



Toledo Metropolitan Area Council of Governments

2021 Transportation Improvement Program
Application Packet
for:

Surface Transportation Block Grant (STBG) Projects (Including Small Projects Fund)

**APPLICATIONS DUE
July 30, 2021**

*Issued by:
Toledo Metropolitan Area Council of Governments
300 Martin Luther King Jr. Drive
P.O. Box 9508
Toledo Ohio 43697-9508*

2021

Application is also available at www.tmacog.org

INTRODUCTION

The forms and information included in this package are for the submittal of Surface Transportation Block Grant (STBG) projects for the Fiscal Years 2023 through 2027 Transportation Improvement Program (TIP). This includes projects that fall into the Small Projects Fund. This will also include additional funding from the Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA). TMACOG will receive approximately an additional \$3,400,000. This funding will follow the same guidelines as the STBG program. The funds will become available on July 1, 2021, and the funds must be obligated by September 30, 2024. This essentially means that the project must have the Plans, Specifications, and Estimates (PS&E) submitted to ODOT by July of 2024.

The funds that TMACOG anticipates will be available are approximately \$23,000,000 of STBG for FY 2023 through FY 2027. This includes the Small Projects along with the regular projects. The current FY 2021-2024 TIP is fully committed and there are committed projects within the Pipeline. Exceptions are sometimes made for projects that are ready to be constructed where the funding can be made available to process the construction in a more accelerated schedule. This is more likely for projects that fit within the category of the Small Projects Funds than for larger dollar projects.

For the purposes of the TIP funding program, the TMACOG region is limited to Lucas and Wood counties. Additionally, for street projects, only those projects that are on federal aid eligible roads can be considered. All project submittals should comply with the Regional Complete Streets Policy. Applicants must submit a TMACOG Complete Streets Checklist as part of the application process.

Additional information about the functioning of the TIP program can be obtained from reviewing the Transportation Improvement Program (TIP) Committee Policies and Practices document that was included in this mailing.

If there are questions regarding project eligibility or which fund type to request, please call the TMACOG Transportation staff.

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 DETAILS REQUEST (Pages 3 & 4) - Requests the basic information needed for each project. Please provide this information separately for each desired project. Also provide the information for 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) - Requests 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.

TMACOG TIP PROJECT APPLICATION (Pages 6 & 7) TIP APPLICATION INSTRUCTIONS (Pages 8 – 10) - 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 11 – 14) – 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 a TIP subcommittee with validation by the full TIP Committee.

COMPLETE STREETS CHECKLIST (Pages 15 – 18) – 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 TMACOG federal funds provided for any single project will be \$500,000.
2. There is no maximum total construction cost for a single small project.
3. TMACOG federal funds will be provided at a maximum of 80/20 split up to the funding cap of \$500,000 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) funding will be considered only in extreme cases.
5. The same ranking criteria will be used as with regular TIP projects. Small projects that rank high enough to be funded in the regular program will be funded in that way. The remaining small projects will then compete against each other.
6. Each jurisdiction can be awarded only 1 project per 2-year period. There will be three total periods (two during the active TIP and one during the pipeline) so each jurisdiction could get up to 3 projects.
7. Jurisdictions may submit as many projects as they desire.
8. Up to \$4,000,000 will be set aside for the small projects fund for this solicitation.

PROJECT DETAILS REQUEST

Please provide the following information for all projects:

Project Name: _____

Project Limits (*include map*): _____

Project Sponsor and point of contact (*with phone number*): _____

Existing project numbers (*PID, State ID, TMACOG map #, etc.*): _____

HIP-CRRSAA Funding Eligible (Must have PS&E submitted prior to July 1, 2024):

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

Project Description:

Length of project (Miles): _____

Current status of the project: _____

Is this your jurisdiction's number 1 project?: _____

Does the project include any utility work? Yes ☐ No ☐ If yes, please explain.

The most optimistic, REALISTIC schedule for this project. Be sure to include time for outside reviews and permits, not just local design times. Include at least the following dates:

Authorization to Proceed:

Environmental Clearance complete:

Stage 1 Review complete:

Stage 2 Review complete:

Stage 3 Review complete:

R/W Plans complete:

R/W Clear:

Final Plans to ODOT:

Anticipated Sale Date:

All of these formal actions 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 TMACOG.

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

Project Budget Submittal Detail

Activity	Total Estimate	Requested TMACOG Federal		Other Types of Funds (6)					
				A.		B.		C.	
		Amount	Year	Amount	Year	Amount	Year	Amount	Year
Preliminary Engineering (1)									
Right-of-Way (2)									
Construction Contract (3)									
Construction Engineering (4)									
Contingency (Change Orders) (5)									
TOTAL AMOUNTS									

Numbered Notes:

- Preliminary Engineering** includes the cost of all activities prior to contract letting except Right-of-Way costs. It is not eligible for TMACOG TIP federal funding.
- Right-of-Way** can only be funded by TMACOG TIP federal funding in specific circumstances. See TIP Committee Policies and Practices for proposed STBG funded projects.
- Construction Contract** includes the actual estimated construction contract amount plus any other agreements that are included as part of the construction cost.
- Construction Engineering** includes the costs of construction management, inspection, testing, etc.
- Contingency** should include a reasonable estimate of changes that could be expected after construction begins.
- Other Types of Funds**
 - List each type in a separate column. Add additional sheets if necessary for more fund types involved in 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 explain below 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.

TMACOG TIP PROJECT APPLICATION

(To be used for projects competing for TMACOG funds in the FY 2023-2027 TIP)

NOTE: PLEASE REVIEW APPLICATION INSTRUCTIONS PRIOR TO ANSWERING QUESTIONS.

SPONSOR:	
PROJECT NAME:	MAP# (existing projects)
<p>1. Estimated number of construction jobs based upon project cost divided by \$92,000.</p> <p>Total Project Cost: _____</p> <p>Number of Jobs: _____</p>	<p>2. Does this project provide 10 or more guaranteed new jobs or jobs retained (excluding retail or service jobs) as evidenced by contract or letter from a private business organization?</p> <p>Yes: _____ No: _____ # of jobs: _____</p> <p>Attachment required.</p>
<p>3. Does project sponsor have official complete streets document?</p> <p>Yes: _____ No: _____</p> <p>Attachment required.</p>	<p>4. Does this project improve air emissions and is it identified on the TMACOG CMP?</p> <p>Yes: _____ No: _____</p>
<p>5. Will this project improve water quality through the development of a bioswale, rain garden, pervious pavement, etc.?</p> <p>Yes: _____ No: _____</p> <p>Attachment describing qualifying improvement required.</p>	<p>6. Will this project make use of recycled materials to a significant degree, such as rubberization, reclamation, or crack and seal? Mill and reuse of asphalt surface materials does not qualify.</p> <p>Yes: _____ No: _____</p> <p>Attachment describing qualifying improvement required.</p>
<p>7. Does the project provide for specific aesthetic enhancements other than planting grass?</p> <p>Yes: _____ No: _____</p> <p>Attachment describing qualifying improvement required.</p>	<p>8. Does the project include all reasonable bicycle improvements?</p> <p>Yes: _____ No: _____</p> <p>Does the project include improvements related to a bikeway specifically shown on the TMACOG Regional Bicycle Network?</p> <p>Yes: _____ No: _____</p> <p>Attachment describing qualifying improvement required</p>
<p>9. Does the project include all reasonable pedestrian improvements?</p> <p>Yes: _____ No: _____</p> <p>Does the project include upgrade of existing or new pedestrian sidewalks?</p> <p>Yes: _____ No: _____</p> <p>Attachment defining service lines required.</p>	<p>10. Does the project provide direct access to a multi modal terminal?</p> <p>Yes: _____ No: _____</p> <p>Attachment identifying terminal required.</p>
<p>11. Does the project carry Designated Line Service Public Transit Routes?</p> <p>Yes: _____ No: _____</p>	<p>12. . Has this project been programmed by ODOT for construction?</p> <p>Yes: _____ No: _____</p> <p>Attachment identifying PID required.</p>
<p>13. Has this project been identified as your jurisdictions number one priority? (Note that each jurisdiction may designate only one #1 priority each round.)</p> <p>Yes: _____ No: _____</p> <p>Also indicate on Project Form.</p>	<p>14. Project Development (Check all that apply.)</p> <p>Right-of-way cleared / not needed?</p> <p>Yes: _____ No: _____</p> <p>Does this project qualify for a Categorical Exclusion C1?</p> <p>Yes: _____ No: _____</p>

TMACOG TIP PROJECT APPLICATION CONTINUED

(To be used for projects competing for TMACOG funds in the FY 2023-2027 TIP)

NOTE: PLEASE REVIEW APPLICATION INSTRUCTIONS PRIOR TO ANSWERING QUESTIONS.

<p>15. What percent of the total project including design, R/W, and construction will use TIP Federal Funds?</p> <p>_____ %</p>	<p>16. What self-help opportunities for generation of transportation funding have project sponsors implemented?</p> <p>____ Permissive License Fees ____ Dedicated Property Tax Levy ____ Dedicated Sales Tax ____ Dedicated Income Tax ____ Other Dedicated Revenues (Attach details) For Dedicated Tax, a copy of legislation must be attached.</p>
<p>17. Is the project located in a community which has public transportation?</p> <p>Yes: _____ No: _____ Attachment defining provider required.</p>	<p>18. What is the existing Pavement Condition Rating (PCR)?</p> <p>PCR = _____ TMACOG will provide the latest ODOT PCR.</p>
<p>19. Is this an ITS project?</p> <p>Yes: _____ No: _____ Attachment describing qualifying improvement required.</p>	<p>20. If this is a bridge project, what is the Bridge Sufficiency Rating?</p> <p>Sufficiency Rating = _____ Deck Rating = _____</p>
<p>21. If this is a roadway project, which of the following best describes the project. (<i>Check one.</i>)</p> <p>____ New Construction ____ Widen/Narrow & resurface ____ Widen/Narrow & rehab ____ Widen/Narrow & reconstruct ____ Resurfacing or pavement strengthening ____ Rehabilitation with some base replacement and/or significant joint repair ____ Reconstruction with full base replacement</p>	<p>22. If this is not a bridge or roadway project, which of the following best describes the existing condition. See note regarding grade separations & new interchanges. (<i>Check one.</i>)</p> <p>____ N/A ____ Declining ____ Declining and substandard ____ Near the end of its useful life ____ Near the end of its useful life and substandard ____ Past its useful life ____ Past its useful life and substandard</p>
<p>23. What is the 3-year average accident rate per million vehicles? For bridges use the bridge location, for intersections use ADT for all approaches, and for roadways use avg. ADT for the length of the project. (<i>Check one.</i>)</p> <p><i>Calculate per million vehicles NOT per million vehicle miles.</i></p> <p>____ < .49 ____ 3 to 3.49 ____ .5 to 0.99 ____ 3.5 to 3.99 ____ 1 to 1.49 ____ 4 to 4.49 ____ 1.5 to 1.99 ____ 4.5 to 4.99 ____ 2 to 2.49 ____ 5 or greater ____ 2.5 to 2.99</p> <p>Attach calculation and define safety improvement.</p>	<p>24. What is the existing number of Average Daily Users in Thousands? (For road projects use ADT x 1.40/1000) (<i>Check one.</i>)</p> <p>____ < 7.0* ____ 7.0 to 10.5 ____ 10.5 to 14 ____ 14 to 28 ____ 28 to 42 ____ 42 to 56 ____ 56 to 70 ____ > 70</p> <p>Attachment showing calculations required. * If calculation is < 7, then also provide the Auditor's Certificate of Estimated Resources. See page 10.</p>
<p>25. What percentage of the ADT is made up of trucks? (<i>Check one.</i>)</p> <p>____ < 3% ____ 3 to 6% ____ 6 to 9% ____ 9 to 12% ____ 12 to 15% ____ > 15%</p> <p>Is this project on a truck impact route?</p> <p>Yes: _____ No: _____</p>	<p>26. Is this project listed in the 2045 Regional Transportation Plan? (<i>Check one.</i>)</p> <p>____ Not Listed ____ Listed as a Reserve Priority or System Preservation ____ Plan Priority (2026 to 2045) ____ Plan Priority (by 2025)</p>
<p>27. How long ago was the last time the project sponsor received TMACOG managed STBG funding?</p> <p>____ 4 years ____ 5-8 years ____ 9 or more years</p>	<p>28. Has one or more projects slipped a fiscal year or been cancelled since the last STBG solicitation?</p> <p>Yes: _____ No: _____</p>

TIP APPLICATION INSTRUCTIONS

- Item 1. Based upon the federal criteria that \$92,000 of construction creates one job, indicate the number of jobs created by this project.
- Item 2. Note that in order to claim credit for projects with 10 or more guaranteed new or retained jobs, a letter of commitment or other documentation will be required from the business or company proposing to create or retain the jobs. Retail and service sector jobs do not receive credit under this category since they tend to simply relocate existing jobs within the community. If yes, attach copies of documentation. Indicate whether the jobs will have a localized or a regional impact.
- Item 3. If yes, please relevant ordinance, resolution, policy or other document.
- Item 4. If yes, please explain and provide the reference in the CMP.
- Item 5. If yes, please attach explanation and details.
- Item 6. If yes, please attach explanation and details.
- Item 7. If yes, please attach explanation and details.
- Item 8. If yes, please attach explanation and details.
- Item 9. If yes, please attach explanation and details.
- Item 10. If yes, please attach a description of the terminal and its function to the jurisdiction and region.
- Item 11. Designated Line Service Public Transit Routes are those primary transit routes operated by TARTA or other similar transit carrier. Attach explanation and details.
- Item 12. If yes, attach field notes.
- Item 13. Each project sponsor may select one of its project applications as its number one priority for each round of applications. The project so designated is done so in the context of the TMACOG TIP only and need not consider other projects being pursued via other funding programs. The number one priority needs to also be shown on the project details form. The number one priority must be designated at time of project submittal.
- Item 14. Self-explanatory.

- 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 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, design costs of \$100,000, and a construction cost of \$1,000,000. The sponsor pays for all of the R/W, design and the normal 20% (\$200,000) of the construction. Thus the sponsor pays \$500,000 (39%) of the total and the fed pays \$800,000 (61%). The sponsor therefore earns 4 points because the sponsor is only using 61% of TIP Federal for the project. Also be sure these costs are the same as shown on project details form. Design includes studies, plans, environmental, and design testing.
- Item 16. The dedicated fees include the lead agency and all other local jurisdictions funding the project. To receive points for dedicated taxes, a special percentage of these fees must be used for transportation projects (copies of legislation are required to be submitted with application).
- Item 17. Self-explanatory.
- Item 18. TMACOG staff will do this computation from the latest TMACOG Traffic Flow Map and using the TMACOG capacity calculator. If the jurisdiction has more recent traffic count information, please provide a copy of the traffic count showing that information. TMACOG staff will use the latest ODOT Pavement Condition Ratings to complete this scoring.
- Item 19. If yes, please attach a description of the ITS components and identify if it is included in the current ITS architecture.
- Item 20. Bridge Sufficiency Ratings may be obtained from ODOT for bridges on the federal aid system. For grade separations, see note at bottom of Scoring Criteria.
- Item 21. Self-explanatory.
- Item 22. All new interchanges must have an Interchange Justification Study (IJS) / Interchange Modification Study (IMS) underway to be ranked.
- Item 23. See Item 26 for examples of computation of average ADT. Please attach the calculation and proposed countermeasures included in the project that address the safety issue.
- Item 24. Compute the number of Average Daily Users (ADU) of the proposed project. Use traffic count figures for ADT from the latest TMACOG Traffic Flow Map or adjusted actual counts if you have them. In the case of the latter, provide a copy of your count report and adjustment calculations. If you have a highway project, compute the $ADU = ADT \times 1.40 / 1000$ to allow for multiple passengers per vehicle. Transit projects should be measured in actual passengers or users of the facility. For projects with multiple segments or streets, use an average of the individual segment counts.

Multiple Segment Example:

30,000	20,000	19,000
Street involved in project		
ADT = (30,000 + 20,000 + 19,000)/3		
Average ADT = 23,000		

Intersection Example:

30,000	
14,000	12,000
	Street B
28,000	Street A
ADT = (30,000+28,000+14,000+12,000)/2	
Average ADT = 42,000	

If ADU calculation is less than 7, then the project sponsor may provide the jurisdiction's Auditor's Certificate of Estimated Resources, as provided in the ORC 5705.35 and 5705.36 is used to determine potential financial resources available for the project. This is used to determine what the percentage of the project sponsor's total eligible budget would be used to build the project.

- Item 25. Use the map provided with this application package to determine if project is on a truck impact route. If a route that is not shown on the map has over 500 Truck ADT, provide the traffic count study showing that information and mark Yes.
- Item 26. Self-explanatory.
- Item 27. Self-explanatory.
- Item 28. 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 TMACOG administratively moves a project. Exceptions may be granted if circumstances are beyond the project sponsor's control.

PROJECT SCORING CRITERIA FOR TIP ANALYSIS FY 2024-2027 TIP

NOTE: Provided for your information only. Scoring will be completed by the TIP Committee.

Project Name: _____ MAP #: _____

Economic Development (8%) Maximum of 8 Points		
	Points Available	Score
1. Number of jobs created by project based upon \$92,000 per job created (Total Project Cost/\$92,000) > 25 jobs 6 points 15 – 25 jobs 4 points 5 – 14 jobs 2 points	2 - 6	
2. Projects with 10 or more jobs *Guaranteed. No retail or service. Localized 2 points Regional Impacts 4 points	2 – 4	
	TOTAL	

Livability (11%) Maximum of 11 Points		
	Points Available	Score
3. Project sponsor has official Complete Streets Policy, ordinance, resolution, etc.	1	
4. Project has positive effect for air quality and is identified in the TMACOG CMP.	1	
5. Project has positive effect for water quality such as bioswale, rain garden, or pervious pavement. Combined sewer separation does not qualify.	1	
6. Project makes use of recycled materials to a significant degree. Example: Rubblization, reclamation, or crack and seal. Mill and fill does not qualify.	1	
7. Project design provides for esthetics or enhancement such as landscaping or visual easementsproThe , etc.	1	
8. Project includes all reasonable bicycle improvements. Projects which include bikeways specifically shown on the TMACOG regional Bicycle Network. Example: 5 points for project on the bicycle network, and 2 points for all reasonable bicycle improvements.	2 – 5	
9. Project includes all reasonable pedestrian improvements. Example: 5 points for all new sidewalks; 2 points for filling gaps in sidewalk; no points for required ADA improvements.	2 – 5	
	TOTAL	

Inter-connectivity (8%) Maximum of 8 Points		
	Points Available	Score
10. Projects which provide direct access to multimodal terminals	3 – 6	
11. Projects which carry a designated public transit route. Example 4 points for fixed route; 1 point for secondary shuttle route; no points for call-a-ride (unless fixed route.)	1 – 4	
	TOTAL	

Sustainability (13%) Maximum of 13 Points		
	Points Available	Score
12. Project has been programmed by ODOT for construction.	2	
13. Is this project the sponsor's number one priority?	8 if yes	
14. Right-of-way cleared or not needed.	2	
Project qualifies for Categorical Exclusion C1.	3	
15. Percent of project dollars using TIP Federal funds 75-80% 0 points 65-74% 2 points 50-64% 4 points	0 – 4	
16. How many dedicated fees has the sponsor(s) implemented as of the date of this application? *Proof of each dedicated fee must be submitted with application. (One point each)		
a. Permissive license fees	1	
b. Dedicated property tax levy*	1	
c. Dedicated sales tax*	1	
d. Dedicated income tax*	1	
e. Other dedicated revenues*	1	
17. Is the project in a community with public transportation?	1	
	TOTAL	

System Use and Performance (60%) Maximum of 60 Points		
	Points Available	Score
18. Pavement Condition Rating > 75 0 points 65-74 2 points 56-64 4 points < 55 6 points	0 – 6	
19. ITS Project (No credit for Single Occupancy or High Occupancy Vehicle Lanes)	3	
Condition – 20 points (from 20, 21, <u>or</u> 22)		
20. Bridge Sufficiency Rating* > 79 0 points 79 1 point 78-77 2 points 76-75 3 points 74-73 4 points 72-71 5 points 70-69 6 points 68-67 7 points 66-65 8 points 64-63 9 points 62-61 10 points 60-59 11 points 58-57 12 points 56-55 13 points 54-53 14 points 52-51 15 points 50-49 16 points 48-47 17 points 46-45 18 points 44-43 19 points 42 or less 20 points	0 – 20	
21. Roadway Projects** New 0 points Resurfacing or pavement strengthening 4 points Rehabilitation w/some base replacement and/or significant joint repair 7 points Reconstruct w/full base replacement 10 points Widen/narrow & resurface (1) 13 points Widen/narrow & rehab (2) 17 points Widen/narrow & reconstruct (3) 20 points	0 – 20	
22. Other Project Types*** N/A 0 points Declining 4 points Declining and substandard 7 points Near the end of its useful life 10 points Near the end of its useful life and substandard 13 points Past useful life 17 points Past useful life and substandard 20 points	0 – 20	
	TOTAL	

* Bridges must be at less than 80% sufficient to be eligible, or have a deck rating less than equal to 4 on the National Bridge Inventory Form #58

** (1) 13 points – Additional lane width or paved shoulder must be provided the entire length of the project.

(2) 17 points – Widening must provide some additional capacity, such as turn lanes at intersections.

(3) 20 points – Additional thru and continuous turn lanes must be provided.

For narrowing projects, sponsors must submit justification.

*** For new grade separations – use 10 points. All new interchanges must have an approved IJS/IMS study underway to be ranked. If the study is underway then use 5 points. If the new interchange can document by a traffic study that there is a measurable congestion relief to an existing transportation facility, then an additional 5 points will be added for a maximum of 10 points.

System Use and Performance (60%) Maximum of 60 Points (CONTINUED)		
	Points Available	Score
23. Accident rate per million vehicles (3 yr. average.) Calculation is vehicles, not vehicle miles For bridges – use bridge location For intersections – use ADT for all approaches For roadway – average ADT for full length of project < .49 0 points .5 to 0.99 1 point 1 to 1.49 2 points 1.5 to 1.99 3 points 2 to 2.49 4 points 2.5 to 2.99 5 points 3 to 3.49 6 points 3.5 to 3.99 7 points 4 to 4.49 8 points 4.5 to 4.99 9 points > 5 10 points	0-10	
24. Existing Average Daily users in Thousands For road projects use ADT x 1.4/1000 Traffic from confirmed developments with an approved traffic study, approved zoning and an approved site plan are allowed. < 7.0 0 points 7.0 to 10.5 1 point 10.5 to 14 2 points 14 to 28 3 points 28 to 42 4 points 42 to 56 5 points 56 to 70 6 points > 70 7 points If Existing Average Daily Users in Thousands is less than 7, then use the Total Project Cost as Percentage of Financial Resources legally available. 0 to 15 % 0 points 15.01 to 30% 1 point 30.01 to 45% 2 points 45.01 to 60% 3 points 60.01 to 75% 4 points 75.01 to 90% 5 points 90.01 to 100% 6 points > 100% 7 points	0 – 7	
25. Percent of Trucks Maximum points for this item is 8. < 3% 0 points 3 to 6% 1 point 6.01 to 9% 2 points 9.01 to 12% 3 points 12.01 to 15% 4 points > 15% 5 points	0 – 5	
For projects on a truck impact route (Michigan loads, NHS Connectors, etc.) add 3 points.	3	
26. Projects listed in the TMACOG 2045 Plan Not listed 0 points Reserve or System Preservation 1 point Plan Priority (2026+) 2 points Plan Priority (by 2025) 3 points	0 – 3	
Top Plan Priority Bonus* *Top ranked eligible project in the current long range plan. Bonus can not be used more than once every 10 years for projects with multiple construction phases.	10 bonus	
27. Project History Project sponsor has not received TMACOG-managed funds in the last 4 years. 2 points Project sponsor has not received TMACOG-managed funds in the last 8 years. 4 points Project sponsor has not received TMACOG-managed funds in the last 9+ years. 6 points	2 – 6	
28. Project Delay One project slipped past programmed year. -5 points Two or more projects slipped past programmed year. -10 points One or more projects cancelled. -10 points	-5 – -10	
	TOTAL	
MAXIMUM POINTS = 100	GRAND TOTAL	

Page left blank intentionally.

TMACOG Complete Streets Checklist

This checklist accompanies the TMACOG Complete Streets policy. It is to be completed when applying for TMACOG-attributable federal funding through the TMACOG 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 TMACOG-attributable federal funding of the Surface Transportation Program (STP), 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. Information on various guidelines and standards is listed on the TMACOG Complete Streets website.

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.

A. Existing conditions

1. Explain how the project area currently accommodates pedestrians (including ADA compliance), bicyclists, and transit users.
2. Explain how the proposed project will accommodate them once completed.
3. Please describe the existing character of the project area, including land use, adjacent land use, estimated pedestrian and bicycle traffic, any unofficial walking paths, density of development, street furniture/lighting, landscaping, street trees, perceived safety issues, transit routes and stops.

B. Safety

1. Briefly explain how the project will improve safety. TMACOG 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 TMACOG's and/or ODOT's high-crash lists.

C. 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:

TMACOG Complete Streets Checklist

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

Please check all that apply.

- ☐ TMACOG Long Range Transportation Plan
- ☐ Safe Routes to School travel plans
- ☐ TMACOG Sidewalk Policy
- ☐ ADA Transition plans
- ☐ Bikeway plans
- ☐ Freight plans
- ☐ Short-range and/or long-range transit plans
- ☐ ODOT plans
- ☐ Any neighborhood or mobility plans
- ☐ Any other plans, e.g., comprehensive plans. If yes, how does your project fulfill any of these plans?
Please specify the plan name(s).

D. Complete Streets Attributes

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

2. Transit accommodations to the extent needed should be handled in consultation with the local transit authority. Have you consulted your local transit agency to ensure that transit vehicles will be accommodated and access to transit facilities provided? Please explain:

3. Has a speed study been conducted for the street/corridor? Please consider project conditions and context to determine if a speed study is necessary.
 - ☐ Yes
 - ☐ No

4. Has a parking study been conducted for both on-street and off-street parking? Please consider project conditions and context to determine if a parking study is necessary.
 - ☐ Yes
 - ☐ No

5. How will the project consider future utility/telecommunications needs?

TMACOG Complete Streets Checklist

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

Pedestrian

- ☐ Pedestrian Facilities- Both Sides of Street
- ☐ Pedestrian Facilities- One Side of 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 Lane
- ☐ 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)

E. Exceptions

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

F. Other

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

See TMACOG 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 streets treatments are not warranted, they may request an exception for one or more of the following reasons:

- A. Where bicyclists and pedestrians are prohibited by law from using the roadway. Bicycles and pedestrians are legally permitted to travel on or along all streets and roads in Ohio with the exception of limited access freeways and highways.
- B. Where the street or road is already adequately designed to accommodate all users, and thus is complete without further enhancements. To qualify for this exception, the project sponsor must document how this street or road currently addresses the needs of all users.
- C. Where the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. In accordance with federal guidelines, excessively disproportionate is defined as exceeding 20 percent of the cost of the total transportation project (including right-of-way acquisition costs). This exception must consider probable use through the life of the project—usually a minimum of 20 years for roadways and 50 or more years for bridges.
- D. Where the project consists of maintenance, repair, or resurfacing of an existing cross-section only. However, resurfacing projects often offer a low-cost opportunity to adjust lane width or add a bike lane simply by changing the pavement markings on a road, and therefore resurfacing projects should, at the discretion of the project sponsor, be considered an opportunity to make a street or road more complete. Projects that include adding lanes, shoulders, or involve replacement of the full pavement structure are not considered maintenance or repair and do not qualify for this exception.
- E. Where the project consists primarily of the installation of traffic control or safety devices and little or no additional right-of-way is to be acquired. However whenever new traffic control detection devices are installed they must be capable of detecting bicycles. All new pedestrian crossing devices must also meet the most current accessibility standards for controls, signals, and placement.
- F. Where the Average Daily Traffic count (ADT) is projected to be less than 1,000 vehicles per day over the life of the project and legal speeds are 25 mph or less. Where traffic is light, but speeds are higher, motorists must have adequate sight distance and the opportunity to change lanes to pass a bicycle or pedestrian for a road to be complete without additional design elements.
- G. Where scarcity of population or other factors indicate an absence of need for current and future conditions. This exception must take the long view and consider probable use through the life of the project—usually a minimum of 20 years for roadways and 50 or more years for bridges.
- H. Where roadway standards or bicycle and pedestrian standards cannot be met. There are times bicycle and pedestrian facility standards cannot be met due to roadway topographic constraints or if a project sponsor can demonstrate that it is impractical to make the street safe for shared use. For example, roads with a combination of extremely high traffic volume (18,000+ vehicles a day), constrained and fixed right-of-way, and posted speeds of 45 mph or more may need special consideration.

Sylvania Avenue & Herr Rd Modern Roundabout

Attachment

3. The Board of Lucas County Commissioners Resolution No. 16-402 is attached.
5. Project EDA is estimated to be greater than an acre, therefore post construction BMP will be required per OEPA.
7. The project will include a center landscape island and will also include colored stamped concrete on the truck apron and splitter islands.
8. The project, if funded with both STBG and TAP or CMAQ, is intended to be combined into one roadway project to provide a side path along the east side of Herr Road that will serve as an extension of the University Parks Trail. The proposed roundabout is intended to provide a safer crossing of Sylvania Avenue than the existing intersection for the side path. In addition, the existing paved shoulders will be maintained on the approaches for potential use by cyclists. Project on TMACOG Regional Bike Route 5.
9. New sidewalks, side path and curb ramps will be constructed within the project limits. Marked crosswalks will be provided within the splitter islands.
14. The acquisition of right of way is anticipated from 4 parcels for the roundabout portion of the project. The side path project if funded through TAP or CMAQ would require right of way from an additional 2 parcels. The proposed work will meet the C2 environmental category per 04/16/2018 ODOT NEPA Assignment Categorical Exclusion Guidance.
16. Lucas County has approved permissive license fees.
18. Sylvania Township is served by TARTA
23. 0 crashes from 2018 thru 2020 within the project limits.
$$\text{Crash Rate} = (0) (1,000,000) / (10,040) (3) (365) = 0$$
24.
$$\text{AADT (Total Entering)} = (6680 + 5980 + 1880) / 2 = 7,270 \text{ vpd}$$
$$\text{ADU} = (7,270) * (1.4/1000) = 14.056 = 10.2$$
25. See attached traffic count data
Sylvania Ave: $4.7\% + 0.8\% = 5.5\%$
Herr Road: $5.4\% + 0.5\% = 5.9\%$

Conceptual Construction Cost Estimate

PID # TBD

PROJECT: Sylvania Avenue & Herr Road Modern Roundabout

COMPLETION DATE: 2026 Construction

7/7/2021

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY						
1	201	CLEARING AND GRUBBING	1	L.S.	\$ 4,000.00	\$ 4,000.00
2	202	PIPE REMOVED, 24" AND UNDER	800	Foot	\$ 10.00	\$ 8,000.00
3	202	MAILBOX REMOVED	2	Each	\$ 40.00	\$ 80.00
4	202	MANHOLE REMOVED	1	Each	\$ 400.00	\$ 400.00
5	202	CATCH BASIN REMOVED	7	Each	\$ 200.00	\$ 1,400.00
6	202	MONUMENT ASSEMBLY REMOVED	1	Each	\$ 250.00	\$ 250.00
7	203	EXCAVATION	1571	Cu. Yd.	\$ 15.00	\$ 23,565.00
8	203	EMBANKMENT, AS PER PLAN	1346	Cu. Yd.	\$ 18.00	\$ 24,228.00
9	204	SUBGRADE COMPACTION, AS PER PLAN	4783	Sq. Yd.	\$ 1.00	\$ 4,783.00
10	204	EXCAVATION OF SUBGRADE, AS PER PLAN	150	Cu. Yd.	\$ 15.00	\$ 2,250.00
11	204	GRANULAR MATERIAL, TYPE C	150	Cu. Yd.	\$ 25.00	\$ 3,750.00
12	204	GEOTEXTILE FABRIC	100	Sq. Yd.	\$ 2.00	\$ 200.00
13	204	SCARIFICATION, AS PER PLAN	2663	Sq. Yd.	\$ 2.00	\$ 5,326.00
14	604	MONUMENT ASSEMBLY, AS PER PLAN (TYPE 2B)	1	Each	\$ 900.00	\$ 900.00
15	608	4" CONCRETE WALK	1305	Sq. Ft.	\$ 5.00	\$ 6,525.00
16	608	8" CONCRETE WALK	4655	Sq. Ft.	\$ 6.00	\$ 27,930.00
17	608	CURB RAMP, AS PER PLAN	12	Each	\$ 350.00	\$ 4,200.00
18	653	TOPSOIL FURNISHED AND PLACED, AS PER PLAN	470	Cu. Yd.	\$ 50.00	\$ 23,500.00
19	Special	DECORATIVE PLAIN CONCRETE WALK, 6" THICK (SPLITTER ISLAND)	1656	Sq. Ft.	\$ 9.00	\$ 14,904.00
20	Special	MAILBOX SUPPORT, TYPE 1 OR TYPE 2	2	Each	\$ 150.00	\$ 300.00
		ROADWAY TOTAL:				\$ 156,491.00
EROSION CONTROL						
21	207	INLET PROTECTION	375	Foot	\$ 6.00	\$ 2,250.00
22	207	PERIMETER FILTER FABRIC FENCE	230	Foot	\$ 2.00	\$ 460.00
23	207	SEDIMENT REMOVAL	5	Cu. Yd.	\$ 10.00	\$ 50.00


REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
24	601	DUMPED ROCK FILL, TYPE C, 24" THICK	6	Cu. Yd.	\$ 60.00	\$ 360.00
25	601	ROCK CHANNEL PROTECTION, TYPE D, W/ FILTER, 12" THICK	17	Cu. Yd.	\$ 60.00	\$ 1,020.00
26	659	SEEDING AND MULCHING	4060	Sq. Yd.	\$ 1.00	\$ 4,060.00
27	659	REPAIR SEEDING AND MULCHING	212	Sq. Yd.	\$ 1.00	\$ 212.00
28	659	COMMERCIAL FERTILIZER	0.38	Ton	\$ 500.00	\$ 190.00
29	659	WATER	23	MGal.	\$ 30.00	\$ 690.00
		EROSION CONTROL TOTAL:				\$ 9,292.00
		DRAINAGE				
30	611	6" CONDUIT, TYPE B, 707.33, 707.42, 707.43, OR 707.45	50	Foot	\$ 25.00	\$ 1,250.00
31	611	6" CONDUIT, TYPE B, 707.45	25	Foot	\$ 25.00	\$ 625.00
32	611	6" CONDUIT, TYPE C, 707.33, 707.42, 707.43, OR 707.45	50	Foot	\$ 15.00	\$ 750.00
33	611	6" CONDUIT, TYPE C, 707.45	50	Foot	\$ 15.00	\$ 750.00
34	611	6" CONDUIT, TYPE F, 707.33 OR 707.45	111	Foot	\$ 15.00	\$ 1,665.00
35	611	12" CONDUIT, TYPE B, AS PER PLAN	450	Foot	\$ 60.00	\$ 27,000.00
36	611	12" CONDUIT, TYPE C, AS PER PLAN	1200	Foot	\$ 50.00	\$ 60,000.00
37	611	CATCH BASIN, NO. 2-2B	8	Each	\$ 1,500.00	\$ 12,000.00
38	611	CATCH BASIN, NO. 2-3	4	Each	\$ 1,700.00	\$ 6,800.00
39	611	CATCH BASIN RECONSTRUCTED TO GRADE	1	Each	\$ 1,000.00	\$ 1,000.00
40	611	MANHOLE, NO. 3	9	Each	\$ 3,000.00	\$ 27,000.00
41	611	INSPECTION WELL	2	Each	\$ 300.00	\$ 600.00
42	605	6" SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	1250	Foot	\$ 13.00	\$ 16,250.00
43	605	6" UNCLASSIFIED PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31	50	Foot	\$ 14.00	\$ 700.00
		DRAINAGE TOTAL:				\$ 156,390.00
		PAVEMENT				
44	254	PAVEMENT PLANING, ASPHALT CONCRETE	832	Sq. Yd.	\$ 4.00	\$ 3,328.00
45	302	ASPHALT CONCRETE BASE, PG 64-22	404	Cu. Yd.	\$ 145.00	\$ 58,580.00
46	304	AGGREGATE BASE	2432	Cu. Yd.	\$ 45.00	\$ 109,440.00
47	407	TACK COAT	72	Gal.	\$ 3.00	\$ 216.00

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
48	407	TACK COAT FOR INTERMEDIATE COURSE	312	Gal.	\$ 3.00	\$ 936.00
49	408	PRIME COAT	1871	Gal.	\$ 2.50	\$ 4,677.50
50	448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-22	198	Cu. Yd.	\$ 190.00	\$ 37,620.00
51	448	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22	178	Cu. Yd.	\$ 210.00	\$ 37,380.00
52	448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-22 (DRIVEWAYS)	7	Cu. Yd.	\$ 280.00	\$ 1,960.00
53	448	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22 (DRIVEWAYS)	12	Cu. Yd.	\$ 300.00	\$ 3,600.00
54	609	COMBINATION CURB AND GUTTER, TYPE B-1, AS PER PLAN	577	Foot	\$ 22.00	\$ 12,694.00
55	609	CURB, TYPE 2-A	227	Foot	\$ 15.00	\$ 3,405.00
56	609	COMBINATION CURB AND GUTTER, TYPE 3, AS PER PLAN (T=11")	340	Foot	\$ 20.00	\$ 6,800.00
57	609	CURB, TYPE 6	380	Foot	\$ 18.00	\$ 6,840.00
58	Special	DECORATIVE REINFORCED CONCRETE PAVEMENT, 8" THICK, (TRUCK APRON)	578	Sq. Yd.	\$ 100.00	\$ 57,800.00
		PAVEMENT TOTAL:				\$ 345,276.50
		WATERWORK / SANITARY SEWER				
59	604	MANHOLE RECONSTRUCTED TO GRADE	3	Each	\$ 1,000.00	\$ 3,000.00
60	638	FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE	1	Each	\$ 2,400.00	\$ 2,400.00
61	638	FIRE HYDRANT ADJUSTED TO GRADE	1	Each	\$ 1,200.00	\$ 1,200.00
62	638	FIRE HYDRANT REMOVED AND RESET	2	Each	\$ 2,500.00	\$ 5,000.00
		WATERWORK / SANITARY SEWER TOTAL:				\$ 11,600.00
		LIGHTING				
63	625	CONDUIT, 2", 725.05, AS PER PLAN	565	Foot	\$ 4.00	\$ 2,260.00
64	625	CONDUIT, 4", 725.05, AS PER PLAN	80	Foot	\$ 6.00	\$ 480.00
65	625	TRENCH	565	Foot	\$ 7.00	\$ 3,955.00
66	625	PULLBOX, TYPE B	4	Each	\$ 900.00	\$ 3,600.00
67	Special	STREET LIGHTING COORDINATION	1	L.S.	\$ 5,000.00	\$ 5,000.00
		LIGHTING TOTAL:				\$ 15,295.00

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
		TRAFFIC CONTROL				
89	621	RPM	1	L.S.	\$ 5,000.00	\$ 5,000.00
126	630	REMOVAL, STORAGE, OR REERECTION OF SIGNS AND SUPPORTS	1	L.S.	\$ 200.00	\$ 200.00
90	630	VARIOUS SIGNING ITEMS	1	L.S.	\$ 14,000.00	\$ 14,000.00
91	644	VARIOUS PAVEMENT MARKINGS	1	L.S.	\$ 11,000.00	\$ 11,000.00
		TRAFFIC CONTROL TOTAL:				\$ 30,200.00
		LANDSCAPING				
116	Special	CENTER ISLAND PLANTINGS	1	L.S.	\$ 10,000.00	\$ 10,000.00
		LANDSCAPING TOTAL:				\$ 10,000.00
		MAINTENANCE OF TRAFFIC				
117	410	TRAFFIC COMPACTED SURFACE, TYPE A OR B	100	Cu. Yd.	\$ 30.00	\$ 3,000.00
118	416	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	1	Each	\$ 1,000.00	\$ 1,000.00
119	416	WORK ZONE MARKING SIGNS	10	Each	\$ 60.00	\$ 600.00
120	416	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	10	Cu. Yd.	\$ 150.00	\$ 1,500.00
121	616	WATER	5	M.Gal.	\$ 25.00	\$ 125.00
122	616	CALCIUM CHLORIDE	1	Ton	\$ 400.00	\$ 400.00
		MAINTENANCE OF TRAFFIC TOTAL:				\$ 6,625.00
		MISCELLANEOUS				
123	614	MAINTAINING TRAFFIC	1	L.S.	\$ 10,000.00	\$ 10,000.00
124	623	CONSTRUCTION LAYOUT STAKES	1	L.S.	\$ 6,000.00	\$ 6,000.00
125	624	MOBILIZATION	1	L.S.	\$ 20,000.00	\$ 20,000.00
		MISCELLANEOUS TOTAL:				\$ 36,000.00

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
		CONCEPTUAL CONSTRUCTION TOTAL (\$2021):				\$ 777,169.50
		CONCEPTUAL CONSTRUCTION TOTAL (\$2026)*:				\$ 893,732.82
		* - see ODOT Business Plan Inflation Calculator				
		10% CONTINGENCY:				\$ 89,373.28
		CONCEPTUAL CONSTRUCTION GRAND TOTAL (\$2026):				\$ 983,106
		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


 Ronald L. Myers, P.E. (E-72282)
 Traffic Operations Engineer

7/28/2021
 Date


 Michael Melnyk, E.I.
 Traffic Operations EIT

7/26/2021
 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)

7/1/2026

Construction Mid-Point Date:

Present-Day Estimated Cost:

\$777,169.50

Estimated Dollar Amount:

Estimate Start Date to Construction Mid-Point Date:

60

Months

Inflation - Start to Mid-Point of Construction:

(compounded growth rate)

Inflated Dollar Amount:

Business Plan

15.0%

\$893,732.82

Estimator's Name:

County - Route - Section:

PID:

Estimator's Notes:

On the Move

2045 Transportation Plan • Update 2020



July 2020



**Toledo Metropolitan Area
Council of Governments**

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 Sylvan 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

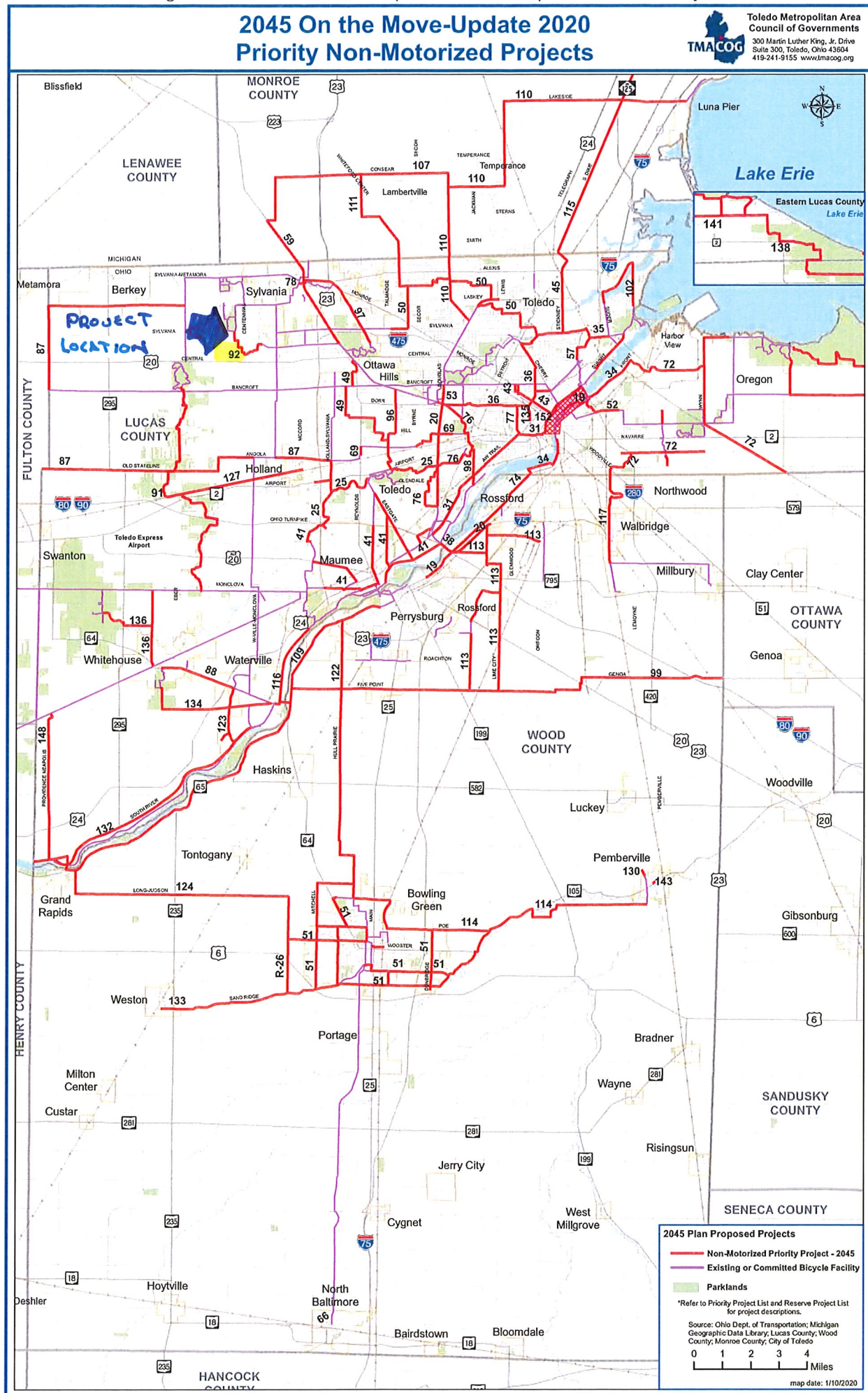
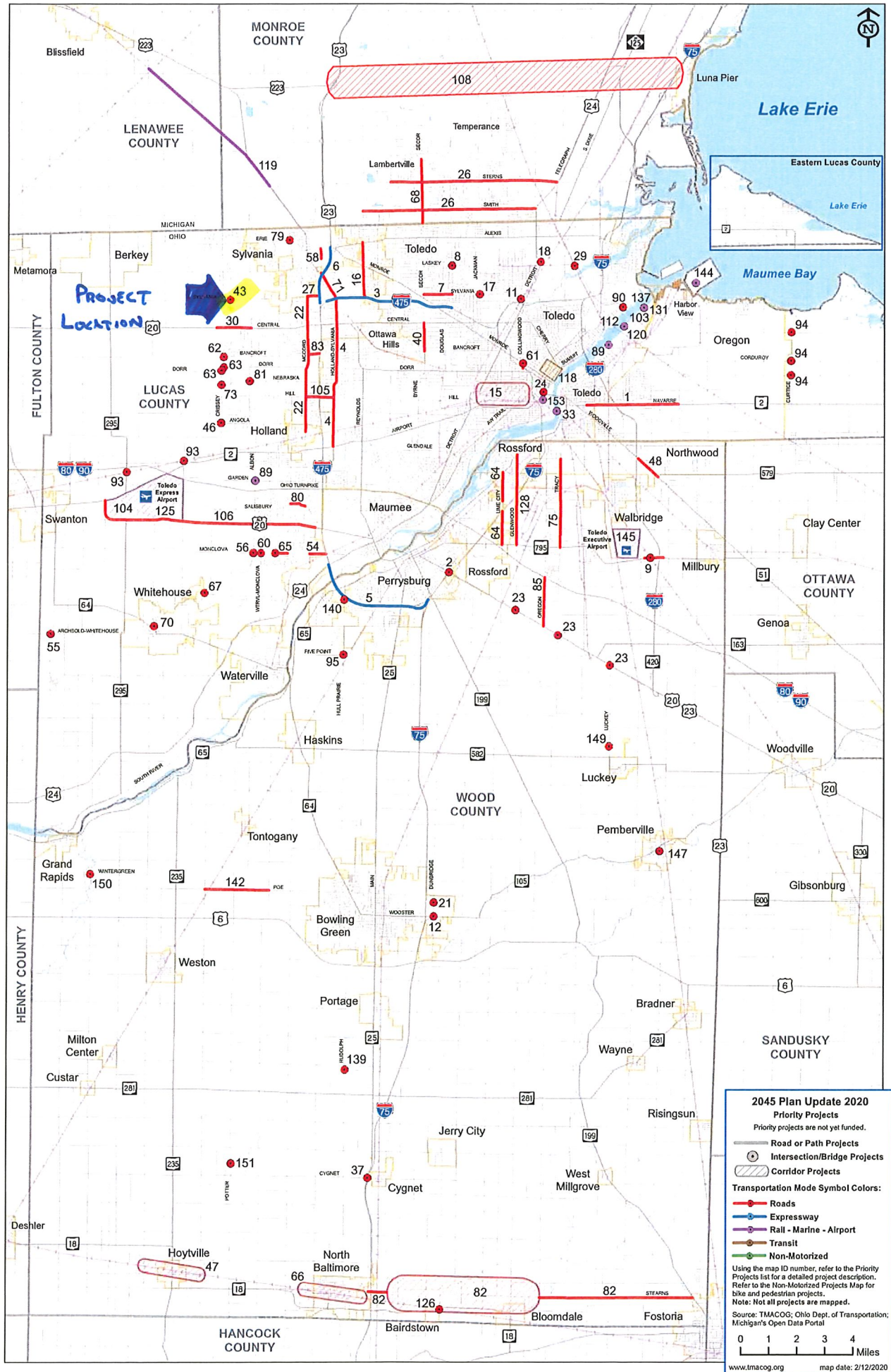


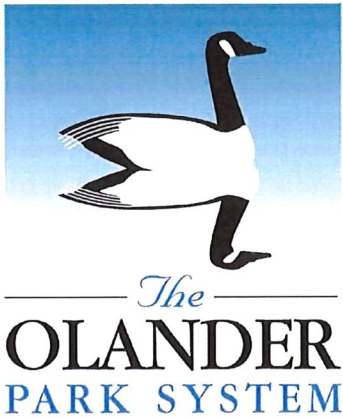
Table 4.2: 2045 Plan Priority Projects

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	Trilby-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 Jackson Park, to the Chessie Circle Trail, and through various streets to Lagrange St. to the Overland Trail.	2025-2030	\$6.1	Non-motorized

Figure 4.3: TMACOG 2045 Plan Update 2020 - Priority Projects

TMACOG 2045 Plan Update 2020 - Priority Projects





6930 Sylvania Ave
Sylvania, OH 43560

419.882.8313
www.oleranderpark.com
info@oleranderpark.com

Commissioners

Dale Theis, Chair
Sandy Luetke
Scott Smith

Executive Director

Erika Buri

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@oleranderpark.com or 419.882.8313 x. 1001.

Thank you,

Erika Buri
Director, The Olander Park System

Date: May 10, 2016

Resolution No. 16-402

Title: Approval of the Complete Streets Policy

Department/Agency: Lucas County Engineer's Office

Contact: Ronald L. Myers, PE, Traffic Operations Engineer

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

The goal of the Lucas County Engineer is to plan, design and construct transportation and infrastructure improvements throughout the County 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 Engineer's Office already evaluates "Complete Street" design elements for major infrastructure projects with this multi-purpose approach to maximize the value of project investment.

Example Design Elements include:

- Paved shoulders and / or bicycle lanes adjacent to a roadway;
- Sidewalks & multi-use paths within the rights-of-way;
- Pedestrian crossing signals which include audible crossing signals for the visually impaired;
- Easy access to public transit facilities and lines;
- Sidewalks;
- Street amenities including benches, lighting, landscaping, etc.;
- Appropriate pedestrian signage and/or way finding enhancements.

Major infrastructure projects will contemplate long range transportation plans, community-wide goals, neighborhood contextual matters, site specific opportunities and physical constraints to ensure that all potential users' needs are considered. 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 Engineer's Office will strive to incorporate complete streets elements and principles into its major public transportation and infrastructure projects.

Budget Impact: License Plate Fees and Gas Taxes ~ 2040-2920-517110

Statutory Authority/ORC: *Ohio Revised Code* Section 5555.02

Commissioner Gerken offered the following resolution:

WHEREAS, in consideration of the above, NOW, THEREFORE BE IT RESOLVED by the Board of County Commissioners, Lucas County, Ohio, that:

May 10, 2016

Approval of the Complete Streets Policy

Page 2

Section 1. This board hereby approves the Complete Streets Policy and where practical and economically feasible Lucas County will strive to incorporate complete streets elements and principles into its major public transportation and infrastructure projects.

Section 2. This Board finds and determines that all formal actions of this Board concerning and relating to the adoption of this resolution were taken in an open meeting of this Board and that all deliberations of this Board that resulted in those formal actions were in a meeting open to the public in compliance with the law.

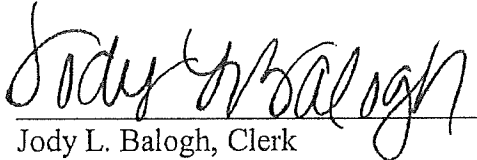
Section 3. This resolution shall be in full force and effect from and immediately upon its adoption.

Action Taken:

Commissioner Gerken voted yes

Commissioner Contrada voted yes

Commissioner Skeldon Wozniak voted yes

A handwritten signature in black ink, appearing to read "Jody L. Balogh", is written over a horizontal line.

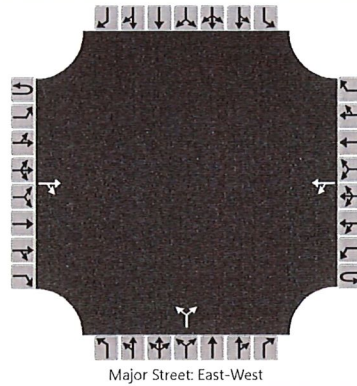
Jody L. Balogh, Clerk

HCS7 Two-Way Stop-Control Report

General Information

Analyst	MAS	Intersection	Sylvania at Herr
Agency/Co.	LCEO	Jurisdiction	LCEO
Date Performed	7/28/2021	East/West Street	Sylvania
Analysis Year	2021	North/South Street	Herr
Time Analyzed	2021 PM Peak	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Sylvania at Herr		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			220	38		25	346			88		44				
Percent Heavy Vehicles (%)						6				6		6				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						27					144					
Capacity, c (veh/h)						1262					473					
v/c Ratio						0.02					0.30					
95% Queue Length, Q ₉₅ (veh)						0.1					1.3					
Control Delay (s/veh)						7.9					15.9					
Level of Service, LOS						A					C					
Approach Delay (s/veh)					0.7				15.9							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

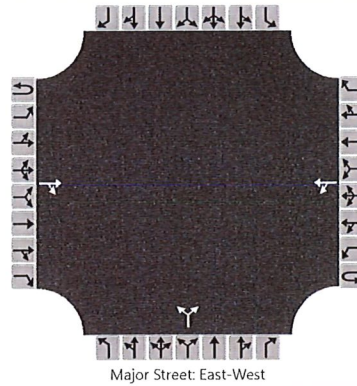
General Information

Analyst	MAS
Agency/Co.	LCEO
Date Performed	7/28/2021
Analysis Year	2026
Time Analyzed	2026 PM Peak
Intersection Orientation	East-West
Project Description	Sylvania at Herr

Site Information

Intersection	Sylvania at Herr
Jurisdiction	LCEO
East/West Street	Sylvania
North/South Street	Herr
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			231	40		27	364			93		47				
Percent Heavy Vehicles (%)						6				6		6				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						29					152					
Capacity, c (veh/h)						1247					454					
v/c Ratio						0.02					0.34					
95% Queue Length, Q ₉₅ (veh)						0.1					1.5					
Control Delay (s/veh)						8.0					16.9					
Level of Service, LOS						A					C					
Approach Delay (s/veh)						0.8					16.9					
Approach LOS											C					

HCS7 Two-Way Stop-Control Report

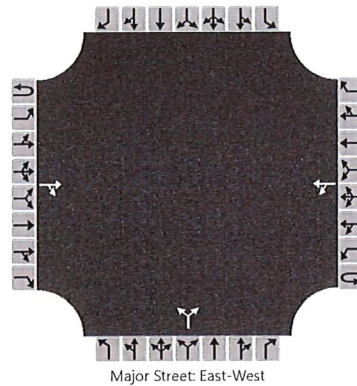
General Information

Analyst	MAS
Agency/Co.	LCEO
Date Performed	7/28/2021
Analysis Year	2046
Time Analyzed	2046 PM Peak
Intersection Orientation	East-West
Project Description	Sylvania at Herr

Site Information

Intersection	Sylvania at Herr
Jurisdiction	LCEO
East/West Street	Sylvania
North/South Street	Herr
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			283	49		32	444			113		56				
Percent Heavy Vehicles (%)						6				6		6				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.16				6.46		6.26				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.25				3.55		3.35				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						35					184					
Capacity, c (veh/h)						1178					370					
v/c Ratio						0.03					0.50					
95% Queue Length, Q ₉₅ (veh)						0.1					2.7					
Control Delay (s/veh)						8.2					24.0					
Level of Service, LOS						A					C					
Approach Delay (s/veh)					0.9				24.0							
Approach LOS									C							

HCS7 Roundabouts Report

General Information					Site Information				
Analyst	MAS				Intersection	Sylvania at Herr			
Agency or Co.	LCEO				E/W Street Name	Sylvania			
Date Performed	7/28/2021				N/S Street Name	Herr			
Analysis Year	2026				Analysis Time Period (hrs)	0.25			
Time Period	PM Peak				Peak Hour Factor	0.92			
Project Description	Sylvania at Herr - roundabout				Jurisdiction	LCEO			

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Lane Assignment	TR				LT				LR							
Volume (V), veh/h	0		231	40	0	27	364		0	93		47				
Percent Heavy Vehicles, %	3		6	6	3	6	6		3	6		6				
Flow Rate (V_{PCE}), pc/h	0		266	46	0	31	419		0	107		54				
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1							
Pedestrians Crossing, p/h	0				0				0							

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763				
Follow-Up Headway (s)		2.6087			2.6087			2.6087				

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		312			450			161				
Entry Volume veh/h		294			425			152				
Circulating Flow (v_c), pc/h	31			107			266			557		
Exiting Flow (v_{ex}), pc/h	320			526			0			77		
Capacity (c_{pce}), pc/h		1337			1237			1052				
Capacity (c), veh/h		1261			1167			993				
v/c Ratio (x)		0.23			0.36			0.15				

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.9			6.7			5.0				
Lane LOS		A			A			A				
95% Queue, veh		0.9			1.7			0.5				
Approach Delay, s/veh	4.9			6.7			5.0					
Approach LOS	A			A			A					
Intersection Delay, s/veh LOS	5.8						A					

HCS7 Roundabouts Report

General Information					Site Information				
Analyst	MAS				Intersection	Sylvania at Herr			
Agency or Co.	LCEO				E/W Street Name	Sylvania			
Date Performed	7/28/2021				N/S Street Name	Herr			
Analysis Year	2046				Analysis Time Period (hrs)	0.25			
Time Period	PM Peak				Peak Hour Factor	0.92			
Project Description	Sylvania at Herr - roundabout				Jurisdiction	LCEO			

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Lane Assignment	TR				LT				LR							
Volume (V), veh/h	0		283	49	0	32	444		0	113		56				
Percent Heavy Vehicles, %	3		6	6	3	6	6		3	6		6				
Flow Rate (v_{pce}), pc/h	0		326	56	0	37	512		0	130		65				
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1							
Pedestrians Crossing, p/h	0				0				0							

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763				
Follow-Up Headway (s)		2.6087			2.6087			2.6087				

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		382			549			195				
Entry Volume veh/h		360			518			184				
Circulating Flow (v_c), pc/h	37			130			326			679		
Exiting Flow (v_{ex}), pc/h	391			642			0			93		
Capacity (c_{pce}), pc/h		1329			1209			990				
Capacity (c), veh/h		1254			1140			934				
v/c Ratio (x)		0.29			0.45			0.20				

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.5			8.0			5.8				
Lane LOS		A			A			A				
95% Queue, veh		1.2			2.4			0.7				
Approach Delay, s/veh	5.5			8.0			5.8					
Approach LOS	A			A			A					
Intersection Delay, s/veh LOS	6.8						A					

The Lucas County Engineers Office
Traffic Department
419-213-2860

Location: : SYLVANIA AVENUE
From/To: : MITCHAW TO HERR
Notes: : AB = WB

Site: 000508

Seven Day Volume, per Channel (Volume factor 0.500)

Sensor A									
Interval Start	Mon 6/25/2018	Tue 6/26/2018	Wed 6/27/2018	Thu 6/28/2018	Fri 6/29/2018	Sat 6/30/2018	Sun 7/1/2018	Mon - Fri Average	7 Day Average
12:00 AM	-	20	23	-	-	-	-	21.5	21.5
1:00 AM	-	15	17	-	-	-	-	16.0	16.0
2:00 AM	-	8	7	-	-	-	-	7.5	7.5
3:00 AM	-	15	18	-	-	-	-	16.5	16.5
4:00 AM	-	22	30	-	-	-	-	26.0	26.0
5:00 AM	-	84	92	-	-	-	-	88.0	88.0
6:00 AM	-	223	210	-	-	-	-	216.5	216.5
7:00 AM	-	419	367	-	-	-	-	393.0	393.0
8:00 AM	-	444	432	-	-	-	-	438.0	438.0
9:00 AM	-	395	390	-	-	-	-	392.5	392.5
10:00 AM	432	340	-	-	-	-	-	386.0	386.0
11:00 AM	425	456	-	-	-	-	-	440.5	440.5
12:00 PM	448	425	-	-	-	-	-	436.5	436.5
1:00 PM	446	412	-	-	-	-	-	429.0	429.0
2:00 PM	440	420	-	-	-	-	-	430.0	430.0
3:00 PM	464	500	-	-	-	-	-	482.0	482.0
4:00 PM	546	610	-	-	-	-	-	578.0	578.0
5:00 PM	698	723	-	-	-	-	-	710.5	710.5
6:00 PM	498	535	-	-	-	-	-	516.5	516.5
7:00 PM	422	421	-	-	-	-	-	421.5	421.5
8:00 PM	337	337	-	-	-	-	-	337.0	337.0
9:00 PM	285	254	-	-	-	-	-	269.5	269.5
10:00 PM	128	118	-	-	-	-	-	123.0	123.0
11:00 PM	41	40	-	-	-	-	-	40.5	40.5
Totals	5610	7236	1586	0	0	0	0	7216.0	7216.0

Peak Hours

12:00 AM - 12:00 PM	10:00 AM	11:00 AM	8:00 AM	-	-	-	-	11:00 AM	11:00 AM
Volume	432	456	432	-	-	-	-	440.5	440.5
12:00 PM - 12:00 AM	5:00 PM	5:00 PM	-	-	-	-	-	5:00 PM	5:00 PM
Volume	698	723	-	-	-	-	-	710.5	710.5

TRAFFIC COUNTS

LUCAS COUNTY ENGINEERS OFFICE

LOCATION: Sylvania Ave. - Mitchaw to Herr URBAN / RURAL major collector 0925			NO.	COUNTER NUMBER	T.M.A.C.O.G. NUMBER
			CR-5	01	EL-0988
			RAW A.D.T. 7220 RAW PK. HR. 710 ADJ. A.D.T. 6680		
			LAT., LONG: N 41° 41' 16.2" W 83° 45' 38"		

The Lucas County Engineers Office
Traffic Department
419-213-2860

Location: : SYLVANIA ROAD
From/To: : HERR TO CENTENNIAL
Notes: : AB = EB

Site: 000509

Seven Day Volume, per Channel (Volume factor 0.500)

Sensor A									
Interval Start	Mon 6/25/2018	Tue 6/26/2018	Wed 6/27/2018	Thu 6/28/2018	Fri 6/29/2018	Sat 6/30/2018	Sun 7/1/2018	Mon - Fri Average	7 Day Average
12:00 AM	-	26	24	-	-	-	-	25.0	25.0
1:00 AM	-	11	18	-	-	-	-	14.5	14.5
2:00 AM	-	6	7	-	-	-	-	6.5	6.5
3:00 AM	-	10	10	-	-	-	-	10.0	10.0
4:00 AM	-	15	22	-	-	-	-	18.5	18.5
5:00 AM	-	53	60	-	-	-	-	56.5	56.5
6:00 AM	-	198	193	-	-	-	-	195.5	195.5
7:00 AM	-	352	318	-	-	-	-	335.0	335.0
8:00 AM	-	388	412	-	-	-	-	400.0	400.0
9:00 AM	-	367	358	-	-	-	-	362.5	362.5
10:00 AM	-	310	352	-	-	-	-	331.0	331.0
11:00 AM	-	424	361	-	-	-	-	392.5	392.5
12:00 PM	-	384	386	-	-	-	-	385.0	385.0
1:00 PM	-	406	409	-	-	-	-	407.5	407.5
2:00 PM	-	401	386	-	-	-	-	393.5	393.5
3:00 PM	441	464	-	-	-	-	-	452.5	452.5
4:00 PM	495	525	-	-	-	-	-	510.0	510.0
5:00 PM	604	627	-	-	-	-	-	615.5	615.5
6:00 PM	432	452	-	-	-	-	-	442.0	442.0
7:00 PM	332	383	-	-	-	-	-	357.5	357.5
8:00 PM	265	274	-	-	-	-	-	269.5	269.5
9:00 PM	212	226	-	-	-	-	-	219.0	219.0
10:00 PM	118	105	-	-	-	-	-	111.5	111.5
11:00 PM	36	39	-	-	-	-	-	37.5	37.5
Totals	2935	6446	3316	0	0	0	0	6348.5	6348.5

Peak Hours

12:00 AM - 12:00 PM	-	11:00 AM	8:00 AM	-	-	-	-	8:00 AM	8:00 AM
Volume	-	424	412	-	-	-	-	400.0	400.0
12:00 PM - 12:00 AM	5:00 PM	5:00 PM	1:00 PM	-	-	-	-	5:00 PM	5:00 PM
Volume	604	627	409	-	-	-	-	615.5	615.5

TRAFFIC COUNTS

LUCAS COUNTY ENGINEERS OFFICE

RAW A.D.T. 6350
RAW PK. HR. 620
ADJ. A.D.T. 5980
LAT., LONG: N 41° 41' 16.9", W 83° 45' 10.7"
T.M.A.C.O.G. NUMBER EL-0488

LOCATION: Sylvania Road - Herr to Centennial
URBAN / RURAL Urban / Rural
NO. C-5
COUNTER NUMBER 10

The Lucas County Engineers Office
Traffic Department
419-213-2860

Location: : HERR ROAD
From/To: : CENTRAL TO SYLVANIA
Notes: : AB = SB

Site: 004101

Seven Day Volume, per Channel (Volume factor 0.500)

Sensor A									
Interval Start	Mon 7/1/2019	Tue 7/2/2019	Wed 7/3/2019	Thu 7/4/2019	Fri 7/5/2019	Sat 7/6/2019	Sun 7/7/2019	Mon - Fri Average	7 Day Average
12:00 AM	-	5	9	-	-	-	-	7.0	7.0
1:00 AM	-	14	5	-	-	-	-	9.5	9.5
2:00 AM	-	3	3	-	-	-	-	3.0	3.0
3:00 AM	-	4	5	-	-	-	-	4.5	4.5
4:00 AM	-	6	7	-	-	-	-	6.5	6.5
5:00 AM	-	24	27	-	-	-	-	25.5	25.5
6:00 AM	-	72	58	-	-	-	-	65.0	65.0
7:00 AM	-	146	138	-	-	-	-	142.0	142.0
8:00 AM	-	121	118	-	-	-	-	119.5	119.5
9:00 AM	-	100	80	-	-	-	-	90.0	90.0
10:00 AM	-	87	91	-	-	-	-	89.0	89.0
11:00 AM	106	112	-	-	-	-	-	109.0	109.0
12:00 PM	136	129	-	-	-	-	-	132.5	132.5
1:00 PM	117	121	-	-	-	-	-	119.0	119.0
2:00 PM	120	130	-	-	-	-	-	125.0	125.0
3:00 PM	148	160	-	-	-	-	-	154.0	154.0
4:00 PM	184	157	-	-	-	-	-	170.5	170.5
5:00 PM	209	218	-	-	-	-	-	213.5	213.5
6:00 PM	120	111	-	-	-	-	-	115.5	115.5
7:00 PM	119	100	-	-	-	-	-	109.5	109.5
8:00 PM	78	76	-	-	-	-	-	77.0	77.0
9:00 PM	71	56	-	-	-	-	-	63.5	63.5
10:00 PM	45	41	-	-	-	-	-	43.0	43.0
11:00 PM	28	14	-	-	-	-	-	21.0	21.0
Totals	1481	2007	541	0	0	0	0	2014.5	2014.5

Peak Hours

12:00 AM - 12:00 PM	11:00 AM	7:00 AM	7:00 AM	-	-	-	-	7:00 AM	7:00 AM
Volume	106	146	138	-	-	-	-	142.0	142.0
12:00 PM - 12:00 AM	5:00 PM	5:00 PM	-	-	-	-	-	5:00 PM	5:00 PM
Volume	209	218	-	-	-	-	-	213.5	213.5

TRAFFIC COUNTS

LUCAS COUNTY ENGINEERS OFFICE

RAW A.D.T. 2,020
RAW PK. HR. 210
ADJ. A.D.T. 1,980
LAT., LONG: N 41° 40' 38.6" W 83° 48' 12"
T.M.A.C.O.G. NUMBER BL-0400

LOCATION:
Herr Road ~ Central to Sylvania

URBAN/RURAL Minor Collector 0.930	NO. 41	COUNTER NUMBER 30
--------------------------------------	-----------	----------------------

Location: : SYLVANIA ROAD
 From/To: : HERR TO CENTENNIAL
 Notes: : AB = EB

Site: 000509
 Monday, 6/25/2018 3:00 PM -
 Wednesday, 6/27/2018 3:00 PM

Classification Grand Totals

Hourly Averages					
Combined					
Interval Start	Total	Passenger Vehicles	Single Trucks	Trucks & Trailers	Tailgating
12:00 AM	25.0	25.0	0.0	0.0	0.0
1:00 AM	14.5	14.5	0.0	0.0	0.0
2:00 AM	6.5	5.5	1.0	0.0	0.0
3:00 AM	9.5	8.0	1.5	0.0	0.0
4:00 AM	18.5	17.5	1.0	0.0	0.0
5:00 AM	56.5	54.0	2.5	0.0	0.0
6:00 AM	192.5	180.0	10.5	2.0	0.0
7:00 AM	326.0	309.0	14.5	2.5	0.0
8:00 AM	383.5	356.0	21.5	6.0	0.0
9:00 AM	352.0	327.0	22.5	2.5	0.0
10:00 AM	315.5	291.0	20.0	4.5	0.0
11:00 AM	380.5	359.5	18.0	3.0	0.0
12:00 PM	369.0	346.5	19.0	3.5	0.0
1:00 PM	393.0	370.0	19.0	4.0	0.0
2:00 PM	378.5	350.0	27.0	1.5	0.0
3:00 PM	427.0	395.0	26.0	6.0	0.0
4:00 PM	487.5	459.0	24.0	4.5	0.0
5:00 PM	599.0	579.5	17.0	2.5	0.0
6:00 PM	435.5	417.0	17.0	1.5	0.0
7:00 PM	350.0	336.0	12.0	2.0	0.0
8:00 PM	264.5	255.0	9.5	0.0	0.0
9:00 PM	217.5	212.0	4.5	1.0	0.0
10:00 PM	111.0	109.0	2.0	0.0	0.0
11:00 PM	37.5	37.5	0.0	0.0	0.0
Daily Average	6150.5	5813.5	290.0	47.0	0.0

Study Grand Totals					
	Total	Passenger Vehicles	Single Trucks	Trucks & Trailers	Tailgating
Combined	12301	11627	580	94	0
		94.5%	4.7%	0.8%	0.0%
Channel 1	6288	5944	304	40	0
		94.5%	4.8%	0.6%	0.0%
Channel 2	6013	5683	276	54	0
		94.5%	4.6%	0.9%	0.0%

LOCATION: : HERR ROAD
 FROM/TO: : CENTRAL TO SYLVANIA
 NOTES: : AB = SB

Site: 004101
 Monday, 7/6/2015 1:00 PM -
 Wednesday, 7/8/2015 3:00 PM

Classification Grand Totals

Hourly Averages					
Combined					
Interval Start	Total	Passenger Vehicles	Single Trucks	Trucks & Trailers	Tailgating
12:00 AM	8.5	8.0	0.5	0.0	0.0
1:00 AM	2.0	2.0	0.0	0.0	0.0
2:00 AM	2.0	2.0	0.0	0.0	0.0
3:00 AM	2.0	2.0	0.0	0.0	0.0
4:00 AM	5.5	5.5	0.0	0.0	0.0
5:00 AM	16.5	16.0	0.5	0.0	0.0
6:00 AM	43.5	41.0	2.5	0.0	0.0
7:00 AM	112.0	107.0	5.0	0.0	0.0
8:00 AM	89.5	83.0	6.0	0.5	0.0
9:00 AM	73.5	65.5	6.5	1.5	0.0
10:00 AM	71.5	63.5	6.5	1.5	0.0
11:00 AM	73.5	63.5	9.0	1.0	0.0
12:00 PM	99.0	94.5	3.5	1.0	0.0
1:00 PM	84.3	79.0	5.0	0.3	0.0
2:00 PM	94.0	84.3	9.3	0.3	0.0
3:00 PM	89.5	85.0	4.5	0.0	0.0
4:00 PM	126.5	118.0	7.5	1.0	0.0
5:00 PM	171.0	165.5	5.5	0.0	0.0
6:00 PM	107.5	105.5	2.0	0.0	0.0
7:00 PM	91.5	89.0	2.5	0.0	0.0
8:00 PM	61.5	60.0	1.5	0.0	0.0
9:00 PM	44.0	42.0	2.0	0.0	0.0
10:00 PM	30.5	30.5	0.0	0.0	0.0
11:00 PM	12.5	12.5	0.0	0.0	0.0
Daily Average	1511.8	1424.8	79.8	7.2	0.0

Study Grand Totals					
	Total	Passenger Vehicles	Single Trucks	Trucks & Trailers	Tailgating
Combined	3202	3013	174	15	0
		94.1%	5.4%	0.5%	0.0%
SB	1745	1619	119	7	0
		92.8%	6.8%	0.4%	0.0%
NB	1457	1394	55	8	0
		95.7%	3.8%	0.5%	0.0%