

FY 2028 HSIP Applications Received

County	Route	Intersection	SLM	Proposed Project	Estimate	Estimate inflated to FY	80% HSIP Cost	Accum. HSIP	FY Requested	FY Approved	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
Scioto	CR 163		1.22 - 2.08	The existing roadway is steep with low pavement friction, minimal/no berm, and narrow on the side of a hill. The geometry is severe with major changes in vertical grade and horizontal alignment. The main crash type is roadway departure. Proposed is to improve friction, provide more berm, increased signage to alert drivers of steep grades and alignment changes, and to improve guardrail along the steep embankment. The widened section of roadway will require a retaining wall to allow enough width for a new berm and new guardrail. The road will be striped with centerline and edgelines, and enhanced flashing traffic signage will be installed.	\$ 1,950,000	\$ 2,069,000	\$ 1,655,200	\$ 1,655,200	2025	2025	38	13	10.46	20	9.56%	8	47,969	14	109.89	8	\$1,560,000	5	55
Greene		CR 97/CR 13		The CR 97 (Wilmington-Centerville Rd) and CR 13 (Centerville Rd) intersection is a 4-leg intersection with single lane approaches. It is an all-way stop controlled intersection. 68% of the crashes at the intersection are Angle crashes. Proposed is to construct a single lane roundabout including intersection lighting.	\$ 1,129,800	\$ 1,199,000	\$ 959,200	\$ 2,614,400	2024	2025	28	6	1.25	2	10.79%	10	62,133	20	61.18	4	\$903,840	10	46
Clinton	CR 37		0.00 - 0.80	This section of CR 37 has vertical curves, a horizontal curve, and narrow pavement which has caused fixed object and run-off-the-road crashes. It also has some narrow grass berm and steep ditches. Proposed is to soften the vertical curves and realign the horizontal curve adding superelevation. The pavement and berms will also be widened, and the ditches will be set back to create a recoverable zone.	\$ 1,200,000	\$ 1,273,000	\$ 1,018,400	\$ 3,632,800	2025	2025	9	3	9.48	18	4.14%	4	40,443	8	25.59	2	\$960,000	10	42
Geauga		CR 606/CR 11		CR 11 (Bainbridge Rd) intersects CR 606 (Washington St) at a sharp skew. CR 606 is a horizontal curve at this intersection. The road geometry does not support adequate line of sight for vehicles traveling eastbound on CR 11. Rear-end crashes account for about 70% of the crashes at the intersection. Based on an engineering study, a traffic signal is warranted at the intersection. In addition, the intersection will be realigned to a perpendicular T-intersection to improve lines of sight. A left turn lane for westbound traffic will be added.	\$ 750,000	\$ 796,000	\$ 636,800	\$ 4,269,600	2025	2025	22	2	1.06	2	1.94%	0	40,925	8	33.06	2	\$600,000	15	27
Stark		CR 219/3rd/4th		The existing Whipple Ave/3rd Street intersection is controlled by a traffic signal. Proposed is to remove the unwarranted signal and turn the intersection into right in right out (RIRO) movements from 3rd street onto Whipple. The majority crash type at the intersection of Whipple Ave/4th Street is left turn crashes. Proposed is to construct dedicated left turn lanes on Whipple Avenue on both approaches to 4th street. Lighting will be installed at both intersections.	\$ 950,000	\$ 1,069,000	\$ 855,200	\$ 5,124,800	2027	2027	71	30	2.24	4	37.27%	20	43,429	10	236.90	18	\$692,000	15	67
Huron	CR 51		0.19 - 1.68	The existing roadway is 20 feet wide. Proposed is to widen the roadway to 24 ft to match the remainder of the corridor. This widening will require the ditches to be set back. The project also includes resurfacing the roadway for the length of the project, new signage, guardrail improvements, and new pavement markings.	\$ 1,100,000	\$ 1,238,000	\$ 990,400	\$ 6,115,200	2026	2027	6	4	1.47	2	1.16%	0	57,939	18	216.22	16	\$880,000	10	46
Wayne		SR 585/CR44/CR 120		The existing intersection is a two-way stop controlled intersection. Most of the crashes that occur are angle crashes. Proposed is to convert this intersection to a roundabout.	\$ 1,469,000	\$ 1,653,000	\$ 1,322,400	\$ 7,437,600	2027	2027	15	5	0.83	0	4.68%	4	62,622	20	57.71	4	\$1,175,200	10	38
Clinton	CR 19		1.83 - 2.80	This section of CR 19 (Second Creek Rd) has vertical curves, one long horizontal curve, and two intersections. The primary crash type is fixed object and run-off-the-road. Proposed is to realign the horizontal curve, flatten the vertical curves, widen the pavement and berms, and install edgeline rumble strips.	\$ 1,800,000	\$ 2,026,000	\$ 1,620,800	\$ 9,058,400	2026	2027	17	7	6.42	12	8.09%	8	39,014	6	55.71	4	\$1,440,000	5	35
Lorain		CR 51/CR 1		The existing intersection is a 4-way, signal controlled, T-intersection. There are sight issues present as CR 1 (North Ridge Rd) is located slightly above CR 51 (Baumhart Rd), so the intersection is located on a crest vertical curve. The existing signal is 30 years old and in need of replacement. Proposed is to replace the signal with new signal heads that have backplates installed, installing changeable speed warning signs on CR 51 for individual drivers, and adding lighting. The new signal will also have battery backup.	\$ 480,000	\$ 557,000	\$ 445,600	\$ 9,504,000	2028	2028	21	7	1.12	2	20.92%	20	37,622	6	247.81	18	\$384,000	20	66
Lorain	CR 58		0.64 - 2.68	CR 58 (Island Rd) is a 19' wide 2-lane rural minor collector. A T-intersection exists with CR 151 at SLM 1.56. This intersection is stop-controlled on Island Rd. Over half of the crashes in this roadway section are roadway departure crashes. Proposed is to widen the pavement from 19' to 22'; resurfacing; edgeline rumble strips; and installation of edgelines, centerlines, and delineators. Pavement markings will be thermoplastic. Also proposed is to convert the intersection with CR 151 will be converted to a 4-way stop.	\$ 1,650,000	\$ 1,913,000	\$ 1,530,400	\$ 11,034,400	2028	2028	27	14	7.25	14	14.19%	14	55,658	18	104.42	8	\$1,320,000	5	59
Butler	CR 2821		7.25 - 8.0	75 crashes were recorded in this section of roadway which is less than a mile from the interchange with IR 75. 23 of the crashes are run off the road, and 24 of the crashes are rear-end. Most of the crashes are related to wet pavement. In the past, portions of this section of roadway were micro-milled to increase pavement friction which temporarily decreased the frequency of crashes. After further study, the existing superelevation in the horizontal curve was found to be less than standard 4% which may be contributing to the run off the road crashes. Proposed is to increase the superelevation on the horizontal curves to a minimum of 4%, install edgeline shoulder rumble strips, and resurface the pavement.	\$ 989,553	\$ 1,147,000	\$ 917,600	\$ 11,952,000	2028	2028	75	25	2.38	4	4.87%	4	46,283	12	213.25	16	\$791,642	15	51
Lucas		CR 53/CR 133		The current intersection is signalized with loop detector units on all of the approaches. CR 53 (Anthony Wayne Tr) is four lanes wide at this intersection with SB traffic having a left turn lane, two through lanes, and a right only lane. CR 133 (Dutch Rd) WB has a left only lane and a through-right lane. Proposed is to convert the intersection to a single lane roundabout with CR 53 SB having a right turn bypass from SB to WB. The roundabout will have a landscaped center island, appropriate lighting, and signage.	\$ 900,000	\$ 1,043,000	\$ 834,400	\$ 12,786,400	2028	2028	25	12	0.85	0	20.83%	20	39,260	6	91.36	6	\$720,000	15	47
Stark		CR 252/TR 251		The intersection is presently a two way stop condition on TR 251 (Kemary Ave). Six of the 7 crashes at the intersection in the last five years have resulted in injury. Proposed is to install a single lane roundabout with lighting.	\$ 960,000	\$ 1,113,000	\$ 890,400	\$ 13,676,800	2028	2028	7	6	1.07	2	10.52%	10	52,567	16	40.18	2	\$768,000	15	45

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Lucas		CR 32/CR 65		The current intersection is a T-intersection with CR 32 (Angola Rd) terminating into CR 65 (Crissey Rd). There are dual stop signs and dual stop ahead signs installed for westbound traffic on Angola Road. Proposed is to construct a modern roundabout with lighting and a landscaped center island. All roundabout signage and advanced signage will be installed.	\$ 890,000	\$ 1,032,000	\$ 825,600	\$ 14,502,400	2028	2028	13	7	0.69	0	12.09%	12	47,124	12	51.71	4	\$712,000	15	43
Ross		CR 222/TR 288		The existing horizontal curve at the CR 222 & Schrader Road intersection does not meet standards for the design speed. It is sufficient for 25 MPH and has a posted curve warning sign and advisory speed of 25 MPH for each approach to the curve. However, the corridor as a whole has an unposted statutory speed limit of 55 MPH and speeding is common. The intersection also has an existing skew of 56 degrees. The proposed project will realign CR 222 and the intersection with Schrader Road so the horizontal curve meets design speed standards and the intersection angle is 90 degrees. The roadway through this section will be widened to 12 foot lanes with 4 foot shoulders.	\$ 428,750	\$ 500,000	\$ 400,000	\$ 14,902,400	2028	2028	7	3	1.28	2	11.98%	10	43,582	10	2.59	0	\$343,000	20	42
Lucas		CR 69/CR 22		The current intersection is signalized with stop bar camera detection units and radar detection on all the approaches. All approaches have the same configuration: one left only lane and a through right lane. Proposed is to convert the intersection to a roundabout with a landscaped center island and appropriate lighting. All roundabout signage and advanced signage will be installed.	\$ 900,000	\$ 1,043,000	\$ 834,400	\$ 15,736,800	2028	2028	12	6	0.51	0	7.58%	6	54,515	16	45.18	2	\$720,000	15	39
Greene		CR 36/TR 48		The current intersection of CR 36 (Indian Ripple Rd)/TR 48 (Factory Rd) is a two-way stop with traffic on TR 48 having to stop. There are no dedicated turn lanes. 68% of the crashes at the intersection are Angle crashes. Proposed is to install a traffic signal at the intersection and add left turn lanes on the CR 36 approaches. Vegetation will also be cleared on the southwest and northeast quadrants to improve sight distance.	\$ 2,095,000	\$ 2,429,000	\$ 1,943,200	\$ 17,680,000	2027	2028	21	8	1.38	2	2.64%	2	57,296	18	65.24	4	\$1,676,000	0	26
Clermont		CR 133/CR 40		CR 133 (Woodville Pk) and Deerfield Rd (CR 40) is an all-way stop controlled intersection. Turn lanes are not present on any of the approaches. Most of the crashes at this intersection are angle crashes, and the remaining crashes are rear-end. Proposed is to convert this intersection to a modern roundabout.	\$ 2,255,705	\$ 2,615,000	\$ 2,092,000	\$ 19,772,000	2028	2028	16	6	0.46	0	1.58%	0	55,927	18	49.18	2	\$1,804,564	0	20
Erie		CR 110/TR 7		The intersection of CR 110 (Campbell St) and TR 7 (Strub Rd) is a 4-leg signalized intersection. Both are two-lane roads with 12' lanes. No turn lanes are present and there are no protected turn signal phases. Perkins High School is on CR 110 about 1/4 mile north of the intersection. 60% of the crashes involved young drivers, and 26% occurred during school dismissal time. Proposed is to convert the intersection to a single lane roundabout.	\$ 2,003,000	\$ 2,322,000	\$ 1,857,600	\$ 21,629,600	2028	2028	35	8	1.71	2	2.17%	2	41,129	8	79.24	6	\$1,602,400	0	18

TOTAL HSIP \$ 21,629,600

Approved for Funding