



Form Name: CORPO Funds Application
Submission Time: August 5, 2025 2:56 pm
Unique ID: 1368417201
Location:

Agency Information

Sponsoring Agency	City of Mount Vernon, Ohio
Address	40 Public Square Suite 103 Mount Vernon 43050
Contact Person	Brian Ball
Contact Title	City Engineer
Contact Email Address	engineer@mountvernonohio.org
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National Environmental Policy Act (NEPA)	The sponsor acknowledges that they are familiar with NEPA and understands that it applies to all projects that will use federal funds allocated through CORPO.

Project Information

Project Title	SR13 Intersection Improvements and Sidewalk Project
Primary Project Type	Intersection Modification
Facility Name	State Route 13 North and Upper Fredericktown Road and Crestview Avenue
ODOT PID	N/A
CORPO CTP ID or description of how the project is included in the CORPO Transportation Plan	This project is listed as KNO2 in the CTP
Project Limits (from-to)	The proposed sidewalks and other safety-related improvements begin from Stump Street, north to the historic southern border of Morris Township along Cassell and Fredericktown Roads with the intersection improvements in the center.
Project Length	Approximately 0.35 miles
Project Scope	Construct intersection and access management modifications on SR13 at Upper Fredericktown Rd and Crestview Ave. Sidewalk and other safety improvements will also be added along the corridor. This location, identified through a broader SR 13 North Corridor evaluation and extensive community feedback, has been flagged for safety improvements and enhanced multimodal access through the collaborative efforts of Morris Township, Knox Area Transit, Knox County Board of County Commissioners, Clinton Township, Knox County Engineer and City of Mount Vernon.

Project Cost Information

Preliminary Engineering

Preliminary Engineering - Environmental

Preliminary Engineering - Environmental - Method for entering amounts **Dollar Amount**

Preliminary Engineering - Environmental - Dollar Amounts

Preliminary Engineering - Environmental - Sub-Phase Total 125000

Preliminary Engineering - Environmental - CORPO Federal Dollars 100000

Preliminary Engineering - Environmental - CORPO Federal % 80

Preliminary Engineering - Environmental - Local Match to CORPO Federal Dollars 25000

Preliminary Engineering - Environmental - Local Match to CORPO Federal % 20

Preliminary Engineering - Environmental - Other Federal % 0

Preliminary Engineering - Environmental - Non-Federal % 0

Preliminary Engineering - Detailed Design

Preliminary Engineering - Detailed Design - Method for entering amounts **Dollar Amount**

Preliminary Engineering - Detailed Design - Dollar Amounts

Preliminary Engineering - Detailed Design - Sub-Phase Total 675000

Preliminary Engineering - 540000

Detailed Design - CORPO Federal

Dollars

Preliminary Engineering - 80

Detailed Design - CORPO Federal

%

Preliminary Engineering - 135000

Detailed Design - Local Match to

CORPO Federal Dollars

Preliminary Engineering - 20

Detailed Design - Local Match to

CORPO Federal %

Preliminary Engineering - 0

Detailed Design - Other Federal %

Preliminary Engineering - 0

Detailed Design - Non-Federal %

Right-of-Way

Right-of-Way - Acquisition

Right-of-Way - Acquisition - Dollar Amount

Method for entering amounts

Right-of-Way - Acquisition - Dollar Amounts

Right-of-Way - Acquisition - 225000

Sub-Phase Total

Right-of-Way - Acquisition - 180000

CORPO Federal Dollars

Right-of-Way - Acquisition - 80

CORPO Federal %

Right-of-Way - Acquisition - Local 45000

Match to CORPO Federal Dollars

Right-of-Way - Acquisition - Local 20

Match to CORPO Federal %

Right-of-Way - Acquisition - Other 0

Federal %

Right-of-Way - Acquisition - 0
Non-Federal %

Right-of-Way - Utilities

Right-of-Way - Utilities - Method Dollar Amount
for entering amounts

Right-of-Way - Utilities - Dollar Amounts

Right-of-Way - Utilities - 0
Sub-Phase Total

Right-of-Way - Utilities - CORPO 0
Federal %

Right-of-Way - Utilities - Local 0
Match to CORPO Federal %

Right-of-Way - Utilities - Other 0
Federal %

Right-of-Way - Utilities - 0
Non-Federal %

Construction

Construction - Contract

Construction - Contract - Method Dollar Amount
for entering amounts

Construction - Contract - Dollar Amounts

Construction - Contract - 9323640
Sub-Phase Total

Construction - Contract - CORPO 0
Federal %

Construction - Contract - Local 0
Match to CORPO Federal %

Construction - Contract - Other 7458912
Federal Dollars

Construction - Contract - Other 80
Federal %

Construction - Contract - 1864728
Non-Federal Dollars

Construction - Contract - 20
Non-Federal %

Construction - Engineering

Construction - Engineering - Dollar Amount
Method for entering amounts

Construction - Engineering - Dollar Amounts

Construction - Engineering - 450000
Sub-Phase Total

Construction - Engineering - 0
CORPO Federal %

Construction - Engineering - Local 0
Match to CORPO Federal %

Construction - Engineering - 360000
Other Federal Dollars

Construction - Engineering - 80
Other Federal %

Construction - Engineering - 90000
Non-Federal Dollars

Construction - Engineering - 20
Non-Federal %

Other

Totals

Preliminary Engineering Phase 800000
Total

Right-of-Way Phase Total 225000

Construction Phase Total 9773640

Other Phase Total 0

Grand Total 10798640

Project Schedule Information

Design Start Date 04/01/2026

Is the Design milestone complete? No

Stage 1 Design Plan Submittal Date 04/01/2027

Is the Stage 1 Design Plan Submittal milestone complete? No

Stage 2 Design Plan Submittal Date 04/01/2028

Is the Stage 2 Design Plan Submittal milestone complete? No

Final Right-of-Way Plan Submittal Date December 2027

Is the Final Right-of-Way Plan Submittal milestone complete? No

Environmental Document Approval Date 08/01/2028

Is the Environmental Document Approval milestone complete? No

Right-of-Way Authorization Date 02/01/2029

Is the Right-of-Way Authorization milestone complete? No

Stage 3 Design Plan Submittal Date 01/01/2029

Is the Stage 3 Design Plan Submittal milestone complete? No

Right-of-Way Acquisition Complete Date 02/01/2030

Is the Right-of-Way Acquisition Complete milestone complete? No

Final Plans and Bid Package Submittal to ODOT Date 03/01/2029

**Is the Final Plans and Bid
Package Submittal to ODOT
milestone complete?**

No

Award Contract Date 06/01/2029

**Is the Award Contract milestone
complete?**

No

Evaluation Related Questions

PM1: Please include bridge condition information and/or pavement condition information. CORPO can provide the latest data available from ODOT for this.

Pavement along the corridor is moderately worn. Improvements will preserve corridor functionality and delay deterioration. These improvements will negate the need for new facilities.

PM2: Please explain how the proposed activities in your application will improve the pavement or bridge quality (as referenced above) or otherwise preserve and/or maintain the existing transportation system.

The proposed project ensures long-term pavement quality and introduces durable pedestrian infrastructure, aligning with long-term system maintenance objectives. This project will allow for the modernization of stormwater infrastructure that will mitigate freeze/thaw-related damages to the pavement.

S1: Please provide information on how the proposed project will increase safety and any additional information concerning crashes to supplement the ODOT crash data.

Roundabouts reduce conflict points and severity of crashes. Existing intersection records support this intervention. MORPC's May 2025 Roadway Safety Analysis confirms Mount Vernon-particularly the SR 13 corridor-is a regional hotspot for fatal and serious injury crashes (FSI). Using ODOT's AASHTOWare sliding window method, multiple half-mile segments along SR 13 ranked in the top five highest priority segments in Knox County. This ePDO-based analysis gives greater weight to injury and fatal crashes, helping identify high-risk segments for targeted investment. The proposed roundabout falls in proximity to this corridor and mirrors conditions found in other qualified HSIP segments.

S2: Will the proposed activities in your application address the safety of the transportation system by minimizing unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving, and others? If so, please explain.

The project will address unsafe driving behavior by channelizing traffic, calming speeds, and upgrading non-motorist facilities. The intersection at SR 13 & Upper Fredericktown Road saw 17 crashes over five years with an injury rate of 41%, exceeding the HSIP injury threshold. This further justifies the project's alignment with FHWA's safety countermeasure priorities and demonstrates eligibility for supplemental safety-focused funding.

AM1: Will the proposed activities in your application expand or better automobile-related mobility options? If so, please explain. Please also provide average daily traffic if applicable.

The roundabout and intersection redesign will enhance vehicle throughput and reduce congestion, thereby improving vehicular mobility.

AM2: Will the proposed activities in your application expand bike/pedestrian facilities? If so, please explain.	The project adds critical sidewalk links and pedestrian crossings where none currently exist. These enhancements serve pedestrians, cyclists, and transit users and address critical ADA gaps.
AM3: Will the proposed activities in your application expand other modes? If so, please explain.	The integration of sidewalks and crossings creates safer multimodal corridors and strengthens connectivity between residential areas and commercial destinations.
ICC1: Will the proposed activities in your application increase outreach to local governments, area residents, businesses or other community organizations and groups? If so, please explain.	This project is the result of ongoing engagement between the City, Township, County, residents, and MPO staff and reflects community-voiced priorities from recent outreach.
ICC2: Will the proposed activities in your application increase modal-connectivity? If so, please explain.	The sidewalk extensions and intersection redesign will support modal integration/shift by connecting missing sidewalk segments and enabling safer multimodal transitions. Also, this will improve access and flow of mobility vehicles.
ICC3: Will the proposed activities in your application better connect CORPO communities? If so, please explain.	The location lies at a transition point between rural and urban development zones and will improve cohesion between the surrounding residential, commercial, and regional road networks. This will also improve access for freight and the movement of goods and services to communities.
C1: Will the proposed activities in your application improve freight facilities? If so, please explain.	Due to the absence of an interstate, this corridor is a primary freight corridor for the entirety of Knox County and provides key access to industrial and commercial zones in Central Ohio. These improvements will support regional freight movement and safely aid freight reliability. Please note: Knox County is not home to an interstate, making SR13 a primary route for the movement of goods and services.
C2: Will the proposed activities in your application aid in the development of multi-purpose corridors? If so, please explain.	This is a mixed-use corridor supporting schools, housing, light industrial, and retail. Multimodal corridor improvements enhance value across sectors and land uses.

C3: Will the proposed activities in your application increase access to employment areas or sites? If so, please explain.

Enhanced connectivity and safety attract investment and improve commuting reliability to key employment areas within and beyond Mount Vernon's jurisdiction, such as the Heartland Commerce Park. At the time of this application, six of the heavy industrial buildings in the commerce park (just south of this proposed project) have been reopened between February 2023 and October 2024. Two new developments, one commercial and one residential, are slated to be redeveloped within the limits of this project. These improvements would expand utility and transportation access to these sites which will spur new development and jobs.

E1: Will the proposed activities in your application increase the use of non-single occupant vehicles? If so, please explain.

The added pedestrian and bike facilities promote active transportation and reduce reliance on single-occupant vehicles, advancing regional climate and sustainability goals. Also, the addition of active transportation infrastructure may improve health outcomes for system users. (Additionally, there is a proposed road geometry change (gradient) that will improve not only walkability but also fuel efficiency.)

E2: Will the proposed activities enhance environmental resources and sustainability and is consistent with local land use and environmental related plans? If so, please explain.

The project not only supports the goals of the CORPO CTP but also local land use objectives aligned with Mount Vernon's complete streets and long-range planning strategies. All infrastructure will be built to meet ADA standards and incorporate context-sensitive design elements.

Additional Information

Additional Information Upload <https://www.formstack.com/admin/download/file/18335472092>

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