

County	Route	Intersection	SLM	Proposed Project	Estimate	Estimate inflated to FY 2026	80% HSIP Cost	Accum. HSIP	Crash Rate	Crash Rate Score	ROR	ROR Score	RSI	RSI Score	EPDO	EPDO Score	Funding Request	Funding Request Score	Total Score
Lorain	CR 25		1.41 - 2.95	CR 25 (Chestnut Ridge Rd) is a two-lane roadway with five T-intersections present within the project limits, three of which are subdivision streets. The project will resurface the pavement, install edgeline rumble strips, install edgelines, centerlines and delineators, and lighting at intersections.	\$ 531,000	\$ 616,000	\$ 492,800	\$ 492,800	4.01	8	57.74%	20	44,971	10	187.13	14	\$424,800	15	67
Madison		CR 7/CR 34/CR 30		The current intersection has free flow traffic on CR 7 (Plain City Georgesville Rd) and stop control on the west (CR 30) and east (CR 34). The intersection is skewed and has seen large increases in volume as Plain City develops to the north. The project will convert the intersection to a roundabout.	\$ 1,200,000	\$ 1,391,000	\$ 1,112,800	\$ 1,605,600	1.68	2	14.18%	14	64,649	20	265.93	20	\$960,000	10	66
Hancock		CR 193/SR 15		Currently, the CR 193 and SR 15 intersection is an at-grade intersection with stop sign control on the north and south bound segments of CR 193. SR 15 is a 65 MPH, 4-lane divided Limit-Access Highway. CR 193 is a rural 2-lane roadway. During the past 5-years, eight (8) accident events with 2 fatalities have occurred at this location. The proposed countermeasure will eliminate the at-grade intersection with grade separation utilizing an overpass bridge.	\$ 2,234,663	\$ 2,591,000	\$ 1,048,320	\$ 2,653,920	54.79	20	-2.71%	0	41,263	8	207.16	16	\$893,652	10	54
Clark	CR 335/CR 303		0.00 - 3.10	The existing roadway has very narrow shoulders (< 2FT) with fixed objects close to the roadway; problematic curved sections of roadway; a large section of Spangler Road below the flood zone that has contributed to standing water crashes; intersections without lighting that has led to crashes at night being above statewide averages. Proposed is to provide lighting at intersections; add left turn lanes at a couple major roads where warranted; widen shoulders and relocated fixed objects further from roadway edge; install a mix of edgelines (rumble stripes), centerlines, and delineators; elevate Spangler Road out of the 100-year flood zone; replace small structure to provide left turn lane and soften curve leading into bridge just south of Main Street in Medway; widen shoulders at intersections; realign S. Union Street and provide northbound right turn lane; improving signing and striping for corridor; and regrade earth dike at Restoration Park Drive to provide improved sight distance of vehicles on the curved section of road.	\$ 4,754,000	\$ 5,511,000	\$ 3,000,000	\$ 5,653,920	2.70	4	10.52%	10	47,421	12	1080.54	20	\$3,803,200	0	46
Huron	CR 51		0.19 - 1.68	The proposed project will widen CR 51 (Greenwich Milon Townline Rd) from 20 feet to 24 feet to match the remainder of the corridor. It also includes updating guardrail and providing all new signage. This project supports other projects by ODOT and the County to improve safety at the intersections along CR 51.	\$ 1,100,000	\$ 1,275,000		\$ 5,653,920	2.45	4	-3.52%	0	52,673	16	209.16	16	\$880,000	10	46
Lucas		CR 28/CR 65		The current intersection is an all-way stop. The proposed project will construct a modern roundabout at the intersection with lighting and a landscaped center island.	\$ 960,000	\$ 1,113,000	\$ 890,400	\$ 6,544,320	0.77	0	10.01%	10	57,702	18	47.71	2	\$768,000	15	45
Lorain		CR 231/CR 19/TR 1137		The intersection of CR 231 (Oberlin-Elyria Rd) & Lagrange Rd is very nontraditional. CR 231 is the main road within the intersection and enters from the southwest, but then bends due north through the intersection with no stop control. A right turn lane is present to turn onto Lagrange Rd but the turn is nearly a 145 degree angle. Lagrange Rd enters the intersection from the south and traffic can proceed straight onto CR 231 by merging into traffic or may veer left to a stop sign to be able to make a left onto CR 231. Wanda Ave enters the intersection from the east and is stop controlled at two different locations, one at Lagrange Rd where traffic is only traveling north onto CR 231 and the second is at CR 231. Proposed is to convert the intersection to a roundabout including lighting.	\$ 1,300,000	\$ 1,507,000	\$ 1,205,600	\$ 7,749,920	2.06	4	16.13%	16	40,441	8	94.83	6	\$1,040,000	10	44
Lucas		CR 95/CR 108		The current intersection is a 2-way stop with the traffic on CR 95 (Monclova Rd) stopping. The proposed project is to construct a modern roundabout at the intersection with lighting and a landscaped center island.	\$ 990,000	\$ 1,148,000	\$ 918,400	\$ 8,668,320	1.96	2	4.90%	4	64,690	20	32.65	2	\$792,000	15	43
Butler		CR 22/TR 131		The current intersection is a T intersection. TR 131 is stop controlled. The proposed project will convert the intersection to a modern roundabout with lighting.	\$ 907,396	\$ 1,052,000	\$ 841,600	\$ 9,509,920	0.94	0	6.83%	6	59,599	18	36.12	2	\$725,917	15	41
Clinton	CR 3		2.89 - 3.29	This stretch of Nelson Avenue has three vertical curves leading up to a stop sign at a T-intersection and the sight distance causes run-off road/fixed object and rear end accidents. Propose to realign Vertical curves along with widening the pavement and the berms.	\$ 750,000	\$ 869,000	\$ 695,200	\$ 10,205,120	50.47	20	4.31%	4	27,170	0	25.06	2	\$600,000	15	41
Lucas		CR 109/CR 132		The current intersection is a 2-way stop with the traffic on CR 132 (Archbold-Whitehouse) stopping. The proposed project is to construct a modern roundabout at the intersection with lighting and a landscaped center island.	\$ 915,000	\$ 1,061,000	\$ 848,800	\$ 11,053,920	1.24	2	4.03%	4	55,807	18	29.12	2	\$732,000	15	41
Mercer	CR 70		3.70 - 5.17	This roadway is a narrow 2-lane roadway with no paved shoulder nor painted edgelines. The utility poles are within 8' of the edge-of-pavement. Proposed is to widen the roadway 1 ft on each side and adding 2 ft compacted gravel shoulders and edgelines.	\$ 483,330	\$ 560,000	\$ 448,000	\$ 11,501,920	5.36	10	3.32%	2	39,364	6	4.00	0	\$386,664	20	38
Lucas		CR 32/CR 65		The subject intersection is currently a "T" intersection with CR 32 (Angola Rd) terminating into CR 65 (Crissey Rd). There are dual stop signs installed for westbound traffic on Angola Road. The proposed project is to construct a modern roundabout at the intersection with lighting and a landscaped center island.	\$ 890,000	\$ 1,032,000	\$ 825,600	\$ 12,327,520	0.64	0	10.00%	10	41,733	8	50.71	4	\$712,000	15	37
Lucas		CR 95/CR 124		The subject intersection is a "T" intersection with CR 124 (Waterville-Monclova Rd) terminating into CR 95 (Monclova Rd). There is a stop sign for northbound traffic on CR 124. The proposed project will construct a modern mini roundabout with lighting and signage.	\$ 499,000	\$ 578,000	\$ 462,400	\$ 12,789,920	0.29	0	-2.35%	0	47,743	14	10.53	0	\$399,200	20	34
Muskingum	CR 144/CR 35		0.00 - 1.50	The proposed project is to improve CR 144 (Dillon Falls Rd) from US 40 to the railroad trussell north of CR 35 (Pinecrest Dr). It involves widening the road from the railroad trussell to a sharp curve near SLM 0.73. It also involves construction of a new roadway from a sharp curve at SLM 0.73 to US 40 thus eliminating the sharp curve. Another mini-roundabout will be constructed at the intersection of the new roadway and existing CR 144.	\$ 5,000,000	\$ 5,796,000	\$ 4,636,800	\$ 17,426,720	2.45	4	1.75%	0	60,689	20	40.79	2	\$4,000,000	0	26

TOTAL HSIP \$ 17,426,720

Approved for Funding