CR	427	0.00	1.19	WILSON RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	472	0.00	0.58	REHL RD	County	4	<12' Lanes, ADT 2,000 - 4,000, County Rd, 45 - 55 mph
CR	500	0.00	3.79	CREAMERY RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	500	3.79	4.70	CREAMERY RD	County	5	<12' Lanes, ADT 2,000 - 4,000, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	500	4.70	5.89	CREAMERY RD	County	4	<12' Lanes, ADT 2,000 - 4,000, County Rd, 45 - 55 mph
CR	616	0.00	2.82	RAIDERS RD	County	4	ADT 2,000 - 4,000, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	616	3.91	4.64	RAIDERS RD	County	4	ADT 2,000 - 4,000, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	660	0.00	0.18	DILLON SCHOOL DR	County	4	<12' Lanes, ADT 2,000 - 4,000, County Rd, 45 - 55 mph
CR	660	0.70	1.08	KEARNS DR	County	4	<12' Lanes, ADT 2,000 - 4,000, County Rd, 45 - 55 mph
CR	692	1.22	1.80	NORWICH DR	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
CR	694	0.60	2.30	ADAMSVILLE RD	County	4	<12' Lanes, ADT 2,000 - 4,000, County Rd, 45 - 55 mph
CR	696	0.00	0.23	ROSE HILL RD	County	4	<12' Lanes, County Rd, Rural 2 Lane Rd, 45 - 55 mph
SR	83	0.00	0.17	FRIENDSHIP DR	State	4	<12' Lanes, ADT 2,000 - 4,000, Rural 2 Lane Rd, 45 - 55 mph
SR	83	1.98	2.19	FRIENDSHIP DR	State	4	<12' Lanes, ADT 2,000 - 4,000, Rural 2 Lane Rd, 45 - 55 mph
TR	116	0.00	0.77	DRESDEN RD	Township	4	<12' Lanes, ADT 2,000 - 4,000, Rural 2 Lane Rd, 45 - 55 mph