



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:

Project Limits (*include map*):

Project Sponsor and point of contact:
(*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:

PROJECT DETAILS REQUEST (continued)

Length of project (miles):

Current status of the project:

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:

Environmental Clearance complete:

Stage 1 Review complete:

Stage 2 Review complete:

Stage 3 Review complete:

R/W Plans complete:

R/W Clear:

Final Plans to ODOT:

Anticipated Sale Date:

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.		B.		C.	
		Amount	Year	Amount	Year	Amount	Year	Amount	Year
Preliminary Engineering (1)									
Right-of-Way (2)									
Construction Contract (3)									
Construction Engineering (4)									
Contingency Change Orders (5)									
FUNDING TOTAL (calculated)									
% Total Project Cost (manual)									

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.

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

SPONSOR:

PID # (*existing projects*):

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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> <tr> <th><u>Crash rate</u></th><th><u>Fatal/Injury %</u></th></tr> <tr> <td>< 0.99</td><td>< 30%</td></tr> <tr> <td>1 to 1.99</td><td>30-34%</td></tr> <tr> <td>2 to 2.99</td><td>35-39%</td></tr> <tr> <td>3 to 3.99</td><td>40-44%</td></tr> <tr> <td>4 to 4.99</td><td>45-49%</td></tr> <tr> <td>> 5.00</td><td>> 50%</td></tr> </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>														
< 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%														
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:	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	
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	
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	
	TOTAL	

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	
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	
6. Will this project improve water quality through the development of bioswale, rain gardens, pervious pavement, etc.? • Yes = 1 point • No = 0 points	1	
7. Will this project make use of recycled materials to a significant degree? • Yes = 1 point • No = 0 points	1	
8. Does the project include pedestrian improvements? • Major improvement = 5 points • Minor improvement = 2 points • No improvements = 0 points	2 or 5	
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	
10. Does the project carry public transit (fixed route)? • Yes = 3 points • No = 0 points	3	
11. Is the project located in a community served by public transit? • Yes = 1 point • No = 0 points	1	
	TOTAL	

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	
13. Has right-of-way been cleared or not needed? • Yes = 2 points • No = 0 points	2	
14. Does the project qualify for Categorical Exclusion C1? • Yes = 3 points • No = 0 points	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	
16. Do you have an established method or protocol to regularly evaluate the roadway and pavement maintenance? • Yes = 1 point • No = 0 points	1	
	TOTAL	

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	
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	
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	
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	
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	

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	
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	
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	
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	
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	
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	

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	
MAXIMUM POINTS = 100	TOTAL	

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	
ADD TO TOTAL ABOVE, MAXIMUM POINTS = 120	GRAND TOTAL	

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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.

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

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

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.

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.
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).

Complete Streets Attributes

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

2. Transit 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:

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?

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.

Other

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

See 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.

Additional Information Required – Stickney Avenue Resurfacing

9. The existing sidewalk on the west side of Stickney from S Expressway Drive to N Expressway Drive will be replaced with a multi use path in accordance with the newly updated Toledo Bike Plan. S Expressway currently has a multi use path that ends at Stickney. This will allow it to cross over to N Expressway and continue down that road in the future in accordance with the updated Toledo Bike Plan.

16. The City of Toledo uses a consultant to regularly evaluate pavements to help determine pavement maintenance. The current consultant is ICC-IMS.

Average Accident Rate, ADT, and PCR:

Street	From	To	ADT (TIMS OR TCDS)	*Accidents 2023-2025	Accident Rate	% Injury	% Trucks	AADT	PCR	Comments
Broadway	Stebbins	Yale	8144	27	3.03	22.2%	4%	11.40	42-46	
Sylvania	Lewis	Bennett	5145	107	18.99	19.6%	8%	7.20	37	
Glendale	Eastgate	Byrne	18566	142	6.98	32.4%	3%	25.99	59	
Detroit	Alexis	State Line	2873	5	1.59	0.0%	6%	4.02	51	
Edgewater	131st	State Line	2099	14	6.09	42.9%	5%	2.94	51-74	
Byrne	Airport	Heatherdowns	18537	233	11.48	21.9%	11%	25.95	65	Truck Count=2454 (TMACOG 2018)
Stickney	Manhattan	Matzinger	11452	86	6.86	26.7%	4%	16.03	53	Truck Count=514 (TIMS)
Detroit	Telegraph	Alexis	2873	30	9.54	26.7%	6%	4.02	50-53	
Nebraska	Holland-Sylvania	Reynolds	2428	23	8.65	34.8%	6%	3.40	44	
Heatherdowns	Perrysburg-Holland	Reynolds	17911	41	2.09	22.0%	3%	25.08	64	
Heatherdowns	Reynolds	Eastgate	19439	121	5.68	19.0%	2%	27.21	63	

3 Year Average Accident rate per Million Vehicles:

Accident Rate = Accidents/[(ADT*365*3)/1,000,000]

AADT = ADT*1.4/1000

Stickney - Manhattan to Matzinger - ESTIMATE
7/20/2026

State Item No.	Item Description	Approx. Unit Quantity	Unit	Unit Price Estimate	Total Amount
202	Wearing Course Removed	36,333	Sq Yd	5.50	\$ 199,833.33
202	Curb Removed	350	Ft	15.00	\$ 5,250.00
202	Walk Removed	8,260	Sq Ft	4.00	\$ 33,040.00
202	Catch Basin Removed	2	Each	500.00	\$ 1,000.00
202	Manhole Removed	2	Each	800.00	\$ 1,600.00
202	Pipe Removed, 12" and Under	220	Ft	35.00	\$ 7,700.00
255	Pavement Repair	1,090	Sq Yd	130.00	\$ 141,700.00
407	Tack Coat	4,360	Gal	3.50	\$ 15,260.00
442	Asphalt Concrete, Intermediate Course, 19mm, Type A (449), PG70-22M	1,766	Cu Yd	260.00	\$ 459,212.96
442	Asphalt Concrete, Surface Course, 9.5mm, Type A (449), PG70-22M	1,514	Cu Yd	295.00	\$ 446,597.22
452	6" Non-Reinforced Concrete Pavement, Class MS	84	Sq Yd	87.00	\$ 7,308.00
452	8" Non-Reinforced Concrete Pavement, Class MS	156	Sq Yd	100.00	\$ 15,600.00
605	6" Shallow Pipe Underdrain, Per 707.31 w/ Sock	350	Ft	11.50	\$ 4,025.00
608	4" Walk	8,260	Sq Ft	9.00	\$ 74,340.00
608	6" Walk	990	Sq Ft	11.00	\$ 10,890.00
608	Detectable Warning	128	Sq Ft	60.00	\$ 7,680.00
609	Concrete Curb, Type B Curb and Gutter	350	Ft	32.00	\$ 11,200.00
609	Curb Wall, 6"-12"	100	Ft	32.00	\$ 3,200.00
611	12" Conduit, Type B	200	Ft	150.00	\$ 30,000.00
611	Catch Basin, Type A-1	1	Each	4,200.00	\$ 4,200.00
611	Catch Basin, Type A-2	1	Each	4,400.00	\$ 4,400.00
611	Provide Type A-1 Catch Basin Casting	22	Each	700.00	\$ 15,400.00
611	Provide Type A-2 Catch Basin Casting	22	Each	1,100.00	\$ 24,200.00
611	Provide Type 6 Catch Basin Casting	4	Each	800.00	\$ 3,520.00
611	Catch Basin, Adjust to Grade	22	Each	1,200.00	\$ 26,400.00
611	Catch Basin, Reconstruct to Grade	22	Each	1,550.00	\$ 34,100.00
611	Manhole, No. 3	2	Each	5,500.00	\$ 11,000.00
611	Manhole, Adjust to Grade	23	Each	1,250.00	\$ 28,750.00
611	Manhole, Reconstruct to Grade	23	Each	1,600.00	\$ 36,800.00
611	Provide Heavy Duty Manhole Casting	46	Each	600.00	\$ 27,600.00
611	Sanitary Sewer Replacement - 18" (1965') and 15" (860')	1	Lump	1,650,000.00	\$ 1,650,000.00
623	Standard Monument, Type C	11	Each	1,000.00	\$ 10,833.33
623	Provide Monument Box, As Per Plan	11	Each	375.00	\$ 4,062.50
623	Construction Layout Stakes	1	Lump	20,000.00	\$ 20,000.00
644	Striping	1	Lump	50,000.00	\$ 50,000.00
653	4" Topsoil	20	Cu Yd	100.00	\$ 2,006.17
659	Seeding and Mulching, Including Commercial Fertilizer	722	Sq Yd	4.50	\$ 3,250.00
SPCL	Catch Basin Cleaning	44	Each	270.00	\$ 11,880.00
SPCL	Perimeter Control	350	Ft	2.50	\$ 875.00
SPCL	Inlet Protection Device	90	Each	125.00	\$ 11,250.00
SPCL	Void Reducing Asphalt Membrane	27,083	ft	3.60	\$ 97,500.00
614	Maintaining Traffic	1	Lump	100,000.00	\$ 100,000.00
624	Mobilization	1	Lump	100,000.00	\$ 100,000.00

Ineligible Item(s)

TOTAL = \$ 3,753,463.52
10% Contingency = \$ 375,346.35
2030 Inflation = \$ 450,415.62
Grand Total = \$ 4,579,300.00

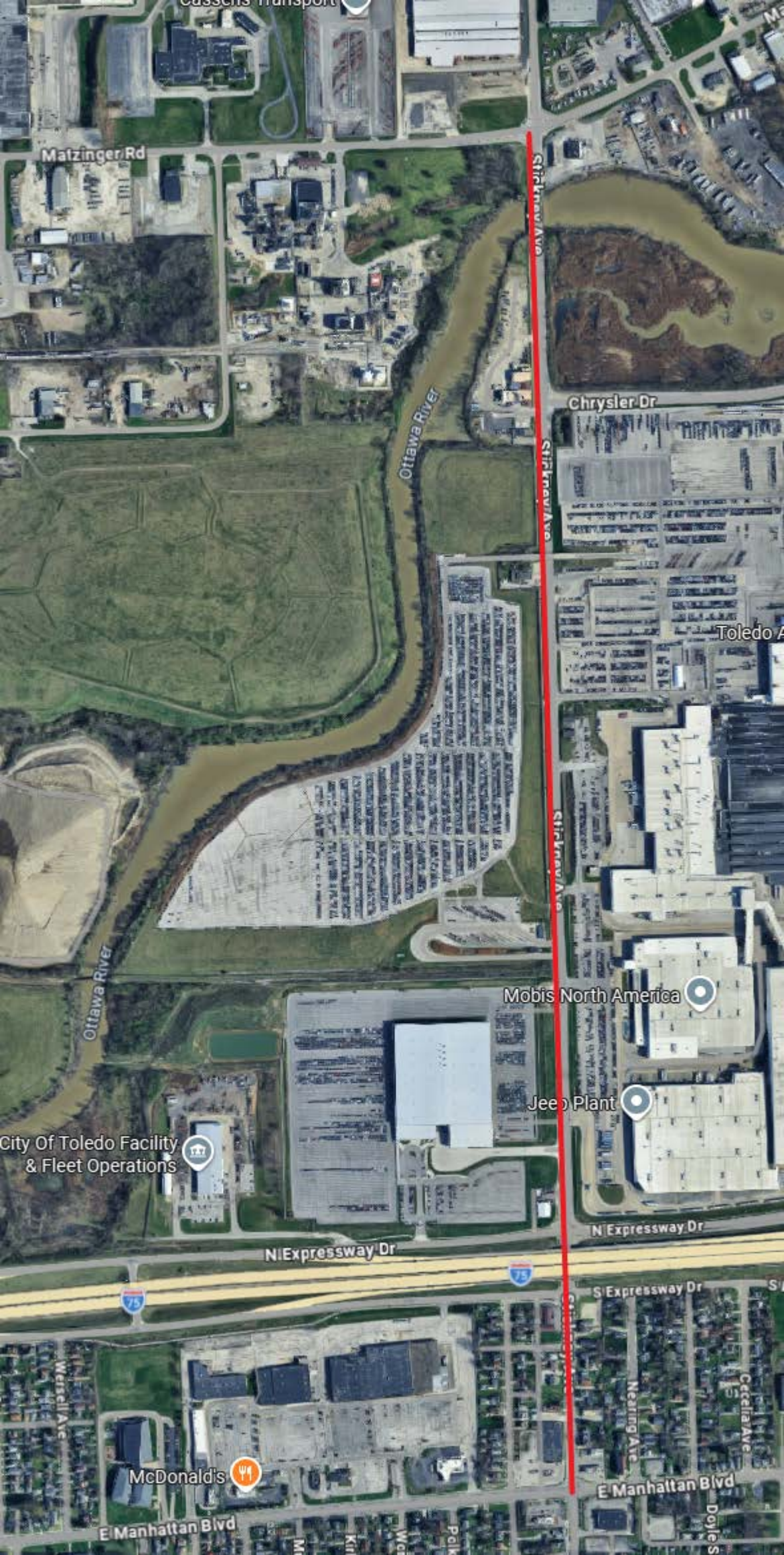
Useful Life

I, Timothy Grosjean, certify that, to the best of my knowledge, the useful design life of the Stickney Avenue project is 15 years, provided the affected pavement continues to receive appropriate maintenance applications.

Engineer's Estimate

I, Timothy Grosjean, certify that, to the best of my knowledge, the engineer's total estimated cost for this project is true and accurate.





ORD. 656-10

Enacting a new Toledo Municipal Code Chapter 901, Complete Streets Policy; and declaring an emergency.

SUMMARY & BACKGROUND:

City Council desires to enact a new Chapter in the Toledo Municipal Code to define the City's Complete Streets Policy. NOW, THEREFORE,

Be it ordained by the Council of the City of Toledo:

SECTION 1. That a new Toledo Municipal Code Chapter 901, entitled, Complete Streets Policy, is hereby enacted and states as follows:

Chapter 901 Complete Streets Policy

- 901.01 Definition.
- 901.02 Goal.
- 901.03 Elements.
- 901.04 Other.

901.01. Definition.

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

901.02. Goal.

The goal of the City of Toledo's Complete Streets Policy is to plan, design and construct transportation and infrastructure improvements throughout the city 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 Department of Public Utilities will identify, evaluate, plan, design and construct all major infrastructure projects with this multi-purpose approach to maximize the value of project investment. All projects will be evaluated regarding the relative opportunity to enhance multi-purpose overlap and to introduce complete streets elements.

901.03. Elements.

Examples:

- 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

901.04. Other.

All 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. On roadway projects, the current and projected traffic counts will be reviewed to determine if the number of lanes for vehicles should be reduced to allow the addition of bike lanes.

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 City of Toledo will strive to incorporate Complete Streets elements and principles into all of its public transportation and infrastructure projects.

SECTION 2. That this ordinance is hereby declared to be an emergency measure and shall take effect and be in force immediately from and after its passage. The reason for the emergency lies in the fact that the same is necessary for the immediate preservation of the public peace, health, safety and property, and for the further reason that the City shall have a Complete Streets Policy.

Vote on emergency clause: yeas 11, nays 0.

Passed: December 21, 2010, as an emergency measure: yeas 10, nays 1.

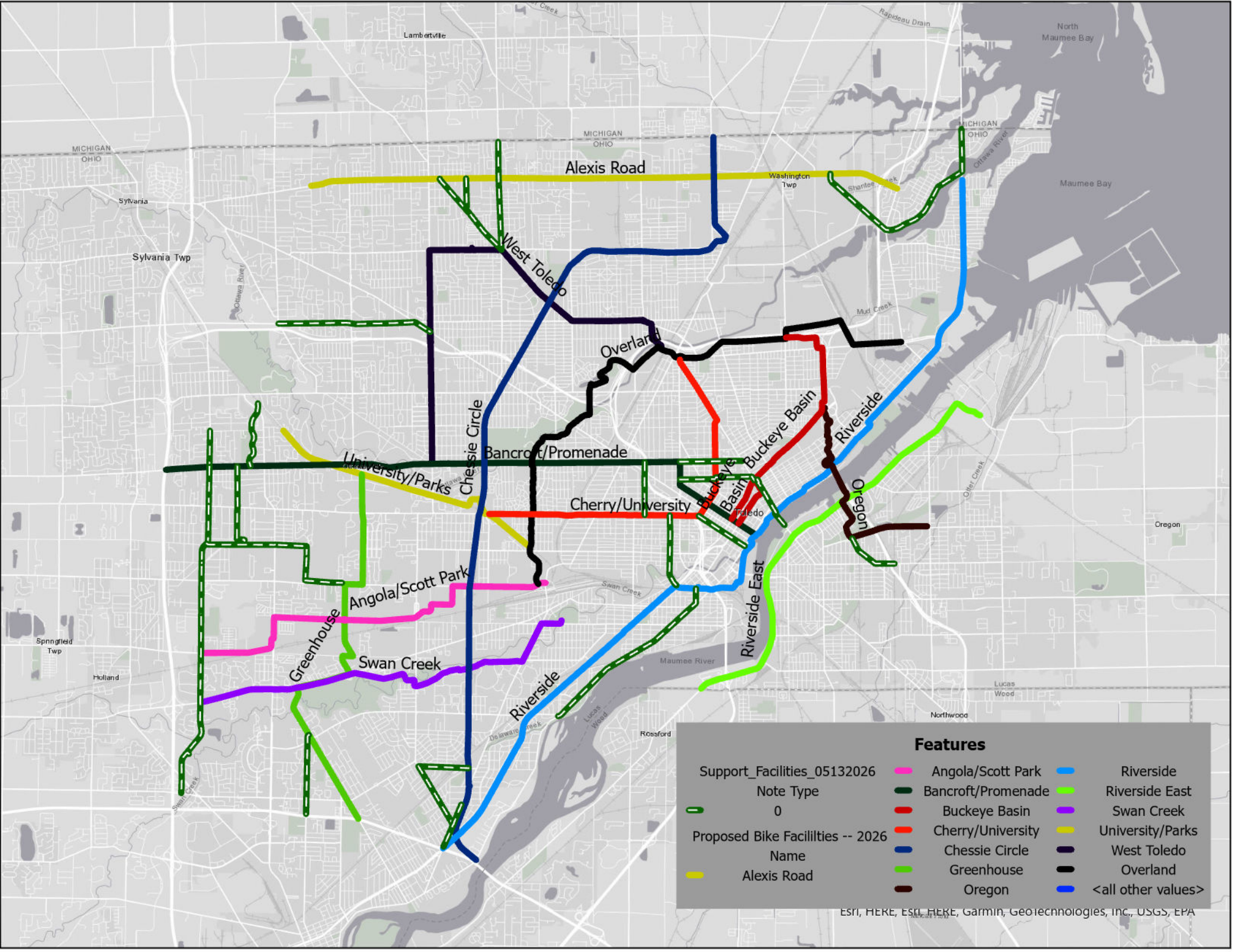
Attest:

Gerald E. Dendinger
Clerk of Council

Wilma D. Brown
President of Council

Approved:

December 22, 2010
Michael P. Bell
Mayor



System Preservation Projects Pavement

Map ID	Route	Extent	County	Estimated Cost*	PCR**
P149	South	Airport to Detroit	Lucas	\$ 15,522,234.18	65
		Detroit to 0.02 mi E of Detroit			52
		0.02 mi E of Detroit to Spencer			58
		Spencer to Daniels			60
		Daniels to Anthony Wayne			49
P150	South Expressway	Stickney to 0.03 mi W of Cecelia	Lucas	\$ 2,822,224.40	53
		0.03 mi W of Cecelia to 0.24 mi E of Cecelia			32
		0.24 mi W of Cecelia to Manhattan			52
P151	Spencer	Arlington to South	Lucas	\$ 3,057,409.76	44
P152	St. Clair	Superior to Monroe	Lucas	\$ 1,787,408.78	62
P153	Sterns	Memorial to 0.03 mi W of Wadsworth	Monroe	\$ 951,492.80	5
P154	Stickney	Sherman to Maywood	Lucas	\$ 2,728,150.25	58
		Maywood to Manhattan			69
		Manhattan to 0.1 mi N of Matzinger			60
P155	Strasburg	Erie to Lakeside	Monroe	\$ 1,150,392.42	5
P156	Suder	Ottawa River to Greenwich	Lucas	\$ 322,539.93	65
P157	Summerfield	Rauch to School	Monroe	\$ 1,982,276.66	3
		School to Steck			5
P158	Summerfield	Secor to Lexington	Monroe	\$ 2,472,806.14	5
		Lexington to Smith			3
P159	Summit	Morin Grove to Sterns (W)	Monroe	\$ 3,386,669.28	4
P160	Summit	Substation to 0.23 mi N of Substation	Monroe	\$ 1,081,852.69	5
		0.27 mi N of Substation to Vienna			4
		Vienna to M125			5
P161	Summit	0.26 mi N of Substation to 0.05 mi S of M125	Monroe	\$ 9,595,562.95	5
		0.05 mi S of M125 to M125			4
P162	Superior	St. Clair to Washington	Lucas	\$ 580,571.88	66
P163	Superior	Monroe to Jefferson	Lucas	\$ 1,034,815.61	62
P164	Superior	Jackson to Cherry	Lucas	\$ 2,069,631.22	56
-	Sylvania	Upton to Jackman	Lucas	\$ 516,063.89	66
P165	Sylvania	Lewis to Bennett	Lucas	\$ 4,515,559.03	37
P166	Sylvania Petersburg	Sterns to US 223	Monroe	\$ 1,876,107.27	5
P167	Talmdage	Sylvania to Laskey	Lucas	\$ 9,219,266.36	59
P168	Temperance	Secor to Jackman	Monroe	\$ 2,182,520.20	5
P169	Third	0.03 mi E of J to D	Wood	\$ 1,222,963.91	58
P170	Tiffin	Millard to Geo Hardy/John Carey	Lucas	\$ 2,540,001.96	62
P171	Tracy	Five Point (S) to Five Point (N)	Wood	\$ 43,005.32	66
P172	Tracy	Latcha to 0.27 mi S of SR 795	Wood	\$ 1,204,149.08	66
P173	Tracy	Florence to Oakdale	Lucas	\$ 1,222,963.91	40

RES. 223-26

Supporting City of Toledo applications to the Lake Erie West Regional Council (formerly TMACOG) Transportation Improvement Program (TIP) for the purpose of obtaining financial assistance for transportation infrastructure projects; and declaring an emergency.

SUMMARY & BACKGROUND:

The Lake Erie West Regional Council Transportation Improvement Program is responsible for disbursing federal transportation dollars to local governments through a competitive application process. These funds are available to a variety of transportation related project types such as road, bridge, and traffic signal work. Successful projects are typically awarded grants of 80% of project construction costs with the City responsible for the remaining 20%. City departments will be participating in multiple application rounds in 2026.

Passage of this Resolution supports the funding applications prepared and submitted by the Department of Transportation through the TIP program.

NOW THEREFORE, Be it resolved that:

SECTION 1: That the Lake Erie West Regional Council administers financial assistance for transportation infrastructure projects through the Transportation Improvement Program (TIP) and that the City of Toledo desires to seek this financial assistance in calendar year 2026.

SECTION 2. That the Mayor is authorized to prepare and file such applications to the Transportation Improvement Program for financial assistance and to provide all information and documentation required to become eligible for possible funding assistance.

SECTION 3. That, if grants applied for are awarded, the City of Toledo does agree to obligate the funds, if available and subject to appropriation, required to satisfactorily complete the proposed projects and apply for reimbursement under the terms and conditions of the Transportation Improvement Program.

SECTION 4. That this Resolution is declared to be an emergency measure and shall be in force and effect from and after its passage. The reason for the emergency lies in the fact that same is necessary for the immediate preservation of the public peace, health, safety, and property and for the further reason that this Resolution must be immediately effective in order to facilitate the funding applications for these important projects.

Vote on emergency clause: yeas 11 nays 0.

Adopted: May 26, 2026, as an emergency measure: yeas 11, nays 0.

Attest:

Julie A. Gibbons
Clerk of Council

Vanice S. Williams
President of Council

Approved:

May 27, 2026

Wade Kapszukiewicz
Mayor