

# 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.)

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*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*

**Vermilion Road Reconstruction Phase 4a  
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

E-mail from Lorain County Engineer's Office regarding project teaming

Self-Scored Project Evaluation Form and Supporting Documentation

VERMILION RD. RESURFACING PHASE 1  
U.S. 6 TO BROWNHELM STATION RD.  
CONSTRUCTION COMPLETED IN CY 2019

VERMILION RD. RESURFACING PHASE 2  
BROWNHELM STATION RD. TO JERUSALEM RD.  
UNDER CONSTRUCTION TO BE COMPLETED IN CY 2020

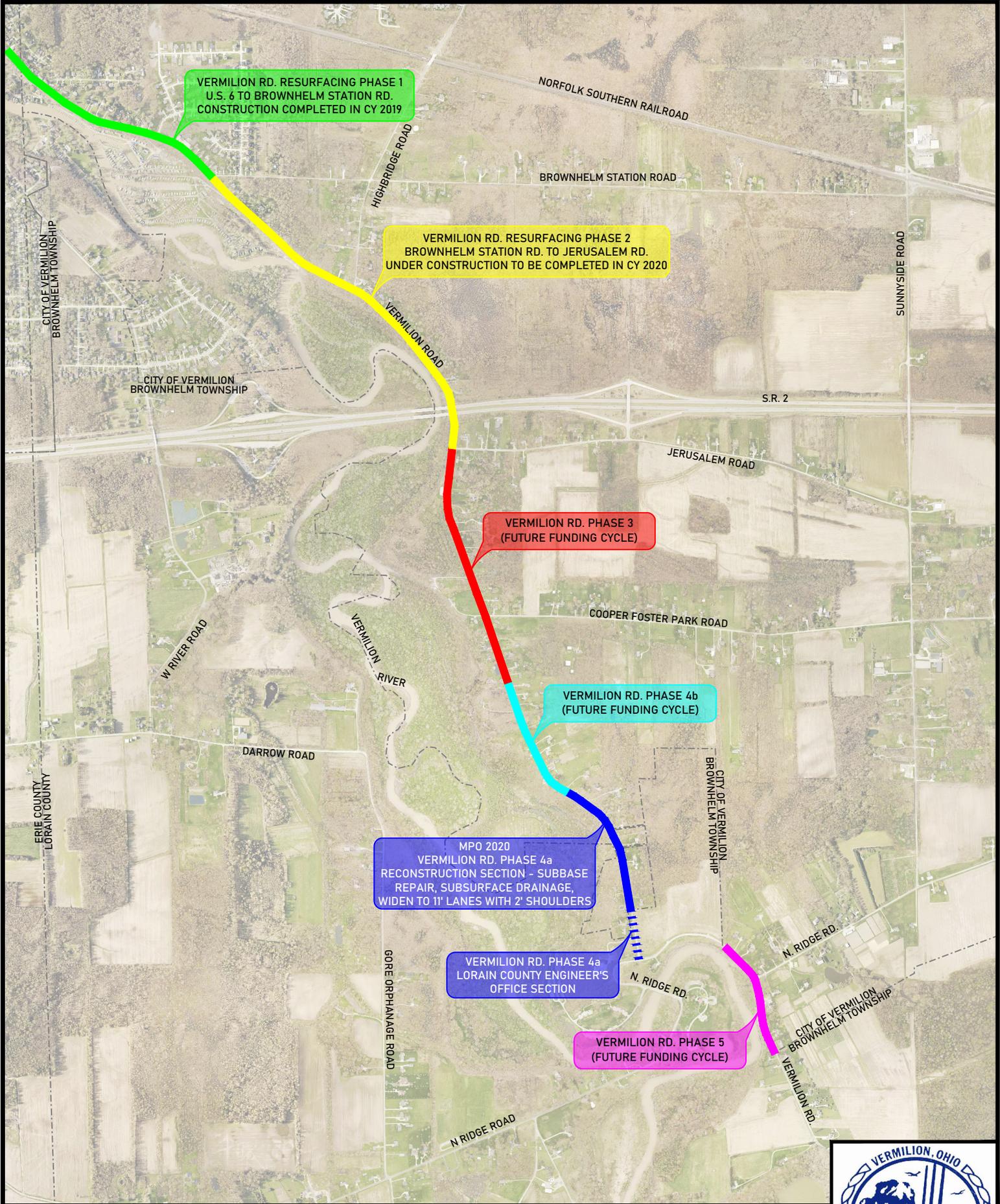
VERMILION RD. PHASE 3  
(FUTURE FUNDING CYCLE)

VERMILION RD. PHASE 4b  
(FUTURE FUNDING CYCLE)

MPO 2020  
VERMILION RD. PHASE 4a  
RECONSTRUCTION SECTION - SUBBASE  
REPAIR, SUBSURFACE DRAINAGE,  
WIDEN TO 11' LANES WITH 2' SHOULDERS

VERMILION RD. PHASE 4a  
LORAIN COUNTY ENGINEER'S  
OFFICE SECTION

VERMILION RD. PHASE 5  
(FUTURE FUNDING CYCLE)



# Location Map Vermilion Road Reconstruction Phase 4a



CITY OF VERMILION  
 VERMILION ROAD RECONSTRUCTION PHASE 4a  
 1,890 LINEAR FEET (2) 11' LANES WITH 2' PAVED SHOULDERS

**OPINION OF PROBABLE CONSTRUCTION COST**

REF NO.	ITEM NUMBER	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT PRICE	ENGINEER'S ESTIMATE
<b>ROADWAY</b>						
1	201	CLEARING AND GRUBBING		LUMP	\$ 20,000.00	\$ 20,000.00
2	202	PAVEMENT REMOVED, ASPHALT (ROADWAY PAVEMENT)	SY	4,442	\$ 10.00	\$ 44,420.00
3	202	PAVEMENT REMOVED (DRIVEWAYS)	SY	38	\$ 15.00	\$ 570.00
4	202	PIPE REMOVED, 24" AND UNDER	FT	327	\$ 15.00	\$ 4,905.00
5	203	EXCAVATION	CY	1,134	\$ 30.00	\$ 34,020.00
6	203	EXCAVATION (FOR DITCH REGRADING)	CY	189	\$ 38.00	\$ 7,182.00
7	203	EMBANKMENT	CY	567	\$ 38.00	\$ 21,546.00
8	203	EMBANKMENT (FOR DITCH REGRADING)	CY	189	\$ 38.00	\$ 7,182.00
9	203	EMBANKMENT (FOR GUARDRAIL INSTALLATION)	CY	556	\$ 35.00	\$ 19,460.00
10	203	GRANULAR MATERIAL, TYPE B (T=12" FOR UNDERCUT)	CY	1,453	\$ 45.00	\$ 65,385.00
11	204	SUBGRADE COMPACTION	SY	5,970	\$ 1.50	\$ 8,955.00
12	204	EXCAVATION OF SUBGRADE (T=12" FOR UNDERCUT)	CY	1,453	\$ 20.00	\$ 29,060.00
13	204	GEOTEXTILE FABRIC (FOR UNDERCUT)	SY	4,358	\$ 2.00	\$ 8,716.00
14	209	LINEAR GRADING	MILE	0.72	\$ 2,900.00	\$ 2,088.00
15	606	GUARDRAIL, TYPE MGS	FT	1,250	\$ 18.00	\$ 22,500.00
16	606	ANCHOR ASSEMBLY, MGS TYPE E	EACH	4	\$ 2,500.00	\$ 10,000.00
17	SPECIAL	MAILBOX SUPPORT SYSTEM, SINGLE	EACH	32	\$ 180.00	\$ 5,760.00
18	SPECIAL	MAILBOX REMOVED AND RESET	EACH	23	\$ 190.00	\$ 4,370.00
<b>SECTION TOTAL ROADWAY :</b>					<b>\$</b>	<b>316,119.00</b>
<b>EROSION CONTROL</b>						
19	659	TOPSOIL (T=4")	CY	373	\$ 48.00	\$ 17,904.00
20	659	SEEDING AND MULCHING	SY	3360	\$ 2.00	\$ 6,720.00
21	659	REPAIR SEEDING AND MULCHING	SY	168	\$ 3.50	\$ 588.00
22	832	COMMERCIAL FERTILIZER	TON	0.45	\$ 675.00	\$ 303.75
23	659	WATER	MGAL	18	\$ 18.00	\$ 324.00
24	832	EROSION CONTROL	EACH	18000	\$ 1.00	\$ 18,000.00
<b>SECTION TOTAL EROSION CONTROL :</b>					<b>\$</b>	<b>43,839.75</b>
<b>DRAINAGE</b>						
25	605	4" SHALLOW PIPE UNDERDRAINS	FT	3,780	\$ 11.50	\$ 43,470.00
26	611	4" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET	FT	60	\$ 25.00	\$ 1,500.00
27	611	12" CONDUIT, TYPE C	FT	240	\$ 36.00	\$ 8,640.00
28	611	12" CONDUIT, TYPE D (DRIVE PIPES)	FT	100	\$ 47.00	\$ 4,700.00
29	611	CATCH BASIN, NO. 2-2B	EACH	2	\$ 1,800.00	\$ 3,600.00
<b>SECTION TOTAL DRAINAGE :</b>					<b>\$</b>	<b>61,910.00</b>
<b>PAVEMENT</b>						
30	301	ASPHALT CONCRETE BASE, PG64-22 (T=6")	CY	933	\$ 150.00	\$ 139,950.00
31	304	AGGREGATE BASE (T=6")	CY	968	\$ 70.00	\$ 67,760.00
32	407	NON-TRACKING TACK COAT (0.06 GAL/SY - SURFACE & INTERMEDIATE)	GAL	672	\$ 4.00	\$ 2,688.00
33	441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (T=1 1/4")	CY	190	\$ 170.00	\$ 32,300.00
34	441	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) (T=1 3/4")	CY	265	\$ 145.00	\$ 38,425.00
35	441	ASPHALT CONCRETE INTERMEDIATE COURSE, (448), PG64-22 (T=1 1/4") (DRIVEWAYS)	CY	6	\$ 325.00	\$ 1,950.00
36	441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (T=1 3/4") (DRIVEWAYS)	CY	8	\$ 300.00	\$ 2,400.00
<b>SECTION TOTAL PAVEMENT :</b>					<b>\$</b>	<b>285,473.00</b>

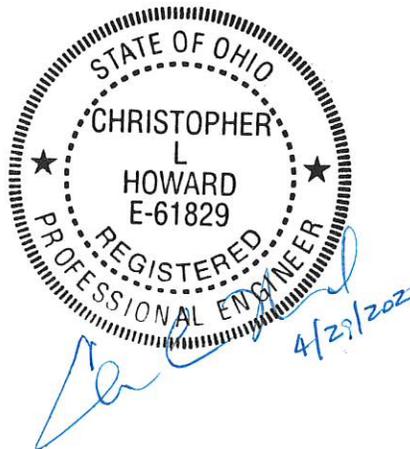
CITY OF VERMILION  
 VERMILION ROAD RECONSTRUCTION PHASE 4a  
 1,890 LINEAR FEET (2) 11' LANES WITH 2' PAVED SHOULDERS

**OPINION OF PROBABLE CONSTRUCTION COST**

REF NO.	ITEM NUMBER	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT PRICE	ENGINEER'S ESTIMATE
TRAFFIC CONTROL						
37	626	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	EACH	25	\$ 10.00	\$ 250.00
38	630	GROUND MOUNTED SUPPORT, NO. 3 POST	FT	117	\$ 10.00	\$ 1,170.00
39	630	SIGN, FLAT SHEET	SF	24	\$ 18.00	\$ 432.00
40	630	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	EACH	8	\$ 12.00	\$ 96.00
41	630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	EACH	6	\$ 12.00	\$ 72.00
42	642	EDGE LINE, 4"	MILE	0.72	\$ 1,800.00	\$ 1,296.00
43	642	CENTER LINE	MILE	0.36	\$ 2,500.00	\$ 900.00
SECTION TOTAL TRAFFIC CONTROL :						\$ 4,216.00
INCIDENTALS						
44	103	PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND		LUMP	\$ 10,000.00	\$ 10,000.00
45	614	MAINTAINING TRAFFIC		LUMP	\$ 30,000.00	\$ 30,000.00
46	619	FIELD OFFICE, TYPE A	MNTH	4	\$ 1,800.00	\$ 7,200.00
47	623	CONSTRUCTION LAYOUT STAKES AND SURVEYING		LUMP	\$ 10,000.00	\$ 10,000.00
48	624	MOBILIZATION		LUMP	\$ 30,000.00	\$ 30,000.00
SECTION TOTAL INCIDENTAL :						\$ 87,200.00
SUBTOTAL:						\$ 798,757.75
10% CONTINGENCY:						\$ 79,875.78
TOTAL ESTIMATE:						\$ 878,633.53
TOTAL ESTIMATE WITH 14.0% INFLATION (FOR CONSTRUCTION IN CALENDAR YEAR 2024):						\$ 1,001,642.22

Notes:

1. Work includes full pavement reconstruction and widening for (2) 11' lanes with 2' shoulders and subsurface drainage.



Section: Vermilion Road  
 Segment Location: Twp. Line to Cooper Foster Park Road  
 Sta: \_\_\_\_\_ to \_\_\_\_\_  
 Segment Length: 4,500'

Date: 10/8/19  
 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	F	2.4
BLEEDING	5	0.8	0.8	1		0.6	0.9	1		0
PATCHING	5	0.3	0.6	1	H	0.6	0.8	1	E	5
SURF. DISINTEGRATION OR DEBONDING	5	0.4	0.6	1	M	0.6	0.8	1	E	3
RUTTING	10	0.3	0.7	1	M	0.6	0.8	1+	E	7
MAP CRACKING	5	0.2	0.6	1	L	0.4	0.8	1	E	1
BASE FAILURE	10	0.6	0.8	1	L	0.7	0.9	1+	E	6
SETTLEMENTS	5	0.4	0.7	1		0.6	0.8	1		0
TRANSVERSE CRACKS	10	0.4	0.7	1	L	0.5	0.7	1+	E	4
WHEEL TRACK CRACKING	15	0.4	0.7	1	M	0.5	0.7	1+	E	10.5
LONGITUDINAL CRACKING	5	0.2	0.6	1	M	0.4	0.8	1+	F	2.4
EDGE CRACKING	5	0.4	0.7	1	M	0.5	0.7	1+	E	3.5
PRESSURE DAMAGE/UPHEAVAL	5	0.4	0.6	1		0.5	0.8	1		0
CRACK SEALING DEFICIENCY	5	1	1	1	H	0.5	0.8	1	O	2.5
									TOTAL DEDUCT =	47.3
									SUM OF STRUCTURAL DEDUCT (+) =	33.4
									100 - TOTAL DEDUCT = PCR =	52.7

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

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

PCR : Poor  
 General Appraisal:

Remarks: Section has been extensively durapatched and crack sealed. The outside lane in both directions show failures along the wheel track and pavement edges. Several locations where potholes have developed along sections of the centerline that have debonded. Other patched locations along the wheel lanes (mostly west side) are raveling and debonding. Majority of longitudinal and transverse cracks throughout pavement section have been sealed.

City of Vermilion  
Vermilion Road Reconstruction Phase 4a



Picture 1 – Vermilion Road looking north at the corporation limit. Pavement has been patched along the wheel paths and has extensive cracking along the edge of the pavement.



Picture 2 – Vermilion Road looking north approx. 1000' north of N. Ridge Road. Centerline longitudinal joint and localized base failure have been patched.



Picture 3 – Vermilion Road looking north 1,500' north of N. Ridge Road. Centerline longitudinal joint is patched with additional potholes and edge of pavement is showing signs of base failure.



Picture 4 – Vermilion Road looking north 2,000' north of N. Ridge Road. Centerline longitudinal joint is patched with additional potholes and edge of pavement is showing signs of base failure.



Picture 5 – Vermilion Road looking north 2,200' north of N. Ridge Road. Centerline longitudinal joint and edge of pavement is extensively patched and delaminated.



Picture 6 – Vermilion Road looking north 2,500' north of N. Ridge Road. Extensive patching along southbound wheel lane. Edge cracking and map cracking on northbound side of roadway.

**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)

## Val Kilmer

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**From:** Robert Klaiber <rklaiber@loraincounty.us>  
**Sent:** Friday, April 24, 2020 12:45 PM  
**To:** Val Kilmer  
**Subject:** Vermilion Road

Val,

As discussed, the Lorain County Engineer's Office intends to partner with the City of Vermilion to construct the segment of Vermilion Road from North Ridge Road to the City's southern corporation limit as part of the City's LOR-Vermilion Road Phase 4a project. Upon receipt of funding for this project by the City, the Lorain County Engineer's Office will take the necessary steps to fund the County's section for inclusion with the City's project. If you should have any additional questions, please feel free to contact me.

Robert C. Klaiber P.E. P.S.  
Assistant County Engineer  
Lorain County Engineer's Office  
247 Hadaway Street  
Elyria, Ohio 44035

Office 440-329-5586  
Cell 216-244-1830

**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>

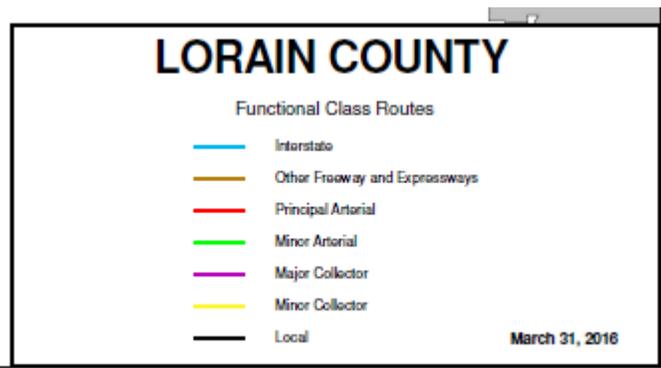
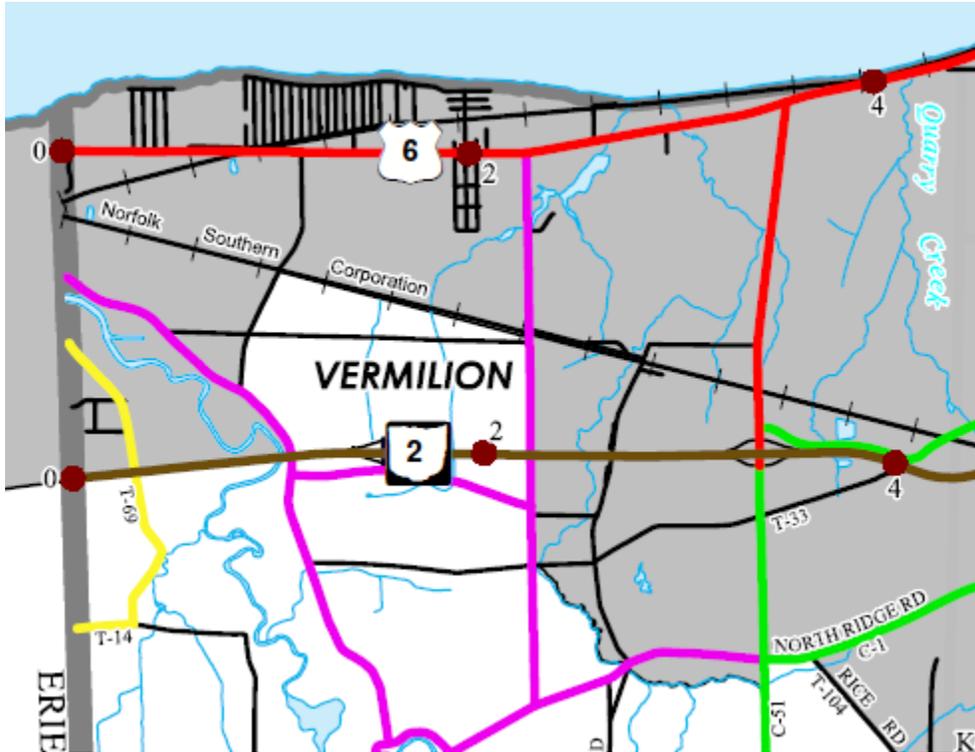
<p><b>16. What percentage of the project's total cost preserves natural habitats, decreases wildlife mortality, decreases water pollution, or specifically protects wetlands?</b></p>	<p><input type="checkbox"/> <b>50% or higher (4 points)</b>  <input type="checkbox"/> <b>31% - 49% (3 points)</b>  <input type="checkbox"/> <b>11% - 30% (2 points)</b>  <input type="checkbox"/> <b>1% - 10% (1 points)</b></p>
<p><b>17. Does the project include any aesthetic improvement components/streetscaping (improvements added in addition to (or in place of) the baseline treatment)?</b></p>	<p><input type="checkbox"/> <b>Greatly (4 points)</b>  <input type="checkbox"/> <b>Moderately (2 points)</b></p>
<p><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></p>	<p><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></p>
<p><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></p>	<p><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></p>
<p><b>20. Does the project involve other regional partners (MPO area jurisdictions and/or other governmental agencies)?</b></p>	<p><input type="checkbox"/> <b>Yes (7 points)</b>  <input type="checkbox"/> <b>No (0 points)</b></p>
<p><b>21. What percentage of the costs is project sponsor requesting MPO funding for?</b></p>	<p><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></p>
<p><b>TOTAL (100 Possible Points)</b></p>	

## Vermilion Road Reconstruction Phase 4a

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

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

Vermilion Road is classified as a Rural Major Collector, as indicated on the ODOT Functional Classification Map below.



**Vermilion Road Reconstruction Phase 4a**

**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)?**

No.

## Vermilion Road Reconstruction Phase 4a

### 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 2' paved shoulders.

In addition, although the City has been proactive in extending the existing pavement life by completing crack sealing and durable pavement patching, much of the pavement has reached a point where surface remediation is no longer effective in addressing base failure. There are long stretches of existing pavement where the base appears to have been compromised, resulting in the need for full pavement replacement. The proposed pavement buildup will be determined based on geotechnical data and designed per the 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.

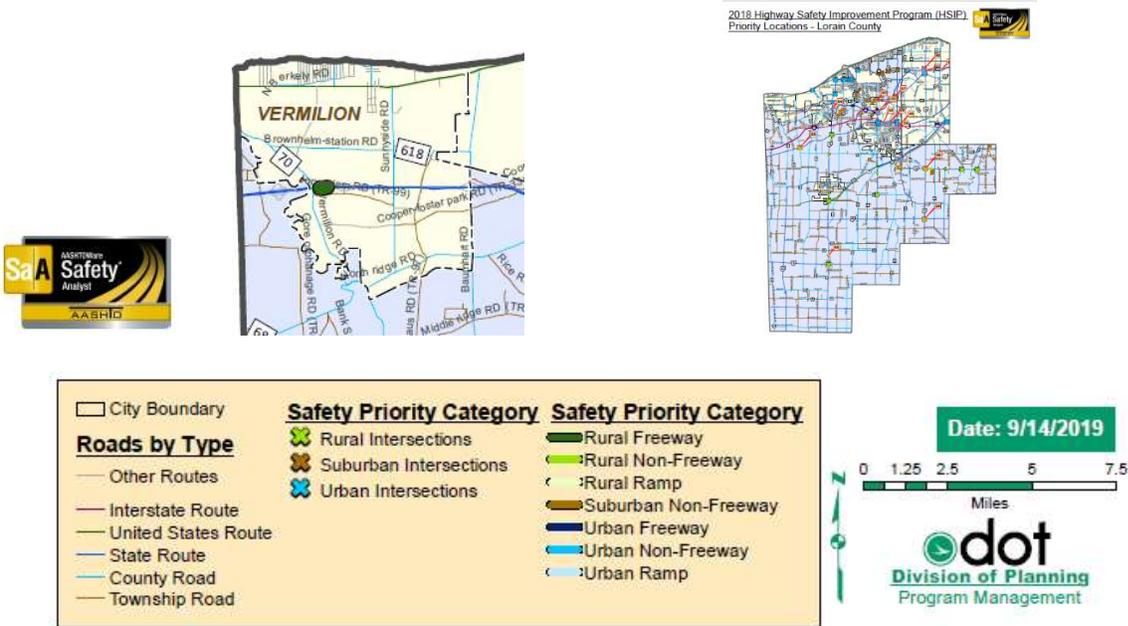
# Vermilion Road Reconstruction Phase 4a

## Surface Transportation Program (STP) Project Evaluation Form

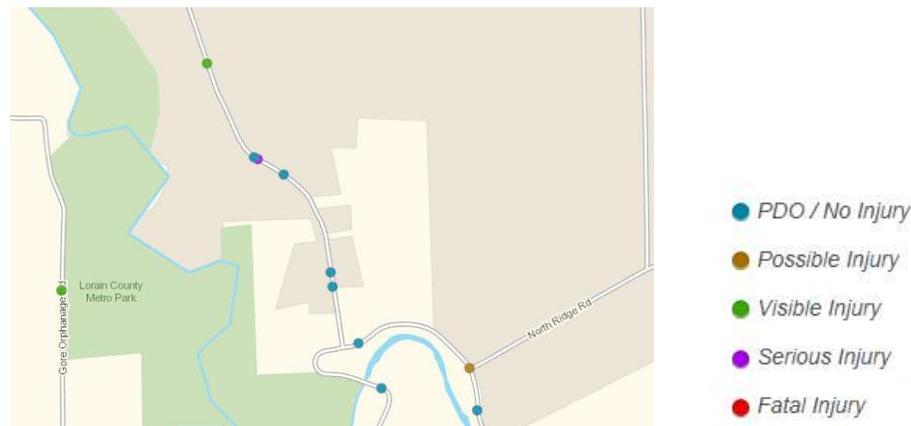
### Question 4. Is the project addressing a high crash area?

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 5 crashes, 2 of which were animal related. All 3 non-animal crashes were vehicles that left the roadway and were located within the reverse curves. This project will upgrade the existing curve ahead warning signs with larger, more reflective signs and add bright sticks to the sign posts to provide increased visibility. The sign to the north of the reverse curves is just outside of the pavement replacement limits of this project; however, it will be replaced with this project.

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



### Transportation Information Mapping System 2016-2018 crashes



**Vermilion Road Reconstruction Phase 4a**

**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.

**Vermilion Road Reconstruction Phase 4a**

**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)**

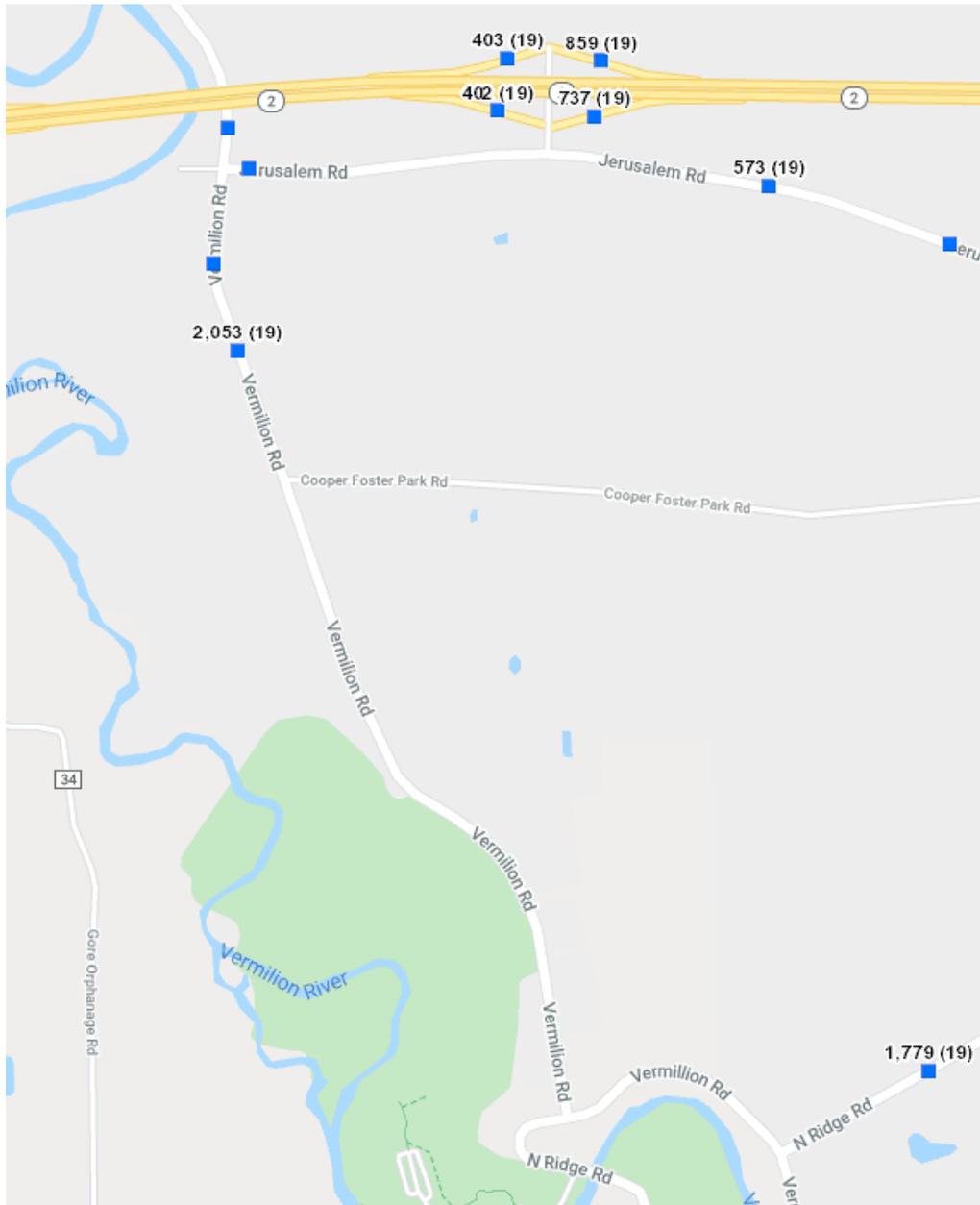
No.

## Vermilion Road Reconstruction Phase 4a

### 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 2,053 for 2019 at a count station located between Jerusalem Road and Cooper Foster Road. See below snapshot from TMMS.



**Vermilion Road Reconstruction Phase 4a**

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

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

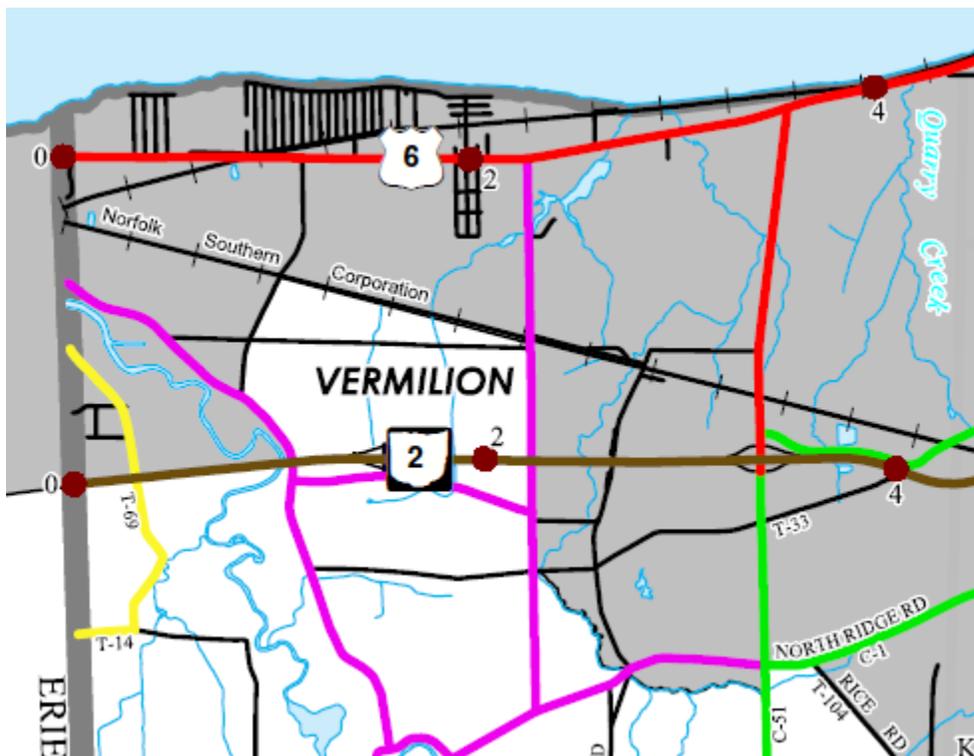
No.

## Vermilion Road Reconstruction Phase 4a

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

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

This project is not located in an urbanized area based on the Functional Classification map snapshot below.



## **Vermilion Road Reconstruction Phase 4a**

### **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. Vermilion Road is one of the major collector routes in the City. Vermilion Road runs from U.S. 6 in the heart of downtown Vermilion and proceeds south beyond the City limits. It is travelled by locals, commuters, and tourists alike.

## Vermilion Road Reconstruction Phase 4a

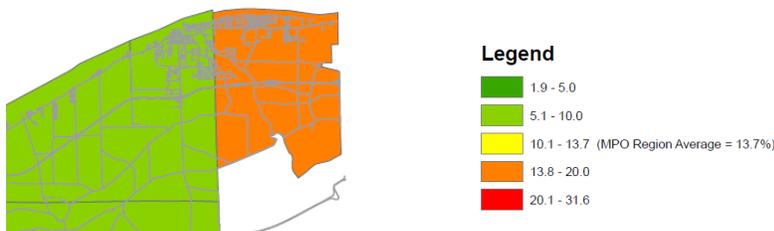
### Surface Transportation Program (STP) Project Evaluation Form

**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:

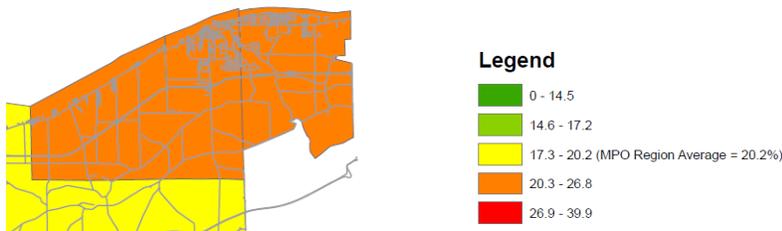
Higher percentage of population below poverty level (13.8%-20.0%) than the MPO Region Average (13.7%) as indicated in orange on the below screenshot.

#### Percent of Population Below Poverty Level



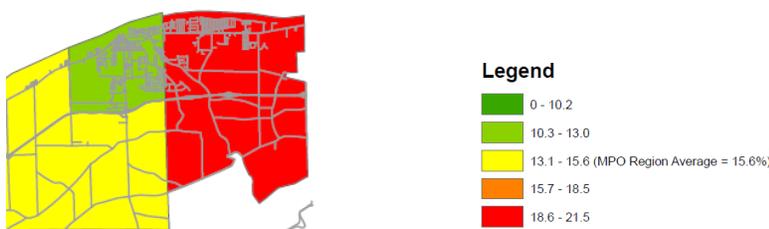
Higher percentage of population 65 years and older (20.3%-26.8%) than the MPO Region Average (20.2%) as indicated in orange on the below screenshot.

#### 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



**Vermilion Road Reconstruction Phase 4a**

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

**Question 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?**

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

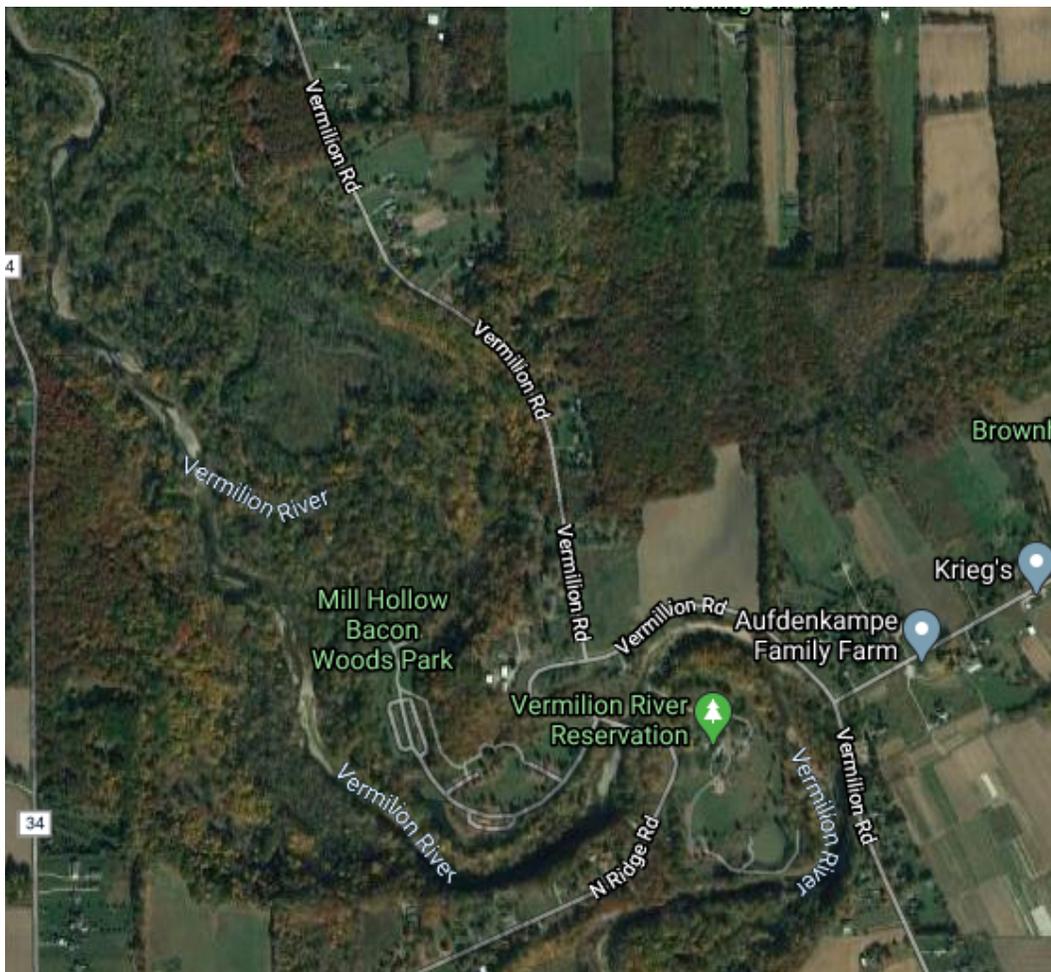
## Vermilion Road Reconstruction Phase 4a

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

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

The proposed roadway improvements for Vermilion Road will provide a safe, comfortable, scenic ride for visitors to the community. Vermilion Road is a major collector route to many tourist destinations. Vermilion Road runs from U.S. 6 in the heart of downtown Vermilion and proceeds south beyond the city limits. Tourists heading south on Vermilion Road will find themselves on a scenic route with several destination options including Mill Hollow and the Vermilion River Reservation of the Lorain County Metro Parks which is located along the west side of Vermilion Road.

In addition, the project will be widening the lanes to current standards as well as providing paved shoulders. This will provide improved accessibility for tourists coming in with campers, RV's, and/or hauling smaller campers or boats to get to the marina, RV parks, and campgrounds located in the area.



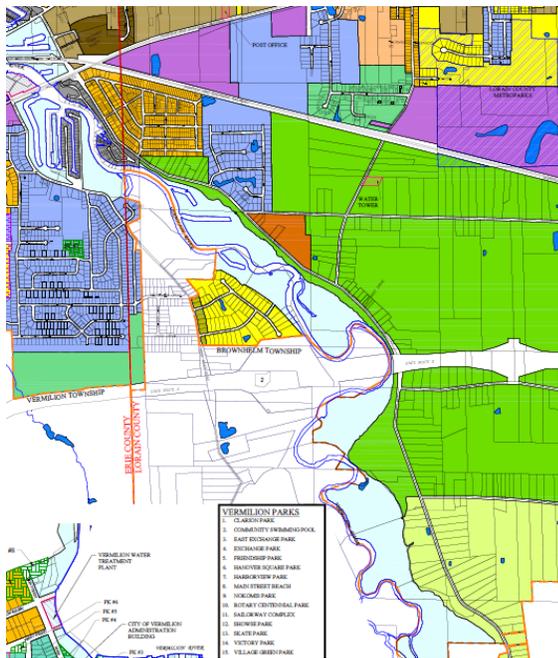
# Vermilion Road Reconstruction Phase 4a

## 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 is another phase of a multi-phase project for rehabilitating Vermilion Road within the City limits. While Phase 4a is located in a more rural area, Vermilion Road serves as a direct link to the downtown Vermilion business and commercial district. This section of road collects local and out of town traffic from the southern part of the City and County and provides access to downtown Vermilion. An excerpt of Vermilion Road from the City of Vermilion Zoning Map is depicted below.

### CITY OF VERMILION ZONING MAP



ZONING DISTRICT LEGEND	
[Light Green]	A-1 AGRICULTURE
[Green]	R-1 ESTATE RESIDENCE
[Yellow-Green]	R-1-3 SINGLE FAMILY RESIDENCE
[Orange]	R-2 RURAL RESIDENCE
[Yellow]	R-3 SUBURBAN RESIDENCE
[Light Blue]	R-4 URBAN RESIDENCE
[Light Green]	R-4A TWO-FAMILY RESIDENCE
[Brown]	R-5 APARTMENT RESIDENCE
[Yellow-Orange]	R-S SPECIAL RESIDENCE
[Grey]	RL-1 EXISTING LAGOON RESIDENCE
[Light Orange]	R-6 SPECIAL FAMILY USE RESIDENCE
[White]	FP FLOOD PLAIN
[Blue]	B-1 NEIGHBORHOOD BUSINESS
[Light Blue]	B-2 CENTRAL BUSINESS
[Light Green]	B-3 HIGHWAY COMMERCIAL
[Red]	B-4 MOTORIST SERVICE
[Black]	I-U UTILITY
[Purple]	I-1 LIGHT INDUSTRIAL
[Dark Purple]	I-2 HEAVY INDUSTRIAL
[Pink]	I-3 INDUSTRIAL PARK
[Grey]	PUD PLANNED UNIT DEVELOPMENT

**Vermilion Road Reconstruction Phase 4a**

**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.

**Vermilion Road Reconstruction Phase 4a**

**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.

**Vermilion Road Reconstruction Phase 4a**

**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.

**Vermilion Road Reconstruction Phase 4a**

**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.

## **Vermilion Road Reconstruction Phase 4a**

### **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	

## **Vermilion Road Reconstruction Phase 4a**

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

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

Yes, this project will include a partnership with the Lorain County Engineer's office, who will fund the section of Vermilion Road from North Ridge Road to the City's southern corporation limit and include it in the Vermilion Road Reconstruction Phase 4a project. The project attachments include an email from the Lorain County Engineer's Office affirming their commitment to fund and include the segment of Vermilion Road from North Ridge Road to Vermilion's southern corporation limit.

## Vermilion Road Reconstruction Phase 4a

### 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

\$67,407	PE – 100% Local
+\$22,469	DD – 100% Local
\$89,876	Total – Engineering – Local Funds Engineering Phase

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

\$1,001,642	CO – 80% MPO/20% Local
+\$ 100,164	CE – 80% MPO/20% Local
\$1,101,806	Total – Construction – 80% Federal (MPO)/20% Local

80% of \$1,101,806 = \$881,445 MPO Funds Requested Construction Phase

20% of \$1,101,806 = \$220,361 Local Funds Construction Phase

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

\$1,101,806	(CO and CE Phases at 80% MPO/20% Local)
+\$ 89,876	(PE and DD Phases at 100% Local)
\$1,191,682	Total Project Costs – All Phases

MPO Request of \$881,445 = 74% of the total project cost of \$1,191,682

Local Funds of \$310,237 = 26% of the total project cost of \$1,191,682