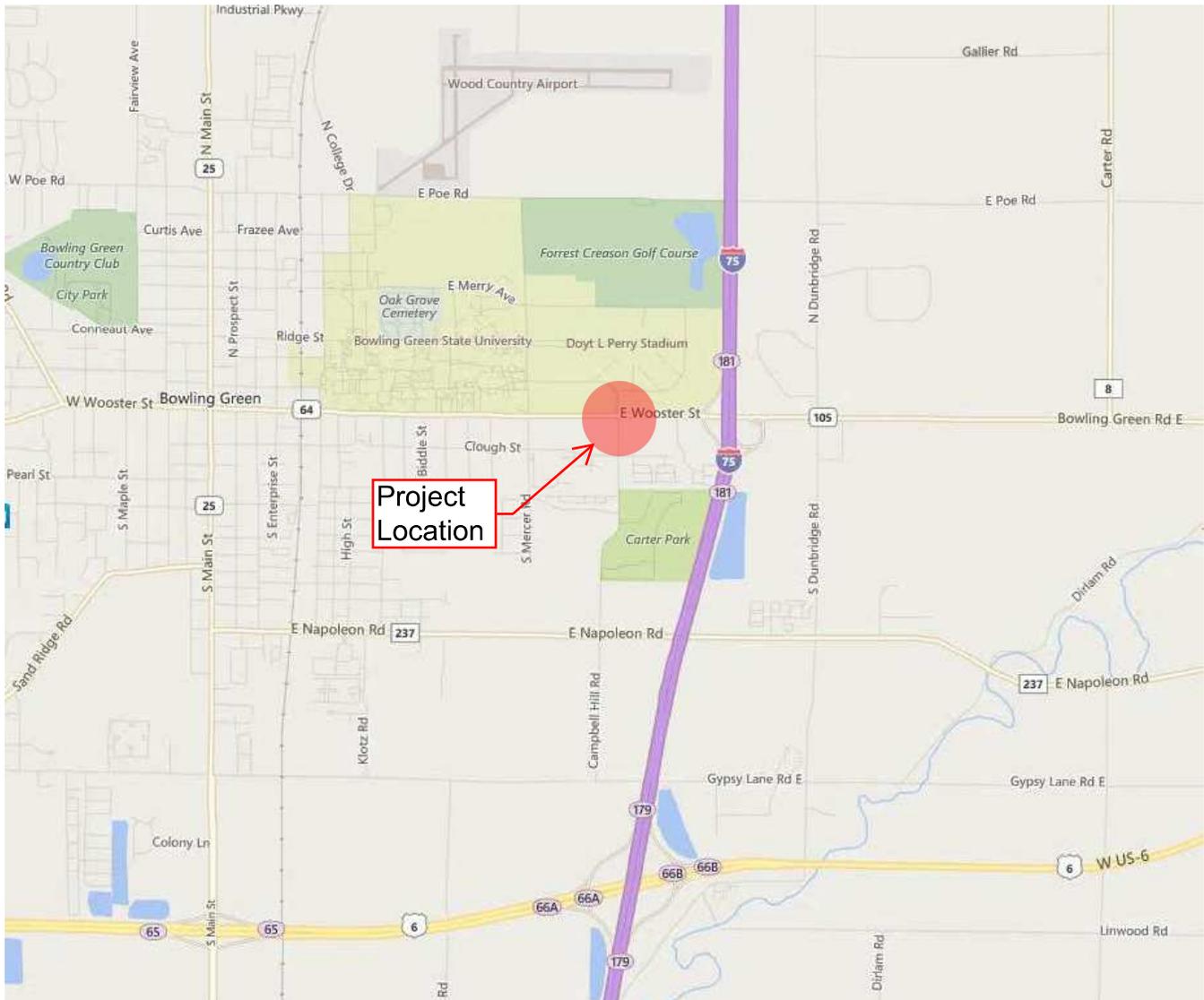




TMACOG 2017 Transportation Improvement Program
Application for: Ohio Statewide Urban Congestion Mitigation/Air Quality (CMAQ) Projects

Project: Bowling Green WOO-64 (Wooster St) and Campbell Hill Rd Roundabout
Applicant: City of Bowling Green





Toledo Metropolitan Area Council of Governments

2017 Transportation Improvement Program
Application for:

Ohio Statewide Urban Congestion Mitigation/ Air Quality (CMAQ) Projects

Submitted to the Ohio Statewide Urban CMAQ
Committee (OSUCC) through TMACOG

APPLICATIONS DUE
June 2, 2017

Projects can be submitted electronically to Lance Dasher at dasher@tmacog.org, or they can be mailed or delivered directly to the TMACOG office at 300 Martin Luther King Jr. Dr. Ste. 300 Toledo, OH 43604

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

June 2017

Application also available at www.tmacog.org

Application Forms and Instructions

This Application Form is to be filled out by the applicant. Supplemental information attached to the form should be as condensed as possible. For example, if a feasibility report has been prepared for the proposal, the applicant should excerpt and summarize rather than simply attaching the entire report.

Tips on the Application Process

Scrutinize the cost vs. benefit when applying for federal funds. The program requirements can be demanding, and what is originally thought of as a small, inexpensive project can spiral quickly into a complicated and expensive project. For example: a project once thought to have a total cost of \$85,000 with no right-of-way acquisition became a \$120,000 construction cost with an additional \$220,000 required for right-of-way acquisition.

Federally funded projects are subjected to many requirements, including the National Environmental Policy Act, the Uniform Relocation Assistance and Acquisition Policies Act, and other ODOT regulations and standards. Most locally planned and funded projects are not subject to these requirements and may often be developed more quickly and at less expense than those that are federally funded. When developing a project schedule, keep in mind that the project will be subject to all of the ODOT Project Development Processes.

Before hiring a consultant, review the experience of the firm with federally funded projects. How many have they successfully advanced through the system? When, where, and what type of project(s)?

The Project Evaluation Criteria is the method under which the OSUCC reviews and ranks the individual applications. An Overall Project Cover Sheet, Milestones Activities, and a detailed explanation of the Scoring Criteria for the Ohio CMAQ Program are shown on the following pages, including Criteria, Measures and Scoring Description, and Frequently Asked Questions and Answers. Examples of Project Type Descriptions are listed within the OSUCC Program, Policies, and Procedures.

The application should also include the following:

- ✓ Complete and detailed description of the proposed project and its relation to the intermodal transportation system and any other phases of the project. Location maps, elevations, photographs included, as necessary, to fully illustrate the project.
- ✓ Complete and detailed breakdown of the proposed construction/implementation costs inflated to year of expenditure - **certified by a professional engineer** – including funding sources.
- ✓ Complete and detailed description of the project's characteristics and benefits and how it is included or justified in a local plan or program. Description of how the project will be coordinated with a neighboring jurisdiction if project ends at or crosses a corporation line.
- ✓ The anticipated month and year, when the project will be ready for construction. Include the present status of property ownership and plan preparation.
- ✓ A certified copy of a resolution from the applicant's governing body authorizing the submission and local prioritization of the application(s) for CMAQ funds and committing to share in the project cost.
- ✓ A copy of the Synchro or HCM report to demonstrate both the Build and No-Build conditions. The report should include the average daily traffic (ADT), the peak and off-peak average vehicle delay for both Build and No-Build conditions. These criteria should be based on the project. If it is an intersection project, then the delay times and ADT need to be for the intersection. The Build speed should also be included for roundabout applications.



Congestion Mitigation and Air Quality Program
Application for Ohio FY2022 CMAQ Funding

General Information		
Date:		
Entity Name:		
Project Name:		
Contact Information		
Contact Name:		
Title:		
Street Address:		
City:	State: Ohio	Zip:
Phone:	Email:	

MILESTONE ACTIVITY	EXPECTED DATE (month/year)
<ul style="list-style-type: none"> Project Programmed with ODOT. 	
<ul style="list-style-type: none"> Begin Planning Phase: The date that the planning scope of work is developed. 	
<ul style="list-style-type: none"> Project Initiation Package: The date that the Project Initiation Package is approved by the District. 	
<ul style="list-style-type: none"> Consultant Authorized to Begin Design. 	
<ul style="list-style-type: none"> Purpose and Need Submittal: The date that the Draft Purpose and Need is submitted. 	
<ul style="list-style-type: none"> Begin Environmental Clearance: The date when the scoping for an environmental consultant or scoping for an environmental study is initiated. 	
<ul style="list-style-type: none"> Feasibility Study Submittal: The date when the Feasibility Study is received for review by the District from a consultant or local public agency. 	
<ul style="list-style-type: none"> Preferred Alternative Approval: The date when a single Preferred Alternative is approved the preferred alternative may be established at scope development. If so, provide the scoping date. Otherwise, enter the appropriate approval date associated with the Feasibility Study or Alternative Evaluation Report. 	
<ul style="list-style-type: none"> Preliminary Right-of-Way Plan Submittal: The date when Preliminary RW plans are received for review by the District from a consultant or local public agency. 	
<ul style="list-style-type: none"> Right-of-Way Authorization: The date when authorization is given to a local public agency to begin acquisition activities. 	
<ul style="list-style-type: none"> Stage 2 Design Plan Submittal 	
<ul style="list-style-type: none"> Environmental Document Approval: The date when the responsible agency (FHWA or ODOT) approves the document or the District confirms the project is exempt from documentation. 	
<ul style="list-style-type: none"> Stage 3 Design Plan Submittal 	
<ul style="list-style-type: none"> Right-of-Way Acquisition Complete: Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.) 	
<ul style="list-style-type: none"> Final Plans and Bid Package Submittal to ODOT 	
<ul style="list-style-type: none"> Award Contract: The date the local public agency approves a contract with a successful bidder. 	
<ul style="list-style-type: none"> Begin Construction 	
<ul style="list-style-type: none"> Project Completion 	
<ul style="list-style-type: none"> For programs, purchases, studies, and other projects that do not have a construction phase, please provide a schedule for project development (including environmental approval) and funding. Provide an estimate of the date(s) that federal funds would need to be available. Give a summary of the schedule to be followed before the project is ready for funding and while it is being implemented. See also instructions for Item #48 above. Describe other relevant aspects of the project schedule. For example, is the funding schedule contingent upon other actions? Will the project need funding from other sources to proceed? 	

PROJECT EVALUATION CRITERIA

Criteria	Measure	Points
1. Project Type (Maximum Points =10)	Regional rideshare/vanpool programs	10
	Congestion Reduction, Traffic Flow Improvements & ITS	10
	Transit Vehicle Replacement	8
	Freight/Intermodal including diesel engine retrofits	7
	Public Education and Outreach	6
	Transit Service Upgrades	5
	Pedestrian/Bicycle	4
	Alternative Fuels and Vehicles- Non transit	4
	Employer-based Programs	4
	Travel Demand Management	3
	Modal Subsidies and Vouchers	3
	Transit Facility Upgrades	2
	Other TCM's and Misc	2

Project Type – CMAQ funds can be used on a variety of project types designed to address congestion mitigation and/or emissions reductions. A project will be awarded up to 10 points based on the type of project. (Refer to the Example of Project Types Descriptions.) Some projects may involve multiple project types. The score will be based on the primary project type. See below for example descriptions.

Narrative for Project Type, supporting documentation, and points.

Total points: (to be completed by MPO)

Criteria	Measure	Points
2. Cost Effectiveness (CE) (Maximum Points =15) * Sliding scale	High emissions reduced per dollar cost; Low dollar cost per kilogram reduced. Medium Low	20 * *
<p><u>Cost Effectiveness</u> is a measure of the project’s ability to reduce emissions (HC, NO_x, and PM_{2.5}) per dollar invested (\$ per kg). The OSUCC will apply standard methodologies to estimate the emissions reduction and award up to 20 points on a sliding scale relative to the applications received. The following formula will be used to estimate the cost effectiveness: $CE \text{ \\$/kg} = (\text{CMAQ\\$ Request/Useful Life})/\text{Annual Emissions Reduction}$</p> <p>To be completed by MPO</p>		

Calculation and brief narrative for Cost Effectiveness, supporting documentation, and points.

Total points: (to be completed by MPO)

Criteria	Measure	Points
3. Other Benefits (Maximum Points =10)	<i>Score up to 2 points for each additional project benefit</i> Improved safety Fixed Route Transit Bicycle/Pedestrian Improved freight movement Benefits environmental justice population	 0 - 2 0 - 2 0 - 2 0 - 2 0 - 2
<p><u>Other Benefits</u> - Many projects have ancillary or additional benefits beyond the primary goals of the CMAQ program. This criterion allows for a range of points based on several categories including safety, fixed route transit service, bike/pedestrian, improved freight movement and benefits to environmental justice populations. Up to 2 points may be awarded for projects that demonstrate high positive impacts from any or all of the categories up to a maximum of 10 points</p>		

Narrative for Other Benefits, supporting documentation, and points.

Total points: (to be completed by MPO)

Criteria	Measure	Points
4. Existing Modal Quality of Service (LOS) (Maximum Points =15)	Very Low	15
	Low	10
	Medium	4
	High	0

The Quality of Service (QOS) documents the existing modal service quality in the project area. A project may be awarded up to 15 points depending upon the current QOS. No points will be awarded to projects to improve modes currently operating at a high level. The applicant must provide documentation and data showing how the quality of service was determined.

- a. For roadways the traditional level of service (LOS) will be the measure (F=very low, E=Low, D=medium).
- b. For transit projects, the applicant is to provide information to assess the “quality of service.” This should be appropriate to the need the transit project is fulfilling. For a transit vehicle replacement project, the % of fleet over useful life should be provided. For a project that would provide more frequent service, the load factor (peak or off peak as appropriate) of the impacted route should be used. For geographic or service hour expansion a more qualitative rationale must be provided to assess the existing QOS.
- c. Similarly, for bike or pedestrian projects, information is to be provided to demonstrate the poor quality of service being provided for users of those modes.

Please note: for transit, bike and pedestrian projects, lack of service or absence of a facility alone does not equate to poor level of service. Information must be provided that demonstrates there is demand for the service or facility that is not being met. The calculation of demand should relate to demand used in the cost effectiveness calculations.

What is the current and projected QOS? Please provide supporting documentation.

Total points: (to be completed by MPO)

Criteria	Measure	Points
5. Positive Impact on QOS (Maximum Points =15)	High impact	15
	Medium impact	10
	Low impact	3
	No impact	0

The **Positive Project Impact on Quality of Service (QOS)** assesses the impact the proposal will have on the existing situation, ranging from 0 to 15 points. Some examples of Positive Impacts for QOS for Roads, Transit, and Bicycle and Pedestrian, are shown below.

ROAD QOS IMPACTS

HIGH	MEDIUM	LOW
The project will improve the LOS from F to C	The project will improve the LOS from F to D or from E to C	The project will improve the LOS from F, E or D by one level or substantially reduce delay if resulting LOS remains F.

TRANSIT QOS IMPACTS¹

HIGH	MEDIUM	LOW
Significantly increases service and reliability. Interconnect or fare coordination project, bus turnouts at major intersections, intermodal facility accommodating major transfers, reduces travel time. Fleet expansion will be considered high impact.	Increases service and reliability in a minor capacity, interconnect or fare coordination project, general bus turnouts, intermodal facility accommodating major transfers. Vehicle replacement will be considered a medium impact.	Increases passenger comfort or convenience, bike racks.

BICYCLE and PEDESTRIAN QOS IMPACTS²

HIGH	MEDIUM	LOW
Facility that will primarily serve commuters and/or school sites, sidewalks where none exist. Completes final pieces of a significant regional route.	Mixed use bicycle/pedestrian facility (recreation & commuter), usable sidewalk segments including upgrades and new installations and signage.	Public educational, promotional, and safety programs that promote and facilitate increased use of non-motorized modes of transportation.

FREIGHT QOS IMPACTS³

HIGH	MEDIUM	LOW
Facility or equipment that will improve the movement or processing of freight by 50% above existing conditions or other qualitative assessment	Facility or equipment that will improve the movement or processing of freight by 25% above existing conditions or other qualitative assessment	Facility or equipment that will improve the movement or processing of freight by 15% above existing conditions or other qualitative assessment

What is the Positive Impact on QOS? Please provide supporting documentation.

Total points: (to be completed by MPO)

¹ Council of Fresno County Governments, January 2006 CMAQ Call for Projects

² Council of Fresno County Governments, January 2006 CMAQ Call for Projects

³ Council of Fresno County Governments, January 2006 CMAQ Call for Projects

Criteria	Measure	Points	Measure	Points
7. Non-Federal Match of Requested CMAQ Funds of the phase(s) cost (Maximum Points =10)	Above 40%	5	Greater than \$2.0 M	5
	>35 to 40%	4	\$1.0 M to \$2.0 M	4
	>30 to 35%	3	>\$500,000 to \$1.0 M	3
	>25 to 30%	2	\$150,000 to \$500,000	2
	>20 to 25%	1	\$50,000 to \$150,000	1
	Up to 20%	0	\$0 to \$50,000	0

Non-CMAQ Funding – The criteria rewards applicants that leverage additional funding above the required rate for local participation. The standard match rate for federal CMAQ funds is 20 percent (although there are exceptions). The applicant can gain up to a maximum of 10 points through leveraging non CMAQ resources towards the CMAQ eligible project cost for the phase(s) requesting CMAQ funding. Up to 5 points awarded based on percent of funding non-CMAQ funding and up to 5 points for amount of non-CMAQ funding. The non-CMAQ funding can be local, private, state or other federal provided it is not federal funding controlled by the submitting MPO.

Phase Description	State Fiscal Year	CMAQ \$ Request	CMAQ % Share	Other Federal \$ Secured	Other Federal \$ Source	Local \$ Match	Local \$ Match Source	Phase \$ Totals
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Preliminary Engineering								
Detailed Design								
Right of Way								
Construction								
FUNDING TOTALS								

Narrative for Non-Federal Match, supporting documentation, and points.

Total points: (to be completed by MPO)

Criteria	Measure	Points
8. Regional Priority (Maximum Points =10) (determined by each MPO)	First Priority Project	10
	Second Priority Project	7
	Third Priority Project	4
	Fourth Priority Project	2
	All Other	0

Regional Priority – MPO’s will be responsible for collecting, reviewing for completeness and ranking CMAQ applications from the eligible recipients in their regions. Top ranking projects from each region will receive 10 points, second highest receives 7 points, third highest receives 4 points, fourth highest receives 2 points. All others receive 0 points. Each MPO will develop their own approach to determining their regional priority. In cases where a project is in more than one MPO an average point score will be used.

Narrative for Regional Priority, supporting documentation, and points.

Total points: (to be completed by MPO)

Criteria	Measure	Points
9. Beginning in FY 2015 or Later: History of Project Delivery By Project Sponsor in the previous two years	One project slipped past programmed year	-5
	Two or more project slipped past programmed year	-10
	One or more projects cancelled	-10

History of Project Delivery – It is critical that projects that compete for and receive Ohio CMAQ dollars be delivered on time and within budget in order to fully realize the user benefits for Ohio citizens. Therefore, an applicant who has accepted CMAQ dollars in FY 2015 or later and allows the project to slip beyond the programmed year of obligation will be penalized 5 points on all subsequent applications for a period of two years. Applicants that allow two or more projects to slip will be penalized 10 points on subsequent applications for a period of two years. Project cancellation will also be cause for a 10 points reduction for a period of two years. Exceptions may be granted by the OSUCC for circumstances beyond the control of the applicant.

MAXIMUM POINTS	100	Applicant total points for this project.	0
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Frequently Asked Questions and Answers

1. What is the purpose of the Ohio Statewide Urban Congestion Mitigation Air Quality Program?

In November 2012, the Director of the Ohio Department of Transportation (ODOT) announced the creation of an Ohio Statewide Urban Congestion Mitigation and Air Quality (CMAQ) Program. The intent of the program is to more quickly advance eligible projects that improve air quality, reduce congestion, and eliminate delay/improve safety, in addition to utilizing statewide CMAQ funding in the year funds are allocated.

2. What is the CMAQ Program?

The CMAQ program was established by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and continues under the current federal transportation bill Moving Ahead for Progress in the 21st Century (MAP-21); with an emphasis area on addressing PM2.5. The CMAQ Program provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet (nonattainment areas) the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter, and for areas that were out of compliance but have now met (maintenance areas) the NAAQS.

Generally, projects eligible under the CMAQ program prior to enactment of MAP-21 remain eligible. All CMAQ projects must demonstrate three primary elements of eligibility: 1.) transportation identity as described within the programmatic parameters in the CMAQ Final Program Guidance Section VII – Project Eligibility Provisions – D. Eligible Projects and Programs; 2.) emissions reduction; and 3.) location in or benefitting a nonattainment or maintenance area.

3. What is the Ohio Statewide Urban Congestion Mitigation Air Quality Committee (OSUCC)?

In January 2013, the Ohio Association of Regional Councils (OARC) Executive Directors established OSUCC, charging them with the task of developing protocols for managing the Congestion Mitigation Air Quality (CMAQ) Program. The CMAQ Program provides approximately \$60 plus million annually; although this amount may vary for each application round, to Ohio's eight largest Metropolitan Planning Organizations (MPOs) with populations larger than 200,000.

4. What MPOs sit on OSUCC?

The OSUCC consists of representatives from the following agencies:

- Akron Metropolitan Area Transportation Study (AMATS)
- Eastgate Regional Council of Governments (Eastgate)
- Miami Valley Regional Planning Commission (MVRPC)
- Mid-Ohio Regional Planning Commission (MORPC)
- Northeast Ohio Areawide Coordinating Agency (NOACA)
- Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
- Stark County Area Transportation Study (SCATS)
- Toledo Metropolitan Area Council of Governments (TMACOG)

5. What types of projects are eligible?

Non-capacity adding projects that can demonstrate an emissions reduction are generally eligible. For a complete listing of eligible projects, please visit the following link to review FHWA's Final CMAQ Program Guidance: http://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cmaq_map21/index.cfm, specifically Eligibility Requirements and Eligible Activities.

6. What types of project are not eligible?

Projects which add new capacity for single-occupancy vehicles are not eligible. Maintenance projects are not eligible.

7. Can any entity submit a project for CMAQ funding consideration?

Applicants are limited to qualified government entities that are members of one of the large MPOs located within the metropolitan planning area. Projects located within the boundaries of a non-member jurisdiction are not eligible for Federal CMAQ funds unless the member jurisdiction applying for funds would be the owner or maintainer of the facility being constructed.

8. Does an applicant submit projects directly to OSUCC since there are eight MPOs and when is the solicitation process?

The solicitation process for projects will consist of two parts.

- First, each of the eight large MPO will solicit projects from their area. Each MPO shall conduct this part in whatever manner that best meets their local circumstances.
- Second, each MPO will then provide the OSUCC the application form for each project from their area, including the MPO ranking, and the project scoring table.

Following this solicitation the OSUCC will review the scoring provided by the MPO's. OSUCC may adjust project scores to ensure the scoring criterion was applied uniformly across all of the projects. This will lead to a listing of projects ranked by score.

9. What is the schedule of activities for each CMAQ funding round?

- May of each year: Identify total amount by year of CMAQ funding to be available for new projects.
- May – August: Each MPO solicits projects or otherwise identifies projects to be submitted to the OSUCC.
- Early September: Projects submitted to OSUCC.
- Early September – November: OSUCC review of projects and project scoring.
- November: OSUCC identifies the recommended program of projects for funding.
- December: Executive Directors approve projects for funding. All projects will follow the individual MPO public involvement policies in accordance with the standard STIP/TIP public involvement processes.

10. Where can an applicant obtain a CMAQ application form?

Each MPO solicit projects from their respective area. Applicants should contact the respective MPO for their area.

Bowling Green 2017 CMAQ Application
WOO-64 (Wooster St) & Campbell Hill Rd Roundabout

Attachments

WOO-64 (Wooster St) & Campbell Hill Rd/Alumni Dr Roundabout

Narrative for Questions 1 & 3:

1. Project Type

Project Type: Traffic flow Improvements (10 points).

The proposed project consists of replacing the existing signalized intersection at SR 64 (Wooster St) & Campbell Hill Rd/Alumni Dr with a roundabout.

In the 2014 BG Improvement Plan, the East Wooster Street corridor was identified as an inefficient entryway into Bowling Green and Bowling Green State University and a recommendation was made to commission a more detailed design study of the corridor. In 2015 the East Wooster Street Corridor Study was completed and the Wooster St & Campbell Hill Rd/Alumni Drive intersection was recommended for consideration for a roundabout. Also during that same period ODOT authorized the design and construction of 2 roundabouts at the IR-75 entrance and exit ramps to replace the existing signalized intersections. The IR-75 & SR-64/SR-105 roundabouts are currently under design and scheduled for construction to begin 10/2018.

The proposed WOO-64 & Campbell Road roundabout will provide for quicker, safer and more efficient access to recently widened IR-75 which is an efficient route to I-80 (Ohio Turnpike), railroad intermodal facilities in Toledo and North Baltimore, Toledo's Seaport, and Toledo Express Airport.

See attached preliminary layout, IR-75 & SR-64/105 (Wooster St) exhibit, and excerpts from the 2015 East Wooster Corridor Study.

3. Other Benefits

Improved Safety (2 points): Roundabouts are designed to be safer and more efficient than a traditional intersection. The design of the roundabout creates a low speed (20-30 mph) environment and prevents high angle crashes such as "T-bone" crashes. Low angle, low speed crashes tend to be less severe than higher angle, high speed crashes. This project also includes the extension of the curbed median island to connect the proposed SR-64 & Campbell Hill Rd roundabout to the IR-75 west ramp roundabout to improve access management by eliminating left turns out of the numerous commercial driveways on the south side of SR-64 (Wooster St) (see attachment).

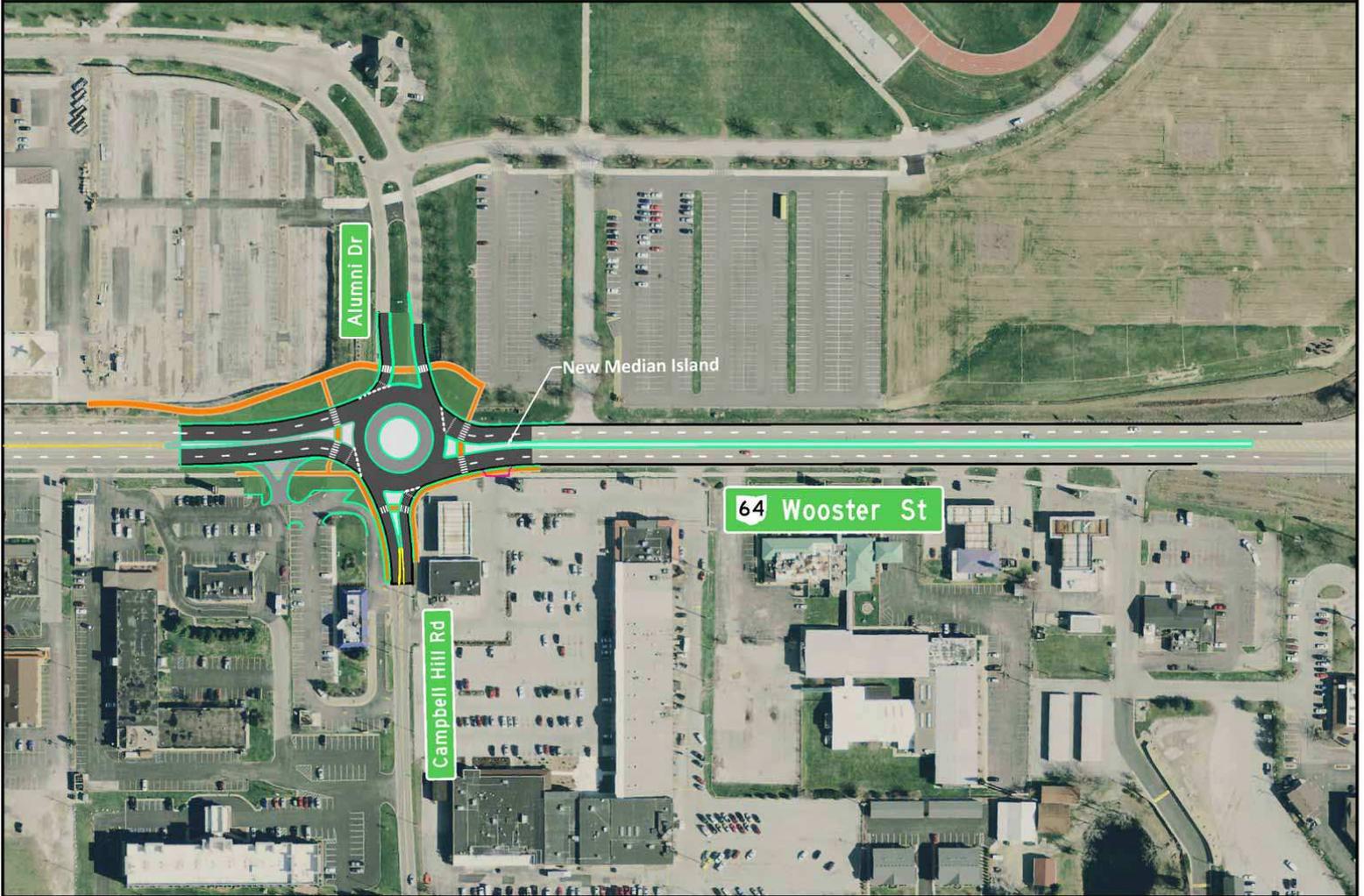
Fixed Route Transit (2 points): Bowling Green State University has a fixed shuttle route thru this intersection. (see attachment).

Bicycle/Pedestrian (2 points): This proposed project is an extension of the IR-75 & SR-64/SR-105 double roundabout project current under design and scheduled to begin construction 10/2018. That project includes an extensive multi-use path to provide a safe and accessible pedestrian and bicycle route over IR-75. The WOO-64 & Campbell Hill Rd roundabout will include continuation of that multi-use path thru all directions of the intersection (see attachment).

Improved freight movement (2 points): This intersection is the gateway into Bowling Green State University and downtown Bowling Green. BGSU is the largest employer in the City and has a Bowling Green campus student enrollment of approximately 18,000 students. Most of the freight and commerce required to support this large entity passes through this intersection from IR-75. The proposed WOO-64 & Campbell Hill Rd roundabout will provide for quicker, safer and more efficient access to recently widened IR-75 which is an efficient route to I-80 (Ohio Turnpike), railroad intermodal facilities in Toledo and North Baltimore, Toledo's Seaport, and Toledo Express Airport.

Benefits environmental justice population (2 points): This project will link high density rental housing to an employment opportunity center (Woodbridge Industrial Park), a grocery store, and the Municipal Court by providing a continuation of pedestrian and bicycle access thru the intersection. The project will include extending the 10' multi-use path being constructed as part of the IR-75 & SR-64/SR-105 roundabout project in 2019 (see attachment).

Alumni Dr./Campbell Hill Rd. & SR-64 (Wooster St.)

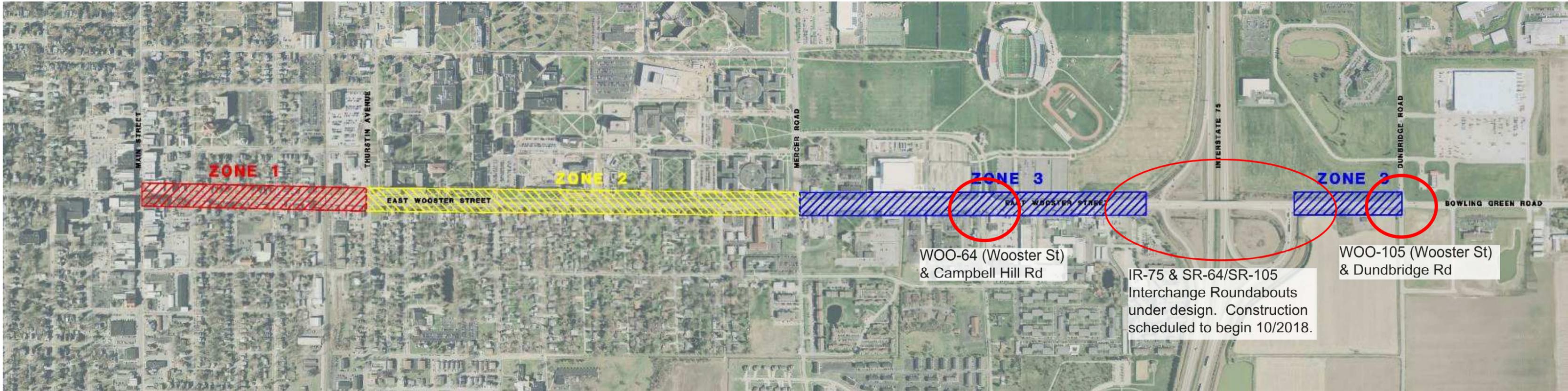




EAST WOOSTER STREET CORRIDOR STUDY

City Council

November 14, 2015

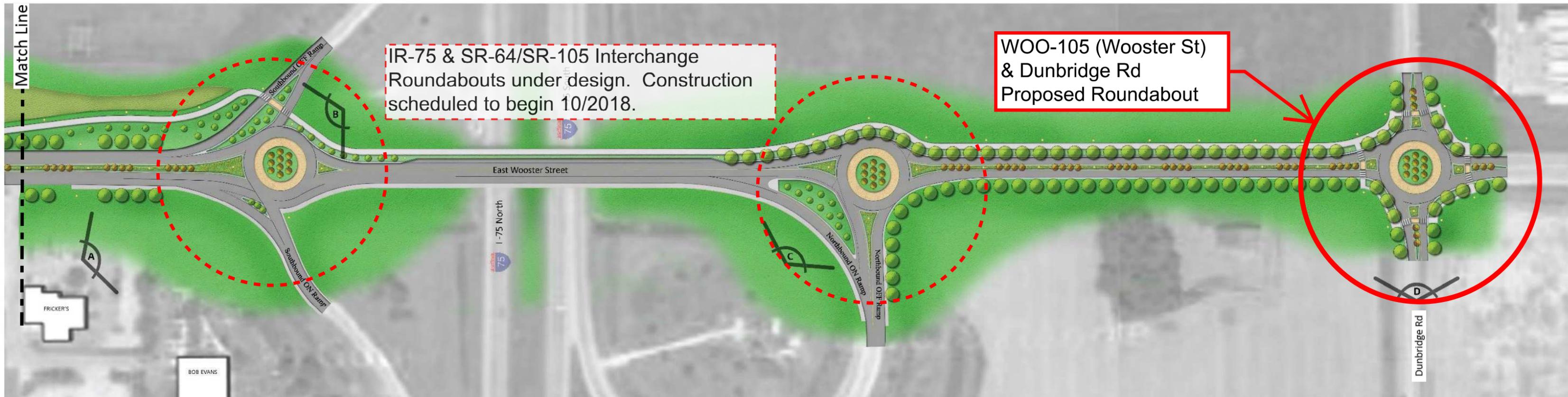


POGGEMEYER
DESIGN GROUP

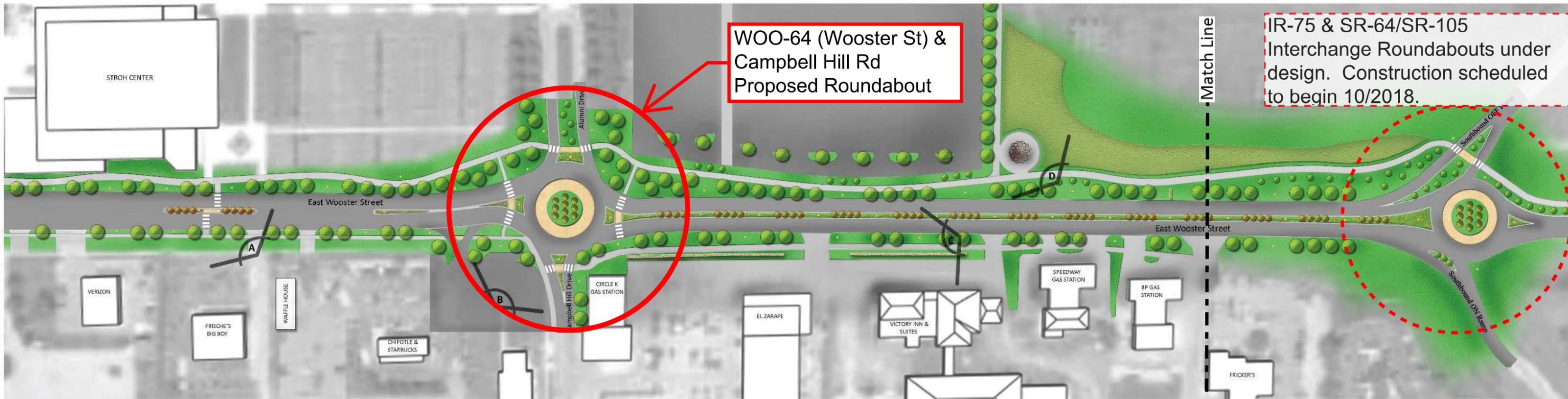


PLANNING
LANDSCAPE ARCHITECTURE
URBAN DESIGN

Corridor Study Concept Plan



Corridor Study Concept Plan



WOO-64 (Wooster St) & Campbell Hill Rd Proposed Roundabout

IR-75 & SR-64/SR-105 Interchange Roundabouts under design. Construction scheduled to begin 10/2018.

Match Line



A
3

B
3

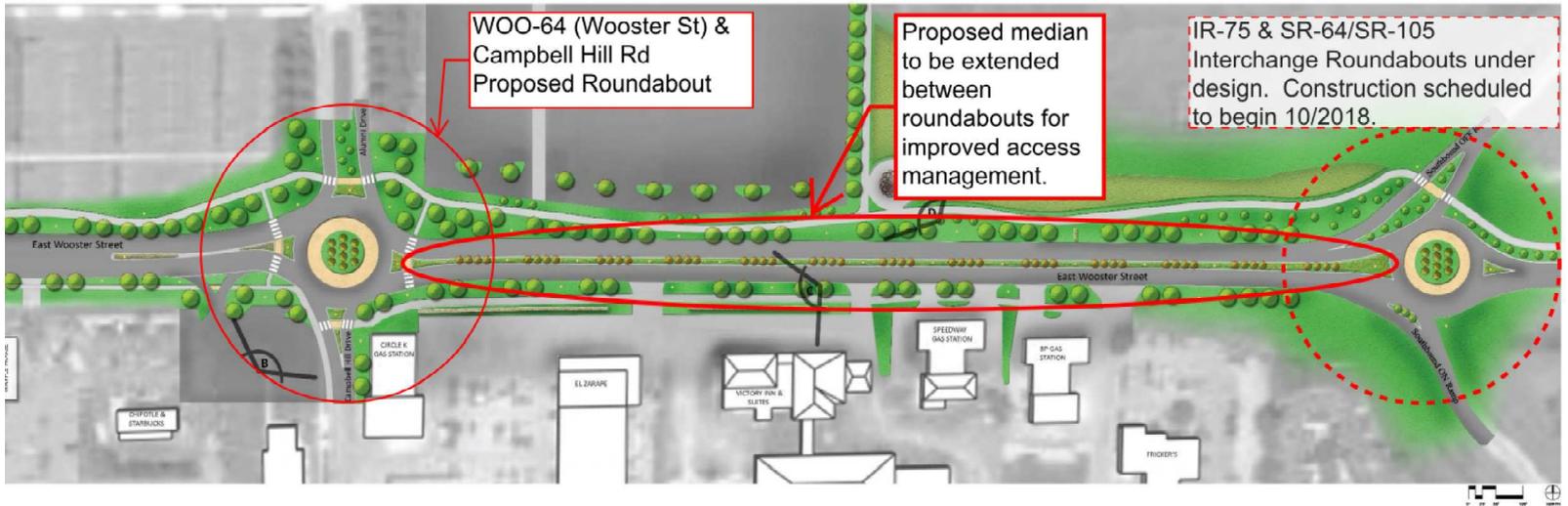
C
3

D
3

Bowling Green 2017 CMAQ Application - WOO-64 & Campbell Hill Rd Roundabout

Question 3. Other Benefits: Improved Safety

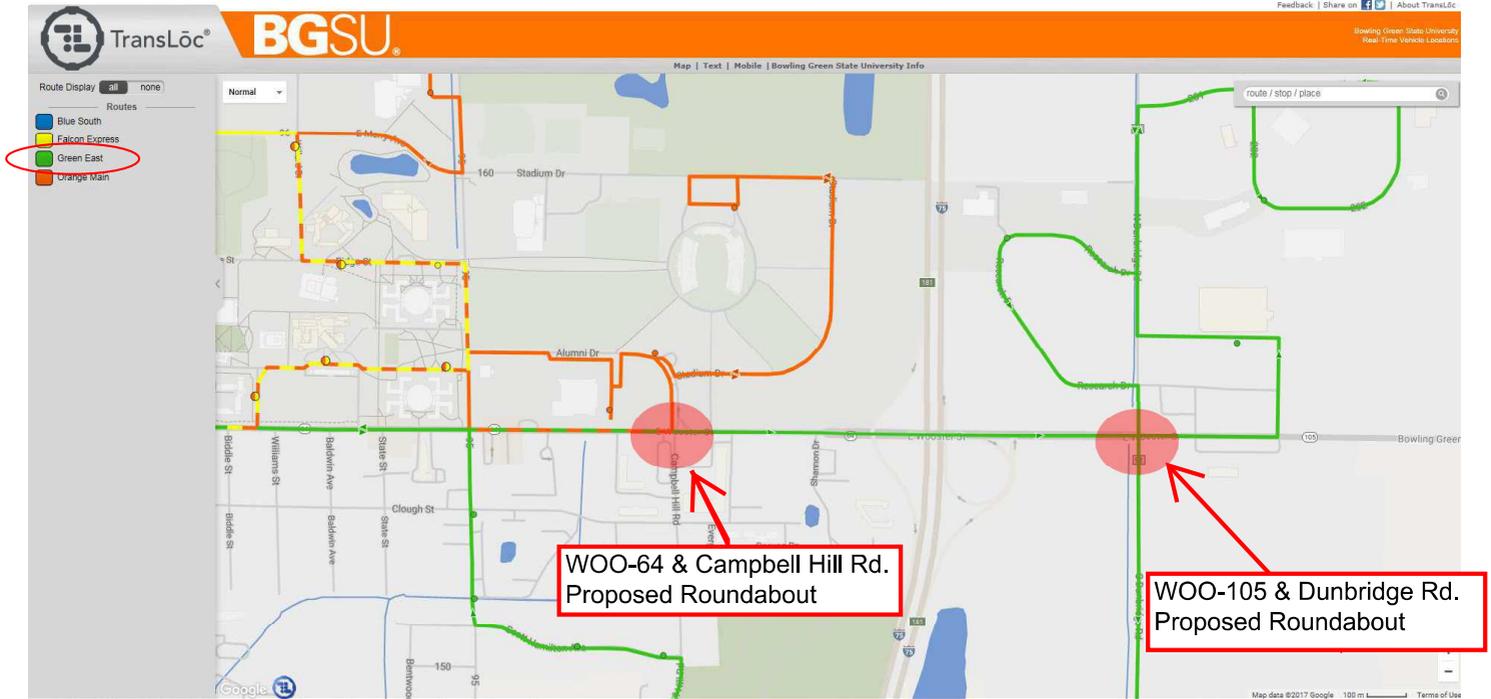
Justification: Inherent roundabout safety advantages versus a traditional intersection and the construction of a median island between the 2 adjacent roundabouts for improved access management (2 points).



Bowling Green 2017 CMAQ Application - WOO-64 & Campbell Hill Rd Roundabout

Question 3. Other Benefits: Fixed Route Transit

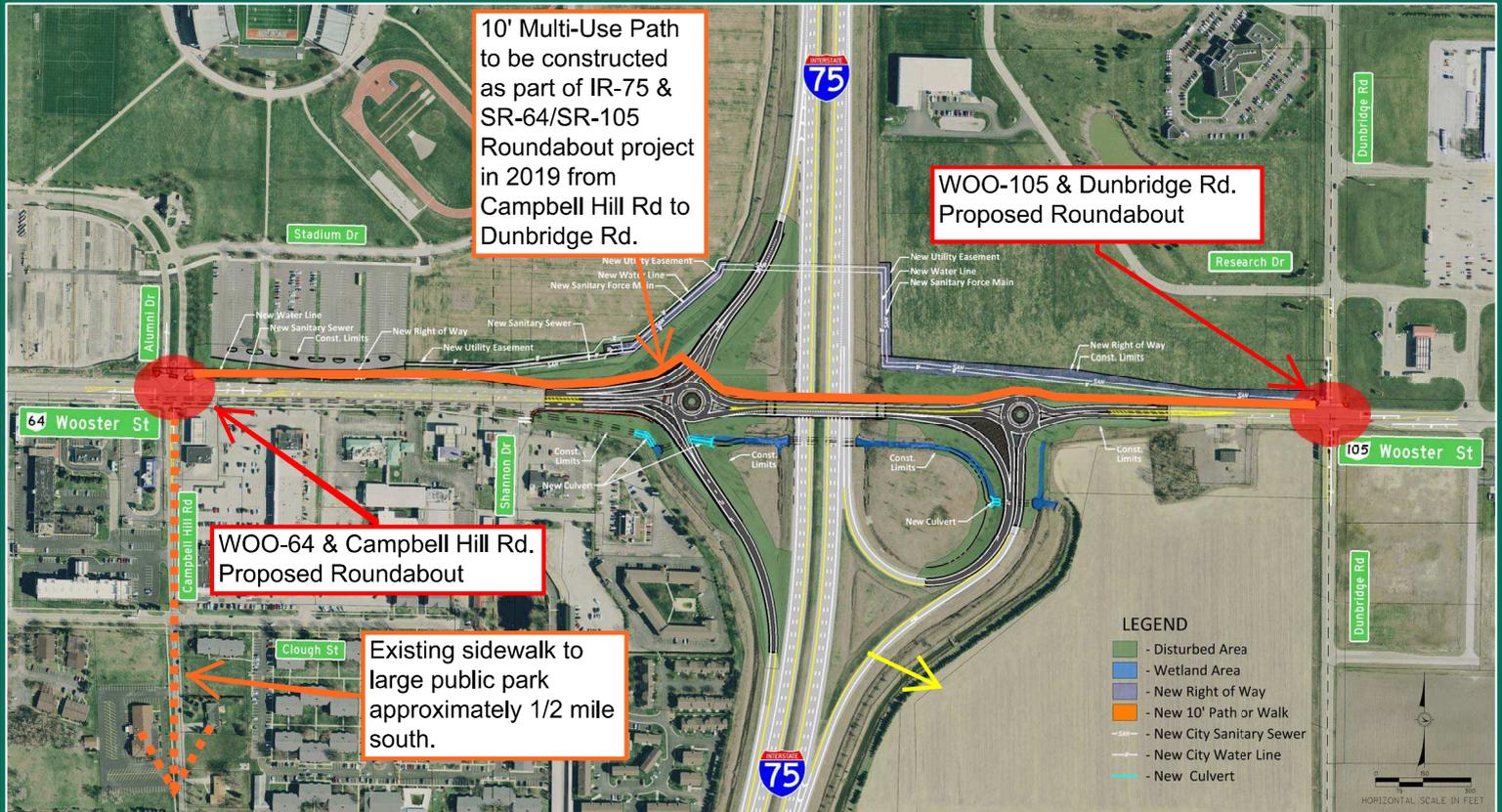
Justification: Bowling Green State University Shuttle Route (2 points)



Question 3. Other Benefits: Bicycle/Pedestrian

Justification: Continuation of planned 10' Multi-Use Path thru roundabout (2 points)

IR-75 and SR-64/SR-105 (Wooster Street) Interchange



10' Multi-Use Path to be constructed as part of IR-75 & SR-64/SR-105 Roundabout project in 2019 from Campbell Hill Rd to Dunbridge Rd.

WOO-105 & Dunbridge Rd. Proposed Roundabout

WOO-64 & Campbell Hill Rd. Proposed Roundabout

Existing sidewalk to large public park approximately 1/2 mile south.

- LEGEND**
- - Disturbed Area
 - - Wetland Area
 - - New Right of Way
 - - New 10' Path or Walk
 - - New City Sanitary Sewer
 - - New City Water Line
 - - New Culvert

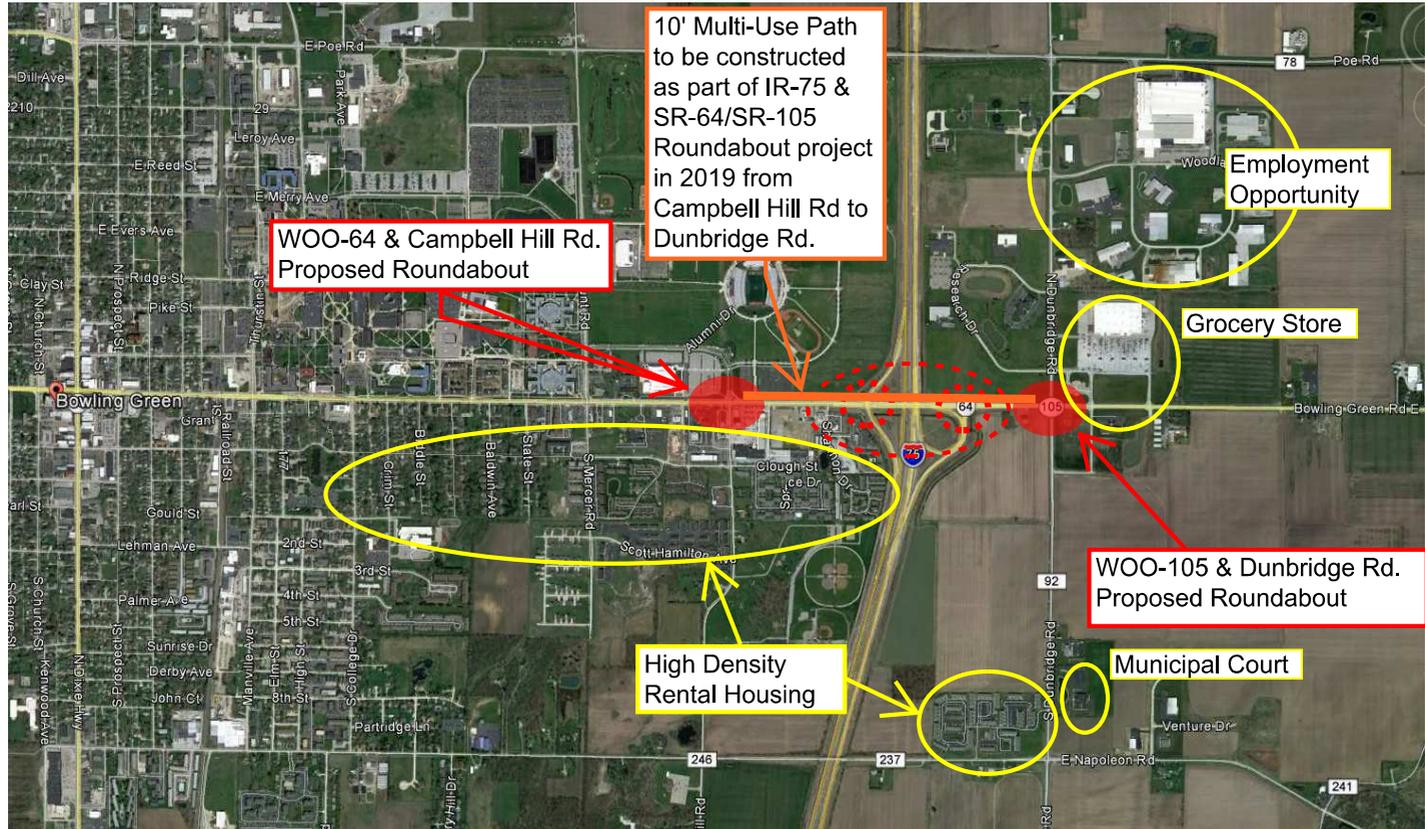
The environmental review, consultation, and other actions required by applicable Federal environmental laws for the WOO-64-0.39, RID 101007 project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.



Bowling Green 2017 CMAQ Application - WOO-64 & Campbell Hill Rd Roundabout

Question 3. Other Benefits: Benefits environmental justice population

Justification: Provides continuation of pedestrian and bicycle access thru the intersection to link high density rental housing to an employment opportunity center (Woodbridge Industrial Park), grocery store, and the Municipal Court (2 points)



Question 4. Existing Modal Quality of Service (LOS)

Question 5. Positive Impact on QOS

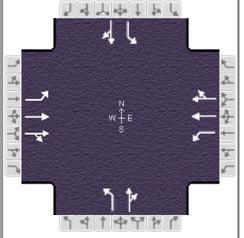
Intersection Level of Service Summary 2017 TMACOG CMAQ Application

2-Jun-17

			Alumni/Campbell Hill		Dunbridge	
			Delay	LOS	Delay	LOS
2018	No Build	Signal	14.2	B	13.6	B
2018	Build	Roundabout	8.7	A	12.4	B
2038	No Build	Signal	14.6	B	15.9	B
2038	Build	Roundabout	9.0	A	14.1	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	PDG			Duration, h	0.25		
Analyst	GAB		Analysis Date	6/1/2017		Area Type	Other
Jurisdiction				Time Period			
Urban Street	SR-64		Analysis Year	2018		Analysis Period	1 > 7:00
Intersection	Campbell Hill		File Name	Streets_Campbell_2018.xus			
Project Description	No Build						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	10	720	80	80	615	30	100	30	120	30	30	10

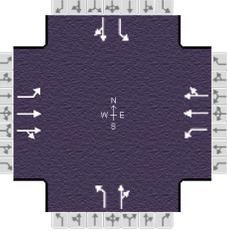
Signal Information														
Cycle, s	51.1	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.0	4.0	16.2	14.9	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	0.0				
				Red	1.0	0.0	1.0	1.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		6.0		6.0
Phase Duration, s	6.0	21.2	10.0	25.2		19.9		19.9
Change Period, (Y+R _c), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (MAH), s	3.1	3.1	3.1	3.1		3.3		3.3
Queue Clearance Time (g _s), s	2.2	13.0	3.5	9.3		6.2		7.2
Green Extension Time (g _e), s	0.0	3.3	0.1	3.3		0.6		0.6
Phase Call Probability	0.14	1.00	0.71	1.00		0.99		0.99
Max Out Probability	0.00	0.00	0.00	0.00		0.00		0.00

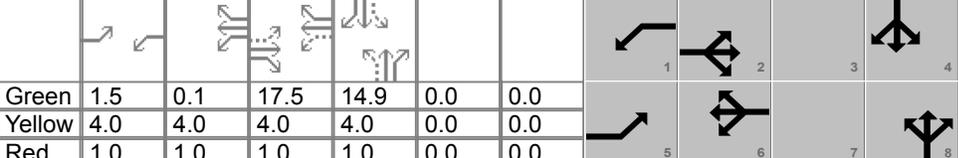
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	11	444	425	87	354	347	109	163		33	43	
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1856	1776	1767	1856	1820	1327	1595		1225	1765	
Queue Service Time (g _s), s	0.2	11.0	11.0	1.5	7.3	7.3	3.3	4.1		1.1	0.9	
Cycle Queue Clearance Time (g _c), s	0.2	11.0	11.0	1.5	7.3	7.3	4.2	4.1		5.2	0.9	
Green Ratio (g/C)	0.34	0.32	0.32	0.43	0.40	0.40	0.29	0.29		0.29	0.29	
Capacity (c), veh/h	335	590	565	378	734	720	504	465		398	514	
Volume-to-Capacity Ratio (X)	0.032	0.753	0.753	0.230	0.482	0.483	0.216	0.351		0.082	0.085	
Back of Queue (Q), ft/ln (50 th percentile)	1.8	101.3	94.9	11.7	62.3	59.8	22.2	32.9		6.9	8	
Back of Queue (Q), veh/ln (50 th percentile)	0.1	4.0	3.8	0.5	2.4	2.4	0.9	1.3		0.3	0.3	
Queue Storage Ratio (RQ) (50 th percentile)	0.01	0.68	0.65	0.08	0.42	0.41	0.22	0.33		0.07	0.08	
Uniform Delay (d ₁), s/veh	11.6	15.6	15.6	10.2	11.5	11.5	14.7	14.3		16.4	13.2	
Incremental Delay (d ₂), s/veh	0.0	0.7	0.8	0.1	0.2	0.2	0.1	0.2		0.0	0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	11.6	16.4	16.4	10.3	11.7	11.7	14.8	14.5		16.4	13.2	
Level of Service (LOS)	B	B	B	B	B	B	B	B		B	B	
Approach Delay, s/veh / LOS	16.3	B		11.6	B		14.6	B		14.6	B	
Intersection Delay, s/veh / LOS	14.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.2	B	2.8	C	2.8	C
Bicycle LOS Score / LOS	1.2	A	1.1	A	0.9	A	0.6	A

HCS7 Signalized Intersection Results Summary

General Information					Intersection Information									
Agency	PDG				Duration, h	0.25								
Analyst	GAB		Analysis Date	6/1/2017		Area Type	Other							
Jurisdiction					Time Period						PHF	0.92		
Urban Street	SR-64		Analysis Year	2038		Analysis Period	1 > 7:00							
Intersection	Campbell Hill		File Name	Streets_Campbell_2038.xus										
Project Description	No Build													

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	15	750	80	185	645	30	100	30	120	30	30	10

Signal Information																								
Cycle, s	54.1	Reference Phase	2	Green	1.5	0.1	17.5	14.9	0.0	0.0	Yellow	4.0	4.0	4.0	4.0	0.0	0.0	Red	1.0	1.0	1.0	1.0	0.0	0.0
Offset, s	0	Reference Point	End	Uncoordinated		Yes	Simult. Gap E/W		On	Force Mode		Fixed	Simult. Gap N/S		On									

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		6.0		6.0
Phase Duration, s	6.5	22.5	11.7	27.7		19.9		19.9
Change Period, (Y+R _c), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (MAH), s	3.1	3.1	3.1	3.1		3.3		3.3
Queue Clearance Time (g _s), s	2.3	14.1	5.6	9.8		6.6		7.7
Green Extension Time (g _e), s	0.0	3.4	0.3	3.4		0.6		0.6
Phase Call Probability	0.22	1.00	0.95	1.00		0.99		0.99
Max Out Probability	0.00	0.00	0.00	0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	16	460	442	201	370	364	109	163		33	43	
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1856	1779	1767	1856	1821	1325	1593		1224	1765	
Queue Service Time (g _s), s	0.3	12.1	12.1	3.6	7.8	7.8	3.6	4.5		1.2	1.0	
Cycle Queue Clearance Time (g _c), s	0.3	12.1	12.1	3.6	7.8	7.8	4.6	4.5		5.7	1.0	
Green Ratio (g/C)	0.35	0.32	0.32	0.48	0.42	0.42	0.28	0.28		0.28	0.28	
Capacity (c), veh/h	353	601	576	413	777	763	474	439		369	487	
Volume-to-Capacity Ratio (X)	0.046	0.766	0.766	0.487	0.476	0.477	0.229	0.371		0.088	0.089	
Back of Queue (Q), ft/ln (50 th percentile)	2.8	113.7	106.6	27.7	67.5	64.8	24.7	36.7		7.6	9	
Back of Queue (Q), veh/ln (50 th percentile)	0.1	4.4	4.3	1.1	2.6	2.6	1.0	1.4		0.3	0.4	
Queue Storage Ratio (RQ) (50 th percentile)	0.02	0.76	0.73	0.18	0.45	0.44	0.25	0.37		0.08	0.09	
Uniform Delay (d ₁), s/veh	11.7	16.4	16.4	10.8	11.4	11.4	16.3	15.8		18.1	14.6	
Incremental Delay (d ₂), s/veh	0.0	0.8	0.8	0.3	0.2	0.2	0.1	0.2		0.0	0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	11.7	17.2	17.3	11.1	11.6	11.6	16.3	16.0		18.1	14.6	
Level of Service (LOS)	B	B	B	B	B	B	B	B		B	B	
Approach Delay, s/veh / LOS	17.1	B		11.5	B		16.1	B		16.1	B	
Intersection Delay, s/veh / LOS	14.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.2	B	2.8	C	2.8	C
Bicycle LOS Score / LOS	1.2	A	1.3	A	0.9	A	0.6	A

HCS7 Roundabouts Report

General Information					Site Information				
Analyst	GAB				Intersection	SR-64/Campbell Hill			
Agency or Co.	PDG				E/W Street Name	Wooster St.			
Date Performed	6/1/2017				N/S Street Name	Campbell Hill Road/ Alumni Drive			
Analysis Year	2018				Analysis Time Period (hrs)	0.25			
Time Period	PM Peak				Peak Hour Factor	0.92			
Project Description	2017 TMACOG CMAQ				Jurisdiction	Bowling Green			

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0
Lane Assignment	LT		TR		LT		TR				LTR				LTR	
Volume (V), veh/h	5	10	720	80	80	105	615	30	2	100	30	120	0	30	10	10
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v _{PCE}), pc/h	6	11	806	90	90	118	689	34	2	112	34	134	0	34	11	11
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	10				10				10				30			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436			4.9763			4.9763	
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass									
Entry Flow (v _e), pc/h	429	484		438	493			282			56	
Entry Volume veh/h	417	470		425	479			274			54	
Circulating Flow (v _c), pc/h	255			165			947			1017		
Exiting Flow (v _{ex}), pc/h	1064			818			79			221		
Capacity (c _{PCE}), pc/h	1126	1126		1222	1222			525			489	
Capacity (c), veh/h	1083	1083		1175	1175			510			475	
v/c Ratio (x)	0.38	0.43		0.36	0.41			0.54			0.11	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass									
Lane Control Delay (d), s/veh	7.3	8.0		6.6	7.2			17.6			9.1	
Lane LOS	A	A		A	A			C			A	
95% Queue, veh	1.8	2.2		1.7	2.0			3.1			0.4	
Approach Delay, s/veh	7.7			6.9			17.6			9.1		
Approach LOS	A			A			C			A		
Intersection Delay, s/veh LOS	8.7						A					

HCS7 Roundabouts Report

General Information					Site Information				
Analyst	GAB				Intersection	SR-64/Campbell Hill			
Agency or Co.	PDG				E/W Street Name	Wooster St.			
Date Performed	6/1/2017				N/S Street Name	Campbell Hill Road/ Alumni Drive			
Analysis Year	2038				Analysis Time Period (hrs)	0.25			
Time Period	PM Peak				Peak Hour Factor	0.92			
Project Description	2017 TMACOG CMAQ				Jurisdiction	Bowling Green			

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0
Lane Assignment	LT		TR		LT		TR				LTR				LTR	
Volume (V), veh/h	5	10	750	80	80	105	645	30	2	100	30	120	0	30	10	10
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v _{PCE}), pc/h	6	11	840	90	90	118	722	34	2	112	34	134	0	34	11	11
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	10				10				10				30			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436			4.9763			4.9763	
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass									
Entry Flow (v _e), pc/h	445	502		453	511			282			56	
Entry Volume veh/h	432	487		440	496			274			54	
Circulating Flow (v _c), pc/h	255			165			981			1050		
Exiting Flow (v _{ex}), pc/h	1098			851			79			221		
Capacity (c _{PCE}), pc/h	1126	1126		1222	1222			507			473	
Capacity (c), veh/h	1083	1083		1175	1175			493			459	
v/c Ratio (x)	0.40	0.45		0.37	0.42			0.56			0.12	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass									
Lane Control Delay (d), s/veh	7.5	8.3		6.8	7.4			18.8			9.5	
Lane LOS	A	A		A	A			C			A	
95% Queue, veh	1.9	2.4		1.8	2.1			3.3			0.4	
Approach Delay, s/veh	7.9			7.1			18.8			9.5		
Approach LOS	A			A			C			A		
Intersection Delay, s/veh LOS	9.0						A					

Bowling Green 2017 CMAQ Application- WOO-64 (Wooster St) & Campbell Hill Rd Roundabout

Question 7. Non-Federal Match of Requested CMAQ Funds: Detailed Cost Breakdown



Engineer's Opinion of Conceptual Construction Cost

City of Bowling Green

2017 TMACOG CMAQ Application - Wooster Street Roundabouts
PDG 107200-00150

Date: 6/2/2017
Calculated by: HAC
Checked by: GAB

Construction cost estimate for two conceptual roundabouts on Wooster Street at the intersections of Alumni Drive / Campbell Hill Road on SR-64 and at Dunbridge Road on SR-105. New medians are included to meet the the two WOO-64-0.39 project roundabouts at the Interstate ramps, currently under design by ODOT.

Item No.	Item	Intersection		Total Quantity	Units	Unit Price	Price		Total
		Campbell Hill	Dunbridge				Campbell Hill	Dunbridge	
Roadway									
201	Clearing and Grubbing	6000	4000	10000	\$ Lump	\$6,000	\$4,000	\$10,000	
202	Pavement Removed	5601	6699	12300	SY	\$10.00	\$56,010	\$66,990	\$123,000
202	Curb and Gutter Removed	2237	0	2237	LF	\$6.50	\$14,541	\$0	\$14,541
202	Curb Removed	0	219	219	LF	\$2.00	\$0	\$438	\$438
203	Excavation (for new pavement)	616	375	991	CY	\$18.00	\$11,088	\$6,750	\$17,838
203	Embankment (filling of old road/walk)	88	0	88	CY	\$25.00	\$2,200	\$0	\$2,200
204	Subgrade Compaction	5400	5230	10630	SY	\$1.75	\$9,450	\$9,153	\$18,603
204	Proof Rolling	5	5	10	HR	\$225.00	\$1,125	\$1,125	\$2,250
608	Curb Ramp	16	16	32	EA	\$400.00	\$6,400	\$6,400	\$12,800
608	Ramp Detectable Warning (for Bikepath ramps)	80	160	240	SF	\$16.00	\$1,280	\$2,560	\$3,840
608	4" Concrete Walk	5649	3102	8751	SF	\$4.00	\$22,596	\$12,408	\$35,004
609	Combination Curb and Gutter, Type 2	1483	2389	3872	FT	\$24.00	\$35,592	\$57,336	\$92,928
609	Combination Curb and Gutter, Type 3	327	302	629	FT	\$26.00	\$8,502	\$7,852	\$16,354
608	Curb, type 6	1039	293	1332	SF	\$17.50	\$18,183	\$5,128	\$23,310
608	Curb for Islands (type 6 plus integral 2' walk)	3554	2178	5732	FT	\$25.00	\$88,850	\$54,450	\$143,300
	SPEC BGSU Entry Changes	35000	0	35,000	\$ Lump	\$35,000	\$0	\$35,000	
Erosion Control & Landscaping									
653	Center Island Landscaping	8000	8000	16000	\$ Lump	\$8,000	\$8,000	\$16,000	
659	Seeding & Mulching	5500	6500	12000	\$ Lump	\$5,500	\$6,500	\$12,000	
832	Storm Water Pollution Plan	2500	2500	5,000	\$ Lump	\$2,500	\$2,500	\$5,000	
832	Erosion Control	18000	15000	33000	EA	\$1.00	\$18,000	\$15,000	\$33,000
Drainage									
611	Catch Basin, No 3	6	8	14	EA	\$1,800.00	\$10,800	\$14,400	\$25,200
611	Manhole, No. 3	3	4	7	EA	\$1,800.00	\$5,400	\$7,200	\$12,600
611	12" Conduit, Type B	300	400	700	FT	\$45.00	\$13,500	\$18,000	\$31,500

611 18" Conduit, Type B	150	200	350	FT	\$75.00	\$11,250	\$15,000	\$26,250
611 Catch Basin or Manhole Adjusted to Grade	6	8	14	EA	\$1,200.00	\$7,200	\$9,600	\$16,800
605 6" Shallow Pipe Underdrain	1483	2389	3872	FT	\$6.50	\$9,640	\$15,529	\$25,168
Pavement								
SPEC Multi Use Path	645	998	1643	SY	\$18.00	\$11,610	\$17,964	\$29,574
302 Asphalt Concrete Base, PG64-22 (7")	913	885	1798	CY	\$140.00	\$127,820	\$123,900	\$251,720
SPEC Commercial Drive Replaced	1050	0	1050	CY	\$28.00	\$29,400	\$0	\$29,400
304 Aggregate Base (6")	858	833	1691	CY	\$45.00	\$38,610	\$37,485	\$76,095
305 9" Concrete Pavement, (truck apron)	590	452	1042	SY	\$65.00	\$38,350	\$29,380	\$67,730
305 6" Concrete Base, (splitter islands)	886	670	1556	SY	\$37.00	\$32,782	\$24,790	\$57,572
441 Asphalt Concrete Surface Course (3" total)	392	380	772	CY	\$175.00	\$68,600	\$66,500	\$135,100
452 8" Non-Reinforced Concrete Pavement, Class QC1	10	180	190	SY	\$60.00	\$600	\$10,800	\$11,400
690 Decorative Pavers (splitter islands)	7978	6030	14008	SF	\$12.00	\$95,736	\$72,360	\$168,096
Traffic Control & Lighting								
625 Lighting Revisions	9500	2500	12,000	\$	Lump	\$9,500	\$2,500	\$12,000
630 Sign Allowance	6000	5200	11,200	\$	Lump	\$6,000	\$5,200	\$11,200
632 Signal Removed	4800	4500	9,300	\$	Lump	\$4,800	\$4,500	\$9,300
642 Lane Line	669	95	764	FT	\$3.00	\$2,007	\$285	\$2,292
642 Dotted Line	148	125	273	FT	\$3.00	\$444	\$375	\$819
642 Yield Line	96	65	161	FT	\$6.00	\$576	\$390	\$966
642 Crosswalk	160	92	252	FT	\$3.00	\$480	\$276	\$756
642 Center Line	106	215	321	FT	\$4.00	\$424	\$860	\$1,284
Incidentals								
614 Maintaining Traffic	40000	30000	70,000	\$	Lump	\$40,000	\$30,000	\$70,000
623 Construction Layout Stakes	8500	6500	15,000	\$	Lump	\$8,500	\$6,500	\$15,000
624 Mobilization	18000	16000	34,000	\$	Lump	\$18,000	\$16,000	\$34,000

Construction Subtotal:	942,900	796,400	1,739,300
10% Contingency:	94,300	79,700	174,000
Construction Total:	1,037,200	876,100	1,913,300
15.7% Inflation:	162,840	137,548	300,388
Grand Total:	1,200,040	1,013,648	2,213,688

\$1,320,000 Construction Total on CMAQ Application includes a 10% Contingency, Inflation per ODOT Inflation Calculator, and 10% for Construction Engineering (\$120,000).



CY 2017-2021 Business Plan Inflation Calculator:

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

Last Modified: 1/19/2017

Today's Date:
June 2, 2017

Please Enter Values in the Yellow Areas Only:

Estimation Start Date:

Less than or Equal to Today's Date
(mm/dd/yyyy)

6/2/2017

Start Date:

Enter Construction Mid-Point Date:

(cannot exceed 06/02/2042)
(mm/dd/yyyy)

7/1/2021

Construction Mid-Point Date:

Present-Day Estimated Cost:

\$1,913,300.00

Estimated Dollar Amount:

Estimate Start Date to Construction Mid-Point Date:

49

Months

Inflation - Start to Mid-Point of Construction:

(compounded growth rate)

Inflated Dollar Amount:

Business Plan

15.7%

\$2,213,677.30

Estimator's Name:

County - Route - Section:

PID:

Estimator's Notes:

RECORD OF RESOLUTIONS

1st Reading: 5-1-17
2nd Reading: 5-15-17
3rd Reading: 5-15-17

BEAR GRAPHICS 800-325-8084 FORM NO. 30045

Resolution No. 3665 Passed May 15, 20 17

RESOLUTION AUTHORIZING AN APPLICATION AND A CONTRACT WITH THE OHIO DEPARTMENT OF TRANSPORTATION (ODOT) FOR CONGESTION MITIGATION AND AIR QUALITY FUNDS FOR THE IMPROVEMENT OF THE INTERSECTION OF E. WOOSTER STREET AND CAMPBELL HILL ROAD

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 Bowling Green has determined that it is reasonable and appropriate to improve the intersection of E. Wooster Street and Campbell Hill Road to minimize delays to traffic through that intersection and also to enhance safety; and

WHEREAS, the proposed roadway and intersection improvements are a transportation activity eligible to receive Federal CMAQ funding; and

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

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BOWLING GREEN, COUNTY OF WOOD, AND STATE OF OHIO:

SECTION 1: That the Municipal Administrator of the City of Bowling Green is hereby authorized to submit an application for CMAQ funds for the improvement of the intersection of E. Wooster Street and Campbell Hill Road to TMACOG for funding consideration by OSUCC.

SECTION 2: The total cost of the project is estimated to be \$1,525,000, of which the City of Bowling Green, if awarded the funds, commits to pay at least twenty percent (20%) (hereinafter known as the local portion) of the actual cost of construction and construction engineering, estimated to be \$310,000 and the full cost of project preparation, estimated to be \$153,000. The local portion shall be funded by the City using funds from the Street Repair (4029) Fund. The City further agrees to pay one hundred (100%) of the cost over and above the maximum amount provided by OSUCC and for all non-participating costs and associated project development activities.

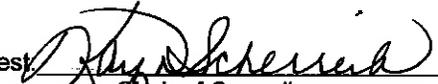
SECTION 3: Upon completion of the described project, and unless otherwise agreed, the City shall: (1) provide adequate maintenance for the described project in accordance with all applicable state and federal laws, including, but not limited to 23USC116; (2) provide ample financial provisions, as necessary, 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.

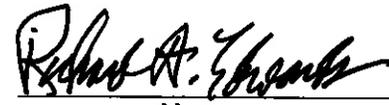
SECTION 4: If application is approved for funding, the Municipal Administrator is hereby authorized on behalf of the City to enter into a contract with the Director of ODOT necessary to complete the above described project.

SECTION 5: It is found and determined that all formal actions of the City Council concerning and relating to this resolution were adopted in an open meeting of the 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.

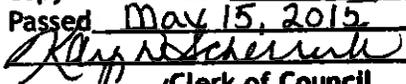
SECTION 6: This resolution shall take effect at the earliest time permitted by law.

Passed: May 15, 2017 Date 
President of Council
MICHAEL A. ASPACHER

Attest: 
Clerk of Council
KAY D. SCHERREIK

Approved: May 16, 2017 Date 
Mayor
RICHARD A. EDWARDS

MICHAEL J. MARSH
CITY ATTORNEY
kds

CERTIFICATION
I, Clerk of Council of the City of Bowling Green, Ohio, do hereby certify that the foregoing is a true and accurate copy of ORD/RES # 3665
Passed May 15, 2017

Clerk of Council
Date: 5/17/17