



Lake Erie West

REGIONAL COUNCIL

Transportation Improvement Program Application
Packet for:

Surface Transportation Block Grant (STBG)

APPLICATIONS DUE
August 7, 2026

Projects can be submitted electronically to Lisa Householder at householder@LakeErieWest.org, or they can be mailed or delivered directly to the Lake Erie West office at:
300 Martin Luther King Jr. Drive, Suite 300
Toledo, Ohio 43604

Issued by:
Lake Erie West Regional Council
300 Martin Luther King Jr. Drive
P.O. Box 9508
Toledo, Ohio 43697-9508

May 18, 2026
Application is also available at www.LakeErieWest.org

INTRODUCTION

The forms and information included in this package are for the submittal of Surface Transportation Block Grant (STBG) projects for Fiscal Years 2030 - 2032 in the Lake Erie West (formerly known as the Toledo Metropolitan Area Council of Governments, or TMACOG) Transportation Improvement Program (TIP).

Lake Erie West will be selecting \$24,000,000 worth of projects in this solicitation. For the purposes of the TIP funding programs, the Lake Erie West transportation region is limited to Lucas and Wood counties. Additionally, only those projects that are on federal aid eligible roads can be considered. All project applications should comply with the Regional Complete Streets Policy. Applicants must submit a TMACOG Complete Streets Checklist as part of the application process.

If there are questions regarding project eligibility or which fund type to request, please call Lisa Householder at (419) 820-4512.

MATERIAL AND INSTRUCTIONS INCLUDED IN THIS PACKAGE

SMALL PROJECTS and SMALL PROJECTS FUND DEFINITIONS (Page 2) – Defines the Small Projects programs and explains the method of ranking.

PROJECT DETAIL REQUESTS (Pages 3 & 4) – Requests the basic information needed for each project. Please provide this information separately for each desired project. Also provide the information of each existing project that does not require a new ranking in this cycle. It is not necessary to use this sheet as a form.

PROJECT BUDGET SUBMITTAL DETAIL (Page 5) – Request the details of the financing of your project. Please use this form. It is important that all sources of financing are identified. Explain all rules and limitations that may be attached to different sources of funds.

LAKE ERIE WEST TIP PROJECT APPLICATION & INSTRUCTIONS (Pages 6 – 14) – The Project Application form (and Instructions) requests the information that is used in rating and scoring the projects to determine which projects will receive funding. Please return a completed copy of this form and requested attachments in paper and/or electronic form for each requested project.

PROJECT SCORING CRITERIA FOR TIP ANALYSIS (Pages 15 – 20) – The scoring criteria is provided for your information. It is not necessary for you to complete or return this form. Scoring is done initially by an ad hoc committee of the Technical Advisory Committee (TAC), with validation by the full TAC.

COMPLETE STREETS CHECKLIST (Pages 22 – 29) – In order for a project application to be considered complete, a Complete Streets Checklist must be submitted with the application.

SMALL PROJECTS AND SMALL PROJECTS FUND DEFINITIONS

1. Maximum Lake Erie West federal funds provided for any single project will be \$625,000.
2. There is no maximum total construction cost for a single small project.
3. Lake Erie West federal funds will be provided at a maximum of 80/20 split up to the funding cap of \$625,000 of federal funding. There is no provision for additional funding allocations within the Small Project Fund.
4. Construction costs will be funded. There will be no consideration for funding of Preliminary Engineering (PE), Right-of-Way (R/W), or Detailed Design (DD).
5. Jurisdictions may submit as many projects as they desire.
6. \$5,000,000 will be allocated to this solicitation.
7. Each project will be scored and ranked. Based on the ranking, the projects will be selected one per jurisdiction until the \$5,000,000 mark has been reached. If each jurisdiction that has applied has received a project award, then Lake Erie West will go back to the top of the ranking to select the next top projects until the total allocation has reached \$5,000,000.
8. Lake Erie West will set aside Toll Revenue Credits (TRC) to incentivize project programming during the first quarter of a State Fiscal Year (July-September). TRCs will be applied to the federal share, thereby reducing the local match requirement. A total annual cap amount of \$100,000 in TRCs will be allocated for this purpose. Up to five percent (5%) of federal funds – capped at \$30,000 per project – will be applied to eligible projects programmed in Quarter 1. This incentive is limited to small projects and will be distributed on a first-come, first-serve basis until the annual cap is reached.

PROJECT DETAILS REQUEST

Please provide the following information for all projects:

Project Name: North Baltimore - South Main Street Improvements

Project Limits (*include map*): S of RR Tracks to North Roundabout

Project Sponsor and point of contact: Josh Bender, Village Administrator, 419-257-2394
(*with phone number*)

Existing project numbers (*PID, State ID, etc.*):

Has the applicant completed the ODOT LPA Participation Requirements and received ODOT approval to administer Local-let projects within the last four years?:

Yes ☒ No ☐

Are you applying for a Small Project (federal request is less than \$625,000)?

Yes ☐ No ☒

If yes, then do you want to apply for first quarter sale to qualify for the 5% match reduction?

Yes ☐ No ☒

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

The South Main Street Improvements project will improve safety, accessibility, and transportation system performance along one of the Village of North Baltimore's primary north-south corridors. The project addresses deteriorating pavement conditions, aging pedestrian facilities, accessibility deficiencies, drainage concerns, and operational challenges that affect residents, businesses, and visitors traveling between neighborhoods, downtown destinations, civic facilities, and community services. Proposed improvements include milling and resurfacing approximately 2,850 feet of roadway; installation of three Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossing systems; construction of approximately 850 feet of new sidewalk; reconstruction of approximately 400 feet of existing sidewalk; installation of ADA-compliant curb ramps; upgraded pavement markings; decorative lighting; replacement of deteriorated drainage structures; and related streetscape enhancements. The project will also improve intersection geometry at High Street, South Street/American Legion Drive, Water Street, and State Street to improve turning movements, reduce conflicts, and enhance traffic operations. Safety is the primary focus of the project. Pedestrian crossing enhancements, ADA improvements, upgraded lighting, improved pavement conditions, curb extensions, and enhanced intersection design will improve visibility, reduce potential conflict points, shorten pedestrian crossing distances, and support safer travel for motorists, pedestrians, and individuals with disabilities. The project will also improve connectivity between residential areas, businesses, and community destinations while preserving a critical transportation asset and supporting continued economic vitality and downtown revitalization within the Village of North Baltimore.

PROJECT DETAILS REQUEST (continued)

Length of project (miles): 0.54

Current status of the project: Planning

Does the project include any utility work? Yes ☒ No ☐

If yes, please explain:

New curb inlets, catch basins, and streetscape improvements including decorative street lighting.

Utility companies will be notified of the project early in the design process to identify upcoming utility needs and projects.

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: 10/1/2026

Environmental Clearance complete: 2/1/2029

Stage 1 Review complete: 5/1/2028

Stage 2 Review complete: 10/1/2029

Stage 3 Review complete: 2/1/2030

R/W Plans complete:

R/W Clear:

Final Plans to ODOT: 6/1/2031

Anticipated Sale Date: 9/1/2031

All of the formal actions listed above are not required for all projects. Note those items that are not required. The requirement still exists that jurisdictions doing local contracting (LPA) procedures must submit Stage 1, 2, and 3 packages to ODOT and Lake Erie West.

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

PROJECT BUDGET SUBMITTAL DETAIL

Activity	Total Estimate	Requested Lake Erie West Federal		Other Types of Funds (6)					
				A. Local		B.		C.	
		Amount	Year	Amount	Year	Amount	Year	Amount	Year
Preliminary Engineering (1)	\$ 209,200			\$ 209,200	2027				
Right-of-Way (2)	\$ 0								
Construction Contract (3)	\$ 1,212,570	\$ 970,056	2031	\$ 242,514	2031				
Construction Engineering (4)	\$ 139,500	\$ 111,600	2031	\$ 27,900	2031				
Contingency Change Orders (5)	\$ 181,900	\$ 145,520	2031	\$ 36,380	2031				
FUNDING TOTAL (calculated)	\$ 1,743,170	\$ 1,227,176		\$ 515,994		\$ 0		\$ 0	
% Total Project Cost (manual)		70.4%		29.6%		0.0%		0.0%	

Numbered Notes:

- Preliminary Engineering** includes the cost of all activities prior to contract letting except Right-of-Way costs. It is not eligible for Lake Erie West TIP funding.
- Right-of-Way** can only be funded by Lake Erie West TIP federal funding in specific circumstances. See "General and Project Management Policies" in the FY 2026-2029 TMACOG TIP for more information on right-of-way.
- Construction Contract** includes the actual estimated construction contract amount plus any other agreements that are included as part of the construction cost.
- Construction Engineering** includes the costs of construction management, inspection, testing, etc.
- Contingency** should include a reasonable estimate of changes that could be expected after construction begins.
- Other Types of Funds**
 - List each type in a separate column. Add additional sheets if necessary for more fund types involved in the project.
 - If all funds for a project have not yet been identified, mark one of the columns "Shortage" and indicate the amount of additional funds needed for each activity.
 - Please provide additional documentation regarding any limitations for each fund type (such as: year restriction, matching amount, restriction on combining fund types, etc.). Also indicate whether the funds have been confirmed or if only applied for.

LAKE ERIE WEST TIP PROJECT APPLICATION & INSTRUCTIONS

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

NOTE: PLEASE REVIEW APPLICATION INSTRUCTIONS PRIOR TO ANSWERING QUESTIONS

SPONSOR: Village of North Baltimore

PROJECT NAME: Main Street Reconstruction

PID # (existing projects):

Application Question	Application Instructions
1. Does the project align with the Lake Erie West Comprehensive Economic Development Strategy (CEDS)? Yes ☒ No ☐	If yes, a letter of concurrence is required from Lake Erie West.
2. What is the functional classification level that this project is located on? ☐ Principal Arterial (class 3) ☐ Minor Arterial (class 4) ☒ Major Collector (class 5) ☐ Minor Collector (class 6)	Self-explanatory. Only Minor Collectors located within or touching a boundary of an adjusted urbanized area are eligible for federal funding. A reference map is found here: https://arcg.is/TLaf40
3. Does the project provide direct access to a multimodal or intermodal terminal? ☐ Direct access to a multimodal/intermodal terminal ☐ Access to a multimodal/intermodal terminal within 0.5 miles ☒ No access ☐ Connection not on the map, attachment provided	A multimodal/intermodal terminal shall include a facility that contains two or more interactions between transportation modes, including shipments between truck, train, aircraft, and/or maritime freight. A reference map is found here: https://arcg.is/1nG9Xm1 If the terminal is not shown on the map, then please attach a description of the terminal and its function to the jurisdiction and region.

<i>Application Question</i>	<i>Application Instructions</i>																											
4. Does the project sponsor have an official complete streets policy? Yes ☒ No ☐	If yes, please attach relevant ordinance, resolution, or other document.																											
5. Does the project improve air emissions and is it identified on the TMACOG Congestion Management Process (CMP) report? Yes ☐ No ☒	If yes, please explain and provide the reference in the CMP. CMP is found here: https://tinyurl.com/pazp54aw																											
6. Will this project improve water quality through the development of bioswale, rain gardens, or pervious pavement, etc.? Yes ☐ No ☒	If yes, please attach explanation and details.																											
7. Will this project make use of recycled materials to a significant degree? Mill and reuse of asphalt surface materials does not qualify. Yes ☐ No ☒	If yes, please attach explanation and details.																											
8. Does the project include pedestrian improvements (check off all that apply)? <table border="0" style="width: 100%;"> <thead> <tr> <th></th><th style="text-align: center;"><u>Major Improvement</u></th><th style="text-align: center;"><u>Minor Improvement</u></th></tr> </thead> <tbody> <tr> <td>New sidewalk</td><td style="text-align: center;">☒</td><td style="text-align: center;">☐</td></tr> <tr> <td>Sidewalk upgrades</td><td style="text-align: center;">☐</td><td style="text-align: center;">☒</td></tr> <tr> <td>Sidewalk gaps</td><td style="text-align: center;">☐</td><td style="text-align: center;">☒</td></tr> <tr> <td>Crossing improvement</td><td style="text-align: center;">☒</td><td style="text-align: center;">N/A</td></tr> <tr> <td>Curb extensions</td><td style="text-align: center;">☒</td><td style="text-align: center;">N/A</td></tr> <tr> <td>Wayfinding/signage</td><td style="text-align: center;">N/A</td><td style="text-align: center;">☐</td></tr> <tr> <td>Pavement markings</td><td style="text-align: center;">N/A</td><td style="text-align: center;">☒</td></tr> <tr> <td>Other (provide details)</td><td style="text-align: center;">☐</td><td style="text-align: center;">☐</td></tr> </tbody> </table>		<u>Major Improvement</u>	<u>Minor Improvement</u>	New sidewalk	☒	☐	Sidewalk upgrades	☐	☒	Sidewalk gaps	☐	☒	Crossing improvement	☒	N/A	Curb extensions	☒	N/A	Wayfinding/signage	N/A	☐	Pavement markings	N/A	☒	Other (provide details)	☐	☐	If yes, you must attach explanation and details. Pertaining to sidewalks, a project will qualify as a Major Improvement if the new work covers, at a minimum, 50% of the project length for a corridor project or 50% of the intersection quadrants. If it does not meet the minimum criteria, then you should select Minor Improvement .
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<i>Application Question</i>	<i>Application Instructions</i>
9. Does the project include any of the following bike improvements (check off all that apply)? ☐ Protected Bike Lanes/Cycle Track ☐ Buffered Bike Lane ☐ Protected Intersections/Bike Boxes ☐ Shared-Lane ☐ Markings/Sharrows ☐ Multi-Use Path/Shared-Use Path ☐ Bicycle Signage (e.g. Bikes May Use Full Lane) ☐ Rails-to-Trail Project ☐ Connection to other bike facility ☐ Secure Bicycle Parking/Bike Racks ☐ Bicycle Detectors/Other bike technologies ☐ Other (Not listed here) And, does the project include improvements related to a bikeway specifically shown on the TMACOG Regional Bicycle Network? Yes ☐ No ☒	If yes, you must attach explanation and details. A map containing regional bicycle facilities is located here: https://arcg.is/1mXDem1 Note: this question has two parts to answer.
10. Does the project carry public transit (fixed route)? Yes ☐ No ☒	A fixed route is a designated service line, or primary route, operated by TARTA or other similar transit carrier. If yes, please attach explanation and details.
11. Is the project located in a community served by public transportation? Yes ☐ No ☒	Self-explanatory.

<i>Application Question</i>	<i>Application Instructions</i>
12. Has the project been programmed by ODOT for construction? Yes ☐ No ☒	If yes, attach the ODOT field notes with a PID.
13. Has right-of-way been cleared, or is it not needed? Yes ☒ No ☐	Self-explanatory
14. Does the project qualify for Categorical Exclusion C1? Yes ☒ No ☐	Self-explanatory
15. What percentage of the total project (including design, right-of-way, and construction) will use TIP federal funds? 70.4 %	See ADDITIONAL INSTRUCTIONS below this section.
16. Do you have an established method or protocol to regularly evaluate the roadway and pavement maintenance? Yes ☒ No ☐	If yes, please attach explanation and details.
17. If this is a pavement project, what is the existing Pavement Condition Rating (PCR)? PCR score = 68	Self-explanatory. If you feel conditions have worsened since ODOT's last assessment, then please provide both the current score found in TIMS, as well as your reassessed score. Use information provided in the ODOT TIMS site.
18. If this is a bridge project, what is the General Appraisal rating? GA score =	Self-explanatory. Use information provided in the ODOT TIMS site.

Application Question	Application Instruction
19. If this is a bridge or roadway project, which of the following best describes the project? ☒ Resurfacing ☐ Rehabilitation with some base replacement ☐ Reconstruction with full base replacement ☐ Narrow and resurface/rehabilitate/reconstruct ☐ Widen and resurface/rehabilitate/reconstruct ☐ New roadway	Self-explanatory
20. If this is not a bridge or roadway project, which of the following best describes the existing condition? ☐ Past its useful life and substandard ☐ Near the end of its useful life and substandard ☐ Near the end of its useful life ☐ Declining and substandard ☐ Declining ☐ Not applicable	Self-explanatory If this is a new interchange, then that will require an Interchange Justification Study (IJS) or Interchange Modification Study (IMS) be underway in order to be ranked.

Application Question	Application Instructions																					
21. What is the three-year average accident rate per million vehicles? Or, what is the percentage of fatal and injury crashes over the most recent three years of available crash data? <table border="0"> <thead> <tr> <th><u>Crash rate</u></th><th><u>Fatal/Injury %</u></th><th></th></tr> </thead> <tbody> <tr> <td>☐ < 0.99</td><td>< 30%</td><td>☐</td></tr> <tr> <td>☐ 1 to 1.99</td><td>30-34%</td><td>☐</td></tr> <tr> <td>☐ 2 to 2.99</td><td>35-39%</td><td>☐</td></tr> <tr> <td>☐ 3 to 3.99</td><td>40-44%</td><td>☐</td></tr> <tr> <td>☒ 4 to 4.99</td><td>45-49%</td><td>☐</td></tr> <tr> <td>☐ > 5.00</td><td>> 50%</td><td>☐</td></tr> </tbody> </table>	<u>Crash rate</u>	<u>Fatal/Injury %</u>		☐ < 0.99	< 30%	☐	☐ 1 to 1.99	30-34%	☐	☐ 2 to 2.99	35-39%	☐	☐ 3 to 3.99	40-44%	☐	☒ 4 to 4.99	45-49%	☐	☐ > 5.00	> 50%	☐	See ADDITIONAL INSTRUCTIONS below this section. Use the best answer for the greatest number of points.
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22. Is this project location listed in the regional TMACOG Safe Locaton Report? Yes ☐ No ☒	Reference Appendix C in the 2020-2022 TMACOG Safety Location Report: https://tinyurl.com/4mscz6bd																					
23. What is the existing number of Average Daily Traffic (ADT) on the locally maintained road? ☒ < 5,000 ADT ☐ 5,000 to 9,999 ADT ☐ 10,000 to 14,999 ADT ☐ 15,000 to 19,999 ADT ☐ >20,000 ADT	Use traffic count figures for ADT from the TMACOG Traffic Count Database System or adjusted actual counts if the sponsor has obtained them. In the case of the latter, provide a copy of the count report and adjustment calculations. Traffic Count Database System																					

<i>Application Question</i>	<i>Application Instructions</i>
24. What percentage of Average Daily Traffic (ADT) is made up of trucks? ☒ <3% ☐ 3% to 8.99% ☐ 9% to 14.99% ☐ >15%	Use traffic count figures for ADT from the TMACOG Traffic Count Database System or adjusted actual counts if the sponsor has obtained them. In the case of the latter, provide a copy of the count report and adjustment calculations. Traffic Count Database System
25. Is the project listed on a truck impact route (TIR)? If it is not, then does it have a truck ADT greater than 500? ☐ Yes, the project is on a TIR ☐ Not on a TIR, but truck ADT is >500 trucks per day ☒ Not on a truck impact route	A reference map is found here: https://arcg.is/1rXK853 If a route is not shown on the map but has over 500 Truck ADT, then provide the traffic count study showing that information.
26. Is the project listed in the 2055 Regional Transportation Plan? ☐ Committed list (currently programmed) ☐ Plan Priority list (by 2035) ☐ Plan Priority list (2036 or later) Reserve ☐ list ☒ System Preservation list ☐ Not listed	Self-explanatory The 2055 Plan Summary is found here: https://tinyurl.com/3r6a27mf

<i>Application Question</i>	<i>Application Instructions</i>
27. How long ago was the last time the project sponsor received Lake Erie West-managed STBG funding? ☒ < 4 years ago ☐ 4 to 7 years ago ☐ 8 to 9 years ago ☐ 10 or more years ago	Self-explanatory
28. Has one or more Lake Erie West-funded projects slipped a fiscal year or been cancelled since the last STBG solicitation? ☐ One project slipped past the programmed year ☐ Two or more projects slipped past the programmed year ☐ One or more projects have been cancelled <i>Small project applications are exempt from this answer</i>	The project sponsor will be penalized if one or more of their projects have slipped a fiscal year or have been cancelled by the project sponsor since the last STBG solicitation. No penalties will be given if Lake Erie West administratively moves the project. Exceptions may be granted if circumstances are beyond the project sponsor's control.
29. How many bonus points out of 20 will be applied to this project? Bonus points towards this project: 20	Each project applicant is allotted 20 bonus points. If one project application is submitted by a single sponsor, then all 20 bonus points will be applied to that project. If more than one project application is submitted by a single sponsor, then the 20 points may be divided up and applied over the projects as they see fit.

ADDITIONAL INSTRUCTIONS:

Item 15 Project design costs will not be considered for federal funding and all jurisdictions must fund these design costs outside of using TIP federal funds. Right-of-Way (R/W) costs, if significant, may be considered. Project sponsors who are bearing the costs of R/W at 100% local cost will receive consideration for that additional investment. Example: a project has a R/W cost of \$200,000, a design cost of \$100,000, and a construction cost of \$1,000,000. The sponsor pays for all the R/W, design, and the normal 20% match (\$200,000) of the construction. Thus, the sponsor pays \$500,000 (39%) of the total cost and the federal portion pays \$800,000 (61%). The sponsor therefore earns 4 points because the sponsor is only using 61% of TIP federal funds for the project. Also, be sure these costs are the same as shown on the Project Details table. Design includes studies, plans, environmental, and design testing.

Item 21 In 2025, ODOT replaced the GIS Crash Analysis Tool (GCAT) with AASHTOWare Safety. Please request access here:

https://odot.formstack.com/forms/aashtoware_safety_access_request

Note: ODOT does not accept personal email domains, such as Gmail, Yahoo, or AOL, etc.

For the crash rate, use the following calculations:

Intersection Crash Rate:

$$\text{Rate} = \frac{C \times 1,000,000}{V \times 365 \times N}$$

Segment Crash Rate:

$$\text{Rate} = \frac{C \times 1,000,000}{V \times 365 \times N \times L}$$

C = Total number of crashes

V = Entering traffic volume

N = Number of years of data

L = Roadway length (miles)

For the Fatal/Injury percentage, sum the number of crashes involving a fatality, serious injury, minor injury, and possible injury, then divide by the total number of crashes.

PROJECT SCORING CRITERIA FOR TIP ANALYSIS FY 2026-2029 TIP

NOTE: Provided for your information only. Scoring will be completed by the TAC ad hoc scoring and ranking committee.

Project Name: North Baltimore - South Main Street Improvements PID#:

Criteria 1: ECONOMIC DEVELOPMENT (15%) Maximum 15 points		
	Points Available	Score
1. Does the project align with the TMACOG Comprehensive Economic Development Strategy (CEDS)? • Yes = 5 points • No = 0 points	5	5
2. What is the functional classification level that this project is located on? • Principal Arterial (class 3) = 5 points • Minor Arterial (class 4) = 4 points • Major Collector (class 5) = 3 points • Minor Collector (class 6 – urban only) = 2 points	2 to 5	3
3. Does the project provide direct access to a multimodal or intermodal terminal? • Direct access to a MM/IM connection = 6 points • Access to a MM/IM connection within 0.5 miles = 3 points • No access = 0 points	3 or 6	0
	TOTAL	8

Criteria 2: LIVABILITY & INTER-CONNECTIVITY (15%) Maximum 15 points		
	Points Available	Score
4. Does the project sponsor have an official Complete Streets Policy? • Yes = 1 point • No = 0 points	1	1
5. Does this project improve air emissions and is it identified on the TMACOG Congestion Management Process (CMP) report? • Yes = 1 point • No = 0 points	1	0
6. Will this project improve water quality through the development of bioswale, rain gardens, pervious pavement, etc.? • Yes = 1 point • No = 0 points	1	0
7. Will this project make use of recycled materials to a significant degree? • Yes = 1 point • No = 0 points	1	0
8. Does the project include pedestrian improvements? • Major improvement = 5 points • Minor improvement = 2 points • No improvements = 0 points	2 or 5	5
9. Does the project include bike improvements? And, does the project include improvements related to a bikeway specifically shown on the TMACOG Regional Bicycle Network (RBN)? • Bike improvements & on RBN = 5 points • Bike improvements but not on RBN = 2 points • On RBN but no bike improvements = 2 points • Neither = 0 points	2 or 5	0
10. Does the project carry public transit (fixed route)? • Yes = 3 points • No = 0 points	3	0
11. Is the project located in a community served by public transit? • Yes = 1 point • No = 0 points	1	0
	TOTAL	6

Criteria 3: PROJECT READINESS & FUNDING (15%) Maximum 15 points		
	Points Available	Score
12. Has the project been programmed by ODOT? • Yes = 2 points • No = 0 points	2	0
13. Has right-of-way been cleared or not needed? • Yes = 2 points • No = 0 points	2	2
14. Does the project qualify for Categorical Exclusion C1? • Yes = 3 points • No = 0 points	3	3
15. What percentage of the total project (including design, right-of-way, and construction) will use TIP federal funds? • < 64% = 10 points • 65% to 74% = 5 points • 75% to 80% = 0 points	5 or 10	5
16. Do you have an established method or protocol to regularly evaluate the roadway and pavement maintenance? • Yes = 1 point • No = 0 points	1	1
	TOTAL	11

Criteria 4: SYSTEM USE & PERFORMANCE (55%) Maximum 55 points		
	Points Available	Score
17. Pavement Project: What is the existing pavement condition rating (PCR) based on the most recent ODOT scores? • 0 to 64 PCR = 6 points • 65 to 74 PCR = 3 points • 75 to 100 PCR = 0 points	3 or 6	3
18. Bridge Project: What is the general appraisal rating? • 1 to 2 GA = 6 points • 3 to 4 GA = 4 points • 5 to 6 GA = 2 points • 7 to 9 GA = 0 points	2, 4, or 6	0
19. Roadway/bridge project: Which of the following best describes the project? • Resurfacing = 10 points • Rehabilitation with some base replacement = 8 points • Reconstruction with full base replacement = 7 points • Narrow and resurface/rehab/reconstruct = 4 points • Widen and resurface/rehab/reconstruct = 2 points • New roadway = 0 points	2, 4, 7, 8, or 10	10
20. Note: Which of the following best describes the existing condition? • Past its useful life and substandard = 10 points • Near the end of its useful life and substandard = 8 points • Near the end of its useful life = 6 points • Declining and substandard = 4 points • Declining = 2 points • Not applicable = 0 points	2, 4, 6, 8, or 10	0
21. What is the three-year average accident rate per million vehicles? Or, what is the percentage of fatal and injury crashes over the most recent three years of available crash data? Use best answer. • < 0.99 OR < 30% = 0 points • 1 to 1.99 OR 30% to 34% = 2 points • 2 to 2.99 OR 35% to 39% = 4 points • 3 to 3.99 OR 40% to 44% = 6 points • 4 to 4.99 OR 45% to 49% = 8 points • > 5.0 OR > 50% = 10 points	2, 4, 6, 8, or 10	8

Criteria 4: SYSTEM USE & PERFORMANCE (55%) Maximum 55 points		
	Points Available	Score
22. Is this project listed in the regional TMACOG Safety Location Report? • Yes = 5 points • No = 0 points	5	0
23. What is the existing number of Average Daily Traffic (ADT) on the locally maintained road? • < 5,000 ADT = 4 points • 5,000 to 9,999 ADT = 5 points • 10,000 to 14,999 ADT = 6 points • 15,000 to 19,999 ADT = 7 points • > 20,000 ADT = 8 points	4 to 8	4
24. What percentage of the Average Daily Traffic (ADT) is made up of trucks? • < 3% = 0 points • 3% to 8.99% = 1 point • 9% to 14.99% = 3 points • > 15% = 5 points	1, 3, or 5	0
25. Is the project on a truck impact route (TIR)? If it is not, then does it have a truck ADT greater than 500? • Yes, the project is on a TIR = 2 points • Not on a TIR, but > 500 truck ADT = 2 points • No = 0 points	2	0
26. Is the project listed in the 2055 Regional Transportation Plan? • Committed list (currently programmed) = 3 points • Plan Priority list (by 2035) = 3 points • Plan Priority list (2036 or later) = 2 points • Reserve list = 1 point • System Preservation list = 1 point • Not listed = 0 points	1 to 3	1
27. How long ago was the last time the project sponsor received TMACOG-managed STBG funding? • < 4 years ago = 0 points • 4 to 7 years ago = 4 points • 8 to 9 years ago = 6 points • 10 or more years ago = 8 points	4, 6, or 8	0

Criteria 4: SYSTEM USE & PERFORMANCE (55%) Maximum 55 points		
	Points Available	Score
28. Has one or more TMACOG-funded projects slipped past a fiscal year or been cancelled since the last STBG solicitation? (Small projects are exempt from this answer.) • One project slipped past the programmed year = -5 points • Two or more projects have slipped past the programmed year = -10 points • One or more projects have been cancelled = -10 points	-5 or -10	0
MAXIMUM POINTS = 100	TOTAL	26

BONUS POINTS		
	Points Available	Score
How many bonus points will be allotted for this project? • Each sponsor has up to 20 bonus points to apply to a project. • <i>Grand Total can be split over multiple projects, however it cannot exceed 20 points collectively.</i>	1 to 20	20
ADD TO TOTAL ABOVE, MAXIMUM POINTS = 120	GRAND TOTAL	71

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TMACOG COMPLETE STREETS CHECKLIST

This checklist accompanies the TMACOG Complete Streets policy. It is to be completed when applying for Lake Erie West-attributable funding through the Lake Erie West Transportation Improvement Program (TIP).

The purpose of this checklist is to ensure that all users have been considered in a given project. For projects using Lake Erie West-attributable federal funding of the Surface Transportation Block Grant program (STBG), it will be necessary to meet or exceed standards and procedures acceptable to the Ohio DOT and U.S. DOT., such as the Ohio Department of Transportation's Project Development Process and Location & Design Manual. More information on various Complete Streets guidelines and standards can be found in the [ODOT's Manuals and Design Standards](#).

One of the goals of TMACOG's Complete Streets Policy is to provide flexibility for different types of streets, areas, and users. This means that a complete street in a rural area may look very different from a complete street in an urban area.

Existing Conditions

1. Explain how the project area currently accommodates pedestrians (including ADA compliance), bicyclists, and transit users.

South Main Street currently serves residential neighborhoods, local businesses, and community destinations within the Village of North Baltimore. Pedestrian accommodations vary throughout the corridor, with sections of existing sidewalk present but exhibiting accessibility deficiencies, aging infrastructure, and gaps in the pedestrian network. Existing curb ramps do not consistently meet current ADA standards. Bicyclists currently share the roadway with motor vehicle traffic, utilizing existing travel lanes. The corridor is not currently served by fixed-route public transit service.

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

The project will improve pedestrian accessibility and mobility through construction of new sidewalk segments, reconstruction of deteriorated sidewalk areas, installation of ADA-compliant curb ramps, enhanced crosswalk markings, curb extensions, and three RRFB pedestrian crossing systems. Decorative lighting improvements will improve visibility and comfort for pedestrians. Bicycle accommodation will be enhanced through improved pavement conditions. The project will provide safer multi-modal access throughout the corridor while maintaining vehicular functionality.

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

The project corridor extends approximately 0.54 miles along South Main Street between the railroad crossing and the northern roundabout area. Adjacent land uses include residential properties, civic facilities, local businesses, churches, and community destinations. The corridor serves as a primary north-south route through the Village of North Baltimore. Existing development consists primarily of traditional small-town development patterns with sidewalks present in some locations but with noticeable gaps and aging pedestrian infrastructure. Existing streetscape elements are limited south of the downtown area compared to the recently completed downtown improvements north of the project limits.

Safety

1. Briefly explain how the project will improve safety. Lake Erie West strongly encourages sponsors of intersection safety projects to conduct a crash study and provide results. Your crash information also needs to include the number of pedestrian and bicycle crashes by severity, as well as if the project area includes any locations (corridors or intersections) that are on Lake Erie West's or ODOT's high-crash lists.

The project addresses documented safety concerns through roadway resurfacing, improved pavement markings, ADA-compliant curb ramps, upgraded pedestrian crossings, RRFB installations, lighting enhancements, and improved intersection geometry. These improvements are expected to reduce vehicle conflicts, improve pedestrian visibility, shorten crossing distances, and enhance driver awareness at key crossing locations. The project specifically benefits vulnerable roadway users, including pedestrians, older adults, and individuals with disabilities.

Connectivity

1. Project limits should be selected so that they can accommodate existing and future connections. In this regard, were logical termini chosen to include connections through "pinch points", such as overpasses, railroad crossings, and bridges? If the project touches another jurisdiction, was a systems approach taken? Were cross-jurisdictional connections considered? Please explain.

The project limits were selected to encompass a complete transportation corridor extending from the railroad crossing south of downtown North Baltimore to the northern roundabout. These limits provide continuity with previously completed downtown streetscape improvements and connect residential neighborhoods, community destinations, and business districts. The corridor includes several key intersections and pedestrian crossing locations that function as important network connections within the Village transportation system. The project improves connectivity by addressing sidewalk gaps, upgrading intersections, and enhancing pedestrian accessibility throughout the corridor.

2. Does the project area include recommendations that are contained in any of the following plans or policies? Please check off all that apply.
 - ☒ TMACOG Long Range Transportation Plan
 - ☐ Safe Routes to School travel plans
 - ☒ TMACOG Sidewalk Policy
 - ☒ ADA Transition Plans
 - ☐ Bikeway plans
 - ☐ Freight plans
 - ☐ Short-range and/or long-range transit plans
 - ☐ ODOT plans
 - ☐ Any neighborhood or mobility plans
 - ☐ Any other plans, e.g. comprehensive plans. If yes, how does your project fulfill any of these plans? Please specify the plan name(s).

This project advances goals related to system preservation, multimodal transportation, pedestrian accessibility, ADA compliance, and downtown revitalization. The project fills sidewalk gaps, upgrades pedestrian facilities, enhances roadway safety, and complements previous public investment in the downtown streetscape corridor.

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.

The project scope incorporates pedestrian safety, accessibility, and corridor preservation improvements through the use of ODOT Location & Design Manual, Volume 1, ODOT Multimodal Design Guide, Manual on Uniform Traffic Control Devices for streets and Highways 11th Edition, and the Ohio Supplement to MUTCD.

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

The Village of North Baltimore is not currently served by fixed-route public transit. Therefore, transit accommodations are not a primary project component. However, the project has been designed to maintain roadway accessibility and connectivity for any future transportation service opportunities while improving accommodations for pedestrians and other roadway users.

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?

The Village will coordinate with utility providers during the design process to identify planned utility improvements, conflicts, and future service needs. Utility providers will be notified early in project development to reduce future conflicts and ensure utility infrastructure can be maintained and upgraded following project completion. The project includes adjustment of utility castings and replacement of deteriorated drainage structures where necessary.

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

Pedestrian

- ☒ Pedestrian facilities – both sides of the street
- ☐ Pedestrian facilities – one side of the street
- ☒ Sidewalk with ADA-compliant curb ramps
- ☒ Signalized crosswalk
- ☒ Marked crosswalk with signage, including mid-block crossing
- ☐ Pedestrian detectors
- ☐ Audible signals
- ☐ Shoulder (in rural areas)

Bicycle

- ☐ Bicycle facilities
- ☐ Bike lanes
- ☐ Shared-lane markings/Sharrows
- ☐ Shared bike-bus lanes
- ☐ Bicycle signage (e.g., Bikes May Use Full Lane)
- ☐ Secure bicycle parking
- ☐ Bicycle detectors
- ☐ Multiuse path

Stormwater Management

- ☐ Bioswales
- ☐ Stormwater planters
- ☐ Pervious/permeable pavement options

Transit

- ☐ Transit facilities
- ☐ Priority bus lane
- ☐ Bus stop, including paved passenger waiting area
- ☐ Bus passenger shelter
- ☐ Bus pads
- ☐ Light rail or street car

Traffic Calming

- ☐ Traffic calming elements
- ☐ Landscaping, including street trees
- ☐ Narrower traffic lanes
- ☐ On-street car parking
- ☒ Other physical changes (e.g., chicanes, curb extensions, medians, islands)

Other

- ☒ Lighting
- ☐ 911 call boxes
- ☐ Freight accommodations
- ☐ Emergency vehicle accommodations
- ☐ Other(s) (please explain)

Exceptions

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

Other

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

See Lake Erie West website for resources and policy guidance regarding complete streets. Attach additional sheets as necessary.

TMACOG COMPLETE STREETS CHECKLIST

Exceptions:

If the project sponsor determines that additional complete street treatments are not warranted, they may request an exception for one or more of the following reasons:

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

- H. Where roadway standards or bicycle and pedestrian standards cannot be met. There are times bicycle and pedestrian facility standards cannot be met due to roadway topographic constraints or if a project sponsor can demonstrate that it is impractical to make the street safe for shared use. For example, roads with a combination of extremely high traffic volumes (18,000+ vehicles per day), constrained and fixed right-of-way, and posted speeds of 45 mph or more may need special consideration.

Attachments:

1. Application Explanations
2. Engineer's Opinion of Probable Costs
3. Proposed Plan Map
4. R/W Documentation
5. Photographs
6. Complete Streets Policy
7. Budget

APPLICATION EXPLANATIONS

Question 1: Does the project align with the Lake Erie West Comprehensive Economic Development Strategy (CEDS)?

The South Main Street Improvements project is consistent with the goals and objectives of the Lake Erie West Comprehensive Economic Development Strategy (CEDS) by investing in the rehabilitation and modernization of critical public infrastructure that supports community vitality, economic competitiveness, and quality of life. The project will preserve an important local transportation corridor while improving pedestrian accessibility, ADA compliance, safety, and connectivity between residential neighborhoods, businesses, civic facilities, and community destinations within the Village of North Baltimore.

The project advances regional CEDS priorities related to maintaining and improving infrastructure assets, supporting downtown and community revitalization efforts, and enhancing transportation systems that provide safe and reliable access to employment, services, and commercial areas. By improving roadway conditions, upgrading pedestrian facilities, enhancing crossings, and creating a more accessible and attractive corridor, the project will support continued economic activity and investment while strengthening the Village's ability to retain residents, businesses, and visitors.

This investment in transportation infrastructure helps advance the CEDS vision of fostering resilient communities, supporting sustainable economic growth, and improving mobility and quality of life throughout the Lake Erie West region.

Question 4: Does the project sponsor have an official complete streets policy?

The Village of North Baltimore has developed a draft Complete Streets Policy that is scheduled to be presented to Village Council for consideration and approval on August 11, 2026. A copy of the draft policy is included with this application for reference. The South Main Street Improvements project was developed consistent with the principles contained in this policy and incorporates pedestrian accessibility, ADA compliance, enhanced crossings, RRFB installations, curb extensions, and lighting improvements.

Question 5. Does the project improve air emissions and is it identified on the TMACOG Congestion Management Process (CMP) Report?

Although the project corridor is not specifically identified as a congestion location within the current Congestion Management Process (CMP), the project will improve operational efficiency through pavement rehabilitation, upgraded pavement markings, and geometric improvements at key intersections. Increased corner radii will reduce turning conflicts and

unnecessary vehicle delay, decreasing stop-and-go conditions and vehicle idling. The project also improves multimodal transportation opportunities through new sidewalks, ADA-compliant curb ramps, RRFB pedestrian crossings, and enhanced pedestrian connectivity that support shorter local trips by walking. Collectively, these improvements contribute to improved traffic operations and reduced transportation-related emissions.

Question 8. Does the project include pedestrian improvements?

The project includes construction of approximately 850 feet of new 5-foot-wide sidewalk, reconstruction of approximately 400 feet of existing curb-attached sidewalk, installation of ADA-compliant curb ramps at intersections, and pedestrian crossing upgrades through the installation of three Rectangular Rapid Flashing Beacon (RRFB) systems. Corner radius modifications and curb extensions associated with crossing improvements will reduce pedestrian crossing distances and improve accessibility. Decorative streetscape enhancements and lighting improvements will further improve pedestrian visibility and safety along the corridor.

Question 9. Does the project include any of the following bike improvements?

The South Main Street Improvements project does not include specific bicycle facilities or bicycle-related infrastructure improvements. While bicyclists will benefit from improved pavement conditions along the corridor, no dedicated bicycle facilities, bicycle markings, bicycle signage, or bicycle-specific accommodations are proposed as part of this project.

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

The Village utilizes a proactive asset management approach that incorporates routine staff inspections, maintenance tracking records, citizen requests, pavement condition reviews, and engineering evaluations. Information gathered through this process is incorporated into capital improvement planning and project prioritization. Roadway condition, drainage performance, sidewalk condition, ADA compliance, and safety concerns are evaluated to identify infrastructure investments that provide the greatest public benefit. The South Main Street Improvements project was identified and prioritized through this ongoing evaluation process.

ENGINEER'S OPINION OF PROBABLE COSTS



Engineer's Opinion of Probable Project Costs

South Main Street Improvements Project

Village of North Baltimore, OH

Project Number: M2700097.001P

Date: 6/22/2026

Calculated by: JLW

Checked by: DPF

Description: This project proposes to mill and resurface the existing asphalt pavement of S. Main St., to a depth of 2", from just south of the RR tracks to the north end of the north roundabout splitter island (approx. 2,850 ft.). Corner radii at the High St, South St/American Legion, Water St, and State St will be increased to allow for better vehicular flow when turning. Also included: streetscape improvements to match the previous downtown improvements from E. State St. to E. Poplar St., including decorative street lighting; the reconstruction of approximately 400 ft. of existing curb attached sidewalk; approx. 850 ft. of new 5' wide sidewalk; three sets of RRFB's; ADA compliant curb ramps; concrete alley and driveway aprons; pavement markings and traffic control items; replacement of deteriorated catch basins; and various utility castings adjusted to grade.

Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Roadway		\$354,145			
201	Clearing and Grubbing	1	lump sum	\$10,000.00	\$10,000.00
202	Walk Removed	9,610	sq ft	\$5.00	\$48,050.00
203	Excavation	60	cu yd	\$25.00	\$1,500.00
203	Embankment	15	cu yd	\$35.00	\$525.00
204	Subgrade Compaction	1,650	sq yd	\$3.00	\$4,950.00
254	2" Pavement Planing, Asphalt Concrete	12,780	sq yd	\$5.00	\$63,900.00
608	4" Concrete Walk	14,780	sq ft	\$10.00	\$147,800.00
608	Curb Ramp	640	sq ft	\$23.00	\$14,720.00
609	Curb, Type 6	1,990	ft	\$30.00	\$59,700.00
623	Monument Assembly Adjusted to Grade	3	each	\$1,000.00	\$3,000.00
Erosion Control		\$19,010			
653	Topsoil Furnished and Placed	50	cu yd	\$65.00	\$3,250.00
659	Seeding And Mulching	380	sq yd	\$2.00	\$760.00
670	Erosion Control	15,000	each	\$1.00	\$15,000.00
Utilities		\$118,250			
611	Catch Basin Adjust to Grade with Concrete Collar	13	each	\$2,000.00	\$26,000.00
611	Manhole Adjust to Grade	10	each	\$1,500.00	\$15,000.00
611	Catch Basin, No. 6	11	each	\$4,500.00	\$49,500.00
611	12" Conduit, Type B	66	ft	\$125.00	\$8,250.00
638	Valve Box Adjusted to Grade	14	each	\$500.00	\$7,000.00
638	Water Work, Misc.: Adjust Water Meter Pits to Grade	25	each	\$500.00	\$12,500.00
Pavement		\$252,225			
254	Pavement Planing	10,850	sq yd	\$2.00	\$21,700.00
304	Aggregate Base	30	cu yd	\$85.00	\$2,550.00
407	Non-Tracking Tack Coat	4,450	gal	\$3.50	\$15,575.00
441	Asphalt Concrete Surface Couse, Type 1, (448), PG70-22M	710	cu yd	\$275.00	\$195,250.00
452	6" Non-Reinforced Concrete Pavement, Class QC 1P (Residential Driveway)	120	sq yd	\$95.00	\$11,400.00
452	8" Non-Reinforced Concrete Pavement, Class QC 1P (Commercial Driveway)	50	sq yd	\$115.00	\$5,750.00
Traffic Control		\$77,450			
630	Removal of Ground Mounted Sign and Reerection	17	each	\$60.00	\$1,020.00
630	Removal of Ground Mounted Sign and Delivery	2	each	\$50.00	\$100.00
630	Advance RRFB Assembly (Sign, Flat, As Per Plan)	12	each	\$500.00	\$6,000.00
631	Sign Flasher Assembly, Solar Powered, as per plan (RRFB)	6	each	\$10,000.00	\$60,000.00
644	Stop Line	90	ft	\$9.00	\$810.00
644	Crosswalk Line, 24"	950	ft	\$8.00	\$7,600.00
644	Parking Lot Stall Markings	960	ft	\$2.00	\$1,920.00



Engineer's Opinion of Probable Project Costs

South Main Street Improvements Project

Village of North Baltimore, OH

Project Number: M2700097.001P

Date: 6/22/2026

Calculated by: JLW

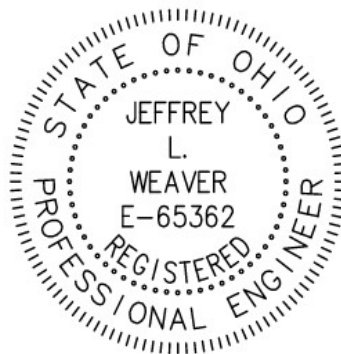
Checked by: DPF

Description: This project proposes to mill and resurface the existing asphalt pavement of S. Main St., to a depth of 2", from just south of the RR tracks to the north end of the north roundabout splitter island (approx. 2,850 ft.). Corner radii at the High St, South St/American Legion, Water St, and State St will be increased to allow for better vehicular flow when turning. Also included: streetscape improvements to match the previous downtown improvements from E. State St. to E. Poplar St., including decorative street lighting; the reconstruction of approximately 400 ft. of existing curb attached sidewalk; approx. 850 ft. of new 5' wide sidewalk; three sets of RRFB's; ADA compliant curb ramps; concrete alley and driveway aprons; pavement markings and traffic control items; replacement of deteriorated catch basins; and various utility castings adjusted to grade.

Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Lighting		\$94,490			
625	Light Pole, Removed	3	each	\$350.00	\$1,050
625	Light Pole & Luminaire, Ornamental	7	each	\$7,000.00	\$49,000
625	Light Pole, Foundation	7	each	\$2,200.00	\$15,400
625	Light Pole, conduit	700	ft	\$15.00	\$10,500
625	Light Pole, Wiring	770	ft	\$2.00	\$1,540
625	Lighting Misc.	1	sum	\$10,000.00	\$10,000
625	Trench	700	ft	\$10.00	\$7,000
General		\$104,200			
614	Maintaining Traffic	1	sum	\$27,600.00	\$27,600.00
616	Dust Control	1	sum	\$1,000.00	\$1,000.00
623	Construction Layout Stakes	1	sum	\$27,600.00	\$27,600.00
624	Mobilization	1	sum	\$46,000.00	\$46,000.00
Spec.	Preconstruction Video	1	sum	\$2,000.00	\$2,000.00

Construction Subtotal	\$1,019,770.00
18.9% inflation (2031)	\$192,800.00
15% contingencies	\$181,900.00
Construction Total	\$1,394,470.00

Technical Services:	
Surveying	\$41,840.00
Engineering & Construction Documents	\$167,360.00
Construction Engineering	\$139,500.00
Subtotal Design Engineering Services	\$348,700.00
Probable Project Cost Total	\$1,743,170.00



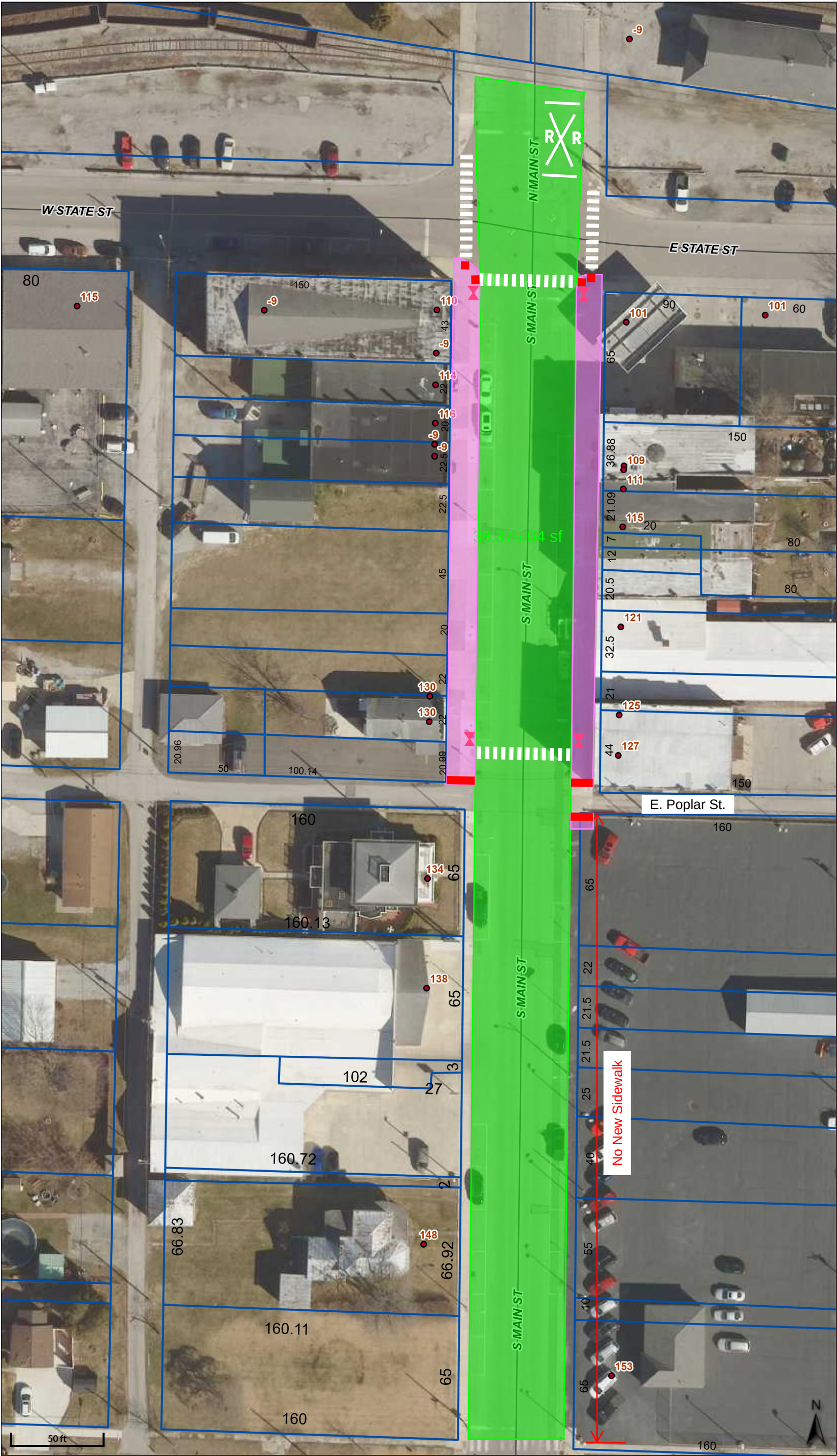
This estimate does not include any costs for upgrades or modifications to the traffic signal at the E. Water Street intersection.

The street lighting estimate is based upon using the approximate average spacing of street lights that were installed in the previous streetscape project.

Jeffrey L. Weaver, P.E., Ohio P.E. License No. E-65362

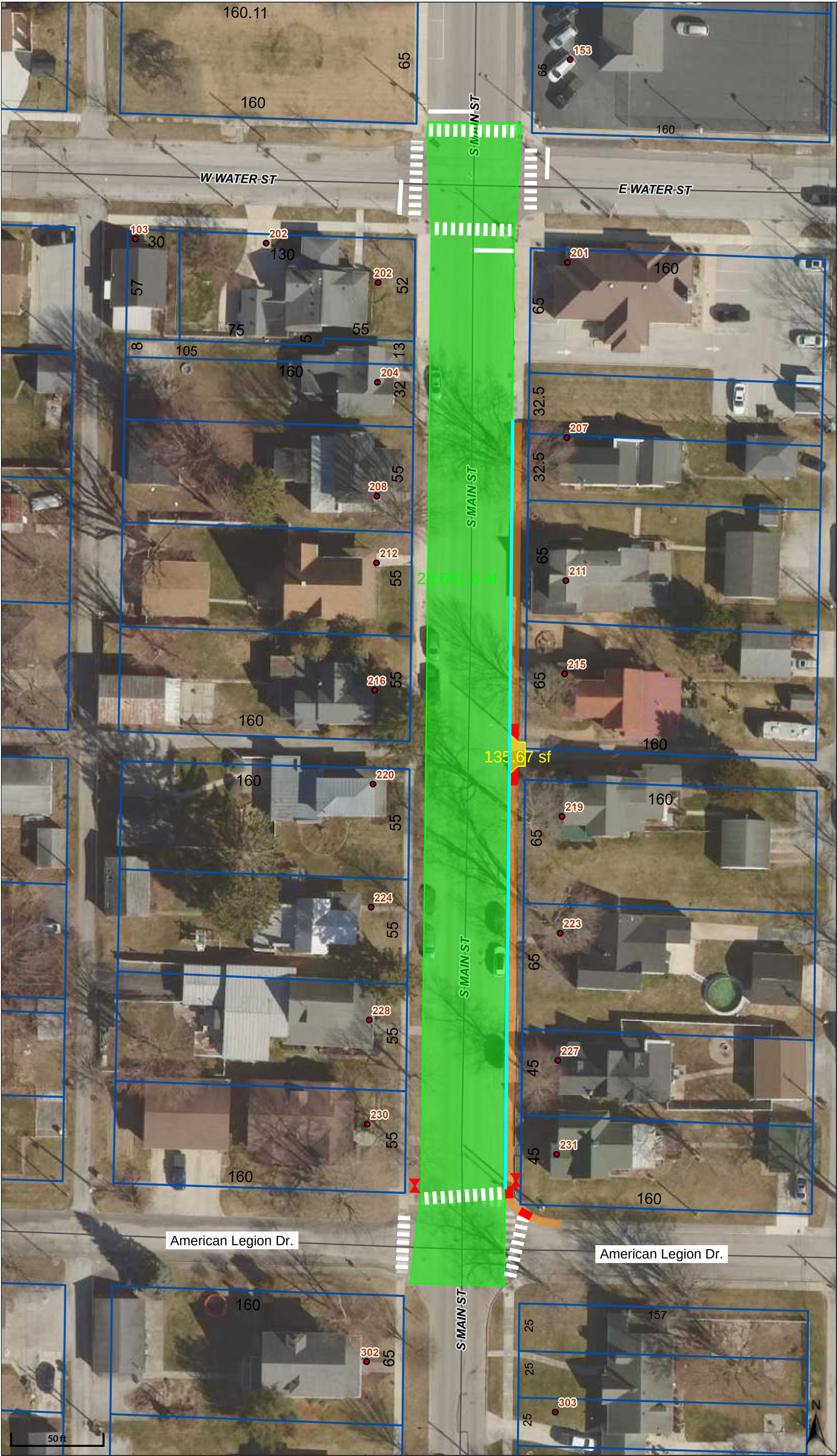
PROPOSED PLAN MAP

Village of North Baltimore
S. Main Street Streetscape and Pavement & Sidewalk Rehabilitation



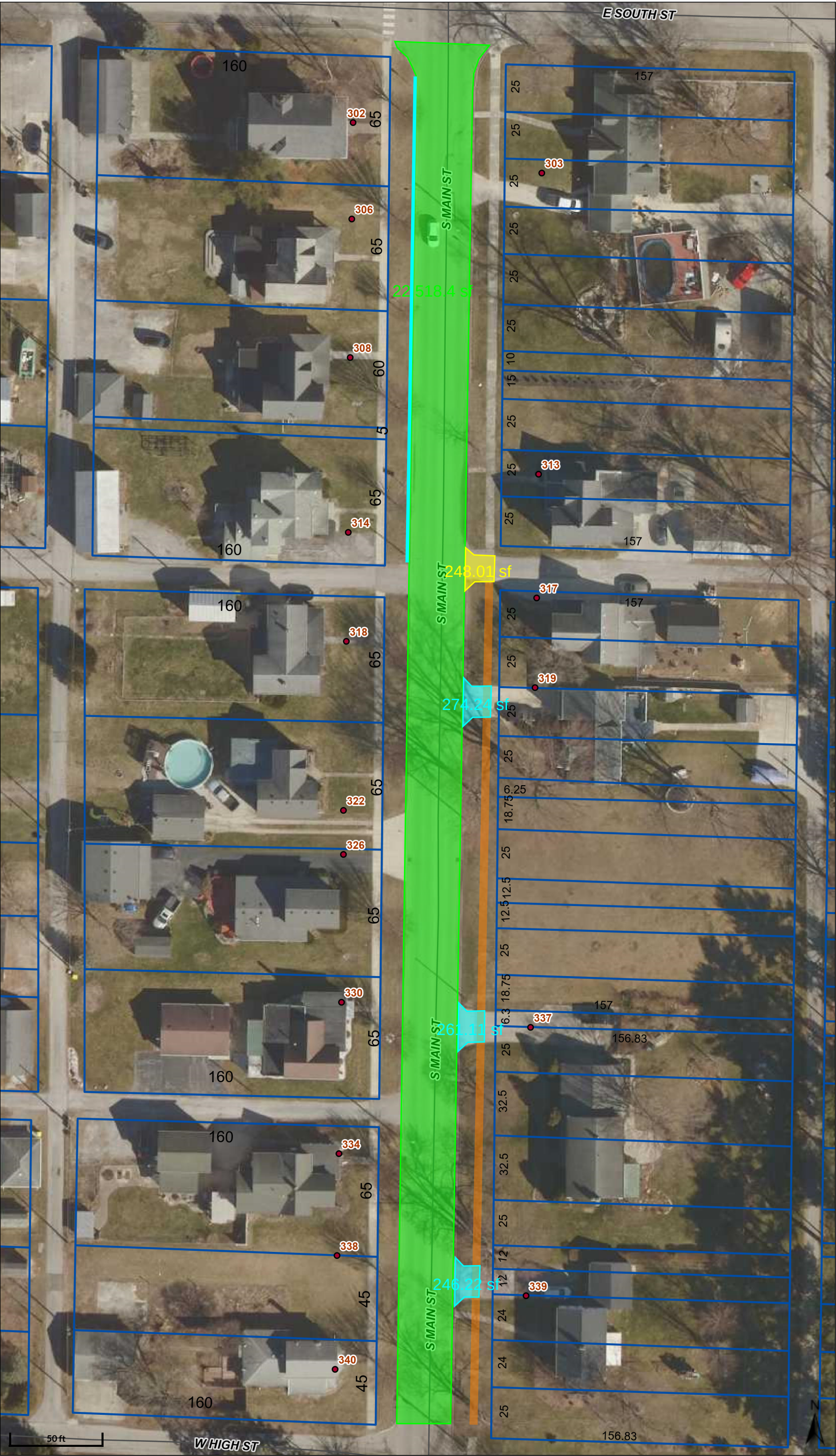
- Legend
- Addresses
 - Roads
 - Parcels
 - Corporate Limits
 - Streetscape
 - Milling & Resurfacing
 - New Sidewalk
 - New Type 6 Curb
 - New ADA Curb Ramp
 - New Concrete Alley
 - New Concrete Drive

Village of North Baltimore
S. Main Street Streetscape and Pavement & Sidewalk Rehabilitation



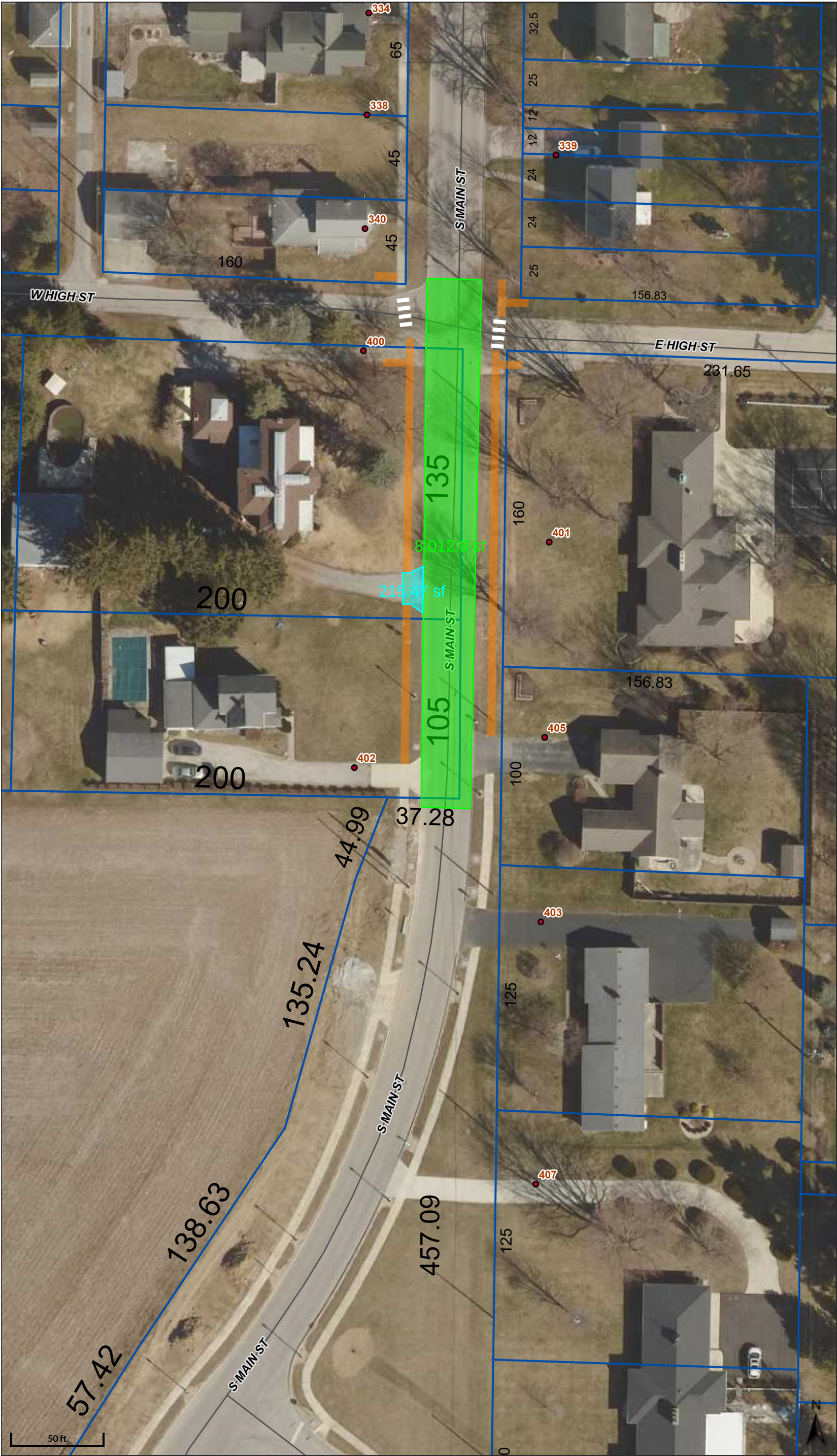
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Village of North Baltimore
S. Main Street Streetscape and Pavement & Sidewalk Rehabilitation



- Legend**
- Addresses
 - Roads
 - Parcels
 - Corporate Limits
 - Streetscape
 - Milling & Resurfacing
 - New Sidewalk
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 - New Concrete Alley
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Village of North Baltimore
S. Main Street Streetscape and Pavement & Sidewalk Rehabilitation



- Legend
- Addresses
 - Roads
 - Parcels
 - Corporate Limits
 - Streetscape
 - Milling & Resurfacing
 - New Sidewalk
 - New Type 6 Curb
 - New ADA Curb Ramp
 - New Concrete Alley
 - New Concrete Drive



R/W DOCUMENTATION

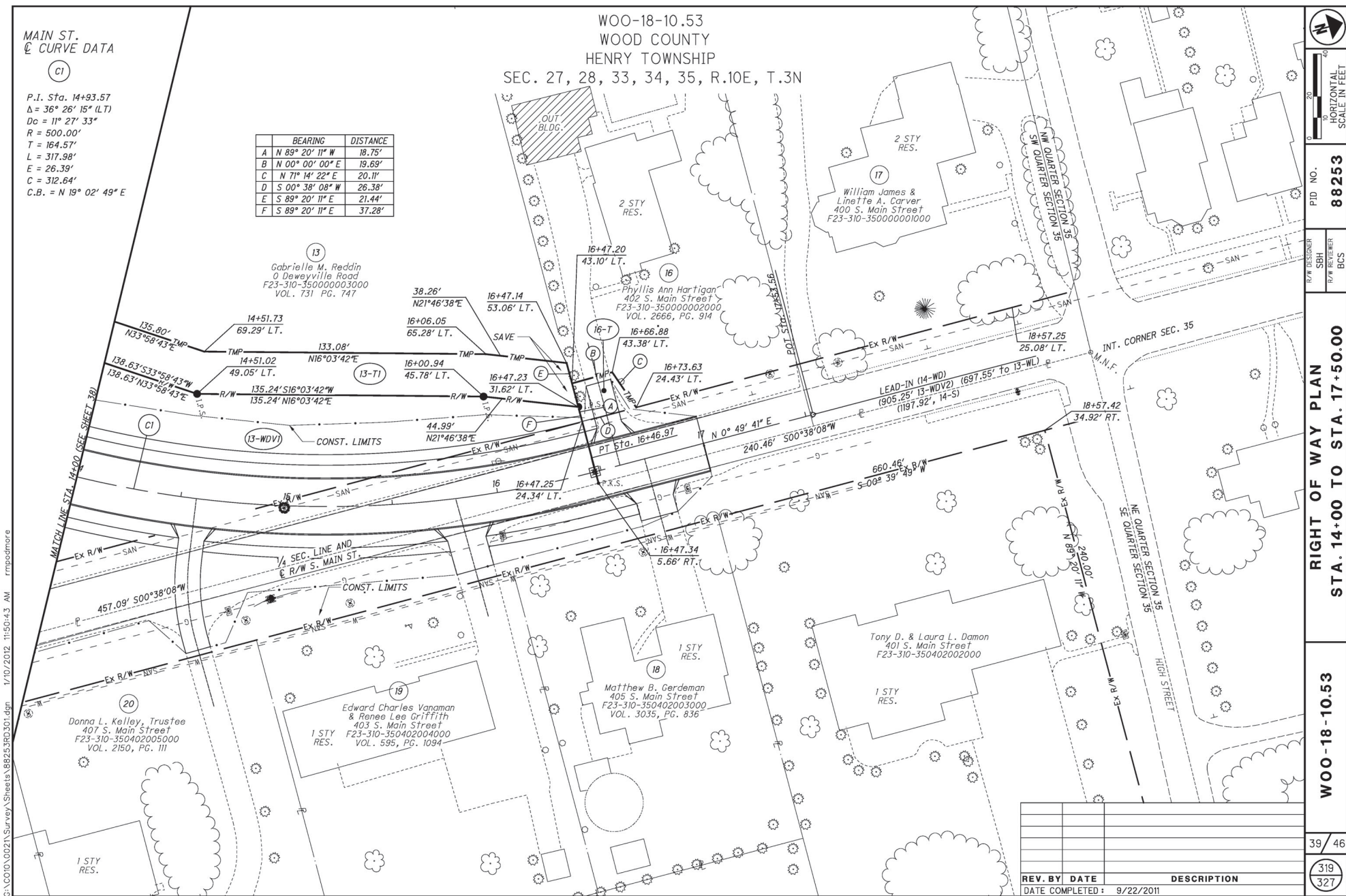
MAIN ST.
C CURVE DATA

(C1)

P.I. Sta. 14+93.57
 $\Delta = 36^\circ 26' 15''$ (LT)
 $D_c = 11^\circ 27' 33''$
 $R = 500.00'$
 $T = 164.57'$
 $L = 317.98'$
 $E = 26.39'$
 $C = 312.64'$
 $C.B. = N 19^\circ 02' 49'' E$

	BEARING	DISTANCE
A	N 89° 20' 11" W	18.75'
B	N 00° 00' 00" E	19.69'
C	N 71° 14' 22" E	20.11'
D	S 00° 38' 08" W	26.38'
E	S 89° 20' 11" E	21.44'
F	S 89° 20' 11" E	37.28'

WOO-18-10.53
 WOOD COUNTY
 HENRY TOWNSHIP
 SEC. 27, 28, 33, 34, 35, R.10E, T.3N



PID NO. 88253

RAW DESIGNER SBH
 RAW REVIEWER BCS

RIGHT OF WAY PLAN
 STA. 14+00 TO STA. 17+50.00

WOO-18-10.53

39 / 46

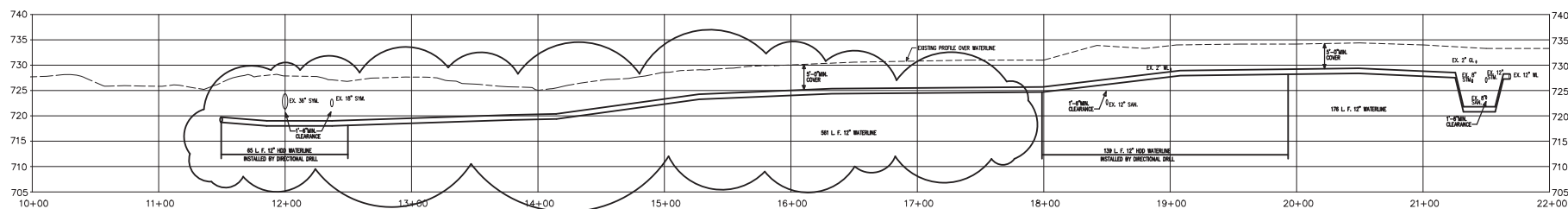
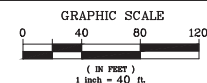
319
 327

REV. BY	DATE	DESCRIPTION

DATE COMPLETED: 9/22/2011

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NOTE: A MINIMUM OF TEN (10) FEET HORIZONTALLY AND EIGHTEEN (18) INCHES VERTICALLY FROM THE OUTSIDE OF ANY SANITARY SEWER OR STORM SEWER AND SEPTIC LINE AND THE OUTSIDE OF A WATER MAIN MUST ALWAYS BE MAINTAINED UNLESS OTHERWISE APPROVED BY THE OHIO EPA. NO ENTRY OR CONTACT WITH A SEWER MANHOLE IS PERMITTED.



CONTRACT A
WATERLINE # 2816

JOB NUMBER
313700-0040

First, the area in question is entirely in the Village of North Baltimore, there is no need for the Township to get an easement.

These parcels (listed below) were created out to the CL (see attached surveys 0021, 0585, and 0611) there is still a Road R/W easement, but the description goes to the section line. See SR 18 plans sheets 001, 005.

F23-310-350000001000: 400 S MAIN ST

F23-310-350000002000: 402 S MAIN ST

State Route 18 relocation plan was done as a WD, which should be a take. (see pages attached)

The other three corners of the intersection of High Street and South Main Street in the Village of North Baltimore were established by plats, and the parcels go to the edge of the R/W (see attached various plats and surveys).

The Auditor's Website matches the Tax Maps provided above.

Please call if you need more explanation.

Respectfully,

Ryan Crum

Survey Operations Manager & Asst. Tax Map

Wood County Engineers Office

1 Courthouse Square

Bowling Green, Ohio 43402

419-354-9060 *office*

419-354-1409 *fax*

rcrum@woodcountyohio.gov

From: Jared Baxter <JBaxter@kleinfelder.com>
Sent: Monday, July 27, 2026 10:00 AM
To: Crum, Ryan <RCrum@woodcountyohio.gov>
Subject: FW: apologies

Hi Ryan,

I had a couple questions regarding the RW on SR18. The auditor shows the property going to the centerline like the road is in easement, but I have 2 plans showing the road in fee RW. Can you verify the RW is fee here? We'd like to design sidewalks in the area and need to know if the township would need to get an easement for the project.

Thanks!

Jared Baxter PS

O: 567-331-2715

M: 614-256-0606

5201 Levis Commons Blvd

Suite 5201

Perrysburg, OH 43551

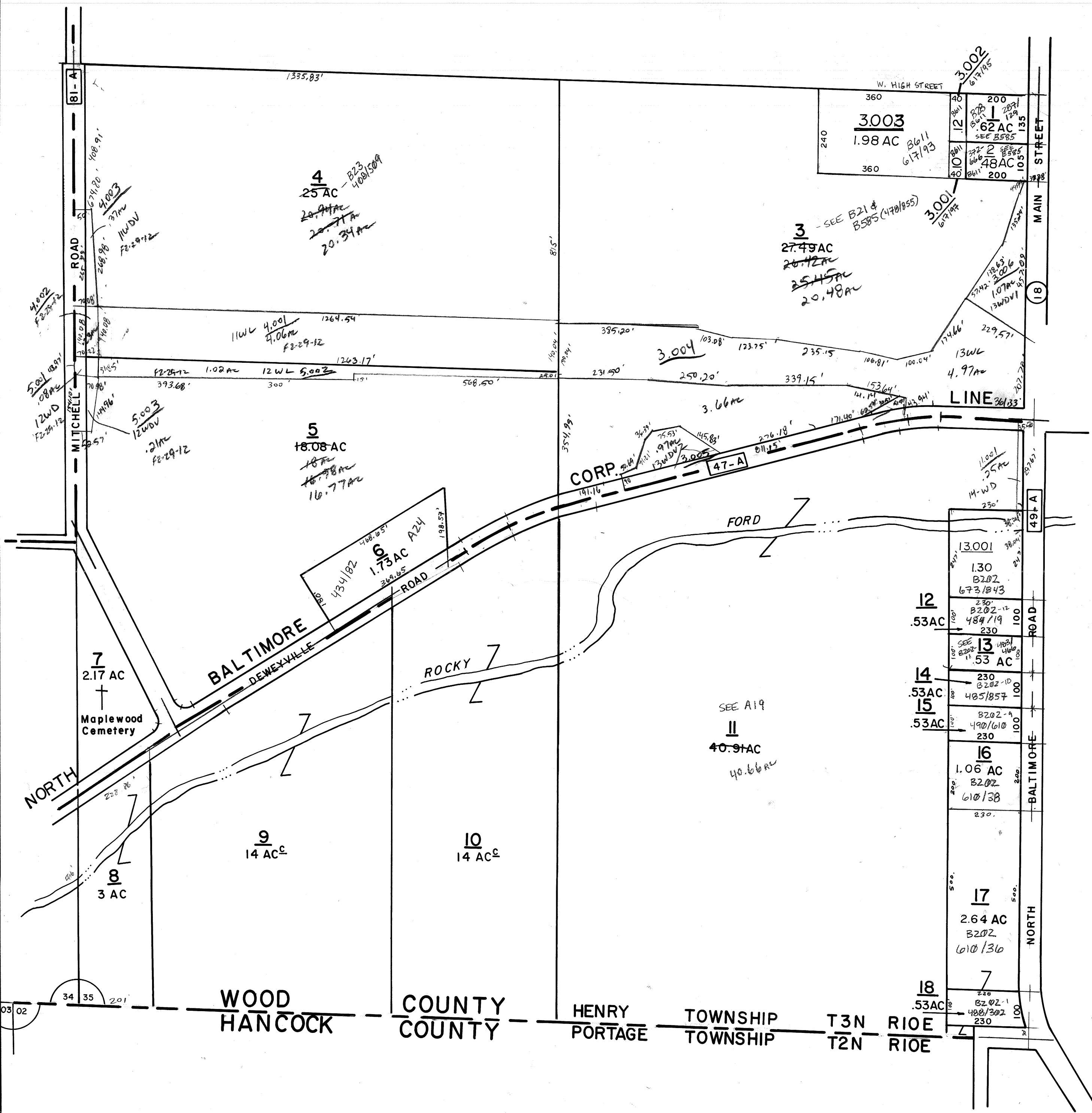


From: Victoria Martinez <TMartinez@kleinfelder.com>
Sent: Monday, July 27, 2026 9:40 AM
To: Jared Baxter <JBaxter@kleinfelder.com>; Kevin Blaine <KBlaine@kleinfelder.com>
Subject: FW: apologies

SEE MAP 310-3501
1"=100'

SEE MAP 310-3502
1"=100'

SEE MAP 310-3504
1"=100'



WOOD COUNTY, OHIO

NORTH BALTIMORE
HENRY TWP

REAL PROPERTY MAP		MAPPING LEGEND					MAP DATE & SCALE	ADJOINING MAPS	REAL PROPERTY MAP NUMBER(S)
PREPARED FOR COUNTY COMMISSIONERS WOOD COUNTY, OHIO BOWLING GREEN, OHIO	PREPARED BY SABRE SYSTEMS & SERVICE 9111 SPRINGBORO PIKE P.O. BOX 327 DAYTON, OHIO 45459	STATE OR COUNTY LINE ---	PROPERTY LINE ---	SECTION 18	UNITED STATES HIGHWAY 63	DATE OF MAP:	310-2900 310-2800 310-2700 310-3400 310-3500 310-3600	TOWNSHIP <u>3</u> NORTH RANGE <u>10</u> EAST	
		TOWNSHIP, CITY, TOWN LINE ---	LAND HOOK 7	ORIGINAL SUBDIVISION BLOCK NO. 10	OHIO STATE ROUTE 67	DATE OF REVISION:		SECTION <u>35</u>	
		SECTION OR SURVEY LINE ---	WATER ---	ORIGINAL SUBDIVISION LOT NO. 33	COUNTY ROAD NO. 32	DATE OF PHOTOGRAPHY: 4-83			
		HIGHWAY & STREET R.O.W. ---	SPECIAL DISTRICT LINE ---SDL---	BLOCK NUMBER 11	STREET & TOWN ROUTE BY NAME OR NO	SCALE: 1"= 200'		310-3500 REAL PROPERTY MAP NUMBER	
				PARCEL NUMBER 99					



WOOD COUNTY, OHIO

NORTH BALTIMORE
HENRY TWP

REAL PROPERTY MAP		MAPPING LEGEND				MAP DATE & SCALE		ADJOINING MAPS		REAL PROPERTY MAP NUMBER(S)	
PREPARED FOR COUNTY COMMISSIONERS WOOD COUNTY, OHIO BOWLING GREEN, OHIO	PREPARED BY SABRE SYSTEMS & SERVICE 9111 SPRINGBORO PIKE P.O. BOX 327 DAYTON, OHIO 45459	STATE OR COUNTY LINE TOWNSHIP, CITY, TOWN LINE SECTION OR SURVEY LINE HIGHWAY & STREET R.O.W.	PROPERTY LINE LAND HOOK WATER SPECIAL DISTRICT LINE	SECTION ORIGINAL SUBDIVISION BLOCK NO. ORIGINAL SUBDIVISION LOT NO. BLOCK NUMBER PARCEL NUMBER	UNITED STATES HIGHWAY OHIO STATE ROUTE COUNTY ROAD NO. STREET & TOWN ROUTE BY NAME OR NO.	DATE OF MAP : DATE OF REVISION: DATE OF PHOTOGRAPHY: 0100' SCALE: 1"= 100'	310-2700 310-2600 310-2604 310-3400 310-3500 310-3502 310-3400 310-3500 310-3504	TOWNSHIP <u>3</u> NORTH RANGE <u>10</u> EAST SECTION <u>35</u> NW 1/4 310-3501 REAL PROPERTY MAP NUMBER			



WOOD COUNTY, OHIO

NORTH BALTIMORE
HENRY TWP.

REAL PROPERTY MAP

MAPPING LEGEND

MAP DATE & SCALE

ADJOINING MAPS

REAL PROPERTY MAP NUMBER(S)

PREPARED FOR
COUNTY COMMISSIONERS
WOOD COUNTY, OHIO
BOWLING GREEN, OHIO

PREPARED BY
SABRE
SYSTEMS & SERVICE
9111 SPRINGBORO PIKE
P.O. BOX 327
DAYTON, OHIO 45459

STATE OR COUNTY LINE
TOWNSHIP, CITY, TOWN LINE
SECTION OR SURVEY LINE
HIGHWAY & STREET R.O.W.

PROPERTY LINE
LAND HOOK
WATER
SPECIAL DISTRICT LINE

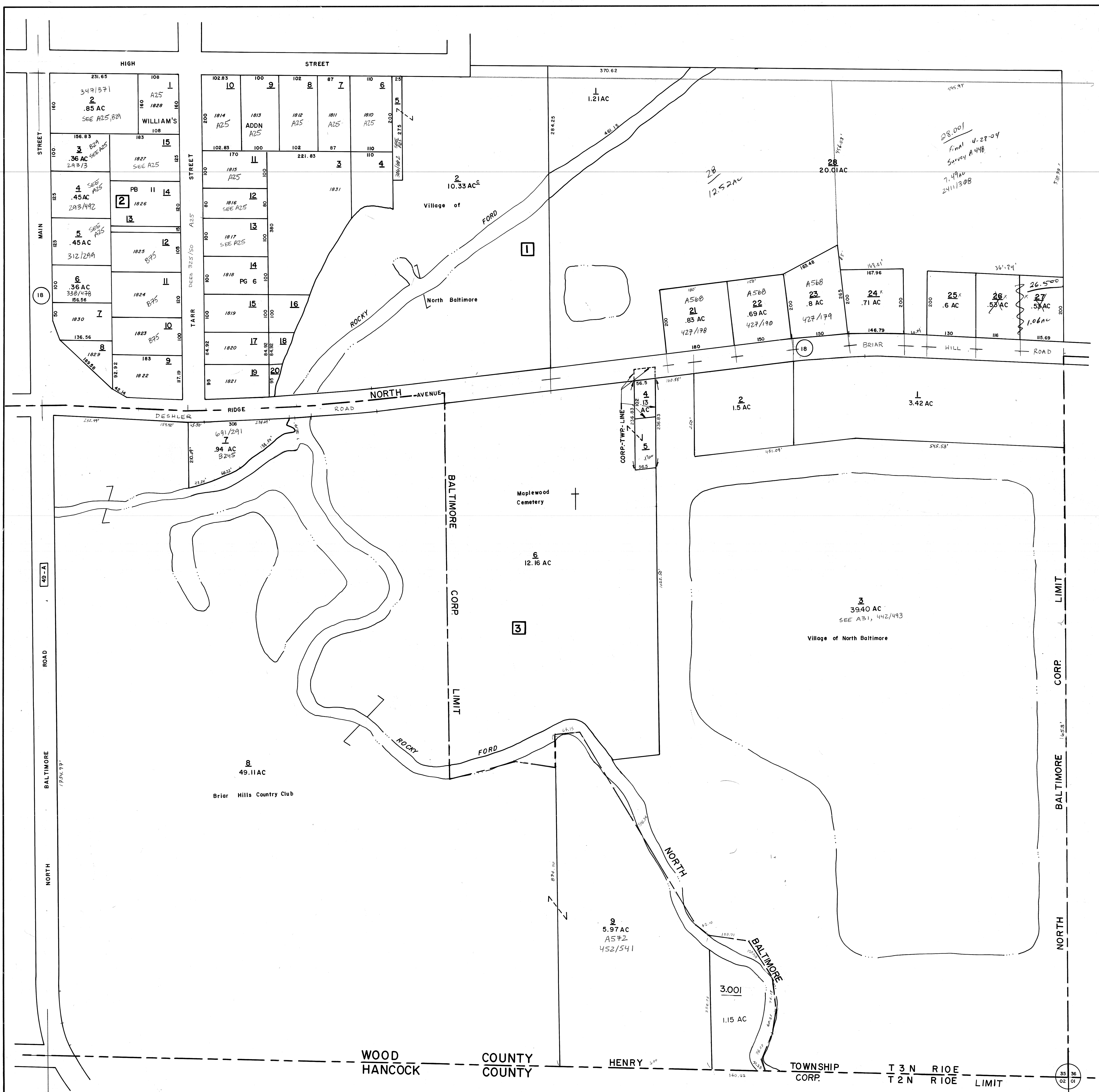
SECTION
ORIGINAL SUBDIVISION BLOCK NO.
ORIGINAL SUBDIVISION LOT NO.
BLOCK NUMBER
PARCEL NUMBER

UNITED STATES HIGHWAY
OHIO STATE ROUTE
COUNTY ROAD NO.
STREET & TOWN ROUTE BY NAME OR NO.

DATE OF MAP:
DATE OF REVISION:
DATE OF PHOTOGRAPHY:
SCALE: 1"=100'

ADJOINING MAPS
310-2803 310-2804 310-2500
310-3501 310-3502 310-3503
310-3504 310-3505 310-3506

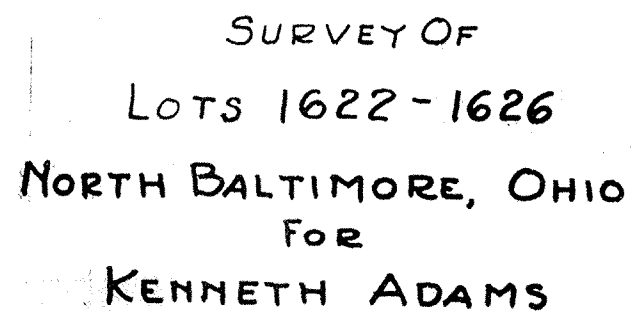
REAL PROPERTY MAP NUMBER(S)
TOWNSHIP 3 NORTH
RANGE 10 EAST
SECTION 35 NE 1/4
310-3502



NORTH BALTIMORE
HENRY TWP

REAL PROPERTY MAP		MAPPING LEGEND				MAP DATE & SCALE		ADJOINING MAPS		REAL PROPERTY MAP NUMBER(S)	
PREPARED FOR COUNTY COMMISSIONERS WOOD COUNTY, OHIO BOWLING GREEN, OHIO	PREPARED BY SABRE SYSTEMS & SERVICE 9111 SPRINGBORO PIKE P.O. BOX 327 DAYTON, OHIO 45459	STATE OR COUNTY LINE TOWNSHIP, CITY, TOWN LINE SECTION OR SURVEY LINE HIGHWAY & STREET R.O.W.	PROPERTY LINE LAND HOOK WATER SPECIAL DISTRICT LINE	SECTION ORIGINAL SUBDIVISION BLOCK NO. ORIGINAL SUBDIVISION LOT NO. BLOCK NUMBER PARCEL NUMBER	UNITED STATES HIGHWAY OHIO STATE ROUTE COUNTY ROAD NO. STREET & TOWN ROUTE BY NAME OR NO.	DATE OF MAP : DATE OF REVISION: DATE OF PHOTOGRAPHY: 4-83 0100'1" SCALE: 1"=100'		TOWNSHIP 3 NORTH RANGE 10 EAST SECTION 35 SE 1/4 310-3504 REAL PROPERTY MAP NUMBER			

Henry
COPY



FRED N. GOSSMAN
REG No 2958

72
Henn

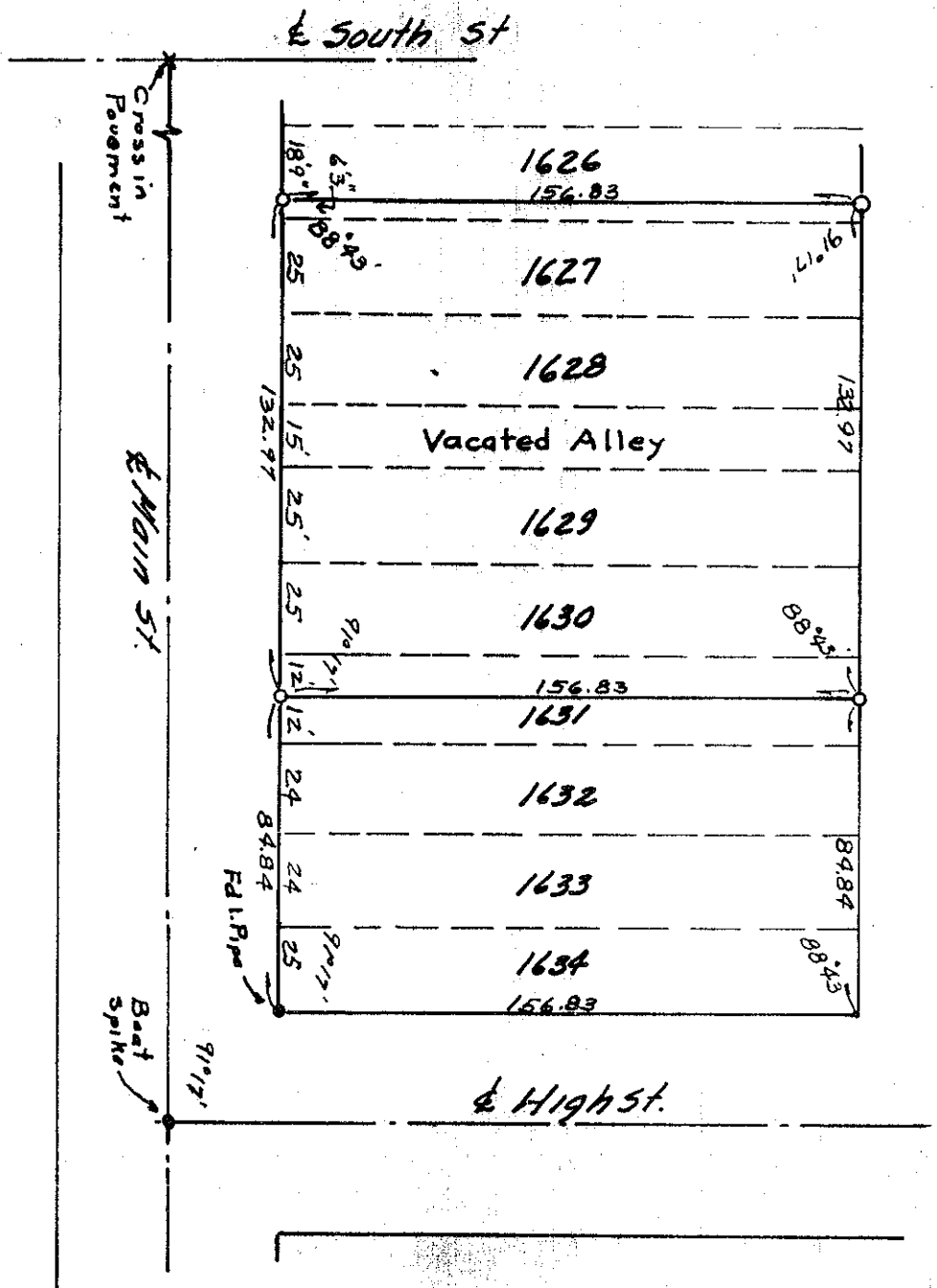
73
Henry

73
Henry

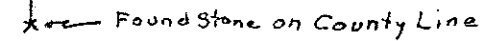
73
Henry

Survey of
Lots 1626-1631 North Baltimore Ohio
Scale 1"=50'
May 17 1955
Fred N. Gossman
Reg. No 2958

See 35



21
Henry

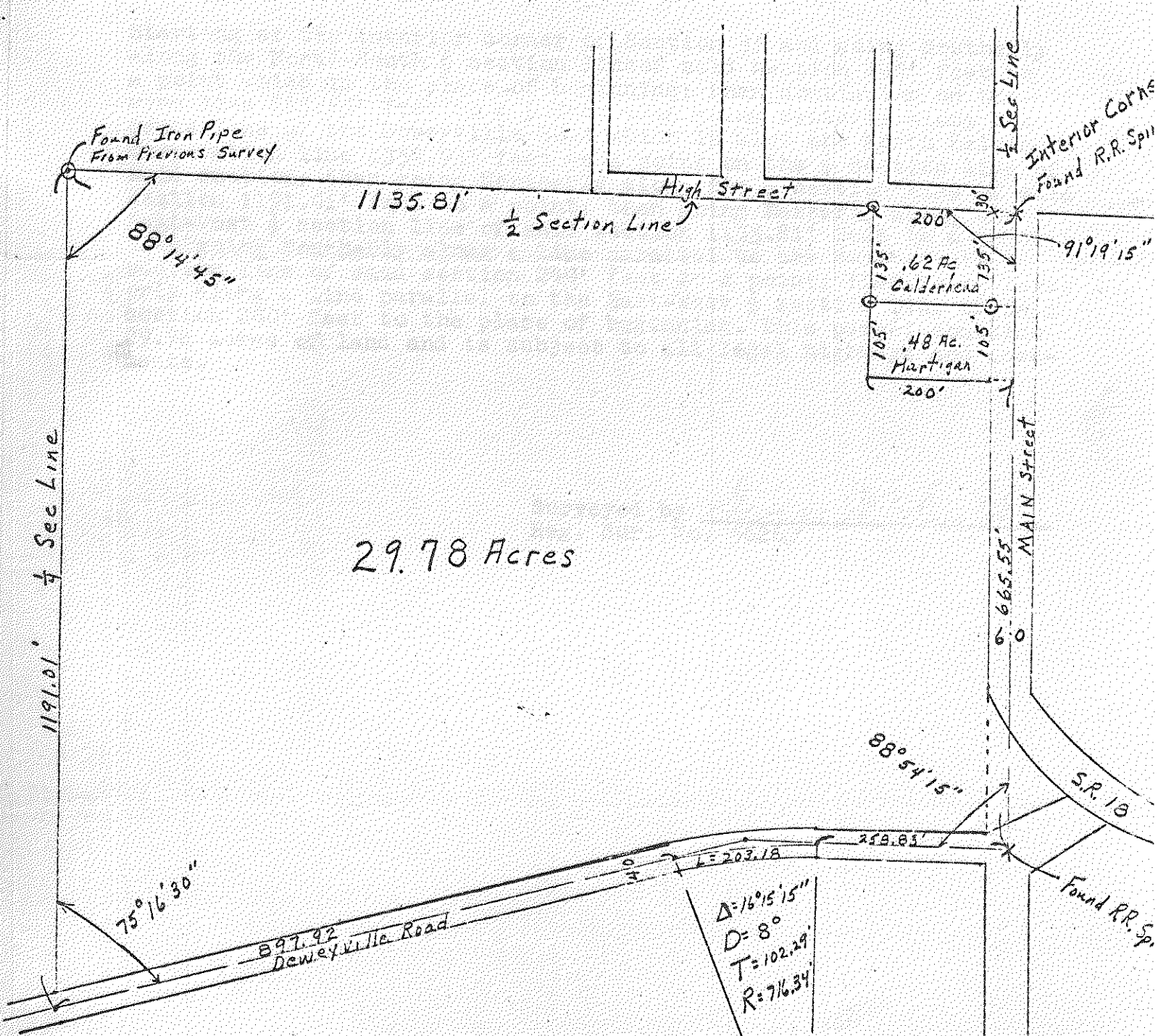


FRED N. GOSSMAN
REG. SURV. No 295B

21 Penny

585
HENRY

PLAT OF SURVEY
NORTH PART EAST $\frac{1}{2}$ SOUTHWEST $\frac{1}{4}$
SECTION 35 T3N R10E
NORTH BALTIMORE CORPORATION
HENRY TOWNSHIP, WOOD COUNTY, OHIO.



Surveyed by George W. Smith
Reg. Sur. No. 5626

1" = 200' Feet

○ - Iron Pipe Found

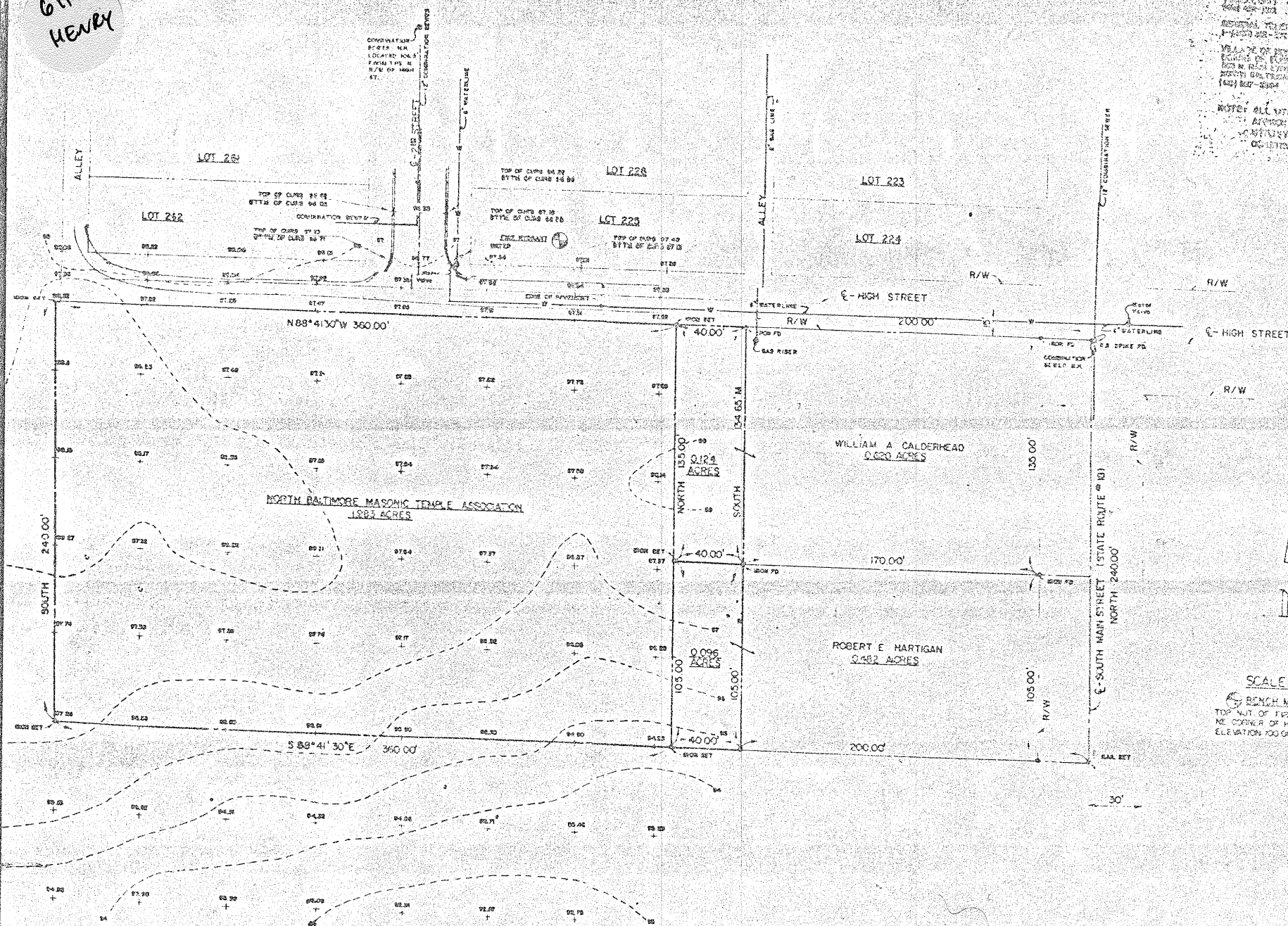
X - R.R. Spike Found

611
HENRY

RECEIVED THE AIR FORCE COMMISSION
FEBRUARY 1962

WILLIAM H. HENRY, JR.
BORN IN 1900
100 N. 10TH ST.
MINN. POL. DEPT. CHICAGO, ILL.
(214) 247-1000

NOTES: ALL UTILITIES SHOWN ARE APPROXIMATE. CONSULT INDIVIDUAL UTILITY COMPANIES PRIOR TO FINAL CONSTRUCTION.



SCALE: 1" = 30'


BENCH MARK
 TOP WJT OF FIRE HYDRANT AT
 NW CORNER OF HIGH ST AND 2ND ST
 ELEVATION: 100.00 (ASSUMED DATUM)

STVEY & PLAT BY

EDWARD A LAR MORRIS
REGISTERED SLAVE FOR " 6501



4-11-1964
to 19-11-1964
19-11-1964
19-11-1964
19-11-1964
19-11-1964

SURVEY FOR
NORTH BALTICORE MASONIC TEMPLE

NOTED
JUN 17 1966

1924

611
HENRY

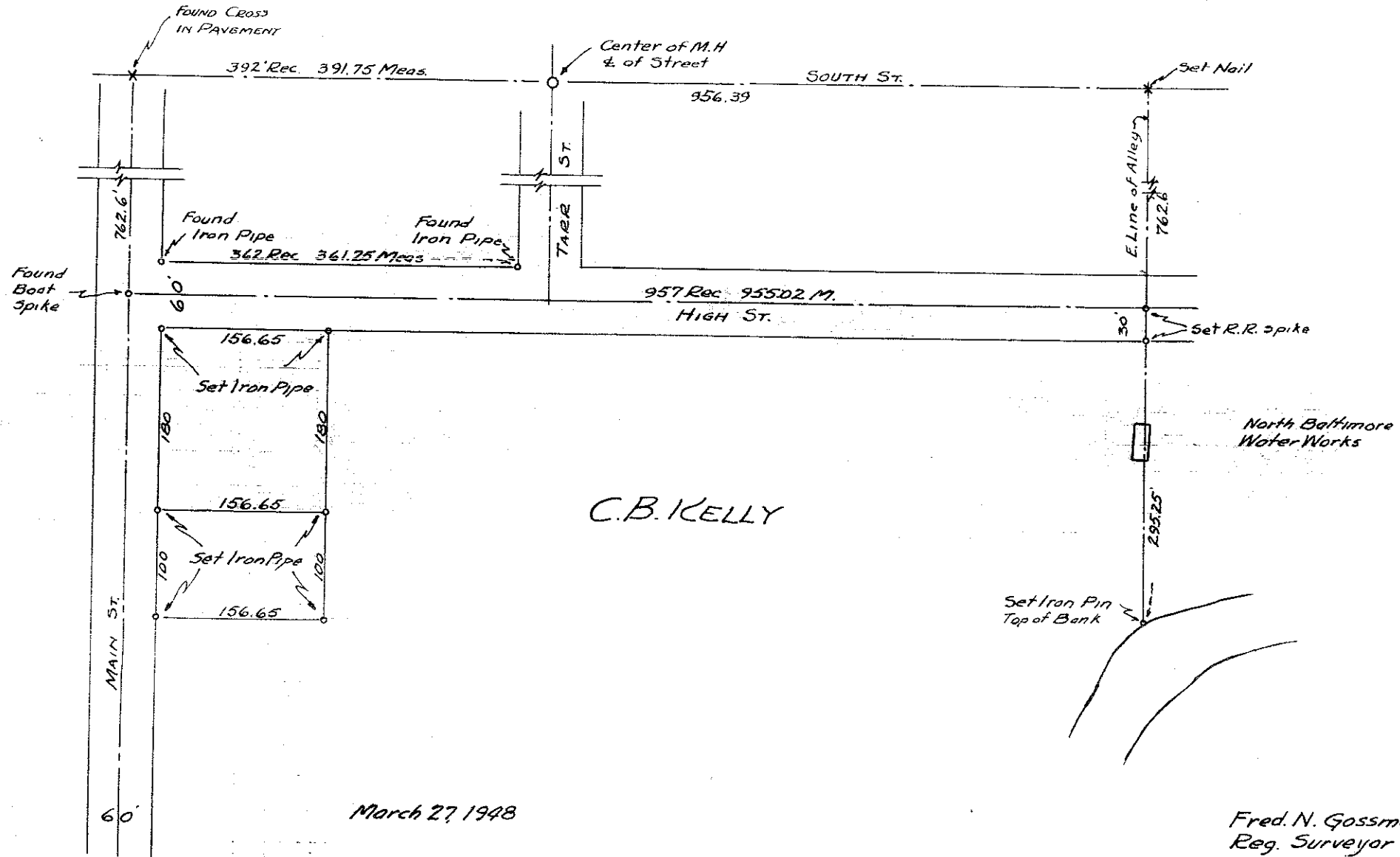
CoAC

FRED. N. GOSSMAN
REG. No 2958



29
Henry

SURVEY OF
NORTHWEST PART OF THE SOUTHEAST QUARTER SECTION 35
HENRY TOWNSHIP
IN VILLAGE OF NORTH BALTIMORE, OHIO



29
Henry

8005

STATE OF OHIO

DEPARTMENT OF HIGHWAYS

W00-18-(11.58-12.63)

HENRY TOWNSHIP

WOOD COUNTY

VILLAGE OF NORTH BALTIMORE

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	STATE

1
27

DEC 16 1963

GROUND PHOTOLAB

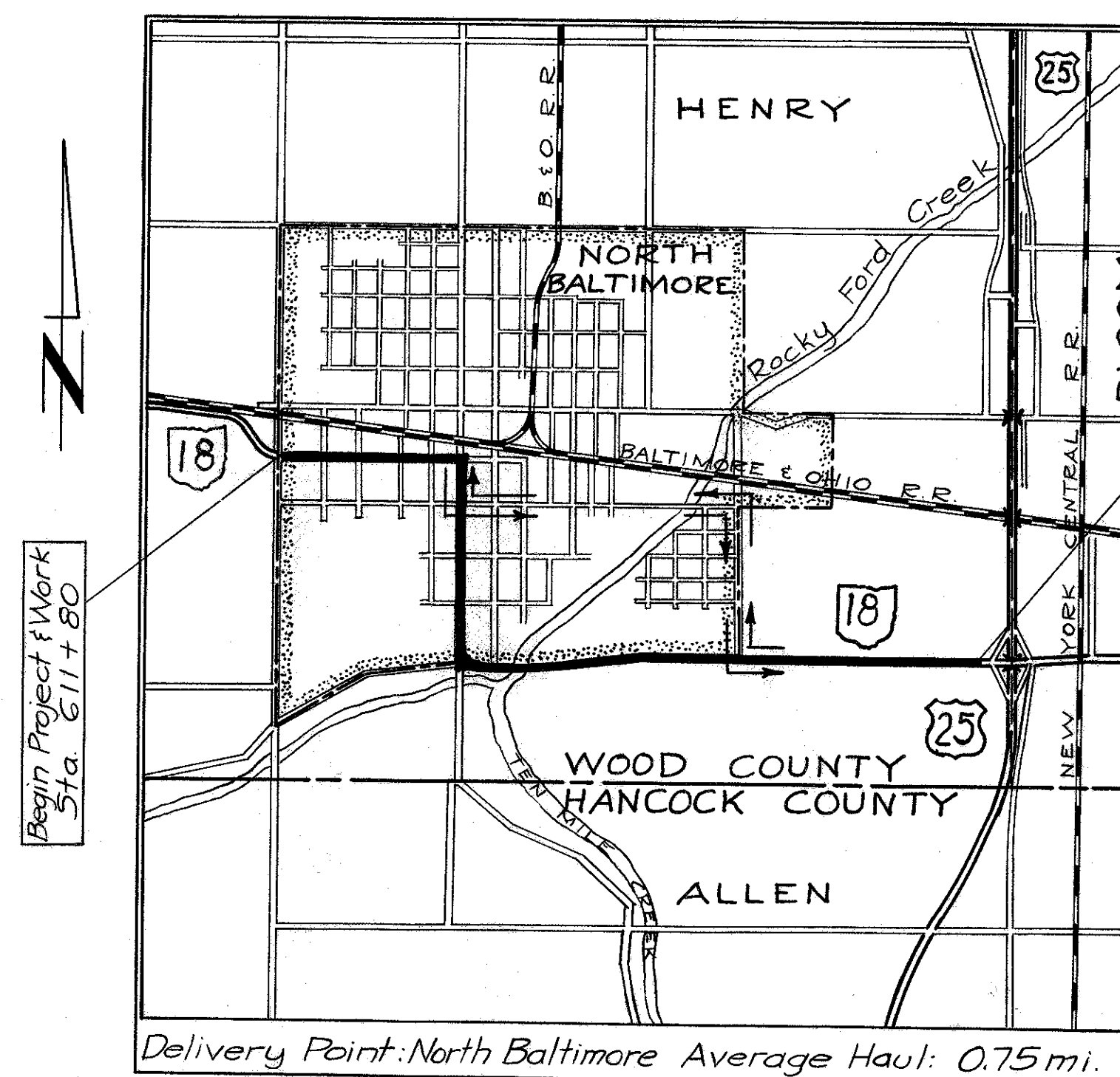
W00-18-(11.58-12.63)

CONVENTIONAL SIGNS

County Line	-----
Township Line	-----
Section Line	-----
Center Line	-----
Corporation Line	-----
Fence Line	-----
Guard Rail: Existing	-----
Proposed	-----
Railroad	-----
Poles: Power	-----
Trees or Stumps	-----
Sewers: Existing	-----
Proposed	-----

INDEX OF SHEETS

Title Sheet	1
Typical Sections	2-3
General Notes	4
General Summary	4
Calculations	5-6
Sub-Summaries	6-7
Plan and Profile Sheets	8-17
Cross Sections	18-27



LOCATION MAP



Portion to be improved
State roads
Other roads or streets
Detour

SCALE

Plan: 1" = 50'
Profile: Horizontal: 1" = 50'
Vertical: 1" = 5'
Cross Sections: 1" = 5'

1961 SPECIFICATIONS

The standard specifications of the State of Ohio, Department of Highways, including changes and supplemental specifications listed in the proposal shall govern this improvement.

The right of way for this improvement will be provided by the State of Ohio.

I hereby approve these plans and declare that the making of this improvement will require the part time closing of the highway to traffic, as noted on Sheet No. 4, during which time detours will be provided as shown hereon. Provisions for the maintenance and safety of traffic will be as set forth on the plans and estimates.

Approved: Frank W. Padgett
Date: 4-26-61 Mayor, Village of North Baltimore.

Approved: G. H. Luber
Date: 4-26-61 Division Deputy Director.

Approved: W. H. Luber
Date: 5-16-61 Engineer of Bridges.

Approved: W. H. Luber
Date: 5-24-61 Engineer of Location & Design.

Approved: C. W. McHugh
Date: 5-24-61 Deputy Director of Design & Construction.

Approved: W. H. Luber
Date: 5-17-61 Deputy Director of Right of Way.

Approved: W. H. Luber
Date: 6-3-61 Deputy Director of Planning & Programming.

Approved: W. H. Luber
Date: 6-5-61 First Assistant Director.

Approved: E. S. Preston
Date: 6-5-61 Director of Highways.

LINE DATA

Description	Municipal	Half Municipal Half Rural	Rural	Total Lin. Ft.
Begin Work & Project	611 + 80			5714.99
End Municipal	668 + 94.99			
Station Equation: 668 + 94.99 Back - 669 + 83.54 Ahead				
Begin Half Mun. - Half Rural		669 + 83.54		
Station Equation: 690 + 36.24 Back - 690 + 37.06 Ahead				3754.76
End Half Mun. - Half Rural		707 + 39.12		
Begin Rural			707 + 39.12	
End Work & Project			739 + 11.8	3172.68
Gross Length - Net Length	5714.99	3754.76	3172.68	12642.43
Miles	1.082	0.711	0.600	2.394

STANDARD DRAWINGS

DR-1	1-3-55	I-12	7-1-54	I-15 No. 1	11-15-60
G-707	6-1-56	I-15 No. 2-A	8-17-60		
HW-E	11-15-60	L-1	4-1-50		
I-1	11-15-60	L-3	4-1-50		
I-8CB1-2A & B	1-26-59	RI-1	7-15-58		
I-8CB2-2A & B	3-2-59	T-35	1-2-56		
I-8CB No. 6	1-26-59	L-3-A	4-1-50		

SUPPLEMENTAL SPECIFICATIONS

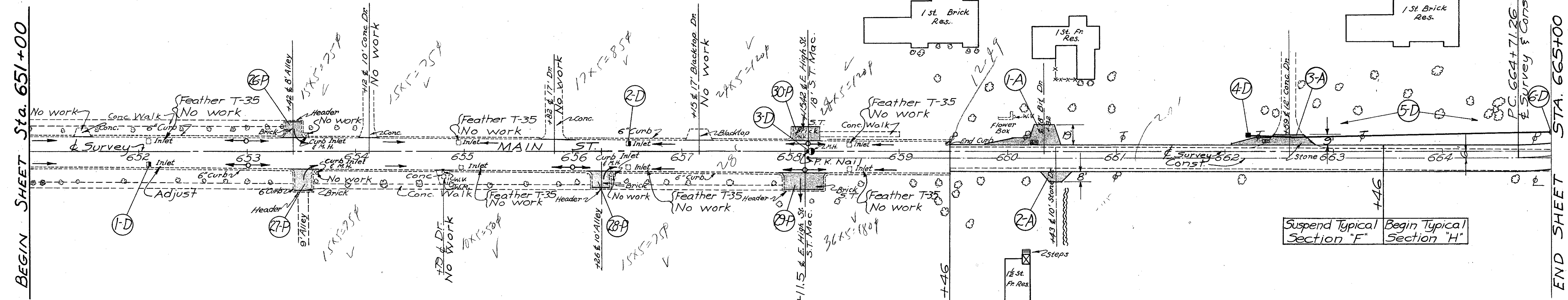
None

File No.	WOOD COUNTY	W00-18-(11.58-12.63)
Date of Letting		
Contract No.		

DEC 16 1963

GROUND PHOTOLAB

Woo. 18-(11.58-12.63)

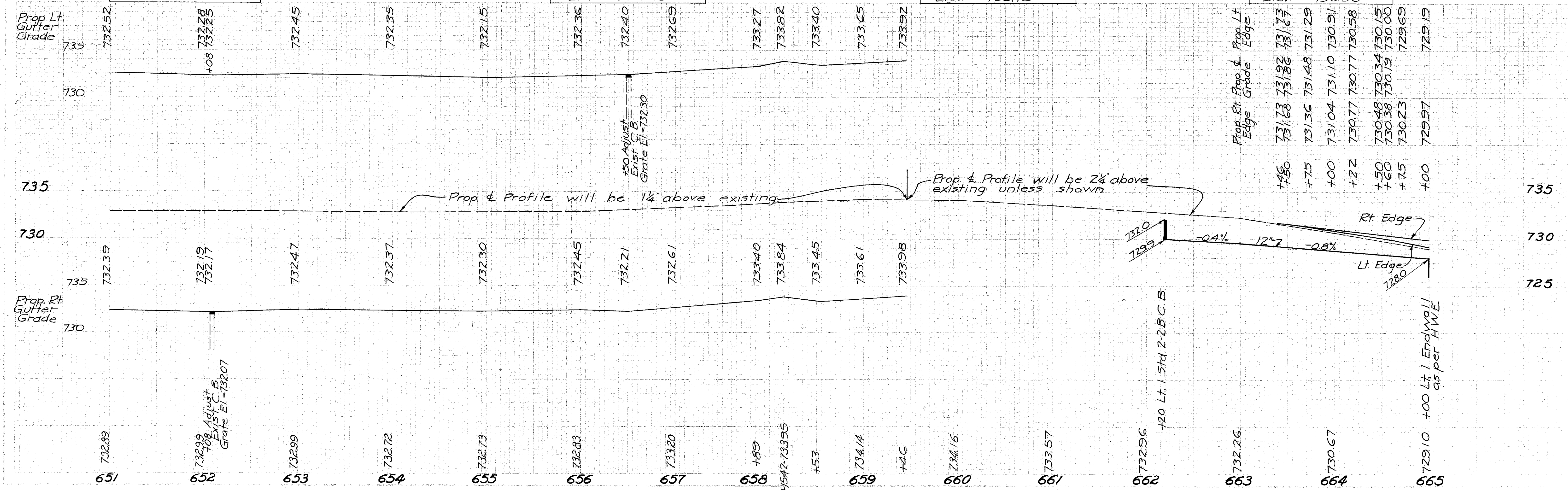


B.M. No. 11, N.E. Cor 1st step
House No. 306, Rt. Sta. 651+82
Elev. = 733.94

B.M. No. 12, N.E. Cor 1st step
House No. 334, Rt. Sta. 656+50
Elev. = 734.48

B.M. No. 13, Spike Tel. Pole
Lt. Sta. 660+15
Elev. = 735.73

B.M. No. 14, Spike E. side
Tel. Pole, Lt. Sta. 664+81
Elev. = 730.36

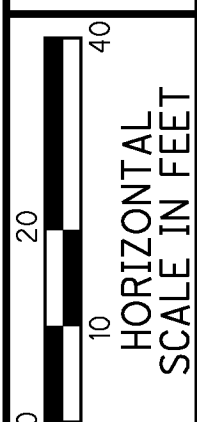
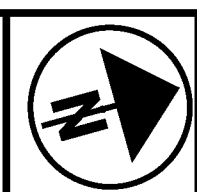


STA. 651+00 TO STA. 665+00

WOO-18-10.53
WOOD COUNTY
HENRY TOWNSHIP
SEC. 27, 28, 33, 34, 35, R.10E, T.3N

Q CURVE DATA
MAIN ST.

C1	C2
P.I. Sta. 11+61.94	P.I. Sta. 14+93.57
$\Delta = 24^{\circ} 38' 49''$ (RT)	$\Delta = 36^{\circ} 26' 15''$ (LT)
$Dc = 11^{\circ} 27' 33''$	$Dc = 11^{\circ} 27' 33''$
$R = 500.00'$	$R = 500.00'$
$T = 109.23'$	$T = 164.57'$
$L = 215.09'$	$L = 317.98'$
$E = 11.79'$	$E = 26.39'$
$C = 213.43'$	$C = 312.64'$
$C.B. = N 24^{\circ} 56' 31'' E$	$C.B. = N 19^{\circ} 02' 49'' E$



PID NO.
88253

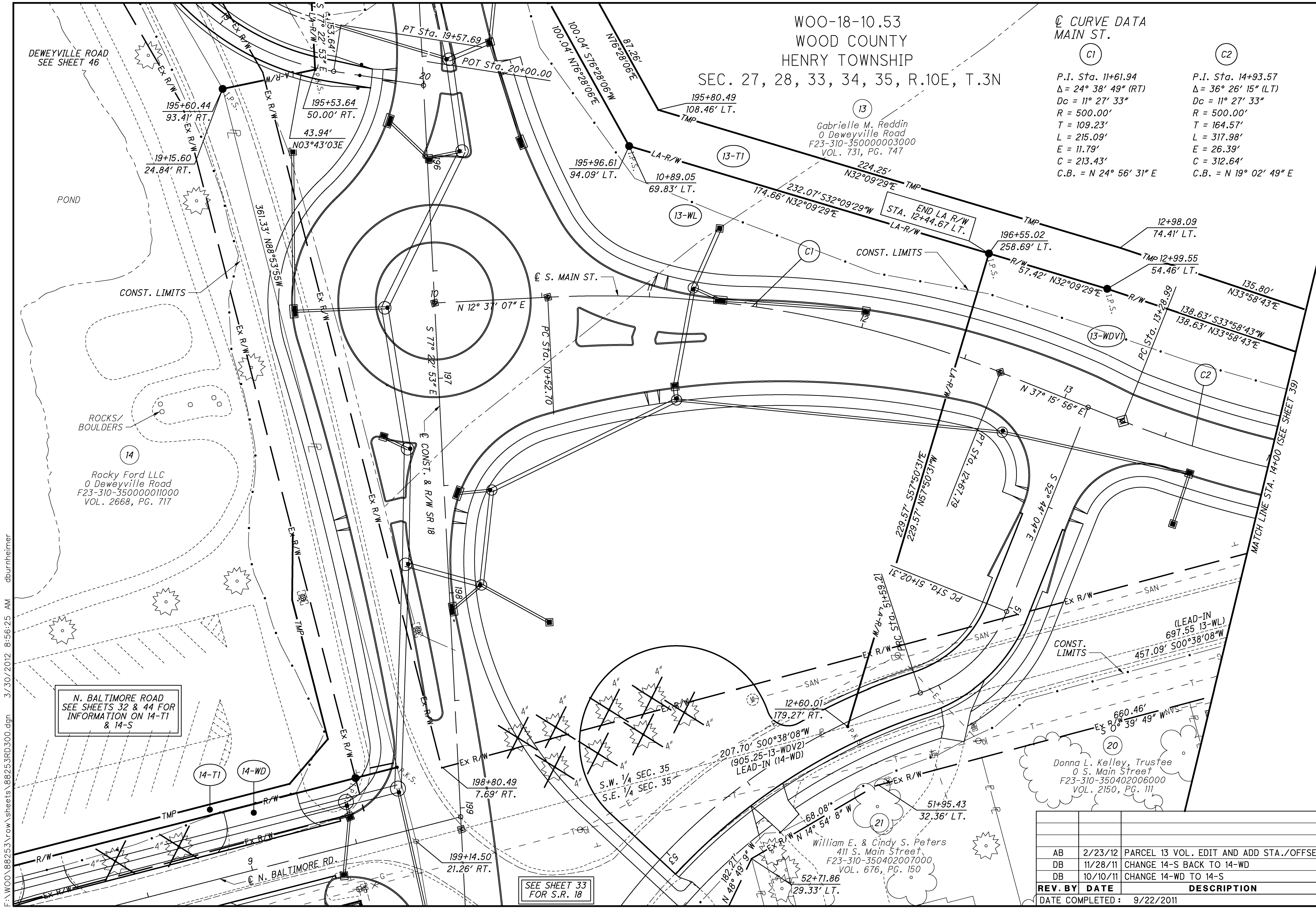
R/W DESIGNER
SBH
R/W REVIEWER
BCS

RIGHT OF WAY PLAN
STA. 10+00 TO STA. 14+00

WOO-18-10.53

38 / 46

318
327



F:\WOO\88253\row sheets\88253RD300.dgn 3/30/2012 8:56:25 AM dburnheimer

N. BALTIMORE ROAD
SEE SHEETS 32 & 44 FOR
INFORMATION ON 14-T1
& 14-S

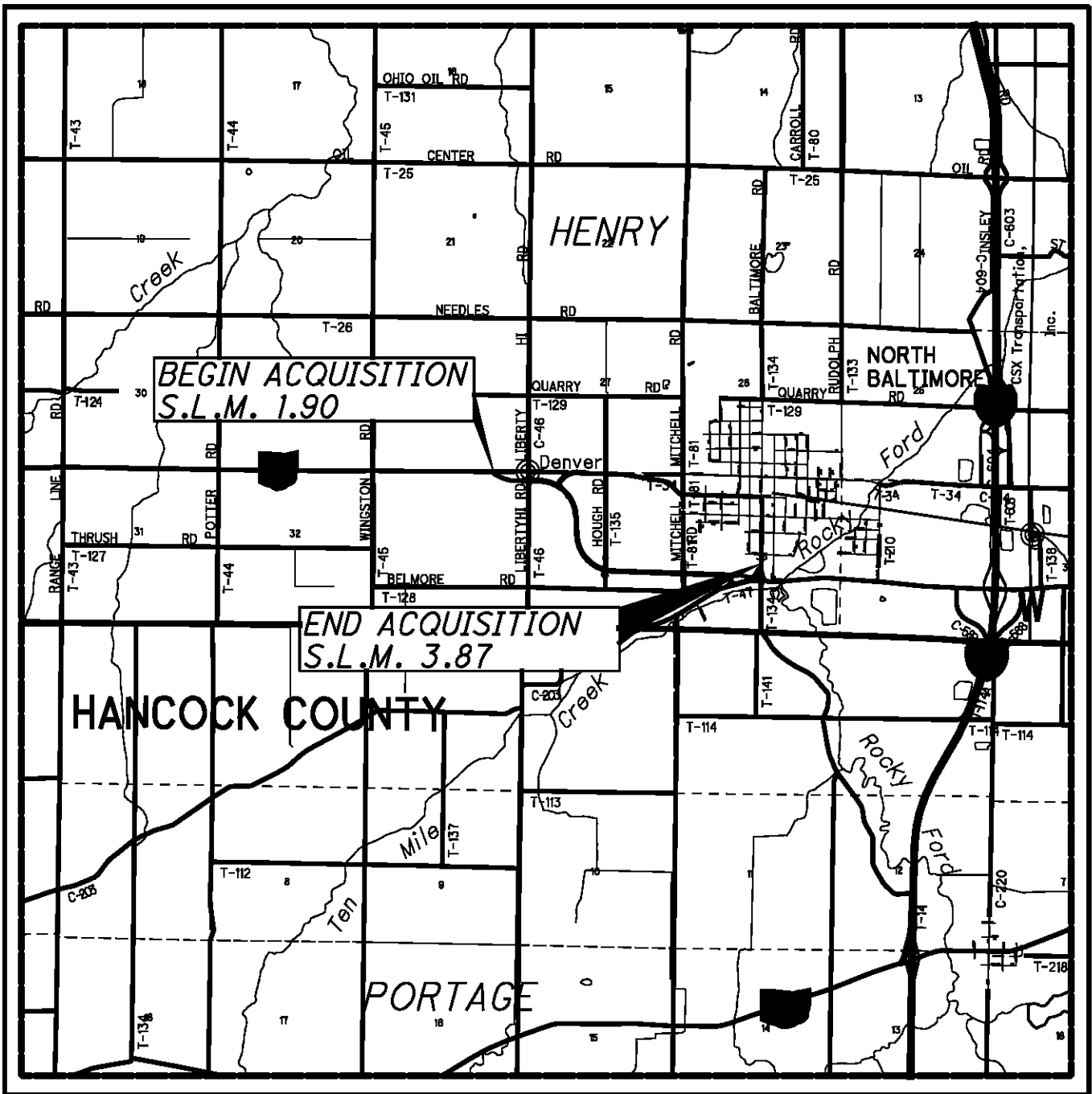
SEE SHEET 33
FOR S.R. 18

REV. BY	DATE	DESCRIPTION
AB	2/23/12	PARCEL 13 VOL. EDIT AND ADD STA./OFFSET
DB	11/28/11	CHANGE 14-S BACK TO 14-WD
DB	10/10/11	CHANGE 14-WD TO 14-S
DATE COMPLETED: 9/22/2011		



ALL AREAS IN ACRES

ALL AREAS IN ACRES																		FEDERAL PROJECT NO.																							
PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD		AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUC-TURE	NET RESIDUE		TYPE FUND	REMARKS	AS ACQUIRED																									
			BOOK	PAGE								LEFT	RIGHT			BOOK	PAGE																								
10	Lou F. & Clara V. Hindall		769	716	F22-310-340000030001	1.26	0.115							STATE	No Take																										
11	Ralph V. & Donna S. Barnhisel, Trustees		713	58	F23-310-350000004000	25.00	0.380																																		
11-WD		27					0.000	0.226	0.096	0.130																															
11-WDV		27, 43					0.000	0.368	0.184	0.184					To be acquired for the Village of North Baltimore																										
11-WL		27-30					0.000	4.062	0.000	4.062																															
	Total					25.00	0.380	4.656	0.280	4.376		20.244																													
11-T		27-30					0.000	0.581	0.000	0.581					To Reconstruct Agricultural Drainage																										
12	Betty J. Noykos		2944	395	F23-310-350000005000	18.08	0.880																																		
12-WD		27					0.000	0.077	0.031	0.046																															
12-WDV		27, 42					0.000	0.211	0.105	0.106					To be acquired for the Village of North Baltimore																										
12-WL		27-30					0.000	1.017	0.000	1.017																															
	Total					18.08	0.880	1.305	0.136	1.169			16.031																												
12-T		27-30					0.000	0.587	0.000	0.587					To Reconstruct Agricultural Drainage																										
13	Gabriele M. Reddin		731	747	F23-310-350000003000	27.49	1.084																																		
13-WL		30-32, 38					0.000	4.969	0.302	4.667																															
13-WDV1		38, 39					0.000	1.070	0.308	0.762					To be acquired for the Village of North Baltimore																										
13-WDV2		32, 45, 46					0.000	0.972	0.374	0.598					To be acquired for the Village of North Baltimore																										
	Total					27.49	1.084	7.011	0.984	6.027		16.915	3.464																												
13-T1		30-32,38,39					0.000	0.736	0.000	0.736					To Reconstruct Agricultural Drainage																										
13-T2		30-32					0.000	0.428	0.000	0.428					To Reconstruct Agricultural Drainage																										
14	Rocky Ford LLC		2668	717	F22-310-350000011000	40.91	1.080																																		
14-WD		32,38,44					0.000	0.248	0.142	0.106																															
14-S		44					0.000	0.055	0.000	0.055																															
	Total		2668	717	F22-310-350403008000	49.11	1.660																																		
						90.02	2.740	0.303	0.142	0.161			87.119																												
14-T1		32, 38, 44					0.000	0.046	0.000	0.046					For Work Area to Build Storm Sewer and Drives																										
14-T2		32, 33, 44					0.000	0.091	0.000	0.091					To Reconstruct Drives and Construct Curb																										
15	Brit Williams		744	191	F22-310-350403007000	0.81	0.200																																		
15-T		33					0.000	0.014	0.000	0.014					For Work Area for Drive and Grading																										
16	Phyllis Ann Hartigan		2666	914	F23-310-350000002000	0.48	0.070																																		
16-T		39					0.000	0.010	0.000	0.010					To Reconstruct Drive																										
17	William James & Linette A. Carver	39			F23-310-350000001000	0.62									No Take																										
18	Matthew B. Gerdeman	39	3035	836	F23-310-350402003000	0.36									No Take																										
19	Edward Charles Vanaman & Renee Lee Griffith		595	1094	F23-310-350402004000	0.45	0.000								No Take																										
20	Donna L. Kelley, Trustee	38, 39	2150	111	F23-310-350402005000	0.45									No Take																										
			2150	111	F23-310-350402006000	0.36																																			
21	William E. & Cindy S. Peters	32, 38	676	150	F23-310-350402007000	0.34									No Take																										
22	Ned L. & Theresa D. Slaughterbeck	32, 33	2900	522	F23-310-350402008000	0.11									No Take																										
23	Constance E. Hillard		729	704	F23-310-350402009000	0.45	0.000																																		
23-T1		33					0.000	0.003	0.000	0.003					For Work Area for Drive and For Grading Purposes																										
23-T2							0.000	0.009	0.000	0.009					For Work Area for Drive and For Grading Purposes																										
24	William C Jr. & Sue F. Nigh		2525	800	F23-310-350401019000	0.37	0.000																																		
24-T		33					0.000	0.011	0.000	0.011				STATE	For Grading Purposes																										
(c) = CALCULATED AREA SEE SHEET 8 FOR LEGEND <table><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td>DB</td><td>11/29/11</td><td>CHANGE 14-SHV TO 14-WD, EDIT 14-S</td></tr><tr><td>DB</td><td>10/10/11</td><td>CHANGE 14-WD TO 14-S & 14-SHV</td></tr><tr><td>REV. BY</td><td>DATE</td><td>DESCRIPTION</td></tr><tr><td colspan="2">FIELD REVIEW BY</td><td>DATE:</td></tr><tr><td colspan="2">OWNERSHIP VERIFIED BY</td><td>DATE:</td></tr><tr><td colspan="3">DATE COMPLETED : 9/22/2011</td></tr></table>																								DB	11/29/11	CHANGE 14-SHV TO 14-WD, EDIT 14-S	DB	10/10/11	CHANGE 14-WD TO 14-S & 14-SHV	REV. BY	DATE	DESCRIPTION	FIELD REVIEW BY		DATE:	OWNERSHIP VERIFIED BY		DATE:	DATE COMPLETED : 9/22/2011		
DB	11/29/11	CHANGE 14-SHV TO 14-WD, EDIT 14-S																																							
DB	10/10/11	CHANGE 14-WD TO 14-S & 14-SHV																																							
REV. BY	DATE	DESCRIPTION																																							
FIELD REVIEW BY		DATE:																																							
OWNERSHIP VERIFIED BY		DATE:																																							
DATE COMPLETED : 9/22/2011																																									
SUMMARY OF ADDITIONAL RIGHT OF WAY																		PID NO. 88253	STATE JOB NO. 427023	R/W DESIGNER DB	R/W REVIEWER BCS	W00-18-10.53	9 / 46	287 327																	



RIGHT OF WAY LEGEND SHEET W00-18-10.53

NORTH BALTIMORE
HENRY TOWNSHIP
WOOD COUNTY

SEC. 27, 28, 33, 34, 35, R.10E, T.3N.

PROJECT DESCRIPTION

2.25 MILES OF NEW ROADWAY TO CONSTRUCT RELOCATED STATE ROUTE 18 BETWEEN LIBERTY-HI ROAD AND SOUTH MAIN STREET, PROJECT INCLUDES GRADING, AND PAVING AND WORK TO TIE IN CROSS STREETS. PROJECT ALSO INCLUDED CONSTRUCTION OF A ROUNDABOUT AT SOUTH MAIN STREET AND STATE ROUTE 18.

PROJECT CONTROL

STATE PLANE GRID = OHIO NORTH NAD83
PROJECT ADJUSTMENT FACTOR = 1.000086958

LIMITED ACCESS DECLARATION

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE REVISED CODE OF OHIO.

PLANS PREPARED BY:

FIRM NAME : BARR & PREVOST, INC.

PLANS PREPARED BY: BRUCE SMITH

FIELD REVIEW BY:

DATE COMPLETED:

OWNERSHIP VERIFIED BY: BRUCE SMITH

DATE COMPLETED: 3-31-11

DATE COMPLETED: 9/22/2011

INDEX OF SHEETS:

LEGEND SHEET	1
CENTERLINE PLATS	2-6
PROPERTY MAPS	7
SECTION LINE DETAILS	7A
SUMMARY OF ADDITIONAL R/W	8-9
R/W DETAIL	10-16,16A,17-35,35A,36-45,45A,46

STRUCTURE KEY

	RESIDENTIAL
	COMMERCIAL
	OUT-BUILDING

LEGEND

WL = WARRANTY DEED (Fee Simple with Limitation of Access)
WD = WARRANTY DEED (Fee Simple with Reservation of Access)
E = Fee Simple Excess Land
T = Temporary Easement
S = Sewer Easement

UTILITY OWNERS			
ELECTRIC	AEP - AMERICAN ELECTRIC POWER 209 N. WOOD STREET FOSTORIA, OHIO 44830 ATTN: JEFF MEYERS 419-436-2008	CABLE	TIME WARNER CABLE 205 CRYSTAL AVENUE FINDLAY, OHIO 45840 ATTN: MARK ALBRIGHT 419-429-7484
	FRONTIER 300 WEST GYPSY LANE ROAD, BUILDING A BOWLING GREEN, OHIO 43402 ATTN: RON HARRIS 419-354-9455		COLUMBIA GAS OF OHIO, INC. 300 GYPSY LANE ROAD BOWLING GREEN, OH 43402 ATTN: ROB LANGFORD 419-427-3227
PHONE	VILLAGE OF NORTH BALTIMORE WATER AND SEWER DEPARTMENT 205 N. MAIN STREET NORTH BALTIMORE, OHIO 45872 ATTN: ANDREW PATTERSON 419-257-2141		

NOTES: THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE OBTAINED FROM THE OWNER OF THE UTILITIES AS REQUIRED BY SECTION 153.64 O.R.C.

CONVENTIONAL SYMBOLS

County Line	-----	Edge of Shoulder (Pr)	-----
Township Line	-----	Ditch / Creek (Ex)	-----
Section Line	-----	Ditch / Creek (Pr)	-----
Corporation Line	----- or -----	Tree Line (Ex)	-----
Fence Line (Ex)	----- x ----- (Pr) ----- x -----	Ownership Hook Symbol	----- Z -----, Example ----- Z -----
Center Line	-----	Property Line Symbol	----- P -----, Example ----- P -----
Right of Way (Ex)	----- Ex R/W -----	Break Line Symbol	----- V -----, Example ----- V -----
Right of Way (Pr)	----- R/W -----	Tree (Pr)	
Standard Highway Ease.(Ex)	----- Ex SH -----	Tree (Ex)	
Temporary Right of Way	----- TMP -----	Shrub (Ex)	
Channel Ease. (Pr)	----- CH -----	Tree (Remove)	
Utility Ease. (Ex)	----- Ex U -----	Shrub (Remove)	
Sewer Ease. (Pr)	----- SW -----	Evergreen (Ex)	
Railroad	----- or -----	Stump (Remove)	
Guardrail (Ex)	----- (Pr) -----	Wetland (Pr)	
Construction Limits	-----	Grass (Pr)	
Edge of Pavement (Ex)	-----	Aerial Target	
Edge of Pavement (Pr)	-----	Post (Ex)	
Edge of Shoulder (Ex)	-----	Mailbox (Ex)	
		Mailbox (Pr)	
		Light (Ex)	
		Telephone Marker (Ex)	
		Fire Hydrant (Ex)	
		Water Meter (Ex)	
		Water Valve (Ex)	
		Utility Valve Unknown (Ex.)	
		Telephone Pole (Ex)	
		Power Pole (Ex)	
		Light Pole (Ex)	

I, Bruce C. Smith, P. S. have conducted a survey of the existing conditions for the Ohio Department of Transportation on August 2011. The results of that survey are contained herein.

The horizontal coordinates expressed herein are based on the Ohio State Plane Coordinates system NAD 83, Ohio North zone and was provided by the Ohio Department of Transportation. The Project Adjustment Factor used for this project is 1.000086958 .

As a part of this project I have reestablished the locations of the existing property lines and the existing centerline of Right of Way for property takes contained herein.

As a part of this project I have established the proposed property lines, calculated the Gross Take, present roadway occupied (PRO), Net Take and Net Residue; as well as prepared the legal descriptions necessary to acquire the parcels as shown herein.

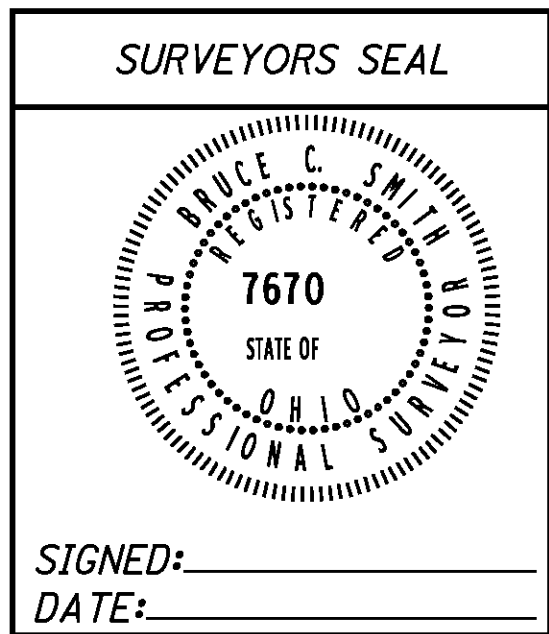
As a part of this work I have set the monuments at the proposed Property corners, Section Corners and other points as shown herein. However, Item 604 Monument Assemblies, Item 604 Reference Monuments and Centerline Monuments shall be installed by the construction contractor as specified in the plans. All Centerline Monuments, and Right of Way Monuments set and/or reset by the contractor's surveyor will include a cap as per Standard Construction Drawing RM-1.1 and bear the surveyor's Ohio registration number and/or name or company name. This work will be done in accordance with OAC 4733-37 as cited below.

All of my work contained herein was conducted in accordance with Ohio Administrative Code 4733-37 commonly known as "A Minimum Standards for Boundary Surveys in the State of Ohio" unless noted.

The words I and my as used herein are to mean either myself or someone working under my direct supervision.

Bruce C. Smith, Professional Land Surveyor 7670

Date:



FEDERAL PROJECT NO.

PID NO.

88253

CALCULATED

SBH

CHECKED

BCS

RIGHT OF WAY
LEGEND SHEET

W00-18-10.53

1/46

278

327

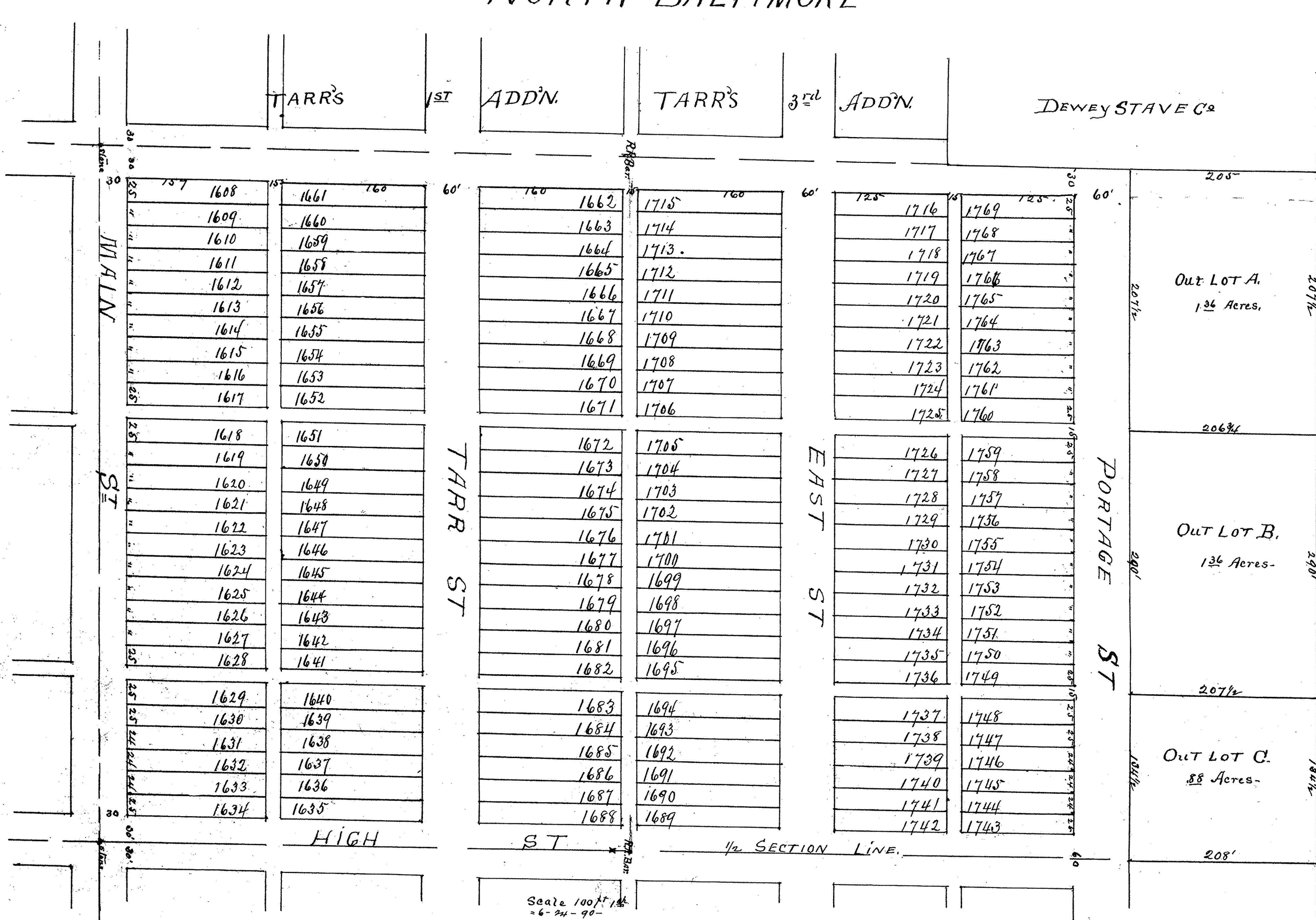
PLAT

TARRS FIRST ADDITION
TO

NEW BALTIMORE



BALTIMORE CITY ADDN. NORTH BALTIMORE



State of Ohio, Village of North Baltimore, At the request and by the direction of the proprietors of Baltimore City Addition, to the Village of North Baltimore, Wood County, Ohio, I, J. J. Frazer, a County of Wood, Surveyor, made the following Survey, Being 24 acres off the south part of West half of North East quarter of Section No 35, Township No 3, North of Range 10, East. I also laid out said parcel of land so surveyed into lots, streets and alleys, in manner, form, and sign, as delineated on the accompanying plat. The distances, and sign of the lots are marked in feet at or near the lines to which they refer. The number of each is placed on its corresponding lot; stones are at the corners indicated, and iron nails have been placed as shown from which future surveys may be made. I further certify that this plat is a true and correct representation of said survey, and is a correct map of Baltimore City Addition, of North Baltimore, Ohio.

J. J. Frazer Surveyor

I, the undersigned, President of the Real Estate and Improvement Co. of Baltimore City, a Corporation of the State of Maryland owner of Baltimore City Addition, to the Village of North Baltimore, do hereby certify that the survey of said addition, and the map and plat thereof, were made at the request, and by the direction of the Real Estate and Improvement Co. of Baltimore City, Maryland, and the streets and alleys therein laid down, are given and granted for public use, and the benefit and convenience of said lots, in witness whereof, I have hereunto subscribed my name this 2nd day of July, A.D. 1890.

Chas. F. Mayer, President (Seal)

State of Maryland } ss- Personally appeared before me, a Notary Public of the State of Maryland in and for said City of Baltimore, the above named Chas. F. Mayer
City of Baltimore. } President of the Real Estate and Improvement Co. of Baltimore Md. who acknowledged the signing and sealing of the above certificate to be his free act and deed for the purposes therein named. In witness whereof I have hereunto set my hand and official seal this 2nd day of July 1890.

Murray Hanson Notary Public (Seal)

This plat has been duly accepted by the Village Council of North Baltimore, Ohio, this 1st day of September, 1890.

J. P. Clark Mayor
J. K. Thelick Clerk of Corporation.

(Seal)

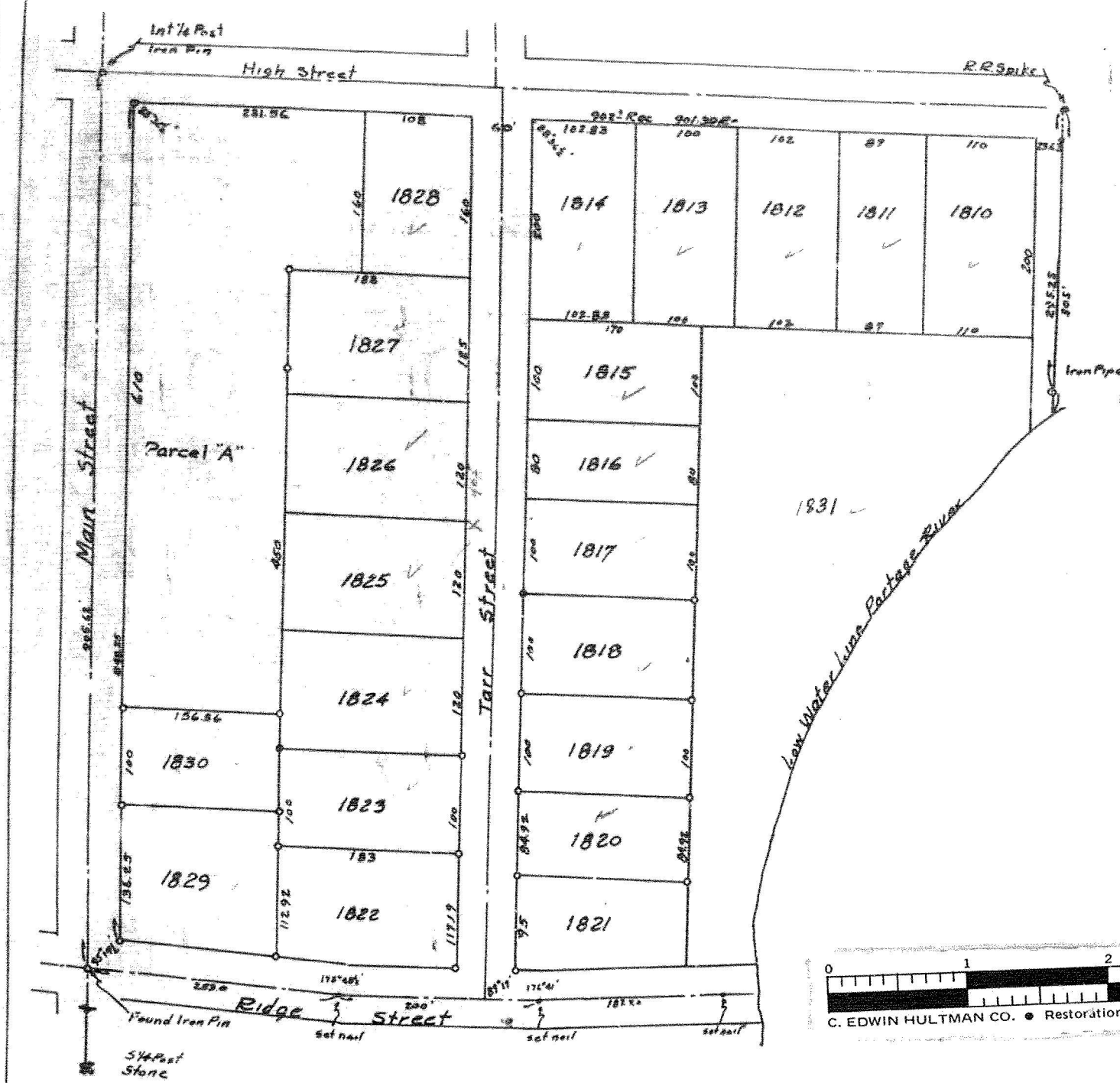
Entered for Transfer Sept 17, 1890.

Fee \$1.50 pd

J. B. Wilson County Auditor

Filed for Record Sept. 17, 1890.
Recorded September 22, 1890.

Chris Frickbein Recorder.



William's Addition to North Baltimore is laid on and comprises part of the Northwest part of the Southeast 1/4 Section 35, T.3N, R.10E, Village of North Baltimore, Ohio and more particularly described as follows: Commencing at the point of intersection of the East Line of Main Street and the South Line of High Street, thence Easterly on the South Line of High Street 901.39 feet, thence Southerly parallel to Main Street 275 feet to the low water mark Portage River thence southwesterly on low water mark to the North Line Ridge Street, thence westerly on North Line Ridge Street 644 feet to East Line Main Street, thence northerly on East Line Main Street 848.25 feet to the place of beginning less Parcel 'A'. Dimensions are given in feet and decimals. Lots are numbered 1810 to 1831 inclusive. Surveyed and platted by me this 13th day of November 1954 Fred N. Gossman Registered Surveyor No. 2958

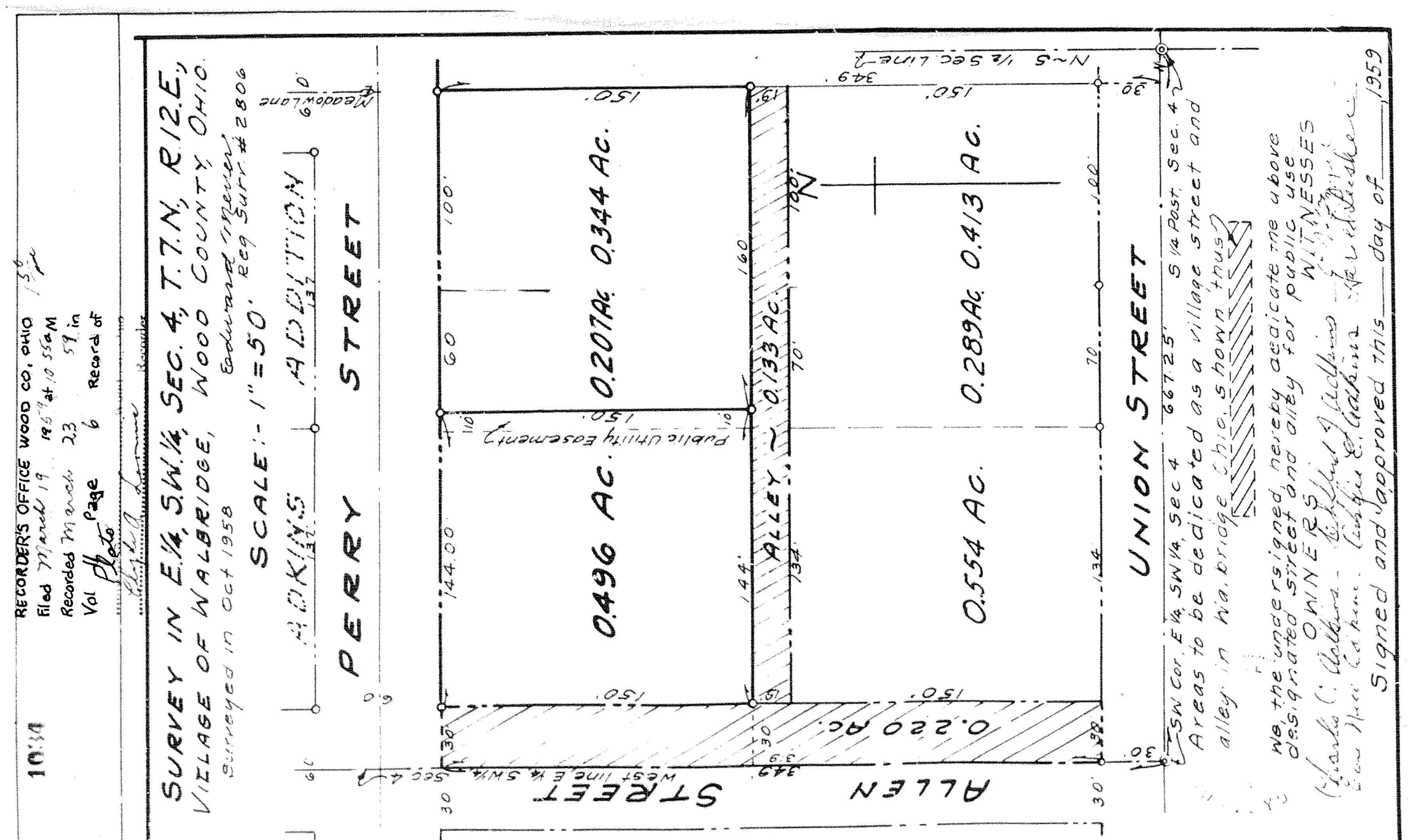
Office of Village Clerk
North Baltimore, Ohio
Approved and accepted by Ordinance this 21 day of June 1955
R. R. Galey Village Mayor
Ann M. Galey Village Clerk

Office of Wood County Auditor
Bowling Green, Ohio
This plat has been submitted to me for the purpose of appraisal and transfer this 2nd day of July 1955
A. H. Gossman Wood County Auditor

Office of Wood County Recorder
Bowling Green, Ohio
This plat received by me for record this 6 day of July 1955 at 10:12 AM. Recorded in Vol. 11, Page 16 of Plats this 7 day of July 1955
H. L. Gossman Wood County Recorder

We, the undersigned Owners of the above described property hereby adopt this plat and dedicate all streets for Public Use.
Harold J. Plocher
Mrs. Patricia Albena
State of Ohio } S.S. On this 21 day of March 1955 before me a Notary Public, personally appeared the following: Edward E. Boney, Robert M. Shury, Carol Green, Jayne Francisco, who acknowledge the signing of this plat to be their own free act and deed for the purpose herein mentioned. Witness my hand and seal this 21 day of March 1955
Notary Public
My Commission expires 7/6/56.

Harold J. Plocher
Edward E. Boney
Robert M. Shury
Carol Green
Jayne Francisco
March 21-1955
Signed and acknowledged the signing of this plat to be their free act and deed for purpose herein mentioned. Paul E. Miller, Notary Public
State of Ohio



RECORDERS OFFICE WOOD CO., OHIO
Filed March 19, 1959 at 10:55 AM
Recorded March 23, 1959 in
Vol. 11, Page 6 Record of
Plats
10/31

SURVEY IN E 1/4, SW 1/4, SEC. 4, T. 7. N., R. 12. E., VILLAGE OF WALBRIDGE, WOOD COUNTY, OHIO.
Surveyed in Oct 1958
Edward E. Boney
SCALE: 1" = 50'
PERRY STREET
UNION STREET
ALLEN STREET
0.496 AC.
0.207 AC.
0.344 AC.
0.554 AC.
0.289 AC.
0.413 AC.
0.220 AC.
Signed and approved this 1959 day of

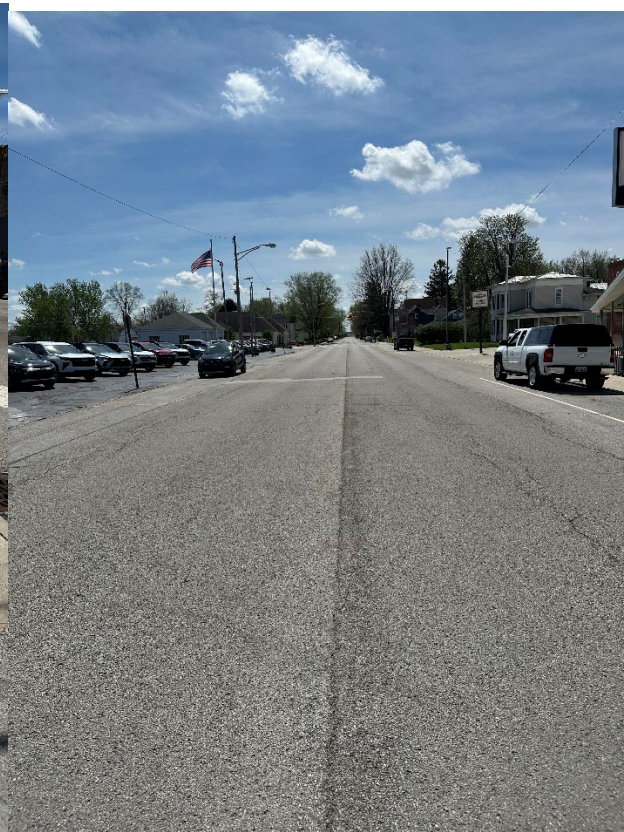
Ordinance # 20-83 To create alley perpendicular to Allen + Union Sts Vol. 588 Pg. 79, Deeds.

PHOTOGRAPHS

NORTH BALTIMORE SOUTH MAIN ST IMPROVEMENTS



NORTH BALTIMORE SOUTH MAIN ST IMPROVEMENTS



NORTH BALTIMORE SOUTH MAIN ST IMPROVEMENTS



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NORTH BALTIMORE SOUTH MAIN ST IMPROVEMENTS



COMPLETE STREETS POLICY

First Reading: May 12, 2026
Second Reading: June 9, 2026
Emergency Reading: July 14, 2026
Effective Date: July 14, 2026

VILLAGE OF NORTH BALTIMORE, WOOD COUNTY, OHIO

RESOLUTION NO. 11 – 2026

A RESOLUTION AUTHORIZING THE VILLAGE ADMINISTRATOR TO SUBMIT AN APPLICATION TO THE LAKE ERIE WEST COUNCIL OF GOVERNMENTS FOR FUNDING THROUGH THE SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FOR THE SOUTH MAIN STREET IMPROVEMENT PROJECT; AND DECLARING AN EMERGENCY

WHEREAS, the Lake Erie West Council of Governments is soliciting applications for funding through the Surface Transportation Block Grant Program, with the 2026 solicitation opening on May 18, 2026, and applications due on August 7, 2026; and

WHEREAS, the Village of North Baltimore has identified the South Main Street Improvement Project as a priority project, which may include roadway rehabilitation or reconstruction, stormwater improvements, pedestrian facilities, ADA-compliant curb ramps, crossings, lighting improvements, and related infrastructure improvements; and

WHEREAS, the Village intends to submit an application for funding consideration and Council finds it necessary to authorize the Village Administrator to prepare and submit the application and any required supporting documentation.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE VILLAGE OF NORTH BALTIMORE, WOOD COUNTY, OHIO:

Section 1. The Village Administrator is hereby authorized and directed to prepare and submit an application to the Lake Erie West Council of Governments for funding through the Surface Transportation Block Grant Program for the South Main Street Improvement Project.

Section 2. The Village Administrator is further authorized to execute and submit any applications, certifications, estimates, project information, assurances, agreements, and related documents necessary for the funding application.

Section 3. This Resolution is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health, safety, and welfare of the Village and for the further reason that immediate action is required to permit the timely preparation and submission of the Village's Surface Transportation Block Grant application prior to the August 7, 2026 deadline established by the Lake Erie West Council of Governments. Any delay in authorization could jeopardize the Village's opportunity to compete for available transportation funding and delay the advancement of needed public infrastructure improvements. Therefore, this Resolution shall take effect and be in force immediately upon its adoption.

The motion to adopt the foregoing Ordinance was moved by Member _____ and seconded by Member _____.

EMERGENCY CLAUSE VOTE
YEAS _____ NAYS _____ ABSTAIN _____

VOTE ON FINAL ADOPTION
YEAS _____ NAYS _____ ABSTAIN _____

ADOPTED AND EFFECTIVE this _____ day of _____, 2026.

Dee Hefner, President of Council

Aaron Patterson, Mayor

Attest:

Mason Davis, Clerk of Council

FISCAL OFFICER CERTIFICATE

State of Ohio, County of Wood

It is hereby certified that the amount required to meet the obligation in the foregoing Resolution No. 11 - 2026 has been lawfully appropriated and is in the Treasury, or in the process of collection to the credit of the proper fund, free from any previous encumbrances.

Date: _____

Justin Overmyer
Fiscal Officer
Village of North Baltimore, Wood County, Ohio

VILLAGE OF NORTH BALTIMORE, WOOD COUNTY, OHIO

ORDINANCE NO. 2026 – 18

AN ORDINANCE ADOPTING A COMPLETE STREETS POLICY FOR THE VILLAGE OF NORTH BALTIMORE, OHIO; AND DECLARING AN EMERGENCY.

WHEREAS, Village Council finds that public streets should be planned, designed, constructed, reconstructed, rehabilitated, resurfaced, maintained, and operated in a manner that reasonably considers the safety and mobility of motorists, pedestrians, bicyclists, persons with disabilities, emergency responders, school children, senior citizens, and other lawful users while recognizing funding, engineering judgment, roadway function, and community needs; and

WHEREAS, Council further finds that adoption of a Complete Streets Policy will strengthen the Village's competitiveness for state and federal transportation funding opportunities.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of North Baltimore, Wood County, Ohio:

SECTION 1. The Village adopts a Complete Streets Policy and shall, where appropriate and practical, consider Complete Streets principles in the planning, design, construction, reconstruction, rehabilitation, resurfacing, maintenance, and operation of Village-owned or Village-maintained transportation facilities.

SECTION 2. Complete Streets principles may include sidewalks, shared-use paths, bicycle accommodations, pedestrian crossings, Americans with Disabilities Act (ADA) accessibility improvements, traffic calming measures, street lighting, landscaping, stormwater management improvements, transit accommodations where applicable, and other appropriate transportation improvements. Nothing in this Ordinance requires every transportation project to include every Complete Streets feature.

SECTION 3. Routine maintenance activities, including pothole repair, crack sealing, pavement markings, snow removal, street sweeping, utility work, and similar routine activities, are exempt from this policy. Complete Streets accommodations may also be omitted when the Village Administrator, in consultation with the Village Engineer when appropriate, determines they are prohibited by law, impracticable because of physical or safety constraints, inconsistent with accepted engineering practices, or that the anticipated cost would be disproportionate to the expected benefit.

SECTION 4. Implementation of this policy is subject to available funding and appropriations by Village Council and does not create a private right of action or legal duty enforceable against the Village, its officers, employees, or agents.

SECTION 5. It is hereby found and determined that all formal actions of this Council concerning and relating to the adoption of this Ordinance were adopted in an open meeting in compliance with applicable Ohio law.

SECTION 6. This Ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health, safety, and welfare of the Village and for the further reason that immediate adoption of this Complete Streets Policy is necessary prior to the Lake Erie West Regional Council of Governments Surface Transportation Block Grant scoring committee meeting scheduled for August 27, 2026, at which the Village's South Main Street Improvement Project application will be evaluated. Therefore, this Ordinance shall take effect and be in force immediately upon its adoption.

The motion to adopt the foregoing Ordinance was moved by Member _____ and seconded by Member _____.

EMERGENCY CLAUSE VOTE	VOTE ON FINAL ADOPTION
YEAS ____ NAYS ____ ABSTAIN ____	YEAS ____ NAYS ____ ABSTAIN ____

ADOPTED AND EFFECTIVE this 11th day of August, 2026.

_____ Dee Hefner, President of Council	_____ Aaron Patterson, Mayor
Attest:	
_____ Mason Davis, Clerk of Council	

BUDGET

VILLAGE OF NORTH BALTIMORE, WOOD COUNTY, OHIO

ORDINANCE NO. 2026 – 18

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SECTION 6. This Ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health, safety, and welfare of the Village and for the further reason that immediate adoption of this Complete Streets Policy is necessary to ensure the policy is in effect prior to the Lake Erie West Regional Council of Governments Surface Transportation Block Grant scoring committee meeting on August 27, 2026, thereby maximizing the Village's eligibility for available transportation funding. Therefore, this Ordinance shall take effect and be in force immediately upon its adoption.

The motion to adopt the foregoing Ordinance was moved by Member Sweet and seconded by Member Bosak.

EMERGENCY CLAUSE VOTE

YEAS 5 NAYS 0 ABSTAIN 0

VOTE ON FINAL ADOPTION

YEAS 5 NAYS 0 ABSTAIN 0

ADOPTED AND EFFECTIVE this 11th day of August, 2026.


Dee Hefner, President of Council


Aaron Patterson, Mayor

Attest:


Mason Davis, Clerk of Council