Final Application Form for
MORPC-Attributable Transportation Funding
State Fiscal Years 2014-2019

Surface Transportation Program (STP)
Congestion Mitigation and Air Quality (CMAQ) Improvement Program
Transportation Enhancement (TE) Program

Deadline: August 31, 2012 at 5 p.m.

For instructions, please see the Application Procedure accompanying this form.

1. Authorized Signature: The undersigned certifies: (1) he/she is authorized to request and accept financial assistance from the Mid-Ohio Regional Planning Commission (MORPC); (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that the chief executive officer of the sponsoring agency is aware that he/she must enter into a partnering agreement with the Ohio Department of Transportation, MORPC, and the project consultant (if applicable).

   NOTE: If the signature area is incomplete, a new project's evaluation score will be reduced by 10 percent. The penalty will increase by 5 percent for each additional week that passes before the applicant provides complete signature information.

   Mark Kelsey / Stan Wenzell 8-30-12
   Signature Date

   Mark Kelsey
   Name (type/print)

   Director of Public Service
   Title

Reference Information

2. Project Title: SR-161 Shared-Use Path

3. Local Jurisdiction / Area Served: City of Columbus and Perry Township

Provide the name of the municipality and/or township that has jurisdiction in the project area. If not applicable, describe the area served by the project.

4. County-Route-Section: FRA - SR - 161 - Sawmill Road to Linworth Road

If selected, ODOT will assign the project this designation. Propose one that best describes the project. If the project is located in or serves multiple counties, choose the county where the majority of benefits will accrue. Use the ODOT three-letter county abbreviation (DEL, FAI, FRA, LIC). For the route, give the primary route designation (I-, US, SR, CR, TR). If there is none, give the local name for the route (street or trail name), or a short title of the project. Provide the ODOT section. If none is available, provide a short description of the starting terminus.

5. ODOT PID (if assigned): N/A

6. ☒ The sponsor has read MORPC's Complete Streets Policy and understands that it applies to all projects that will use federal funds allocated through MORPC.

Applicant Information

7. Sponsoring Local Public Agency: City of Columbus

This is the local public agency (LPA) that will contract with ODOT and enact legislation committing the agency to executing and maintaining the project. The sponsor must be a public agency that is legally eligible to enter into a contract with ODOT. Citizen groups, other private organizations, public school districts, or government agencies ineligible to contract with ODOT may indirectly sponsor a project by coordinating with a sponsoring agency. The sponsoring agency assumes responsibility for executing the project. The sponsoring agency must own the proposed project facility and/or must own the property on which the proposed project will be located upon completion of the project.

8. Project Legislation – Effective Date: _____ Check if attached: ☐

Attach a copy of the most recent project legislation. The effective date of the most recent project legislation approved by the sponsoring agency's legislative body (e.g., city council) must be after June 30, 2011. If selected as a new project, ODOT will require additional legislation to program the project. The legislation must commit the agency to maintain the facility, equipment, or other funded activity. Sponsoring agencies that have not adequately maintained prior STP, CMAQ, or TE projects are ineligible to apply for funding for additional projects.

NOTE: If a copy of enacted supporting legislation is not received by November 1, 2012, a new project's evaluation score will be reduced by 10 percent. The penalty will increase by 5 percent for each additional week that passes before the applicant provides a copy of enacted supporting legislation.

9. Sponsor Project Manager (responsible for all project communication):

Nicholas J. Popa, PE	Bikeways and Community Mobility Manager	
Name	Title	
109 North Front Street		
Street		
Columbus	OH	43215
City	State	ZIP

Phone: (614) 645-0543 Fax: (614) 645-7921

E-mail: NJPopa@Columbus.gov

Provide contact information for one person employed by the sponsoring agency who can assume responsibility for routing all project-related communications. The project manager may change as the project develops if the LPA notifies all other parties.

NOTE: The project could be penalized if the sponsor does not respond within one week of a request for additional information. MORPC will send any requests to the LPA Project Manager. Therefore, it is very important that the LPA Project Manager is able to respond quickly to requests while MORPC is reviewing the applications in September and October, or that this person delegates that responsibility.

If additional information is needed, staff will send a request to the Sponsor Project Manager identified on the application. The sponsor must adequately respond by the date indicated in the request, which will be approximately one week after receipt. A failure to adequately respond to the request will result in a reduction of 5 percent from a new project's evaluation score. The penalty will increase by 5 percent for each additional week that passes before the applicant adequately responds to a request.

10. Consultant Project Manager (applies only if the sponsor has retained a consultant for the project)	John W. Panovsky PE, LEED AP BD+C Name	Partner Title	
	Korda Engineering Company		
	1650 Watermark Drive Street		
	Columbus City	OH State	43215 ZIP
	Phone: (614) 487-1650	Fax: (614) 487-8981	
	E-mail: John.Panovsky@korda.com		

Basic Project Information

11. Project Limits – From: Sawmill Road To: Linworth Road

Provide the names of the beginning and ending points of the project, which will serve as logical termini. These will typically be other routes or transportation facilities. Note that federal rules require that the project has logical termini.

12. Project Length: 2.4 miles

Items **#13 through #28** ask for the dimensions of components of the typical cross sections of the existing and proposed facilities.

13. Existing ROW Width:	90 feet	**14.** Proposed ROW Width:	90 feet
Width of the right-of-way owned by the sponsoring agency at a typical section before the project began and would own upon completion, respectively.			
15. Existing Pavement Width:	28 feet	**16.** Proposed Pavement Width:	28 feet
Width of pavement between the pavement edges, gutter pans, curbs, or other barriers on each side at a typical section before the project began and upon completion, respectively.			
17. Is there an existing 2-way center turn lane?	☐ Yes ☒ No	**18.** Is there a proposed 2-way center turn lane?	☐ Yes ☒ No
19. Existing Number of Lanes:	NB/EB: 1 SB/WB: 1	**20.** Proposed Number of Lanes:	NB/EB: 1 SB/WB: 1
Provide the number of lanes that exist along the longest portion of the route the project would modify and would exist upon completion, respectively. Enter the number after NB/EB (northbound/eastbound) or SB/WB (southbound/westbound) as appropriate to indicate the direction of travel. Include center left-turn lanes if existing along the majority of the project. If no facility exists, write "NA."			
21. Existing Shoulder Widths:	NB/EB: 2 feet SB/WB: 2 feet	**22.** Proposed Shoulder Widths:	NB/EB: 2 feet SB/WB: 2 feet
Width of pavement between the edge stripe and the pavement edge, gutter pan, curb, or other barrier at a typical section before the project began and upon completion, respectively. Enter the width for each side of the roadway after NB/EB (northbound/eastbound) or SB/WB (southbound/westbound) as appropriate.			

23. Existing Sidewalk Widths:	N/E: NA S/W: NA	**24.** Proposed Sidewalk Widths:	N/E: NA S/W: NA

Enter the sidewalk widths for a typical section for each side of the roadway after N/E (north/east) or S/W (south/west) before the project began and upon completion, respectively. Do not include multi-use paths.

25. Existing Bike Lane Widths:	NB/EB: NA SB/WB: NA	**26.** Proposed Bike Lane Widths:	NB/EB: NA SB/WB: NA

Enter the bike lane widths for a typical section for each side of the roadway after NB/EB (northbound/eastbound) or SB/WB (southbound/westbound) before the project began and upon completion, respectively. Do not include multi-use paths.

27. Existing Path Widths:	N/E: NA S/W: NA	**28.** Proposed Path Widths:	N/E: 10 feet *OR* S/W: 10 feet

Enter the multi-use path (MUP) widths for a typical section for each side of the roadway after N/E (north/east) or S/W (south/west) before the project began and upon completion, respectively.

29. Attach schematic drawings of the typical cross sections of the existing and proposed facilities. The drawings should show the location and widths of the right-of-way, pavement, travel lanes, bicycle lanes, shoulders, buffer strips, sidewalks, multi-use paths, etc. as described above. Also attach a schematic plan view of the project if available.

30. Existing Speed Limit	45 MPH	**31.** Proposed Speed Limit	45 MPH

Enter the posted speed limit on the facility at a typical section when the project was conceived and upon completion, respectively.

32. Number of railroad facilities within the project limits: 1

If there is none, enter "0" or "none." Enter "NA" if not applicable.

33. Project limits should be selected so that they can accommodate existing and future connections. In this regard, were logical termini chosen to include connections through "pinch points" such as overpasses, railroad crossings, and bridges? If the project touches another jurisdiction, was a systems approach taken? Were cross-jurisdictional connections considered? Are there other transportation projects proposed for the same area? If so, what coordination has occurred with the other project(s)? Please explain. (Checklist A. J.)

SR-161 currently has parallel shared-use paths west of Sawmill Road and east of Linworth Road. This project proposes the construction of a shared-use path on SR-161 between Sawmill Road and Linworth Road, completing the gap in that network and providing an important east-west connection for the northern neighborhoods of Columbus, including a connection for bicyclists and pedestrians across the CSX railroad on the east side of the project limits. Coordination with Perry Township and the City of Worthington is taking place to ensure that this project takes a systems approach.

34. **Information on Existing Bridge(s):** Provide the requested information for each existing bridge for which some work is included in the scope or that the project has the potential to impact. A bridge is considered deficient if its sufficiency rating is less than 80.1 percent and if it is designated structurally deficient or functionally obsolete. The sufficiency rating is based on a formula and is an overall judgment of the condition of a bridge from 0 (worst) to 100 (best). This information will be used to determine if the bridge is included in MORPC's Metropolitan Transportation Plan.

Location:	N/A		Location:	N/A	
Structure File Number	N/A		Structure File Number	N/A	
Sufficiency Rating (%)	N/A		Sufficiency Rating (%)	N/A	
Structurally Deficient	☐ Yes	☐ No	Structurally Deficient	☐ Yes	☐ No
Functionally Obsolete	☐ Yes	☐ No	Functionally Obsolete	☐ Yes	☐ No

☐ Information on additional bridges attached.

35. Please attach a map of the project area, showing land use and existing and future trip generators. Existing and future trip generators are places that attract customers, employees, students, visitors, and others. The following are some examples: employment centers, schools/colleges, libraries, residential areas, recreational facilities (parks, etc.), tourist destinations, gathering places (churches, etc.), entertainment, shopping, logistics centers. (Checklist A. E.)

☒ See Attachment

Primary Activity (select only one, if applicable)	Secondary Activity (may select more than one)	36. **Transportation Enhancement Categories:** A project must include one of the 12 TE categories as a primary or secondary activity to be eligible for TE funding. All proposed projects must have a direct relationship to transportation, such that they enhance a current or proposed transportation system. For example, a recreational trail that does not connect trip destinations (e.g., a loop) is not eligible. More information about eligibility and categories is available on the web: http://www.fhwa.dot.gov/environment/te/teas.htm
☒	☐	1. Pedestrian and bicycle facilities
☐	☐	2. Pedestrian and bicycle safety and education activities
☐	☐	3. Acquisition of scenic or historic easements and sites (including historic battlefields)
☐	☐	4. Scenic or historic highway programs including tourist and welcome centers
☐	☒	5. Landscaping and scenic beautification
☐	☐	6. Historic preservation
☐	☐	7. Rehabilitation and operation of historic transportation buildings, structures or facilities
☐	☐	8. Conversion of abandoned railway corridors to trails
☐	☐	9. Inventory, control, and removal of outdoor advertising
☐	☐	10. Archaeological planning and research
☐	☐	11. Environmental mitigation of runoff pollution and provision of wildlife connectivity
☐	☐	12. Establishment of transportation museums

37. **Primary CMAQ Category:** For more information about CMAQ eligibility, see Section VII, Project Eligibility Provisions, in CMAQ Interim Program Guidance, October 2006, and other documents available on the web: http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm.

- [x] 1. Provide alternatives to single-occupant vehicular (SOV) modes (transit, bike/ped, HOV lanes)
- [ ] 2. Traffic flow improvements (signals, turn lanes, bottleneck elimination, intermodal freight)
- [ ] 3. Transportation demand management (marketing, education, ridesharing, telecommuting)
- [ ] 4. Emissions reduction only (alternative fuels, engine retrofits, idle reduction, public-private)

38. Describe any aspects of the project's scope that have changed from the Initial Application or that the responses above or on the Initial Application did not convey. Provide other scope details not captured by responses elsewhere, especially elements that might affect the project's cost. For example, does the project include curb & gutter, street lighting, medians, drainage, etc.? What are the project's deliverables; e.g., number of vehicles retrofitted, buses purchased, signals coordinated, etc.?

For the portion of the path between the railroad tracks and Linworth, there is potential for minor drainage work and construction of mountable curb. The deliverables for this project are shared-use path and associated landscaping and drainage improvements. The determination of whether to put the path on the north or south side of SR-161 is ongoing as the feasibility study for the project continues. A working group has been formed to gather input from the public and area stakeholders on this decision.

Project Origin and Development

39. Does the project area include recommendations that are contained in any of the following plans? Please check all that will apply. (Checklist A. K.)

- [ ] Pedestrian plans or sidewalk inventories
- [x] Bikeway plans
- [ ] Freight plans
- [ ] Thoroughfare plans
- [ ] Greenways plans
- [ ] Active transportation/Open space plans
- [ ] Short-range and/or long-range transit plans
- [x] Metropolitan Transportation Plan
- [ ] Short-range and/or long-range transit plans
- [x] Metropolitan Transportation Plan
- [ ] ODOT plans
- [ ] Safe Routes to School travel plans
- [ ] ADA transition plans
- [ ] Any neighborhood or mobility plans
- [x] Any other plans, e.g., comprehensive plans

40. If yes, how does your project fulfill any of these plans? Please specify the plan names. Describe more specifically how the project addresses those needs or is otherwise consistent with those plans/studies. For example, if a local plan recommended traffic calming, how would the project achieve it? (Checklist A. K.)

This project originated out of the Columbus Bicentennial Bikeways Plan which was adopted by Columbus City Council in June, 2008. This project is specifically listed as one of the top twelve priority projects in the Plan. Multi-purpose paths included the limits of this project were also recommended in the Northwest Area Plan, adopted by City Council in 2007. Additionally, this project was specifically included as Project 1298 in the 2012 Metropolitan Transportation Plan that was adopted by the Mid-Ohio Regional Planning Commission in May, 2012.

41. What was the origin of the proposed project? Is the project identified in or necessitated by corridor plans/studies, capital improvement programs, legislative mandates, pavement/bridge management systems, maintenance quality survey, safety study, congestion program, thoroughfare plans, local comprehensive plans? If so, provide the names of the studies/plans.

This project originated out of the Columbus Bicentennial Bikeways Plan which was adopted by Columbus City Council in June, 2008. This project is listed as one of the top twelve priority projects in the Plan. The Plan proposes a system of share-use paths, on-street improvements, educational programming, and enforcement measures throughout the greater Columbus area. The proposed system will eventually reach a total of more than 500 miles of bikeways and will connect six suburbs and seven metro parks. The project was also recommended in the Northwest Area Plan, adopted by City Council in 2007.

42. **Average Daily Traffic (ADT).** Please provide existing ADT counts for all modes for which counts are available. Vehicular traffic counts are available in MORPC's online traffic count database. Pedestrian and bicycle traffic counts for selected locations are also available on the MORPC website. Use the latest ADT available. A new traffic count is not necessary. (Checklist A. B.)

☐ Counts Attached

2010 ODOT: SR-161 @ Sawmill Rd two-way – 25,160

2010 ODOT: SR-161 Sawmill Rd to east of Brookdown Dr two-way – 16,000

2011 MORPC: SR-161 @ Fiesta Dr two-way – 15,144

2010 MORPC: SR-161 @ Linworth Rd two-way – 17,551

43. **Level of Service (LOS).** What is the current and projected LOS? Please provide supporting documentation. Alternatively, MORPC can estimate LOS using its Congestion Management Process Model. (Checklist A. B.)

N/A. The shared-use path will be on one side of the street outside the limits of traffic. LOS will be unaffected.

44. Which PDP process is the project currently following? More information about ODOT's Project Development Process (PDP) can be found on the web at: http://www.dot.state.oh.us/projects/pdp/Pages/default.aspx

Path Number from 1 (simplest) to 5 (most complex): 3

45. NEPA Requirements – What level of environmental documentation is the project expected to require? Descriptions of these Categorical Exclusion (CE) levels can be found in the CE Programmatic Agreement.

☐ Exempt	☐ CE Level 1	☒ CE Level 2	☐ CE Level 3
☐ CE Level 4	☐ EA	☐ EIS	☐ Unknown

46. Can you provide documentation that ODOT agrees with this determination? Documentation can be any communication with ODOT indicating the level of environmental documentation ☐ Yes ☒ No

47. In addition to the responses to Questions 15, 16 and 17 on the Initial Application, is there any information to consider regarding the project's origin and development that affected the proposed schedule? Provide enough information to demonstrate that the project has reached the stage of development shown. The information will be used in part to evaluate the feasibility of the project schedule in the next section.
We have already met with Perry Township and the City of Worthington to begin coordination of this multi-jurisdictional project.

Project Schedule

48. Project Schedule Table – Provide a project schedule that is "realistic and recognize[s] the processing and review times needed by MORPC, ODOT, and other state and federal agencies in the project development process. Project sponsors should not assume expedited reviews by ODOT. The project sponsor, ODOT, and MORPC must agree on a schedule when the partnering agreement is executed" (see Principle #15).

    Newly selected projects will not be scheduled to receive funding without allowing sufficient time for project development. For most projects with a construction phase, this means that no funding will be available for any phase until SFY 2014. Sponsors of such projects seeking funding before SFY 2014 will have to provide justification in the Project Origin and Development and Project Schedule portions of the application. Sponsors that advance their projects through the PDP ahead of their funding schedule may award such projects early if funds are available.

    "As a rule of thumb for roadway projects, project sponsors should anticipate that programming and preliminary development activities will take two years, design will take one year, right-of-way acquisition and utility relocation will take one to three years, and construction will take one or more years. MORPC cannot guarantee that funding can be provided at the time the project sponsor desires funding." (Principle #8). Enter "N/A" if not applicable. Keep in mind that your project will be determined to be on schedule or behind schedule during the next round based on these dates.

    The schedule may be updated from the dates provided on the Initial Application.

    For programs, purchases, studies, and other projects that do not have a construction phase, please skip this table and continue to Item #49 below.

Milestones	Expected Date (month/year)
Project Programmed with ODOT	10/2012
Begin Planning Phase: The date that the planning scope of work is developed. This milestone may not apply to Path 1 Projects.	10/2011
Project Initiation Package: The date that the Project Initiation Package is approved by the District. This milestone may not apply to Path 1 Projects.	10/2012
Consultant Authorized to Begin Design	10/2011
Purpose and Need Submittal: The date that the Draft Purpose and Need is submitted. This milestone may not apply to Path 1 Projects.	10/2012
Begin Environmental Clearance: The date when the scoping for an environmental consultant or scoping for an environmental study is initiated. Some Path 1 Projects may be exempt and not require this milestone.	10/2011
Feasibility Study Submittal: The date when the Feasibility Study is received for review by the District from a consultant or local public agency.	12/2012
Preferred Alternative Approval: The date when a single Preferred Alternative is approved. For Path 1 Projects and simple Path 2 Projects, the preferred alternative may be established at scope development. If so, provide the scoping date. Otherwise, enter the appropriate approval date associated with the Feasibility Study or Alternative Evaluation Report.	02/2013
Preliminary Right-of-Way Plan Submittal: The date when Preliminary RW plans are received for review by the District from a consultant or local public agency.	08/2013
Right-of-Way Authorization: The date when authorization is given to a local public agency to begin acquisition activities.	01/2014
Stage 2 Design Plan Submittal	10/2013
Environmental Document Approval: The date when the responsible agency (FHWA or ODOT) approves the document or the District confirms the project is exempt from documentation.	08/2013
Stage 3 Design Plan Submittal	02/2014
Right-of-Way Acquisition Complete: Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.)	01/2015
Final Plans and Bid Package Submittal to ODOT	02/2015
Award Contract: The date the local public agency approves a contract with a successful bidder.	05/2015
Begin Construction	05/2015
Project Completion	05/2016

49. For programs, purchases, studies, and other projects that do not have a construction phase, please provide a schedule for project development (including environmental approval) and funding. Provide an estimate of the date(s) that federal funds would need to be available. Give a summary of the schedule to be followed before the project is ready for funding and while it is being implemented. See also instructions for Item #48 above. Describe other relevant aspects of the project schedule. For example, is the funding schedule contingent upon other actions? Will the project need funding from other sources to proceed?

Construction schedule is contingent on availability of MORPC funds.

Cost Estimate and Funding Request

Cost Estimate Table Instructions

Column A:, The SFY of the Preliminary Engineering, Right-of-Way and Construction phases in this table should match the date given for Consultant Authorized to Begin Design, Right-of-Way Authorization and Award Contract, respectively, in the Project Schedule Table (unless the sponsoring LPA intends to finance the project and seek later reimbursement from federal funding). Note that the SFY begins July 1 of the previous calendar year; e.g., SFY 2014 begins July 1, 2013 and ends June 30, 2014.

Column B is for the funding requested by submitting this application, which is typically limited to 80 percent of eligible costs. If the MORPC-attributable federal share of the project in any phase is greater than $10 million, see Principle #13.

Column C is for other federal funding sources that are committed to this project. Other federal funds (e.g., federal earmark) cannot be used to match MORPC-attributable federal funds.

Column D is for local funding and any non-federal sources committed to the project to meet the minimum match requirement of 20 percent.

Use ODOT's preliminary cost estimating procedure or some similarly detailed procedure. Refer to ODOT's Office of Estimating website for guidance:
http://www.dot.state.oh.us/Divisions/Planning/Estimating/Pages/default.aspx.

Estimate costs in current (2012) dollars. Do not adjust construction cost estimates for inflation or include inflation in contingency costs.

Preliminary Engineering
Principle #7 states, "Because of the time needed to procure engineering services when federal funds are used and as a sign of their commitment to their projects, MORPC expects project sponsors to undertake preliminary development and detailed design activities on construction projects without use of MORPC's attributable federal funds. However, in certain situations (a multi-jurisdictional project or severe financial hardship by the local agency(ies)), MORPC may fund preliminary engineering. However, if MORPC funds are used for preliminary engineering, its total funding commitment to the project (PE, ROW & Con) will not exceed the amount it would have been had MORPC funds only been used for the ROW and construction phases. Funds derived from the City of Delaware urbanized area are exempt from these limits."

For example, the cost estimate for a project is $100,000 for PE, and $1,000,000 for right-of-way and construction combined. If a sponsor requests funding for 80 percent of PE, or $80,000, then the maximum available for right-of-way and construction would be $800,000 (80 percent of $1,000,000) minus the $80,000 for PE, or $720,000. As a result, MORPC's share for right-of-way and construction is less than 80 percent.

50. PE – Environmental/Preliminary Development: Enter costs to prepare the environmental document and develop the project through Stage 1 design plans. In Column A, enter the SFY when the funds will be needed (not before the Consultant Authorized to Begin Design date on the Project Schedule Table).
51. PE – Detailed Design: Enter costs to develop the project to right-of-way authorization or Stage 2 design plans. In Column A, enter the SFY when the funds will be needed (not before the Consultant Authorized to Begin Design date on the Project Schedule Table).
52. PE Subtotal. Add Lines #50 and #51.
53. Percent PE by Source. Divide each column of Line #52 by the value in Line #52, Column E. Generally, the MORPC Federal share (Column B) cannot exceed 80 percent.

Right-of-Way

54. Right-of-Way Acquisition. Land acquisition costs that are necessary to construct any project elements Do not include utility relocation costs. In Column A, enter the SFY when the funds will be needed (not before the Right-of-Way Authorization date on the Project Schedule Table).
55. Utility Relocation: Estimate the project costs to relocate utilities as necessary to construct any project elements.
56. ROW Subtotal. Add Lines #54 and #55.
57. Percent ROW by Source. Divide each column of Line #56 by the value in Line #56, Column E. Generally, the MORPC Federal share (Column B) cannot exceed 80 percent.

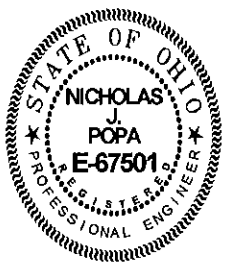
Construction Contract

58. Construction Contract: Estimate costs in current (2012) dollars. Do not adjust cost estimates for inflation. In Column A, enter the SFY when the funds will be needed (not before the Award Contract date on the Project Schedule Table).
59. Construction Engineering: Inspection services, etc. These costs are typically estimated to be 10 percent of the contract costs.
60. Construction Subtotal. Add Lines #58 and #59 for each column.
61. Percent Construction by Source. The values should be equal to the result of dividing each column of Line #60 by the value in Line #60, Column E. Generally, the MORPC Federal share (Column B) cannot exceed 80 percent.
62. through 68. These lines are available for other phases or activities, with only one SFY per line. Estimate costs for each SFY on each line. Enter the SFY that funds are needed in Column A.
69. Project Total: Sum Lines #52, #56, #60 and #62 through #68.

#	Item	(Col. A) SFY Funds Needed	(Col. B) MORPC Federal (≤80%)*	(Col. C) Other Federal	(Col. D) Non-Federal	(Col. E) Phase Total (2012 $)
	Preliminary Engineering (PE) Costs					
MORPC funding for PE will increase matching for other phases. See table instructions.						
50.	PE – Environmental/Prelim. Devel.	NA	NA	NA	NA	NA
51.	PE – Detailed Design	NA	NA	NA	NA	NA
52.	PE **SUBTOTAL**		NA	NA	NA	NA
53.	Percent PE by Source		NA	NA	NA	NA
	Right-of-Way (ROW) Costs					
54.	Right-of-Way Acquisition	2014	$661,478	$0	$165,370	$826,848
55.	Utility Relocation	NA	NA	NA	NA	NA
56.	ROW **SUBTOTAL**		$661,478	$0	$165,370	$826,848
57.	Percent ROW by Source		80%	0%	20%	100%
	Construction Costs					
58.	Construction Contract	2015	$1,277,427	$0	$319,357	$1,596,784
59.	Construction Engineering (typ. 10%)		$132,846	$0	$33,212	$166,058
60.	Construction **SUBTOTAL**		$1,410,273	$0	$352,569	$1,762,842
61.	Percent Construction by Source		80%	0%	20%	100%
	Other Costs					
62.	Other: NA	NA	NA	NA	NA	NA
63.	Other: NA	NA	NA	NA	NA	NA
64.	Other: NA	NA	NA	NA	NA	NA
65.	Other: NA	NA	NA	NA	NA	NA
66.	Other: NA	NA	NA	NA	NA	NA
67.	Other: NA	NA	NA	NA	NA	NA
68.	Other: NA	NA	NA	NA	NA	NA
69.	**Project TOTAL**		$2,071,751	NA	$517,939	$2,589,690

* Ridesharing and signalization projects can be 100% MORPC federally funded.

A professional engineer, architect, or other appropriate professional discipline must certify the cost estimate.
Seal or certify here:



8/23/12

70. Provide any supplemental information about financing the project. Report the number of unique funding partners funding any aspects of project development as well as the number contributing to right-of-way and construction. Note the amount contributed by each partner and which of these partners are private entities.

N/A. Projected will be funded by City of Columbus and MORPC funds awarded through this application.

71. When was this cost estimate prepared? Cost estimates must have been prepared after June 30, 2011, using plans that were current at the time and consistent with the current scope of the project.

August 2012

72. Briefly summarize the cost estimate methodology for any phases for which funds are requested e.g., based on a similar project and adjusted for site conditions.

☒ See related attachment

This cost estimate is based on a certified detailed preliminary engineering cost estimate prepared by the project consultant for construction and right-of-way on both the north and south sides of SR-161 (see attachment). The higher cost north side is shown above with inflation removed per the instructions.

Evaluation Information

The responses to the rest of the questions on this form will be used to score the project as part of the project evaluation process. The questions will obtain information needed to score the project against the criteria developed for each goal in the Metropolitan Transportation Plan.

GOAL: Economic Opportunity
Position central Ohio to attract and retain economic opportunity to prosper as a region and compete globally.

73. **Level of Service analysis (for Minor Widening/Intersection/Signals Category ONLY).** Provide the total 2035 delay reduction and reduction per vehicle in the project limits, based on a Synchro Level of Service analysis.

☐ See related attachment

N/A

74. **Truck percentage.** Provide the amount of existing heavy truck traffic (ODOT Type B and C Commercial) as a percentage of the total traffic, based on existing data on truck volumes. Provide the highest percentage segment included in the project. MORPC staff can obtain ODOT truck traffic data on ODOT routes, if desired.

☐ See related attachment

3% based on counts shown in #42

75. **Impact on job growth.** Provide a statement about the project's impact on job growth. Include any comments about the project's relationship to the criteria established for this goal: congested VMT reduction, travel delay reduction, level of service analysis, existing truck percentage, intermodal traffic, non-retail jobs within a mile in 2035, and number of users in 2035.

☐ See related attachment

N/A

76. **Potential utilization rating (for Bike & Pedestrian Category ONLY).** For both bike and pedestrian projects, provide a qualitative statement as to the need for the project by identifying key origins and destinations along and near the project.

☐ See related attachment

Within the project limits along SR-161 there is a dense commercial district near Sawmill Road in the western portion of the project, a mix of multi-family and single-family residential in the middle portion of the project, and a mix of light industrial and commercial near Linworth Road in the eastern portion of the project. Currently there are no specific facilities within these limits for pedestrian or bicycle traffic. Since this facility will connect the Dublin, Columbus and Worthington shared-use path systems, it is estimated that it will serve a significant amount of bicycle and pedestrian traffic.

GOAL: Natural Resources
Preserve and protect natural resources to maintain a healthy ecosystem.

77. **Greenroads rating (N/A for Transit Category).** In the last few years, a rating system entitled Greenroads has emerged as a way to evaluate roadway projects relative to sustainability practices. Information is available at www.greenroads.org. The rating system identifies certain project requirements and various credits to gain a particular achievement level. Identify if you have or intend to meet the Greenroads project requirements and specific credits towards a particular achievement level.

☐ See related attachment

N/A

78. **Other extraordinary aspects related to natural resources.** Provide a statement about the project's impact on the natural habitat. Include any comments about the project's relationship to the criteria established for this goal:

☐ See related attachment

By providing an important bicycle and pedestrian connection between Dublin, Columbus, and Worthington, this project could result in mode shift for users of this corridor from single occupancy vehicles to bicycles or pedestrian/transit. This would reduce demand for motor vehicle fuels and promote the preservation and protection of natural resources to maintain a healthy ecosystem.

GOAL: Energy
Promote the reduction of per capita energy consumption and the production of energy from renewable local sources to increase affordability and resilience of regional energy supplies.

79. **Project components that save energy.** Provide a statement about the potential project-level technology components that save energy.

☐ See related attachment

N/A

80. **Other extraordinary energy aspects.** Provide a statement about any extraordinary aspects of the projects impact on energy. This could include renewable energy production as part of the project.

☐ See related attachment

By providing an important bicycle and pedestrian connection between Dublin, Columbus, and Worthington, this project could result in mode shift for users of this corridor from single occupancy vehicles to bicycles or pedestrian/transit. This would reduce per capita energy consumption in favor of the renewable local energy source of the human body, thereby increasing the affordability and resilience of regional energy supplies.

GOAL: Collaboration
Increase collaboration to maximize the return on public expenditures.

81. **Documentation of support and collaboration.** Provide letters of support from neighboring government jurisdictions, community associations, business associations, or others. Where applicable, the sponsor is encouraged to provide additional documentation on interagency and community collaboration that has occurred to date to advance the project. Include any comments about the project's relationship to the criteria established for this goal.

☒ See related attachments

- A letter of support from Matt Greeson, City Manager of Worthington is attached.
- A public meeting for this project was held on June 5, 2012. See the project website for meeting details:
  - http://publicservice.columbus.gov/SR161SUP/
- A meeting took place on August 9 between Perry Township, City of Worthington, and City of Columbus. A draft of the meeting summary is attached.
- A recent article in This Week Community News documents some of the collaboration that has taken place for this project. Note that the working group mentioned in the article is actually initiated and funded by the City of Columbus:

http://www.thisweeknews.com/content/stories/northwest/news/2012/08/21/west-dublin-granville-road-columbus-to-consider-placing-path-on-south-side-of-road.html

GOAL: Health, Safety & Welfare
Use public investments to benefit the health, safety and welfare of people.

82. **Crash data.** Explain any safety issues in the project area. How will the project address those issues and improve safety?

MORPC will use ODOT provided crash data or you may provide your own crash data here, if desired. If providing your own crash analysis, explain the methodology used. Sponsors of intersection safety projects are strongly encouraged to conduct a crash study and provide results. Your crash information also needs to include the number of pedestrian and bicycle crashes by severity.

☐ See related attachment

N/A

83. **Pavement Condition Rating (PCR).** If desired, provide PCR data for the existing roadway that would be improved by the project to supplement the ODOT data.

☐ See related attachment

N/A

84. **Bridge rating.** Provide bridge rating data for the worst rated bridge that would be improved by the project to supplement the ODOT data if desired.

☐ See related attachment

N/A

85. **Components that maximize life of system.** Provide a statement, if applicable, as to the potential of the project to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project. You may also include any comments about the project's relationship to the criteria established for this goal.

☐ See related attachment

This project will maximize the life of the system by providing for safe bicycle and pedestrian travel along a corridor where very little currently exists, and it will promote and encourage the healthy practice of using the bicycle and pedestrian modes of transportation.

GOAL: Sustainable Neighborhoods

Create sustainable neighborhoods to improve residents' quality of life.

86. **Displacements.** Provide an estimate of the number of displacements (business and residential) as a result of the project. The information can be provided in terms of a likely range of displacements.

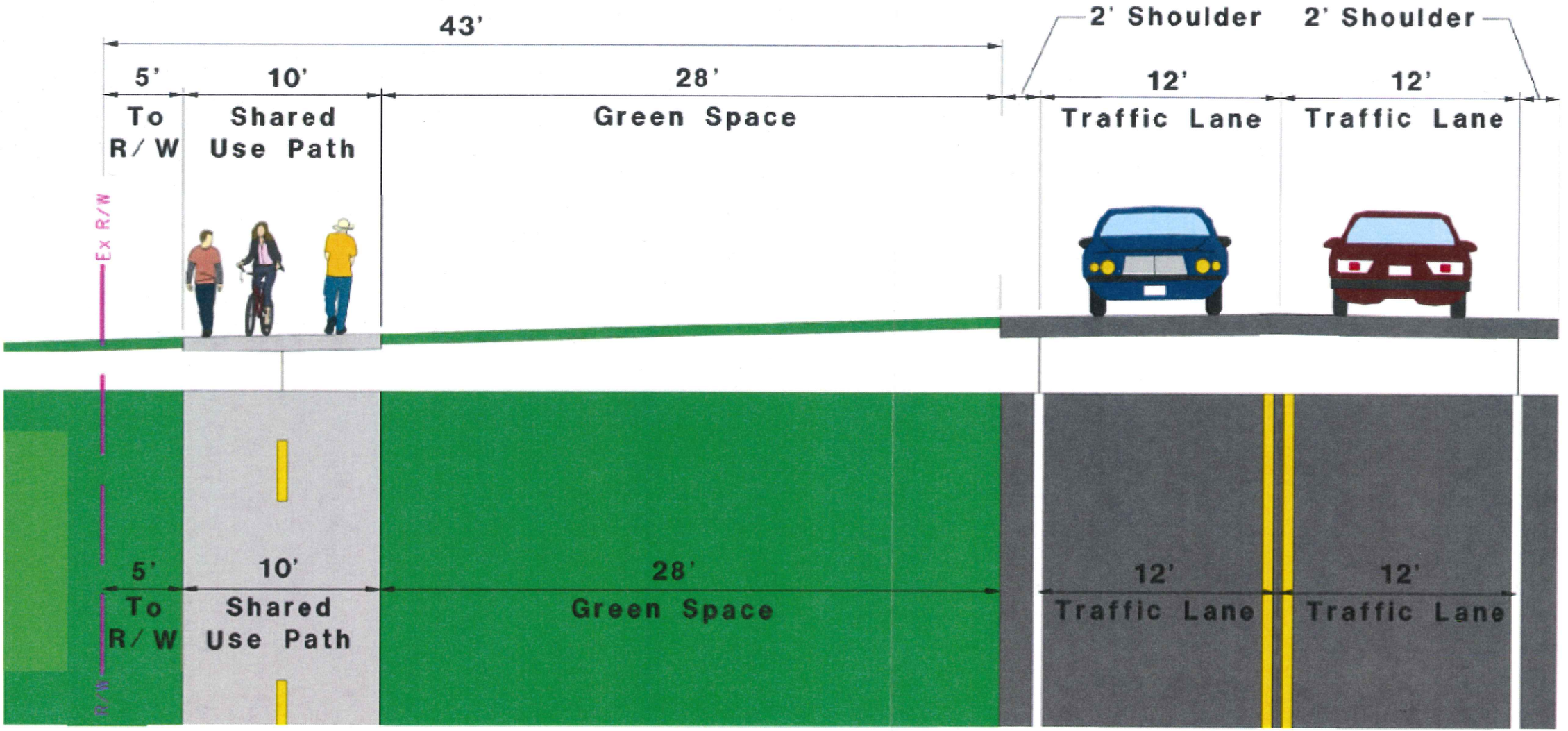
☐ See related attachment

There will be no displacements associated with this project.

87. **Enhance transit service.** Provide a statement as to how the project enhances transit service.

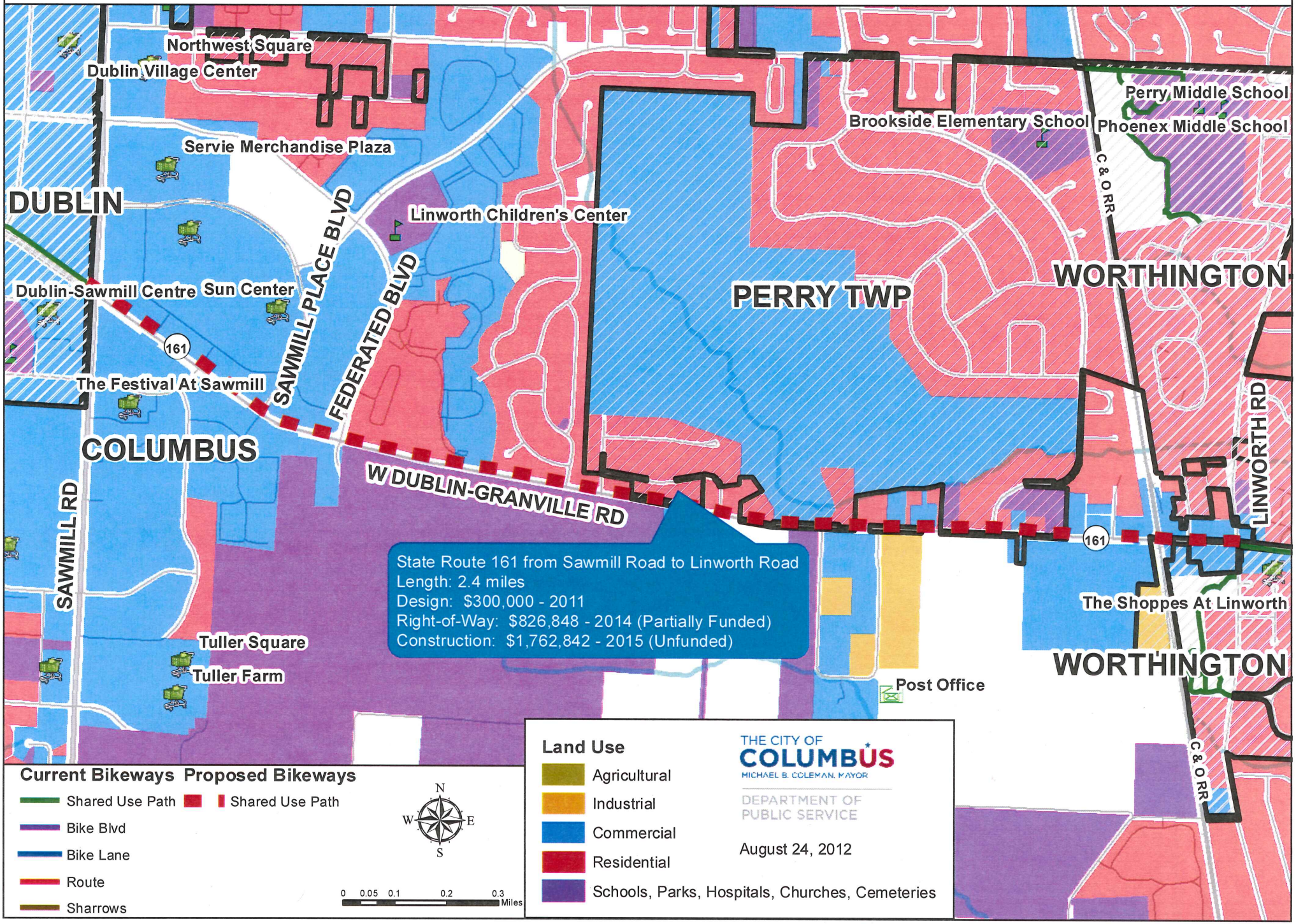
☐ See related attachment

Currently, there is a cross-town bus route on Sawmill Road and an express bus route on Linworth Road. This project will enhance transit service by constructing an alternate transportation facility where none currently exists for area residents to better access both bus routes at their stops near SR-161 either as a pedestrian or as a bicyclist.



Average Cross Section of SR 161 and Shared Use Path Between Sawmill Road and Sawmill Place Boulevard

SR 161 Shared-Use Path



Preliminary Cost Estimate

Columbus Bikeway Program **Project:** 2010-0414 **By:** KMI

Task 4, SR 161 Shared Use Path **Client:** City of Columbus **Checked:** BMV

Date: August 20, 2012

SR 161 Shared Use Path

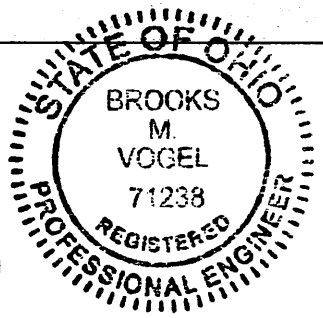
Description	NORTH				SOUTH			
	Qty	Unit	Unit Price	Total	Qty	Unit	Unit Price	Total
Roadway Costs			Sub-total	$430,146			Sub-total	$166,243
Clearing and Grubbing	1	Lump	$15,000.00	$15,000	1	Lump	$20,000.00	$20,000
Walk Removed	2,190	SF	$1.40	$3,066	2,190	SF	$1.40	$3,066
Excavation	5,000	CY	$12.00	$60,000	5,300	CY	$12.00	$63,600
Embankment	6,000	CY	$9.00	$54,000	3,700	CY	$9.00	$33,300
Subgrade Compaction	13,895	SY	$1.50	$20,843	15,360	SY	$1.50	$23,040
Concrete Curb	1,630	FT	$14.00	$22,820	1,030	FT	$14.00	$14,420
Concrete Walk (4")	1,395	SF	$4.60	$6,417	1,395	SF	$4.60	$6,417
Curb Ramps	10	EA	$200.00	$2,000	12	EA	$200.00	$2,400
Retaining Wall	300	FT	$820.00	$246,000	0	FT	$820.00	$0
Erosion Control Costs			Sub-total	$63,800			Sub-total	$66,600
Seeding and Mulching	34,000	SY	$0.70	$23,800	38,000	SY	$0.70	$26,600
Storm Water Pollution Prevention Plan	1	Lump	$15,000.00	$15,000	1	Lump	$15,000.00	$15,000
Erosion Control	25,000	EA	$1.00	$25,000	25,000	EA	$1.00	$25,000
Drainage Costs			Sub-total	$145,750			Sub-total	$174,500
8" Conduit	0	FT	$40.00	$0	500	FT	$40.00	$20,000
12" Conduit	300	FT	$45.00	$13,500	0	FT	$45.00	$0

Description	NORTH				SOUTH			
	Qty	Unit	Unit Price	Total	Qty	Unit	Unit Price	Total
15" Conduit	350	FT	$50.00	$17,500	1,050	FT	$50.00	$52,500
18" Conduit	300	FT	$60.00	$18,000	550	FT	$60.00	$33,000
21" Conduit	275	FT	$70.00	$19,250	0	FT	$70.00	$0
24" Conduit	200	FT	$85.00	$17,000	100	FT	$85.00	$8,500
36" Conduit	300	FT	$100.00	$30,000	300	FT	$100.00	$30,000
Headwall	50	FT	$210.00	$10,500	50	FT	$210.00	$10,500
Manhole	5	EA	$1,500.00	$7,500	5	EA	$1,500.00	$7,500
Curb Inlet	5	EA	$1,000.00	$5,000	5	EA	$1,000.00	$5,000
Catch Basin	5	EA	$1,500.00	$7,500	5	EA	$1,500.00	$7,500
Pavement Costs			**Sub-total**	**$250,000**			**Sub-total**	**$276,244**
6" Aggregate Base	2,320	CY	$44.50	$103,240	2,560	CY	$44.50	$113,920
Prime Coat	3,475	GAL	$3.60	$12,510	3,840	GAL	$3.60	$13,824
2.5" Asphalt Surface Course	895	CY	$150.00	$134,250	990	CY	$150.00	$148,500
Traffic Control Costs			**Sub-total**	**$18,803**			**Sub-total**	**$15,494**
Sign, Flat Sheet	50	SF	$20.00	$1,000	30	SF	$20.00	$600
Ground Mounted Support, Post	280	FT	$9.50	$2,660	240	FT	$9.50	$2,280
Center Line	2	MILE	$4,275.00	$9,191	2	MILE	$4,275.00	$10,260
Stop Line	120	FT	$7.60	$912	50	FT	$7.60	$380
Crosswalk Line	400	FT	$3.60	$1,440	215	FT	$3.60	$774
Word on Pavement, 48"	36	EA	$100.00	$3,600	12	EA	$100.00	$1,200
Traffic Signals Costs			**Sub-total**	**$54,968**			**Sub-total**	**$145,020**
Pedestrian Signal Head	16	EA	$605.00	$9,680	20	EA	$605.00	$12,100
Remove Ped. Signal Head & Reerect	6	EA	$300.00	$1,800	6	EA	$300.00	$1,800
Pedestrian Push Button	11	EA	$175.00	$1,925	15	EA	$175.00	$2,625
Pedestal Foundation	11	EA	$705.00	$7,755	15	EA	$705.00	$10,575
Pedestal, 11',Transformer Base	11	EA	$400.00	$4,400	15	EA	$400.00	$6,000

Description	NORTH				SOUTH			
	Qty	Unit	Unit Price	Total	Qty	Unit	Unit Price	Total
Ground Rod	11	EA	$155.00	$1,705	15	EA	$155.00	$2,325
Signal Cable	220	FT	$2.05	$451	300	FT	$2.05	$615
2 "Conduit	220	FT	$12.40	$2,728	300	FT	$12.40	$3,720
Trench	220	FT	$9.20	$2,024	300	FT	$9.20	$2,760
Crossing Flasher Assembly	0	EA	$20,000	$0.00	4	EA	$20,000	$80,000
Signal Strain Pole Relocation	5	EA	$4,500	$22,500.00	5	EA	$4,500	$22,500
Railroad Traffic Control Costs			**Sub-total**	**$150,000**			**Sub-total**	**$150,000**
Ped. Railroad Crossing Assembly	2	EA	$75,000	$150,000	2	EA	$75,000	$150,000
Maintenance of Traffic Costs			**Sub-total**	**$25,000**			**Sub-total**	**$35,000**
Maintaing Traffic	1	Lump	$25,000	$25,000	1	Lump	$35,000	$35,000
Landscaping Costs			**Sub-total**	**$100,000**			**Sub-total**	**$70,000**
Landscaping	1	Lump	$100,000	$100,000	1	Lump	$70,000	$70,000
Miscellaneous Costs			**Sub-total**	**$915,144**			**Sub-total**	**$828,580**
Construction Layout Stakes	1	Lump	$40,000	$40,000	1	Lump	$40,000	$40,000
Mobilization	1	Lump	$50,000	$50,000	1	Lump	$50,000	$50,000
Preliminary Design Contingency (25%)	1	Lump	$332,117	$332,117	1	Lump	$297,275	$297,275
Constr. Eng. (10% Constr. Costs)	1	Lump	$166,058	$166,058	1	Lump	$148,638	$148,638
Inflation to Midpoint of Constr.(17.9%)	1	Lump	$326,969	$326,969	1	Lump	$292,667	$292,667
Sub-total of Construction Costs			**Sub-total**	**$2,089,811**			**Sub-total**	**$1,861,081**

Right of Way Costs			**Sub-total**	**$826,848**			**Sub-total**	**$784,652**
Landowner Title, Appraisal, Real Estate Fee	20	EA	$7,000.00	$140,000	20	EA	$7,000.00	$140,000
Commercial Properties	46,975	SF	$12.00	$563,700	28,760	SF	$4.71	$135,460
Commercial Religious Properties	11,920	SF	$2.50	$29,800	0	SF	$2.50	$0
Residential Properties	9,955	SF	$1.00	$9,955	0	SF	$1.00	$0
Brookside Golf & Country Club	8,225	SF	$1.00	$8,225	0	SF	$0.00	$0

Ohio State University Board of Trustees	0	SF	$2.00	$0	155,730	SF	$2.00	$311,460
Description	**NORTH**				**SOUTH**			
	Qty	**Unit**	**Unit Price**	**Total**	**Qty**	**Unit**	**Unit Price**	**Total**
State of Ohio	0	SF	$2.00	$0	36,930	SF	$2.00	$73,860
Adiutant General's Dept. Beightler Armory	0	SF	$2.00	$0	26,270	SF	$2.00	$52,540
Contingency Costs (10%)	1	Lump	$75,168	$75,168	1	Lump	$71,332	$71,332
Total Project Costs				**$2,916,659**				**$2,645,733**



8/23/12

Brooks M. Vogel, P.E. — Date

Registered Engineer No. 71238

Worthington
Founded 1803

Office of the City Manager

August 23, 2012

Randall Bowman, PE
Administration, Division of Mobility Options
City of Columbus
109 N. Front St.
Columbus, Ohio 43215

Dear Mr. Bowman:

I am writing to express the City of Worthington's support for your application to the Mid Ohio Regional Planning Commission (MORPC) for federal attributable funds for the SR 161 Shared Use Path.

The project, which is planned to be constructed from Sawmill Parkway to the Linworth Road area, has a multitude of benefits. The Central Ohio region lacks east-west bicycle connections. This project would address this deficiency in a significant way by making the connection of the extensive Dublin trail system to the Olentangy River Trail system possible.

The SR 161 corridor in this area also currently lacks adequate bicycle and pedestrian facilities west of Linworth Road. This project would address this problem and provide bicycle and pedestrian connections between the Dublin, Columbus, Perry Township and Worthington communities along this important corridor.

The project has a regional benefit by connecting several communities, two different trail networks and both commercial and residential areas. We are pleased to offer our support of your funding application.

Sincerely,

Matt Greeson
City Manager

THE CITY OF
COLUMBUS
MICHAEL B. COLEMAN, MAYOR

City of Columbus
Department of Public Service
Division of Mobility Options

Stakeholder Meeting
Perry Township, City of Worthington and City of Columbus
(called by Perry Township)

August 9, 2012 – 10 am to Noon

City of Worthington Municipal Building

MEETING SUMMARY

Participants

Chet Chaney, Perry Township Trustee
Robert Myers, Perry Township Administrator and Brookside resident
Bryan Shonkwiler, Perry Township Road Superintendent
Robert Oppenheimer, Perry Township Chief of Police
Matt Greeson, City of Worthington City Manager
Darren Hurley, City of Worthington Director of Parks and Recreation
Jim Caldwell, Strathhaven Condominiums (Worthington) resident
Bill Lewis, City of Columbus
Nick Popa, City of Columbus Planning Project Manager
Jamie Gordon, City of Columbus Design Project Manager
John Panovsky, Principal in Charge, Korda Engineering
Brooks Vogel, Project Manager, Korda Engineering
Marie Keister, Engage Public Affairs, LLC

Summary

After introductions were made, Perry Township Trustee Chet Chaney thanked everyone for coming. The purpose of the meeting was for Perry Township and City of Worthington representatives to gain a better understanding of the Columbus SR 161 Shared Use proposals and to share their thoughts about the options. Mr. Chaney said he was surprised when he heard about the public meeting in June. He reached out to Councilman Zach Klein, who agreed that moving forward the City would convene a working group to review the options and be sure representatives from the various jurisdictions and affected neighborhoods could provide input. This "pre-meeting" was meant as an opportunity to get everyone on the same page.

John Panovsky, principal-in-charge with Korda, acknowledged that the public communicated at the meeting a desire to see an option on the south side of SR 161 as well as one on the north. Only a north side option was presented at the public meeting. Since then, the project team has developed a south side option too.

Nick Popa provided a brief overview of the goals/findings of the Bicentennial Bikeways Plan.

Brooks Vogel, consultant project manager with Korda, and Mr. Panovsky walked participants through the shared use path options on both the north and south sides of SR 161.

Questions, answers and comments at the meeting:

- Chet: Is there less impact to Perry Township with a path on the south side? *(Yes).*

- Chet: Does the path connect to the Dublin path west of Sawmill? *(Yes – Dublin has a path on the north side of SR 161.)*

- Matt: Where would right of way be had SR 161 been widened? Could ODOT decide to widen SR 161 later? Do we need to plan for this? *(ODOT conducted a study to consider widening in the early 2000's. They determined not to move forward with widening, and to the team's knowledge ODOT doesn't have plans to plan, program or fund it in the future.)*

- Chet: How many crossings are there on the north vs. south side options? *(There are 39 crossings on the north, and 35 on the south. Of those, five on the north are residential vs. 1 on the south. Crossings at commercial properties: 16 on north and 18 on south. At heavy commercial properties: 5 on north, 8 on south. Local street crossings: 9 on north, 3 on south. Non-signalized arterials: 1 on north, 0 on south. Two arterials are crossed on both the north and south options. There is one railroad crossing. The biggest likely safety and cost differentiator: 0 new crossings required to cross SR 161 on north versus 2 on south.)*

- What kind of crossing would you use? (*The two SR 161 crossings would require SR 161 traffic to stop at a signal. In some places, such as side arterials, there would be a crosswalk at minimum. Might also consider yellow flashing lights in some cases. At Linworth, path users from the north side would cross to Worthington's path on the south side at the Linworth/SR 161 intersection.)*

- Chet: Have you called Brookside Country Club? It's a good idea to meet with them. (*We've been trading calls with the manager but haven't met with them yet. We are inviting them to participate in the working group and agree it's a good idea to meet with them before if possible.)*

- I'm surprised how little right of way is available on the south side or SR 161.

- Robert: This Brookside area was the focus of objection at the public meetings. Lots of homes have made a heavy investment in landscaping to shield them from SR 161. *(At minimum, the City will make each home-owner whole – replace any landscaping that must be removed. In some cases, we may be able to make*

improvements over what is there now. We also want to minimize tree impacts to the extent possible.)

- Will you install gates at the railroad crossing? *(Yes)*

- Matt: You might be able to ask for more right of way on the south side at Segna. Segna is trying to sell that property.

- United Dairy Farmers may build a new super store, which may provide an opportunity. Their land straddles Columbus and Worthington.

- Chet: A path on the south side would have a more direct link to the Worthington path east of Linworth.

- But that's a heavy turn area. Either way, the intersection will present a safety concern. *(ODOT will participate in the working group so we can gain a better understanding of what improvements they have planned for that area.)*

- Matt: There are multiple jurisdictions in the Linworth area and lots of public interest here. We really need to pay attention to the streetscape here. Layering pavement on top of pavement is not going to go over well. This is an opportunity to improve the aesthetics in the area. Maybe we need to bring more funding partners to the table to get that done? Perhaps Worthington could coordinate a project from Linworth to Bellbrook to provide access to those residents to the local merchants and the City's shared use path?

- Chet: Who will fund construction? Who will maintain the path? (*City of Columbus will pay for construction and will have to look into who will pay for maintaining it. We will need to look into getting building permits in your jurisdictions. When it crosses into Worthington and Perry Township, the City will likely need to develop maintenance agreements with you.)*

- Chet: This maintenance issues needs to be addressed, both for the path and the right of way between the road and the path. How does this work? *(The City of Columbus does not usually maintain property outside its jurisdiction, so all of these details will have to be worked out.)*

- *John: Regarding landscaping and maintenance concerns: The project team looks at three levels of landscaping: 1) Replace what we take, 2) identify opportunities to meet storm water goals and 3) identify places where we can add benches and new trees.*

- Chet: What does Worthington pay to maintain its path east of Linworth? *(Darren: Worthington mostly maintains it although we originally thought of it was a sidewalk and expected residents to maintain their section of it. That didn't go over so well, so now we just do it. We can look into costs. Worthington maintains*

a piece of the Olentangy Bike Trail. Nick: Cols tries to resurface streets about every 10 years. We would expect asphalt on a bike path to last around 20 years.)

- Matt: Could you add Linworth to Circle Drive to the project? (*If we can address the money issue. That's beyond the scope of this project, but if Worthington wanted to partner with us we could consider it.)*

- Would OSU donate the right of way on the south side? *(Terry Foegler, Asst. VP for Real Estate at OSU or his representative, will participate on the working group. He indicates that most of the land is owned by the OSU Board of Trustees. That means the Board and the Governor would need to approve any land transactions.)*

- Does the crossing at the National Guard Armory, on the south side, present any issues? *(Yes, it's likely they would have homeland security concerns with a public path crossing their entry. We will be reaching out to them to get their input.)*

- Robert: Be sure to include the two Brookside neighborhoods on the working group. Many Brookside residents drive out the backside of the development, onto Snouffer, to avoid SR 161. This is why you were asked about Snouffer Road bike path options to connect to schools. Matt: could you consider this option? *(That is beyond the scope and budget of this project, but as we re-visit the Bicentennial Bikeways Plan we could consider putting that on the plan. Being on the plan makes it a priority, but does not guarantee funding. The SR 161 project is already programmed for engineering and we are seeking funds from MORPC so we can build it within the new few years.)*

- *Nick: The City is submitting a request for MORPC attributable funds on August 24. We are asking for $2.5 million in construction funds. We expect construction in 2015 – this timeline is driven by availability of funding and how long it takes to acquire property. This project will rank high since it adds a critical east-west bike connector.*

Chet thanked the City for reviewing the map with the group in detail and answering their questions. The City of Columbus asked what other information might be helpful to present to the working group? Chet and the group suggested:

- Do a cost analysis of the north versus south options. *(John said cost estimates would be very preliminary, but Korda is working on those now.)*
- Indicate what the SR 161 crossings might look like, and explain their importance to safety. *(John noted that Korda is not scoped to do a safety analysis, but could provide some information.)*
- Talk to Brookside Country Club before the working group meeting. Address the landscaping/property impact concern: how you will make people/property "whole"

if their property is affected. It would be helpful if you could provide a landscape plan.
- Sharing the landscape plan with the property owners is very important.
- ODOT needs to be able to explain the Linworth study.
- The City (Jamie) is going to discuss right of way process with the City's right of way people so we are prepared to address that at the working group meeting.
- Need to explain that the "open space" on the south is not free.
- Chet will provide names/contact information for Perry Township representatives and residents they recommend serve on the working group.

Meeting adjourned at noon.

The City of Columbus asked what else

Q/C: Concerns about landscaping/ greenspace and loss of trees.

A: The intent is to retain existing trees and landscaping wherever possible. The median between State Rt. 161 and the shared-use path will be mostly grass except where the path threads through existing trees and landscaping, with a shallow swale to allow drainage.

Q/C: Adding all that asphalt will add heat. Need to keep the trees, as they provide cooling. Trees are important and can serve as boundaries between pedestrians and cars.

Q/C: Is there any thought about moving the path along Snouffer Rd. from the elementary school to Brookside Estates? This would eliminate going through the businesses along 161 and would provide a safe path for kids to get to school.

A: We would like to know more about your idea. After we complete this discussion session, please draw your idea on map we've provided.

Q/C: The RR crossing could be dangerous

A: Let us know your specific area of concern by the railroad tracks by marking it on the map. We are coordinating with CSX to install a safe pedestrian/bicycle railroad crossing.

Q/C: Are there any plans for a safer crossing at Linworth and 161? Can the shared-use path eventually connect to the Olentangy Trail near SR 315?

A: ODOT has plans in the works to improve the intersection at Linworth and SR 161. We will coordinate with them. Eventually we would like to see a nicer connection to the Olentangy bike trail.

Q/C: I served on a committee 20 years ago, and they always talked about the path being on the south side of 161. What is the reasoning behind putting it on the north side?

A: Connectivity between the residents, who are most likely to use the path to get to local destinations at Linworth and Sawmill. By putting the path on the north side, where people live, there will be reduced need to cross SR 161. There are definitely pros and cons on both sides of SR 161.

Q/C: Will utilities be moved from under the path? Will 161 ever be widened? What assurances do owners have that the right-of-way will not be used for something else in the future?

A: A decision was made after a study several years ago that 161 will not be widened. This effort does not intend to relocate existing utilities. Once a recommendation is made, and the City decides to move forward and secures funding, right of way purchase would commence. The City is seeking federal funds from MORPC. There are federal requirements on how right of way purchase proceeds, which ensures the property owner is treated fairly and kept fully informed during the acquisition process.

Q/C: The majority of trees and phone lines are on north side. Wouldn't it be cheaper and more environmentally friendly to put path on south side?

A: There are pros and cons to both sides. There are wetlands and other environmental issues on the south side. We have not developed cost estimates to compare one side versus the other at this point.

Q/C: I ride my bike on SR161 a lot, and I'm actively involved in Brookside Trail Discussions. OSU owns a lot of land on the south side of SR 161. However, OSU was not a good neighbor and was not willing to give up any land in the past. Will OSU give up land if you pursue a path on the south side?

A: No one has approached the University about this specific proposal, since our preliminary thinking was that it would be more desirable to put the path on the north side where most residents are located.

Q/C: The intersection at Linworth and 161 has no pedestrian crossing. We've been requesting one. We would also like a better, safer connection to Olentangy bike trail.

Q/C: Putting path on south side would make south side a little nicer to look at since it is more of an eyesore as it sits today.

Q/C: Putting path on north side will take away a lot of landscaping that property owners have worked hard on in order to hide 161.

Q/C: Is this project just a desire to connect A to B or is it to be a desirable trail for everyone?

A: Both

Q/C: An average of an accident per week ends up in my front yard or nearby. SR 161 is a very unsafe road. Why put the path here? I'm also concerned about pedestrian safety.

A: Please mark up on the map where these accidents are occurring. This type of input helps us consider problem areas and adjust preliminary designs accordingly.

Q/C: Why has the cost analysis between the north and south side not taken place yet. I'm concerned the decision has already been made – I'd like to see a cost estimate for both sides be completed.

A: Because so many residents live on the north side and it appeared that engineering and environmental issues would be somewhat similar, early on we thought it made sense to move forward with a more detailed concept for the north side of the road. We have not made a decision, however, and we appreciate that you would like to see the south side more fully considered.

Q/C: Why not have path along Snouffer Rd.?

Q/C: I think there are a lot of utilities on the south side of 161.

Q/C: I'm a bike rider who would love having the path and would definitely use it. I would prefer it to be on north over south side for safety and convenience.

Q/C: Snouffer Rd. has a lot of benefits.

Q/C: Putting path on Snouffer Rd. is requested. Having it on 161 is dangerous and Snouffer would be safer. Also, having it on 161 doesn't allow for many people to use it (nobody lives on south side of 161, especially by OSU property). Snouffer is surrounded by neighborhoods and children could use it as a safe path to get to school.

Q/C: You'll need a traffic signal or underpass to connect the path to post office.

Q/C: If people want the path on south side of 161, safe crossing options must be provided (need at least 2 crossing options along the 2.2 mile corrider).

Written and emailed comments (10 received):

1. What is the timetable for having a bike path along that segment of Rt 161 between Sawmill Rd and Linworth Rd?
   a. Is the plan to have a bike path on one side of the road or both sides?
   b. Will it be a bike lane as part of the roadway, or will there be some separation between the road and the bike path? If there is separation planned, how much (i.e., how many feet)?
   c. How wide will the bike path be?
   d. What is the total width from the edge of the existing roadway to the far edge of the planned bike path?
   e. Will the drainage ditches on either side of the road be filled in, and if so what new accommodations will need to be made for water drainage?
   f. Will the bike path be asphalt?
   g. Will any trees or telephone poles need to be removed or relocated?
   h. Will there be any protective gate for bikes at the railroad crossing?
   i. How does this tie into the road widening plan?

2. We heard that the planning is complete and the phase of needed land acquisition is about to start. Is this correct?

3. I believe adding multi-use paths in this area would vastly improve connectivity between the communities and endorse the project. I would like to emphasize how important the 161/Linworth interchange upgrades will be to improve safety and throughput for continuing the bike path.

4. I have planted dozens of trees over the years to buffer my property from Rt 161, and I don't want to lost those trees, that buffer, and part of my front yard. I have no back yard because there is a ravine that starts literally at the back of my house, and I have a young son who I hope will be able to enjoy my front yard for years to come. Also, I spoke with my neighbor Fran, and she and I both have a concern that putting a shared use path in front of our homes decreases both the privacy and the security that we now enjoy. The south side of Rt 161 is a more appropriate location for this project.

5. It appeared that most of the residents in attendance objected to the 161 placement for a variety of reasons and preferred one further north.

a. Most serious bicyclists will not use this path in lieu of riding 161, regardless the inherent dangers, because of the many stop signs along the route. I have also stated, and many agreed, that more danger is created at intersecting driveways along any proposed route.
b. I contend that there is nothing scenic, attractive or compelling about a walk or ride along 161.
c. The majority of Columbus residents this bond is intended to serve live further north of 161. Their interests would be best served w/ a path in their neighborhood.

6. I wanted to give a hearty two thumbs up on the project. I hope the neighbors & businesses come out to support it. Perhaps it could connect to the Olentangy bikeway in the future?

7. It seems to me that the audience consisted mostly of property owners that did not want the path to go on the North side of the road. However, when I left the meeting I drove the purposed route and discovered they are close to the same number of businesses on each side of the road.
a. The overwhelming majority of people using the path live on the north side of route 161 and would be forced to cross.
b. Snouffer Road was mention as an alternate route. Two problems exist with this choice. One is no connection to an existing bike path; the existing path ends at Troon Trail. The second and the maybe the most significant problem with Snouffer Road is a steep hill just prior to Olentangy Road.
c. My only complaint is the slow process. A completion date of 2015 seems like a long time.

8. The bike path connecting Olentangy River Trail with Dublin bike paths is essential. Placement of the path on the north side is a great idea to make the businesses and residents of the north side accessible.

9. Cut back vegetation from the south side of 161 between Federated and the storage business (Immediately, not in 2015). Who has the responsibility to do this maintenance? Cyclists cannot even use the curb lane because of this.

10. Snouffer is the safer and better alternative to 161 and would give a path for students to get to the schools.