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: Main Street Improvements

Project Limits (*include map*): Intersection of Martin Rd SR 795 north along Drouillard Rd S Main St

Project Sponsor and point of contact: Village of Walbridge, Mayor Edward Kolanko, 419-866-1830
(*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:

The project begins at the intersection of Cummings Road and extends northerly along Drouillard Road (TR 238) in Lake Township for approximately 2 miles, terminating at South Main Street (TR 11) in the Village of Walbridge. The project limits begin at the north side of the Cedar Creek Bridge.

The proposed improvements consist of pavement planing and asphalt concrete resurfacing, shoulder treatment, and the installation of pavement markings. Work also includes the application of traffic control pavement markings and bicycle lane symbols in accordance with the plans and applicable ODOT standards.

PROJECT DETAILS REQUEST (continued)

Length of project (miles): 2 miles

Current status of the project: Planning

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: 3/1/2027

Environmental Clearance complete: 4/1/2028

Stage 1 Review complete: 10/1/2027

Stage 2 Review complete: 6/1/2028

Stage 3 Review complete: 12/1/2028

R/W Plans complete:

R/W Clear:

Final Plans to ODOT: 4/1/2029

Anticipated Sale Date: 8/1/2029

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		B.		C.	
		Amount	Year	Amount	Year	Amount	Year	Amount	Year
Preliminary Engineering (1)	$ 74,100			$ 74,100	2028				
Right-of-Way (2)	$ 0								
Construction Contract (3)	$ 1,117,700	$ 625,000	2030	$ 492,700	2030				
Construction Engineering (4)	$ 78,200			$ 78,200	2030				
Contingency Change Orders (5)	$ 0								
FUNDING TOTAL (calculated)	$ 1,270,000	$ 625,000		$ 645,000		$ 0		$ 0	
% Total Project Cost (manual)		49.0%		51.0%		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: Village of Walbridge

PROJECT NAME: Main Street Improvements

PID # (*existing projects*):

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? 49 %	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 = 49-62	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: Main Street Improvements 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	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	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	9

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	5
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	7

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	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	0
	TOTAL	15

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	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	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	4
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	3
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	1
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**	63

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	20
ADD TO TOTAL ABOVE, MAXIMUM POINTS = 120	**GRAND TOTAL**	83

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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.

No pedestrian facilities along this corridor. The existing 6' shoulder width is a designated bike lane.

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

The project proposes to upgrade and/or add pavement markings including bike symbols.

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.

Existing CSX Transportation Inc. rail and rail yard run adjacent along the west side. East side land use include residential, agricultural and Toledo Executive Airport at the south terminus of the project.

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.

Resurfacing and pavement markings will provide improved conditions for both vehicular and bicyclists.

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 Village of Walbridge and Lake Township have agreed to a joint partnership for these improvements.

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).

TMACOG (Lake Erie West Regional Council) Active Transportation Plan

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 and AASHTO resources will be utilized including, but not limited to ODOT Location & Design Manuals, ODOT Traffic Engineering Manual, OMUTCD, AASHTO Green Book, AASHTO Guide for Planning, Design, and Operation of Pedestrian Facilities.

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?

There are existing overhead utilities in the project area.This project will not affect telecommunications in the area.

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.

N/A

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?

N/A

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.

Lake Township Trustees
27975 Cummings Rd.
Millbury, Ohio 43447
Ph. 419-838-6536 Fax 419-838-6732

Melanie Bowen-Greenwald, Trustee
Lorie Davis, Trustee
Kurt Schwamberger, Trustee
John Ervin, Fiscal Officer

August 6, 2026

This letter serves as Lake Township's formal commitment to and confirmation of its participation in the joint roadway improvement project with the Village of Walbridge.

Lake Township acknowledges and supports the Village of Walbridge as the lead entity for the Surface Transportation Block Grant application.

The project begins at the intersection of Cummings Road and extends northerly along Drouillard Road (TR 238) in Lake Township for approximately 2 miles, terminating at South Main Street (TR 11) in the Village of Walbridge. The project limits begin at the north side of the Cedar Creek Bridge.

The proposed improvements include pavement milling, asphalt concrete resurfacing, shoulder treatment, and the installation of pavement markings and bicycle-lane symbols in accordance with the project plans and applicable Ohio Department of Transportation (ODOT) standards.

Respectfully,

Chief E. Mark Hummer
Lake Township, OH
Chief of Police/Township Administrator
27975 Cummings Road
Millbury, Ohio 43447

Application Question 16: Do you have an established method or protocol to regularly evaluate the roadway and pavement?

The Village and Lake Township perform annual visual pavement inspections to monitor roadway conditions and identify maintenance needs. Preventive maintenance activities include crack sealing conducted twice annually, routine pothole patching, full-depth pavement repairs using asphalt replacement as needed, and pavement edge maintenance utilizing the wedging technique to reduce edge drop-off. Berm restoration and replenishment are also performed annually to maintain proper drainage and roadway shoulder integrity.

ARCHITECTS. ENGINEERS. PLANNERS.

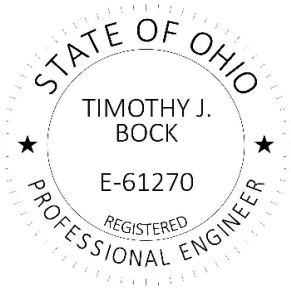
Client: Village of Walbridge, Ohio

Project: Main Street Improvements

Date: 7/31/2026

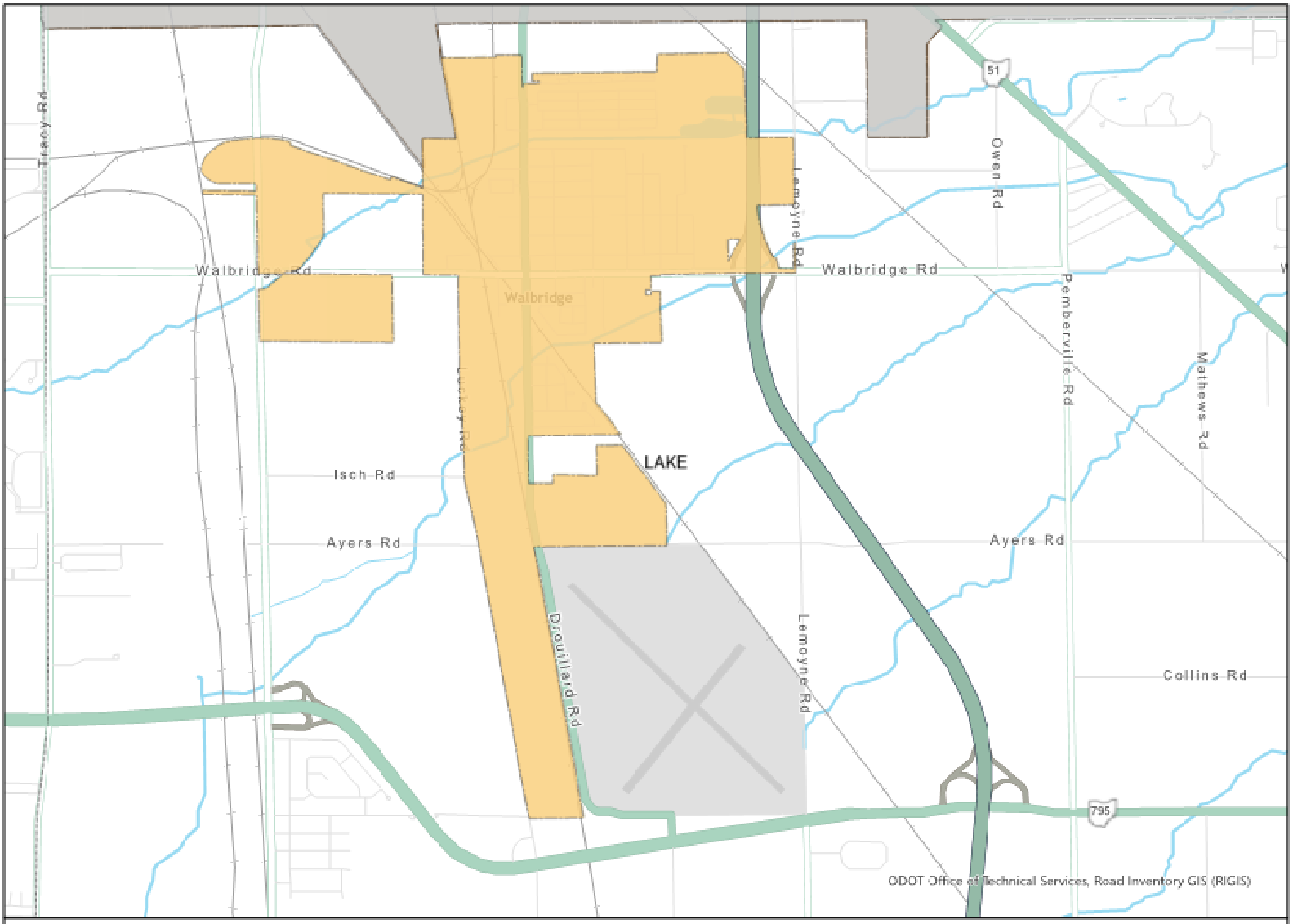
ITEM	ITEM DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
	ROADWAY				**$10,000**
611	MISCELLANEOUS ADJUSTMENTS	1	LS	$ 10,000.00	$ 10,000.00
	PAVEMENT				**$815,200**
254	3" PAVEMENT PLANING, ASPHALT CONCRETE	35000	SQ YD	$ 3.00	$ 105,000.00
407	NON-TRACKING TACK COAT	5250	GAL	$ 4.00	$ 21,000.00
441	1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	1500	CU YD	$ 220.00	$ 330,000.00
441	1 1/2" ASPHALT CONCREET INTERMEDIATE COURSE, TYPE 2, (449)	1500	CU YD	$ 200.00	$ 300,000.00
617	SHOULDER PREPARATION	4800	SQ YD	$ 4.00	$ 19,200.00
617	COMPACTED AGGREGATE (3" AVERAGE DEPTH)	400	CU YD	$ 100.00	$ 40,000.00
	TRAFFIC CONTROL				**$39,800**
630	SHARE THE ROAD SIGN AND POST	12	EACH	$ 500.00	$ 6,000.00
644	EDGE LINE	4.0	MILE	$ 4,000.00	$ 16,000.00
644	CENTER LINE	2.0	MILE	$ 6,500.00	$ 13,000.00
644	BIKE LANE SYMBOL MARKING	12	EACH	$ 400.00	$ 4,800.00
	INCIDENTALS				**$35,000**
614	MAINTAINING TRAFFIC	1	LS	$ 25,000.00	$ 25,000.00
624	MOBILIZATION	1	LS	$ 10,000.00	$ 10,000.00
				CONSTRUCTION SUBTOTAL =	$ 900,000.00
				10% CONTINGENCIES =	$ 90,000.00
				INFLATION TO FY2030 =	$ 127,700.00
				CONSTRUCTION TOTAL =	**$ 1,117,700.00**

PROJECT COST BREAKDOWN		LOCAL	STBG
CONSTRUCTION TOTAL =	**$ 1,117,700.00**	**$ 492,700.00**	**$ 625,000.00**
TOPOGRAPHIC SURVEY/BASEMAPPING =	$ 12,200.00	$ 12,200.00	
STAGE 1 & 2 DESIGN =	$ 26,300.00	$ 26,300.00	
STAGE 3 DESIGN =	$ 11,100.00	$ 11,100.00	
PS&E DESIGN =	$ 10,900.00	$ 10,900.00	
BIDDING =	$ 5,600.00	$ 5,600.00	
GEOTECHNICAL (PAVEMENT CORES) =	$ 8,000.00	$ 8,000.00	
CONSTRUCTION ENGINEERING AND MATERIAL TESTING =	$ 78,200.00	$ 78,199.00	$ 1.00
PROJECT TOTAL =	**$ 1,270,000.00**	**$ 645,000.00**	**$ 625,000.00**
		51%	49%



Timothy J. Bock

Digitally signed by Timothy J. Bock
DN: C=US, E=Tim.Bock@OHM-Advisors.com, O=OHM, OU=Toledo, CN=Timothy J. Bock
Date: 2026.08.05 08:46:07-04'00'



Department of Transportation

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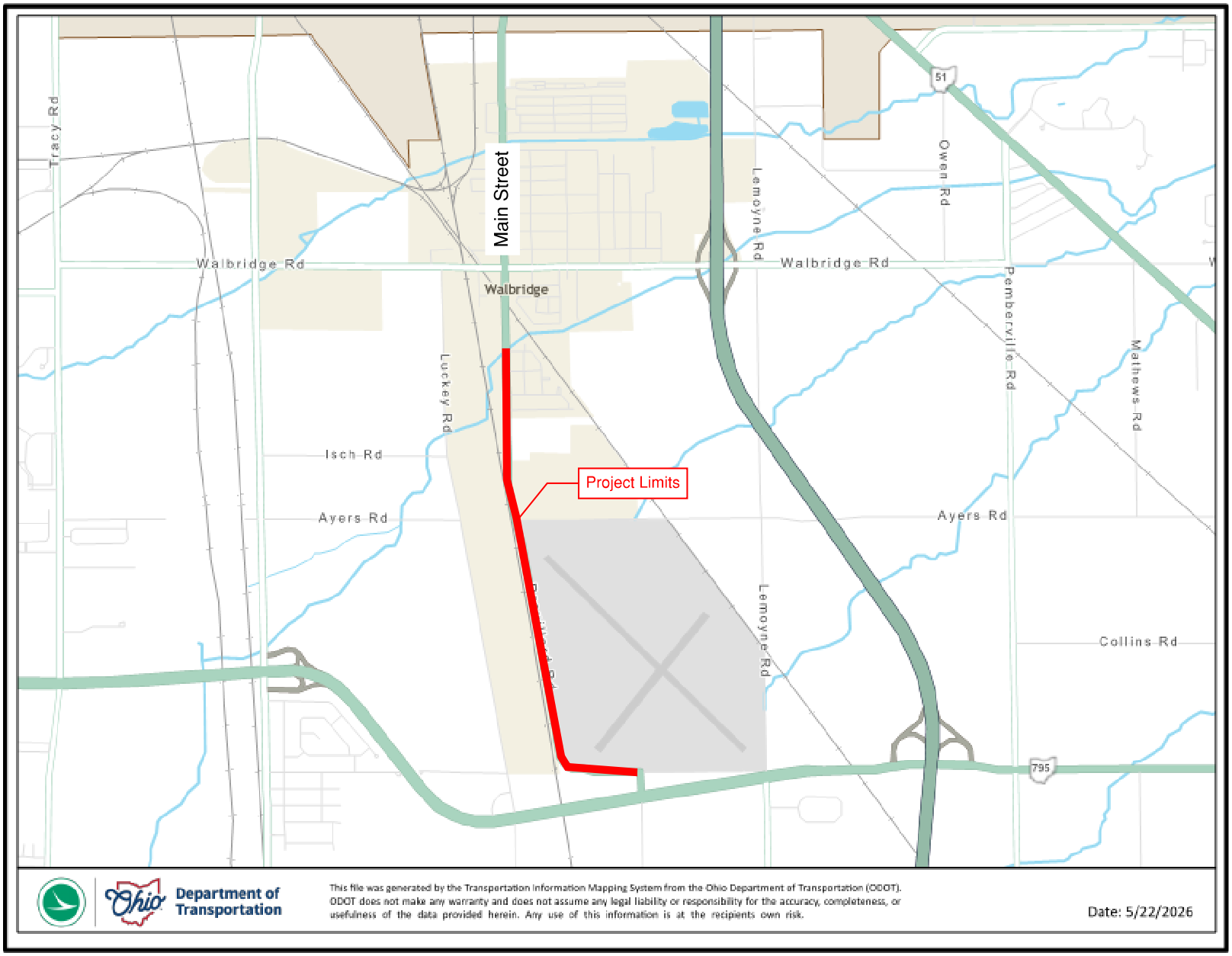
Date: 5/22/2026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Main Street
Walbridge Rd
Walbridge
Lemoyne Rd
Owen Rd
51
Walbridge Rd
Pemberville Rd
Mathews Rd
Lucky Rd
Isch Rd
Project Limits
Ayers Rd
Ayers Rd
Lemoyne Rd
Collins Rd
795
Department of Transportation
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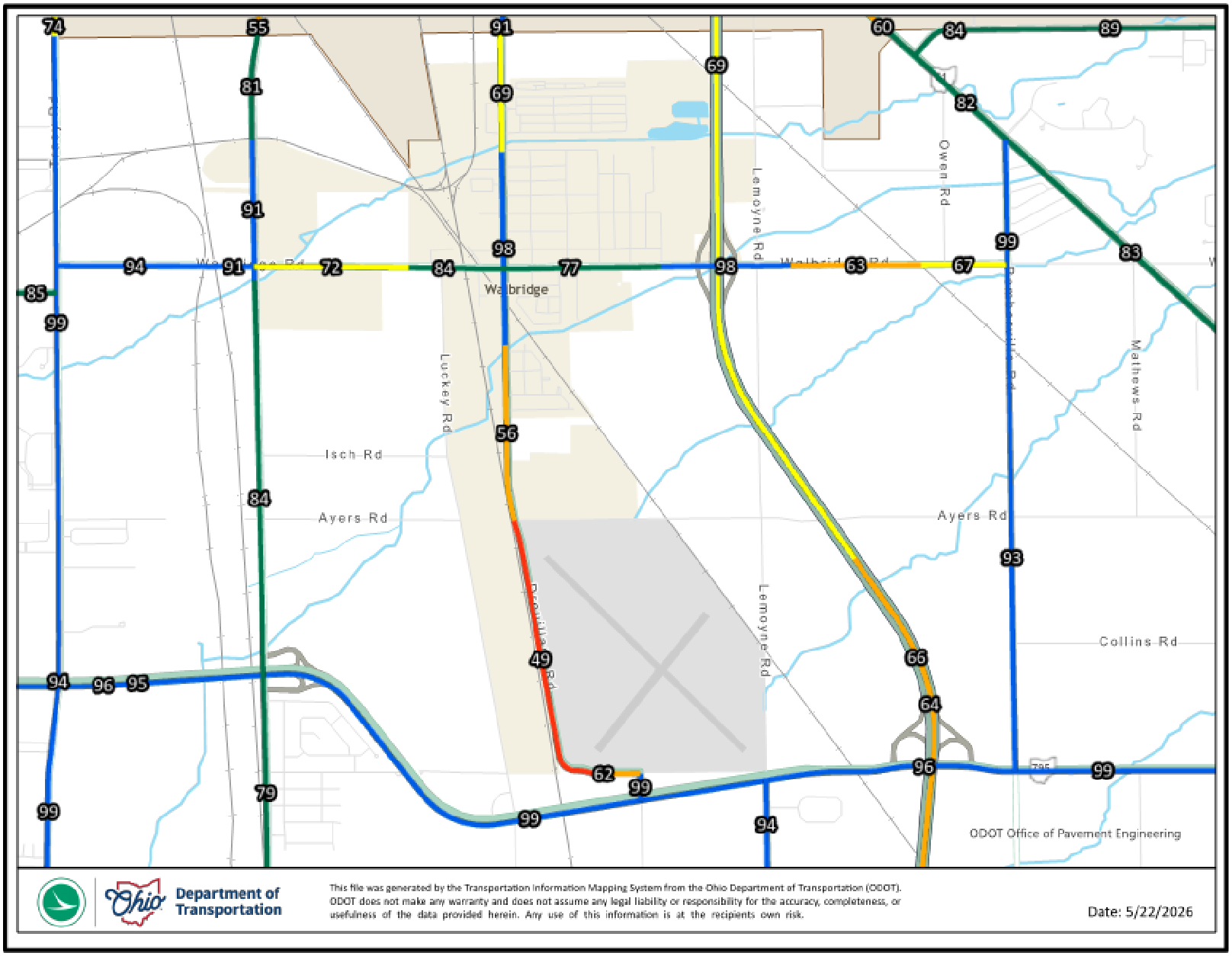

Department of Transportation

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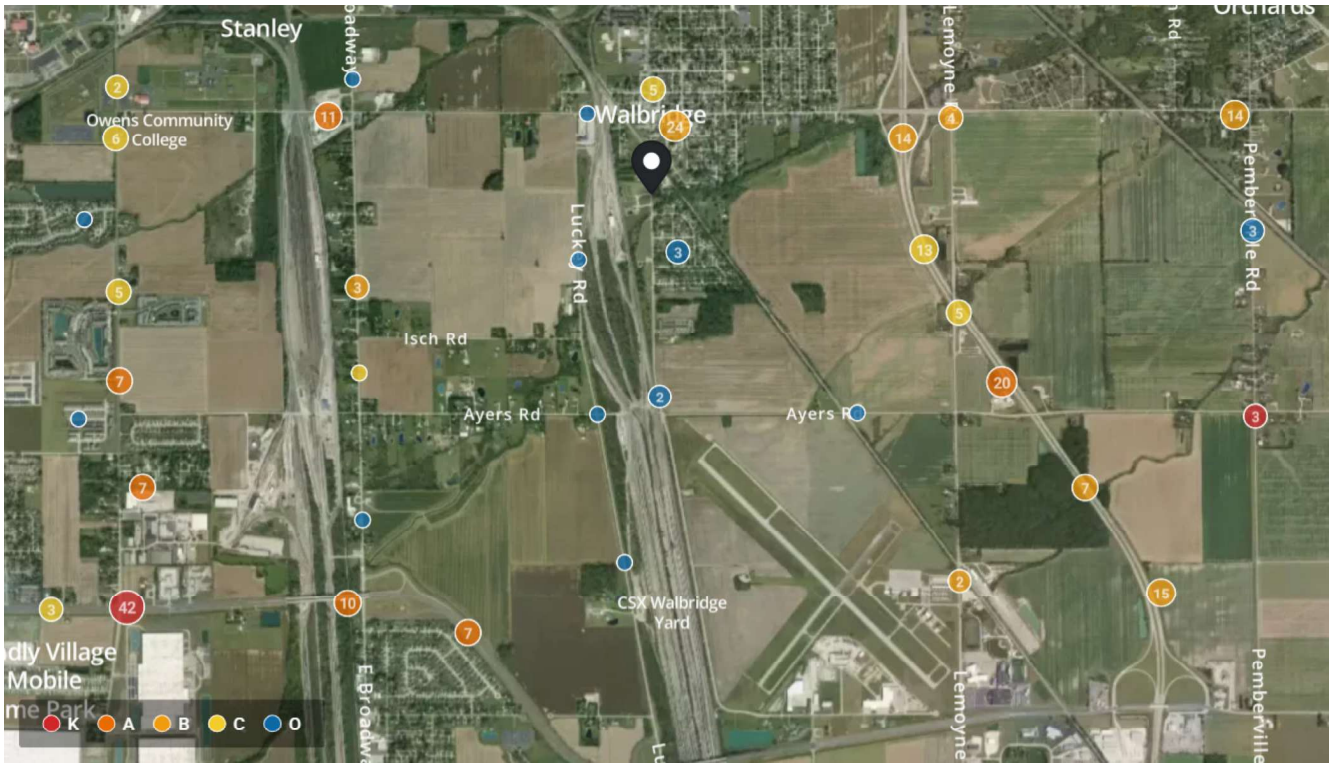
Date: 5/22/2026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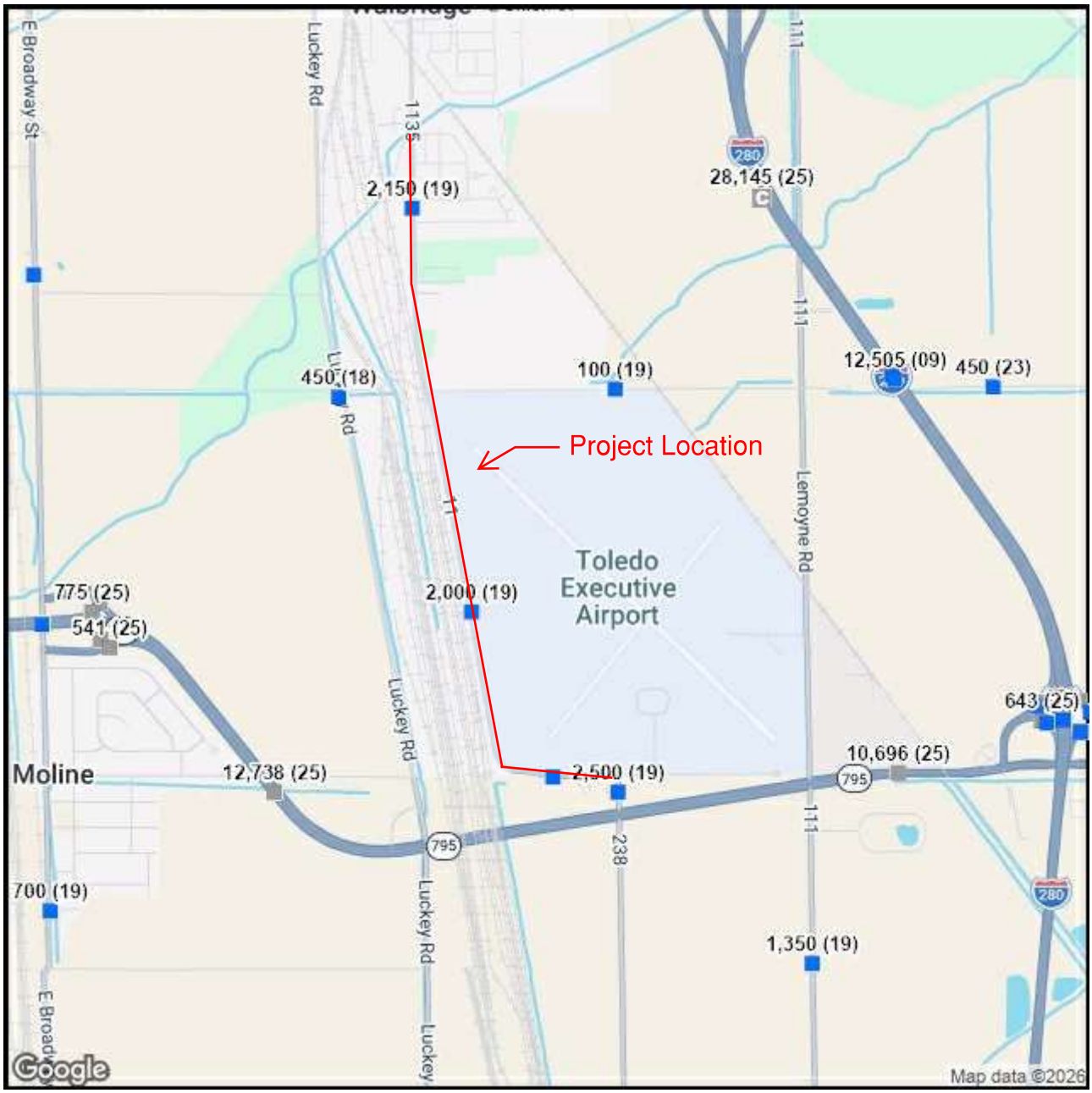
Walbridge
Lucky Rd
Isch Rd
Ayers Rd
Ayers R
CSX Walbridge Yard
Lemoyne
Pemberville Rd
K A B C O



0 3000 6000

Feet

TCDS Locations

- Short
- Continuous
- WIM
- Located Short
- Located Continuous
- Located WIM
- Inactive Location
- ODOT Location

TMACOG

7/24/2026

Lake Erie West Regional Active Transportation Infrastructure

Legend

2025 Active Transportation Existing Facility Type

Class

- Bike Lane
- Multiuse Path
- Park Trail
- Wayfinding

Committed or Proposed Active Transportation Projects

Regional Initiatives and Ideas

Lake Erie West Regional Parks _ 6_3_26