

FY 2027 HSIP Applications Received

County	Route	Intersection	SLM	Proposed Project	Estimate	Estimate inflated to FY 2027	80% HSIP Cost	Accum. HSIP	No. of Crashes	No. of Inj/Fat	Crash Rate	Crash Rate Score	ROR	ROR Score	RSI	RSI Score	EPDO	EPDO Score	Funding Request	Funding Request Score	Total Score	CSTP Rank
Scioto	CR 377		0.70 - 2.07	The existing roadway is steep with low pavement friction and minimal/no berm. The geometry is severe with major changes in vertical grade and horizontal alignment. The main accident type is a roadway departure resulting in fixed object accident. The proposed project involves grading the shoulders (within the R/W) and compacting them with aggregate. The roadway will be milled and then the entire road will be resurfaced. Then a microsurfacing friction treatment will be installed in areas with steep grades or severe geometry. The road will be striped with center lines and edgelines, and there will be enhanced flashing traffic signage installed.	\$ 482,000	\$ 559,000	\$ 447,200	\$ 447,200	55	6	4.17	8	63.35%	20	49,428	14	348.17	20	\$385,600	20	82	46
Lorain	CR 53		4.71 - 7.15	CR 53 (West Ridge Rd) is a two lane minor arterial with the exception of the southern end where it widens to 3 lanes at the 4-way signalized intersection with SR 113. In the last 5 years, there have been 51 crashes with over 60% being fixed object and rear-end. The project will resurface the roadway, install edgeline and centerline rumble strips, install thermoplastic edgelines and centerlines, and install delineators.	\$ 920,000	\$ 1,067,000	\$ 853,600	\$ 1,300,800	51	5	2.04	4	20.10%	20	36,412	4	327.58	20	\$736,000	15	63	86
Muskingum		CR 144/CR 35		This intersection is located in a curve on CR 144 (Dillon Falls Rd) and drivers typically take the turn too fast which results in them departing from the roadway, hitting the ditch, and sometimes overturning. Of the crashes at the intersection, 8 were fixed object, 3 were angle, and 2 were overturning. Proposed is to install a mini-roundabout to slow drivers down and improve traffic flow through the intersection.	\$ 262,900	\$ 305,000	\$ 244,000	\$ 1,544,800	15	2	1.43	2	33.88%	20	57,477	18	42.65	2	\$210,320	20	62	73
Scioto	CR 49		0.09 - 0.55	The existing roadway in the project area is narrow between a retaining wall and the adjacent creek. The current guardrail is constructed of steel angle sections and does not meet current guardrail standards. Proposed is to widen the pavement and install new guardrail. The widened section will incorporate a retaining wall with concrete barrier along the top of the wall. The entire roadway will be resurfaced and striped with centerline and edge lines with a centerline rumble strip.	\$ 540,000	\$ 626,000	\$ 500,800	\$ 2,045,600	9	1	6.99	12	12.96%	12	61,061	20	36.65	2	\$432,000	15	61	46
Greene		CR 20/TR 73		The intersection of CR 20 (Fairground Rd) and TR 73 (Hilltop Rd) is a two-way stop sign controlled intersection with traffic on Hilltop Rd having to stop. The speed limit on both roadways is 55 mph. CR 20 intersects TR 73 at a 26 degree skew angle within a horizontal curve. Previous attempts to improve safety at this intersection include advanced warning signs on CR 20 and an overhead flashing beacon warning system. Proposed is to convert the intersection to a modern roundabout.	\$ 1,667,000	\$ 1,933,000	\$ 1,546,400	\$ 3,592,000	31	0	5.00	8	15.31%	14	65,570	20	125.01	10	\$1,333,600	5	57	2
Lorain	CR 50		1.98 - 3.18	CR 50 (Durkee Rd) from the south leg of Capel Road to SR 82 is a north-south two-lane rural roadway. The majority of the crashes in the project length are fixed object, angle, and rear-end. The project will resurface the roadway, install edgeline and centerline rumble strips, and install edgelines, centerlines, and delineators.	\$ 350,000	\$ 406,000	\$ 324,800	\$ 3,916,800	24	1	3.13	6	19.05%	18	40,336	8	57.18	4	\$280,000	20	56	86
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.	\$ 4,293,200	\$ 4,977,000	\$ 981,600	\$ 4,898,400	102	5	2.33	4	8.27%	8	44,556	10	870.91	20	\$846,700	10	52	65
Defiance		US 24/CR 185		Currently the CR 185 (Independence Road) and US 24 intersection is an at-grade intersection with stop sign control on the north and south bound segments of CR 185. US 24 is a 65 MPH, 4-lane divided Limited-Access Highway. CR 185 is a rural 2-lane roadway that serves as a local road to the northeast area of Defiance, Ohio and allows large agricultural equipment access to farming operations on the north and south side of US 24. The high volume and speed of this intersection makes crossing and turning movements difficult. Similar situations exist at the intersections on either side, CR 68 (Flory Rd) and CR 55 (Jewell Road). The proposed project will construct a grade separation (overpass) to take CR 185 over US 24. It will also close the west sides of the US 24 intersections with CR 68 and CR 55, leaving the east sides as right in/right out access only.	\$ 2,000,000	\$ 2,319,000	\$ 1,855,200	\$ 6,753,600	14	4	21.02	20	1.62%	0	44,422	10	412.32	20	\$1,600,000	0	50	43
Greene		CR 84/CR 142/TR73		The intersection of CR 84 (Trebein Rd)/CR 142 (Dayton-Xenia Rd)/Hilltop Rd (TR 73) is currently a two-way stop controlled intersection. A high number of angle collisions are occurring with many resulting in injury. The high percentage of injury collisions is likely due to high speed of vehicles on CR 84 and the failure of vehicles on CR 142 and TR 73 to yield at the intersection. Proposed is to convert this intersection to a roundabout.	\$ 1,392,200	\$ 1,614,000	\$ 1,291,200	\$ 8,044,800	26	0	1.19	2	15.69%	14	52,944	16	97.89	6	\$1,113,760	10	48	2

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Mercer	CR 105A		0.00 - 4.04	Hoenie Road is a rural narrow two-lane roadway with no paved shoulder nor painted edge lines. The existing utility poles are within 8' of the existing edge-of-pavement. Proposed is to widen the roadway 2' on each side along with an additional 2' gravel berm, install edgelines, and relocate fixed objects outside the clear zone.	\$ 1,199,830	\$ 1,391,000	\$ 1,112,800	\$ 9,157,600	9	2	4.08	8	4.19%	4	44,950	10	224.75	16	\$959,864	10	48	37
Knox	CR 14		11.13 - 14.40	CR 14 (Danville Amity Rd) within the project limits has narrow lanes, narrow shoulders, and many curves. Proposed is to resurface the pavement, widen the lanes from 10 to 12 feet and widen the shoulders (paved shoulders on curves and stone aggregate on straight sections), provide edgelines and edgeline rumble strips on curves, replace all pavement markings with thermoplastic, install signs for intersections, trim vegetation, upgrade guardrail, and relocate a private driveway access where Apple Valley Road intersects CR 14.	\$ 1,938,840	\$ 2,248,000	\$ 1,798,400	\$ 10,956,000	35	2	3.26	6	1.81%	0	47,581	14	267.34	20	\$1,551,072	5	45	66
Lucas		CR 109/CR 132		The proposed project would construct a modern roundabout at the CR 109 (Providence-Neapolis-Swanton Rd)/CR 132 (Archbold-Whitehouse Rd) intersection with lighting and a landscaped center island. All roundabout signage and advanced signage will be installed per the OMUTCD.	\$ 850,000	\$ 985,000	\$ 788,000	\$ 11,744,000	10	1	1.77	2	10.04%	10	54,948	16	43.18	2	\$680,000	15	45	81
Clinton	CR 7		5.01 - 6.4	This stretch of CR & (Farmers Road) has three vertical curves and 2 intersections and the sight distance and narrowness of the road causes run-off road/fixed object accidents. Proposed is to realign the vertical curves along with widening the pavement and the berms and install edgeline rumble strips.	\$ 1,750,000	\$ 2,029,000	\$ 1,623,200	\$ 13,367,200	12	1	3.26	6	4.63%	4	40,947	8	233.28	18	\$1,400,000	5	41	84
Montgomery		CR 166/TR 154		CR 166 (Miamisburg-Springboro Pike) and TR 154 (Benner Rd.) are two-lane two-way streets that intersect at a skew angle of 56 degrees. In the current conditions, this intersection is a 4-way stop controlled intersection. Proposed is to convert the stop-controlled intersection to a single lane roundabout.	\$ 1,344,260	\$ 1,558,000	\$ 1,246,400	\$ 14,613,600	14	2	0.88	0	4.71%	4	59,528	18	53.14	4	\$1,075,408	10	36	60
Lucas		CR 26/CR 69		The proposed project would construct a modern roundabout at the CR 26 (Nebraska Ave)/CR 69 (Centennial Rd) intersection with lighting and a landscaped center island. All roundabout signage and advanced signage will be installed per the OMUTCD.	\$ 800,000	\$ 927,000	\$ 741,600	\$ 15,355,200	8	0	0.59	0	2.18%	2	58,422	18	24.59	0	\$640,000	15	35	81
Lucas		CR 32/CR 65		The proposed project would construct a modern roundabout at the CR 32 (Angola Rd)/CR 65 (Crissey Rd) intersection with lighting and a landscaped center island. All roundabout signage and advanced signage will be installed per the OMUTCD.	\$ 890,000	\$ 1,032,000	\$ 825,600	\$ 16,180,800	10	0	0.53	0	9.77%	8	41,194	8	48.71	2	\$712,000	15	33	81
Pike	CR 66		5.59 - 6.33	CR 66 (Germany Road) currently has a railroad underpass marked for a 10' 9" clearance located south of Bobo Road/Coal Dock Road. This low clearance underpass limits the ability for large vehicles to use the roadway. The underpass also creates safety issues including sight distance obstructions, substandard curvature, and fixed objects within the clear zone. The County is proposing a new segment of Germany Road be constructed. The new segment would start southeast of the underpass, run parallel to the railroad on the east side, cross the Big Beaver Creek, and terminate at Coal Dock Road. This would eliminate the need for the underpass.	\$ 2,503,000	\$ 2,902,000	\$ 2,321,600	\$ 18,502,400	16	0	10.83	20	0.03%	0	43,705	10	38.12	2	\$2,002,400	0	32	16
Fairfield		CR 31/CR 40		The existing intersection of CR 31 (Coonpath Rd) and CR 40 (Election House Rd) is an all way stop controlled intersection. Both roadways are 20-23 feet wide with single lanes on each approach. Mitigating measures over the last 20 years has been the installation of "dual" stop signs on the approaches, stop bars, and stop ahead warning signs. The proposed improvement is to install a roundabout.	\$ 1,450,000	\$ 1,681,000	\$ 1,344,800	\$ 19,847,200	25	0	3.80	6	3.47%	2	42,107	8	52.65	4	\$1,160,000	10	30	23
Greene		CR 84/CR 142		This is a T-intersection, and the highest crash pattern were is rear end collisions. Rear ends occur most often on the northbound approach to the intersection, likely due to the curvature of the roadway that creates some sight distance issues. Vehicles slowing or stopping to turn right onto CR 142 must do so in the through lane. Proposed is to add a northbound right turn lane to help mitigate these rear end crashes. Also proposed is to reconstruct the signal to provide enhanced signal head visibility.	\$ 498,200	\$ 578,000	\$ 462,400	\$ 20,309,600	11	2	0.49	0	2.23%	2	35,975	4	38.65	2	\$398,560	20	28	2
Ross		CR 222/TR 288	4.51	The proposed project would realign CR 222 (Charleston Pike) and the intersection with TR 288 (Schrader Road) so the horizontal curve meets design speed standards and the intersection angle is 90 degrees. Currently the curve is posted for 25 MPH, and the intersection skew is 56 degrees. The proposed roadway typical section consists of 12' lanes and 4' stabilized aggregate shoulders.	\$ 411,150	\$ 477,000	\$ 381,600	\$ 20,691,200	6	0	1.09	2	5.12%	4	32,104	2	17.06	0	\$328,920	20	28	62
Stark	CR 252		1.54 - 3.60	The Fohl Street Project (CR-252) project entails the resurfacing (two-course overlay and minor widening/geometric improvements where necessary) of approximately two miles of the roadway from the easternmost corporation limit of the Village of Navarre to the intersection of Fohl Street and Shepler Church Avenue SW (a recent roundabout improvement). The Preferred Alternative is the Alternative Design Proposed Conditions (12-foot lanes with 4-foot composite shoulders) plus Rumble Strips (centerline for the full length and edgeline outside the residential area), lighting, reducing the objects in the clear zone (particularly power poles that are currently within 5' of the edge line), and advisory signage (chevron signage at the curves plus combination horizontal and advisory speed signage). The project also includes adjusting three of the four vertical curve alignments to meet L&D 1 criteria for sight distance and adjusting the horizontal alignment to increase a curve radius from 745 feet to the L&D 1 required 1207 feet.	\$ 3,455,000	\$ 4,005,000	\$ 3,204,000	\$ 23,895,200	23	3	2.95	4	4.94%	4	49,002	14	78.30	6	\$2,764,000	0	28	78

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TOTAL HSIP \$ 23,895,200

Approved for Funding