



Lake Erie West

REGIONAL COUNCIL

Transportation Improvement Program Application
Packet for:

Surface Transportation Block Grant (STBG)

APPLICATIONS DUE
August 7, 2026

Projects can be submitted electronically to Lisa Householder at householder@LakeErieWest.org, or they can be mailed or delivered directly to the Lake Erie West office at:
300 Martin Luther King Jr. Drive, Suite 300
Toledo, Ohio 43604

Issued by:
Lake Erie West Regional Council
300 Martin Luther King Jr. Drive
P.O. Box 9508
Toledo, Ohio 43697-9508

May 18, 2026
Application is also available at www.LakeErieWest.org

INTRODUCTION

The forms and information included in this package are for the submittal of Surface Transportation Block Grant (STBG) projects for Fiscal Years 2030 - 2032 in the Lake Erie West (formerly known as the Toledo Metropolitan Area Council of Governments, or TMACOG) Transportation Improvement Program (TIP).

Lake Erie West will be selecting \$24,000,000 worth of projects in this solicitation. For the purposes of the TIP funding programs, the Lake Erie West transportation region is limited to Lucas and Wood counties. Additionally, only those projects that are on federal aid eligible roads can be considered. All project applications should comply with the Regional Complete Streets Policy. Applicants must submit a TMACOG Complete Streets Checklist as part of the application process.

If there are questions regarding project eligibility or which fund type to request, please call Lisa Householder at (419) 820-4512.

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 DETAIL REQUESTS (Pages 3 & 4) – Requests the basic information needed for each project. Please provide this information separately for each desired project. Also provide the information of 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) – Request 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.

LAKE ERIE WEST TIP PROJECT APPLICATION & INSTRUCTIONS (Pages 6 – 14) – 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 15 – 20) – 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 an ad hoc committee of the Technical Advisory Committee (TAC), with validation by the full TAC.

COMPLETE STREETS CHECKLIST (Pages 22 – 29) – 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 Lake Erie West federal funds provided for any single project will be \$625,000.
2. There is no maximum total construction cost for a single small project.
3. Lake Erie West federal funds will be provided at a maximum of 80/20 split up to the funding cap of \$625,000 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), or Detailed Design (DD).
5. Jurisdictions may submit as many projects as they desire.
6. \$5,000,000 will be allocated to this solicitation.
7. Each project will be scored and ranked. Based on the ranking, the projects will be selected one per jurisdiction until the \$5,000,000 mark has been reached. If each jurisdiction that has applied has received a project award, then Lake Erie West will go back to the top of the ranking to select the next top projects until the total allocation has reached \$5,000,000.
8. Lake Erie West will set aside Toll Revenue Credits (TRC) to incentivize project programming during the first quarter of a State Fiscal Year (July-September). TRCs will be applied to the federal share, thereby reducing the local match requirement. A total annual cap amount of \$100,000 in TRCs will be allocated for this purpose. Up to five percent (5%) of federal funds – capped at \$30,000 per project – will be applied to eligible projects programmed in Quarter 1. This incentive is limited to small projects and will be distributed on a first-come, first-serve basis until the annual cap is reached.

PROJECT DETAILS REQUEST

Please provide the following information for all projects:

Project Name: East Indiana Avenue Rehabilitation

Project Limits (*include map*): E Indiana Ave from Louisiana Ave (SR 199) to E Boundary St

Project Sponsor and point of contact: City of Perrysburg, Brian Thomas, City Engineer (419) 872-7880
(*with phone number*)

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

Has the applicant completed the ODOT LPA Participation Requirements and received ODOT approval to administer Local-let projects within the last four years?:

Yes ☒ No ☐

Are you applying for a Small Project (federal request is less than \$625,000)?

Yes ☒ No ☐

If yes, then do you want to apply for first quarter sale to qualify for the 5% match reduction?

Yes ☒ No ☐

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

Resurfacing of approximately 3,600 feet Indiana Avenue. Project will include milling 1-1/2" of asphalt, base repairs (where required), curb replacement (where required), pedestrian ramp replacement (where required), new pavement and new pavement markings

PROJECT DETAILS REQUEST (continued)

Length of project (miles): 0.68 miles

Current status of the project: pre-design phase

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: 1/02/2030

Environmental Clearance complete: 8/02/2030

Stage 1 Review complete: 3/15/2030

Stage 2 Review complete: 6/21/2030

Stage 3 Review complete: 9/27/2030

R/W Plans complete: 12/20/2030

R/W Clear: 2/28/2031

Final Plans to ODOT: 4/10/2031

Anticipated Sale Date: 7/24/2031

All of the formal actions listed above 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 ODOT and Lake Erie West.

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

PROJECT BUDGET SUBMITTAL DETAIL

Activity	Total Estimate	Requested Lake Erie West Federal		Other Types of Funds (6)					
				A. Local Funds		B.		C.	
		Amount	Year	Amount	Year	Amount	Year	Amount	Year
Preliminary Engineering (1)	\$ 0	\$ 0	0	\$ 0	0				
Right-of-Way (2)	\$ 0	\$ 0	0	\$ 0	0				
Construction Contract (3)	\$ 651,554	\$ 521,243	2032	\$ 130,311	2032				
Construction Engineering (4)	\$ 65,156	\$ 52,124	2032	\$ 13,032	203				
Contingency Change Orders (5)	\$ 65,156	\$ 51,633	2032	\$ 13,523	2032				
FUNDING TOTAL (calculated)	\$ 781,866	\$ 625,000		\$ 156,866		\$ 0		\$ 0	
% Total Project Cost (manual)		80.0%		20.0%		0.0%		0.0%	

Numbered Notes:

- Preliminary Engineering** includes the cost of all activities prior to contract letting except Right-of-Way costs. It is not eligible for Lake Erie West TIP funding.
- Right-of-Way** can only be funded by Lake Erie West TIP federal funding in specific circumstances. See "General and Project Management Policies" in the FY 2026-2029 TMACOG TIP for more information on right-of-way.
- Construction Contract** includes the actual estimated construction contract amount plus any other agreements that are included as part of the construction cost.
- Construction Engineering** includes the costs of construction management, inspection, testing, etc.
- Contingency** should include a reasonable estimate of changes that could be expected after construction begins.
- Other Types of Funds**
 - List each type in a separate column. Add additional sheets if necessary for more fund types involved in the 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 provide additional documentation regarding 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.

LAKE ERIE WEST TIP PROJECT APPLICATION & INSTRUCTIONS

(To be used for projects competing for Lake Erie West funds in the FY 2026-2029 TIP)

NOTE: PLEASE REVIEW APPLICATION INSTRUCTIONS PRIOR TO ANSWERING QUESTIONS

SPONSOR: **City of Perrysburg**

PROJECT NAME: **East Indiana Avenue Rehabilitation**

PID # (existing projects):

<i>Application Question</i>	<i>Application Instructions</i>
1. Does the project align with the Lake Erie West Comprehensive Economic Development Strategy (CEDS)? Yes ☐ No ☒	If yes, a letter of concurrence is required from Lake Erie West.
2. What is the functional classification level that this project is located on? ☐ Principal Arterial (class 3) ☒ Minor Arterial (class 4) ☐ Major Collector (class 5) ☐ Minor Collector (class 6)	Self-explanatory. Only Minor Collectors located within or touching a boundary of an adjusted urbanized area are eligible for federal funding. A reference map is found here: https://arcg.is/TLaf40
3. Does the project provide direct access to a multimodal or intermodal terminal? ☐ Direct access to a multimodal/intermodal terminal ☐ Access to a multimodal/intermodal terminal within 0.5 miles ☒ No access ☐ Connection not on the map, attachment provided	A multimodal/intermodal terminal shall include a facility that contains two or more interactions between transportation modes, including shipments between truck, train, aircraft, and/or maritime freight. A reference map is found here: https://arcg.is/1nG9Xm1 If the terminal is not shown on the map, then please attach a description of the terminal and its function to the jurisdiction and region.

<i>Application Question</i>	<i>Application Instructions</i>																											
4. Does the project sponsor have an official complete streets policy? Yes ☐ No ☒	If yes, please attach relevant ordinance, resolution, or other document.																											
5. Does the project improve air emissions and is it identified on the TMACOG Congestion Management Process (CMP) report? Yes ☐ No ☒	If yes, please explain and provide the reference in the CMP. CMP is found here: https://tinyurl.com/pazp54aw																											
6. Will this project improve water quality through the development of bioswale, rain gardens, or pervious pavement, etc.? Yes ☐ No ☒	If yes, please attach explanation and details.																											
7. Will this project make use of recycled materials to a significant degree? Mill and reuse of asphalt surface materials does not qualify. Yes ☐ No ☒	If yes, please attach explanation and details.																											
8. Does the project include pedestrian improvements (check off all that apply)? <table border="0" style="width: 100%;"> <thead> <tr> <th></th><th style="text-align: center;"><u>Major Improvement</u></th><th style="text-align: center;"><u>Minor Improvement</u></th></tr> </thead> <tbody> <tr> <td>New sidewalk</td><td style="text-align: center;">☐</td><td style="text-align: center;">☐</td></tr> <tr> <td>Sidewalk upgrades</td><td style="text-align: center;">☐</td><td style="text-align: center;">☒</td></tr> <tr> <td>Sidewalk gaps</td><td style="text-align: center;">☐</td><td style="text-align: center;">☐</td></tr> <tr> <td>Crossing improvement</td><td style="text-align: center;">☐</td><td style="text-align: center;">N/A</td></tr> <tr> <td>Curb extensions</td><td style="text-align: center;">☐</td><td style="text-align: center;">N/A</td></tr> <tr> <td>Wayfinding/signage</td><td style="text-align: center;">N/A</td><td style="text-align: center;">☐</td></tr> <tr> <td>Pavement markings</td><td style="text-align: center;">N/A</td><td style="text-align: center;">☒</td></tr> <tr> <td>Other (provide details)</td><td style="text-align: center;">☐</td><td style="text-align: center;">☐</td></tr> </tbody> </table>		<u>Major Improvement</u>	<u>Minor Improvement</u>	New sidewalk	☐	☐	Sidewalk upgrades	☐	☒	Sidewalk gaps	☐	☐	Crossing improvement	☐	N/A	Curb extensions	☐	N/A	Wayfinding/signage	N/A	☐	Pavement markings	N/A	☒	Other (provide details)	☐	☐	If yes, you must attach explanation and details. Pertaining to sidewalks, a project will qualify as a Major Improvement if the new work covers, at a minimum, 50% of the project length for a corridor project or 50% of the intersection quadrants. If it does not meet the minimum criteria, then you should select Minor Improvement .
	<u>Major Improvement</u>	<u>Minor Improvement</u>																										
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<i>Application Question</i>	<i>Application Instructions</i>
9. Does the project include any of the following bike improvements (check off all that apply)? ☐ Protected Bike Lanes/Cycle Track ☐ Buffered Bike Lane ☐ Protected Intersections/Bike Boxes ☒ Shared-Lane ☒ Markings/Sharrows ☐ Multi-Use Path/Shared-Use Path ☐ Bicycle Signage (e.g. Bikes May Use Full Lane) ☐ Rails-to-Trail Project ☐ Connection to other bike facility ☐ Secure Bicycle Parking/Bike Racks ☐ Bicycle Detectors/Other bike technologies ☐ Other (Not listed here) And, does the project include improvements related to a bikeway specifically shown on the TMACOG Regional Bicycle Network? Yes ☐ No ☒	If yes, you must attach explanation and details. A map containing regional bicycle facilities is located here: https://arcg.is/1mXDem1 Note: this question has two parts to answer.
10. Does the project carry public transit (fixed route)? Yes ☐ No ☒	A fixed route is a designated service line, or primary route, operated by TARTA or other similar transit carrier. If yes, please attach explanation and details.
11. Is the project located in a community served by public transportation? Yes ☒ No ☐	Self-explanatory.

<i>Application Question</i>	<i>Application Instructions</i>
12. Has the project been programmed by ODOT for construction? Yes ☐ No ☒	If yes, attach the ODOT field notes with a PID.
13. Has right-of-way been cleared, or is it not needed? Yes ☒ No ☐	Self-explanatory
14. Does the project qualify for Categorical Exclusion C1? Yes ☒ No ☐	Self-explanatory
15. What percentage of the total project (including design, right-of-way, and construction) will use TIP federal funds? 80 %	See ADDITIONAL INSTRUCTIONS below this section.
16. Do you have an established method or protocol to regularly evaluate the roadway and pavement maintenance? Yes ☒ No ☐	If yes, please attach explanation and details.
17. If this is a pavement project, what is the existing Pavement Condition Rating (PCR)? PCR score = 64	Self-explanatory. If you feel conditions have worsened since ODOT's last assessment, then please provide both the current score found in TIMS, as well as your reassessed score. Use information provided in the ODOT TIMS site.
18. If this is a bridge project, what is the General Appraisal rating? GA score = N/A	Self-explanatory. Use information provided in the ODOT TIMS site.

Application Question	Application Instruction
19. If this is a bridge or roadway project, which of the following best describes the project? ☐ Resurfacing ☒ Rehabilitation with some base replacement ☐ Reconstruction with full base replacement ☐ Narrow and resurface/rehabilitate/reconstruct ☐ Widen and resurface/rehabilitate/reconstruct ☐ New roadway	Self-explanatory
20. If this is not a bridge or roadway project, which of the following best describes the existing condition? ☐ Past its useful life and substandard ☐ Near the end of its useful life and substandard ☐ Near the end of its useful life ☐ Declining and substandard ☐ Declining ☒ Not applicable	Self-explanatory If this is a new interchange, then that will require an Interchange Justification Study (IJS) or Interchange Modification Study (IMS) be underway in order to be ranked.

Application Question	Application Instructions																					
21. What is the three-year average accident rate per million vehicles? Or, what is the percentage of fatal and injury crashes over the most recent three years of available crash data? <table> <thead> <tr> <th><u>Crash rate</u></th><th><u>Fatal/Injury %</u></th><th></th></tr> </thead> <tbody> <tr> <td>☐ < 0.99</td><td>< 30%</td><td>☒</td></tr> <tr> <td>☐ 1 to 1.99</td><td>30-34%</td><td>☐</td></tr> <tr> <td>☐ 2 to 2.99</td><td>35-39%</td><td>☐</td></tr> <tr> <td>☐ 3 to 3.99</td><td>40-44%</td><td>☐</td></tr> <tr> <td>☐ 4 to 4.99</td><td>45-49%</td><td>☐</td></tr> <tr> <td>☐ > 5.00</td><td>> 50%</td><td>☐</td></tr> </tbody> </table>	<u>Crash rate</u>	<u>Fatal/Injury %</u>		☐ < 0.99	< 30%	☒	☐ 1 to 1.99	30-34%	☐	☐ 2 to 2.99	35-39%	☐	☐ 3 to 3.99	40-44%	☐	☐ 4 to 4.99	45-49%	☐	☐ > 5.00	> 50%	☐	See ADDITIONAL INSTRUCTIONS below this section. Use the best answer for the greatest number of points.
<u>Crash rate</u>	<u>Fatal/Injury %</u>																					
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22. Is this project location listed in the regional TMACOG Safe Locaton Report? Yes ☐ No ☒	Reference Appendix C in the 2020-2022 TMACOG Safety Location Report: https://tinyurl.com/4mscz6bd																					
23. What is the existing number of Average Daily Traffic (ADT) on the locally maintained road? ☐ < 5,000 ADT ☒ 5,000 to 9,999 ADT ☐ 10,000 to 14,999 ADT ☐ 15,000 to 19,999 ADT ☐ >20,000 ADT	Use traffic count figures for ADT from the TMACOG Traffic Count Database System or adjusted actual counts if the sponsor has obtained them. In the case of the latter, provide a copy of the count report and adjustment calculations. Traffic Count Database System																					

<i>Application Question</i>	<i>Application Instructions</i>
24. What percentage of Average Daily Traffic (ADT) is made up of trucks? ☐ <3% ☒ 3% to 8.99% ☐ 9% to 14.99% ☐ >15%	Use traffic count figures for ADT from the TMACOG Traffic Count Database System or adjusted actual counts if the sponsor has obtained them. In the case of the latter, provide a copy of the count report and adjustment calculations. Traffic Count Database System
25. Is the project listed on a truck impact route (TIR)? If it is not, then does it have a truck ADT greater than 500? ☒ Yes, the project is on a TIR ☐ Not on a TIR, but truck ADT is >500 trucks per day ☐ Not on a truck impact route	A reference map is found here: https://arcg.is/1rXK853 If a route is not shown on the map but has over 500 Truck ADT, then provide the traffic count study showing that information.
26. Is the project listed in the 2055 Regional Transportation Plan? ☐ Committed list (currently programmed) ☐ Plan Priority list (by 2035) ☐ Plan Priority list (2036 or later) Reserve ☐ list ☐ System Preservation list ☒ Not listed	Self-explanatory The 2055 Plan Summary is found here: https://tinyurl.com/3r6a27mf

<i>Application Question</i>	<i>Application Instructions</i>
27. How long ago was the last time the project sponsor received Lake Erie West-managed STBG funding? ☒ < 4 years ago ☐ 4 to 7 years ago ☐ 8 to 9 years ago ☐ 10 or more years ago	Self-explanatory
28. Has one or more Lake Erie West-funded projects slipped a fiscal year or been cancelled since the last STBG solicitation? ☐ One project slipped past the programmed year ☐ Two or more projects slipped past the programmed year ☐ One or more projects have been cancelled <i>Small project applications are exempt from this answer</i>	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 Lake Erie West administratively moves the project. Exceptions may be granted if circumstances are beyond the project sponsor's control.
29. How many bonus points out of 20 will be applied to this project? Bonus points towards this project: 20	Each project applicant is allotted 20 bonus points. If one project application is submitted by a single sponsor, then all 20 bonus points will be applied to that project. If more than one project application is submitted by a single sponsor, then the 20 points may be divided up and applied over the projects as they see fit.

ADDITIONAL INSTRUCTIONS:

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 (R/W) 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, a design cost of \$100,000, and a construction cost of \$1,000,000. The sponsor pays for all the R/W, design, and the normal 20% match (\$200,000) of the construction. Thus, the sponsor pays \$500,000 (39%) of the total cost and the federal portion pays \$800,000 (61%). The sponsor therefore earns 4 points because the sponsor is only using 61% of TIP federal funds for the project. Also, be sure these costs are the same as shown on the Project Details table. Design includes studies, plans, environmental, and design testing.

Item 21 In 2025, ODOT replaced the GIS Crash Analysis Tool (GCAT) with AASHTOWare Safety. Please request access here:

https://odot.formstack.com/forms/aashtoware_safety_access_request

Note: ODOT does not accept personal email domains, such as Gmail, Yahoo, or AOL, etc.

For the crash rate, use the following calculations:

Intersection Crash Rate:

$$\text{Rate} = \frac{C \times 1,000,000}{V \times 365 \times N}$$

Segment Crash Rate:

$$\text{Rate} = \frac{C \times 1,000,000}{V \times 365 \times N \times L}$$

C = Total number of crashes

V = Entering traffic volume

N = Number of years of data

L = Roadway length (miles)

For the Fatal/Injury percentage, sum the number of crashes involving a fatality, serious injury, minor injury, and possible injury, then divide by the total number of crashes.

PROJECT SCORING CRITERIA FOR TIP ANALYSIS FY 2026-2029 TIP

NOTE: Provided for your information only. Scoring will be completed by the TAC ad hoc scoring and ranking committee.

Project Name:

PID#:

Criteria 1: ECONOMIC DEVELOPMENT (15%) Maximum 15 points		
	Points Available	Score
1. Does the project align with the TMACOG Comprehensive Economic Development Strategy (CEDS)? • Yes = 5 points • No = 0 points	5	0
2. What is the functional classification level that this project is located on? • Principal Arterial (class 3) = 5 points • Minor Arterial (class 4) = 4 points • Major Collector (class 5) = 3 points • Minor Collector (class 6 – urban only) = 2 points	2 to 5	4
3. Does the project provide direct access to a multimodal or intermodal terminal? • Direct access to a MM/IM connection = 6 points • Access to a MM/IM connection within 0.5 miles = 3 points • No access = 0 points	3 or 6	0
	TOTAL	4

Criteria 2: LIVABILITY & INTER-CONNECTIVITY (15%) Maximum 15 points		
	Points Available	Score
4. Does the project sponsor have an official Complete Streets Policy? • Yes = 1 point • No = 0 points	1	0
5. Does this project improve air emissions and is it identified on the TMACOG Congestion Management Process (CMP) report? • Yes = 1 point • No = 0 points	1	0
6. Will this project improve water quality through the development of bioswale, rain gardens, pervious pavement, etc.? • Yes = 1 point • No = 0 points	1	0
7. Will this project make use of recycled materials to a significant degree? • Yes = 1 point • No = 0 points	1	0
8. Does the project include pedestrian improvements? • Major improvement = 5 points • Minor improvement = 2 points • No improvements = 0 points	2 or 5	2
9. Does the project include bike improvements? And, does the project include improvements related to a bikeway specifically shown on the TMACOG Regional Bicycle Network (RBN)? • Bike improvements & on RBN = 5 points • Bike improvements but not on RBN = 2 points • On RBN but no bike improvements = 2 points • Neither = 0 points	2 or 5	2
10. Does the project carry public transit (fixed route)? • Yes = 3 points • No = 0 points	3	0
11. Is the project located in a community served by public transit? • Yes = 1 point • No = 0 points	1	1
	TOTAL	5

Criteria 3: PROJECT READINESS & FUNDING (15%) Maximum 15 points		
	Points Available	Score
12. Has the project been programmed by ODOT? • Yes = 2 points • No = 0 points	2	0
13. Has right-of-way been cleared or not needed? • Yes = 2 points • No = 0 points	2	2
14. Does the project qualify for Categorical Exclusion C1? • Yes = 3 points • No = 0 points	3	3
15. What percentage of the total project (including design, right-of-way, and construction) will use TIP federal funds? • < 64% = 10 points • 65% to 74% = 5 points • 75% to 80% = 0 points	5 or 10	0
16. Do you have an established method or protocol to regularly evaluate the roadway and pavement maintenance? • Yes = 1 point • No = 0 points	1	1
	TOTAL	6

Criteria 4: SYSTEM USE & PERFORMANCE (55%) Maximum 55 points		
	Points Available	Score
17. Pavement Project: What is the existing pavement condition rating (PCR) based on the most recent ODOT scores? • 0 to 64 PCR = 6 points • 65 to 74 PCR = 3 points • 75 to 100 PCR = 0 points	3 or 6	6
18. Bridge Project: What is the general appraisal rating? • 1 to 2 GA = 6 points • 3 to 4 GA = 4 points • 5 to 6 GA = 2 points • 7 to 9 GA = 0 points	2, 4, or 6	0
19. Roadway/bridge project: Which of the following best describes the project? • Resurfacing = 10 points • Rehabilitation with some base replacement = 8 points • Reconstruction with full base replacement = 7 points • Narrow and resurface/rehab/reconstruct = 4 points • Widen and resurface/rehab/reconstruct = 2 points • New roadway = 0 points	2, 4, 7, 8, or 10	8
20. Note: Which of the following best describes the existing condition? • Past its useful life and substandard = 10 points • Near the end of its useful life and substandard = 8 points • Near the end of its useful life = 6 points • Declining and substandard = 4 points • Declining = 2 points • Not applicable = 0 points	2, 4, 6, 8, or 10	8
21. What is the three-year average accident rate per million vehicles? Or, what is the percentage of fatal and injury crashes over the most recent three years of available crash data? Use best answer. • < 0.99 OR < 30% = 0 points • 1 to 1.99 OR 30% to 34% = 2 points • 2 to 2.99 OR 35% to 39% = 4 points • 3 to 3.99 OR 40% to 44% = 6 points • 4 to 4.99 OR 45% to 49% = 8 points • > 5.0 OR > 50% = 10 points	2, 4, 6, 8, or 10	0

Criteria 4: SYSTEM USE & PERFORMANCE (55%) Maximum 55 points		
	Points Available	Score
22. Is this project listed in the regional TMACOG Safety Location Report? • Yes = 5 points • No = 0 points	5	0
23. What is the existing number of Average Daily Traffic (ADT) on the locally maintained road? • < 5,000 ADT = 4 points • 5,000 to 9,999 ADT = 5 points • 10,000 to 14,999 ADT = 6 points • 15,000 to 19,999 ADT = 7 points • > 20,000 ADT = 8 points	4 to 8	5
24. What percentage of the Average Daily Traffic (ADT) is made up of trucks? • < 3% = 0 points • 3% to 8.99% = 1 point • 9% to 14.99% = 3 points • > 15% = 5 points	1, 3, or 5	1
25. Is the project on a truck impact route (TIR)? If it is not, then does it have a truck ADT greater than 500? • Yes, the project is on a TIR = 2 points • Not on a TIR, but > 500 truck ADT = 2 points • No = 0 points	2	2
26. Is the project listed in the 2055 Regional Transportation Plan? • Committed list (currently programmed) = 3 points • Plan Priority list (by 2035) = 3 points • Plan Priority list (2036 or later) = 2 points • Reserve list = 1 point • System Preservation list = 1 point • Not listed = 0 points	1 to 3	0
27. How long ago was the last time the project sponsor received TMACOG-managed STBG funding? • < 4 years ago = 0 points • 4 to 7 years ago = 4 points • 8 to 9 years ago = 6 points • 10 or more years ago = 8 points	4, 6, or 8	0

Criteria 4: SYSTEM USE & PERFORMANCE (55%) Maximum 55 points		
	Points Available	Score
28. Has one or more TMACOG-funded projects slipped past a fiscal year or been cancelled since the last STBG solicitation? (Small projects are exempt from this answer.) • One project slipped past the programmed year = -5 points • Two or more projects have slipped past the programmed year = -10 points • One or more projects have been cancelled = -10 points	-5 or -10	0
MAXIMUM POINTS = 100	TOTAL	30

BONUS POINTS		
	Points Available	Score
How many bonus points will be allotted for this project? • Each sponsor has up to 20 bonus points to apply to a project. • <i>Grand Total can be split over multiple projects, however it cannot exceed 20 points collectively.</i>	1 to 20	20
ADD TO TOTAL ABOVE, MAXIMUM POINTS = 120	GRAND TOTAL	65

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TMACOG COMPLETE STREETS CHECKLIST

This checklist accompanies the TMACOG Complete Streets policy. It is to be completed when applying for Lake Erie West-attributable funding through the Lake Erie West 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 Lake Erie West-attributable federal funding of the Surface Transportation Block Grant program (STBG), 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. More information on various Complete Streets guidelines and standards can be found in the [ODOT's Manuals and Design Standards](#).

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.

Existing Conditions

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

The project area has sidewalks located on both sides of the street and the pavement has painted sharrow symbols to remind motorists that bicyclists have the right to be on the pavement also.

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

The accommodations will remain unchanged.

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 street is lined with street trees, land uses are mixed with the property breakdown being 4.9% Institutional Uses, 4.9% Central Business, 3.7% Single Family (9,500 sf) and the remaining 86.5% being Single Family (11,600 sf). Street lights are present at the roadway intersections and the large right-of-way (132 feet) gives the corridor an open feeling.

Safety

1. Briefly explain how the project will improve safety. Lake Erie West 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 Lake Erie West's or ODOT's high-crash lists.

This corridor does not have a high crash rate but the project will provide new pavement markings that will be more visible against the darker background of the new asphalt pavement.

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 were chosen because this section of Indiana Avenue has the greatest amount of time since it was last repaved. There are no "pinch points" and there are no other jurisdictions to consider.

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

N / A

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.

N / A

2. Transit accommodation 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:

N / A

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?

It won't but the existing right-of-way is 132 feet wide so there is adequate open space for any future utility/telecommunication needs.

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

Pedestrian

- ☐ Pedestrian facilities – both sides of the street
- ☐ Pedestrian facilities – one side of the 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 lanes
- ☐ 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)

Exceptions

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

Pedestrian facilities are already present. The project is a resurfacing project of an existing cross section with the replacement of existing curb ramps that are not compliant with current standards.

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 Lake Erie West 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 street 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 volumes (18,000+ vehicles per day), constrained and fixed right-of-way, and posted speeds of 45 mph or more may need special consideration.

East Indiana Avenue Rehabilitation
Preliminary Engineer's Estimate
June 18, 2026

ITEM NO.	DESCRIPTION	UNIT	UNIT COST	Quantity	Estimated Cost
253	Full-Depth Pavement Repair- 4 inch	SY	\$30.00	3,653.33	\$109,600.00
254	Pavement Planing - 1.5"	SY	\$2.50	18,266.67	\$45,666.67
407	Tack Coat	GA	\$2.75	100.47	\$276.28
441	Asphalt Concrete Surface Course, Type 1, 449 (1.5")	CY	\$210.00	761.11	\$159,833.33
608	4" Sidewalk & Curb Ramps	SF	\$15.00	2,240.00	\$33,600.00
608	Detectable Warning	EA	\$500.00	16.00	\$8,000.00
609	Curb and Gutter Remove and Replace	LF	\$60.00	1,440.00	\$86,400.00
614	Maintenance of Traffic	LS	\$20,000.00	1.00	\$20,000.00
624	Mobilization	LS	\$20,000.00	1.00	\$20,000.00
642	Arrow on Pavement	EA	\$100.00	18.00	\$1,800.00
642	Parking Spot Line	LF	\$1.50	658.00	\$987.00
642	Stop Bar	LF	\$5.00	170.00	\$850.00
642	Crosswalk	LF	\$5.00	482.00	\$2,410.00
642	Channelization Line	LF	\$1.50	725.00	\$1,087.50
642	Transverse Line	LF	\$3.00	102.00	\$306.00
642	Yellow Centerline	Mi	\$1,000.00	0.71	\$707.01
642	Dashed White Lane Line	Mi	\$500.00	0.02	\$10.00
642	Bicycle Symbol	EA	\$2,550.00	6.00	\$15,300.00
659	Topsoil, Seed & Mulch	SY	\$9.00	480.00	\$4,320.00
832	Temporary Sediment and Erosion	LS	\$15,000.00	1.00	\$15,000.00
SPEC	Manhole Adjust to Grade	EA	\$2,000.00	16.00	\$32,000.00
SPEC	Replace Catch Basin Casting	EA	\$2,000.00	30.00	\$60,000.00
SPEC	Monument Box Adjust to Grade	EA	\$1,000.00	6.00	\$6,000.00
SPEC	Reclamite Asphalt Surface Preservation	SY	\$1.50	18,266.67	\$27,400.00

Subtotal = \$651,553.79
10% Contingency = \$65,155.38
Inflation (10%) = \$65,155.38
Engineer's Estimate = \$781,864.55



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Properties

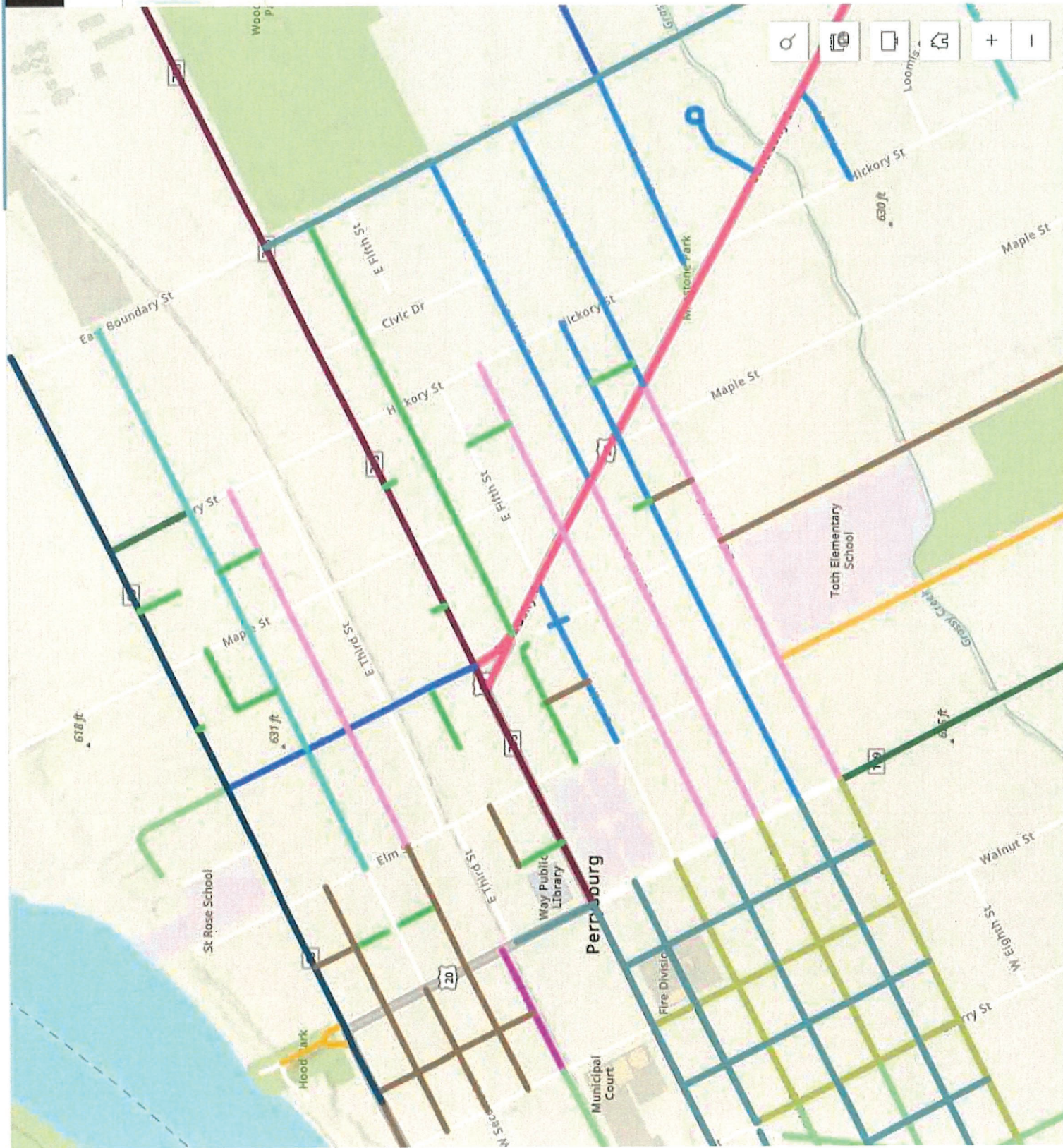
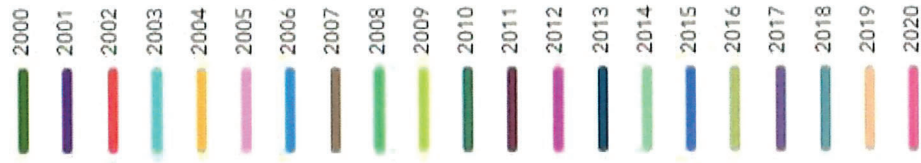
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Information

Symbology

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All Years



INDIANA

Properties

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Information

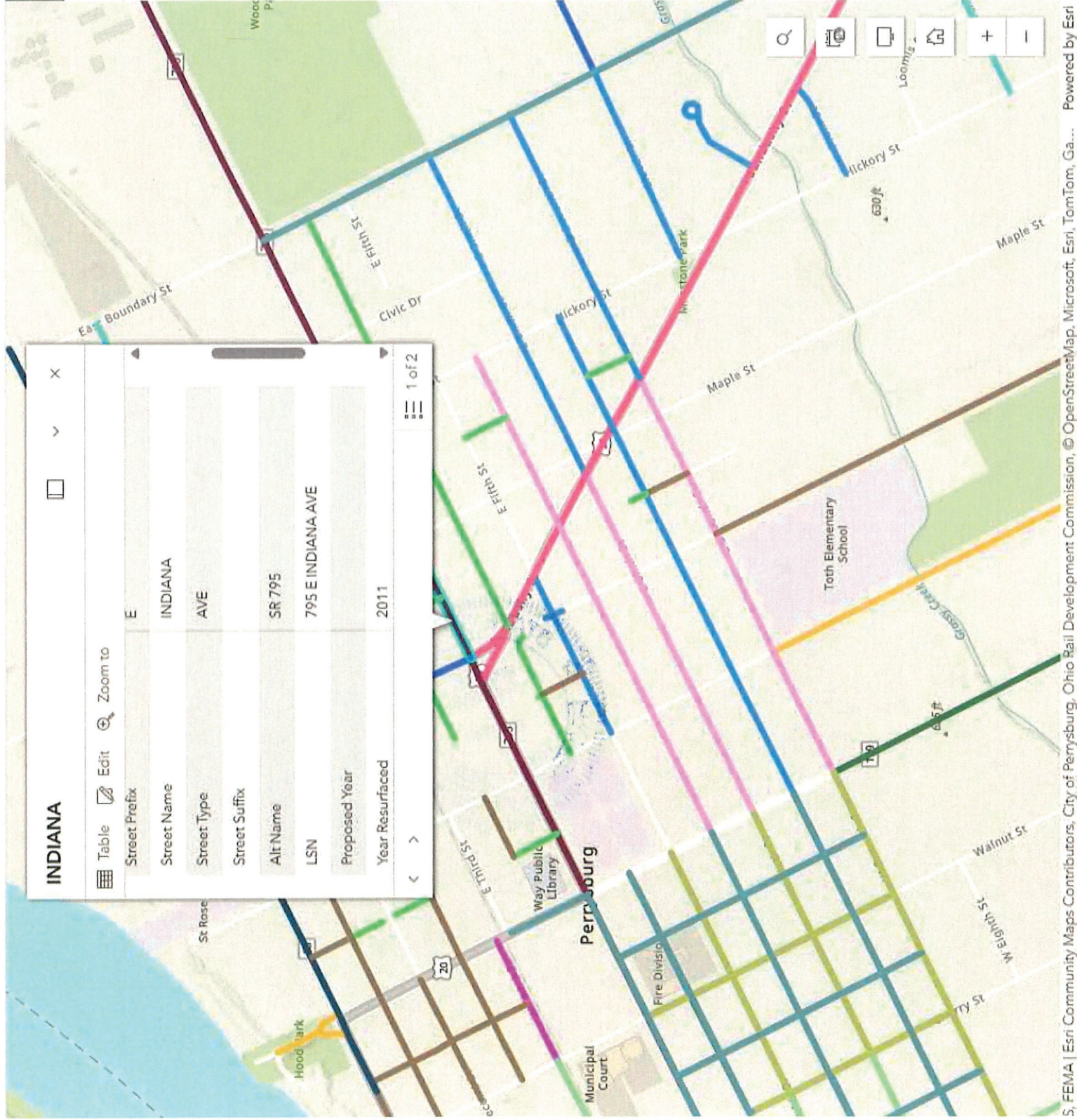
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All Years



INDIANA	
Table	Edit
Street Prefix	E
Street Name	INDIANA
Street Type	AVE
Street Suffix	
Alt Name	SR 795
LSN	795 E INDIANA AVE
Proposed Year	
Year Resurfaced	2011



East Indiana Avenue Rehabilitation
PCR Scores (From City Scoring)
June 12, 2026

PCR Scores	Length of Roadway	% of Total Length	Weighted PCR
71	335.03	0.093083987	6.61
71	327.28	0.090930193	6.46
65	320.30	0.088989756	5.78
78	176.76	0.049109625	3.83
79	142.37	0.039554579	3.12
68	329.78	0.091623601	6.23
61	322.29	0.089545217	5.46
54	324.48	0.090153099	4.87
51	323.49	0.089878127	4.58
54	388.94	0.108062594	5.84
64	608.52	0.169069223	10.82

Sum = 3,599.24 **63.61** **Weighted PCR Score**

RESOLUTION 65-2026

A RESOLUTION AUTHORIZING THE CITY ENGINEER TO PURSUE A LEWRC SURFACE TRANSPORTATION BLOCK GRANT (STBG) FOR THE RESURFACING OF E INDIANA AVE FROM LOUISIANA AVE (SR 199) TO E BOUNDARY ST; AND DECLARING AN EMERGENCY

WHEREAS, the Lake Erie West Regional Council (LEWRC) offers grants to communities in Northwest Ohio for the purpose of operational improvements through construction or resurfacing roadways in the area; and,

WHEREAS, the LEWRC Surface Transportation Block Grant Program (STBG) provides funding for projects that include road improvement projects such as the resurfacing of E Indiana Ave from Louisiana Ave (SR 199) to E Boundary St; and,

WHEREAS, the City may be eligible for funding through the LEWRC STBG program to fund this improvement; and,

WHEREAS, the LEWRC funding schedule for projects requires the City to submit its application prior to August 7, 2026, with the funding based on the application disbursed to the City in the year 2030 or later; and,

WHEREAS, the City agrees herein to share in the project costs as a condition to accepting the grant if awarded; and,

WHEREAS, the Service Committee of Council considered this request at their July 13, 2026 meeting and unanimously recommended its advancement to City Council.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PERRYSBURG, WOOD COUNTY, OHIO:

SECTION 1. The City Engineer is authorized to take all actions necessary to apply for a LEWRC STBG Grant for the purpose resurfacing of E Indiana Ave from Louisiana Ave (SR 199) to E Boundary St.

SECTION 2. The total cost of the project is estimated to be Seven Hundred Eighty-One Thousand Eight Hundred Sixty-Six Dollars and Zero Cents (\$781,866.00) with STBG funding Six Hundred Twenty-Five Thousand Dollars and Zero Cents (\$625,000.00) of the cost. If awarded the funds, the City commits to pay the local portion of the actual cost, estimated to be One Hundred Fifty-Six Thousand Eight

Hundred Sixty-Six Dollars and Zero Cents (\$156,866.00). The City further agrees that, to the extent it wants anything outside the scope of work involved in the proposed resurfacing of E Indiana Ave from Louisiana Ave (SR 199) to E Boundary St, it will be required to fund the full amount of any such additional work, and it agrees to pay One Hundred Percent (100%) for all such non-participating costs associated to project development and construction activities.

SECTION 3. If the application is approved for funding the Mayor and Director of Finance are hereby empowered on behalf of the City and Council to enter into any contracts or agreements necessary to complete the above-described project.

SECTION 4. It is found and determined that all formal actions of Council concerning or relating to the passage of this Resolution were adopted in an open meeting of the 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 of the City of Perrysburg and the State of Ohio.

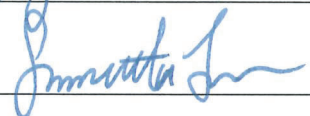
SECTION 5. This Resolution is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health and safety of the citizens of the City of Perrysburg, Wood County, Ohio, in order to permit the City to meet applicable deadlines for the grant program, and shall be in full force and effect from and immediately after its passage and approval by the Mayor.



President of Council


Mayor

PASSED Aug. 4, 2026

ATTEST: 

APPROVED: Aug. 4, 2026

Timothy W. Effler
LAW DIRECTOR