



Toledo Metropolitan Area Council of Governments

## Transportation Improvement Program (TIP)

Application Packet  
for

# **TRANSPORTATION ALTERNATIVES PROGRAM**

**APPLICATIONS DUE  
July 30, 2021**

Issued by:

Toledo Metropolitan Area Council of Governments  
300 Martin Luther King Jr. Drive  
Suite 300  
Toledo, Ohio 43604



## INTRODUCTION

The federal surface transportation law *Fixing America's Surface Transportation Act* (FAST Act) provides funding for Transportation Alternatives (TA) activities as a set-aside of funds from Surface Transportation Block Grant Program (STBGP).

The Ohio Department of Transportation (ODOT) gives Toledo Metropolitan Area Council of Governments (TMACOG) responsibility for selecting projects for TA funding. These projects become part of TMACOG's four-year Transportation Improvement Program (TIP). *(To see the current TIP, visit the Transportation page at [www.tmacog.org](http://www.tmacog.org))*

- For the purposes of the Transportation Alternatives Program, the TMACOG region is Lucas and Wood counties in Ohio.
- TA funds are provided to TMACOG on a state fiscal year basis. State fiscal years begin on July 1 of the preceding calendar year. (Thus fiscal year 2022 begins on July 1, 2021.)
- Approximately \$2,000,000 is available for our Transportation Alternatives Program through FY 2027. A portion of the funds are available as soon as FY 2024. The amount of funds for this round, and the year a project is to be funded, will be based on funding availability and is subject to change.

### **Transportation Alternatives Schedule** (dates subject to change):

July 30, 2021	Transportation Alternatives applications due to TMACOG (5 p.m.)
September 20/21, 2021	Sponsor presentations to Transportation Alternatives Committee, and Transportation Alternatives Committee votes on recommended projects
September 27, 2021	Transportation Improvement Program (TIP) Committee votes on recommended TAP projects
October 6, 2021	TMACOG Transportation Council votes on recommended TA projects to add to the TIP.
October 20, 2021	TMACOG approval (by the Board of Trustees) of recommendation of TA projects to add to the TIP

### **Project Timing**

Once TMACOG approves the TA projects (October 20), TMACOG staff will add them to the schedule of projects to be funded; that is, the projects will be listed (by fiscal year) in the *TMACOG Transportation Improvement Program* which covers the next four years ("active TIP," FY 2024-2027) .

To begin advancing your selected project, you will need to work with staff at the Ohio Department of Transportation (ODOT) District 2 in Bowling Green. Usually it takes at least a year or two to get projects ready to proceed to construction. Preparations include environmental clearance, right-of-way cleared, and detailed plans approved by ODOT. The plans, specifications and estimate (PS&E) package should be completed and submitted to ODOT for approval by March 1 of the appropriate year. For example, the PS&E package would need to be submitted by March 1, 2023 if the project were to be funded in FY 2023 (which begins July 1, 2022).

### **Additional Funding Questions**

Please note two important questions at the end of the application:

- *Whether you can accept partial funding if necessary.* The intent is to fully fund as many good projects as possible. However, if you can accept partial funding, the review committee will have some flexibility, for instance, if they must choose between partial funding or no funding.
- *Whether you have “double-applied” for this project via other funding sources.* Applying for multiple fund sources does not disqualify you. It does help us coordinate with other agencies if necessary.

### **Other Transportation Alternatives Funding Opportunities**

Areas outside Lucas and Wood counties in Ohio may submit applications for the state-administered rural Transportation Alternatives Program. For more information, see the ODOT website at [www.dot.state.oh.us/Divisions/Planning/LocalPrograms](http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms) – click on “Transportation Alternatives.” You also may contact:

Mr. Aaron D. Behrman P.E., LPA Manager  
Ohio Department of Transportation District 2  
317 East Poe Road, Bowling Green, OH 43402  
419-373-4403  
[aaron.behrman@dot.state.oh.us](mailto:aaron.behrman@dot.state.oh.us)

### **WHAT ARE TRANSPORTATION ALTERNATIVES?**

The Transportation Alternatives Program (TAP) provides funding for programs and projects that improve a community’s transportation system and personal mobility in a variety of ways. These include improving options for nonmotorized transportation, dealing with some environmental issues, and preserving historic transportation facilities.

The qualifying activities, which are grouped into categories, are listed below. **See the application form for additional details on eligible projects.**

- Bicycle and Pedestrian Facilities
  - Includes multiuse paths and a variety of other bicycle and pedestrian-related facilities and improvements.
  - Conversion of rail corridors to trail use (including acquisition and construction).
  - Preservation of existing bicycle/pedestrian facilities.
- Safe Routes for Non-drivers
- Safe Routes to School travel plans (*see Funding Provisions*)
- Community Improvement Activities
  - Construction of turnouts, overlooks and viewing areas as related to scenic or historic sites.
  - Preservation or rehabilitation of historic transportation facilities.
  - Archaeological planning and research related to impacts from an eligible transportation project.
  - Vegetation management in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide erosion control.
  - Traffic calming improvements.

- Environmental Mitigation Activity
  - Activities to address stormwater management and control, and water pollution prevention or abatement, for existing transportation facilities.
  - Reducing vehicle-caused wildlife mortality or providing connectivity between land or aquatic habitats.

## FUNDING PROVISIONS

The Transportation Alternatives Program operates on a reimbursement basis as work progresses. Project costs are not eligible for reimbursement until the project is approved by ODOT and Federal Highway Administration (FHWA).

**Cost estimates must be certified** by a professional engineer, architect, or other appropriate professional. **The funding amount will be capped** at the cost estimate used in the original application. Project sponsors will be responsible for any cost overruns.

The Transportation Alternatives Program may provide up to 80% of the construction or implementation cost of a project. The applicant is required to provide a local cash match that is a minimum of 20% of the construction or implementation cost. The local cash match can be from a variety of non-federal sources, such as private grants. (Contact TMACOG for further clarification.)

The applicant must also finance the architecture/engineering plans, environmental assessment studies, right-of-way plans, right-of-way purchase (except qualifying rail corridor purchase), and environmental remediation (except for qualifying environmental projects), if necessary. These costs cannot be credited toward the applicant's share of the construction or implementation costs.

TAP funds are not intended for regular street projects normally funded under such programs as the Surface Transportation Program. For example, street resurfacing is unlikely to be an eligible cost.

School travel plans, if selected, will be funded at a maximum of \$1,500 per eligible school (K-8). A minimum of 20% cash match is also required. The applicant must have previously applied to the ODOT Safe Routes to School program for travel plan funding and must have received a response regarding that application.

## ELIGIBILITY GUIDELINES

### Eligible Applicants

Applicants are limited to those located inside the boundaries of the TMACOG Metropolitan Planning Organization (MPO), that is, within Lucas and Wood counties.

- Eligible applicants are local governmental entities, park districts, regional transportation authorities, transit agencies, and natural resource or public land agencies.
- School districts, local education agencies, or schools, plus any local governmental entity with responsibility for oversight of transportation facilities, can apply for support for developing school travel plans.

### Project Eligibility

To be eligible for funding, a Transportation Alternatives proposal must meet the criteria established in the FAST Act (that is, it must be a qualifying type of project, as listed above in "What are Transportation Alternatives?"). In addition, a proposal must meet the following requirements:

1. All proposed projects must have a **direct relationship to transportation**.
2. Federal law requires that federally funded projects conform to the **National Environmental Protection Act (NEPA)** and the **National Historic Preservation Act**. To comply with these laws, projects must have an environmental review to assess and/or mitigate effects on social, economic, and environmental factors. Similarly, work involving sensitive historic structures or archaeological sites must conform to the U.S. Secretary of the Interior's standards and guidelines for archaeology and historic preservation. **The applicant is responsible for these archeological and environmental assessment costs.**
3. Engineering and architectural designs for all facilities must conform to the **Americans with Disabilities Act (ADA)**.
4. The **local match** (minimum 20%) is required to be cash. In-kind contributions cannot be accepted as part of the local share.
5. **Ownership requirements:**
  - a. The proposed TA project must be publicly owned and on existing publicly owned property (except when property acquisition is part of the project proposal).
  - b. Under certain circumstances, a long-term easement or lease (20 years or more, at least as long as the useful life of the facility) may be acceptable to meet this requirement.
  - c. However, any title to land or for the use of land that is less than fee simple (outright ownership) or less than a perpetual easement interest must be **approved by ODOT** (which will check with FHWA as needed to make sure federal rules are met since this is federal funding). ODOT's approval must be obtained **prior** to the project sponsor submitting a right-of-way clearance certificate. Contact TMACOG or ODOT District 2 for more information.
6. **Property acquisition requirements:**
  - a. Any property acquisition must conform to the Uniform Relocation Assistance and Real Property Acquisition Act, as amended.
  - b. A right-of-way clearance certification by the sponsor must accompany the plan package submittal to ODOT. The property acquisition process and certification will be reviewed by ODOT for compliance with federal and state policy and procedure. ODOT acquisition policy manuals can be found at:  
[www.dot.state.oh.us/Divisions/Engineering/RealEstate/Pages/default.aspx](http://www.dot.state.oh.us/Divisions/Engineering/RealEstate/Pages/default.aspx).
7. For **historic** transportation projects, the structure or site must be on or eligible for the National Register of Historic Places.
8. **Archeological planning and research projects** are limited to research on sites relating to impacts from implementation of a transportation project. This category is not for routine excavations. All work must be done in compliance with the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* or the *Secretary of the Interior's Standards for Historic Preservation Projects* and must be managed under the direction of qualified professionals who are educated and experienced in archaeology.
9. Evidence of **local support** for the project will be considered, including the extent to which the private sector will participate in funding the project or supporting related activities, and the extent to which the applicant will contribute more than the minimum required 20% local share.
10. The applicant must demonstrate ability and commitment to **maintain** the Transportation Alternatives project.

### **Maintenance vs. Major Reconstruction**

Trails, sidewalks, bridges, buildings, or other TA-qualified structures can be expected to have a useful life span, after which they will require rehab. Therefore (just like in federal programs that fund highway projects and highway rehabilitation), TAP-qualified structures are eligible for rehab funding whether or not a project has used federal-aid funds in the past (TAP or another federal-aid funds).

Applicants **must commit to maintaining TA projects**. Therefore, TA funds (or other federal-aid funds) may not be used for routine maintenance. Examples of routine maintenance include:

- Minor regrading of unpaved, but otherwise stable surface, sweeping, cleaning drains, joint sealing, repairing potholes or occasional broken concrete slabs, asphalt patchwork, etc.
- Normal utility maintenance: replacing filters, heating elements, fixing routine leaks, etc.
- Replacing occasional broken roof tiles or missing, curved, or broken shingles, etc.
- Repainting primarily for aesthetic purposes, recaulking, minor patching, cleaning, etc.
- Routine outdoor maintenance: mowing; weeding; brush, debris, or snow removal, etc.

Additionally, TA funds may not be used to repair a trail, sidewalk, bridge, building or other structure that used federal-aid funds, if the purpose is to correct recent substandard construction. The project sponsor should seek redress by other means.

### **Federal Information Resources**

Additional information about the use of TA funds can be found on the Federal Highway Administration website, under the FAST Act (*Guidance on Transportation Alternatives* at [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/guidance\\_2016.cfm](https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm)).

## **EVALUATION CRITERIA**

### **Screening and General Criteria**

TMACOG's TA applications are reviewed and prioritized by the Transportation Alternatives Committee. This is a subcommittee of the TIP Committee, which in turn is under the Transportation Council.

To be considered for ranking, the project must meet the Screening Criteria (see the application, section A). If the project meets the Screening Criteria, it will receive points based project specifics (Section B). The resulting score establishes its ranking in the competition. *If you would like details about the scoring system (maximum number of points for the criteria), please contact TMACOG staff.*

## APPLICATION PROCESS

The applicant shall complete the application form. Missing information may result in a lower ranking or disqualification of the project.

**The completed application** shall be submitted electronically by 5 p.m. on Friday, July 30, 2021, to:

Lance Dasher

[dasher@tmacog.org](mailto:dasher@tmacog.org)

**This application is available on line** at [www.tmacog.org](http://www.tmacog.org) on the Transportation page. (See "Transportation, or look under Councils and Committees, TIP Committee.)



## TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION

### For Projects in the TMACOG Transportation Area

(Lucas and Wood counties, Ohio)

Project Sponsor		Date
Address	City, State	ZIP Code
Contact Person	Title	
Phone Number	Email Address	
Project Name		
Project Description and Location (Attach location and site maps, drawings, and photographs)		

#### A. Screening Criteria (Check all applicable boxes. Projects must pass screening criteria to be scored.

1. **Is it a qualifying project type?** Please *check* the project type as well as the appropriate subcategories.

☐ **Bicycle and Pedestrian Facilities**

- ☐ Provision of facilities for pedestrians and bicyclists, such as multi-use paths, bike lanes, bike racks, geometric improvements, turning lanes, traffic signs and other safety-related infrastructure, sidewalk gap closures, upgrading facilities to meet ADA requirements, and traffic calming. May include some amenities that make ped-bike facilities safer or more accommodating to users, such as vegetative management (see below), and street furnishings for pedestrians.
- ☐ Conversion of abandoned railway corridors for the purpose of creating trails for pedestrian and bicycle use (acquisition and/or construction).
- ☐ Preservation of existing bicycle/pedestrian facilities.

☐ **Safe Routes for Non-Drivers**

Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities, to access daily needs. Includes Safe Routes to Schools projects that implement ODOT-approved school travel plans.

- ☐ **Safe Routes to School travel plans** (K-8) prepared according to ODOT guidelines (see *Funding Provisions* for additional information)

☐ **Community Improvement Activities**

- ☐ Construction of turnouts, overlooks and viewing areas as related to scenic or historic sites.
- ☐ Preservation or rehabilitation of historic transportation facilities.
- ☐ Archaeological planning and research related to impacts from a transportation project eligible for funding under *United States Code of Federal Regulations Title 23 – Highways* (includes road, bridge, and bikeway transportation projects).
- ☐ Vegetation management in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide erosion control.

☐ **Environmental Mitigation Activity**

- ☐ Activities to address stormwater management and control, and water pollution prevention or abatement, for existing transportation facilities.
- ☐ Reducing vehicle-caused wildlife mortality or providing connectivity between land or aquatic habitats.

**2. For consideration in this round,**

- ☐ Attached: a project development schedule that includes plan development, required environmental clearances, and the required process/certifications for right-of-way acquisition (demonstrating conformance with the ODOT plan development process).
- ☐ The present status of property ownership and plan preparation are noted (if applicable).

**3. ☐ The applicant will take responsibility for all non-eligible costs and at least 20% of eligible costs.**

Transportation Alternatives Funds Requested	\$	=	% of Total Eligible Costs
Local Funds Committed to Project	\$	=	% of Total Eligible Costs
Total Eligible Costs	\$	=	100 %

**4. Are project costs certified?**

- ☐ Attached: **for construction projects**, a detailed breakdown of sources of funding and the project costs – certified by a professional engineer or architect (or other professional member of appropriate discipline).
- ☐ Attached: **for non-construction activities**, appropriate written documentation of detailed costs and sources of funding.

*Note: The federal portion (Transportation Alternatives funds) of the costs will be capped at the approved amount. It is recommended that the project cost estimate be based on the anticipated year of construction.*

**5. Will the project be publicly owned or controlled? (For construction or acquisition projects)**

- ☐ It is on publicly owned property; or for acquisition projects, it will be.
- ☐ Not on public property, but the project area is or will be under long-term (20+ years) public control and is required to be available for public use. (See “5. Property requirements” under *ELIGIBILITY GUIDELINES*.)
- ☐ Copy of legally binding document is attached.

**6. Is the sponsor a qualified public agency?**

- ☐ Local government, park district, regional transportation authority, transit agency, or natural resource or public land agency.
- ☐ School district, local education agency, or school (school travel plans only).

**7. A certified copy of a resolution from the governing body must be included,** authorizing the submission of the application and agreeing to share in the project cost?

- ☐ Enclosed      ☐ Will be provided by August 23, 2019

**8. Environmental Justice:**

- ☐ No person or group, on grounds of race, color or national origin, will be excluded from participation in, denied the benefits of, or in any other way subjected to discrimination under this project or program.
- ☐ There will NOT be disproportionately high and adverse human health or environmental effects, and interrelated social or economic effects, on minority populations and low-income populations.

**9. Other required documentation provided?**

- a. Endorsement of storm water projects
- ☐ Enclosed      ☐ Will be provided by August 23, 2019
- b. Documentation of response from ODOT regarding application for state funding of school travel plan
- ☐ Enclosed      ☐ Will be provided by August 23, 2019

**B. General Scoring Criteria (attach additional pages as needed)**

**1. Project Condition:** What will this project accomplish?

- ☐ Project will replace 100% of existing facility.
- ☐ Project will consist of construct new infrastructure and replace some existing facility.
- ☐ Project is 100% new construction.

**2. Current Condition and/or Project Need:** What is the existing condition of the project? If the project is new construction or a safe routes travel plan, provide detail of project need with current or adjacent corridor ped/bike volumes (contact TMACOG staff and they can provide that data). If the project is maintaining current infrastructure, provide pavement conditions and pictures.

Rating	Pavement Condition Rating (Existing Projects)	Average Daily Users (New Projects)
<input type="checkbox"/> Very Poor or Failing	< 50	> 75
<input type="checkbox"/> Poor	51 to 65	50 to 75
<input type="checkbox"/> Fair	66 to 80	25 to 50
<input type="checkbox"/> Good	> 80	< 25

3. **Percentage of Local Match:** What percentage of the total project cost is being provided by the local sponsoring agency?
4. **Requested Funding Amount:** What is the funding amount being requested in TA funding?
5. **Plan Consistency:** Is the project consistent with regional and local plans? Provide documentation.
- ☐ Consistent with regional plan (2045 On the Move).
  - ☐ Consistent with local plans.
  - ☐ Inconsistent with plans.
6. **Project Priority:** Is this project the project sponsor's number one transportation alternatives priority?
- ☐ Yes
  - ☐ No
7. **Population Impacted:** What is the potential population impacted? TMACOG staff will calculate the population residing within one mile of the project scope. If the project scope is part of a connected system, that population can be included with justification from the project sponsor.
8. **Modes of Transportation:** How many modes of transportation will be impacted with this project?
- ☐ Three or more modes of transportation.
  - ☐ Two modes of transportation.
  - ☐ One mode of transportation.
9. **Project Delivery:** What is the history of project delivery for the project sponsor since the last TA solicitation (2016)? Factors beyond the control of the project sponsor will not negatively impact the project sponsor. TMACOG staff will assess this criteria.
- ☐ One project slipped past programmed year.
  - ☐ Two or more projects slipped past programmed year.
  - ☐ One or more projects cancelled.
10. **Project Type:** Please select the project type for this project. Check all that apply.
- ☐ Multiuse Path or Protect Bike Lane
  - ☐ Bicycle/Pedestrian Signal or Crossing
  - ☐ Safe Routes for Non-Drivers Travel Plan
  - ☐ Traffic Calming
  - ☐ On-Road Bicycle Improvements
  - ☐ Sidewalk
  - ☐ Historical Preservation of Transportation Facility
  - ☐ Environmental Mitigation
  - ☐ Safe Routes Promotional Activities
  - ☐ Vegetation Management
  - ☐ Removal of Outdoor Advertising
  - ☐ Bike Parking
  - ☐ Overlooks or Viewing Areas

**11. Connectivity:** What connectivity is this project providing? Provide detail of connectivity.

- ☐ Last mile gap connected
- ☐ New construction toward completing a network or facilities
- ☐ Replace/Rehabilitate
- ☐ No Connection

**12. Project Status:** What is the current status of the project?

- ☐ Project qualifies for a categorical exclusion C1.
- ☐ Right-of-way has been cleared or is not needed.

**13. Environmental Justice:** What is the Environmental Justice impact for this project? Environmental Justice includes minority and low-income populations.

- ☐ Project location is in an EJ sensitive area.
- ☐ Project location is outside of an EJ sensitive area.

**14. Safety:** What safety improvements are being made?

- ☐ Separating bicycle and pedestrians from motorized traffic (excluding sidepaths with more than 10 crossings/driveways per mile)
- ☐ Safe routes for non-drivers travel plan
- ☐ Bicycle/Pedestrian Crossing
- ☐ On-road bicycle facilities
- ☐ Sidepath with less than 10 crossings/driveways per mile
- ☐ Traffic Calming
- ☐ Replacement/Rehabilitation
- ☐ No Safety Improvement

**Additional Funding Questions:**

Is the project sponsor willing to receive partial funding?

- Yes
- No

Has the project sponsor applied for other funding outside of the TMACOG-managed funds (TA, STBG, or CMAQ)?

- Yes
- No

## PROJECT BUDGET SUBMITTAL DETAIL

Project Name:

Activity	Total Estimate	Requested TMACOG Federal Funds (6)			Other Types of Funds (7)							
		Amount	Year	Type								
					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)												
<b>Total Amounts</b>												

Further Explanation (8)

### NUMBERED NOTES:

1. Preliminary engineering includes the cost of all activities prior to contract letting except right-of-way costs. Preliminary engineering expense is not eligible for TMACOG TIP federal funding.
2. TMACOG TIP federal funding for right-of-way is allowable only in specific circumstances. See the Transportation Alternatives package for instructions for proposed TAP-funded projects. See TIP Committee Policies and Practices for proposed STBG and CMAQ-funded projects.
3. This item 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 cost of construction management, inspection, testing, etc.
5. Include in this item a reasonable estimate of changes that could be expected after construction begins.
6. Indicate type of federal funds and the anticipated state fiscal year.
7. List each type in a separate column. Use additional sheets if necessary for more fund types involved in project.
  - If all funds for a project have not yet been identified, mark one of the columns "Shortage" and indicate the amount of additional funds needed for each activity
8. Please explain 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.

PID # TBD

# Conceptual Construction Cost Estimate

**PROJECT: University Parks Trail Extension, Herr Road Side Path**

COMPLETION DATE: 2026 Construction

7/27/2021

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
		<b>ROADWAY</b>				
1	201	CLEARING AND GRUBBING	1	L.S.	\$ 20,000.00	\$ 20,000.00
2	203	EXCAVATION	748	CU. YD.	\$ 20.00	\$ 14,960.00
3	203	EMBANKMENT, AS PER PLAN	285	CU. YD.	\$ 22.00	\$ 6,270.00
4	204	SUBGRADE COMPACTION, AS PER PLAN	3703	SQ. YD.	\$ 2.50	\$ 9,257.50
5	204	EXCAVATION OF SUBGRADE, AS PER PLAN	100	CU. YD.	\$ 20.00	\$ 2,000.00
6	204	GRANULAR MATERIAL, TYPE B	100	CU. YD.	\$ 40.00	\$ 4,000.00
7	204	GEOTEXTILE FABRIC	3703	SQ. YD.	\$ 2.00	\$ 7,406.00
8	410	TRAFFIC COMPACTED SURFACE, TYPE A OR B	25	CU. YD.	\$ 30.00	\$ 750.00
9	608	4" CONCRETE WALK	129	SQ. FT.	\$ 10.00	\$ 1,290.00
10	608	CURB RAMP, AS PER PLAN	669	SQ. FT.	\$ 9.00	\$ 6,021.00
		<b>ROADWAY TOTAL</b>				<b>\$ 71,954.50</b>
		<b>EROSION CONTROL</b>				
11	659	SEEDING AND MULCHING	3943	SQ. YD.	\$ 1.50	\$ 5,914.50
12	659	REPAIR SEEDING AND MULCHING	197	SQ. YD.	\$ 1.50	\$ 295.50
13	659	COMMERCIAL FERTILIZER	0.35	TON	\$ 600.00	\$ 210.00
14	659	WATER	21	MGAL.	\$ 10.00	\$ 210.00
15	832	STORMWATER POLLUTION AND PREVENTION PLAN	1	L.S.	\$ 5,000.00	\$ 5,000.00
16	832	EROSION CONTROL	3000	EACH	\$ 1.00	\$ 3,000.00
		<b>EROSION CONTROL TOTAL</b>				<b>\$ 14,630.00</b>
		<b>DRAINAGE AND SANITARY</b>				

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
17	611	SANITARY MANHOLE ADJUSTED TO GRADE	7	EACH	\$ 1,000.00	\$ 7,000.00
18	611	CATCH BASIN ADJUSTED TO GRADE	11	EACH	\$ 800.00	\$ 8,800.00
19	611	12" CONDUIT, TYPE C	500	FOOT	\$ 50.00	\$ 25,000.00
20	611	CATCH BASIN	4	EACH	\$ 2,500.00	\$ 10,000.00
		<b>DRAINAGE TOTAL</b>				<b>\$ 50,800.00</b>
		<b>PAVEMENT</b>				
21	301	ASPHALT CONCRETE BASE, PG 64-22	282	CU. YD.	\$ 140.00	\$ 39,480.00
22	304	AGGREGATE BASE	617	CU. YD.	\$ 55.00	\$ 33,935.00
23	407	TACK COAT FOR INTERMEDIATE COURSE	129	GAL.	\$ 3.00	\$ 387.00
24	408	PRIME COAT	1352	GAL.	\$ 3.50	\$ 4,732.00
25	424	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B (MEDIUM TRAFFIC)	89	CU. YD.	\$ 190.00	\$ 16,910.00
26	861	GEOGRID FOR SUBGRADE STABILIZATION	3703	SQ. YD.	\$ 3.00	\$ 11,109.00
		<b>PAVEMENT TOTAL</b>				<b>\$ 106,553.00</b>
		<b>TRAFFIC CONTROL</b>				
27	630	GROUND MOUNTED SUPPORT, NO. 3 POST (TYPE S, LCE TYPE)	55	FOOT	\$ 25.00	\$ 1,375.00
27	630	SIGN, FLAT SHEET	17	SQ. FT.	\$ 40.00	\$ 680.00
28	630	SIGN POST REFLECTOR, AS PER PLAN	1	EACH	\$ 60.00	\$ 60.00
29	630	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	1	EACH	\$ 50.00	\$ 50.00
30	630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND REERECTION	1	EACH	\$ 50.00	\$ 50.00
32	630	REMOVAL, STORAGE, OR REERECTION OF SIGNS AND SUPPORTS	1	L.S.	\$ 500.00	\$ 500.00
		<b>TRAFFIC CONTROL TOTAL</b>				<b>\$ 2,715.00</b>
		<b>INCIDENTALS</b>				
33	614	MAINTAINING TRAFFIC	1	L.S.	\$ 3,000.00	\$ 3,000.00



REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
34	623	CONSTRUCTION LAYOUT STAKES	1	L.S.	\$ 8,000.00	\$ 8,000.00
35	624	MOBILIZATION	1	L.S.	\$ 15,000.00	\$ 15,000.00
		INCIDENTALS TOTAL				\$ 26,000.00
		CONCEPTUAL CONSTRUCTION TOTAL (\$2021):				\$ 272,652.50
		CONCEPTUAL CONSTRUCTION TOTAL (\$2026)*:				\$ 314,288.29
		* - see ODOT Business Plan Inflation Calculator				
		10% CONTINGENCY:				\$ 31,428.83
		CONCEPTUAL CONSTRUCTION GRAND TOTAL (\$2026):				\$ 345,717
		The useful life of this project is 20 years with only routine maintenance needed to attain or exceed this life.				

Prepared by: Lucas County Engineer's Office



Sarah L. Rowland, P.E. (E-75215)  
Engineering Project Manager

7-29-21

Date



## CY 2021-2025 Business Plan Inflation Calculator:

[Not sure if you have the latest calculator? Click here.](#)

Last Modified: 2/1/2021

Today's Date:

July 25, 2021

Please Enter Values in the Yellow Areas Only:

Estimation Start Date:

Less than or Equal to Today's Date

(mm/dd/yyyy)

7/25/2021

Start Date:

Enter Construction Mid-Point Date:

(cannot exceed 07/25/2046)

(mm/dd/yyyy)

8/30/2026

Construction Mid-Point Date:

Present-Day Estimated Cost:

\$272,625.50

Estimated Dollar Amount:

Estimate Start Date to Construction Mid-Point Date:

61

Months

Inflation - Start to Mid-Point of Construction:

(compounded growth rate)

Inflated Dollar Amount:

Business Plan

15.3%

\$314,288.29

Estimator's Name: Ronald L. Myers

County - Route - Section:

Herr Road Side Path

PID:

Estimator's Notes:

MILESTONE ACTIVITY	EXPECTED DATE (month/year)
• Project Programmed with ODOT.	1/22
• Begin Planning Phase: The date that the planning scope of work is developed.	5/22
• Project Initiation Package: The date that the Project Initiation Package is approved by the District.	8/22
• Consultant Authorized to Begin Design.	12/22
• Purpose and Need Submittal: The date that the Draft Purpose and Need is submitted.	8/22
• Begin Environmental Clearance: The date when the scoping for an environmental consultant or scoping for an environmental study is initiated.	9/22
• Feasibility Study Submittal: The date when the Feasibility Study is received for review by the District from a consultant or local public agency.	9/22
• Preferred Alternative Approval: The date when a single Preferred Alternative is approved the preferred alternative may be established at scope development. If so, provide the scoping date. Otherwise, enter the appropriate approval date associated with the Feasibility Study or Alternative Evaluation Report.	1/23
• Preliminary Right-of-Way Plan Submittal: The date when Preliminary RW plans are received for review by the District from a consultant or local public agency.	8/23
• Right-of-Way Authorization: The date when authorization is given to a local public agency to begin acquisition activities.	11/23
• Stage 2 Design Plan Submittal	8/23
• Environmental Document Approval: The date when the responsible agency (FHWA or ODOT) approves the document or the District confirms the project is exempt from documentation.	10/23
• Stage 3 Design Plan Submittal	12/24
• Right-of-Way Acquisition Complete: Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.)	10/25
• Final Plans and Bid Package Submittal to ODOT	11/25
• Award Contract: The date the local public agency approves a contract with a successful bidder.	1/26
• Begin Construction	4/26
• Project Completion	12/26
• For programs, purchases, studies, and other projects that do not have a construction phase, please provide a schedule for project development (including environmental approval) and funding. Provide an estimate of the date(s) that federal funds would need to be available. Give a summary of the schedule to be followed before the project is ready for funding and while it is being implemented. See also instructions for Item #48 above. Describe other relevant aspects of the project schedule. For example, is the funding schedule contingent upon other actions? Will the project need funding from other sources to proceed?	



# On the Move

**2045 Transportation Plan • Update 2020**



**July 2020**



**Toledo Metropolitan Area  
Council of Governments**

**[www.tmacog.org](http://www.tmacog.org)**

Table 4-2: 2045 Plan Priority Projects

Rank	Project Description	Estimated Construction Year	Estimated Project Cost in Millions	Primary Mode
74	Provide bicycle lanes on SR 65 in Rossford from the Lucas/Wood County line through the Rossford downtown area.	2026-2030	\$0.5	Non-motorized
75	Improve Tracy Rd. between SR 795 and Wales Rd. to accommodate truck traffic - increase weight limit; minor widening; improve guardrail; add sidewalks.	2025 - 2035	\$11.0	Road
76	Chessie Circle Trail Alternate Routes: provide bike facilities to bypass the active rail section (Dorr St. to Glanzman Rd.).	2025-2030	\$1.6	Non-motorized
77	Cherry-University Trail to Riverside Trail connector: Construct a bike lane on City Park Ave. between Dorr St. and Anthony Wayne Trail at Emerald Ave., to connect Cherry University Trail with Riverside Trail and the proposed facility on Emerald Ave.	2025-2030	\$0.2	Non-motorized
78	Complete Sylvania River Trail Phases 3: provide a path to connect to existing facilities.	2025-2030	\$1.6	Non-motorized
79	Intersection improvements in Sylvania at Monroe St. and Erie St. Single lane roundabout installation.	2025-2030	\$2.6	Road
80	Salisbury Rd. from Holloway Rd. to Strayer Rd. geometric improvements.	2040	\$24.4	Road
81	Build Nebraska Ave./Centennial Rd. roundabout, includes sidewalks and accommodation for bikes.	2035-2040	\$1.7	Road
82	Improve an existing route to serve as a safe and efficient truck connection between I-75 and the City of Fostoria.	2030-2040	\$69.7	Road
83	Bancroft St. improvements McCord Rd. to I-475.	2030-2035	\$3.4	Road
84	Fill in the gaps of sidewalks and provide ADA curb ramps and crosswalks at public roadway intersections along the Angola Rd. corridor from Holland Sylvania Ave. to Crissey Rd.	2021-2025	\$1.0	Non-motorized
85	Replace pavement on Oregon Rd. from US 20 to the Ohio Turnpike.	2025-2030	\$2.5	Road
86	Implement a one-call/one-click transit information center for Toledo metro area.	2030-2035	\$0.2	Transit
87	Western Lucas County bike connections: Provide a facility along Fulton-Lucas County line from Bancroft St. to Brint Rd., and on Brint Rd. from the county line to Kilburn Rd. Provide a facility along Old State Line Rd. from the county line to Crissey Rd., then on Crissey Rd. to Angola Rd., then along Angola Rd. to Holland Sylvania Ave.	2026-2030	\$0.5	Non-motorized
88	Add a sidepath along SR 64 (Waterville-Swanton Rd.) from Whitehouse to Waterville.	2026-2030	\$1.4	Non-motorized
89	Improve infrastructure at the Toledo Shipyard facility at the Port of Toledo - repair dry dock gates/dredging.	2022-2035	\$2.2	Marine
90	Find solution to blocked rail crossing on Summit St. at CSX impeding access to Point Place - possible grade separation.	2030-2040	\$17.4	Road
91	Corridor Trail: Construct multiuse path from Wiregrass Lake to the Wabash Cannonball Trail North Fork.	2025-2030	\$5.7	Non-motorized
92	University/Parks Trail Extension: Extend the University/Parks Trail from Silica Rd. to Sylvania Prairie.	2025-2030	\$0.8	Non-motorized
93	Construct a railroad grade separation over Norfolk Southern in Lucas County, at either SR 295 or Eber Rd.	2026-2035	\$23.7	Road
94	North Curtice Rd. roundabouts (3) at Seaman Rd., Corduroy Rd., and Cedar Point Rd., main entrance to Maumee Bay State Park off of SR 2, includes paved shoulders for bikes on the approaches, and new sidewalks for peds.	2035-2040	\$6.3	Road
95	Construct a roundabout at Hull Prairie Rd. and Five Point Rd.	2040-2045	\$2.1	Road
96	Richards Rd. connector: Construct a bike facility from University Parks Trail south on Richards Rd., west on Hill Ave., and south on Wenz Rd. to connect to Greenhouse Trail facility.	2025-2030	\$0.4	Non-motorized
97	Sylvania-Wildwood connector: Provide a facility along Monroe St. in the City of Sylvania from Alexis Rd. to Corey Rd. and continuing south on Corey Rd. to Wildwood Metropark.	2025-2030	\$1.1	Non-motorized
98	Harvard Blvd. and Woodsdale Ave. connector: Add a bike facility from Highland Park to the existing facility on Broadway St. along Woodsdale and Harvard.	2026-2030	\$0.3	Non-motorized
99	Wabash-Cannonball Trail and North Coast Inland Trail Connector: Provide a facility along SR 163 (Genoa Rd.) west of Genoa to East Broadway St. to Five Point Rd., west to River Rd., then cross the Maumee River in Waterville.	2026-2030	\$4.2	Non-motorized
100	Construct a Regional Central Traffic Control System including adaptive traffic control for major arterial corridors.	2025-2030	\$3.8	Road



Figure 4.4: 2045 On the Move-Update 2020 Priority Non-Motorized Projects

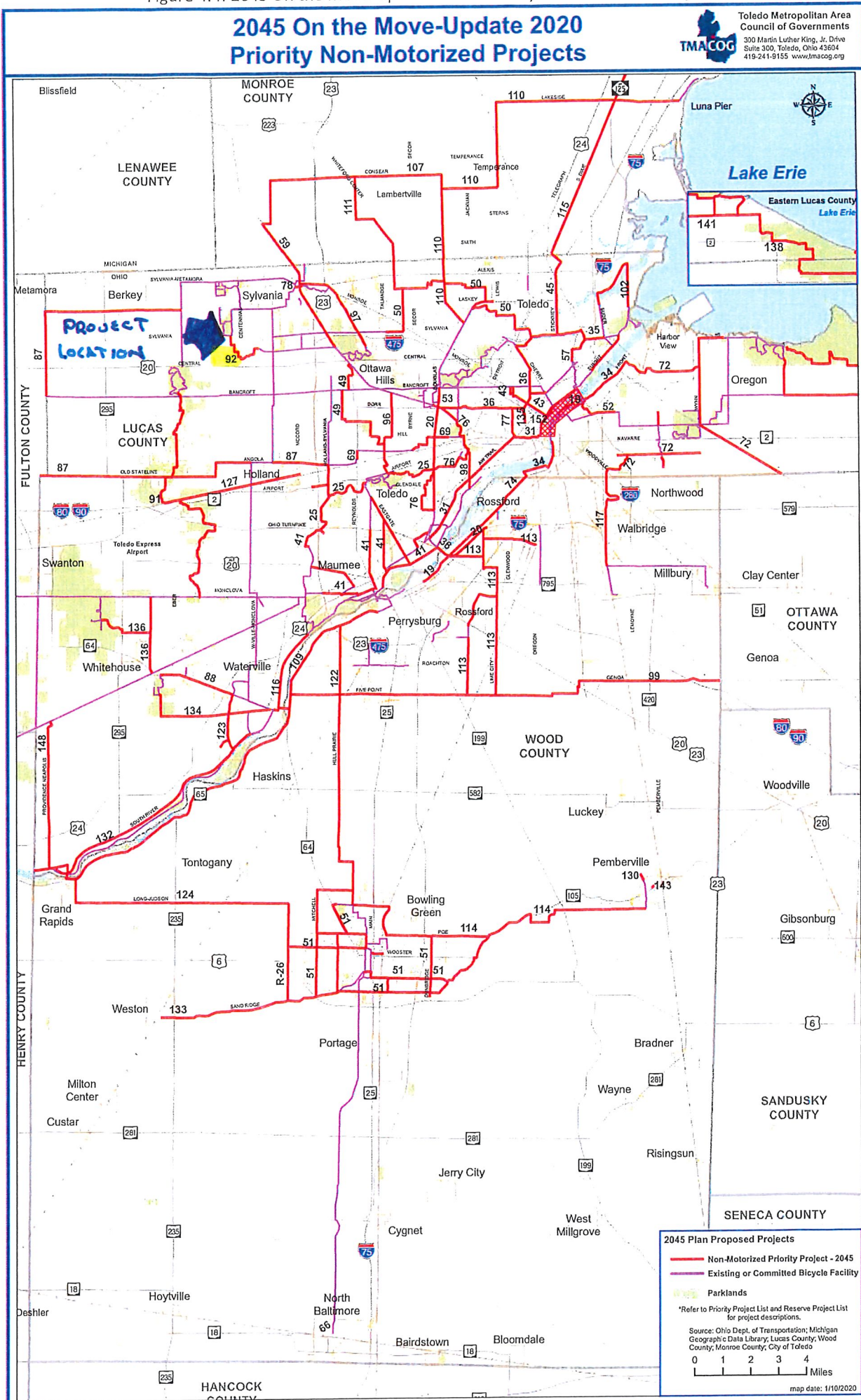
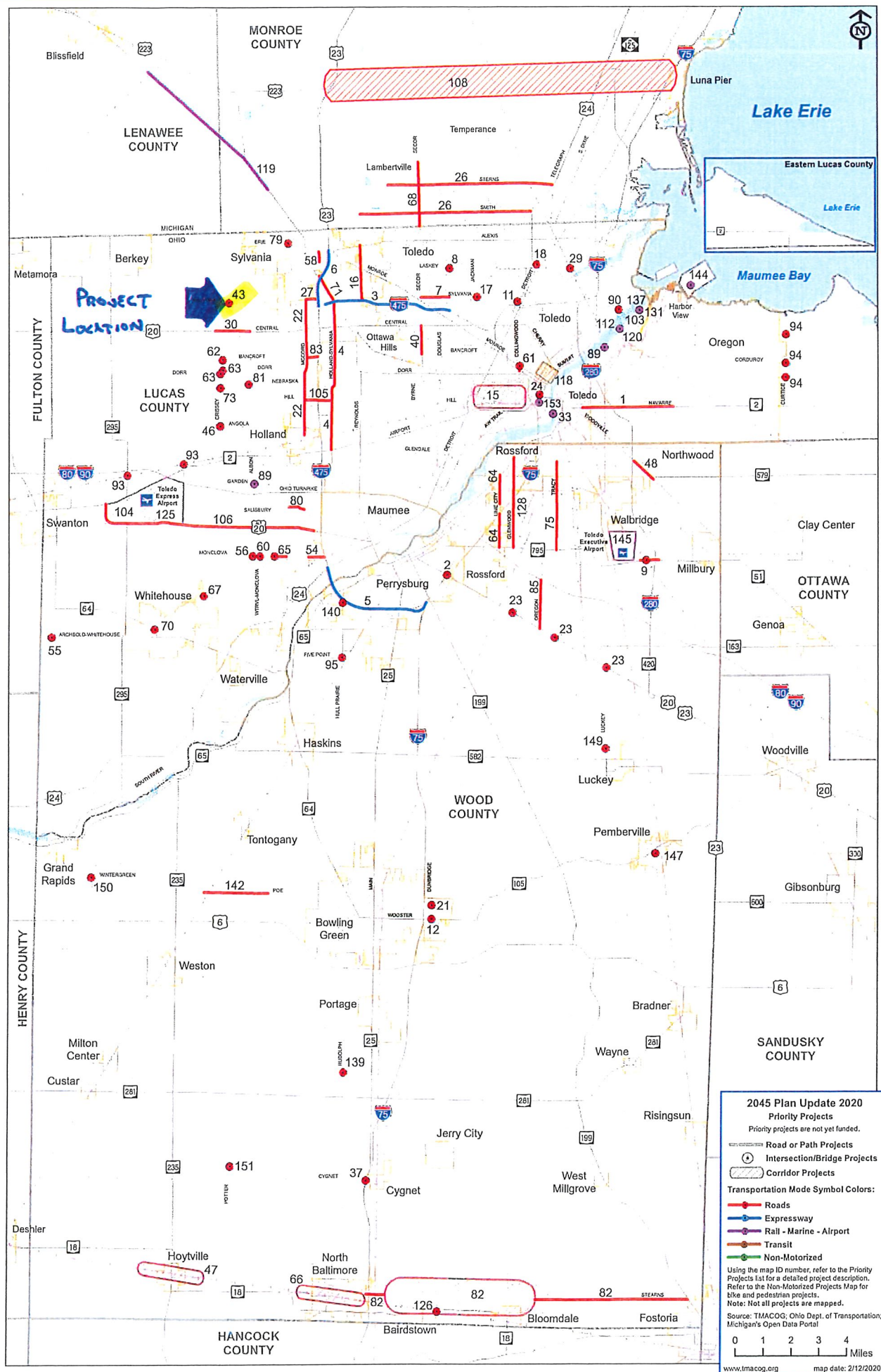


Table 4.2: 2045 Plan Priority Projects

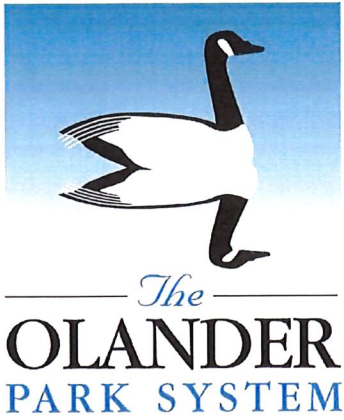
Rank	Project Description	Estimated Construction Year	Estimated Project Cost in Millions	Primary Mode
28	Safe Routes to School - Toledo: Complete facilities outlined in approved Toledo Public Schools travel plan.	2025-2030	\$5.6	Non-motorized
29	Eliminate rail/highway conflicts on Matzinger Rd. at the Ann Arbor and CSX rail crossings - possible grade separation.	2030-2040	\$34.8	Road
30	Widen US 20 (Central Ave.) from Centennial Rd. to west of Crissey Rd. (increase to 5 lanes).	2040	\$18.3	Road
31	Riverside Trail: Construct a multi-use path from Cullen Park south along Summit St., to Water St., along the riverfront to Owens Corning Pkwy, to bike lanes on Ottawa St. and Emerald Ave. and connect to the committed sidepath along the Anthony Wayne Trail.	2025-2030	\$2.1	Non-motorized
32	Re-establish Toledo to Detroit passenger rail service.	2025-2035	\$220.9	Rail
33	New Maumee River passenger and freight rail bridge at the Middle Grounds.	2030-2040	\$348.3	Rail
34	Riverside Trail East: Construct a path from Hollywood Casino north along the Maumee River to Miami St. at Oakdale Ave.; continue north along Miami St. International Park.	2025-2030	\$1.2	Non-motorized
35	Overland Trail: Construct a sidepath from Expressway Dr. and Stickney Ave. to Manhattan Ave. to existing facilities on Summit St.	2025-2030	\$7.5	Non-motorized
36	Cherry-University Trail: Construct a sidepath along Dorr St. from Douglas Rd. to 17th St. where the trail would turn north into bike lanes to Franklin Ave. and continue as bike lanes until Cherry St. where it would turn northwest into a sidepath to meet the Overland Trail.	2025-2030	\$1.3	Non-motorized
37	Upgrade the interchange at I-75 and Cygnet Rd. in Cygnet.	2030-2035	\$28.5	Road
38	Construct Chessie Circle Trail Bridge over the Maumee River.	2025-2030	\$8.9	Non-motorized
39	Support added mechanisms for transit expansion within Wood County.	2025-2030	\$4.3	Transit
40	Secor Rd. Improvements from Bancroft St. to Central Ave. (lane widening, access management)	2026-2035	\$16.7	Road
41	Maumee City Bicycle Network: Provide a group of facilities to create a bicycle network connecting to and through the City of Maumee.	2030-2035	\$1.4	Non-motorized
42	Safe Routes to School: Complete facilities outlined in approved school travel plans (excluding Toledo Public Schools, listed as separate project).	2025-2030	\$2.7	Non-motorized
43	Build Sylvania Ave. / Herr Rd. roundabout, includes sidewalks, a sidepath and accommodation for bikes.	2035	\$1.6	Road
44	Implement a transit connection between Toledo and Bowling Green.	2030-2035	\$5.7	Transit
45	Erie Township and Overland Trail Connector: Provide a bike facility from Stickney Ave. at Manhattan Ave., north to Benore Rd. to Dixie Hwy.	2025-2030	\$0.6	Non-motorized
46	Build Crissey Rd./Angola Rd. (E) roundabout, includes sidewalk and accommodation for bikes	2035-2030	\$1.7	Road
47	Find a solution to blocked rail crossing at SR 235/SR 18 and CSX railroad in Hoytville - possible grade separation or highway bypass.	2025-2035	\$21.4	Road
48	Woodville Rd. corridor safety improvements from Wheeling St. to Williston Rd. (SR 579). Project includes signal upgrades, and roundabout at SR51 & Lemoyne Rd., sidewalk improvements, and a road diet on SR 579.	2025-2030	\$5.2	Non-motorized
49	Greenhouse Trail: Construct a bike facility from the University/ Parks Trail at Reynolds Rd. to Elmer Dr., then south through Toledo Botanical Gardens to Bancroft St.; via various streets to a path through Keil Farm; then via various streets to existing sidepath to Eastgate and Cass Rd. facilities to Turnpike.	2025-2030	\$2.3	Non-motorized
50	Tribby-Washington Trail: Construct a bike facility on Sylvania Ave. from Talmadge Rd. to Harvest Ln., then bike lanes north to McGregor Ln., then east via various streets to Jackman Park, to the Chessie Circle Trail, and through various streets to Lagrange St. to the Overland Trail.	2025-2030	\$6.1	Non-motorized



# TMACOG 2045 Plan Update 2020 - Priority Projects







6930 Sylvania Ave  
Sylvania, OH 43560

419.882.8313  
[www.olarnderpark.com](http://www.olarnderpark.com)  
[info@olarnderpark.com](mailto:info@olarnderpark.com)

**Commissioners**

Dale Theis, Chair  
Sandy Luetke  
Scott Smith

**Executive Director**

Erika Buri

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July 26, 2021

To Whom it May Concern,

It is our understanding that the Lucas County Engineer's Office is submitting a grant application to the Transportation Alternatives Program for a project in the Sylvania, Ohio, area. This project includes a roundabout and a bicycle sidepath, both of which help TOPS achieve our mission of connecting our community to the outdoors through exceptional parks, trails, programs, and natural areas.

The proposed sidepath on Herr Road, and the roundabout at the intersection of Sylvania Avenue and Herr Road are the last two pieces of a regional bike plan to connect the University Parks Trail to the Quarry Ridge Bike Trail. TOPS owns and maintains the Quarry Ridge Bike Trail, as well as two of the parks connected by this multi-use path. Once the Herr Road sidepath is completed, we will maintain it as part of our portion of the University Parks Trail.

This project has been discussed as a possibility for the last 15 years, and we are very excited to see it finally falling into place. Please feel free to contact me with any questions at [eburi@olarnderpark.com](mailto:eburi@olarnderpark.com) or 419.882.8313 x. 1001.

Thank you,

Erika Buri  
Director, The Olander Park System

**University Parks Trail Ped Crossing  
@ King Rd (Saturday, July 25,  
2020)**

Hour	Users EB	Users WB	Total
5:00 AM	1	0	1
6:00 AM	5	13	18
7:00 AM	23	34	57
8:00 AM	32	49	81
9:00 AM	40	34	74
10:00 AM	46	46	92
11:00 AM	36	35	71
12:00 PM	31	22	53
1:00 PM	26	19	45
2:00 PM	21	15	36
3:00 PM	26	20	46
4:00 PM	12	12	24
5:00 PM	10	11	21
6:00 PM	10	5	15
7:00 PM	9	14	23
8:00 PM	19	16	35
9:00 PM	1	0	1
<b>24 Hour Total =</b>	<b>348</b>	<b>345</b>	<b>693</b>

**Michael Melnyk - RE: Bike & Ped Counts**

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**From:** Lance Dasher <dasher@tmacog.org>  
**To:** Michael Melnyk <mmelnyk@co.lucas.oh.us>  
**Date:** 7/14/2021 2:59 PM  
**Subject:** RE: Bike & Ped Counts

---

Hi Mike,

Here is what I found.

9:00 - 9:15	22
9:15 - 9:30	18
9:30 - 9:45	14
9:45 - 10:00	20
10:00 - 10:15	26
10:15 - 10:30	27
10:30 - 10:45	20
10:45 - 11:00	19
11:00 - 11:15	22
11:15 - 11:30	13
11:30 - 11:45	14
11:45 - 12:00	22

If you would like the actual videos, I can send those as well.

Thank you!

**Lance Dasher, AICP**

Transportation Planner  
Toledo Metropolitan Area Council of Governments  
300 Martin Luther King, Jr. Drive  
Suite 300  
Toledo, OH 43604  
419.241.9155 ext. 1115

*TMACOG staff are working a combination of in-office and remotely. When visiting the office masks are welcome, but optional. Email remains the best way to contact staff. Please visit [www.tmacog.org](http://www.tmacog.org) for email addresses, meeting calendar, and log-in information.*