Ohio Department of Transportation - District Three

Project Scope

PID	124355	Project Name	ERI SR 0004 08.85

Project Overview

Scope Project Mgr.	Kat Wade	Initial Scope Meeting	7/1/2025
Design Project Mgr.	Jane Cullen	Scope Version	Original
In-House Designer(s)	Pitcher, Shelley K	Letting Type	ODOT Let
		Contract Type	Standard Build
Environmental Mgr.	Wingler, Levi B	PDP Path	Path 2
Design Responsibility	Sept 2025 Programmatic (TBD)	File Date	1/1/2030
Design Team	D03 Design Engineering Team 3	Federal Aid Number	E250822
Primary Work Cat.	Intersection Improvement (Safety)	County	ERI
		City/Village	None
Project Termini	ERI-4-08.85 at SR-4/Strub Rd (TR-7)	Environmental Doc Type	C2
		CFR 940 ITS Project	N/A

Existing Plans: PID 18640 SR-4 Resurfacing (2017)

Project Description

Convert signal-controlled intersection into single-lane roundabout with potential southbound, northbound, and/or westbound right turn lane* at SR-4 and Strub Road (TR-7) in Erie County. (March 2025 Safety Application #202503D03-02)

*Consultant to perform certified traffic forecast and make determination of which right turn lanes are needed - this is to be completed prior to compiling/submitting the preliminary geometrics (Pre-Stage 1).

Purpose & Need

This intersection has had a history of rear end, left turn, and angle crashes. The intersection was ranked #78 on ODOT's 2024 HSIP Suburban Intersection list. From 2019-2023, there were 62 total crashes at the SR-4/Strub Rd. intersection: 28 (45%) injury and 34 (55%) PDO. There were 36 rear-end, 12 left turn, 6 angle, 3 right turn, 2 sideswipe-passing, 2 fixed object, and 1 sideswipe-meeting. Due to its superior safety and operational performance, ODOT recommended a single-lane roundabout as the most ideal treatment. Roundabouts are a proven safety countermeasure due to the fact they reduce the number of conflict points and decrease the severity of crashes due to lower vehicle speeds.

Action Items

	Complete?

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Culvert

Culvert 1

Culvert Location	ERI-4-8.87	CFN	1880665	Prelim Cost Est	TBD
Description of Work	*Possible extension - design to dictate need. Anticipate culvert work as part of Stage 1 (after Pre-Stage 1) so need can be evaluated.*				

Existing

General Appraisal	7	Year Built	2012
Culvert Shape	Circular		
Culvert Material	Plain or Reinforced Concrete		
Span	12	in	
Length	91	ft	

Culvert 2

Culvert Location	ERI-4-8.83	CFN	1880664	Prelim Cost Est	TBD
Description of Work	*Possible extension - design to dictate need. Anticipate culvert work as part of Stage 1 (after Pre-Stage 1) so need can be evaluated.*				

Existing

General Appraisal	7	Year Built	2012
Culvert Shape	Circular		
Culvert Material	Plain or Reinforced Concrete		
Span	24	in	
Length	62	ft	

Roundabouts

Roundabout 1 of 1

CRS	ERI-4-8.85	Roundabout Type	Single Lane
MOT Type	Detour		
Design Vehicle Type	WB-62*	Center Island Landscaping	With Project
R/W Req'd	Yes	Right Turn Lanes	TBD**
Survey Req'd	Yes	Truck Apron	Interior
Soil Borings Req'd	Yes	Outside Curbing	Curb & Gutter
Utility Relocation Req'd	Yes	Approach Pavement	Asphalt
Driveway Accom. Req'd	Yes	Grading	Common
Lighting	Yes	Drainage	Enclosed
Bicycles	No	Traffic Forecast Type	Certified
Pedestrian Accommodations	No	Circulating Lanes Configuration	1
Major Road Approach Lanes	1		
Minor Road Approach Lanes	1		

** Refer to L&D Manual for vehicle checks.*

***Certified Traffic and evaluation of which approaches need right turn lanes to be completed by the design consultant - this is to be completed prior to compiling/submitting the preliminary geometrics (Pre-Stage 1).*

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Comments

> Truck Apron: 4" (minimum 3") height Type 9 with colored concrete (QC-1P with no QC/QA) to match splitter islands (not stamped, red). 8"-9" thick. Applies to the traffic side of all truck aprons.

> Splitter Island: 100' (min); 200' (max), use 6" high curb tapered at beginning and end, broomed (NOT stamped) concrete (color red). Attempt to install straight splitter islands where possible, try to eliminate breaks for drives. Any unavoidable breaks for drives are to be depressed brushed finish splitter island, not asphaltic splitter breaks. Type 6 curb with broomed (NOT stamped) splitter island (color red) inside the curb. Type 2 curb & gutter outside curb except 3" Type 9 rolled curb at all exterior truck aprons.

> Landscaping: Follow normal landscaping guidelines for roundabouts, prefer mounded center (see WAY-57/604 PID 116212 for example). Use stone instead of grass. We have typically used a single layer of Item 204 - Geotextile Fabric but have heard that it is underperforming. Designer consider two layers of Item 204 - Geotextile Fabric or other weed control options.

> Drainage: Replace existing storm sewer within project limits. Only replace culverts within full-depth project limits if needed. Keep open ditch if existing, enclosed if necessary. Designer to determine. Post-construction BMPs will be required on this project due to the Project EDA exceeding 1 acre. There are existing vegetated biofilters within the project limits (south leg along west side of SR 4). The portions of the biofilters that are disturbed will need to replaced in kind by another biofilter or another BMP in this project. This treatment area will need to be added to the treatment area required for the construction of the roundabout and cannot be used toward that treatment credit. A NOI will be required on this project due to the total EDA exceeding 1 acre. The consultant shall evaluate vegetated filter strips and vegetated biofilter (if uncurbed section). Install Item 670 - slope Erosion Protection Mat on slopes steeper than 3:1 (type of mat to be determined by shear stress values evaluated by the designer). Install underdrains under full depth pavement areas. Designer to verify underdrains able to be outlet properly. If not, aggregate drains will be installed.

> Lighting: Minimum 2 per approach with illumination extending beyond the approach tapers, use LED luminaires, include with Stage 1. Follow TEM 1140-4.6.10 (Major/Collector). Roundabout lighting shall be installed according to IED DG-19-08, Design Guide for Roundabout Lighting and design lighting level and uniformity shall comply with IES DG-19-08 Table 1, which is based on functional class (FC) of intersecting roadways and pedestrian demand. For this project, use FC Major/Collector and Low Pedestrian Area. Illumination analysis should extend to approach tapers. Provide 120/240V power service, 3 wire #4 AWG (L-L-G) 2400V cable, ensure 5% voltage is not exceeded, ensure 15' clearance to overhead electric (from closest conductor). Offset all poles at least 8'-10' from the edge of pavement/face of curb. Do not place conventional pole foundations inside of a ditch. Provide a ground mounted Lighting Control Center (LCC) with concrete work pad. The LCC should be placed near a location that the maintenance bucket truck can pull off the roadway. Place a fused disconnect switch on the line side of the LCC. Also, the LCC should be at least 20' from the edge of pavement/face of curb to ensure it will not be hit by a motorist. A Pole Mounted Lighting Control Center may be acceptable over a Ground Mounted LCC if it will have better protection from the motorists. The LCC photocell should be located 2' above the LCC enclosure. If the LCC is placed behind the ditch line, place a 5' length of conduit in the ditch for the staff to traverse across. Provide 24" concrete pull boxes for 3 or more entrances/exits into a pull box. Provide a pull box on both sides of a conduit jack/bore. Include note for contractor underground marking after they take over maintenance. Include roundabout lighting note for operational lighting (temp/permanent) prior to opening the roundabout to traffic.

> Include Plan Note for Item 630 - Ground Mounted Support, No 3, As Per Plan

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Geotechnical

Geotech Site 1 of 1

CRS	ERI-4-8.85
Geohazard Type	None
MOT Type	Flaggers (for geotechnical work)

Description of Work: *Subgrade exploration required with half of the borings within the existing pavement area and remaining half in the proposed pavement area. Approx. 4-5 borings required.*

Comments: *As a district preference, global chemical stabilization is to be used if any stabilization is needed.*

Pavement

Pavement Segment 1

CRS	ERI-4-8.85						
MOT	Detour	Existing		Proposed		Vibratory Roller Permitted	Yes
Mainline Treatment Type		Asphalt	→	Asphalt		Use Simplified Pav't Design	No
Shoulder Treatment Type		Agg	→	PVD/Curb		Pav't Cores Required	No
Paved Shoulder Width		2'-4'	→	Varies*	ft	Pav't Cores Taken	No
Verify Proposed Lane Width		12'	→	Varies*	ft	Survey Required	Yes
Edge Line Location		Varies*	→	Varies*		R/W Required	Yes
Cross Slope		Varies	→	0.0156	ft/ft	Curbs Present	No
						Safety Edge	No

Proposed Grading Type	Standard
No. of Days Traffic can run on Milled Surface	N/A days
Proposed Pav't Treatment	100 - New Flexible Pavement

Comments:

**Follow L&D Manual for approach and circulating lane/shoulder widths.*
Proposed Full Depth:
1.5" Item 442 Asphalt Concrete Surface Course, 12.5mm, Type A (446) PG76-22M
1.75" Item 442 Asphalt Concrete Intermediate Course, 12.5mm, Type A (448) PG70-22M
8" Item 301 Asphalt Concrete Base PG64-22
8" Item 304 Aggregate Base (to match existing bottom of Agg base)
Chemical subgrade stabilization
Proposed Resurfacing if needed:
3.25" Item 254 Pavement Planning
1.5" Item 442 Asphalt Concrete Surface Course, 12.5mm, Type A (446) PG76-22M
1.75" Item 442 Asphalt Concrete Intermediate Course, 12.5mm, Type A (448) PG70-22M

Safety edge on uncurbed sections with profile correction but not on curbed sections.
Install underdrains under full depth pavement areas.

Add 2' x 2" avg 617 with 408 prime coat on any areas of resurfacing/pavement replacement outside of the curbed area.

Same for all approaches.

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Traffic Control

Striping

Long Line Pavement Marking Type	Thermoplastic	Lane Separator	No
Auxiliary Pavement Marking Type	Thermoplastic	Delineators	Yes
		Replace RPMs	Yes

Rumbles

Edge Line Rumble Stripes	No	Permanent Traffic Count Station	No
Rumble Strips	No	Air Speed Zone Markings	No
Centerline Rumble Stripes	No	Loop Detectors	No
Transverse Rumble Strips	No		

Comments

> Salvage signal poles, mast arms, heads, and equipment (controller, radar detectors & BIU, conflict monitor, back-up battery inverter, cell modem, signal & UPS cabinets, etc.) and return to ODOT D03 Ashland Office.
> Use 36" warning and yield signs.
> Use District 3 general note for flat sheet sign post stub and 3 lb u-channel posts.
> RPM placement standard drawing (SCD TC-65.11).
> Include edge line in the approach and exiting roadway up to yield line.
>To prevent farm machinery from striking a sign post or light pole, for signs placed in the islands, do not place them directly across from a light pole. Stagger the placement at least 20'.
> Splitter Island Related:
- Prefer to not install left side Yield signs in the splitter islands. Comments from other roundabouts include concerns of farm machinery knocking over signs within splitter islands. Left side Yield signs may be needed if exterior truck aprons are used due to increased offset to the right side Yield sign.
- Place route signs for exiting the roundabout in the splitter island but away from the edge of the island.
- For signs placed in the island, for the yielding stubbed post, install a 12" PVC conduit from the subbase layer to the top of the island.
- Include yellow flexible delineator at leading edge of splitter islands instead of a Keep Right sign.
- 600' no passing zone outside of the splitter islands on each approach to the roundabout.

Maintenance of Traffic (MOT)

MOT Item 1 of 1

MOT Type	Detour	Feature	Roundabout		Coordination Needed	Yes
CRS	ERI-4-8.85	Duration	70	*(Days)*	Municipality	See Below
					Work Zone Speed Zone	No
Disincentive	Road Closure	$10,000/day		*(Amt.)*	PLCS	No
MOT Exception	No			*(Desc.)*	LEO No. of Hours	0

Conflict	Description	Route	Dates to Avoid
Detour between Ohio Bike Week and Cedar Point Halloweekends (early June to early September)			

Comments

> SR 4 Detour: Use SR 2, US 250, and US 6. Coordinate with Sandusky.
> Strub Road Detour: Use Old Railroad Road, Bogart Road, and Campbell Street. Coordinate with Erie County Engineer, Margaretta Twp, and Perkins Twp.
> Inlcude SR 4 detour signing and PCMS on SR 2.
> Use $10,000/day for holiday/event PN 127 disincentive. Include note that the detours are exempt from all holidays/events except Ohio Bike Week and Cedar Point Halloweekends.
> Include temporary lighting note for operational lighting (temp/permanent) prior to opening the roundabout to traffic.

>D03 to check in with the Med Center to the west to determine possible accommodations during closure.

Project Classification

CRS	Federal Aid System	Functional Classification	Urbanized Area
SR-4	Other Fed-Aide Highway	Principal Arterial Other	Sandusky (Pop 50-200k)
Strub Rd (East Approach)	Other Fed-Aide Highway	Major Collector	Sandusky (Pop 50-200k)
Strub Rd (West Approach)	Not on Fed-aide System	Local	Sandusky (Pop 50-200k)

Traffic Forecast to be performed by consultant. Go through Certified Traffic Process.

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Environmental

Environ. Category	Code	Responsibility
C2	I	*In-House*
	T	*OES Task Order*
Environmental PM	C	*Consultant Services*
Levi Wingler	-	*Not Applicable*

		ERI-4-8.85									
Cultural	Section 106 - Scoping Request Form (*)	I									
	Phase 1 Hist./Arch. Survey Rpt. (If Auth.)										
	Phase 1 Arch. Survey Report (If Auth.)										
Forms	Determination Request Form										
	Individual Section 4(f) Eval.										
	Section 6(f) Documentation										
Ecology	Ecological Exempt Form (*)										
	Level 1 Ecological Survey Reports	I									
	UNIONID Mussel Survey Report										
	Sole Source Aquifer Coordination										
	Convert signal controlled intersection into single-lane roundab										
Waterway Permits	Permit Determination Request Package										
	Concp. Stream/Wetland Mitg. Rpts.										
	Section 404/401 Applications										
	USACE Pre-Constr. Notification (PCN) Applications										
	Ohio EPA Isol. Wetland Permit Pre-Act. Notif. (PAN)										
	Coastguard Section 9 Application										
	ACOE Section 10 Permit										
	Floodplain Permit Application										
	Floodplain Coordination	I									
	Coastal Waterway Permit										
Site	Regulated Mat. Review (RMR) (*)	I									
	Phase 1 Env. Site Assess. Rpt. (If Auth.)										
	Asbestos Survey/Inspection										
Air	Ozone Analysis										
	MSAT Analysis										
	PM 2.5 Analysis										
Noise	Traffic Noise Analysis Report										
	Noise Barrier Public Involvement Summary										
Public	Public Involvement Plan										
	Public Meeting Activities										
	Public Announce. (webpage, article, news release)	I									
	Underserved Population Outreach										

Any Known Env. Concerns *(ex. historic properties on Nat. Reg., wetlands, underground storage tanks, stream reloc.)*

Design consultant to provide exhibits (roundabout layout and detour plan) for PI mailers. Provide the PI exhibits to District 3 with the Stage 1 submittal. Include preliminary ROW lines on Stage 1 plans.

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Right-of-Way

R/W Site 1 of 1

Feature CRS	ERI-4-8.85
Feature Type	Roundabout
R/W Type	Permanent & Temp
Known Relocations?	No
Access Modification Req'd?	Maybe
Estimated No. of Parcels	8
Land Use	Residential/Agricultural

	Responsibility
Titles	Task Order
Appraisal	Task Order
Appraisal Review	Task Order
R/W Acquisition Services	Task Order
R/W Acquisition Cost Est.	Task Order
R/W Plans	Dsgn Consultant

Comments: *Consultant should attempt to avoid right-of-way takes, if possible.*

Reason for Additional R/W: *Construction of roundabout will require additional R/W and temp. R/W for construction.*

Survey

Survey Site 1 of 1

CRS: ERI-4-8.85 | Asset Type: Roundabout | Surveyor: CONSULTANT/DISTRICT 3

		Count		Responsibility
Monumentation	Type 'A' Control Monument	2	*Monuments*	In-House
	Type 'B' Control Monument	4	*Monuments*	In-House
	Mon. Recovery for Existing CL and R/W	1.5	*Miles*	In-House
Mapping	Monument Recovery for Property Lines	19	*Owners*	Dsgn Consultant
	Stake R/W for Acquisition/Utilities/Tree Clearing	19	*Owners*	Dsgn Consultant
	Pin New R/W Following Construction	19	*Owners*	Dsgn Consultant
	Base Mapping (and Field Verify)	6	*Tenths of a Mile*	Dsgn Consultant
	Est. Prop. Lines, Tax ID, Owners on Map	19	*Owners*	Dsgn Consultant
	Property Owner Notification	19	*Owners*	Dsgn Consultant
	Soil Boring Staking		*Borings*	Dsgn Consultant
Topo	Intersects: Road (At Grade)		*Tenths of a Mile*	Dsgn Consultant
		Length	Width	
	Topo for: Intersection			*Tenths of a Mile*	Dsgn Consultant

Comments

The ODOT District Survey Department will establish the primary control network per ODOT Specification. The ODOT District Survey Department will determine the Centerline of RW and RW for all routes within the project limits (SR 4 & Strub Rd.). The control and centerlines as determined by the District Survey Department will be held for the project. The consultant will perform the following relative to the established control network: Retrace and establish property lines for all parcels within mapping limits (approximately 19 parcels). Topographic mapping 700' from the intersection in all directions and extending 25' beyond the existing R/W or proposed conceptual work limits(whichever is greater) including all utilities per 811 markings. All working performed in county Ohio County Coordinate System.

> When it comes time for ROW acquisitions, we will need an if-authorized task for ROW staking for negotiations and ROW staking for all ROW takes at the time of acquisition (includes all utilities, temps, SH, etc.). This is in addition to the permanent pinning usually included in SAFe tasks. Also include final staking for all right-of-way after acquisition complete (include all permanent, temp, and easements).

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Utilities

Utilities 1 of 1

Location ERI-4-8.85
Asset Roundabout

	Name of Utility	Location/Description	Buried	Aerial	SUE Needed?	R/W Needed?
Power	Ohio Edison	West side of SR 4; cross from SW to SE and heads east on the southside of Strub; SE to NE to NW and then heads west on Strub	No	Yes	No	Yes
Phone	AT&T	West side of SR 4; aerial west leg on OE poles; UG east leg north side	Yes	Yes	Yes	Yes
Gas	Columbia Gas	West side of SR 4; south side of the west leg	Yes	No	Yes	Yes
Cable	Buckeye	Attached to the Ohio Edison poles	No	Yes	No	Yes
Water	Erie County	East side of SR 4 and north side of Strub Rd	Yes	No	Yes	Yes
Sanitary	Erie County	15" and 24" sanitary line along the east and west side of SR 4	Yes	No	Maybe	Maybe

Comments

Notes:
> Use centerline of the roadway as centerline of construction- helpful to locate and coordinate with utilities. Also, use one center of the roundabout with 4 matchlines for each leg. For each stage review/feasibility study submittal, send a one-page combined P&P sheet in .PDF format.
> Use SUE Level B performed by design consultant on all underground utilities prior to first submittal (Stage 1). District will determine location of proposed test holes. Prepare cost proposal and scope of work for up to 10 SUE test holes.
> Designers - Utilities & the highway lighting, ensure all our facilities (poles, arms, luminaires) are a minimum 15 feet from the closest distribution electric powerline conductors.

> Discuss potential roll plot style submission for utility review - so everything is together and viewable.

> Utility relocation plan process currently under review. May be modified from existing process. Additional information will be provided as it becomes available.

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Coordination

Coord.

FAA	Yes	Railroad	No
Detour Agreement	No	Floodplain	No
Detour Coordination	Yes		
Innovative Contracting	No	Bike Route or Trail within Project Limits	No
Maintenance Agreement	Maybe	Assets in Maintenance Agreement	
Tree Removal	No		

Comments

> Design consultant to evaluate via the FAA Notice Criteria Tool. Filings, if needed, are to be for both construction equipment and the final permanent facility (light poles, etc.)

Project Schedule

Project Schedule

Date		Date	
-	Field Review Date	10/1/2027	**Stage 2 Plans - Submitted**
7/1/2025	**In-House Scope Meeting**	11/1/2027	**Stage 2 Plans - Complete**
-	**Project Initiation Package**	8/1/2027	Preliminary R/W Plans - Submit
8/1/2025	**Initial Project Scope Complete**	9/1/2027	Preliminary R/W Review Approved
		11/1/2027	Compliance R/W Plans - Submit
		12/1/2027	Compliance R/W Plans - Approved
9/8/2025	Programmatic Date	1/1/2028	Final R/W Plans - Approved
7/1/2026	**Feasibility Study - Approved**	2/1/2028	R/W Authorized
-	**Alternative Evaluation Report - Appr.**	6/1/2028	**Stage 3 Plans - Submitted**
-	Preferred Alternative Approval	7/1/2028	**Stage 3 Plans - Complete**
	Survey Deliverables Complete	11/1/2027	**Environmental Doc. Approved**
-	Begin In-House Detailed Design	8/1/2029	R/W Acquisition Complete
2/1/2026	Authorized Design Consultant	9/1/2029	**District R/W Certification**
11/1/2026	**NEPA Start Date**	**9/1/2029**	**Final Tracings Submitted**
10/1/2026	Pre-Stage 1 Submitted	**10/1/2029**	**Final Tracings Complete**
11/1/2026	Pre-Stage 1 - Complete	10/1/2029	**Plan Package Received in C.O.**
2/1/2027	**Stage 1 Plans - Submitted**	**1/1/2030**	**Sale Date**
3/1/2027	**Stage 1 Plans - Approved**	**1/1/2030**	**Award Date**
-	Waterway Permit Determination-Submit	**5/1/2030**	**Estimated Begin Construction**
-	404/401 Permits Submitted	**9/1/2030**	**Estimated End Construction**

TED Office Required Milestones - All Projects
TED Office Required Milestones - >20M Projects

District Required Milestones - All Projects
Milestone not needed for all projects

Comments *Sept 2025 programmatic for design consultant.*
Closure between Bike Week & Cedar Point Halloweekends (early June and Early September)
Include preliminary ROW lines on Stage 1 plans. Provide the PI exhibits to District 3 with the Stage 1 submittal. Using the "Feasibility Study - Approved Milestone" for traffic frecast development/turn lane analysis.

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Funding

Split / Priority	Name	Plan Split Code	Funding Source Source 1 %	Funding Source Source 1 Fund	Funding Source Source 2 %	Funding Source Source 2 Fund	Cost
1 / 1	CO CO Contr 01	01/SAF/21	100	4HJ7			$4,350,000.00
Descr:	*Convert signal-controlled intersection into single-lane roundabout at ERI-4-8.85 (Construction Only)*						

Funding Summary

Project Phase	Funding Source / Description	Percent Fed	Percent State	Fiscal Year / Quarter	Phase Estimate
Preliminary Engineering	Safety	100		FY2026 Q3	$650,000.00
Detailed Design	Safety	100		FY2028 Q2	$100,000.00
Right of Way Services	Safety	100		FY2028 Q3	$100,000.00
Right of Way Acquisition	Safety	100		FY2028 Q3	$125,000.00
Utilities Reimbursement	Safety	100		FY2030 Q3	$200,000.00
Construction Contract	Safety	100		FY2030 Q3	$4,350,000.00
Construction Engineering	Labor	100		FY2030 Q3	$305,000.00
Total					**$5,830,000.00**

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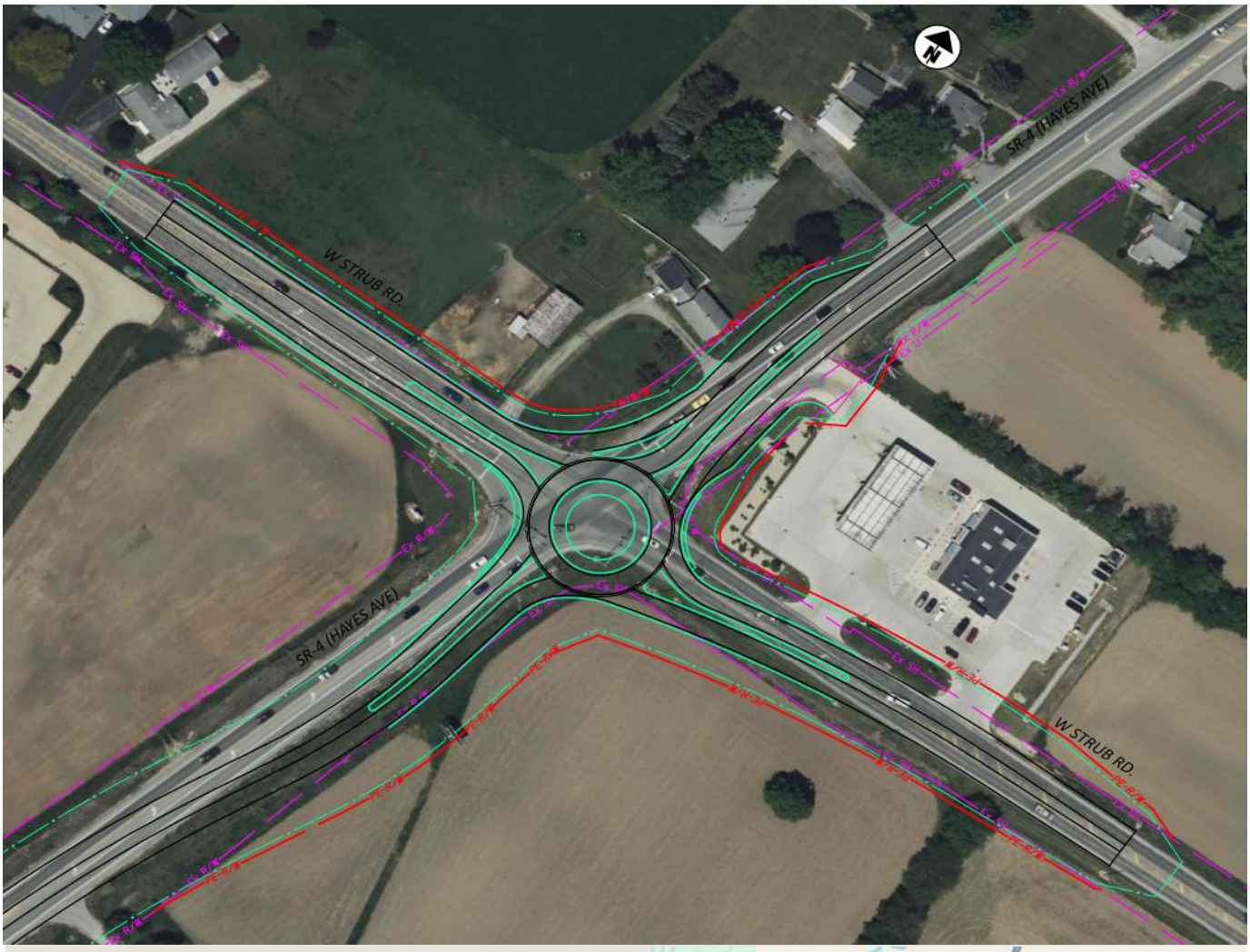
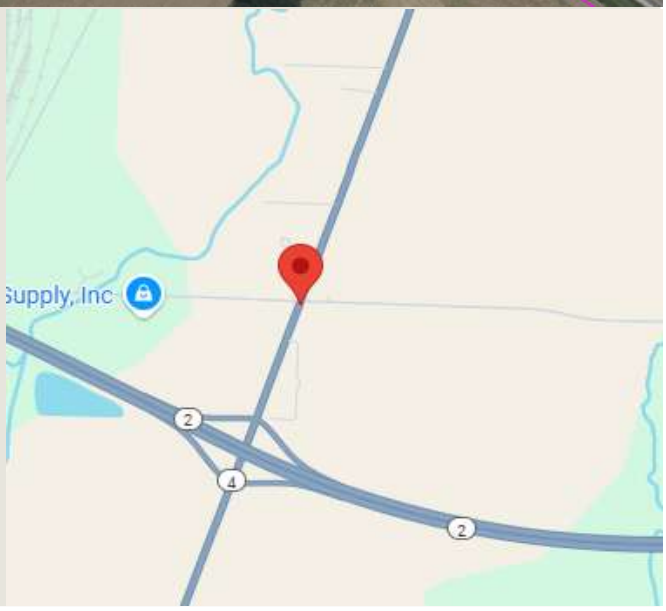
Map

See the project overview map below.



District 3 is open to a roundabout shape other than a true circle. Design consultant should vet ideas through the district prior to the preliminary geometric submittal.



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Signatures and Attendance				Approval		Field Visit	Scope Meeting	
		Signature	Date	Approve	Disapprove	On Your Own	7/1/2025	
ELLIS Coordinator	Heidi Mertler					-	-	-
Environmental PM	Levi Wingler					-	X	-
Bridge Engineer	Kent Kapustar					-	-	-
Planning Engineer	Scott Ockunzzi					-	X	-
Design PM	Jane Cullen					-	X	-
Roadway Engineer	Charlie Laughrey					-	X	-
Traffic Engineer	Julie Cichello					-	X	-
Survey Op. Mgr.	Scott Hawkins					-	X	-
Utility Coordinator	John Schafrath					-	X	-
Real Estate Admin.	Brad Corder					-	X	-
Design Engineer	Kenny Knapp					-	X	-
Constr. Area Eng.	Luke Wysocki					-	-	-
Constr. Engineer	Mike Fair					-	-	-
Cap. Prog. Admin.	Matt Walter					-	-	-
Rdwy. Serv. Mgr.	Kimberly Conklin					-	-	-
Hwy. Mgt. Admin.	Eric Sheppard					-	X	-
County Manager	Brendan Schlachter					-	-	-
Attendee	Gary Gillen	N/A	N/A	N/A	N/A	-	X	-
Attendee	Carrie Whitaker	N/A	N/A	N/A	N/A	-	X	-
Attendee	Adam Mellen	N/A	N/A	N/A	N/A	-	X	-
Attendee	Kathryn Wade	N/A	N/A	N/A	N/A	-	X	-
Attendee	Jared Feller	N/A	N/A	N/A	N/A	-	X	-
Attendee	Nick Foster	N/A	N/A	N/A	N/A	-	X	-
Attendee	Jerry Bantz	N/A	N/A	N/A	N/A	-	X	-
Attendee	Shelley Pitcher	N/A	N/A	N/A	N/A	-	X	-
Attendee	Anthony Cirigliano	N/A	N/A	N/A	N/A	-	X	-
						-	-	-
						-	-	-