

| Option 1 (As Currently Planned)             |             |         |  |
|---|-------------|---------|--|
| ODOT Safety Funds (80% of Eligible Costs) = | \$1,250,000 | Maximum |  |
| ODOT TAP Grant (95% of Eligible Costs) =    | \$1,250,000 | Maximum |  |
| Local Funds =                               | \$238,153   |         |  |
| Total Estimated Construction Cost =         | \$2,738,153 |         |  |

| Option 2A (Reconfigure Lanes But No Bicycle Lanes) |             |         |  |
|--|-------------|---------|--|
| ODOT Safety Funds (80% of Eligible Costs) =        | \$700,900   | Maximum |  |
| ODOT TAP Grant (95% of Eligible Costs) =           | \$725,486   | Maximum |  |
| Local Funds =                                      | \$1,311,767 |         |  |
| Total Estimated Construction Cost =                | \$2,738,153 |         |  |

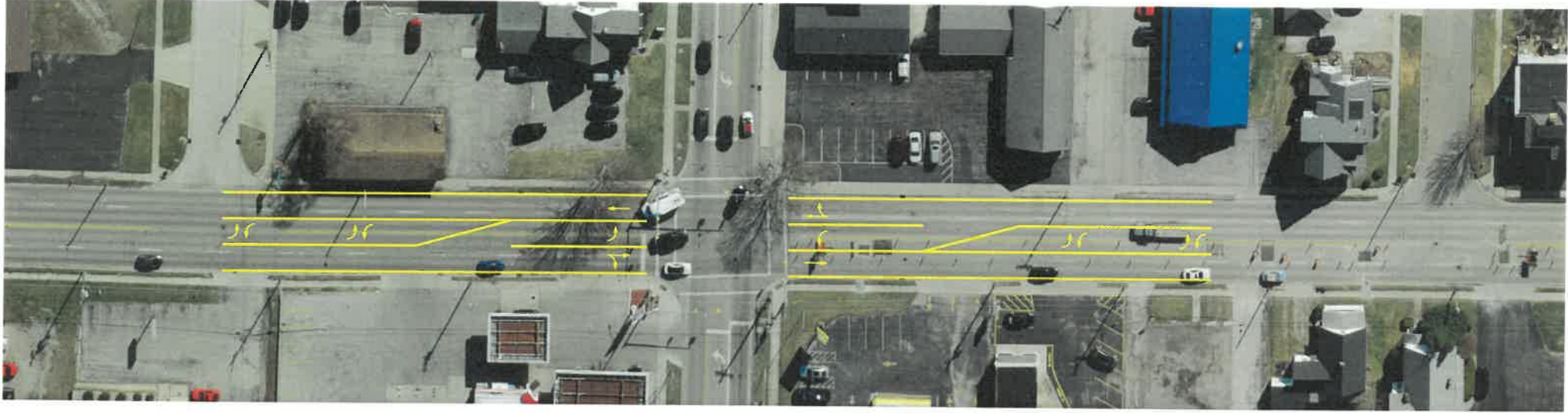
| Option 2B (Reconfigure Lanes But Sign and Mark Outside Lanes as Sharrow Lanes) |             |         |  |
|--|-------------|---------|--|
| ODOT Safety Funds (80% of Eligible Costs) =                                    | \$700,900   | Maximum |  |
| ODOT TAP Grant (95% of Eligible Costs) =                                       | \$993,390   | Maximum |  |
| Local Funds =  | \$1,043,863 |         |  |
| Total Estimated Construction Cost =  | \$2,738,153 |         |  |

| Option 3A (Just Reconfigure Lanes at Intersections) |             |         |  |
|---|-------------|---------|--|
| ODOT Safety Funds (80% of Eligible Costs) =         | \$700,900   | Maximum |  |
| ODOT TAP Grant (95% of Eligible Costs) =            | \$725,486   | Maximum |  |
| Local Funds =                                       | \$1,311,767 |         |  |
| Total Estimated Construction Cost =                 | \$2,738,153 |         |  |

| Option 3B (Just Reconfigure Lanes at Intersections But Sign and Mark Outside Lanes as Sharrow Lanes) |             |         |  |
|--|-------------|---------|--|
| ODOT Safety Funds (80% of Eligible Costs) =  | \$700,900   | Maximum |  |
| ODOT TAP Grant (95% of Eligible Costs) =   | \$935,930   | Maximum |  |
| Local Funds =  | \$1,101,323 |         |  |
| Total Estimated Construction Cost =  | \$2,738,153 |         |  |

| Option 4A (Keep Current 4 Lane Configuration) |             |         |  |
|---|-------------|---------|--|
| ODOT Safety Funds (80% of Eligible Costs) =   | \$0         | Maximum |  |
| ODOT TAP Grant (95% of Eligible Costs) =      | \$0         | Maximum |  |
| Local Funds =                                 | \$2,738,153 |         |  |
| Total Estimated Construction Cost =           | \$2,738,153 |         |  |

| Option 4B (Keep Current 4 Lane Configuration But Sign and Mark Outside Lanes as Sharrow Lanes) |             |         |  |
|--|-------------|---------|--|
| ODOT Safety Funds (80% of Eligible Costs) =  | \$0         | Maximum |  |
| ODOT TAP Grant (95% of Eligible Costs) =   | \$935,930   | Maximum |  |
| Local Funds =  | \$1,802,223 |         |  |
| Total Estimated Construction Cost =  | \$2,738,153 |         |  |



**OPTION 2  
Sandusky Street  
Intersection**

**Not To Scale**

