

## ATTACHMENT 1: ENGINEERING COUNTERMEASURE DESCRIPTIONS

This attachment includes descriptions of common SRTS infrastructure countermeasures. Its organization parallels the organization of Chapter 4 and includes sections addressing on-campus pedestrian and bicycle accommodation, driver awareness of school zones, driver behaviors, and student safety and comfort along the school route.

The goal of SRTS infrastructure countermeasures is to create street environments in which vehicles travel the speed limit, non-motorized users can move safely and comfortably, roadway design is context sensitive, and people of all ages and abilities can travel throughout their community. If appropriately implemented, SRTS infrastructure countermeasures can improve the walking and bicycling environment for children during their trips to and from school.

Many of the SRTS infrastructure countermeasures described below fit the context of the streets near schools in this STP, but they do not encompass all potential safety countermeasures. Countermeasure descriptions are summarized from several sources. For more information, see the National Center for Safe Routes to School ([www.saferoutesinfo.org](http://www.saferoutesinfo.org)), USDOT-FHWA PEDSAFE website ([www.walkinginfo.org/pedsafe](http://www.walkinginfo.org/pedsafe)), FHWA 2012 Proven Safety Countermeasures ([safety.fhwa.dot.gov/provencountermeasures](http://safety.fhwa.dot.gov/provencountermeasures)), *The Citizens' Guide to Traffic Calming* by Dan Burden, and the Pedestrian and Bicycle Information Center ([www.walkinginfo.org](http://www.walkinginfo.org)).

### ***Key Considerations***

Key considerations associated with SRTS infrastructure countermeasures include:

- Countermeasures must accommodate emergency vehicles as appropriate, a determination that varies depending on road type.
- Any infrastructure improvement could require changes to drainage or utilities.
- Implemented countermeasures must comply with the Americans with Disabilities Act, and measures should be taken to involve persons with disabilities while considering pedestrian improvements.
- Maintenance of trees and landscaping is necessary over time to allow sufficient space on paths and sidewalks for pedestrians and bicyclists. Maintenance of signs and the surrounding vegetation is required to keep signs visible and in good condition.
- Countermeasures can be combined and often are most effective when they work together.

### ***On-Campus Pedestrian and Bicycle Accommodation***

#### **Bicycle Racks**

Safe, visible bicycle parking is an important requirement to fully accommodate children who ride bikes to and from school. The ideal facility may be an indoor area within the school building that is protected from weather and thieves and large enough to accommodate existing and future parking demand. This could be most easily implemented during new building construction. Where an indoor facility is not

possible, outdoor bike parking should be in a visible area near the main entrance to the school. Such a location advertises to all visitors that bicycle parking is easy to access and visible, thus deterring would-be thieves or vandals. Outdoor parking should be covered when possible and racks should be secured to a concrete surface.

### ***Driver Awareness of the School Zone***

#### **School Crosswalk Sign and Advance Warning Sign**

A school crosswalk sign should be located on the side of the road and shows an image of an adult and child walking on a fluorescent yellow-green background. An Advance Warning Sign is similar but includes a sign stating “AHEAD” to notify drivers of an upcoming crossing. These signs may be installed at or near all types of crossings, but are commonly used at uncontrolled crossings. If the signs are overused, drivers may be more likely to ignore them.



**Crosswalk Sign and Advance Warning Sign in Chapel Hill, NC**

*(Source: National Center for SRTS)*

#### **MPH Beacon**

Ohio law allows for a 20 MPH speed limit in school zones while children are arriving to school and after they are dismissed. Signs should be accompanied by a flashing beacon that is activated only during arrival and dismissal to be most effective at attracting drivers’ attention. Signs can be located along the side of the road, but they could also be installed overhead for increased visibility.



**20 MPH school zone beacon in Streetsboro, OH**

*(Source: study team)*

### School Zone Pavement Markings

The words “SCHOOL” or “SCHOOL ZONE” can be painted on the roadway pavement and act as a horizontal sign. This is a cost-effective way to communicate to drivers that they are in a special school area and should drive with heightened awareness. Effectiveness can be increased when used in conjunction with school zone signs along the side of the road.

### ***Driver Behaviors***

#### **Signs**

##### Speed Feedback Sign

Speed feedback signs provide drivers with real-time information regarding their speed as they pass a location. Feedback signs should be used in conjunction with speed limit signs so that drivers know how their speed compares to the legal limit. If a car is speeding, the feedback sign could also post a message saying “SLOW DOWN” or flash a warning light to further catch the driver’s attention and cause them to reduce their speed.

#### **Traffic Calming Measures**

##### Speed Humps

Speed humps reduce speeds by requiring vehicles to travel over them. These are not emphasized in this STP because they disrupt the movement of all vehicles regardless of whether they are speeding. This differs from many other traffic calming devices which do not inconvenience a driver who is traveling the speed limit. Speed humps are effective for reducing vehicle speeds and are recommended sparingly as appropriate in this STP.

##### Chicane

Chicanes create a horizontal diversion of traffic through the use of staggered curb extensions or a serpentine roadway alignment. They discourage or make it impossible for drivers to drive in a straight line, which can reduce vehicular speeds. The simplest and most basic approach to create a chicane is to alternate on-street parking (parallel or angled) from one side of the street to the other. They force drivers to drive more slowly and with greater awareness, particularly at mid-block locations. Chicane structures can beautify the roadway with vegetation and potentially help capture stormwater.



**Chicane in Toronto, Canada**

*(Source: PBIC Image Library)*

### Raised Crosswalk

Raised crosswalks elevate the crosswalks but not the rest of the intersection. They can also be implemented at mid-block locations where no intersection is present in order to increase awareness and visibility.



**Mid-block raised crosswalk with aesthetic pavers in Orlando, FL**

*(Source: National Center for SRTS)*

### Raised Intersection

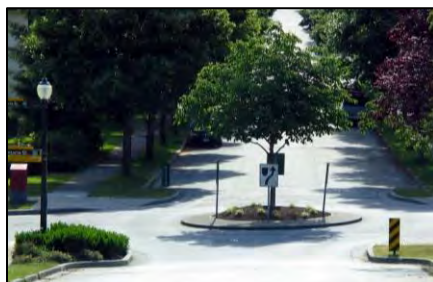
A raised intersection is a raised area of a street, including crosswalks, that aims to reduce vehicle speeds at an intersection. Vehicles travel over the raised area which heightens awareness. It enhances the pedestrian environment and makes the intersection more apparent to drivers. This treatment improves accessibility for people in wheelchairs because the constant elevation of the sidewalk and crosswalk eliminates the need for a ramp. Raised intersections can potentially improve the streetscape design through the use of special paving materials.

### Intersection Speed Table

Intersection Speed Tables are a type of raised intersection where the intersection is elevated but not the crosswalks. This could be a lower cost treatment than raising the entire intersection with crosswalks.

### Traffic Circle

Also known as “mini-circles,” traffic circles are round traffic islands in the center of a traditional low - volume intersection on residential streets. Vehicle speeds are reduced because motorists are forced to maneuver around the traffic circle. The lower speeds reduce the frequency and severity of crashes, thereby improving safety for pedestrians and cyclists. Traffic circles can beautify the roadway with vegetation as well.



**Traffic circle and curb extensions in Vancouver, Canada**

*(Source: PBIC Image Library)*



## ***Countermeasures for Improving Student Safety and Comfort Along the School Route***

### **Pedestrian Facilities**

#### **Sidewalks**

Sidewalks are the most effective countermeasure that increases safety for pedestrians. According to the FHWA, the presence of a sidewalk or pathway on both sides of the street corresponds to approximately an 88% reduction in “walking along road” pedestrian crashes. In urban areas, especially near schools and transit locations, the FHWA recommends sidewalks on both sides of roads. The feasibility of providing sidewalks on all roads must be considered in light of the associated cost, which can be high. In many cities in Ohio, children can ride bicycles on sidewalks, so sidewalk improvements benefit both walkers and young cyclists on their way to and from school. An ideal sidewalk includes a grassy tree-lined buffer between the sidewalk and the street and a minimum sidewalk width of 6 feet for optimal pedestrian comfort.

### **Bicycle Facilities**

#### **Bicycle Boulevard**

On residential roads, bicycle boulevards are roadways that allow all types of vehicles, but have also been modified to enhance bicycle safety and efficiency. Bicycle boulevards create a safe riding environment for those bicyclists who are uncomfortable riding on main roads. They often provide a free-flowing route for bicyclists where stop signs are located on streets intersecting with the bicycle boulevard and not on the bicycle boulevard itself. Enhancements may be as simple as pavement markings with destination signs or as complex as a street with traffic circles and bicycle detection at signalized intersections. By creating a road that emphasizes bicycle transportation, motorized traffic drives slower and the road becomes safer for all users. A residential road with low traffic volumes and no sidewalks could provide an opportunity for a bicycle boulevard to increase safety for child cyclists.



**Bicycle boulevard in San Luis Obispo, CA**

*(Source: PBIC Image Library)*

#### **Protected Bicycle Lanes**

On arterial and collector roads, traditional bike lanes increase safety for cyclists by providing designated space on the side of the road delineated by striped lines and pavement markings. In contrast to the paint that separates a traditional bike lane, protected bike lanes are separated from moving vehicles by

a physical barrier such as posts or parked cars. Protected bike lanes have been shown to increase bicycle ridership among cyclists of all ages and abilities, including those that are fearful of riding in traffic.

In this STP, sidewalks are the primary recommendation to accommodate young cyclists, but in cases where sidewalk installation is not feasible and a cyclist connection is necessary, it is possible that a protected bike lane on existing pavement could be useful to cost-effectively increase safety for children biking to and from school. Additionally, crowded sidewalks may not be ideal locations for bicyclists of any age to ride, further underscoring the need to consider on-road options.



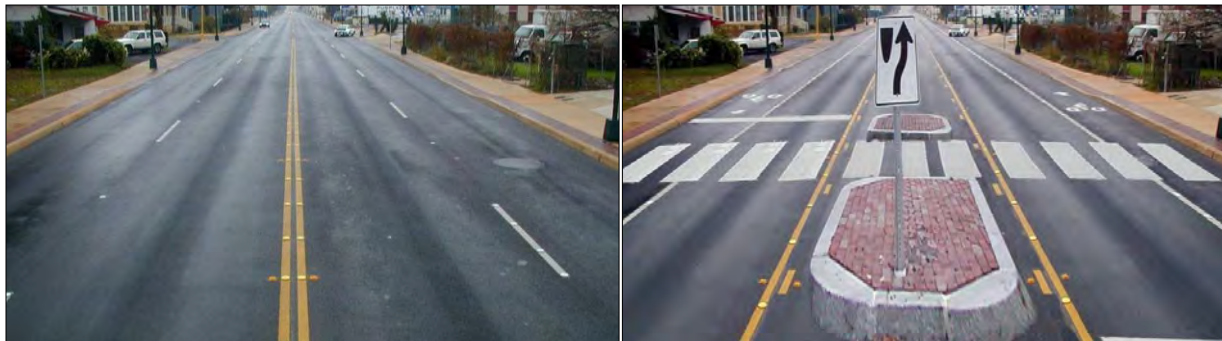
**Protected bike lane in New York City**

*(Source: PBIC Image Library)*

### **Other Countermeasures for Improvement Student Safety and Comfort Along the School Route**

#### Road Diet

A road diet is a countermeasure in which the number of vehicular lanes and their width can be reduced in order to provide more space for pedestrians and bicyclists. Road diets can range from relatively simple treatments of restriping the roadway to a full street reconstruction that includes additional sidewalks, trees, medians, and other amenities. Road diets are often implemented on four-lane roads to transform them into three-lane roads (one lane in each direction and a center turn lane). Along urban commercial corridors, road diets have been known to contribute to a revitalized business district. Road diets can reduce vehicular speeds, reduce crash severity, and increase safety for pedestrians and bicyclists. The decreased width of the road allows pedestrians to cross with more ease.



**Rendering of a road diet before and after implementation**

*(Source: Dan Burden)*

### Remote Drop-off/Pick-up Locations

A disorganized or congested drop-off and pick-up process can decrease safety for all children regardless of their mode of travel. Students who walk or bike should be able to access the main school entrance safely and comfortably without crossing dangerous conditions as other students get dropped off or picked up by their parents' cars. One solution is to designate a remote area, such as a side street adjacent to the school or a remote parking lot, where drop-off and pick-up can occur separate from the majority of the walkers and cyclists. In this way, all students become pedestrians while on school grounds and safety increases for everyone.

### Lighting

While the majority of school-related commuting occurs during daylight hours, street lighting is an effective tool to increase safety for pedestrians and bicyclists during inclement weather, nighttime, and early morning. As early classes or after-school activities often begin or end when it is dark, lighting is a valuable part of SRTS countermeasures. According to FHWA, improved lighting at intersections may reduce the rate of pedestrian crash injuries by approximately 40%.

## ***Countermeasures for Improvement Student Safety and Comfort at Intersections and Crossings***

### **Signs and Pavement Markings**

#### High-Visibility Crosswalk

Whenever possible and appropriate, diagonal or ladder-style crosswalk markings should be used rather than simply two parallel lines. A crosswalk that has more lines is more visible to drivers thus making them more aware of the crosswalk's presence. A crosswalk can guide pedestrians to the best locations to cross, but to effectively increase safety crosswalks must be accompanied by additional signs or signals where high traffic and speeds exist.



**High-visibility ladder crosswalk in Madison, WI**

*(Source: National Center for SRTS)*

### Advance Yield Lines

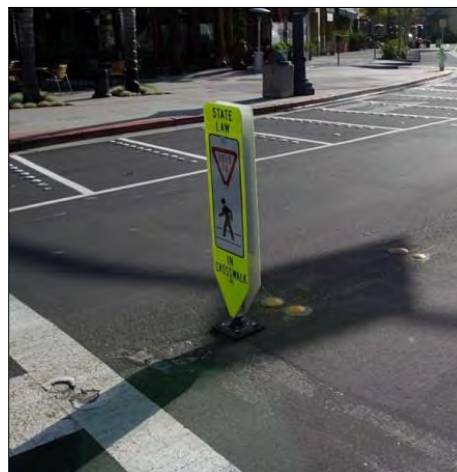
Also known as “shark’s teeth,” these markings are a row of solid white triangles in advance of a crosswalk, often at an uncontrolled location on a multilane roadway. Ohio law requires drivers to yield to pedestrians within a crosswalk. Advance yield lines allow motorists to anticipate the need to yield prior to approaching the crosswalks. The increased visibility of the crosswalk decreases the chance of a multiple threat crash, in which a car in one lane blocks the view of a crossing pedestrian from a car in the adjacent lane. These markings are best accompanied by associated signs along the side of the road.



**Advance yield lines in Milwaukee, WI**  
(Source: National Center for SRTS)

### In-Street Pedestrian Crossing Signs

In-street pedestrian crossing signs can be installed in the middle of a crosswalk for increased visibility at unsignalized locations. They are most effective at increasing motorist yield rates on low-speed two-lane streets. They are small enough to be located in the middle of the street or they can be included on a median.



**In-street YIELD Sign in Redwood City, CA**  
(Source: National Center for SRTS)

## Signals and Beacons

### Pedestrian Countdown Signal

The addition of pedestrian signals with countdown indicators can assist pedestrians while crossing the street at signalized intersections. This additional countdown information provides increased comfort and confidence for pedestrians who may otherwise fear that they will not have enough time to cross. Particularly helpful for slower-moving pedestrians such as children and the elderly, countdown signals can be a low-cost treatment. As with signal backplates (see below), this countermeasure can be implemented as a standard treatment for all signalized intersections across a jurisdiction, particularly those near schools.



**Pedestrian countdown signal**

*(Source: PBIC Image Library)*

### Rectangular Rapid Flash Beacon

This is a warning device that alerts drivers of pedestrians who intend to cross the street at uncontrolled crossings, such as midblock. A pedestrian crossing sign is paired with a flashing beacon, which consists of two alternating yellow LED lights that flash rapidly like emergency vehicle strobe lights. The device is activated by a pedestrian push button or by passive detection and remains flashing for a period that allows the pedestrian sufficient time to cross. This treatment has been shown to increase motorist yield rates to 80%, significantly higher than rates for standard pedestrian warning signs at uncontrolled crossings. When used in conjunction with a pedestrian refuge island, motorist yielding has increased even more.



**Rectangular rapid flash beacon in St. Petersburg, FL**

*(Source: National Center for SRTS)*



### Pedestrian Hybrid Beacon

Also known as HAWK (High intensity Activated crossWALK), this countermeasure is a pedestrian-activated traffic control device located on the roadside or on mast arms over midblock pedestrian crossings. This is meant for arterial roads with high traffic and several lanes. The beacon head is dark until a pedestrian desires to cross the street. The pedestrian pushes a button which activates the signal, resulting in a series of flashing and steady lights that allows traffic to stop and the pedestrian to cross safely. According to the FHWA, pedestrian hybrid beacons should only be used at midblock locations in conjunction with a marked crosswalk. In general, they should be used if gaps in traffic are not adequate to permit pedestrians to cross, if vehicle speeds on the major street are too high to permit pedestrians to cross, or if pedestrian delay is excessive.



**Pedestrian hybrid beacon (HAWK) in Tucson**

*(Source: National Center for SRTS)*

### **Other Countermeasures for Improving Student Safety and Comfort at Intersections and Crossings**

#### Curb Extension

Also known as “bulbouts,” “neckdowns,” or “chokers,” curb extensions expand the curb into the roadway for a portion of a block either at a corner or mid-block. Often times, curb extensions are appropriate when on-street parking exists. Curb extensions increase pedestrian safety by shortening crossing distance, reducing pedestrian exposure, and improving the ability of pedestrians and drivers to see each other. They can reduce vehicle speeds because they physically and visually narrow the roadway. At a corner, curb extensions inhibit the ability of vehicles to make turns at high speeds. At crossings, curb extensions make the crosswalk more apparent to drivers, encourage them to stop in advance, and reduce illegal parking within the crosswalk.

#### Median Refuge Island

Also known as “crossing islands” or “center islands”, median refuge islands are located in the center of a crosswalk to help protect crossing pedestrians from motor vehicles. Medians reduce approaching vehicle speeds by narrowing the roadway. They increase pedestrian safety by shortening crossing distance, reducing pedestrian exposure, increasing pedestrian visibility, and allowing crossing to occur in stages. These features cause a reduction in pedestrian crashes. Medians often are appropriate on wide roads where the crossing distance is a barrier for pedestrians. They can be installed at intersections or



mid-block crossings. According to the FHWA, median refuge islands are one of the most effective and proven methods of increasing pedestrian safety.



**Median near Hughes STEM High School in Cincinnati, OH**  
(Source: Google Maps)

#### Two-stage Crossing Islands

A two-stage crossing island is a type of median that staggers or offsets the two halves of the crosswalk at the island. The median island directs the pedestrian to face traffic as they proceed across the island before crossing the second half of the street, thus increasing pedestrian awareness of oncoming vehicles. Additionally, these crossings only stop traffic in one direction at a time, so vehicles don't have to wait for pedestrians to cross the entire road, only their direction of traffic.



**Two-stage crossing island in Phoenix, AZ**  
(Source: National Center for SRTS)

#### Waiting Areas and “Stand-back” Lines

During arrival and dismissal, there may be intersections near schools that accumulate high numbers of schoolchildren waiting to cross. In these instances, “stand-back” lines could be painted on the sidewalk several feet from the curb to designate a waiting area so that children do not stand close to moving traffic. If sufficient space does not exist to accommodate students behind the “stand-back” line, then a larger waiting area could be created by adding a concrete pad on property adjacent to the sidewalk. At

locations with adult school crossing guards, the guard can easily direct the children to stand behind the line.



**Stand-back line in Phoenix**

*(Source: National Center for SRTS)*

## ATTACHMENT 2: PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES BY SCHOOL

The following pages display the priority corridors for each school covered in this STP along with the recommended engineering countermeasures being proposed along those corridors.



## ALPINE ELEMENTARY SCHOOL – 1590 ALPINE DRIVE

### PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

#### Northeastern Route

The northeastern route extends southeast from the school along Alpine Drive to Sharon Woods Boulevard. It then follows Sharon Woods Boulevard northeast to Jewett Drive, Jewett Drive east to Maple Canyon Avenue, Maple Canyon Avenue south to Deewood Drive, and Deewood Drive east to Deewood Loop East. Additionally, it follows Beechcroft Road southeast from Sharon Woods Boulevard to the pathway in Beechcroft Park (behind Beechcroft High School). It follows the pathway into Hampstead Drive South, jogs north on Maple Canyon Avenue to Hampstead Drive, and continues on Hampstead Drive to Laurelwood Drive. The following engineering countermeasures should be considered along this route:

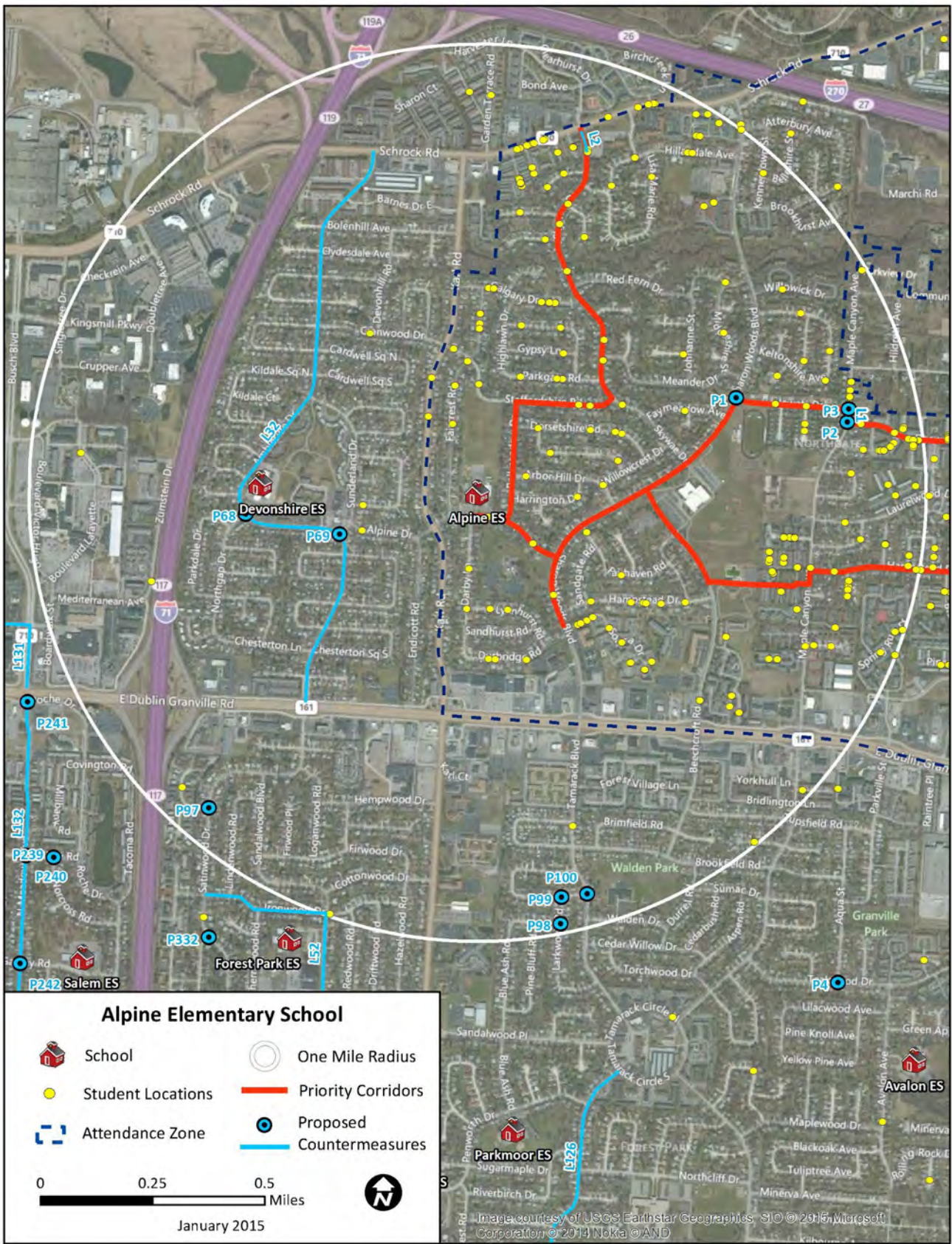
- P1** - Add ladder-style crosswalks at the intersection of Sharon Woods Boulevard and Jewett Drive.
- P2** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Maple Canyon Avenue and Deewood Drive.
- P3** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Maple Canyon Avenue and Jewett Drive.
- L1** - Add sidewalks on the west side of Maple Canyon Avenue between Jewett Drive and Deewood Drive (approximately 160 feet).
- L2** - Add sidewalks on Skywae Drive from Schrock Road to the south (approximately 260 feet).

#### Northern Route

The northern route extends southeast from the school along Alpine Drive to Bellmeadow Drive. It then follows Bellmeadow Drive north to Staffordshire Road, Staffordshire Road east to Skywae Drive, and Skywae Drive north to Schrock Road. There are no engineering countermeasures recommended along this route.

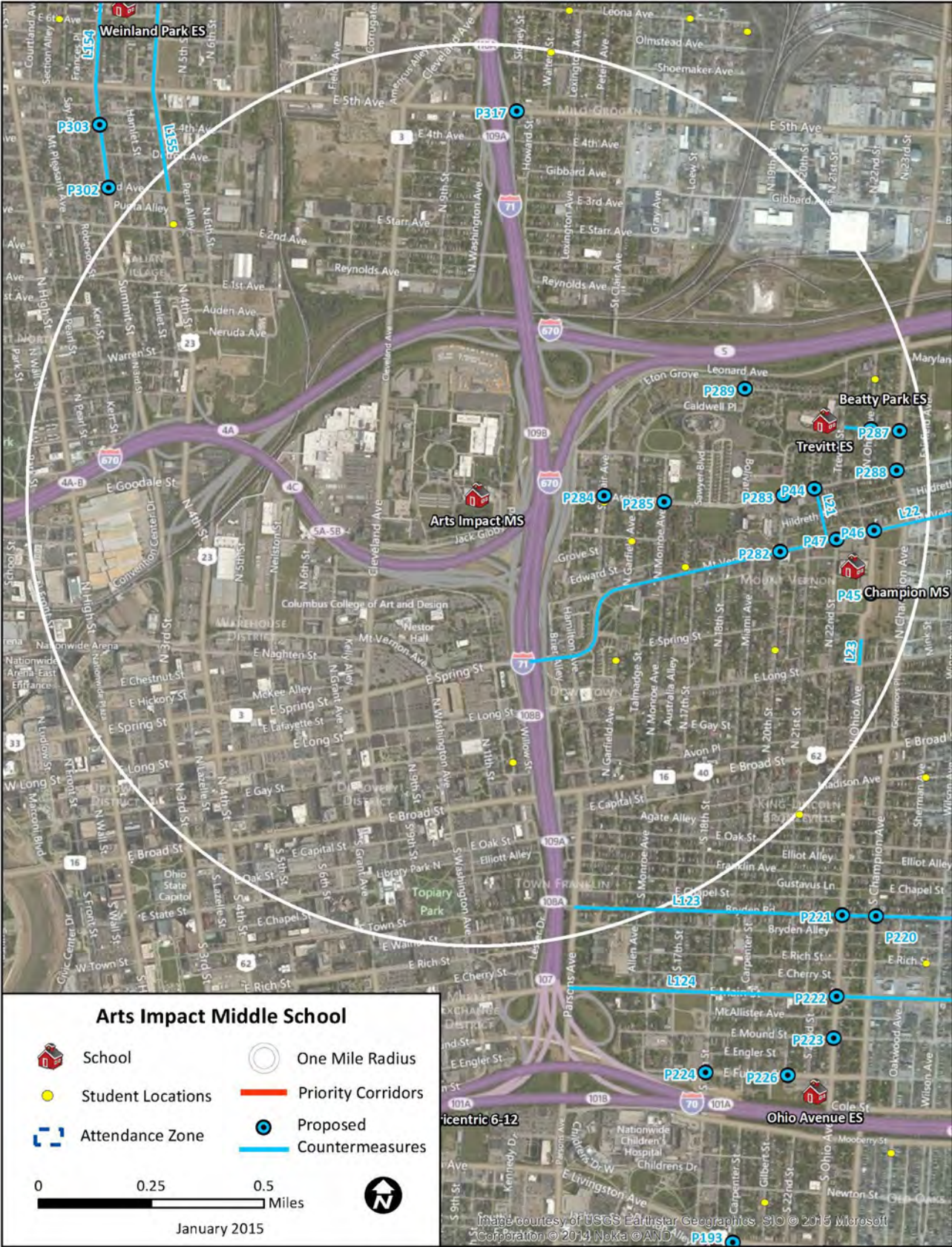
#### Southeastern Route

The southeastern route extends southeast from the school along Alpine Drive to Sharon Woods Boulevard. It then follows Sharon Woods Boulevard south to Solera Drive. There are no engineering countermeasures recommended along this route.





**ARTS IMPACT MIDDLE SCHOOL – 680 JACK GIBBS BOULEVARD**



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Arts Impact Middle School is an alternative school that draws students from across the district. Due to this fact and a relative lack of students within 1 mile of the school, there are no priority corridors recommended. However, due to its proximity to Champion Middle School and Trevitt Elementary School, there may be countermeasures recommended for these schools that benefit students at Arts Impact Middle School.



# AVALON ELEMENTARY SCHOOL – 5220 AVALON AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends north from the school along Avalon Avenue to Teakwood Drive. It then follows Teakwood Drive west to Aqua Street and Aqua Street north to Tupsfield Road. The following engineering countermeasures should be considered along this route:

**P4** - Add ladder-style crosswalks at the intersection of Teakwood Road and Aqua Street.

### Eastern Route

The eastern route extends north from the school along Avalon Avenue to Green Apple Avenue. It then follows Green Apple Avenue east to Cleveland Avenue, Cleveland Avenue south to Wallcrest Boulevard, Wallcrest Boulevard east to Footloose Drive, and Footloose Drive east to Kingpin Drive/Jetstream Drive. The following engineering countermeasures should be considered along this route:

**L3** - Fill in the sidewalk gaps on the west side of Cleveland Avenue between Woodley Road and Minerva Lake Road.

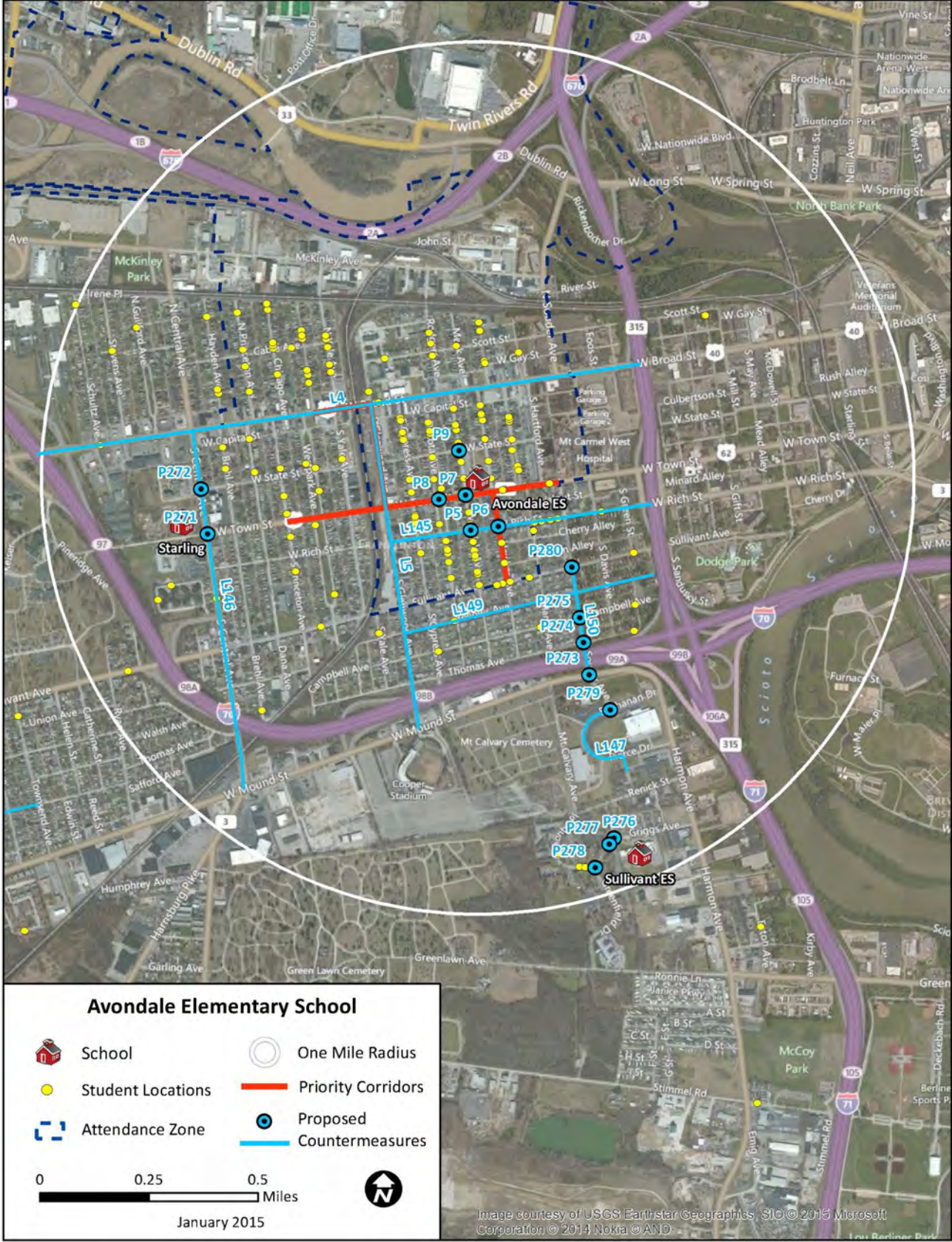
### Southern Route

The southern route extends south from the school along Avalon Avenue to Blackoak Avenue. There are no engineering countermeasures recommended along this route.





**AVONDALE ELEMENTARY SCHOOL – 141 HAWKES AVENUE**



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### *Southern Route*

The southern route extends east from the school along Town Street to Hawkes Avenue and then follows Hawkes Avenue south to Sullivant Avenue. The following engineering countermeasures should be considered along or near this route:

- P5** - Add bumpouts and ladder-style crosswalks at the intersection of Rich Street and Avondale Avenue.
- P6** - Add bumpouts and ladder-style crosswalks at the intersection of Rich Street and Hawkes Avenue.

### Northwestern Route

The northwestern route extends west from the school along Town Street to Princeton Avenue. Additionally, it follows Glenwood Avenue north from Town Street to Broad Street and follows Broad Street west to Wisconsin Avenue. The following engineering countermeasures should be considered along or near this route:

- P7** - Change the intersection of Town Street and Avondale Avenue into an all-way (3-way) stop-controlled intersection.
- P8** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Town Street and Dakota Avenue. Additionally, fill in the sidewalk through boulevard on Dakota Avenue (approximately 55 feet on each side).
- P9** - Add ladder-style crosswalks at the intersection of Avondale Avenue and State Street.
- L4** - Consider a road diet along Broad Street between I-70 and SR 315 (approximately 1.4 miles).
- L5** - Add a bike facility along Glenwood Avenue between Broad Street and Mound Street (approximately 3,980 feet).

### Eastern Route

The eastern route extends east from the school along Town Street to Souder Avenue. There are no engineering countermeasures recommended along this route.



# BEATTY PARK ELEMENTARY SCHOOL – 519 TREVITT STREET

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Beatty Park Elementary School is an alternative school that draws students from across the district. Due to this fact and a relative lack of students within 1 mile of the school, there are no priority corridors recommended. However, due to its proximity to Trevitt Elementary School and Champion Middle School, there may be countermeasures recommended for these schools that benefit students at Beatty Park Elementary School.





# BERWICK ALTERNATIVE – 2595 SCOTTWOOD ROAD



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends east from the school along Scottwood Road to Severn Road. It then follows Severn Road north to Berwick Boulevard, Berwick Boulevard east to Kenwick Road, and Kenwick Road north to Dover Road/Haddon Road. The following engineering countermeasures should be considered along this route:

- P10** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Berwick Boulevard and Kenwick Road.
- P11** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Severn Road and Berwick Boulevard.
- P15** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Scottwood Road and Wakefield Court East.
- L8** - Add sidewalks and a bike facility on Scottwood Road between Roosevelt Avenue and James Road (approximately 3,100 feet).
- L9** - Add sidewalks on Severn Road, Berwick Boulevard, and Kenwick Road between Scottwood Road and Dover Road/Haddon Road (approximately 3,200 feet).

### Southwestern Route

The southwestern route extends west from the school along Scottwood Road to Roosevelt Avenue. It then follows Roosevelt Avenue south to Schaaf Drive and Schaaf Drive southwest to Rose View Drive. The following engineering countermeasures should be considered along this route:

- P12** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Roosevelt Avenue and Schaaf Drive.
- P13** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Roosevelt Avenue and Stafford Place.
- P14** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Scottwood Road and Wakefield Court West.
- L6** - Add sidewalks on Roosevelt Avenue and Schaaf Drive between Floribunda Drive and Rose View Drive (approximately 1,350 feet).

### Eastern Route

The eastern route extends east from the school along Scottwood Road to James Road. It then follows James Road south to Langfield Drive. The following engineering countermeasures should be considered along this route:

- P16** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Scottwood Road and Kenwick Road.
- P17** - Add ladder-style crosswalks at the intersection of Scottwood Road and James Road.

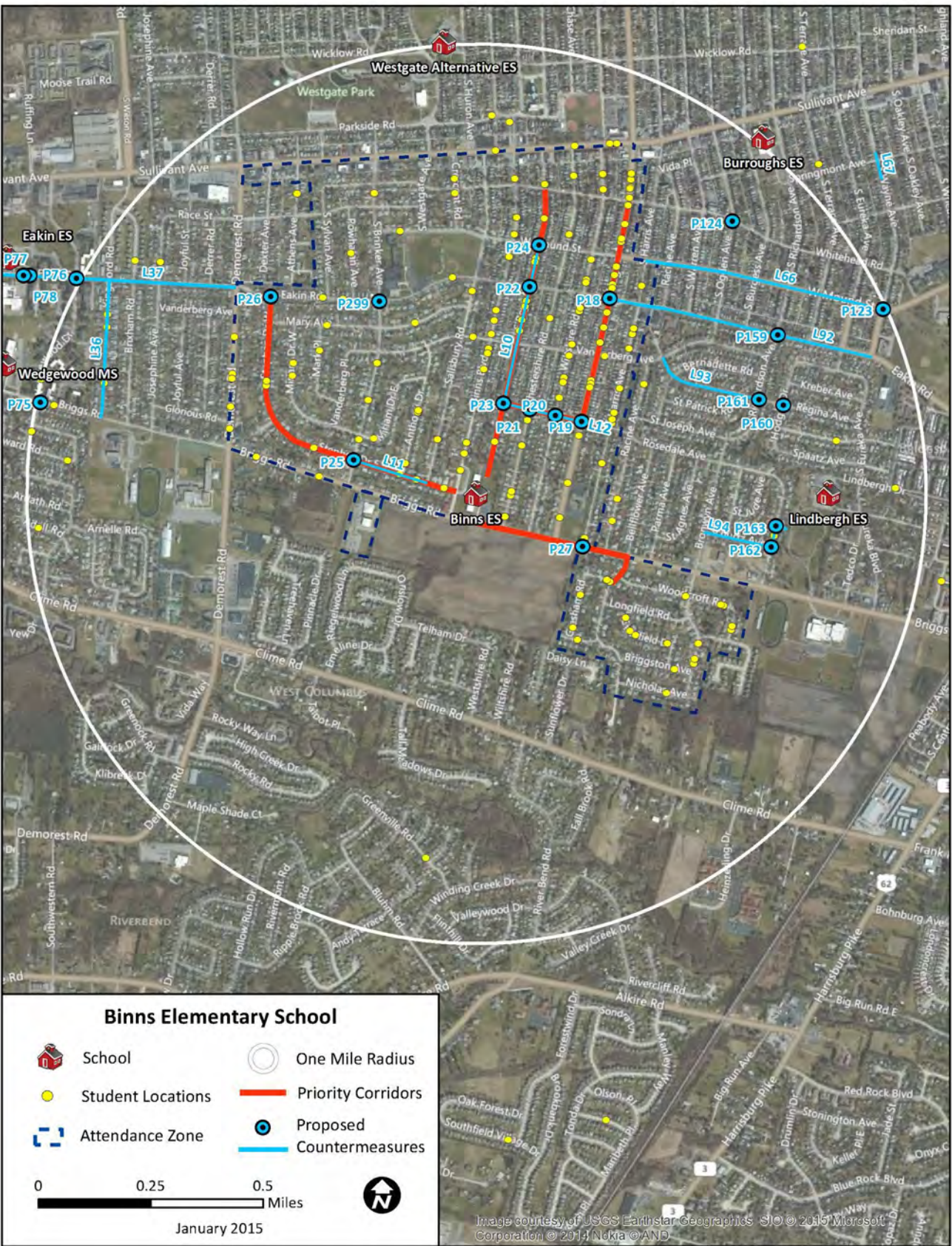
### Southern Route

The southern route extends east from the school along Scottwood Road to Kenwick Road. It then follows Kenwick Road south to Kenview Road. The following engineering countermeasures should be considered along this route:

- L7** - Add sidewalks on Kenwick Road between Scottwood Road and Kenview Road (approximately 2,550 feet).



# BINNS ELEMENTARY SCHOOL – 1080 BINNS BOULEVARD



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends north from the school along Roys Avenue to Whitehead Road. It also extends east on Rosedale Avenue from Roys Avenue to Hague Avenue and follows Hague Avenue north to Whitehead Road. The following engineering countermeasures should be considered along this route:

- P18** - Add bumpouts and ladder-style crosswalks at the intersection of Hague Avenue and Eakin Road.
- P19** - Add ladder-style crosswalks at the intersection of Rosedale Avenue and Hague Avenue.
- P20** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Rosedale Avenue and Wiltshire Road.
- P21** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Rosedale Avenue and Chestershire Road.
- P22** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Roys Avenue and Eakin Road.
- P23** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Roys Avenue and Rosedale Avenue.
- P24** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Roys Avenue and Mound Street.
- L10** - Add sidewalks on Roys Avenue between Rosedale Avenue and Mound Street (approximately 1,760 feet).
- L12** - Add sidewalks on Rosedale Avenue between Roys Avenue and Hague Avenue (approximately 950 feet).

### Western Route

The western route extends west from the school along Stephen Drive to Eakin Road. The following engineering countermeasures should be considered along this route:

- P25** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Stephen Drive South and Brinker Avenue.
- P26** - Add ladder-style crosswalks at the intersection of Eakin Road and Stephen Drive West.
- L11** - Fill in the sidewalk gaps on Stephen Drive South between Brinker Avenue and Salisbury Road.

### Eastern Route

The eastern route extends east from the school along Briggs Road to Bellflower Avenue and follows Bellflower Avenue south to Gresham Road. The following engineering countermeasures should be considered along this route:

- P27** - Improve the pedestrian signal at the intersection of Briggs Road and Harris Avenue to a rectangular rapid flash beacon (RRFB).



# BROADLEIGH ELEMENTARY SCHOOL – 3039 MARYLAND AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northwestern Route

The northwestern route extends west from the school along Maryland Avenue to Roosevelt Avenue and then follows Roosevelt Avenue north to Bellwood Avenue. It also follows Gould Road north from Maryland Avenue to Allegheny Avenue. The following engineering countermeasures should be considered along this route:

- P28** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Gould Road and Ruhl Avenue.
- P29** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Maryland Avenue and Gould Road.
- L13** - Add sidewalks and a bike facility on Gould Road between Broad Street and Allegheny Avenue (approximately 1,730 feet).

### Eastern Route

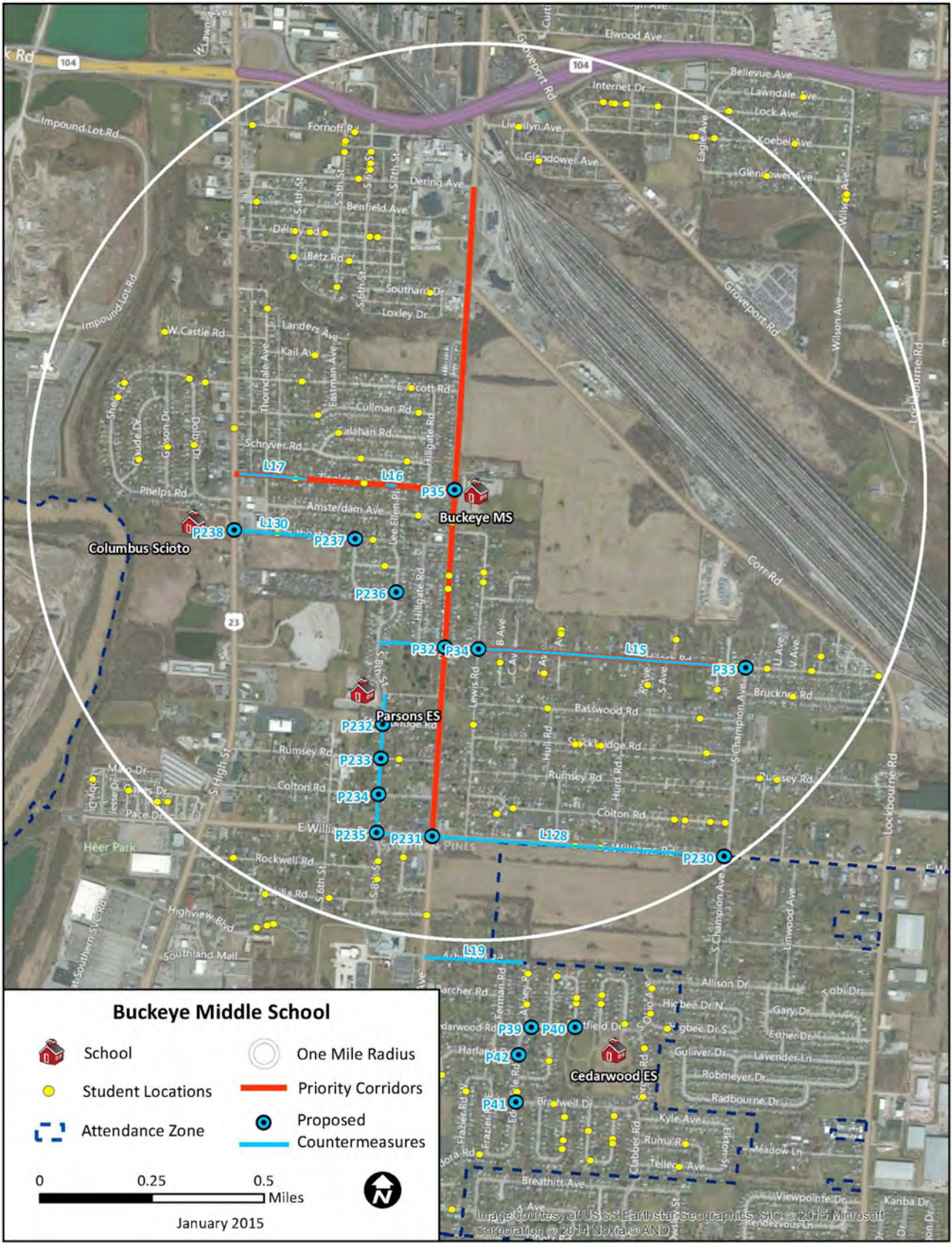
The eastern route extends east from the school along Maryland Avenue to Waverly Street. The following engineering countermeasures should be considered along this route:

- P30** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Maryland Avenue and Harding Road.
- P31** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Maryland Avenue and Virginialee Road.
- L14** - Convert Maryland Avenue to a pedestrian street between James Road and Waverly Street (approximately 1,430 feet).





# BUCKEYE MIDDLE SCHOOL – 2950 PARSONS AVENUE



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southeastern Route

The southeastern route extends south from the school along Parsons Avenue to Williams Road. It also follows Hillock Road east from Parsons Avenue to Champion Avenue. The following engineering countermeasures should be considered along this route:

- P32** - Improve the intersection of Parsons Avenue and Hillock Road to better accommodate pedestrians by adding ladder-style crosswalks and pedestrian crossing signage.
- P33** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Hillock Road and Champion Avenue.
- P34** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Hillock Road and Lewis Road.
- P35** - Improve the pedestrian signal at the intersection of Parsons Avenue and Ziegler Avenue to a rectangular rapid flash beacon (RRFB).
- L15** - Add sidewalks and a bike facility on Hillock Road between Parsons Avenue and Champion Avenue (approximately 3,560 feet).

### Western Route

The western route extends west from the school along Ziegler Avenue to High Street. The following engineering countermeasures should be considered along this route:

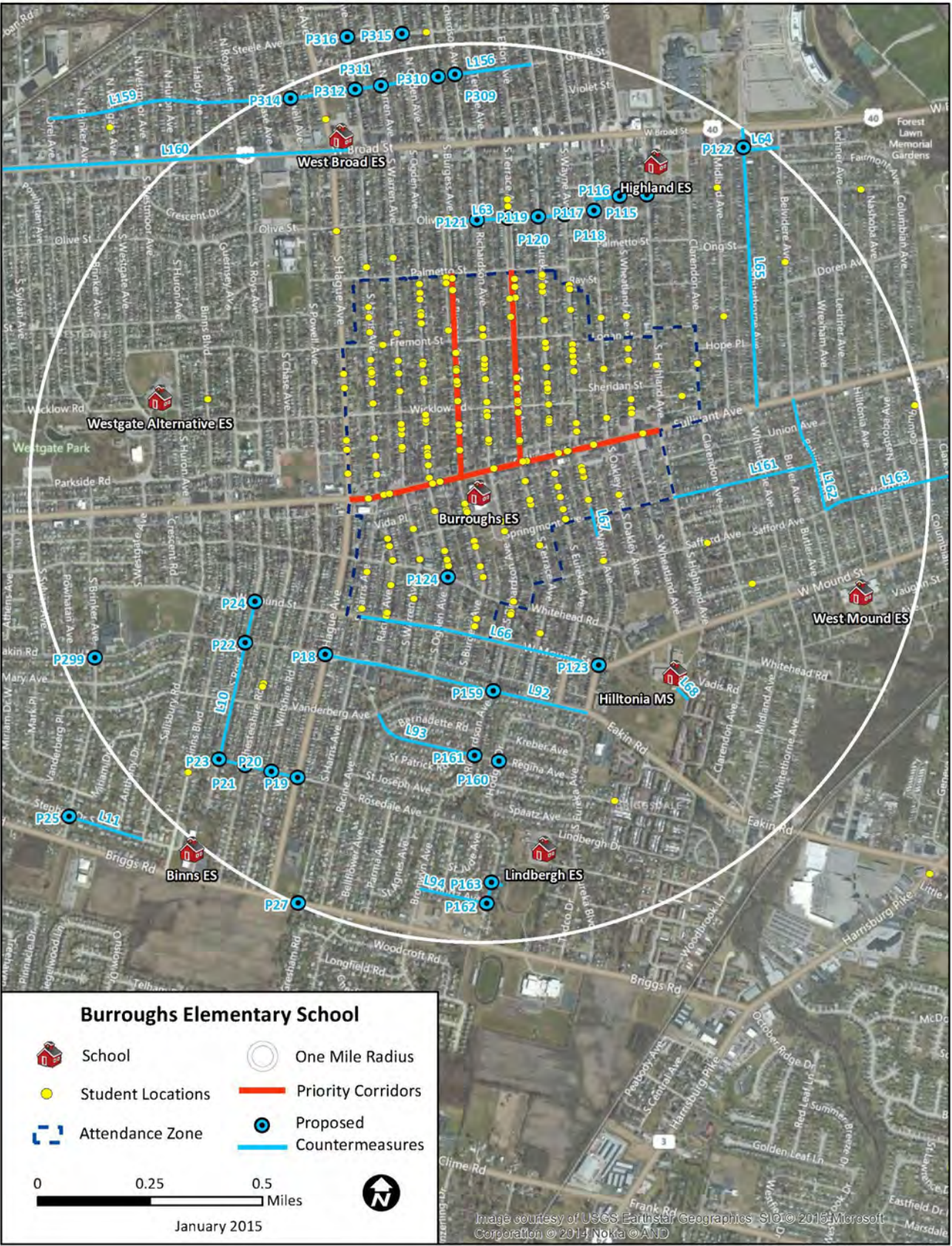
- L16** - Fill the sidewalk gaps on Ziegler Avenue from Lee Ellen Place west to the existing sidewalk (approximately 130 feet).
- L17** - Add sidewalks on Ziegler Avenue from High Street east to the existing sidewalk (approximately 800 feet).

### Northern Route

The northern route extends north from the school along Parsons Avenue to Dering Avenue. There are no engineering countermeasures recommended along this route.



BURROUGHS ELEMENTARY SCHOOL – 551 S. RICHARDSON AVENUE



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

**Northern Route**  
The northern route extends east from the school along Sullivan Avenue to Terrace Avenue and follows Terrace Avenue north to Palmetto Street. Additionally, it extends west from the school along Sullivan Avenue to Burgess Avenue and follows Burgess Avenue north to Palmetto Street.

**Eastern Route**  
The eastern route extends east from the school along Sullivan Avenue to Highland Avenue.

**Western Route**  
The western route extends west from the school along Sullivan Avenue to Hague Avenue.

There are no engineering countermeasures recommended along the priority corridors for Burroughs Elementary School. However, due to the school's proximity to Binns Elementary School, Highland Elementary School, Hilltonia Middle School, Lindbergh Elementary School, West Broad Elementary School, and West Mound Elementary School, there may be countermeasures recommended for these schools that benefit students at Burroughs Elementary School.



# CASSADY ELEMENTARY SCHOOL – 2500 N. CASSADY AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Eastern Route

The eastern route extends east from the school along the pathway to Pendleton Place. It then follows Pendleton Place south to Pendleton Court, Pendleton Court east to Gatewood Road, and Gatewood Road south to Gatewood Court. It follows Gateway Court and the sidewalks through the apartment complex to Providence Glen Drive and follows Providence Glen Drive to Nissi Drive. The following engineering countermeasures should be considered along this route:

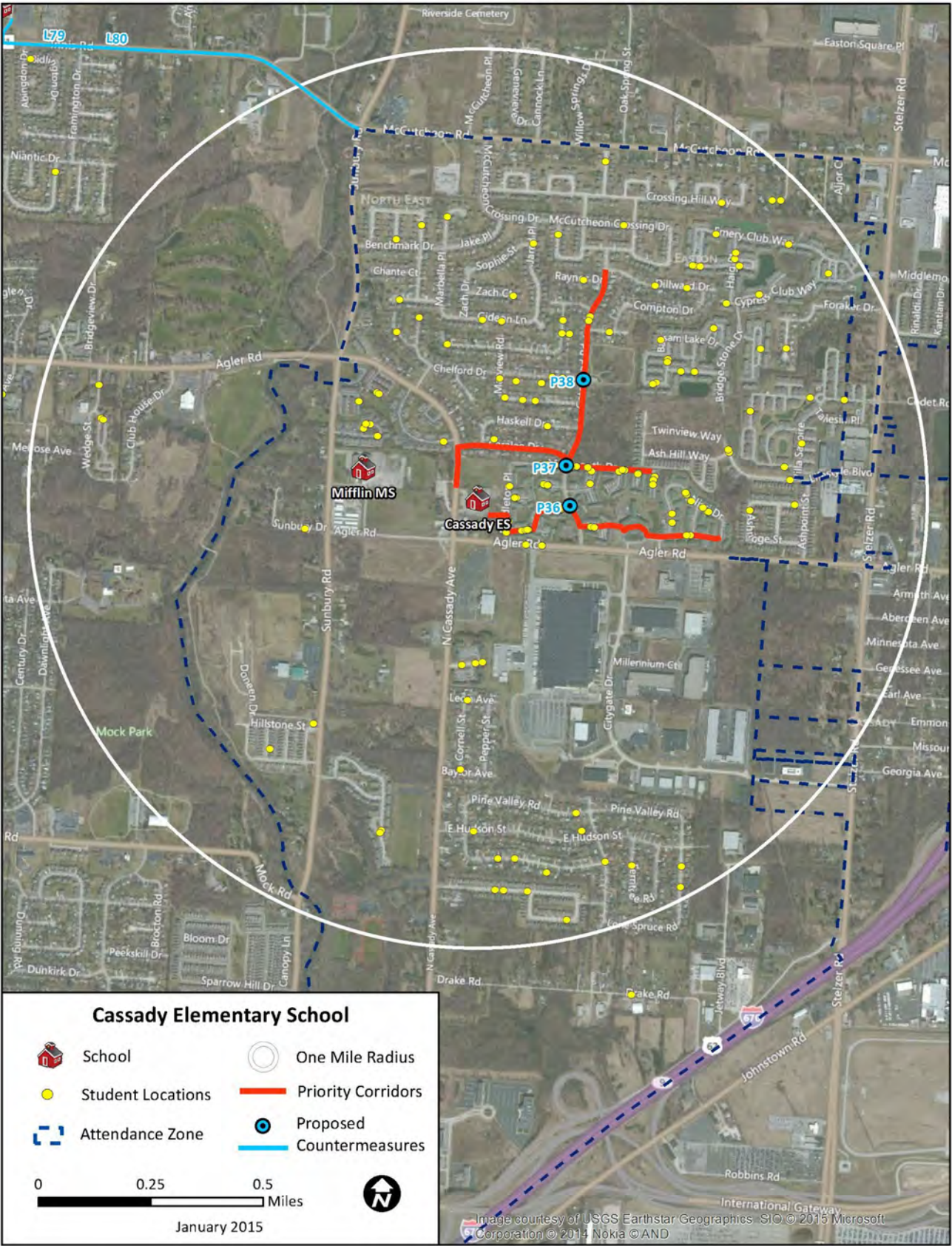
**P36** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Gatewood Road and Cheryl Court.

### Northeastern Route

The northern route extends north from the school along Cassady Avenue to Caralee Drive and follows Caralee Drive east to Gatewood Road. It then jogs south on Gatewood Road to Monmouth Drive and follows Monmouth Drive east to Westford Place. It also follows Gatewood Road north to Dillward Drive. The following engineering countermeasures should be considered along this route:

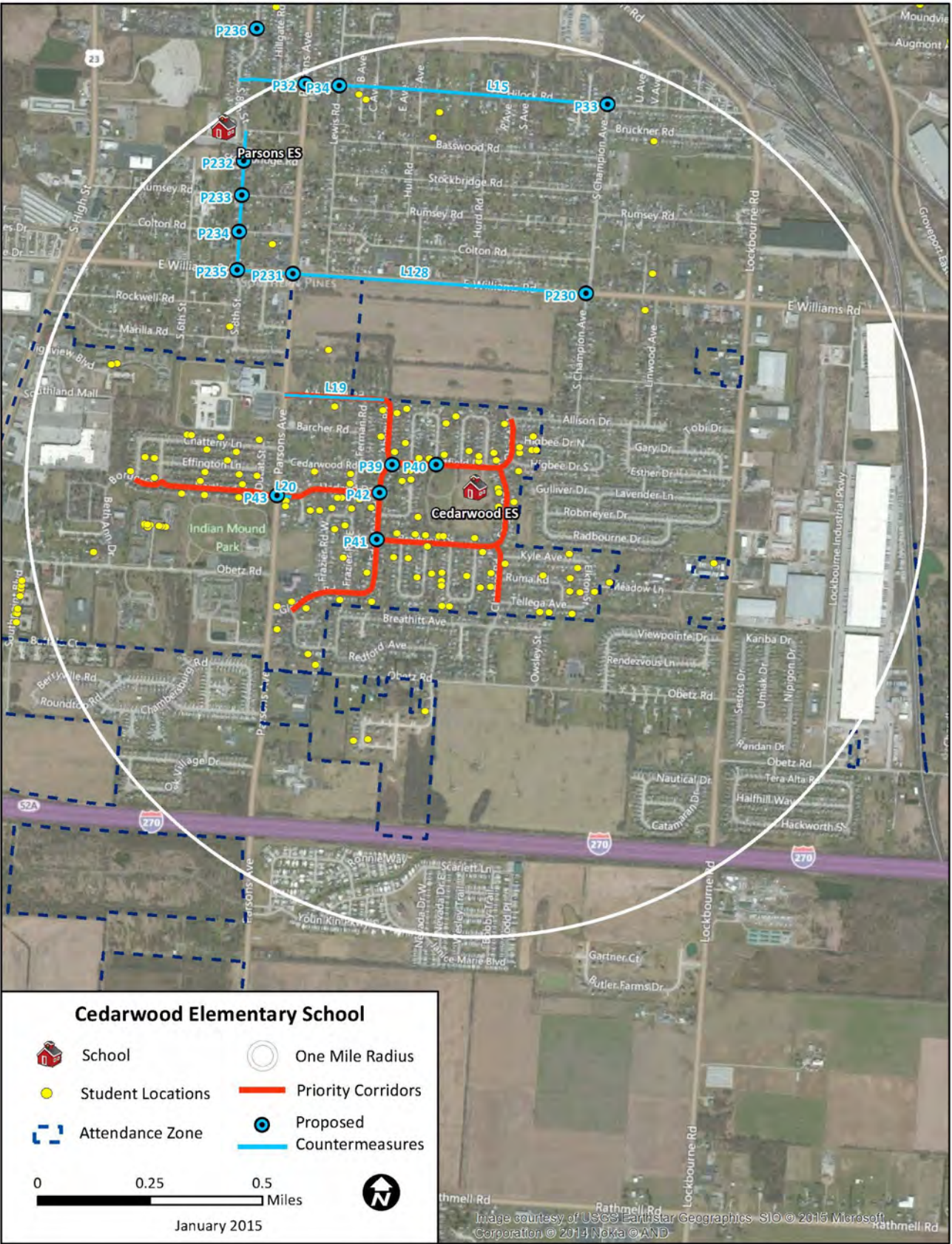
**P37** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Gatewood Road and Monmouth Drive.

**P38** - Add ladder-style crosswalks at the intersection of Gatewood Road and Chelford Drive.





# CEDARWOOD ELEMENTARY SCHOOL – 775 BARTFIELD DRIVE



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northwestern Route

The northwestern route extends west from the school along Bartfield Drive to Abney Road/Edendale Road. It then follows Abney Road north to Ashwood Road and Ashwood Road west to Parsons Avenue. The following engineering countermeasures should be considered along this route:

- P39** - Add ladder-style crosswalks at the intersection of Abney Road and Bartfield Drive/Edendale Road.
- P40** - Add ladder-style crosswalks at the intersection of Christie Road East and Bartfield Drive.
- L19** - Add sidewalks on Ashwood Road between Parsons Avenue and Abney Road (approximately 2,030 feet).

### Southwestern Route

The southwestern route extends west from the school along Bartfield Drive to Abney Road/Edendale Road. It then follows Edendale Road south to Glendora Road and Glendora Road west to Judson Road. It also follows Harland Drive west from Edendale Road to Border Street and Border Street to Sunburst Drive. The following engineering countermeasures should be considered along this route:

- P41** - Add ladder-style crosswalks at the intersection of Bradwell Drive and Edendale Road.
- P42** - Add ladder-style crosswalks at the intersection of Edendale Road and Harland Drive.
- P43** - Add a rectangular rapid flash beacon (RRFB), ladder-style crosswalks, ADA-compliant curb ramps, and sidewalk connections at the intersection of Harland Drive and Parsons Avenue.
- L20** - Add sidewalks on Harland Drive from Parsons Avenue to the east (approximately 250 feet).

### Northeastern Route

The northeastern route extends east from the school along Bartfield Drive to Ohio Avenue/Fergus Road and follows Ohio Avenue north to Allison Drive. There are no engineering countermeasures recommended along this route.

### Southeastern Route

The southeastern route extends east from the school along Bartfield Drive to Ohio Avenue/Fergus Road and follows Fergus Road south to Bradwell Drive/Clabber Road. It then follows Bradwell Drive west to Edendale Road and Clabber Road south to Tellega Avenue. There are no engineering countermeasures recommended along this route.



**CHAMPION MIDDLE SCHOOL – 284 N. 22ND STREET**



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northwestern Route

The northwestern route extends north from the school along 22nd Street to Mt. Vernon Avenue. It then follows Mt. Vernon Avenue west to the alley, follows the alley north to Ellison Street, follows Ellison Street north to Fabron Avenue, and follows Fabron Avenue west to 20th Street. The following engineering countermeasures should be considered along this route:

- P44** - Add ladder-style crosswalks at the intersection of Ellison Street and Atcheson Street.
- P47** - Enhance the crossing at the intersection of Mt. Vernon Avenue and N. 22nd Street by adding bumpouts, ladder-style crosswalks, and pedestrian crossing signage.
- L21** - Convert the alley between 20th Street and Ohio Avenue to a pedestrian street between Mt. Vernon Avenue and Atcheson Street (approximately 590 feet).

### Southern Route

The southern route extends south from the school on Ohio Avenue to Broad Street. The following engineering countermeasures should be considered along this route:

- P45** - Add bumpouts and ladder-style crosswalks on Ohio Avenue at Metro Avenue.
- L23** - Fill the sidewalk gaps on Ohio Avenue between Mt. Vernon Avenue and Long Street (approximately 2,030 feet).

### Northeastern Route

The northeastern route extends north from the school on Ohio Avenue to Mt. Vernon Avenue. It then follows Mt. Vernon Avenue east to Taylor Avenue. The following engineering countermeasures should be considered along this route:

- P46** - Add bumpouts and ladder-style crosswalks at the intersection of Ohio Avenue and Mt. Vernon Avenue.
- L22** - Add a bike facility on Mt. Vernon Avenue between I-71 and Taylor Avenue (approximately 7,020 feet).

### Western Route

The western route extends north from the school along 22nd Street to Mt. Vernon Avenue. It then follows Mt. Vernon Avenue west to 17th Street. The following engineering countermeasures should be considered along this route:

- L22** - Add a bike facility on Mt. Vernon Avenue between I-71 and Taylor Avenue (approximately 7,020 feet).



# CLINTON ELEMENTARY SCHOOL – 10 CLINTON HEIGHTS AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

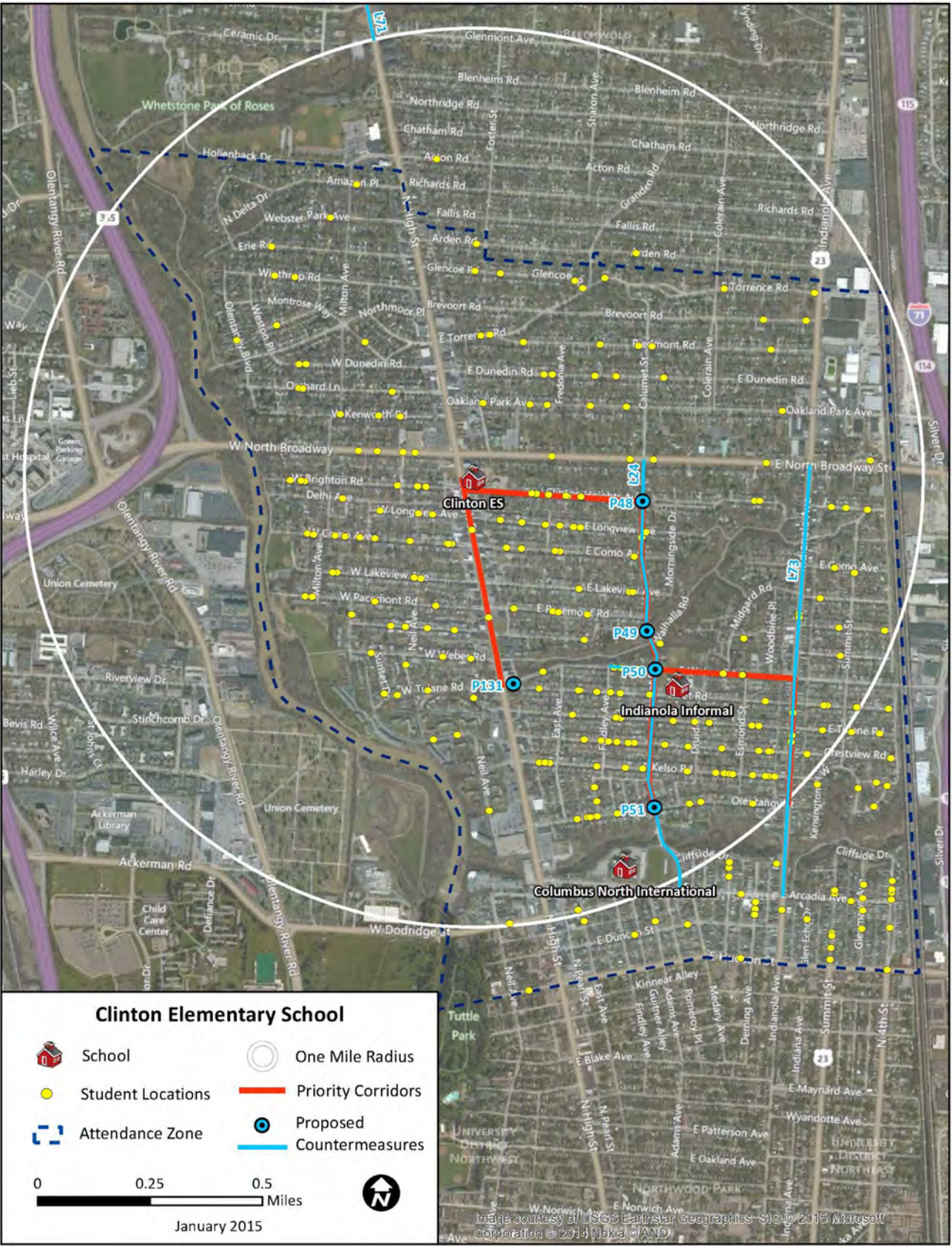
### Southeastern Route

The southeastern route extends east from the school along Clinton Heights Avenue to Calumet Street. It then follows Calumet Street south to Olentangy Street. It also follows Weber Road east from Calumet Street to Indianola Avenue and follows Indianola Avenue south to Olentangy Street. The following engineering countermeasures should be considered along this route:

- P48** - Add ladder-style crosswalks at the intersection of Clinton Heights Avenue and Calumet Street.
- P49** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Calumet Street and California Avenue.
- P50** - Add ladder-style crosswalks at the intersection of Calumet Street and E. Weber Road.
- P51** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Olentangy Street and Calumet Street.
- L24** - Perform a traffic calming analysis on Calumet Street between Arcadia Avenue and E. North Broadway.

### Southern Route

The southern route extends south from the school along High Street to Weber Road. There are no engineering countermeasures recommended along this route.





# COLERAIN ELEMENTARY SCHOOL – 499 E. WEISHEIMER ROAD



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends west from the school along Weisheimer Road to Sharon Avenue and follows Sharon Avenue north to Morse Road. The following engineering countermeasures should be considered along this route:

- P52** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Wetmore Road and Sharon Avenue.
- P53** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Sharon Avenue and Beaumont Road.
- P54** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Sharon Avenue and Garden Road.
- P56** - Perform a pedestrian crossing analysis at the intersection of Morse Road and Sharon Avenue.
- P57** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Sharon Avenue and Jeffrey Place.
- P58** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Sharon Avenue and E. Royal Forest Boulevard.
- P59** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Sharon Avenue and E. Beechwood Boulevard.
- L25** - Add sidewalks on Weisheimer Road and Sharon Avenue between the school and Morse Road (approximately 3,710 feet).

### Southern Route

The southern route extends east from the school along Weisheimer Road to Colerain Avenue and follows Colerain Avenue south to Schreyer Place. The following engineering countermeasures should be considered along this route:

- P55** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. Weisheimer Road and Colerain Avenue.
- L26** - Add sidewalks on Colerain Avenue between Weisheimer Road and Schreyer Place (approximately 970 feet).

### Eastern Route

The southern route extends east from the school along Weisheimer Road to Indianola Avenue. The following engineering countermeasures should be considered along this route:

- L27** - Fill the sidewalk gaps on Weisheimer Road between Colerain Avenue and Indianola Avenue.



**COLUMBUS AFRICENTRIC EARLY COLLEGE (K-5) – 300 E. LIVINGSTON AVENUE**

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Columbus Africentric Early College (K-5) is an alternative school that draws students from across the district. Due to this fact and a relative lack of students within 1 mile of the school, there are no priority corridors recommended. However, due to its proximity to Livingston Elementary School, Ohio Elementary School, Siebert Elementary School, and South High School, there may be countermeasures recommended for these schools that benefit students at Columbus Africentric Early College (K-5).





# COLUMBUS AFRICENTRIC EARLY COLLEGE (6-12) – 300 E. LIVINGSTON AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Columbus Africentric Early College (6-12) is an alternative school that draws students from across the district. Due to this fact and a relative lack of students within 1 mile of the school, there are no priority corridors recommended. However, due to its proximity to Livingston Elementary School, Ohio Elementary School, Siebert Elementary School, and South High School, there may be countermeasures recommended for these schools that benefit students at Columbus Africentric Early College (6-12).





# COLUMBUS CITY SCHOOL FOR BOYS – 3450 MEDWAY AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Columbus City School for Boys is an alternative school that draws students from across the district. Due to this fact and a relative lack of students within 1 mile of the school, there are no priority corridors recommended. However, due to its proximity to Broadleigh Elementary School and Fairmoor Elementary School, there may be countermeasures recommended for these schools that benefit students at Columbus City School for Boys.





# COLUMBUS CITY SCHOOL FOR GIRLS – 1390 BRYDEN ROAD

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Columbus City School for Girls is an alternative school that draws students from across the district. Due to this fact and a relative lack of students within 1 mile of the school, there are no priority corridors recommended. However, due to its proximity to Champion Middle School, Fairwood Elementary School, Livingston Elementary School, and Ohio Avenue Elementary School, there may be countermeasures recommended for these schools that benefit students at Columbus City School for Girls.





# COLUMBUS GLOBAL ACADEMY – 2001 HAMILTON AVENUE

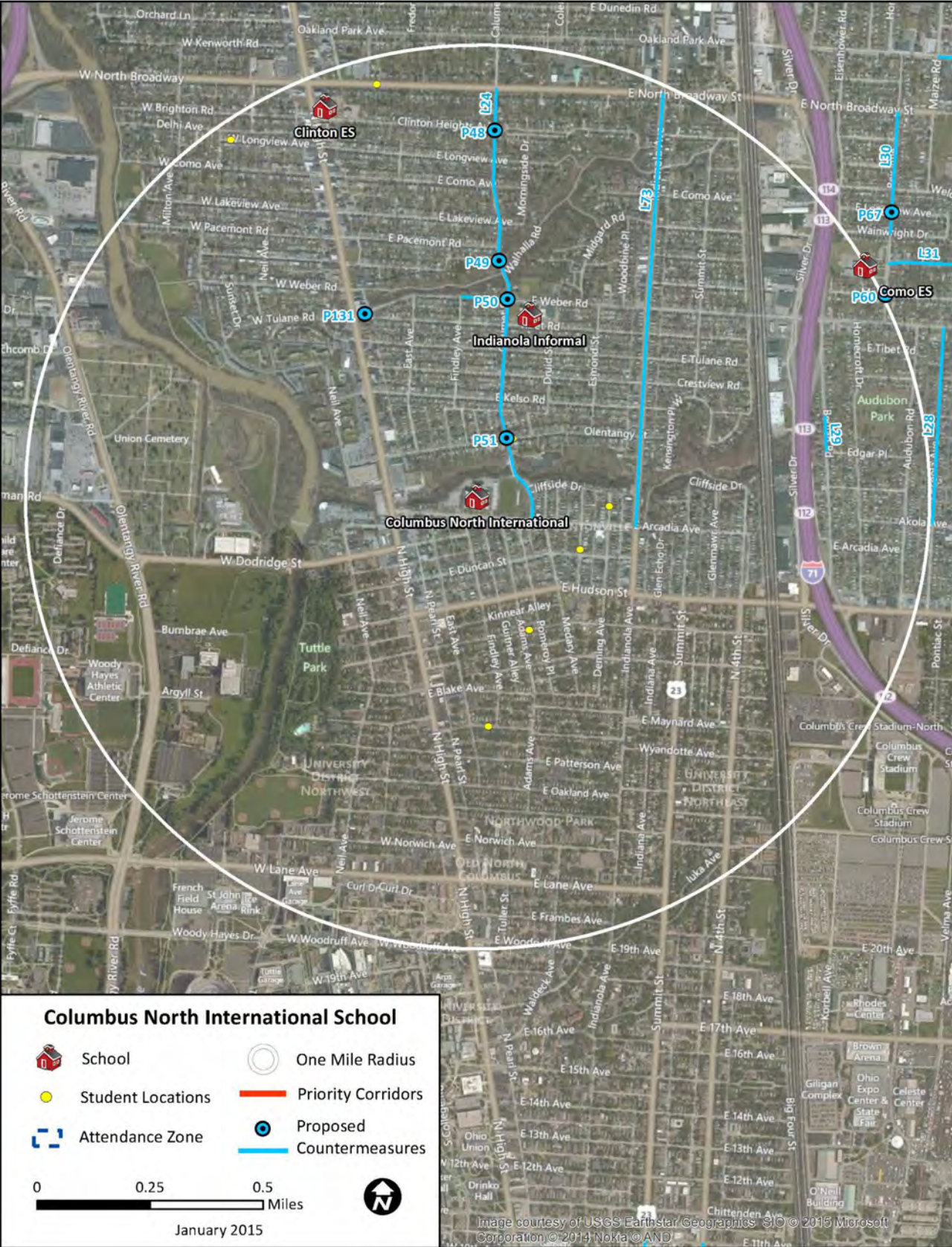
## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Columbus Global Academy is an alternative school that draws students from across the district. Due to this fact and a relative lack of students within 1 mile of the school, there are no priority corridors recommended. However, due to its proximity to Hamilton STEM, Linden-McKinley STEM, and Windsor STEM, there may be countermeasures recommended for these schools that benefit students at Columbus Global Academy.





**COLUMBUS NORTH INTERNATIONAL SCHOOL – 100 ARCADIA AVENUE**



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Columbus North International School is an alternative school that draws students from across the district. Due to this fact and a relative lack of students within 1 mile of the school, there are no priority corridors recommended. However, due to its proximity to Clinton Elementary School, Como Elementary School, and Indianola Informal, there may be countermeasures recommended for these schools that benefit students at Columbus North International School.



**COLUMBUS SCIOTO 6-12 – 2951 S. HIGH STREET**

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Columbus Scioto 6-12 is an alternative school that draws students from across the district. Due to this fact and a relative lack of students within 1 mile of the school, there are no priority corridors recommended. However, due to its proximity to Buckeye Middle School and Parsons Elementary School, there may be countermeasures recommended for these schools that benefit students at Columbus Scioto 6-12.





COLUMBUS SPANISH IMMERSION PROGRAM – 2155 FENTON STREET

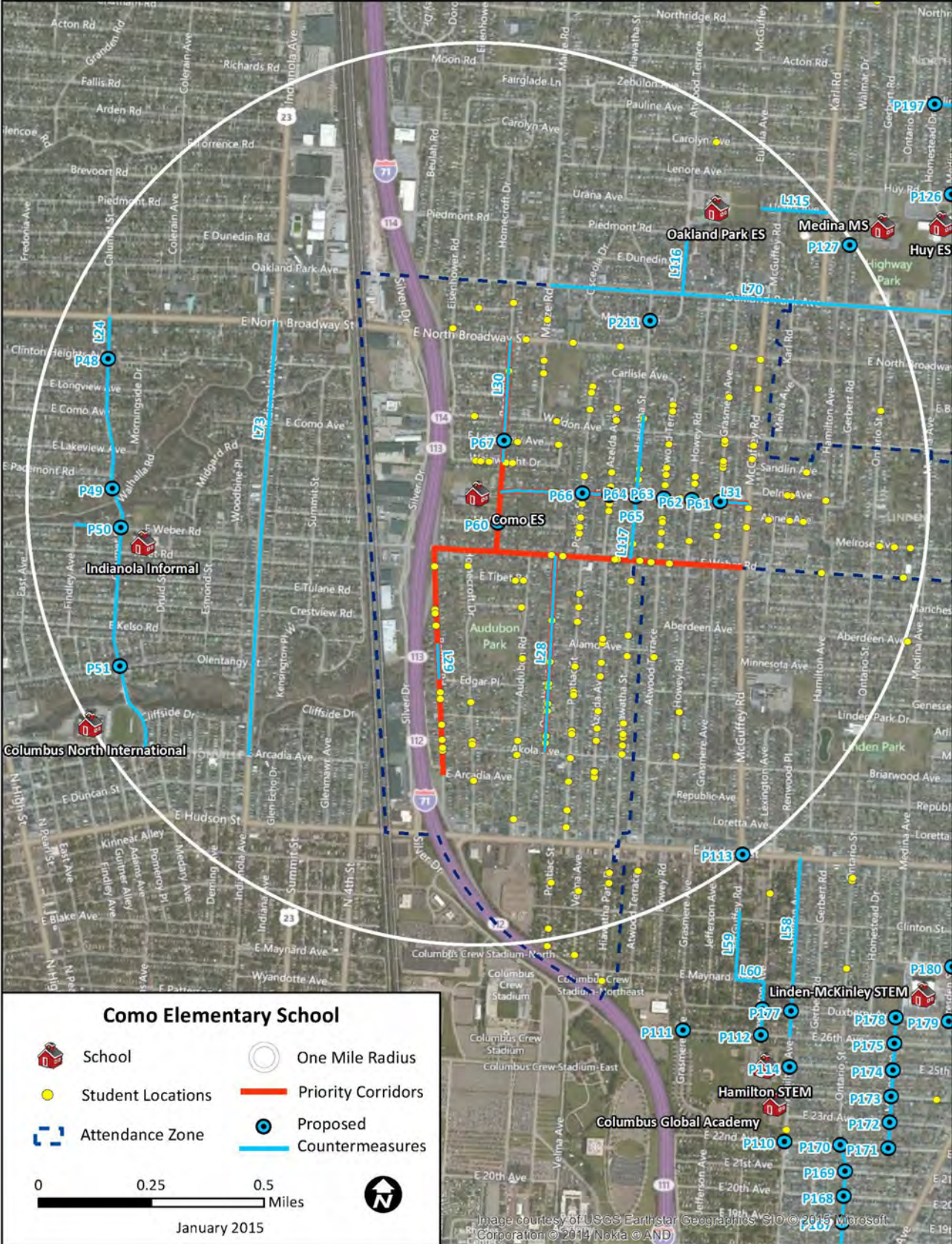
PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Columbus Spanish Immersion Program is an alternative school that draws students from across the district. Due to this fact and a relative lack of students within 1 mile of the school, there are no priority corridors recommended. However, due to its proximity to North Linden Elementary School and Northtowne Elementary School, there may be countermeasures recommended for these schools that benefit students at Columbus Spanish Immersion Program.





**COMO ELEMENTARY SCHOOL – 2989 REIS AVENUE**



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### *Southeastern Route*

The southeastern route extends south from the school along Reis Avenue to Weber Road and follows Weber Road east to McGuffey Road. It also follows Osceola Avenue south from Weber Road to Akola Avenue. The following engineering countermeasures should be considered along this route:

- P60** - Add ladder-style crosswalks at the intersection of Reis Avenue and Melrose Avenue.
- L28** - Fill the sidewalk gaps on Osceola Avenue between Weber Road and Akola Avenue.

### Southern Route

The southern route extends south from the school along Reis Avenue to Weber Road. It then follows Weber Road west to Beulah Road and Beulah Road south to Arcadia Avenue. The following engineering countermeasures should be considered along this route:

- L29** - Fill the sidewalk gaps on Beulah Road from Edgar Place to the north.

### Eastern Route

The eastern route extends east from the school along Como Avenue to McGuffey Road. The following engineering countermeasures should be considered along this route:

- P61** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. Como Avenue and Grasmere Avenue.
- P62** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. Como Avenue and Howey Road.
- P63** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. Como Avenue and Atwood Terrace.
- P64** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. Como Avenue and Hiawatha Street.
- P65** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Azelda Avenue and E. Como Avenue.
- P66** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. Como Avenue and Pontiac Street.
- L31** - Add sidewalks on E. Como Avenue between Reis Avenue and McGuffey Road (approximately 2,890 feet).

### Northern Route

The northern route extends north from the school along Reis Avenue to E. North Broadway. The following engineering countermeasures should be considered along this route:

- P67** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. Longview Avenue and Reis Avenue.
- L30** - Add sidewalks on Reis Avenue between Wainwright Drive and E. North Broadway (approximately 1,490 feet).



CRANBROOK ELEMENTARY SCHOOL – 908 BRICKER BOULEVARD

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

There are no priority corridors or engineering countermeasures recommended for Cranbrook Elementary School.





# DEVONSHIRE ELEMENTARY SCHOOL – 6286 AMBLESIDE DRIVE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Eastern Route

The eastern route extends south from the school along Ambleside Drive to Sunderland Drive and follows Sunderland Drive north to the pathway out of Devonshire Park. It also extends east along Alpine Drive from Sunderland Drive to Karl Road. The following engineering countermeasures should be considered along this route:

- P68** - Add ladder-style crosswalks at the intersection of Northgap Drive and Ambleside Drive.
- P69** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Ambleside Drive and Sunderland Drive.
- L32** - Add a bike facility on Ambleside Drive between SR 161 and Schrock Road (approximately 8,060 feet).

### Southeastern Route

The southeastern route extends south from the school along Ambleside Drive to SR 161. The following engineering countermeasures should be considered along this route:

- L32** - Add a bike facility on Ambleside Drive between SR 161 and Schrock Road (approximately 8,060 feet).

### Southern Route

The southern route extends south from the school along Ambleside Drive to Northgap Drive. It then follows Northgap Drive south to Newbury Drive. The following engineering countermeasures should be considered along this route:

- L32** - Add a bike facility on Ambleside Drive between SR 161 and Schrock Road (approximately 8,060 feet).

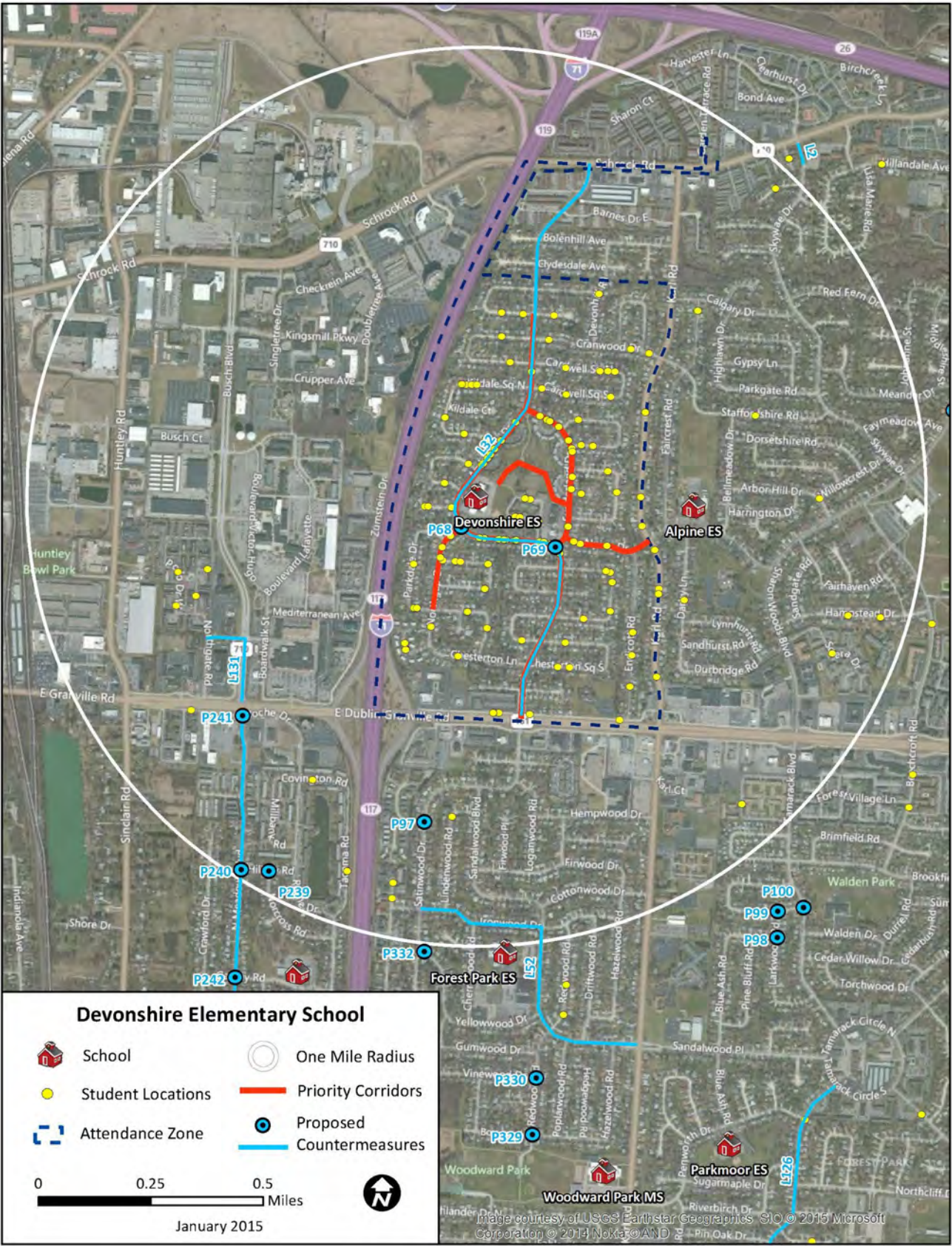
### Northern Route

The northern route extends north from the school along Ambleside Drive to Bosworth Square South. The following engineering countermeasures should be considered along this route:

- L32** - Add a bike facility on Ambleside Drive between SR 161 and Schrock Road (approximately 8,060 feet).

### Northeastern Route

The northeastern route extends north from the school along the pathway behind the school through Devonshire Park to Sunderland Drive. It then follows Sunderland Drive north to Ambleside Drive. There are no engineering countermeasures recommended along this route.





**DOMINION MIDDLE SCHOOL – 330 E. DOMINION BOULEVARD**



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Western Route

The western route extends west from the school along Dominion Boulevard to High Street. The following engineering countermeasures should be considered along this route:

**P70** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Dominion Boulevard and Ingham Avenue.

### Northern Route

The northern route extends east from the school along Dominion Boulevard to Sharon Avenue. It then follows Sharon Avenue north to Morse Road. The following engineering countermeasures should be considered along this route:

**L33** - Add sidewalks on Dominion Boulevard between Sharon Avenue and High Street (approximately 3,280 feet).



# DUXBERRY PARK ELEMENTARY – 1779 E. MAYNARD AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southeastern Route

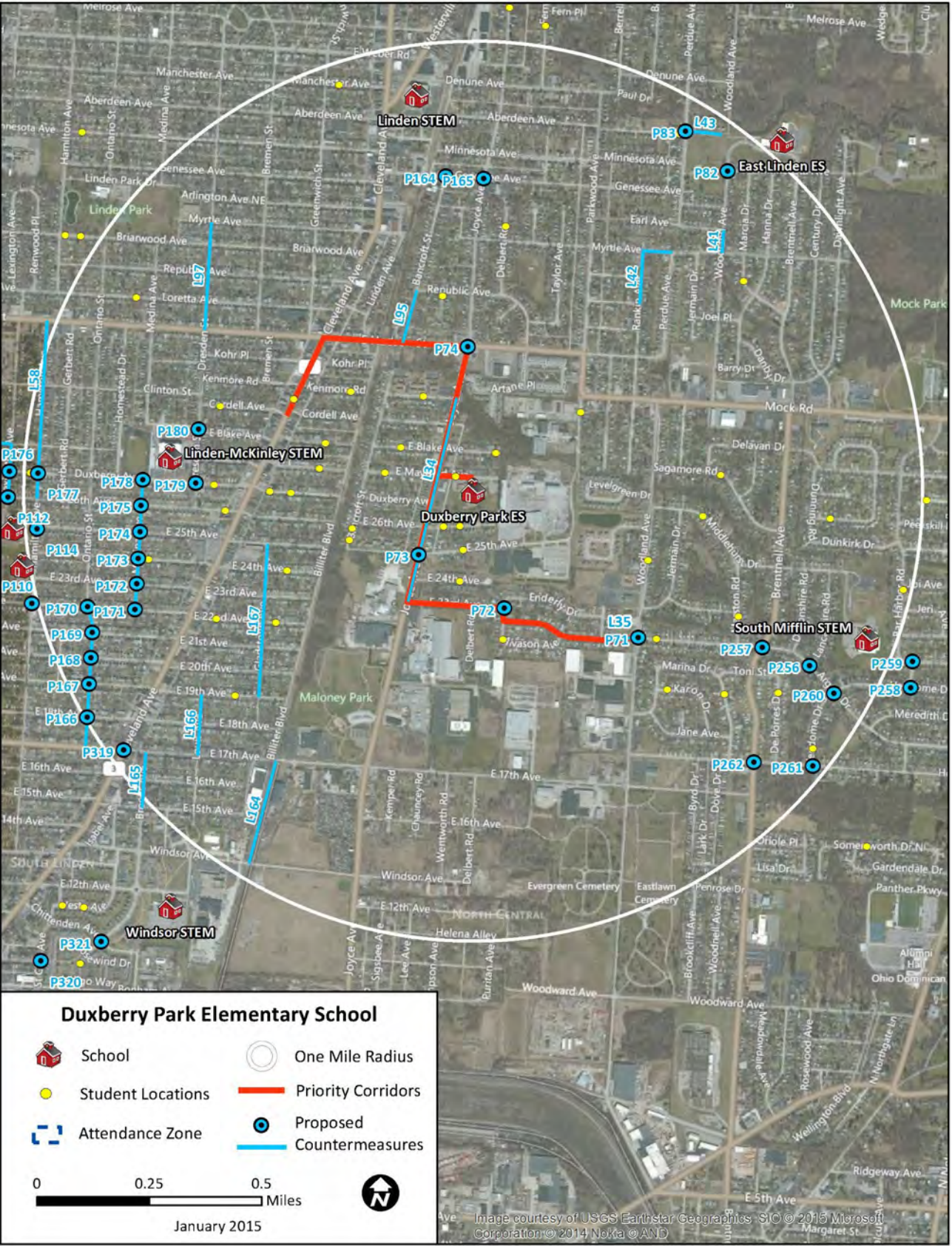
The southeastern route extends west from the school along Maynard Avenue to Joyce Avenue. It then follows Joyce Avenue south to 23rd Avenue, 23rd Avenue east to Dysart Avenue, Dysart Avenue south to Argyle Drive, and Argyle Drive east to Woodland Avenue. The following engineering countermeasures should be considered along this route:

- P71** - Perform a pedestrian crossing analysis at the intersection of Argyle Drive and Woodland Avenue.
- P72** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Dysart Avenue and E. 23rd Avenue.
- P73** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. 25th Avenue and Joyce Avenue.
- L34** - Add sidewalks on Joyce Avenue between E. 23rd Avenue and Hudson Street (approximately 2,470 feet).
- L35** - Add sidewalks on Argyle Drive from Woodland Avenue west to the existing sidewalks (approximately 590 feet).

### Northwestern Route

The northwestern route extends west from the school along Maynard Avenue to Joyce Avenue. It then follows Joyce Avenue north to Hudson Street, Hudson Street west to Cleveland Avenue, and Cleveland Avenue south to Cordell Avenue. The following engineering countermeasures should be considered along this route:

- P74** - Add bumpouts and ladder-style crosswalks at the intersection of E. Hudson Street and Joyce Avenue.





# EAKIN ELEMENTARY SCHOOL – 3774 EAKIN ROAD



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

**Southern Route**  
The southern route extends east from the school along Eakin Road to Kingsford Road and follows Kingford Road south to Briggs Road. It also follows Wedgewood Drive south from Eakin Road to Briggs Road. The following engineering countermeasures should be considered along this route:

- P75** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Briggs Road and Wedgewood Drive.
- P76** - Enhance the crossing at the intersection of Eakin Road and Wedgewood Drive by adding ladder-style crosswalks and pedestrian crossing signage.
- P77** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Eakin Road and the alley east of the school.
- P78** - Add ADA-compliant curb ramps at the crossing on Eakin Road at the school.
- L36** - Add sidewalks on Kingsford Road between Eakin Road and Briggs Road (approximately 1,620 feet).
- L37** - Add a bike facility on Eakin Road between Holly Hill Drive and Demorest Road (approximately 3,770 feet).

**Eastern Route**  
The eastern route extends east from the school along Eakin Road to Demorest Road. The following engineering countermeasures should be considered along this route:

- L37** - Add a bike facility on Eakin Road between Holly Hill Drive and Demorest Road (approximately 3,770 feet).

**Western Route**  
The western route extends west from the school along Eakin Road to Holly Hill Drive. The following engineering countermeasures should be considered along this route:

- L37** - Add a bike facility on Eakin Road between Holly Hill Drive and Demorest Road (approximately 3,770 feet).



**EAST COLUMBUS ELEMENTARY SCHOOL – 3100 E. 7TH AVENUE**



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends west from the school along 7th Avenue to Rarig Avenue. It then follows Rarig Avenue north to 12th Avenue. The following engineering countermeasures should be considered along this route:

**P79** - Add bumpouts and ladder-style crosswalks at the intersection of Rarig Avenue and E. 10th. Avenue

### Eastern Route

The eastern route extends south from the school along the school drive to 6th Avenue. It then follows 6th Avenue east to Krumm Avenue. Additionally, it follows Sterling Avenue north from 6th Avenue to 12th Street, continues north on 12th Street to Center Street, and follows Center Street east to 9th Street. The following engineering countermeasures should be considered along this route:

**P80** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Gould Road and 6th Avenue.

**L38** - Add sidewalks on Gould Road between 6th Avenue and 7th Avenue (approximately 290 feet).

**L39** - Add sidewalks on 6th Avenue from Krumm Avenue west approximately 310 feet.

### Western Route

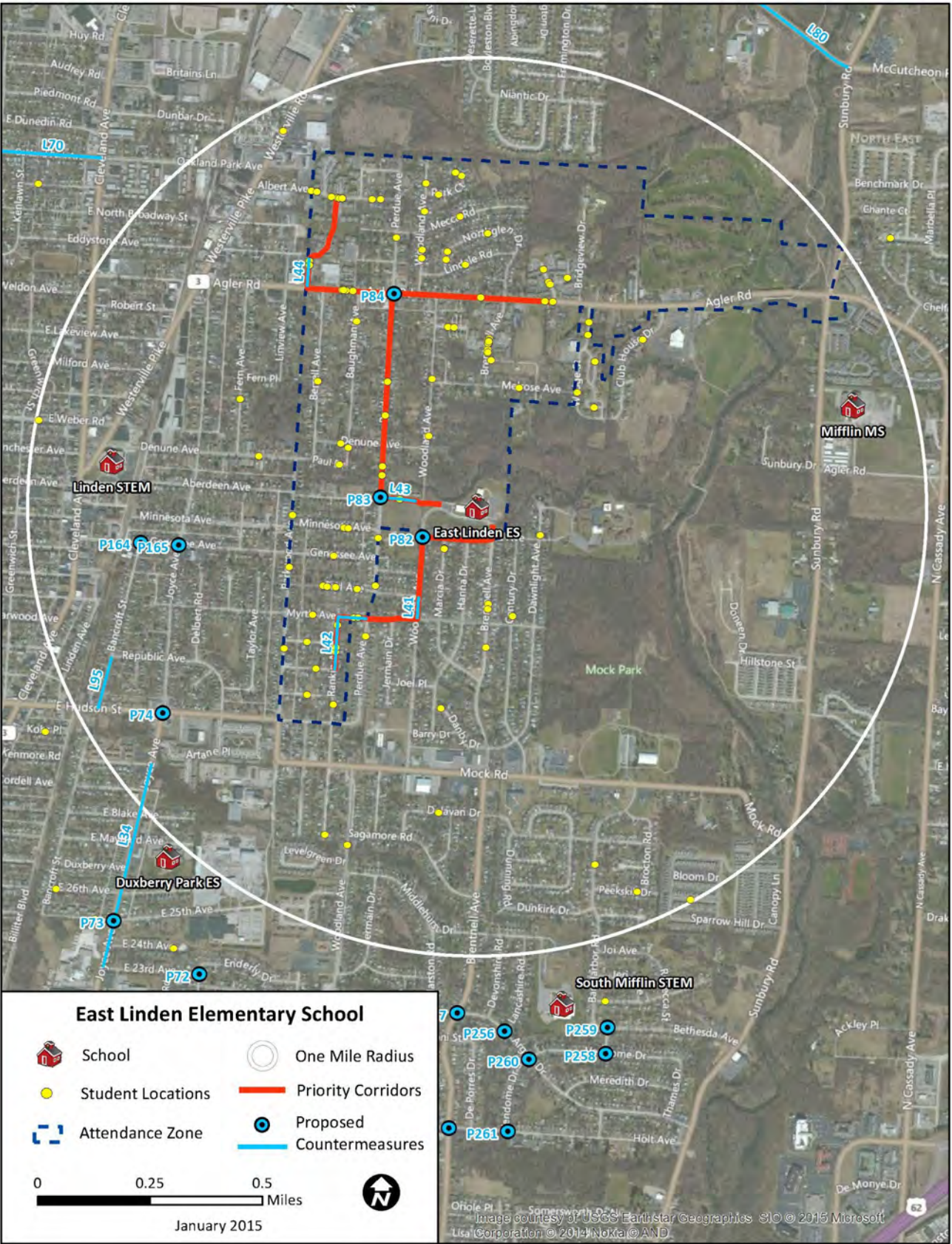
The western route extends west from the school along 7th Avenue to Cassady Avenue and follows Cassady Avenue south to 5th Avenue. It also follows Alton Avenue north from 7th Avenue to 10th Avenue. The following engineering countermeasures should be considered along this route:

**P81** - Enhance the crossing at the intersection of 5th Avenue and Cassady Avenue by adding ladder-style crosswalks and pedestrian crossing signage.

**L40** - Add sidewalks on Alton Avenue between 7th Avenue to 10th Avenue (approximately 1,030 feet).



EAST LINDEN ELEMENTARY SCHOOL – 2505 BRETNELL BOULEVARD



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

**Southern Route**  
The southern route extends south from the school along the school drive to Minnesota Avenue. It then follows Minnesota Avenue west to Woodland Avenue, Woodland Avenue south to Myrtle Avenue, Myrtle Avenue west to Rankin Avenue, and Rankin Avenue south to Republic Avenue. The following engineering countermeasures should be considered along this route:

- P82** - Add ladder-style crosswalks at the intersection of Woodland Avenue and Minnesota Avenue.
- L41** - Fill the sidewalk gaps on Woodland Avenue between Myrtle Avenue and Earl Avenue.
- L42** - Add sidewalks on Myrtle Avenue and Rankin Avenue between Perdue Avenue and Republic Avenue (approximately 930 feet).

**Northern Route**  
The northern route extends west from the school along the sidewalk to Aberdeen Avenue and continues west on Aberdeen Avenue to Perdue Avenue. It then follows Perdue Avenue north to Agler Road and Agler Road east to Bridgeway Street. It also follows Agler Road west to Capital Park Court and follows Capital Park Court and the sidewalks through the apartment complex north to Albert Avenue. The following engineering countermeasures should be considered along this route:

- P83** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Perdue Avenue and Aberdeen Avenue.
- P84** - Add bumpouts and ladder-style crosswalks at the intersection of Agler Road and Perdue Avenue.
- L43** - Add sidewalks on Aberdeen Avenue from Perdue Avenue to the end of the street (approximately 430 feet).
- L44** - Add sidewalks on Capital Park Court from Agler Road to the existing sidewalk (approximately 350 feet).



# EASTGATE ELEMENTARY SCHOOL – 1925 STRATFORD WAY

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends north from the school along Chancery Way to Maryland Avenue and then follows Maryland Avenue east to Nelson Road. The following engineering countermeasures should be considered along this route:

- P85** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Chancery Way and Maryland Avenue.
- L45** - Add sidewalks on Chancery Way between Maryland Avenue and Stratford Way (approximately 580 feet).

### Southwestern Route

The southwestern route extends east from the school along Stratford Way to Greenway Avenue. It then follows Greenway Avenue south and west to Taylor Avenue. The following engineering countermeasures should be considered along this route:

- P86** - Add ladder-style crosswalks at the intersection of Greenway Avenue North and Stratford Way.
- P87** - Add bumpouts and ladder-style crosswalks at the intersection of Woodland Avenue and Greenway Avenue.
- L46** - Add sidewalks on Stratford Way west of Greenway Avenue North to the existing sidewalk (approximately 180 feet).





# EASTHAVEN ELEMENTARY SCHOOL – 2360 GARNET PLACE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

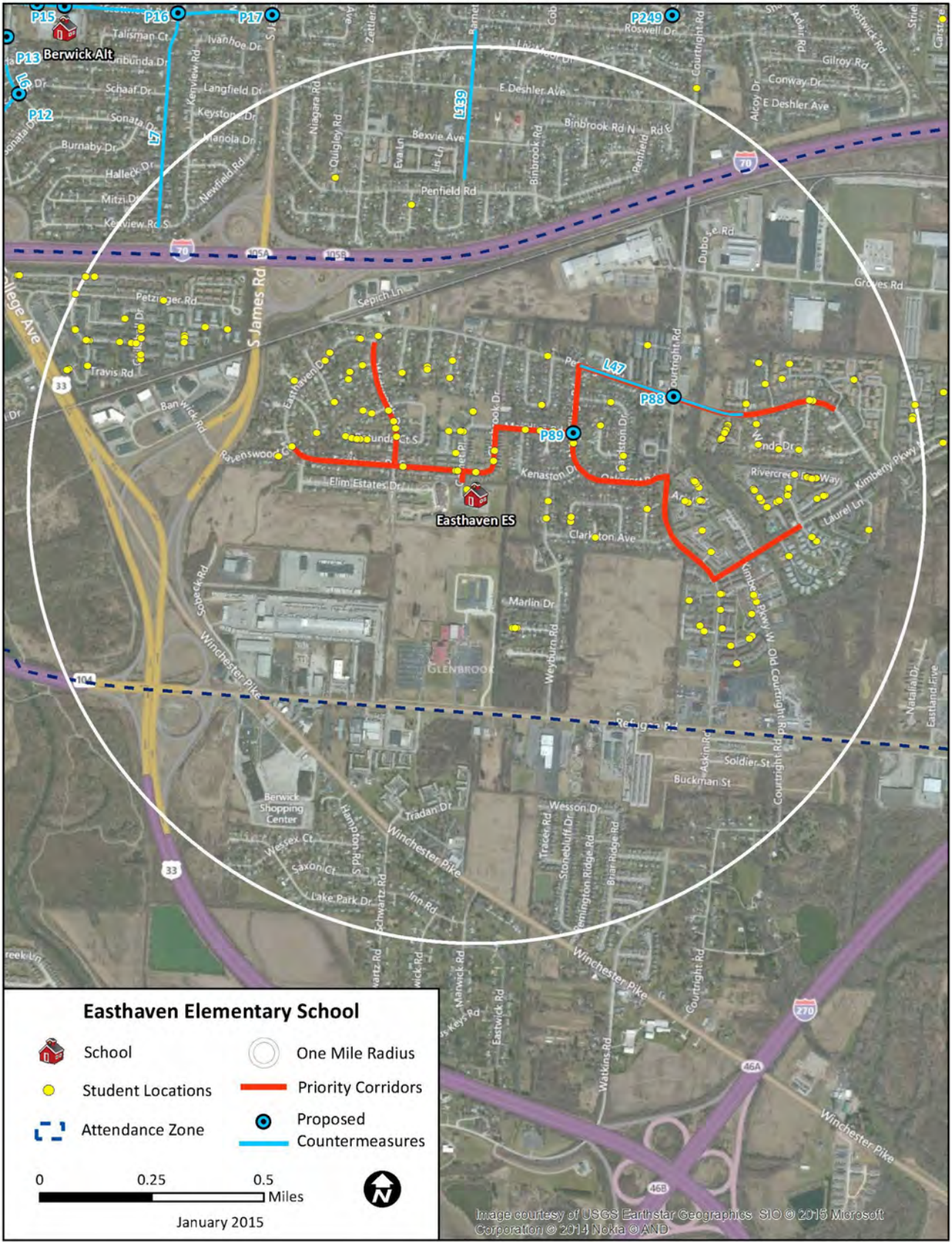
### Eastern Route

The eastern route extends north from the school along Garnet Place to Easthaven Drive South. It follows Easthaven Drive South east to Glenbrook Drive, Glenbrook Drive north to Meridian Road, and Meridian Road east to New Village Road. It then follows New Village Road north to Petzinger Road and Petzinger Road east to Soft Wind Drive. It also follows New Village Road south to Oakcrest Road, Oakcrest Road east to Courtright Road, Courtright Road south to Kimberly Parkway North, and Kimberly Parkway North northeast to Canal Bay Way/Burgandy Lane. The following engineering countermeasures should be considered along this route:

- P88** - Add bumpouts and ladder-style crosswalks at the intersection of Courtright Road and Petzinger Road.
- P89** - Add ladder-style crosswalks at the intersection of Meridian Road and New Village Road.
- L47** - Add sidewalks on Petzinger Road between New Village Road and Courtside Drive (approximately 4,040 feet).

### Western Route

The western route extends north from the school along Garnet Place to Easthaven Drive South and then follows Easthaven Drive South west to Ravenswood Court. It also follows Wadsworth Drive north from Easthaven Drive South to Easthaven Drive. There are no engineering countermeasures recommended along this route.





ECOLE KENWOOD FRENCH IMMERSION – 3770 SHATTUCK AVENUE

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Ecole Kenwood French Immersion is an alternative school that draws students from across the district. Due to this fact and a relative lack of students within 1 mile of the school, there are no priority corridors or engineering countermeasures recommended.





# FAIRMOOR ELEMENTARY SCHOOL – 3281 MAYFAIR PARK PLACE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southwestern Route

The southwestern route extends south from the school on the school drive to Fair Avenue. It then follows Fair Avenue west to Ashburton Road and follows Ashburton Road south to Main Street. The following engineering countermeasures should be considered along this route:

**P90** - Add a raised intersection and ladder-style crosswalks, ADA-compliant curb ramps, and pedestrian crossing signage at the intersection of Fair Avenue and Ashburton Road.

### Northern Route

The northern route extends north from the school along Ashburton Road to Mayfair Park Place. It then follows Mayfair Park Place east to Mayfair Boulevard and Mayfair Boulevard north to Ashburton Road. The following engineering countermeasures should be considered along this route:

- P91** - Add bumpouts at the intersection of Mayfair Park Place and S. Ashburton Road.
- P92** - Add bumpouts at the intersection of Mayfair Park Place and Mayfair Boulevard.
- P93** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Mayfair Boulevard and Dale Avenue.
- P94** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Mayfair Boulevard and Elbern Avenue.
- L48** - Add a bike facility along Mayfair Park Place between S. Ashburton Road and Hampton Road (approximately 770 feet).
- L49** - Add a bike facility along Mayfair Boulevard between Mayfair Park Place and S. Ashburton Road (approximately 2,890 feet).

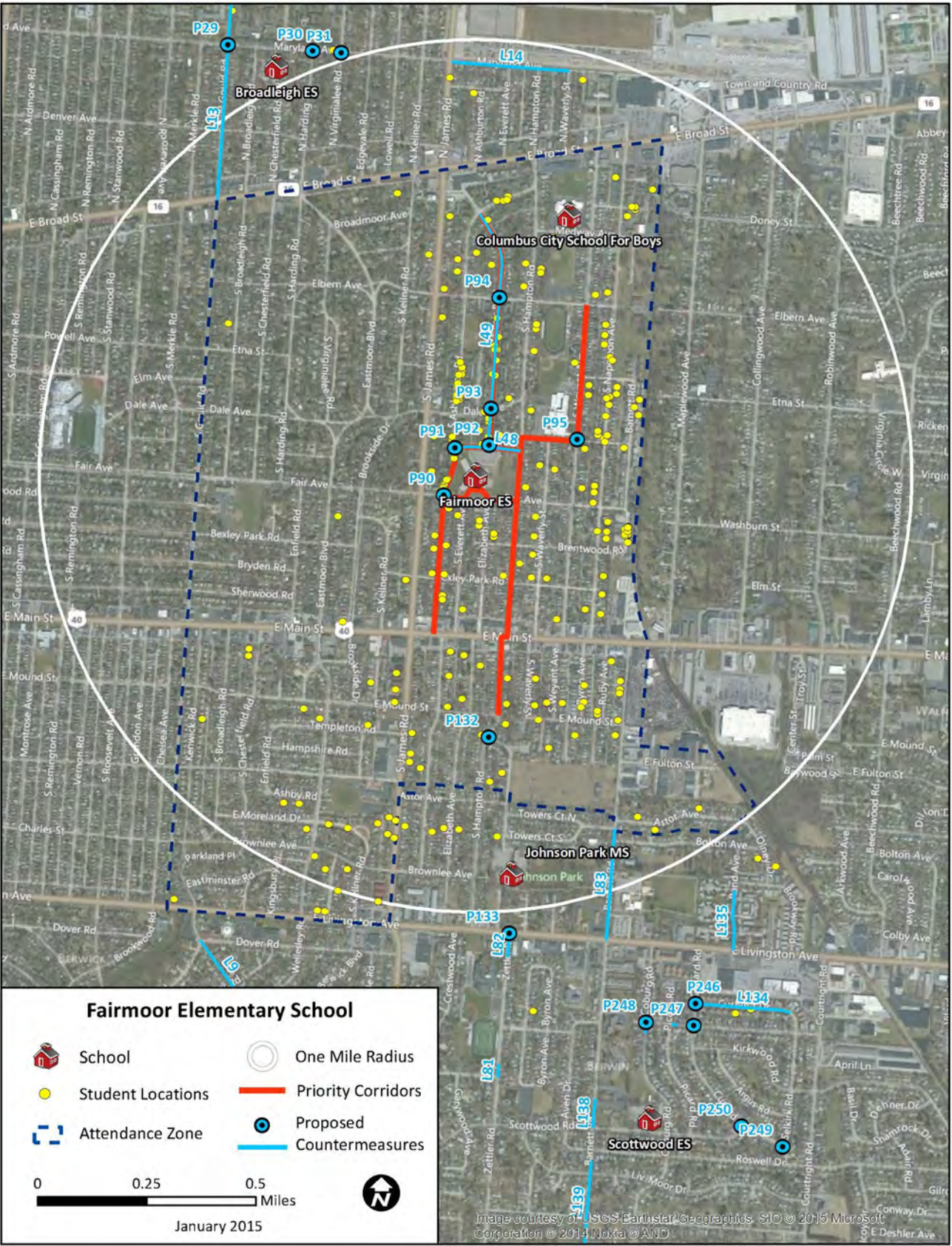
### Northeastern Route

The northeastern route extends south from the school on the school drive to Fair Avenue. It then follows Fair Avenue east to Hampton Road, Hampton Road north to Plymouth Avenue, Plymouth Avenue east to Weyant Avenue, and Weyant Avenue north to Elbern Avenue. The following engineering countermeasures should be considered along this route:

**P95** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of S. Weyant Avenue and Plymouth Avenue.

### Southeastern Route

The southeastern route extends south from the school on the school drive to Fair Avenue. It then follows Fair Avenue east to Hampton Road, Hampton Road south to Main Street, jogs west on Main Street, and then continues to follow Hampton Road south to Mound Street. There are no engineering countermeasures recommended along this route.





# FAIRWOOD ELEMENTARY SCHOOL – 726 FAIRWOOD AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends north from the school along Fairwood Avenue to Main Street. The following engineering countermeasures should be considered along this route:

- P96** - Add bumpouts at the intersection of Fairwood Avenue and Mound Street.
- L51** - Add a bike facility along Fairwood Avenue between Watkins Road and Franklin Park South (approximately 4 miles).

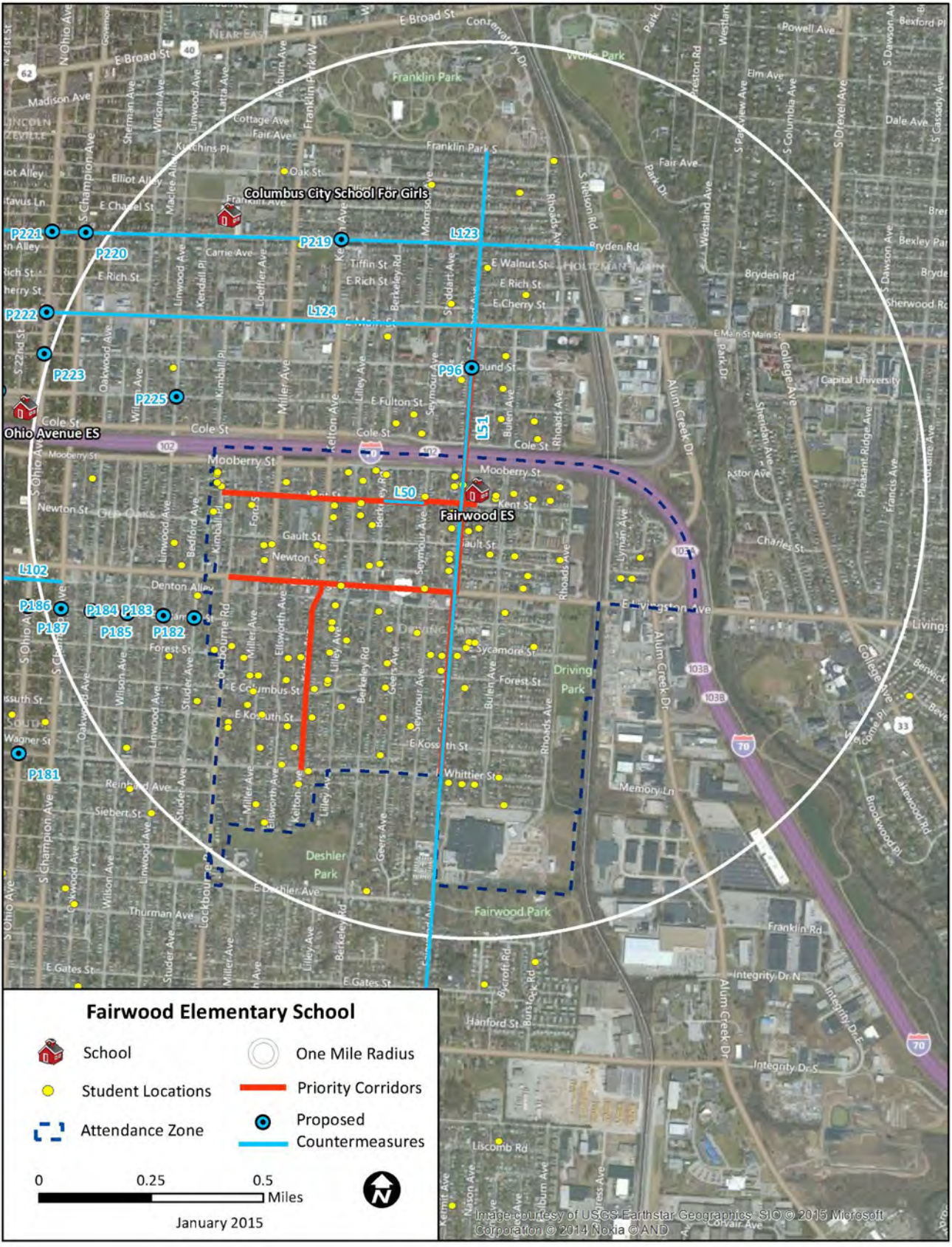
### Western Route

The western route extends west from the school along Kent Street to Kimball Place. The following engineering countermeasures should be considered along this route:

- L50** - Fill the sidewalk gaps on Kent Street between Berkeley Road and Seymour Avenue.

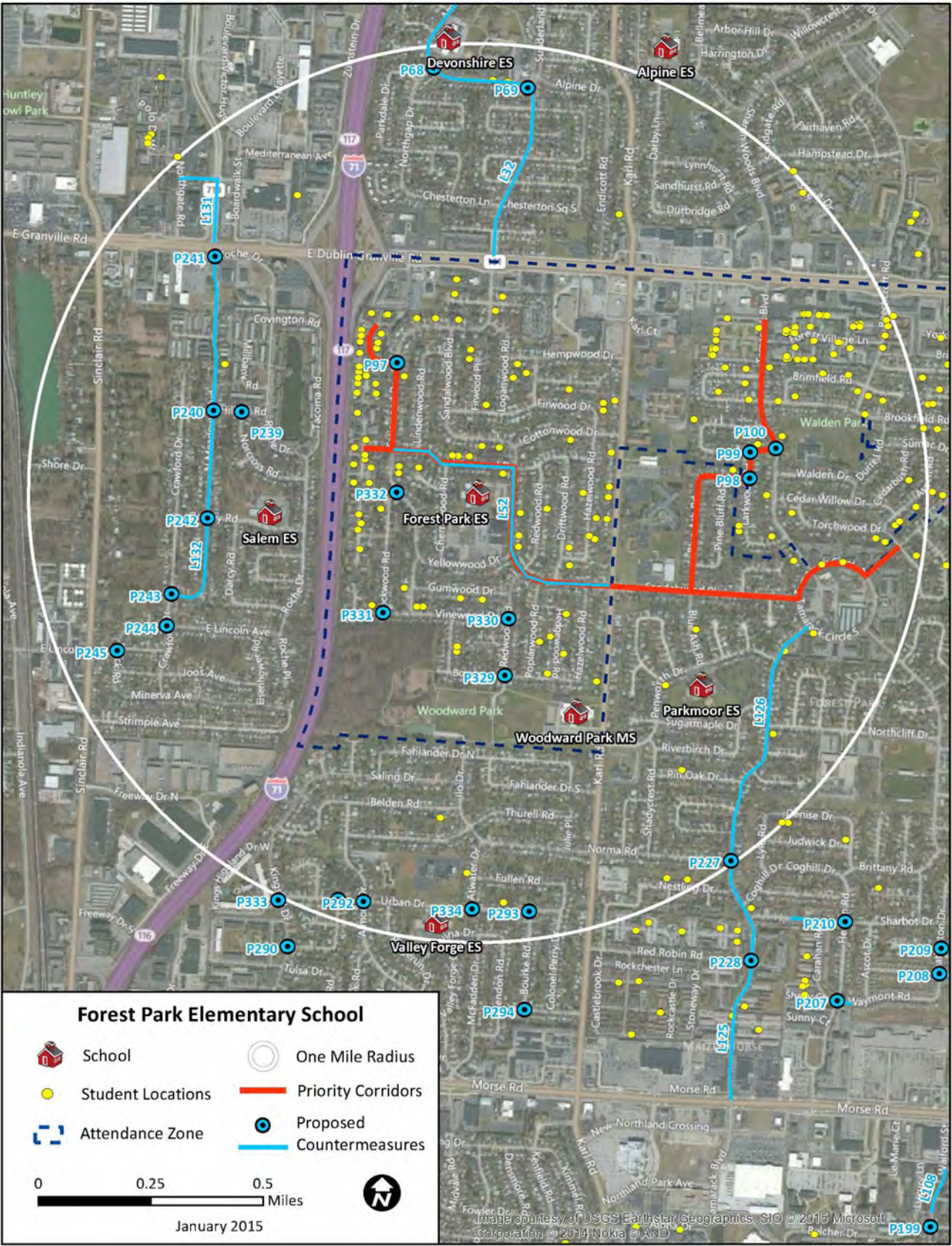
### Southern Route

The southern route extends west from the school along Kent Street to Fairwood Avenue. It follows Fairwood Avenue south to Whittier Street. It also follows Livingston Avenue west from Fairwood Avenue to Lockbourne Road and follows Kelton Avenue south from Livingston Avenue to Whittier Street. There are no engineering countermeasures recommended along this route.





FOREST PARK ELEMENTARY SCHOOL – 5535 SANDALWOOD BOULEVARD



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Northwestern Route

The northwestern route extends north from the school along Sandalwood Boulevard to Ironwood Drive. It then follows Ironwood Drive west to Ironwood Court. It also follows Satinwood Drive north from Ironwood Drive to Arborwood Drive and follows Arborwood Drive north to the end. The following engineering countermeasures should be considered along this route:

- P97** - Add ladder-style crosswalks at the intersection of Satinwood Drive and Arborwood Drive.
- L52** - Add a bike facility along Sandalwood Boulevard and Ironwood Drive between Karl Road and Satinwood Drive (approximately 3,800 feet).

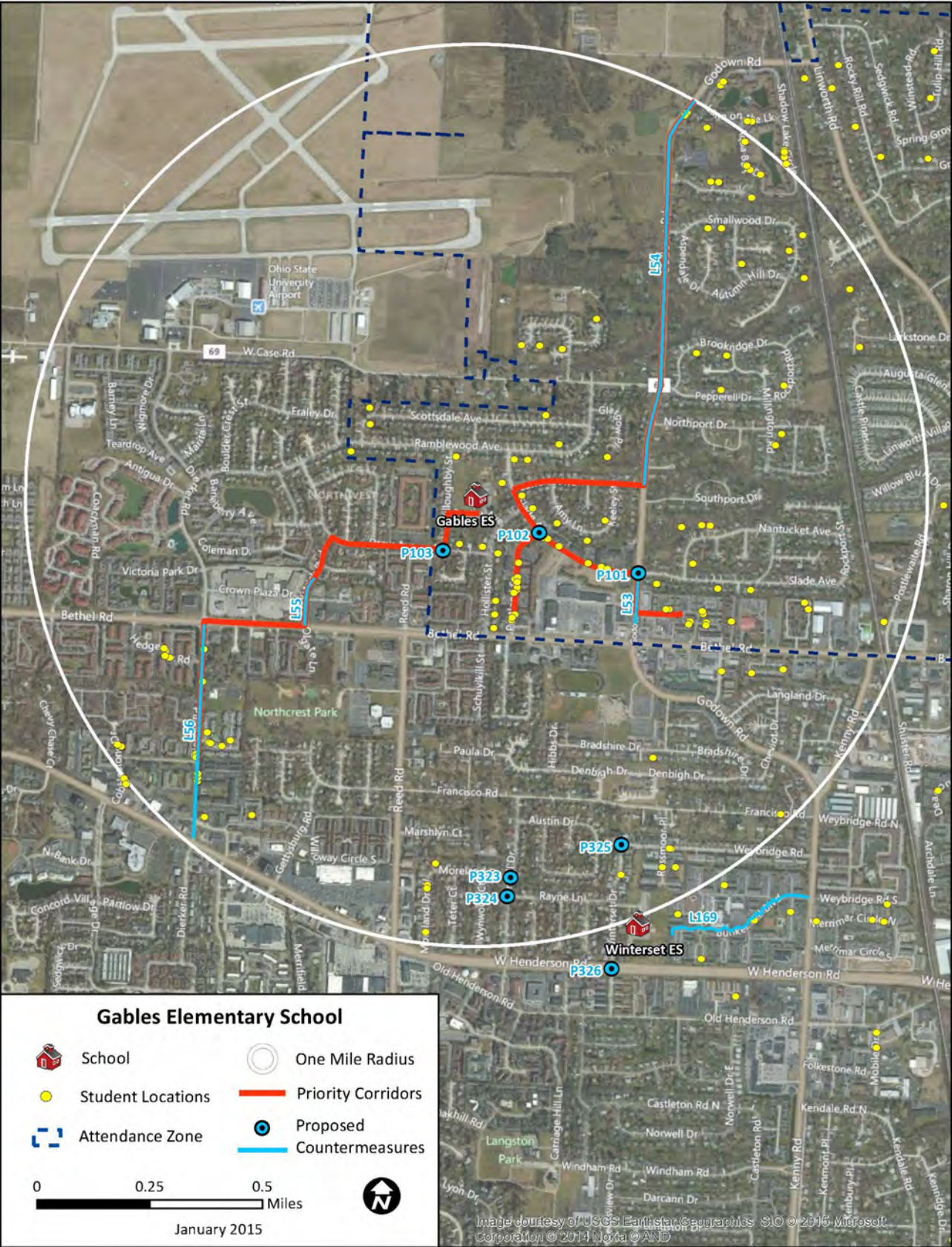
Eastern Route

The eastern route extends south from the school along Sandalwood Boulevard to Sandalwood Place and continues east to Tamarack Circle. It then follows Tamarack Circle northeast to Maple Canyon Avenue and follows Maple Canyon Avenue northeast to Torchwood Drive/Torchwood Loop West. Additionally, it follows Blue Ash Road north from Sandalwood Place to Blue Ash Place, Blue Ash Place east to Larkwood Road, Larkwood Road north to Rocky Pine Loop South, Rocky Pine Loop South east to Tamarack Boulevard, and Tamarack Boulevard north to Pine Tree Street North. The following engineering countermeasures should be considered along this route:

- P98** - Add ladder-style crosswalks at the intersection of Blue Ash Road and Larkwood Road.
- P99** - Add ladder-style crosswalks at the intersection of Larkwood Road and Rocky Pine Loop South.
- P100** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Tamarack Boulevard and Rocky Pine Loop South.
- L52** - Add a bike facility along Sandalwood Boulevard and Ironwood Drive between Karl Road and Satinwood Drive (approximately 3,800 feet).



# GABLES ELEMENTARY SCHOOL – 1680 BECKET AVENUE



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southeastern Route

The southeastern route extends east from the school along Becket Avenue to Hollister Street. It then follows Hollister Street northeast to Slade Avenue, Slade Avenue southeast to Godown Road, Godown Road south to Bracken House Court, and Bracken House Court east to Griffen House Court/Blair House Court. The following engineering countermeasures should be considered along this route:

- P101** - Perform a pedestrian crossing analysis at the intersection of Godown Road and Slade Avenue.
- P102** - Add ladder-style crosswalks at the intersection of Slade Avenue and Portland Street.
- L53** - Add sidewalks on Godown Road between Bethel Road and Slade Avenue (approximately 600 feet).

### Southwestern Route

The southwestern route extends west from the school along Becket Avenue to Willoughby Street. It then follows Willoughby Street south to Drew Avenue, Drew Avenue west to McKittrick Boulevard, McKittrick Boulevard south to Bethel Road, Bethel Road west to Dierker Road, and Dierker Road south to Country Corners Drive. The following engineering countermeasures should be considered along this route:

- P103** - Add ladder-style crosswalks at the intersection of Drew Avenue and Willoughby Street.
- L55** - Add sidewalks on McKittrick Boulevard between Bethel Road and Fontenay Court (approximately 600 feet).
- L56** - Add sidewalks on Dierker Road between Bethel Road and Henderson Road (approximately 5,010 feet).

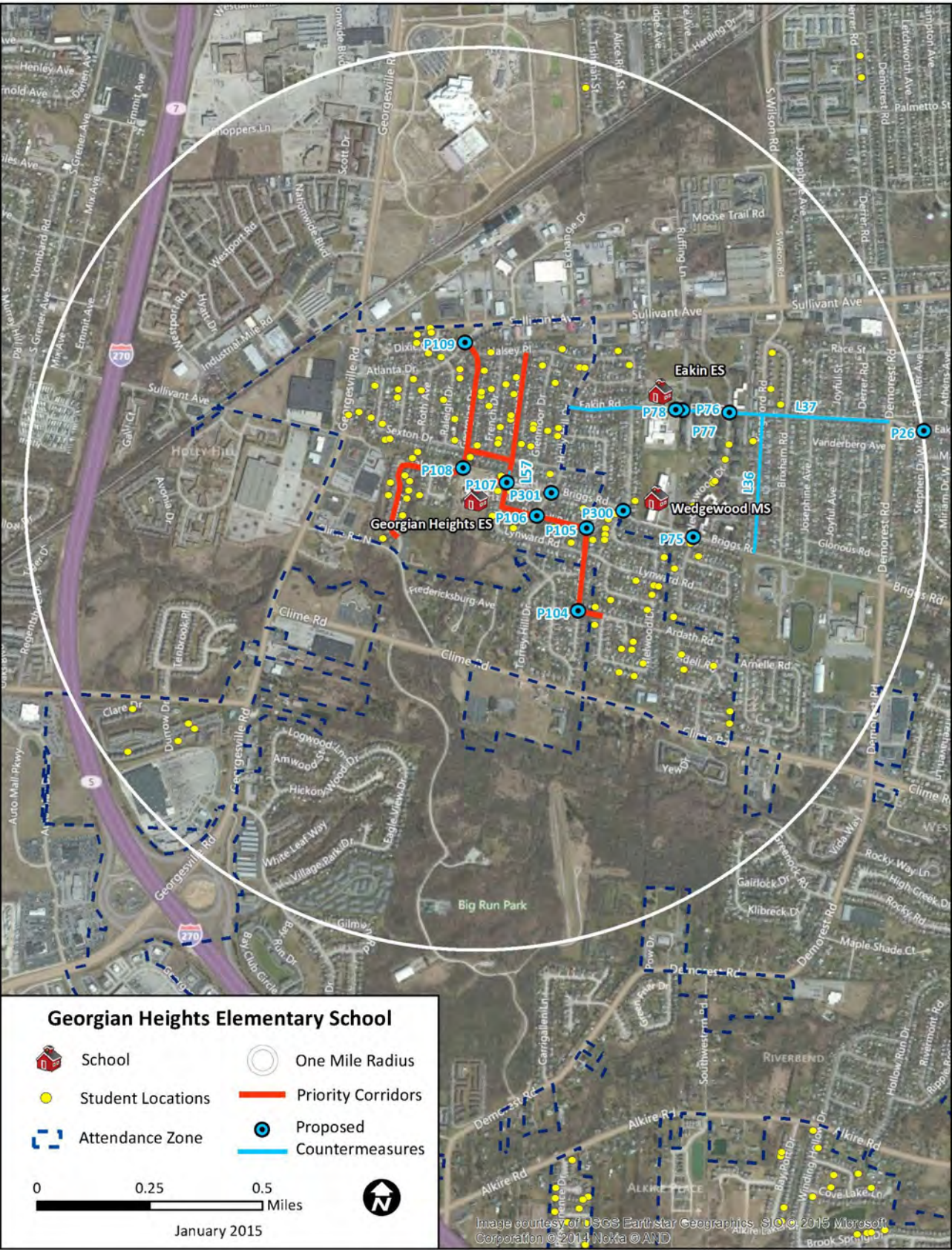
### Northeastern Route

The northeastern route extends east from the school along Becket Avenue to Hollister Street. It then follows Hollister Street northeast to Slade Avenue, Slade Avenue north to Lorraine Avenue, Lorraine Avenue east to Godown Road, and Godown Road north to Lane on the Lake. The following engineering countermeasures should be considered along this route:

- L54** - Add sidewalks on Godown Road between Lorraine Avenue and Lane on the Lake (approximately 4,620 feet).



GEORGIAN HEIGHTS ELEMENTARY SCHOOL – 784 GEORGIAN DRIVE



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

*Southeastern Route*

The southeastern route extends east from the school along on Briggs Road to Savannah Drive and follows Savannah Drive south to Randell Road. It then follows Randell Road east to Harwood Drive, Harwood Drive south to Ardath Road, and Ardath Road east to Lexmont Road. The following engineering countermeasures should be considered along this route:

- P104** - Add ladder-style crosswalks at the intersection of Harwood Drive and Ardath Road.
- P105** - Add ladder-style crosswalks at the intersection of Randell Road and Harwood Drive.
- P106** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Randell Road and Holly Hill Drive.
- P107** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Savannah Drive and Briggs Road.

*Northwestern Route*

The northwestern route extends north from the school along Georgian Drive to Atlanta Drive. It also follows Sexton Drive east from Georgian Drive to Savannah Drive. The following engineering countermeasures should be considered along this route:

- P108** - Add ladder-style crosswalks on Georgian Drive at Salem Drive.
- P109** - Add ladder-style crosswalks at the intersection of Atlanta Drive and Georgian Drive.

*Northern Route*

The northern route extends east from the school along on Briggs Road to Savannah Drive and follows Savannah Drive north to Halsey Place. The following engineering countermeasures should be considered along this route:

- L57** - Fill the sidewalk gaps on Savannah between Sexton Drive and Briggs Road.

*Southwestern Route*

The southwestern route extends west from the school along Salem Drive to Crevis Lane. It then follows Crevis Lane south almost to Clime Road. There are no engineering countermeasures recommended along this route.



# HAMILTON STEM – 2047 HAMILTON AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southern Route

The southern route extends south from the school along Hamilton Avenue to 18th Avenue. The following engineering countermeasures should be considered along this route:

- P110** - Add bumpouts and ladder-style crosswalks at the intersection of Hamilton Avenue and 22nd Avenue.
- P114** - Add bumpouts at the intersection of Hamilton Avenue and 25th Avenue.

### Western Route

The western route extends west from the school along 26th Avenue to Grasmere Avenue. The following engineering countermeasures should be considered along this route:

- P111** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Grasmere Avenue and E. 26th Avenue.
- P112** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Lexington Avenue and E. 26th Avenue.

### Northern Route

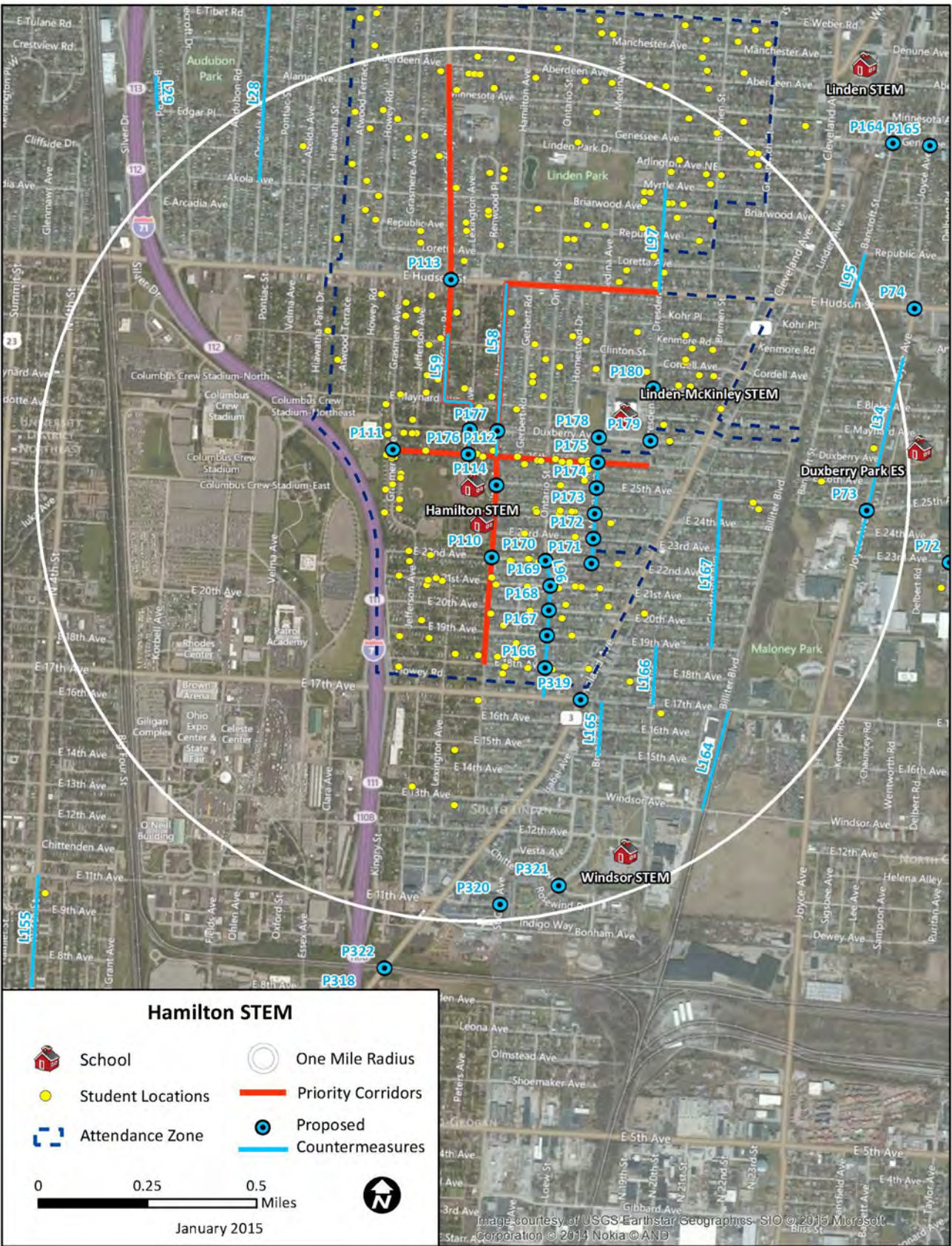
The northern route extends north from the school along Lexington Avenue to Maynard Avenue. It then follows Maynard Avenue west to McGuffey Road and McGuffey Road north to Aberdeen Avenue. The following engineering countermeasures should be considered along this route:

- P113** - Add bumpouts at the intersection of McGuffey Road and E. Hudson Street.
- L59** - Add sidewalks on McGuffey Road from Maynard Avenue to north of Clinton Street (approximately 870 feet).
- L60** - Add sidewalks on Maynard Avenue between McGuffey Road and Lexington Avenue (approximately 320 feet).
- L61** - Add sidewalks on Lexington Avenue between 26th Avenue and Maynard Avenue (approximately 610 feet).

### Northeastern Route

The northeastern route extends north from the school along Hamilton Avenue to Hudson Street and follows Hudson Street east to Dresden Street. It also follows 26th Avenue east from Hamilton Avenue to Dresden Avenue. The following engineering countermeasures should be considered along this route:

- L58** - Consider a road diet along Hamilton Avenue between Hudson Street and 26th Avenue (approximately 0.4 miles).





# HIGHLAND ELEMENTARY SCHOOL – 40 S. HIGHLAND AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southwestern Route

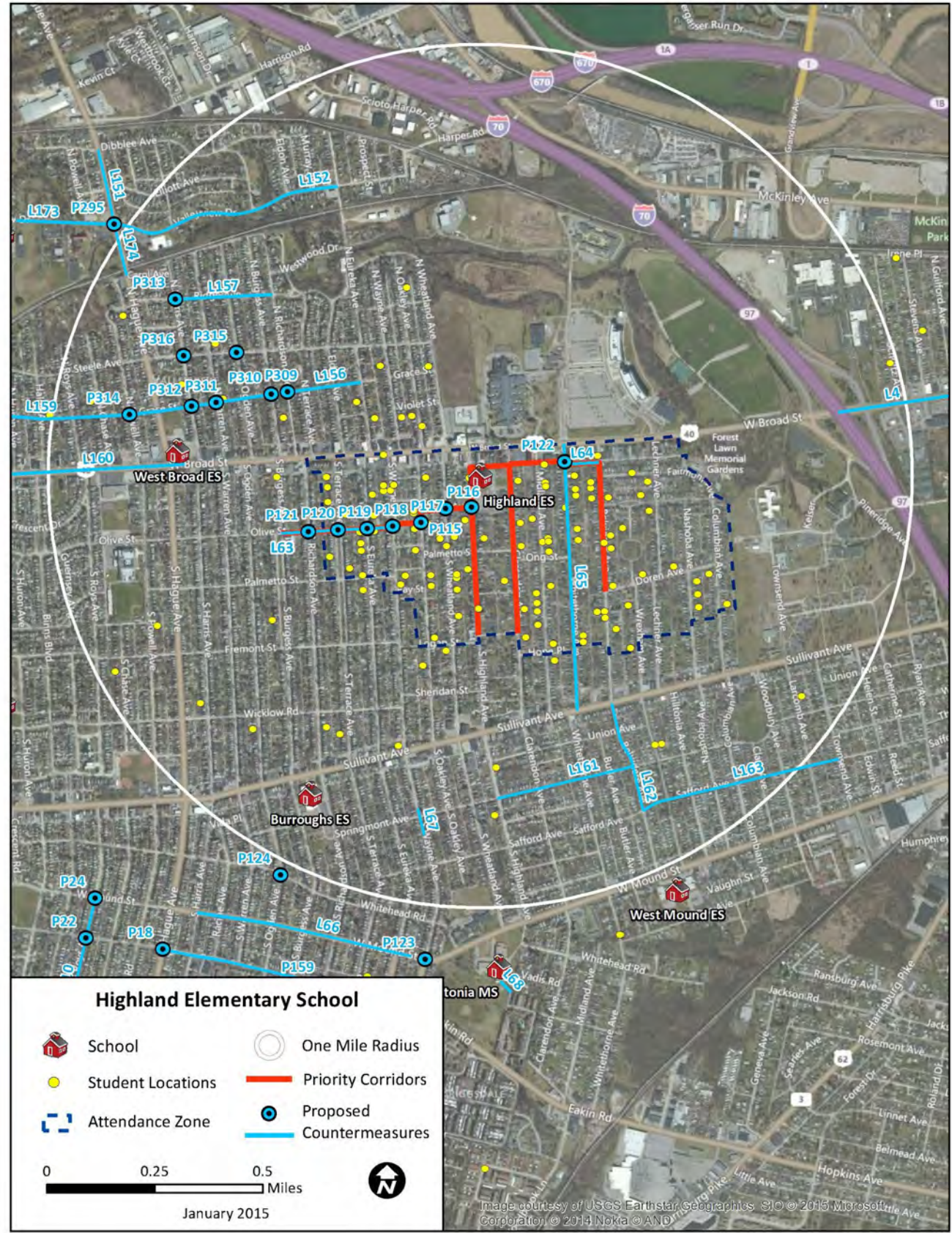
The southwestern route extends south from the school along Highland Avenue to Pervience Street. It also extends west along Floral Avenue from Highland Avenue to Oakley Avenue, Oakley Avenue south to Pomola Street, Pomola Street west to Wayne Avenue, jogs south on Wayne Avenue to Olive Street, and Olive Street west to Burgess Avenue. The following engineering countermeasures should be considered along this route:

- P115** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of S. Highland Avenue and Floral Avenue.
- P116** - Add ladder-style crosswalks at the intersection of Floral Avenue and Wheatland Avenue.
- P117** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of S. Oakley Avenue and Pomola Street.
- P118** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Wayne Avenue and Olive Street/ Pomola Street.
- P119** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Olive Street and Eureka Avenue.
- P120** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Olive Street and Terrace Avenue. Additionally, fill the sidewalk gaps through boulevard on Terrace Avenue (approximately 40 feet).
- P121** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Olive Street and Richardson Avenue.
- L62** - Add sidewalks on Floral Avenue between Oakley Avenue and Wheatland Avenue (approximately 280 feet).
- L63** - Add sidewalks on Olive Street between Burgess Avenue and Wayne Avenue (approximately 1,360 feet).

### Southeastern Route

The southeastern route extends north from the school along Highland Avenue to Capital Street. It follows Capital Street east to Belvidere Avenue and Belvidere Avenue south to Doren Avenue. It also follows Clarendon Avenue south from Capital Street to Pervience Street. The following engineering countermeasures should be considered along or near this route:

- P122** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Whitethorne Avenue and Capital Street.
- L64** - Convert Capital Street to a pedestrian street between Whitethorne Avenue and Belvidere Avenue (approximately 1,430 feet).
- L65** - Add a bike facility along Whitethorne Avenue between Broad Street and Sullivant Avenue (approximately 3,280 feet).





# HILLTONIA MIDDLE SCHOOL – 2345 W. MOUND STREET

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Western Route

The western route extends west from the school along Mound Street to Hague Avenue. It also extends south on Wayne Avenue from Mound Street to Eakin Road and west on Eakin Road to Eureka Avenue. Additionally, it extends north on Wayne Avenue from Mound Street to Wicklow Road and north on Ogden Avenue from Mound Street to Sullivant Avenue. The following engineering countermeasures should be considered along this route:

- P123** - Square up the intersection of Mound Street and Wayne Avenue by realigning the southeast curb to be more perpendicular to intersection. This will provide a shorter crossing distance for pedestrians .
- P124** - Square up the intersection of Ogden Avenue and Whitehead Road by realigning the southeast curb to be more perpendicular to intersection. This will provide a shorter crossing distance for pedestrians .
- L66** - Add sidewalks on Mound Street between Harris Avenue and Wayne Avenue (approximately 2,680 feet).
- L67** - Fill the sidewalk gaps on the east side of Wayne Avenue, north and south of Springmont Avenue.
- L68** - Add a multi-purpose pathway behind school, leading from school to Forest Creek Circle (approximately 200 feet).

### Eastern Route

The eastern route extends east from the school along Mound Street to Belvidere Avenue. It then follows Belvidere Avenue north to Safford Avenue, Safford Avenue east to Nashoba Avenue, and Nashoba Avenue north to Sullivant Avenue. There are no engineering countermeasures recommended along this route.

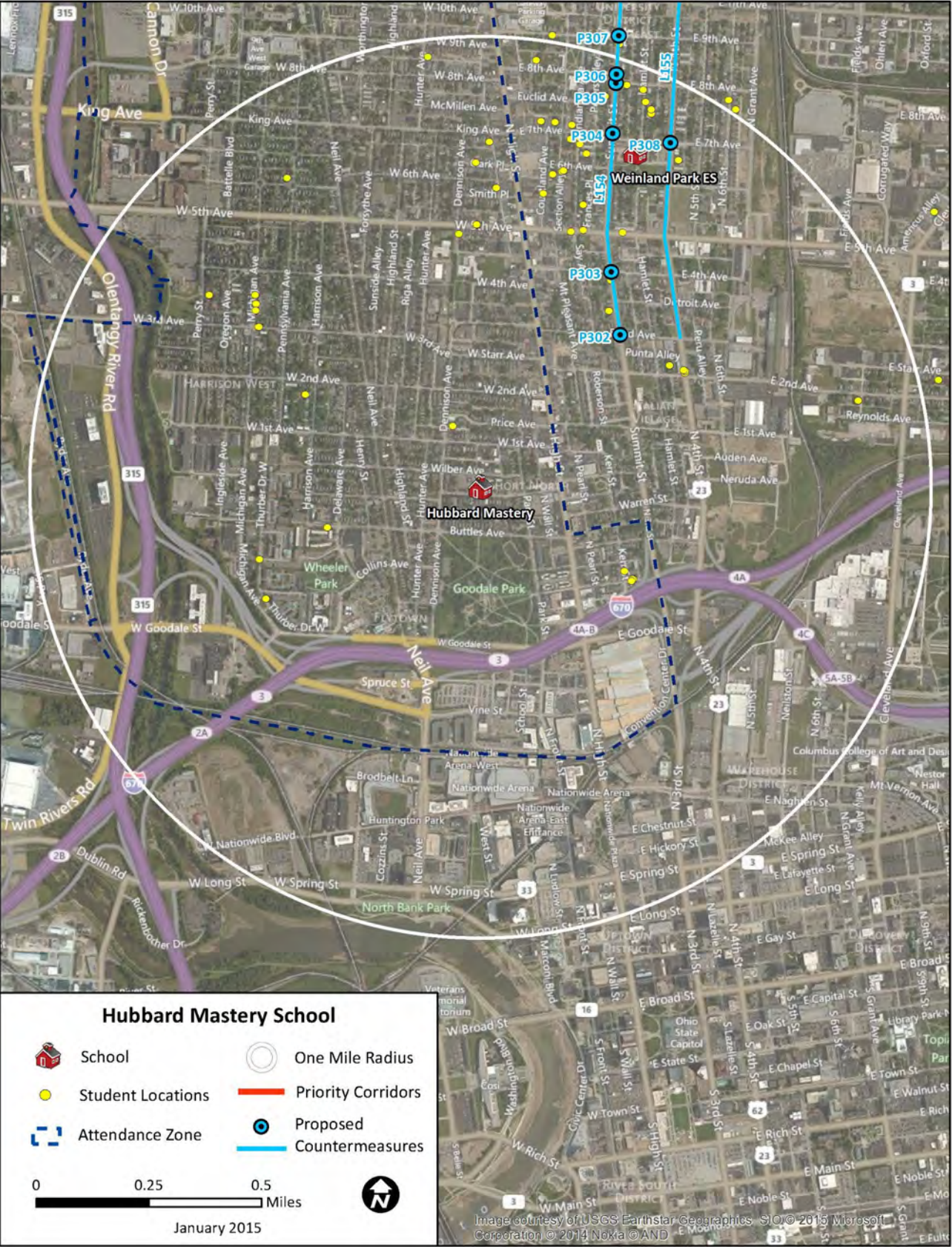




# HUBBARD MASTERY SCHOOL – 104 W. HUBBARD AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Hubbard Mastery School is an alternative school that draws students from across the district. Due to this fact and a relative lack of students within 1 mile of the school, there are no priority corridors recommended. However, due to its proximity to Weinland Park Elementary School, there may be countermeasures recommended for these schools that benefit students at Hubbard Mastery School.





# HUY ELEMENTARY SCHOOL – 1545 HUY ROAD

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

*Northern Route*  
 The northern route extends east from the school along Huy Road to Oaklawn Street. It then follows Oaklawn Street north to Carolyn Avenue, Carolyn Avenue east to Greenwich Street, and Greenwich Street north to Northridge Road. It also follows Norwood Street north from Huy Road to Northridge Road. Additionally, it follows Huy Road west of the school to Gerbert Road and Gerbert Road north to Northridge Road. The following engineering countermeasures should be considered along this route:

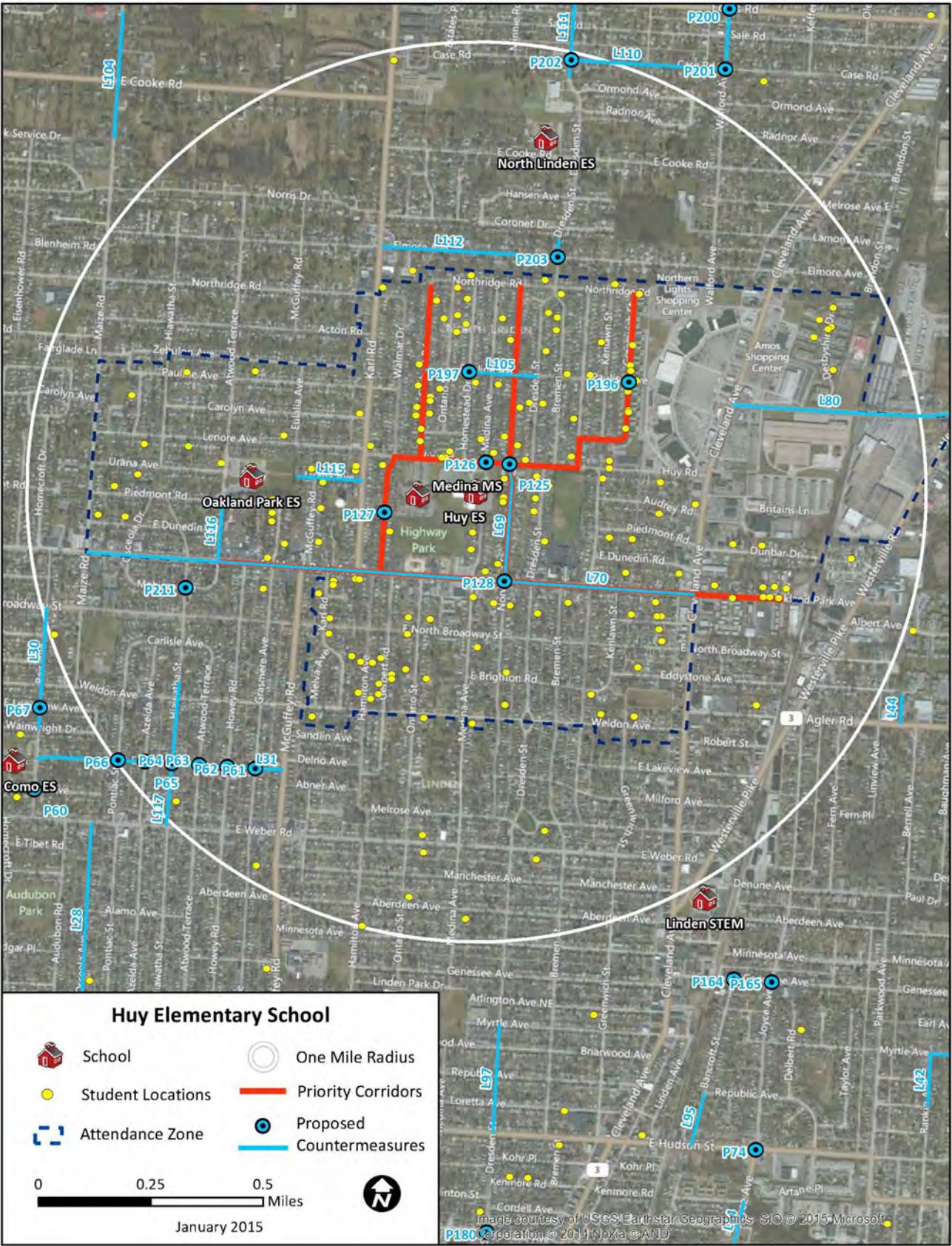
- P125** - Add ladder-style crosswalks at the intersection of Norwood Street and Huy Road.
- P126** - Add ladder-style crosswalks at the intersection of Medina Avenue and Huy Road.

*Southwestern Route*  
 The southwestern route extends west from the school along Huy Road to Walmar Drive. It then follows Walmar Drive south to Oakland Park Avenue and follows Oakland Park Avenue west to Atwood Terrace. The following engineering countermeasures should be considered along this route:

- P127** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Walmar Drive and Piedmont Road.
- L70** - Perform a traffic calming analysis on Oakland Park Avenue between Cleveland Avenue and Maize Road.

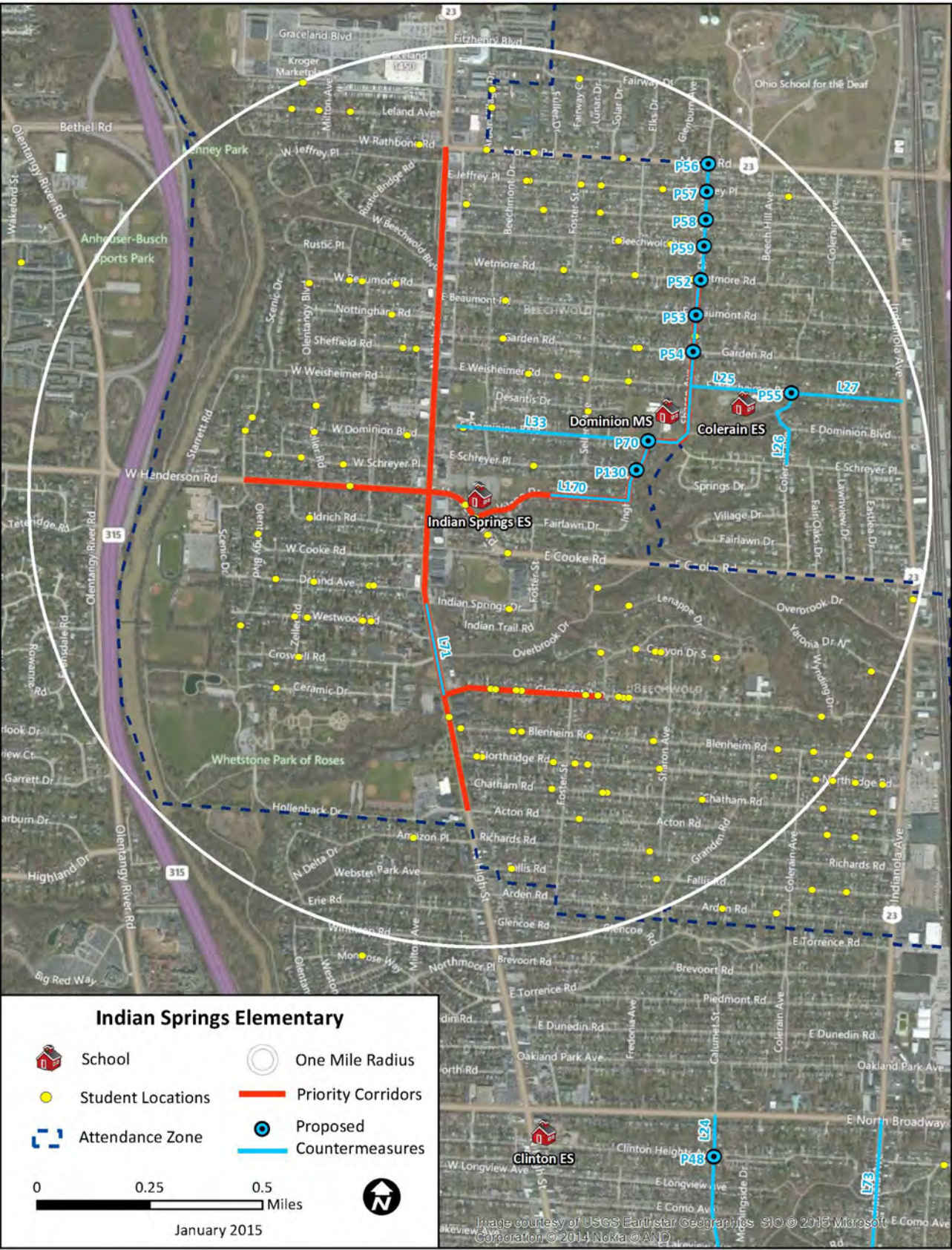
*Southeastern Route*  
 The southeastern route extends east from the school along Huy Road to Norwood Street. It then follows Norwood Street south to Oakland Park Avenue and follows Oakland Park Avenue east to Lupo Court and west to Walmar Drive. The following engineering countermeasures should be considered along this route:

- P128** - Add ladder-style crosswalks at the intersection of Norwood Street and Oakland Park Avenue.
- L69** - Add sidewalks on Norwood Street between Oakland Park Avenue and Huy Road (approximately 1,370 feet).
- L70** - Perform a traffic calming analysis on Oakland Park Avenue between Cleveland Avenue and Maize Road.





# INDIAN SPRINGS ELEMENTARY SCHOOL – 50 E. HENDERSON ROAD



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northeastern Route

The northeastern route extends southeast from the school along Henderson Road to Village Drive. It follows Village Drive east to Ingham Avenue, Ingham Avenue north to Dominion Boulevard, Dominion Boulevard east to Sharon Avenue, and Sharon Avenue north to Wetmore Road. The following engineering countermeasures should be considered along this route:

- P130** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Ingham Avenue and Schreyer Place.
- L170** - Add sidewalks on Village Drive and Ingham Avenue from the existing sidewalks on Village Drive to Dominion Boulevard (approximately 1,670 feet).

### Southern Route

The southern route extends northwest from the school along Henderson Road to High Street and follows High Street south to Acton Road. It also follows Glenmont Avenue east from High Street to Glenmont Place. The following engineering countermeasures should be considered along this route:

- L71** - Widen the existing sidewalks on the east side of High Street from Glenmont Avenue to Indian Springs Drive (approximately 1,100 feet).

### Northern Route

The northern route extends northwest from the school along Henderson Road to High Street. It then follows High Street north to Morse Road. There are no engineering countermeasures recommended along this route.

### Western Route

The western route extends northwest from the school along Henderson Road to High Street and continues west on Henderson Road to Olentangy Boulevard. There are no engineering countermeasures recommended along this route.



# INDIANOLA INFORMAL AT CRESTVIEW – 251 E. WEBER ROAD

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Western Route

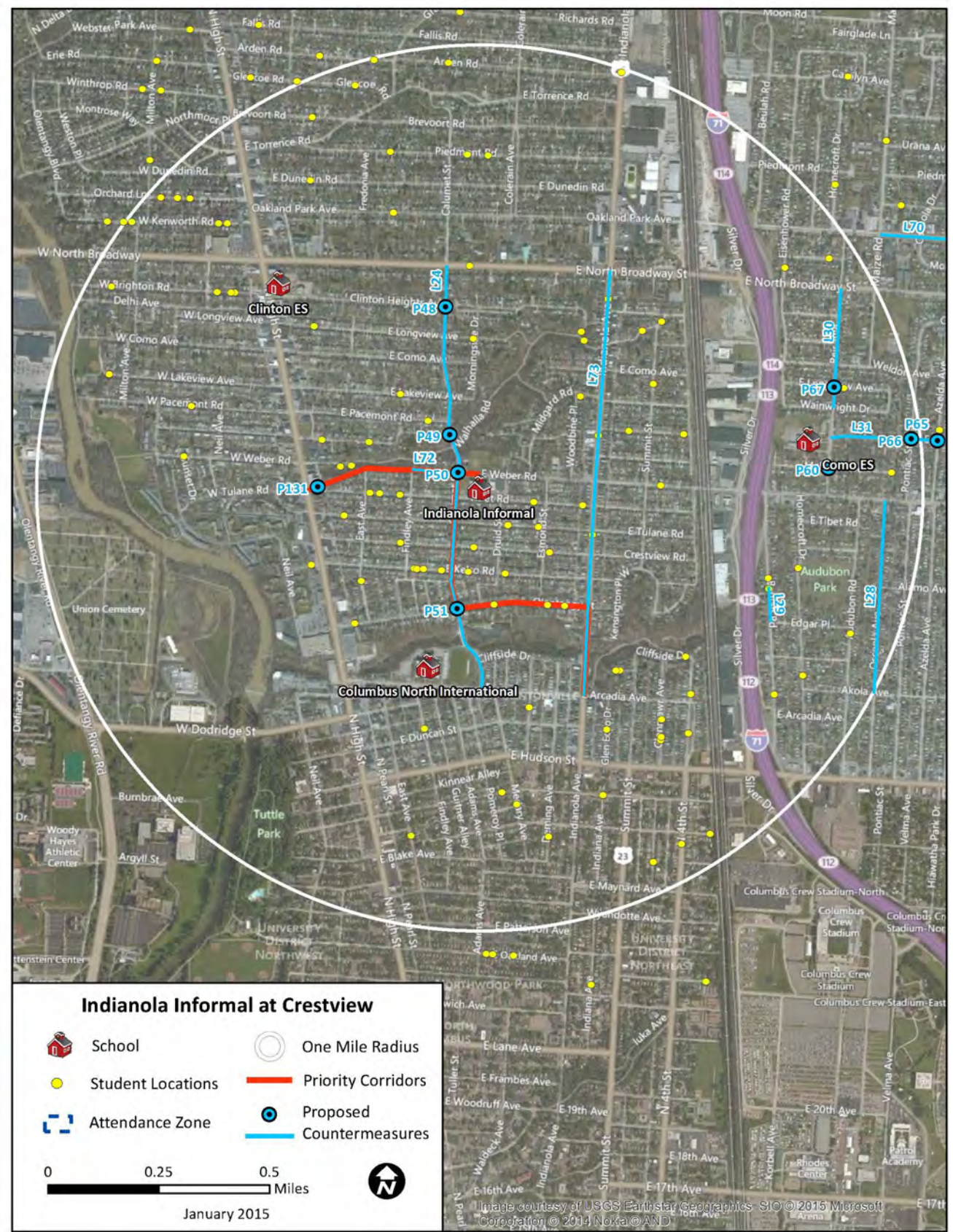
The western route extends west from the school along Weber Road to High Street. The following engineering countermeasures should be considered along this route:

- P131** - Add bumpouts at the intersection of Weber Road and Tibet Road.
- L72** - Add sidewalks on Weber Road between Findley Avenue to Calumet Street (approximately 500 feet).

### Southern Route

The southern route extends west from the school along Weber Road to Calumet Street. It then follows Calumet Street south to Olentangy Street, Olentangy Street east to Indianola Avenue, and Indianola Avenue south to Arcadia Avenue. The following engineering countermeasures should be considered along this route:

- L73** - Perform a pedestrian crossing analysis on Indianola Avenue between Arcadia Avenue and E. North Broadway.





# INNIS ELEMENTARY SCHOOL – 3399 KOHR BOULEVARD

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends north from the school along the proposed pathway north of the school to Woodsedge Road. It then follows Woodsedge Road east to Walnut Creek Drive and Walnut Creek Drive north to Stonehenge Drive. The following engineering countermeasures should be considered along this route:

- L74** - Add sidewalks on Walnut Creek Drive from Stonehenge Drive south to the existing sidewalk (approximately 200 feet).
- L75** - Add sidewalks on Woodsedge Road between Winding Hills Drive/Woodsedge Court and Broadleaf Lane (approximately 130 feet).
- L76** - Add sidewalks on Woodsedge Road between Woodsedge Court and the proposed connection to the school (approximately 300 feet).
- L77** - Add a multi-purpose pathway leading from school to Woodsedge Road (approximately 650 feet).

### Southern Route

The southern route extends south from the school along Kohn Boulevard to Innis Road. It continues following Boyleston Boulevard south to Niantic Drive/Framingham Circle. The following engineering countermeasures should be considered along this route:

- L78** - Widen the existing sidewalks on the west side of Kohr Boulevard from Innis Road to the school (approximately 450 feet).

### Western Route

The western route extends south from the school along Kohn Boulevard to Innis Road. It then follows Innis Road west to Calimero Drive. The following engineering countermeasures should be considered along this route:

- L79** - Add sidewalks on Innis Road between Anita Street and Calimero Drive (approximately 5,000 feet).
- L80** - Add a bike facility along Innis Road between Sunbury Road and Cleveland Avenue (approximately 3,040 feet).

### Eastern Route

The eastern route extends south from the school along Kohn Boulevard to Innis Road. It then follows Innis Road east to Anita Street. The following engineering countermeasures should be considered along this route:

- L79** - Add sidewalks on Innis Road between Anita Street and Calimero Drive (approximately 5,000 feet).
- L80** - Add a bike facility along Innis Road between Sunbury Road and Cleveland Avenue (approximately 3,040 feet).





# JOHNSON PARK MIDDLE SCHOOL – 1130 S. WAVERLY STREET

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends north from the school along Waverly Street to Fulton Street. It then follows Fulton Street northwest to Hampton Road and Hampton Road north to Main Street. The following engineering countermeasures should be considered along this route:

**P132** - Add ladder-style crosswalks at the intersection of S. Hampton Road and E. Fulton Street.

### Southern Route

The southern route extends south from the school along Waverly Street to Livingston Avenue. It then follows Livingston Avenue east to Zettler Road and Zettler Road south to Deshler Avenue. The following engineering countermeasures should be considered along this route:

**P133** - Add ladder-style crosswalks at the intersection of E. Livingston Avenue and Zettler Road.

**L81** - Add sidewalks on Zettler Road just north of Clermont Road (approximately 170 feet).

**L82** - Add sidewalks on Zettler Road just south of Livingston Avenue (approximately 280 feet).

### Eastern Route

The eastern route extends south from the school along Waverly Street to Livingston Avenue. It then follows Livingston Avenue east to Cunard Road. The following engineering countermeasures should be considered along or near this route:

**L83** - Add sidewalks on Barnett Road between Livingston Avenue and Towers Court (approximately 1,360 feet).

### Western Route

The western route extends south from the school along Waverly Street to Livingston Avenue. It then follows Livingston Avenue west to James Road. There are no engineering countermeasures recommended along this route.





# LEAWOOD ELEMENTARY SCHOOL – 1677 S. HAMILTON ROAD

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Eastern Route

The eastern route extends north from the school along the Hamilton Road service road to the pedestrian bridge. It then takes the pedestrian bridge over Hamilton Road to the service road on the east side, follows that south to Keeler Drive, and follows Keeler Drive east to Simpson Drive. The following engineering countermeasures should be considered along this route:

**P134** - Add ladder-style crosswalks at the intersection of Keeler Drive and the Hamilton Road service road.

### Southwestern Route

The southwestern route extends south from the school along the Hamilton Road service road to Vineshire Drive. It then follows Vineshire Drive west to Elaine Road. The following engineering countermeasures should be considered along this route:

**P135** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Vineshire Drive and Vineshire Lane (west intersection).

**P136** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Vineshire Drive and Vineshire Lane (east intersection).

**L84** - Add sidewalks on Vineshire Drive from Elaine Road to the existing sidewalks just east of Vineshire Lane (approximately 610 feet).

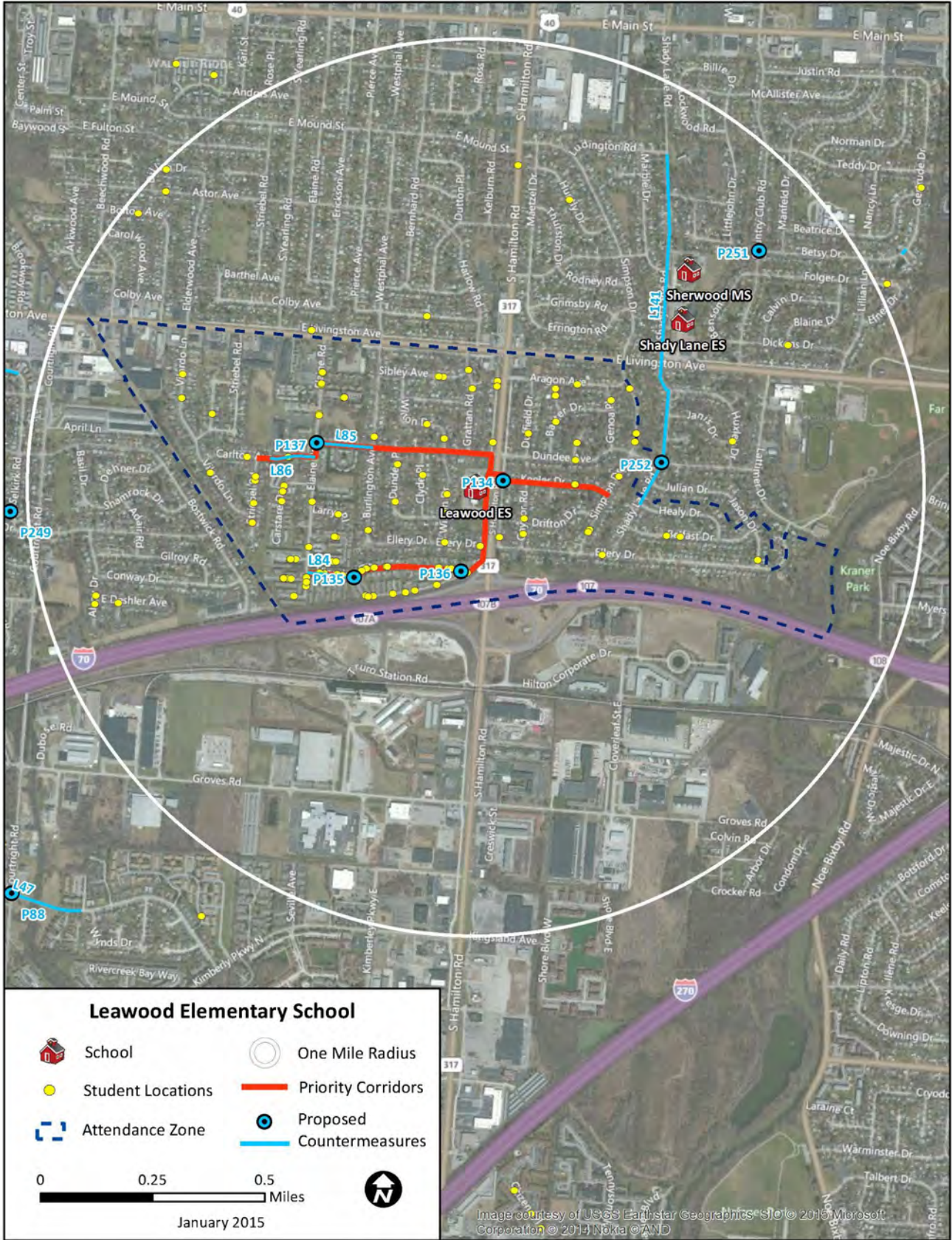
### Northwestern Route

The northwestern route extends north from the school along the Hamilton Road service road to Dundee Avenue. It then follows Dundee Avenue west to Elaine Road, Elaine Road south to Carlton Avenue, and Carlton Avenue west to Striebel Road. The following engineering countermeasures should be considered along this route:

**P137** - Add ladder-style crosswalks at the intersection of Dundee Avenue and Elaine Road.

**L85** - Add sidewalks on Dundee Avenue between Elaine Road and Burlington Avenue (approximately 930 feet).

**L86** - Fill the sidewalk gaps on Carlton Avenue between Elaine Road and Striebel Road.





# LIBERTY ELEMENTARY SCHOOL – 2901 WHITLOW ROAD

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northeastern Route

The northeastern route extends east from the school along Paladim Place to Paladim Road/Reynard Road and then follows Paladim Road east to Falcon Bridge Drive. It follows Falcon Bridge Drive north to Refugee Road and south to Chaumonte Avenue. It follows Chaumonte Avenue east to Fox Chaple Drive and follows Fox Chaple Drive north to Monitor Drive and south to Montaine Avenue and follows Montaine Avenue east to Gallant Drive. The following engineering countermeasures should be considered along this route:

- P138** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Montaine Avenue and Fox Chaple Drive.
- P139** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Refugee Road and Barrows Road/ Fox Chaple Drive. Additionally, perform a pedestrian crossing analysis at this intersection.
- P141** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Falcon Bridge Drive and Chaumonte Avenue.
- P142** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Fox Chaple Drive and Chaumonte Avenue.
- P143** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Falcon Bridge Drive and Paladim Road.

### Southeastern Route

The southeastern route extends east from the school along Paladim Place to Paladim Road/Reynard Road. It then follows Reynard Road south to Chatterton Road and Chatterton Road east to Falcon Bridge Drive. It follows Retriever Road south from Chatterton Road to Beagle Boulevard and follows Falcon Bridge Drive south from Chatterton Road to Tinley Park and Tinley Park south into the apartment complex. The following engineering countermeasures should be considered along this route:

- P144** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Falcon Bridge Drive and Chatterton Road.
- P145** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Retriever Road and Chatterton Road.
- P146** - Perform a pedestrian crossing at the intersection of Reynard Road and Chatterton Road.
- L87** - Fill the sidewalk gaps on Reynard Road between Chatterton Road and Argo Lane.





# LINCOLN PARK ELEMENTARY SCHOOL – 579 E. MARKISON AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends north from the school along 17th Street to Frebis Avenue. It then follows Frebis Avenue west to Ann Street and follows Ann Street north to Whittier Street. The following engineering countermeasures should be considered along this route:

- P147** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Ann Street and Siebert Street.
- P148** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Ann Street and Reinhard Avenue.
- P149** - Add bumpouts and ladder-style crosswalks at the intersection of Ann Street and Frebis Avenue.
- P150** - Add bumpouts and ladder-style crosswalks at the intersection of S. 17th Street and Frebis Avenue.
- P151** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of S. 17th Street and E. Moler Street.
- P152** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of S. 17th Street and Sheldon Avenue.
- P153** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of S. 17th Street and Southwood Avenue.
- P154** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of S. 17th Street and Jenkins Avenue.
- L89** - Add sidewalks on S. 17th Street between Markison Avenue and Frebis Avenue (approximately 1,580 feet).
- L90** - Add sidewalks on Ann Street between Frebis Avenue and Mithoff Street (approximately 1,030 feet).
- L91** - Add sidewalks on Ann Street between Stewart Avenue and Whittier Street (approximately 990 feet).

### Southern Route

The southern route extends west from the school along Markison Avenue to Ann Street. It then follows Ann Street south to Woodrow Avenue. The following engineering countermeasures should be considered along this route:

- P155** - Add bumpouts and ladder-style crosswalks at the intersection of Ann Street and Welch Avenue.
- P156** - Add bumpouts and ladder-style crosswalks at the intersection of Ann Street and Woodrow Avenue.
- L88** - Add a bike facility along Ann Street between Markison Avenue and Woodrow Avenue (approximately 1,330 feet).

### Eastern Route

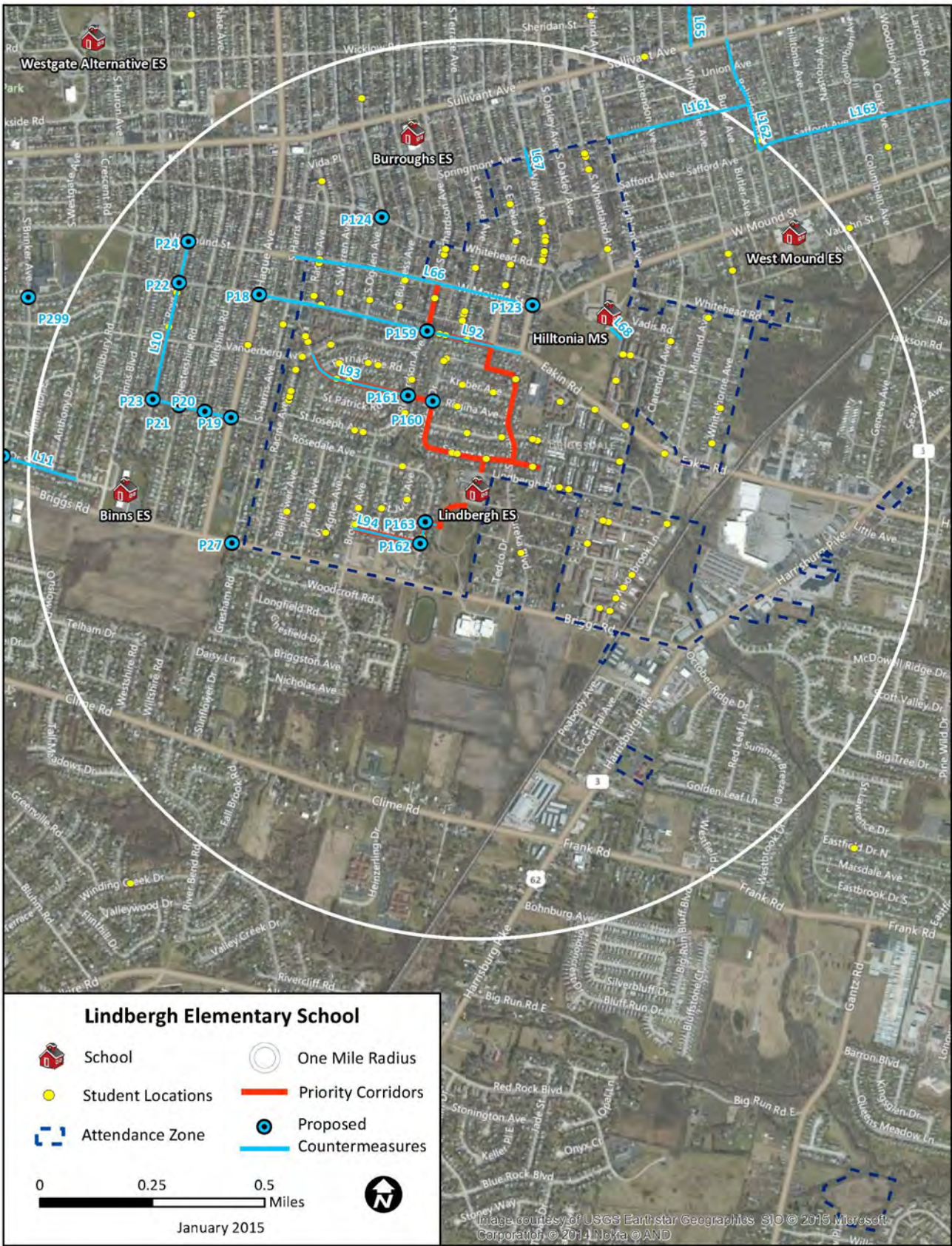
The eastern route extends east from the school along Markison Avenue to Oakwood Avenue. The following engineering countermeasures should be considered along this route:

- L101** - Add sidewalks on Markison Avenue between S. 19th Street to Champion Avenue (approximately 1,780 feet).





# LINDBERGH ELEMENTARY SCHOOL – 2541 LINDBERGH DRIVE



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends north from the school along the sidewalk north of the school to Spatz Avenue. It follows Spatz Avenue east to the end and west to Hodges Drive. It follows Hodges Drive north to Regina Avenue and Regina Avenue west to Van Der Berg Avenue. Additionally, it follows Eureka Avenue north from Spatz Avenue to Van Der Berg Avenue, Van Der Berg Avenue west to Eureka Avenue, Eureka Avenue north to Eakin Road, Eakin Road west to Richardson Avenue, and Richardson Avenue to Mound Street. The following engineering countermeasures should be considered along this route:

- P159** - Add ladder-style crosswalks at the intersection of S. Richardson Avenue and Eakin Road.
- P160** - Add ladder-style crosswalks at the intersection of Regina Avenue and Hodges Drive.
- P161** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Regina Avenue and Richardson Avenue.
- L92** - Consider a road diet along Eakin Road between Wayne Avenue and Hague Avenue (approximately 0.6 miles).
- L93** - Add sidewalks on Regina Avenue between Van Der Berg Avenue and Richardson Avenue (approximately 2,560 feet).

### Southern Route

The southern route extends south from the school along the pathway south of the school to Wynwood Avenue. It then follows Wynwood Avenue west to St. Cecelia Drive, St. Cecelia Drive south to Schurtz Avenue, and Schurtz Avenue west to Bronwyn Avenue. The following engineering countermeasures should be considered along this route:

- P162** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Schurtz Avenue and St. Cecelia Drive.
- P163** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Wynwood Avenue and St. Cecelia Drive.
- L94** - Add sidewalks on Schurtz Avenue, St. Cecelia Drive, and Wynwood Avenue between Bronwyn Avenue and the pathway to the school (approximately 2,400 feet).



# LINDEN STEM – 2626 CLEVELAND AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southern Route

The southern route extends south from the school along Westerville Road to Cleveland Avenue and follows Cleveland Avenue south to Cordell Avenue. It also follows Westerville Road north to Denune Avenue, Denune Avenue east to Joyce Avenue, and Joyce Avenue south to Republic Avenue. Additionally, it follows Linden Avenue south from the school to Linden Place, Linden Place east to the goat trail connecting to the alley, follows the alley south to Genessee Avenue, Genessee Avenue east to Bancroft Street, and Bancroft Street south to Hudson Street. The following engineering countermeasures should be considered along this route:

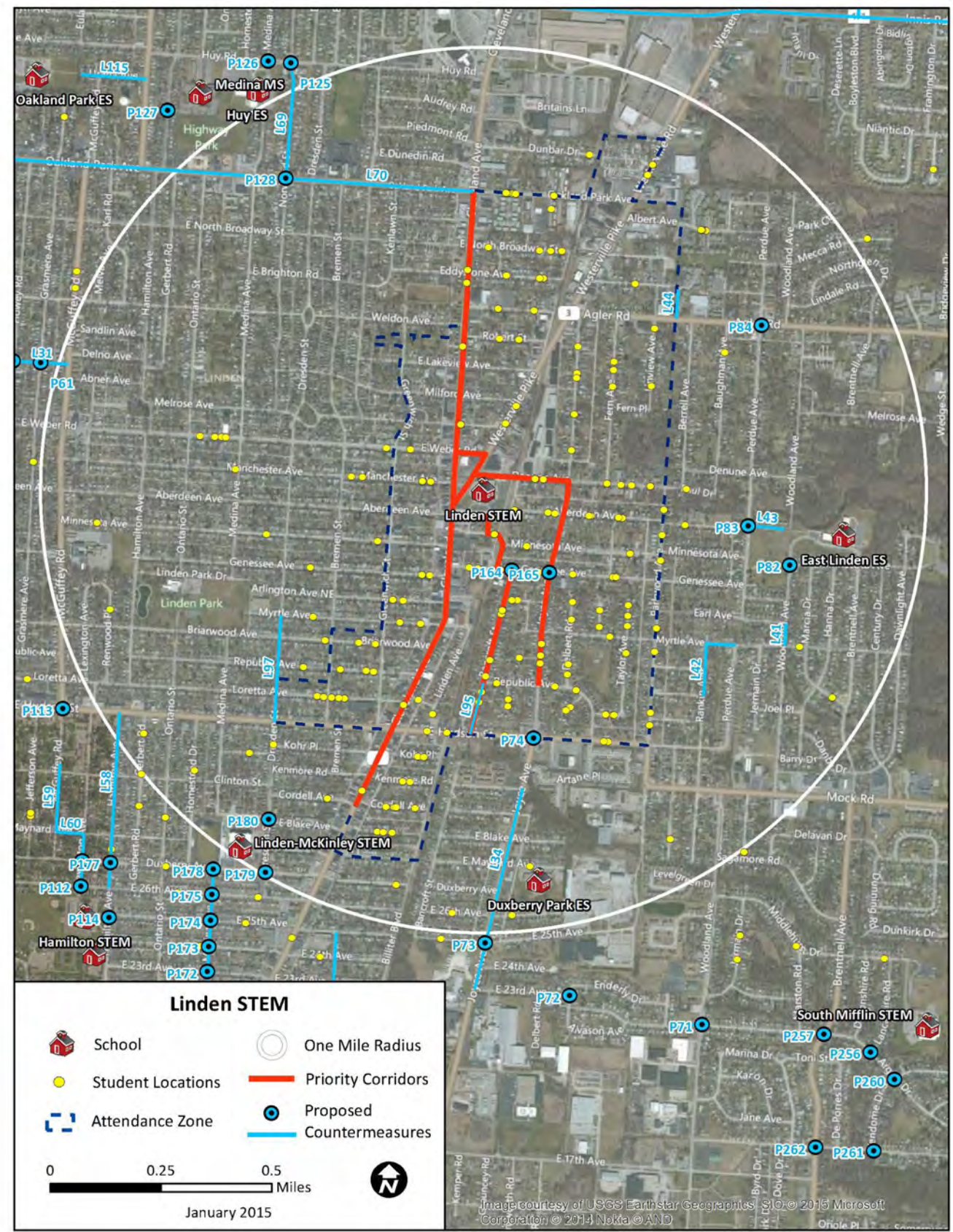
**P164** - Add ladder-style crosswalks at the intersection of Bancroft Street and Genessee Avenue.

**P165** - Add ladder-style crosswalks at the intersection of Joyce Avenue and Genessee Avenue.

**L95** - Add sidewalks on Bancroft Street between Hudson Street and Republic Avenue (approximately 640 feet).

### Northern Route

The northern route extends north from the school along Westerville Road to Weber Road and follows Weber Road west to Cleveland Avenue. It then follows Cleveland Avenue south to Westerville Road and north to Oakland Park Avenue. There are no engineering countermeasures recommended along this route.





# LINDEN-MCKINLEY STEM – 1320 DUXBERRY AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southwestern Route

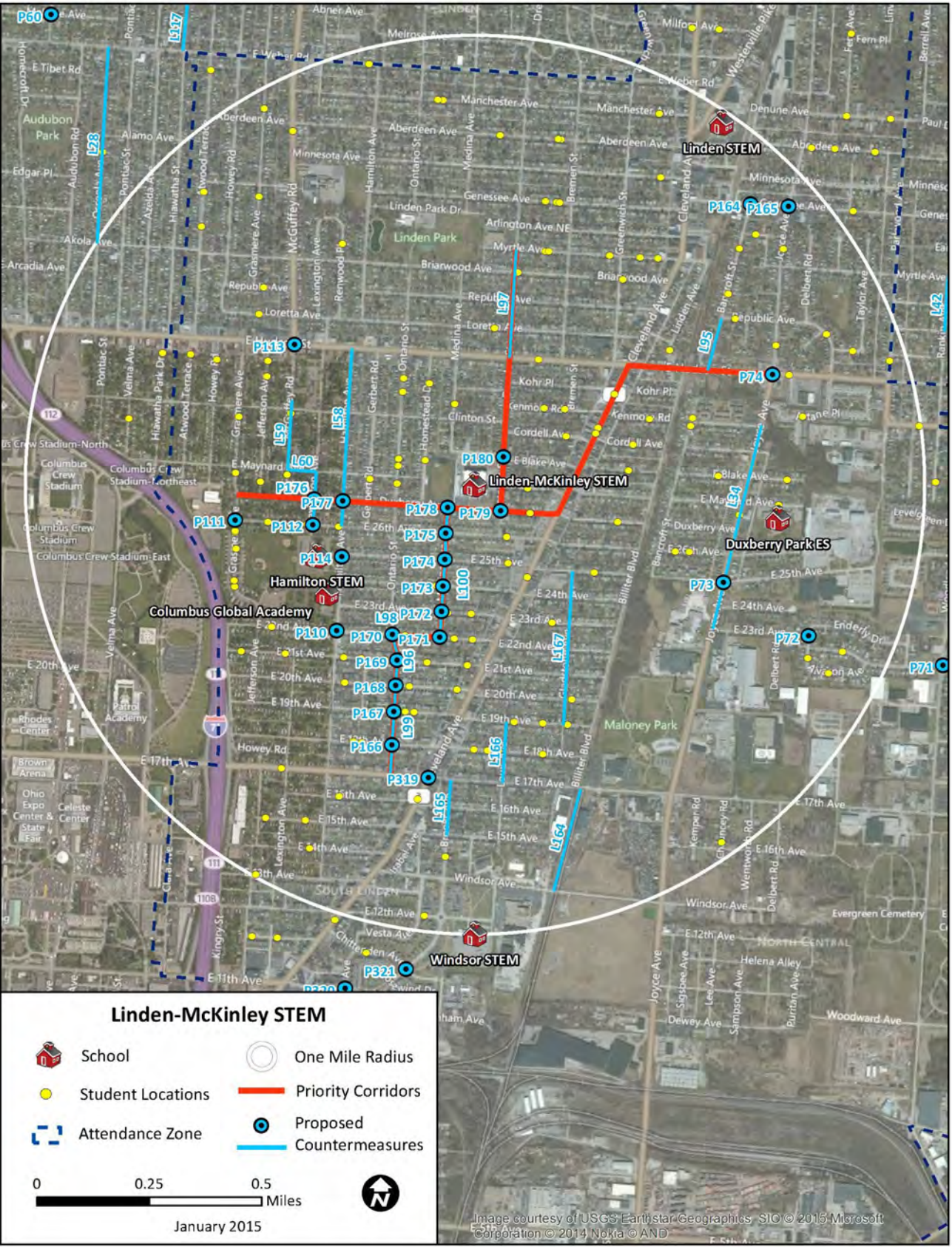
The southwestern route extends west from the school along Duxberry Avenue to Grasmere Avenue. Additionally, it follows Medina Avenue south from Duxberry Avenue to 22nd Avenue, 22nd Avenue west to Ontario Street, and Ontario Street south to 17th Avenue. The following engineering countermeasures should be considered along this route:

- P166** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Ontario Street and 18th Avenue.
- P167** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Ontario Street and 19th Avenue.
- P168** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Ontario Street and 20th Avenue.
- P169** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Ontario Street and 21st Avenue.
- P170** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Ontario Street and 22nd Avenue.
- P171** - Add ladder-style crosswalks at the intersection of 22nd Avenue and Medina Avenue.
- P172** - Add ladder-style crosswalks at the intersection of Medina Avenue and 23rd Avenue.
- P173** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Medina Avenue and 24th Avenue.
- P174** - Add ladder-style crosswalks at the intersection of Medina Avenue and 25th Avenue.
- P175** - Add ladder-style crosswalks at the intersection of Medina Avenue and 26th Avenue.
- P176** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Lexington Avenue and Duxberry Avenue.
- P177** - Add bumpouts and ladder-style crosswalks at the intersection of Hamilton Avenue and Duxberry Avenue.
- P178** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Medina Avenue and Duxberry Avenue.
- L96** - Add sidewalks on Ontario Street between 21st Avenue and 22nd Avenue (approximately 320 feet).
- L98** - Fill the sidewalk gaps on 22nd Avenue east of Ontario Street.
- L99** - Add sidewalks on Ontario Street between 17th Avenue and 21st Avenue (approximately 1,330 feet).
- L100** - Add sidewalks on Medina between 22nd Avenue and Duxberry Avenue (approximately 1,520 feet).

### Northeastern Route

The northeastern route extends north from the school along Dresden Street to Myrtle Avenue. Additionally, it extends east from the school along Duxberry Avenue to Cleveland Avenue, then follows Cleveland Avenue north to Hudson Street and Hudson Street east to Joyce Avenue. The following engineering countermeasures should be considered along this route:

- P179** - Add ladder-style crosswalks at the intersection of Dresden Street and Duxberry Avenue.
- P180** - Add ladder-style crosswalks at the intersection of Dresden Street and Blake Avenue.
- L97** - Add sidewalks on Dresden Street between Hudson Street and Myrtle Avenue (approximately 1,260 feet).





# LIVINGSTON ELEMENTARY SCHOOL – 825 E. LIVINGSTON AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southeastern Route

The southeastern route extends south from the school along Carpenter Street to Sycamore Street and follows Sycamore Street east to Lockbourne Road. It also follows Ohio Avenue south from Sycamore Street to Whittier Street. The following engineering countermeasures should be considered along this route:

- P181** - Add bumpouts at the intersection of Whittier Street and Ohio Avenue.
- P182** - Add ladder-style crosswalks at the intersection of E. Sycamore Street and Studer Avenue.
- P183** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. Sycamore Street and Linwood Avenue.
- P184** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. Sycamore Street and Wilson Avenue.
- P185** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. Sycamore Street and Oakwood Avenue.
- P186** - Add bumpouts and ladder-style crosswalks at the intersection of E. Sycamore Street and Champion Avenue.
- P187** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. Sycamore Street and Ohio Avenue.
- P191** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. Sycamore Street and S. 22nd Street.
- P192** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. Sycamore Street and Gilbert Street.

### Southwestern Route

The southwestern route extends south from the school along Carpenter Street to Sycamore Street. It then follows Sycamore Street west to Heyl Avenue, Heyl Avenue south to Forest Street, and Forest Street west to Ann Street. The following engineering countermeasures should be considered along this route:

- P188** - Add ladder-style crosswalks at the intersection of Forest Street and 17th Street.
- P189** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Forest Street and Ann Street.
- P190** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Forest Street and S. 18th Street.

### Northeastern Route

The northeastern route extends north from the school along Carpenter Street to Livingston Avenue and follows Livingston Avenue east to Lockbourne Road. The following engineering countermeasures should be considered along or near this route:

- P193** - Relocate the pedestrian signal on Livingston Avenue east of Carpenter Street.
- P194** - Enhance the crossing at the intersection of Carpenter Street and Denton Alley by adding ladder-style crosswalks, ADA-compliant curb ramps, and pedestrian crossing signage.
- L102** - Convert Denton Alley to a pedestrian street between Carpenter Street and Champion Avenue (approximately 1,450 feet).



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MAIZE ELEMENTARY SCHOOL – 4360 MAIZE ROAD



PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

- Eastern Route**  
The eastern route extends east from the school along the sidewalk behind the school to Blythe Road. It then follows Blythe Road north to Shanley Drive and Shanley Drive east to Danforth Road. The following engineering countermeasures should be considered along this route:
- P195** - Add ladder-style crosswalks at the intersection of Shanley Drive and Blythe Road.
- Northern Route**  
The northern route extends north from the school along Maize Road to Fordham Road. It then follows Fordham Road west to Emslie Drive, Emslie Drive north to Loring Road, and Loring Road west to Sandy Lane Road. The following engineering countermeasures should be considered along this route:
- L103** - Add sidewalks on Loring Road between Sandy Lane Road and Emslie Drive (approximately 1,150 feet).
- Southern Route**  
The southern route extends south from the school along Maize Road to Northridge Road. The following engineering countermeasures should be considered along this route:
- L104** - Add sidewalks on Maize Road near the Cooke Road intersection (approximately 3,000 feet).
- Western Route**  
The western route extends west from the school along Garden Road to Sandy Lane Road. There are no engineering countermeasures recommended along this route.



# MEDINA MIDDLE SCHOOL – 1425 HUY ROAD

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

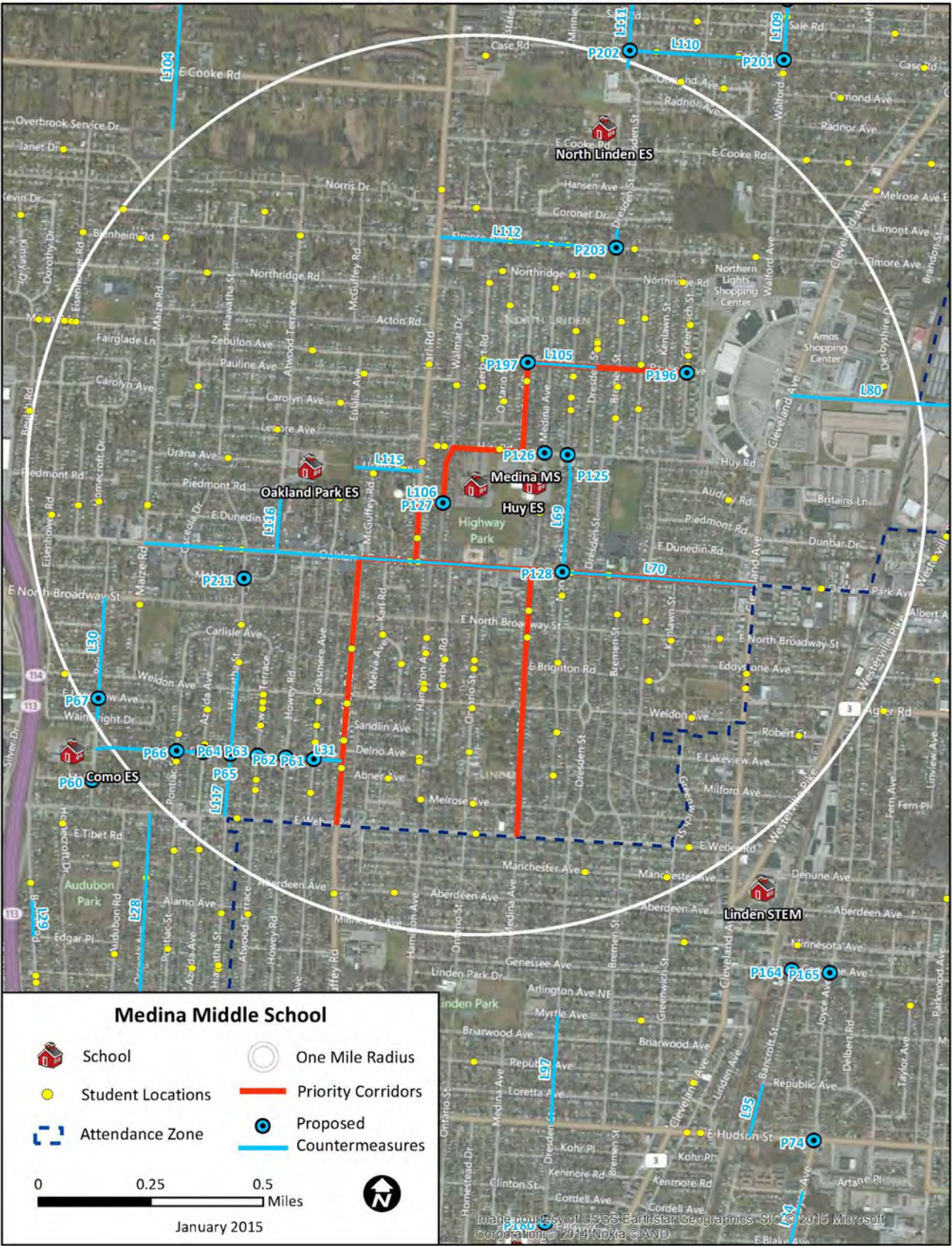
The northern route extends east from the school along Huy Road to Homestead Drive. It then follows Homestead Drive north to Pauline Avenue and Pauline Avenue east to Greenwich Street. The following engineering countermeasures should be considered along this route:

- P196** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Greenwich Street and Pauline Avenue.
- P197** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Pauline Avenue and Homestead Drive.
- L105** - Add sidewalks on Pauline Avenue between Gerbert Road and Dresden Street (approximately 1,320 feet).

### Southern Route

The southern route extends west from the school along Huy Road to Walmar Drive. It then follows Walmar Drive south to Piedmont Road, Piedmont Road west to Karl Road, and Karl Road south to Oakland Park Avenue. It follows Oakland Park Avenue east to Cleveland Avenue and west to McGuffey Road. It follows McGuffey Road and Medina Avenue south from Oakland Park Avenue to Weber Road. The following engineering countermeasures should be considered along this route:

- L106** - Add sidewalks on Piedmont Road between Karl Road and Walmar Drive (approximately 290 feet).





**MIFFLIN MIDDLE SCHOOL – 3000 AGLER ROAD**



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

There are no priority corridors recommended for Mifflin Middle School. However, due to its proximity to Cassady Elementary School, East Linden Elementary School, and Innis Elementary School, there may be countermeasures recommended for these schools that benefit students at Mifflin Middle School.



# MOLER ELEMENTARY SCHOOL – 1560 MOLER ROAD

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends west from the school along Moler Road to Lockbourne Road. It then follows Lockbourne Road north to Whittier Street. The following engineering countermeasures should be considered along this route:

**P198** - Add pedestrian crossing signage at the crosswalk across Moler Road west of the school; consider adding a rectangular rapid flash beacon (RRFB) at this location or moving the crossing to the corner of Moler Road at Lockbourne Road.

**L107** - Fill the sidewalk gaps on the east side of Lockbourne Road from Moler Road to south of Frebis Avenue.

### Northeastern Route

The northeastern route extends east from the school along Moler Road to Nason Avenue. It also follows Fairwood Avenue north from Moler Road to Gates Street. There are no engineering countermeasures recommended along this route.





# NORTH LINDEN ELEMENTARY SCHOOL – 1718 E. COOKE ROAD

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends east from the school along Cooke Road to Dresden Street and follows Dresden Street north to Ferris Road. It also follows Case Road east from Dresden Street to Walford Street and follows Walford Street north to Walford Lane. The following engineering countermeasures should be considered along this route:

- P199** - Add ladder-style crosswalks at the intersection of Belcher Drive and Walford Street.
- P200** - Add bumpouts and ladder-style crosswalks at the intersection of Walford Street and Ferris Road.
- P201** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Walford Street and Case Road.
- P202** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Case Road and Dresden Street.
- L108** - Add sidewalks on Walford Street between Luxury Lane and Walford Lane (approximately 540 feet).
- L109** - Fill the sidewalk gaps on Walford Street between Case Road and Beaumont Road.
- L110** - Add sidewalks on Case Road between Dresden Street and Walford Street (approximately 1,830 feet).
- L111** - Add sidewalks on Dresden Street between Case Road to Ferris Road (approximately 920 feet).

### Southwestern Route

The southwestern route extends east from the school along Cooke Road to Dresden Street. It then follows Dresden Street south to Elmore Avenue and Elmore Avenue west to Karl Road. The following engineering countermeasures should be considered along this route:

- P203** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Elmore Avenue and Dresden Street.
- L112** - Add sidewalks on Elmore Avenue and Dresden Street between Karl Road and Coronet Drive (approximately 2,290 feet).

### Northwestern Route

The northwestern route extends west from the school along Cooke Road to Karl Road. It then follows Karl Road north to Shanley Drive and Shanley Drive east to Fenton Street/Dresden Street. There are no engineering countermeasures recommended along this route.





## NORTHTOWNE ELEMENTARY SCHOOL – 4767 NORTHTOWNE BOULEVARD

### PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

#### Northern Route

The northern route extends north from the school along the pathway north of the school to Trent Road. It then follows Trent Road to Northtowne Boulevard and Northtowne Boulevard northwest to Waldorf Road. The following engineering countermeasures should be considered along this route:

**P204** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Northtowne Boulevard and Trent Road.

#### Southern Route

The southern route extends south from the school along the pathway south of the school to Balmoral Road. It then follows Balmoral Road to Northtowne Boulevard and Northtowne Boulevard south to Brooklyn Road. The following engineering countermeasures should be considered along this route:

**P205** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Northtowne Boulevard and Balmoral Road.

**P206** - Add ladder-style crosswalks at the intersection of Northtowne Boulevard and Margo Court.

#### Southwestern Route

The southwestern route extends west from the school along the pathway west of the school to Heatherton Drive. It then follows Heatherton Drive south to Waymont Road and Waymont Road west to Carahan Road/Heaton Road. It also follows Sharbot Drive west from Heatherton Drive to Tamarack Boulevard. The following engineering countermeasures should be considered along this route:

**P207** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Heaton Road and Carahan Road/Waymont Road.

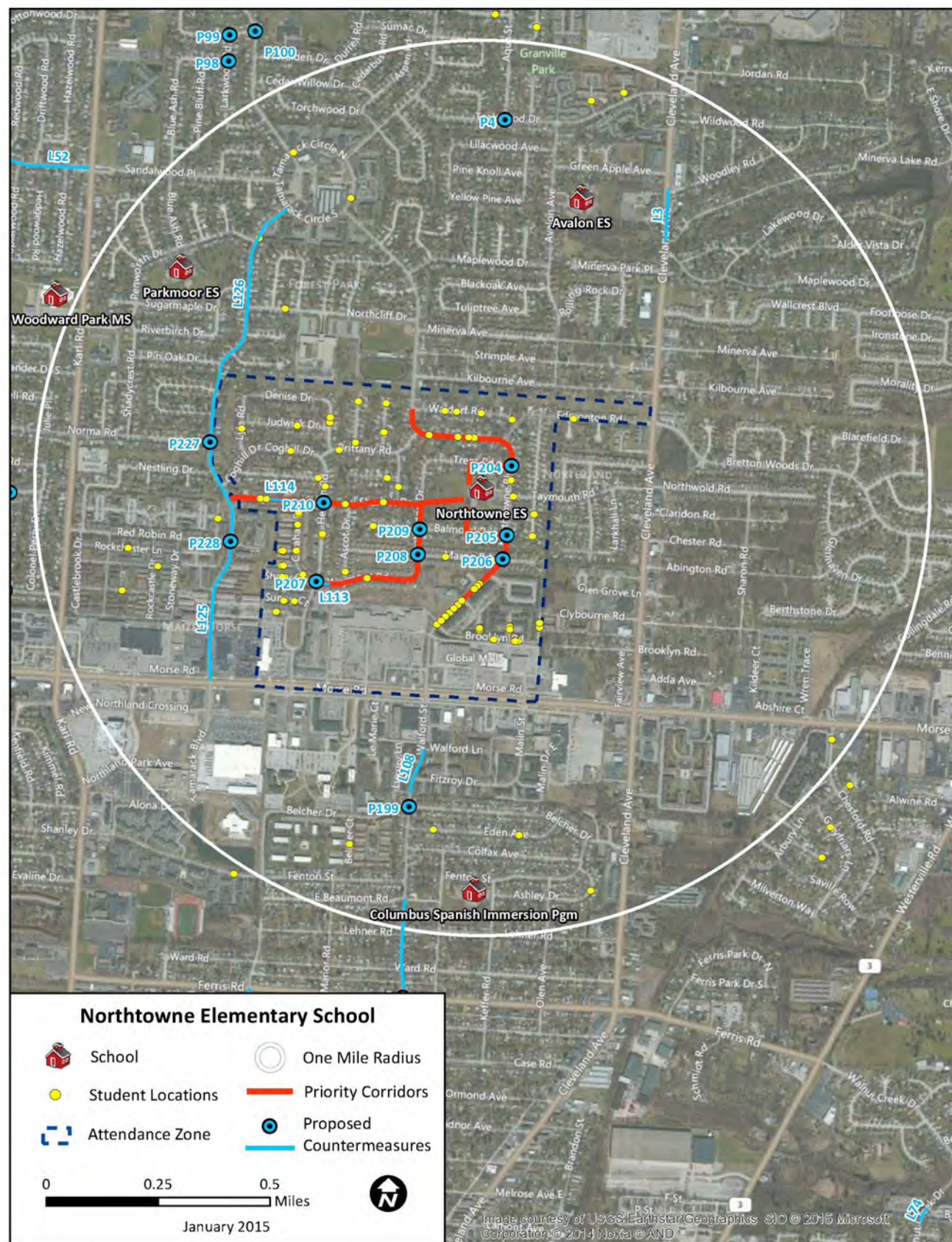
**P208** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Heatherton Drive and Margo Court.

**P209** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Heatherton Drive and Balmoral Road.

**P210** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Sharbot Drive and Heaton Road.

**L113** - Add sidewalks on Waymont Road east of Heaton Road to the existing sidewalk on Waymont Road (approximately 180 feet).

**L114** - Add sidewalks on Sharbot Drive west of Heaton Road to the existing sidewalk on Sharbot Drive (approximately 1,300 feet).





# OAKLAND PARK ELEMENTARY SCHOOL – 3392 ATWOOD TERRACE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southern Route

The southern route extends south from the school along Atwood Terrace to Mohican Avenue. It then follows Mohican Avenue west to Hiawatha Street and Hiawatha Street south to Weber Road. The following engineering countermeasures should be considered along this route:

- P211** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Hiawatha Street and Mohican Avenue.
- L116** - Add sidewalks on Atwood Terrace between Piedmont Road and Oakland Park Avenue (approximately 690 feet).
- L117** - Add sidewalks on Hiawatha Street from Weber Road to just north of Weldon Avenue (approximately 3,310 feet).

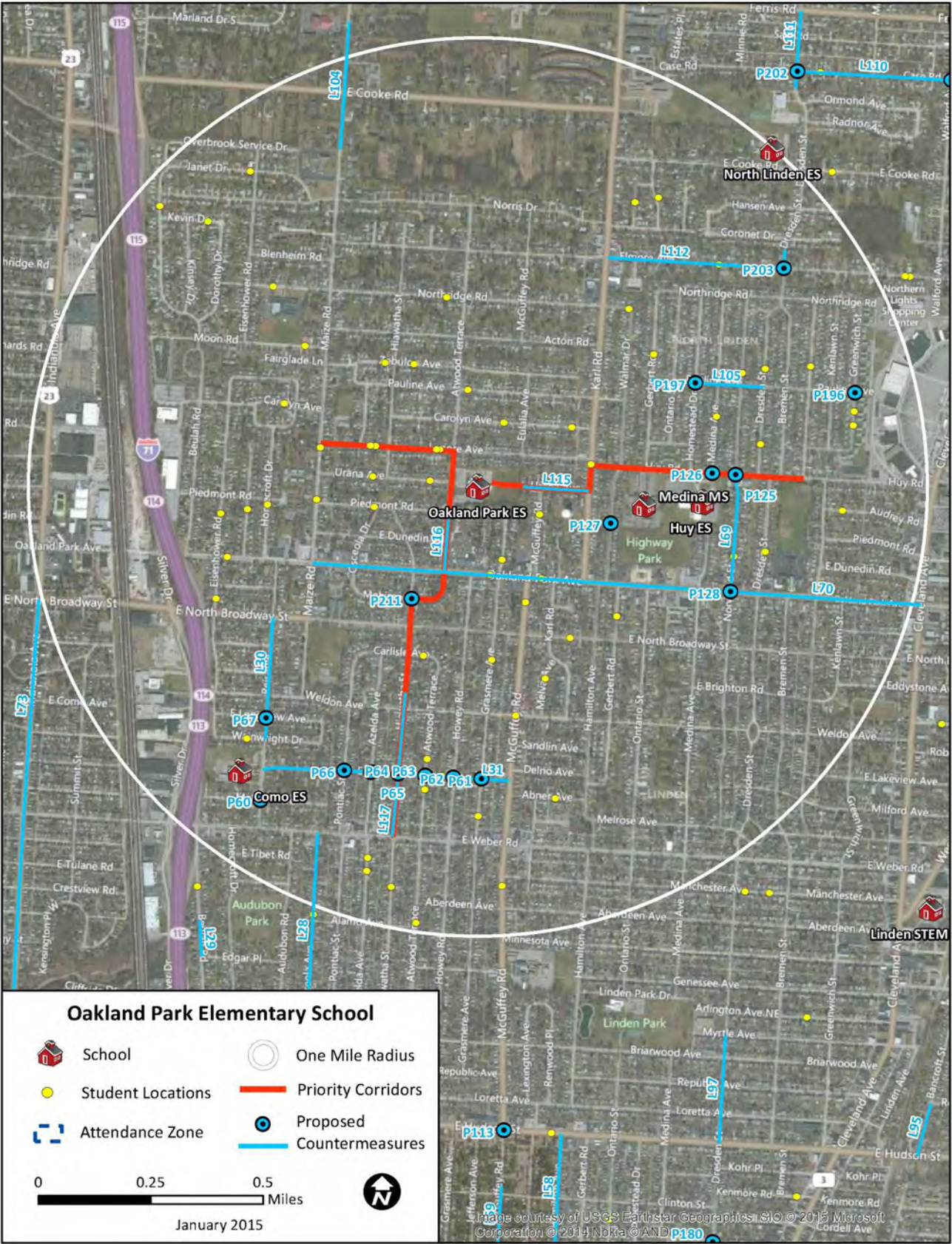
### Eastern Route

The eastern route extends east from the school along the pathways behind the school to Urana Avenue and continues east on Urana Avenue to Karl Road. It then follows Karl Road north to Huy Road and Huy Road east to Oaklawn Street. The following engineering countermeasures should be considered along this route:

- L115** - Add sidewalks on Urana Avenue from Karl Road to the end of Urana Avenue (approximately 1,030 feet).

### Western Route

The western route extends north from the school along Atwood Terrace to Lenore Avenue and follows Lenore Avenue west to Maize Road. There are no engineering countermeasures recommended along this route.





# OAKMONT ELEMENTARY SCHOOL – 5666 OAKMONT DRIVE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southeastern Route

The southeastern route extends south from the school along the school drive to Oakmont Drive and follows Oakmont Drive east to Walnut Hill Park Drive. It then follows Walnut Hill Park Drive north to Saranac Drive, Saranac Drive east to Lake Club Drive, Lake Club Drive south to Chatford Drive, and Chatford Drive west to the end of the road. The following engineering countermeasures should be considered along or near this route:

- P212** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Lake Club Drive and Channingway Boulevard. Additionally, fill the sidewalk gaps through boulevard on Channingway Boulevard (approximately 15 feet).
- P213** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Lake Club Drive and Saranac Drive.
- P214** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Walnut Hill Park Drive and Saranac Drive.
- P215** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Walnut Hill Park Drive and Oakmont Drive.
- L118** - Add sidewalks on Oakmont Drive between Worcester Drive and Walnut Hill Park Drive (approximately 370 feet).
- L119** - Add sidewalks on Walnut Hill Park Drive between Oakmont Drive and Saranac Drive (approximately 1,280 feet).
- L120** - Add sidewalks on Lake Club Drive and Chatford Drive between Saranac Drive and the end of Chatford Drive (approximately 4,350 feet).
- L121** - Add sidewalks on Saranac Drive between Walnut Hill Park Drive and Lake Club Drive (approximately 1,360 feet).
- L122** - Add a multi-purpose pathway connecting Chatford Drive to Chatford Drive/Lake Club Drive (approximately 1,140 feet).

### Southwestern Route

The southwestern route extends west from the school along the pathway southwest of the school to Birkdale Drive. It then follows Birkdale Drive south to Oakmont Drive, Oakmont Drive west to Bairsford Drive, Bairsford Drive south to Chatford Square, and Chatford Square west into the apartment complex. The following engineering countermeasures should be considered along this route:

- P216** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Bairsford Drive and Oakmont Drive.
- P217** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Oakmont Drive and Birkdale Drive.
- P218** - Add ladder-style crosswalks with ADA-compliant curb ramps and pedestrian crossing signage Birkdale Drive at the multi-purpose pathway.
- L171** - Add sidewalks on Oakmont Drive and Birkdale Drive from Bairsford Drive to the pathway to the school (approximately 820 feet).





# OHIO ELEMENTARY SCHOOL – 505 S. OHIO AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northeastern Route

The northeastern route extends north from the school along Ohio Avenue to Bryden Road and follows Bryden Road east to Miller Avenue. The following engineering countermeasures should be considered along or near this route:

- P219** - Add bumpouts and ladder-style crosswalks at the intersection of Bryden Road and Kelton Avenue.
- P220** - Add bumpouts and ladder-style crosswalks at the intersection of Bryden Road and Champion Avenue.
- P221** - Add bumpouts and ladder-style crosswalks at the intersection of Bryden Road and Ohio Avenue.
- P222** - Add a pedestrian refuge island on the west leg of Main Street at the intersection with Ohio Avenue.
- P223** - Add bumpouts and ladder-style crosswalks at the intersection of Ohio Avenue and Mound Street.
- L123** - Add a bike facility along Bryden Road between Parsons Avenue and Nelson Road (approximately 3,350 feet).
- L124** - Consider a road diet along Main Street between Parsons Avenue and Nelson Road (approximately 1.8 miles).

### Western Route

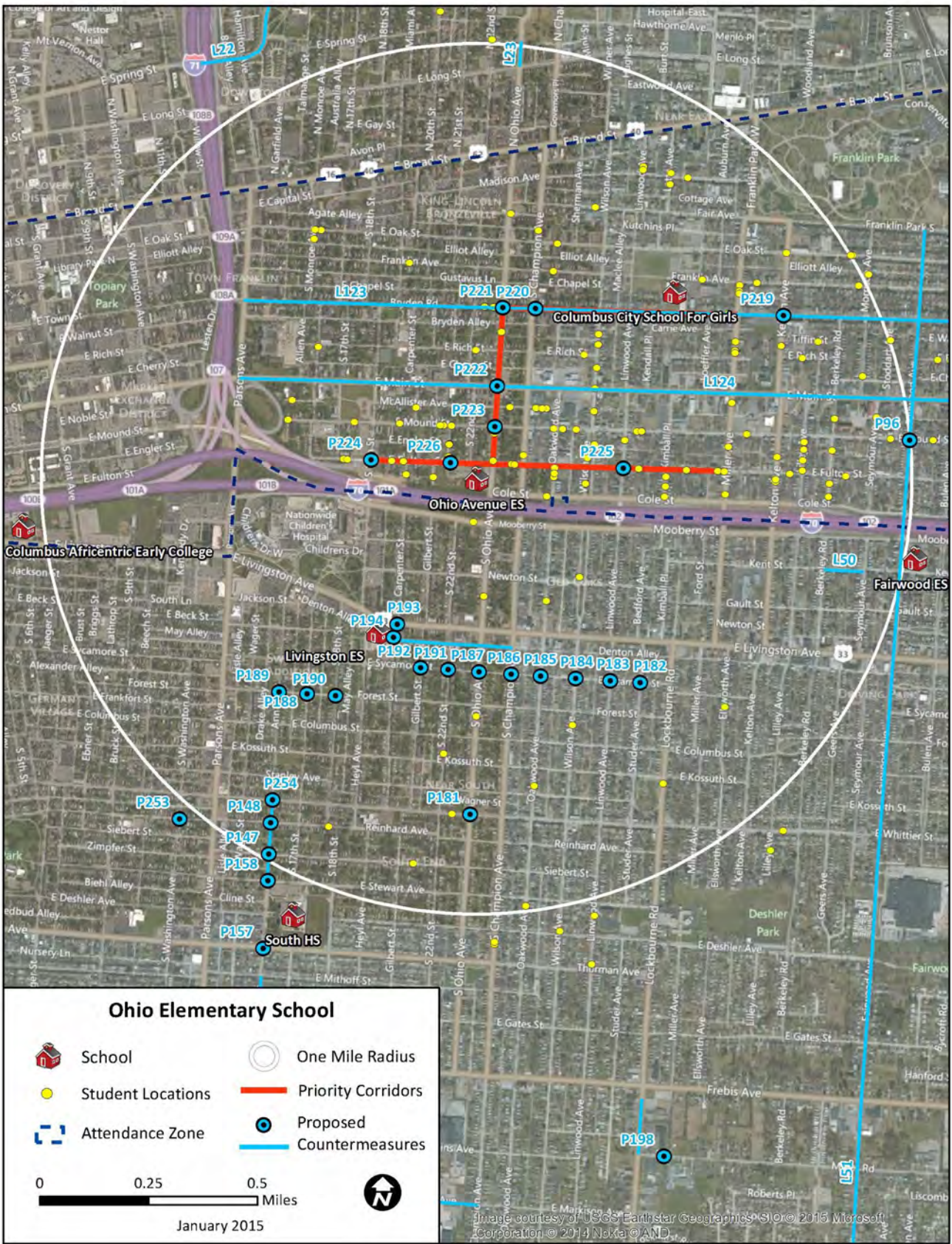
The western route extends west from the school along Fulton Street to 18th Street. The following engineering countermeasures should be considered along this route:

- P224** - Perform a traffic signal analysis at the intersection of Fulton Street and 18th Street.
- P226** - Enhance the crossing at the intersection of Fulton Street and the school drive by adding ladder-style crosswalks and pedestrian crossing signage.

### Eastern Route

The eastern route extends east from the school along Fulton Street to Miller Avenue. The following engineering countermeasures should be considered along this route:

- P225** - Add bumpouts and ladder-style crosswalks at the intersection of Fulton Street and Linwood Avenue.

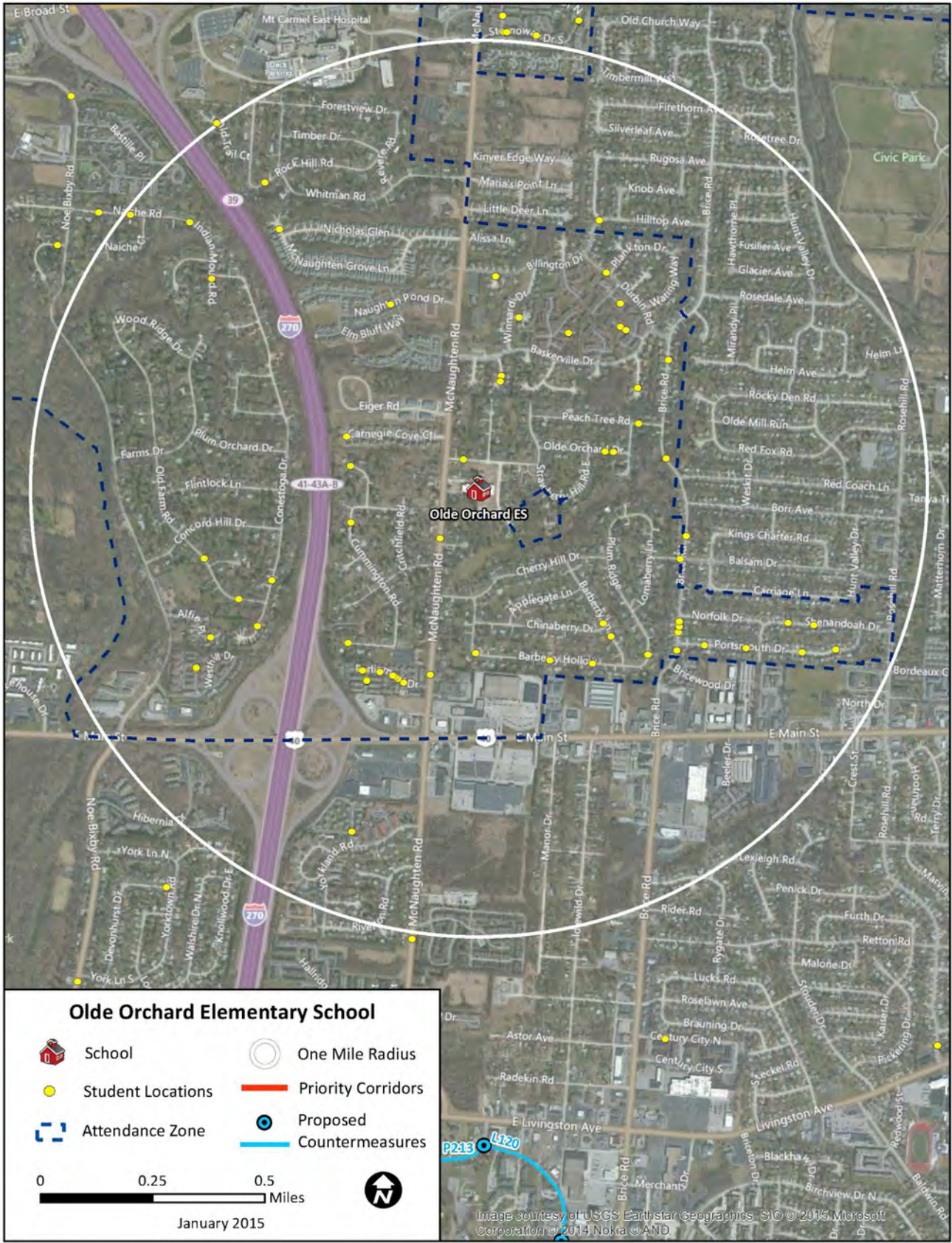




OLDE ORCHARD ELEMENTARY SCHOOL – 800 MCNAUGHTEN ROAD

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Olde Orchard Elementary School is an alternative school that draws students from across the district. Due to this fact and a relative lack of students within 1 mile of the school, there are no priority corridors or engineering countermeasures recommended.





# PARKMOOR ELEMENTARY SCHOOL – 1711 PENWORTH DRIVE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southern Route

The southern route extends south from the school along the pathway south of the school to Riverbirch Drive North. It then follows Riverbirch Drive North east to Tamarack Boulevard and Tamarack Boulevard south to the apartments just south of Lodgelane Drive. It also follows Red Robin Road west from Tamarack Boulevard to Karl Road. The following engineering countermeasures should be considered along this route:

- P227** - Add ladder-style crosswalks at the intersection of Norma Road and Tamarack Boulevard.
- P228** - Add ladder-style crosswalks at the intersection of Red Robin Road and Tamarack Boulevard.
- L125** - Fill the sidewalk gaps on Tamarack Boulevard between Morse Road and Sharbot Drive.
- L126** - Add a bike facility along Tamarack Boulevard between Morse Road and Tamarack Circle (approximately 5,980 feet).

### Northeastern Route

The northeastern route extends south from the school along the pathway south of the school to Riverbirch Drive North. It then follows Riverbirch Drive North east to Tamarack Boulevard and Tamarack Boulevard north to Tamarack Circle. The following engineering countermeasures should be considered along this route:

- L126** - Add a bike facility along Tamarack Boulevard between Morse Road and Tamarack Circle (approximately 5,980 feet).

### Northern Route

The northern route extends north from the school along Blue Ash Road to Pine Bluff Road. It also extends northeast from the school along Penworth Drive to Tamarack Boulevard. There are no engineering countermeasures recommended along this route.





# PARSONS ELEMENTARY SCHOOL – 3231 LEE ELLEN PLACE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southeastern Route

The southeastern route extends south from the school along 8th Street to Williams Road and follows Williams Road east to Champion Avenue. The following engineering countermeasures should be considered along this route:

- P230** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of S. Champion Avenue and Williams Road.
- P231** - Add bumpouts and ladder-style crosswalks at the intersection of Parsons Avenue and Williams Road.
- P232** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Stockbridge Road and S. 8th Street.
- P233** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Rumsey Road and S. 8th Street.
- P234** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Colton Road and S. 8th Street.
- P235** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of S. 8th Street and Williams Road.
- L128** - Add sidewalks on Williams Road between S. 8th Street and S. Champion Avenue (approximately 4,130 feet).
- L129** - Add sidewalks on S. 8th Street between Williams Road and Basswood Road (approximately 1,650 feet).

### Northwestern Route

The northwestern route extends north from the school along Lee Ellen Place to Currier Drive. It then follows Currier Drive west to Markham Road, Markham Road north to Southgate Drive, Southgate Drive west to High Street, High Street north to Dolby Drive, Dolby Drive west to Phelps Road, and Phelps Road west to Gibson Drive. The following engineering countermeasures should be considered along this route:

- P236** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Lee Ellen Place and Currier Drive.
- P237** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Southgate Drive and Markham Road.
- P238** - Add bumpouts at the intersection of S. High Street and Southgate Drive.
- L130** - Add sidewalks on Southgate Drive between High Street and Markham Road (approximately 1,440 feet).

### Northeastern Route

The northeastern route extends north from the school along Lee Ellen Place to Hillock Road and then follows Hillock Road east to Champion Avenue. It also follows Parsons Avenue north from Hillock Road to Southard Drive. The following engineering countermeasures should be considered along this route:

- L127** - Add sidewalks on Hillock Road between Lee Ellen Place and Parsons Avenue (approximately 760 feet).





RIDGEVIEW MIDDLE SCHOOL – 4241 RUDY ROAD

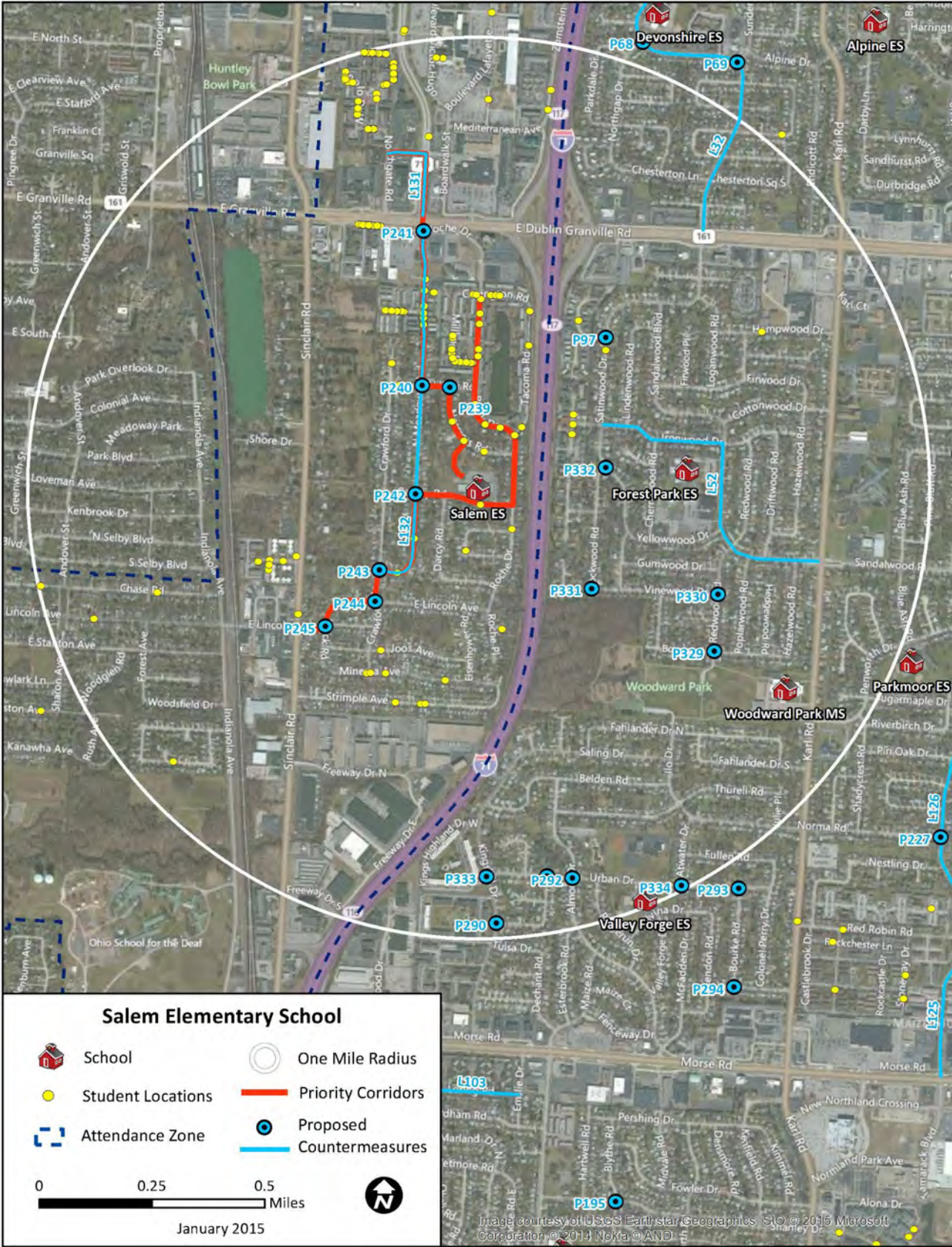
PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

There are no priority corridors recommended for Ridgeview Middle School. However, due to its proximity to Winterset Elementary School, there may be countermeasures recommended for these schools that benefit students at Ridgeview Middle School.





**SALEM ELEMENTARY SCHOOL – 1040 GARVEY ROAD**



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northwestern Route

The northwestern route extends north from the school along the pathway north of the school to Norcross Road. It then follows Norcross Road north to Hillery Road, Hillery Road west to North Meadows Boulevard, North Meadows Boulevard north to Busch Boulevard, Busch Boulevard north to Shapter Avenue, and Shapter Avenue west to Northgate Road. The following engineering countermeasures should be considered along this route:

- P239** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Hillery Road and Norcross Road.
- P240** - Add ladder-style crosswalks at the intersection of North Meadows Boulevard and Hillery Road.
- P241** - Add ladder-style crosswalks at the intersection of North Meadows Boulevard and Roche Drive.
- L131** - Add sidewalks on Busch Boulevard and Shapter Avenue between SR 161 and Northgate Road (approximately 1,200 feet).
- L132** - Add a bike facility along North Meadows Boulevard between SR 161 and Crawford Drive (approximately 4,360 feet).

### Southwestern Route

The southwestern route extends west from the school along Garvey Road to North Meadows Boulevard. It then follows North Meadows Boulevard south to Crawford Drive, Crawford Drive south to Lincoln Avenue, Lincoln Avenue west to Stock Road, Stock Road south to Lincoln Avenue, and Lincoln Avenue west to Sinclair Road. The following engineering countermeasures should be considered along this route:

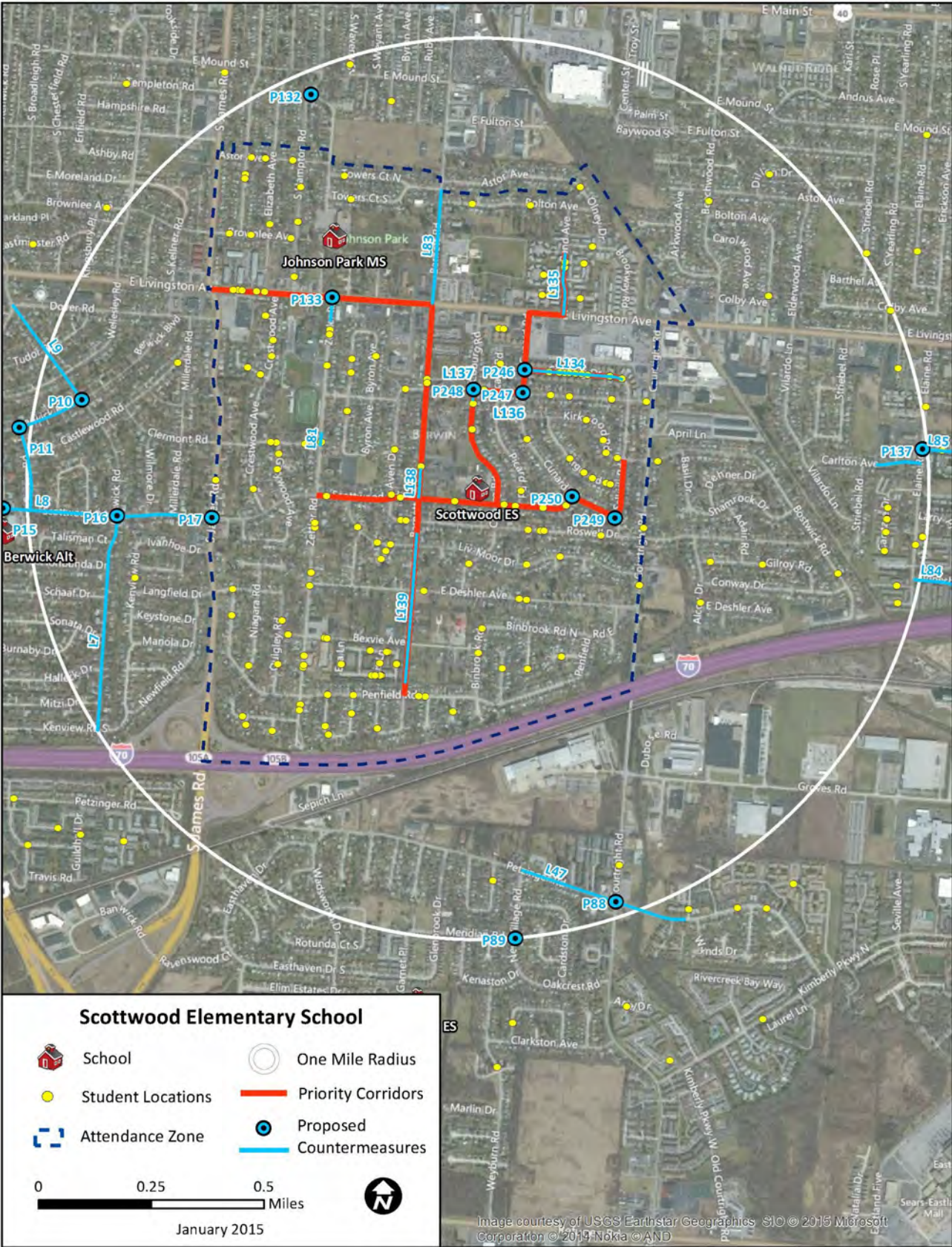
- P242** - Add ladder-style crosswalks at the intersection of North Meadows Boulevard and Garvey Road.
- P243** - Add ladder-style crosswalks at the intersection of Crawford Drive and North Meadows Boulevard.
- P244** - Add ladder-style crosswalks at the intersection of Lincoln Avenue and Crawford Drive.
- P245** - Add ladder-style crosswalks at the intersection of Lincoln Avenue/Sweeting Avenue and Stock Road.

### Northern Route

The northern route extends east from the school along Garvey Road to Roche Drive. It then follows Roche Drive north to Covington Road. There are no engineering countermeasures recommended along this route.



**SCOTTWOOD ELEMENTARY SCHOOL – 3392 SCOTTWOOD ROAD**



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northeastern Route

The northeastern route extends north from the school along Coburg Road to Seabrook Avenue. It then follows Seabrook Avenue east to Cunard Road, Cunard Road north to Livingston Avenue, Livingston Avenue east to Rand Avenue, and Rand Avenue north to Rand Court. It also follows Cushing Drive east from Cunard Road to Selkirk Road. The following engineering countermeasures should be considered along this route:

- P246** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Cunard Road and Cushing Drive.
- P247** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Seabrook Avenue and Cunard Road.
- P248** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Seabrook Avenue and Coburg Road.
- L134** - Add sidewalks on Cushing Drive between Cunard Road and Selkirk Road (approximately 1,170 feet).
- L135** - Add sidewalks on Rand Avenue between Livingston Avenue and Rand Court (approximately 740 feet).
- L136** - Fill the sidewalk gaps on Seabrook Avenue from Picard Road to the east (approximately 75 feet).
- L137** - Fill the sidewalk gaps on Coburg Road and Seabrook Avenue near their intersection (approximately 220 feet).

### Eastern Route

The eastern route extends east from the school along Scottwood Road to Cunard Road. It then follows Cunard Road southeast to Selkirk Road and Selkirk Road north to Kirkwood Road. The following engineering countermeasures should be considered along this route:

- P249** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Selkirk Road and Cunard Road.
- P250** - Add ladder-style crosswalks at the intersection of Cunard Road and Scottwood Road.

### Northwestern Route

The northwestern route extends west from the school along Scottwood Road to Barnett Road. It then follows Barnett Road north to Livingston Avenue and Livingston Avenue west to James Road. The following engineering countermeasures should be considered along this route:

- L138** - Add sidewalks on Barnett Road from Scottwood Road north to the existing sidewalk (approximately 360 feet).

### Southern Route

The southern route extends west from the school along Scottwood Road to Barnett Road and then follows Barnett Road south to Penfield Road. The following engineering countermeasures should be considered along this route:

- L139** - Add sidewalks on Barnett Road between Penfield Road and Roswell Drive (approximately 740 feet).

### Western Route

The western route extends west from the school along Scottwood Road to Zettler Road. There are no engineering countermeasures recommended along this route.



# SHADY LANE ELEMENTARY SCHOOL – 1444 SHADY LANE ROAD

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northeastern Route

The northeastern route extends east from the school along Livingston Avenue to Country Club Road and follows Country Club Road north to McAllister Avenue. It also follows Betsy Drive east from Country Club Drive to Gertrude Drive and Gertrude Drive north to Beatrice Drive. The following engineering countermeasures should be considered along this route:

- P251** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Betsy Drive and Country Club Road.
- L140** - Add sidewalks on Gertrude Drive between Jed Court and Jed Court (approximately 930 feet).

### Southern Route

The southern route extends south from the school along Shady Lane Road to Healy Drive. The following engineering countermeasures should be considered along this route:

- P252** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Shady Lane Road and Dundee Avenue.
- L141** - Fill the sidewalk gaps on Shady Lane Road between Healy Drive and Ludington Road.

### Northern Route

The northern route extends north from the school along Shady Lane Road to Ludington Road. The following engineering countermeasures should be considered along this route:

- L141** - Fill the sidewalk gaps on Shady Lane Road between Healy Drive and Ludington Road.

### Western Route

The western route extends south from the school along Shady Lane Road to Livingston Avenue and follows Livingston Avenue west to Yearling Road. There are no engineering countermeasures recommended along this route.





# SHERWOOD MIDDLE SCHOOL – 1400 SHADY LANE ROAD

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends north from the school along Shady Lane Road to McAllister Avenue. There are no engineering countermeasures recommended along this route.

### Eastern Route

The eastern route extends south from the school along Shady Lane Road to Livingston Avenue and follows Livingston Avenue east to Country Club Road. There are no engineering countermeasures recommended along this route.

### Western Route

The eastern route extends south from the school along Shady Lane Road to Livingston Avenue and follows Livingston Avenue west to Westphal Avenue. There are no engineering countermeasures recommended along this route.

There are no engineering countermeasures recommended along the priority corridors for Sherwood Middle School. However, due to the school's proximity to Shady Lane Elementary School, Leawood Elementary School, and Woodcrest Elementary School, there may be countermeasures recommended for these schools that benefit students at Sherwood Middle School.





# SIEBERT ELEMENTARY SCHOOL – 385 REINHARD AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southeastern Route

The southeastern route extends east from the school along Reinhard Avenue to Parsons Avenue. It then follows Parsons Avenue south to Thurman Avenue. It also follows Parsons Avenue north to Whittier Street and Whittier Street east to Heyl Avenue. The following engineering countermeasures should be considered along this route:

**P253** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Reinhard Avenue and S. Washington Avenue.

**P254** - Add ladder-style crosswalks and pedestrian crossing signage at the intersection of Whittier Street and Ann Street.





# SOUTH HIGH SCHOOL – 1160 ANN STREET

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southern Route

The southern route extends south from the school along Ann Street to Frebis Avenue and follows Frebis Avenue east to 18th Street. The following engineering countermeasures should be considered along this route:

**P157** - Add bumpouts and ladder-style crosswalks at the intersection of Thurman Avenue and Ann Street.

### Northern Route

The northern route extends north from the school along Ann Street to Whittier Street and follows Whittier Street east to Champion Avenue. It also follows Heyl Avenue north from Whittier Street to Sycamore Street. The following engineering countermeasures should be considered along this route:

**P158** - Add bumpouts and ladder-style crosswalks at the intersection of Stewart Avenue and Ann Street.

### Eastern Route

The eastern route extends east from the school along Stewart Avenue to 22nd Street. There are no engineering countermeasures recommended along this route.





# SOUTH MIFFLIN STEM ACADEMY – 2365 MIDDLEHURST DRIVE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

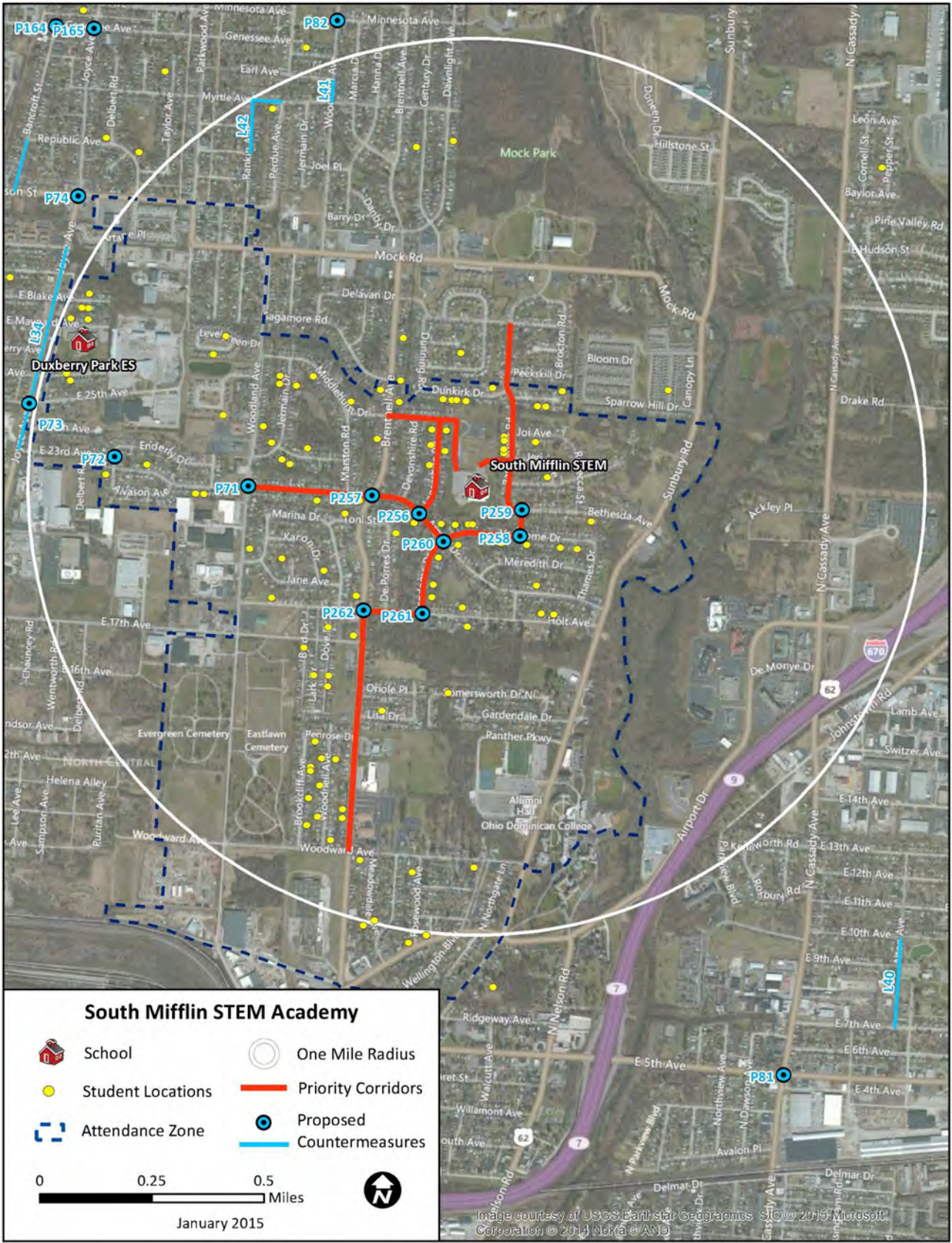
**Western Route**  
The western route extends north from the school along the school drive to Middlehurst Drive and follows Middlehurst Drive west to Brentnell Avenue. It also follows Lancashire Road south from Middlehurst Drive to Argyle Drive and follows Argyle Drive east to Vendome Drive and west to Woodland Avenue. The following engineering countermeasures should be considered along this route:

- P256** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Lancashire Road and Argyle Drive.
- P257** - Add ladder-style crosswalks at the intersection of Argyle Drive and Brentnell Avenue.

**Southern Route**  
The southern route extends east from the school along the pathway north of the school to Bar Harbor Road and follows Bar Harbor Road south to Bethesda Avenue. It then follows Bethesda Avenue east to Elton Road, Elton Road south to Vendome Drive, Vendome Drive southwest to Holt Avenue, Holt Avenue west to Brentnell Avenue, and Brentnell Avenue south to Woodward Avenue. The following engineering countermeasures should be considered along this route:

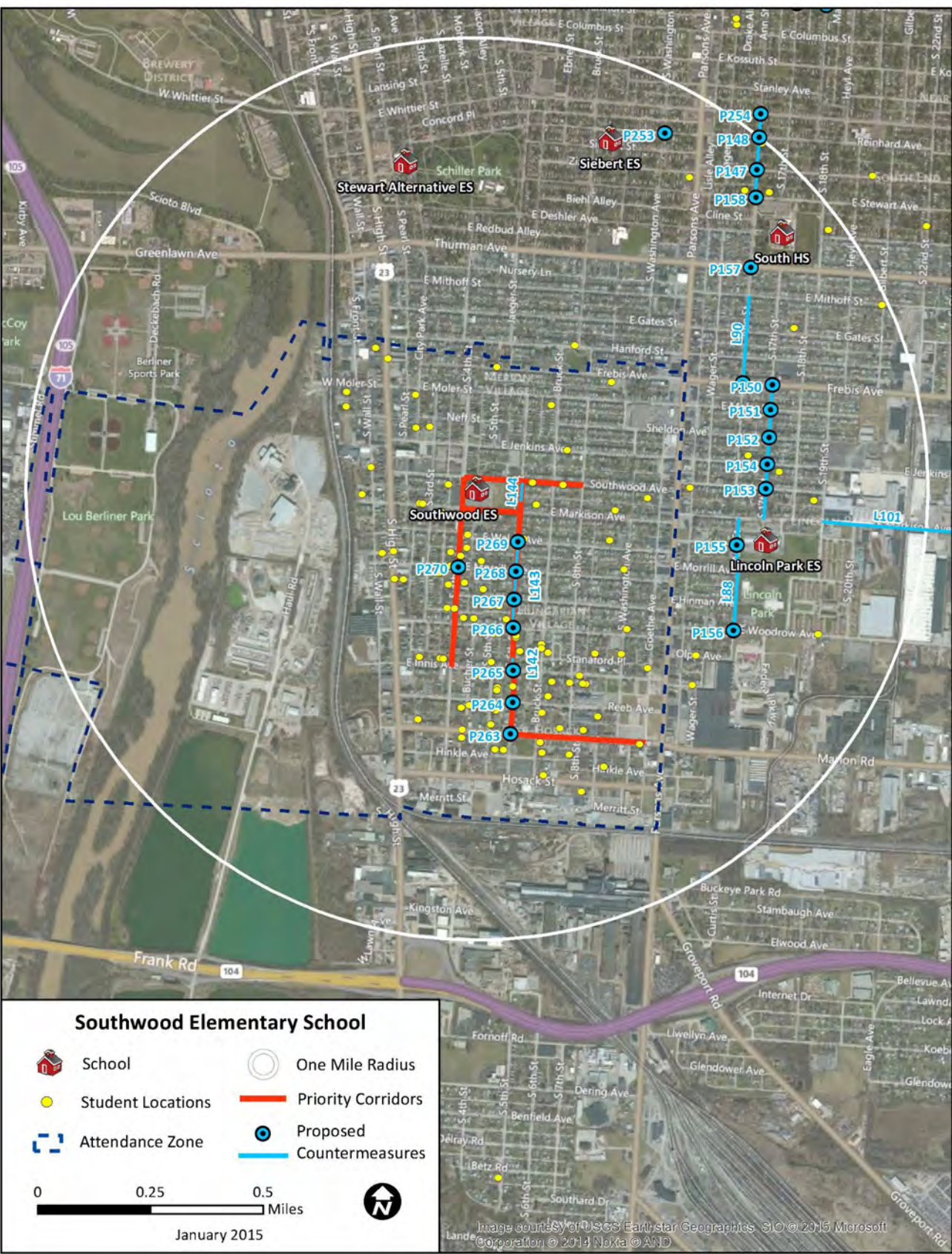
- P258** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Vendome Drive and Elton Road.
- P259** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Bethesda Avenue and Elton Road.
- P260** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Argyle Drive and Vendome Drive South.
- P261** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Vendome Drive South and Holt Avenue.
- P262** - Add ladder-style crosswalks at the intersection of Holt Avenue and Brentnell Avenue.

**Northern Route**  
The northern route extends east from the school along the pathway north of the school to Bar Harbor Road and follows Bar Harbor Road north to Delavan Drive/Newburg Drive. There are no engineering countermeasures recommended along this route.





# SOUTHWOOD ELEMENTARY SCHOOL – 1500 S. 4TH STREET



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southeastern Route

The southeastern route extends south from the school along 4th Street to Markison Avenue. It then follows Markison Avenue east to 6th Street, 6th Street north to Southwood Avenue and south to Barthman Avenue, and Barthman Avenue east to Goethe Avenue. The following engineering countermeasures should be considered along this route:

- P263** - Add ladder-style crosswalks at the intersection of S. 6th Street and E. Barthman Avenue.
- P264** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of S. 6th Street and Reeb Avenue.
- P265** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. Innis Avenue and S. 6th Street.
- P266** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of S. 6th Street and E. Woodrow Avenue.
- P267** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. Hinman Avenue and S. 6th Street.
- P268** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of S. 6th Street and Morrill Avenue.
- P269** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of S. 6th Street and Welch Avenue.
- L142** - Add sidewalks on S. 6th Street between Innis Avenue and the alley to the north (approximately 260 feet).
- L143** - Fill the sidewalk gaps on S. 6th Street between Woodrow Avenue to Welch Avenue.
- L144** - Fill the sidewalk gaps on S. 6th Street between Southwood Avenue and Markinson Avenue.

### Southern Route

The southern route extends south from the school along 4th Street to Innis Avenue. The following engineering countermeasures should be considered along this route:

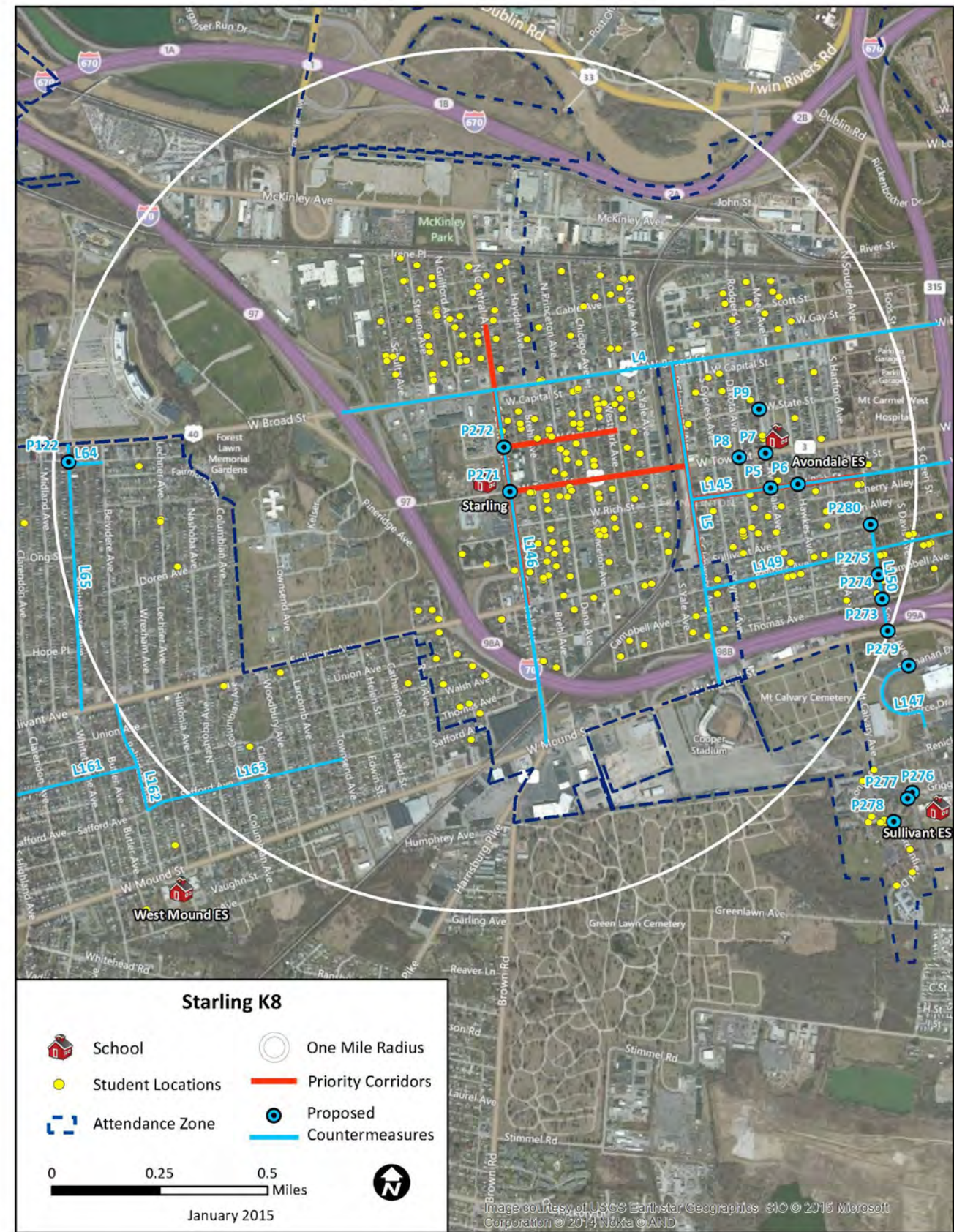
- P270** - Add bumpouts and ladder-style crosswalks at the intersection of S. 4th Street and Morrill Avenue.

### Eastern Route

The eastern route extends east from the school along the Southwood Avenue to 8th Street. There are no engineering countermeasures recommended along this route.



# STARLING STEM – 145 S. CENTRAL AVENUE



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends north from the school along Central Avenue to Cable Avenue. It also follows State Street east from Central Avenue to West Park Avenue. The following engineering countermeasures should be considered along this route:

- P271** - Add bumpouts and ladder-style crosswalks at the intersection of Central Avenue and Town Street. Additionally, perform a signal analysis at this intersection to analyze a leading pedestrian interval.
- P272** - Add a mid-block pedestrian crossing on Central Avenue at State Street with ladder-style crosswalks, ADA-compliant curb ramps, and pedestrian crossing signage.
- L146** - Consider a road diet along Central Avenue between Broad Street and Mound Street (approximately 0.8 miles).

### Eastern Route

The eastern route extends east from the school along Town Street to Glenwood Avenue. It then follows Glenwood Avenue north to Broad Street and south to Sullivant Avenue. It also follows Rich Street east from Glenwood Avenue to Souder Avenue. The following engineering countermeasures should be considered along this route:

- L145** - Add a bike facility along Rich Street between Glenwood Avenue to SR 315 (approximately 3,170 feet).

### Southern Route

The southern route extends south from the school along Central Avenue to Sullivant Avenue. There are no engineering countermeasures recommended along this route.



# STEWART ALTERNATIVE SCHOOL – 40 STEWART AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Stewart Alternative School is an alternative school that draws students from across the district. Due to this fact and a relative lack of students within 1 mile of the school, there are no priority corridors recommended. However, due to its proximity to Lincoln Park Elementary School, Livingston Elementary School, Siebert Elementary School, South High School, and Southwood Elementary School, there may be countermeasures recommended for these schools that benefit students at Stewart Alternative School.





# SULLIVANT ELEMENTARY SCHOOL – 791 GRIGGS AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends east from the school Griggs Avenue to Griggs Court. It follows Griggs Court north to Renick Street, Renick Street west to Souder Avenue, Souder Avenue and the proposed pathway north to Pierce Drive, Pierce Drive west to Van Buren Drive, Van Buren Drive north to Buchanan Drive, Buchanan Drive east to Souder Avenue, and Souder Avenue north to Sullivan Avenue. The following engineering countermeasures should be considered along or near this route:

- P273** - Enhance the crossing at the intersection of Mound Street/Harmon Avenue and Souder Avenue by adding ladder-style crosswalks and pedestrian crossing signage.
- P274** - Add ladder-style crosswalks at the intersection of Souder Avenue and Thomas Avenue.
- P275** - Add ladder-style crosswalks at the intersection of Souder Avenue and Campbell Avenue.
- P279** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Buchanan Drive and Souder Avenue.
- P280** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Sullivan Avenue and Souder Avenue.
- L147** - Add sidewalks on the west side of Pierce Drive/Van Buren Drive/Buchanan Drive between the proposed connection from Souder Avenue on the south side of the loop to Souder Avenue on the north side of the loop (approximately 1,140 feet).
- L148** - Add a multi-purpose pathway from Souder Avenue to Pierce Drive (approximately 210 feet).
- L149** - Add a bike facility along Bellows Avenue between Glenwood Avenue and Green Street (approximately 3,100 feet).
- L150** - Add a bike facility along Souder Avenue between Sullivan Avenue and Mound Street (approximately 1,320 feet).

### Southwestern Route

The southwestern route extends west from the school Griggs Avenue to Greenfield Drive/Souder Avenue. It then follows Greenfield Drive southwest to the apartments north of Greenlawn Avenue. It also follows Canonby Place northwest from Greenfield Drive to the apartments south of Renick Street. The following engineering countermeasures should be considered along this route:

- P276** - Change the intersection of Greenfield Drive/Griggs Avenue and Souder Avenue into an all-way (3-way) stop-controlled intersection.
- P277** - Add a ladder-style crosswalk across Greenfield Drive, west of Souder Avenue.
- P278** - Add ladder-style crosswalks at the intersection of Greenfield Drive and Canonby Place.





## TREVITT ELEMENTARY SCHOOL – 519 TREVITT STREET

### PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

#### Southwestern Route

The southwestern route extends south from the school along the pathway south of the school to 20th Street. It then follows 20th Street south to Mt. Vernon Avenue and Mt. Vernon Avenue west to Wespot Drive. It also follows Miami Avenue south from Mt. Vernon Avenue to Long Street. Additionally, it follows Atcheson Street west from 20th Street to Garfield Avenue. The following engineering countermeasures should be considered along or near this route:

- P282** - Add bumpouts and ladder-style crosswalks at the intersection of Mt. Vernon Avenue and 20th Street.
- P283** - Add bumpouts and ladder-style crosswalks at the intersection of Atcheson Street and 20th Street.
- P284** - Add ladder-style crosswalks at the offset intersection of Atcheson Street and St. Clair Avenue.
- P285** - Enhance the crossing at the intersection of Atcheson Street and Monroe Avenue by adding bumpouts, ladder-style crosswalks, and pedestrian crossing signage.

#### Southeastern Route

The southeastern route extends east from the school along Toronto Street to Champion Avenue and follows Champion Avenue south to Mt. Vernon Avenue. The following engineering countermeasures should be considered along this route:

- P286** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Ohio Avenue and Toronto Street.
- P287** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Toronto Street and Champion Avenue.
- P288** - Add bumpouts and ladder-style crosswalks at the intersection of Champion Avenue and Atcheson Street.
- L172** - Add sidewalks on Toronto Street between Trevitt Street and Champion Avenue (approximately 930 feet).

#### Northwestern Route

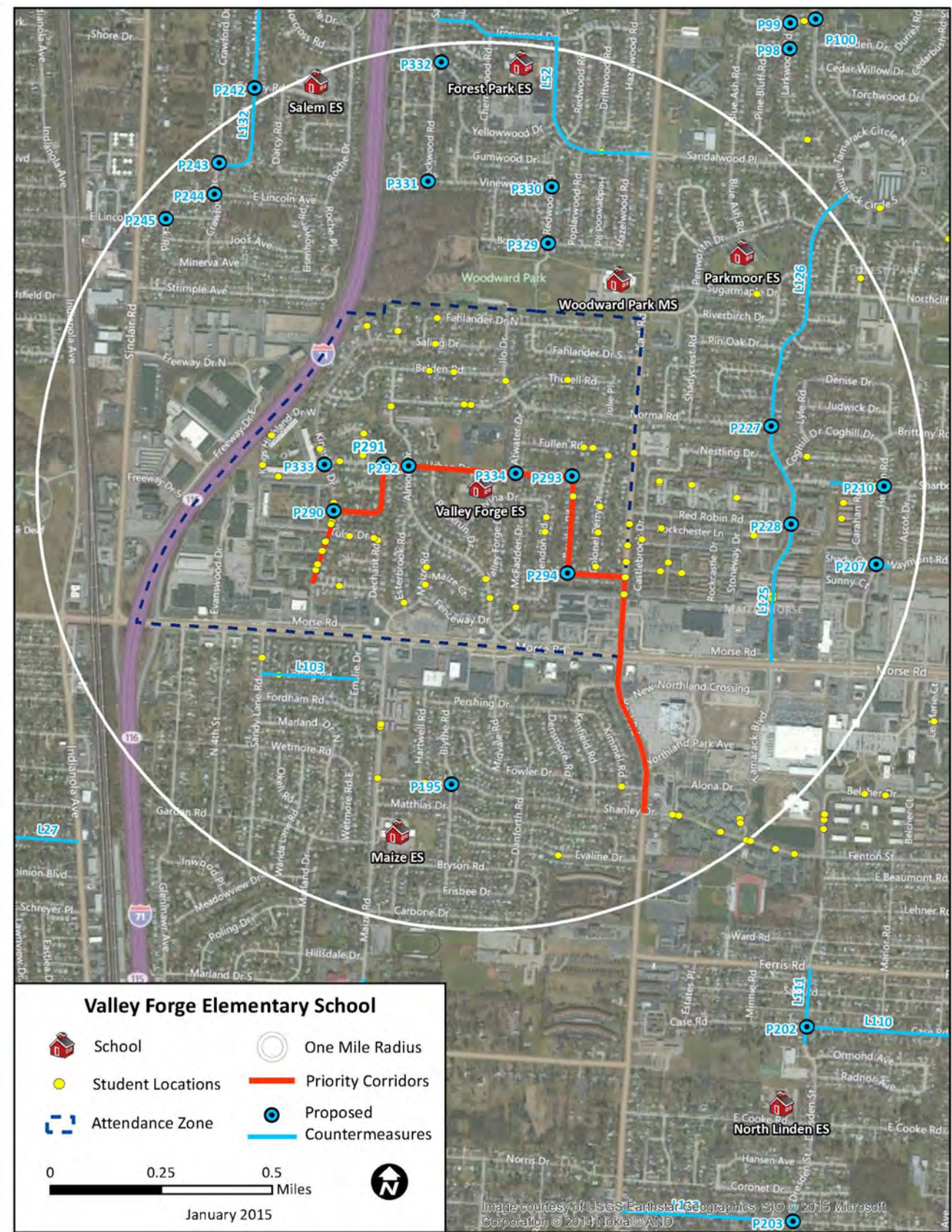
The northwestern route extends north from the school along the pathway north of the school to Elda Street. It then follows Elda Street north to Hallidon Avenue and Hallidon Avenue west into the apartments west of Bolivar Street. The following engineering countermeasures should be considered along this route:

- P289** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Bolivar Street and Hallidon Avenue.





# VALLEY FORGE ELEMENTARY SCHOOL – 1321 URBAN DRIVE



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southwestern Route

The southwestern route extends west from the school along Urban Drive to Vanlear Road. It then follows Vanlear Road south to Upland Drive, Upland Drive west to Kingshill Drive, and Kingshill Drive south to Sagecrest Drive. The following engineering countermeasures should be considered along this route:

- P290** - Add ladder-style crosswalks at the intersection of Kingshill Drive and Upland Drive.
- P291** - Add ladder-style crosswalks at the intersection of Urban Drive and Vanlear Road.
- P292** - Add ladder-style crosswalks at the intersection of Almont Drive and Urban Drive.

### Southeastern Route

The southeastern route extends east from the school along Urban Drive to Bourke Road. It then follows Bourke Road south to Merton Drive, Merton Drive east to Karl Road, and Karl Road south to Shanley Drive. The following engineering countermeasures should be considered along this route:

- P293** - Add ladder-style crosswalks at the intersection of Urban Drive and Bourke Road.
- P294** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Merton Drive and Bourke Road.



# VALLEYVIEW ELEMENTARY SCHOOL – 2989 VALLEYVIEW DRIVE



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

**Eastern Route**  
The eastern route extends east from the school along Valleyview Drive to Murray Avenue. It also extends north on Hague Avenue from Valleyview Drive to Dibblee Avenue and south to Steele Avenue. The following engineering countermeasures should be considered along this route:

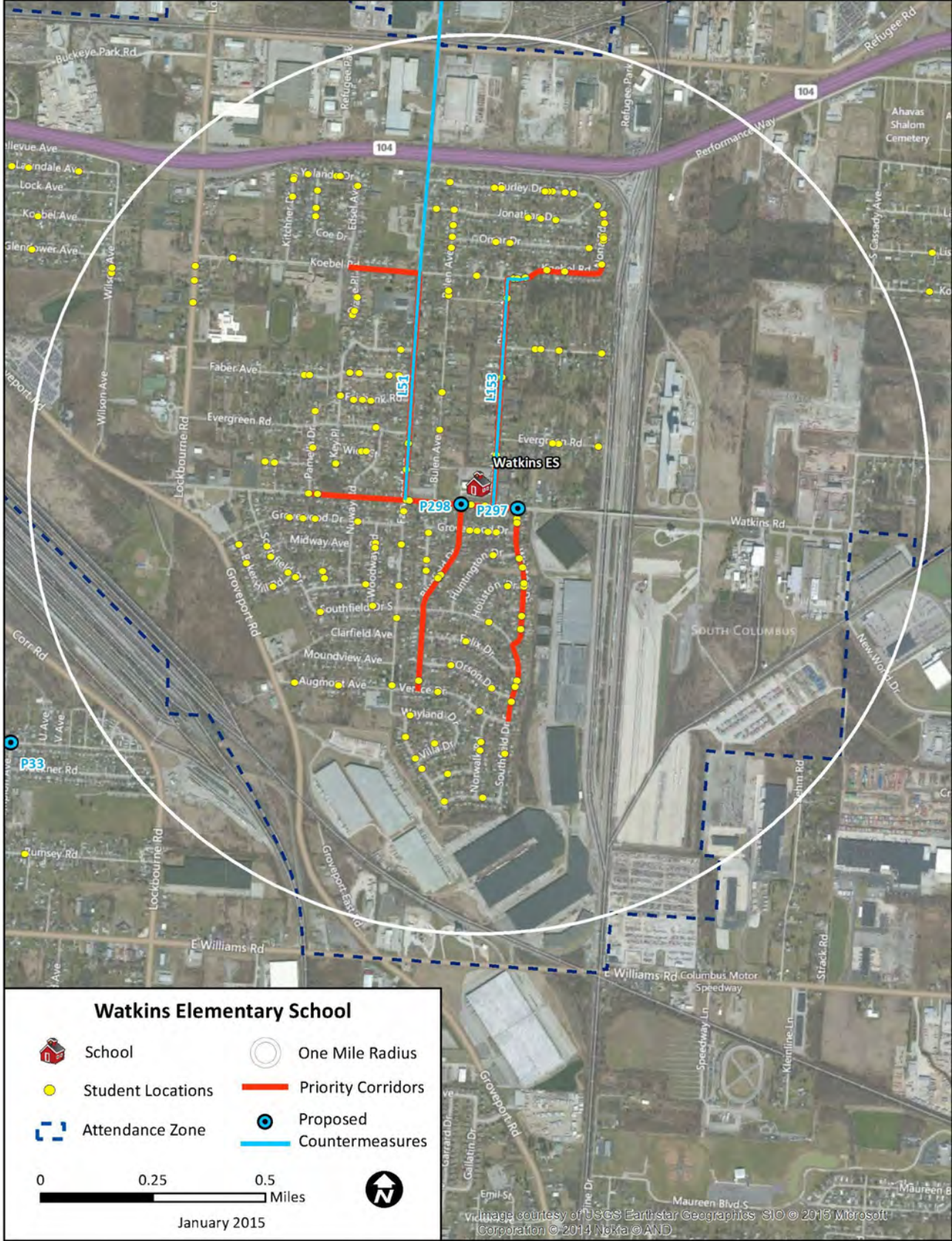
- P295** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of N. Hague Avenue and Valleyview Drive. Include a bumpout on the northwest corner.
- L151** - Add sidewalks on Hague Avenue between Valleyview Drive and Dibblee Avenue (approximately 1,870 feet).
- L152** - Add sidewalks on Valleyview Drive between Hague Avenue and Eureka Avenue (approximately 2,860 feet).

**Western Route**  
The western route extends west from the school along Valleyview Drive to Wilson Road. The following engineering countermeasures should be considered along this route:

- P296** - Perform a signal analysis at the intersection of Valleyview Drive and Westmoor Avenue.



**WATKINS ELEMENTARY SCHOOL – 1520 WATKINS ROAD**



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### *Southeastern Route*

The southeastern route extends east from the school along Watkins Road to Weirton Drive. It then follows Weirton Drive south to Southfield Drive and Southfield Drive south to Venice Drive. The following engineering countermeasures should be considered along this route:

**P297** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Weirton Drive and Watkins Road.

### Southern Route

The southern route extends west from the school along Watkins Road to Bluefield Drive and follows Bluefield Drive south to Venice Drive. The following engineering countermeasures should be considered along this route:

**P298** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Watkins Road and Bluefield Drive.

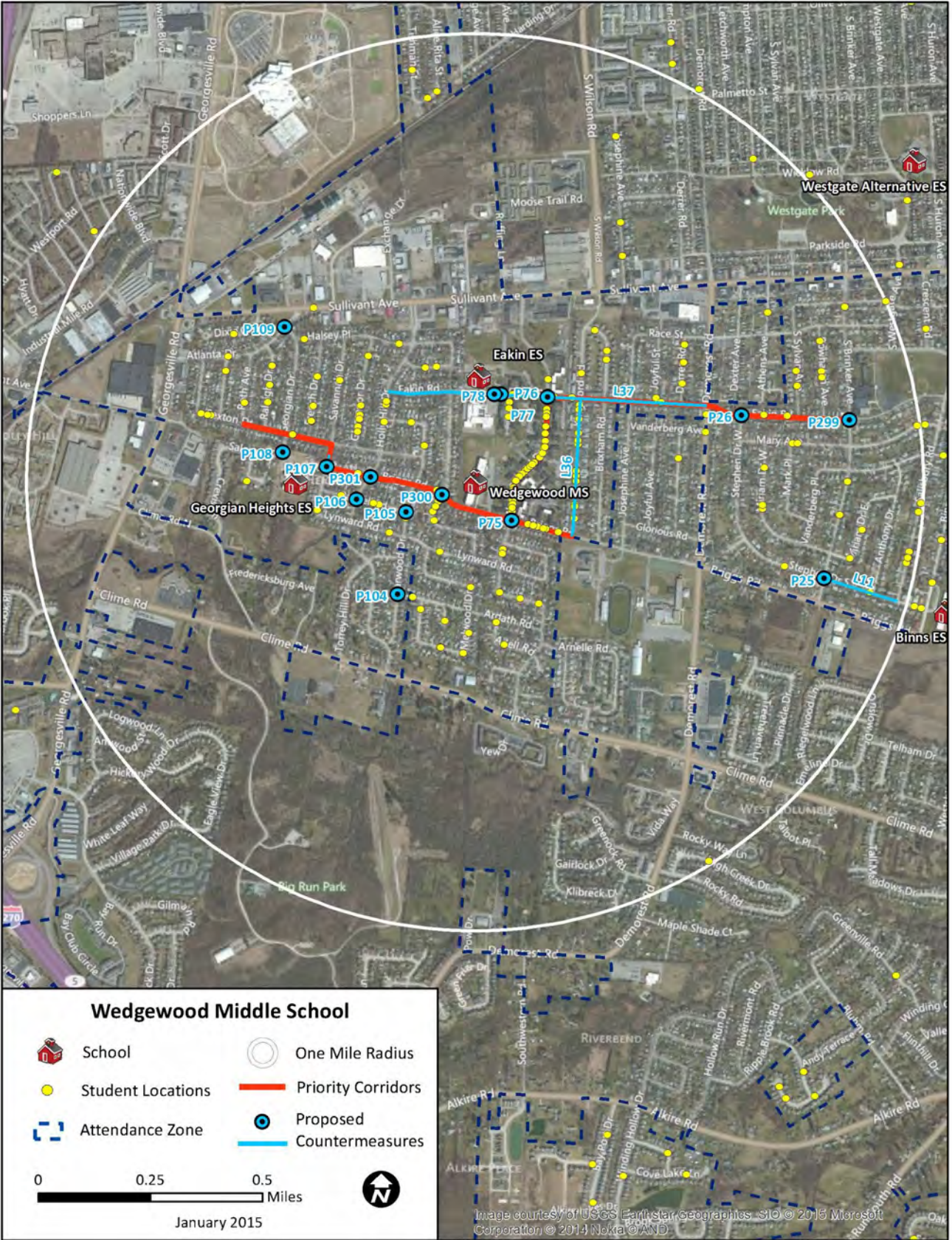
### *Northeastern Route*

The northeastern route extends north from the school along Rhoads Avenue to Koebel Road and follows Koebel Road northeast to Nona Road. The following engineering countermeasures should be considered along this route:

**L153** - Add sidewalks on Rhoades Avenue and Koebel Road between Watkins Road and the existing sidewalks on Kobel Road (approximately 5,880 feet).



# WEDGEWOOD MIDDLE SCHOOL – 3800 BRIGGS ROAD



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Eastern Route

The eastern route extends east from the school along Briggs Road to Kingsford Road. It also follows Wedgewood Drive north from Briggs Road to Eakin Road and Eakin Road east to Brinker Avenue. The following engineering countermeasures should be considered along this route:

**P299** - Add ladder-style crosswalks at the intersection of Eakin Road and Brinker Avenue.

### Western Route

The western route extends west from the school along Briggs Road to Savannah Drive. It then follows Savannah Drive north to Sexton Drive and Sexton Drive west to Roth Avenue. The following engineering countermeasures should be considered along this route:

**P300** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Briggs Road and Maurine Drive.

**P301** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Briggs Road and Holly Hill Drive.



# WEINLAND PARK ELEMENTARY SCHOOL – 211 E. 7TH AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southern Route

The southern route extends south from the school along Summit Street to 2nd Avenue. The following engineering countermeasures should be considered along this route:

- P302** - Add bumpouts at the intersection of Summit Street and E. 3rd Avenue.
- P303** - Add bumpouts at the intersection of Summit Street and E. 4th Avenue.
- L154** - Add a bike facility along Summit Street between E. 11th Avenue and E. 3rd Avenue (approximately 3,960 feet).

### Northern Route

The northern route extends north from the school along Summit Street to 11th Avenue. The following engineering countermeasures should be considered along this route:

- P304** - Enhance the crossing at the intersection of Summit Street and E. 7th Avenue by adding bumpouts, ladder-style crosswalks, and pedestrian crossing signage. Additionally, perform a signal analysis at this intersection to analyze a leading pedestrian interval.
- P305** - Add bumpouts and ladder-style crosswalks at the intersection of Summit Street and E. 8th Avenue (south leg).
- P306** - Add bumpouts and ladder-style crosswalks at the intersection of Summit Street and E. 8th Avenue (north leg).
- P307** - Add bumpouts and ladder-style crosswalks at the intersection of Summit Street and E. 9th Avenue.
- L154** - Add a bike facility along Summit Street between E. 11th Avenue and E. 3rd Avenue (approximately 3,960 feet).

### Northeastern Route

The northeastern route extends east from the school along 7th Avenue to 6th Street. It also extends north Fourth Street from 7th Avenue to Chittenden Avenue. The following engineering countermeasures should be considered along this route:

- P308** - Add bumpouts and ladder-style crosswalks at the intersection of Fourth Street and E. 7th Avenue.
- L155** - Add a bike facility along Fourth Street between E. 11th Avenue and E. 3rd Avenue (approximately 3,960 feet).

### Southeastern Route

The southeastern route extends east from the school along 7th Avenue to Fourth Street and follows Fourth Street south to 2nd Avenue. It also follows 5th Avenue and 2nd Avenue east from Fourth Street to Cleveland Avenue. The following engineering countermeasures should be considered along this route:

- L155** - Add a bike facility along Fourth Street between E. 11th Avenue and E. 3rd Avenue (approximately 3,960 feet).





# WEST BROAD ELEMENTARY SCHOOL – 2744 W. BROAD STREET

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northeastern Route

The northeastern route extends east from the school along Broad Street to Harris Avenue. It then follows Harris Avenue north to Ridge Avenue and Ridge Avenue east to Eldon Avenue. It also follows Grace Street east from Harris Avenue to Eureka Avenue. The following engineering countermeasures should be considered along this route:

- P309** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of N. Richardson Avenue and Grace Street.
- P310** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of N. Burgess Avenue and Grace Street.
- P311** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Grace Street and N. Warren Avenue.
- P312** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Grace Street and N. Harris Avenue.
- P313** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Ridge Avenue and N. Harris Avenue.
- L156** - Add sidewalks on Grace Street between Hague Avenue to Eureka Avenue (approximately 5,020 feet). Include ladder-style crosswalks with ADA-compliant curb ramps at all crossings.
- L157** - Fill the sidewalk gaps on Ridge Avenue between N. Harris Avenue and N. Richardson Avenue.
- L160** - Add a bike facility along Broad Street from the Camp Chase Rail Trail to east of Hague Avenue (approximately 4,950 feet).

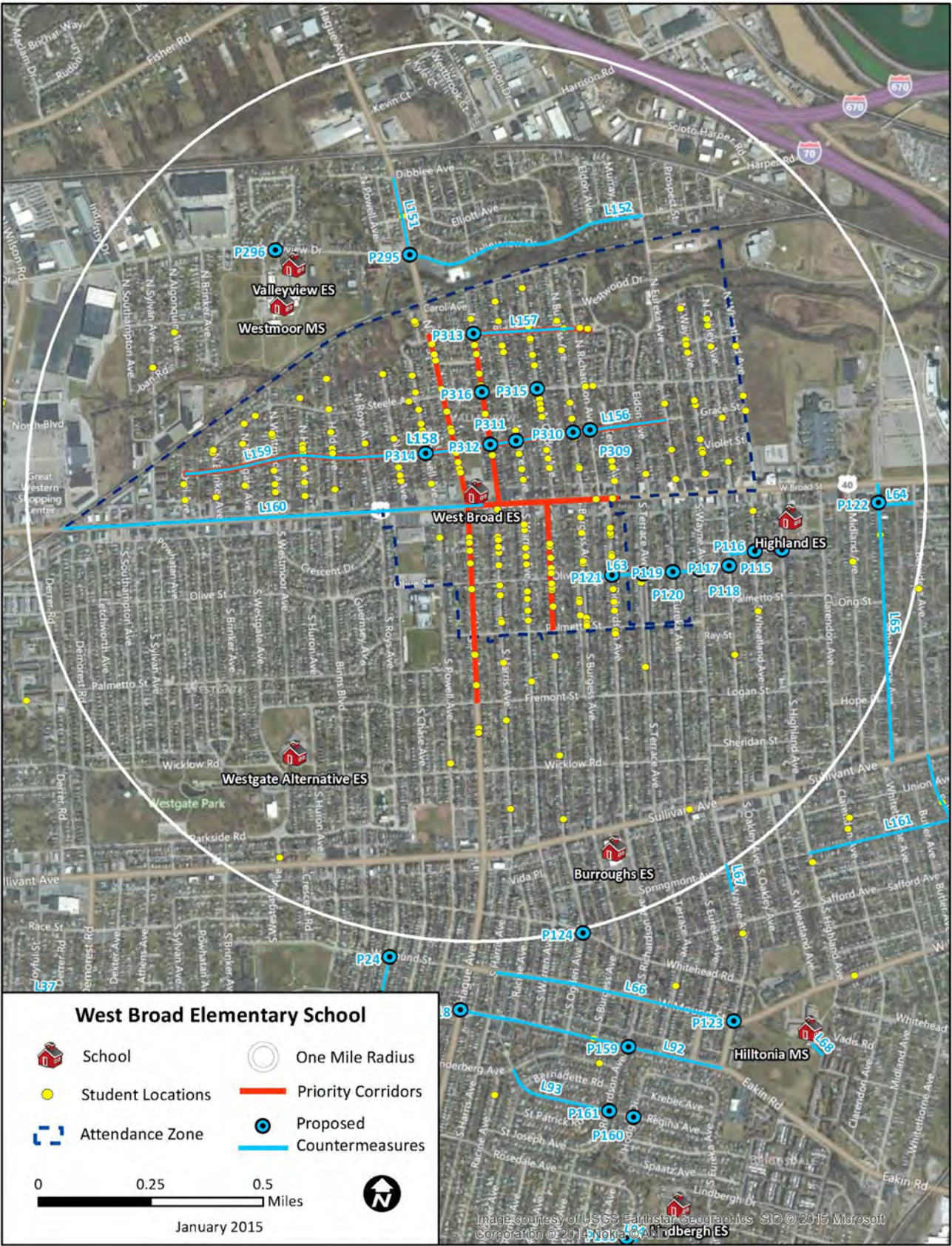
### Western Route

The western route extends north from the school along Hague Avenue to Ridge Avenue. It also follows Grace Street west of Hague Avenue to Orel Avenue and east to Harris Avenue. The following engineering countermeasures should be considered along this route:

- P314** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Grace Street and N. Powell Avenue.
- L158** - Fill the sidewalk gaps on Grace Street between Roys Avenue to Hague Avenue. Include ladder-style crosswalks with ADA-compliant curb ramps at all crossings.
- L159** - Add sidewalks on Grace Street between Orel Avenue to Roys Avenue (approximately 4,320 feet). Include ladder-style crosswalks with ADA-compliant curb ramps at all crossings.

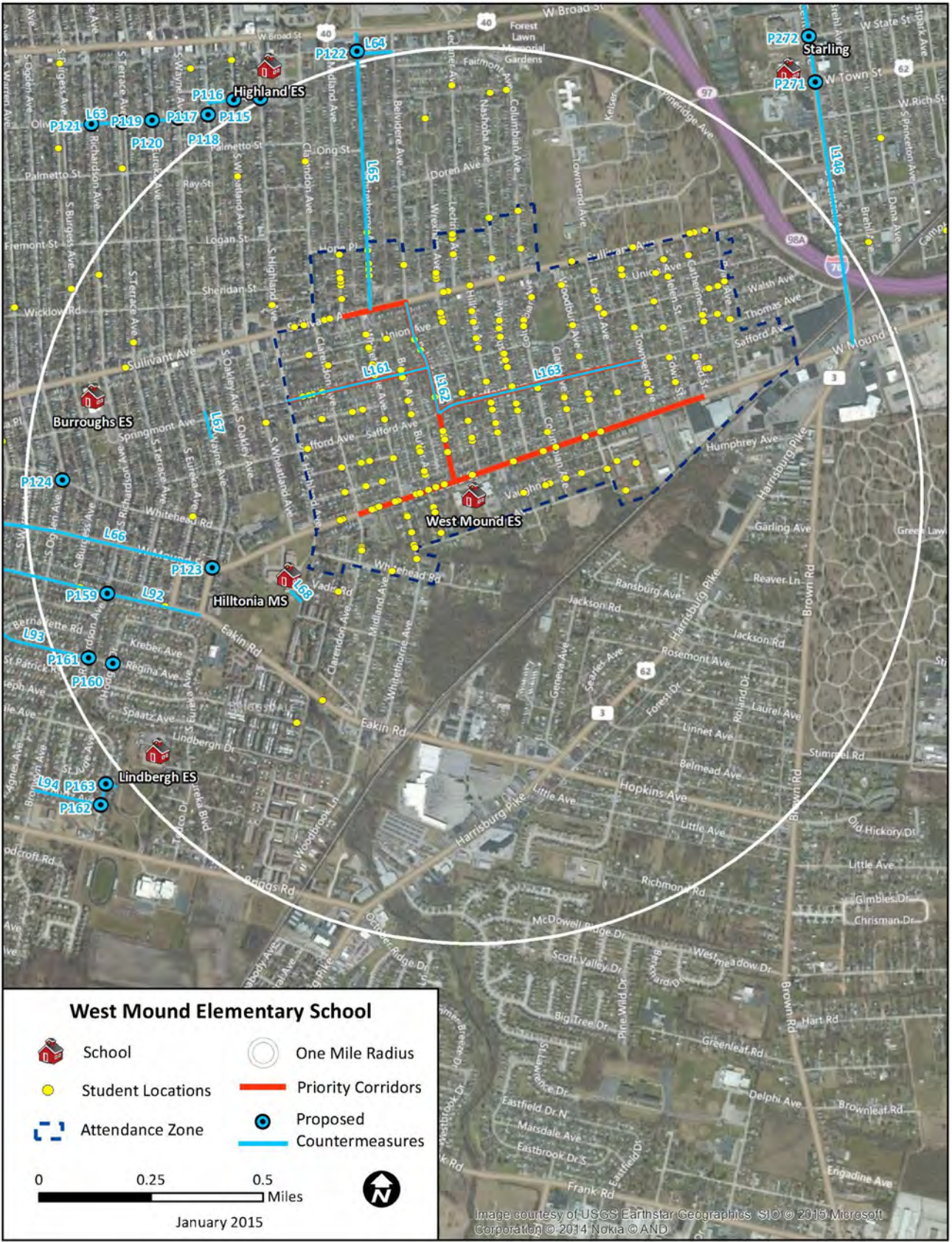
### Southeastern Route

The southeastern route extends east from the school along Broad Street to Terrace Avenue. It also follows Ogden Avenue south from Broad Street to Palmetto Street. There are no engineering countermeasures recommended along this route.





# WEST MOUND ELEMENTARY SCHOOL – 2051 W. MOUND STREET



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northern Route

The northern route extends north from the school along Belvidere Avenue to Sullivant Avenue and follows Sullivant Avenue west to Midland Avenue. It also follows Safford Avenue east from Belvidere Avenue to Townsend Avenue and follows Springmont Avenue west from Belvidere Avenue to Highland Avenue. The following engineering countermeasures should be considered along this route:

- L161** - Add sidewalks on Springmont Avenue between Highland Avenue and Belvidere Avenue (approximately 1,680 feet).
- L162** - Add sidewalks on Belvidere Avenue between Safford Avenue and Sullivant Avenue (approximately 2,750 feet).
- L163** - Add sidewalks on Safford Avenue between Belvidere Avenue and Townsend Avenue (approximately 2,480 feet).

### Eastern Route

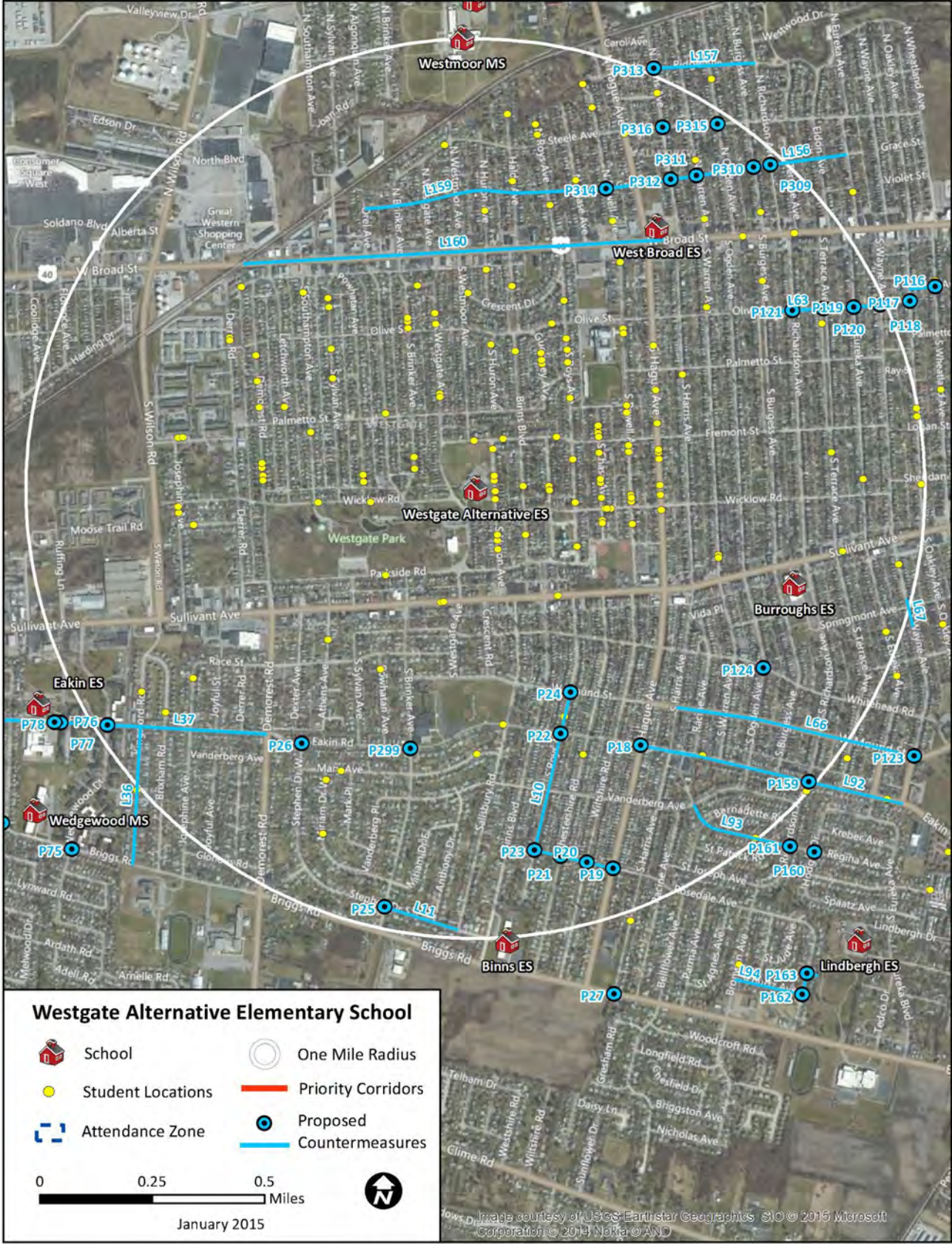
The eastern route extends east from the school along Mound Street to Reed Street. There are no engineering countermeasures recommended along this route.

### Western Route

The western route extends west from the school along Mound Street to Clarendon Avenue. There are no engineering countermeasures recommended along this route.



**WESTGATE ALTERNATIVE ELEMENTARY SCHOOL – 3080 WICKLOW ROAD**



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Westgate Alternative Elementary School is an alternative school that draws students from across the district. Due to this fact and a relative lack of students within 1 mile of the school, there are no priority corridors recommended. However, due to its proximity to Binns Elementary School, Eakin Elementary School, Lindbergh Elementary School, Wedgewood Middle School, West Broad Elementary School, and Westmoor Middle School, there may be countermeasures recommended for these schools that benefit students at Westgate Alternative Elementary School.



# WESTMOOR MIDDLE SCHOOL – 3001 VALLEYVIEW DRIVE

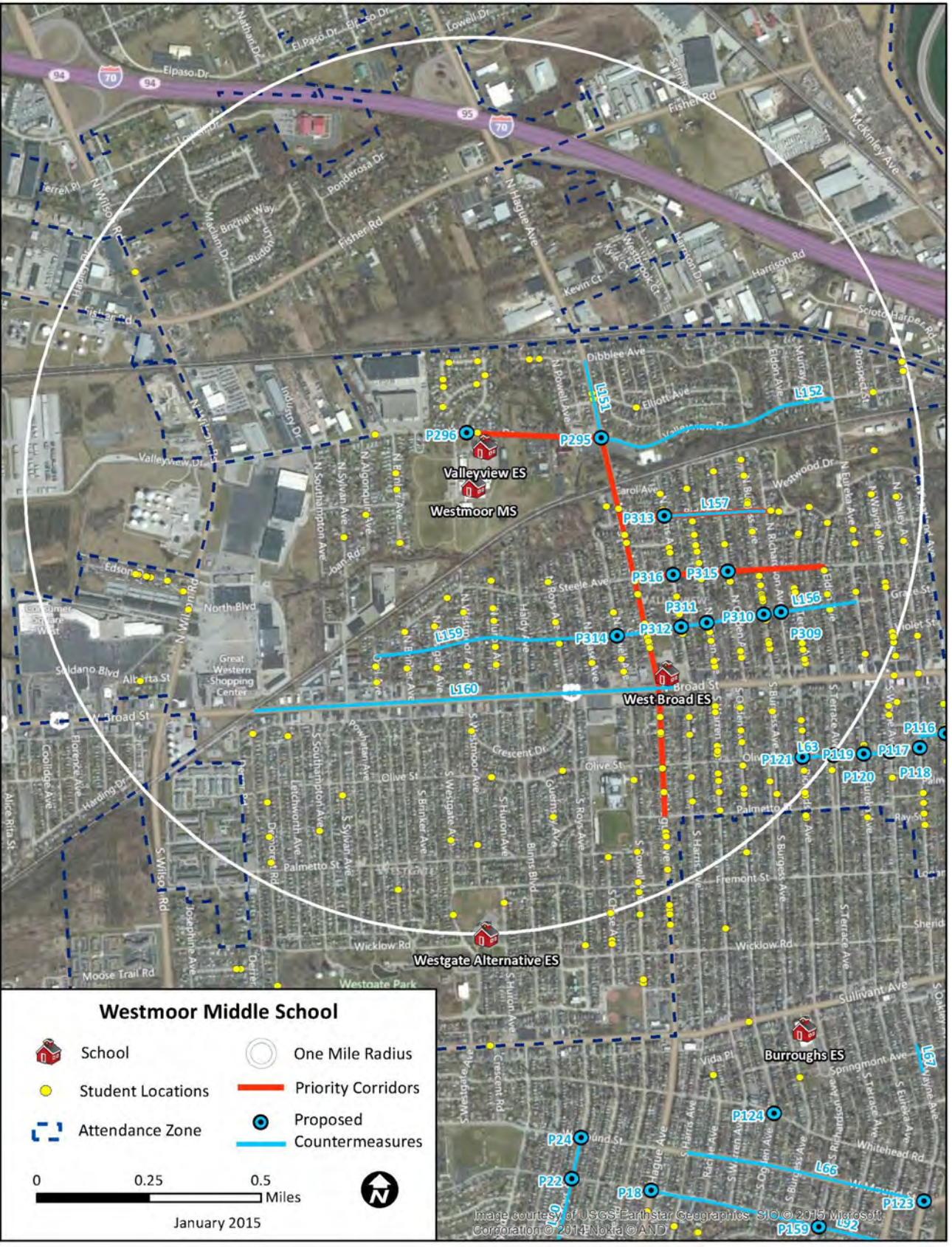
## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southeastern Route

The southeastern route extends east from the school along Valleyview Drive to Hague Avenue and follows Hague Avenue south to Palmetto Street. It also follows Steele Avenue east from Hague Avenue to Eldon Avenue and follows Ridge Avenue east from Hague Avenue to Richardson Avenue. The following engineering countermeasures should be considered along this route:

**P315** - Add ladder-style crosswalks at the intersection of N. Ogden Avenue and Steele Avenue.

**P316** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of N. Harris Avenue and Steele Avenue.





# WINDSOR STEM – 1219 E. 12TH AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Southern Route

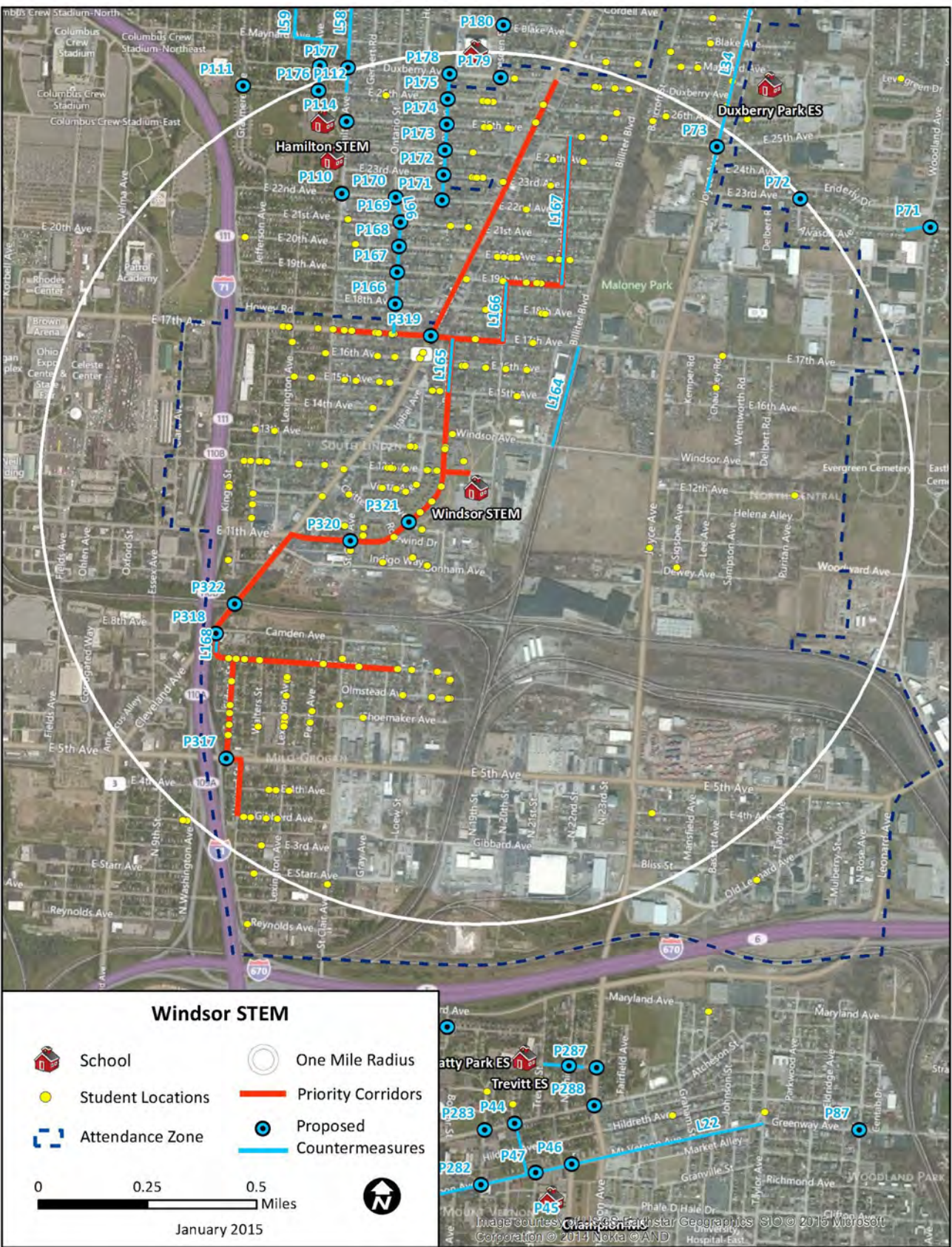
The southern route extends west from the school along 12th Avenue to Brooks Avenue. It then follows Brooks Avenue southwest to 11th Avenue, 11th Avenue west to Cleveland Avenue, Cleveland Avenue southwest to Leona Avenue, and Leona south and east to Wooley Avenue. It also follows Sidney Street south from Leona Avenue to Gibbard Avenue. The following engineering countermeasures should be considered along this route:

- P317** - Perform a signal analysis at the intersection of E. 5th Avenue and Sidney Street to determine if Sidney Street should be incorporated into the signal.
- P318** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Cleveland Avenue, Camden Avenue, and Leona Avenue.
- P320** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of E. 11th Avenue and St. Clair Avenue.
- P321** - Enhance the crossing at the intersection of Brooks Avenue and Chittenden Avenue by adding ladder-style crosswalks and pedestrian crossing signage.
- P322** - Add pedestrian lighting along Cleveland Avenue where it goes under the railroad.
- L168** - Add sidewalks on the east side of Leona Avenue, south of Cleveland Avenue (approximately 280 feet).

### Northern Route

The northern route extends west from the school along 12th Avenue to Brooks Avenue. It then follows Brooks Avenue north to 17th Avenue and 17th Avenue west to Hamilton Avenue. It also follows 17th Avenue east from Brooks Avenue to Louis Avenue, Louis Avenue north to 19th Avenue, 19th Avenue east to Gladstone Avenue, and Gladstone Avenue north to 25th Avenue. Additionally, it follows Cleveland Avenue north from 17th Avenue to Duxberry Avenue. The following engineering countermeasures should be considered along or near this route:

- P319** - Enhance the crossing at the intersection of Cleveland Avenue and 17th Avenue by adding ladder-style crosswalks and pedestrian crossing signage.
- L164** - Add a multi-purpose pathway along the old railroad line between Windsor Avenue and 17th Avenue (approximately 1,250 feet).
- L165** - Add sidewalks on Brooks Avenue between 15th Avenue and 17th Avenue (approximately 660 feet).
- L166** - Add sidewalks on Louis Avenue between 17th Avenue and 19th Avenue (approximately 720 feet).
- L167** - Add sidewalks on Gladstone Avenue between 19th Avenue and 25th Avenue (approximately 1,810 feet).





## WINTERSET ELEMENTARY SCHOOL – 4776 WINTERSET DRIVE

### PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

#### Western Route

The western route extends west from the school along Rayne Lane to Larwell Drive. It then follows Larwell Drive north to Moreland Drive, Moreland Drive west to Moreland Drive West, and Moreland Drive West south almost to Henderson Road. The following engineering countermeasures should be considered along this route:

**P323** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Larwell Drive and Moreland Drive.

**P324** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Rayne Lane and Larwell Drive.

#### Northeastern Route

The northeastern route extends north from the school along Winterset Drive to Weybridge Road. It then follows Weybridge Road east to just west of Kenny Road. The following engineering countermeasures should be considered along this route:

**P325** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Weybridge Road and Winterset Drive.

#### Southern Route

The southern route extends south from the school along Winterset Drive to Old Henderson Road. The following engineering countermeasures should be considered along this route:

**P326** - Add bumpouts and ladder-style crosswalks at the intersection of Winterset Drive and Henderson Road.

**L175** - Fill the sidewalk gaps on the west side of Winterset Drive south of Henderson Road to the existing sidewalk.

#### Eastern Route

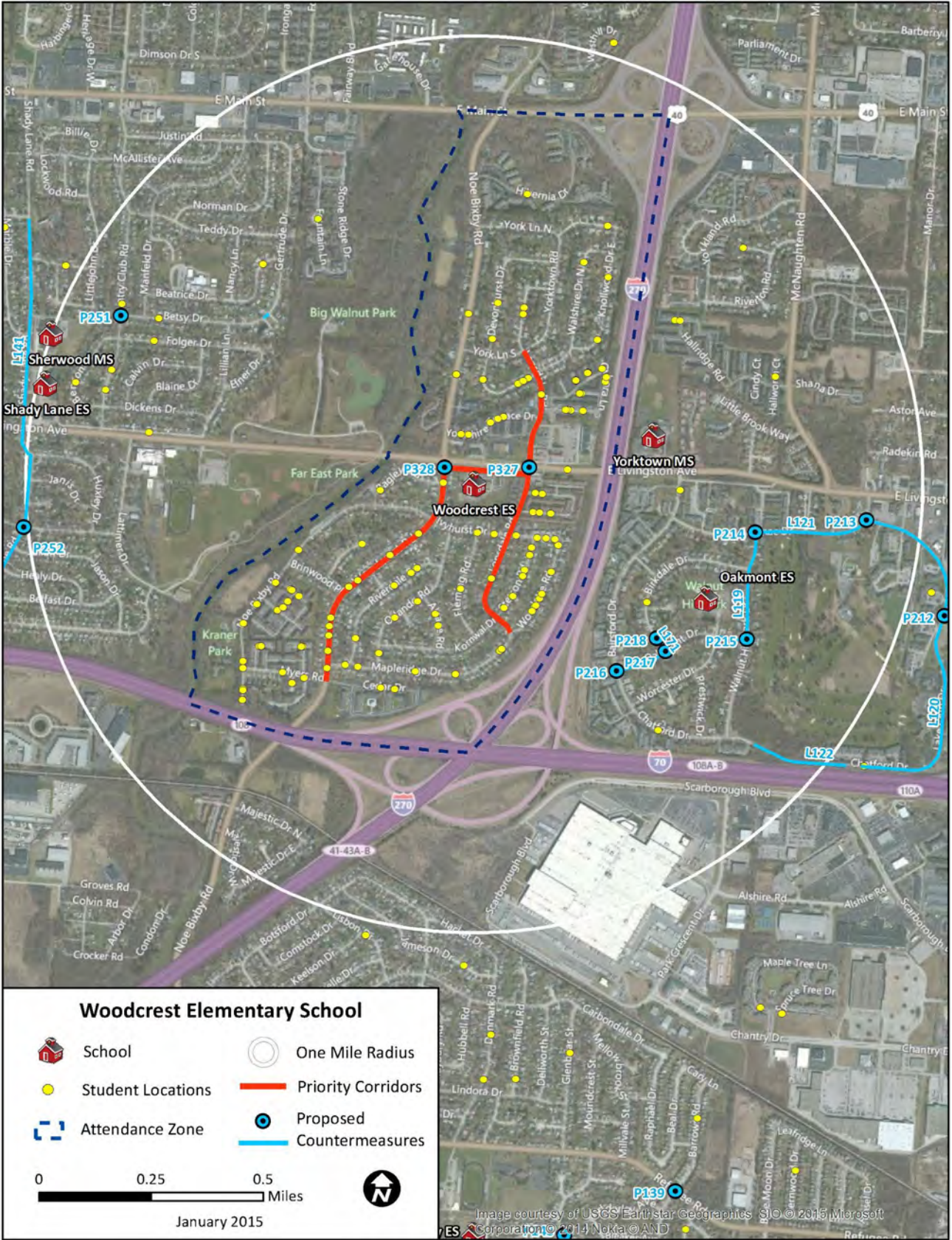
The eastern route extends east from the school along the pathway east of the school to Bunker Hill Boulevard. It then follows Bunker Hill Boulevard east to Kenny Road. The following engineering countermeasures should be considered along this route:

**L169** - Add a multi-purpose pathway along Bunker Hill Boulevard from west of Marblehead Court to Kenny Road (approximately 1,970 feet).





# WOODCREST ELEMENTARY SCHOOL – 5321 E. LIVINGSTON AVENUE



## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

**Northeastern Route**  
The northeastern route extends east from the school along the Livingston Avenue service road to Lonsdale Road and follows Lonsdale Road north to York Lane South/Yorktown Road. The following engineering countermeasures should be considered along this route:

**P327** - Add ladder-style crosswalks at the intersection of Lonsdale Road and E. Livingston Avenue.

**Southwestern Route**  
The southwestern route extends west from the school along the Livingston Avenue service road to Woodcrest Road and follows Woodcrest Road south to Myers Road. The following engineering countermeasures should be considered along this route:

**P328** - Add ladder-style crosswalks at the intersection of Woodcrest Road and the service road south of Livingston Avenue.

**Southeastern Route**  
The southeastern route extends east from the school along the Livingston Avenue service road to Lonsdale Road and follows Lonsdale Road south to Mapleridge Drive/Woodette Road. There are no engineering countermeasures recommended along this route.



# WOODWARD PARK MIDDLE SCHOOL – 5151 KARL ROAD

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

### Northwestern Route

The northwestern route extends west from the school along the pathway west of the school to Redwood Road. It then follows Redwood Road north to Vinewood Drive, Vinewood Drive west to Rockwood Road, Rockwood Road north to Satinwood Drive, and Satinwood Drive north to Arborwood Drive. The following engineering countermeasures should be considered along this route:

- P329** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Boxwood Drive and Redwood Road.
- P330** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Vinewood Drive and Redwood Road.
- P331** - Add ladder-style crosswalks with ADA-compliant curb ramps at the intersection of Vinewood Drive and Rockwood Road.
- P332** - Add ladder-style crosswalks at the intersection of Satinwood Drive and Rockwood Road.

### Southwestern Route

The southwestern route extends west from the school along the pathway southwest of the school to Ilo Drive. It then follows Ilo Drive south to Norma Road, Norma Road southeast to Atwater Drive, Atwater Drive south to Urban Drive, and Urban Drive west to Kingshill Drive. The following engineering countermeasures should be considered along this route:

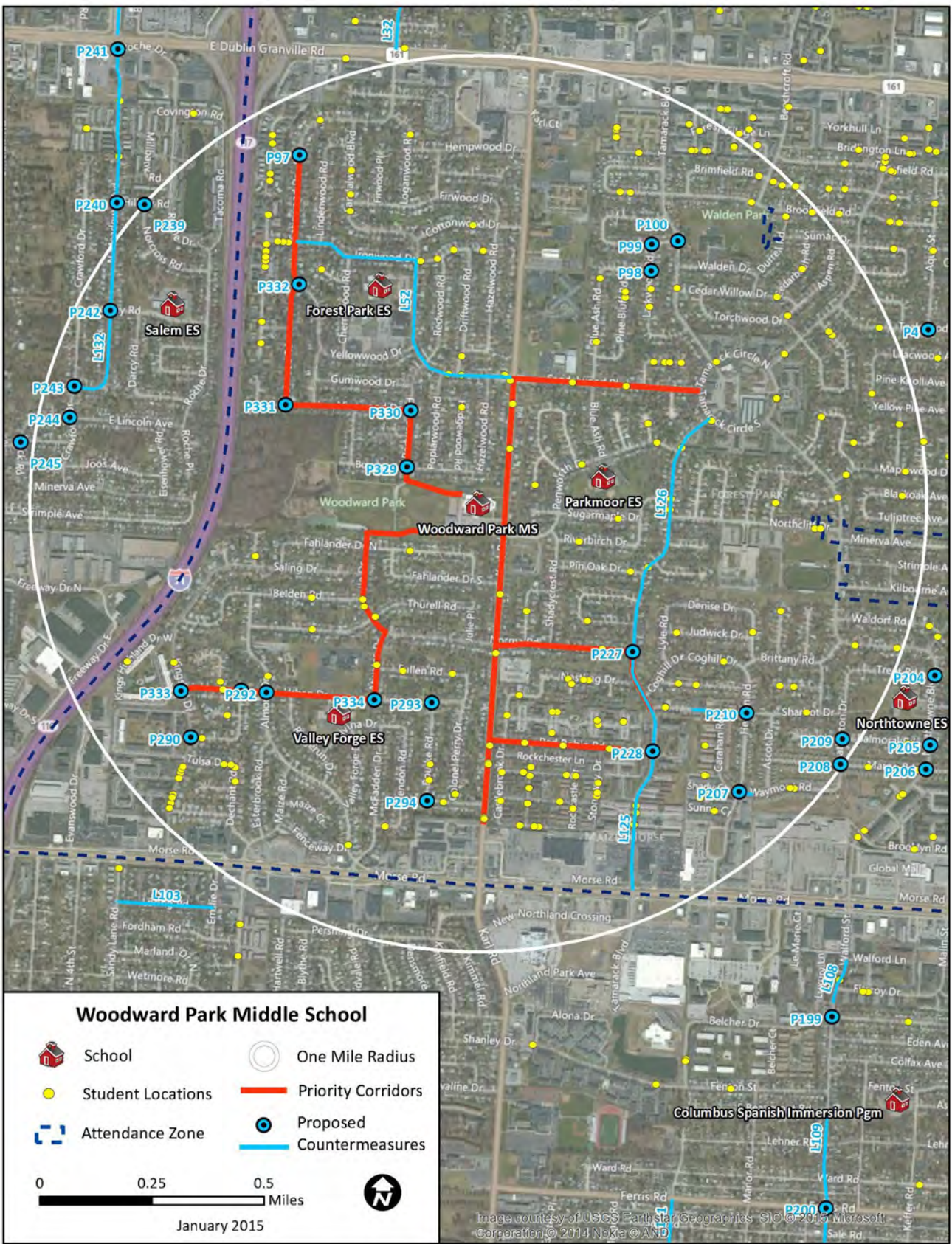
- P333** - Add ladder-style crosswalks at the intersection of Urban Drive and Kingshill Drive.
- P334** - Add ladder-style crosswalks at the intersection of Urban Drive and Atwater Drive.

### Southeastern Route

The southeastern route extends south from the school along Karl Road to just south of Merton Drive. It also extends east on Red Robin Road from Karl Road to Lodgelane Drive and east on Norma Road from Karl Road to Tamarack Boulevard and Tamarack Boulevard south to Sharbot Drive. There are no engineering countermeasures recommended along this route.

### Northeastern Route

The northeastern route extends north from the school along Karl Road to Sandalwood Place and follows Sandalwood Place east to Tamarack Circle. There are no engineering countermeasures recommended along this route.





# YORKTOWN MIDDLE SCHOOL – 5600 E. LIVINGSTON AVENUE

## PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

There are no priority corridors recommended for Yorktown Middle School. However, due to its proximity to Oakmont Elementary School and Woodcrest Elementary School, there may be countermeasures recommended for these schools that benefit students at Yorktown Middle School.





## ATTACHMENT 3: PLANNING-LEVEL COST ESTIMATES

The following pages display planning-level cost estimates for the infrastructure countermeasures recommended in this STP. These costs are for reference only and do not reflect all the costs that are provided in a Certified Cost Estimate, such as right-of-way acquisition costs, environmental costs, design costs, and survey costs.



Columbus SRTS - Planning Level Construction Cost Estimate (2014 Dollars)										
MAP ID	COUNTERMEASURE(S)	LOCATION	SCHOOL	PROJECT LENGTH	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
P1	Crosswalk	Sharon Woods & Jewett	Alpine Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
\$2,500										
P2	Crosswalk	Maple Canyon & Deewood	Alpine Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing
\$7,500										
P3	Crosswalk	Jewett & Maple Canyon	Alpine Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing
\$6,250										
L1	Build sidewalk	Maple Canyon (west side) - Jewett to Deewood	Alpine Elementary School	157.65	Sidewalks	Sq Ft	790	\$8	\$6,400	Proposed 5' sidewalk for 1 side
\$6,400										
L2	Build sidewalk	Skywae - Schrock, south 260 ft	Alpine Elementary School	259.01	Sidewalks	Sq Ft	1300	\$8	\$10,400	Proposed 5' sidewalk for 1 side
\$10,400										
P4	Crosswalk	Teakwood & Aqua	Avalon Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
\$2,500										
L3	Fill in sidewalk gaps	Cleveland (west side) - Woodley to Minerva Lake	Avalon Elementary School	150.00	Sidewalks	Sq Ft	750	\$8	\$6,000	Proposed 5' sidewalk for 1 side
\$6,000										
P5	Bumpout and crosswalk	Rich & Avondale	Avondale Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	ladder-style crosswalk striping
\$105,000										
P6	Bumpout and crosswalk	Rich & Hawkes	Avondale Elementary School		Curb Extensions - Full Corner	Each	2	\$25,000	\$50,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Curb Extensions - Partial Corner	Each	2	\$20,000	\$40,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
\$95,000										
P7	Add 3-way stop (all legs stop)	Town & Avondale	Avondale Elementary School		Signage	Each	3	\$500	\$1,500	1 Sign in each direction of travel = 3 signs
\$1,500										
P8	Crosswalk	Town & Dakota	Avondale Elementary School		Crosswalk Striping	Each	6	\$1,250	\$7,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	12	\$2,500	\$30,000	New ADA curb ramp, for a total of 2 per crossing
					Sidewalks	Sq Ft	110	\$8	\$880	Fill sidewalk gaps through boulevard (approximately 55 feet, each side).
\$38,380										
P9	Crosswalk	Avondale & State	Avondale Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
\$1,250										
L4	Potential Road Diet	Broad - I-70 to SR 315	Avondale Elementary School	7391.30	Road Diet	Mile	1.40	\$51,000	\$71,400	Estimate includes removal of pavement markings, proposed pavement markings, and signing for lanes and bike lanes. Estimate based on one-mile section with removal of 5280' of lane line (x 2 directions) @ \$1/ft, removal of 5280' of centerline @ \$1/ft, proposed 1 mile of centerline (x 2 for TWLTL) @ \$6k/mile, proposed 1 mile of edgeline (x 2 for each direction), proposed arrows in TWLTL (2 at each intersection from each approach - intersections assumed 750' apart equaling 4 arrows every 750' = 28 arrows per mile) @ \$100 each, proposed bike marking & bike lane arrow (assumed 1 bike marking and arrow between each intersection, in each direction = 14 bike markings @ \$300 each and 14 arrows @ \$40 each) per mile, proposed sign (one each direction between each intersection every 750 feet = 14 signs @ \$400 each). = \$51000 total per mile for road diet and bike lanes
\$71,400										
L5	Bike facility	Glenwood - Broad to Mound	Avondale Elementary School, Starling K-8 School	3972.32	Bike Facility	N/A	1	\$0	\$0	
\$0										
P10	Crosswalk	Berwick & Kenwick	Berwick Alternative School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
\$12,500										
P11	Crosswalk	Severn & Berwick	Berwick Alternative School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
\$12,500										
P12	Crosswalk	Roosevelt & Schaaf	Berwick Alternative School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
\$12,500										
P13	Crosswalk	Roosevelt & Stafford	Berwick Alternative School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
\$12,500										
P14	Crosswalk	Scottwood & Wakefield W	Berwick Alternative School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	3	\$2,500	\$7,500	New ADA curb ramp, for a total of 2 per crossing
\$10,000										
P15	Crosswalk	Scottwood & Wakefield E	Berwick Alternative School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	3	\$2,500	\$7,500	New ADA curb ramp, for a total of 2 per crossing
\$10,000										
P16	Crosswalk	Scottwood & Kenwick	Berwick Alternative School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
\$25,000										
P17	Crosswalk	Scottwood & James	Berwick Alternative School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
\$5,000										
L6	Build sidewalk	Roosevelt/Schaaf - Floribunda to Rose View	Berwick Alternative School	1344.69	Sidewalks	Sq Ft	6730	\$8	\$53,900	Proposed 5' sidewalk for 1 side
\$53,900										
L7	Build sidewalk	Kenwick - Scottwood to Kenview	Berwick Alternative School	2544.51	Sidewalks	Sq Ft	12730	\$8	\$101,900	Proposed 5' sidewalk for 1 side
\$101,900										
L8	Build sidewalk; Bike facility	Scottwood - Roosevelt to James	Berwick Alternative School	3102.08	Sidewalks	Sq Ft	15520	\$8	\$124,200	Proposed 5' sidewalk for 1 side
					Bike Facility	N/A	1	\$0	\$0	
\$124,200										
L9	Build sidewalk	Severn/Berwick/Kenwick - Scottwood to Dover/Haddon	Berwick Alternative School	3169.51	Sidewalks	Sq Ft	15850	\$8	\$126,800	Proposed 5' sidewalk for 1 side
\$126,800										
P18	Bumpouts and crosswalk	Hague & Eakin	Binns Elementary School		Curb Extensions - Full Corner	Each	2	\$25,000	\$50,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Curb Extensions - Partial Corner	Each	1	\$20,000	\$20,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
\$75,000										
P19	Crosswalk	Rosedale & Hague	Binns Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
\$5,000										
P20	Crosswalk	Rosedale & Wiltshire	Binns Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
\$25,000										
P21	Crosswalk	Rosedale & Chestershire	Binns Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
\$25,000										
P22	Crosswalk	Roys & Eakin	Binns Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
\$25,000										
P23	Crosswalk	Roys & Rosedale	Binns Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	\$2,500	\$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
\$18,750										
P24	Crosswalk	Roys & Mound	Binns Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
\$25,000										
P25	Crosswalk	Stephen & Brinker	Binns Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	3	\$2,500	\$7,500	New ADA curb ramp, for a total of 2 per crossing
\$10,000										



Columbus SRTS - Planning Level Construction Cost Estimate (2014 Dollars)											
MAP ID	COUNTERMEASURE(S)	LOCATION	SCHOOL	PROJECT LENGTH	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES	
P26	Crosswalk	Eakin & Stephen	Binns Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping	
									\$2,500		
P27	Improve Ped Signal to RRFB	Briggs & Harris	Binns Elementary School		RRFB	Each	1	\$20,000	\$20,000	One proposed RRFB	
									\$20,000		
L10	Build sidewalk	Roys - Rosedale to Mound	Binns Elementary School	1757.00	Sidewalks	Sq Ft	8790	\$8	\$70,400	Proposed 5' sidewalk for 1 side	
									\$70,400		
L11	Fill in sidewalk gaps	Stephen - Brinker to Salisbury	Binns Elementary School	630.00	Sidewalks	Sq Ft	3150	\$8	\$25,200	Proposed 5' sidewalk for 1 side	
									\$25,200		
L12	Build sidewalk	Rosedale - Roys to Hague	Binns Elementary School	945.48	Sidewalks	Sq Ft	4730	\$8	\$37,900	Proposed 5' sidewalk for 1 side	
									\$37,900		
P28	Crosswalk	Gould & Ruhl	Broadleigh Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	6	\$2,500	\$15,000	New ADA curb ramp, for a total of 2 per crossing	
P29	Crosswalk	Maryland & Gould	Broadleigh Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing	
P30	Crosswalk	Maryland & Harding	Broadleigh Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping	
					New/Reconstructed ADA Curb Ramp	Each	6	\$2,500	\$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing	
P31	Crosswalk	Maryland & Virginiale	Broadleigh Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing	
L13	Build sidewalk; Bike facility	Gould - Broad to Allegheny	Broadleigh Elementary School	1730.00	Sidewalks	Sq Ft	8650	\$8	\$69,200	Proposed 5' sidewalk for 1 side	
				3612.80	Bike Facility	N/A	1	\$0	\$0		
L14	Pedestrian street	Maryland - James to Waverly	Broadleigh Elementary School	1428.65		Each	1	\$16,800	\$16,800	Ped Street (10' width striped out with edge line and transverse striping @ 24' spacing)-> 1429' striped roadway @ \$6,953; 3 crosswalks @ \$1,250 each; 4 One-Way Signs, 4 Do Not Enter signs, 4 No Parking/Peds Only/No Driving signs @ \$500/Sign = \$6000. Total estimate of approx \$16,800	
									\$16,800		
P32	Improve Intersection to accommodate Pedestrians	Parsons & Hilock	Buckeye Middle School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping	
					Signage	Each	4	\$500	\$2,000	*Curb ramps and southern leg crossing (paint and signage) included in Parsons Ave Sidewalk Project	
P33	Crosswalk	Hilock & Champion	Buckeye Middle School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	3	\$2,500	\$7,500	New ADA curb ramp, for a total of 2 per crossing	
P34	Crosswalk	Hilock & Lewis	Buckeye Middle School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing	
P35	Improve Ped Signal to RRFB	Parsons & Ziegler	Buckeye Middle School		RRFB	Each	1	\$20,000	\$20,000	One proposed RRFB	
									\$20,000		
L15	Build sidewalk; Bike facility	Hilock - Parsons to Champion	Buckeye Middle School	3553.09	Sidewalks	Sq Ft	17770	\$8	\$142,200	Proposed 5' sidewalk for 1 side	
					Bike Facility	N/A	1	\$0	\$0		
L16	Build sidewalk	Ziegler - Lee Ellen, west 130 ft (fill gaps)	Buckeye Middle School	132.02	Sidewalks	Sq Ft	670	\$8	\$5,400	Proposed 5' sidewalk for 1 side	
									\$5,400		
L17	Build sidewalk	Ziegler - High, east 800 ft	Buckeye Middle School	1609.87	Sidewalks	Sq Ft	8050	\$8	\$64,400	Proposed 5' sidewalk for 2 sides	
									\$64,400		
P36	Crosswalk	Gatewood & Cheryl	Cassady Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing	
P37	Crosswalk	Gatewood & Monmouth	Cassady Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing	
P38	Crosswalk	Gatewood & Chelford	Cassady Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping	
									\$2,500		
P39	Crosswalk	Abney Rd & Bartfield Dr/Edendale Rd	Cedarwood Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping	
									\$2,500		
P40	Crosswalk	Christie Rd E & Bartfield Dr	Cedarwood Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping	
									\$3,750		
P41	Crosswalk	Bradwell Dr & Edendale Rd	Cedarwood Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping	
									\$3,750		
P42	Crosswalk	Edendale Rd & Harland Dr	Cedarwood Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping	
									\$3,750		
P43	Add Pedestrian Signal & sidewalk connection	Harland Dr & Parsons Ave	Cedarwood Elementary School		RRFB	Each	1	\$20,000	\$20,000		
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing	
					60.00 Sidewalks	Sq Ft	300	\$8	\$2,400	Proposed 5' sidewalk for 2 sides	
L19	Build sidewalk	Ashwood - Parsons to Abney	Cedarwood Elementary School	2022.40	Sidewalks	Sq Ft	10120	\$8	\$81,000	Proposed 5' sidewalk for 2 sides	
									\$81,000		
L20	Build sidewalk	Harland - Parsons, east	Cedarwood Elementary School	252.97	Sidewalks	Sq Ft	1270	\$8	\$10,200	Proposed 5' sidewalk for 1 side	
									\$10,200		
P44	Crosswalk	Ellison & Atcheson	Champion Middle School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping	
									\$3,750		
P45	Bumpout and crosswalk	Ohio (@ alley)	Champion Middle School		Curb Extensions - Partial Corner	Each	2	\$20,000	\$40,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner	
					Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping	
P46	Bumpout and crosswalk	Mt. Vernon & Ohio	Champion Middle School		Curb Extensions - Full Corner	Each	2	\$25,000	\$50,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner	
					Curb Extensions - Partial Corner	Each	2	\$20,000	\$40,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner	
					Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping	
									\$91,250		
P47	Enhance Crossing and add Bumpouts	Mt. Vernon & N. 22nd	Champion Middle School		Curb Extensions - Full Corner	Each	2	\$25,000	\$50,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner	
					Curb Extensions - Partial Corner	Each	2	\$20,000	\$40,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner	
					Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping	
					Signage	Each	3	\$500	\$1,500		
L21	Pedestrian street	Alley between 20th & Ohio - Mt. Vernon to Atcheson	Champion Middle School	585.62		Each	1	\$12,700	\$12,700	Ped Street (10' width striped out with edge line and transverse striping @ 24' spacing)-> 586' striped roadway @ \$2,852; 3 crosswalks @ \$1,250 each; 4 One-Way Signs, 4 Do Not Enter signs, 4 No Parking/Peds Only/No Driving signs @ \$500/Sign = \$6000. Total estimate of approx \$12,700	
									\$12,700		
L22	Bike facility	Mt. Vernon - I-71 to Taylor	Champion Middle School	7014.04	Bike Facility	N/A	1	\$0	\$0		
									\$0		
L23	Build sidewalk	Ohio - Mt. Vernon to Long (fill gaps)	Champion Middle School	308.33	Sidewalks	Sq Ft	1550	\$8	\$12,400	Proposed 5' sidewalk for 1 side	
									\$12,400		
P48	Crosswalk	Clinton Heights Ave & Calumet St	Clinton Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
									\$5,000		



Columbus SRTS - Planning Level Construction Cost Estimate (2014 Dollars)										
MAP ID	COUNTERMEASURE(S)	LOCATION	SCHOOL	PROJECT LENGTH	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
P49	Crosswalk	Calumet & California	Clinton Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing
									\$7,500	
P50	Crosswalk	Calumet St & E Weber Rd	Clinton Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$5,000	
P51	Crosswalk	Olentangy St & Calumet St	Clinton Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing
									\$10,000	
L24	Traffic Calming Analysis	Calumet - Arcadia to E. North Broadway	Clinton Elementary School		Traffic Calming Analysis	Each	1	\$0	\$0	Additional information will be needed.
									\$0	
P52	Crosswalk	Wetmore Rd & Sharon Ave	Colerain Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P53	Crosswalk	Sharon & Beaumont	Colerain Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P54	Crosswalk	Sharon & Garden	Colerain Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P55	Crosswalk	E Weisheimer Rd & Colerain Ave	Colerain Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P56	Pedestrian Crossing Analysis	Morse & Sharon	Colerain Elementary School		Pedestrian Crossing Analysis	Each	1	\$0	\$0	Additional information will be needed.
									\$0	
P57	Crosswalk	Sharon & Jeffrey	Colerain Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$5,000	
P58	Crosswalk	Sharon Ave & E Royal Forest Blvd	Colerain Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P59	Crosswalk	Sharon Ave & E Beechwold Blvd	Colerain Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
L25	Build sidewalk	Weisheimer/Sharon - school to Morse	Colerain Elementary School	3703.48	Sidewalks	Sq Ft	18520	\$8	\$148,200	Proposed 5' sidewalk for 1 side
									\$148,200	
L26	Build sidewalk	Colerain - Weisheimer to Schreyer	Colerain Elementary School	962.86	Sidewalks	Sq Ft	4820	\$8	\$38,600	Proposed 5' sidewalk for 1 side
									\$38,600	
L27	Build sidewalk	Weisheimer - Colerain to Indianola (fill gaps)	Colerain Elementary School	1136.04	Sidewalks	Sq Ft	5690	\$8	\$45,600	Proposed 5' sidewalk for 1 side
									\$45,600	
P60	Crosswalk	Reis & Melrose	Como Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$5,000	
P61	Crosswalk	E Como Ave & Grasmere Ave	Como Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P62	Crosswalk	Como & Howey	Como Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P63	Crosswalk	E Como Ave & Atwood Ter	Como Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P64	Crosswalk	E Como Ave & Hiawatha St	Como Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P65	Crosswalk	Azelda Ave & E Como Ave	Como Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P66	Crosswalk	Como & Pontiac	Como Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P67	Crosswalk	E Longview Ave & Reis Ave	Como Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing
									\$10,000	
L28	Build sidewalk	Osceola - Weber to Akola (fill gaps)	Como Elementary School	2297.91	Sidewalks	Sq Ft	11490	\$8	\$92,000	Proposed 5' sidewalk for 1 side
									\$92,000	
L29	Build sidewalk	Beulah - Edgar, north (fill gaps)	Como Elementary School	428.74	Sidewalks	Sq Ft	2150	\$8	\$17,200	Proposed 5' sidewalk for 1 side
									\$17,200	
L30	Build sidewalk	Reis - Wainwright to North Broadway	Como Elementary School	1487.90	Sidewalks	Sq Ft	7440	\$8	\$59,600	Proposed 5' sidewalk for 1 side
									\$59,600	
L31	Build sidewalk	Como - Reis to McGuffey	Como Elementary School	2887.96	Sidewalks	Sq Ft	14440	\$8	\$115,600	Proposed 5' sidewalk for 1 side
									\$115,600	
P68	Crosswalk	Northgap Dr & Ambleside Dr	Devonshire Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
									\$3,750	
P69	Crosswalk	Ambleside Dr & Sunderland Dr	Devonshire Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$12,500	
L32	Bike facility	Ambleside - 161 to Schrock	Devonshire Elementary School	8052.32	Bike Facility	N/A	1	\$0	\$0	
									\$0	
P70	Crosswalk	Dominion & Ingham	Dominion Middle School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
									\$12,500	
L33	Build sidewalk	Dominion - Sharon to High	Dominion Middle School	3280.80	Sidewalks	Sq Ft	16410	\$8	\$131,300	Proposed 5' sidewalk for 1 side
									\$131,300	
L34	Build sidewalk	Joyce - E 23rd to Hudson	Duxberry Park Elementary	2464.08	Sidewalks	Sq Ft	12330	\$8	\$98,700	Proposed 5' sidewalk for 1 side
									\$98,700	
L35	Build sidewalk	Argyle - Woodland west to existing	Duxberry Park Elementary	581.71	Sidewalks	Sq Ft	2910	\$8	\$23,300	Proposed 5' sidewalk for 2 sides
									\$23,300	
P71	Pedestrian Crossing Analysis	Argyle & Woodland	Duxberry Park Elementary School		Pedestrian Crossing Analysis	Each	1	\$0	\$0	Additional information will be needed.
									\$0	
P72	Crosswalk	Dysart Ave & E 23Rd Ave	Duxberry Park Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	Reconstructed ADA curb ramp
									\$12,500	
P73	Crosswalk	E 25Th Ave & Joyce Ave	Duxberry Park Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P74	Bumpout	E Hudson St & Joyce Ave	Duxberry Park Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$105,000	
P75	Crosswalk	Briggs Rd & Wedgewood Dr	Eakin Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	6	\$2,500	\$15,000	New ADA curb ramp, for a total of 2 per crossing
									\$20,000	
P76	Enhance Crossing	Eakin & Wedgewood	Eakin Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					Signage	Each	4	\$500	\$2,000	
									\$7,000	
P77	Crosswalk and curb ramps	Eakin @ alley east of school (N side)	Eakin Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing



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MAP ID	COUNTERMEASURE(S)	LOCATION	SCHOOL	PROJECT LENGTH	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
									\$6,250	
P78	Curb ramps	Eakin @ school	Eakin Elementary School		New/Reconstructed ADA Curb Ramp	Each	2	\$2,500	\$5,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$5,000	
L36	Build sidewalk	Kingsford - Eakin to Briggs	Eakin Elementary School	1615.75	Sidewalks	Sq Ft	8080	\$8	\$64,700	Proposed 5' sidewalk for 1 side
									\$64,700	
L37	Bike facility	Eakin - Holly Hill to Demorest	Eakin Elementary School	3763.29	Bike Facility	N/A	1	\$0	\$0	
									\$0	
P79	Bumpouts and crosswalk	Rarig and E 10th	East Columbus Elementary School		Curb Extensions - Full Corner	Each	2	\$25,000	\$50,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Curb Extensions - Partial Corner	Each	2	\$20,000	\$40,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner
					Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
P80	Crosswalk	Gould & 6th	East Columbus Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
									\$15,000	
P81	Enhance Crossing	5th & Cassidy	East Columbus Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					Signage	Each	4	\$500	\$2,000	
									\$7,000	
L38	Build sidewalk	Gould - 6th Ave to 7th Ave	East Columbus Elementary School	289.19	Sidewalks	Sq Ft	1450	\$8	\$11,600	Proposed 5' sidewalk for 1 side
									\$11,600	
L39	Build sidewalk	6th - Krumm, west	East Columbus Elementary School	303.42	Sidewalks	Sq Ft	1520	\$8	\$12,200	Proposed 5' sidewalk for 1 side
									\$12,200	
L40	Build sidewalk	Alton - 7th to 10th	East Columbus Elementary School	1025.15	Sidewalks	Sq Ft	5130	\$8	\$41,100	Proposed 5' sidewalk for 1 side
									\$41,100	
P82	Crosswalk	Woodland Ave & Minnesota Ave	East Linden Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
									\$2,500	
P83	Crosswalk	Perdue Ave & Aberdeen Ave	East Linden Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P84	Bumpout and crosswalk	Agler Rd & Perdue Ave	East Linden Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$105,000	
L41	Build sidewalk	Woodland - Myrtle to Earl (fill gaps)	East Linden Elementary School	75.63	Sidewalks	Sq Ft	380	\$8	\$3,100	Proposed 5' sidewalk for 1 side
									\$3,100	
L42	Build sidewalk	Myrtle & Rankin	East Linden Elementary School	928.70	Sidewalks	Sq Ft	4650	\$8	\$37,200	Proposed 5' sidewalk for 1 side
									\$37,200	
L43	Build sidewalk	Aberdeen - Perdue to end	East Linden Elementary School	429.55	Sidewalks	Sq Ft	2150	\$8	\$17,200	Proposed 5' sidewalk for 1 side
									\$17,200	
L44	Build sidewalk	Parkwood just north of Agler	East Linden Elementary School	346.75	Sidewalks	Sq Ft	1740	\$8	\$14,000	Proposed 5' sidewalk for 1 side
									\$14,000	
P85	Crosswalk	Chancery Way & Maryland Ave	Eastgate Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
									\$12,500	
P86	Crosswalk	Greenway Ave N & Stratford Way	Eastgate Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
									\$2,500	
P87	Bumpouts and crosswalk	Woodland Ave & Greenway Ave	Eastgate Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$105,000	
L45	Build sidewalk	Chancery - Maryland to Stratford	Eastgate Elementary School	576.59	Sidewalks	Sq Ft	2890	\$8	\$23,200	Proposed 5' sidewalk for 1 side
									\$23,200	
L46	Build sidewalk	Stratford, west of Greenway	Eastgate Elementary School	177.20	Sidewalks	Sq Ft	890	\$8	\$7,200	Proposed 5' sidewalk for 1 side
									\$7,200	
P88	Bumpouts and crosswalk	Courtright Rd & Petzinger Rd	Easthaven Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$105,000	
P89	Crosswalk	Meridian Rd & New Village Rd	Easthaven Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
									\$3,750	
L47	Build sidewalk	Petzinger - New Village to Courtside	Easthaven Elementary School	4033.75	Sidewalks	Sq Ft	20170	\$8	\$161,400	Proposed 5' sidewalk for 2 sides
									\$161,400	
P90	Raised Intersection with Enhanced Crosswalks	Fair & Ashburton	Fairmoor Elementary School		Raised Intersection	Each	1	\$18,000	\$18,000	Proposed raised intersection with asphalt pavement (313 sy @ \$45/sy = \$14,085); pavement removal (69 sq @ 30/sy = \$2070), 40' of stop bars @ \$15/ft = \$600; "shark teeth" markings for raised intersection (8 @ \$150 each = \$12000). Total approx \$18,000
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	\$2,500	\$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
					Signage	Each	4	\$500	\$2,000	
									\$40,000	
P91	Bumpout	Mayfair Park Pl & S Ashburton Rd	Fairmoor Elementary School		Curb Extensions - Full Corner	Each	1	\$25,000	\$25,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Curb Extensions - Partial Corner	Each	2	\$20,000	\$40,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner
									\$65,000	
P92	Bumpout	Mayfair Park Pl & Mayfair Blvd	Fairmoor Elementary School		Curb Extensions - Full Corner	Each	2	\$25,000	\$50,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Curb Extensions - Partial Corner	Each	2	\$20,000	\$40,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner
									\$90,000	
P93	Crosswalk	Mayfair Blvd	Fairmoor Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P94	Crosswalk	Mayfair Blvd & Elbern Ave	Fairmoor Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P95	Crosswalk	S Weyant Ave & Plymouth Ave	Fairmoor Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$25,000	
L48	Bike facility	Mayfair Park - Ashburton to Hampton	Fairmoor Elementary School	767.17	Bike Facility	N/A	1	\$0	\$0	
									\$0	
L49	Bike facility	Mayfair - Mayfair Park to Ashburton	Fairmoor Elementary School	2889.73	Bike Facility	N/A	1	\$0	\$0	
									\$0	
P96	Bumpout	Fairwood & Mound	Fairwood Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
									\$100,000	
L50	Build sidewalk	Kent - Berkeley to Seymour (fill gaps)	Fairwood Elementary School	114.06	Sidewalks	Sq Ft	580	\$8	\$4,700	Proposed 5' sidewalk for 1 side
									\$4,700	
L51	Bike facility	Fairwood - Watkins to Franklin Park	Fairwood Elementary School	21290.92	Bike Facility	N/A	1	\$0	\$0	
									\$0	



Columbus SRTS - Planning Level Construction Cost Estimate (2014 Dollars)										
MAP ID	COUNTERMEASURE(S)	LOCATION	SCHOOL	PROJECT LENGTH	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
P97	Crosswalk	Satinwood Dr & Arborwood Dr	Forest Park Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
									\$2,500	
P98	Crosswalk	Blue Ash & Larkwood	Forest Park Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
									\$2,500	
P99	Crosswalk	Larkwood & Rocky Pine Loop S	Forest Park Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
									\$3,750	
P100	Crosswalk	Tamarack Blvd & Rocky Pine Loop S	Forest Park Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	6	\$2,500	\$15,000	New ADA curb ramp, for a total of 2 per crossing
									\$18,750	
L52	Bike facility	Sandalwood and Ironwood	Forest Park Elementary School	3791.40	Bike Facility	N/A	1	\$0	\$0	
									\$0	
P101	Pedestrian Crossing Analysis	Godown & Slade	Gables Elementary School		Pedestrian Crossing Analysis	Each	1	\$0	\$0	Additional information will be needed.
									\$0	
P102	Crosswalk	Slade & Portland	Gables Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
									\$3,750	
P103	Crosswalk	Drew & Willoughby	Gables Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
									\$2,500	
L53	Build sidewalk	Godown - Bethel to Slade	Gables Elementary School	591.45	Sidewalks	Sq Ft	2960	\$8	\$23,700	Proposed 5' sidewalk for 1 side
									\$23,700	
L54	Build sidewalk	Godown - Lorraine to Lane on the Lake	Gables Elementary School	4615.79	Sidewalks	Sq Ft	23080	\$8	\$184,700	Proposed 5' sidewalk for 1 side
									\$184,700	
L55	Build sidewalk	McKitrick - Bethel to Fontenay	Gables Elementary School	594.38	Sidewalks	Sq Ft	2980	\$8	\$23,900	Proposed 5' sidewalk for 1 side
									\$23,900	
L56	Build sidewalk	Dierker - Bethel to Henderson	Gables Elementary School	5009.10	Sidewalks	Sq Ft	25050	\$8	\$200,400	Proposed 5' sidewalk for 2 sides
									\$200,400	
P104	Crosswalk	Harwood Dr & Ardath Rd	Georgian Heights Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
									\$2,500	
P105	Crosswalk	Randell & Harwood	Georgian Heights Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
									\$2,500	
P106	Crosswalk	Randell & Holly Hill	Georgian Heights Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P107	Crosswalk	Savannah Dr & Briggs Rd	Georgian Heights Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$21,250	
P108	Crosswalk	Georgian Dr	Georgian Heights Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
									\$1,250	
P109	Crosswalk	Atlanta & Georgian	Georgian Heights Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
									\$3,750	
L57	Build sidewalk	Savannah (fill gap)	Georgian Heights School	133.50	Sidewalks	Sq Ft	670	\$8	\$5,400	Proposed 5' sidewalk for 1 side
									\$5,400	
P110	Bumpout and crosswalk	Hamilton & 22nd	Hamilton STEM Academy		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$105,000	
P111	Crosswalk	Grasmere Ave & E 26Th Ave	Hamilton STEM Academy		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
									\$12,500	
P112	Crosswalk	Lexington Ave & E 26Th Ave	Hamilton STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P113	Bumpout	McGuffey Rd & E Hudson St	Hamilton STEM Academy		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
									\$100,000	
P114	Bumpout at crosswalk	Hamilton & 25th	Hamilton STEM Academy		Curb Extensions - Partial Corner	Each	2	\$20,000	\$40,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner
									\$40,000	
L58	Potential Road Diet	Hamilton - Hudson to 26th	Hamilton STEM Academy	2089.05	Road Diet	Mile	0.40	\$51,000	\$20,400	Estimate includes removal of pavement markings, proposed pavement markings, and signing for lanes and bike lanes. Estimate based on one-mile section with removal of 5280' of lane line (x 2 directions) @ \$1/ft, removal of 5280' of centerline @ \$1/ft, proposed 1 mile of centerline (x 2 for TWLTL) @ \$6k/mile, proposed 1 mile of edgeline (x 2 for each direction), proposed arrows in TWLTL (2 at each intersection from each approach - intersections assumed 750' apart equaling 4 arrows every 750' = 28 arrows per mile) @ \$100 each, proposed bike marking & bike lane arrow (assumed 1 bike marking and arrow between each intersection, in each direction = 14 bike markings @ \$300 each and 14 arrows @ \$40 each) per mile, proposed sign (one each direction between each intersection every 750 feet = 14 signs @ \$400 each). = \$51000 total per mile for road diet and bike lanes
									\$20,400	
L59	Build sidewalk	McGuffey - Maynard to north of Clinton	Hamilton STEM Academy	864.71	Sidewalks	Sq Ft	4330	\$8	\$34,700	Proposed 5' sidewalk for 1 side
									\$34,700	
L60	Build sidewalk	Maynard - McGuffey to Lexington	Hamilton STEM Academy	320.98	Sidewalks	Sq Ft	1610	\$8	\$12,900	Proposed 5' sidewalk for 1 side
									\$12,900	
L61	Build sidewalk	Lexington - 26th to Maynard	Hamilton STEM Academy	608.54	Sidewalks	Sq Ft	3050	\$8	\$24,400	Proposed 5' sidewalk for 1 side
									\$24,400	
P115	Crosswalk	S Highland Ave & Floral Ave	Highland Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$12,500	
P116	Crosswalk	Floral & Wheatland	Highland Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$5,000	
P117	Crosswalk	S Oakley Ave & Pomola St	Highland Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$12,500	
P118	Crosswalk	Wayne & Olive/Pomola	Highland Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	\$2,500	\$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$18,750	
P119	Crosswalk	Olive & Eureka	Highland Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P120	Crosswalk	Olive & Terrace	Highland Elementary School		Crosswalk Striping	Each	5	\$1,250	\$6,250	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	10	\$2,500	\$25,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
				40.00	Sidewalks	Sq Ft	200	\$8	\$1,600	Fill sidewalk gaps through boulevard (approximately 40 feet).
									\$32,850	
P121	Crosswalk	Olive & Richardson	Highland Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P122	Crosswalk	Whitethorne & Capital (alley)	Highland Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	\$2,500	\$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$18,750	
L62	Build sidewalk	Floral - Oakley to Wheatland	Highland Elementary School	271.95	Sidewalks	Sq Ft	1360	\$8	\$10,900	Proposed 5' sidewalk for 1 side
									\$10,900	
L63	Build sidewalk	Olive - Burgess to Wayne	Highland Elementary School	1358.24	Sidewalks	Sq Ft	6800	\$8	\$54,400	Proposed 5' sidewalk for 1 side
									\$54,400	



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L64	Pedestrian street	Capital (alley) - Whitethorne to Belvidere	Highland Elementary School	409.06		Each	1	\$9,300	\$9,300	Ped Street (10' width striped out with edge line and transverse striping @ 24' spacing)-> 410' striped roadway @\$1,996; 1 crosswalks @ \$1,250 each; 2 One-Way Signs, 2 Do Not Enter signs, 2 No Parking/Peds Only/No Driving signs @ \$500/Sign = \$3000. Total estimate of approx \$9,300
									\$9,300	
L65	Bike facility	Whitethorne - Broad to Sullivant	Highland Elementary School	3276.94	Bike Facility	N/A	1	\$0	\$0	
									\$0	
P123	Tighten SE corner turn radius/crossing distance	Mound & Wayne	Hilltonia Middle School		Shorten Crossing Distance	Each	4	\$25,000	\$100,000	Shorten Crossing distance by tightening radius on corners and curb lines. (Including curb line, proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
									\$100,000	
P124	Tighten SE corner turn radius/crossing distance	Ogden & Whitehead	Hilltonia Middle School		Shorten Crossing Distance	Each	4	\$25,000	\$100,000	Shorten Crossing distance by tightening radius on corners and curb lines. (Including curb line, proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
									\$100,000	
L66	Add sidewalks (2700 ft)	Mound - Harris to Wayne	Hilltonia Middle School	2673.16	Sidewalks	Sq Ft	13370	\$8	\$107,000	Proposed 5' sidewalk for 1 side
									\$107,000	
L67	Fill in sidewalk gaps, E side (340 ft)	Wayne - north/south of Springmont	Hilltonia Middle School	336.52	Sidewalks	Sq Ft	1690	\$8	\$13,600	Proposed 5' sidewalk for 1 side
									\$13,600	
L68	Add pathway	behind school, from school to Forest Creek Circle (200 ft)	Hilltonia Middle School	189.80	Pave Pathway	Mile	0.04	\$400,000	\$16,000	10' wide asphalt path @ \$400,000/miles
									\$16,000	
P125	Crosswalk	Norwood St & Huy Rd	Huy Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$5,000	
P126	Crosswalk	Medina Ave & Huy Rd	Huy Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
									\$2,500	
P127	Crosswalk	Walmar Dr & Piedmont Rd	Huy Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
									\$15,000	
P128	Crosswalk	Norwood St & Oakland Park Ave	Huy Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$5,000	
L69	Build sidewalk	Norwood - Oakland Park to Huy	Huy Elementary School	1363.21	Sidewalks	Sq Ft	6820	\$8	\$54,600	Proposed 5' sidewalk for 1 side
									\$54,600	
L70	Traffic Calming Analysis	Oakland Park - Cleveland to Maize	Huy Elementary School		Traffic Calming Analysis	Each	1	\$0	\$0	Additional information will be needed.
									\$0	
L170	Build sidewalk	Village/Ingham - existing to Dominion	Indian Springs Elementary School, Dominion Middle School	1663.04	Sidewalks	Sq Ft	8320	\$8	\$66,600	Proposed 5' sidewalk for 1 side
									\$66,600	
P130	Crosswalk	Ingham Ave & Schreyer Pl	Indian Springs Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing
									\$6,250	
L71	Widen sidewalk	High - Glenmont to Indian Springs (E side)	Indian Springs Elementary School	1089.05	Sidewalks	Sq Ft	5450	\$8	\$43,600	Proposed 5' sidewalk for 1 side
									\$43,600	
P131	Bumpout	Weber & Tibet	Indianola Informal School		Curb Extensions - Full Corner	Each	2	\$25,000	\$50,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
									\$50,000	
L72	Build sidewalk	Weber - Findley to Calumet	Indianola Informal School	495.16	Sidewalks	Sq Ft	2480	\$8	\$19,900	Proposed 5' sidewalk for 1 side
									\$19,900	
L73	Pedestrian Crossing Analysis	Indianola - Arcadia to E. North Broadway	Indianola Informal School		Pedestrian Crossing Analysis	Each	1	\$0	\$0	Additional information will be needed.
									\$0	
L74	Build sidewalk	Walnut Creek - Stonehenge, south	Innis Elementary School	192.73	Sidewalks	Sq Ft	970	\$8	\$7,800	Proposed 5' sidewalk for 1 side
									\$7,800	
L75	Build sidewalk	Woodsedge (between Winding Hills/Woodsedge Ct and Broadle	Innis Elementary School	128.35	Sidewalks	Sq Ft	650	\$8	\$5,200	Proposed 5' sidewalk for 1 side
									\$5,200	
L76	Build sidewalk	Woodsedge - Woodsedge Ct, south	Innis Elementary School	293.75	Sidewalks	Sq Ft	1470	\$8	\$11,800	Proposed 5' sidewalk for 1 side
									\$11,800	
L77	Off street trail	Innis Elementary to Woodsedge	Innis Elementary School	639.52	Pave Pathway	Mile	0.12	\$400,000	\$48,000	10' wide asphalt path @ \$400,000/miles
									\$48,000	
L78	Widen sidewalk	Kohr - Innis to school	Innis Elementary School	441.65	Sidewalks	Sq Ft	2210	\$8	\$17,700	Proposed 5' of additional width for sidewalk for 1 side
									\$17,700	
L79	Build sidewalk	Innis - Anita to Calimero	Innis Elementary School	4996.68	Sidewalks	Sq Ft	24990	\$8	\$200,000	Proposed 5' sidewalk for 2 sides
									\$200,000	
L80	Bike facility	Innis - Sunbury to Cleveland	Innis Elementary School	3032.95	Bike Facility	N/A	1	\$0	\$0	
									\$0	
L81	Build sidewalk	Zettler	Johnson Middle School	162.03	Sidewalks	Sq Ft	820	\$8	\$6,600	Proposed 5' sidewalk for 1 side
									\$6,600	
L82	Build sidewalk	Zettler	Johnson Middle School	277.76	Sidewalks	Sq Ft	1390	\$8	\$11,200	Proposed 5' sidewalk for 1 side
									\$11,200	
P132	Crosswalk	S Hampton Rd & E Fulton St	Johnson Park Middle School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
									\$3,750	
P133	Crosswalk	E Livingston Ave & Zettler Rd	Johnson Park Middle School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
									\$2,500	
L83	Build sidewalk	Barnett - Livingston to Towers	Johnson Park Middle School	1357.72	Sidewalks	Sq Ft	6790	\$8	\$54,400	Proposed 5' sidewalk for 1 side
									\$54,400	
P134	Crosswalk	East of Hamilton	Leawood Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
									\$1,250	
P135	Crosswalk	Vineshire Dr & Vineshire Ln	Leawood Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing
									\$6,250	
P136	Crosswalk	Vineshire Dr	Leawood Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing
									\$6,250	
P137	Crosswalk	Dundee Ave & Elaine Rd	Leawood Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
									\$3,750	
L84	Build sidewalk	Vinshire - Elaine to east of Vinshire/existing	Leawood Elementary School	606.69	Sidewalks	Sq Ft	3040	\$8	\$24,400	Proposed 5' sidewalk for 1 side
									\$24,400	
L85	Build sidewalk	Dundee - Elaine to Burlington	Leawood Elementary School	672.44	Sidewalks	Sq Ft	3370	\$8	\$27,000	Proposed 5' sidewalk for 1 side
									\$27,000	
L86	Build sidewalk	Carlton - Elaine west to existing (fill gaps)	Leawood Elementary School	698.47	Sidewalks	Sq Ft	3500	\$8	\$28,000	Proposed 5' sidewalk for 2 sides
									\$28,000	
P138	Crosswalk	Montaine Ave & Fox Chaple Dr	Liberty Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$12,500	
P139	Pedestrian Crossing Analysis: Crosswalks	Refugee & Barrows/Fox Chapel	Liberty Elementary School		Pedestrian Crossing Analysis	Each	1	\$0	\$0	Additional information will be needed.
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	6	\$2,500	\$15,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$20,000	
P141	Crosswalk	Falcon Bridge Dr & Chaumonte Ave	Liberty Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
					Reconstructed ADA Curb Ramp	Each	6	\$2,500	\$15,000	Reconstructed ADA curb ramp
									\$18,750	
P142	Crosswalk	Fox Chaple Dr & Chaumonte Ave	Liberty Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	6	\$2,500	\$15,000	New ADA curb ramp, for a total of 2 per crossing
									\$18,750	



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P143	Crosswalk	Falcon Bridge Dr & Paladim Rd	Liberty Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping	
					Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	Reconstructed ADA curb ramp	
									\$12,500		
P144	Crosswalk	Falcon Bridge Dr & Chatterton Rd	Liberty Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping	
					Reconstructed ADA Curb Ramp	Each	2	\$2,500	\$5,000	Reconstructed ADA curb ramp	
									\$6,250		
P145	Crosswalk	Retriever Rd & Chatterton Rd	Liberty Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping	
					Reconstructed ADA Curb Ramp	Each	2	\$2,500	\$5,000	Reconstructed ADA curb ramp	
									\$6,250		
P146	Pedestrian Crossing Analysis	Reynard & Chatterton	Liberty Elementary School		Pedestrian Crossing Analysis	Each	1	\$0	\$0	Additional information will be needed.	
									\$0		
	L87	Build sidewalk	Reynard - Chatterton to Argo (fill gaps)	Liberty Elementary School	185.06	Sidewalks	Sq Ft	930	\$8	\$7,500	Proposed 5' sidewalk for 2 sides
								\$7,500			
P147		Crosswalk	Ann & Siebert	Lincoln Park Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing	
									\$25,000		
P148	Crosswalk	Ann & Reinhard	Lincoln Park Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing	
									\$25,000		
P149	Bumpouts and crosswalk	Ann & Frebis	Lincoln Park Elementary School		Curb Extensions - Partial Corner	Each	4	\$20,000	\$80,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner	
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
									\$85,000		
P150	Bumpouts and crosswalk	S 17th and Frebis	Lincoln Park Elementary School		Curb Extensions - Partial Corner	Each	4	\$20,000	\$80,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner	
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
									\$85,000		
P151	Crosswalk	S 17Th St & E Moler St	Lincoln Park Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing	
									\$25,000		
P152	Crosswalk	S 17Th St & Sheldon Ave	Lincoln Park Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing	
									\$25,000		
P153	Crosswalk	S 17Th St & Southwood Ave	Lincoln Park Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing	
									\$25,000		
P154	Crosswalk	17th & Jenkins	Lincoln Park Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing	
									\$25,000		
P155	Bumpouts and crosswalk	Ann & Welch	Lincoln Park Elementary School		Curb Extensions - Full Corner	Each	1	\$25,000	\$25,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner	
					Curb Extensions - Partial Corner	Each	2	\$20,000	\$40,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner	
					Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping	
								\$67,500			
P156	Bumpouts and crosswalk	Ann & Woodrow	Lincoln Park Elementary School		Curb Extensions - Full Corner	Each	2	\$25,000	\$50,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner	
					Curb Extensions - Partial Corner	Each	2	\$20,000	\$40,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner	
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
								\$95,000			
L88	Bike facility	Ann - Markison to Woodrow	Lincoln Park Elementary School	1327.87	Bike Facility	N/A	1	\$0	\$0		
								\$0			
L89	Build sidewalk	S 17th - Markison to Frebis	Lincoln Park Elementary School	1579.70	Sidewalks	Sq Ft	7900	\$8	\$63,200	Proposed 5' sidewalk for 1 side	
								\$63,200			
L90	Build sidewalk	Ann - Frebis to Thurman	Lincoln Park Elementary School	1027.24	Sidewalks	Sq Ft	5140	\$8	\$41,200	Proposed 5' sidewalk for 1 side	
								\$41,200			
L91	Build sidewalk	Ann - Stewart to Whittier	Lincoln Park Elementary School	986.99	Sidewalks	Sq Ft	4940	\$8	\$39,600	Proposed 5' sidewalk for 1 side	
								\$39,600			
L101	Build sidewalk	Markison - S. 19th to Champion	Lincoln Park Elementary School	1780.31	Sidewalks	Sq Ft	8910	\$8	\$71,300	Proposed 5' sidewalk for 1 side	
								\$71,300			
P157	Bumpouts and crosswalk	Thurman & Ann	South High School, Lincoln Park Elementary School		Curb Extensions - Full Corner	Each	2	\$25,000	\$50,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner	
					Curb Extensions - Partial Corner	Each	2	\$20,000	\$40,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner	
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
								\$95,000			
P158	Bumpouts and crosswalk	Stewart & Ann	South High School, Lincoln Park Elementary School		Curb Extensions - Full Corner	Each	1	\$25,000	\$25,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner	
					Curb Extensions - Partial Corner	Each	3	\$20,000	\$60,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner	
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
								\$90,000			
P159	Crosswalk	S Richardson Ave & Eakin Rd	Lindbergh Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
								\$5,000			
P160	Crosswalk	Regina & Hodges	Lindbergh Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
								\$5,000			
P161	Crosswalk	Regina & Richardson	Lindbergh Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing	
								\$25,000			
P162	Crosswalk	Schurtz & St. Cecelia	Lindbergh Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing	
								\$12,500			
P163	Crosswalk	Wynwood Ave & St Cecelia Dr	Lindbergh Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing	
								\$12,500			
L92	Potential Road Diet	Eakin - Wayne to Hague	Lindbergh Elementary School	3155.04	Road Diet	Mile	0.60	\$51,000	\$30,600	Estimate includes removal of pavement markings, proposed pavement markings, and signing for lanes and bike lanes. Estimate based on one-mile section with removal of 5280' of lane line (x 2 directions) @ \$1/ft, removal of 5280' of centerline @ \$1/ft, proposed 1 mile of centerline (x 2 for TWLTL) @ \$6k/mile, proposed 1 mile of edgeline (x 2 for each direction), proposed arrows in TWLTL (2 at each intersection from each approach - intersections assumed 750' apart equaling 4 arrows every 750' = 28 arrows per mile) @ \$100 each, proposed bike marking & bike lane arrow (assumed 1 bike marking and arrow between each intersection, in each direction = 14 bike markings @ \$300 each and 14 arrows @ \$40 each) per mile, proposed sign (one each direction between each intersection every 750 feet = 14 signs @ \$400 each). = \$51000 total per mile for road diet and bike lanes	
								\$30,600			
L93	Build sidewalk	Regina - Van Der Berg to Richardson	Lindbergh Elementary School	2556.83	Sidewalks	Sq Ft	12790	\$8	\$102,400	Proposed 5' sidewalk for 2 sides	
								\$102,400			
L94	Build sidewalk	Schurtz - St. Cecelia to Bronwyn	Lindbergh Elementary School	2398.73	Sidewalks	Sq Ft	12000	\$8	\$96,000	Proposed 5' sidewalk for 2 sides	
								\$96,000			
P164	Crosswalk	Bancroft St & Genessee Ave	Linden STEM Academy		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping	
								\$2,500			



**Columbus SRTS - Planning Level Construction Cost Estimate (2014 Dollars)**

AP ID	COUNTERMEASURE(S)	LOCATION	SCHOOL	PROJECT LENGTH	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
P165	Crosswalk	Joyce & Genessee	Linden STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
\$5,000										
L95	Build sidewalk	Bancroft - Hudson to Republic	Linden STEM Academy	638.39	Sidewalks	Sq Ft	3200	\$8	\$25,600	Proposed 5' sidewalk for 1 side
\$25,600										
P166	Crosswalk	Ontario & 18th	Linden-McKinley STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
\$25,000										
P167	Crosswalk	Ontario & 19th	Linden-McKinley STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
\$25,000										
P168	Crosswalk	Ontario & 20th	Linden-McKinley STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
\$25,000										
P169	Crosswalk	Ontario & 21st	Linden-McKinley STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
\$25,000										
P170	Crosswalk	Ontario & 22nd	Linden-McKinley STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
\$25,000										
P171	Crosswalk	22nd & Medina	Linden-McKinley STEM Academy		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
\$2,500										
P172	Crosswalk	Medina & 23rd	Linden-McKinley STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
\$5,000										
P173	Crosswalk	Medina & 24th	Linden-McKinley STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
\$15,000										
P174	Crosswalk	Medina & 25th	Linden-McKinley STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
\$5,000										
P175	Crosswalk	Medina & 26th	Linden-McKinley STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
\$5,000										
P176	Crosswalk	Lexington & Duxberry	Linden-McKinley STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
\$35,000										
P177	Bumpout and crosswalk	Hamilton & Duxberry	Linden-McKinley STEM Academy		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
\$105,000										
P178	Crosswalk	Medina Ave & Duxberry Ave	Linden-McKinley STEM Academy		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
\$13,750										
P179	Crosswalk	Dresden St & Duxberry Ave	Linden-McKinley STEM Academy		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
\$2,500										
P180	Crosswalk	Dresden & Blake	Linden-McKinley STEM Academy		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
\$3,750										
L96	Build sidewalk	Ontario - 21st to 22nd	Linden-McKinley STEM Academy	311.31	Sidewalks	Sq Ft	1560	\$8	\$12,500	Proposed 5' sidewalk for 1 side
\$12,500										
L97	Build sidewalk	Dresden - Hudson to Myrtle	Linden-McKinley STEM Academy	1257.50	Sidewalks	Sq Ft	6290	\$8	\$50,400	Proposed 5' sidewalk for 1 side
\$50,400										
L98	Build sidewalk	22nd - east of Ontario (fill gap)	Linden-McKinley STEM Academy	124.88	Sidewalks	Sq Ft	630	\$8	\$5,100	Proposed 5' sidewalk for 1 side
\$5,100										
L99	Build sidewalk	Ontario - 17th to 21st	Linden-McKinley STEM Academy	1327.69	Sidewalks	Sq Ft	6640	\$8	\$53,200	Proposed 5' sidewalk for 1 side
\$53,200										
L100	Build sidewalk	Medina - 22nd to Duxberry	Linden-McKinley STEM Academy	1517.76	Sidewalks	Sq Ft	7590	\$8	\$60,800	Proposed 5' sidewalk for 1 side
\$60,800										
P181	Bumpout	Whittier & Ohio	Livingston Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
\$100,000										
P182	Crosswalk	Sycamore & Studer	Livingston Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
\$5,000										
P183	Crosswalk	Sycamore & Linwood	Livingston Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb



Columbus SRTS - Planning Level Construction Cost Estimate (2014 Dollars)											
MAP ID	COUNTERMEASURE(S)	LOCATION	SCHOOL	PROJECT LENGTH	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES	
L104	Build sidewalk	Maize near Cooke intersection	Maize Elementary School	3001.11	Sidewalks	Sq Ft	15010	\$8	\$120,100	Proposed 5' sidewalk for 2 sides	
									\$120,100		
P196	Crosswalk	Greenwich St & Pauline Ave	Medina Middle School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New/Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing	
									\$25,000		
P197	Crosswalk	Pauline Ave & Homestead Dr	Medina Middle School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing	
									\$15,000		
L105	Build sidewalk	Pauline - Gerbert to Dresden	Medina Middle School	1320.28	Sidewalks	Sq Ft	6610	\$8	\$52,900	Proposed 5' sidewalk for 1 side	
									\$52,900		
L106	Build sidewalk	Piedmont - Karl to Walmar	Medina Middle School	282.13	Sidewalks	Sq Ft	1420	\$8	\$11,400	Proposed 5' sidewalk for 1 side	
									\$11,400		
P198	Add crosswalk signage; consider RRFB at this location or move to corner	Moler/VW of school	Moler Elementary School		Signage	Each	2	\$500	\$1,000		
					RRFB	Each	1	\$20,000	\$20,000		
									\$21,000		
L107	Build sidewalk	Lockbourne - Moler to south of Frebis, E side (fill gaps)	Moler Elementary School	675.63	Sidewalks	Sq Ft	3380	\$8	\$27,100	Proposed 5' sidewalk for 1 side	
									\$27,100		
P199	Crosswalk	Belcher Dr & Walford St	North Linden Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
									\$5,000		
P200	Bumpouts and crosswalk	Walford and Ferris	North Linden Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner	
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
									\$105,000		
P201	Crosswalk	Walford St & Case Rd	North Linden Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing	
									\$25,000		
P202	Crosswalk	Case Rd & Dresden St	North Linden Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing	
									\$25,000		
P203	Crosswalk	Elmore Ave & Dresden St	North Linden Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing	
									\$12,500		
L108	Build sidewalk	Walford - Luxury to Walford	North Linden Elementary School	538.22	Sidewalks	Sq Ft	2700	\$8	\$21,600	Proposed 5' sidewalk for 1 side	
									\$21,600		
L109	Build sidewalk	Walford - Case to Beaumont (fill gaps)	North Linden Elementary School	1872.52	Sidewalks	Sq Ft	9370	\$8	\$75,000	Proposed 5' sidewalk for 1 side	
									\$75,000		
L110	Build sidewalk	Case - Dresden to Walford	North Linden Elementary School	1823.54	Sidewalks	Sq Ft	9120	\$8	\$73,000	Proposed 5' sidewalk for 1 side	
									\$73,000		
L111	Build sidewalk	Dresden - Case to Ferris	North Linden Elementary School	919.65	Sidewalks	Sq Ft	4600	\$8	\$36,800	Proposed 5' sidewalk for 1 side	
									\$36,800		
L112	Build sidewalk	Elmore/Dresden - Karl to Dresden	North Linden Elementary School	2288.78	Sidewalks	Sq Ft	11450	\$8	\$91,600	Proposed 5' sidewalk for 1 side	
									\$91,600		
P204	Crosswalk	Northtowne Blvd & Trent Rd	Northtowne Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing	
									\$12,500		
P205	Crosswalk	Northtowne Blvd & Balmoral Rd	Northtowne Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing	
									\$7,500		
P206	Crosswalk	Northtowne Blvd & Margo Ct	Northtowne Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
									\$5,000		
P207	Crosswalk	Heaton Rd & Carahan Rd/Waymont Rd	Northtowne Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	1	\$2,500	\$2,500	New ADA curb ramp, for a total of 2 per crossing	
									\$3,750		
P208	Crosswalk	Heatherton & Margo	Northtowne Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	Reconstructed ADA curb ramp	
									\$25,000		
P209	Crosswalk	Heatherton Dr & Balmoral Rd	Northtowne Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing	
									\$25,000		
P210	Crosswalk	Sharbot & Heaton	Northtowne Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing	
									\$25,000		
L113	Build sidewalk	Waymont - east of Heaton	Northtowne Elementary School	171.56	Sidewalks	Sq Ft	860	\$8	\$6,900	Proposed 5' sidewalk for 1 side	
									\$6,900		
L114	Build sidewalk	Sharbot - west of Heaton	Northtowne Elementary School	1289.19	Sidewalks	Sq Ft	6450	\$8	\$51,600	Proposed 5' sidewalk for 2 sides	
									\$51,600		
P211	Crosswalk	Hiawatha & Mohican	Oakland Park Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing	
									\$25,000		
L115	Build sidewalk	Urana - Karl to end	Oakland Park Elementary School	1025.86	Sidewalks	Sq Ft	5130	\$8	\$41,100	Proposed 5' sidewalk for 2 sides	
									\$41,100		
L116	Build sidewalk	Atwood Terrace - Piedmont to Oakland Park	Oakland Park Elementary School	690.55	Sidewalks	Sq Ft	3460	\$8	\$27,700	Proposed 5' sidewalk for 1 side	
									\$27,700		
L117	Build sidewalk	Hiawatha - Weber to Weldon	Oakland Park Elementary School	3308.26	Sidewalks	Sq Ft	16550	\$8	\$132,400	Proposed 5' sidewalk for 2 sides	
									\$132,400		
P212	Crosswalk	Lake Club Dr & Channingway Blvd	Oakmont Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	6	\$2,500	\$15,000	New ADA curb ramp, for a total of 2 per crossing	
				15.00	Sidewalks	Sq Ft	80	\$8	\$700	Fill sidewalk gaps through boulevard (approximately 15 feet).	
									\$19,450		
P213	Crosswalk	Lake Club Dr & Saranac Dr	Oakmont Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing	
									\$12,500		
P214	Crosswalk	Walnut Hill Park & Saranac	Oakmont Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing	
									\$12,500		
P215	Crosswalk	Walnut Hill Park Dr & Oakmont Dr	Oakmont Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing	
									\$12,500		
P216	Crosswalk	Bairsford Dr & Oakmont Dr	Oakmont Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing	
									\$12,500		
P217	Crosswalk	Oakmont Dr & Birkdale Dr	Oakmont Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing	
									\$12,500		
P218	Crosswalk and signage	Birkdale Dr	Oakmont Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping	
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing	
					Signage	Each	2	\$500	\$1,000		
									\$7,250		
L118	Build sidewalk	Oakmont - Worcester to Walnut Hill Park	Oakmont Elementary School	367.66	Sidewalks	Sq Ft	1840	\$8	\$14,800	Proposed 5' sidewalk for 1 side	
									\$14,800		
L119	Build sidewalk	Walnut Hills Park	Oakmont Elementary School	1276.26	Sidewalks	Sq Ft	6390	\$8	\$51,200	Proposed 5' sidewalk for 1 side	
									\$51,200		
L120	Build sidewalk	Lake Club Dr - Saranac to Chatford/end	Oakmont Elementary School	4343.04	Sidewalks	Sq Ft	21720	\$8	\$173,800	Proposed 5' sidewalk for 1 side	
									\$173,800		



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MAP ID	COUNTERMEASURE(S)	LOCATION	SCHOOL	PROJECT LENGTH	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
L121	Build sidewalk	Saranac - Walnut Hill Park to Lake Club	Oakmont Elementary School	1360.51	Sidewalks	Sq Ft	6810	\$8	\$54,500	Proposed 5' sidewalk for 1 side
									\$54,500	
L122	Off street trail	Connect Chatford with Lake Club	Oakmont Elementary School	1133.34	Pave Pathway	Mile	0.21	\$400,000	\$84,000	10' wide asphalt path @ \$400,000/miles
									\$84,000	
L171	Build sidewalk	Oakmont/Birkdale - Bairsford to pathway to school	Oakmont Elementary School	819.20	Sidewalks	Sq Ft	4100	\$8	\$32,800	Proposed 5' sidewalk for 1 side
									\$32,800	
P219	Bumpout	Bryden & Kelton	Ohio Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$105,000	
P220	Bumpout	Bryden & Champion	Ohio Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$105,000	
P221	Bumpout	Bryden & Ohio	Ohio Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$105,000	
P222	Pedestrian Refuge Island (west leg)	Ohio & Main	Ohio Elementary School		Refuge Island	Each	1	\$6,000	\$6,000	100 Sq Ft Island (\$10/Sq Ft) with 2 Curb Ramps (\$2500)
									\$6,000	
P223	Bumpout	Ohio & Mound	Ohio Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$105,000	
P224	Traffic Signal Analysis	Fulton & 18th	Ohio Elementary School		Signal Analysis	Each	1	\$0	\$0	Additional information will be needed.
									\$0	
P225	Bumpouts and crosswalk	Fulton & Linwood	Ohio Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$105,000	
P226	Enhance Crossing	Fulton & School Drive	Ohio Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
					Signage	Each	2	\$500	\$1,000	
									\$2,250	
L123	Bike facility	Bryden - Parsons to Nelson	Ohio Elementary School	3343.14	Bike Facility	N/A	1	\$0	\$0	
									\$0	
L124	Potential road diet	Main - Parsons to Nelson	Ohio Elementary School	9703.69	Road Diet	Mile	1.84	\$51,000	\$93,840	Estimate includes removal of pavement markings, proposed pavement markings, and signing for lanes and bike lanes. Estimate based on one-mile section with removal of 5280' of lane line (x 2 directions) @ \$1/ft, removal of 5280' of centerline @ \$1/ft, proposed 1 mile of centerline (x 2 for TWLTL) @ \$6k/mile, proposed 1 mile of edgeline (x 2 for each direction), proposed arrows in TWLTL (2 at each intersection from each approach - intersections assumed 750' apart equaling 4 arrows every 750' = 28 arrows per mile) @ \$100 each, proposed bike marking & bike lane arrow (assumed 1 bike marking and arrow between each intersection, in each direction = 14 bike markings @ \$300 each and 14 arrows @ \$40 each) per mile, proposed sign (one each direction between each intersection every 750 feet = 14 signs @ \$400 each). = \$51000 total per mile for road diet and bike lanes
									\$93,840	
P227	Crosswalk	Norma Rd & Tamarack Blvd	Parkmoor Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
									\$2,500	
P228	Crosswalk	Red Robin Rd & Tamarack Blvd	Parkmoor Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
									\$3,750	
L125	Build sidewalk	Tamarack - Morse to Sharbot (fill gaps)	Parkmoor Elementary School	2186.34	Sidewalks	Sq Ft	10940	\$8	\$87,600	Proposed 5' sidewalk for 1 side
									\$87,600	
L126	Bike facility	Tamarack - Morse to Tamarack Circle	Parkmoor Elementary School	5975.19	Bike Facility	N/A	1	\$0	\$0	
									\$0	
P230	Crosswalk	S Champion Ave & Williams Rd	Parsons Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing
									\$7,500	
P231	Bumpouts and crosswalk	Parsons Ave & Williams Rd	Parsons Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$105,000	
P232	Crosswalk	Stockbridge Rd & S 8Th St	Parsons Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P233	Crosswalk	Rumsey Rd & S 8Th St	Parsons Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P234	Crosswalk	Colton Rd & S 8Th St	Parsons Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P235	Crosswalk	S 8Th St & Williams Rd	Parsons Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P236	Crosswalk	Lee Ellen Pl & Currier Dr	Parsons Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
									\$12,500	
P237	Crosswalk	Southgate Dr & Markham Rd	Parsons Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing
									\$7,500	
P238	Bumpout	S High St & Southgate Dr	Parsons Elementary School		Curb Extensions - Full Corner	Each	1	\$25,000	\$25,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Curb Extensions - Partial Corner	Each	2	\$20,000	\$40,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner
									\$65,000	
L127	Build sidewalk	Hilock - Lee Ellen to Parsons	Parsons Elementary School	758.88	Sidewalks	Sq Ft	3800	\$8	\$30,400	***Already being completed by City**
									\$30,400	
L128	Build sidewalk	Williams - 8th to Champion	Parsons Elementary School	4130.59	Sidewalks	Sq Ft	20660	\$8	\$165,300	Proposed 5' sidewalk for 1 side
									\$165,300	
L129	Build sidewalk	8th - Williams to Basswood	Parsons Elementary School	1650.65	Sidewalks	Sq Ft	8260	\$8	\$66,100	Proposed 5' sidewalk for 1 side ***North end of project is already being completed by City**
									\$66,100	
L130	Build sidewalk	Southgate - High to Markham	Parsons Elementary School	1431.73	Sidewalks	Sq Ft	7160	\$8	\$57,300	Proposed 5' sidewalk for 1 side
									\$57,300	
P239	Crosswalk	Hillery Rd & Norcross Rd	Salem Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	Reconstructed ADA curb ramp
									\$12,500	
P240	Crosswalk	North Meadows Blvd & Hillery Rd	Salem Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$5,000	
P241	Crosswalk	N. Meadows & Roche	Salem Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
									\$3,750	
P242	Crosswalk	North Meadows Blvd & Garvey Rd	Salem Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$5,000	



Columbus SRTS - Planning Level Construction Cost Estimate (2014 Dollars)										
MAP ID	COUNTERMEASURE(S)	LOCATION	SCHOOL	PROJECT LENGTH	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
P243	Crosswalk	Crawford Dr & North Meadows Blvd	Salem Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
									\$2,500	
P244	Crosswalk	Lincoln & Crawford	Salem Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$5,000	
P245	Crosswalk	Lincoln/Sweeting & Stock	Salem Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$5,000	
L131	Build sidewalk	Busch/Shapter - 161 to Northgate	Salem Elementary School	1199.68	Sidewalks	Sq Ft	6000	\$8	\$48,000	Proposed 5' sidewalk for 1 side
									\$48,000	
L132	Bike facility	North Meadows - 161 to Crawford	Salem Elementary School	4359.94	Bike Facility	N/A	1	\$0	\$0	
									\$0	
P246	Crosswalk	Cunard Rd & Cushing Dr	Scottwood Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$12,500	
P247	Crosswalk	Seabrook & Cunard	Scottwood Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P248	Crosswalk	Seabrook Ave & Coburg Rd	Scottwood Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P249	Crosswalk	Selkirk Rd & Cunard Rd	Scottwood Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
									\$12,500	
P250	Crosswalk	Cunard Rd & Scottwood Rd	Scottwood Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
									\$2,500	
L134	Build sidewalk	Cushing - Cunard to Selkirk	Scottwood Elementary School	1163.04	Sidewalks	Sq Ft	5820	\$8	\$46,600	Proposed 5' sidewalk for 1 side
									\$46,600	
L135	Build sidewalk	Rand - Livingston to Rand Ct	Scottwood Elementary School	736.66	Sidewalks	Sq Ft	3690	\$8	\$29,600	Proposed 5' sidewalk for 1 side
									\$29,600	
L136	Build sidewalk	Seabrook - Picard, east (fill gap)	Scottwood Elementary School	72.10	Sidewalks	Sq Ft	370	\$8	\$3,000	Proposed 5' sidewalk for 1 side
									\$3,000	
L137	Build sidewalk	Coburg/Seabrook (fill gaps)	Scottwood Elementary School	219.22	Sidewalks	Sq Ft	1100	\$8	\$8,800	Proposed 5' sidewalk for 1 side
									\$8,800	
L138	Build sidewalk	Barnett - Scottwood, north	Scottwood Elementary School	354.47	Sidewalks	Sq Ft	1780	\$8	\$14,300	Proposed 5' sidewalk for 1 side
									\$14,300	
L139	Build sidewalk	Barnett - Penfield to Roswell	Scottwood Elementary School	3544.98	Sidewalks	Sq Ft	17730	\$8	\$141,900	Proposed 5' sidewalk for 2 sides
									\$141,900	
P251	Crosswalk	Betsy Dr & Country Club Rd	Shady Lane Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	Reconstructed ADA curb ramp
									\$12,500	
P252	Crosswalk	Shady Lane Rd & Dundee Ave	Shady Lane Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					Reconstructed ADA Curb Ramp	Each	8	\$2,500	\$20,000	Reconstructed ADA curb ramp
									\$25,000	
L140	Build sidewalk	Gertrude - Jed to Jed	Shady Lane Elementary School	82.18	Sidewalks	Sq Ft	420	\$8	\$3,400	Proposed 5' sidewalk for 1 side
									\$3,400	
L141	Build sidewalk	Shady Lane - Healy to Ludington (fill gaps)	Shady Lane Elementary School	4238.21	Sidewalks	Sq Ft	21200	\$8	\$169,600	Proposed 5' sidewalk for 1 side
									\$169,600	
P253	Crosswalk	Reinhard Ave & S Washington Ave	Siebert Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P254	Crosswalks, signage across Whittier (E leg)	Whittier & Ann	Siebert Elementary School, South High School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
					Signage	Each	2	\$500	\$1,000	
									\$26,000	
P256	Crosswalk	Lancashire Rd & Argyle Dr	South Mifflin STEM Academy		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
					Reconstructed ADA Curb Ramp	Each	2	\$2,500	\$5,000	Reconstructed ADA curb ramp
									\$6,250	
P257	Crosswalk	Argyle Dr & Brentnell Ave	South Mifflin STEM Academy		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
									\$1,250	
P258	Crosswalk	Vendome Dr & Elton Rd	South Mifflin STEM Academy		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$12,500	
P259	Crosswalk	Bethesda Ave & Elton Rd	South Mifflin STEM Academy		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
									\$12,500	
P260	Crosswalk	Argyle Dr & Vendome Dr S	South Mifflin STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P261	Crosswalk	Vendome Dr S & Holt Ave	South Mifflin STEM Academy		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
									\$12,500	
P262	Crosswalk	Holt Ave & Brentnell Ave	South Mifflin STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$5,000	
P263	Crosswalk	S 6Th St & E Barthman Ave	Southwood Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$5,000	
P264	Crosswalk	S 6Th St & Reeb Ave	Southwood Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	6	\$2,500	\$15,000	New ADA curb ramp, for a total of 2 per crossing
									\$20,000	
P265	Crosswalk	E Innis Ave & S 6Th St	Southwood Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	6	\$2,500	\$15,000	New ADA curb ramp, for a total of 2 per crossing
									\$18,750	
P266	Crosswalk	S 6Th St & E Woodrow Ave	Southwood Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
									\$13,750	
P267	Crosswalk	E Hinman Ave & S 6Th St	Southwood Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P268	Crosswalk	6th & Morrill	Southwood Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P269	Crosswalk	6th & Welch	Southwood Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P270	Bumpout and crosswalk	4th & Morrill	Southwood Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$105,000	
L142	Build sidewalk	6th - Innis to alley	Southwood Elementary School	256.66	Sidewalks	Sq Ft	1290	\$8	\$10,400	Proposed 5' sidewalk for 2 sides
									\$10,400	
L143	Build sidewalk	6th - Woodrow to Welch (fill gaps)	Southwood Elementary School	1001.48	Sidewalks	Sq Ft	5010	\$8	\$40,100	Proposed 5' sidewalk for 1 side
									\$40,100	
L144	Build sidewalk	S. 6th - Southwood to Markinson (fill gaps)	Southwood Elementary School	218.79	Sidewalks	Sq Ft	1100	\$8	\$8,800	Proposed 5' sidewalk for 1 side
									\$8,800	



Columbus SRTS - Planning Level Construction Cost Estimate (2014 Dollars)										
MAP ID	COUNTERMEASURE(S)	LOCATION	SCHOOL	PROJECT LENGTH	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
P271	Bumpout: Signal Analysis (Leading Pedestrian Interval)	Central & Town	Starling K-8 School		Curb Extensions - Full Corner	Each	2	\$25,000	\$50,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					Signal Analysis	Each	1	\$0	\$0	Additional information will be needed.
\$55,000										
P272	Mid-block pedestrian crossing	Central & State	Starling K-8 School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
					Signage	Each	2	\$500	\$1,000	
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing
\$7,250										
L145	Bike facility	Rich - Glenwood to SR 315	Starling K-8 School	3166.01	Bike Facility	N/A	1	\$0	\$0	
\$0										
L146	Potential Road Diet	Central - Broad to Mound	Starling K-8 School	4381.67	Road Diet	Mile	0.83	\$51,000	\$42,330	Estimate includes removal of pavement markings, proposed pavement markings, and signing for lanes and bike lanes. Estimate based on one-mile section with removal of 5280' of lane line (x 2 directions) @ \$1/ft, removal of 5280' of centerline @ \$1/ft, proposed 1 mile of centerline (x 2 for TWLTL) @ \$6k/mile, proposed 1 mile of edgeline (x 2 for each direction), proposed arrows in TWLTL (2 at each intersection from each approach - intersections assumed 750' apart equaling 4 arrows every 750' = 28 arrows per mile) @ \$100 each, proposed bike marking & bike lane arrow (assumed 1 bike marking and arrow between each intersection, in each direction = 14 bike markings @ \$300 each and 14 arrows @ \$40 each) per mile, proposed sign (one each direction between each intersection every 750 feet = 14 signs @ \$400 each). = \$51000 total per mile for road diet and bike lanes
\$42,330										
P273	Enhance Crossing	Mound/Harmon/Souder	Sullivant Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					Signage	Each	4	\$500	\$2,000	
					\$7,000					
P274	Crosswalk	Souder & Thomas	Sullivant Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
\$5,000										
P275	Crosswalk	Souder & Campbell	Sullivant Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
\$5,000										
P276	3-way stop	Griggs & Greenfield & Souder	Sullivant Elementary School		Signage	Each	3	\$500	\$1,500	1 Sign in each direction of travel = 3 signs
\$1,500										
P277	Crosswalk	Greenfield (W of Souder)	Sullivant Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
\$1,250										
P278	Crosswalk	Greenfield & Canonby	Sullivant Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
\$3,750										
P279	Crosswalk	Buchanan & Souder	Sullivant Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	1	\$2,500	\$2,500	New ADA curb ramp, for a total of 2 per crossing
					\$6,250					
P280	Crosswalk	Sullivant & Souder	Sullivant Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	3	\$2,500	\$7,500	New ADA curb ramp, for a total of 2 per crossing
					\$12,500					
L147	Build sidewalk	Pierce (loop west, Souder to Souder)	Sullivant Elementary School	1135.90	Sidewalks	Sq Ft	5680	\$8	\$45,500	Proposed 5' sidewalk for 1 side
\$45,500										
L148	Off street trail	Souder to Pierce	Sullivant Elementary School	210.47	Pave Pathway	Mile	0.04	\$400,000	\$16,000	10' wide asphalt path @ \$400,000/miles
\$16,000										
L149	Bike facility	Bellows - Glenwood to Green	Sullivant Elementary School	3097.29	Bike Facility	N/A	1	\$0	\$0	
\$0										
L150	Bike facility	Souder - Sullivant to Mound	Sullivant Elementary School	1319.31	Bike Facility	N/A	1	\$0	\$0	
\$0										
P282	Bumpout and crosswalk	Mt. Vernon & 20th	Trevitt Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					\$105,000					
P283	Bumpout and crosswalk	Atcheson & 20th	Trevitt Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					\$105,000					
P284	Crosswalk (offset intersection)	St. Clair & Atcheson	Trevitt Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
\$5,000										
P285	Enhance Crossing and add Bumpouts	Atcheson & Monroe	Trevitt Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					Signage	Each	4	\$500	\$2,000	
					\$107,000					
P286	Crosswalk	Ohio & Toronto	Trevitt Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
					\$25,000					
P287	Crosswalk	Toronto & Champion	Trevitt Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
					\$12,500					
P288	Bumpout	Champion & Atcheson	Trevitt Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					\$105,000					
P289	Crosswalk	Bolivar & Hallidon	Trevitt Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
					\$12,500					
L172	Build sidewalk	Toronto - Trevitt to Champion	Trevitt Elementary School	492.96	Sidewalks	Sq Ft	2470	\$8	\$19,800	Proposed 5' sidewalk for 1 side
\$19,800										
P290	Crosswalk	Kingshill Dr & Upland Dr	Valley Forge Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
\$1,250										
P291	Crosswalk	Urban Dr & Vanlear Rd	Valley Forge Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
\$2,500										
P292	Crosswalk	Almont Dr & Urban Dr	Valley Forge Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
\$5,000										
P293	Crosswalk	Urban Dr & Bourke Rd	Valley Forge Elementary School		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
\$3,750										
P294	Crosswalk	Merton Dr & Bourke Rd	Valley Forge Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	4	\$2,500	\$10,000	New ADA curb ramp, for a total of 2 per crossing
					\$12,500					
P295	Crosswalk; Bumpout (NW corner)	N Hague Ave & Valleyview Dr	Valleyview Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	6	\$2,500	\$15,000	New ADA curb ramp, for a total of 2 per crossing
					Curb Extensions - Full Corner	Each	1	\$25,000	\$25,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					\$45,000					
P296	Signal Analysis	Valleyview & Westmoor	Valleyview Elementary School		Signal Analysis	Each	1	\$0	\$0	Additional information will be needed.
\$0										
L151	Build sidewalk	Hague - Valleyview to Dibblee	Valleyview Elementary School, Westmoor Middle School	1862.72	Sidewalks	Sq Ft	9320	\$8	\$74,600	Proposed 5' sidewalk for 2 sides
\$74,600										
L152	Build sidewalk	Valleyview - Hague to Eureka	Valleyview Elementary School, Westmoor Middle School	2851.37	Sidewalks	Sq Ft	14260	\$8	\$114,100	Proposed 5' sidewalk for 1 side
\$114,100										
P297	Crosswalk	Weirton Dr & Watkins Rd	Watkins Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping



Columbus SRTS - Planning Level Construction Cost Estimate (2014 Dollars)										
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					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing
									\$7,500	
P298	Crosswalk	Watkins & Bluefield	Watkins Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					Reconstructed ADA Curb Ramp	Each	2	\$2,500	\$5,000	Reconstructed ADA curb ramp
									\$7,500	
L153	Build sidewalk	Rhoades/Koebel - Watkins to Kobel	Watkins Elementary School	5872.88	Sidewalks	Sq Ft	29370	\$8	\$235,000	Proposed 5' sidewalk for 2 sides
									\$235,000	
P299	Crosswalk	Eakin & Brinker	Wedgewood Middle School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$5,000	
P300	Crosswalk	Briggs & Maurine	Wedgewood Middle School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P301	Crosswalk	Briggs & Holly Hill	Wedgewood Middle School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P302	Bumpout	Summit St & E 3Rd Ave	Weinland Park Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
									\$100,000	
P303	Bumpout	Summit & 4th	Weinland Park Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
									\$100,000	
P304	Enhance Crossing and add Bumpouts; Consider leading pedestrian interval	Summit & 7th (N leg)	Weinland Park Elementary School		Curb Extensions - Full Corner	Each	2	\$25,000	\$50,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Curb Extensions - Partial Corner	Each	4	\$20,000	\$80,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					Signage	Each	4	\$500	\$2,000	
					Signal Analysis	Each	1	\$0	\$0	Additional information will be needed.
									\$137,000	
P305	Bumpout	Summit & 8th (S leg)	Weinland Park Elementary School		Curb Extensions - Full Corner	Each	1	\$25,000	\$25,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Curb Extensions - Partial Corner	Each	2	\$20,000	\$40,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner
					Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
									\$67,500	
P306	Bumpout	Summit & 8th (N leg)	Weinland Park Elementary School		Curb Extensions - Full Corner	Each	1	\$25,000	\$25,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Curb Extensions - Partial Corner	Each	2	\$20,000	\$40,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner
					Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
									\$67,500	
P307	Bumpout	Summit & 9th	Weinland Park Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$105,000	
P308	Bumpout	Fourth & 7th	Weinland Park Elementary School		Curb Extensions - Partial Corner	Each	4	\$20,000	\$80,000	Partial Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps) = \$20K each corner
					Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
									\$82,500	
L154	Bike facility	Summit - E 11th to 3rd	Weinland Park Elementary School	3950.67	Bike Facility	N/A	1	\$0	\$0	
									\$0	
L155	Bike facility	N. 4th - E 11th to 3rd	Weinland Park Elementary School	3954.46	Bike Facility	N/A	1	\$0	\$0	
									\$0	
P309	Crosswalk	N Richardson Ave & Grace St	West Broad Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P310	Crosswalk	N Burgess Ave & Grace St	West Broad Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing
									\$10,000	
P311	Crosswalk	Grace St & N Warren Ave	West Broad Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P312	Crosswalk	Grace St & N Harris Ave	West Broad Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	6	\$2,500	\$15,000	New ADA curb ramp, for a total of 2 per crossing
									\$20,000	
P313	Crosswalk	Ridge & Harris	West Broad Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	6	\$2,500	\$15,000	New ADA curb ramp, for a total of 2 per crossing
									\$20,000	
P314	Crosswalk	Grace St & N Powell Ave	West Broad Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
L156	Build sidewalk, add crosswalks	Grace - Hague to Eureka	West Broad Elementary School	5014.22	Sidewalks	Sq Ft	25080	\$8	\$200,700	Proposed 5' sidewalk for 2 sides
					Crosswalk Striping	Each	20	\$1,250	\$25,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	40	\$2,500	\$100,000	New ADA curb ramp, for a total of 2 per crossing
									\$325,700	
L157	Build sidewalk	Ridge - Harris to Richardson (fill gaps)	West Broad Elementary School	1192.31	Sidewalks	Sq Ft	5970	\$8	\$47,800	Proposed 5' sidewalk for 1 side
									\$47,800	
L158	Build sidewalk, add crosswalks	Grace - Roys to Hague (fill gaps)	West Broad Elementary School	1067.23	Sidewalks	Sq Ft	5340	\$8	\$42,800	Proposed 5' sidewalk for 1 side
					Crosswalk Striping	Each	8	\$1,250	\$10,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	16	\$2,500	\$40,000	New ADA curb ramp, for a total of 2 per crossing
									\$92,800	
L159	Build sidewalk, add crosswalks	Grace - Orel to Roys	West Broad Elementary School	4317.99	Sidewalks	Sq Ft	21590	\$8	\$172,800	Proposed 5' sidewalk for 2 sides
					Crosswalk Striping	Each	21	\$1,250	\$26,300	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	39	\$2,500	\$97,500	New ADA curb ramp, for a total of 2 per crossing
									\$296,600	
L160	Bike facility	Broad - Camp Chase Rail Trail to E of Hague	West Broad Elementary School, West Mound Elementary School	4948.40	Bike Facility	N/A	1	\$0	\$0	
									\$0	
L161	Build sidewalk	Springmont - Highland to Belvidere	West Mound Elementary School	1677.66	Sidewalks	Sq Ft	8390	\$8	\$67,200	Proposed 5' sidewalk for 1 side
									\$67,200	
L162	Build sidewalk	Belvidere - Safford to Sullivant	West Mound Elementary School	2745.94	Sidewalks	Sq Ft	13730	\$8	\$109,900	Proposed 5' sidewalk for 2 sides
									\$109,900	
L163	Build sidewalk	Safford - Belvidere to Townsend	West Mound Elementary School	2473.42	Sidewalks	Sq Ft	12370	\$8	\$99,000	Proposed 5' sidewalk for 1 side
									\$99,000	
P315	Crosswalk	N Ogden Ave & Steele Ave	Westmoor Middle School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$5,000	
P316	Crosswalk	N Harris Ave & Steele Ave	Westmoor Middle School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	1	\$2,500	\$2,500	New ADA curb ramp, for a total of 2 per crossing
									\$7,500	
P317	Signal Analysis - incorporate Sidney into signal	E 5th & Sidney	Windsor STEM Academy		Signal Analysis	Each	1	\$0	\$0	Additional information will be needed.
									\$0	
P318	Crosswalk	Cleveland/Camden/Leonard (east side)	Windsor STEM Academy		Crosswalk Striping	Each	3	\$1,250	\$3,750	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	6	\$2,500	\$15,000	New ADA curb ramp, for a total of 2 per crossing
									\$18,750	



Columbus SRTS - Planning Level Construction Cost Estimate (2014 Dollars)										
MAP ID	COUNTERMEASURE(S)	LOCATION	SCHOOL	PROJECT LENGTH	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
P319	Enhance Crossing	Cleveland & 17th	Windsor STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					Signage	Each	4	\$500	\$2,000	
									\$7,000	
P320	Crosswalk	E 11th & St. Clair	Windsor STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	2	\$2,500	\$5,000	New ADA curb ramp, for a total of 2 per crossing
									\$10,000	
P321	Enhance Crossing	Brooks & Chittenden	Windsor STEM Academy		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					Signage	Each	4	\$500	\$2,000	
									\$7,000	
P322	Add lighting	Cleveland, under RR bridge	Windsor STEM Academy		Pedestrian Lighting	Each	20	\$1,000	\$20,000	Estimate of ten lights per pedestrian sidewalk, with two sides equals 20 lights for sidewalks @ \$1,000 each = \$20,000 (includes power, service, cable, and conduit)
									\$20,000	
L164	Off street trail	Windsor to E 17th (old rail line)	Windsor STEM Academy	1249.15	Pave Pathway	Mile	0.24	\$400,000	\$96,000	10' wide asphalt path @ \$400,000/miles
									\$96,000	
L165	Build sidewalk	Brooks - 15th to 17th	Windsor STEM Academy	656.83	Sidewalks	Sq Ft	3290	\$8	\$26,400	Proposed 5' sidewalk for 1 side
									\$26,400	
L166	Build sidewalk	Louis - 17th to 19th	Windsor STEM Academy	719.33	Sidewalks	Sq Ft	3600	\$8	\$28,800	Proposed 5' sidewalk for 1 side
									\$28,800	
L167	Build sidewalk	Gladston - 19th to 25th	Windsor STEM Academy	1807.08	Sidewalks	Sq Ft	9040	\$8	\$72,400	Proposed 5' sidewalk for 1 side
									\$72,400	
L168	Build sidewalk	Leonard (east side)	Windsor STEM Academy	271.48	Sidewalks	Sq Ft	1360	\$8	\$10,900	Proposed 5' sidewalk for 1 side
									\$10,900	
P323	Crosswalk	Larwell Dr & Moreland Dr	Winterset Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	Reconstructed ADA curb ramp
									\$12,500	
P324	Crosswalk	Rayne Ln & Larwell Dr	Winterset Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	Reconstructed ADA curb ramp
									\$12,500	
P325	Crosswalk	Weybridge Rd & Winterset Dr	Winterset Elementary School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	Reconstructed ADA curb ramp
									\$12,500	
P326	Bumpout	Winterset Dr & W Henderson Rd	Winterset Elementary School		Curb Extensions - Full Corner	Each	4	\$25,000	\$100,000	Full Corner Curb Extension (Proposed concrete walk, pavement removal, ex walk removal, signing, inlet removal, proposed inlets, curb ramps, ) = \$25K each corner
					Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$105,000	
L169	Off street trail	Bunker Hill - west of Marblehead to Kenny	Winterset Elementary School	1970.08	Pave Pathway	Mile	0.37	\$400,000	\$148,000	10' wide asphalt path @ \$400,000/miles
									\$148,000	
L175	Build sidewalk	Winterset - south of Henderson (fill gap, west side)	Winterset Elementary School	30.00	Sidewalks	Sq Ft	150	\$8	\$1,200	Proposed 5' sidewalk connection to existing (1 side)
									\$1,200	
P327	Crosswalk	Lonsdale Rd & E Livingston Ave	Woodcrest Elementary School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
									\$5,000	
P328	Crosswalk	Woodcrest, south of Livingston	Woodcrest Elementary School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
									\$1,250	
P329	Crosswalk	Boxwood Dr & Redwood Rd	Woodward Park Middle School		Crosswalk Striping	Each	4	\$1,250	\$5,000	Ladder-style crosswalk striping
					New ADA Curb Ramp	Each	8	\$2,500	\$20,000	New ADA curb ramp, for a total of 2 per crossing
									\$25,000	
P330	Crosswalk	Vinewood Dr & Redwood Rd	Woodward Park Middle School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$12,500	
P331	Crosswalk	Vinewood Dr & Rockwood Rd	Woodward Park Middle School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
					New/Reconstructed ADA Curb Ramp	Each	4	\$2,500	\$10,000	New or reconstructed ADA curb ramp, for a total of 2 per crossing
									\$12,500	
P332	Crosswalk	Satinwood Dr & Rockwood Rd	Woodward Park Middle School		Crosswalk Striping	Each	2	\$1,250	\$2,500	Ladder-style crosswalk striping
									\$2,500	
P333	Crosswalk	Urban Dr & Kingshill Dr	Woodward Park Middle School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
									\$1,250	
P334	Crosswalk	Urban Dr & Atwater Dr	Woodward Park Middle School		Crosswalk Striping	Each	1	\$1,250	\$1,250	Ladder-style crosswalk striping
									\$1,250	

**NOTES:**  
Construction cost estimates provided are planning level estimates and are provided in 2014 dollars.  
Estimated quantities are based on countermeasures for each location.  
Estimates are provided based on individual locations, and not a project as a whole. Unit prices may be higher for individual locations than if estimated for a whole project.  
A construction cost contingency of 20% should be added to costs at this planning level.

Only construction cost estimates are provided, and miscellaneous costs for maintenance of traffic and mobilization for the contractor have not been included.  
Engineering Design & Survey costs have not been included.  
Construction Engineering Costs have not been included.  
Any environmental costs have not been included.  
Any right-of-way acquisition costs have not been included.

Estimated costs for certain items have been based on a "typical" design, and applied to the locations that have this feature.  
These features based on a "typical" design include crosswalk striping, new/reconstructed curb ramps, refuge islands, signing, cul-de-sacs, partial corner & full corner curb extensions, improve railroad crossings, and remove slip lane to create T-intersection.

For locations that have added proposed crosswalks on all legs (where there may not be curb ramps currently), new/reconstructed curb ramps have been accounted for at the whole intersection.  
For locations that are just providing re-striping of crosswalks with proposed countdown timers, new/reconstructed curb ramps have NOT been accounted for at the intersection.