PROJECT DETAILS REQUEST

Please provide the following information for all projects:

Project Name: Anthony Wayne Trail-North Improvements

Project Limits (*include map*): Attached

Project Sponsor and point of contact: (*with phone number*) City Of Waterville; Jon Gochenour, Administrator; 419-878-8100

Existing project numbers (*PID, State ID, etc.*): None

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:

1. Mill and resurface the Anthony Wayne Trail from Mechanic Street to just south of Dutch Road, with two courses of superpave asphalt, along with thermoplastic pavement markings. Project length 7,430 feet.
2. Construct 175 feet long, northbound left turn lane on Anthony Wayne Trail at the Canal Road intersection, along with signage and pavement markings. It will require widening the pavement on the east side by 12 feet for the turn lane and 600 feet of one foot width to 12 foot width pavement as lead-in and exiting tapers. Because of the location of widening is within a wooded area with downward earth slopes of up to 2 to 1, a significant amount of clearing and grubbing and embankment work will be required. See attached sketches.

PROJECT DETAILS REQUEST (continued)

Length of project (miles): 1.4 miles

Current status of the project: Planning stage

Does the project include any utility work? Yes ◯ No ◉

If yes, please explain:
None anticipated

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: 1-10-2028

Environmental Clearance complete: 9-1-2029

Stage 1 Review complete: 9-1-2028

Stage 2 Review complete: 9-1-2029

Stage 3 Review complete: 9-1-2030

R/W Plans complete: none anticipated

R/W Clear: none anticipated

Final Plans to ODOT: 10-1-2030

Anticipated Sale Date: 2-1-2031

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. City of Waterville		B.		C.	
		Amount	Year	Amount	Year	Amount	Year	Amount	Year
Preliminary Engineering (1)	$200,000.			$200,000.	2029				
Right-of-Way (2)	$ 0								
Construction Contract (3)	$1,695,697	1,356,558.	2031	$339,139.					
Construction Engineering (4)	$200,000	$160,000.	2031	$40,000.					
Contingency Change Orders (5)	$ 0								
FUNDING TOTAL (calculated)	$2,095,697.	1,516,558		$579,139.		$ 0		$ 0	
% Total Project Cost (manual)		0.0%		0.0%		0.0%		0.0%	

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 Lake Erie West TIP funding.
2. **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.
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 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 Waterville

PROJECT NAME: Anthony Wayne Trail-North Improvements

PID # (*existing projects*): None

Application Question	*Application Instructions*
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.

Application Question	*Application Instructions*
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)?	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**.

	Major Improvement	Minor Improvement
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)	☐	☐

Application Question	*Application Instructions*
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.

Application Question	*Application Instructions*
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? 72 %	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 = 81	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 =	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? Crash rate / Fatal/Injury % ○ < 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.
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

Application Question	*Application Instructions*
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

Application Question	*Application Instructions*
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 *Small project applications are exempt from this answer*	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	0
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	0

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	0
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	0
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	0
	TOTAL	0

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	0
14. Does the project qualify for Categorical Exclusion C1? • Yes = 3 points • No = 0 points	3	0
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	0
	TOTAL	0

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	0
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	0
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	0
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	0
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	0
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	0
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**	0

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. • *Grand Total can be split over multiple projects, however it cannot exceed 20 points collectively.*	1 to 20	0
ADD TO TOTAL ABOVE, MAXIMUM POINTS = 120	**GRAND TOTAL**	0

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TMACOG COMPLETE STREETS CHECKLIST

This checklist accompanies the TMACOG Complete Streets policy. It is to be completed when applying for 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 Surace 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 currently has a paved shared use path from Mechanic Street to Canal Road; and a shared use path is programmed by ODOT from Canal Road to Dutch Road for 2028 construction.

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

The proposed project will have a shared use path the entire length.

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 existing land use is residential, agricultural, undeveloped, former recycle station, communications tower and sanitary pump station. The south section of the project has a shared use path that is frequently used by pedestrians and bicyclists. The residential has six adjacent homes that are sitting on large land parcels. This section of the Anthony Wayne Trail has had 25 crashes in the last three years. There is a significant amount of tree coverage.

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.

The construction of the northbound left turn lane at Canal Road will address nine crashes that have occurred at the intersection. See attached crash summary.

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 based on pavement condition and terminate at intersections. The Lucas County Engineer has a roundabout planned at the Dutch Road intersection for 2028 construction; this project will connect to it.

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 Pans
   - ☐ 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.

ODOT's Location and Design Manual-Volume 1, Ohio MUTCD, and ODOT Pavement Design Manual.

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:

Transit access will not change with the project, which is adequate.

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?

There will remain adequate space for utility installations between the pavements and right-of-way.

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.

In 2028, a paved shared use path will extend the entire project length, from previous and planned projects.

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.

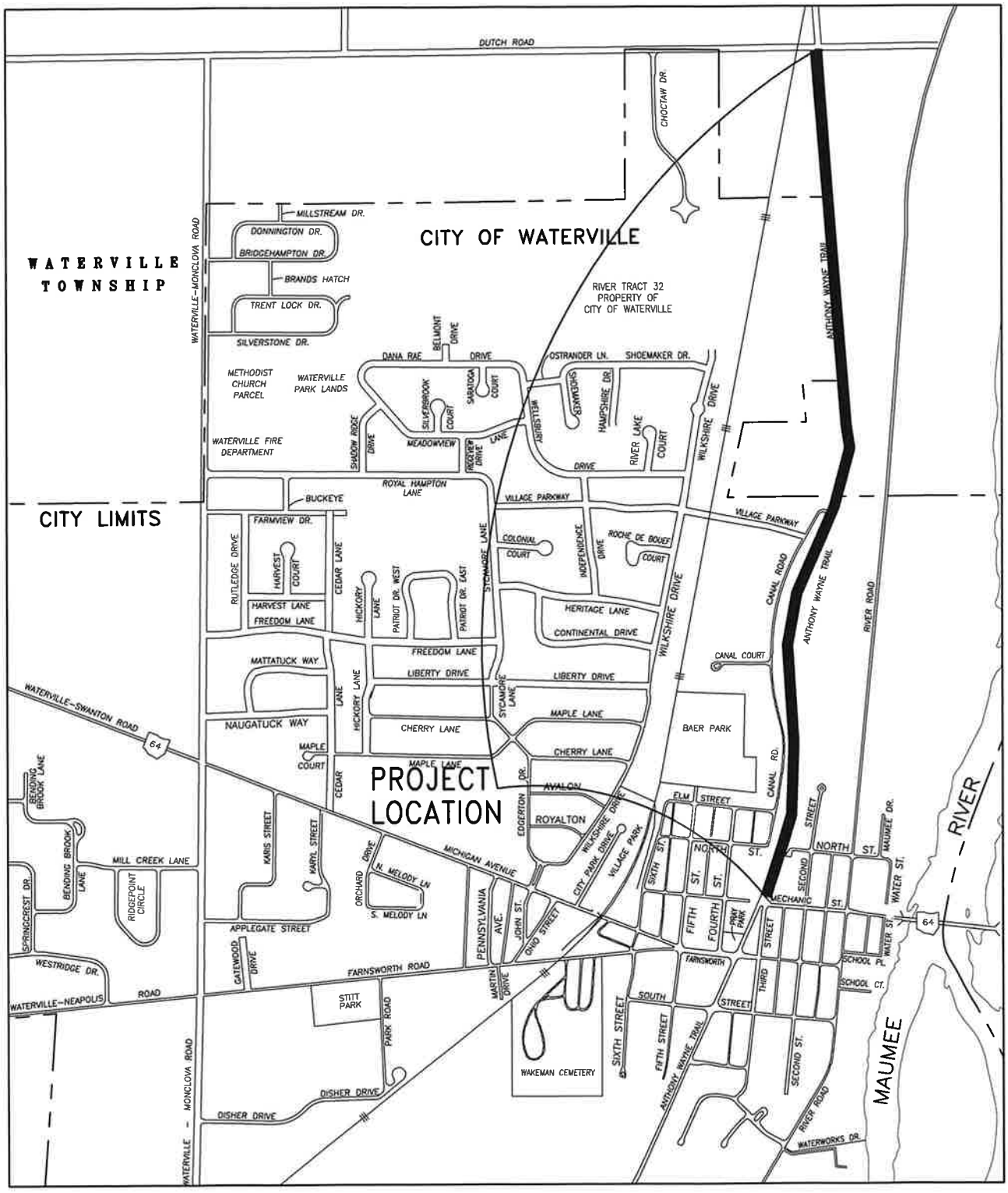
TMACOG COMPLETE STREETS CHECKLIST

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 probably 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.



SITE MAP

ANTHONY WAYNE TRAIL – NORTH IMPROVEMENTS

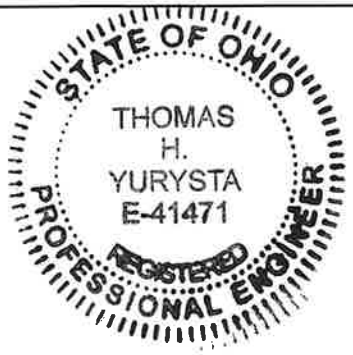
Proudfoot Associates

Consulting Engineers

Engineer's Cost Estimate - Stage 3

ANTHONY WAYNE TRAIL - NORTH IMPROVEMENTS

ODOT #	ITEM	QUAN	UNIT	UNIT PRICE	AMOUNT
	ROADWAY & PAVEMENT				
201	Clearing & Grubbing	1	L Sum	$50,000.00	$50,000.00
202	Guardrail Removed	400	FT	$4.00	$1,600.00
203	Excavation	800	CY	$25.00	$20,000.00
203	Embankment	4000	CY	$30.00	$120,000.00
204	Subgrade Compaction	1644	SY	$1.50	$2,466.00
204	Prood Rolling	8	HR	$500.00	$4,000.00
254	Pavement Planing	31500	SY	$3.50	$110,250.00
302	Asphalt Concrete Base	325	CY	$225.00	$73,125.00
304	Aggregate Base	365	CY	$60.00	$21,900.00
407	Non-Tracking Tack Coat	4000	GAL	$3.50	$14,000.00
411	Stabilized Crushed Aggregate - Berm	110	CY	$150.00	$16,500.00
442	Asphalt Concrete Surface Course, 12.5 mm, Type A	1400	CY	$275.00	$385,000.00
442	Asphalt Concrete Intermediate Course, 19 mm, Type A	1850	CY	$250.00	$462,500.00
606	Guardrail, Type MGS	1200	FT	$22.00	$26,400.00
606	Anchor Assembly, Type E	1	EA	$2,700.00	$2,700.00
	EROSION CONTROL				
632	Storm Water Pollution Protection Plan	1	EA	$3,000.00	$3,000.00
632	Rerosion Control	10000	Dollar	$1.00	$10,000.00
653	Topsoil, Furnished & Placed	400	CY	$60.00	$24,000.00
659	Seeding & Mulching, As Per Plan	4700	SY	$1.25	$5,875.00
659	Repair Seeding & Mulching	300	SY	$1.25	$375.00
659	Commercial Fertilizer	0.6	TON	$1,200.00	$720.00
670	Slope Erosion Protection	4000	SY	$2.25	$9,000.00
	DRAINAGE				
605	Aggregate Drains	300	FT	$25.00	$7,500.00
	TRAFFIC CONTROL				
630	Various Signage	1	L SUM	$5,000.00	$5,000.00
644	Various Pavement Marking	1	L SUM	$25,000.00	$25,000.00
	MAINTENANCE OF TRAFFIC				
614	Various Work Zone Markings	1	L SUM	$5,000.00	$5,000.00
614/	Portable Changeable Message Sign, As Per Plan	270	Days	$40.00	$10,800.00
614	Asphalt Concrete for Maintaining Traffic	10	CY	$300.00	$3,000.00
642	Removal of Pavement Markings	5000	FT	$1.00	$5,000.00
	MISCELLANEOUS				
614	Maintaining Traffic	1	L SUM	$50,000.00	$50,000.00
623	Construction Layout Stakes & Surveying	1	L SUM	$15,000.00	$15,000.00
624	Mobilization	1	L SUM	$30,000.00	$30,000.00



TOTAL CONSTRUCTION	**$1,519,711.00**
MISCELLANEOUS @ 5%	**$75,985.55**
INFLATION TO 2031	**$100,000.00**
CONSTRUCTION TOTAL	**$1,695,696.55**
INSPECTION & TESTING	**$200,000.00**
GRAND TOTAL	**$1,895,696.55**

RECORD OF RESOLUTIONS

Resolution No. 21-17 *Passed* April 24, 2017

A RESOLUTION ADOPTING A COMPLETE STREETS POLICY TO PROMOTE CAPITAL IMPROVEMENTS THAT SAFELY ACCOMMODATE BICYCLISTS, PEDESTRIANS, TRANSIT RIDERS AND MOTORISTS

WHEREAS, safe, convenient and accessible transportation for all users is a priority of the City of Waterville; and

WHEREAS, the Complete Streets guiding principle is to promote a safe network of access for pedestrians, bicyclists, motorists and public transit users of all ages and abilities; and

WHEREAS, the promotion of capital improvements that are planned, designed and constructed to encourage walking, bicycling and transit use increases the general safety and welfare for all of Waterville's citizens; and

WHEREAS, as a matter of policy, the Complete Streets guiding principle should be considered when planning, designing and constructing capital improvements in the City; and

WHEREAS, the Public Works Committee reviewed this Complete Streets Policy at its meeting on April 17, 2017 and recommends its adoption by City Council.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Waterville, Lucas County, Ohio that:

SECTION 1. 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.

SECTION 2. The goal of the City of Waterville'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 Public Works Department 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.

SECTION 3. Examples of Complete Streets elements include: bicycle lanes adjacent to a roadway; sidewalks; shared use paths; pedestrian crossing signals including audible crossing signals for the visually impaired; convenient access to public transit facilities and lines; street amenities such as benches, lighting and landscaping; and appropriate pedestrian signage and way finding enhancements.

SECTION 4. All major infrastructure projects will contemplate the current Waterville Comprehensive Plan, other 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 could 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 will strive to incorporate Complete Streets elements and principles into all of its public transportation and infrastructure projects.

RECORD OF RESOLUTIONS

Resolution No. 21-17 *Passed* April 24, 2017

SECTION 5. It is found and determined that all formal actions of the Council concerning and relating to this Resolution were adopted in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in such formal actions were in meetings open to the public in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

SECTION 6. This Resolution shall take effect from and after the date of its passage as authorized by the Charter of the City of Waterville.

VOTE ON PASSAGE: YEAS: 7 NAYS: 0

ATTEST:

Jon D. Gochenour, *Clerk of Council*

Lori A. Brodie, *Mayor*

Prepared by:
James M. Bagdonas
Municipal Administrator

Approved as to form:
Philip L. Dombey, *Law Director*

Certificate of Posting

The undersigned, Clerk of Council of the City of Waterville, does hereby certify that ORD/RES# 21-17, adopted 4/24/17, was duly posted as required O.R.C. 731.25 and remained posted for 15 days commencing 4/25/17 in the Municipal Bldg., the US Post Office, and the Waterville Public Library as the places determined by Council.

Date: 5/10/17

Clerk of Council

LINE 16 RESPONSE:

Waterville Publics Director and Waterville Engineer visually inspect and evaluate the streets and use a ranking score for pavement conditions. This is done every year, usually in January/February,

ITEM 21

2023-2025 CRASH TOTALS

TOTAL CRASHES - 25

LOCATIONS:	Anthony Wayne Trail (AWT) approach to Mechanic St.	6 Crashes
	AWT at Canal Rd. intersection	9 Crashes
	AWT approach to Dutch Rd.	2 Crashes
	Hit deer at various locations	6 Crashes
	Sideswipe near Hutchinson	1 Crash
	Tire came off vehicle and hit another vehicle	1 Crash

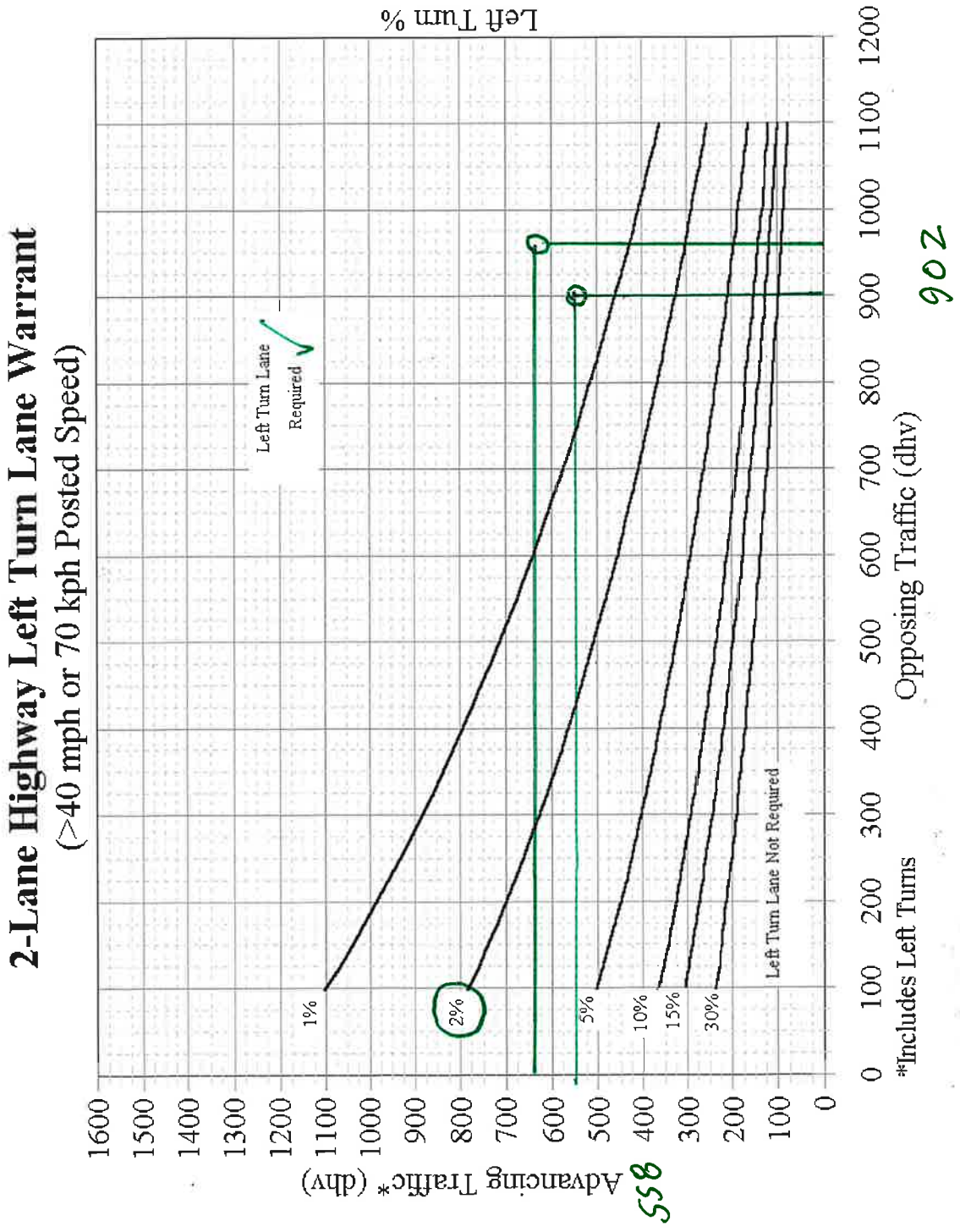
SEGMENT CRASH RATE

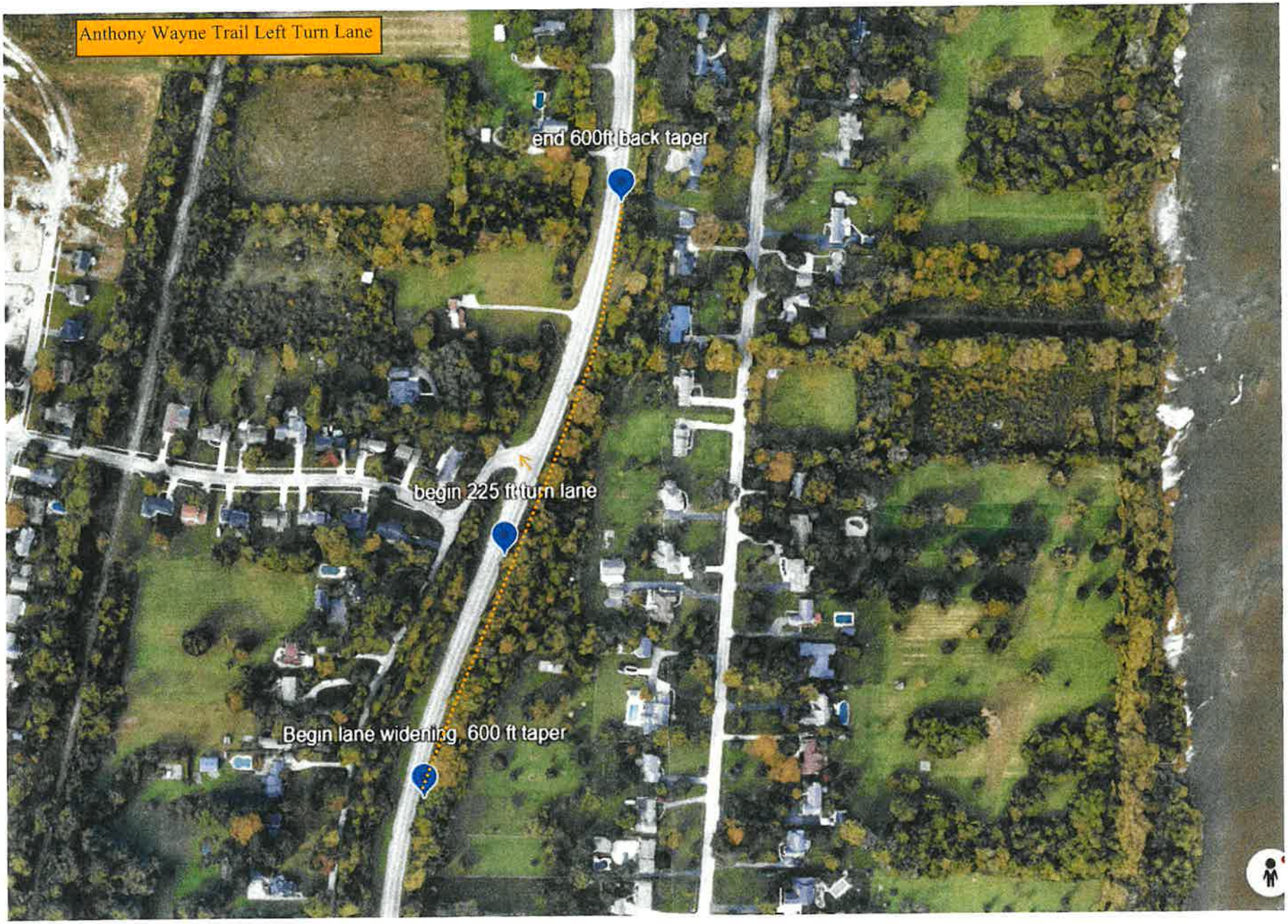
$$\frac{C \times 1{,}000{,}000}{V \times 365 \times N \times L} = \frac{25 \times 1{,}000{,}000}{12{,}000 \times 365 \times 3 \times 1.41} = 1.35$$

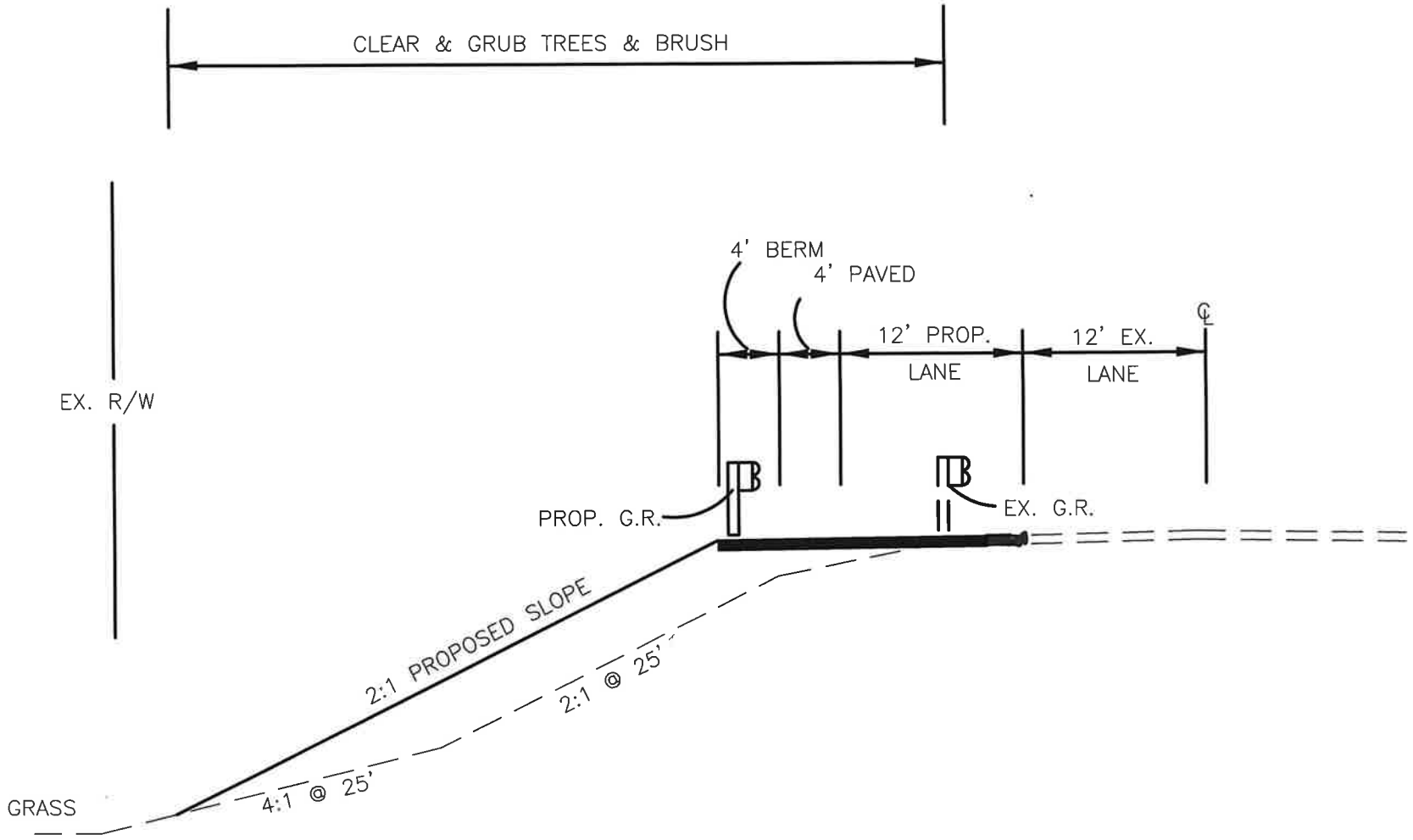
2-LANE LEFT TURN LANE WARRANT (HIGH SPEED)

401-5b

REFERENCE SECTION
401.6.1




Anthony Wayne Trail Left Turn Lane
end 600ft back taper
begin 225 ft turn lane
Begin lane widening, 600 ft taper



PROPOSED NORTHBOUND LEFT-TURN LANE AT CANAL ROAD

ANTHONY WAYNE TRAIL – NORTH IMPROVEMENTS