

The Board of Huron County Commissioners met this date in Regular Session. Roll being called found the following members present: Terry Boose, Harry Brady and Bruce Wilde.

The following were also in attendance: Vickie Ziemba, Administrator/Clerk; Randal Strickler, Assistant Prosecutor; Roger Hunker, Lyme Township Trustee/APEX; Tom Dunlap, Citizen; Brad Mesenburg, Citizen; Jon White, Citizen; Patricia Didion, Citizen; Shylee Greszler, Norwalk Ohio News.

Aye – Terry Boose
Aye – Harry Brady
Aye – Bruce Wilde

At 9:05 a.m. Public comment. *Roger Hunker, Fair Building Committee.* Mr. Hunker wanted to thank the board for attending the Junior Fair Sale dinner. They had a good turnout. He stated the building is out for bid. They have had a couple packets picked up. He offered to do whatever needed to be done to assist in getting the existing buildings sold. Mr. Boose asked Mr. Strickler if he was working on that. Mr. Strickler stated he had not started on it, but would get working on it. He understood it was a priority. Ms. Ziemba asked Mr. Boose if he had talked to Mr. Morgan about getting something from the Fair Board requesting that the county sell those buildings. Mr. Hunker said they have a meeting tonight and he would try to get it from them. Mr. Boose said he would call Mr. Morgan.

Nathan Watt, Ditch Maintenance Program/Inspection Report for 2024. Mr. Boose asked Mr. Watt if there was anything specifically to highlight. Mr. Watt said not that he knows of, he is just here in place of Mr. Robinson in case there were questions.

24-216

IN THE MATTER OF MAINTENANCE ASSESSMENT FOR 2024 FOR THE HURON COUNTY DITCHES MAINTAINED BY THE HURON COUNTY DITCH MAINTENANCE PROGRAM

Bruce Wilde moved the adoption of the following resolution:

WHEREAS, the Huron Soil and Water Conservation District administers the Huron County Ditch Maintenance Program by agreement with the Board of Huron County Commissioners and the Huron County Engineer; and

WHEREAS, the 2024 Ditch Maintenance Inspection Report indicates certain work needed to maintain the ditches on the maintenance program; and

WHEREAS, the Huron Soil and Water Conservation District has recommended to the Board of Huron County Commissioners that the attached assessments be collected to fund maintenance work needed in 2024; now therefore

BE IT RESOLVED, that the Board of Huron County Commissioners are in agreement with these provisions and that these assessments be certified to the Huron County Auditors to be collected on the 2024 property taxes; and further

BE IT RESOLVED, that the foregoing resolution was adopted and all actions and deliberations of the Board of Commissioners of the County of Huron, Ohio, relating thereto were conducted in meetings open to the public, in compliance with all applicable legal requirements, including Section 121.22 of the Ohio Revised Code.

Harry Brady seconded the motion. The roll being called upon its adoption, the vote resulted as follows:

Aye – Terry Boose
Aye – Harry Brady
Aye – Bruce Wilde

Ms. Ziemba reminded the board that a group with the Ohio Channel had videoed the courthouse about a year ago. She had just received an email that the Huron County courthouse video would be airing on the Ohio Channel on Monday, July 8, 2024 at noon. They will send a link to the video after it airs.

Mr. Boose reported on the Region 19 meeting he attended yesterday. As usual, there were changes and no one understands what is going on. The state wanted to know who was on our advisory committee that was going to review and rate the projects. Then they started saying you need to get your MHAS director, etc.

on there. Mr. Boose pointed out that was what they had told us we couldn't do. They wouldn't come out and say they had changed their minds. When we said we were told we couldn't do that they were like no, those are the ones that have all the information. Mr. Boose said the bottom line is, Kristen Cardone is now the lead person on their Technical Advisory Committee. Mr. Boose noted that the person leading the meeting was amazed Region 19 had 102 applications. After they are done reviewing the applications she said she would love to talk to Region 19 about how they got that many people to apply. Mr. Wilde was disappointed that no one from Erie County showed up. Mr. Boose noted that our representative from Region 19 that is on the state board is from Erie County, but had not attended the meeting.

At 9:15 a.m. Seneca County Joint Ditch meeting

Huron Seneca JD 24-01

IN THE MATTER OF MAINTENANCE ASSESSMENT FOR 2024 FOR THE HURON AND SENECA JOINT COUNTY DITCHES MAINTAINED BY THE HURON COUNTY DITCH MAINTENANCE PROGRAM

William Frankart moved the adoption of the following resolution:

WHEREAS, the Huron Soil and Water Conservation District administers the Huron County Ditch Maintenance Program by agreement with the Board of Huron County Commissioners and the Huron County Engineer; and

WHEREAS, the 2024 Ditch Maintenance Inspection Report indicates certain work needed to maintain the ditches on the maintenance program; and

WHEREAS, the Huron Soil and Water Conservation District has recommended to the Joint Board of Huron County and Seneca County Commissioners that the following assessments be collected to fund maintenance work needed in 2024:

Setchel-Turner #104 (11-920)	15%	
Stacklin-Stockmaster #108 (11-780)	7%	
Megginson Creek #147 (11-970)	10%	now therefore

BE IT RESOLVED, that the Joint Board of Huron and Seneca County Commissioners are in agreement with these provisions and that these assessments be certified to the Huron and Seneca County Auditors to be collected on the 2024 property taxes; and further

BE IT RESOLVED, that the foregoing resolution was adopted and all actions and deliberations of the Joint Boards of Commissioners of the Counties of Huron and Seneca, Ohio, relating thereto were conducted in meetings open to the public, in compliance with all applicable legal requirements, including Section 121.22 of the Ohio Revised Code.

Bruce Wilde seconded the motion. The roll being called upon its adoption, the vote resulted as follows:

- | | |
|-------------------|------------------------|
| Aye - Terry Boose | Aye - William Frankart |
| Aye - Harry Brady | Aye - Anthony Paradiso |
| Aye - Bruce Wilde | Aye - Tyler Shuff |

At 9:30 a.m. Crawford County Joint Ditch meeting

Huron Crawford JD 24-01

IN THE MATTER OF MAINTENANCE ASSESSMENT FOR 2024 FOR THE HURON AND CRAWFORD JOINT COUNTY DITCHES MAINTAINED BY THE HURON COUNTY DITCH MAINTENANCE PROGRAM

Bruce Wilde moved the adoption of the following resolution:

WHEREAS, the Huron Soil and Water Conservation District administers the Huron County Ditch Maintenance Program by agreement with the Board of Huron County Commissioners and the Huron County Engineer; and

WHEREAS, the 2024 Ditch Maintenance Inspection Report indicates certain work needed to maintain the ditches on the maintenance program; and

WHEREAS, the Huron Soil and Water Conservation District has recommended to the Joint Board of Huron County and Crawford County Commissioners that the following assessments be collected to fund maintenance work needed in 2024

Franklin-Adams #25815%
Coder-Weckter #500 10% now therefore

BE IT RESOLVED, that the Joint Board of Huron and Crawford County Commissioners are in agreement with these provisions and that these assessments be certified to the Huron and Crawford County Auditors to be collected in 2024 property tax collection; and further

BE IT RESOLVED, that the foregoing resolution was adopted and all actions and deliberations of the Joint Boards of Commissioners of the Counties of Huron and Crawford, Ohio, relating thereto were conducted in meetings open to the public, in compliance with all applicable legal requirements, including Section 121.22 of the Ohio Revised Code.

Doug Weisenauer seconded the motion. The roll being called upon its adoption, the vote resulted as follows:

Aye - Terry Boose
Aye - Harry Brady
Aye - Bruce Wilde
Absent - Tim Ley
Aye - Larry Schmidt
Aye - Doug Weisenauer

Chad Stang, Huron Soil & Water Conservation District Administrator – Mr. Stang stated they have hired in the first person with an ag background for H2Ohio. Discussion regarding the H2Ohio program. Mr. Brady said the airport was in the other day and mentioned they had contacted Mr. Stang regarding their drainage. He thanked Mr. Stang for taking a look at it for them. Mr. Boose said they may be talking to the airport. He stated there may be some extra ARPA money, and one of the things it can be used for is drainage. But the project has to be under contract by the end of this year, so Mr. Stang may be hearing from the airport. Mr. Stang said that was fine, they have worked out there a couple different times. The ditch can go over an outlet along the road. It’s in the contour lines, they won’t have to go out and survey anything. Mr. Stang referenced the other phone call that was made to his office. He said he finally got a phone call from the neighbor for that drainage in New London. He will call him back and see if they can figure something out. Apparently in 2007 there was an \$1,800 agreement to fix the problem. Three different parties were supposed to come together with \$600 each but it was never followed through on. Instead of \$1,800 it is going to be significantly more unless they can figure out something easy to do. Mr. Boose asked if the Fair Board had talked to him about drainage issues. Mr. Stang said he had not heard anything. Mr. Boose explained they now have that new area to the west. There was something about when they cleared that area it either increased the drainage or blocked some drainage. But they are having some drainage issues just to the east of that area. Mr. Stang thought that would be easy, they have a ravine right there. It shouldn’t be hard to fix. Mr. Brady thought the governor had announced grants for some of that stuff and the Fair Board had received around \$100,000. Mr. Hunker stated it was \$106,000. Mr. Boose said he would be talking to Mr. Morgan. If that was what they planned to do he would hope they would get in touch with Mr. Stang. Mr. Stang stated catch basins and tiles were kind of out of his realm, but if he is here if they need something.

IN THE MATTER OF TRAVEL – None

SIGNINGS - None

OLD BUSINESS / NEW BUSINESS

Mr. Wilde reported that he visited the senior center construction site and the dog warden project yesterday.

Mr. Brady will have a CEBCO virtual work session tomorrow and will have an in person meeting next week.

Mr. Boose stated he and Mr. Brady attended the fair meeting Tuesday. There will be changes in the procedure for 4-H projects.

At 9:55 a.m. the board recessed

At 10:00 a.m. the board resumed regular session with Brian Young, Spectrum/Broadband update.

Also in attendance, Joel Riedy, Huron County Network Administrator. Mr. Young wanted to provide an update on the project Spectrum was working on in the county. As a reminder, this was the grant the State of Ohio gave them as part of the Ohio Residential Broadband Expansion, round one. They had won 17 grants around the state. The Huron County project was actually the largest. It was a \$10 million grant; it was about a \$30 million build. Spectrum is putting in about \$20 million, the state \$10 million. He thought

the last time he was here all of the walkout surveying and design had been completed. The walkout means that, after they were awarded the grant, they actually went out and looked at every single home and small business in an area to make sure they were not missing anything. They want to make sure that anything that has someone living in it can get service and also make sure that if there is something like a deer stand they are not providing service to that. The next part is the part that has been taking the longest time, which is actually getting the pole permits. About 90% of the fiber they put in will be aerial, so hanging from a utility pole. About 10% will be underground. The permitting process has really been the cause of the holdup. In Huron County they have 12,690 pole permits that have been submitted. All the permits have been submitted to whoever the pole owner is. Most of the pole owners are the electric companies, so AEP, First Energy, the rural electric companies. The Legacy phone companies have a few, they have very few, and there could be some other owners out there. But 99% of the poles are from the electric utilities. So far they have only received 10% of the permits back. It is not unique here in the county, Spectrum has this issue throughout the entire state. They actually went to PUCO and filed an official suit against AEP because that is the largest pole owner they are dealing with in the state. They did come to an agreement with them several months ago with a lot of help from the Governor's office, the Lt. Governor, Broadband Ohio, and the PUCO commissioners. They are currently working a plan throughout the summer. Spectrum is supposed to go back to PUCO in late fall to make sure that is on schedule, but their activity with AEP has picked up a lot. That was only one small portion here in the county, but he wanted to let the board know. They are also having regular meetings with all of the utilities. And this is not the only project they are working on. They have projects going on throughout the state. Mr. Wilde asked if they only have 10% of the permits they need, what do they do in the meantime? He asked if they were on hold. Mr. Young said they were on hold here. Basically, their crews are working wherever they can. They have a lot of crews sitting by because they do not have permits. They were expecting to have a lot more action going on. There has been more activity on the underground. They have 45 miles of underground they are working on. A majority of those permits tend to be with ODOT, with the county and with each of the respective townships. They have about 40% of those back. The project manager told him things are moving okay on that. He did say the county and the townships tend to be doing a little better; that ODOT has had some delays. They have regular calls with them to discuss those obstacles. They said there are no real concerns right now, but they would hope they would be able to speed that process up on the underground.

Mr. Young said the third part of it, after aerial and underground, was the railroad crossings. That has historically been the issue they have had building anywhere. They have 26 new permits that had to be engineered and submitted to the respective railroad companies. 10 of those are fully executed and done. They are still waiting for 16. Basically, everything has been submitted and they are waiting for all of it to come back. But they are trying to work wherever they can. Mr. Wilde did not think that was very efficient. Mr. Young agreed, and said they move crews to wherever they are able to get things moving. Spectrum has 62 counties they are building in right now. They have had the same issues everywhere, but they have had very good luck in pockets. They started in Guernsey County in the Cambridge area. They are nearly done with that and that is a fairly significant build. Noble is another county where they have gotten a lot. They have other counties where they thought they would be in and done by now. But they haven't even started because permits aren't ready in those areas. There are several counties in the south where they haven't received any permits at all. As far as Huron County, they've had the most luck getting permits in the Willard area - north and northeast of Willard. That is where most of the activity is happening. Mr. Young explained the permitting process is two phases. One is the actual, where they pay rent to be allowed access on each of those poles. But the pole owners need to make sure the poles are capable of holding a new fiber line. That is where a lot of the problem is. They call it "make ready", which is basically making the pole ready to hang fiber on it. A lot of rural poles haven't been updated in decades. So, a lot of them are in the process of being replaced. From what Mr. Young understood, the utilities were having manpower and supply issues. Mr. Wilde asked what the project completion date was. Mr. Young said it was December 2026. They have regular conversations with Broadband Ohio, and they file quarterly reports with them. Spectrum has raised concerns, and they are well aware of it. Broadband Ohio and the Lt. Governor's office have been very engaged in the process. They brought utilities in and encouraged them to do whatever they can. Spectrum has volunteered to pay for contractors. Spectrum was expecting to have more customers by this time. And state wide the numbers are down; they're low. They have turned on just under 30,000 homes across the state, but they thought those numbers were going to be much higher. That is part of the concern they have is that they thought things would be happening much sooner. They are doing everything they can to work with each of the providers.

Mr. Young stated that Mr. Riedy had asked him what the commissioners can do to help. He thought the commissioners could reach out to their contacts with the utilities, encourage them to do whatever they can. He said Spectrum was not the only provider who has experienced this. Broadband Ohio has told them that everyone is experiencing these issues across the state. Being able to turn around and make all these poles ready to hang fiber is really the biggest hinderance right now. Once the permits are done, their folks are usually able to get in and out of there pretty quick. Mr. Wilde noted in our area there are all kinds of companies coming in - Frontier, Omni, etc. Mr. Young said there is a lot of other activity and he thought that was creating some of the problems with the utilities. They have all these ISPs coming in and trying to

attach or get into the rights of way to do that. So, Spectrum is not the only one. But a majority of the permits were turned in a year ago April. Now they are just waiting. Mr. Wilde asked if they would be penalized if they can't meet the deadline. Mr. Young said they would; they have claw backs from the state. He explained the state has been really generous working with them, and they are aware of a lot of the issues they are having, but it is a real concern of theirs. Spectrum would have to pay back the money. They have invested a lot already to do this, so they are moving forward and trying to do everything they can to meet those dates. Right now they have had to ask for an extension in one other county that was scheduled to be done this year. But they have completed one of their projects in Trumbull County, it was the first project they fully completed. It was scheduled to be done in June and they did meet that one. The next group of projects are due to be up this coming December. They are cautiously optimistic that most of those are going to get done. Frankly, they didn't think they would be that close to those dates. Both Spectrum and the state had the expectation that they would be having customers. But they haven't had any areas turned on yet. They did not expect it to take this long to get permits. They have always had issues with permits, but never this kind. Mr. Boose said we want them to have new customers too. He doesn't know anything about pole permits, but it didn't seem that complicated to him. Mr. Young said basically they just need to get new poles in the ground and give them access to them. Mr. Boose said what he would like to do would be to have Ms. Ziemba and Mr. Riedy contact the regional representatives for AEP, First Energy and Firelands Electric. He would like them to come in to a commissioner meeting. Mr. Boose would like to see them all come to a meeting in front of them and explain why the process isn't happening. Mr. Young thought the commissioners could encourage them to do whatever they can to get the permitting through and the poles ready to hang fiber. Mr. Brady noted the crux of this whole thing was we have people living in the county that either have no internet or very bad internet. Mr. Young said that was what the grant was for. The grant was specifically for those unserved and those underserved areas. The state gave the first-round grant for areas that were under 25 meg. 25 meg is not very fast. Right now their lowest speed Spectrum offers is 300 meg. Mr. Brady noted he had recently been hooked up to fiber. His speeds went from about 22 megs to about 500. There is a big difference.

At 10:25 a.m. the board recessed

At 10:30 a.m. the Board resumed regular session with Bill Bader, Summit Motorsports Park; Jane Mahl, Citizen; David Hostetler, Citizen; Attorney Chuck Haubiel - Proposed State Route 18 & State Route 601/GMTL Roundabout. Mr. Bader said he was made aware of the proposed Route 18/Route 601/GMTL roundabout when he read about it in the Norwalk Ohio News on Memorial Day of 2022. That was 2+ years ago and sadly, the disregard and lack of consideration he felt then continues to this day. What communication we have experienced has been sparse and oftentimes something less than in good faith. In every way possible we are being served up as a guinea pig for this project. The placement of this roundabout is unprecedented. In no other location in Ohio is there a roundabout placed outside a live events venue with 40,000 attendees and 18,000 cars exiting simultaneously. Nowhere in Ohio. Mr. Bader explained that at Night Under Fire or the National event, they have 18,000+ car exiting simultaneously at the end of the night. He asked for a comparable and ODOT compared their facility to a Kroger grocery store. Mr. Boose wanted to talk about the meeting they had over a year ago. ODOT was specifically asked at that meeting, this is a special events venue, have you taken that into consideration. Their answer was, we don't do that. Mr. Bader agreed. He has an economic impact study that demonstrates the racetrack generate more than \$100 million in economic impact to Huron and Erie Counties. That represents nearly 600,000 guests annually. And while no one would argue the safety concern – we are not saying there isn't a legitimate safety concern at that intersection, he would also suggest that there are several new safety concerns being created by rushing to install this roundabout and not considering the ingress and egress of traffic patterns of Summit Motorsports Park attendees. Additionally, the proposed roundabout calls for the Mahl family to enter and exit their property via two splitter islands with no guardrails. That is unheard of in the ODOT manual. The construction plan for this roundabout will implement no guardrails. When asked about traffic modeling in icy conditions, ODOT said they don't model roundabouts with icy conditions. Mr. Bader explained a number of them met in the District 3 office and were told ODOT was proud of the men and women who salt and that will not be a problem. He asked the men and women at the table, and directed it specifically at District 3 Deputy Director Bob Weaver, would you want to live in this house? Mr. Weaver's answer was "under no circumstances would I ever live in that house." Yet he was asking the Mahls and others to potentially live there. We were told by ODOT that multiple traffic studies of the intersection were conducted. We later found that, by their own admission, those studies were stale, taken during mid-week, not surrounding big events. When asked why a traffic light was not being considered, we were told the intersection did not meet the criteria. We asked what the criteria was and to this day have never received a response.

Mr. Bader stated he has a genuine concern for the long-term impact on his business when people no longer attend events because it is not worth the hassle of getting in and out of his facility. He has already felt the effects of the 20/601 roundabout with the frequent backups. He has personally witnessed this, standing on State Route 601 south of the roundabout on multiple occasions. ODOT told him that it was impossible for a roundabout to fill up and that is simply not true. Mr. Bader has asked the question, what happens when traffic gets backed up into a roundabout? ODOT said that doesn't happen. Well it does happen. We had

northbound traffic backed up to his Ohio Cat gate on State Route 601. He thought from his gate to the intersection of the 20/601 roundabout was probably 3,000 feet, maybe more. He was literally looking at backed up traffic northbound in that traffic circle.

Mr. Bader said communication has been and continues to be poor. He felt ODOT operates with a holier than thou, we are ODOT, we are engineers, and have a complete disregard. His family, along with the Mahls, are being steamrolled. They are a victim of callous disregard by ODOT. Mr. Boose said they were at a meeting two weeks ago and Mr. Boose brought up the issue that the roundabout was basically going to take a person's business away, among some houses. He mentioned that working with them could be a challenge. ODOT assured him that they had a good working relationship with the people on the 601/20 and 601/18. Mr. Bader said that could not be further from the truth. This was evidenced by the fact that, in 2022 they said they would work with the Baders. If you look at the construction schedule on their website, they're scheduled to begin the beginning of August. Mr. Bader's biggest event of the year is Saturday, August 3. Mr. Bader explained that his general counsel, Chuck Haubiel, was going to share some recent events. Mr. Bader assured Mr. Boose they were not working in the spirit of cooperation. Communication was not good. Mr. Bader felt they were literally the peasantry being kicked to the curb to clear the way for the great and powerful Oz that is ODOT District 3. He has worked with previous administrations at District 3. Had Mr. Bader been working with his predecessor, he would not be standing here. Mr. Boose thought it was also interesting that they said at that meeting that the 18 roundabout was currently in the Attorney General's office. Mr. Boose thought that told him enough. There would be no Attorney General's office needed if everything was taken care of and everybody was happy. Mr. Bader said he has, in addition to his general counsel, engaged Vorys, which is a big, powerful, expensive law firm. He would not have done that if all were well. Mr. Bader stated nobody was disputing that there are safety concerns at that intersection. But the way that they have gone about their business is morally and ethically wrong. Mr. Boose said the commissioners couldn't agree with him more on the safety issue. They agree there are safety issues at Hartland Center and Route 20. The commissioners have sent notice to ODOT that they are opposing that. But Mr. Boose's personal feeling was ODOT has a formula or plan that was all based on some numbers. And they just plop in whatever the grand plan says to do for those statistics. They don't look at the individuality. Mr. Wilde noted that no two roundabouts will ever be the same, based on what is around them. Mr. Boose said when they talked to one of the ODOT employees about the Gulf Inn no longer being there, their response was businesses come and go. Mr. Wilde stated they were dealing with people's livelihoods. Mr. Bader said his family has instilled fifty-years' worth of blood at that racetrack. He thought he may have an unhealthy perspective of his business, but when it comes under attack and people just start taking his property he has a problem with that. Mr. Wilde thought ODOT said everyone was being taken care of economically, but asked - how do you do long term? Mr. Bader thought that was laughable. He stated Chuck Haubiel could shed some light on the recent events.

Mr. Haubiel explained he served as outside counsel for Summit Motorsports Park. He was formerly with the Vorys firm, so he brought that team in to help. He thought Mr. Bader did a good job summarizing where things are. This is a safety issue. They have never tried to debate the safety issue. Their concern has been, they truly don't know if a roundabout is correct or not. But they don't believe this design of the roundabout is correct. He acknowledged he was not a traffic engineer, but he felt pretty strongly that when you leave a structure that is within a few yards of a roadway, on a snowy or rainy day it is going to be less safe than if that structure were not there. And it seems like preserving the structure may have been their issue, but that was never a demand from the Mahls. They, just like Mr. Bader, were not contacted by ODOT. This has been a forgone position that there will be a roundabout there come hell or high water. And that is what is happening. To bring you up to speed, they approached ODOT as it relates to the racetrack property, not the southern property. They asked ODOT to entertain discussing a settlement. There are some construction issues. But they also have a water issue, they have a power issue, they have a question concerning the signage afterwards - can it remain there? But most importantly, they want to understand when they can rely upon the road being closed. To your question about damages, ODOT will adamantly defend the fact that they are not responsible for future business losses. Mr. Wilde thought that was bull. Mr. Haubiel stated that will be their position. There is no question, however, that they are responsible for the disruption of business during the construction. You would think that by negotiating a timeframe that would minimize that disruption to Mr. Bader there would be less damages, everyone would be better off. They have taken that position. Approximately two weeks ago the Ohio Attorney General's office was trying to get ahold of Tom Fusonie, who is an attorney at Vorys that specializes in eminent domain. Mr. Fusonie was in trial, so they contacted Mr. Haubiel. They indicated it was an emergency. But they did not have authorization from ODOT. Mr. Haubiel said he had asked that construction didn't start until November 15. The Attorney General's office wanted to know if it could start October 15. Mr. Haubiel contacted Mr. Bader and got back to the AG's office within an hour, saying October 23 would work. There are events after that, but Mr. Bader would like to get through that event. That was the last we heard; the gentleman they were talking to was going to go on vacation. The next thing they know, they get a document back from ODOT that has a September start date, not the October one we were discussing. They were also served with a summons that had to have been signed prior to the gentleman leaving for vacation. Mr. Haubiel did not know if this was a lack of good faith or what. But that was the latest on what

they have been facing continually from day one. Mr. Haubiel thought the most interesting issue right now was the final ability to veto this project at the state level lies with the Department of Administrative Services. DAS has not made up their mind and has scheduled a meeting next week for a final determination. But ODOT still filed. He thought that showed a lack of respect for their sister agency. Mr. Boose asked when the last time our state representatives and state senators had been updated on what was going on. Mr. Bader stated that several months ago Dick Stein facilitated a meeting in Columbus, and we asked for a meeting with the governor's office. Unfortunately, one of the people who was supposed to be in that meeting was traveling back late. She could not be in that meeting but she was there virtually, with a cellphone. He guessed that the other young lady that was there was an intern. He did not feel, despite Representative Stein's ask, that they spoke to anyone with authority. He thought they took the meeting on a superficial level to say they took it. Mr. Bader did not think they spoke to the right person. And the young lady who was in the meeting via cellphone was texting ODOT during the meeting. This was by her own admission. Mr. Bader found that unsettling. Mr. Bader said he reached out yesterday to Representative Swearingen because he felt he had a greater appetite for this than what Representative Stein might have. Mr. Stein did say at one point that he would go to Husted's office. That position kind of cooled off, Mr. Bader was not sure why. He kind of feels like they are on their own at the state level. Mr. Boose hoped at the end of this meeting they could come up with some things that this board could do. He didn't know if it would help or not but there are some things we can do so you don't feel completely alone. Part of that would be contacting our two state representatives and our senators. But he wanted to hear what the Mahls had to say.

Jane Mahl introduced herself and explained she was part owner of 1405 State Route 18, which was the big house in the middle of everything. Like Mr. Bader, they had no communication whatsoever for the first two, two and a half years. They tried calling, they tried writing. Nothing, no response whatsoever. They were on their own. As far as safety issues, they were coming right through her front yard with the roundabout. There were no guardrails. She asked what was to stop anybody from just coming into the house? It is so close. The noise, the lights, whatever comes through there. ODOT came back with something like, they only go 35 miles an hour. Mr. Wilde commented, unless they don't. Ms. Mahl agreed, unless they don't. And where were they going to go? Right through the house. Mr. Boose thought that was like saying there was stop sign at the corner of 601 and 18. So everything was fine, right? Ms. Mahl said she has stood out and watched people fly through there. For whatever reason they don't stop. Our house is right there. She would not want to live there. ODOT has admitted they wouldn't live there. Ms. Mahl said she wouldn't expect anybody to live there. It's a dangerous position. She was ready to dispose of the house if that was possible. They have made an offer to ODOT. But it doesn't matter what you throw at them, it doesn't go. They offered a suggestion of moving the roundabout east, since they were okay with getting rid of the house. If they move it east, it would get rid of Mr. Bader's problem. They wouldn't have to go into his business. ODOT was not interested whatsoever. It has just been a nightmare. They are going to be left with a house that is going to fall down. It was a historical home. Ms. Mahl stated ODOT went to her husband's ancestors and asked them to move their house to where it is now for safety reasons. She thought that was around 1918. Mr. Boose noted it was the same with the one on 20 and Hartland Center Road, it was not just safety. Who wants to live in a house where lights are going to be shining in your window when they go around the roundabout, and they have to hear cars and trucks within a few feet of your house? He understood safety was a huge issue. But there was more to it than just that. He questioned if it was a livable space when you have vehicles coming that close to your house. You don't want to hear the roar of a semi outside your window and you don't want lights shining in your bedroom when they go around the roundabout. Mr. Boose agreed that it was about safety but he thought it was more than just safety.

Mr. Wilde thought if they could move it and it would help somebody, what was the difference? And how much do guardrails cost, compared to the entire project? Mr. Bader said they don't install the guardrails so the roundabout would be farmer friendly – so the farmers could navigate the roundabout without running the risk of their equipment getting hooked by the guardrail. He stated they have asked, and Vorys has an incredible depth of knowledge with regard to these projects. There is no good reason why it could not be shifted. Pay the Mahls something fair and they wouldn't disturb his property. He pointed out that of the four corners, three are being impacted. Only R&L was not being impacted at all. ODOT has kind of thrown up excuses which they have been able to systematically determine are not valid. But again, they are the engineers; we are the ignorant civilians who are asked to do as we are told. Mr. Bader stated he has been working with Kevin, Ms. Mahl's nephew, on this for a long, long time. Never has he said they are going to make a million dollars on this deal. All the Mahls want is something fair. Because now they are being offered a pittance, they are going to be stuck with an uninhabitable house that they then are going to have to pay to dispose of. Mr. Bader stated as an example, he has a sign that is a revenue generating sign for him in the corner of his property. They are trying to get clarity because he would like to upgrade that. It may be grandfathered in as it sits, but will we be able to upgrade it? ODOT was not offering any clarity on that question. And wouldn't you, in the spirit of just being a good human being, try to work with the stakeholders to avoid the heartburn we are all experiencing right now? Mr. Bader said that just defies logic to him. But they have the authority on their side. And that is just wrong; its just wrong.

Mr. Boose asked Mr. Hostetler if he would like to speak. Mr. Hostetler explained he was a relative. His wife was Janet Mahl. She was raised in that house and has feelings about it. He thought the whole family was adamant it was a safety issue. The family has tried to work with ODOT and have been stonewalled. Kevin primarily has offered alternatives and nobody listens. They don't even say they heard you. Mr. Hostetler he was not there to speak, just to observe. But as an outside observer he thought the family was being treated very unfairly.

Mr. Brady explained he does live on 601, but he lives away down from the proposed roundabout. He did talk to the Ohio Ethics Commission, who told him to talk to his prosecutor. The prosecutor looked at the opinions and determined this was not a conflict for Mr. Brady. But Mr. Brady stated he did not want to address the roundabout, he wanted to address equitable and fair. They had that meeting a couple weeks ago where they proposed different roundabouts. Mr. Brady said he ultimately told Mr. Weaver they just want everybody to rubber stamp what he was already going to do. Mr. Brady felt ODOT hadn't come in good faith to those meetings. At the last meeting they actually admitted that they had already applied for funding to build the roundabout at Hartland Center Road, without telling anybody they were going to build it. We are dealing with an entity that was willing to do that type of thing. His position as commissioner, and he knew Commissioner Boose said it at that meeting, our goal is to make sure the people that are impacted by this are treated fairly and equitably. To say it is not a major impact that is lasting on the Mahl family, go look at where the telephone pole is that they just moved. Its in their front yard. He didn't know how much more you could impact the family and then tell them you don't want to purchase the property. Mr. Brady's goal as a commissioner was to make sure that any of the constituents in this county get treated fairly and equitably. That is the extent of what he was looking for, whether it is at Hartland Center or here. The 20/601 roundabout, we didn't have any say in at all. He didn't know how much say they have here. He was very distressed to listen to the ODOT representative in that presentation when Mr. Boose had mentioned about the business and her comment was, businesses come and businesses go. Mr. Brady knew the racetrack had been put in during the 60's and was purchased by the Bader's in the 70's. That is 50, 60 years of being in business. And the Mahls home has been there since when it was moved there in 1918. ODOT was not asking, they were demanding people give up their livelihood or demanding they give up their home where they have raised generations of families. It may be a necessity for safety, but it also should be dealt with in a fair and equitable way. Mr. Wilde noted ODOT had been offered reasonable options. Mr. Brady pointed out they had not given options for this roundabout like they did the one for Hartland Center. They had four or five ideas for that one.

Mr. Bader stated there have been at least two occasions when he has asked for drawings or designs. He has had to get them from Norther Ohio Rural Water because they have them, but he doesn't. Mr. Boose noted the county EMA Director and Deputy Director were present. He knew they have to respond and have been at some of the accidents and know it is a safety issue. He asked if there was anything they would like to add to the conversation. Mr. Mead stated that not too long ago a semi was heading eastbound on Route 18. A vehicle was heading north on 601 and hit it so hard that it spun it around and actually uncovered an old gas well on the property where the house is located. It was so old it wasn't even on the books for gas and oil. And that is without the road being as close as it is. He felt this roundabout would make it that much more of a target. They have seen cars blow through the roundabout at 601 and 20. Mr. Mead has seen cars blow through the roundabout at Baumhart and 113 and that that was a bigger roundabout than what they were talking about here. He thought they were right on spec with what they were saying. Mr. Boose mentioned that the middle of the roundabout at Baumhart and 113 had been filled with graduation signs two weeks ago. Mr. Haubiel pointed out for the Mahls, the house will obstruct the view. ODOT's answer is, you only look to the left when you enter. He stated he was from Columbus, they have a lot of roundabouts, he looks everywhere. Mr. Boose said it was the same thing with the Gulf Inn when it was still standing; that literally blocked your view. He got the answer from ODOT that you don't need to see that. Mr. Mead noted that folks go the wrong way on roundabouts when they are confused, or when they are influenced by other things. He looks both ways because sometimes folks do enter roundabouts and get confused and go the wrong way. Now you have a head on collision. You have to be aware of your surroundings. Mr. Brady said if you look at the roundabout at 20 and 601, you will see that the curb has been busted out. Semis hit that curb, go over it, right through the rocks and straight on past. As close as the Mahl's house will be to that roundabout and some semi driver goes through there when he is tired - he has seen them weaving. That's the kind of thing that he was really surprised with ODOT. If they were really interested in safety and had the opportunity to purchase their land fairly and move the roundabout here, it takes care of issues with safety - most businesses would sit down and entertain that.

Mr. Bader said he would like to see some real data on a traffic light. What is wrong with an intermediate step, being a traffic light. They were told it didn't meet the criteria. When they asked what the criteria was, they were told it was none of their business. Last week Ohio Edison showed up on his property and the Mahl's property. Mr. Bader was not happy. They were setting poles and Mr. Bader told them they haven't even sold the land yet. They were horrified, they didn't know that. They just drove in off the highway, rutted up his ground, and set their poles. The next day they were out there working, running lines. They

had three big trucks, with lights, orange diamonds and flaggers at that intersection. And somebody southbound went blowing through that intersection and got hit by a dump truck. He asked - are we distracted to that point? If they are distracted to that degree - that three big utility trucks, flashing lights, orange diamonds and flaggers can't get their attention - what will happen when they are going through that roundabout, being a few feet from that house?

Mr. Boose said his concern with the roundabout was, and once again he was not against roundabouts, but if people aren't obeying the stop sign, why are they going to obey a roundabout? He acknowledged that roundabouts do reduce speed. Mr. Brady found it interesting that Mr. Bader had mentioned the stoplight. We asked if they looked at a stoplight when we were talking about other options. And the answer was no. Mr. Boose said they stated that the statistics show we need to look at a roundabout. Mr. Brady thought it would be cheaper to put the stoplight in. Mr. Wilde said they stated it would cost the same. Mr. Brady thought if they were doing turn lanes it would cost the same. He found it interesting that they skipped by everything and just said roundabout. Mr. Haubiel said what they will tell you is they rely on the federal traffic standards. The car counts that are necessary, and the frequency that is necessary to even open the option for a traffic light, are greater than a roundabout. So, what they will say is the studies they did didn't warrant a traffic light. He thought there were seven columns, or seven pillars. The study only hit two of them. But then they did the update, which was still stale, hit perhaps four. Our point was, how about doing a study during the right time of the season, on the right day of the week, and the answer was no.

Mr. Wilde wanted to make sure he understood everything. They have come to the conclusion that they can't fight the roundabout any more. Now they are looking for ways to make it work for the Mahls, for Mr. Bader, by moving it. He thought the commissioners goal was to get people to understand and to listen to some other options. Mr. Boose wanted to make a recommendation. But, he was going to preface it with, it's ODOT. He has worked with ODOT for about 24 or 25 years. It was always the same. ODOT kind of does what ODOT wants to do. They are part of administration so the governor is always there to support them. Mr. Boose's recommendation was that they prepare a letter, as soon as possible, to go to the two state representatives, the two state senators and the governor's office, asking them for an emergency hold on the roundabout. We think it is a safety issue as it is, but we are not happy with moving forward with the roundabout they have designed. He guessed we could copy ODOT. But they have already stated why he didn't want to send it to ODOT. We can talk and they say its their authority. We know they have the authority for safety reasons to take by eminent domain. We understand all that. At the meeting two weeks ago they talked about working together and everybody being happy and open communication. Which we obviously have not seen. So, the letter would be to ask them to just put a delay on it for right now. He asked if the plan right now was for August. Mr. Bader said they were not sure. The website says August. Mr. Haubiel said the last letter stated they would hold off until September 15. But he cautioned that none of that was binding. That was the other thing with ODOT. Unless it is in writing, or by court order, there was no enforcement. Mr. Strickler suggested they may also want to send the letter to Lt. Governor Husted's office, since Mr. Bader has had contact with them. Mr. Boose wanted to get this letter out as soon as possible, stating as an emergency they need to delay the project until more research and more local discussion can be had. We are not saying cancel it, we are just saying we need more discussion to happen. But he thought if the commissioners go straight to ODOT it would fall on deaf ears and they will continue on with the project.

Harry Brady moved to send a letter from the commissioners to the two state representatives, the two state senators, the lt. governor's office and the governor's office, asking them for an emergency hold on the roundabout. Bruce Wilde seconded the motion. The roll being called upon its adoption, the vote resulted as follows:

Aye – Terry Boose

Aye – Harry Brady

Aye – Bruce Wilde

At 11:20 a.m. Art Mead & Kye Stevens, EMA/WENS contract. Mr. Mead explained the reason they were in today was to discuss the county alerting system for our residents. They switched from Everbridge to WENS about a year ago. Everbridge was convoluted and hard to use for the users and it was just a process to send out information. When they switched to WENS, they made a lot of promises. Also, a lot of the counties around us were going to WENS. They were hoping if alerts were coming through Sandusky or Crawford County, we would be able to get those as well. However, over the winter when we would do a Level 3, a lot of times the other counties would be sent out, but it would be 35 or 40 minutes before ours would be sent out. They said the issue was basically because all the counties were pushing out the same kind of message at the same time and they were not set up to do that. Mr. Mead gave them some opportunities to make adjustments. But since then it just keeps going on and on. We have had some severe weather already this year. Mr. Stevens has a stack of correspondence that has gone back and forth with WENS, and Mr. Strickler has a copy as well. It was to the point where Mr. Mead did not think they were going to fix the problem, he though they were going to try to keep pushing us off. Mr. Mead explained the

commissioners signed a three-year contract last year. They were in to let the commissioners know that the problems probably will not fix itself. They are already entertaining looking at a better provider, somebody that will work with us, somebody that has some history of working with IPAWS, working with the federal FEMA, Emergency Broadcast System. Something that will be a little more user friendly. Mr. Stevens has done a ton of research on this project and has narrowed it down to two. He thought the commissioners had been invited to attend the presentation. Mr. Strickler stated they have to have the commissioners blessing because they signed the contract. Mr. Stevens reiterated that they have a stack of communication between the vendor and himself. This goes back to the first tornado in March of this year. One example, was dated April 12. There was a watch or warning issued for our area and this is kind of where this issue arose. Mr. Mead wanted to clarify – when National Weather issues a watch or warning, it is supposed to automatically go out. That was one of the selling points for us to go to this system. That was one less thing for them to worry about and the residents would get these warnings immediately. Mr. Stevens said during the event on April 12, he heard back from Scott Heed with the technical support team for WENS. He was basically saying there was an issue because the National Weather Service was switching the data feed from an old system to a new system, which was causing some hiccups in WENS. Mr. Stevens thought that was understandable. But he was told, and it was in the documentation, that it has been fixed. Then, on May 7, a tornado watch was issued for Huron County. No automated message was sent out whatsoever. The Willard Fire Department got a hold of Mr. Stevens and informed him that he did not receive a WENS alert, so he wanted to manually login and send one out. After several minutes it timed out and the send failed. Mr. Stevens tried to do it from home that evening and he had the same issue. He tried on two different devices but it wouldn't send out. He sent emails to WENS telling them this was a big issue, what if this were an actual real emergency and we didn't notify the public. Mr. Wilde thought we didn't need them because they don't do anything. Mr. Stevens agreed and said it was starting to come down to it's either the carrier's issue not pushing notifications out to the mobile devices, or it is something with the National Weather Service data feed. Mr. Mead stated he has spoken to his counterparts across the state. They have either burned out the contract or they have gotten out of the contract and switched vendors for the exact same reason. This is not just an issue in Huron County thing, this is across the area. Mr. Stevens says he has spoken to Erie, Sandusky, Wyandotte counties that are using WENS and they have some other issues. Mr. Brady said they just mentioned other counties have gotten out of the contract and gone with a different provider. He asked how their service is since they switched, do they still have issues? Because if it is the National Weather Service it would be for everybody. Mr. Mead agreed and said that was not the case. The ones that have switched have had no issues. That is how Mr. Stevens helped narrow down the process of who he was going to go with. Sandusky County was done with their contract but they ran into a small glitch. Because they did things exactly the way WENS wanted them to, WENS automatically renewed their contract without any formal conversation. Mr. Strickler has found a loophole, but because the commissioners signed it that is why he is bringing it to their attention so we can go forward with the next process. Our goal is to get the new vendor online sooner than later. Mr. Stevens said there were two vendors they were looking at. They are demoing both of them on July 8 to see what both systems have to offer.

Bruce Wilde moved to authorize Randy Strickler to work with Art Mead and Kye Stevens to look into terminating the WENS contract and researching new vendors. Harry Brady seconded the motion.

****Discussion: Mr. Strickler explained what he plans to do, in summary, is tell them we are terminating the contract. He is going to print every single email that Mr. Stevens has sent him where he told them, here is where we don't have service. If the problem is not fixed, we are done. Mr. Wilde stated it was nonperformance. Mr. Strickler agreed. Mr. Stevens said he has emails back to February, March. Obviously is has not been remedied. It has gotten to the point where residents are calling their office or messaging the Facebook page wanting to make sure they are still in the system because they haven't received alerts. Mr. Mead noted it was a credibility issue for them as well. When he first started there were about 6,000 residents signed up on the system. They are at about 30,000 - 35,000 now. It is hard to push a system that is not working and his responsibility is to the residents of Huron County. He wants to make sure they are prepared and this is most certainly an issue.***

The roll being called upon its adoption, the vote resulted as follows:

***Aye – Terry Boose
Aye – Harry Brady
Aye – Bruce Wilde***

At 11:29 a.m. Bruce Wilde moved to adjourn. Harry Brady seconded the motion. The meeting stood adjourned.

IN THE MATTER OF CERTIFICATION

The Clerk to the Board does hereby attest that the foregoing is a true and correct record of all actions taken by the Board of Huron County Commissioners on June 20, 2024.

IN THE MATTER OF ADJOURNING

The meeting was called to order at 9:00 a.m. With no further business to come before the Board, the meeting was adjourned at 11:29 a.m.

Signatures on File

The following bids for the Fitchville River Road Culvert Replacement project were opened on June 21, 2024 at 9:00 a.m.:

Fitchville River Road Culvert Replacement												
Bid Opening: Friday, June 21, 2024, 9:00 a.m.												
Ref.	Item	Description	Quant.	Unit	Unit Cost	Total Cost	Denes Concrete, Inc.		Hockenberry Trucking and Excavating		Sitework Unlimited LLC	
1	103.5	Premium Contract Bond	1	LS	\$ 3,500.00	\$ 3,500.00	\$ 2,860.00	\$ 2,860.00	\$ 5,300.00	\$ 5,300.00	\$ 4,175.00	\$ 4,175.00
2	201	Clearing and Grubbing	1	LS	\$ 3,000.00	\$ 3,000.00	\$ 2,000.00	\$ 2,000.00	\$ 3,000.00	\$ 3,000.00	\$ 2,500.00	\$ 2,500.00
3	202	Existing Structure Removed, as per plan	1	LS	\$ 7,000.00	\$ 7,000.00	\$ 5,000.00	\$ 5,000.00	\$ 6,500.00	\$ 6,500.00	\$ 5,700.00	\$ 5,700.00
4	203	Excavation, as per plan	113	CY	\$ 50.00	\$ 5,650.00	\$ 40.00	\$ 4,520.00	\$ 40.00	\$ 4,520.00	\$ 25.00	\$ 2,825.00
5	203	Embankment, as per plan	23	CY	\$ 60.00	\$ 1,380.00	\$ 50.00	\$ 1,150.00	\$ 60.00	\$ 1,380.00	\$ 45.00	\$ 1,035.00
6	204	Subgrade Compaction	135	SY	\$ 4.00	\$ 540.00	\$ 2.50	\$ 337.50	\$ 2.50	\$ 337.50	\$ 2.00	\$ 270.00
7	304	Aggregate Base	45	CY	\$ 70.00	\$ 3,150.00	\$ 65.00	\$ 2,925.00	\$ 40.00	\$ 1,800.00	\$ 79.00	\$ 3,555.00
8	301	Asphalt Base, 6"	40	CY	\$ 300.00	\$ 12,000.00	\$ 300.00	\$ 12,000.00	\$ 320.00	\$ 12,800.00	\$ 310.00	\$ 12,400.00
9	407	Tack Coat	35	GAL	\$ 6.00	\$ 210.00	\$ 3.00	\$ 105.00	\$ 10.00	\$ 350.00	\$ 4.00	\$ 140.00
10	441	Asphalt Concrete, Intermediate, Type 2, 1 3/4"	12	CY	\$ 425.00	\$ 5,100.00	\$ 400.00	\$ 4,800.00	\$ 375.00	\$ 4,500.00	\$ 460.00	\$ 5,520.00
11	441	Asphalt Concrete, Surface, Type 1, 1 1/4"	9	CY	\$ 525.00	\$ 4,725.00	\$ 600.00	\$ 5,400.00	\$ 450.00	\$ 4,050.00	\$ 500.00	\$ 4,500.00
12	411	Stabilized Crushed Aggregate (berm)	5	TON	\$ 120.00	\$ 600.00	\$ 100.00	\$ 500.00	\$ 60.00	\$ 300.00	\$ 120.00	\$ 600.00
13	503	Unclassified Excavation, as per plan	1	LS	\$ 25,000.00	\$ 25,000.00	\$ 15,000.00	\$ 15,000.00	\$ 22,500.00	\$ 22,500.00	\$ 35,000.00	\$ 35,000.00
14	509	Epoxy Coated Reinforcing Steel	3,973	LBS	\$ 3.00	\$ 11,919.00	\$ 2.50	\$ 9,932.50	\$ 3.00	\$ 11,919.00	\$ 4.00	\$ 15,892.00
15	511	Class QC1, Concrete (Headwall & Footing)	38	CY	\$ 775.00	\$ 29,450.00	\$ 900.00	\$ 34,200.00	\$ 750.00	\$ 28,500.00	\$ 840.00	\$ 31,920.00
16	512	Type 2 Waterproofing	110	SY	\$ 25.00	\$ 2,750.00	\$ 30.00	\$ 3,300.00	\$ 25.00	\$ 2,750.00	\$ 19.00	\$ 2,090.00
17	512	Type 3 Waterproofing	80	SY	\$ 40.00	\$ 3,200.00	\$ 35.00	\$ 2,800.00	\$ 40.00	\$ 3,200.00	\$ 36.00	\$ 2,880.00
18	512	Sealing Concrete Surface, Epoxy Urethane, as per plan	35	SY	\$ 40.00	\$ 1,400.00	\$ 45.00	\$ 1,575.00	\$ 40.00	\$ 1,400.00	\$ 52.00	\$ 1,820.00
19	518	Porous Backfill w/ Filter Fabric	63	CY	\$ 70.00	\$ 4,410.00	\$ 65.00	\$ 4,095.00	\$ 60.00	\$ 3,780.00	\$ 160.00	\$ 10,080.00
20	518	4" PVC Perforated Pipe, 707.41 (SDR 35)	102	FT	\$ 18.00	\$ 1,836.00	\$ 18.00	\$ 1,836.00	\$ 12.00	\$ 1,224.00	\$ 10.00	\$ 1,020.00
21	601	Rock Channel Protection, Type C w/filter, as per plan	70	TN	\$ 50.00	\$ 3,500.00	\$ 75.00	\$ 5,250.00	\$ 50.00	\$ 3,500.00	\$ 95.00	\$ 6,650.00
22	614	Maintaining Traffic, as per plan	1	LS	\$ 7,000.00	\$ 7,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,275.00	\$ 5,275.00	\$ 8,350.00	\$ 8,350.00
23	623	Construction Layout Staking	1	LS	\$ 2,000.00	\$ 2,000.00	\$ 3,000.00	\$ 3,000.00	\$ 2,000.00	\$ 2,000.00	\$ 6,200.00	\$ 6,200.00
24	624	Mobilization	1	LS	\$ 6,000.00	\$ 6,000.00	\$ 1,000.00	\$ 1,000.00	\$ 5,800.00	\$ 5,800.00	\$ 9,800.00	\$ 9,800.00
25	653	Top Soil - Furnished and Placed, as per plan	50	TN	\$ 60.00	\$ 3,000.00	\$ 60.00	\$ 3,000.00	\$ 35.00	\$ 1,750.00	\$ 65.00	\$ 3,250.00
26	659	Seeding & Mulching, Class 1	1,100	SY	\$ 3.00	\$ 3,300.00	\$ 2.50	\$ 2,750.00	\$ 2.75	\$ 3,025.00	\$ 2.00	\$ 2,200.00
27	659	Commercial Fertilizer, 19-19-19	0.1	TON	\$ 800.00	\$ 80.00	\$ 800.00	\$ 80.00	\$ 800.00	\$ 80.00	\$ 2,100.00	\$ 210.00
28	Spec.	Transporting and Installing Pre-Cast box sections, as per plan	1	LS	\$ 34,000.00	\$ 34,000.00	\$ 31,200.00	\$ 31,200.00	\$ 34,000.00	\$ 34,000.00	\$ 23,700.00	\$ 23,700.00
29	Spec.	Contingencies	1	LS	\$ 4,300.00	\$ 4,300.00	\$ 4,300.00	\$ 4,300.00	\$ 4,300.00	\$ 4,300.00	\$ 4,300.00	\$ 4,300.00
TOTAL =						\$ 190,000.00	\$ 169,916.00	\$ 179,840.50	\$ 208,582.00			