Toledo Metropolitan Area Council of Governments

City of Maumee Application for STBG/HIP-CRRSAA Funds for a Portion of the US24 (Anthony Wayne Trail) Safety Project (PID-106389)

2021 Transportation Improvement Program
Application Packet
for:

Surface Transportation Block Grant (STBG) Projects

(Including Small Projects Fund)

APPLICATIONS DUE
July 30, 2021

Issued by:
Toledo Metropolitan Area Council of Governments
300 Martin Luther King Jr. Drive
P.O. Box 9508
Toledo Ohio 43697-9508

2021

Application is also available at www.tmacog.org

INTRODUCTION

The forms and information included in this package are for the submittal of Surface Transportation Block Grant (STBG) projects for the Fiscal Years 2023 through 2027 Transportation Improvement Program (TIP). This includes projects that fall into the Small Projects Fund. This will also include additional funding from the Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA). TMACOG will receive approximately an additional $3,400,000. This funding will follow the same guidelines as the STBG program. The funds will become available on July 1, 2021, and the funds must be obligated by September 30, 2024. This essentially means that the project must have the Plans, Specifications, and Estimates (PS&E) submitted to ODOT by July of 2024.

The funds that TMACOG anticipates will be available are approximately $23,000,000 of STBG for FY 2023 through FY 2027. This includes the Small Projects along with the regular projects. The current FY 2021-2024 TIP is fully committed and there are committed projects within the Pipeline. Exceptions are sometimes made for projects that are ready to be constructed where the funding can be made available to process the construction in a more accelerated schedule. This is more likely for projects that fit within the category of the Small Projects Funds than for larger dollar projects.

For the purposes of the TIP funding program, the TMACOG region is limited to Lucas and Wood counties. Additionally, for street projects, only those projects that are on federal aid eligible roads can be considered. All project submittals should comply with the Regional Complete Streets Policy. Applicants must submit a TMACOG Complete Streets Checklist as part of the application process.

Additional information about the functioning of the TIP program can be obtained from reviewing the Transportation Improvement Program (TIP) Committee Policies and Practices document that was included in this mailing.

If there are questions regarding project eligibility or which fund type to request, please call the TMACOG Transportation staff.

MATERIAL AND INSTRUCTIONS INCLUDED IN THIS PACKAGE

SMALL PROJECTS and SMALL PROJECTS FUND DEFINITIONS (Page 2) - Defines the Small Projects programs and explains the method of ranking.

PROJECT DETAILS REQUEST (Pages 3 & 4) - Requests the basic information needed for each project. Please provide this information separately for each desired project. Also provide the information for each existing project that does not require a new ranking in this cycle. It is not necessary to use this sheet as a form.

PROJECT BUDGET SUBMITTAL DETAIL (Page 5) - Requests the details of the financing of your project. Please use this form. It is important that all sources of financing are identified. Explain all rules and limitations that may be attached to different sources of funds.

TMACOG TIP PROJECT APPLICATION (Pages 6 & 7) TIP APPLICATION INSTRUCTIONS (Pages 8 – 10) - The Project Application form (and Instructions) requests the information that is used in rating and scoring the projects to determine which projects will receive funding. Please return a completed copy of this form and requested attachments in paper and/or electronic form for each requested project.

PROJECT SCORING CRITERIA FOR TIP ANALYSIS (Pages 11 – 14) – The scoring criteria is provided for your information. It is not necessary for you to complete or return this form. Scoring is done initially by a TIP subcommittee with validation by the full TIP Committee.

COMPLETE STREETS CHECKLIST (Pages 15 – 18) – In order for a project application to be considered complete, a Complete Streets Checklist must be submitted with the application.

SMALL PROJECTS AND SMALL PROJECTS FUND DEFINITIONS

1. Maximum TMACOG federal funds provided for any single project will be $500,000.
2. There is no maximum total construction cost for a single small project.
3. TMACOG federal funds will be provided at a maximum of 80/20 split up to the funding cap of $500,000 of federal funding. There is no provision for additional funding allocations within the Small Project Fund.
4. Construction costs will be funded. There will be no consideration for funding of Preliminary Engineering (PE). Right-of-Way (R/W) funding will be considered only in extreme cases.
5. The same ranking criteria will be used as with regular TIP projects. Small projects that rank high enough to be funded in the regular program will be funded in that way. The remaining small projects will then compete against each other.
6. Each jurisdiction can be awarded only 1 project per 2-year period. There will be three total periods (two during the active TIP and one during the pipeline) so each jurisdiction could get up to 3 projects.
7. Jurisdictions may submit as many projects as they desire.
8. Up to $4,000,000 will be set aside for the small projects fund for this solicitation.

PROJECT DETAILS REQUEST

Please provide the following information for all projects:

Project Name: US24 Intersection and Corridor Safety Improvements

Project Limits (*include map*): US 24 from Monclova Road to Detroit Avenue

Project Sponsor and point of contact (*with phone number*): City of Maumee; Patrick Burtch (419) 897-7103

Existing project numbers (*PID, State ID, TMACOG map #, etc.*): PID 106389

HIP-CRRSAA Funding Eligible (Must have PS&E submitted prior to July 1, 2024): ☑

Completely describe the work to be accomplished by this project. Try to describe each feature of the project.

Project Description:

The US24 (Anthony Wayne Trail) roadway corridor and intersection safety improvements project (PID 106389) involves enhancing the traffic operations and safety of the corridor for both motorized and non-motorized modes of transportation in the city of Maumee. The roadway will be repaved approximately 600' west of Monclova Road to approximately 225' east of Detroit Ave across the Ohio Turnpike Bridge, which is a project length of about 3.61 miles.

Key aspects of the project involve resurfacing of US24; improving intersections with full signal upgrades at locations where traffic signals are antiquated; improving crosswalks by shortening them where feasible and enhancing visibility; improving left turn lane lengths on US24 to meet required storage lengths and deceleration at the intersections on US24 at Ford Street, Conant Street, Gibbs Street, Key Street, Michigan Avenue, and Detroit Avenue; construct an additional left turn lane for northbound Ford Street and a right turn lane added for northbound Conant Street; revise the right turn lane at Michigan Avenue to allow for the required deceleration and storage length; eliminate the northbound approach at the intersection of US24 and Detroit Avenue by revising Detroit Avenue into a cul de sac.

The speed limit will be reduced to 35 MPH on US24 from Ford Street to Conant Street and from White Street to Key Street as part of an ODOT pilot project to see how a speed reduction on a controlled access facility reduces crashes. These reduced speeds will allow for a multi use path be constructed along the US24 roadway from Ford Street to Conant Street, which is a new portion of the overall project that was not originally being provided, but is now requesting for the additional funding of $495,000 to construct this section of the multi use path in this STBG Program by utilizing the HIP-CRRSAA funds to construct the project in 2022 as the design plans are already currently in Stage 3 Design. This last piece of the multi use path will provide a complete continuous path from Monclova Road eastward to Detroit Avenue.

Length of project (Miles): 3.40

Current status of the project: Project is in Stage 3 Design at time of this applicaiton

Is this your jurisdiction's number 1 project?: Yes

Does the project include any utility work? Yes ■ No ☐ If yes, please explain.

Water and sanitary manholes will be adjusted to grade to meet the proposed grade elevations due to the new curb and gutter elevations. Existing storm sewer will be removed and adjusted. Proposed storm sewer will be constructed and existing storm sewers will be adjusted to provide positive drainage for the roadway and the multi-use path.

The most optimistic, REALISTIC schedule for this project. Be sure to include time for outside reviews and permits, not just local design times. Include at least the following dates:

Authorization to Proceed: 8/7/17

Environmental Clearance complete: 4/17/20

Stage 1 Review complete: 8/14/19

Stage 2 Review complete: 7/2/21

Stage 3 Review complete: 9/10/21

R/W Plans complete: 7/5/21

R/W Clear: 1/14/22

Final Plans to ODOT: 3/14/22

Anticipated Sale Date: 6/27/22

All of these formal actions are not required for all projects. Note those items that are not required. The requirement still exists that jurisdictions doing local contracting (LPA) procedures must submit Stage 1, 2, and 3 packages to TMACOG.

Please provide financial information on the Project Budget Submittal Detail sheet.

Project Budget Submittal Detail

Activity	Total Estimate	Requested TMACOG Federal		Other Types of Funds (6)					
				A. Safety/Urban Paving		B. CMAQ		C. Local	
		Amount	Year	Amount	Year	Amount	Year	Amount	Year
Preliminary Engineering (1)	$ 1,540,161			$ 1,152,110	2019	$ 0		$ 388,051	2019
Right-of-Way (2)	$ 126,000			$ 123,400	2020	$ 0		$ 2,600	2020
Construction Contract (3)	$ 12,691,000	$ 495,000	2022	$ 10,262,650	2022	$ 1,186,000		$ 747,350	2022
Construction Engineering (4)	$ 217,391			$ 157,880	2022	$ 24,909		$ 34,602	2022
Contingency (Change Orders) (5)	$ 0	$ 0	See Note	$ 0	See Note	$ 0	See Note	$ 0	See Note
TOTAL AMOUNTS	$ 14,574,552	$ 495,000		$ 11,696,040		$ 1,210,909		$ 1,172,603	

Numbered Notes:

1. **Preliminary Engineering** includes the cost of all activities prior to contract letting except Right-of-Way costs. It is not eligible for TMACOG TIP federal funding.
2. **Right-of-Way** can only be funded by TMACOG TIP federal funding in specific circumstances. See TIP Committee Policies and Practices for proposed STBG funded projects.
3. **Construction Contract** includes the actual estimated construction contract amount plus any other agreements that are included as part of the construction cost.
4. **Construction Engineering** includes the costs of construction management, inspection, testing, etc.
5. **Contingency** should include a reasonable estimate of changes that could be expected after construction begins.
6. **Other Types of Funds**
   - List each type in a separate column. Add additional sheets if necessary for more fund types involved in project.
   - If all funds for a project have not yet been identified, mark one of the columns "Shortage" and indicate the amount of additional funds needed for each activity.
   - Please explain below any limitations for each fund type (such as: year restriction, matching amount, restriction on combining fund types, etc.). Also indicate whether the funds have been confirmed or if only applied for.

Note: The costs above are taken from ODOT's ELLIS, and there is a 25% contingency on the project, however these costs are within the ODOT Construction Contract amounts listed above.

TMACOG TIP PROJECT APPLICATION

(To be used for projects competing for TMACOG funds in the FY 2023-2027 TIP)

NOTE: PLEASE REVIEW APPLICATION INSTRUCTIONS PRIOR TO ANSWERING QUESTIONS.

SPONSOR: City of Maumee

PROJECT NAME: US24 Intersection & Corridor Safety Improvements | MAP# *(existing projects)* PID-106389

1. Estimated number of construction jobs based upon project cost divided by $92,000.

Total Project Cost: $ 14,574,552
Number of Jobs: 158

2. Does this project provide 10 or more guaranteed new jobs or jobs retained (excluding retail or service jobs) as evidenced by contract or letter from a private business organization?
Yes: ☐ No: ☑ # of jobs: _____
Attachment required.

3. Does project sponsor have official complete streets document?
Yes: ☑ No: ☐
Attachment required.

4. Does this project improve air emissions and is it identified on the TMACOG CMP?
Yes: ☐ No: ☑

5. Will this project improve water quality through the development of a bioswale, rain garden, pervious pavement, etc.?
Yes: ☑ No: ☐
Attachment describing qualifying improvement required.

6. Will this project make use of recycled materials to a significant degree, such as rubbelization, reclamation, or crack and seal? Mill and reuse of asphalt surface materials does not qualify.
Yes: ☐ No: ☑
Attachment describing qualifying improvement required.

7. Does the project provide for specific aesthetic enhancements other than planting grass?
Yes: ☑ No: ☐
Attachment describing qualifying improvement required.

8. Does the project include all reasonable bicycle improvements?
Yes: ☑ No: ☐

Does the project include improvements related to a bikeway specifically shown on the TMACOG Regional Bicycle Network?
Yes: ☑ No: ☐

Attachment describing qualifying improvement required

9. Does the project include all reasonable pedestrian improvements?
Yes: ☑ No: ☐

Does the project include upgrade of existing or new pedestrian sidewalks?
Yes: ☑ No: ☐

Attachment defining service lines required.

10. Does the project provide direct access to a multi modal terminal?
Yes: ☐ No: ☑
Attachment identifying terminal required.

11. Does the project carry Designated Line Service Public Transit Routes?
Yes: ☑ No: ☐

12. **.** Has this project been programmed by ODOT for construction?
Yes: ☑ No: ☐
Attachment identifying PID required.

13. Has this project been identified as your jurisdictions number one priority? (Note that each jurisdiction may designate only one #1 priority each round.)
Yes: ☑ No: ☐
Also indicate on Project Form.

14. Project Development *(Check all that apply.)*

Right-of-way cleared / not needed?
Yes: ☐ No: ☑

Does this project qualify for a Categorical Exclusion C1?
Yes: ☐ No: ☑

TMACOG TIP PROJECT APPLICATION CONTINUED

(To be used for projects competing for TMACOG funds in the FY 2023-2027 TIP)

NOTE: PLEASE REVIEW APPLICATION INSTRUCTIONS PRIOR TO ANSWERING QUESTIONS.

15. What percent of the total project including design, R/W, and construction will use TIP Federal Funds?

3.40 %

16. What self-help opportunities for generation of transportation funding have project sponsors implemented?

- [x] Permissive License Fees
- [ ] Dedicated Property Tax Levy
- [ ] Dedicated Sales Tax
- [x] Dedicated Income Tax
- [ ] Other Dedicated Revenues (Attach details)

For Dedicated Tax, a copy of legislation must be attached.

17. Is the project located in a community which has public transportation?

Yes: [x] No: [ ]

Attachment defining provider required.

18. What is the existing Pavement Condition Rating (PCR)?

PCR = _____

TMACOG will provide the latest ODOT PCR.

19. Is this an ITS project?

Yes: [ ] No: [x]

Attachment describing qualifying improvement required.

20. If this is a bridge project, what is the Bridge Sufficiency Rating?

Sufficiency Rating = N/A

Deck Rating = N/A

21. If this is a roadway project, which of the following best describes the project. (*Check one*.)

- [ ] New Construction
- [x] Widen/Narrow & resurface
- [ ] Widen/Narrow & rehab
- [ ] Widen/Narrow & reconstruct
- [ ] Resurfacing or pavement strengthening
- [ ] Rehabilitation with some base replacement and/or significant joint repair
- [ ] Reconstruction with full base replacement

22. If this is not a bridge or roadway project, which of the following best describes the existing condition. See note regarding grade separations & new interchanges. *(Check one.)*

- [x] N/A
- [ ] Declining
- [ ] Declining and substandard
- [ ] Near the end of its useful life
- [ ] Near the end of its useful life and substandard
- [ ] Past its useful life
- [ ] Past its useful life and substandard

23. What is the 3-year average accident rate per million vehicles? For bridges use the bridge location, for intersections use ADT for all approaches, and for roadways use avg. ADT for the length of the project. *(Check one.)*

*Calculate per million vehicles **NOT** per million vehicle miles.*

- [ ] < .49
- [ ] .5 to 0.99
- [ ] 1 to 1.49
- [ ] 1.5 to 1.99
- [ ] 2 to 2.49
- [ ] 2.5 to 2.99
- [ ] 3 to 3.49
- [ ] 3.5 to 3.99
- [ ] 4 to 4.49
- [ ] 4.5 to 4.99
- [x] 5 or greater

Attach calculation and define safety improvement.

24. What is the existing number of Average Daily Users in Thousands? (For road projects use ADT x 1.40/1000) *(Check one.)*

- [ ] < 7.0*
- [ ] 7.0 to 10.5
- [ ] 10.5 to 14
- [ ] 14 to 28
- [x] 28 to 42
- [ ] 42 to 56
- [ ] 56 to 70
- [ ] > 70

Attachment showing calculations required.

* If calculation is < 7, then also provide the Auditor's Certificate of Estimated Resources. See page 10.

25. What percentage of the ADT is made up of trucks? *(Check one.)*

- [ ] < 3%
- [x] 3 to 6%
- [ ] 6 to 9%
- [ ] 9 to 12%
- [ ] 12 to 15%
- [ ] > 15%

Is this project on a truck impact route?

Yes: [ ] No: [x]

26. Is this project listed in the 2045 Regional Transportation Plan? *(Check one.)*

- [ ] Not Listed
- [ ] Listed as a Reserve Priority or System Preservation
- [ ] Plan Priority (2026 to 2045)
- [x] Plan Priority (by 2025)

27. How long ago was the last time the project sponsor received TMACOG managed STBG funding?

- [x] 4 years
- [ ] 5-8 years
- [ ] 9 or more years

28. Has one or more projects slipped a fiscal year or been cancelled since the last STBG solicitation?

Yes: [ ] No: [x]

TIP APPLICATION INSTRUCTIONS

Item 1. Based upon the federal criteria that $92,000 of construction creates one job, indicate the number of jobs created by this project.

Item 2. Note that in order to claim credit for projects with 10 or more guaranteed new or retained jobs, a letter of commitment or other documentation will be required from the business or company proposing to create or retain the jobs. Retail and service sector jobs do not receive credit under this category since they tend to simply relocate existing jobs within the community. If yes, attach copies of documentation. Indicate whether the jobs will have a localized or a regional impact.

Item 3. If yes, please relevant ordinance, resolution, policy or other document.

Item 4. If yes, please explain and provide the reference in the CMP.

Item 5. If yes, please attach explanation and details.

Item 6. If yes, please attach explanation and details.

Item 7. If yes, please attach explanation and details.

Item 8. If yes, please attach explanation and details.

Item 9. If yes, please attach explanation and details.

Item 10. If yes, please attach a description of the terminal and its function to the jurisdiction and region.

Item 11. Designated Line Service Public Transit Routes are those primary transit routes operated by TARTA or other similar transit carrier. Attach explanation and details.

Item 12. If yes, attach field notes.

Item 13. Each project sponsor may select one of its project applications as its number one priority for each round of applications. The project so designated is done so in the context of the TMACOG TIP only and need not consider other projects being pursued via other funding programs. The number one priority needs to also be shown on the project details form. The number one priority must be designated at time of project submittal.

Item 14. Self-explanatory.

Item 15. Project design costs will not be considered for federal funding and all jurisdictions must fund these design costs outside of using TIP federal funds. Right of Way costs, if significant, may be considered. Project sponsors who are bearing the costs of R/W at 100% local cost will receive consideration for that additional investment. Example: a project has a R/W cost of $200,000, design costs of $100,000, and a construction cost of $1,000,000. The sponsor pays for all of the R/W, design and the normal 20% ($200,000) of the construction. Thus the sponsor pays $500,000 (39%) of the total and the fed pays $800,000 (61%). The sponsor therefore earns 4 points because the sponsor is only using 61% of TIP Federal for the project. Also be sure these costs are the same as shown on project details form. Design includes studies, plans, environmental, and design testing.

Item 16. The dedicated fees include the lead agency and all other local jurisdictions funding the project. To receive points for dedicated taxes, a special percentage of these fees must be used for transportation projects (copies of legislation are required to be submitted with application).

Item 17. Self-explanatory.

Item 18. TMACOG staff will do this computation from the latest TMACOG Traffic Flow Map and using the TMACOG capacity calculator. If the jurisdiction has more recent traffic count information, please provide a copy of the traffic count showing that information. TMACOG staff will use the latest ODOT Pavement Condition Ratings to complete this scoring.

Item 19. If yes, please attach a description of the ITS components and identify if it is included in the current ITS architecture.

Item 20. Bridge Sufficiency Ratings may be obtained from ODOT for bridges on the federal aid system. For grade separations, see note at bottom of Scoring Criteria.

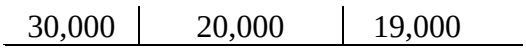
Item 21. Self-explanatory.

Item 22. All new interchanges must have an Interchange Justification Study (IJS) / Interchange Modification Study (IMS) underway to be ranked.

Item 23. See Item 26 for examples of computation of average ADT. Please attach the calculation and proposed countermeasures included in the project that address the safety issue.

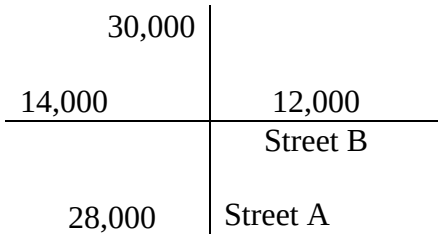
Item 24. Compute the number of Average Daily Users (ADU) of the proposed project. Use traffic count figures for ADT from the latest TMACOG Traffic Flow Map or adjusted actual counts if you have them. In the case of the latter, provide a copy of your count report and adjustment calculations. If you have a highway project, compute the ADU=ADT X 1.40/1000 to allow for multiple passengers per vehicle. Transit projects should be measured in actual passengers or users of the facility. For projects with multiple segments or streets, use an average of the individual segment counts.

Multiple Segment Example:



ADT = (30,000 + 20,000 + 19,000)/3
Average ADT = 23,000

Intersection Example:



ADT = (30,000+28,000+14,000+12,000)/2
Average ADT = 42,000

If ADU calculation is less than 7, then the project sponsor may provide the jurisdiction's Auditor's Certificate of Estimated Resources, as provided in the ORC 5705.35 and 5705.36 is used to determine potential financial resources available for the project. This is used to determine what the percentage of the project sponsor's total eligible budget would be used to build the project.

Item 25. Use the map provided with this application package to determine if project is on a truck impact route. If a route that is not shown on the map has over 500 Truck ADT, provide the traffic count study showing that information and mark Yes.

Item 26. Self-explanatory.

Item 27. Self-explanatory.

Item 28. The project sponsor will be penalized if one or more of their projects have slipped a fiscal year or have been cancelled by the project sponsor since the last STBG solicitation. No penalties will be given if TMACOG administratively moves a project. Exceptions may be granted if circumstances are beyond the project sponsor's control.

PROJECT SCORING CRITERIA FOR TIP ANALYSIS FY 2024-2027 TIP

NOTE: Provided for your information only. Scoring will be completed by the TIP Committee.

Project Name: US24 Intersection and Corridor Safety Improvements MAP #: C-56

Economic Development (8%) Maximum of 8 Points		
	Points Available	Score
1. Number of jobs created by project based upon $92,000 per job created (Total Project Cost/$92,000) > 25 jobs 6 points 15 – 25 jobs 4 points 5 – 14 jobs 2 points	2 - 6	6
2. Projects with 10 or more jobs *Guaranteed. No retail or service. Localized 2 points Regional Impacts 4 points	2 – 4	0
	TOTAL	0

Livability (11%) Maximum of 11 Points		
	Points Available	Score
3. Project sponsor has official Complete Streets Policy, ordinance, resolution, etc.	1	1
4. Project has positive effect for air quality and is identified in the TMACOG CMP.	1	0
5. Project has positive effect for water quality such as bioswale, rain garden, or pervious pavement. Combined sewer separation does not qualify.	1	1
6. Project makes use of recycled materials to a significant degree. Example: Rubblization, reclamation, or crack and seal. Mill and fill does not qualify.	1	0
7. Project design provides for esthetics or enhancement such as landscaping or visual easementsproThe , etc.	1	1
8. Project includes all reasonable bicycle improvements. Projects which include bikeways specifically shown on the TMACOG regional Bicycle Network. Example: 5 points for project on the bicycle network, and 2 points for all reasonable bicycle improvements.	2 – 5	5
9. Project includes all reasonable pedestrian improvements. Example: 5 points for all new sidewalks; 2 points for filling gaps in sidewalk; no points for required ADA improvements.	2 – 5	5
	TOTAL	0

Inter-connectivity (8%) Maximum of 8 Points		
	Points Available	Score
10. Projects which provide direct access to multimodal terminals	3 – 6	0
11. Projects which carry a designated public transit route. Example 4 points for fixed route; 1 point for secondary shuttle route; no points for call-a-ride (unless fixed route.)	1 – 4	4
	TOTAL	0

Sustainability (13%) Maximum of 13 Points		
	Points Available	Score
12. Project has been programmed by ODOT for construction.	2	2
13. Is this project the sponsor's number one priority?	8 if yes	8
14. Right-of-way cleared or not needed.	2	0
Project qualifies for Categorical Exclusion C1.	3	0
15. Percent of project dollars using TIP Federal funds 75-80% 0 points 65-74% 2 points 50-64% 4 points	0 – 4	4
16. How many dedicated fees has the sponsor(s) implemented as of the date of this application? *Proof of each dedicated fee must be submitted with application. (One point each)		
a. Permissive license fees	1	1
b. Dedicated property tax levy*	1	0
c. Dedicated sales tax*	1	0
d. Dedicated income tax*	1	1
e. Other dedicated revenues*	1	0
17. Is the project in a community with public transportation?	1	1
	TOTAL	0

System Use and Performance (60%) Maximum of 60 Points		
	Points Available	Score
18. Pavement Condition Rating > 75 0 points 65-74 2 points 56-64 4 points < 55 6 points	0 – 6	0
19. ITS Project (No credit for Single Occupancy or High Occupancy Vehicle Lanes)	3	0
Condition – 20 points ***(from 20, 21, or 22)***		
20. Bridge Sufficiency Rating* > 79 0 points 79 1 point 78-77 2 points 76-75 3 points 74-73 4 points 72-71 5 points 70-69 6 points 68-67 7 points 66-65 8 points 64-63 9 points 62-61 10 points 60-59 11 points 58-57 12 points 56-55 13 points 54-53 14 points 52-51 15 points 50-49 16 points 48-47 17 points 46-45 18 points 44-43 19 points 42 or less 20 points	0 – 20	0
21. Roadway Projects** New 0 points Resurfacing or pavement strengthening 4 points Rehabilitation w/some base replacement and/or significant joint repair 7 points Reconstruct w/full base replacement 10 points Widen/narrow & resurface (1) 13 points Widen/narrow & rehab (2) 17 points Widen/narrow & reconstruct (3) 20 points	0 – 20	13
22. Other Project Types*** N/A 0 points Declining 4 points Declining and substandard 7 points Near the end of its useful life 10 points Near the end of its useful life and substandard 13 points Past useful life 17 points Past useful life and substandard 20 points	0 – 20	0
	TOTAL	0

* Bridges must be at less than 80% sufficient to be eligible, or have a deck rating less than equal to 4 on the National Bridge Inventory Form #58

** (1) 13 points – Additional lane width or paved shoulder must be provided the entire length of the project.
(2) 17 points – Widening must provide some additional capacity, such as turn lanes at intersections.
(3) 20 points – Additional thru and continuous turn lanes must be provided.
For narrowing projects, sponsors must submit justification.

*** For new grade separations – use 10 points. All new interchanges must have an approved IJS/IMS study underway to be ranked. If the study is underway then use 5 points. If the new interchange can document by a traffic study that there is a measurable congestion relief to an existing transportation facility, then an additional 5 points will be added for a maximum of 10 points.

System Use and Performance (60%) Maximum of 60 Points (CONTINUED)		
	Points Available	Score
23. Accident rate per million vehicles (3 yr. average.) Calculation is vehicles, not vehicle miles For bridges – use bridge location For intersections – use ADT for all approaches For roadway – average ADT for full length of project < .49 0 points; .5 to 0.99 1 point; 1 to 1.49 2 points 1.5 to 1.99 3 points; 2 to 2.49 4 points; 2.5 to 2.99 5 points 3 to 3.49 6 points; 3.5 to 3.99 7 points; 4 to 4.49 8 points 4.5 to 4.99 9 points; > 5 10 points	0-10	10
24. Existing Average Daily users in Thousands For road projects use ADT x 1.4/1000 Traffic from confirmed developments with an approved traffic study, approved zoning and an approved site plan are allowed. < 7.0 0 points; 7.0 to 10.5 1 point; 10.5 to 14 2 points 14 to 28 3 points; 28 to 42 4 points; 42 to 56 5 points 56 to 70 6 points; > 70 7 points If Existing Average Daily Users in Thousands is less than 7, then use the Total Project Cost as Percentage of Financial Resources legally available. 0 to 15 % 0 points; 15.01 to 30% 1 point; 30.01 to 45% 2 points 45.01 to 60% 3 points; 60.01 to 75% 4 points; 75.01 to 90% 5 points 90.01 to 100% 6 points; > 100% 7 points	0 – 7	4
25. Percent of Trucks Maximum points for this item is 8. < 3% 0 points; 3 to 6% 1 point; 6.01 to 9% 2 points 9.01 to 12% 3 points; 12.01 to 15% 4 points; > 15% 5 points	0 – 5	1
For projects on a truck impact route (Michigan loads, NHS Connectors, etc.) add 3 points.	3	0
26. Projects listed in the TMACOG 2045 Plan Not listed 0 points; Reserve or System Preservation 1 point Plan Priority (2026+) 2 points; Plan Priority (by 2025) 3 points	0 – 3	3
Top Plan Priority Bonus* *Top ranked eligible project in the current long range plan. Bonus can not be used more than once every 10 years for projects with multiple construction phases.	10 bonus	0
27. Project History Project sponsor has not received TMACOG-managed funds in the last 4 years. 2 points Project sponsor has not received TMACOG-managed funds in the last 8 years. 4 points Project sponsor has not received TMACOG-managed funds in the last 9+ years. 6 points	2 – 6	0
28. Project Delay One project slipped past programmed year. -5 points Two or more projects slipped past programmed year. -10 points One or more projects cancelled. -10 points	-5 – -10	0
	TOTAL	0
MAXIMUM POINTS = 100	**GRAND TOTAL**	0

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TMACOG Complete Streets Checklist

This checklist accompanies the TMACOG Complete Streets policy. It is to be completed when applying for TMACOG-attributable federal funding through the TMACOG Transportation Improvement Program (TIP).

The purpose of this checklist is to ensure that all users have been considered in a given project. For projects using TMACOG-attributable federal funding of the Surface Transportation Program (STP), it will be necessary to meet or exceed standards and procedures acceptable to the Ohio DOT and U.S. DOT, such as the Ohio Department of Transportation's Project Development Process and Location & Design Manual. Information on various guidelines and standards is listed on the TMACOG Complete Streets website.

One of the goals of TMACOG's Complete Streets Policy is to provide flexibility for different types of streets, areas, and users. This means that a complete street in a rural area may look very different from a complete street in an urban area.

A. Existing conditions

1. Explain how the project area currently accommodates pedestrians (including ADA compliance), bicyclists, and transit users.

The current Anthony Wayne Trail (US24) does not accommodate bicycles or pedestrians from Ford Street to Detroit Avenue other than intersecting cross streets where non-motorized users cross mainline US24 at signalized locations. There is a portion of the corridor (Monclova to Ford) with a fixed transit route.

2. Explain how the proposed project will accommodate them once completed.

The proposed project will resurface the section of the Anthony Wayne Trail (US24), it will reduce the speed limit in an ODOT Pilot Project to reduce speed limits on a controlled access facility, and the project will construct a Multi-Use Path (MUP) adjacent to the roadway from Ford Street to Detroit Avenue that will allow for both pedestrians and bicyclists to utilize the facility. This funding application is only applying for the construction funds totaling $495,000 for the portion of the MUP from Ford St. to Conant St.

3. Please describe the existing character of the project area, including land use, adjacent land use, estimated pedestrian and bicycle traffic, any unofficial walking paths, density of development, street furniture/lighting, landscaping, street trees, perceived safety issues, transit routes and stops.

The US24 (Anthony Wayne Trail) is a gateway into the heart of the city of Maumee and is a controlled access facility without pedestrian and bicycle access along the corridor. The land uses are a mix of residential, commercial, medical offices/hospital, downtown business district, schools, and parks. There is no landscaping and most of corridor has a grassy median with some sections of raised concrete medians at intersections.

B. Safety

1. Briefly explain how the project will improve safety. TMACOG strongly encourages sponsors of intersection safety projects to conduct a crash study and provide results. Your crash information also needs to include the number of pedestrian and bicycle crashes by severity, as well as if the project area includes any locations (corridors or intersections) that are on TMACOG's and/or ODOT's high-crash lists.

The safety improvements of the project include signal improvements; multi-use path construction; sidewalk & ADA spot improvements; speed limit reductions; geometric improvements at intersections; access improvements; turn lane improvements; and drainage improvements. The crash data reveals 408 crashes in the period from 2018-2020 with two pedestrian crashes and one bicycle crash, which have percentages above statewide averages.

C. Connectivity

1. Project limits should be selected so that they can accommodate existing and future connections. In this regard, were logical termini chosen to include connections through "pinch points" such as overpasses, railroad crossings, and bridges? If the project touches another jurisdiction, was a systems approach taken? Were cross-jurisdictional connections considered? Please explain:

The project has the logical termini of Monclova Road on the southwest and Detroit Avenue on the northeast on this 3.4 mile section of roadway. The northeastern end of the corridor does touch the City of Toledo and coordination was developed in plan development and the proposed multi-use path project was coordinated to connect to the on-street bike lanes in the City of Toledo that end at Detroit Avenue & Anthony Wayne Trail, so to provide a connected system for bikes once this project is completed.

2. Does the project area include recommendations that are contained in any of the following plans or policies? Please check all that apply.

- ☒ TMACOG Long Range Transportation Plan
- ☐ Safe Routes to School travel plans
- ☐ TMACOG Sidewalk Policy
- ☐ ADA Transition plans
- ☒ Bikeway plans
- ☐ Freight plans
- ☐ Short-range and/or long-range transit plans
- ☐ ODOT plans
- ☐ Any neighborhood or mobility plans
- ☐ Any other plans, e.g., comprehensive plans. If yes, how does your project fulfill any of these plans? Please specify the plan name(s).

The project is in the 2045 Long Range Plan as Map ID#: C-56; is in the Regional Bicycle Network Plan as a proposed side path project; and has an ODOT project number of PID-106389.

D. Complete Streets Attributes

1. Please cite the specific design guidance or resources which relate to Complete Streets used in developing the scope of the project. Examples may include appropriate sections of the *American Association of State Highway and Transportation Officials (AASHTO) Green Book*, the *Manual of Uniform Traffic Control Devices (MUTCD)*, etc.

The current design meets the design criteria for traffic lane width, clear zone and multi use path vertical and horizontal alignments of AASHTO. Proposed pavement markings and signage has been updated to meet the current MUTCD standards for the US24 roadway, intersections and multi-use path.

2. Transit accommodations to the extent needed should be handled in consultation with the local transit authority. Have you consulted your local transit agency to ensure that transit vehicles will be accommodated and access to transit facilities provided? Please explain:

The project is primarily a resurfacing project being constructed within the public right-of-way and will not alter transit facilities. The proposed multi-use path that will be constructed along the US24 corridor will improve walking and biking access to any transit stops along or adjacent to the corridor.

3. Has a speed study been conducted for the street/corridor? Please consider project conditions and context to determine if a speed study is necessary.

- ☒ Yes
- ☐ No

4. Has a parking study been conducted for both on-street and off-street parking? Please consider project conditions and context to determine if a parking study is necessary.

- ☐ Yes
- ☒ No

5. How will the project consider future utility/telecommunications needs?

The future utility and communications needs will be met by upgrading current utilities within the project area. These utilities will be adjusted and relocated to meet the future needs of the roadway.

TMACOG Complete Streets Checklist

6. Which, if any, of the following items will be incorporated in the project? Please check all that will apply.

Pedestrian

- ☐ Pedestrian Facilities- Both Sides of Street
- ☑ Pedestrian Facilities- One Side of Street
- ☑ Sidewalk with ADA-Compliant Curb Ramps
- ☑ Signalized Crosswalk
- ☑ Marked Crosswalk with Signage, Including Mid-Block Crossing
- ☑ Pedestrian Detectors
- ☑ Audible Signals
- ☐ Shoulder (in Rural Areas)

Bicycle

- ☑ Bicycle Facilities
- ☑ Bike Lanes
- ☐ Shared-Lane Markings / Sharrows
- ☐ Shared Bike-Bus Lane
- ☐ Bicycle Signage (e.g., Bikes May Use Full Lane)
- ☐ Secure Bicycle Parking
- ☐ Bicycle Detectors
- ☑ Multiuse Path

Stormwater Management

- ☑ Bioswales
- ☐ Stormwater Planters
- ☐ Pervious / Permeable Pavement Options

Transit

- ☐ Transit Facilities
- ☐ Priority Bus Lane
- ☐ Bus Stop, including Paved Passenger Waiting Area
- ☐ Bus Passenger Shelter
- ☐ Bus Pads
- ☐ Light Rail or Street Car

Traffic Calming

- ☑ Traffic Calming Elements
- ☑ Landscaping, including Street Trees
- ☑ Narrower Traffic Lanes
- ☐ On-Street Car Parking
- ☐ Other Physical Changes (e.g., Chicanes, Curb Extensions, Medians, Islands)

Other

- ☑ Lighting
- ☐ 911 Call Boxes
- ☐ Freight Accomodations
- ☐ Emergency Vehicle Accomodations
- ☐ Other(s) (please explain)

E. Exceptions

7. If no pedestrian, bicycle, or transit facilities are being provided, please explain why (see **Exceptions**). Include a statement as to how the needs of all users are being addressed within the same corridor as the project.

F. Other

8. Is there additional information to provide about the project that is unique or wasn't captured previously with regard to the Complete Streets Policy?

Discussed in previous question answers.

See TMACOG website for resources and policy guidance regarding complete streets. Attach additional sheets as necessary.

TMACOG Complete Streets Checklist

Exceptions
If the project sponsor determines that additional complete streets treatments are not warranted, they may request an exception for one or more of the following reasons:

A. Where bicyclists and pedestrians are prohibited by law from using the roadway. Bicycles and pedestrians are legally permitted to travel on or along all streets and roads in Ohio with the exception of limited access freeways and highways.

B. Where the street or road is already adequately designed to accommodate all users, and thus is complete without further enhancements. To qualify for this exception, the project sponsor must document how this street or road currently addresses the needs of all users.

C. Where the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. In accordance with federal guidelines, excessively disproportionate is defined as exceeding 20 percent of the cost of the total transportation project (including right-of-way acquisition costs). This exception must consider probable use through the life of the project—usually a minimum of 20 years for roadways and 50 or more years for bridges.

D. Where the project consists of maintenance, repair, or resurfacing of an existing cross-section only. However, resurfacing projects often offer a low-cost opportunity to adjust lane width or add a bike lane simply by changing the pavement markings on a road, and therefore resurfacing projects should, at the discretion of the project sponsor, be considered an opportunity to make a street or road more complete. Projects that include adding lanes, shoulders, or involve replacement of the full pavement structure are not considered maintenance or repair and do not qualify for this exception.

E. Where the project consists primarily of the installation of traffic control or safety devices and little or no additional right-of-way is to be acquired. However whenever new traffic control detection devices are installed they must be capable of detecting bicycles. All new pedestrian crossing devices must also meet the most current accessibility standards for controls, signals, and placement.

F. Where the Average Daily Traffic count (ADT) is projected to be less than 1,000 vehicles per day over the life of the project and legal speeds are 25 mph or less. Where traffic is light, but speeds are higher, motorists must have adequate sight distance and the opportunity to change lanes to pass a bicycle or pedestrian for a road to be complete without additional design elements.

G. Where scarcity of population or other factors indicate an absence of need for current and future conditions. This exception must take the long view and consider probable use through the life of the project—usually a minimum of 20 years for roadways and 50 or more years for bridges.

H. Where roadway standards or bicycle and pedestrian standards cannot be met. There are times bicycle and pedestrian facility standards cannot be met due to roadway topographic constraints or if a project sponsor can demonstrate that it is impractical to make the street safe for shared use. For example, roads with a combination of extremely high traffic volume (18,000+ vehicles a day), constrained and fixed right-of-way, and posted speeds of 45 mph or more may need special consideration.

Attachments Summary Table for TMACOG's STBGP Funding Application
City of Maumee | US24 Intersection & Corridor Safety Improvements (PID-106389)

SUPPLEMENTAL QUESTION (Q) DESCRIPTIONS
Application Q3: Maumee Complete Streets Attachment for City of Maumee
Application Q4: The proposed project will improve air emissions as it will result in a multi-use path along the entire US24 (Anthony Wayne Trail) corridor from Monclova Road to Detroit Avenue to encourage bike and pedestrian travel. The project will also upgrade antiquated signals and improve signal timing/phasing to reduce congestion.
Application Q5: The project uses stringent erosion control measures including the use of vegetated biofilters in many of the ditches located throughout the project to improve water quality of the area.
Application Q7: The project includes over $200,000 in various plantings of 15 separate species of deciduous and coniferous trees per the Landscaping Plan to enhance the aesthetics of the US24 (Anthony Wayne Trail) corridor.
Application Q8: The project will construct a multi-use path for the US24 corridor to provide safe travel and access along this controlled access facility. There is an existing portion of a multi-use path that exists from Monclova Road to Ford Street along US24 (Anthony Wayne Trail), and the proposed project will now construct a multi-use path from Ford Street to Detroit Avenue (in City of Toledo) to match up with the on-street bike lanes on Detroit Avenue that currently end at the Ohio Turnpike overpass at the Anthony Wayne Trail. An exhibit of the multi-use path location in the plans is attached, as well as an exhibit of the TMACOG Regional Bicycle Plan that shows portions in the Plan.
Application Q9: The project does include all reasonable pedestrian improvements since it is constructing a new multi-use path along the US24 (Anthony Wayne Trail) that will provide a facility for pedestrians when completed that will stretch the entire length of the corridor (3.4 miles) from Monclova Road to Detroit Avenue at the Ohio Turnpike overpass, and currently no pedestrian facilities exist on this entire length. There are also several locations where cross streets that intersect the Anthony Wayne Trail will have curb ramps and sidewalks upgraded to ADA standards and countdown pedestrian signals and audible signals will be added where signals are being upgraded. Several crosswalks will also be improved to reduce crossing lengths by revising landing areas and changing roadway widths. Finally, the section of US24 (Anthony Wayne Trail) from Conant Street to Key Street will have the speed limit reduced to 35 MPH from its current 50 MPH as part of an ODOT Pilot Project to reduce speed on a Controlled Access Highway to improve safety for pedestrian and bicycle users of the corridor, which will allow now for the multi-use path to be constructed on this section of roadway that wasn't originally part of the project (thus the need for this funding application).
Application Q11: Parts of the project does contain designated TARTA line service public transit routes. A Map of the designated TARTA line services is attached.
Application Q12: Yes, the project will be constructed in 2022 and has the PID-106389 designation for this project. Given this project is being constructed in 2022, the City of Maumee is interested in being considered for the STBGP funds designated for the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA) as this project is already in Stage 3 design, has its environmental clearance, and will start construction in 2022. The project is requesting $495,000 for the multi-use path portion of the roadway project that was added after initial funding awards were provided for the project.
Application Q13: Yes, this project is the #1 Priority Project for this round of applications.
Application Q14: Final Right-of-Way Plans were approved on 5-25-2021 and Right-of-Way is scheduled to be cleared on 1-14-2022 with District R/W Certification. The Environmental Document was approved on 4-17-2021.
Application Q16: Funding self-help items City uses includes Permissive License Fees, and the City has a 1.5% income tax of which ½% of that is reserved for capital improvement projects.
Application Q17: Yes, the City of Maumee has TARTS public transportation service (see previous Q11 attachment).
Application Q23: The 3-year average accident rate calculation is attached. The safety improvements of the project include signal improvements; multi-use path construction; sidewalk & ADA spot improvements; speed limit reductions; geometric improvements at intersections; access improvements; turn lane improvements; and drainage improvements.
Application Q24: The ADT average of the corridor is attached.
Application Q25: The percent trucks average ADT is attached.
Application Q26: The project is a Plan Priority that is being constructed in 2022 and is listed as TMACOG Map ID of "C-56" and ODOT's PID-106389.
LISTING OF ATTACHMENTS
Attachment 01 – Location Map
Attachment 02 – Multi-Use Path Limits

Attachment 03 – Cost Estimate for Stage 2 of PID-106389
Attachment 04 – Maumee Complete Streets Design Standard Statement
Attachment 05 – TMACOG Regional Bike Facilities Mapping
Attachment 06 – TMACOG Non-Motorized Projects 2045 Plan
Attachment 07 – TARTA Transit Routes in Maumee
Attachment 08 – Committed Project of 2045 Plan
Attachment 09 – AADTs, Truck Percentages, and Crash Rate Calculations
Attachment 10 – Maumee Ordinance No. 002-2021 Speed Reduction on Anthony Wayne Trail (US24)
Attachment 11 – Highway Freight Network Map
Attachment 12 – Average Daily Truck Volumes Map

LOCATION MAP | City of Maumee
US24 Intersection and Corridor Safety Improvements (PID-106389)

PROJECT DESCRIPTION: The City of Maumee previously received funding awards from ODOT's Safety Program and Urban Paving Program, as well as the CMAQ program (administered locally by TMACOG) to enhance the operations and safety of the US24 (Anthony Wayne Trail) from Monclova Road to Detroit Avenue (3.4 miles) for both motorized and non-motorized users. The project upgrades traffic signals that are antiquated; improves turn lanes along the corridor; enhances sidewalks and ADA curb ramps where needed; reduces crosswalk lengths; provides a multi-use path along this controlled access facility; improves intersection safety; and resurfaces the entire corridor. The original project will result in a multi-use path from Monclova Road to Detroit Avenue, except for a nearly 0.6 mile section from Ford Street to Conant Street because the multi-use path would have been too close to the high speed controlled access US24 highway that has a posted speed of 50 MPH on this section. The City of Maumee conducted a speed study and was successful in having ODOT approve a speed reduction to 35 MPH on US24 from Ford Street to Key Street as part of a Pilot Project that ODOT has agreed to do that will reduce the speed on this controlled access highway to enhance safety for both vehicles and non-motorized users of the corridor. This speed reduction will now allow for enhanced safety to provide a multi-use path along the southeast side of the corridor from Ford Street to Conant Street. This section of the multi-use path was not originally included in the project limits, so the City of Maumee is requesting the $495,000 construction cost estimate from the STBGP (HIP-CRRSAA) funds as the project will be constructed in 2022. The project is currently in Stage 3 design and environmental clearance has already been obtained for the project.

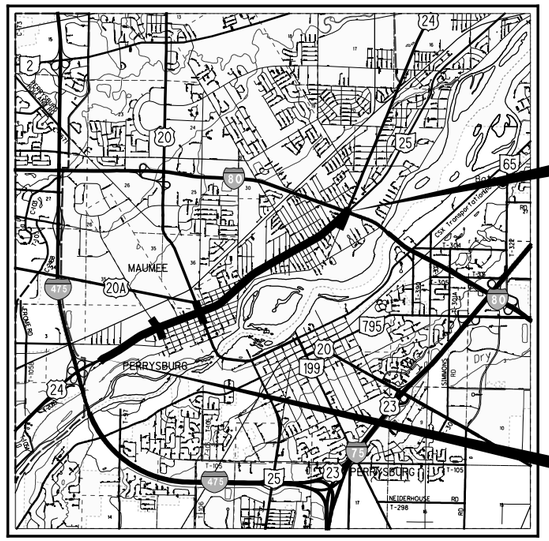
STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

LUC-24-15.61

CITY OF MAUMEE
LUCAS COUNTY

MULTI-USE PATH LIMITS EXHIBIT



LOCATION MAP

LATITUDE: 41°34'10" LONGITUDE: 83°38'46"

SCALE IN MILES
0 1 2 3 4

N

PORTION TO BE IMPROVED
INTERSTATE HIGHWAY
FEDERAL ROUTES
STATE ROUTES
COUNTY & TOWNSHIP ROADS
OTHER ROADS

DESIGN DESIGNATION

CURRENT ADT (2022)	26,000
DESIGN YEAR ADT (2042)	30,500
DESIGN HOURLY VOLUME (2042)	3,000
DIRECTIONAL DISTRIBUTION	59%
TRUCKS (24 HOUR B&C)	4%
DESIGN SPEED	55 MPH/40 MPH (40 MPH BETWEEN FORD ST. AND KEY ST.)
LEGAL SPEED	50 MPH/35 MPH (35 MPH BETWEEN FORD ST. AND KEY ST.)
DESIGN FUNCTIONAL CLASSIFICATION:	03 PRINCIPAL ARTERIAL (URBAN)
NHS PROJECT	YES

DESIGN EXCEPTIONS

DESIGN FEATURE	APPROVAL DATES	SHEET NUMBER
XXX	XXX	XXX

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non-members must be called directly)

PLAN PREPARED BY:
Mannik Smith GROUP
1800 INDIAN WOOD CIRCLE
MAUMEE, OHIO 43537

ENGINEERS SEAL:

SIGNED:
DATE:

INDEX OF SHEETS:

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PROJECT DESCRIPTION

RESURFACING, PAVEMENT WIDENING, NECESSARY MAINTENANCE OF TRAFFIC, ADDITION OF A SHARED-USE PATH AND TRAFFIC SIGNAL UPGRADES OF APPROXIMATELY 3.58 MILES OF U.S. 24 FROM MONCLOVA ROAD TO DETROIT AVENUE IN THE CITY OF MAUMEE.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	13.60 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.25 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	13.85 ACRES

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2019 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

OVERALL PROJECT IS CURRENTLY IN STAGE 3 PLAN DEVELOPMENT AT TIME OF THIS APPLICATION

STANDARD CONSTRUCTION DRAWINGS												SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
BP-2.2	01/15/21	DM-1.1	07/17/20	TC-81.22	07/21/20	HL-10.11	01/15/21					800	04/16/21	
BP-3.1	01//17/20	DM-1.2	01/18/13	TC-83.20	07/21/17	HL-10.12	01/20/17					832	10/19/18	
BP-4.1	07/19/13	DM-4.3	01/15/16	TC-85.10	04/17/20	HL-10.13	04/17/20							
BP-5.1	01/18/19	DM-4.4	01/15/16	TC-85.20	07/20/18	HL-20.11	01/15/21							
BP-7.1	07/17/20					HL-30.11	01/15/21							
RM-1.1	01/15/20	TC-16.22	07/17/20	MT-95.30	07/19/19	HL-30.21	04/17/20							
RM-3.1	07/20/18	TC-21.21	05/15/21	MT-95.31	07/19/19	HL-30.22	01/15/21							
		TC-41.10	07/19/13	MT-97.11	01/20/17	HL-40.20	07/17/20							
CB-1.1	07/19/19	TC-41.20	10/18/13	MT-99.20	04/19/19	HL-60.11	07/21/17							
CB-2.1	01/15/21	TC-41.30	10/18/13	MT-101.60	01/17/20	HL-60.12	01/15/21							
CB-2.2	01/15/21	TC-42.20	10/18/13	MT-101.90	07/17/20	HL-60.31	01/17/20							
CB-4.1	01/18/13	TC-65.10	01/17/14	MT-102.20	04/19/19									
MH-1.2	01/15/16	TC-65.11	07/21/17	MT-105.10	01/17/20									
		TC-71.10	01/19/18	MT-110.10	07/19/13									

APPROVED _____
DATE _____ CITY ADMINISTRATOR, CITY OF MAUMEE

APPROVED _____
DATE _____ MAYOR, CITY OF MAUMEE

APPROVED _____
DATE _____ DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E171 (440)
PID NO. 106389
CONSTRUCTION PROJECT NO. LUC-24-15.61
RAILROAD INVOLVEMENT NONE
1 / 341

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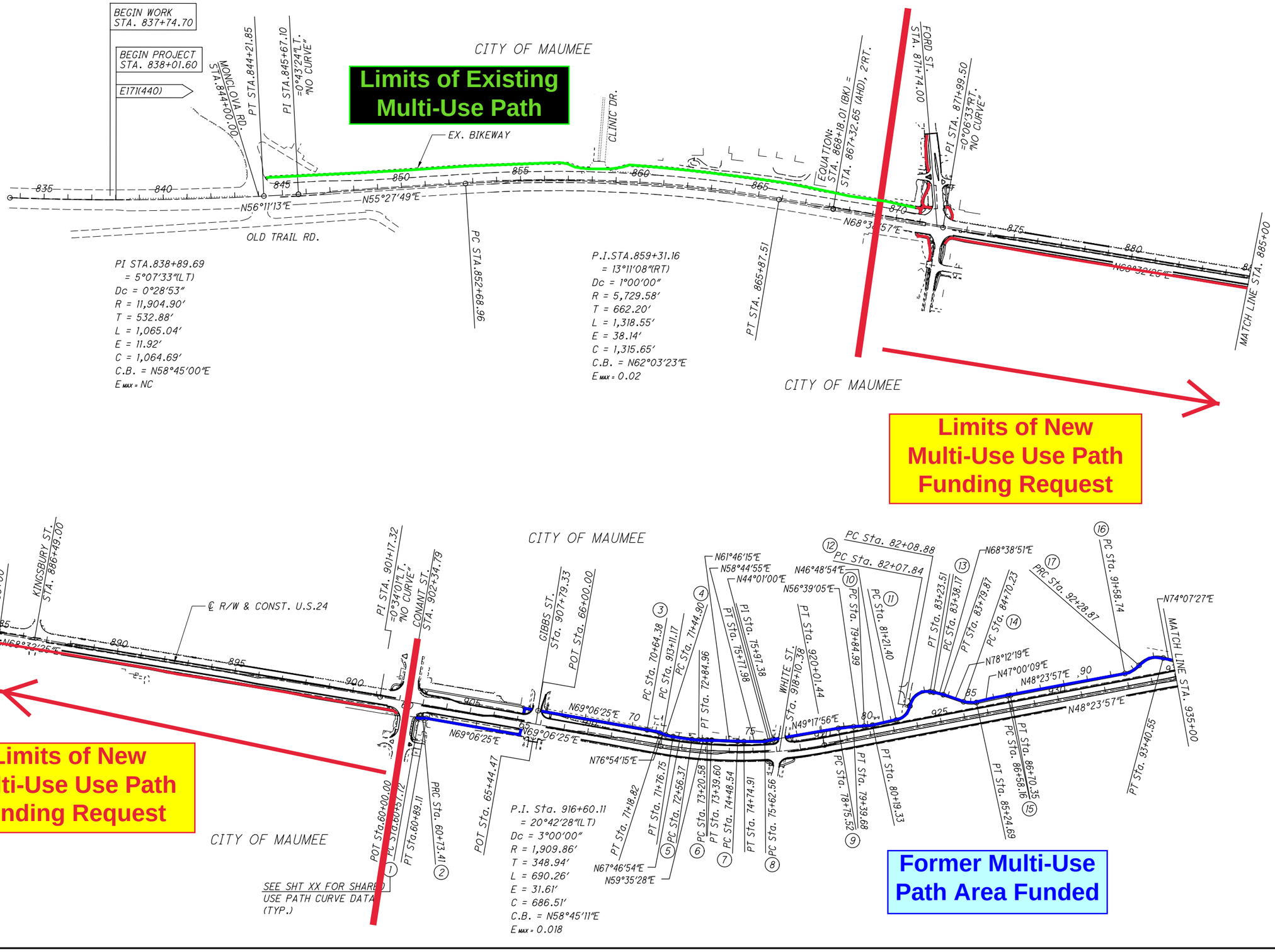


HORIZONTAL SCALE IN FEET
0 100 200 400

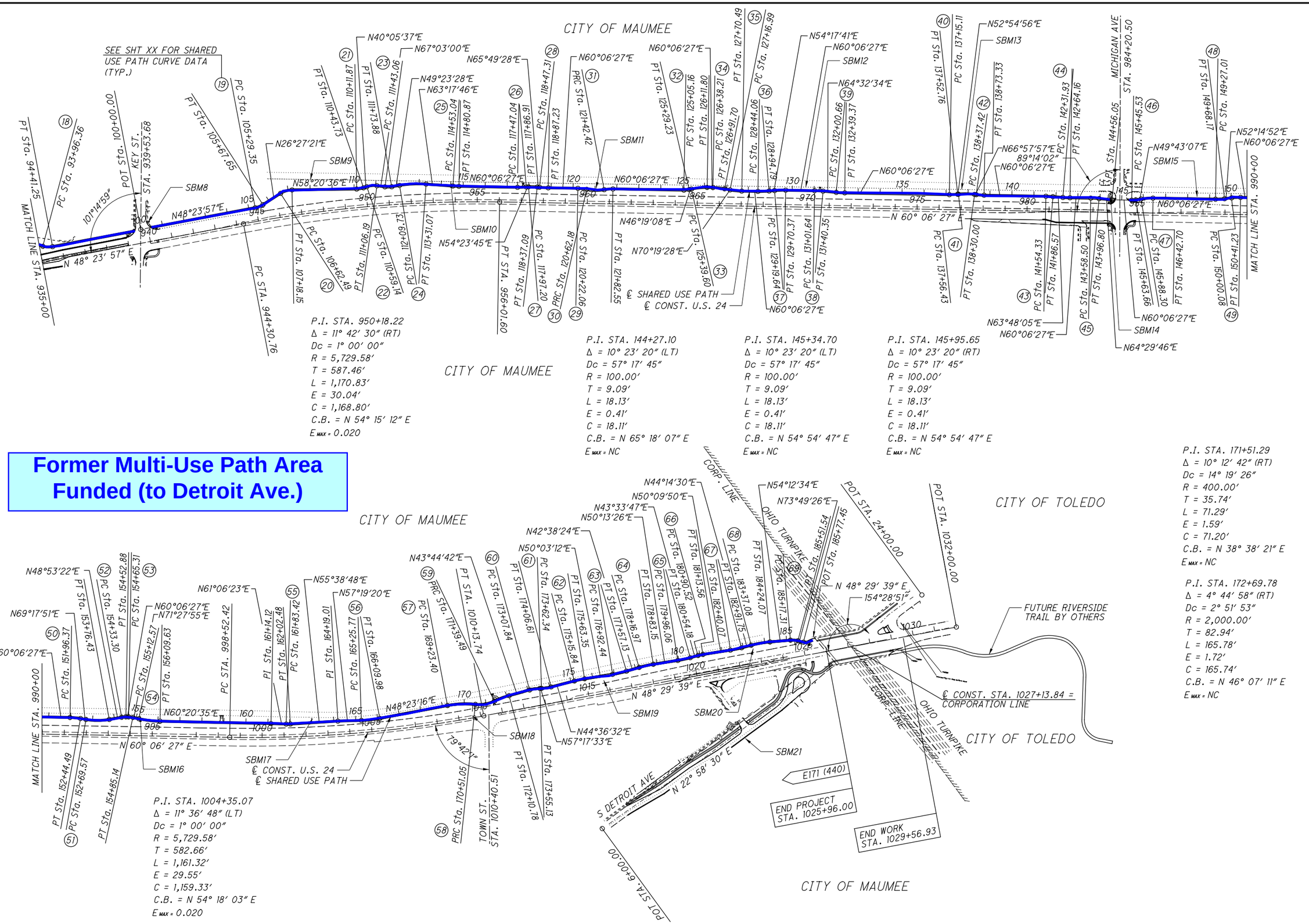
CALCULATED XXX
CHECKED XXX

SCHEMATIC PLAN
BEGIN SHEET TO STA. 935+00

LUC-24-15.61

2
341

W:\Projects\Projects K-O\MAUM0014\06389\Design\Roadway\Sheets\06389_GB001.dgn Sheet 5/26/2021 1:28:15 PM CBeaulieu



Former Multi-Use Path Area Funded (to Detroit Ave.)

SCHEMATIC PLAN
STA. 935+00 TO END SHEET

HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED XXX
CHECKED XXX

LUC-24-15.61

3
341

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LUC-24-15.61
PID: 106389

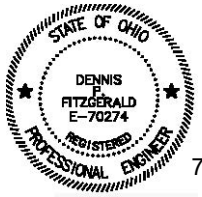
PROJECT STAGE 2 MOD1 ESTIMATED COST

Major Cost Drivers

* Extended Costs rounded

Description		Est. Quantity	Unit	Unit Cost	Extended Cost *	Group Total
Roadway						*$283,000*
	Excavation	4498	CY	$15	$67,000	
	Embankment	8115	CY	$17	$138,000	
	Walk	4117	SF	$5	$21,000	
	Curb Ramps	3239	SF	$10	$32,000	
	Clearing & Grubbing	*LUMP*		$25,000	$25,000	
Erosion Control			*LSUM*			*$175,000*
	Seeding & Mulching	*LUMP*		$30,000	$30,000	
	SWPPP	*LUMP*		$15,000	$15,000	
	Erosion Control	*LUMP*		$105,000	$105,000	
	BMP	*LUMP*		$25,000	$25,000	
Drainage						*$854,000*
	Underdrains	18400	Ft	$12	$221,000	
	Catch Basins	100	EACH	$1,200	$120,000	
	Manholes	15	EACH	$3,000	$45,000	
	Storm	7100	LF	$60	$426,000	
	Manhole Removed	20	EACH	$600	$12,000	
	Catch Basin Removed	60	EACH	$500	$30,000	
Pavement						*$3,097,000*
	Pavement Removal	19672	SY	$6	$118,000	
	Shared Use Path - Conc	55544	SF	$12	$172,000	
	Shared Use Path - Ford St to Conant St.	STBGP Funding Request			$495,000	
	Shared Use Path - AC	42400	SF	$5	$212,000	
	Resurfacing	52000	SY	$16	$832,000	
	Full Depth Pavement	9344	SY	$55	$514,000	
	Concrete Pavement	533	SY	$200	$107,000	
	Driveway Pavement	424	SY	$12	$5,000	
	Curb Type 6	12760	LF	$34	$434,000	
	Curb & Gutter Type 2	7812	LF	$22	$172,000	
	Raised Concrete Median	1800	SY	$20	$36,000	
Traffic Signals		*LUMP*		*$1,400,000*		*$1,400,000*
Lighting				*$900,000*		*$900,000*
Water Works		*300*	*LF*	*$300*		*$90,000*
						$0
Traffic Control (Pavement Marking & Signing)		*LUMP*		*$340,000*		*$340,000*
Landscaping		*LUMP*		*$624,500*		*$624,500*
Incidentals		*LUMP*		*$170,000*		*$170,000*
MOT		*LUMP*		$200,000		*$200,000*
Subtotal Major Items						**$8,133,500**
Miscellaneous Costs						
Minor Items - Use 20% of major items						*$1,627,000*
Subtotal Miscellaneous Costs						**$1,627,000**
Total Construction Cost Before Contingency & Inflationary Factor						**$9,760,500**
PDP Design Risk Contingency				25%		*$2,440,000*
Inflation per ODOT Business Plan Inflation Calculator				5.0%		*$488,000*
Total Stage 2 Construction Cost Estimate						**$12,688,500**

The project was designed for a 20 year future design. the roadway geometrics, traffic signals and pedestrian walkways were designed to meet the future needs of this cooridor.



7/28/21

Dennis Fitzgerald

CHAPTER 1136
Design Standards

1136.01 Purpose and design standards.
1136.02 Applicability.
1136.03 Procedures/related approvals for non-CM Zoning Districts.
1136.04 Procedures/related approvals for CM Zoning Districts.
1136.05 Exterior Wall standards.
1136.06 Roof Design Standards for all Structures
1136.07 Fenestration requirements for all new buildings, and where practical in rehabbed building, in the R-4, C-1, C-2, C-3, and C-4 districts.
1136.08 Parking lots and Site Standards.
1136.09 Pedestrian circulation.
1136.10 Landscaping and screening.
1136.11 Building design accent standards.
1136.12 Building design standards for one-family and two-family dwelling units.
1136.13 Lighting standards.
1136.14 Conflict.

1136.01 PURPOSE OF DESIGN STANDARDS.

(a) These standards are intended to promote the design of an urban environment that is built to human scale, encourage attractive street fronts, and accommodate pedestrians in a safe manner as recognized in a "Complete Streets and Walkable Communities" platform while also accommodating vehicular movement. It is desirable that there be a base level of quality architecture of scale, color and materials that will allow a project to blend into its setting and build upon the existing aesthetic identity of an area. Building shapes can be articulated to provide a sense of human scale at the ground level that is inviting to the public through the application of horizontal and vertical patterns expressed by architectural features such as cornices, columns, windows, doors or variations in massing.

(b) The intent of building design standards is to ensure a base level of quality architecture that is responsive to its context and contributes to the established architectural character of an area rather than a design solution that is based on a standardized formula or market prototype superimposed on the selected site. Not all structures in the surrounding area contribute equally to the area character and each example shall be weighed against the balance of all other projects. In areas with little, no or poor immediate context, or under redevelopment, proposals should add to area character without rigid uniformity of design.

TMACOG Regional Bicycle Network

Toledo Metropolitan Area
Council of Governments
300 Martin Luther King Drive
Toledo, Ohio 43604
Phone (419) 241-9155
www.tmacog.org

Statistics

Path	101 Miles
Sidepath	36 Miles
Bike Lane	18 Miles
Shared Lanes	8 Miles
Signed Routes	63 Miles
Committed Future Bikeway	28 Miles

Proposed Multi-Use Path Locations

See Inset

CENTRAL TOLEDO

Legend

- Path
- Sidepath
- Bike Lane
- Shared Lanes with Pavement Markings
- Signed Route
- Committed Future Bike Facility
- Parks and Preserves
- Municipality Boundary

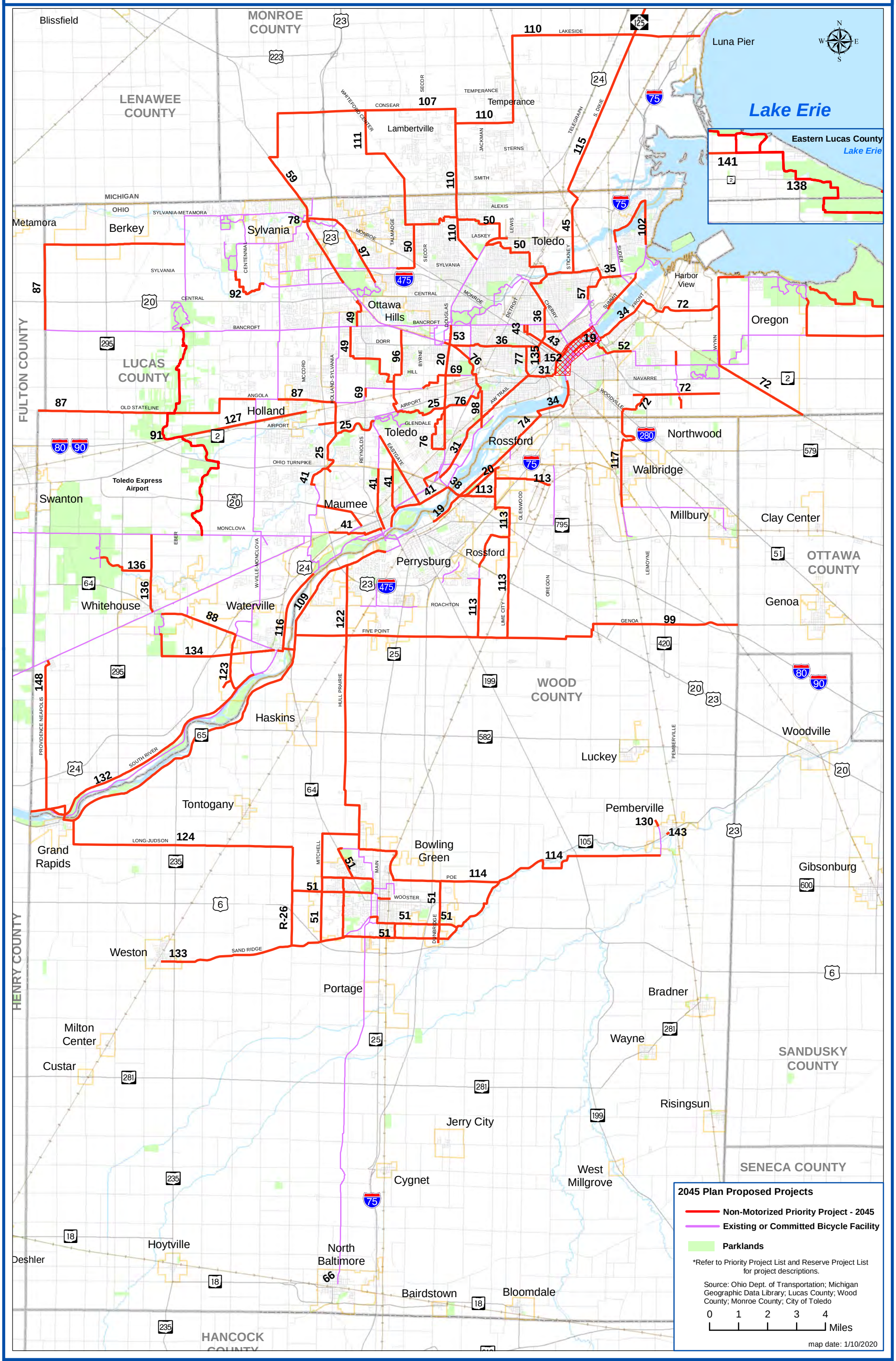
Path: A paved or unpaved facility that is not in the public road right-of-way, but which has its own right-of-way.
Sidepath: A paved or unpaved facility that may or may not be in the public right-of-way and is adjacent and parallel to a roadway.
Bike Lane: A roadway with pavement markings and signage to designate an exclusive facility for bicyclists.
Shared Lanes - Pavement Markings: A roadway with pavement markings such as sharrows.
Signed Route: A roadway designated as a preferred route for bicycles.
Committed Future Bikeway: A future bikeway, either path, lane, trail, route, etc., that is committed with a sponsor and/or funds.

0 2.5 5 10 Miles

Date: January 2, 2020

2045 On the Move Update 2020
Proposed Non-Motorized Projects

Toledo Metropolitan Area Council of Governments
300 Martin Luther King, Jr. Drive
Suite 300, Toledo, Ohio 43604
419-241-9155 www.tmacog.org



COVID-19 Protocol

- No fares required until further notice.
- All riders must wear a facial covering over their mouth and nose through September 13, 2021 per the Transportation Security Administration (TSA).
- TARTA will provide complimentary facial coverings for riders who may need them.
- Inside the bus, riders should adhere to social distancing guidelines.

Social Media

Follow Us On Social Media

ToledoAreaRTA
Tarta_Toledo
Tarta_RTA

Mobile Apps

Routes can also be accessed through mobile apps like Google Maps, Moovit, Passio Go! and Transit App.

31 Saturday Inbound (to Downtown)

via Route	10 St. Luke's	8 Meijer Maumee	7 Southwyck	6 Heatherdowns & Key	5 Glendale & Cass	4 UT Medical Center	3 Byrne & Glendale	2 Broadway & Glendale	1 TARTA Transit Hub	Continues As
Gar C	—	—	—	—	—	8:28	—	8:40	8:55	14
Gar H	**8:29**	**8:42**	**8:49**	**8:55**	**—**	**—**	**9:02**	**9:10**	**9:25**	**12**
Gar C	—	—	—	—	—	9:28	—	9:40	9:55	14
31G	**9:32**	**9:45**	**9:52**	**—**	**9:56**	**—**	**10:02**	**10:10**	**10:25**	**12**
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Shaded areas denote afternoon times

31 Saturday Outbound (from Downtown)

via Route	Continues As	1 TARTA Transit Hub	2 Broadway & Glendale	3 Byrne & Glendale	4 UT Medical Center	6 Heatherdowns & Key	5 Glendale & Cass	7 Southwyck	8 Meijer Maumee	9 Conant & Anthony Wayne Trail	10 St. Luke's	Continues As
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12	**31G**	**9:30**	**9:45**	**9:54**	**—**	**—**	**10:01**	**10:07**	**10:13**	**10:18**	**10:23**	**31H**
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12	**31H**	**10:30**	**10:45**	**10:54**	**—**	**10:59**	**—**	**11:05**	**11:11**	**11:16**	**11:21**	**31G**
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12	**31G**	**11:30**	**11:45**	**11:54**	**—**	**—**	**12:01**	**12:07**	**12:13**	**12:18**	**12:23**	**31H**
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Las áreas sombreadas indican horas de la tarde.

No Sunday/Holiday Service

No service: Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

TARTA does not pick-up and drop-off passengers in construction zones

Contact Us

Information Line
419-243-RIDE (7433)
TTY Users: 7–1–1 or 1–800–750–0750
Monday – Friday: 7 a.m. – 6 p.m.
Saturday: 8 a.m. – 5 p.m.

Call-A-Ride
Reservations: 419-243-7433
Monday – Friday: 7 a.m. – 3 p.m.
Saturday: 8 a.m. – 3 p.m.
No Sunday or Holidays

TARPS
Reservations: 419-382-9901
Monday – Sunday: 9 a.m. – 5 p.m.
Holidays: 10 a.m. – 2 p.m.
Reservations may be made up to seven days in advance
Cancellation Line: 419-382-9915 (24 hours a day)

Sign up for TARTA Text Alerts by visiting TARTA.com or text the word TARTA to 41411

All TARTA routes are available online at TARTA.com.

Toledo Area Regional Transit Authority
1127 W Central Ave
P.O. Box 792
Toledo, Ohio 43697-0792
TARTA.com
info@tarta.com

31

Bus Route Timetable and Map

31C UTMC via Broadway/Glendale
31G Maumee via Glendale/Southwyck
31H Maumee via Heatherdowns/ Southwyck

Effective June 28, 2021
A partir del 28 de junio de 2021

Maumee/Southwyck/UTMC
connecting Amazon Fulfillment Center - Southwyck, Dana HQ, Meijer - Maumee, Maumee Assembly & Stamping, South Branch Library, St. Luke's Hospital and the Toledo Zoo Broadway Entrance

TARTA
TAKING YOU PLACES

31-SU21-R3

31 Monday-Friday Inbound (to Downtown)

via Route	10 St. Luke's	8 Meijer Maumee	7 Southwyck	5 Glendale & Cass	6 Heatherdowns & Key	3 Byrne & Glendale	4 UT Medical Center	2 Broadway & Glendale	1 TARTA Transit Hub	Continues As
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Shaded areas denote afternoon times

31 Monday-Friday Outbound (from Downtown)

Continues From	via Route	1 TARTA Transit Hub	2 Broadway & Glendale	3 Byrne & Glendale	4 UT Medical Center	5 Glendale & Cass	6 Heatherdowns & Key	7 Southwyck	8 Meijer Maumee	9 Conant & Anthony Wayne Trail	10 St. Luke's	Continues As
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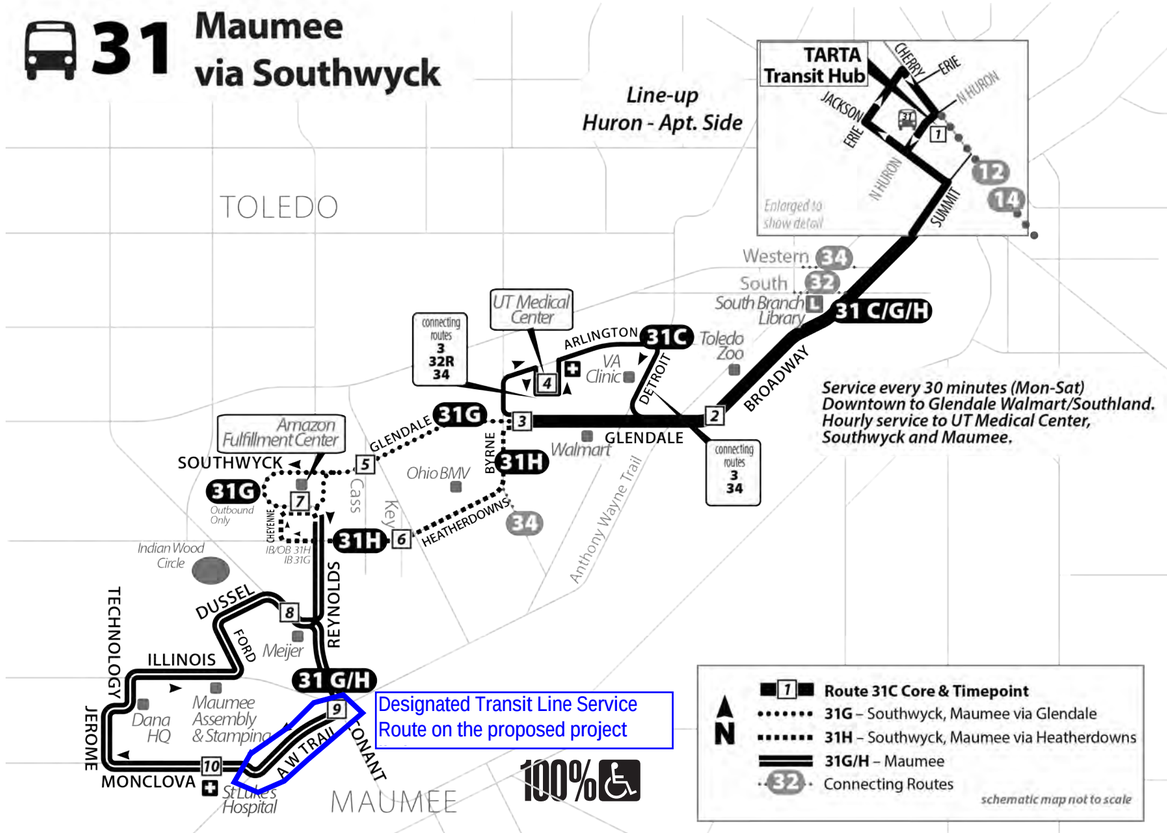
12	**31G**	**7:30**	**7:45**	**7:54**	**—**	**7:59**	**—**	**8:05**	**8:11**	**8:16**	**8:21**	**17**
14	31C	8:00	8:15	8:24	8:28	—	—	—	—	—	—	31C
12	**31H**	**8:30**	**8:45**	**8:54**	**—**	**—**	**9:01**	**9:08**	**9:14**	**9:19**	**9:24**	**Gar**
14	31C	9:00	9:15	9:24	9:28	—	—	—	—	—	—	Gar

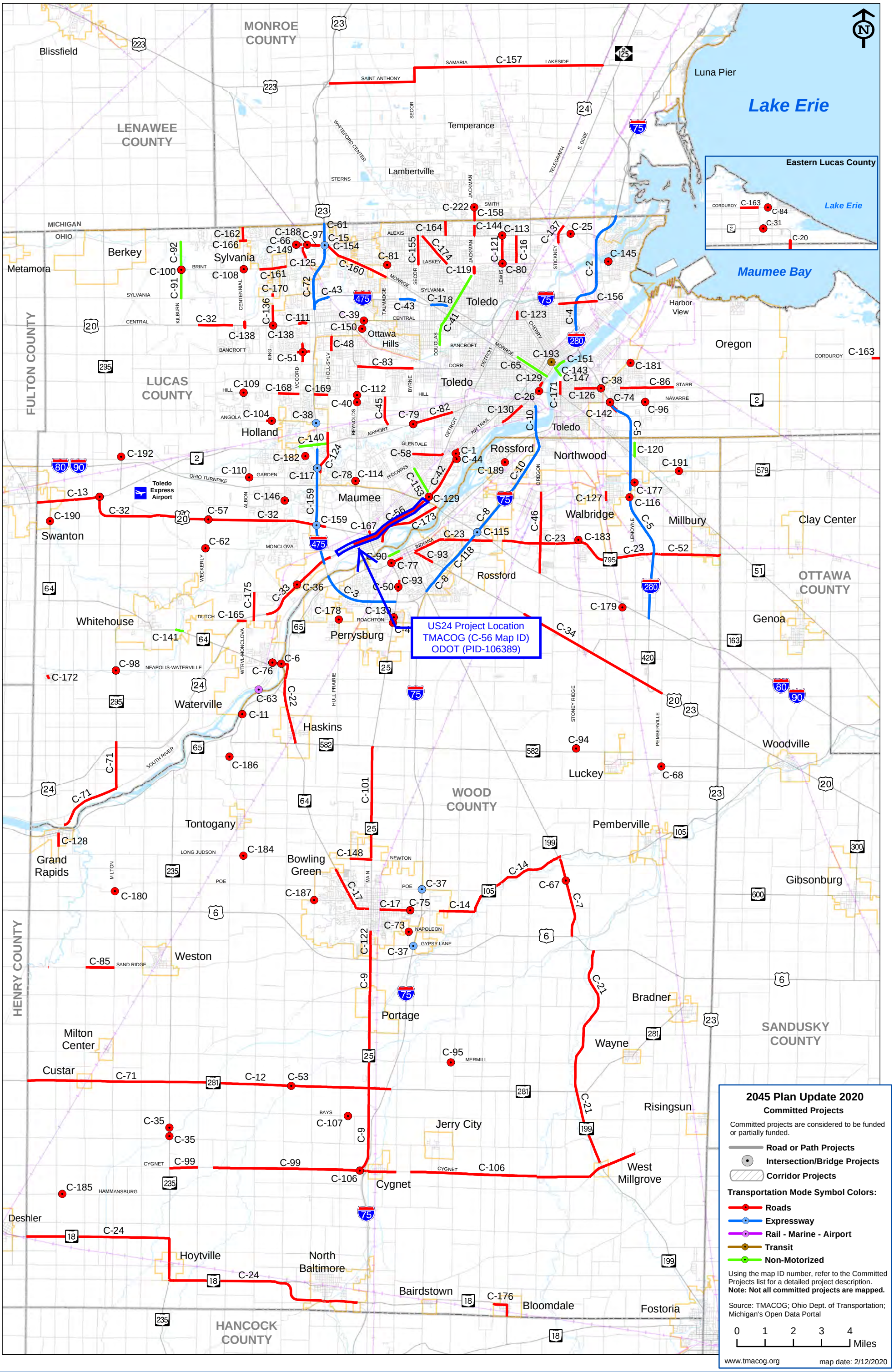
Las áreas sombreadas indican horas de la tarde.

31 Maumee via Southwyck



TMACOG 2045 Plan Update 2020 - Committed Projects

Toledo Metropolitan Area Council of Governments



Calculations of Average ADTs of Corridor and Crash Rate for the US24 Intersection and Corridor Safety Improvements (PID-106389)

Total ADTs of Corridor (TIMS data):

$$\frac{19{,}007 + 20{,}403 + 23{,}818 + 22{,}873 + 18{,}235}{5 \text{ segments}} = \text{20,867 AADT (Total Vehicles)}$$

Truck ADTs of Corridor (TIMS data):

$$\frac{2{,}422 + 721 + 968 + 890 + 744}{5 \text{ segments}} = \text{1,149 AADT (Trucks)}$$

Truck Percentage of Corridor:

1,149 Truck AADT / 20,867 Total AADT = **5.5% Trucks on US24 Corridor**

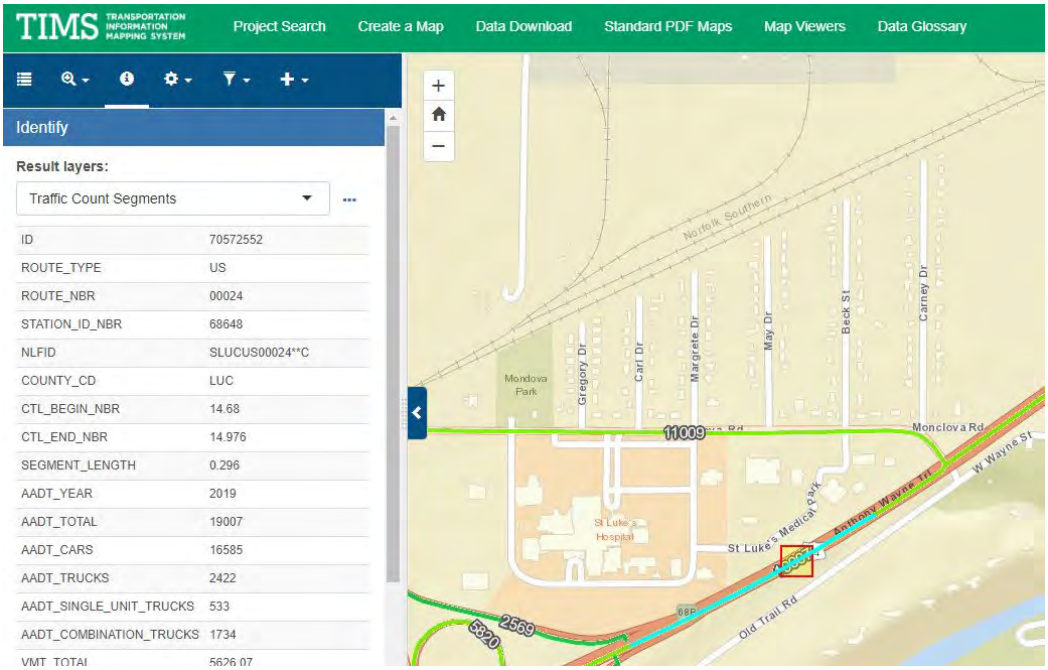
Crash Rate Calculation (Using ODOT's CAM-Tool) for 2018-2020 Crashes on US24 from Monclova Rd. to Detroit Ave. (3.4 miles):

TRAFFIC_CRASH_YI	Number	%
2018	137	33.6%
2019	156	38.2%
2020	115	28.2%
Grand Total	408	100.0%

CRASH_SEVERITY	Number	%
Injury Crash	104	25.5%
Property Damage Crash	304	74.5%
Grand Total	408	100.0%

County:	LUC
Route:	US24 (Anthony Wayne Trail)
BLog:	0.00
ELog:	3.40
Crash Year Data:	2018-2020

Enter Number of Crashes on Section:	408
Enter Number of Years for Crash Data:	3
Enter Average Daily Traffic on Section (ADT):	20,867
Enter Length of Section in Miles	3.40
Number of Days in Year:	365
Crash Rate per Million Vehicle Miles Traveled (MVMT):	5.25


TIMS TRANSPORTATION INFORMATION MAPPING SYSTEM
Project Search
Create a Map
Data Download
Standard PDF Maps
Map Viewers
Data Glossary
Identify
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Traffic Count Segments
ID 70572552
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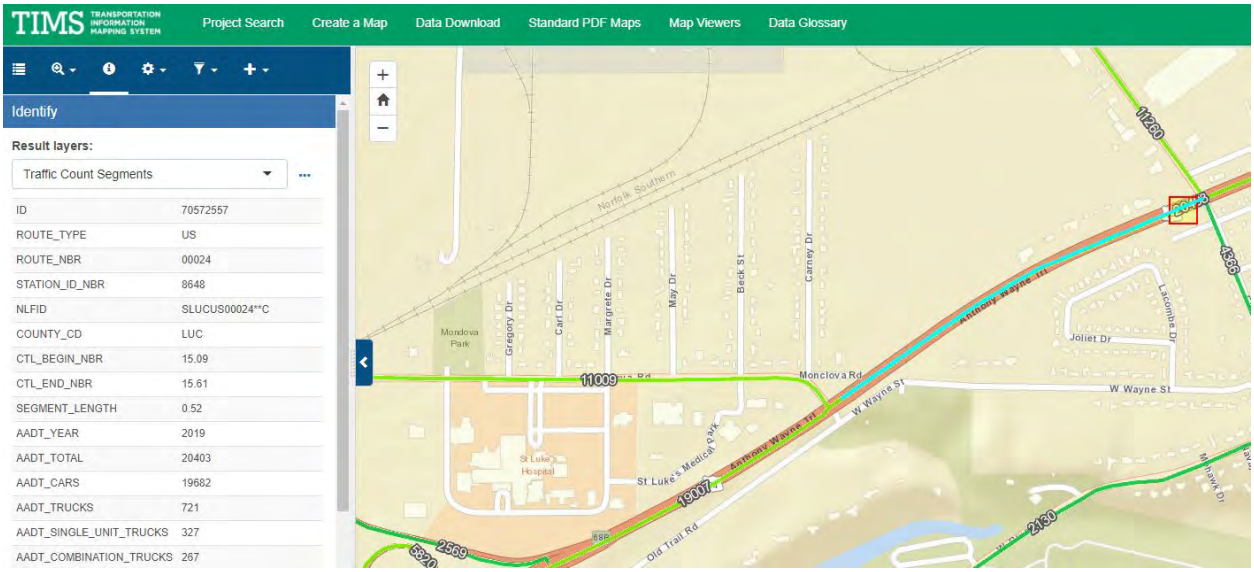
ROUTE_NBR 00024
STATION_ID_NBR 68648
NLFID SLUCUS00024**C
COUNTY_CD LUC
CTL_BEGIN_NBR 14.68
CTL_END_NBR 14.976
SEGMENT_LENGTH 0.296
AADT_YEAR 2019
AADT_TOTAL 19007
AADT_CARS 16585
AADT_TRUCKS 2422
AADT_SINGLE_UNIT_TRUCKS 533
AADT_COMBINATION_TRUCKS 1734
VMT_TOTAL 5626.07
Norfolk Southern
Mondova Park
Gregory Dr
Carl Dr
Margrete Dr
May Dr
Beck St
Carney Dr
11009
Monclova Rd
W Wayne St
St Luke's Hospital
St Luke's Medical Park
Anthony Wayne Trl
Old Trail Rd
2569
5820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STATION_ID_NBR 8648
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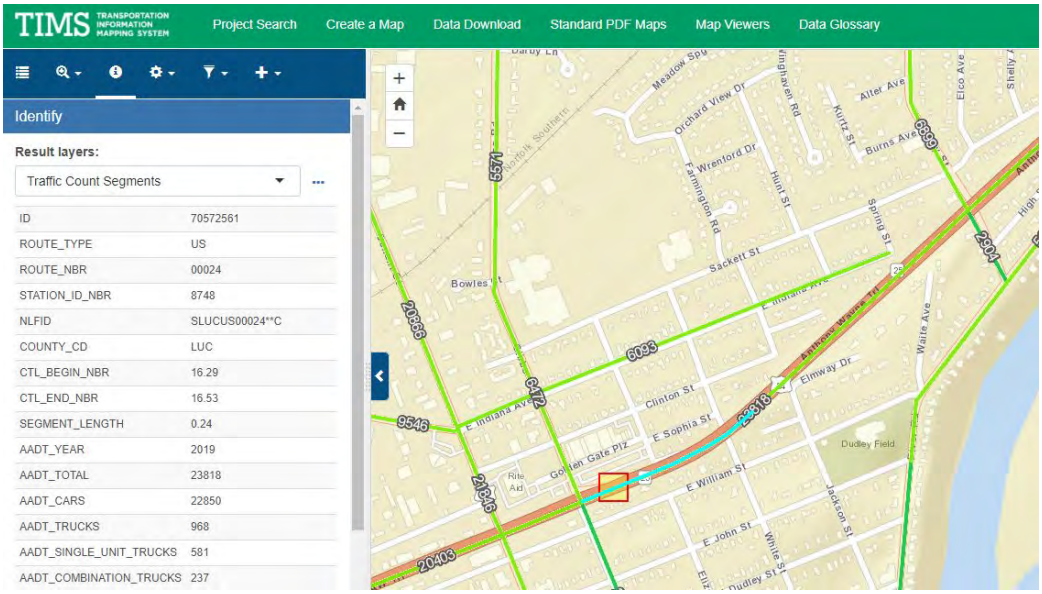
CTL_BEGIN_NBR 15.09
CTL_END_NBR 15.61
SEGMENT_LENGTH 0.52
AADT_YEAR 2019
AADT_TOTAL 20403
AADT_CARS 19682
AADT_TRUCKS 721
AADT_SINGLE_UNIT_TRUCKS 327
AADT_COMBINATION_TRUCKS 267
Norfolk Southern
Mondova Park
Gregory Dr
Carl Dr
Margrete Dr
May Dr
Beck St
Carney Dr
11260
11009
Monclova Rd
W Wayne St
Joliet Dr
Lacombe Dr
St Luke's Hospital
St Luke's Medical Park
Anthony Wayne Trl
19007
Old Trail Rd
2569
5820
2130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Standard PDF Maps
Map Viewers
Data Glossary
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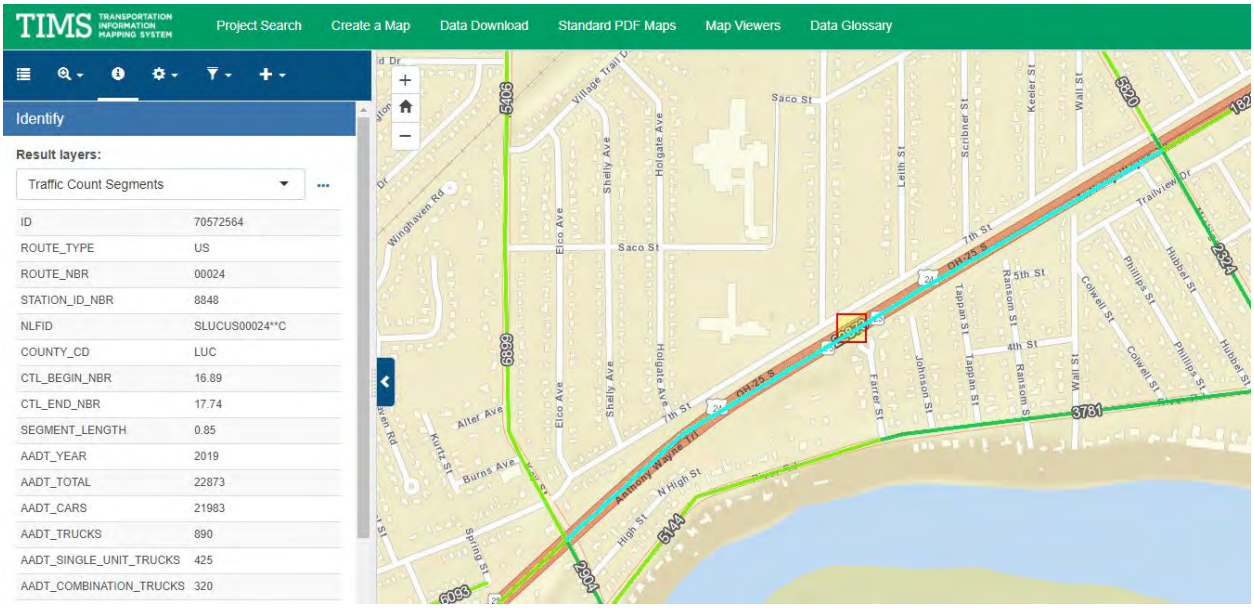
ROUTE_TYPE US
ROUTE_NBR 00024
STATION_ID_NBR 8748
NLFID SLUCUS00024**C
COUNTY_CD LUC
CTL_BEGIN_NBR 16.29
CTL_END_NBR 16.53
SEGMENT_LENGTH 0.24
AADT_YEAR 2019
AADT_TOTAL 23818
AADT_CARS 22850
AADT_TRUCKS 968
AADT_SINGLE_UNIT_TRUCKS 581
AADT_COMBINATION_TRUCKS 237
Norfolk Southern
Meadow Spg
Orchard View Dr
Wrenford Dr
Farmington Rd
Hunt St
Kurtz St
Burns Ave
Alter Ave
Elco Ave
Spring St
Sackett St
Bowles St
Anthony Wayne Trl
Elmway Dr
Waite Ave
Clinton St
E Sophia St
E William St
E John St
Golden Gate Plz
Dudley Field
Jackson St
White St
Dudley St
6093
6472
9546
20866
20403
5571
2904


TIMS TRANSPORTATION INFORMATION MAPPING SYSTEM
Project Search
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Standard PDF Maps
Map Viewers
Data Glossary
Identify
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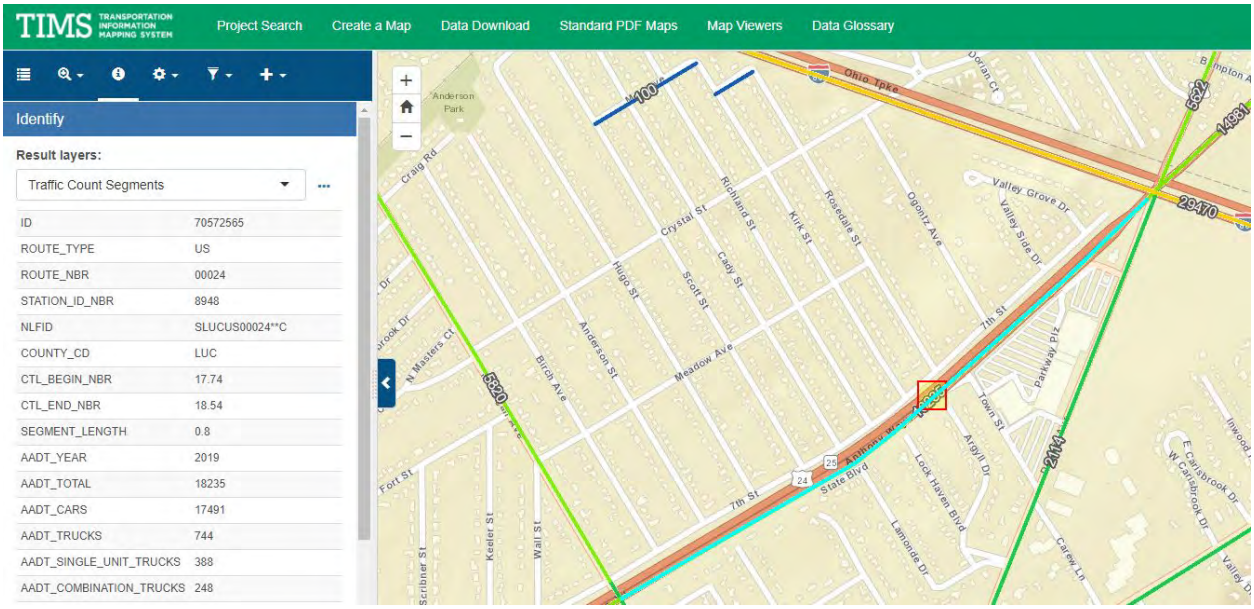
ROUTE_TYPE US
ROUTE_NBR 00024
STATION_ID_NBR 8848
NLFID SLUCUS00024**C
COUNTY_CD LUC
CTL_BEGIN_NBR 16.89
CTL_END_NBR 17.74
SEGMENT_LENGTH 0.85
AADT_YEAR 2019
AADT_TOTAL 22873
AADT_CARS 21983
AADT_TRUCKS 890
AADT_SINGLE_UNIT_TRUCKS 425
AADT_COMBINATION_TRUCKS 320
Saco St
7th St
OH-25 S
Anthony Wayne Trl
N High St
High St
Elco Ave
Shelly Ave
Holgate Ave
Leith St
Scribner St
Keeler St
Wall St
Trailview Dr
Winghaven Rd
Alter Ave
Burns Ave
Kurtz St
Spring St
Farrer St
Johnson St
Tappan St
Ransom St
Colwell St
Phillips St
Hubbel St
5406
6899
5820
3781
5144
2904
6093
2324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Standard PDF Maps
Map Viewers
Data Glossary
Identify
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ID 70572565
ROUTE_TYPE US
ROUTE_NBR 00024
STATION_ID_NBR 8948
NLFID SLUCUS00024**C
COUNTY_CD LUC
CTL_BEGIN_NBR 17.74
CTL_END_NBR 18.54
SEGMENT_LENGTH 0.8
AADT_YEAR 2019
AADT_TOTAL 18235
AADT_CARS 17491
AADT_TRUCKS 744
AADT_SINGLE_UNIT_TRUCKS 388
AADT_COMBINATION_TRUCKS 248
Anderson Park
Ohio Tpke
Valley Grove Dr
Valley Side Dr
Crystal St
Richland St
Kirk St
Rosedale St
Ogontz Ave
Hugo St
Scott St
Cady St
Anderson St
Meadow Ave
Birch Ave
Craig Rd
N Masters Ct
Fort St
Keeler St
Wall St
Scribner St
7th St
State Blvd
Lock Haven Blvd
Lamonde Dr
Argyll Dr
Town St
Parkway Plz
Carew Ln
Inwood
E Carisbrook Dr
W Carisbrook Dr
Valley Dr
5820
29470
14981
5622
2114

City Administrator
Patrick Burtch, Ph.D.

CITY OF MAUMEE
400 Conant Street
Maumee, Ohio 43537-3387

Phone (419) 897-7103
Cell (734) 777-0624
pburtch@maumee.org
www.maumee.org

February 2, 2021

Ms. Julie Fahy, PE
Ohio Department of Transportation
District 2
317 E. Poe Rd
Bowling Green, OH 43402

Dear Ms. Fahey:

Please see enclosed certified copy of our Ordinance 002-2021 which was passed by Maumee City Council on February 2, 2021, along with a certified copy of "Exhibit A" which is the table to include/expand the limits from Ford Street to Key Street.

Sincerely,

Patrick Burtch

Patrick Burtch, Ph.D.
City of Maumee
City Administrator

Maumee
All-America City
2006

ORDINANCE NO. 002-2021

AN ORDINANCE REQUESTING THE OHIO DEPARTMENT OF TRANSPORTATION TO ESTABLISH SPEED LIMITS ON U.S. ROUTE 24 WITHIN THE CITY OF MAUMEE AND DECLARING AN EMERGENCY.

WHEREAS, Section 4511.21 of the Ohio Revised Code permits local authorities to authorize prima facie speed limits different than those contained in said section, subject to the declaration of the Ohio Department of Transportation, provided that the same does not exceed 50 mph; and

WHEREAS, the City of Maumee has completed a traffic study for the purpose of determining safe and reasonable speed limits on U.S. Route 24 within the City limits of Maumee; and

WHEREAS, the traffic study indicates that safe and reasonable speed limits be established on U.S. Route 24 , which are at a variance with the statutory speed limits, with said speed limits set forth in the attached Exhibit "A".

THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF MAUMEE, OHIO:

1. The Director of the Ohio Department of Transportation be and is requested to establish speed limits in conformance with Exhibit "A" attached hereto.
2. It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were adopted in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in such formal actions, were in meetings open to the public, in compliance with all legal requirements, including Section 121.22 of the Revised Code of Ohio.
3. This Ordinance is hereby declared to be an emergency measure and shall take effect and be in force immediately from and after its passage. The reason for the emergency lies in the fact that this Ordinance is necessary for the immediate preservation of the public peace, health and safety in that this issue is critical to O.D.O.T. approval of a safety plan to implement safe and reasonable speeds on U.S. Route 24 within the City limits.

MOTION TO DECLARE AN EMERGENCY: Buehrer Second: MacDonald.

Yeas: 7 Nays: 0

Motion to Pass: Pauken Second: Wagener.

Yeas: 7 Nays: 0.

Passed this 1st day of February 2021.

Mayor Richard H. Carr

Attested: Lorrie Parry

Municipal Clerk

I, the undersigned, Municipal Clerk of the City of Maumee, Ohio, hereby certify that the foregoing is a true and exact copy of Ordinance/ ~~Resolution~~ No. 002-2021 as adopted by the Council of the City of Maumee, Ohio, under date of Feb 1, 2021

In witness whereof, I have herewith subscribed my name and affixed the Seal of Municipal Clerk of the City of Maumee, Ohio, this 2nd day of February 2021

Lorrie Parry
MUNICIPAL CLERK

Approved as to form:

Law Director

EXHIBIT "A"

Ohio Department of Transportation

SPEED ZONE EVALUATION SHEET

FOR NON-FREEWAY and NON-EXPRESSWAY HIGHWAYS

TEM FORM 1296-2

COMPLETE ALL GREEN SHADED AREAS

ROUTE NAME:	Anthony Wayne Trail	ROUTE NUMBER:	US-24			COUNTY:	Lucas
BEGIN STUDY AT:	Ford Street	BEGIN LOGPOINT:	15.61	LENGTH (MILE):	1.28	TOWNSHIP:	N/A
END STUDY AT:	Key Street	END LOGPOINT:	16.89			MUNICIPALITY:	City of Maumee
AVERAGE DAILY TRAFFIC (ADT):	23818	EXISTING SPEED LIMIT (MPH):	50	DIVIDED HIGHWAY:	No	JURISDICTION:	City of Maumee

For further guidance in completing this form, see the Traffic Engineering Manual, section 1203.

No. of Houses or Farms	(Hold Cursor Here for More Info)	0	Must have direct access to the roadway being studied.
No. of Small Businesses, Apts./Condos	(Hold Cursor Here for More Info)	0	Must have direct access to the roadway being studied.
No. of Medium Businesses, Apts./Condos	(Hold Cursor Here for More Info)	0	Must have direct access to the roadway being studied.
No. of Major Businesses, Apts./Condos	(Hold Cursor Here for More Info)	0	Must have direct access to the roadway being studied.
No. of Minor Street Intersections	(Hold Cursor Here for More Info)	1	Subdivision, Residential, or Other streets that mainly serve the residents of that street.
No. of Major Street Intersections	(Hold Cursor Here for More Info)	0	Streets which serve both the residents and commuters of the area.
No. of Signalized Intersections	(Hold Cursor Here for More Info)	3	Do not include intersections at the beginning or end of the section.
No. of Interchange Ramps	(Hold Cursor Here for More Info)	0	Do not include Loop ramps at the beginning or end of the section.
Lane Width	(Round down to nearest foot)	11	Average lane width of through traffic lanes.
Shoulder Width	(Round down to nearest foot)	0	General width of paved and\or non-paved shoulder throughout the section.
Crashes	(Latest three years of data)	233	Only include crashes within the section, excluding animal and side street crashes.
85%tile Speed of Traffic		35	Average of the 85% speed at all locations where speed samples were taken.
10-mph Pace Speed of Traffic	26 to	35	Average of the Pace speed at all locations where speed samples were taken.
Roadway Characteristics		A1	CATEGORIES: C / B3 / B2 / B1 / A3 / A2 / A1 / DIV

To View CALCULATION SHEET or Examples of ROADWAY CHARACTERISTCS and CRASHES TO INCLUDE, click on Buttons →

CALCULATION SHEET | ROADWAY CHARACTERISTICS | CRASHES TO INCLUDE

CALCULATED SPEED: 43 MPH REQUESTED SPEED: 35 MPH

INCLUDE THE RELATED RESOLUTION(S) WHEN SUBMITTING THIS FORM

Additional considerations and comments:

PID 106389 LUC-24-15.61 PBPD Pilot for using Design Speed as an Input, not an Output

Full documentation and rationale for the PBPD Pilot will be summarized in a Design Exception for PID 106389

STUDY BY: MSG/ODOT D2 DATE: January 28, 2021

BELOW FOR ODOT USE ONLY

CHECKED BY: Waterfield TEST RUN SPEED: N/A MPH APPROVED SPEED: 35 MPH

Rev. 4/21/16 ARC

	26 Apr 2017 Safety Study	Jan 2021 Proposed Design
Lane Assignments		
AWT at Conant		
SB	Left – Thru – Thru/Right	Left – Thru – Right
EB	Left – Thru – Thru/Right	Left – Thru – Thru/Right
NB	Left – Thru – Thru – Right	Left – Thru – Thru – Right
WB	Left – Thru – Thru – Right	Left – Thru – Thru – Right
AWT at Gibbs		
SB	Left – Thru/Right	Left – Thru/Right
EB	Left – Thru – Thru/Right	Left – Thru – Thru/Right
NB	Left – Thru/Right	Left – Thru/Right
WB	Left – Thru – Thru – Right	Left – Thru – Thru/Right
AWT Legal Speed/Design Speed		
Ford to Conant	50 MPH/50 MPH	35 MPH/40 MPH
Conant to White	35 MPH/40 MPH	35 MPH/40 MPH
White to Key	50 MPH/50 MPH	35 MPH/40 MPH
AWT Lane Width	12'/12' thru lanes	11'/12' thru lanes
	12' left turn lanes	10' left turn lanes
	12' right turn lane	10' right turn lane
Other Geometric Changes		
AWT/Conant West Leg	Median and right turn lane widening for alignment	Widening no longer needed due to reduced lane widths
AWT/Conant South Leg	Right turn lane widening	Less widening needed due to reduced lane widths
AWT/Conant East Leg	Right turn lane widening	Less widening needed due to reduced lane widths
AWT/Gibbs North Leg	Curb lane widening	Less widening needed due to reduced lane widths
AWT/Gibbs East Leg	Widening needed for new right turn only lane	Pavement removal (new lane assignments and reduced lane widths)
AWT/Kingsbury Left Turn Lanes	Negative offset	Zero offset

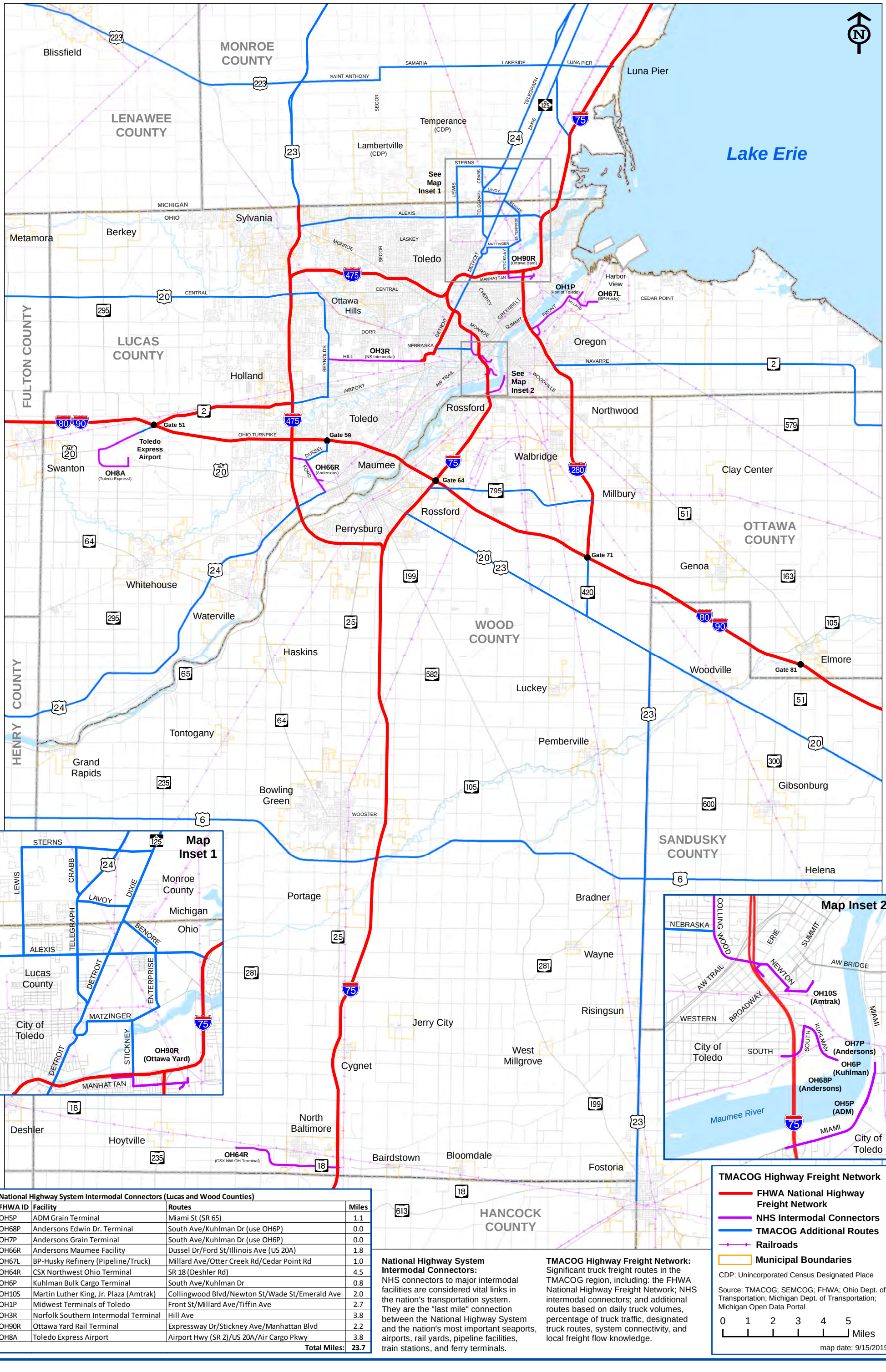
I, the undersigned, Municipal Clerk of the City of Maumee, Ohio, hereby certify that the foregoing is a true and exact copy of Ordinance/ Resolution No. Exhibit ORD002-2021 as adopted by the Council of the City of Maumee, Ohio, under date of Feb 1, 2021

In witness whereof, I have herewith subscribed my name and affixed the Seal of Municipal Clerk of the City of Maumee, Ohio, this 2nd day of February 2021

Lorie Parry
MUNICIPAL CLERK

TMACOG Area Highway Freight Network

Toledo Metropolitan Area Council of Governments
300 Martin Luther King, Jr. Drive
Suite 300, Toledo, Ohio 43604
419-241-9155 www.tmacog.org



National Highway System Intermodal Connectors (Lucas and Wood Counties)			
FHWA ID	**Facility**	**Routes**	**Miles**
OH5P	ADM Grain Terminal	Miami St (SR 65)	1.1
OH68P	Andersons Edwin Dr. Terminal	South Ave/Kuhlman Dr (use OH6P)	0.0
OH7P	Andersons Grain Terminal	South Ave/Kuhlman Dr (use OH6P)	0.0
OH66R	Andersons Maumee Facility	Dussel Dr/Ford St/Illinois Ave (US 20A)	1.8
OH67L	BP-Husky Refinery (Pipeline/Truck)	Millard Ave/Otter Creek Rd/Cedar Point Rd	1.0
OH64R	CSX Northwest Ohio Terminal	SR 18 (Deshler Rd)	4.5
OH6P	Kuhlman Bulk Cargo Terminal	South Ave/Kuhlman Dr	0.8
OH10S	Martin Luther King, Jr. Plaza (Amtrak)	Collingwood Blvd/Newton St/Wade St/Emerald Ave	2.0
OH1P	Midwest Terminals of Toledo	Front St/Millard Ave/Tiffin Ave	2.7
OH3R	Norfolk Southern Intermodal Terminal	Hill Ave	3.8
OH90R	Ottawa Yard Rail Terminal	Expressway Dr/Stickney Ave/Manhattan Blvd	2.2
OH8A	Toledo Express Airport	Airport Hwy (SR 2)/US 20A/Air Cargo Pkwy	3.8
		Total Miles:	**23.7**

National Highway System Intermodal Connectors:
NHS connectors to major intermodal facilities are considered vital links in the nation's transportation system. They are the "last mile" connection between the National Highway System and the nation's most important seaports, airports, rail yards, pipeline facilities, train stations, and ferry terminals.

TMACOG Highway Freight Network:
Significant truck freight routes in the TMACOG region, including: the FHWA National Highway Freight Network; NHS intermodal connectors; and additional routes based on daily truck volumes, percentage of truck traffic, designated truck routes, system connectivity, and local freight flow knowledge.

TMACOG Highway Freight Network
- FHWA National Highway Freight Network
- NHS Intermodal Connectors
- TMACOG Additional Routes
- Railroads
- Municipal Boundaries

CDP: Unincorporated Census Designated Place

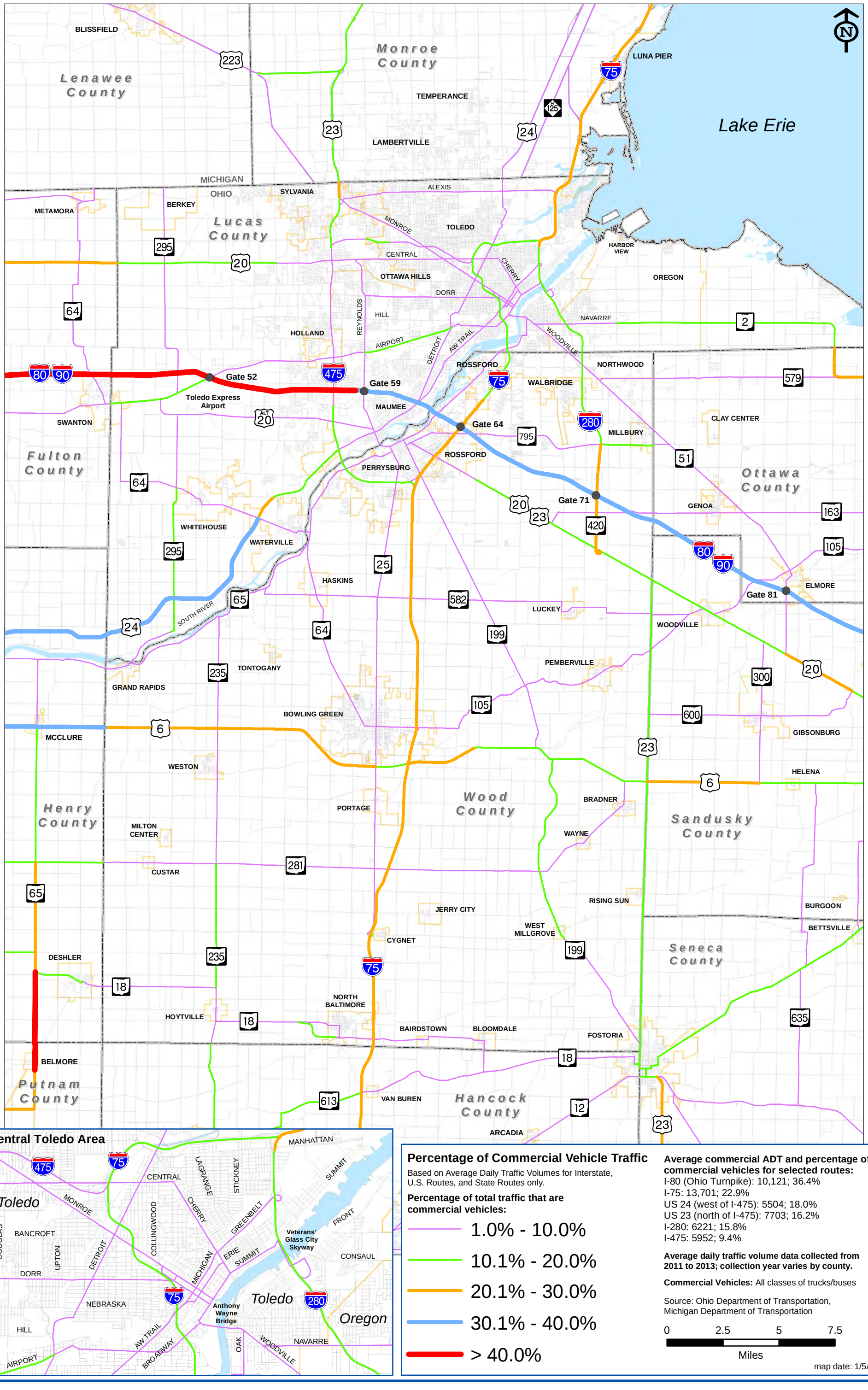
Source: TMACOG; SEMCOG; FHWA; Ohio Dept. of Transportation; Michigan Dept. of Transportation; Michigan Open Data Portal

0 1 2 3 4 5 Miles

map date: 9/15/2019

Percentage of Daily Commercial Vehicle Traffic

Toledo Metropolitan Area Council of Governments
300 Martin Luther King, Jr. Drive
Suite 300, Toledo, Ohio 43604
419-241-9155 www.tmacog.org



Percentage of Commercial Vehicle Traffic

Based on Average Daily Traffic Volumes for Interstate, U.S. Routes, and State Routes only.

Percentage of total traffic that are commercial vehicles:

- 1.0% - 10.0%
- 10.1% - 20.0%
- 20.1% - 30.0%
- 30.1% - 40.0%
- > 40.0%

Average commercial ADT and percentage of commercial vehicles for selected routes:

I-80 (Ohio Turnpike): 10,121; 36.4%
I-75: 13,701; 22.9%
US 24 (west of I-475): 5504; 18.0%
US 23 (north of I-475): 7703; 16.2%
I-280: 6221; 15.8%
I-475: 5952; 9.4%

Average daily traffic volume data collected from 2011 to 2013; collection year varies by county.

Commercial Vehicles: All classes of trucks/buses

Source: Ohio Department of Transportation, Michigan Department of Transportation

0 2.5 5 7.5
Miles

map date: 1/5/16