

# ERPC MPO Preliminary Project Application Form

**Instructions:** Complete and submit the project application form with any attachments by 4:30 P.M. on April 30, 2020 to the Erie County Office of Regional Planning and Development located at the Erie County Service Center, 3rd Floor, 2900 Columbus Avenue, Sandusky, Ohio 44870. Application instructions are available on ERPC's website and in the ERPC office. Staff can be reached by phone 419-627-7792, by fax 419-627-6670 or by e-mail at [Planning@ErieCounty.OH.Gov](mailto:Planning@ErieCounty.OH.Gov) to answer any questions. Additional sheets may be attached as needed. Basic eligibility for MPO project funding requires submitted projects to be compatible with the ERPC MPO Long Range Transportation Plan.

## Proposed Project Details

**1.) Sponsoring Agency:** \_\_\_\_\_  
 (If multiple project partners, specify lead agency and attach cooperation agreement)

**2.) Project Title:** \_\_\_\_\_

**3.) Contact Person (include phone, fax, and e-mail if available):** \_\_\_\_\_

**4.) Indicate State Fiscal Year, Amount, and Percentage of Costs Being Requested From MPO (PE phase includes all work completed up through environmental clearance) :**

Project Phases	State Fiscal Year	MPO Funds Requested		Percent Split	Total Local Funds/ Other Funding	Percent Split
		Surface Transportation (STP)	Transportation Alternative (TA)			
Preliminary Engineering (PE)		\$	\$	%	\$	%
Right-of-Way (RW)		\$	\$	%	\$	%
Utilities		\$	\$	%	\$	%
Detailed Design (DD)		\$	\$	%	\$	%
Construction (CO)		\$	\$	%	\$	%
Construction Engineering (CE)		\$	\$	%	\$	%
<b>Total</b>		\$	\$	%	\$	%

**5.) Project Funding: Describe all sources of non-MPO funding for the proposed project.**

**6.) How does the project support the MPO's Long Range Transportation Plan (LRTP)?**

**7.) Other than the LRTP, is this project the result of or linked to a planning study or report?**

**8.) Provide the most recent Average Daily Traffic (ADT) counts for the proposed project. For bicycle/pedestrian projects provide number of non-motorized users if available.**

ADT \_\_\_\_\_

Number of Non-motorized users (bicycle/pedestrian projects) \_\_\_\_\_

Year Completed \_\_\_\_\_

Location: \_\_\_\_\_

**9.) Describe the proposed project, the problem that it is expected to resolve and any alternatives that may have been explored.**

**10.) Located in a High Crash Rate Area? (Yes/No) \_\_\_\_\_ If yes, please provide summary of crash data and how the proposed project incorporates safety solutions to address crash problem. For bicycle/pedestrian projects provide summary of bicycle/pedestrian crash data.**

**11.) Describe public involvement plan for the proposed project (level of public involvement to be commensurate with level of project complexity):**

**12.) Proposed Project Cost Information:** Provide a cost estimate certified by a professional engineer, architect or appropriate professional discipline for your proposed project.

See Attachment

**13.) What is the current status of the proposed project? (e.g. preliminary engineering, environmental complete, right-of-way plans, construction plans approved)**

**14.) Does the project impact any of the following? Respond with a “yes” or “no”.**

Bicycle/Pedestrian Facilities\_\_\_\_\_ Congestion\_\_\_\_\_ Character of the Area\_\_\_\_\_

User Fees\_\_\_\_\_ Multi-Modal Transportation\_\_\_\_\_ Public Use\_\_\_\_\_

ITS Components\_\_\_\_\_ Access Management\_\_\_\_\_ Local Economics\_\_\_\_\_

Tourism\_\_\_\_\_ Environmental Impacts\_\_\_\_\_ Historical Preservation/Impact\_\_\_\_\_

Environmental Justice Populations\_\_\_\_\_ Aesthetic\_\_\_\_\_

**If “yes” to any of the above, please describe impacts:**

**15a.) Will this be your first MPO funded project? (“yes” or “no”) \_\_\_\_\_**  
(if “yes”, go to number 17)

**15b.) If “no”, indicate what percentage of MPO projects over the past three years that have been awarded on time. If a project did miss the award milestone date, please indicate reason for delay.**

**16.) Number of missed Quarterly Project Review Meetings in the last year: \_\_\_\_\_**

**17.) Please self-score the proposed project by using the attached project evaluation form.** This form must be completed and submitted with your application to be considered for funding. (Note—the MPO will review and may revise provided scores.)

---

*Applications may be submitted by email to [planning@eriecounty.oh.gov](mailto:planning@eriecounty.oh.gov) (email size not to exceed 13MB) or one hard copy may be submitted in person to the ERPC Office at 2900 Columbus Avenue, Sandusky, Ohio 44870.*

**Required items to be submitted with application include:**

- *Site map of the proposed project’s location*
- *Letter of support from the project sponsor’s governing body*
- *Project cost estimate certified by a State of Ohio Professional Engineer*
- *Self-scored project evaluation form*
- *Project priority listing if submitting more than one project application for MPO funding consideration*
- *Executed cooperation agreement if project involves multiple entities*



**Sunnyside Road Rehabilitation Phase 2  
Application Attachments**

Project Location Map

Vermilion City Council Resolution – to be provided in May

Project Construction Cost Estimate

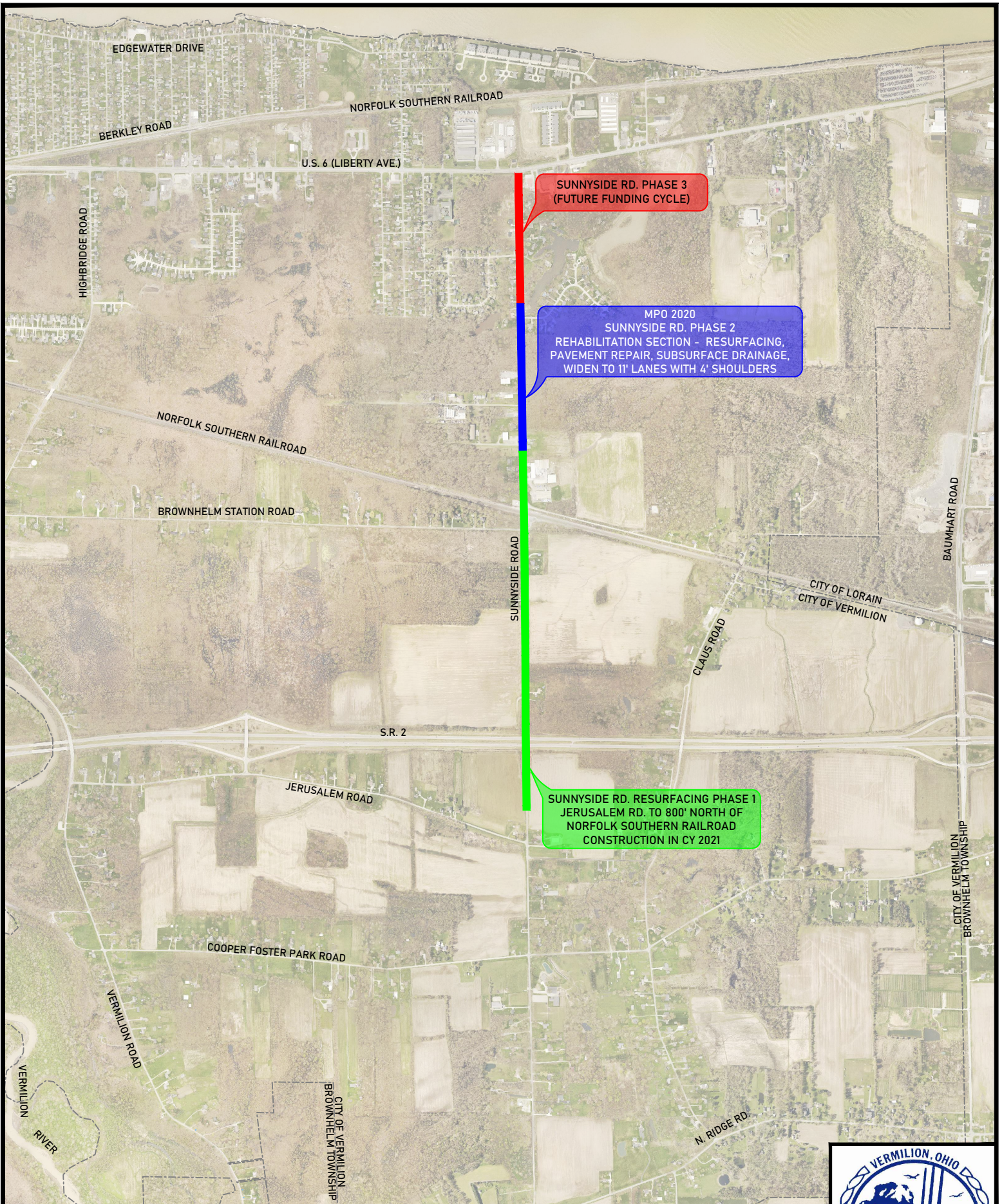
Pavement Condition Rating

Project Photo Log

Project Priority Listing

Self-Scored Project Evaluation Form and Supporting Documentation





SUNNYSIDE RD. PHASE 3  
(FUTURE FUNDING CYCLE)

MPO 2020  
SUNNYSIDE RD. PHASE 2  
REHABILITATION SECTION - RESURFACING,  
PAVEMENT REPAIR, SUBSURFACE DRAINAGE,  
WIDEN TO 11' LANES WITH 4' SHOULDERS

SUNNYSIDE RD. RESURFACING PHASE 1  
JERUSALEM RD. TO 800' NORTH OF  
NORFOLK SOUTHERN RAILROAD  
CONSTRUCTION IN CY 2021



# Location Map

## Sunnyside Road Rehabilitation Phase 2





CITY OF VERMILION  
**SUNNYSIDE ROAD REHABILITATION PHASE 2**  
 FROM 800' NORTH OF NS RAILROAD TRACKS TO 200' NORTH OF SHADY LAKE DR.  
 2,000 LINEAR FEET (2) 11' LANES WITH 4' BIKE LANES

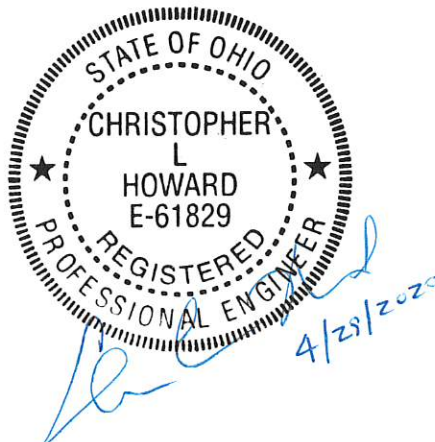
REF NO.	ITEM NUMBER	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT PRICE	ENGINEER'S ESTIMATE
<b>ROADWAY</b>						
1	201	CLEARING AND GRUBBING		LUMP	\$ 12,000.00	\$ 12,000.00
2	202	PAVEMENT REMOVED, ASPHALT (PAVEMENT WIDENING)	SY	499	\$ 18.00	\$ 8,982.00
3	202	PAVEMENT REMOVED, ASPHALT (DRIVEWAY APRON)	SY	254	\$ 10.00	\$ 2,540.00
4	202	PIPE REMOVED, 24" AND UNDER	FT	360	\$ 15.00	\$ 5,400.00
5	202	GUARDRAIL REMOVED	FT	188.0	\$ 2.00	\$ 376.00
6	202	CATCH BASIN REMOVED	EACH	2	\$ 440.00	\$ 880.00
7	203	EXCAVATION	CY	397	\$ 30.00	\$ 11,910.00
8	203	EXCAVATION (DITCH REGRADING)	CY	1,133	\$ 35.00	\$ 39,655.00
9	203	EMBANKMENT	CY	74	\$ 30.00	\$ 2,220.00
10	203	EMBANKMENT (DITCH REGRADING)	CY	382	\$ 35.00	\$ 13,370.00
11	204	SUBGRADE COMPACTION	SY	3,219	\$ 1.50	\$ 4,828.50
12	204	SUBGRADE COMPACTION (SUBGRADE STABILIZATION)	SY	1,247	\$ 1.50	\$ 1,870.50
13	204	EXCAVATION OF SUBGRADE (T=12" FOR UNDERCUT)	CY	416	\$ 26.00	\$ 10,816.00
14	204	GRANULAR MATERIAL, TYPE B	CY	416	\$ 45.00	\$ 18,720.00
15	204	GEOTEXTILE FABRIC	SY	1,247	\$ 2.20	\$ 2,743.40
16	209	LINEAR GRADING	MILE	0.75	\$ 2,900.00	\$ 2,175.00
17	606	GUARDRAIL, TYPE MGS	FT	100	\$ 25.00	\$ 2,500.00
18	606	ANCHOR ASSEMBLY, MGS TYPE E	EACH	2	\$ 2,500.00	\$ 5,000.00
19	606	ANCHOR ASSEMBLY, MGS TYPE T	EACH	2	\$ 1,000.00	\$ 2,000.00
20	623	MONUMENT BOX ADJUSTED TO GRADE	EACH	1	\$ 550.00	\$ 550.00
21	SPECIAL	MAILBOX SUPPORT SYSTEM, SINGLE	EACH	9	\$ 180.00	\$ 1,620.00
22	SPECIAL	MAILBOX REMOVED AND RESET	EACH	9	\$ 190.00	\$ 1,710.00
<b>SECTION TOTAL ROADWAY :</b>						<b>\$ 151,866.40</b>
<b>EROSION CONTROL</b>						
23	659	TOPSOIL (T=4")	CY	490	\$ 48.00	\$ 23,520.00
24	659	SEEDING AND MULCHING	SY	4413	\$ 2.00	\$ 8,826.00
25	659	REPAIR SEEDING AND MULCHING	SY	221	\$ 3.50	\$ 773.50
26	659	COMMERCIAL FERTILIZER	TON	0.60	\$ 675.00	\$ 405.00
27	659	WATER	MGAL	24	\$ 18.00	\$ 432.00
28	659	POST CONSTRUCTION BMP	EACH	1	\$ 10,000.00	\$ 10,000.00
29	832	EROSION CONTROL	EACH	15,000	\$ 1.00	\$ 15,000.00
<b>SECTION TOTAL EROSION CONTROL :</b>						<b>\$ 58,956.50</b>
<b>DRAINAGE</b>						
30	601	ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC	CY	2	\$ 721.00	\$ 1,442.00
31	605	4" SHALLOW PIPE UNDERDRAINS	FT	3,972	\$ 11.50	\$ 45,678.00
32	611	4" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET	FT	75	\$ 25.00	\$ 1,875.00
33	611	12" CONDUIT, TYPE B	FT	85	\$ 45.00	\$ 3,825.00
34	611	12" CONDUIT, TYPE C	FT	150	\$ 63.00	\$ 9,450.00
35	611	12" CONDUIT, TYPE D	FT	345	\$ 47.00	\$ 16,215.00
36	611	CATCH BASIN, NO. 7	EACH	3	\$ 1,700.00	\$ 5,100.00
37	611	CATCH BASIN, NO. 2-2B	EACH	2	\$ 1,800.00	\$ 3,600.00
38	611	CATCH BASIN ADJUSTED TO GRADE	EACH	2	\$ 800.00	\$ 1,600.00
39	611	MANHOLE ADJUSTED TO GRADE (SANITARY)	EACH	4	\$ 700.00	\$ 2,800.00
40	SPECIAL	MISCELLANEOUS METAL	LB	1,000	\$ 2.00	\$ 2,000.00
<b>SECTION TOTAL DRAINAGE :</b>						<b>\$ 93,585.00</b>

CITY OF VERMILION  
 SUNNYSIDE ROAD REHABILITATION PHASE 2  
 FROM 800' NORTH OF NS RAILROAD TRACKS TO 200' NORTH OF SHADY LAKE DR.  
 2,000 LINEAR FEET (2) 11' LANES WITH 4' BIKE LANES

REF NO.	ITEM NUMBER	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT PRICE	ENGINEER'S ESTIMATE	
PAVEMENT							
41	253	PAVEMENT REPAIR	SY	932	\$ 45.00	\$ 41,940.00	
42	254	PAVEMENT PLANING, ASPHALT CONCRETE	SY	4,660	\$ 3.20	\$ 14,912.00	
43	301	ASPHALT CONCRETE BASE, PG64-22 (T=6")	CY	445	\$ 150.00	\$ 66,750.00	
44	304	AGGREGATE BASE (T=6")	CY	555	\$ 70.00	\$ 38,850.00	
45	407	NON-TRACKING TACK COAT (0.06 GAL/SY - SURFACE & INTERMEDIATE)	GAL	321	\$ 4.00	\$ 1,284.00	
46	441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (T=1 1/4")	CY	232	\$ 170.00	\$ 39,440.00	
47	441	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) (T=1 3/4")	CY	232	\$ 145.00	\$ 33,640.00	
48	441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (T=1 3/4") (DRIVEWAYS)	CY	11	\$ 325.00	\$ 3,575.00	
49	441	ASPHALT CONCRETE INTERMEDIATE COURSE, (448), PG64-22 (T=1 1/4") (DRIVEWAYS)	CY	16	\$ 300.00	\$ 4,800.00	
SECTION TOTAL PAVEMENT :						\$ 245,191.00	
WATER WORK							
50	638	VALVE BOX ADJUSTED TO GRADE	EACH	3	\$ 350.00	\$ 1,050.00	
SECTION TOTAL WATER WORK :						\$ 1,050.00	
TRAFFIC CONTROL							
51	626	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	EACH	5	\$ 10.00	\$ 50.00	
52	630	GROUND MOUNTED SUPPORT, NO. 3 POST	FT	39	\$ 10.00	\$ 390.00	
53	630	SIGN, FLAT SHEET	SF	15	\$ 18.00	\$ 270.00	
54	630	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	EACH	3	\$ 12.00	\$ 36.00	
55	630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	EACH	3	\$ 12.00	\$ 36.00	
56	642	EDGE LINE, 6"	MILE	1.50	\$ 700.00	\$ 1,050.00	
57	642	CENTER LINE	MILE	0.38	\$ 1,000.00	\$ 380.00	
58	644	STOP LINE	FT	10	\$ 10.00	\$ 100.00	
SECTION TOTAL TRAFFIC CONTROL :						\$ 2,312.00	
INCIDENTALS							
59	103	PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND		LUMP	\$ 6,000.00	\$ 6,000.00	
60	614	MAINTAINING TRAFFIC		LUMP	\$ 18,000.00	\$ 18,000.00	
61	619	FIELD OFFICE, TYPE A		MNTH	4	\$ 1,800.00	\$ 7,200.00
62	623	CONSTRUCTION LAYOUT STAKES AND SURVEYING		LUMP	\$ 6,000.00	\$ 6,000.00	
63	624	MOBILIZATION		LUMP	\$ 18,000.00	\$ 18,000.00	
SECTION TOTAL INCIDENTALS :						\$ 55,200.00	
SUBTOTAL :						\$ 608,160.90	
10% CONTINGENCY:						\$ 60,816.09	
TOTAL ESTIMATE:						\$ 668,976.99	
TOTAL ESTIMATE WITH 17.1% INFLATION (FOR CONSTRUCTION IN CALENDAR YEAR 2025):						\$ 783,372.06	

Notes:

1. Work includes pavement widening and resurfacing to accommodate 11' lanes with 4' bike lanes and subsurface drainage



Section: Sunnyside Road  
 Log mile: 800' North of NS RR Tracks to 175' North of Shady Lake Dr.  
 Approx. Sta: \_\_\_\_\_ to \_\_\_\_\_  
 Segment Length: 2,000'

Date: 4/15//2020  
 Rated by: JTS  
 # of Utility Cuts: \_\_\_\_\_

# LOCAL

## PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY*				EXTENT WT.**				DEDUCT POINTS***
		L	M	H	Rated Severity	O	F	E	Rated Extent	
RAVELING	10	0.3	0.6	1	L	0.5	0.8	1	E	3
BLEEDING	5	0.8	0.8	1		0.6	0.9	1		0
PATCHING	5	0.3	0.6	1	M	0.6	0.8	1	F	2.4
SURF. DISINTEGRATION OR DEBONDING	5	0.4	0.6	1	M	0.6	0.8	1	F	2.4
RUTTING	10	0.3	0.7	1	L	0.6	0.8	1+	O	1.8
MAP CRACKING	5	0.2	0.6	1	L	0.4	0.8	1	O	0.4
BASE FAILURE	10	0.6	0.8	1	M	0.7	0.9	1+	F	7.2
SETTLEMENTS	5	0.4	0.7	1		0.6	0.8	1		0
TRANSVERSE CRACKS	10	0.4	0.7	1	M	0.5	0.7	1+	E	7
WHEEL TRACK CRACKING	15	0.4	0.7	1	M	0.5	0.7	1+	F	7.35
LONGITUDINAL CRACKING	5	0.2	0.6	1	M	0.4	0.8	1+	O	1.2
EDGE CRACKING	5	0.4	0.7	1	M	0.5	0.7	1+	F	2.45
PRESSURE DAMAGE/UPHEAVAL	5	0.4	0.6	1		0.5	0.8	1		0
CRACK SEALING DEFICIENCY	5	1	1	1	M	0.5	0.8	1	F	4

\*L = LOW    \*\*O = OCCASIONAL  
 M = MEDIUM    F = FREQUENT  
 H = HIGH    E = EXTENSIVE

TOTAL DEDUCT = 39.2  
 SUM OF STRUCTURAL DEDUCT (+) = 27  
 100 - TOTAL DEDUCT = PCR = 60.8

PCR : Fair to Poor

\*\*\*DEDUCT POINTS = DISTRESS WEIGHT x SEVERITY WT. x EXTENT WT.

General Appraisal:

Remarks: From south to north. Section from tracks to culvert is in fair condition with the east lane in worse condition than the west lane. Map cracking and edge cracking is majority of distress. The longitudinal center joint is opened up for extended lengths and has been sealed and patched with durapatch. There are localized areas of apparent base failure. The section over the culvert is in poor condition with exposed subgrade. The existing guardrail is substandard in height and end treatments.



City of Vermilion  
Sunnyside Road Rehabilitation Phase 2



Picture 1 – Sunnyside Road looking north approx. 800' north of the Norfolk Southern railroad tracks. Longitudinal pavement joint cracking and wheel lane/edge cracking on outside of northbound lane.



Picture 2 – Sunnyside Road looking north approx. 1,400' north of the Norfolk Southern railroad tracks. Pavement centerline joint is separated and temporary patching has debonded in areas. Map and wheel path cracking.





Picture 3 – Sunnyside Road looking north approx. 2,000' north of the Norfolk Southern railroad tracks. Pavement centerline joint is separated, with additional longitudinal cracking adjacent to centerline. Asphalt pavement has been patched along edges.



Picture 4 – Sunnyside Road looking north approx. 375' south of Shady Lake Drive. Several longitudinal cracks adjacent to centerline. Wheel track and edge cracking is prevalent, areas of base failure.





Picture 5 – Sunnyside Road looking north, just south of Shady Lake Drive. Longitudinal cracking along centerline. Pavement has delaminated in areas of the wheel track cracking and withing patched pavement areas.



Picture 6 – Sunnyside Road looking north, just north of Shady Lake Drive. Pavement above the existing culvert is in poor condition. Pavement base is exposed on northbound lane and southbound lane has large asphalt patching areas. Guardrail is noncompliant in height and end assemblies.



**City of Vermilion  
Project Priority Listing**

The City has submitted applications for two (2) projects, one in FY2024 and one in FY2025. Our project priority listing is as follows:

- 1.) Vermilion Road Reconstruction Phase 4a (requested in FY2024)
- 2.) Sunnyside Road Rehabilitation Phase 2 (requested in FY2025)

**SURFACE TRANSPORTATION PROGRAM (STP) PROJECT EVALUATION FORM**

**Project Name:** \_\_\_\_\_

**Project Sponsor:** \_\_\_\_\_

**Proposed State Fiscal Year:** \_\_\_\_\_

**Date Scored:** \_\_\_\_\_

<p><b>1. Mark the functional classification of the project (see functional classification maps). If a project falls in more than one category choose one that yields the highest points. Local roads and rural minor collectors are not eligible.</b></p>	<p>____ <b>Principal Arterial (5 points)</b>                  ____ <b>Minor Arterial (4 points)</b>                  ____ <b>Major Collector (3 points)</b>                  ____ <b>Urban Minor Collector (2 pt)</b></p>
<p><b>2. Does the project create/upgrade/preserve dedicated facilities for bicyclist or pedestrians? (not including curb ramps or other incidentals)</b></p>	<p>____ <b>Yes (5 points)</b>                  ____ <b>No (0 points)</b></p>
<p><b>3. Select one of the following (total max. points possible = 5 points):</b></p> <p><b>3a. Does the proposed project preserve the existing roadway system without changing the base roadway conditions? (ex. surface only treatments)</b></p> <p><b>3b. Does the proposed project upgrade the existing roadway system without adding significant capacity? (ex. Lane/shoulder widening, signal replacement, full-depth pavement replacement without increasing the structural number, minor improvements in delay and level of service)</b></p> <p><b>3c. Does the proposed project add significant capacity to the existing roadway system? (ex. New lanes, new turn lanes, increase in pavement structural number from original design, major improvements in delay and level of service)</b></p>	<p>____ <b>Yes (3 points)</b>                  ____ <b>No (0 points)</b></p> <p>____ <b>Yes (5 points)</b>                  ____ <b>No (0 points)</b></p> <p>____ <b>Yes (5 points)</b>                  ____ <b>No (0 points)</b></p>
<p><b>4. Is the project addressing a high crash area?</b></p>	<p>____ <b>Yes (5 points)</b>                  ____ <b>No (0 points)</b></p>
<p><b>5. Does the project address recurring congestion (a high increase in use that causes significant delays, excessive vehicle queuing, much slower speed of travel) ?</b></p>	<p>____ <b>Yes (5 points)</b>                  ____ <b>No (0 points)</b></p>
<p><b>6. Does the project include any ITS component(s)? ( EX: Message boards, cameras crash notification system, real-time traffic information accessed by telephone using automated systems)</b></p>	<p>____ <b>Yes (3 points)</b>                  ____ <b>No (0 points)</b></p>
<p><b>7. List the ADT of the project if available. Please list the highest ADT if multiple choices are available.</b></p>	<p>____ <b>6,000 or higher (4 points)</b>                  ____ <b>1,000 - 5,900 (2 points)</b></p>
<p><b>8. Does the project incorporate systemic access management techniques?</b></p>	<p>____ <b>Yes (5 points)</b>                  ____ <b>No (0 points)</b></p>
<p><b>9. Is the majority of the project within an urbanized area (see functional classification maps)?</b></p>	<p>____ <b>Yes (3 points)</b>                  ____ <b>No (0 points)</b></p>
<p><b>10. How much impact does the project have in revitalizing/preserving the character of a given jurisdiction's urban core, community center or neighborhood? For example, a streetscaping project would have a major impact where a resurfacing only project would a have minor impact.</b></p>	<p>____ <b>Major Impact (4 points)</b>                  ____ <b>Minor Impact (2 points)</b></p>
<p><b>11. Does the project have a positive impact in an Environmental Justice Area (ex: low income, minority, etc., see maps)?</b></p>	<p>____ <b>3+ Groups (4 points)</b>                  ____ <b>2 Groups (3 points)</b>                  ____ <b>1 Group (2 points)</b></p>
<p><b>12. Is the project referenced in any submitted current land use/comprehensive plan, thoroughfare plan, related transportation or land use study other than the Long Range Transportation Plan?</b></p>	<p>____ <b>Yes (3 points)</b>                  ____ <b>No (0 points)</b></p>
<p><b>13. Does this project improve or enhance tourism travel? (ex. Streetscaping, wayfinding, decreasing travel time delays)</b></p>	<p>____ <b>Greatly (3 points)</b>                  ____ <b>Moderately (1 point)</b></p>
<p><b>14. Does this project support existing businesses/industry by preserving or upgrading an existing route to a commercial or industrial area?</b></p>	<p>____ <b>Greatly (3 points)</b>                  ____ <b>Moderately (1 point)</b></p>
<p><b>15. Does the project greatly improve air quality? (Reducing vehicle emissions, decreasing fuel consumption, etc. Please provide quantifiable evidence.)</b></p>	<p>____ <b>Yes (3 points)</b>                  ____ <b>No (0 points)</b></p>

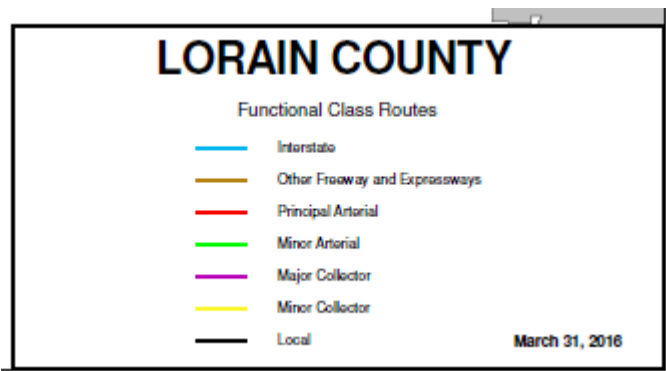
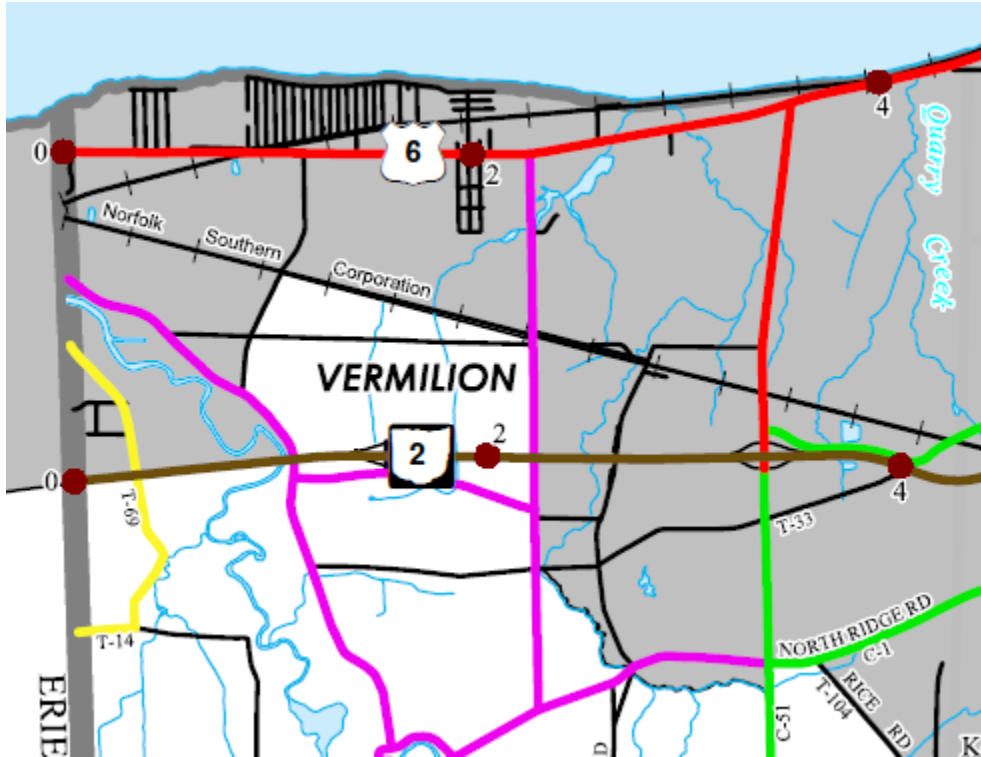
<b>16. What percentage of the project's total cost preserves natural habitats, decreases wildlife mortality, decreases water pollution, or specifically protects wetlands?</b>	<input type="checkbox"/> <b>50% or higher (4 points)</b> <input type="checkbox"/> <b>31% - 49% (3 points)</b> <input type="checkbox"/> <b>11% - 30% (2 points)</b> <input type="checkbox"/> <b>1% - 10% (1 points)</b>
<b>17. Does the project include any aesthetic improvement components/streetscaping (improvements added in addition to (or in place of) the baseline treatment)?</b>	<input type="checkbox"/> <b>Greatly (4 points)</b> <input type="checkbox"/> <b>Moderately (2 points)</b>
<b>18. Has the project sponsor attended ODOT LPA Quarterly Project Meetings in the last calendar year (if first time applicant or sponsor had no projects then 'No Projects' should be selected).</b>	<input type="checkbox"/> <b>Attended All (5 points)</b> <input type="checkbox"/> <b>Missed One (3 points)</b> <input type="checkbox"/> <b>Missed 2 or more (-2 pts)</b> <input type="checkbox"/> <b>No projects (5 points)</b>
<b>19. What percentage of MPO projects has the project sponsor awarded on time over the last three calendar years (if first time applicant or sponsor had no projects then 'No Projects' should be selected)?</b>	<input type="checkbox"/> <b>67% - 100% (10 points)</b> <input type="checkbox"/> <b>34% - 66% (5 points)</b> <input type="checkbox"/> <b>1% - 33% (1 points)</b> <input type="checkbox"/> <b>No projects (10 points)</b>
<b>20. Does the project involve other regional partners (MPO area jurisdictions and/or other governmental agencies)?</b>	<input type="checkbox"/> <b>Yes (7 points)</b> <input type="checkbox"/> <b>No (0 points)</b>
<b>21. What percentage of the costs is project sponsor requesting MPO funding for?</b>	<input type="checkbox"/> <b>1% - 25% (10 points)</b> <input type="checkbox"/> <b>26% - 50% (7 points)</b> <input type="checkbox"/> <b>51% - 70% (4 points)</b> <input type="checkbox"/> <b>71% - 79% (1 point)</b>
<b>TOTAL (100 Possible Points)</b>	

## Sunnyside Road Rehabilitation Phase 2

### Surface Transportation Program (STP) Project Evaluation Form

#### Question 1. Mark the functional classification of the project.

Sunnyside Road is classified as an Urban Major Collector, as indicated on the ODOT Functional Classification Map below.



## **Sunnyside Road Rehabilitation Phase 2**

### **Surface Transportation Program (STP) Project Evaluation Form**

**Question 2. Does the project create/upgrade/preserve dedicated facilities for bicyclists or pedestrians (not including curb ramps or other incidentals)?**

Yes, this project creates/upgrades bicycle facilities. Sunnyside currently has little to no paved shoulders, and bicyclists must share the lane with motor vehicles. This project will include 4' wide paved shoulders so bicyclists have a dedicated area in which to ride. This will ultimately provide multi-modal connectivity for the residential areas to U.S. 6 once Phase 3 of Sunnyside is completed. In addition, the Lorain County Metro Parks currently own property on the west side of Sunnyside and are recently acquiring property on the east side of Sunnyside (Cassell Reservation) with plans to develop a trailhead, which will become a biking destination in the area.

## **Sunnyside Road Rehabilitation Phase 2**

### **Surface Transportation Program (STP) Project Evaluation Form**

#### **Question 3. Select one of the following:**

**3a. Does the proposed project preserve the existing roadway system without changing the base roadway conditions? (ex. surface only treatments)**

No.

**3b. Does the proposed project upgrade the existing roadway system without adding significant capacity? (ex. Lane/shoulder widening, signal replacement, full-depth pavement replacement without increasing the structural number, minor improvements in delay and level of service)**

Yes. This project provides for minor widening of the travel lanes and shoulders to current standards. The existing roadway is 10.5'± lanes with no paved shoulders which are being widened to 11' lanes with 4' paved shoulders. Although the City has been proactive in extending the existing pavement life by taking preventative maintenance measures such as crack sealing and durable pavement patching, the pavement distresses indicate isolated areas need full depth pavement repair. The pavement buildup of the widened and repaired pavement will be determined based on geotechnical data and designed per ODOT Pavement Design Manual. Additionally, subsurface drainage will be included to ensure the roadway base is properly drained, allowing for extended preservation of the new pavement surface.

**3c. Does the proposed project add significant capacity to the existing roadway system? (ex. New lanes, new turn lanes, increase in pavement structural number from original design, major improvements in delay and level of service)**

No.

## Sunnyside Road Rehabilitation Phase 2

### Surface Transportation Program (STP) Project Evaluation Form

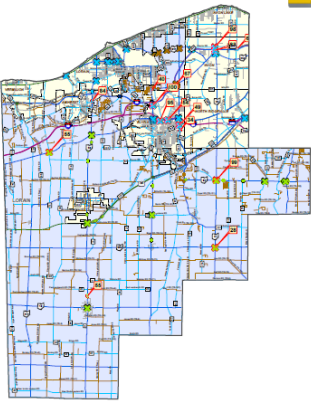
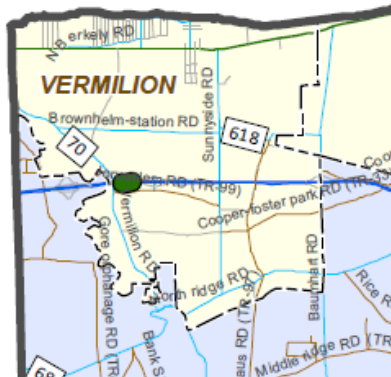
#### Question 4. Is the project addressing a high crash area?

The 2018 Highway Safety Improvement Program (HSIP) Priority Locations – Lorain County does not show any exceeded thresholds for this area. ODOT’s Transportation Information Mapping System (TIMS), which contains crash history for the years 2016-2018, was also reviewed and showed no crashes in this section of Sunnyside Road.

### 2018 Highway Safety Improvement Program (HSIP) Priority Locations - Lorain County



2018 Highway Safety Improvement Program (HSIP) Priority Locations - Lorain County



City Boundary	<b>Safety Priority Category</b>	<b>Safety Priority Category</b>
<b>Roads by Type</b>	Rural Intersections	Rural Freeway
Other Routes	Suburban Intersections	Rural Non-Freeway
Interstate Route	Urban Intersections	Rural Ramp
United States Route		Suburban Non-Freeway
State Route		Urban Freeway
County Road		Urban Non-Freeway
Township Road		Urban Ramp

Date: 9/14/2019

Miles

**dot**  
Division of Planning  
Program Management

**Sunnyside Road Rehabilitation Phase 2**

**Surface Transportation Program (STP) Project Evaluation Form**

**Question 5. Does the project address recurring congestion (a high increase in use that causes significant delays, excessive vehicle queueing, much slower speed of travel)?**

No.



**Sunnyside Road Rehabilitation Phase 2**

**Surface Transportation Program (STP) Project Evaluation Form**

**Question 6. Does the project include any ITS component(s)? (EX: Message boards, camera crash notification system, real-time traffic information accessed by telephone using automated systems)**

No.

## Sunnyside Road Rehabilitation Phase 2

### Surface Transportation Program (STP) Project Evaluation Form

**Question 7. List the ADT of the project if available. Please list the highest ADT if multiple choices are available.**

ODOT's Traffic Monitoring Management System (TMMS) lists the ADT at 719 for 2019 at a count station located between Jerusalem Road and Brownhelm Station Road. See below snapshot from TMMS.



**Sunnyside Road Rehabilitation Phase 2**

**Surface Transportation Program (STP) Project Evaluation Form**

**Question 8. Does the project incorporate systemic access management techniques?**

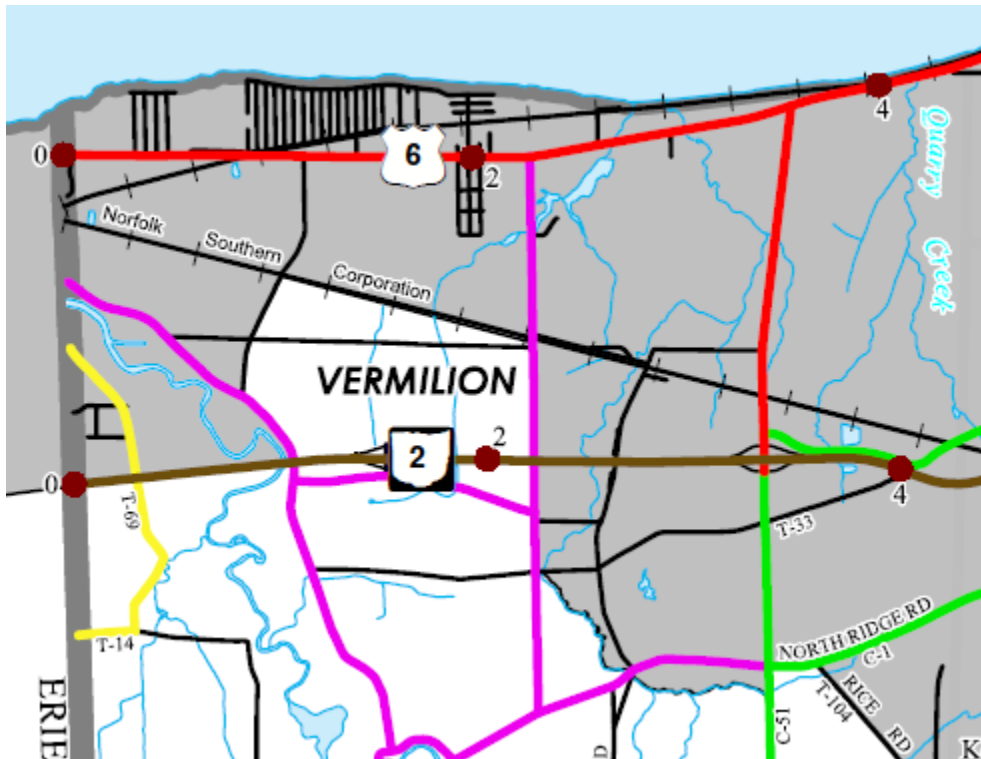
No.

## Sunnyside Road Rehabilitation Phase 2

### Surface Transportation Program (STP) Project Evaluation Form

**Question 9. Is the majority of the project within an urbanized area (see functional classification maps)?**

Yes, the project is located entirely within an urbanized area as denoted in gray on the below excerpt of the functional classification map for Lorain County.



## **Sunnyside Road Rehabilitation Phase 2**

### **Surface Transportation Program (STP) Project Evaluation Form**

**Question 10. How much impact does the project have in revitalizing/preserving the character of a given jurisdiction's urban core, community center, or neighborhood? For example, a streetscaping project would have a major impact where a resurfacing only project would have a minor impact.**

This project has a minor impact on the urban core. Sunnyside Road is one of the major collector routes in the City. It connects U.S. 6 and Jerusalem Road, which serves as an exit off S.R. 2. It also provides access to several commercial businesses located on Sunnyside Road north of the Norfolk Southern railroad tracks, as well as several residential subdivisions located on the northern end of Sunnyside Road.

## Sunnyside Road Rehabilitation Phase 2

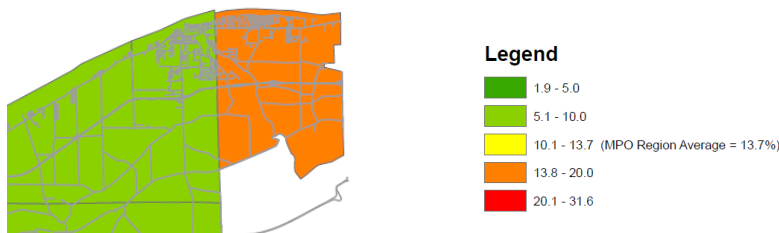
### Surface Transportation Program (STP) Project Evaluation Form

**Question 11. Does the project have a positive impact in an Environmental Justice area (ex: low income, minority, etc., see maps)?**

The area of Vermilion in which this project is located has several EJ areas, including:

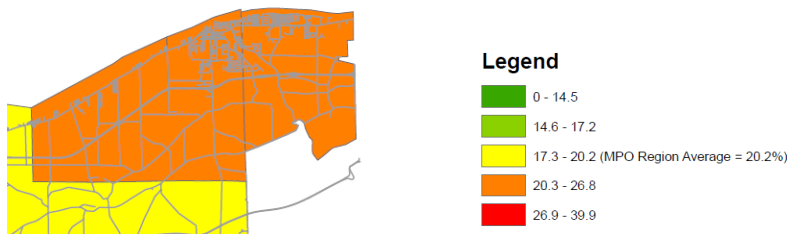
Higher percentage of population below poverty level (13.8%-20.0%) than the MPO Region Average (13.7%) as indicated in orange on the below screenshot.

#### Percent of Population Below Poverty Level



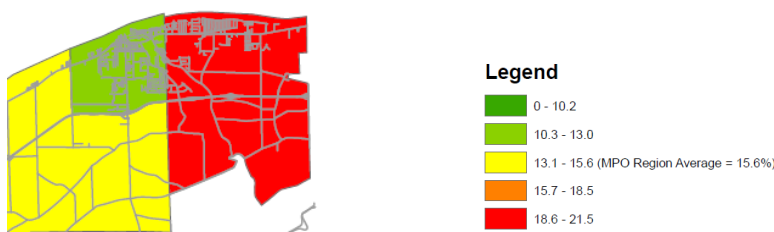
Higher percentage of population 65 years and older (20.3%-26.8%) than the MPO Region Average (20.2%) as indicated in orange on the below screenshot.

#### Percent of Population 65 years and older



Higher percentage of population with disability (18.6%-21.5%) than the MPO Region Average (15.6%) as indicated in red on the below screenshot.

#### Percent of Population with Disability



**Sunnyside Road Rehabilitation Phase 2**

**Surface Transportation Program (STP) Project Evaluation Form**

**Question 12. Is the project referenced in any submitted current lane use/comprehensive plan, thoroughfare plan, related transportation or land use study other than the Long Range Transportation Plan?**

No, this project is not referenced in any other plan or study other than the LRTP.

## **Sunnyside Road Rehabilitation Phase 2**

### **Surface Transportation Program (STP) Project Evaluation Form**

**Question 13. Does this project improve or enhance tourism travel? (ex. Streetscaping, wayfinding, decreasing travel time delays)**

This project will provide a moderate improvement to tourism travel in that it will be widening the lanes to current standards as well as providing paved bike lanes. The increased pavement width will provide improved accessibility for tourists with campers, RV's, and/or smaller campers or boats to marinas, RV parks, and campgrounds located in the area. In addition, the bike lanes will facilitate access for tourists to bike to the Cassell Reservation, which is being developed by the Lorain County Metroparks as a trailhead.



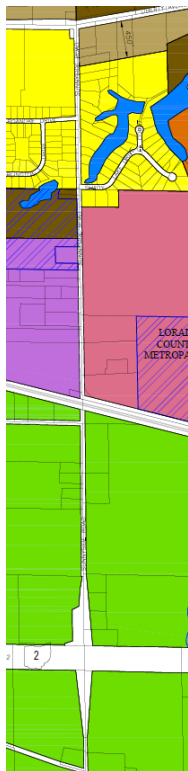
## Sunnyside Road Rehabilitation Phase 2

### Surface Transportation Program (STP) Project Evaluation Form

#### Question 14. Does this project support existing businesses/industry by preserving or upgrading an existing route to a commercial or industrial area?

This project supports existing businesses and industry by improving the deficient roadway which leads to a defined commercial area. Besides residential property, Sunnyside Road has property fronting the roadway that is zoned Industrial Park, Light Industrial, Highway Commercial, and Agricultural. In addition, several commercial businesses located in the Industrial area north of the Norfolk Southern railroad tracks utilize Sunnyside for access to and from their businesses. An excerpt of Sunnyside Road from the City of Vermilion Zoning Map is depicted below. Sunnyside Road is also a designated truck route for the City of Vermilion.

### CITY OF VERMILION ZONING MAP



ZONING DISTRICT LEGEND	
	A-1 AGRICULTURE
	R-1 ESTATE RESIDENCE
	R1-3 SINGLE FAMILY RESIDENCE
	R-2 RURAL RESIDENCE
	R-3 SUBURBAN RESIDENCE
	R-4 URBAN RESIDENCE
	R-4A TWO-FAMILY RESIDENCE
	R-5 APARTMENT RESIDENCE
	R-S SPECIAL RESIDENCE
	RL-1 EXISTING LAGOON RESIDENCE
	R-6 SPECIAL FAMILY USE RESIDENCE
	FP FLOOD PLAIN
	B-1 NEIGHBORHOOD BUSINESS
	B-2 CENTRAL BUSINESS
	B-3 HIGHWAY COMMERCIAL
	B-4 MOTORIST SERVICE
	I-U UTILITY
	I-1 LIGHT INDUSTRIAL
	I-2 HEAVY INDUSTRIAL
	I-3 INDUSTRIAL PARK
	PUD PLANNED UNIT DEVELOPMENT

**Sunnyside Road Rehabilitation Phase 2**

**Surface Transportation Program (STP) Project Evaluation Form**

**Question 15. Does the project greatly improve air quality? (Reducing vehicle emissions, decreasing fuel consumption, etc. Please provide quantifiable evidence.)**

No, this project does not greatly improve air quality.

## **Sunnyside Road Rehabilitation Phase 2**

### **Surface Transportation Program (STP) Project Evaluation Form**

**Question 16. What percentage of the project's total cost preserves natural habitats, decreases wildlife mortality, decreases water pollution, or specifically protects wetlands?**

This project does not preserve natural habitat, decrease wildlife mortality, decrease water pollution, or specifically protect wetlands.

**Sunnyside Road Rehabilitation Phase 2**

**Surface Transportation Program (STP) Project Evaluation Form**

**Question 17. Does the project include any aesthetic improvement components/streetscaping (improvements added in addition to (or in place of) the baseline treatment)?**

This project does not include any aesthetic improvement components/streetscaping.

**Sunnyside Road Rehabilitation Phase 2**

**Surface Transportation Program (STP) Project Evaluation Form**

**Question 18. Has the project sponsor attended ODOT LPA Quarterly Project Meetings in the last calendar year (if first time applicant or sponsor had no projects then “No Projects” should be selected).**

Yes, all ODOT LPA Quarterly Workplan Meetings have been attended for the last calendar year.

## **Sunnyside Road Rehabilitation Phase 2**

### **Surface Transportation Program (STP) Project Evaluation Form**

**Question 19. What percentage of MPO projects has the project sponsor awarded on time over the last three calendar years (if first time applicant or sponsor had no projects then “No Projects” should be selected)?**

The City had a total of three (3) MPO funded projects over the last three calendar years. These projects are:

- ERI-Vermilion Signal PID No. 93576
- LOR-CR 70-9.74 (Vermilion Road Phase 1) PID No. 100430
- LOR-CR 70-8.74 (Vermilion Road Phase 2) PID No. 100432

The City has awarded all 3 of these projects on time, for a total of 100%. Documentation is attached in the form of the ODOT Ellis schedule for each project.

## Project Information

<b>PID</b>	93576	<b>Project Name</b>	ERI VERMILION SIGNAL
<b>District</b>	3	<b>Locale</b>	Erie
<b>Project / Letting Type</b>	Let / Local Let	<b>Status</b>	Sold
<b>Work Categories</b>	<ul style="list-style-type: none"><li>Traffic Control (Safety)</li></ul>	<b>Contract Features</b>	
<b>Env Doc Type</b>	C1 Form - DEC Approved (Old Exempt)	<b>Reservoir Year</b>	
<b>TRAC Tier</b>		<b>SJN(s)</b>	<ul style="list-style-type: none"><li>438378</li></ul>
<b>FAN(s)</b>	<ul style="list-style-type: none"><li>E130716</li></ul>		

## Agencies

<b>Project Manager</b>	WALTER, MATTHEW A	<b>Design Agency</b>	Vermilion, City of
<b>Sponsoring Agency</b>	Vermilion, City of	<b>Designers</b>	<ul style="list-style-type: none"><li>Consultant Not Yet Selected</li></ul>
<b>Acquisition Agency</b>		<b>Acquiring Agents</b>	

## Location Information

<b>Fed Congress Dist</b>	5 WIL; DEF; HEN; PUT; PAU; HUR; VAN; SAN; SEN; ERI; OTT(PT)MER(PT)LOR(PT)
<b>Project Termini</b>	Liberty Ave. (US 6) from Main Street (SR 60) to Sunnyside Rd. in the City of Vermilion.
<b>Project Description</b>	Project involves signal improvements for nine intersections along Liberty Ave (US 6) from Main Street (SR 60) to Sunnyside Rd. A westbound turn lane is included to be constructed at the intersection of US 6 and Vermilion Road.

# Current Estimates

The estimates shown in this application are not the official State's estimate and are not intended for purposes of award.

<b>PE Environmental</b>	\$0.00	<a href="#">View Details</a>
<b>PE Detailed Design</b>	\$0.00	<a href="#">View Details</a>
<b>Right of Way</b>	\$0.00	<a href="#">View Details</a>
<b>Construction</b>	\$1,291,563.35	<a href="#">View Details</a>
<b>Other</b>	\$0.00	<a href="#">View Details</a>
<b>SPR Planning</b>	\$0.00	<a href="#">View Details</a>
<b>SPR Research</b>	\$0.00	<a href="#">View Details</a>
<b>Total</b>	\$1,291,563.35	<a href="#">Print Page</a>



Milestone	Commit Date	Actual Date	Baseline Date
NEPA Start Date	03/16/2016	03/16/2016	
Environmental Document Approved	11/17/2016	11/17/2016	
Authorized Design Consultant	08/19/2015	08/19/2015	
Stage 2 Plans - Submitted	03/15/2016	03/15/2016	
Stage 2 Plans - Complete	05/06/2016	05/06/2016	
Plan Package Received in C.O.	11/21/2016	11/21/2016	
Sale	02/21/2017	02/21/2017	
Award	03/06/2017	03/06/2017	
Estimated Begin Construction	04/15/2017	04/15/2017	
Estimated End Construction	08/09/2018	08/09/2018	
District R/W Certification	11/01/2016	11/01/2016	
Local Let PS&E Package to District	10/24/2016	10/24/2016	
LPA Scope of Services Document	01/27/2015	01/27/2015	
Project Owner Close Date	02/05/2019	02/05/2019	
Central Office Close Date	05/17/2019	05/17/2019	

## Project Information

<b>PID</b>	100430	<b>Project Name</b>	LOR CR 0070 09.74
<b>District</b>	3	<b>Locale</b>	Lorain
<b>Project / Letting Type</b>	Let / Local Let	<b>Status</b>	Sold
<b>Work Categories</b>	<ul style="list-style-type: none"><li>Roadway Minor Rehab</li></ul>	<b>Contract Features</b>	
<b>Env Doc Type</b>	C1 Form - DEC Approved (Old Exempt)	<b>Reservoir Year</b>	
<b>TRAC Tier</b>		<b>SJN(s)</b>	<ul style="list-style-type: none"><li>438898</li></ul>
<b>FAN(s)</b>	<ul style="list-style-type: none"><li>E170423</li></ul>		

## Agencies

<b>Project Manager</b>	ROGERS, JEFF A	<b>Design Agency</b>	Vermilion, City of
<b>Sponsoring Agency</b>	Vermilion, City of	<b>Designers</b>	<ul style="list-style-type: none"><li>KS ASSOCIATES</li></ul>
<b>Acquisition Agency</b>		<b>Acquiring Agents</b>	

## Location Information

<b>Fed Congress Dist</b>	5 WIL; DEF; HEN; PUT; PAU; HUR; VAN; SAN; SEN; ERI; OTT(PT)MER(PT)LOR(PT)
<b>Project Termini</b>	Vermilion Rd (Liberty Ave to Brownhelm Station Rd)
<b>Project Description</b>	Resurfacing--City of VermilionLOR-CR70-9.75 to 10.25 / ERI-CR70-0.00 to 0.61

## Current Estimates

**The estimates shown in this application are not the official State's estimate and are not intended for purposes of award.**

<b>PE Environmental</b>	\$12,572.00	<a href="#">View Details</a>
<b>PE Detailed Design</b>	\$2,219.00	<a href="#">View Details</a>
<b>Right of Way</b>	\$6,000.00	<a href="#">View Details</a>
<b>Construction</b>	\$802,795.08	<a href="#">View Details</a>
<b>Other</b>	\$0.00	<a href="#">View Details</a>
<b>SPR Planning</b>	\$0.00	<a href="#">View Details</a>
<b>SPR Research</b>	\$0.00	<a href="#">View Details</a>
<b>Total</b>	\$823,586.08	<a href="#">Print Page</a>

Milestone	Commit Date	Actual Date	Baseline Date
NEPA Start Date	02/14/2018	02/14/2018	
Environmental Document Approved	03/01/2018	03/01/2018	
Authorized Design Consultant	05/01/2017	05/01/2017	
Stage 2 Plans - Submitted	09/05/2017	09/05/2017	
Stage 2 Plans - Complete	10/23/2017	10/23/2017	
Plan Package Received in C.O.	11/01/2018	11/01/2018	
Sale	02/07/2019	02/07/2019	
Award	02/25/2019	02/25/2019	
Estimated Begin Construction	04/15/2019	04/15/2019	
Estimated End Construction	10/27/2019	10/27/2019	
District R/W Certification	12/27/2018	12/27/2018	
Local Let PS&E Package to District	08/14/2018	08/14/2018	
LPA Scope of Services Document	12/09/2016	12/09/2016	
Initial Project Scope Complete	11/06/2017	11/06/2017	

## Project Information

<b>PID</b>	100432	<b>Project Name</b>	LOR CR 0070 08.74 (Vermilion Rd)
<b>District</b>	3	<b>Locale</b>	Lorain
<b>Project / Letting Type</b>	Let / Local Let	<b>Status</b>	Sold
<b>Work Categories</b>	<ul style="list-style-type: none"><li>Roadway Minor Rehab</li></ul>	<b>Contract Features</b>	
<b>Env Doc Type</b>	C1 Form - DEC Approved (Old Exempt)	<b>Reservoir Year</b>	
<b>TRAC Tier</b>		<b>SJN(s)</b>	<ul style="list-style-type: none"><li>438897</li></ul>
<b>FAN(s)</b>	<ul style="list-style-type: none"><li>E170043</li></ul>		

## Agencies

<b>Project Manager</b>	SCHOLTZ, ERROL R	<b>Design Agency</b>	Vermilion, City of
<b>Sponsoring Agency</b>	Vermilion, City of	<b>Designers</b>	
<b>Acquisition Agency</b>		<b>Acquiring Agents</b>	

## Location Information

<b>Fed Congress Dist</b>	5 WIL; DEF; HEN; PUT; PAU; HUR; VAN; SAN; SEN; ERI; OTT(PT)MER(PT)LOR(PT)
<b>Project Termini</b>	Vermilion Rd (Brownhelm Station Rd to Jerusalem)
<b>Project Description</b>	Resurfacing job. Phase 2 of 2. Vermilion Rd (Brownhelm Station Rd to Jerusalem) City of Vermilion

## Current Estimates

The estimates shown in this application are not the official State's estimate and are not intended for purposes of award.

<b>PE Environmental</b>	\$0.00	<a href="#">View Details</a>
<b>PE Detailed Design</b>	\$0.00	<a href="#">View Details</a>
<b>Right of Way</b>	\$0.00	<a href="#">View Details</a>
<b>Construction</b>	\$1,008,579.36	<a href="#">View Details</a>
<b>Other</b>	\$0.00	<a href="#">View Details</a>
<b>SPR Planning</b>	\$0.00	<a href="#">View Details</a>
<b>SPR Research</b>	\$0.00	<a href="#">View Details</a>
<b>Total</b>	\$1,008,579.36	<a href="#">Print Page</a>

Milestone	Commit Date	Actual Date	Baseline Date
NEPA Start Date	05/22/2019	05/22/2019	
Environmental Document Approved	07/08/2019	07/08/2019	
Authorized Design Consultant	07/02/2018	07/02/2018	
Stage 2 Plans - Submitted	04/25/2019	04/25/2019	
Stage 2 Plans - Complete	06/04/2019	06/04/2019	
Plan Package Received in C.O.	10/08/2019	10/08/2019	
Sale	02/06/2020	02/06/2020	
Award	02/24/2020	02/24/2020	
Estimated Begin Construction	04/01/2020		
Estimated End Construction	07/31/2020		
District R/W Certification	10/08/2019	10/08/2019	
Local Let PS&E Package to District	09/26/2019	09/26/2019	
LPA Scope of Services Document	12/09/2016	12/09/2016	

**Sunnyside Road Rehabilitation Phase 2**

**Surface Transportation Program (STP) Project Evaluation Form**

**Question 20. Does the project involve other regional partners (MPO area jurisdictions and/or other governmental agencies)?**

No, this project does not involve any other regional partners.



## Sunnyside Road Rehabilitation Phase 2

### Surface Transportation Program (STP) Project Evaluation Form

#### Question 21. What percentage of the costs is project sponsor requesting MPO funding for?

The project sponsor is requesting 74% of MPO funding based on the following breakdown:

#### Engineering Phase (PE and DD) – 100% Local Funds

\$53,112	PE – 100% Local
+\$17,704	DD – 100% Local
\$70,816	Total – Engineering – Local Funds Engineering Phase

#### Construction Phase (CO and CE) – 80% Federal (MPO)/20% Local

\$783,372	CO – 80% MPO/20% Local
+\$ 78,337	CE – 80% MPO/20% Local
\$861,709	Total – Construction – 80% Federal (MPO)/20% Local

80% of \$861,709 = \$689,367 MPO Funds Requested Construction Phase

20% of \$861,709 = \$172,342 Local Funds Construction Phase

#### Total Project Costs (Engineering and Construction)

\$861,709	(CO and CE Phases at 80% MPO/20% Local)
+\$ 70,816	(PE and DD Phases at 100% Local)
\$932,525	Total Project Costs – All Phases

MPO Request of \$689,367 = 74% of the total project cost of \$932,525

Local Funds of \$243,157 = 26% of the total project cost of \$932,525

RECORD OF ORDINANCES

Ordinance No. 2020R-7

Passed 54, 2020

A RESOLUTION AUTHORIZING THE MAYOR TO PREPARE AND SUBMIT AN APPLICATION TO THE ERIE REGIONAL PLANNING COMMISSION TO PARTICIPATE IN THE METROPOLITAN PLANNING ORGANIZATION (MPO) AND TO EXECUTE CONTRACTS AS REQUIRED.

WHEREAS, the City of Vermilion of Lorain and Erie County, Ohio met this 4th day of May 2020 in regular session with the following members present:

- Emily Skahen, Ward One
- Frank Loucka, Ward Two
- Steve Holovacs, Ward Three
- Barb Brady, Ward Four
- Brian Holmes, Ward Five
- Monica Stark, Council At Large
- Steven Herron, Council President

WHEREAS, the Erie Regional Planning Commission Metropolitan Planning Organization (MPO) provides financial assistance to political subdivisions for capital improvements to public infrastructure; and

WHEREAS, the City of Vermilion is planning to make capital improvements to Sunnyside Road (800' north of the Norfolk Southern Railroad Tracks to 200' north of Shady Lake Drive; approximately .38 miles); and

WHEREAS, the infrastructure improvement herein above described is considered a priority need for the community and is a qualified project under the MPO programs,

BE IT RESOLVED by the Council of the City of Vermilion, Counties of Erie and Lorain, State of Ohio:

SECTION 1: That the Mayor of the City of Vermilion, Ohio is hereby authorized to apply to the MPO for funds as described above; and

SECTION 2: That the Mayor is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance; and

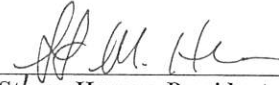
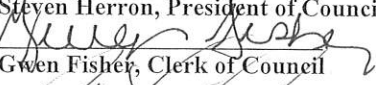
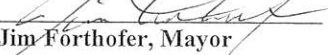
THAT, this City of Vermilion hereby finds and determines that all formal actions relative to the adoption of this Resolution were taken in an open meeting of this Board; and that all deliberations of this Board and of its committees, if any, which resulted in formal action, were taken in meetings open to the public, in full compliance with applicable legal requirements, including Section 121.22 of the Revised Code.

WHEREFORE, this Resolution is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health, safety, and welfare for the further reason that the City needs to apply and pursue all grants available; wherefore this Resolution shall be in full force and effect from and immediately after its passage and approval by the Mayor.

PASSED: 54, 2020

ATTEST: 54, 2020

APPROVED: 54, 2020

  
 Steven Herron, President of Council  
  
 Gwen Fisher, Clerk of Council  
  
 Jim Forthofer, Mayor

Mrs. Monica Stark introduced the following Resolution and moved its adoption:  
Mr. Steve Herron seconded the motion for the adoption of said Resolution; and the roll call being called upon its adoption, the voted resulted as follows:  
 Roll Call: 7 Yeas Adopted: 5-4-2020