



CITY OF OPPORTUNITY

CITY OF OREGON OHIO

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www.oregonohio.org

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July 30, 2021

Mr. Lance Dasher
Toledo Metropolitan Area Council of Governments
300 Martin Luther King Jr. Drive
P.O. Box 9508
Toledo, Ohio 43697-9508

Re: Surface Transportation Block Grant Program (STBG)
FY 2023 - 2027 TIP Application

Dear Mr. Dasher:

Transmitted herewith is a TIP Project Application for the rehabilitation and resurfacing of Starr Avenue within the City of Oregon. We are submitting this project as a candidate for the Surface Transportation Block Grant Program (STBG) Small Projects Fund.

Please call if you have any questions or need additional information regarding our project application submittal.

Sincerely,

Paul Roman, P.E.
Director of Public Service

PR:beb
Enclosure

cc: Mayor Michael Seferian
Michael Beazley, City Administrator
Rodney Shultz, Deputy City Engineer





Toledo Metropolitan Area Council of Governments

Transportation Improvement Program (TIP)

Application
for

**SMALL PROJECTS FUND
SURFACE TRANSPORTATION BLOCK
GRANT PROGRAM (STBG)**



Starr Avenue

July 30, 2021

Submitted and Prepared by:

City of Oregon
Department of Public Service
5300 Seaman Road
Oregon, Ohio 43616
(419) 698-7047



CITY OF OREGON

FY 2023 – 2027 TRANSPORTATION IMPROVEMENT
PROGRAM APPLICATION

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) SMALL PROJECTS FUND

PROJECT DETAILS

Project Name: Starr Avenue

Existing Project Numbers: None

Project Sponsor and Contact: City of Oregon
Paul Roman, P.E.
Director of Public Service
proman@ci.oregon.oh.us
(419) 698-7046

Project Limits:

**Starr Avenue -
West Limits to Whittlesey Avenue.**
Urban Minor Arterial
14,690 ADT (2019)
0.62 Miles

See attached for Project Location Maps

Total Project Length: Approximately 0.62 miles.

Project Description:

Starr Avenue, within the project limits, is a four lane curbed roadway. A portion of the road from the west corporation limit to Earlwood Avenue consists of an asphalt surface over an existing concrete base. The rest of the road is asphalt surface over and asphalt base. The pavement is 48 ft wide with two lanes in each direction and a turn lane in the middle. The section with concrete base from the west corporation limit to Earlwood is in need of full replacement. The existing asphalt surface along the section with asphalt base is deteriorating and is in need of replacement. Wheeling Street at the Starr Avenue intersection will also be resurfaced in the area of the previous intersection improvements. This section of Starr has direct access to I-280 as well as dining, retail, and residential neighborhoods.

The project will consist of milling approximately 3" of the existing asphalt surface from Earlwood Avenue to Whittlesey Avenue. This will be followed by making any necessary roadway base or joint repairs by removing the deteriorated material and replacing with 301 asphalt concrete base material and/or aggregate base, if necessary. The section from the west corporation limit to Earlwood Avenue will be completely removed and replaced. Following the roadway base and joint repairs, a two course asphalt overlay will be placed over the entire project limits.

This section of Starr Avenue has existing pedestrian facilities that adequately accommodates

current users. There are sidewalks along both sides of Starr Avenue from Earlwood Avenue to Whittlesey Avenue and along the south side of Starr Avenue from the west corporation limits to Earlwood Avenue. The City plans to stripe the curb lane with sharrow markings to better accommodate bicycle users.

The project will also include signage, pavement markings, ADA curb ramps and related work, as necessary.

Current Status of the Project:

The City of Oregon has collected basic information for the preliminary design stage.

The City of Oregon anticipates preparing environmental documents, final plans, specifications, and estimate with in-house personnel. Detailed design and environmental clearance documents can begin upon funding notification.

No additional right of way is anticipated to be needed for the project.

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

Existing project numbers (PID, State ID, TMACOG map #, etc.): None

Does the project include any utility work? No

Project Schedule: The City anticipates this Project will be an ODOT LPA Project.

Authorization to Proceed	<u>11/1/21</u>
Environmental Clearance complete	<u>9/30/25</u>
Stage 1 Review complete	<u>2/1/25</u>
Stage 2 Review complete	<u>6/2/25</u>
Stage 3 Review complete	<u>10/27/25</u>
R/W Plans complete	<u>N/A</u>
R/W Clear	<u>N/A</u>
Final Plans to ODOT	<u>1/26/26</u>
Anticipated Sale Date	<u>5/9/26</u>

Note: The project could be ready to proceed sooner if funding is available. The project will not involve any right of way or utility relocation. The environmental clearance should be simple as well.



Legend

<all other values>

Project Area

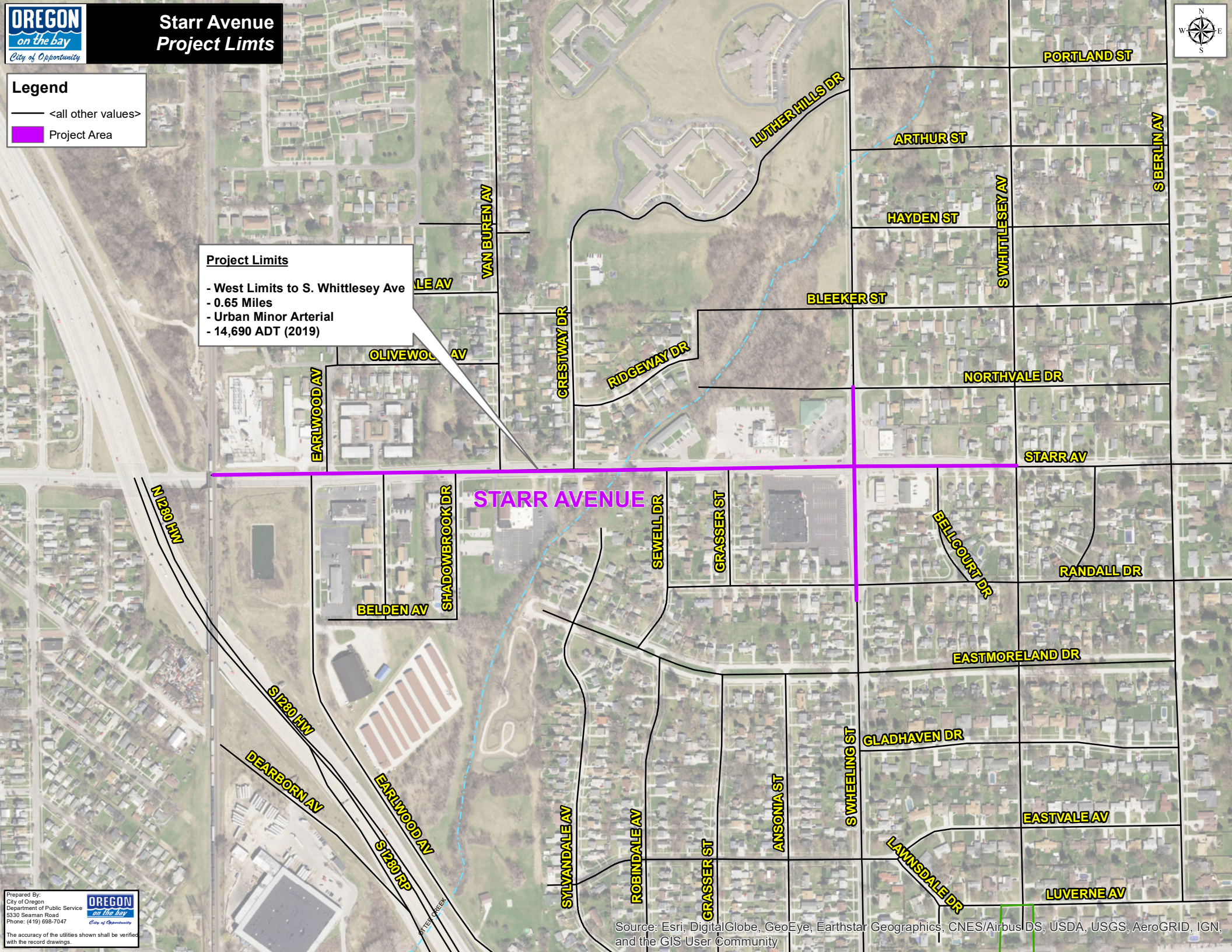
Project Limits

- West Limits to S. Whittlesey Ave

- 0.65 Miles

- Urban Minor Arterial

- 14,690 ADT (2019)



PROJECT BUDGET SUBMITTAL DETAIL

Project Name & Numbers (If applicable): **Starr Avenue (Oregon)**

Activity	Total Estimate	Requested TMACOG Federal Funds			Other Types of Funds (6)							
					A. City Funds		B.		C.		D.	
		Amount	Year	Type	Amount	Year	Amount	Year	Amount	Year	Amount	Year
Preliminary Engineering (1)	\$10,000.00	-----			\$10,000.00	2025						
Right-of-Way (2)	N/A											
Construction Contract (3)	\$915,651.60	\$500,000.00	2026	STBG	\$415,651.60	2026						
Construction Engineering (4)	\$30,000.00				\$30,000.00	2026						
Contingency (Change Orders) (5)	\$91,565.16				\$91,565.16	2026						
TOTAL AMOUNTS	\$1,047,216.76	\$500,000.00			\$547,216.76		\$ -		\$ -		\$ -	

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 TMACOG TIP federal funding for Right-of-Way is only allowable in specific circumstances. See the TIP Committee Policies and Practices for proposed STBG funded projects.
- 3 This item 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 Include in this item a reasonable estimate of changes that could be expected after construction begins
- 6 (a). List each fund type in a separate column. Add additional sheets if necessary for more fund types involved in project
 (b). 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.
 (c). 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

If possible, please submit this form electronically. It will be posted at www.tmacog.org or may be obtained from the TMACOG staff.

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:	
PROJECT NAME:	MAP# (existing projects)
<p>1. Estimated number of construction jobs based upon project cost divided by \$92,000.</p> <p>Total Project Cost: _____</p> <p>Number of Jobs: _____</p>	<p>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?</p> <p>Yes: _____ No: _____ # of jobs: _____</p> <p>Attachment required.</p>
<p>3. Does project sponsor have official complete streets document?</p> <p>Yes: _____ No: _____</p> <p>Attachment required.</p>	<p>4. Does this project improve air emissions and is it identified on the TMACOG CMP?</p> <p>Yes: _____ No: _____</p>
<p>5. Will this project improve water quality through the development of a bioswale, rain garden, pervious pavement, etc.?</p> <p>Yes: _____ No: _____</p> <p>Attachment describing qualifying improvement required.</p>	<p>6. Will this project make use of recycled materials to a significant degree, such as rubberization, reclamation, or crack and seal? Mill and reuse of asphalt surface materials does not qualify.</p> <p>Yes: _____ No: _____</p> <p>Attachment describing qualifying improvement required.</p>
<p>7. Does the project provide for specific aesthetic enhancements other than planting grass?</p> <p>Yes: _____ No: _____</p> <p>Attachment describing qualifying improvement required.</p>	<p>8. Does the project include all reasonable bicycle improvements?</p> <p>Yes: _____ No: _____</p> <p>Does the project include improvements related to a bikeway specifically shown on the TMACOG Regional Bicycle Network?</p> <p>Yes: _____ No: _____</p> <p>Attachment describing qualifying improvement required</p>
<p>9. Does the project include all reasonable pedestrian improvements?</p> <p>Yes: _____ No: _____</p> <p>Does the project include upgrade of existing or new pedestrian sidewalks?</p> <p>Yes: _____ No: _____</p> <p>Attachment defining service lines required.</p>	<p>10. Does the project provide direct access to a multi modal terminal?</p> <p>Yes: _____ No: _____</p> <p>Attachment identifying terminal required.</p>
<p>11. Does the project carry Designated Line Service Public Transit Routes?</p> <p>Yes: _____ No: _____</p>	<p>12. . Has this project been programmed by ODOT for construction?</p> <p>Yes: _____ No: _____</p> <p>Attachment identifying PID required.</p>
<p>13. Has this project been identified as your jurisdictions number one priority? (Note that each jurisdiction may designate only one #1 priority each round.)</p> <p>Yes: _____ No: _____</p> <p>Also indicate on Project Form.</p>	<p>14. Project Development (Check all that apply.)</p> <p>Right-of-way cleared / not needed?</p> <p>Yes: _____ No: _____</p> <p>Does this project qualify for a Categorical Exclusion C1?</p> <p>Yes: _____ No: _____</p>

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.

<p>15. What percent of the total project including design, R/W, and construction will use TIP Federal Funds?</p> <p>_____ %</p>	<p>16. What self-help opportunities for generation of transportation funding have project sponsors implemented?</p> <p> <input type="checkbox"/> Permissive License Fees <input type="checkbox"/> Dedicated Property Tax Levy <input type="checkbox"/> Dedicated Sales Tax <input type="checkbox"/> Dedicated Income Tax <input type="checkbox"/> Other Dedicated Revenues (Attach details) For Dedicated Tax, a copy of legislation must be attached. </p>
<p>17. Is the project located in a community which has public transportation?</p> <p>Yes: _____ No: _____</p> <p>Attachment defining provider required.</p>	<p>18. What is the existing Pavement Condition Rating (PCR)?</p> <p>PCR = _____</p> <p>TMACOG will provide the latest ODOT PCR.</p>
<p>19. Is this an ITS project?</p> <p>Yes: _____ No: _____</p> <p>Attachment describing qualifying improvement required.</p>	<p>20. If this is a bridge project, what is the Bridge Sufficiency Rating?</p> <p>Sufficiency Rating = _____</p> <p>Deck Rating = _____</p>
<p>21. If this is a roadway project, which of the following best describes the project. (Check one.)</p> <p> <input type="checkbox"/> New Construction <input type="checkbox"/> Widen/Narrow & resurface <input type="checkbox"/> Widen/Narrow & rehab <input type="checkbox"/> Widen/Narrow & reconstruct <input type="checkbox"/> Resurfacing or pavement strengthening <input type="checkbox"/> Rehabilitation with some base replacement and/or significant joint repair 62% <input type="checkbox"/> Reconstruction with full base replacement 38% </p>	<p>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.)</p> <p> <input type="checkbox"/> N/A <input type="checkbox"/> Declining <input type="checkbox"/> Declining and substandard <input type="checkbox"/> Near the end of its useful life <input type="checkbox"/> Near the end of its useful life and substandard <input type="checkbox"/> Past its useful life <input type="checkbox"/> Past its useful life and substandard </p>
<p>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.)</p> <p><i>Calculate per million vehicles NOT per million vehicle miles.</i></p> <p> <input type="checkbox"/> < .49 <input type="checkbox"/> 3 to 3.49 <input type="checkbox"/> .5 to 0.99 <input type="checkbox"/> 3.5 to 3.99 <input type="checkbox"/> 1 to 1.49 <input type="checkbox"/> 4 to 4.49 <input type="checkbox"/> 1.5 to 1.99 <input type="checkbox"/> 4.5 to 4.99 <input type="checkbox"/> 2 to 2.49 <input type="checkbox"/> 5 or greater <input type="checkbox"/> 2.5 to 2.99 </p> <p>Attach calculation and define safety improvement.</p>	<p>24. What is the existing number of Average Daily Users in Thousands? (For road projects use ADT x 1.40/1000) (Check one.)</p> <p> <input type="checkbox"/> < 7.0* <input type="checkbox"/> 7.0 to 10.5 <input type="checkbox"/> 10.5 to 14 <input type="checkbox"/> 14 to 28 <input type="checkbox"/> 28 to 42 <input type="checkbox"/> 42 to 56 <input type="checkbox"/> 56 to 70 <input type="checkbox"/> > 70 </p> <p>Attachment showing calculations required.</p> <p>* If calculation is < 7, then also provide the Auditor's Certificate of Estimated Resources. See page 10.</p>
<p>25. What percentage of the ADT is made up of trucks? (Check one.)</p> <p> <input type="checkbox"/> < 3% <input type="checkbox"/> 3 to 6% <input type="checkbox"/> 6 to 9% <input type="checkbox"/> 9 to 12% <input type="checkbox"/> 12 to 15% <input type="checkbox"/> > 15% </p> <p>Is this project on a truck impact route?</p> <p>Yes: _____ No: _____</p>	<p>26. Is this project listed in the 2045 Regional Transportation Plan? (Check one.)</p> <p> <input type="checkbox"/> Not Listed <input type="checkbox"/> Listed as a Reserve Priority or System Preservation <input type="checkbox"/> Plan Priority (2026 to 2045) <input type="checkbox"/> Plan Priority (by 2025) </p>
<p>27. How long ago was the last time the project sponsor received TMACOG managed STBG funding?</p> <p> <input type="checkbox"/> 4 years <input type="checkbox"/> 5-8 years <input type="checkbox"/> 9 or more years </p>	<p>28. Has one or more projects slipped a fiscal year or been cancelled since the last STBG solicitation?</p> <p>Yes: _____ No: _____</p>

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

**Attachment for City of Oregon
Starr Avenue**

Item 8

The project will include painting sharrow lane markings in the curb lane of Starr Avenue. This provides a direct connection to the Starr Avenue bike lanes east of Whittlesey Avenue, which are on the Regional Bicycle Network.

Item 9

There are existing sidewalks along both sides of Starr Avenue from Earlwood Avenue to Whittlesey Avenue and along the south side of Starr Avenue from the west limits to Earlwood Avenue.

Pedestrian crossings will be upgraded with new curb ramps, as necessary, to meet ADA requirements. The pavement markings for the mid-block pedestrian crosswalk at Earlwood Avenue will be upgraded with new thermoplastic pavement markings.

Item 16

All of the City of Oregon road projects are funded through Funds 210, 211, 212, and 260. Funds 210, 211, and 212 are permissive license fees established through Ohio revised Code Section 5709.09. Fund 260 is a capital improvement fund established from dedicated income tax through Ordinance No. 224-1989 (attached.)

Item 21

The section of Starr Avenue that will be completely reconstructed accounts for approximately 38% of the construction costs. An average number of points between rehabilitation and reconstruction should be awarded. (The City requests 8 points)

Item 23

3-year average accident rate per million vehicles

Average # of accidents over last three (3) years (2018 – 2020) = 52

$$\text{Accident Rate per million vehicles} = \frac{52}{(14,690 \times 365 \times 3)} = 1.06$$

The project will improve safety by improving the pavement skid resistance with a new asphalt surface along with increasing the visibility of the pavement markings on the new asphalt surface with thermoplastic pavement markings. The new asphalt pavement surface will also eliminate any ponding water on the pavement from ruts in the wheel path and past pavement cuts that have settled.

Pedestrian crossings will also be upgraded with new curb ramps, as necessary, to meet ADA requirements.

TMACOG TIP PROJECT APPLICATION

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

Attachment for City of Oregon Starr Avenue

Item 24

ADT using latest TMACOG Traffic Flow Map Data.

$$\text{ADT} = \frac{(14,584 + 14,795)}{2} \quad \text{ADT} = \underline{\underline{14,690}}$$

Average Daily Users in Thousands

$$\text{ADU} = \text{ADT} \times 1.4/1000$$

$$\text{ADU} = 14,690 \times .0014$$

$$\text{ADU} = \underline{\underline{20.57}}$$

ORDINANCE NO. 224 1989

ESTABLISHING A NEW FUND FOR SOLID WASTE, BONDS
AND CAPITAL IMPROVEMENTS, FUND 260 AND DECLAR-
ING AN EMERGENCY

WHEREAS, the Clerk-Auditor of the City of Oregon has requested permission of the Auditor of State to establish a new fund; and,

WHEREAS, the Clerk-Auditor has been granted such permission by the authority of Section 575.09 of the Ohio Revised Code; and,

WHEREAS, in order to handle these funds, upon receipt, in an efficient manner, it is necessary to create a new fund; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF OREGON, OHIO:

SECTION 1. That there be and hereby is created a new fund as follows:

FUND 260 - SOLID WASTE, BONDS & CAPITAL IMPROVEMENTS

SECTION 2. That 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 and that the consideration, reading and adoption of this Ordinance has been in accordance with Article III, Section 9 of the City Charter as amended November 3, 1987.

SECTION 3. That this Ordinance is hereby declared to be an emergency measure and shall take effect and be in force from and after its passage and signature by the Mayor. The reason for the emergency lies in the fact that the creation of this account is necessary for the proper and efficient conduct of municipal affairs.

Vote on emergency clause: 6 Yeas 0 Nays 0 Abs.

Passed as an emergency measure: November 27, 1989

Michael P. Dansachy
President of Council

ATTEST:

Sandy Rich
Clerk-Auditor

APPROVED: November 27, 1989

James A. Haley
Mayor

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

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.

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:

TMACOG Complete Streets Checklist

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).

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.
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:
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?

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 Accommodations
- ☐ Emergency Vehicle Accommodations
- ☐ 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?

See TMACOG website for resources and policy [guidance](#) regarding complete streets. Attach additional sheets as necessary.