PROJECT DETAILS REQUEST

Please provide the following information for all projects:

Project Name: Anthony Wayne Trail / Canal Road Intersection Improvement & Shared Use Path
Project Limits (include map): A.W. Trail from 3600' South of Canal Rd. to 1100' North of Canal Rd.
Project Sponsor and point of contact (with phone number): City of Waterville: Jon Goenhour (419-878-8100)
Existing project numbers (PID, State ID, TMACOG map #, etc.): None

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

Project Description:
Provide a northbound left-turn lane on the Anthony Wayne Trail at Canal Road. This will require 2000 feet of pavement widening. Add new pavement markings and signage. Include provisions for storm drainage and water quality. Add street trees. Install a 10 foot wide, paved Shared Use Path (SUP) from Mechanic Street to 1100 feet north of Canal Road. Install a connecting sidewalk on Canal Road from the Shared Use Path to Village Parkway.

Length of project (Miles): 0.89
Current status of the project: Study is completed
Is this your jurisdiction’s number 1 project?: Yes
Does the project include any utility work? Yes No If yes, please explain.

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

Authorization to Proceed: 1/1/20
Environmental Clearance complete: 1/1/21
Stage 1 Review complete: 7/1/20
Stage 2 Review complete: 11/1/20
Stage 3 Review complete: 3/1/21
R/W Plans complete:
R/W Clear:
Final Plans to ODOT: 1/1/22
Anticipated Sale Date: 7/1/22

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

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

<table>
<thead>
<tr>
<th>Activity</th>
<th>Total Estimate</th>
<th>Requested TMACOG Federal</th>
<th>A. Amount</th>
<th>Year</th>
<th>B. Amount</th>
<th>Year</th>
<th>C. Amount</th>
<th>Year</th>
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<tbody>
<tr>
<td>Preliminary Engineering (1)</td>
<td>$80,000</td>
<td></td>
<td>$80,000</td>
<td>2020</td>
<td></td>
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<td>Right-of-Way (2)</td>
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<tr>
<td>Construction Contract (3)</td>
<td>$820,000</td>
<td>$656,000</td>
<td>$164,000</td>
<td>2022</td>
<td></td>
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<td>Construction Engineering (4)</td>
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<td>$64,000</td>
<td>$16,000</td>
<td>2022</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Contingency (Change Orders) (5)</td>
<td>$10,000</td>
<td>$8,000</td>
<td>$2,000</td>
<td>2022</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL AMOUNTS</strong></td>
<td><strong>$990,000</strong></td>
<td><strong>$728,000</strong></td>
<td><strong>$262,000</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$0</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Numbered Notes:**

1. **Preliminary Engineering** includes the cost of all activities prior to contract letting except Right-of-Way costs. It is not eligible for TMACOG TIP federal funding.
2. **Right-of-Way** can only be funded by TMACOG TIP federal funding in specific circumstances. See TIP Committee Policies and Practices for proposed STBG funded projects.
3. **Construction Contract** includes the actual estimated construction contract amount plus any other agreements that are included as part of the construction cost.
4. **Construction Engineering** includes the costs of construction management, inspection, testing, etc.
5. **Contingency** should include a reasonable estimate of changes that could be expected after construction begins.
6. **Other Types of Funds**
   - List each type in a separate column. Add additional sheets if necessary for more fund types involved in project.
   - If all funds for a project have not yet been identified, mark one of the columns "Shortage" and indicate the amount of additional funds needed for each activity.
   - Please explain below any limitations for each fund type (such as: year restriction, matching amount, restriction on combining fund types, etc.). Also indicate whether the funds have been confirmed or if only applied for.
<table>
<thead>
<tr>
<th>SPONSOR: City of Waterville</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECT NAME:</strong></td>
</tr>
<tr>
<td>1. Estimated number of construction jobs based upon project cost divided by $92,000.</td>
</tr>
<tr>
<td>Total Project Cost: $990,000</td>
</tr>
<tr>
<td>Number of Jobs: 11</td>
</tr>
<tr>
<td><strong>MAP# (existing projects)</strong></td>
</tr>
<tr>
<td>2. Does this project provide 10 or more guaranteed new jobs or jobs retained (excluding retail or service jobs) as evidenced by contract or letter from a private business organization?</td>
</tr>
<tr>
<td>Yes: ☐ No: ☑ # of jobs: _____</td>
</tr>
<tr>
<td><strong>Attachment required.</strong></td>
</tr>
<tr>
<td>3. Does project sponsor have official complete streets document?</td>
</tr>
<tr>
<td>Yes: ☑ No: ☐</td>
</tr>
<tr>
<td><strong>Attachment required.</strong></td>
</tr>
<tr>
<td>4. Does this project improve air emissions and is it identified on the TMACOG CMP?</td>
</tr>
<tr>
<td>Yes: ☐ No: ☑</td>
</tr>
<tr>
<td>5. Will this project improve water quality through the development of a bioswale, rain garden, pervious pavement, etc.?</td>
</tr>
<tr>
<td>Yes: ☑ No: ☐</td>
</tr>
<tr>
<td><strong>Attachment describing qualifying improvement required.</strong></td>
</tr>
<tr>
<td>6. Will this project make use of recycled materials to a significant degree, such as rubberization, reclamation, or crack and seal? Mill and reuse of asphalt surface materials does not qualify.</td>
</tr>
<tr>
<td>Yes: ☐ No: ☑</td>
</tr>
<tr>
<td><strong>Attachment describing qualifying improvement required.</strong></td>
</tr>
<tr>
<td>7. Does the project provide for specific aesthetic enhancements such as landscaping, visual easements, etc.?</td>
</tr>
<tr>
<td>Yes: ☑ No: ☐</td>
</tr>
<tr>
<td><strong>Attachment describing qualifying improvement required.</strong></td>
</tr>
<tr>
<td>8. Does the project include all reasonable bicycle improvements?</td>
</tr>
<tr>
<td>Yes: ☑ No: ☐</td>
</tr>
<tr>
<td>9. Does the project include all reasonable pedestrian improvements?</td>
</tr>
<tr>
<td>Yes: ☑ No: ☐</td>
</tr>
<tr>
<td><strong>Attachment identifying terminal required.</strong></td>
</tr>
<tr>
<td>10. Does the project provide direct access to a multi-modal terminal?</td>
</tr>
<tr>
<td>Yes: ☐ No: ☑</td>
</tr>
<tr>
<td><strong>Attachment defining service lines required.</strong></td>
</tr>
<tr>
<td>11. Does the project carry Designated Line Service Public Transit Routes?</td>
</tr>
<tr>
<td>Yes: ☑ No: ☐</td>
</tr>
<tr>
<td><strong>Attachment identifying terminal required.</strong></td>
</tr>
<tr>
<td>12. Does the project include improvements related to a bikeway specifically shown on the TMACOG Regional Bicycle Network?</td>
</tr>
<tr>
<td>Yes: ☐ No: ☑</td>
</tr>
<tr>
<td><strong>Attachment describing qualifying improvement required.</strong></td>
</tr>
<tr>
<td>13. Does the project include existing or new pedestrian sidewalks?</td>
</tr>
<tr>
<td>Yes: ☑ No: ☐</td>
</tr>
<tr>
<td><strong>Attachment identifying PID required.</strong></td>
</tr>
<tr>
<td>14. Has this project been programmed by ODOT for construction?</td>
</tr>
<tr>
<td>Yes: ☐ No: ☑</td>
</tr>
<tr>
<td>15. Has this project been identified as your jurisdictions number one priority? (Note that each jurisdiction may designate only one #1 priority each round.)</td>
</tr>
<tr>
<td>Yes: ☑ No: ☐</td>
</tr>
<tr>
<td><strong>Also indicate on Project Form.</strong></td>
</tr>
<tr>
<td>16. Project Development (Check all that apply.)</td>
</tr>
<tr>
<td>Right-of-way cleared / not needed?</td>
</tr>
<tr>
<td>Yes: ☑ No: ☐</td>
</tr>
<tr>
<td>Does this project qualify for a Categorical Exclusion C1?</td>
</tr>
<tr>
<td>Yes: ☑ No: ☐</td>
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</tbody>
</table>
## TMACOG TIP PROJECT APPLICATION CONTINUED
(To be used for projects competing for TMACOG funds in the FY 2020-2023 TIP)

### NOTE: PLEASE REVIEW APPLICATION INSTRUCTIONS PRIOR TO ANSWERING QUESTIONS.

### 17. What percent of the total project including design, R/W, and construction will use TIP Federal Funds?

73.54 %

### 18. What self-help opportunities for generation of transportation funding have project sponsors implemented?

- [x] Permissive License Fees
- [ ] Dedicated Property Tax Levy
- [ ] Dedicated Sales Tax
- [x] Dedicated Income Tax
- [ ] Other Dedicated Revenues (Attach details)

For Dedicated Tax, a copy of legislation must be attached.

### 19. Is the project located in a community which has public transportation?

Yes: [x]  No: [ ]

Attachment defining provider required.

### 20. What is the existing Pavement Condition Rating (PCR)?

PCR:

TMACOG will provide the latest ODOT PCR.

### 21. Is this an ITS project?

Yes: [ ]  No: [x]

Attachment describing qualifying improvement required.

### 22. If this is a bridge project, what is the Bridge Sufficiency Rating?

Sufficiency Rating =

Deck Rating =

### 23. If this is a roadway project, which of the following best describes the project. (Check one.)

- [ ] New Construction
- [x] Widen/Narrow & resurface
- [ ] Widen/Narrow & rehab
- [ ] Widen/Narrow & reconstruct
- [ ] Resurfacing or pavement strengthening
- [ ] Rehabilitation with some base replacement and/or significant joint repair
- [ ] Reconstruction with full base replacement

### 24. If this is not a bridge or roadway project, which of the following best describes the existing condition. See note regarding grade separations & new interchanges. (Check one.)

- [ ] N/A
- [ ] Declining
- [ ] Declining and substandard
- [ ] Near the end of its useful life
- [ ] Near the end of its useful life and substandard
- [ ] Past its useful life
- [ ] Past its useful life and substandard

### 25. What is the 3-year average accident rate per million vehicles? For bridges use the bridge location, for intersections use ADT for all approaches, and for roadways use avg. ADT for the length of the project. (Check one.)

Calculate per million vehicles **NOT** per million vehicle miles.

<table>
<thead>
<tr>
<th>Category</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>&lt; .49</td>
<td>3 to 3.49</td>
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<tr>
<td>5 to 0.99</td>
<td>3.5 to 3.99</td>
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<tr>
<td>1 to 1.49</td>
<td>4 to 4.99</td>
</tr>
<tr>
<td>1.5 to 1.99</td>
<td>4.5 to 4.99</td>
</tr>
<tr>
<td>2 to 2.49</td>
<td>5 or greater</td>
</tr>
<tr>
<td>2.5 to 2.99</td>
<td>**</td>
</tr>
</tbody>
</table>

Attachment showing calculations required.

*If calculation is < 7, then also provide the Auditor’s Certificate of Estimated Resources. See page 10.

### 26. What is the existing number of Average Daily Users in Thousands? (For road projects use ADT x 1.40/1000) (Check one.)

- [x] 7.0*
- [ ] 7.0 to 10.5
- [ ] 10.5 to 14
- [ ] 14 to 28
- [ ] 28 to 42
- [ ] 42 to 56
- [ ] 56 to 70
- [ ] > 70

Attachment showing calculations required.

### 27. What percentage of the ADT is made up of trucks? (Check one.)

- [x] < 3%
- [ ] 3 to 6%
- [ ] 6 to 9%
- [ ] 9 to 12%
- [x] 12 to 15%
- [ ] > 15%

Is this project on a truck impact route?

Yes: [ ]  No: [x]

### 28. Is this project listed in the 2045 Regional Transportation Plan? (Check one.)

- [x] Not Listed
- [ ] Listed as a Reserve Priority or System Preservation
- [ ] Plan Priority (2026 to 2045)
- [ ] Plan Priority (by 2025)

### 29. How long ago was the last time the project sponsor received TMACOG managed STBG funding?

- [x] 4 years
- [ ] 5-8 years
- [ ] 9 or more years

### 30. Has one or more projects slipped a fiscal year or been cancelled since the last STBG solicitation?

Yes: [ ]  No: [x]

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Toledo Metropolitan Area Council of Governments

STBG Application Due 8/2/19
TMACOG Complete Streets Checklist

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

The purpose of this checklist is to ensure that all users have been considered in a given project. For projects using TMACOG-attributable federal funding of the Surface Transportation Program (STP), it will be necessary to meet or exceed standards and procedures acceptable to the Ohio DOT and U.S. DOT, such as the Ohio Department of Transportation’s Project Development Process and Location & Design Manual. Information on various guidelines and standards is listed on the TMACOG Complete Streets website.

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

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

This section of the Anthony Wayne Trail does not currently have accommodations for pedestrians. TARTA bus route 29X travels this stretch of the Anthony Wayne Trail and bus riders can catch the bus along this route.

2. Explain how the proposed project will accommodate them once completed.
The proposed Shared Use Path and connecting walk will provide for pedestrians and bicyclists.

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.

There is low density development within the project area. There are no accommodations for pedestrians or bicyclists. There are no street trees. Street lighting is adequate. TARTA riders can catch the bus along the Anthony Wayne Trail. The installation of a northbound left-turn lane will increase safety and reduce rear-end crashes.

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

From 2016 through 2018, there were 13 northbound crashes at the intersection. The proposed left-turn lane will significantly reduce or eliminate these crashes.

C. Connectivity
1. Project limits should be selected so that they can accommodate existing and future connections. In this regard, were logical termini chosen to include connections through “pinch points” such as overpasses, railroad crossings, and bridges? If the project touches another jurisdiction, was a systems approach taken?

Were cross-jurisdictional connections considered? Please explain:

The proposed Shared Use Path will connect existing dead-end sidewalks at Mechanic St. and Village Parkway. The northerly end of the Shared Use Path will have future connectivity with the next phase of the Anthony Wayne Trail Shared Use Path, which is planned to extend to the northerly Waterville city limits.
2. Does the project area include recommendations that are contained in any of the following plans or policies? Please check all that apply.

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

The project is proposed to improve driver and pedestrian safety. A Bikeway or Shared Use Path in this area was included in Waterville's 2012 Comprehensive Land Use Plan.

D. Complete Streets Attributes

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

Traffic Controls for Bicycle Facilities in the ODOT Location and Design Manual.
Also the 2012 AASHTO Guide for the Development of Bicycle Facilities.

2. Transit accommodations to the extent needed should be handled in consultation with the local transit authority. Have you consulted your local transit agency to ensure that transit vehicles will be accommodated and access to transit facilities provided? Please explain:
There are currently transit accommodations in the City of Waterville, and they will be maintained.

3. Has a speed study been conducted for the street/corridor? Please consider project conditions and context to determine if a speed study is necessary.

☐ Yes
☐ No

4. Has a parking study been conducted for both on-street and off-street parking? Please consider project conditions and context to determine if a parking study is necessary.

☐ Yes
☐ No

5. How will the project consider future utility/telecommunications needs?
There will be available roadside areas for future utilities.
6. Which, if any, of the following items will be incorporated in the project? Please check all that apply.

**Pedestrian**
- □ Pedestrian Facilities - Both Sides of Street
- □ Pedestrian Facilities - One Side of Street
- □ Sidewalk with ADA-Compliant Curb Ramps
- □ Signalized Crosswalk
- □ Marked Crosswalk with Signage, Including Mid-Block Crossing
- □ Pedestrian Detectors
- □ Audible Signals
- □ Shoulder (in Rural Areas)

**Bicycle**
- □ Bicycle Facilities
- □ Bike Lanes
- □ Shared-Lane Markings / Sharrow
- □ Shared Bike-Bus Lane
- □ Bicycle Signage (e.g., designated bike route)
- □ Secure Bicycle Parking
- □ Bicycle Detectors
- □ Multi-Use 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
- □ Other(s) (please explain)

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

F. **Other**
8. Is there additional information to provide about the project that is unique or wasn’t captured previously with regard to the Complete Streets Policy?
   No.

See TMACOG website for resources and policy guidance regarding complete streets. Attach additional sheets as necessary.
ANTHONY WAYNE TRAIL
TURN LANE AND SHARED USE PATH AT CANAL ROAD

SITE MAP
Attachments

Item 3: Resolution 21-17; passed at Council on 4-24-2017.

Item 5: Will provide bioswale or manufactured water quality structures.

Item 7: Will provide approximately 25 Deciduous & Evergreen trees

Item 11: Anthony Wayne Trail carries TARTA Bus Route 29X.

Item 13: Will provide a connecting sidewalk on Canal Road to proposed Shared Use Path on Anthony Wayne Trail.

Item 18: Permissive License Fees: Waterville Code Chapter 173.02 requires $5.00 per motor vehicle license fee to use for roadways (Ordinance 07-11, passed 3-28-11)

Dedicated Income Tax: Twenty-five percent of income tax receipts are set aside for capital improvements, which include street improvements (Ordinance 15-08 passed 7-28-08).

Item 19: TARTA

Item 25: 13 accidents (2016-2018)
12,500 ADT x 365 days x 3 years / 1,000,000 = 0.95

Item 26: 12,500 ADT x 1.4 / 1,000 = 17.5
# Project: Anthony Wayne Trail & Canal Road Intersection Improvement

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Catch Basin Removed</td>
<td>2</td>
<td>Each</td>
<td>$500.00</td>
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<td>Clearing &amp; Grubbing</td>
<td>1</td>
<td>L. Sum</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
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<tr>
<td>Excavation</td>
<td>2,000</td>
<td>CY</td>
<td>20.00</td>
<td>40,000.00</td>
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<td>Embankment</td>
<td>400</td>
<td>CY</td>
<td>15.00</td>
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<td>Subgrade Compaction</td>
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<td>3,625.00</td>
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<tr>
<td>Topsoil Poured &amp; Placed</td>
<td>300</td>
<td>CY</td>
<td>50.00</td>
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<td>Vegetated Swale Erosion Protection</td>
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<td>Commercial Fertilizer</td>
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<td>Ton</td>
<td>550.00</td>
<td>495.00</td>
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<td>Water</td>
<td>50</td>
<td>M. Gal</td>
<td>25.00</td>
<td>1,250.00</td>
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<td>Storm Water Pollution Prevention Plan</td>
<td>25</td>
<td>Each</td>
<td>350.00</td>
<td>8,750.00</td>
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<tr>
<td>Erosion Control</td>
<td>10,000</td>
<td>Each</td>
<td>1.00</td>
<td>10,000.00</td>
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<tr>
<td>6&quot; Shallow Pipe Underdrains</td>
<td>1,900</td>
<td>FT</td>
<td>8.00</td>
<td>15,200.00</td>
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<tr>
<td>4&quot; Concrete Walk</td>
<td>875</td>
<td>SF</td>
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<td>7,000.00</td>
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<tr>
<td>6&quot; Conduit, Type F for Underdrains</td>
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<td>FT</td>
<td>15.00</td>
<td>1,500.00</td>
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<tr>
<td>12&quot; Conduit, Type B</td>
<td>300</td>
<td>FT</td>
<td>35.00</td>
<td>10,500.00</td>
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<tr>
<td>Catch Basin No. 2-2B</td>
<td>1</td>
<td>L. Sum</td>
<td>3,000.00</td>
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<tr>
<td>Macho No. 3</td>
<td>5</td>
<td>Each</td>
<td>3,000.00</td>
<td>15,000.00</td>
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<td>Water quality structure</td>
<td>3</td>
<td>Each</td>
<td>4,000.00</td>
<td>12,000.00</td>
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<tr>
<td>Asphalt Concrete Base</td>
<td>490</td>
<td>CY</td>
<td>140.00</td>
<td>68,600.00</td>
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<td>Aggregate Base</td>
<td>825</td>
<td>CY</td>
<td>40.00</td>
<td>33,000.00</td>
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<tr>
<td>Tack Coat for Intermediate Course</td>
<td>116</td>
<td>GAL</td>
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<td>Drive Apron Replacement</td>
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<td>Work Zone Pavement Markings</td>
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<td>Various 125' Retaining Wall for Wall</td>
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Subtotal $735,776.00

Inflation to 2024 $84,224.00
Total Construction $820,000.00
Design $80,000.00
Inspection & Testing $80,000.00
Contingency $10,000.00
Grand Total $990,000.00

Submitted By: Thomas H. Yurysta, P.E.
Date: 6-14-18
RECORD OF RESOLUTIONS

Resolution No. 23-19 Passed \( \text{July 22, 2017} \)


WHEREAS, the United States Congress has set aside monies for Congestion Mitigation and Air Quality (CMAQ) projects through the State of Ohio Department of Transportation (ODOT) and administered by the Toledo Metropolitan Area Council of Governments (TMACOG); and

WHEREAS, Local Public Agencies can apply for these monies and be selected for funding by the Ohio Statewide Urban CMAQ Committee (OSUCC), which has been charged with management of a statewide CMAQ program by ODOT; and

WHEREAS, the City of Waterville has determined that it is reasonable and appropriate to improve the intersection of the Anthony Wayne Trail and Canal Road, to add a two-way left turn lane and a shared use path to a 3,430-foot long portion of Waterville-Monclova Road north of State Route 64 and to improve the intersections of the Anthony Wayne Trail at Farnsworth Road and Mechanic Street to minimize delays to traffic through those locations and also to enhance safety; and

WHEREAS, the proposed roadway, shared use path and intersection improvements are transportation activities eligible to receive federal CMAQ funding; and

WHEREAS, if requested funds are granted, the City is required to be responsible for at least twenty percent (20%) of the eligible costs.

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

SECTION 1. The Municipal Administrator of the City of Waterville is hereby authorized to submit applications for CMAQ funds for the improvement of the intersection of the Anthony Wayne Trail and Canal Road, to add a two-way left turn lane and a shared use path to a 3,430-foot long portion of Waterville-Monclova Road north of State Route 64 and to improve the intersections of the Anthony Wayne Trail at Farnsworth Road and Mechanic Street to TMACOG for funding consideration by OSUCC.

SECTION 2. The total cost of the Anthony Wayne Trail and Canal Road project is estimated to be $906,000, of which the City of Waterville, if awarded the funds, commits to pay at least forty-one and one-half percent (41.5%) (hereinafter known as the local portion) of the actual cost of construction and construction engineering, estimated to be $338,580, and the full cost of project preparation, estimated to be $70,000. The local portion shall be funded by the City using road improvement funds from the Street Construction, Maintenance and Repair (210) Fund, the Permissive Tax (240) Fund, or the Five Year Operating Budget Capital (325) Fund, or a combination of those funds. The City further agrees to pay one hundred percent (100%) of the cost over and above the maximum amount provided by OSUCC and for all non-participating costs and associated project development activities.

SECTION 3. The total cost of the Waterville-Monclova Road project is estimated to be $1,629,031, of which the City of Waterville, if awarded the funds, commits to pay at least twenty-six percent (26%) (hereinafter known as the local portion) of the actual cost of construction and construction engineering, estimated to be $417,804, and the full cost of project preparation, estimated to be $175,000.
The local portion shall be funded by the City using road improvement funds from the Street Construction, Maintenance and Repair (210) Fund, the Permissive Tax (240) Fund, or the Five Year Operating Budget Capital (325) Fund, or a combination of those funds. The City further agrees to pay one hundred percent (100%) of the cost over and above the maximum amount provided by OSUCC and for all non-participating costs and associated project development activities.

SECTION 4. The total cost of the Anthony Wayne Trail intersections project is estimated to be $691,000, of which the City of Waterville, if awarded the funds, commits to pay at least forty and one-half percent (40.5%) (hereinafter known as the local portion) of the actual cost of construction and engineering, estimated to be $256,000, and the full cost of project preparation, estimated to be $460,000. The local portion shall be funded by the City using road improvement funds from the Street Construction, Maintenance and Repair (210) Fund, the Permissive Tax (240) Fund, or the Five Year Operating Budget Capital (325) Fund, or a combination of those funds. The City further agrees to pay one hundred percent (100%) of the cost over and above the maximum amount provided by OSUCC and for all non-participating costs and associated project development activities.

SECTION 5. Upon completion of the described project, and unless otherwise agreed, the city shall: (1) provide adequate maintenance for the described project in accordance with all applicable state and federal laws, including, but not limited to 23 USC116; (2) provide ample financial provisions, as necessary, for the maintenance of the described project; (3) if necessary, maintain the right-of-way, keeping it free of obstructions; and (4) if necessary, hold said right-of-way inviolate for public highway purposes.

SECTION 6. If applications are approved for funding, the Municipal Administrator is hereby authorized on behalf of the City to enter into contracts with the Director of ODOT necessary to complete the above-described projects.

SECTION 7. It is found and determined that all formal actions of the Council concerning and relating to this Resolution were adopted in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in such formal actions were in meetings open to the public in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

SECTION 8. This Resolution shall take effect from and after the date of its passage as authorized by the Charter of the City of Waterville.

VOTE ON PASSAGE: 
YEAS: 7 NAYS: 0

ATTEST:

Jon D. Gochenour, Clerk of Council

Lori A. Brode, Mayor

Prepared by:
Jon D. Gochenour
Municipal Administrator

Approved and Filing:
Philip L. Doebay, Law Director