Toledo Metropolitan Area Council of Governments

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: Laskey Road

Project Limits (*include map*): Monroe Street to Talmadge Road (omit Flanders intersection)

Project Sponsor and point of contact (*with phone number*): Lucas County, Sarah Rowland 419-213-2860

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

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 scope of work includes milling the existing pavement, performing spot full depth repairs, placing a two course asphalt concrete overlay, adjusting manholes, tying down the shoulders, bringing drives to grade, placing pavement markings and other related work.

Length of project (Miles): 0.65

Current status of the project: New, planning

Is this your jurisdiction's number 1 project?: No

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

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: 9/1/21

Environmental Clearance complete: 7/1/23

Stage 1 Review complete:

Stage 2 Review complete: 7/1/23

Stage 3 Review complete:

R/W Plans complete:

R/W Clear:

Final Plans to ODOT: 11/1/23

Anticipated Sale Date: 2/1/24

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. Lucas County		B. Project Partners*		C.	
		Amount	Year	Amount	Year	Amount	Year	Amount	Year
Preliminary Engineering (1)	$ 17,500			$ 17,500					
Right-of-Way (2)	$ 0								
Construction Contract (3)	$ 370,995	$ 336,800	24			$ 34,195			
Construction Engineering (4)	$ 14,000			$ 14,000					
Contingency (Change Orders) (5)	$ 18,505					$ 18,505			
TOTAL AMOUNTS	$ 421,000	$ 336,800		$ 31,500		$ 52,700		$ 0	

*Project Partners will be Lucas County and City of Toledo

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.

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: Lucas County

PROJECT NAME: Laskey Road | MAP# *(existing projects)*

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

Total Project Cost: $ 421,000
Number of Jobs: 5

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?

80.00 %

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
- [ ] 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 = _____
Deck Rating = _____

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

- [ ] New Construction
- [ ] Widen/Narrow & resurface
- [ ] Widen/Narrow & rehab
- [ ] Widen/Narrow & reconstruct
- [ ] Resurfacing or pavement strengthening
- [x] 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
- [x] 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
- [ ] 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*
- [x] 10.5 to 14
- [ ] 28 to 42
- [ ] 56 to 70
- [ ] 7.0 to 10.5
- [ ] 14 to 28
- [ ] 42 to 56
- [ ] > 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%
- [ ] 6 to 9%
- [ ] 12 to 15%
- [x] 3 to 6%
- [ ] 9 to 12%
- [ ] > 15%

Is this project on a truck impact route?

Yes: [x] No: [ ]

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

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

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

- [ ] 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.

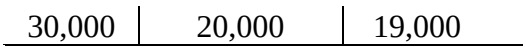
Item 21. Self-explanatory.

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.

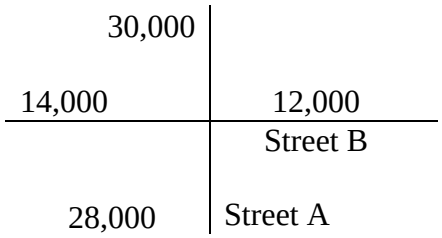
Item 24. Compute the number of Average Daily Users (ADU) of the proposed project. Use traffic count figures for ADT from the latest TMACOG Traffic Flow Map or adjusted actual counts if you have them. In the case of the latter, provide a copy of your count report and adjustment calculations. If you have 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: Laskey Road MAP #: _____

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	2
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	0
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	0
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	2
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	2
	TOTAL	5

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	0
	TOTAL	0

Sustainability (13%) Maximum of 13 Points		
	Points Available	Score
12. Project has been programmed by ODOT for construction.	2	0
13. Is this project the sponsor's number one priority?	8 if yes	0
14. Right-of-way cleared or not needed.	2	2
Project qualifies for Categorical Exclusion C1.	3	3
15. Percent of project dollars using TIP Federal funds 75-80% 0 points 65-74% 2 points 50-64% 4 points	0 – 4	0
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	0
e. Other dedicated revenues*	1	0
17. Is the project in a community with public transportation?	1	1
	TOTAL	7

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	7
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	7

* 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	3
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	2
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	3
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	0
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	9
MAXIMUM POINTS = 100	**GRAND TOTAL**	28

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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.

Laskey Road currently has intermittent sections of sidewalk. When walk is missing, 4 ft. paved shoulders are utilized for pedestrian and bicycle travel. There are no fixed transit routes on Laskey Road.

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

Existing paved berms will be resurfaced. Additional sidewalk will be added to fill the gap in walk from approximately 370 ft. south of Talmadge Road to Talmadge Road.

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 project area consists of mostly single family and multi-family residential uses adjacent. Many of the subdivisions back up to this section of road, therefore there are fewer house frontages. A church with a school is within the project limits. Pedestrian and bicycle traffic use the existing sidewalk locations and paved shoulders. There is currently no transit service for the project area.

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.

Pavement condition will be improved and pavement markings will be placed.

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 limits will begin at Monroe Street, the project will be suspended matching the limits of a project at the Flanders intersection, contructed in 2020. The project will end meeting a current project being designed for the Laskey Road and Talmadge Road intersection.

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.

Per ODOT L&D Manual Vol. 1 section 308.4 "for uncurbed roadways with no vertical obstructions adjacent To the roadway, paved shoulders should be at least four foot wide to accommodate bicycle travel." The existing paved shoulders meet this criteria.

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:

TARTA does not have a dedicated route within the project limits.

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?

N/A. This is a resurfacing project.

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.

This project is a resurfacing project, matching the existing cross section. The existing is already designed to adequately accommodate bicyclists and pedestrians on the paved berm.

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?

No.

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.

ATTACHMENT
LASKEY ROAD
MONROE STREET TO LASKEY ROAD

3) Board of Lucas County Commissioners' Resolution 16-402 is attached.

8) Laskey Road has 4 ft. wide paved shoulders. The paved shoulders are utilized for bicycle traffic and will be resurfaced with this project.

9) Connections will be made to the walk ending approximately 870' ft east of Talmadge Road to the curb ramps at Talmadge Road on the north side of Laskey Road.

17) The project is within Sylvania Township and City of Toledo, who are TARTA members.

23) 20 crashes from 2018-2020 within the project limits.

Crash Rate = 20 / (3 x 365 x 9,730) x 1,000,000 = 1.88

24) ADT Laskey Road from Monroe Street to Flanders Road is 8,700 vpd
ADT Laskey Road from Flanders Road to Laskey Road is 10,760 vpd

Average ADT = (8,700 + 10,760) / 2 = 9,730

ADU = 9,730 (1.4/1000) = 13.6

25) The trucks per day from 2019 counts are:

Monroe to Statesville = 487.5 trucks per day

% of trucks of avg AADT = 5.4% + 0.5% = 5.9%

Flanders to Talmadge = 566.5 trucks per day

% of trucks of avg AADT = 5.3% + 0.5% = 5.8%

Average number of trucks per day = (487.5 + 566.5) / 2 = 527 trucks per day

% of trucks of avg AADT = (5.9% + 5.8%) / 2 = 5.85%

COST ESTIMATE

PROJECT: Laskey Road - Monroe Stree to Talmadge Road (suspending work at Flanders Road)

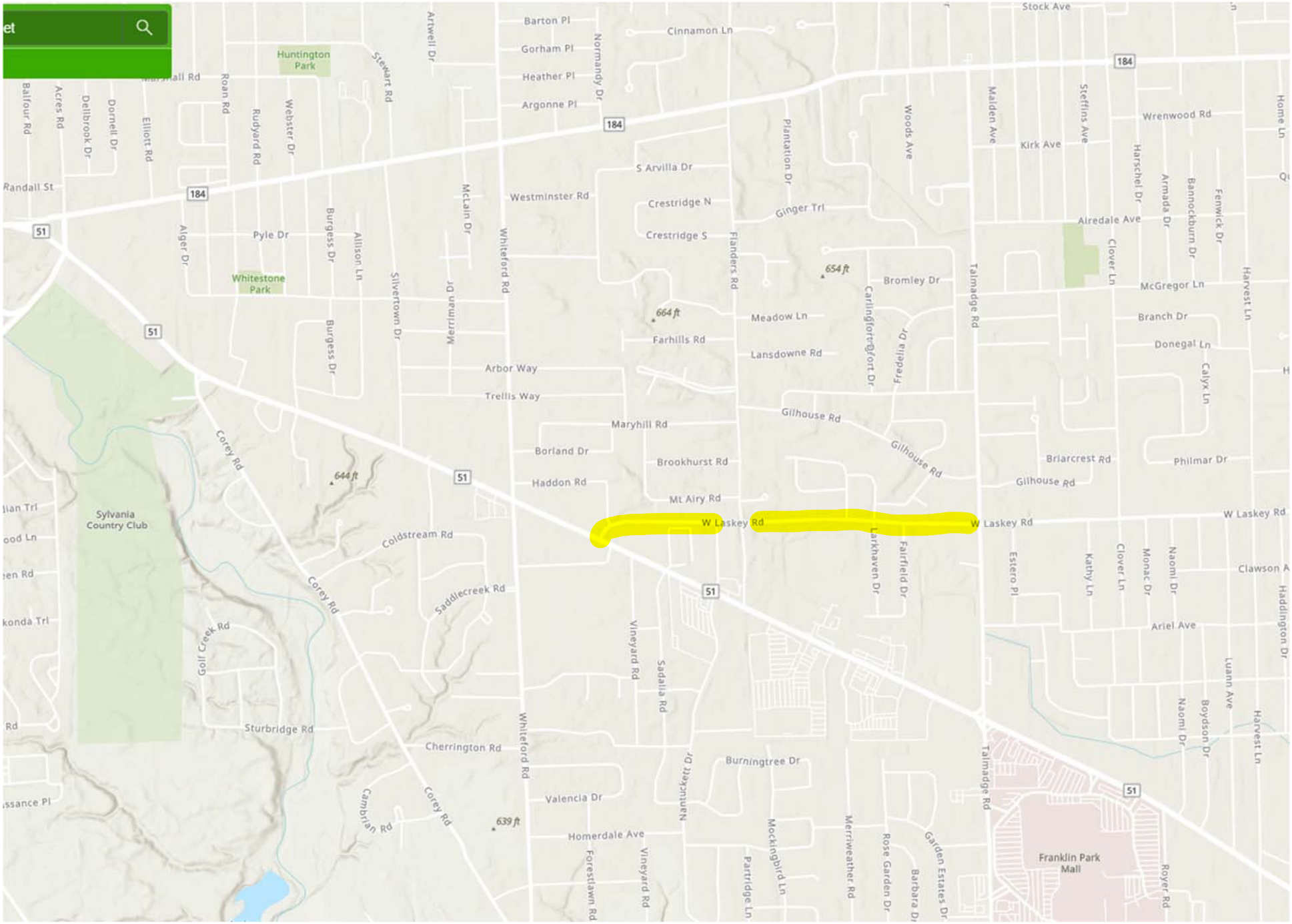
PROJECT LENGTH: 0.647MI

REF. NO.	ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST (2024 Cost)
		Laskey Road - Monroe Stree to Talmadge Road (suspending work at Flanders Road)				
101	201	CLEARING AND GRUBBING	1	L.S.	$3,500.00	$3,500.00
102	202	PAVEMENT REMOVED	26	SQ.YD.	$44.00	$1,144.00
103	202	MONUMENT BOX REMOVED	6	EACH	$380.00	$2,280.00
104	203	EXCAVATION	10	CU.YD.	$55.00	$550.00
105	203	EMBANKMENT, AS PER PLAN	202	CU.YD.	$82.00	$16,564.00
106	204	SUBGRADE COMPACTION, AS PER PLAN	26	CU.YD.	$3.25	$84.50
107	209	LINEAR GRADING	10	STA.	$380.00	$3,800.00
108	253	PAVEMENT REPAIR	600	SQ.YD.	$55.00	$33,000.00
109	254	PAVEMENT PLANING, ASPHALT CONCRETE	12751	SQ.YD.	$1.90	$24,226.90
110	407	TACK COAT	1812	GAL.	$2.20	$3,986.40
111	410	TRAFFIC COMPACTED SURFACE, TYPE A OR B	10	CU.YD.	$65.50	$655.00
112	441	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	620	CU.YD.	$159.00	$98,580.00
113	441	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 64-22	456	CU.YD.	$175.00	$79,800.00
114	452	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	26	SQ.YD.	$109.00	$2,834.00
115	608	4" CONCRETE WALK	1850	SQ.FT.	$7.65	$14,152.50
116	611	CATCH BASIN ADJUSTED TO GRADE	1	EACH	$1,200.00	$1,200.00
117	611	MANHOLE ADJUSTED TO GRADE	3	EACH	$1,500.00	$4,500.00
118	614	MAINTAINING TRAFFIC	1	L.S.	$16,400.00	$16,400.00
119	614	WORK ZONE MARKING SIGN, AS PER PLAN	8	EACH	$142.00	$1,136.00
120	614	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	5	CU.YD.	$219.00	$1,095.00
121	614	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	0.65	MILE	$2,730.00	$1,774.50
122	614	WORK ZONE CHANNELINZING LINE, CLASS I, 642 PAINT	336	FOOT	$1.65	$554.40
123	614	WORK ZONE STOP LINE, CLASS I, 642 PAINT	16	FOOT	$3.30	$52.80
124	614	WORK ZONE ARROW, CLASS I, 642 PAINT	4	EACH	$65.50	$262.00
125	614	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	0.65	MILE	$2,700.00	$1,755.00
126	614	WORK ZONE CHANNELINZING LINE, CLASS III, 642 PAINT	336	FOOT	$1.65	$554.40
127	614	WORK ZONE STOP LINE, CLASS III, 642 PAINT	16	FOOT	$3.25	$52.00
128	614	WORK ZONE ARROW, CLASS III, 642 PAINT	4	EACH	$65.50	$262.00
129	621	RPM	63	EACH	$71.00	$4,473.00
130	621	RAISED PAVEMENT MARKER REMOVED	63	EACH	$16.40	$1,033.20
131	623	MONUMENT ASSEMBLY, TYPE 1 OR 2	5	EACH	$1,300.00	$6,500.00
132	623	CONCRETE MONUMENT, TYPE B	2	EACH	$765.00	$1,530.00
133	624	MOBILIZATION	1	L.S.	$11,000.00	$11,000.00
134	630	REMOVAL, STORAGE, OR RE-ERECTION OF SIGNS AND SUPPORTS	1	L.S.	$437.00	$437.00
135	644	EDGE LINE, 4"	1.30	MILE	$3,300.00	$4,290.00
136	644	CENTER LINE	0.71	MILE	$6,500.00	$4,615.00
137	644	CHANNELIZING LINE, 8"	336	FOOT	$2.20	$739.20
138	644	STOP LINE	16	FOOT	$8.75	$140.00
139	644	LANE ARROW	4	EACH	$109.00	$436.00

REF. NO.	ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST (2024 Cost)
140	644	TRANSVERSE/DIAGONAL LINE (YELLOW)	104	FOOT	$7.65	$795.60
141	644	TRANSVERSE/DIAGONAL LINE (WHITE)	258	FOOT	$7.65	$1,973.70
142	644	SCHOOL SYMBOL MARKING, 96"	2	EACH	$765.00	$1,530.00
143	659	SEEDING AND MULCHING, AS PER PLAN	2668	SQ.YD.	$2.20	$5,869.60
144	659	REPAIR SEEDING AND MULCHING, AS PER PLAN	134	SQ.YD.	$2.20	$294.80
145	659	COMMERCIAL FERTILIZER	0.24	TON	$655.00	$157.20
146	659	WATER	15	MGAL.	$27.00	$405.00
147	832	EROSION CONTROL	1000	EACH	$1.00	$1,000.00
148	860	THINLAY ASPHALT CONCRETE, TYPE MED (DRIVEWAYS)	11	CU.YD.	$820.00	$9,020.00
		LASKEY ROAD SUBTOTAL:				**$370,994.70**
		5%± OPWC CONTINGENCY:				**$18,505.30**
		LASKEY ROAD PROJECT TOTAL (2024 Costs):				**$389,500.00**

Sarah L. Rowland PE #75215

STATE OF OHIO
SARAH L. ROWLAND E-75215 REGISTERED
PROFESSIONAL ENGINEER


Barton Pl
Gorham Pl
Heather Pl
Argonne Pl
Cinnamon Ln
Stock Ave
184
Huntington Park
Artwell Dr
Stewart Rd
Normandy Dr
Marshall Rd
Balfour Rd
Acres Rd
Delbrook Dr
Dornell Dr
Elliott Rd
Roan Rd
Rudyard Rd
Webster Dr
Randall St
184
51
Alger Dr
Pyle Dr
Whitestone Park
Burgess Dr
Allison Ln
Silvertown Dr
McLain Dr
Merriman Dr
Whiteford Rd
Westminster Rd
S Arvilla Dr
Crestridge N
Crestridge S
Plantation Dr
Ginger Trl
Flanders Rd
Woods Ave
Malden Ave
Kirk Ave
Steffins Ave
Wrenwood Rd
Harschel Dr
Armada Dr
Bannockburn Dr
Fenwick Dr
Home Ln
Airedale Ave
Clover Ln
McGregor Ln
Harvest Ln
654 ft
Bromley Dr
Talmadge Rd
Carlingford Dr
Fredella Dr
664 ft
Meadow Ln
Farhills Rd
Lansdowne Rd
Branch Dr
Donegal Ln
Calyx Ln
Arbor Way
Trellis Way
Maryhill Rd
Gilhouse Rd
Briarcrest Rd
Philmar Dr
Borland Dr
Brookhurst Rd
Haddon Rd
Mt Airy Rd
644 ft
Corey Rd
51
Sylvania Country Club
W Laskey Rd
Larkhaven Dr
Fairfield Dr
Estero Pl
Kathy Ln
Monac Dr
Naomi Dr
Clawson A
Coldstream Rd
Saddlecreek Rd
Golf Creek Rd
Vineyard Rd
Sadalia Rd
Ariel Ave
Luann Ave
Haddington Dr
Boydson Dr
Sturbridge Rd
Cherrington Rd
Burningtree Dr
Valencia Dr
Cambrian Rd
639 ft
Homerdale Ave
Forestlawn Rd
Nantucket Dr
Mockingbird Ln
Partridge Ln
Merriweather Rd
Rose Garden Dr
Barbara Dr
Galden Estates Dr
Franklin Park Mall
Royer Rd

The Lucas County Engineers Office
Traffic Department
419-213-2860

Location: : LASKEY ROAD
From/To: : MONROE TO STATESVILLE
Notes: : AB = WB

Site: 001001

Seven Day Volume, per Channel (Volume factor 0.500)

Sensor A

Interval Start	Mon 7/8/2019	Tue 7/9/2019	Wed 7/10/2019	Thu 7/11/2019	Fri 7/12/2019	Sat 7/13/2019	Sun 7/14/2019	Mon - Fri Average	7 Day Average
12:00 AM	-	41	48	-	-	-	-	44.5	44.5
1:00 AM	-	26	27	-	-	-	-	26.5	26.5
2:00 AM	-	18	17	-	-	-	-	17.5	17.5
3:00 AM	-	14	14	-	-	-	-	14.0	14.0
4:00 AM	-	36	39	-	-	-	-	37.5	37.5
5:00 AM	-	90	76	-	-	-	-	83.0	83.0
6:00 AM	-	206	212	-	-	-	-	209.0	209.0
7:00 AM	-	526	496	-	-	-	-	511.0	511.0
8:00 AM	-	531	518	-	-	-	-	524.5	524.5
9:00 AM	-	482	480	-	-	-	-	481.0	481.0
10:00 AM	-	480	485	-	-	-	-	482.5	482.5
11:00 AM	-	568	562	-	-	-	-	565.0	565.0
12:00 PM	-	588	614	-	-	-	-	601.0	601.0
1:00 PM	-	597	618	-	-	-	-	607.5	607.5
2:00 PM	604	601	-	-	-	-	-	602.5	602.5
3:00 PM	613	672	-	-	-	-	-	642.5	642.5
4:00 PM	701	776	-	-	-	-	-	738.5	738.5
5:00 PM	778	786	-	-	-	-	-	782.0	782.0
6:00 PM	544	594	-	-	-	-	-	569.0	569.0
7:00 PM	378	404	-	-	-	-	-	391.0	391.0
8:00 PM	299	324	-	-	-	-	-	311.5	311.5
9:00 PM	196	260	-	-	-	-	-	228.0	228.0
10:00 PM	126	165	-	-	-	-	-	145.5	145.5
11:00 PM	94	76	-	-	-	-	-	85.0	85.0
Totals	4333	8861	4206	0	0	0	0	8700.0	8700.0
Peak Hours									
12:00 AM - 12:00 PM	-	11:00 AM	11:00 AM	-	-	-	-	11:00 AM	11:00 AM
Volume	-	568	562	-	-	-	-	565.0	565.0
12:00 PM - 12:00 AM	5:00 PM	5:00 PM	1:00 PM	-	-	-	-	5:00 PM	5:00 PM
Volume	778	786	618	-	-	-	-	782.0	782.0

TRAFFIC COUNTS

LUCAS COUNTY ENGINEERS OFFICE

RAW A.D.T.	8700
RAW PK. HR.	780
ADJ. A.D.T.	8,050

LOCATION:			LAT., LONG:
Laskey Road ~ Monroe to Statesville			N 41° 42 ' 20.2", W 83° 34 ' 32.1"
URBAN / ~~RURAL~~	NO.	COUNTER NUMBER	T.M.A.C.O.G. NUMBER
Minor Arterial 0.952	10	2	EX-0061

The Lucas County Engineers Office
Traffic Department
419-213-2860

Location: : LASKEY ROAD
From/To: : FLANDERS TO TALMADGE
Notes: : AB = EB

Site: 001005

Seven Day Volume, per Channel (Volume factor 0.500)

Sensor B

Interval Start	Mon 7/8/2019	Tue 7/9/2019	Wed 7/10/2019	Thu 7/11/2019	Fri 7/12/2019	Sat 7/13/2019	Sun 7/14/2019	Mon - Fri Average	7 Day Average
12:00 AM	-	59	56	-	-	-	-	57.5	57.5
1:00 AM	-	22	29	-	-	-	-	25.5	25.5
2:00 AM	-	27	23	-	-	-	-	25.0	25.0
3:00 AM	-	22	16	-	-	-	-	19.0	19.0
4:00 AM	-	38	46	-	-	-	-	42.0	42.0
5:00 AM	-	80	90	-	-	-	-	85.0	85.0
6:00 AM	-	221	215	-	-	-	-	218.0	218.0
7:00 AM	-	508	494	-	-	-	-	501.0	501.0
8:00 AM	-	589	610	-	-	-	-	599.5	599.5
9:00 AM	-	558	566	-	-	-	-	562.0	562.0
10:00 AM	-	570	592	-	-	-	-	581.0	581.0
11:00 AM	-	686	696	-	-	-	-	691.0	691.0
12:00 PM	-	748	786	-	-	-	-	767.0	767.0
1:00 PM	-	781	794	-	-	-	-	787.5	787.5
2:00 PM	770	774	-	-	-	-	-	772.0	772.0
3:00 PM	794	804	-	-	-	-	-	799.0	799.0
4:00 PM	928	930	-	-	-	-	-	929.0	929.0
5:00 PM	1004	1022	-	-	-	-	-	1013.0	1013.0
6:00 PM	669	782	-	-	-	-	-	725.5	725.5
7:00 PM	536	596	-	-	-	-	-	566.0	566.0
8:00 PM	410	409	-	-	-	-	-	409.5	409.5
9:00 PM	259	340	-	-	-	-	-	299.5	299.5
10:00 PM	172	200	-	-	-	-	-	186.0	186.0
11:00 PM	96	96	-	-	-	-	-	96.0	96.0
Totals	5638	10862	5013	0	0	0	0	10756.5	10756.5
Peak Hours									
12:00 AM - 12:00 PM	-	11:00 AM	11:00 AM	-	-	-	-	11:00 AM	11:00 AM
Volume	-	686	696	-	-	-	-	691.0	691.0
12:00 PM - 12:00 AM	5:00 PM	5:00 PM	1:00 PM	-	-	-	-	5:00 PM	5:00 PM
Volume	1004	1022	794	-	-	-	-	1013.0	1013.0

TRAFFIC COUNTS

LUCAS COUNTY ENGINEERS OFFICE

RAW A.D.T.	10,760
RAW PK. HR.	1010
ADJ. A.D.T.	10,240

LOCATION: Laskey Road ~ Flanders to Talmadge

LAT., LONG: N 41° 42 ' 14.7", W 83° 38 '50.5"

URBAN / ~~RURAL~~	NO.	COUNTER NUMBER	T.M.A.C.O.G. NUMBER
Minor Arterial	10	4	EX-0063

Location: : LASKEY ROAD
From/To: : MONROE TO STATESVILLE
Notes: : AB = WB

Site: 001001
Monday, 7/8/2019 2:00 PM -
Wednesday, 7/10/2019 2:00 PM

Classification Grand Totals

Hourly Averages

Combined

Interval Start	Total	Passenger Vehicles	Single Trucks	Trucks & Trailers	Tailgating
12:00 AM	44.5	42.0	2.5	0.0	0.0
1:00 AM	26.5	26.0	0.5	0.0	0.0
2:00 AM	17.0	17.0	0.0	0.0	0.0
3:00 AM	14.0	13.0	1.0	0.0	0.0
4:00 AM	37.0	33.0	4.0	0.0	0.0
5:00 AM	81.5	75.0	5.5	1.0	0.0
6:00 AM	207.0	200.5	5.5	0.5	0.5
7:00 AM	491.0	467.5	23.0	0.5	0.0
8:00 AM	503.5	476.5	24.5	2.5	0.0
9:00 AM	461.5	425.5	31.5	4.5	0.0
10:00 AM	461.5	433.5	25.5	2.5	0.0
11:00 AM	545.5	510.0	32.0	3.5	0.0
12:00 PM	575.5	540.0	30.5	5.0	0.0
1:00 PM	581.5	549.0	28.0	4.5	0.0
2:00 PM	579.0	540.0	37.0	2.0	0.0
3:00 PM	613.5	574.5	36.5	2.5	0.0
4:00 PM	699.5	650.5	45.0	4.0	0.0
5:00 PM	741.5	701.0	36.5	4.0	0.0
6:00 PM	550.0	520.5	29.5	0.0	0.0
7:00 PM	382.0	363.0	18.5	0.5	0.0
8:00 PM	309.5	294.0	15.5	0.0	0.0
9:00 PM	224.0	213.0	10.5	0.5	0.0
10:00 PM	144.5	140.5	4.0	0.0	0.0
11:00 PM	85.0	82.5	2.5	0.0	0.0
Daily Average	8376.0	7888.0	449.5	38.0	0.5

Study Grand Totals

	Total	Passenger Vehicles	Single Trucks	Trucks & Trailers	Tailgating
Combined	16752	15776	899	76	1
		94.2%	5.4%	0.5%	0.0%
WB	8659	8375	250	33	1
		96.7%	2.9%	0.4%	0.0%
EB	8093	7401	649	43	0
		91.4%	8.0%	0.5%	0.0%

Location: : LASKEY ROAD
From/To: : FLANDERS TO TALMADGE
Notes: : AB = EB

Site: 001005
Monday, 7/8/2019 2:00 PM -
Wednesday, 7/10/2019 2:00 PM

Classification Grand Totals

Hourly Averages

Combined

Interval Start	Total	Passenger Vehicles	Single Trucks	Trucks & Trailers	Tailgating
12:00 AM	56.0	53.5	2.5	0.0	0.0
1:00 AM	25.5	24.5	1.0	0.0	0.0
2:00 AM	25.0	25.0	0.0	0.0	0.0
3:00 AM	18.0	15.5	2.0	0.5	0.0
4:00 AM	41.0	37.5	3.0	0.5	0.0
5:00 AM	82.5	75.0	7.0	0.5	0.0
6:00 AM	207.0	194.5	11.0	1.5	0.0
7:00 AM	472.0	446.0	26.0	0.0	0.0
8:00 AM	549.0	516.0	29.5	3.5	0.0
9:00 AM	508.5	473.0	32.0	3.5	0.0
10:00 AM	530.5	499.0	30.0	1.5	0.0
11:00 AM	638.5	599.0	35.5	4.0	0.0
12:00 PM	710.0	664.5	41.0	4.5	0.0
1:00 PM	734.0	700.0	31.5	2.5	0.0
2:00 PM	654.0	602.5	47.0	4.5	0.0
3:00 PM	720.5	685.0	33.0	2.5	0.0
4:00 PM	836.5	784.0	47.0	5.5	0.0
5:00 PM	908.0	849.0	51.0	8.0	0.0
6:00 PM	665.5	636.0	27.5	2.0	0.0
7:00 PM	535.5	505.0	27.5	3.0	0.0
8:00 PM	393.5	376.0	17.5	0.0	0.0
9:00 PM	287.0	280.0	7.0	0.0	0.0
10:00 PM	180.5	175.5	5.0	0.0	0.0
11:00 PM	91.5	87.5	4.0	0.0	0.0
Daily Average	9870.0	9303.5	518.5	48.0	0.0

Study Grand Totals

	Total	Passenger Vehicles	Single Trucks	Trucks & Trailers	Tailgating
Combined	19740	18607	1037	96	0
		94.3%	5.3%	0.5%	0.0%
EB	10252	9788	413	51	0
		95.5%	4.0%	0.5%	0.0%
WB	9488	8819	624	45	0
		92.9%	6.6%	0.5%	0.0%

Date: May 10, 2016 **Resolution No. 16-402**

Title: Approval of the Complete Streets Policy

Department/Agency: Lucas County Engineer's Office

Contact: Ronald L. Myers, PE, Traffic Operations Engineer

Summary/Background: A "Complete Street" is one which is designed to be a transportation corridor and public space to accommodate the users including pedestrians, bicyclists, public transit users and motorists alike. Complete streets shall endeavor to offer safe, unimpeded travel for all users.

The goal of the Lucas County Engineer is to plan, design and construct transportation and infrastructure improvements throughout the County in a manner which produces safe access to and active use by walkers and those on bicycles as well as accommodating those in public and privately owned vehicles. The Engineer's Office already evaluates "Complete Street" design elements for major infrastructure projects with this multi-purpose approach to maximize the value of project investment.

Example Design Elements include:

- Paved shoulders and / or bicycle lanes adjacent to a roadway;
- Sidewalks & multi-use paths within the rights-of-way;
- Pedestrian crossing signals which include audible crossing signals for the visually impaired;
- Easy access to public transit facilities and lines;
- Sidewalks;
- Street amenities including benches, lighting, landscaping, etc.;
- Appropriate pedestrian signage and/or way finding enhancements.

Major infrastructure projects will contemplate long range transportation plans, community-wide goals, neighborhood contextual matters, site specific opportunities and physical constraints to ensure that all potential users' needs are considered. It is recognized that some projects, corridors or streets may be able to accommodate more or fewer complete street elements than others for a variety of reasons. Nevertheless; where practical and economically feasible the Engineer's Office will strive to incorporate complete streets elements and principles into its major public transportation and infrastructure projects.

Budget Impact: License Plate Fees and Gas Taxes ~ 2040-2920-517110

Statutory Authority/ORC: *Ohio Revised Code* Section 5555.02

Commissioner Gerken offered the following resolution:

WHEREAS, in consideration of the above, NOW, THEREFORE BE IT RESOLVED by the Board of County Commissioners, Lucas County, Ohio, that:

Section 1. This board hereby approves the Complete Streets Policy and where practical and economically feasible Lucas County will strive to incorporate complete streets elements and principles into its major public transportation and infrastructure projects.

Section 2. This Board finds and determines that all formal actions of this Board concerning and relating to the adoption of this resolution were taken in an open meeting of this Board and that all deliberations of this Board that resulted in those formal actions were in a meeting open to the public in compliance with the law.

Section 3. This resolution shall be in full force and effect from and immediately upon its adoption.

Action Taken:

Commissioner Gerken voted yes
Commissioner Contrada voted yes
Commissioner Skeldon Wozniak voted yes

Jody L. Balogh, Clerk


5015
5005
4895
W Laskey Rd
W Laskey Rd
W Laskey Rd
W Laskey Rd
W Laskey Rd
W Laskey Rd
4315
Talmadge Rd
Layers
Google

City of Toledo

Public Utilities
Engineering Services

600 Jefferson Ave.
Suite 300
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phone 419-245-1315
fax 419-936-2850

toledo.oh.gov

July 27, 2021

Mr. Michael Stormer, P.E.
1049 S McCord Rd.
Holland, OH 43528

Mr. Stormer,

In the interest of collaboration, the City of Toledo is pleased to support and participate in partnering with Lucas County on two roadway projects that will be applied for in the upcoming round of TMACOG funding.

Laskey Road would be a resurfacing project from Monroe Street to Talmadge Road. The City would pay for the portion of the resurfacing that lies within the City limits after the TMACOG funding is applied to the project.

Talmadge Road would be a resurfacing project from Alexis Road to Laskey Road. The City would either pay for their portion of the resurfacing that is within the City limits (after TMACOG funding is applied), or the City would agree to annex a portion of Talmadge Road, in which case the County would pay for the entire resurfacing.

We look forward to these projects getting funded and completed as it helps out both the City and County, and will benefit all residents, businesses, and schools along the corridor.

Sincerely,

Timothy Grosjean, P.E.
Senior Professional Engineer
City of Toledo, Division of Engineering Services
600 Jefferson Ave., Ste. 300
Toledo, OH 43604
Office: 419-245-1344
Cell: 419-392-6577