

# ERPC MPO SPOT SAFETY IMPROVEMENT STUDY

SFY 2021

PREPARED BY:  
**ERIE COUNTY REGIONAL  
PLANNING COMMISSION**  
2900 COLUMBUS AVENUE  
SANDUSKY, OH 44870-5554

## ERPC MPO SFY 2021 SPOT SAFETY IMPROVEMENT PROGRAM REPORT

As the Metropolitan Planning Organization (MPO) for the Sandusky Urbanized Area, the Erie County Regional Planning Commission is responsible for planning and documenting various aspects of the efficiency and performance of the transportation system. One product of the MPO is the creation of the Spot Safety Improvement Program Study. At times, the occurrence and severity of accidents can be reduced with the application of traffic engineering principles and the implementation of appropriate countermeasures. This can include the implementation of traffic control signals, properly lit roadways, proper signage, and appropriate roadway design features for example. During SFY 2021, ERPC staff continued working with the Ohio Department of Transportation and affected local jurisdictions on implementing recommendations from the US 6 Corridor Planning Study.

**US 6 Corridor Improvements:** The U.S. 6 Corridor is an east-west road that runs across the entire ERPC MPO planning area. In most areas, it is classified as a principal arterial and follows the south coast of Lake Erie. The road serves as a main route to various lakefront attractions including Cedar Point Amusement and Sports Force Parks and can experience fluctuations in traffic volumes due to seasonal demand.

A portion of the corridor was studied in 2019 from Sycamore Line (US 250) in Sandusky to Rye Beach Road in Huron. Also, Butler Street in Sandusky from Milan Road (US 250) to Cleveland Road (US 6) was included as part of the study. The study recommended improvements to increase efficiency, enhance safety, and improve multi-modal transportation options.

During SFY 2020, four separate applications for corridor improvements were submitted to ODOT's Central Office of Safety for the consideration of funding through their major safety program. Appendix A contains summaries of analyses as completed by ODOT District 3 personnel. Within this study area, four intersections remain on the MPO's SFY 2021 high crash intersection frequency list.

In SFY 2021, the ODOT Office of Safety did announce they approved funding in the amount of \$4,911,501 for improvements located in the City of Sandusky (total estimated project cost is \$5,170,000). The recommended improvements along this section of the corridor include: signal and visibility improvements at each intersection, left turn lane extensions at Remington Avenue and Sycamore Line Road, conversion of Cedar Point Drive signalized intersection to a roundabout, and other miscellaneous safety and signage improvements. The project is scheduled to begin construction in SFY 2024.

During the remainder of SFY 2021, ERPC continued its collaboration with the Ohio Department of Transportation District Three in determining best paths forward to complete the rest of the improvements.

# **APPENDIX A**



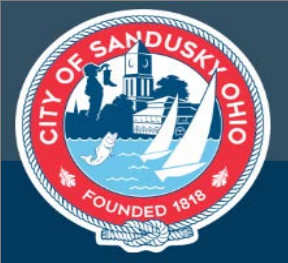
SAFETY APPLICATION SUMMARY

ERI-6-9.07-10.55

US 6, US 250 to Remington Avenue

City of Sandusky, Erie County

April 2020



Project Funding

| Project Phase   | PE - Environmental | PE - Detailed Design | PE - Right of Way / Utilities | Construction | Total       |
|-----------------|--------------------|----------------------|-------------------------------|--------------|-------------|
| Fiscal Year     | 2021               | 2022                 | 2022                          | 2023         |             |
| Previous Safety |                    |                      |                               |              | \$0         |
| New Safety      | \$1,005,813        | \$101,888            | \$1,155,770                   | \$2,648,030  | \$4,911,501 |
| Sponsor Funding | \$52,937           | \$5,362              | \$60,830                      | \$139,370    | \$258,499   |
| Total           | \$1,058,750        | \$107,250            | \$1,216,600                   | \$2,787,400  | \$5,170,000 |

Crash Statistics (2015-2017)

- 45 Total Crashes 2015-2017
- 24% Injury Crashes
- Major Crash Types: 22 Rear End (49%), 11 Angle (24%)
- 78% Crashes occurred May-October
- ERI-6-SLM 10.39-10.49 - Urban Non-Freeway #1377

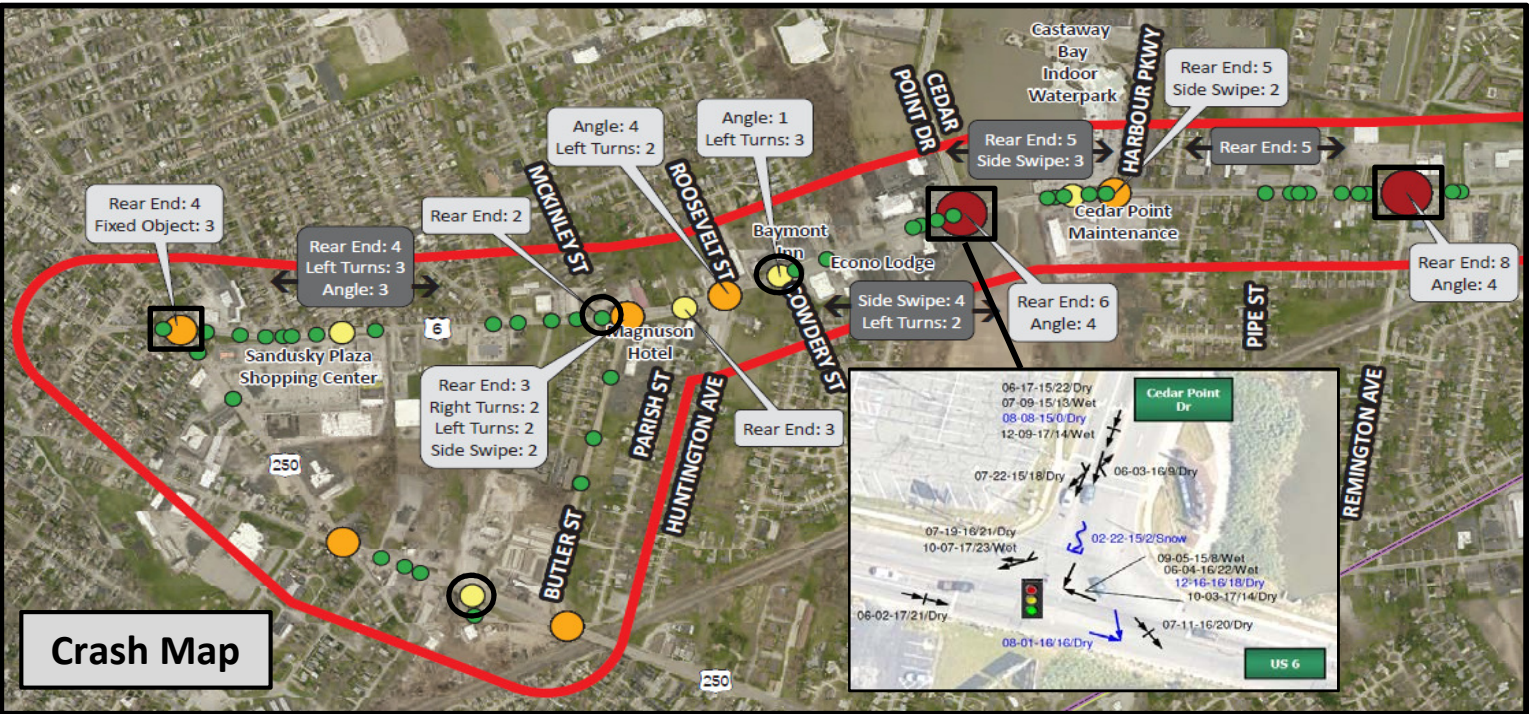
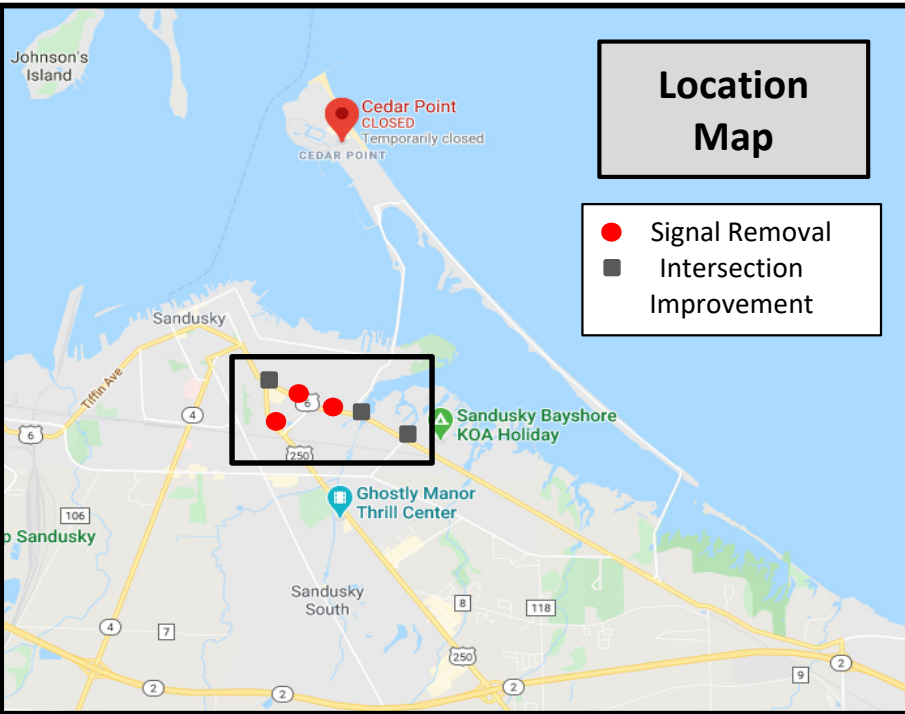
Application Scoring

| Category                 | Value    | Points |
|--------------------------|----------|--------|
| Expected Crash Frequency | 19.07    | 10     |
| Observed KA/Total        | 0.02     | 1      |
| % Improvement Potential  | 0.0%     | 0      |
| Relative Severity Index  | \$26,623 | 4      |
| Equivalent PDO Index     | 3.05     | 3      |
| Volume/Capacity Ratio    | 0.85     | 8      |
| Benefit/Cost Ratio       | 0.82     | 0      |
| Safety Funding % Request | 95%      | 10     |

Application Score: 36

Description

- Convert Cedar Point Dr signalized intersection into a roundabout. A roundabout will reduce serious crash types and overall crash frequency and also reduce congestion.
- Upgrade the signal at Remington Ave and widen to include an EB right turn lane.
- Lengthen SB and WB left turn lanes at US 250.
- Remove 3 unwarranted signals





SAFETY APPLICATION SUMMARY

ERI-6-12.89

US 6 and Perkins Avenue Roundabout

Erie County

April 2020



OHIO DEPARTMENT OF  
TRANSPORTATION

Project Funding

| Project Phase   | PE - Environmental | PE - Detailed Design | PE - Right of Way / Utilities | Construction | Total       |
|-----------------|--------------------|----------------------|-------------------------------|--------------|-------------|
| Fiscal Year     | 2021               | 2022                 | 2022                          | 2024         |             |
| Previous Safety |                    |                      |                               |              | \$0         |
| New Safety      | \$802,300          | \$101,700            | \$491,550                     | \$3,440,850  | \$4,836,400 |
| Sponsor Funding |                    |                      |                               |              | \$0         |
| Total           | \$802,300          | \$101,700            | \$491,550                     | \$3,440,850  | \$4,836,400 |

Crash Statistics (2014-2018)

- 2018 HSIP Suburban Intersection #248
- 2017 HSIP Suburban Intersection #182
- 31 Total Crashes 2014-2018
- 19% Injury Crashes
- Major Crash Types: 12 Rear End, 6 Angle, and 5 Fixed Object

Application Scoring

| Category                 | Value    | Points |
|--------------------------|----------|--------|
| Expected Crash Frequency | 6.01     | 4      |
| Observed KA/Total        | 0.00     | 0      |
| % Improvement Potential  | 8.49%    | 16     |
| Relative Severity Index  | \$63,328 | 10     |
| Equivalent PDO Index     | 3.22     | 3      |
| Volume/Capacity Ratio    | 0.6      | 2      |
| Benefit/Cost Ratio       | 0.51     | 0      |
| Safety Funding % Request | 100%     | 10     |

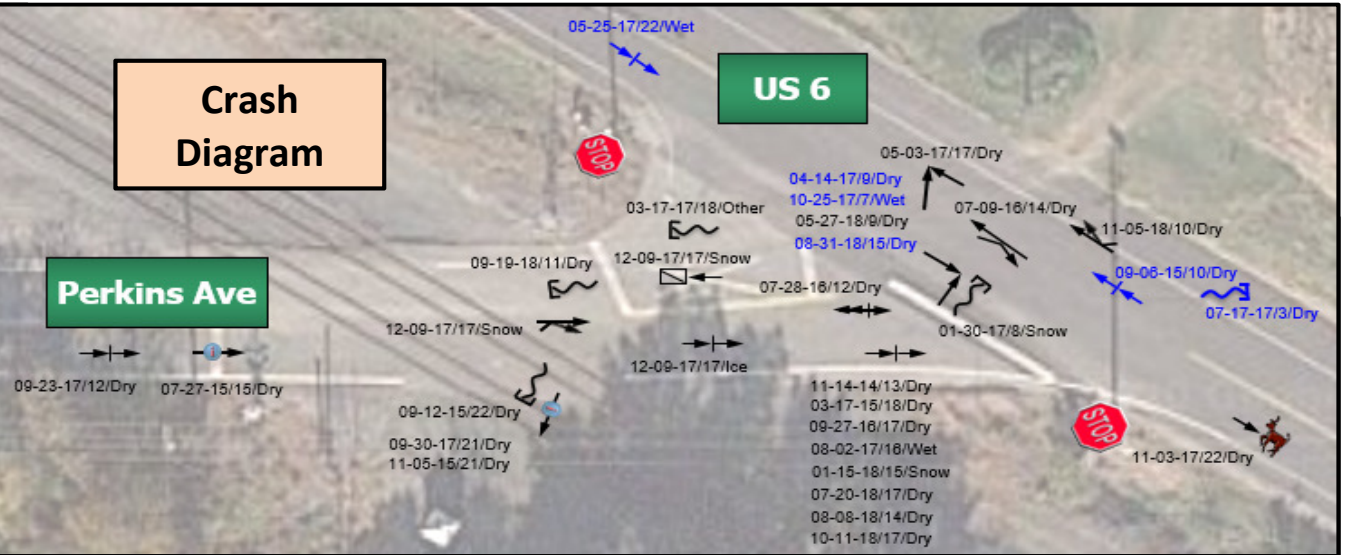
Application Score: 45

Description

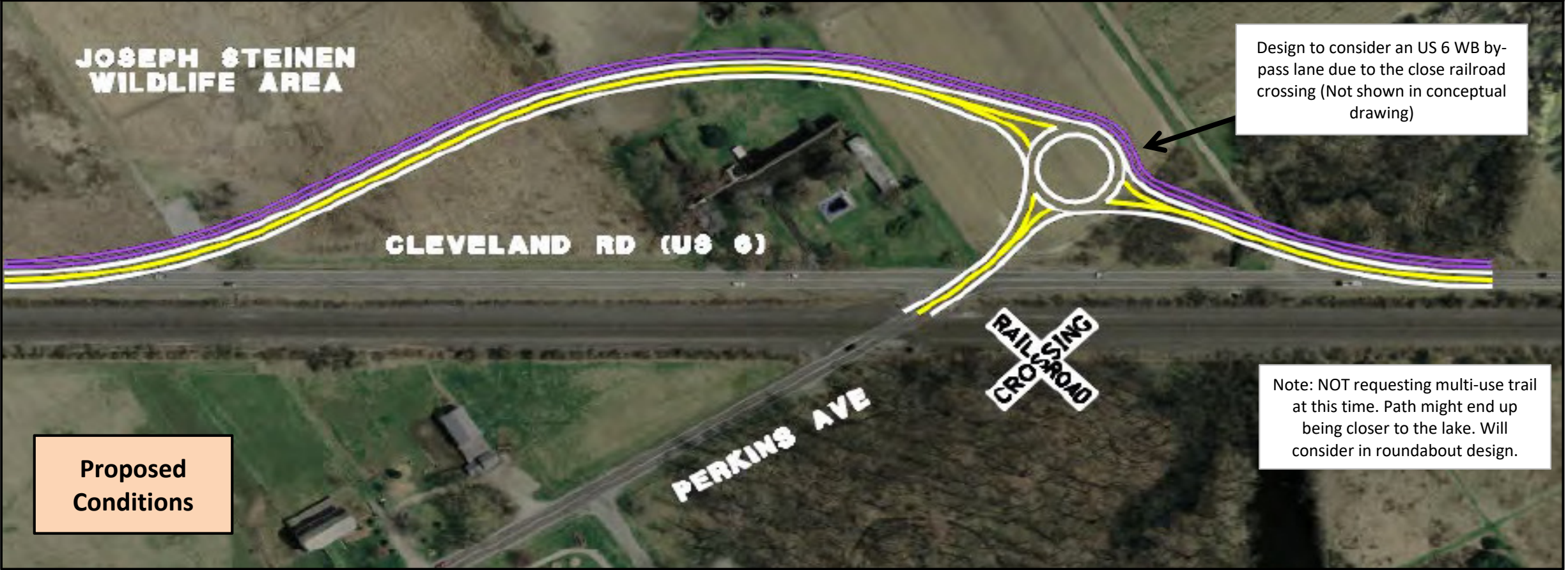
- Convert the stop-controlled intersection of Perkins Avenue to a roundabout. Roundabouts will reduce serious crash types and overall crash frequency.
- Design to consider an US 6 WB by-pass lane due to the close railroad crossing
- Vertical curvature, extreme skew, and close proximity to a railroad crossing



Location  
Map



Crash  
Diagram



Proposed  
Conditions



SAFETY APPLICATION SUMMARY

ERI-6-13.94-15.21

US 6, Camp Road to west of Rye Beach Road

Erie County

April 2020



OHIO DEPARTMENT OF  
TRANSPORTATION

Project Funding

| Project Phase   | PE - Environmental | PE - Detailed Design | PE - Right of Way / Utilities | Construction | Total       |
|-----------------|--------------------|----------------------|-------------------------------|--------------|-------------|
| Fiscal Year     | 2021               | 2022                 | 2022                          | 2024         |             |
| Previous Safety |                    |                      |                               |              | \$0         |
| New Safety      | \$1,618,442        | \$217,808            | \$656,530                     | \$7,474,950  | \$9,967,730 |
| Sponsor Funding |                    |                      |                               |              | \$0         |
| Total           | \$1,618,442        | \$217,808            | \$656,530                     | \$7,474,950  | \$9,967,730 |

Crash Statistics (2014-2018)

- 2018 HSIP Suburban Intersection #235
- 90 Total Crashes 2014-2018
- 24% Injury Crashes
- 46 Rear End Crashes
- 19 Crashes (21%) occurred in July

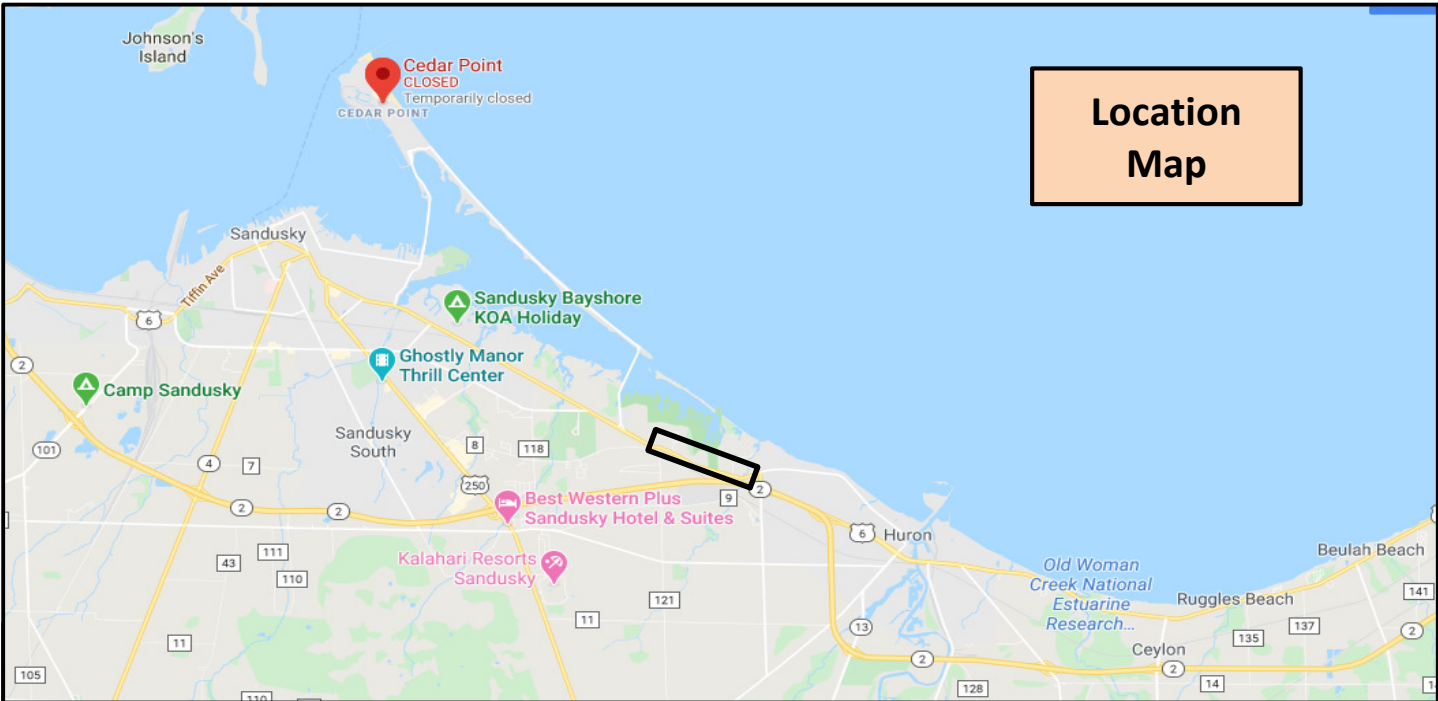
Application Scoring

| Category                 | Value    | Points |
|--------------------------|----------|--------|
| Expected Crash Frequency | 11.51    | 6      |
| Observed KA/Total        | 0.04     | 2      |
| % Improvement Potential  | 5.04%    | 10     |
| Relative Severity Index  | \$54,226 | 10     |
| Equivalent PDO Index     | 4.7      | 4      |
| Volume/Capacity Ratio    | 1.2      | 10     |
| Benefit/Cost Ratio       | 0.39     | 0      |
| Safety Funding % Request | 100%     | 10     |

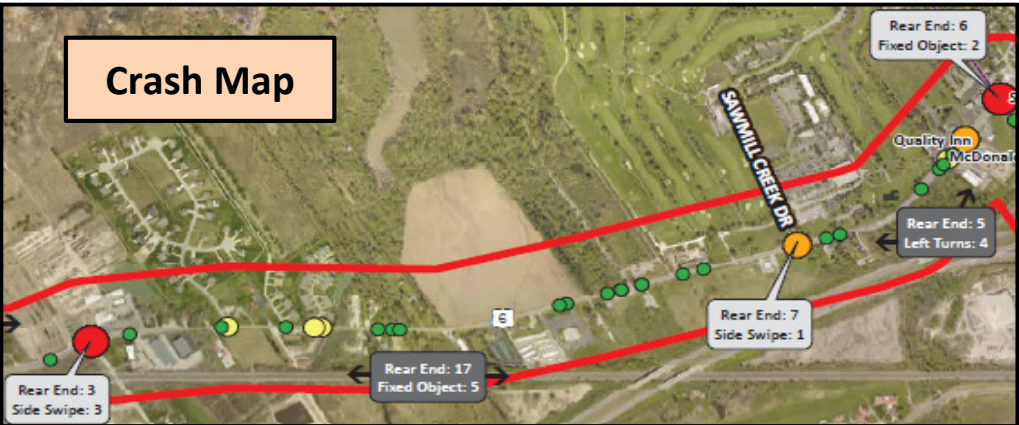
Application Score: 52

Description

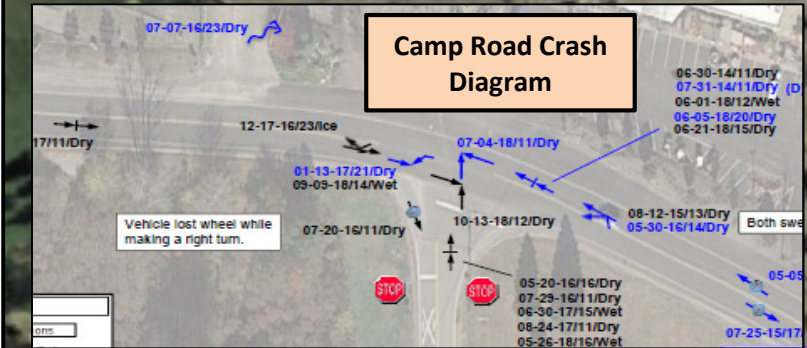
- Convert the stop-controlled intersection of Camp Road to a roundabout. Roundabouts will reduce serious crash types and overall crash frequency and also reduce congestion due to Cedar Point Traffic
- Widen US 6 from Camp to Rye Beach to install a TWLTL
- Add EB right turn lane at Sawmill Creek to improve the intersection sight distance



Location  
Map



Crash Map



Camp Road Crash  
Diagram



Proposed  
Conditions

Proposed Conditions at  
Sawmill Creek Drive



SAFETY APPLICATION SUMMARY

ERI-6-15.33, 15.46, 15.64

US 6 & Rye Beach Road Roundabouts

Erie County

April 2020



| Project Funding |                    |                      |                               |              |             |
|-----------------|--------------------|----------------------|-------------------------------|--------------|-------------|
| Project Phase   | PE - Environmental | PE - Detailed Design | PE - Right of Way / Utilities | Construction | Total       |
| Fiscal Year     | 2021               | 2022                 | 2022                          | 2024         |             |
| Previous Safety |                    |                      |                               |              | \$0         |
| New Safety      | \$1,487,600        | \$194,700            | \$1,415,900                   | \$5,853,500  | \$8,951,700 |
| Sponsor Funding |                    |                      |                               |              | \$0         |
| Total           | \$1,487,600        | \$194,700            | \$1,415,900                   | \$5,853,500  | \$8,951,700 |

Crash Statistics (2015-2018)

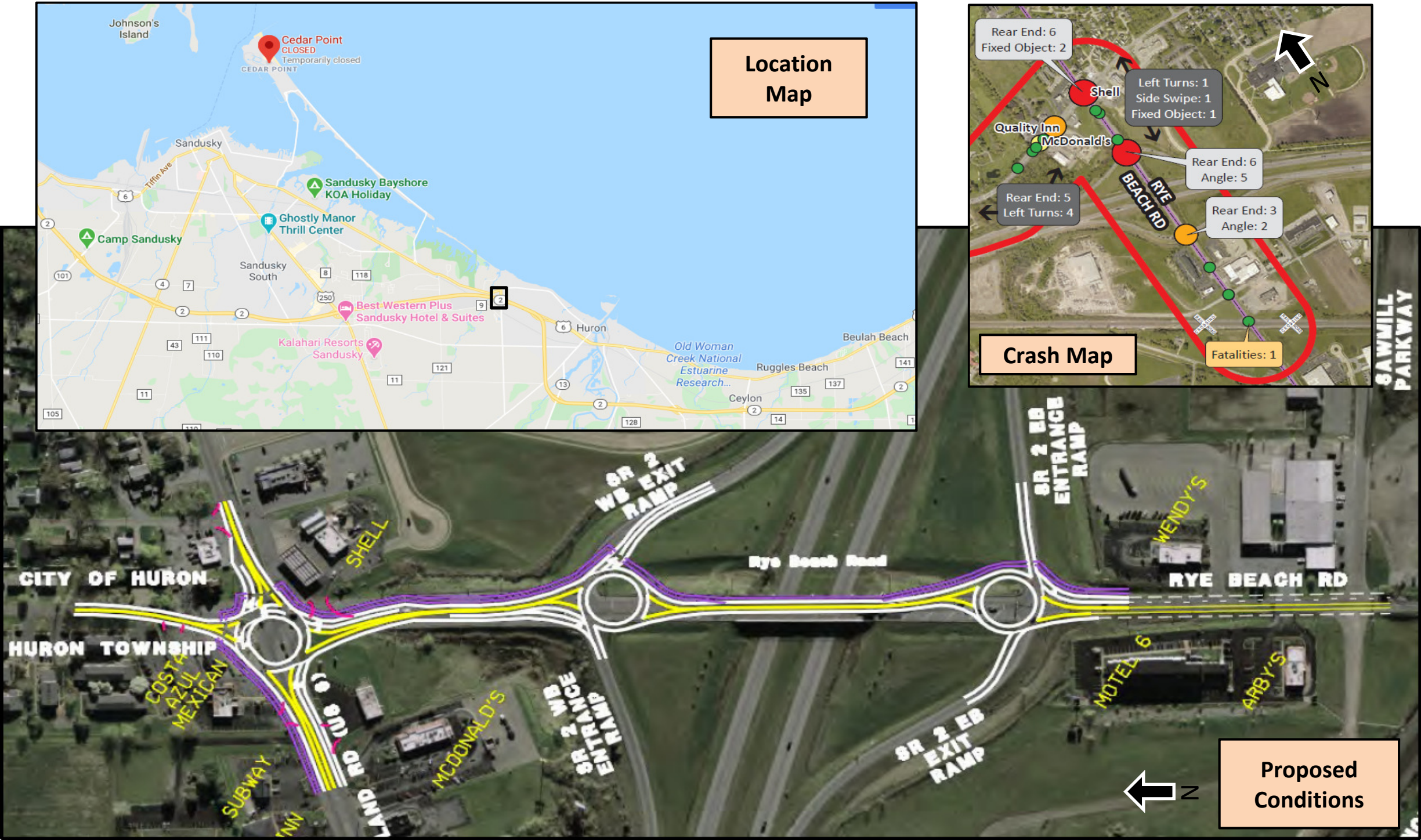
- SR 2 WB Ramps & Rye Beach Road: 2018 HSIP Suburban Intersection #394
- 40 Total Crashes 2015-2018
- 30% Injury Crashes
- 19 Rear End, 10 Angle Crashes
- 21 Crashes occurred on Friday, Saturday, or

Application Scoring

| Category                 | Value    | Points |
|--------------------------|----------|--------|
| Expected Crash Frequency | 8.9      | 4      |
| Observed KA/Total        | 0.00     | 0      |
| % Improvement Potential  | 0.0%     | 0      |
| Relative Severity Index  | \$25,818 | 4      |
| Equivalent PDO Index     | 2.95     | 2      |
| Volume/Capacity Ratio    | 1.0      | 10     |
| Benefit/Cost Ratio       | 0.30     | 0      |
| Safety Funding % Request | 100%     | 10     |
| Application Score:       |          | 30     |

Description

- Convert three signalized intersections into roundabouts
- Roundabouts will reduce serious crash types and overall crash frequency
- Reduce congestion and back-ups at the interchange due to Cedar Point traffic





# SAFETY PRESENTATION

## MAY 19, 2020



OHIO DEPARTMENT OF  
TRANSPORTATION

1

# ERIE US 6 CORRIDOR US 250 TO RYE BEACH ROAD

Kathryn Sharpnack, P.E.  
Transportation Engineer  
ODOT District 3

2



## BACKGROUND

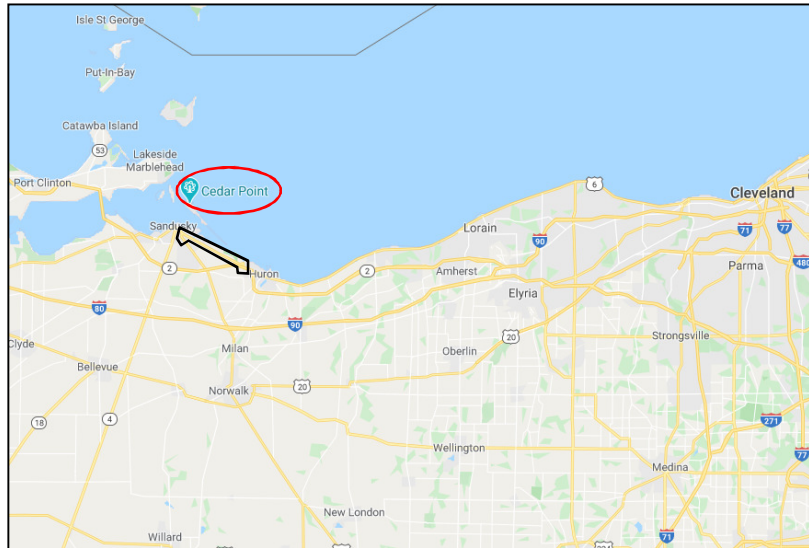
US 6 Corridor Planning Study performed by TranSystems and oversight by Erie Regional Planning Commission was completed late 2019

US 6 (Cleveland Road),  
US 250 to Rye Beach Road

Tourist-oriented area near the lakefront and Cedar Point attractions (amusement park and Sports Force Parks)

Study Purpose:

- Increase Efficiency
- Enhance Safety
- Improve multi-modal transportation options



3 | ERI-6 Safety Presentation



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## APPLICATION BREAKDOWN

### 4 Applications

- 1) City of Sandusky: Signal removals, turn lane lengthening/additions, roundabout
- 2) Perkins Avenue: Roundabout
- 3) Camp Road and segment to east: Roundabout and TWLTL
- 4) Rye Beach Road: 3 Roundabouts



4 | ERI-6 Safety Presentation



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## EXISTING CONDITIONS (SANDUSKY)

### US 6, US 250 to Remington

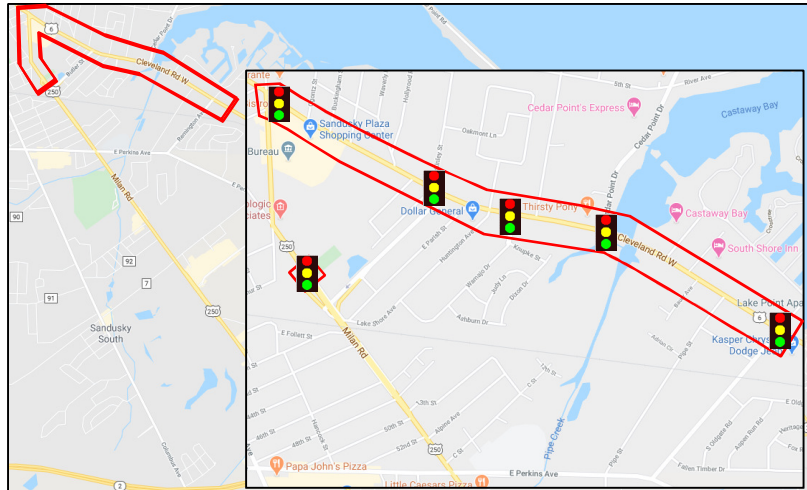
City of Sandusky

ADT: 10,000 - 15,000 vpd  
(depends on location and season)

Speed Limit: 35 MPH

6 signalized intersections included in application:

- US 6 & Butler Connector
- US 6 & US 250
- US 6 & Avondale
- US 6 & Cowdery
- US 6 & Cedar Point Drive
- US 6 & Remington



5 | ERI-6 Safety Presentation



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## CRASH SUMMARY 2015-2017 (SANDUSKY)

Total Crashes (2015-2017): 45

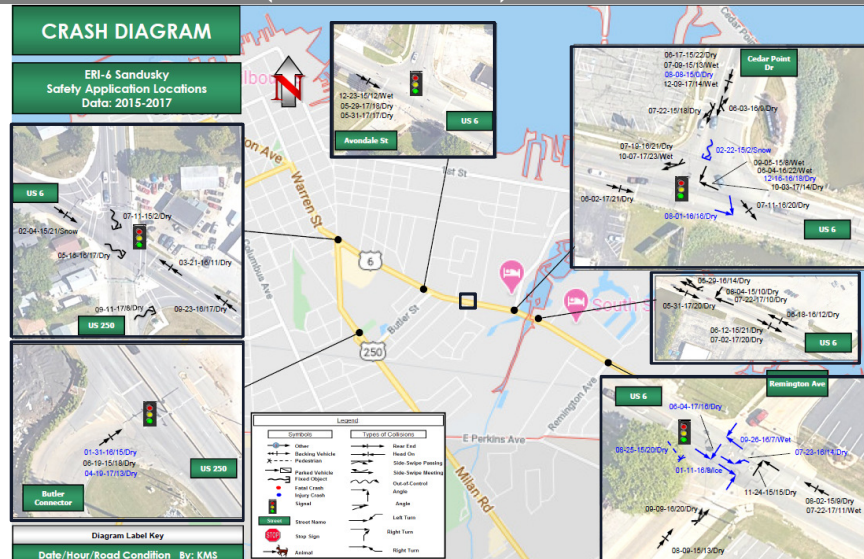
- US 250 & Butler Connector: 3
- US 6 & US 250: 6
- US 6 & Avondale: 3
- US 6 & Cowdery: 0
- US 6 & Cedar Point: 16
- US 6 & Remington: 10

24% injury crashes

Major Crash Types:

- 22 (49%) Rear End
- 11 (24%) Angle

78% total crashes occurred  
May-October



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## CRASH SUMMARY (SANDUSKY)

### US 6 & Cedar Point Drive

#### 16 Crashes (2015-2017)

- 6 rear end
- 5 angle
- 3 sideswipe-passing
- 1 fixed object
- 1 sideswipe-meeting

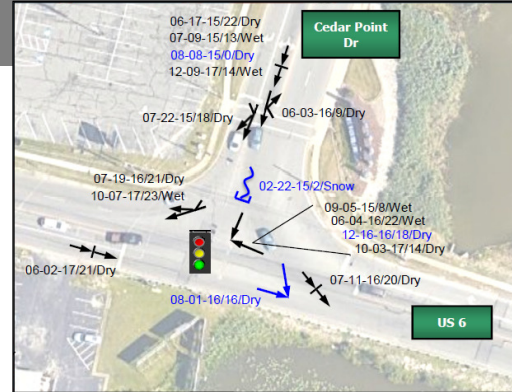
25% Injury

2 alcohol related

1 distracted

5 young drivers at-fault (16-25 yo)

4 senior drivers at-fault (65+yo)



#### Probable Causes

- Driver Impatience
- Driver Inattention
- Driver Inexperience
- Signal Visibility

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## CRASH SUMMARY (SANDUSKY)

### US 6 & Remington

#### 10 Crashes (2015-2017)

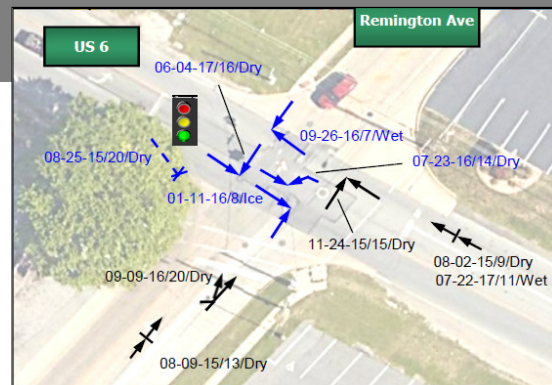
- 4 angle
- 3 rear end
- 1 left turn
- 1 sideswipe-passing
- 1 pedestrian

50% Injury

2 alcohol related

1 distracted

4 young drivers at-fault (16-25 yo)



#### Probable Causes

- Driver Impatience
- Driver Inattention
- Driver Inexperience
- Signal Visibility

8 | ERI-6 Safety Presentation

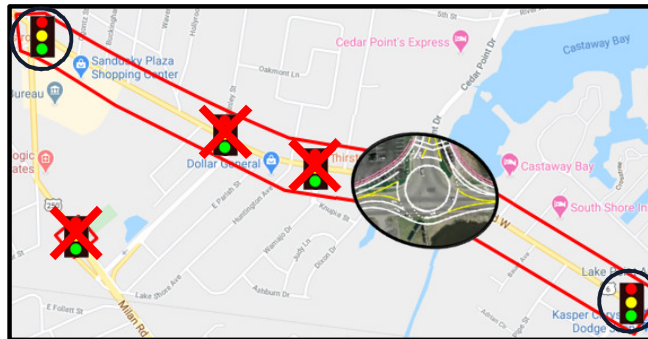


8



## COUNTERMEASURES (SANDUSKY)

- US 250 & Butler Connector, US 6 & Avondale, US 6 & Cowdery: Remove unwarranted signals
- US 6 & US 250: Lengthen SB and WB left turn lanes
- US 6 & Cedar Point Drive: Convert signalized intersection into a roundabout
- US 6 & Remington: Upgrade signal and add EB right turn lane



9 | ERI-6 Safety Presentation



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## CONCEPT PLANS (SANDUSKY)



US 6 & Cedar Point Drive: Convert signalized intersection into a roundabout

US 6 & Remington:  
Upgrade signal and add EB  
right turn lane



10 | ERI-6 Safety Presentation



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## SCORING(SANDUSKY)

| Category                | Value    | Points |
|-------------------------|----------|--------|
| Expected Crashes        | 19.07    | 10     |
| KA to Total Crash Ratio | 0.02     | 1      |
| % Improvement           | 0.00     | 0      |
| Relative Severity       | \$26,623 | 4      |
| Equivalent PDO Index    | 3.05     | 3      |
| Volume/Capacity Ratio   | 0.85     | 8      |
| Benefit Cost Ratio      | 0.82     | 0      |
| Funding Request %       | 95       | 10     |

Total  
Score

36

11 | ERI-6 Safety Presentation



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## FUNDING/SCHEDULE (SANDUSKY)

| Project Phase    | PE - Environmental | PE - Detailed Design | Right of Way / Utilities | Construction       | Total              |
|------------------|--------------------|----------------------|--------------------------|--------------------|--------------------|
| Fiscal Year      | 2021               | 2022                 | 2022                     | 2023               |                    |
| Safety Request   | \$1,005,813        | \$101,888            | \$1,155,770              | \$2,648,030        | \$4,911,501        |
| City of Sandusky | \$52,937           | \$5,362              | \$60,830                 | \$139,370          | \$258,499          |
| <b>Total</b>     | <b>\$1,056,750</b> | <b>\$107,250</b>     | <b>\$1,216,600</b>       | <b>\$2,787,400</b> | <b>\$5,170,000</b> |

Local Let, 5% City Contribution

Environmental consultant \$60,000 and SUE \$350,000 included in PE-Environmental phase.

### DRAFT Schedule Breakdown

- Authorize Consultant: October 2020
- Stage 2 Complete: July 2021
- ROW Acquisition Complete: September 2022
- Project File: November 2022
- Construction: Spring 2023

12 | ERI-6 Safety Presentation



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## QUESTIONS (SANDUSKY)



13 | ERI-6 Safety Presentation



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## EXISTING CONDITIONS (PERKINS)

### US 6 & Perkins Avenue (CR 5)

Stop-control on Perkins approach

AADT:

US 6: 14,500 vpd

Perkins Ave: 5,600 vpd

Speed Limit:

US 6: 55 MPH

Perkins Ave: 45 MPH



14 | ERI-6 Safety Presentation



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## CRASH SUMMARY 2014-2018 (PERKINS)

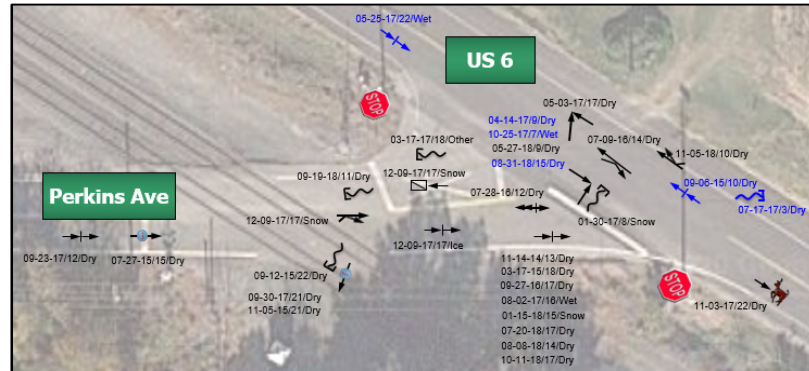
2018 HSIP Suburban  
Intersection #248,  
2017 #182

Total Crashes (2014-2018): 31

19% injury crashes

Major Crash Types:

- 12 Rear End
- 6 Angle
- 5 Fixed Object



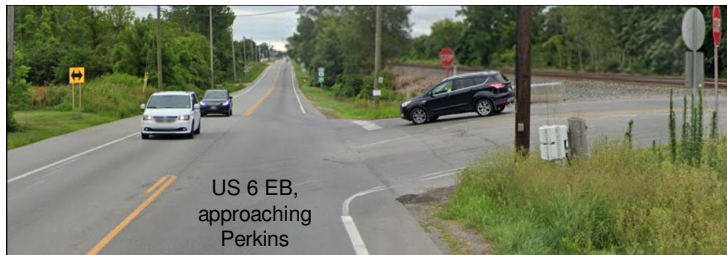
15 | ERI-6 Safety Presentation



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## PROBABLE CAUSES (PERKINS)

Railroad Proximity (75')  
Perkins Approach Grade  
Perkins Approach Skew (45°)



16 | ERI-6 Safety Presentation



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## NORFOLK SOUTHERN RAILROAD

RR crossing video 9/24/20

15 trains (7AM-12PM)

Just under 3 minutes  
average blockage time

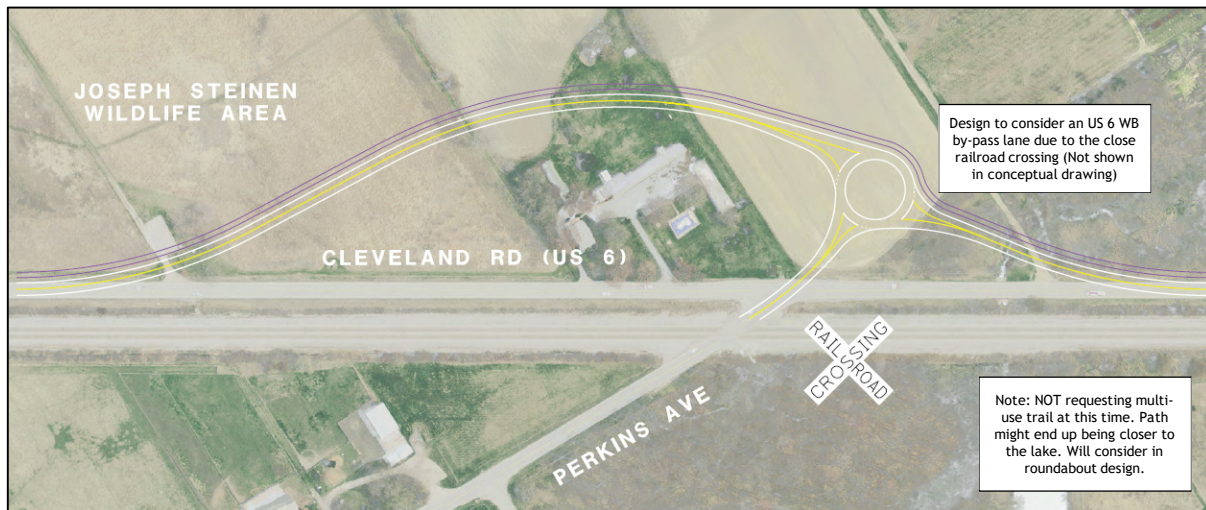


17 | ERI-6 Safety Presentation



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## CONCEPT PLAN (PERKINS)



18 | ERI-6 Safety Presentation



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## SCORING (PERKINS)

| Category                | Value    | Points |
|-------------------------|----------|--------|
| Expected Crashes        | 6.01     | 4      |
| KA to Total Crash Ratio | 0.00     | 0      |
| % Improvement           | 8.49     | 16     |
| Relative Severity       | \$63,328 | 10     |
| Equivalent PDO Index    | 3.22     | 3      |
| Volume/Capacity Ratio   | 0.6      | 2      |
| Benefit Cost Ratio      | 0.51     | 0      |
| Funding Request %       | 100      | 10     |

Total  
Score

45

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## FUNDING/SCHEDULE (PERKINS)

| Project Phase | PE -<br>Environmental | PE - Detailed<br>Design | Right of Way /<br>Utilities | Construction | Total       |
|---------------|-----------------------|-------------------------|-----------------------------|--------------|-------------|
| Fiscal Year   | 2021                  | 2022                    | 2022                        | 2024         |             |
| Total         | \$802,300             | \$101,700               | \$491,550                   | \$3,440,850  | \$4,836,400 |

Environmental consultant \$50,000 and SUE \$150,000 included in PE-Environmental phase.

### DRAFT Schedule Breakdown

- Authorize Consultant: January 2021
- Stage 2 Complete: July 2022
- ROW Acquisition Complete: January 2023
- Project File: July 2023
- Construction: Fall 2023/Spring 2024

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## QUESTIONS (PERKINS)



21 | ERI-6 Safety Presentation



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## EXISTING CONDITIONS (CAMP)

### US 6 & Camp Road (TR 121)

Stop-control on Camp approach

AADT:

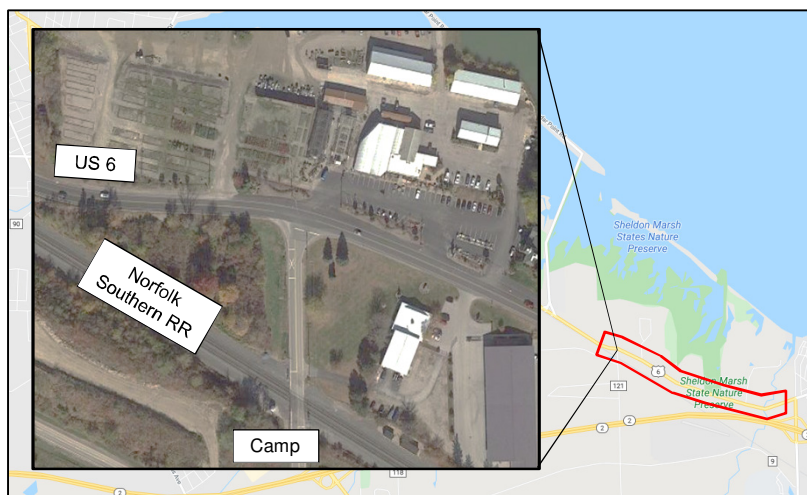
US 6: 15,000 vpd

Camp Road: 3,200 vpd

Speed Limit:

US 6: 55 MPH west approach,  
45 MPH east approach

Camp Rd: 55 MPH



22 | ERI-6 Safety Presentation



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## EXISTING CONDITIONS (CAMP)

### US 6, Camp Rd to west of Rye Beach

2-12' lanes and 4' paved shoulders

US 6 AADT: 15,000 vpd

Speed Limit: 45 MPH

Land Use: Mixture of residential and commercial, potential future development



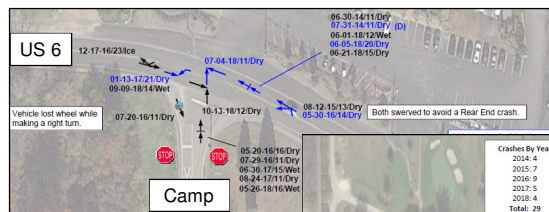
23 | ERI-6 Safety Presentation



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## CRASH SUMMARY 2014-2018 (CAMP)

- US 6/Camp Intersection: 2018 HSIP Suburban Intersection #235
- 18 crashes (2014-2018)
- 53% Rear End

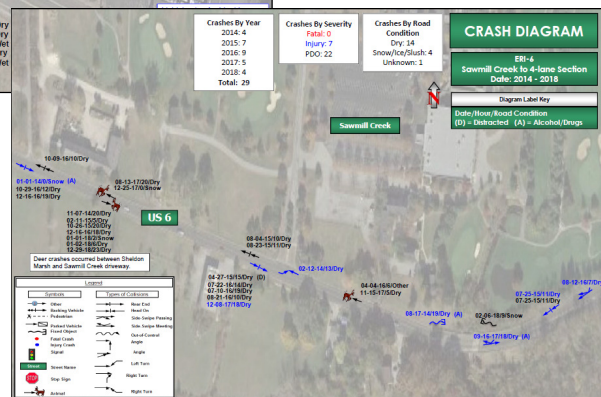


Total Crashes (2014-2018) intersection + segment: 90

24% injury crashes

46 Rear End Crashes

19 Crashes (21%) occurred in July



24 | ERI-6 Safety Presentation



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## PROBABLE CAUSES (CAMP)

Camp: US 6 Horizontal Curvature  
 Camp/Segment: US 6 Congestion/Finding Gap  
 Segment: # of driveways/intersections

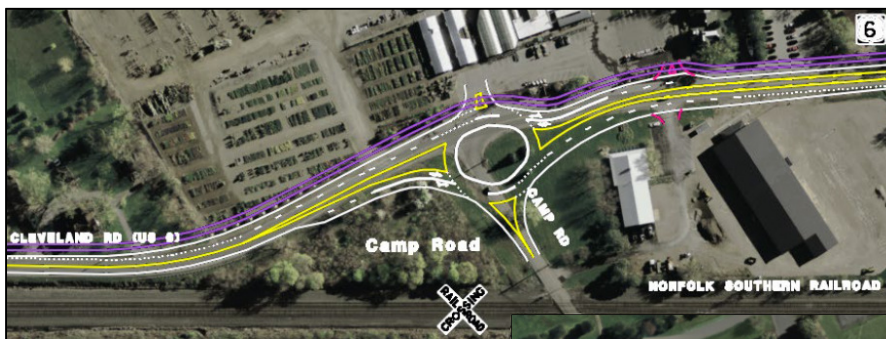


25 | ERI-6 Safety Presentation



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## CONCEPT PLAN (CAMP)



US 6 & Camp Rd: Convert  
 stop-controlled intersection to  
 a 2x1 roundabout

US 6 & Sawmill Creek Dr:  
 Turn Lanes  
 + TWLTL between Camp  
 and Rye Beach



26 | ERI-6 Safety Presentation



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## SCORING (CAMP)

| Category                | Value    | Points |
|-------------------------|----------|--------|
| Expected Crashes        | 11.51    | 6      |
| KA to Total Crash Ratio | 0.04     | 2      |
| % Improvement           | 5.04     | 10     |
| Relative Severity       | \$54,226 | 10     |
| Equivalent PDO Index    | 4.7      | 4      |
| Volume/Capacity Ratio   | 1.2      | 10     |
| Benefit Cost Ratio      | 0.39     | 0      |
| Funding Request %       | 100      | 10     |

Total  
Score

52

27 | ERI-6 Safety Presentation



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## FUNDING/SCHEDULE (CAMP)

| Project Phase | PE - Environmental | PE - Detailed Design | Right of Way / Utilities | Construction | Total       |
|---------------|--------------------|----------------------|--------------------------|--------------|-------------|
| Fiscal Year   | 2021               | 2022                 | 2022                     | 2024         |             |
| Total         | \$1,618,442        | \$217,808            | \$656,530                | \$7,474,950  | \$9,967,730 |

Environmental consultant \$40,000 and SUE \$300,000 included in PE-Environmental phase.

### DRAFT Schedule Breakdown

- Authorize Consultant: January 2021
- Stage 2 Complete: July 2022
- ROW Acquisition Complete: January 2023
- Project File: July 2023
- Construction: Fall 2023/Spring 2024

28 | ERI-6 Safety Presentation



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## QUESTIONS (CAMP)



29 | ERI-6 Safety Presentation



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## EXISTING CONDITIONS (RYE BEACH)

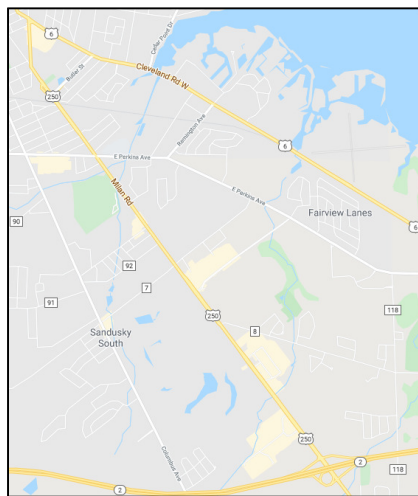
### US 6 & Rye Beach

#### 3 Signalized Intersections:

- US 6/Cleveland/Rye Beach
- Rye Beach/SR 2 WB Ramps
- Rye Beach/SR 2 EB Ramps

US 6/Rye Beach ADT:  
12,000 vpd

Speed Limit: 35-50MPH



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## CRASH SUMMARY 2015-2018 (RYE BEACH)

SR 2 WB Ramps: 2018 HSIP  
Suburban Intersection #394,  
Potential Ramp Clear location

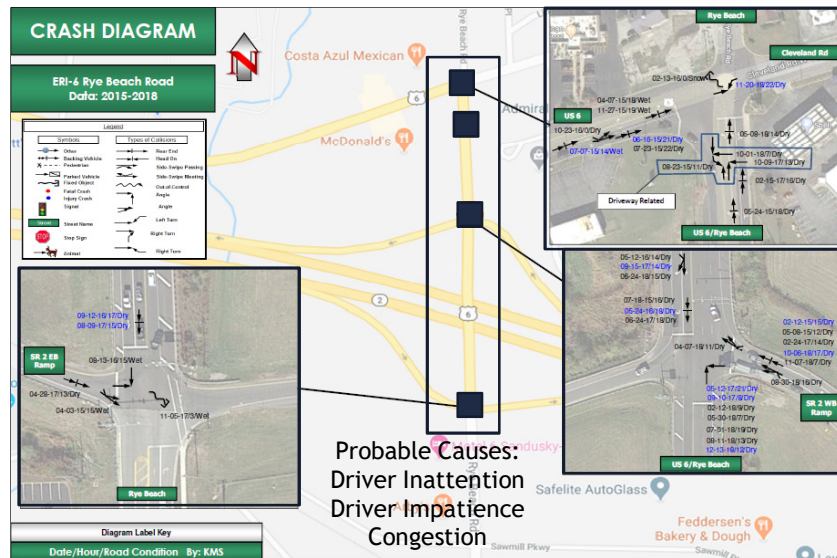
Total Crashes (2014-2018): 40

- US 6 & Rye Beach: 11
- Cleveland to SR 2 WB Ramps: 3
- SR 2 WB Ramps: 20
- SR 2 EB Ramps: 6

30% injury crashes

Major Crash Types:

- 19 Rear End
- 10 Angle



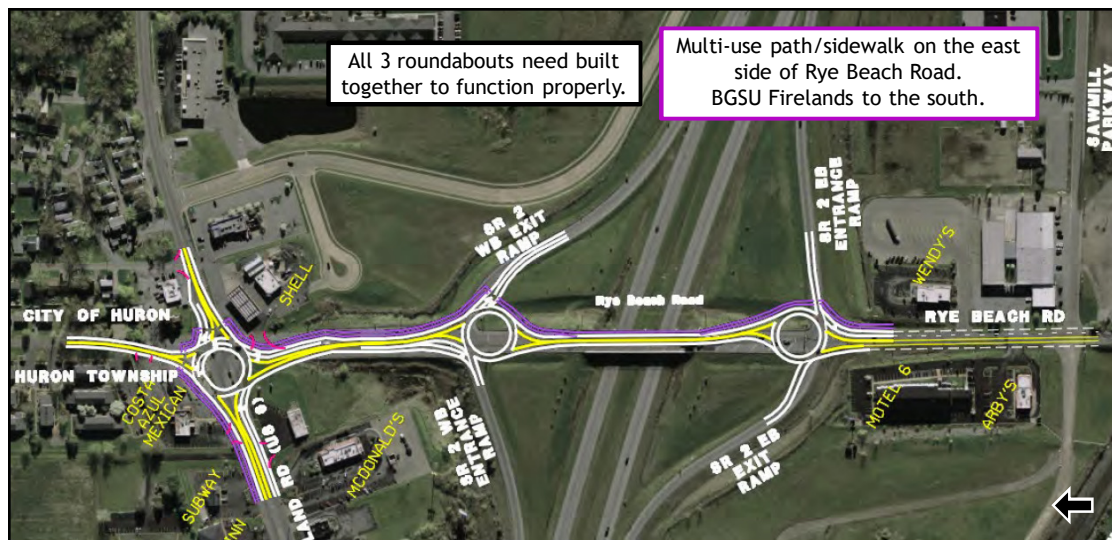
Probable Causes:  
Driver Inattention  
Driver Impatience  
Congestion

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## CONCEPT PLAN (RYE BEACH)



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## SCORING (RYE BEACH)

| Category                | Value    | Points |
|-------------------------|----------|--------|
| Expected Crashes        | 8.9      | 4      |
| KA to Total Crash Ratio | 0.00     | 0      |
| % Improvement           | 0.0      | 0      |
| Relative Severity       | \$25,818 | 4      |
| Equivalent PDO Index    | 2.95     | 2      |
| Volume/Capacity Ratio   | 1.0      | 10     |
| Benefit Cost Ratio      | 0.3      | 0      |
| Funding Request %       | 100      | 10     |

Total  
Score

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## FUNDING/SCHEDULE (RYE BEACH)

| Project Phase | PE -<br>Environmental | PE - Detailed<br>Design | Right of Way /<br>Utilities | Construction | Total       |
|---------------|-----------------------|-------------------------|-----------------------------|--------------|-------------|
| Fiscal Year   | 2021                  | 2022                    | 2022                        | 2024         |             |
| Total         | \$1,487,600           | \$194,700               | \$1,415,900                 | \$5,853,500  | \$8,951,700 |

Environmental consultant \$40,000 and SUE \$300,000 included in PE-Environmental phase.

### DRAFT Schedule Breakdown

- Authorize Consultant: January 2021
- Stage 2 Complete: July 2022
- ROW Acquisition Complete: January 2023
- Project File: July 2023
- Construction: Fall 2023/Spring 2024

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## QUESTIONS (PERKINS)



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## QUESTIONS - ERI-6 CORRIDOR

| Application            | Work Description   | Project Cost |
|------------------------|--|--------------|
| City of Sandusky       | Signal removals, turn lane lengthening/additions, roundabout | \$5,170,000  |
| Perkins                | Roundabout   | \$4,836,400  |
| Camp + Segment to East | Roundabout, TWLTL  | \$9,967,730  |
| Rye Beach/SR 2 Ramps   | 3 Roundabouts  | \$8,951,700  |

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