

County	Route	Intersection	SLM	Proposed Project	Estimate	Estimate inflated to FY'29	80% HSIP Cost	Accum. HSIP	FY Requested	No. of Crashes	No. of Inj/Fat	Crash Rate	Crash Rate Score	ROR	ROR Score	RSI	RSI Score	EPDO	EPDO Score	Funding Request	Funding Request Score	Total Score	CSTP Rank	Comments
BUT		CR2& TR125/TR55	1.018	Butler Warren Rd and Dimmick Rd/Irwin-Simpson Rd is a suburban, AWSC intersection located on the southeast border of Butler County and southwest border of Warren County. Butler Warren Road is a two-lane, major collector county road per Warren County records that runs north-south with a posted legal speed limit of 35 MPH. Dimmick Road is a two-lane local road in West Chester Township, Butler County that runs east-west with a posted legal speed limit of 40 MPH. Irwin-Simpson Rd is a three-lane local road in Deerfield Township, Warren County that runs east-west with a posted legal speed limit of 45 MPH. During the 5-year study period between 2018-2022, the dominant crash type is angle crash resulting in 33 of 46 crashes or 71.74%. The next highest crash type is rear end with 5 of 46 crashes or 10.87%. The main contributing factor involved vehicles not stopping for stop signs at a rate of 41.3% (19 of 46). STOP AHEAD signs and STOP signs are present at all approaches. Angle crash types typically result in injury crashes. Injury crashes make up 35% of the 46 crashes at the intersection. AWSC intersections are not supposed have this many crashes, especially crashes resulting in injury.	\$ 1,946,182	\$ 2,256,158	\$ 1,804,927	\$ 1,804,927	2029	46	16	1.62	2	16.05%	16	66,833	20	134.48	10	\$1,197,223	10	58	82	
STA		12th St. & Perry Dr	2.26-2.55	The existing intersection of CR 240 and CR 223 is a signalized intersection with dedicated left turn lanes in all directions. The intersections is on a significant skew with the "NB and SB" legs skewed substantially from east to west in a north bound direction. Because of the skew, the intersection itself is somewhat large and turning movements, can be problematic during permitted left turn phases. During the 5 year period from 2018-2022 there were 86 accidents, with the most predominant type being rear ends, followed by angle accidents. There is a steep grade heading downgrade approaching the intersection from the east, which contributes to higher speeds approaching the intersection. Posted speeds are 40 MPH in the south, east and west legs of the intersection and 45 MPH on the north leg. Currently the intersection has the 5th highest hazard rating on the County Highway system, as compiled by the MPO, SCATS.	\$ 2,600,000	\$ 3,014,113	\$ 2,411,290	\$ 4,216,217	2029	86	17	2.34	4	16.99%	16	44,285	10	180.01	14	\$1,560,000	5	49	68	
Lucas		CR71/22		The subject intersection is currently a signalized intersection, with radar stop bar camera detection units, and radar dilemma zone detection on all of the approaches. All approaches to the intersection are the same configuration: one left only lane, and a through right lane. Per the crash data, there have been 17 crashes at the subject intersection in the past five years (2018-2022), ten are property damage only, and seven are injury crashes. Most of the crashes are angle and turning crashes. Proposed countermeasure will be the conversion of the signalized intersection into a modern single lane roundabout. The roundabout will have a landscaped center island and appropriate lighting at the subject intersection. All roundabout signage and advanced signage will be installed per the OMUTCD.	\$ 1,225,000	\$ 1,420,111	\$ 1,136,089	\$ 5,352,305	2029	17	7	0.66	0	10.16%	10	47,528	14	55.71	4	\$760,000	15	43	81	
FRA		Clark State & waggnoer		This is a tee intersection with northbound Waggoner Rd ending at Clark State Rd. Waggoner Rd has a 50 mph speed limit and Clark State Rd has a 45 mph speed limit. There are two stop ahead signs on Waggoner Rd and an active warning system for the intersection which includes a flashing stop sign on Waggoner Rd and flashing advanced intersection signs on Clark State Rd. There were 22 crashes from 2018-2022 at the intersection which included 8 injuries. Crash types include fixed object, angle, left turn, rear end, and sideswipe. The most common crashes involved northbound vehicles running off the road through the intersection and hitting a traffic sign or the ditch. Another frequent crash was northbound vehicles pulling out in front of eastbound and westbound vehicles on Clark State Rd. Traffic can get congested so drivers take chances to get through the intersection. In addition, the sight distance was an issue due to vegetation along Clark State Rd. The remaining crash types were caused by failing to yield on a left turn, improper movements, and following too closely.	\$ 2,356,446	\$ 2,731,767	\$ 2,185,413	\$ 7,537,719	2029	22	8	2.86	4	7.27%	6	53,320	16	66.24	4	\$1,596,000	5	35	61	
CLI		CR89 & TR202	0	Current 4-way intersection has uneven traffic pattern due to connection to bypass. Location is in unlit area and has rear end and side swipe accidents.	\$ 480,000	\$ 556,452	\$ 445,161	\$ 7,982,880	2029	8	2	0.85	0	10.87%	10	37,422	4	19.06	0	\$336,000	20	34	85	
TUS		CR62	0.39-0.83	The existing roadway is 20-feet wide with 10' lanes and includes a bridge (SFN 7930267) that is 24-feet wide from face of rail to face of rail. On the east end of the bridge there is a sharp curve that has a degree of curvature of approximately 37°15'. The degree of curvature meets the design standard for a 26 mph design speed; the legal speed limit is 45 mph. 45% of the crashes on this section of roadway involved a driver's failure to negotiate the curve and 63% of the accidents occurred in the curve. Separately, 63% of the accidents involve roadway departures and 9% of the accidents involved a driver going left of center on this section of roadway.	\$ 1,564,209	\$ 1,813,347	\$ 1,450,678	\$ 9,433,558	2029	11	0	3.54	6	0.09%	0	49,954	14	22.06	0	\$1,137,606	10	30	44	
							Total Approved for Funding	\$ 9,433,558																
VanWert		US30/CR168		Currently, US 30 and Convoy Road is an at-grade intersection with stop sign control on the northeast and southwest segments of Convoy Road. US 30 is a 70 MPH, 4-lane divided highway. Convoy Road is a rural 2-lane roadway that serves as a minor collector to and from the Village of Convoy. The high volume and speed of traffic on the US 30 approaches makes crossing and turning movements difficult. There were 5 crashes at this intersection from 2018-2022. Of these 5, 3 were angle, 1 was sideswipe, and 1 was left turn. One of the angle crashes resulted in a fatality. The injury rate at this location is 40%. This project is a partnership between ODOT and Van Wert County. ODOT District 1 has applied for and is anticipating to receive \$4 million from the ODOT safety program. ODOT District 1 has also committed to cover the design and construction engineering costs. The project is a vital piece in converting this corridor to a fully controlled limited access freeway.	\$ 2,750,000	\$ 3,188,004	\$ 2,550,403	\$ 11,983,961	2029	5	2	0.17	0	-5.67%	0	61,487	20	204.16	16	\$2,000,000	0	36	59	
Lucas		CR26/69		The subject intersection is currently an all-way stop. All approaches (Nebraska Avenue and Centennial Road) to the intersection have 50 MPH speed limits, and dual stop signs, with stop ahead signs installed in advance. There have been eight crashes at the subject intersection in the past five years (2018-2022), with a 63% injury rate. Construct a modern roundabout at the subject intersection with lighting and a landscaped center island. All roundabout signage and advanced signage will be installed per the OMUTCD. Intersection lighting will be designed for the subject intersection using best engineering judgement. After analyzing the crash patterns at this location and conducting a feasibility study, it is recommended to close the at-grade intersection and construct an overpass. The proposed countermeasure will eliminate the at-grade intersection and will allow vehicles to continue on Convoy Road without needing to cross high speed traffic on US 30.	\$ 1,200,000	\$ 1,391,129	\$ 1,112,903	\$ 13,096,864	2029	8	5	0.59	0	6.78%	6	66,611	20	35.65	2	\$800,000	15	43	81	

TOTAL HSIP \$ 22,530,421

Approved for Funding