

**OHIO EMERGENCY OPERATIONS PLAN
EMERGENCY SUPPORT FUNCTION #3
ENGINEERING AND PUBLIC WORKS**

TAB C: BRIDGE COLLAPSE RESPONSE CONSIDERATIONS

I. POSSIBLE AGENCY INVOLVEMENT IN CARRYING OUT BRIDGE COLLAPSE RESPONSE MISSIONS

A. State-Level Agencies

1. Ohio Department of Transportation
2. Ohio Department of Transportation – Office of Aviation
3. Ohio Emergency Management Agency
4. Ohio Department of Natural Resources
5. Ohio Department of Commerce, Division of State Fire Marshal
6. Ohio Department of Administrative Services
7. Ohio Department of Health
8. Ohio Environmental Protection Agency
9. Ohio Department of Agriculture
10. Public Utilities Commission of Ohio
11. Ohio State Highway Patrol
12. Adjutant General’s Department, Ohio National Guard
13. Ohio Department of Public Safety, Division of Emergency Medical Services
14. Ohio Attorney General’s Office, Bureau of Criminal Investigation
15. Ohio Auditor of State
16. Ohio Department of Development
17. Ohio Department of Insurance
18. Ohio Department of Mental Health
19. Ohio Medical Transportation Board
20. Ohio Treasurer of State
21. Ohio Homeland Security

B. Non-Governmental Organizations and Associations

1. American Red Cross
2. Ohio Hospital Association
3. Ohio Wing, Civil Air Patrol
4. Ohio Fire Chiefs’ Association
5. Ohio Task Force One
6. Ohio Voluntary Organizations Active in Disasters
7. The Salvation Army

C. Federal-Level Agencies

1. Federal Emergency Management Agency
2. U.S. Army Corps of Engineers
3. U.S Navy
4. U.S. Coast Guard
5. Federal Bureau of Investigation

II. STATE-LEVEL RESPONSE TO A BRIDGE COLLAPSE INCIDENT

- A. In the State of Ohio, State-level bridge collapse incident response will be directed through the State of Ohio's Emergency Operations center and response missions will be developed through existing Emergency Support Functions.

III. INITIAL BRIDGE COLLAPSE RESPONSE

- A. Immediately after the collapse, response will come from the affected jurisdiction, from mutual aid from neighboring jurisdictions, from the public; and from volunteers.
- B. The first operational response operations will be taken by response agencies within the affected county/counties.
- C. Interaction with neighboring jurisdictions will be necessary for bridges that connect between regions, between states, and between county and municipal jurisdictions.
- D. Bridge "ownership" may be a factor in extended response.
- E. The establishment of a Unified Command operation will be necessary to ensure that all response missions/tasks are addressed and completed, including communications from the ground level to local and State EOCs.
- F. Command and control will probably consist of Fire, Emergency Medical Services, Law Enforcement, County Engineers, and Public Works.
- G. The technical expertise of county-level engineering, local and regional water rescue teams, local and regional urban search and rescue teams, and river flow control operations (USACE) will be critical to the effectiveness of initial response operations.
- H. Emergency personnel, county-level responders and volunteers, and State- and Federal-level agencies will be involved in coordinated rescue and recovery operations during the initial response phase.
- I. It will be important for all responding agencies to know who is in charge of deployed response assets and what their response roles are.

- J. It will be important for there to be effective situational awareness and plans for operational control.
- K. It will be important to ascertain if the collapse was due to man-made or natural circumstances and to determine if there are any secondary threats.
- L. It will be important to assess the existence of, and damage to utilities (natural gas, electricity, water, telephone, etc.) that are housed in chases that are compromised by the collapse.
- M. Response to a bridge collapse incident can stretch out over months of time.
- N. Resources from surrounding counties will be activated for mutual aid for urban search and rescue, swift water teams, dive teams, etc.
- O. Unaffiliated civilians may spontaneously take part in the rescue efforts.
- P. Initial search and rescue operations may be 24-hour-per-day operations.
- Q. Rescue efforts may quickly shift to recovery operations of human remains.
- R. Federal-level search and rescue resources (U.S. Navy Diving and Salvage Units, U.S. Coast Guard) may arrive within two days.
- S. The scene may need to be treated as a crime scene operation during search and rescue operations, and the FBI may assist with underwater search evidence teams.
- T. Unmanned subs and other underwater equipment may not be able to be used due to debris and murky water conditions.
- U. It may be weeks until all victims are located and removed from the wreckage.

IV. PRE-INCIDENT PLANNING

A. Initial Response Resources

1. Local jurisdictions in which critical bridges have been identified will need to determine the bridge collapse response resources that will be needed to respond to a collapse of their identified bridges, determine which of those resources are readily available within their jurisdiction, and determine where the need resources that are not available within their jurisdiction can be accessed through mutual aid or some other source.

B. Incident Commander Identification

1. Local jurisdictions in which critical bridges have been identified will need to pre-identify the command structure that will be employed in a bridge collapse response, including which position(s)/agency(ies) will function as the Incident Command.

C. Local Jurisdiction Bridge Collapse Response Planning

1. Local jurisdictions in which critical bridges have been identified will need to develop a bridge collapse response plan for each identified bridge.

D. Response Agency-level Planning

1. Agencies that have been identified as having response roles in local- and state-level bridge response plans will need to develop adequate standard operating procedures for their assignment(s) of responsibility.
2. Measures must be taken to support the creation of local, inter-jurisdictional MOUs to ensure that jurisdictions will have adequate resource support.
3. Necessary measures must be taken to ensure that agencies that will respond to bridge collapse incidents have the proper training, expertise and equipment to effectively respond; and that agency-based SOPs are developed to cover missions that may be assigned to them.
4. Measures must be taken to identify and mitigate potential impact to critical infrastructure as a result of the collapse.

V. PROBABLE MISSION ASSIGNMENTS, BY EMERGENCY OPERATIONS PLAN ELEMENT, DURING A BRIDGE COLLAPSE RESPONSE INCIDENT

A. ESF-1 – Transportation

1. Missions for the re-routing of traffic and route blocking, directly after a bridge collapse, during search and rescue/recovery operations, and during reconstruction

B. ESF-2 – Communications and Information Technology

1. Missions for the deployment of State- and Federal-level communications resources directly after a bridge collapse, during search and rescue/recovery operations.

C. ESF-3 – Engineering and Public Works

1. Missions for debris management operations, including debris clearance, reduction and disposal, directly after a bridge collapse, and during search and rescue/recovery operations. Private firms may be used to assist local authorities in debris removal. Debris and challenging currents were the biggest obstacles during collapse response operations.
2. Missions for bridge structure inspection during search and rescue/recovery operations.

3. Missions for water level control (USACE) directly after a bridge collapse, during search and rescue/recovery operations, and during reconstruction.

D. ESF-4 – Firefighting

1. Missions for activation of the Ohio Fire Response Plan to provide mutual aid resources.

E. ESF-5 – Information and Planning

1. Additional resources may be secured through the Emergency Management Assistance Compact (EMAC).
2. Missions to act as a liaison between the State and affected jurisdictions.
3. Missions to assist in the establishment and support of on-scene command and control operations.
4. Missions to assist in multi-jurisdiction coordination.

F. ESF-6 – Mass Care

1. Missions to conduct mass care support for victims and responders.

G. ESF-7 – Resource and Logistics Support

1. Missions for contracting and private contractor procurement/coordination.
2. Missions for assisting in preparing emergency large rebuilding project contracts.

H. ESF-8 – Public Health and Medical Services

1. Missions for mass fatality response.
2. Missions for mass casualty response.
3. Missions for the establishment of a Family Assistance Center.
4. Missions for the establishment and setup of triage centers at both ends of the collapsed bridge and at other points as needed.
5. Missions for transport and tracking of victims to area hospitals.

I. ESF-9 – Search and Rescue

1. Missions for land-based and water-based search, rescue and recovery operations.

J. ESF-10 – Hazardous Materials and Weapons of Mass Destruction

1. Missions for water- and land-based hazardous materials response.

K. ESF-11 – Food and Agriculture

1. Missions for river and land-based animal response (transported animals, wild animals and pets).

L. ESF-12 – Energy

1. Missions for response to severed/damaged utility lines/pipes.

M. ESF-13 – Law Enforcement

1. Missions for support of local law enforcement operations, roadway management and re-routing.

N. ESF-14 – Recovery and Mitigation

1. Missions for short-term and mid-term community recovery response.

O. ESF-15 – Emergency Public Information and External Affairs

1. Missions for support of public information dissemination, JIC operations and community liaisoning.

P. Financial Management Support Annex

1. Missions for cost tracking, cost control, private contractors

Q. Terrorism Incident Annex

1. Missions for the support of terrorism-related incident investigation and response by the FBI, BCI, etc.

VI. FEDERAL-LEVEL AID HIGHWAY ASSISTANCE USE IN RESPONSE TO A BRIDGE COLLAPSE

A. Introduction

1. Bridges that are part of the federal-aid highway system are eligible for assistance from the Department of Transportation (DOT) through the Emergency Relief Program (ER) of the Federal Highway Administration (FHWA).
2. Following a natural disaster or catastrophic failure, Emergency Repair funds are made available for both emergency repairs and for restoring the federal-aid highway facility to pre-disaster conditions.

3. For disaster-damaged roads that are not federal-aid highways, states may request reimbursement for emergency road repairs and debris removal from the Federal Emergency Management Agency (FEMA).

B. The FHWA's Emergency Repairs (FWHA ER) Program

1. The FWHA ER program funds for the repair and reconstruction of roads on the federal-aid highway system that have suffered serious damage as a result of either 1) a natural disaster over a wide area, such as a flood, hurricane, tidal wave, earthquake, tornado, severe storm, or landslide; or 2) a catastrophic failure from any external cause; for example, the collapse of a bridge that is struck by a barge. Historically, the vast majority of ERP funds have gone for natural disaster repair and reconstruction.
2. The FWHA ER program is administered through the state departments of transportation in close coordination with FHWA's division offices.

C. Funding

1. The FWHA ER program has an annual authorization of \$100 million in contract authority to be derived from the Highway Trust fund. These funds are not subject to the obligation limitation, which means the entire \$100 million is available each year. Because the costs of road repair and reconstruction in many disasters exceed the \$100 million annual authorization, SAFETEA-LU authorizes the appropriation of additional funds on a "such sums as may be necessary" basis, generally accomplished in emergency supplemental appropriations legislation.

D. The Federal Share

1. Emergency repairs to restore essential travel, minimize the extent of damage, or protect remaining facilities, if accomplished within the first 180 days after the disaster, may be reimbursed with a 100% federal share.
2. Permanent repair projects are reimbursed at the same federal share that would normally apply to the federal aid highway facility. For Interstate System highways the federal share would be 90% and for most other highways the share would be 80%. Permanent repairs done during the first 180 days are also reimbursed at the pro rata share that would normally apply to the facility.
3. The share for disaster relief for roads on federal lands is 100%. Congress broadened the scope of the 100% federal share to encompass all FWHA ER program expenses for repair and reconstruction projects related to the Gulf Coast hurricanes. The I-35W repair and reconstruction would also be a 100% share.
4. As is true with other FHWA programs, the FWHA ER program is a reimbursable program. A state can incur obligations, begin repairs and then submit vouchers to FHWA for reimbursement for the federal share of the project.

E. Eligibility and Program Operation

1. The FWHA ER program divides all repair work into two categories: emergency repairs and permanent repairs. Only repairs to roads and bridges on the federal-aid highway system that have suffered damage during a declared disaster or catastrophic failure are eligible for FWHA ER program assistance. The intent of FWHA ER program assistance is to repair and restore highway facilities to pre-disaster conditions, not to fund new construction for increased capacity or improve highway facilities or fix non-disaster deficiencies. In general, work is confined to the federal-aid highway right-of-way.

F. Emergency Repairs

1. Emergency repairs are those that are made immediately following a disaster to meet the program goals to “restore essential traffic, to minimize the extent of damage, or to protect the remaining facilities.”
2. State and local transportation agencies can begin emergency repairs immediately, and prior approval from FHWA is not required. Once the FHWA Division Administrator finds that the disaster work is eligible, properly documented costs can be reimbursed retrospectively.
3. Emergency repair work is to be accomplished within the first 180 days after the disaster and is reimbursed at a 100% federal share. Examples of emergency repairs are: debris removal, re-grading, removal of landslides, construction of temporary road detours, erection of temporary detour bridges, and use of ferries as an interim substitute for highway or bridge service.
4. Emergency repairs are meant to permit work to start immediately to restore essential traffic in the disaster area that cannot wait for a finding of eligibility and programming of a project. This part of the program is especially designed for speed. In the case of some disasters, state DOTs have been able to let FWHA ER-funded debris removal and demolition contracts the same day of the disaster event.

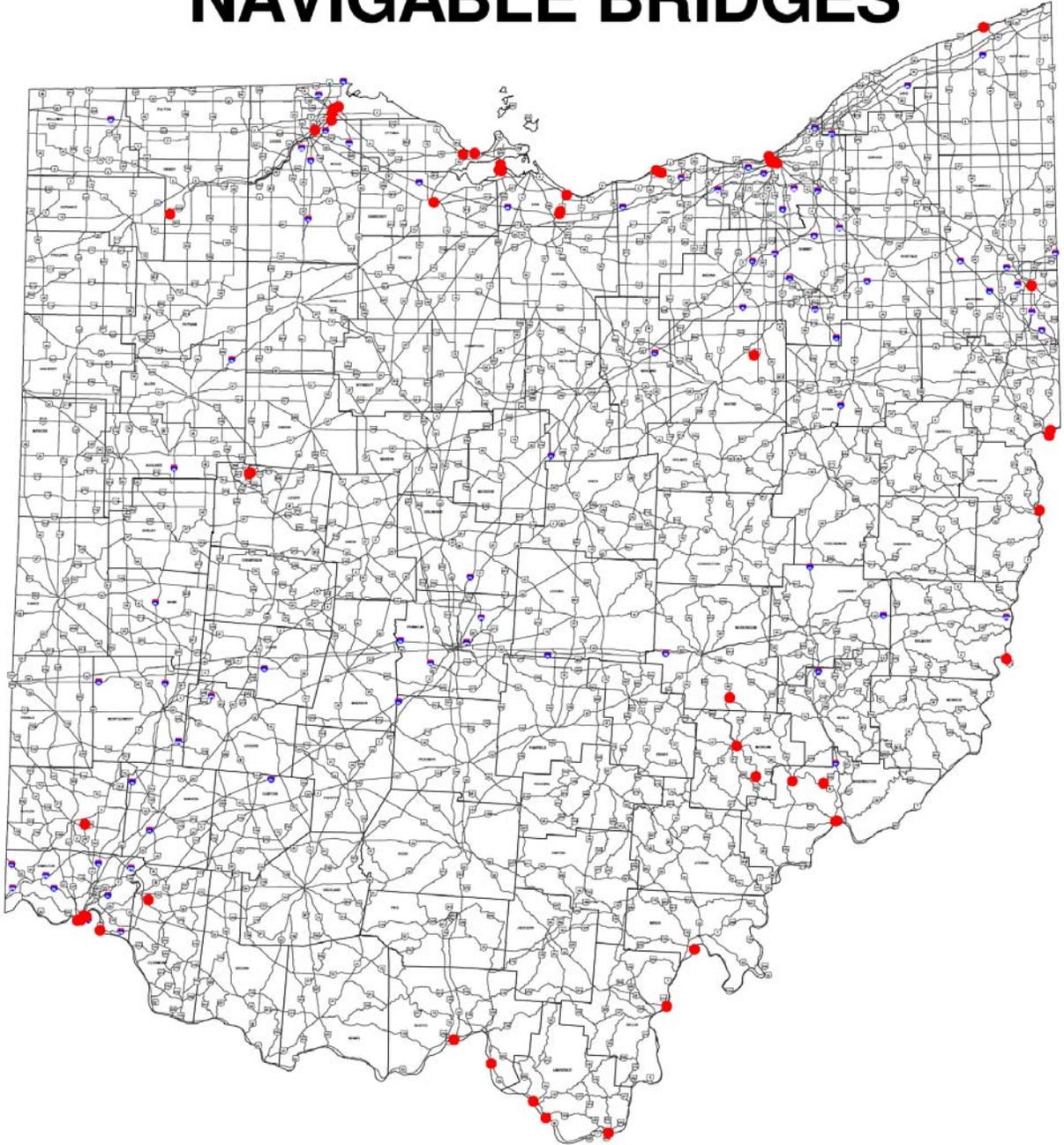
G. Permanent Repairs

1. Permanent repairs go beyond the restoration of essential traffic and are intended to restore damaged bridges and roads to pre-disaster conditions and capabilities. Where the damaged parts of the road can be repaired to pre-disaster conditions, without replacement or reconstruction, this is done. Where a road needs to be replaced, ER funding is limited to the costs of building a roadway designed to current standards and of comparable capacity. FWHA ER program funds may be used for temporary or permanent repair of a repairable bridge but permanent repairs may not be funded if the bridge is scheduled for replacement.
2. If a bridge is destroyed or repair is not feasible, then FWHA ER program funds may be used to participate in building a new comparable bridge to current design standards and to accommodate traffic volume projected over its design life. In some cases “betterments” (added protective features, added lanes, added access control, etc.) may

be eligible, but they must be shown to be economically justified based on a cost/benefit analysis of the future savings in recurring repair costs.

3. Permanent repair and reconstruction contracts, not done as emergency repairs, must meet competitive bidding requirements. A number of techniques are available to accelerate projects, including design-build contracting, abbreviated plans, shortened advertisement period for bids, and the cost-plus-time (A+B) bidding, that includes monetary incentive/disincentive clauses designed to encourage contractors to complete projects ahead of time.
4. Contracts supported by FWHA ER funding must meet all contract provisions as required by 23 CFR Part 633A. Davis-Bacon wage rate requirements apply to all FWHA ER contracts. ER funded contracts must abide by Disadvantaged Business Enterprises (DBE) requirements, American With Disability Act (ADA) requirements, “Buy America” regulations, and prohibitions against the use of convict labor (23 U.S.C. 114).

NAVIGABLE BRIDGES



Attachment B: Data for Bridges over Navigable Waterways

Structure File Numbr	District	Count	Inventor y Rout	Straight Line Mileag	Special Designati on	Feature Intersected	Overall Structure Length	Total Spans	Main Spans	Main Span Materi	Main Span Type	Main Span Descripti on	Deck Are	Date Buil	Fracture Critical	Highway Syster	Scour Critic	Navigab e Strea	Inspectio n Responsi bility	Mainten ance Responsi bility	Type Service on Brid	Type Service Under Brid	Latitude DDMSS	Longitude DDMSS	Latitude Degrees	Longitude Degrees
0406635	4	ATB	531	917		ASHTABULA RIVER	223	3	3	3	4	8	5,350	7/1/1925	Y	3	8	Y	1	1	1	5	41540094	80475196	41.90026111	-80.80443333
0503088	10	ATH	144	284		HOCKING RIVER	852	6	6	1	2	2	27,265	7/1/2006	N	3	8	Y	1	1	1	5	40523400	81463600	40.87944444	-81.78
0705950	11	BEL	872	44		T-533A,NS RR,EL,U.RD,OH,R	974	7	7	3	2	2	62,926	7/1/1986	N	3	8	Y	1	1	1	8	39545103	80453379	39.914175	-80.75938611
0936871	8	BUT	113	380		GREAT MIAMI RIVER & CSXRR	818	7	7	2	2	2	51,538	10/1/2009	N	4	8	Y	3	3	1	7	39233545	84301418	39.38984722	-84.50393889
1502387	11	COL	30	3577	R	ROAD,NS RR,OH R.BACK CHL	489	4	4	3	2	2	20,538	7/1/1976	Y	2	8	Y	1	1	1	8	40371566	80335788	40.61435	-80.56607778
1502395	11	COL	30	3581	L	RAMP B&D,RR,RIVER RD,CHL	584	5	5	3	2	2	24,531	7/1/1976	Y	2	8	Y	1	1	1	8	40371635	80335612	40.61454167	-80.56558889
1502697	11	COL	39	2035	A	RMP'A'OVER RR,RIVER RD	462.3	4	4	3	2	2	13,864	7/1/1976	Y	3	8	Y	1	1	1	8	40373638	80333714	40.63010556	-80.56031667
1811991	12	CUY	490	100		CUYAHOGA RIVER	3,462.00	28	28	3	6	3	478,632	7/1/1990	Y	1	N	Y	1	1	1	5	41284213	81402671	41.48170278	-81.67741944
1833758	12	CUY	56	56	1	CUY RVR/COLUMBUS RD 1:007	359	9	5	3	4	7	21,033	7/1/1939	Y	4	8	Y	3	3	5	5	41291813	81420144	41.48503611	-81.7004
1869264	12	CUY	CARTR	1002M		LIME ST,CUY RVR & B&O RR	559	10	1	3	4	7	32,970	7/1/1939	Y	5	7	Y	4	4	1	5	41293926	81415226	41.49090556	-81.70451667
1869345	12	CUY	CENTR	1003M		CUYAHOGA RIVER	345	3	2	3	4	9	13,799	7/1/1901	Y	5	7	Y	4	4	1	5	41293955	81421267	41.49098611	-81.70351944
1869728	12	CUY	OW3ST	1045M		CUYAHOGA RIVER	285	3	3	3	4	7	14,531	7/1/1940	N	5	7	Y	4	4	5	5	41291712	81410827	41.48475556	-81.68229722
1869981	12	CUY	WLOW	1068M		CUYAHOGA RIVER	350	3	1	3	4	7	16,803	7/1/1965	Y	5	7	Y	4	4	1	5	41295197	81423823	41.50443611	-81.71061944
2200031	3	ERI	2	71		SANDUSKY BAY BOAT PASS	133	3	3	3	2	2	10,904	7/1/1963	N	3	8	Y	1	1	1	5	41281124	82495963	41.46312222	-82.83656389
2200090	3	ERI	2	165		LAGOON (SANDUSKY BAY)	30	1	1	1	1	1	3,477	7/1/1963	N	3	8	Y	1	1	1	5	41273892	82492532	41.46081111	-82.82703333
2201984	3	ERI	6	1770		HURON RIVER	1,025.00	23	23	3	2	1	70,558	7/1/1947	N	2	8	Y	1	1	5	5	41293955	81421267	41.49098611	-81.70351944
2229463	3	ERI	0080K	1336	R	HURON RIVER&RR (CLOSED) R	1,167.00	9	9	3	2	1	74,110	7/1/1954	N	1	8	Y	2	2	1	5	41192508	82351724	41.32696667	-82.58478889
2229471	3	ERI	0080K	1336	L	HURON RIVER&RR (CLOSED) L	1,167.00	9	9	3	2	1	74,110	7/1/1954	N	1	8	Y	2	2	1	5	41192508	82351724	41.32696667	-82.58478889
2230186	3	ERI	C0013	1343		MASON RD-HURON R-MI212	281	3	3	3	2	2	11,238	7/1/1973	N	4	5	Y	3	3	1	5	41201142	82344441	41.33317222	-82.58233611
2701448	10	GAL	35	1768		S.R.7 OHIO RIVER HIGHWAY	204	3	3	3	2	2	22,411	7/1/1969	N	2	N	Y	3	3	1	1	38501468	82090552	38.83407778	-82.15153333
3101975	8	HAM	27	32		OHIO RIVER TAYOR SOUTHGAT	2,297.90	9	3	3	4	4	145,540	7/1/1995	Y	2	5	Y	2	2	1	5	39054600	84300500	39.10277778	-84.50138889
3102475	8	HAM	42	9999		OHIO RIVER CLAY BAILEY	2,209.40	10	3	3	4	4	102,742	7/1/1974	Y	2	5	Y	2	2	5	5	39052900	84311000	39.08805556	-84.51277778
3107787	8	HAM	71	9999		OHIO RIVER BRENT SPENCE	1,736.50	3	3	3	4	4	159,038	7/1/1963	Y	1	8	Y	2	2	1	5	39052600	84312200	39.08722222	-84.52611111
3117278	8	HAM	275	4166	L	OHIO RIVER COMBS/HEHL	1,440.90	2	2	3	4	4	79,374	7/1/1979	Y	1	5	Y	2	2	1	5	39032500	84255000	39.05694444	-84.43388889
3117286	8	HAM	275	4166	R	OHIO RIVER COMBS/HEHL	1,440.90	4	2	3	4	4	79,847	7/1/1976	Y	1	5	Y	2	2	1	5	39060100	84293800	39.10027778	-84.49055556
3117677	8	HAM	471	9999	L	OHIO RIVER DANIEL BEARD	1,299.90	11	1	3	5	4	69,008	7/1/1976	Y	1	5	Y	2	2	1	5	39060000	84293900	39.1	-84.49083333
3117685	8	HAM	471	9999	R	OHIO RIVER DANIEL BEARD	1,299.90	3	1	3	5	4	72,033	7/1/1976	Y	1	5	Y	2	2	1	5	39060100	84293800	39.10027778	-84.49055556
3130142	8	HAM	15	325		GREAT MIAMI RIVER	774	7	7	2	2	2	27,351	7/1/1995	N	4	8	Y	3	3	1	5	39092603	844743964	39.15723056	-84.52410111
3530248	2	HEN	17C	10		MAUMEE RIVER	610	4	4	3	2	2	20,742	7/1/1973	N	4	5	Y	3	3	1	5	41191100	84115800	41.31305556	-84.20611111
4101960	11	JEF	22	1632		SR7(VETS.MEM.BR@OHIO R.)	314	3	3	3	2	2	27,502	7/1/1990	N	2	8	Y	1	2	1	8	40223246	80364651	40.37901667	-80.61291944
4400089	9	LAW	775	24		STATE ROUTE 7	1,084.00	9	9	3	2	2	36,856	7/1/1981	N	3	N	Y	1	1	1	1	38262150	82231916	38.43597222	-82.38532222
4400992	9	LAW	52	1130		12TH ST ASHLAND COAL GROV	2,276.00	15	5	3	4	4	54,627	7/1/1990	N	2	8	Y	2	2	1	8	38291160	82382061	38.48322222	-82.635725
4401018	9	LAW	52	1132		13TH ST BR OVER OH RIVER	124	1	1	3	2	1	5,888	7/1/1989	N	2	N	Y	2	2	1	1	38291051	82381924	38.48291944	-82.63534444
4401255	9	LAW	93	0		OHIO RIVER AND N&W RR	2,401.00	30	3	3	4	4	62,431	7/1/1922	Y	3	5	Y	1	1	1	7	38315500	82412000	38.53527778	-82.68555556
4602315	7	LOG	273	2		INDIAN LAKE BOAT PASSAGE	27	1	1	3	2	1	969	7/1/1970	N	3	8	Y	1	1	1	5	40301800	83511577	40.505	-83.85438056
4603524	7	LOG	368	202		INDIAN LAKE BOAT CHANNEL	164	3	3	3	2	2	6,555	7/1/1991	N	3	8	Y	1	1	1	5	40294004	83513736	40.50112222	-83.86037778
4700813	3	LOR	6	967		OVER CSX RR & BLACK RIVER	1,053.00	12	1	3	4	8	65,284	7/1/1939	Y	2	8	Y	1	1	1	8	41280722	82103951	41.46200556	-82.180975
4707443	3	LOR	611	344		BLACK RIVER SHIP CHANNEL	1,704.00	6	6	3	4	4	84,917	7/1/1939	Y	3	5	Y	1	1	5	5	41271685	82093792	41.45468056	-82.16053333
4800303	2	LUC	2	1862		MAUMEE RIVER,RRS&STREETS	3,215.00	28	3	3	8	4	237,960	7/1/1931	Y	3	5	Y	1	1	5	8	41383081	83322392	41.63855833	-83.53664444
4802764	2	LUC	75	27		MAUMEE R.N.S.RR SOUTH AVE	3,401.00	31	31	3	2	2	342,661	7/1/1963	N	1	5	Y	1	1	1	8	41371934	83323099	41.61537222	-83.53860833
4805909	2	LUC	280	346		MAUMEE RIVER, NSRR	1,525.00	4	4	1	A	4	198,122	6/24/2007	N	1	8	Y	1	1	1	7	41393255	83303965	41.65904167	-83.51101389
4805917	2	LUC	65	535		MAUMEE R CSX RR SUMMIT	1,680.00	10	1	3	6	8	141,116	7/1/1956	N	3	5	Y	1	1	1	6	41393000	83303600	41.65833333	-83.51
4829956	2	LUC	0080K	1443	R	MAUMEE RIVER MPO630	1,442.00	11	11	3	2	2	91,419	7/1/1953	N	1	8	Y	2	2	1	5	41344954	83326465	41.58376111	-83.60684722
4829964	2	LUC	0080K	1443	L	MAUMEE RIVER MPO630	1,459.00	11	11	3	2	2	92,495	7/1/1953	N	1	8	Y	2	2	1	5	41344954	83326465	41.58376111	-83.60684722
4860004	2	LUC	01W02	2		MAUMEE RIVER AND WATER ST	1,199.00	12	2	3	6	8	100,116	7/1/1914	N	5	8	Y	4	4	5	6	41390600	83314200	41.65166667	-83.51166667
5058546	4	MAH	313	1		MAHONING RIVER	435	3	3	3	2	2	28,277	7/1/1999	N	5	5	Y	3	3	1	5	41045500	80372000	41.08	