APPENDICES

Appendix A: Angola- Scott Park Trail Recommendation - Detailed Description and Cost Estimate

Overview: This route connects Springfield Township and residential areas in southwest Toledo via Angola, South, Arco, and Hill Avenue to the University of Toledo Scott Park Campus and the Chessie Circle Trail. (Trail Length 5.4 miles)

Section by Section Description and Recommendation:

-Angola, Holland Sylvania to Reynolds – Two lane roadway, classified urban collector, that is currently signed as Share the Road with travel lanes wider than 11'. Recommended improvement to widen road to include striped bike lanes in each direction and direct route to crosswalk to cross Reynolds at signalized intersection. Estimated cost: $569,000.
-Reynolds, Angola to South – High volume, high speed four lane roadway, classified principle arterial, with no current bike accommodations in corridor. Recommended improvement is for route to cross Reynolds at signalized intersection at Angola to east side of Reynolds right of way then replace existing sidewalk along east side of Reynolds to South Avenue with separate multi-use path in right of way six to ten feet from edge of pavement to sidepath. Estimated cost: $127,000.
-South/Arco/Frenchmens/Elmdale, Reynolds to Hill – Lower volume two lane roadway, classified collector (South) and residential (Arco and beyond), with underpass at Byrne and with no current bike accommodations. Recommended improvement from Reynolds to South Avenue just west of Byrne Road is either bike lanes or sidepath separated from roadway along south side of right of way. From Byrne Road east transition to bike lanes or sharrow lanes to Hill. Estimated cost: $767,000.
-Hill, Elmdale to Westwood – High volume/high speed five lane roadway, classified a minor arterial, with no current bike accommodations. Recommended improvement is sidepath separated from roadway along south side of right of way to intersection with Westwood and then crossing in crosswalk at signalized intersection from southwest corner of intersection to northeast corner. Estimated cost: $172,000.
-Hill, Westwood to West Scott Park Drive – High volume/high speed five lane roadway, classified a minor arterial, with no current bike accommodations. Recommended improvement is sidepath separated from roadway along north side of right of way to existing sidepath. Note: one bottleneck area with right of way constriction is a challenge on this section. Estimated cost: $247,000.
-Hill, West Scott Park Drive to Chessie Circle Trail at Parkside Boulevard – High volume/high speed five lane roadway, classified a minor arterial, with existing sidepath along north side of right or way separated from edge of pavement. Sidepath needs to be rehabilitated and connected to Chessie Circle path at Parkside. Estimated cost: $167,000.

Total Cost: $2,049,000

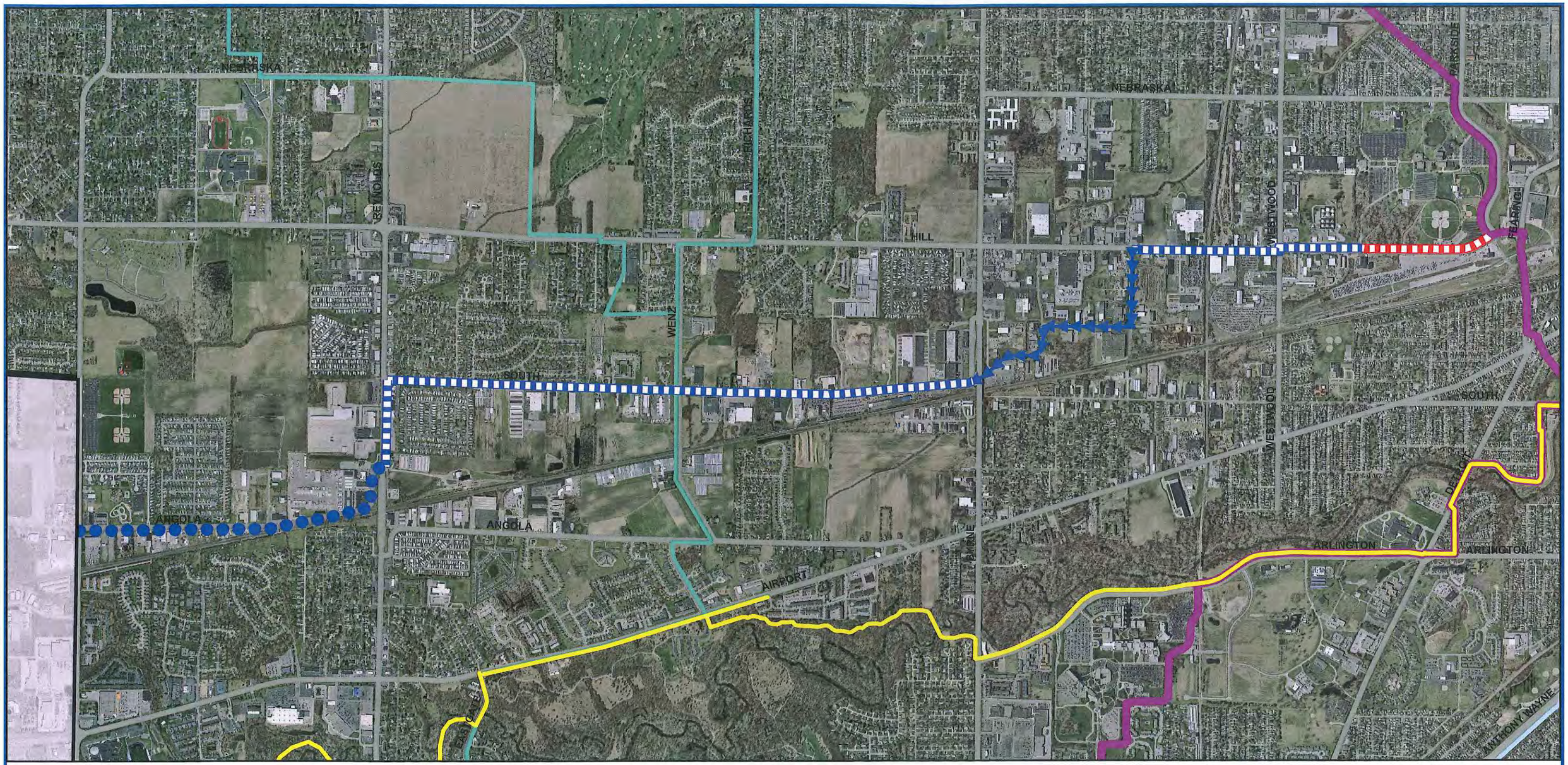
A. Angola - Scott Park Trail Cost Estimate

Section ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
1	Angola	Holland-Sylvania	Reynolds	Bike Lanes			5,940	$569,000	$569,000	Pavement widen for bike lane only. Not include existing roadway pavement rehabilitation.
2	Reynolds	Angola	South	Sidepath	1,510	$127,000			$127,000	Replace existing sidewalk on east side.
3	South/ Arco/ Frenchmens/ Elmdale	Reynolds	Hill	Sidepath/ Sharrow	10,540	$712,000	4,510	$55,000	$767,000	Reynolds to Byrne -- Sidepath to be included in 2018 roadway reconstruction. Byrne to Hill (28'~30')- Sharrow, pavement marking only.
4	Hill	Elmdale	Westwood	Sidepath	2,530	$172,000			$172,000	Replace existing sidewalk on south side
5	Hill	Westwood	West Scott Park Drive	Sidepath	1,365	$247,000			$247,000	Replace existing sidewalk on north side. BP terminal /ROW constrictions. Easement cost included .
6	Hill	West Scott Park Drive	Chessie Circle Trail at Parkside Boulevard	Sidepath	2,300	$167,000			$167,000	Replace existing asphalt path on north side.
	TOTAL				18,245	$1,425,000	10,450	$624,000	$2,049,000	

Total Trail Length Feet - 28,695 Miles - 5.43

General Notes:

1. The estimate of pavement widen or pavement marking cost for Sharrow or Bike Lane does not include existing roadway pavement rehabilitation. Roadway pavement conditions need to be reviewed prior to implementation and street improvements coordinated with bike related improvements.
2. The estimate does not include any cost to implement Sharrow or Bike Lane which are to be completed as part of roadway rehabilitation project.
3. The path length is measured at proposed path center line.



Angola-Scott Park Trail

Date: 4/15/2015

Facility Classifications

- Bike Path, Open
- BikePath, Proposed
- Bike Path, Committed
- Side Path, Open
- Side Path, Proposed
- Side Path, Committed
- Striped Lane, Open
- Striped Lane, Proposed
- Striped Lane, Committed
- Sharrow, Proposed
- Share the Road, Open
- Share the Road, Proposed

0 0.25 0.5 1 Miles

Other Trails

- Chessie Circle Trail
- Greenhouse Trail
- Riverside Trail
- Swan Creek Trail

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600 Jefferson Ave
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Appendix B: Bancroft-Promenade Trail - Detailed Description and Cost Estimate

Overview: This route starts at City limit with Ottawa Hills on Bancroft at Secor and travels along Bancroft Street to the Toledo Museum of Art and then down Jefferson to Promenade Park and the Riverside Trail (Trail Length 5.25 miles)

Section by Section Description and Recommendation:

- Bancroft, Secor to Parkside – Four lane high speed/high volume roadway, classified a minor arterial, with no bike accommodations. Bike lanes to be installed from Secor to University Hills with 2017 Bancroft reconstruction project. From University Hills to Parkside, road will undergo an "arterial diet" to three lanes (one lane in each direction with center two way left turn lane) and bike lanes will be added with 2017 Bancroft reconstruction project.
-Bancroft, Parkside to Monroe – Four lane high speed/moderate volume roadway, classified a minor arterial, with no bike accommodations. Road to undergo an "arterial diet" to three lanes (one lane in each direction with center two way left turn lane) and bike lanes added with future reconstruction project (Parkside to Monroe). $137,000 (pavement marking, signage and striping if conducted prior to reconstruction project).
-Bancroft, Monroe to Scottwood and Parkwood – five lane high speed/moderate volume roadway that narrows to two lane at Glenwood, classified as a minor arterial, with no bike accommodations. Bike lanes to be installed with 2015 reconstruction project from Monroe to Ashland (beyond trail intersection at Scottwood and Parkwood).
-Scottwood, Bancroft to Woodruff – Low speed/low volume two lane one way residential street with parking. Recommend that sharrow lane be put in place one way from Bancroft to Woodruff. ("Pairs" with Parkwood to connect Woodruff to Bancroft). $28,000.
-Woodruff, Scottwood to Parkwood – Low speed/low volume two lane residential street. Recommend that sharrow lane be put in place one way. $16,000.
-Parkwood, Woodruff to Bancroft - Low speed/low volume two lane one way residential street with parking. Recommend that sharrow lane be put in place one way from Woodruff to Bancroft. ("Pairs" with Scottwood to connect Woodruff to Bancroft). $28,000.
-Parkwood, Jefferson to Woodruff - Low speed/low volume two lane two way residential street. Recommend that sharrow lanes be put in place. $13,000.
- Jefferson, Parkwood to Summit - Wide two lane/lower volume street, classified a collector, some blocks with parking. Recommend that a separated side path within existing curb to curb area (a.k.a. cycle track) be constructed, possibly along north side of street to connect to Summit Street. $1,212,000 (includes landscaped separator median part way).

- Jefferson, Summit to Water Street/Riverside Trail – Street adjacent to Promedica headquarters development. Future connection included in that project.

Total Cost: $1,434,000 (does not include sections completed with committed street reconstruction projects)

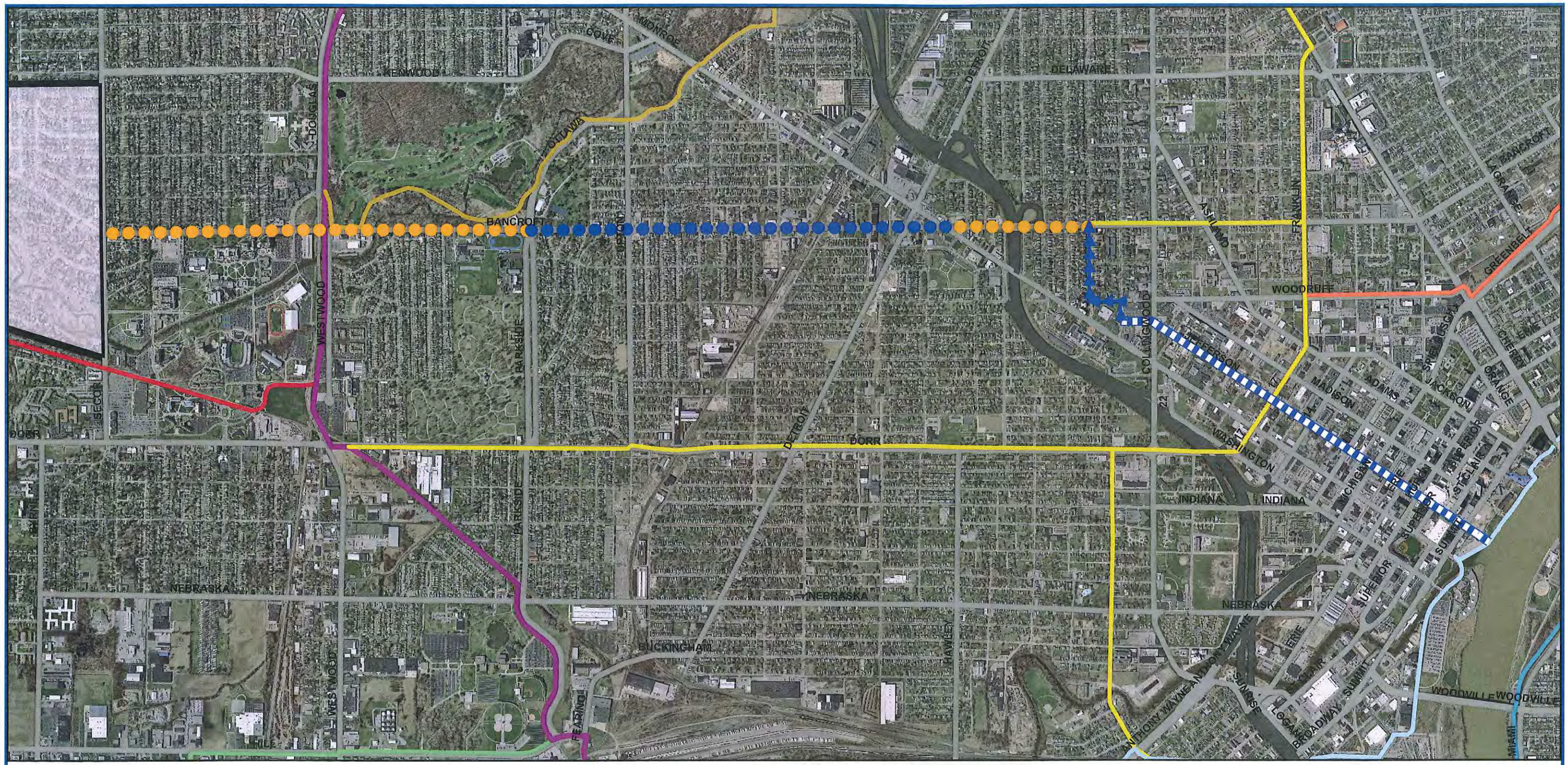
B. Bancroft - Promenade Trail Cost Estimate

Section ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
1	Bancroft	Secor	Parkside	Bike			7,410	See Note	See Note	2017 roadway project
2	Bancroft	Parkside	Monroe	Bike Lane			7,275	$137,000	$137,000	Road diet with pavement marking only.
3	Bancroft	Monroe	Scottwood/ Parkwood	Bike Lane			3,030	See Note	See Note	2015 Reconstruction -Monroe to Ashland.
4	Scottwood	Bancroft	Woodruff	Sharrow lane			1,330	$28,000	$28,000	Pavement marking only, 28' road width.
5	Woodruff	Scottwood	Parkwood	Sharrow lane			530	$16,000	$16,000	Pavement marking only, 34 road width, street parking.
6	Parkwood	Woodruff	Bancroft	Sharrow lane			1,330	$28,000	$28,000	Pavement marking only, 28' road width.
7	Parkwood	Jefferson	Woodruff	Sharrow			375	$13,000	$13,000	Sharrow with 30' road width.
8	Jefferson	Parkwood	Summit	Sidepath	6,440	$1,212,000			$1,212,000	Cycle track, installation of landscape median with curb and planting area. Road constriction between 17th and Parkwood. Cost for road widen and relocate curb line was not included.
9	Jefferson	Summit	Water	Sidepath					See Note	Pending on future Promedica development.
	TOTAL				6,440	$1,212,000	21,280	$222,000	$1,434,000	

Total Trail Length Feet - 27,720 Miles - 5.25

General Notes:

1. The estimate of pavement widen or pavement marking for Sharrow or Bike Lane does not include existing roadway pavement rehabilitation. Roadway pavement conditions need to be reviewed prior to implementation.
2. The estimate does not include any cost to implement Sharrow or Bike Lane which are to be completed as part of roadway rehabilitation project.
3. The path length is measured at proposed path center line.



Bancroft-Promenade Trail

Date: 4/15/2015

0 0.25 0.5 1 Miles

Facility Classifications

- Bike Path, Open
- BikePath, Proposed
- Bike Path, Committed
- Side Path, Open
- Side Path, Proposed
- Side Path, Committed
- Striped Lane, Open
- Striped Lane, Proposed
- Striped Lane, Committed
- Sharrow, Proposed
- Share the Road, Open
- Share the Road, Proposed

Other Trails

- Angola-Scott Park Trail
- Buckeye Basin Trail
- Cherry-University Trail
- Chessie Circle Trail
- Overland Trail
- Riverside Trail
- Riverside Trail East
- University/Parks Trail

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Appendix C: Buckeye Basin Trail - Detailed Description and Cost Estimate

Overview: This route connects the Cherry-University Trail at Franklin in Uptown along the Buckeye Basin Greenbelt to the Oregon and Riverside East Trails Parkway at the Craig Street Bridge and to Point Place at Shoreland Park and across Manhattan to the Riverside Trail at Detweiller Park. (Trail Length 7.9 miles)

Section by Section Description and Recommendation:

-Woodruff, Franklin to Cherry - Low speed/low volume two lane street classified a connector. Recommend that bike lanes be put in place. $60,000.
-Cherry, Woodruff to Speilbusch/Buckeye Basin Greenbelt – high speed/high volume five/six lane principle arterial. Recommend separated side path to replace west sidewalk to crosswalk at intersection at Buckey Basin. $41,000.
-Buckeye Basin Greenbelt Parkway, Cherry to Buckeye Street and Greenbelt path connector. Four lane controlled access parkway classified a principle arterial with separated bike path along north side of right of way. Utilize existing path – recommend strip center and clear encroaching vegetation. $69,000.
-Greenbelt Path connector (under I-280) across Craig Street Bridge to Front Street. Bike path and sidepath across Craig Street Bridge. Utilize existing path – no improvements recommended.
-Buckeye Street, Buckeye Basin Greenbelt Path to Clay Avenue. Low speed/low volume two lane residential street. Recommend that share the road or sharrow lanes be put in place. $55,000 (needed pavement improvements not attributed to bike plan)
-Clay Avenue, Buckeye to Counter Street. Low speed/low volume two lane residential street with pedestrian overpass over I-280. Recommend share the road or sharrow lanes. $32,000.
-Counter Street, Clay to Manhattan. Low speed/low volume two lane residential street with apparent available right of way along east side of street. Recommend side path along east side of right of way. Note: includes right of way constriction at Argus Parking Lot. $213,000.
-Manhattan, Counter Street to Wallace Boulevard. High speed/moderate volume five lane (narrows to four, then to two lane) roadway classified as a minor arterial. Recommend side path along south side of right of way. Note: rail crossings on route. $230,000
- Manhattan, Wallace Boulevard to Suder and Suder to Summit and Riverside Trail. High speed/low volume boulevard with two lanes in each direction and bike sidepath from Summit to Suder. Recommend extension of existing sidepath in center boulevard area from existing end point at Suder to Wallace. Utilize existing center sidepath to Summit. $146,000.
- Suder, Manhattan to Kroger Drive. High speed/moderate volume two lane roadway classified as minor arterial. Utilize existing bike lanes.
-Suder, Kroger Drive to Shoreland Avenue. High speed/high volume three, four and five lane roadway classified as minor arterial. Recommend share the road or sharrow lanes. $19,000
-Shoreland Avenue, Suder to City limits. Moderate speed/moderate volume two lane roadway classified as a collector street. Recommend sidepath along south side of right of way. $362,000.
Total cost: $1,227,000.

C. Buckeye Basin Trail Cost Estimate

Section ID	Street	From	To	Facility Type	Sidepath		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
1	Woodruff	Franklin	Cherry	Bike Lane			2,680	$60,000	$60,000	Pavement marking only, 34' road width.
2	Cherry	Woodruff	Greenbelt Parkway	Side path	200	$41,000			$41,000	Sidewalk replacement
3	Buckeye Basin Greenbelt Parkway	Cherry	Buckeye Street / Greenbelt Connector	Path	7,840	$69,000			$69,000	Utilizing existing path. Add pavement marking and clearing and grubbing at ditch to open view.
4	Greenbelt Connector / Craig Street Bridge path	Greenbelt Path	Summit	Path	6,130	See note			See note	Utilizing existing path, estimated length to I-280 north, not Front St.
5	Buckeye	Buckeye Basin Greenbelt Parkway	Clay	Share the Road / Sharrow Lane			2,320	$55,000	$55,000	Share the road -- Greenbelt to Central; north of Central (28' to 34'), pavement marking only. Needs separate pavement rehab project.
6	Clay	Buckeye	Counter	Share the Road			1,375	$32,000	$32,000	Approx. 22' width with curb, low volume.
7	Counter	Clay	Manhattan Boulevard	Side path	1,910	$213,000			$213,000	Sidepath on east side. ROW constriction at Argus parking lot corner;. Replace sidewalk on west.
8	Manhattan Boulevard	Counter	Wallace Boulevard	Side path	2,135	$230,000			$230,000	Replace sidewalk on south, two railroad crossings.
9	Manhattan Boulevard	Wallace	Suder	Side path	1,735	$146,000			$146,000	Side path at center median, Tree experimental Area--ODNR? Columbia gas line?
10	Manhattan Boulevard	Suder	Summit	Side path	2,760	See note			See note	Utilizing existing path.
11	Suder	Manhattan	Kroger Drive	Bike Lane			6,360	See note	See note	Utilizing existing bike lane.

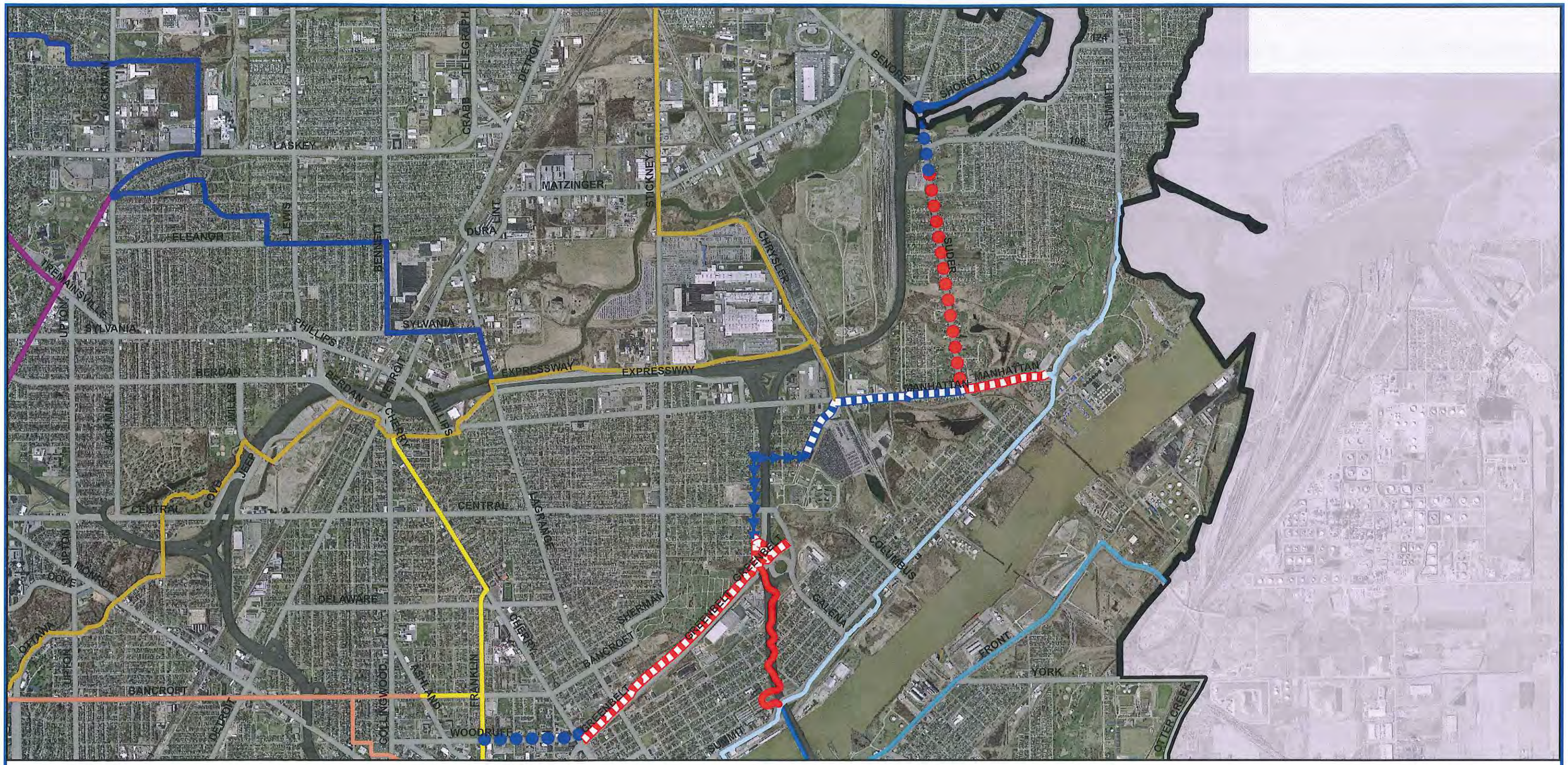
C. Buckeye Basin Trail Cost Estimate

Section ID	Street	From	To	Facility Type	Sidepath		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
12	Suder	Kroger Drive	Shoreland	Share the Road			1,930	$19,000	$19,000	Need to review available space at intersection.
13	Shoreland	Suder	City limits	Side path	4,570	$362,000			$362,000	Sidepath on river side to city limits, Need to review ROW.
	TOTAL				27,280	$1,061,000	14,665	$166,000	$1,227,000	

Total Trail Length Feet - 41,945 Miles - 7.94

General Notes:

1. The estimate of pavement widen or pavement marking for Sharrow or Bike Lane does not include existing roadway pavement rehabilitation. Roadway pavement conditions need to be reviewed prior to implementation.
2. The estimate does not include any cost to implement Sharrow or Bike Lane which are to be completed as part of roadway rehabilitation project.
3. The path length is measured at proposed path center line.



Buckeye Basin Trail

Date: 4/15/2015

0 0.375 0.75 1.5 Miles

Facility Classifications

- Bike Path, Open
- BikePath, Proposed
- Bike Path, Committed
- Side Path, Open
- Side Path, Proposed
- Side Path, Committed
- Striped Lane, Open
- Striped Lane, Proposed
- Striped Lane, Committed
- Sharrow, Proposed
- Share the Road, Open
- Share the Road, Proposed

Other Trails

- Bancroft-Promenade Trail
- Cherry-University Trail
- Chessie Circle Trail
- Oregon Trail
- Overland Trail
- Riverside Trail
- Riverside Trail East
- Trilby-Washington Trail

City of Toledo
Engineering Services
600 Jefferson Ave
Toledo, OH 43606

Appendix D: Cherry-University Trail - Detailed Description and Cost Estimate

Overview: This route connects the University of Toledo and the Chessie Circle Trail at Dorr and Douglas to Uptown via Dorr Street and, via a connector, to the Riverside Trail at Emerald and then to Cherry Street to the Overland Trail at Manhattan Boulevard. (Trail Length 6.7 miles)

Section by Section Description and Recommendation:

-Dorr, Douglas to Smead – Currently, from Douglas to just west of Parkside it is a high speed/high volume four lane street classified as a principle arterial. From Parkside to Upton it narrows to two lanes. From Upton to Smead it is again four lanes. Very tight right of way constraints lead to recommendation of share the road signage. $41,000.
-Dorr, Smead to Collingwood - high speed/high volume four lane street classified as a principle arterial with separate curvilinear sidewalk in wide right of way along north side of street. Recommend replacing sidewalk with sidepath generally along current alignment. $691,000.
[-Riverside Trail Connector down City Park, Dorr to Riverside Trail (at Anthony Wayne Trail). Currently, low speed, low volume residential street. Recommend install sharrow lanes. $ 105,000]
-Dorr, Collingwood to Washington/17th Street - high speed/high volume four lane street classified as a principle arterial. No bicycle accommodations currently but ODOT bridge replacement project will include bike path on north side of street. Recommend extend sidepath on north side of street from Collingwood to new bridge path and on to intersection with Washington. $93,000.
-17th, Washington to Franklin – low speed/moderate volume wide two lane (three at intersections) roadway classified as a minor arterial to Monroe and collector thereafter with no current bike facilities. Recommend bike lanes. $59,000.
-Franklin, 17th to Cherry - low speed/moderate volume wide two lane roadway classified as a collector. Recommend bike lanes (already installed from Adams to Bancroft). $95,000.
-Cherry, Franklin to Manhattan - - high speed/high volume five lane street (four north of Central) classified as a principle arterial with parking on both sides at some locations. No bicycle accommodations currently (but sharrow lanes being installed from Oakland to Manhattan with Phillips-Willys project). Recommend eliminating parking on one side and including sharrow (14') lanes to connection to Overland Trail at Manhattan. $108,000.

Total Cost: $1,192,000

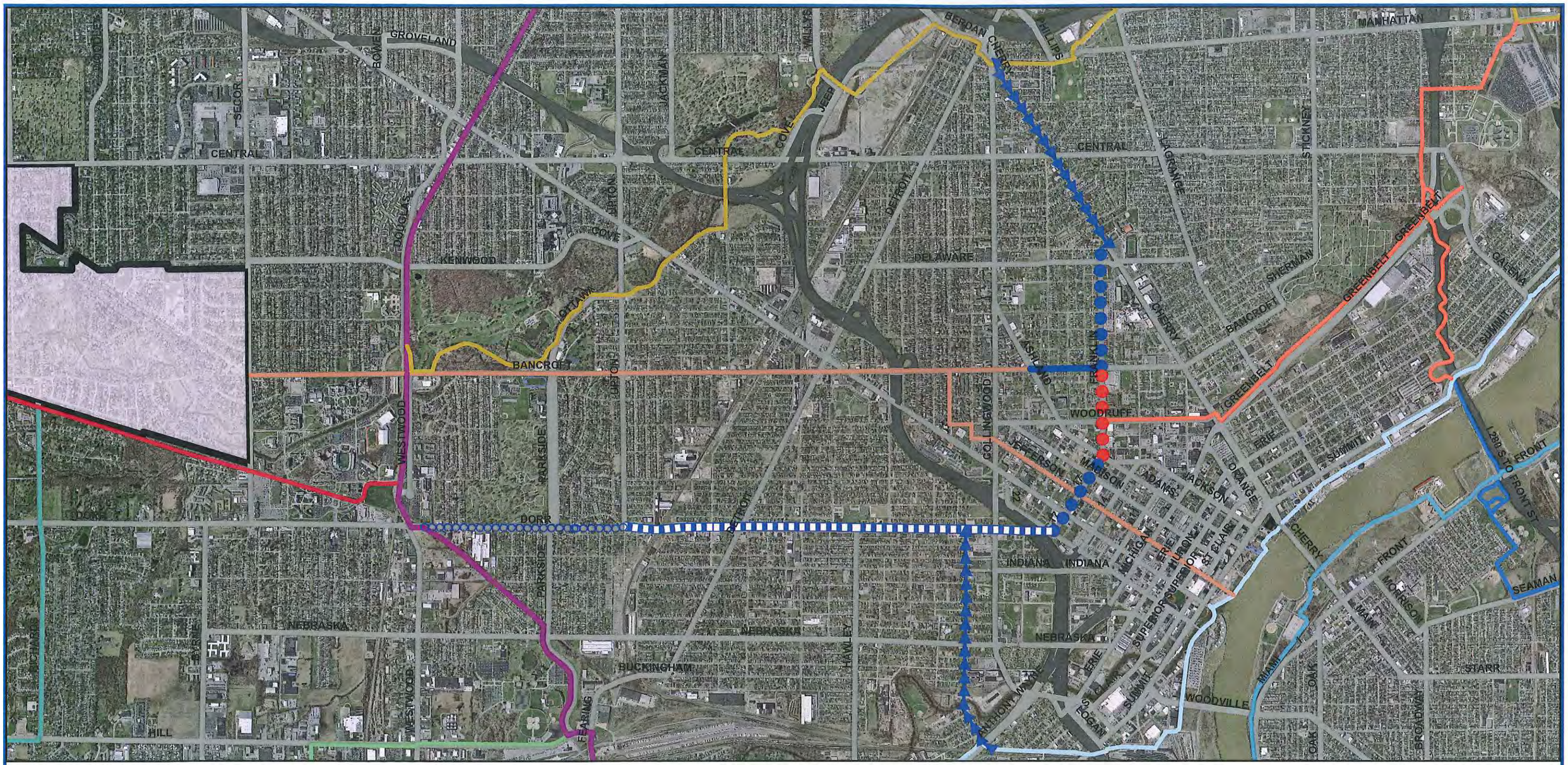
D. Cherry-University Trail Cost Estimate

Section ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
1	Dorr	Douglas	Smead	Share the road			7,510	$41,000	$41,000	Signage installation.
2	Dorr	Smead	Collingwood	Side Path	8,000	$691,000			$691,000	Replace existing sidewalk on north.
3	Dorr	Collingwood	Washington / 17th	Side Path/Bike Lane	1,075	$93,000	600	See Note	$93,000	Sidepath link to ODOT new bridge replacement with bike lane on north side of bridge.
4	17th	Washington	Franklin	Bike Lane			2,175	$59,000	$59,000	Pavement marking only, 38' road width.
5	Franklin	17th	Cherry	Bike Lane			5,195	$95,000	$95,000	Pavement marking only, 32~34' road width.
6	Cherry	Franklin	Manhattan	Sharrow			5,320	$108,000	$108,000	5 lanes, pavement marking only. May need to remove street parking.
Connector to Riverside Trail										
7	City Park	Dorr	AWT	Sharrow			5,270	$105,000	$105,000	Road width 32'
	TOTAL				9,075	$784,000	26,070	$408,000	$1,192,000	

Total Trail Length Feet 35,145 Miles 6.66

General Notes:

1. The estimate of pavement widen or pavement marking for Sharrow or Bike Lane does not include existing roadway pavement rehabilitation. Roadway pavement conditions need to be reviewed prior to implementation.
2. The estimate does not include any cost to implement Sharrow or Bike Lane which are to be completed as part of roadway rehabilitation project.
3. The path length is measured at proposed path center line.
4. The estimate does not include any cost to implement path. sidepath, sharrow or bike lane which are to be completed by other agencies unless it was noted.



Cherry-University Trail

Date: 4/15/2015

0 0.375 0.75 1.5 Miles

Facility Classifications

- Bike Path, Open
- BikePath, Proposed
- Bike Path, Committed
- Side Path, Open
- Side Path, Proposed
- Side Path, Committed
- Striped Lane, Open
- Striped Lane, Proposed
- Striped Lane, Committed
- Sharrow, Proposed
- Share the Road, Open
- Share the Road, Proposed

Other Trails

- Angola-Scott Park Trail
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- Buckeye Basin Trail
- Chessie Circle Trail
- Greenhouse Trail
- Oregon Trail
- Overland Trail
- Riverside Trail
- Riverside Trail East
- University/Parks Trail

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Appendix E: Chessie Circle Trail - Detailed Description and Cost Estimate

Overview: This route connects from the City of Maumee along along the abandoned Toledo Terminal Railroad (TTRR) alignment to Glanzman Road and then to the UT Health Sciences Campus along residential streets then sharing the route of the Swan Creek Trail east to Highland Park then to Scott Park and along abandoned rail corridors again to the UT Main Campus, Ottawa Park and Bowman Park with a connector to the Trilby-Washington Trail near Whitmer. (Trail Length 13.6 miles)

Section by Section Description and Recommendation:

-Chessie Circle Trail, River Road to Glanzman – Abandoned rail corridor in public ownership but no path developed. Recommend separate path (being developed by Metroparks) on the abandoned rail corridor.
-Devonshire Road, Crystal Avenue to Byrne – Low volume / low speed two lane residential street with no bike accommodations. Recommend share the road to the Byrne/Detroit roundabout and use crosswalks to Detroit Avenue bike lanes. $24,000
-Detroit Avenue, Devonshire/Byrne to Glanzman – Moderate volume/moderate speed two lane minor arterial street with no bike accommodations. Recommend bike lanes. $774,000.
-Glanzman, Detroit to Birchwood – moderate volume/moderate speed collector street with no bike accommodations. Recommend sidepath along south side of street to crosswalk at Birchwood. $351,000.
-Birchwood, Glanzman to Schneider – low volume / low speed two lane residential street. Recommend sharrow lanes or share the road. $19,000.
-Schneider, Birchwood to Walmart Plaza buffer area – lower volume/lower speed two lane residential street with no bike accommodations. Recommend sidepath along south side of street to Walmart buffer sidewalk. Install new crosswalk for path. $80,000.
-Walmart Plaza sidewalk, Schneider to Hill to MUOT Boulevard – mounded buffer area with plantings and sidewalk to provide separation from Wal-Mart plaza and neighborhood. Recommend replacing sidewalk with multi-use path and connecting to crosswalk at Charmaine/MUOT Boulevard to cross Glendale. $109,000.
-MUOT Boulevard and East Medical Loop Road in UTMC Campus, Glendale to Arlington - Low volume / low speed internal circulation roads for UTMC campus with wide right of way. Recommend working with UT master plan to provide sidepath or bike or sharrow lanes through campus to Arlington. $268,000 (on UT campus).

Next four sections are overlap with Swan Creek Trail – please see descriptions there

-Arlington, East Medical Loop Road to Detroit
-Detroit, Arlington to Swan Creek flood levy (near Glencove and Heatherdale Drives)
-Swan Creek flood control levy, Detroit to Highland Park Path (at South and Woodsdale)
-Highland Park path, South to Emery

-Emery/Shasta/Airport Highway, Highland Park to Fearing – two lane residential streets (with parking for Highland Park along Emery) feeding to Airport Highway near Fearing intersection. Recommend sidepath on east side of Emery crossing to west side of Shasta and sidewalk along Airport Highway to intersection with Fearing. This is a difficult bottleneck area for the trail (to cross under the railroad requires utilization of existing walk along Airport and openings under bridge on Fearing – next section) - other design solutions may surface during detailed design of this section of the trail. $90,000 (Emery section being constructed with Hill Avenue Pump station project).
-Fearing, Airport Highway to Hill. High volume/moderate speed narrow four lane minor arterial underpass of railroad with 5' sidewalk space separated from street at rail bridges. Recommend separate one way side path conversion/improvement of walks connecting at crosswalks at Fearing/Hill and at Airport/Fearing. (This is a difficult bottleneck for the trail to cross under the railroad – other design solutions may surface during detailed design of this section of the trail). $490,000.
-Hill Avenue, Fearing to Parkside high volume/high speed five lane minor arterial. Recommend extend sidepath along north side of street to Fearing (existing sidepath is part of the Angola-Scott Park trail). $37,000.
-Parkside, Hill to the rail corridor (near Nebraska). Moderate volume/moderate speed four lane separated boulevard in park/campus setting. Use existing sidepath along west side of street with improvements as necessary (widening/resurfacing). $221,000.
-Rail corridor, Parkside to Dorr to Douglas - Separate rail corridor extending from Scott Park to Dorr/Douglas intersection. Corridor was recently abandoned and UT is negotiating to acquire. Side path along Dorr is being constructed with Dorr/Douglas intersection improvement project in 2016. Recommend developing separate path from Parkside to Dorr and utilizing side path along Dorr to the Douglas intersection. $0 (cost not included – will work with UT to develop their portion of the trail).
-Chessie Trail, Dorr to Trilby-Washington Trail via either Tremainsville or at Bowman Park - Abandoned rail corridor in public ownership. Paved path has not yet been developed but stone surface has been placed from Monroe to Jackman to open corridor to use. Bridge for the path was constructed over I-475 by ODOT with the I-475 improvement project. UT owns rail corridor to Bancroft and City of Toledo owns from Bancroft north to Laskey. UT and City will need to partner to pursue funding to build path from Dorr Street to Bowman Park. Recommend construct separate path in corridor. $3,251,000 (Bancroft to Bowman Park).
-Tremainsville Road, abandoned railroad corridor to Fern or Wichita Road (connector to Trilby-Washington Trail) – moderate volume / moderate speed two lane collector street in wide right of way with no bike accommodations. Recommend bike lanes. $189,000.

Total cost: $5,903,000

E. Chessie Circle Trail Cost Estimate

Section ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
1	Chessie Circle Trail (Metroparks)	River Road	Glanzman	Path	7,870	See Note			See Note	To be developed by Metroparks
2	Devonshire Road	Crystal	Byrne	Share the road			3,270	$24,000	$24,000	Signage installation. City limit @ Villa Dr.
3	Detroit	Devonshire	Glanzman	Bike Lane			4,480	$774,000	$774,000	Pavement widen on one side only.
4	Glanzman	Detroit	Birchwood	Side Path	3,260	$351,000			$351,000	Replaced sidewalk on south side
5	Birchwood	Glanzman	Schneider	Share the road			2,660	$19,000	$19,000	Road width 22' with curb, low volume
6	Schneider	Birchwood	Wal-Mart sidewalk	Side Path	690	$80,000			$80,000	Add sidepath on south side, bike signal
7	Wal-Mart Sidewalk/Hill	Schneider	MUOT Boulevard	Multi-use path	1,470	$109,000			$109,000	Ownership? Cost for reference. Crosswalk needed.
8	MUOT Boulevard/East Medical Loop Road	Glendale	Arlington	Side Path / Sharrow	3,640	$249,000	970	$19,000	$268,000	UT campus, cost for reference. Recommend sidepath to the UT Facility Support and then change to sharrow lanes (26' with curb) near Arlington.
9	Arlington	Overlap with Swan Creek Trail		Side Path					See Note	Overlap with Swan Creek Trail, in 2016 or 2017 project
10	Detroit			Side Path					See Note	Overlap with Swan Creek Trail.
11	Swan Creek Flood Levy			Side Path					See Note	Overlap with Swan Creek Trail.
12	Highland Park			Path					See Note	Overlap with Swan Creek Trail.
13	Emery/Shasta /Airport Highway	Highland Park	Fearing	Side Path	1,730	$90,000			$90,000	Replace existing sidewalk. Does not include ped bridge replacement cost.

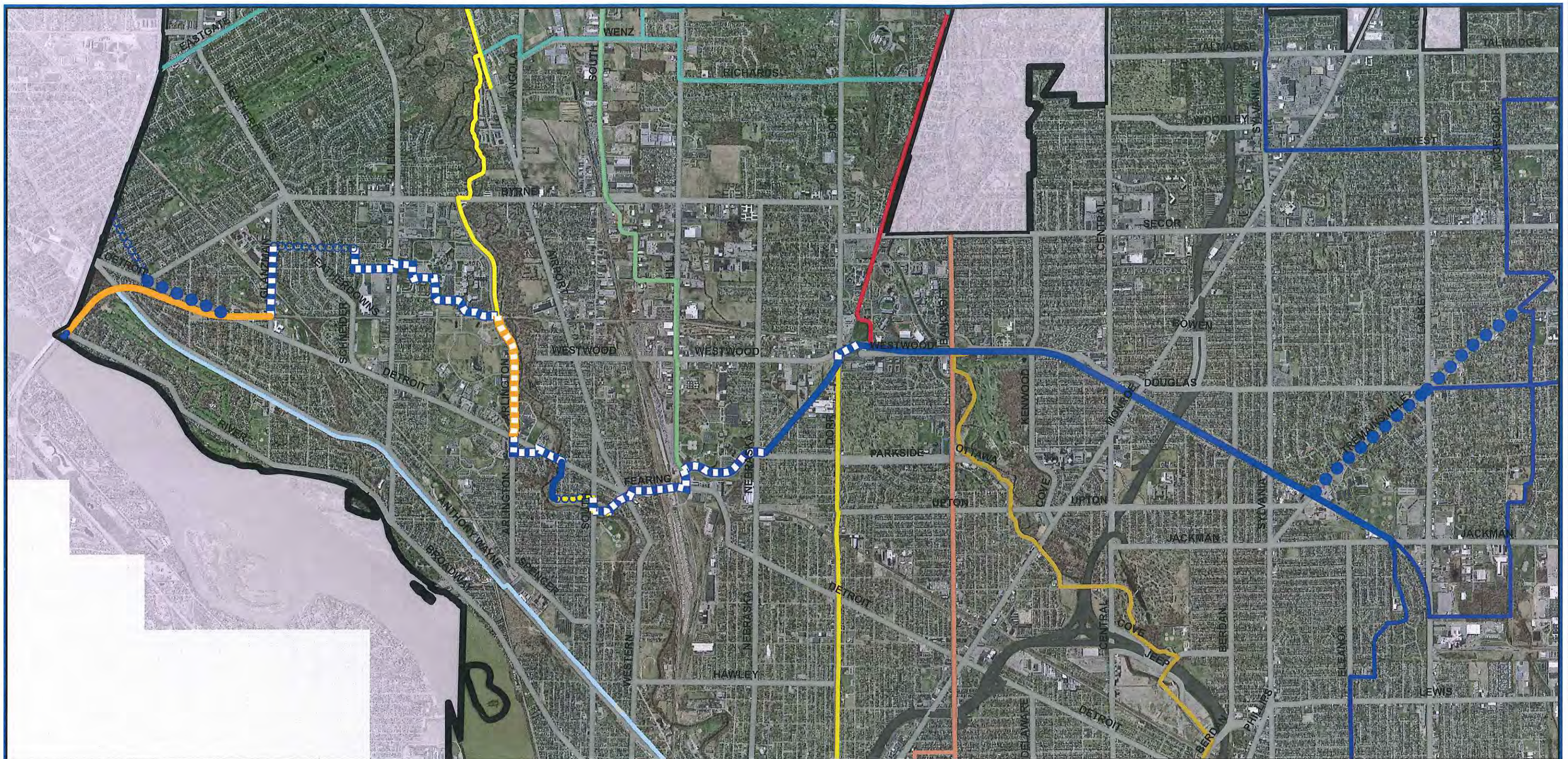
E. Chessie Circle Trail Cost Estimate

Section ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
14	Fearing	Airport	Hill	Side Path	4,090	$490,000			$490,000	Complex MOT, One-way under overpass with 5-foot wide if space available.
15	Hill	Fearing	Parkside	Side Path	400	$37,000			$37,000	Replace sidewalk on north side.
16	Parkside	Hill	Abandoned rail corridor	Side Path	2,710	$221,000			$221,000	Replace existing sidewalk on west side.
17	Abandoned rail corridor / Dorr	Parkside	Douglas	Path/ Sidepath	4,585	See Note			See Note	To be developed by UT.
18	Chessie Circle Path	Douglas	Bancroft	Path	3,570	See Note			See Note	To be developed by UT, one ped bridge replacement.
		Bancroft	Monroe	Path	6,450	$2,544,000			$2,544,000	One ped bridge and ramp down to Ottawa Park at Bancroft.
		Monroe	Bowman	Path	9,500	$707,000			$707,000	Cost for asphalt paving, kiosk, plaza and traffic signal.
19	Tremainsville	Chessie Path	Wichita/Fern	Bike Lane			10,710	$189,000	$189,000	Pavement marking only, road width 34'.
	TOTAL (does not include overlap)				49,965	$4,878,000	22,090	$1,025,000	$5,903,000	

Total Trail Length Feet - 72,055 Miles - 13.65

General Notes:

1. The estimate of pavement widen or pavement marking for Sharrow or Bike Lane does not include existing roadway pavement rehabilitation. Roadway pavement conditions need to be reviewed prior to implementation.
2. The estimate does not include any cost to implement Sharrow or Bike Lane which are to be completed as part of roadway rehabilitation project.
3. The path length is measured at proposed path center line.
4. The estimate does not include any cost to implement path. sidepath, sharrow or bike lane which are to be completed by other agencies unless it was noted.
5. The estimate does not include overlap sections.



Chessie Circle Trail

Date: 4/15/2015

0 0.375 0.75 1.5 Miles

Facility Classifications

- Bike Path, Open
- BikePath, Proposed
- Bike Path, Committed
- Side Path, Open
- Side Path, Proposed
- Side Path, Committed
- Striped Lane, Open
- Striped Lane, Proposed
- Striped Lane, Committed
- Sharrow, Proposed
- Share the Road, Open
- Share the Road, Proposed

Other Trails

- Angola-Scott Park Trail
- Bancroft-Promenade Trail
- Cherry-University Trail
- Greenhouse Trail
- Overland Trail
- Riverside Trail
- Swan Creek Trail
- Trilby-Washington Trail
- University/Parks Trail

City of Toledo
Engineering Services
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Toledo, OH 43606

Appendix F: Greenhouse Trail - Detailed Description and Cost Estimate

Overview: This route connects from the City of Maumee at Cass or Eastgate up to Swan Creek Park and then north on Wenz to Hill and then to Richards Road up to Ottawa Hills or along Hill to the Keil Farms Park (under development) around the Park to Nebraska and then up residential streets to Bancroft to the Toledo Botanical Gardens and then up to the University Parks Trail (Trail Length 11.6 miles)

Section by Section Description and Recommendation:

-Cass, city limit to Eastgate – moderate volume/ moderate speed two lane collector scheduled for pavement project in 2016 with widening for bike lanes. Recommend bike lanes.
-Eastgate, city limit to Airport Highway - moderate volume/ moderate speed two lane collector scheduled for pavement project in 2017 with widening for bike lanes. Recommend utilize bike lanes. $33,000.
-Airport highway, Eastgate to Wenz Road – high volume/ high speed five lane principle arterial with separate side path along park frontage. Recommend use existing side path.
-Wenz Road/Angola/Wenz, Airport Highway to Hill Ave - lower volume / moderate speed two lane collector road surrounded by suburban / rural development with no bike accommodations. Recommend side path. Note: crossing of high volume rail line in this section. $606,000.
-Hill, Wenz to Richards - high volume/ high speed five lane principal arterial with no bike accommodations. Recommend sidepath along south side of street.$116,000.
-Richards, Hill to city limit - moderate volume/ moderate speed two lane minor arterial with no bike accommodations. Recommend bike lanes. $1,213,000.
-Area south of Merry Lane to Winterfeld Park and in park, Wenz to Hill – open field and park area. Recommend separate path be constructed from Wenz through the Park and to Hill Avenue. $349,000.
-Hill, Winterfeld Park to Keil Farm Park - high volume/ high speed five lane principle arterial with no bike accommodations. Recommend ped/bike activated signal/crosswalk at Park entrance and sidepath along north side of street.$293,000.
-Keil Farm Park, southeast corner at Hill to northwest corner at Nebraska/Reynolds – property in public ownership with future development of park planned. Recommend separate path be developed within park to multi-use path standards (not park sidewalk) to connect from Hill to Nebraska. $383,000.
-Nebraska, Reynolds to Heidelberg - lower volume / moderate speed two lane collector road with school on south side of street. Recommend side path on south side of street and ped/bike actuated signal across Nebraska at Heidelberg (signal included in Toledo Safe Routes to School grant application). $189,000.

-Heidelberg/Fryer/Harrow, Nebraska to Dorr/Olimphia – low volume / low speed two lane residential streets with suburban development / mature tree canopy. Recommend share the road and wayfinding initially – perhaps sharrows and share the road or sharrow lanes as streets need repaired. $20,000 (does not include any pavement repair or replacement)
-Olimphia, Dorr to Bancroft – low volume / low speed two lane residential street with suburban development and a school at each end of street. Recommend share the road and wayfinding initially – perhaps sharrows and share the road, sharrow lanes and/or bike lanes as street needs repaired or resurfaced. $16,000 (does not include any pavement repair or replacement)
-Bancroft, Olimphia to Toledo Botanical Gardens – high volume / high speed two lane arterial roadway with bike lanes. Recommend trail use existing bike lanes.
-Toledo Botanical Gardens – park like setting with access and maintenance roads/lanes open to public with some open only to TBG vehicles. Recommend partnering with TBG Board to develop route for separate path to connect Bancroft to Elmer. $348,000.
[-Elmer and then Reynolds are outside the City of Toledo but the Trail could extend through this section of Sylvania Township to a connection to the University-Parks trail south of Central, crossing Reynolds at the Promedica facility driveway signal.]

Total cost: $3,566,000.

F. GREENHOUSE TRAIL COST ESTIMATE

Sec-tion ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
1	Cass	City limit	Eastgate	Bike Lane			6,020	See Note	See Note	To be constructed in 2017 roadway project.
2	Eastgate	City limit	Heather-downs	Bike Lane			1,460	$ 33,000	$ 33,000	Road width 42', pavement marking only.
		Heather-downs	Airport	Bike Lane			9,560	See Note	See Note	To be constructed in 2016 roadway project.
3	Airport Highway	Eastgate	Wenz	Side Path	4,030	See Note			See Note	Utilize existing path (Eastgate to Wenz).
4	Wenz/ Angola/ Wenz	Airport Highway	Hill	Side Path	7,720	$ 606,000			$ 606,000	Replace existing sidewalk with sidepath and add new sidepath; one RR crossing.
5	Hill	Wenz	Richards	Side Path	1,270	$ 116,000			$ 116,000	Replace existing sidewalk on south side.
6	Richards	Hill	City limit	Bike Lane			8,160	$1,213,000	$1,213,000	Pavement widen, need to remove & replace curbed at north of Dorr St to accommodate bike lanes.
7	Area south of Merry Lane to Winterfeld Park and in park	Wenz	Hill	Path	2,800	$ 349,000			$ 349,000	Include partial private property -- open field, need to obtain easement. Cost included.
8	Hill	Winterfeld Park	Keil Farm Park	Side Path	1,800	$ 293,000			$ 293,000	Replace sidewalk with sidepath on north side, need signal and crosswalk.
9	Keil Farm Park	Southeast corner	Nebraska at Reynolds	Multi-use Path	5,280	$ 383,000			$ 383,000	To be developed by Metropark. No plan, cost for reference.
10	Nebraska	Reynolds	Heidelberg	Side Path	2,150	$ 189,000			$ 189,000	Replace sidewalk with sidepath on south side.

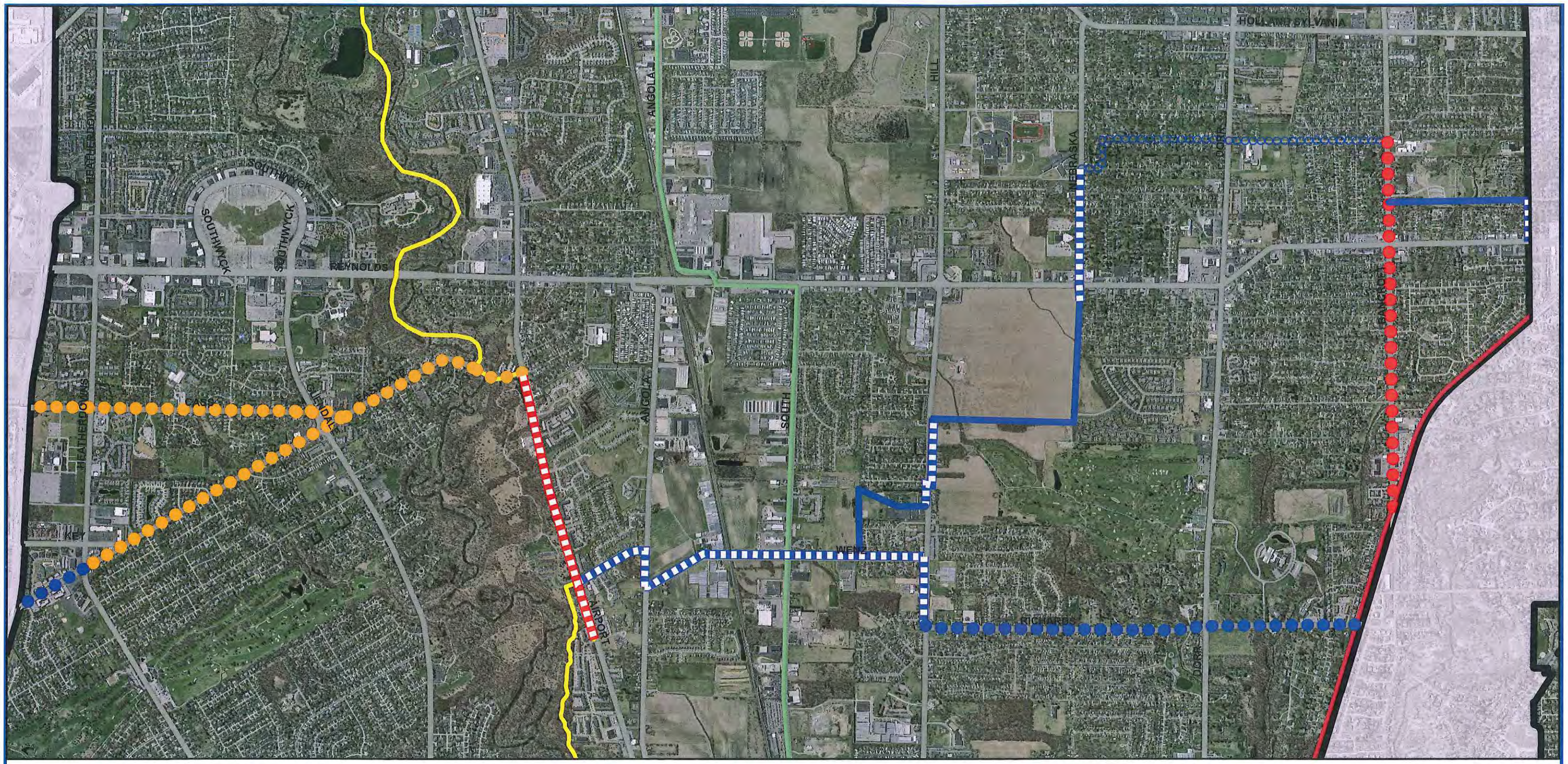
F. GREENHOUSE TRAIL COST ESTIMATE

Section ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
11	Heidelberg/ Fryer/Harro	Nebraska	Dorr/ Olimphia	Share the Road			3,330	$ 20,000	$ 20,000	Road width 20'~22'. Need surfacing.
12	Olimphia	Dorr	Bancroft	Share the Road			2,950	$ 16,000	$ 16,000	Road width 22'. Need resurfacing.
13	Bancroft	Olimphia	Toledo Botanical Gardens	Bike Lane			1,035	See Note	See Note	Utilize existing bike lane
14	Toledo Botanical Gardens	Bancroft	Elmer	Path	3,700	$ 348,000			$ 348,000	TBG partnership, replace existing path. Cost for reference. Route through Rector road, Olimphia through parking lot sidewalk area.
15	[Elmer/ Reynolds/ Promedica driveway]	Connect to University-Parks Trail in Sylvania				See Note			See Note	Outside of City Limits
	TOTAL				28,750	$ 2,284,000	32,515	$1,282,000	$3,566,000	

Total Trail Length Feet - 61,265 Miles - 11.60

General Notes:

1. The estimate of pavement widen or pavement marking for Sharrow or Bike Lane does not include existing roadway pavement rehabilitation. Roadway pavement conditions need to be reviewed prior to implementation.
2. The estimate does not include any cost to implement Sharrow or Bike Lane which are to be completed as part of roadway rehabilitation project.
3. The path length is measured at proposed path center line.
4. The estimate does not include any cost to implement path. sidepath, sharrow or bike lane which are to be completed by other agencies unless it was noted.



Greenhouse Trail

Date: 4/15/2015

0 0.25 0.5 1 Miles

Facility Classifications

- Bike Path, Open
- BikePath, Proposed
- Bike Path, Committed
- Side Path, Open
- Side Path, Proposed
- Side Path, Committed
- Striped Lane, Open
- Striped Lane, Proposed
- Striped Lane, Committed
- Sharrow, Proposed
- Share the Road, Open
- Share the Road, Proposed

Other Trails

- Angola-Scott Park Trail
- Swan Creek Trail
- University/Parks Trail

City of Toledo
Engineering Services
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Appendix G: Oregon Trail - Detailed Description and Cost Estimate

Overview: This route connects the Buckeye Basin Trail to Riverside Trail at Summit Street and Riverside Trail East at Front Street then through Ravine Park and along Seaman to the City of Oregon (Trail Length 2.4 miles)

Section by Section Description and Recommendation:

-Craig Street Bridge, Summit to Ravine Park – moderate volume / moderate speed 4 lane river crossing with bike sidepath along north side of street and across street into park. Recommend use existing side path and separate path.
-Ravine Park, Craig Street Bridge Path to Colorado – Existing park with no bike accommodations. Recommend construct bike path in park. $50,000
-Colorado and Dearborn to Seaman – Currently Colorado is low volume / low speed residential two lane street. Dearborn is lower volume / moderate speed two lane residential street with wide right of way. Recommend side path to connect to TPS Property. (Note: During detailed design option may exist to utilize Toledo Edison and TPS property for path to connect Ravine Park to Seaman without utilizing street rights of way.) $160,000.
-Seaman, Dearborn to city limit – moderate volume / moderate speed two lane collector road. Recommend side path. Note: Includes rail crossing. $526,000.

Total Cost: $736,000.

G. OREGON TRAIL COST ESTIMATE

Section ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
1	Craig Street Bridge	Summit	Ravine Park	Path	3,980	See Note			See Note	Utilize existing 16-foot path.
2	Ravine	Ravine	Colorado	Path	1,290	$50,000.00			$ 50,000	Proposed path through park.
3	Dearborn	Colorado	Seaman	Side Path	1,700	$160,000.00			$ 160,000	Proposed side path utilize Colorado St and Dearborn to Seaman.
4	Seaman	Dearborn	City Limit	Side Path	5,810	$526,000.00			$ 526,000	Replace sidewalk on north side. Two overpass, one RR crossing
	TOTAL				12,780	$736,000.00	NA	0	$ 736,000	

Total Trail Length Feet - 12,780 Miles - 2.42

Oregon Trail

Date: 4/15/2015

0 0.125 0.25 0.5 Miles

Facility Classifications

- Bike Path, Open
- BikePath, Proposed
- Bike Path, Committed
- Side Path, Open
- Side Path, Proposed
- Side Path, Committed
- Striped Lane, Open
- Striped Lane, Proposed
- Striped Lane, Committed
- Sharrow, Proposed
- Share the Road, Open
- Share the Road, Proposed

Other Trails

- Buckeye Basin Trail
- Riverside Trail
- Riverside Trail East

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Engineering Services
600 Jefferson Ave
Toledo, OH 43606

Appendix H: Overland Trail - Detailed Description and Cost Estimate

Overview: This route connects the Chessie Circle Trail near the University of Toledo through Ottawa, Jermain and Beatty Parks to Auburn and then to Willys-Parkway and Jeep Parkway to Berdan, then along Berdan and Manhattan to Joe E. Brown Park and then up Windemere to Expressway Drive North to Chrysler Drive to Manhattan and the Buckeye Basin Trail. (Trail Length 10.5)

Section by Section Description and Recommendation:

-Ottawa, Jermaine and Beatty Parks, Chessie Circle Trail to Auburn – park setting with existing paths that can be part of this route roughly parallel to Bancroft, Ottawa Parkway, Ottawa Drive and South Cove. Recommend constructing a connector from the Chessie Circle Trail (as it approaches grade separation of Bancroft Street) downhill to the Ottawa Park path along Bancroft over to the abandoned park road along the golf course and then upgrading and renovating existing paths along Ottawa Drive and South Cove to Auburn (east side of street). $873,000.
-Auburn, South Cove to North Cove - low volume / low speed two lane residential street with very wide bridge over I-475. Recommend side path along east side of street including across the I-475 bridge. $201,000.
-Auburn and Woodlawn Cemetery Drive, North Cove to Pioneer Lane. low volume / low speed two lane residential street and internal drives to Cemetery. Historic Woodlawn Cemetery Association has approached the City of Toledo to partner to increase public access to the Cemetery as it is a registered arboretum and bird sanctuary. They are willing to allow unrestricted pedestrian/ bicycle access on the trail during daylight hours. Recommend side path along east side of Auburn (North Cover to Central) and work with Cemetery for ped/bike access gate at Central and signage through cemetery. Construct new path from Cemetery to Pioneer Lane with ped/bike gate. Note: Several alternatives are possible for this section of the trail. There is also a potential route under Central Avenue next to I-75 ramp after ramp relocation with the I-75/I-475 project. The path could also utilize North Cove right of way to Pioneer. Alternatives will have to be evaluated and the final alternative selected during detailed design. $277,000.
-Pioneer Lane, Central to Willys Parkway – very low volume / low speed two lane park access road. Recommend sidepath to connect to Willys Parkway sidepath being constructed by ODOT. $239,000.
-Willys Parkway and Jeep Parkway, Pioneer Lane to Berdan - moderate volume / low speed access road to Overland Industrial Park with I-75 interchange on Willys. Current Willys Parkway will be removed from Pioneer to Hillcrest. Current Jeep Parkway will be removed from Willys to 1500' south of Berdan and a new alignment constructed from there south to the Jeep Parkway/Willys Parkway roundabout in Overland Industrial Park. ODOT is reconstructing

Willys Parkway and Jeep Parkway with their I-75/I-475 Interchange improvement project and has committed to including bicycle side paths from Pioneer to Berdan, including under I-75 and across the new Ottawa River Bridge. Recommend utilize new side paths being constructed by ODOT.
-Berdan/Cherry, Jeep Parkway to Manhattan – moderate volume / moderate speed four lane principal arterial being reconstructed with the Phillips-Willys Interchange Connector project which will include bike sidepath. Recommend utilize new side path.
-Manhattan, Cherry to Windemere – moderate volume / moderate speed minor arterial on four lane boulevard with wide right of way including wide center median. Phillips-Willys Interchange Connector project includes a roundabout at Manhattan/Phillips/Blanchard and resurfacing and reconfiguring to narrow to two lanes with bike lanes to Blanchard, crossing to north side of boulevard and separate side path to east side of Windemere. Also, separate path into reconstructed Joe E. Brown Park to a new trailhead (part of TWI Ottawa River South project remediation). Recommend route utilize bike lanes and sidepath and extend sidepath. $38,000.
-Windemere, Manhattan to Lagrange – low volume / low speed two lane street. Recommend walk along east side of street be improved to sidepath. $169,000.
-Lagrange, Windemere to Expressway Drive North – moderate volume / moderate speed four lane minor arterial with no bike accommodations. This is a bottleneck for the Trail utilized for the crossing under I-75. Recommend road diet to three lanes with bike lanes (extending up to Sylvania as part of the Trilby-Washington Trail and down to Manhattan if that makes more sense for signage and striping) or reconstructing sidewalk to trail standard. $29,000.
-Expressway Drive North, Lagrange to Chrysler Drive – one way two lane freeway access road with wide right of way and land in public ownership on the north side from Lagrange to Stickney. From Stickney to Chrysler Expressway Drive is the south edge of the Jeep plant campus. Recommend sidepath along north side of Expressway Drive on public land and working with Chrysler to construct sidepath to Chrysler Drive. Along Chrysler from Expressway South sidepath along west side of street with narrow cross section required under I-75. $803,000.

Total Cost Overland Trail (without Connector): $2,629,000.

[-Michigan Connector on Chrysler/Stickney, Expressway Drive North to Matzinger - Moderate volume / moderate speed five lane urban collector (Jeep Plant access) on generally wide right of way with no bicycle accommodations. Recommend sidepath to Stickney and bike lane to Matzinger (or sharrow if inadequate width) $485,000]
[-Michigan Connector on Stickney and Benore, Matzinger to State line - Low volume, moderate speed two lane urban collector with no bicycle accommodations. Recommend adding bike lanes (or sharrow lanes if inadequate width). $212,000]

Total cost (Trail and Connector): $ 3,326,000

H. OVERLAND TRAIL COST ESTIMATE

Section ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
1a	Ottawa, Jermain, Beatty Parks	Bancroft	Ottawa parkway	Path	3,260	$ 256,000			$ 256,000	Resurfacing and reduced existing park road to 16' wide.
1b		Ottawa Park	Auburn	Path	6,000	$ 617,000			$ 617,000	Replace existing asphalt path.
2	Auburn	South Cove	Central	Side Path	2,000	$ 201,000	500	See Note	$ 201,000	Sidepath on park side to bridge, utilize existing bridge as bike lane.
3	Cemetery	Central	Pioneer	Side Path	2,350	$ 277,000			$ 277,000	Cemetery route, utilize existing cemetery road connecting Pioneer.
4	Pioneer	Central	Willys	Side Path	2,670	$ 239,000			$ 239,000	Replace and reduce existing roadway to 16' wide.
5	Willys/Jeep Parkways	Pioneer	Berdan	Side Path	3,770	See Note			See Note	ODOT Committed to build sidepath.
6	Berdan / Cherry	Jeep	Manhattan	Side Path	1,720	See Note			See Note	Under Phillips-Willys connector project
7	Manhattan	Cherry	Blanchard / Windemere	Bike Lane			1,510	$ 38,000	$ 38,000	Road width 28' (one side) with road diet and pavement marking only. New trailhead at Joe E. Brown Park to be included in TWI project.
8	Windemere	Manhattan/Blanchard	Lagrange	Side Path	1,970	$ 169,000			$ 169,000	Sidepath on east side
9	Lagrange	Windemere	N Expressway	Side Path	320	$ 29,000			$ 29,000	Replace sidewalk on east side.
10	Expressway Drive North and Chrysler Drive	Lagrange	Manhattan at Counter	Side Path	11,000	$ 803,000			$ 803,000	Check ROW Constriction at Lagrange and Expressway

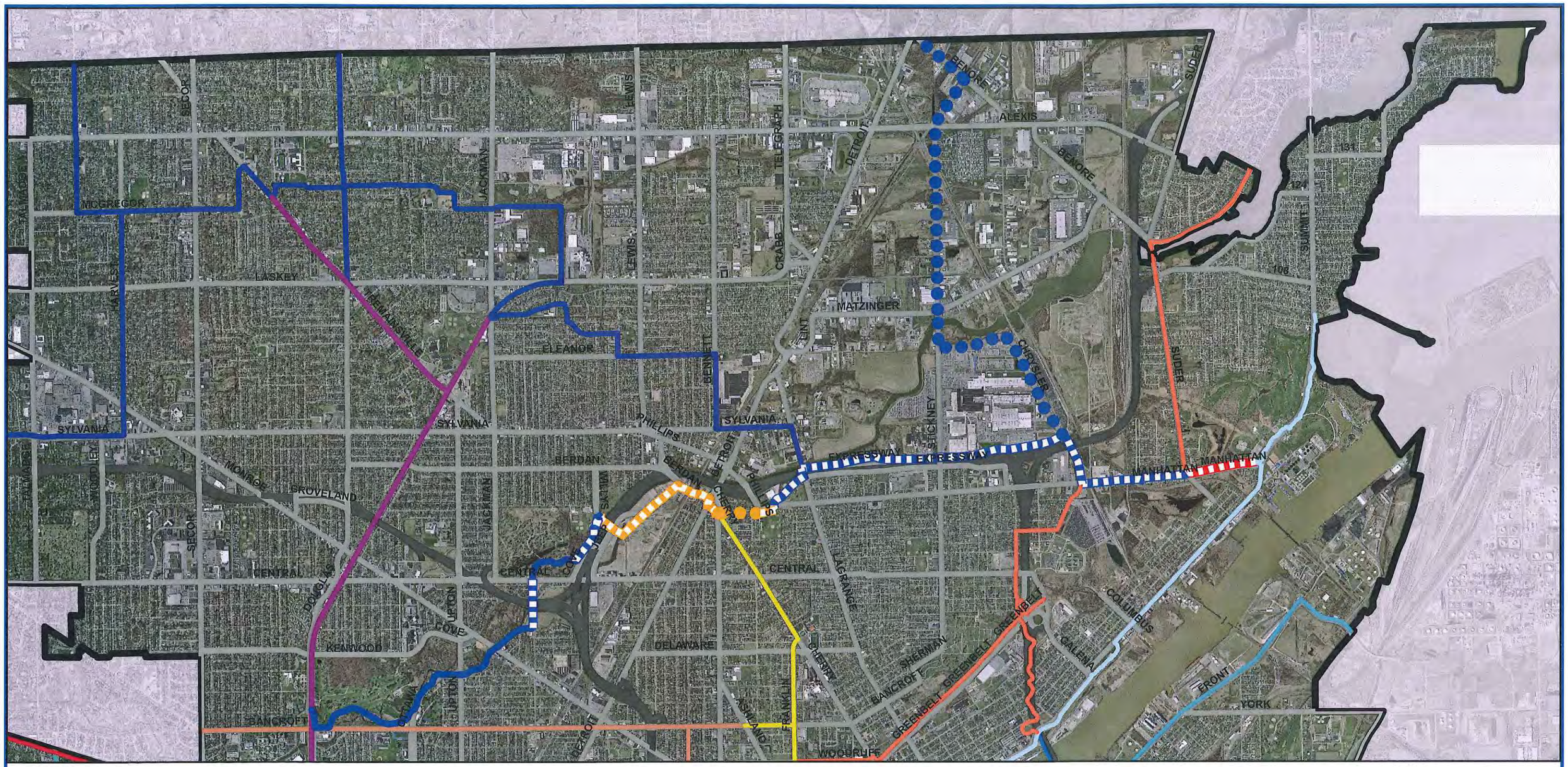
H. OVERLAND TRAIL COST ESTIMATE

Section ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
11	Chrysler Dr./ Stickney (Mich Connector)	Expressway Drive North	Matzinger	Sidepath	6,440	$ 485,000			$ 485,000	Side path on Chrysler campus side, one RR crossing
12	Stickney/ Benore (Mich. Connector)	Matzinger	Mich. State Line	Bike Lane / Sharrow			11,890	$ 212,000	$ 212,000	Pavement marking only, two RR crossings
	Subtotal Mich. Connector				6,440	$ 485,000	11,890	$ 212,000	$ 697,000	
	TOTAL (Including Connector)				41,500	$ 3,076,000	13,900	$ 250,000	$3,326,000	

Total Trail Length Feet - 55,400 Miles - 10.49

General Notes:

1. The estimate of pavement widen or pavement marking for Sharrow or Bike Lane does not include existing roadway pavement rehabilitation. Roadway pavement conditions need to be reviewed prior to implementation.
2. The estimate does not include any cost to implement Sharrow or Bike Lane which are to be completed as part of roadway rehabilitation project.
3. The path length is measured at proposed path center line.
4. The estimate does not include any cost to implement path. sidepath, sharrow or bike lane which are to be completed by other agencies unless it was noted.



Overland Trail

Date: 4/15/2015

0 0.5 1 2 Miles

Facility Classifications

- Bike Path, Open
- BikePath, Proposed
- Bike Path, Committed
- Side Path, Open
- Side Path, Proposed
- Side Path, Committed
- Striped Lane, Open
- Striped Lane, Proposed
- Striped Lane, Committed
- Sharrow, Proposed
- Share the Road, Open
- Share the Road, Proposed

Other Trails

- Bancroft-Promenade Trail
- Buckeye Basin Trail
- Cherry-University Trail
- Chessie Circle Trail
- Greenhouse Trail
- Oregon Trail
- Riverside Trail
- Riverside Trail East
- Trilby-Washington Trail
- University/Parks Trail

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Appendix I: Riverside Trail - Detailed Description and Cost Estimate

Overview: This route begins at the Chessie Circle path where it crosses the Anthony Wayne Trail (AWT) then along the east side of the AWT to the Zoo parking lot entrance where it crosses to the west side of the AWT right of way to Emerald and then along Emerald Avenue to Ottawa Street then along the Swan Creek path and waterfront promenade by Promenade Park and Imagination Station and then along Water Street connecting to the Summit Street sidepath through Jamie Farr Park and up to Cullen Park. (Trail Length 12.7 miles)

Section by Section Description and Recommendation:

-Anthony Wayne Trail (east side of right of way), Chessie Circle Trail to Toledo Zoo Entrance intersection – high volume / very high speed six lane controlled access parkway in wide public right of way with an existing path from Harvard Boulevard to the Zoo campus area but no other bike or pedestrian accommodations. Currrent reconstruction plans for the AWT call for narrowing parkway to two lanes each direction south of Glendale. Recommend constructing sidepath along east side of parkway from Chessie Circle Trail to the Zoo Parking entrance separated from vehicular traffic to the maximum extent possible. At the Zoo entrance trail crosses AWT to west side to Emerald Avenue. $1,385,000

-Anthony Wayne Trail (west side of right of way), Toledo Zoo Entrance intersection to Emerald Avenue – high volume / very high speed six lane controlled access parkway in wide public right of way with no bike or pedestrian accommodations. AWT reconstruction project to be built in 2015 includes sidepath from just south of South Avenue to just north of Western (0.8 miles). Bridge replacement and reconstruction project in 2017 includes sidepath from Western to Emerald. Recommend constructing sidepath along west side of parkway from Toledo Zoo Entrance to end of new sidepath. $569,000.

-Emerald, Anthony Wayne Trail to South Saint Claire – low volume / low speed two lane street – residential and commercial along north side with wider right of way along south side between street and main line railroad in cut. Recommend side path between rail cut and street if right of way allows – bike lanes or sharrow lanes if not enough room for side path. $132,000.

-Emerald, South Saint Claire to Logan – low volume / low speed two lane street – residential and commercial along north side with wider right of way along south side between street and main line railroad in cut. Right of way constriction at Park at Maumee Streeet. Recommend bike lanes.$38,000.

-Emerald, Logan to Ottawa – low volume / low speed two lane street – train/bus station on south side with wider right of way along north side between hill and street and TARPS and street.

Recommend side path between hill and street and between TARPS facility and street to replace sidewalk. $204,000.

-Ottawa, Emerald to Middlegrounds Park entrance – low volume / low speed two lane street with wide right of way between street and rail maintenance yard and into Middlegrounds Park. Reconstruction project in 2015 includes sidepath. Recommend utilize new side path and buffer between street and maintenance yard and continuing into park and to the Park entrance street. $102,000.

-Ottawa, Middlegrounds Park entrance to Swan Creek Path – low volume / low speed two lane street. Street is two way from park entrance to Owens Corning entrance at Washington Street and one way from there to Monroe. Street in very bad shape and no bike accommodations currently. Resurfacing project in 2015 includes striping from OC entrance south. Recommend bike or sharrrow lanes to the OC entrance and then side path from the entrance across bridge and to Swan Creek Path near Water Street just west of the bridge. $105,000.

-Swan Creek Path and waterfront promenade, Ottawa/Monroe Street to Water Street under the MLK, Jr. Bridge. Existing path and wide promenade facility that accommodate bicycle use off street along river. Recommend utilizing existing facilities.

- Water, MLK, Jr. Bridge to Magnolia/Summit. – low volume / low speed two lane street. Toledo Waterways Initiative project in 2017 will reconstruct block between Water Street and Summit north of Olive. Recommend bike lanes or sharrow lanes to Toledo Waterways Initiative project at Olive and possible path up to Summit (or use Olive or Magnolia). $297,000.

-Summit, Magnolia to Jamie Farr Park - moderate volume / moderate speed four lane street. Sidepath from Riverside Hospital drive to River Place constructed in 2010 with Veteran's Glass City Skyway. Sidepath from I-280 to Jamie Farr Park was constructed in 2013. Sidewalk widened to 10' from Magnolia to Bush in 2012. Recommend utilizing existing side path from Magnolia to Jamie Farr Park.

-Summit, Jamie Farr Park to Cullen Park – moderate volume / moderate speed four lane street programmed to be reduced to three lanes from Galena to Manhattan with resurfacing project scheduled for 2018 or 2019. Esisting side path and path constructed from Manhattan to Cullen Park. Recommend constructing side path along east side of Summit Street from Jamie Farr Park to Suder and along west side of street from Suder to existing side path at Manhattan (funded as a TAP project to be included with the programmed resurfacing project). Recommend utilizing existing path from Manhattan to Cullen Park. $1,086,000

Total Cost: $3,918,000.

I. RIVERSIDE TRAIL COST ESTIMATE

Section ID	Street	From	To	Facility Type	Sidepath		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
1	Chessie Circle	River road	Glanzman	Path	7,870	See Note			See Note	To be developed by Metropark
2	AWT East	Chessie circle bridge	Zoo Entrance	Side Path	16,820	$ 1,385,000			$1,385,000	Road diet in future ODOT project. Sidepath on east side. ROW constriction on east side (golf course area), and at Zoo ped bridge area.
3	AWT West	Zoo Entrance	Emerald	Side Path	7,210	$ 569,000			$ 569,000	Proposed on north side and link to ODOT Bridge project. Section north of Roff St is assumed to be constructed by ODOT bridge project.
4	Emerald	AWT	S. St. Claire	Side Path	1,440	$ 132,000			$ 132,000	Sidepath on south side.
5	Emerald	S. St. Claire	Logan	Bike Lane			1,540	$ 38,000	$ 38,000	Road width 32', pavement marking, signage.
6	Emerald	Logan	Ottawa	Side Path	1,680	$ 204,000			$ 204,000	Replace sidewalk on north side, add curb wall.
7	Ottawa	Emerald	Middle-grounds Park entrance	Side Path	920	$ 102,000			$ 102,000	Sidepath on park side.
8	Ottawa	Middle-grounds Park entrance	Swan Creek path	Sharrow / Side path	740	$ 105,000	1,955	See Note	$ 105,000	2015 roadway project to include sharrow lanes and replace sidewalk at OC with sidepath to Swan Creek.
9	Swan Creek--Promenade	Swan Creek / Monroe	MLK Bridge	Path	2,620	See Note			See Note	Using existing path.

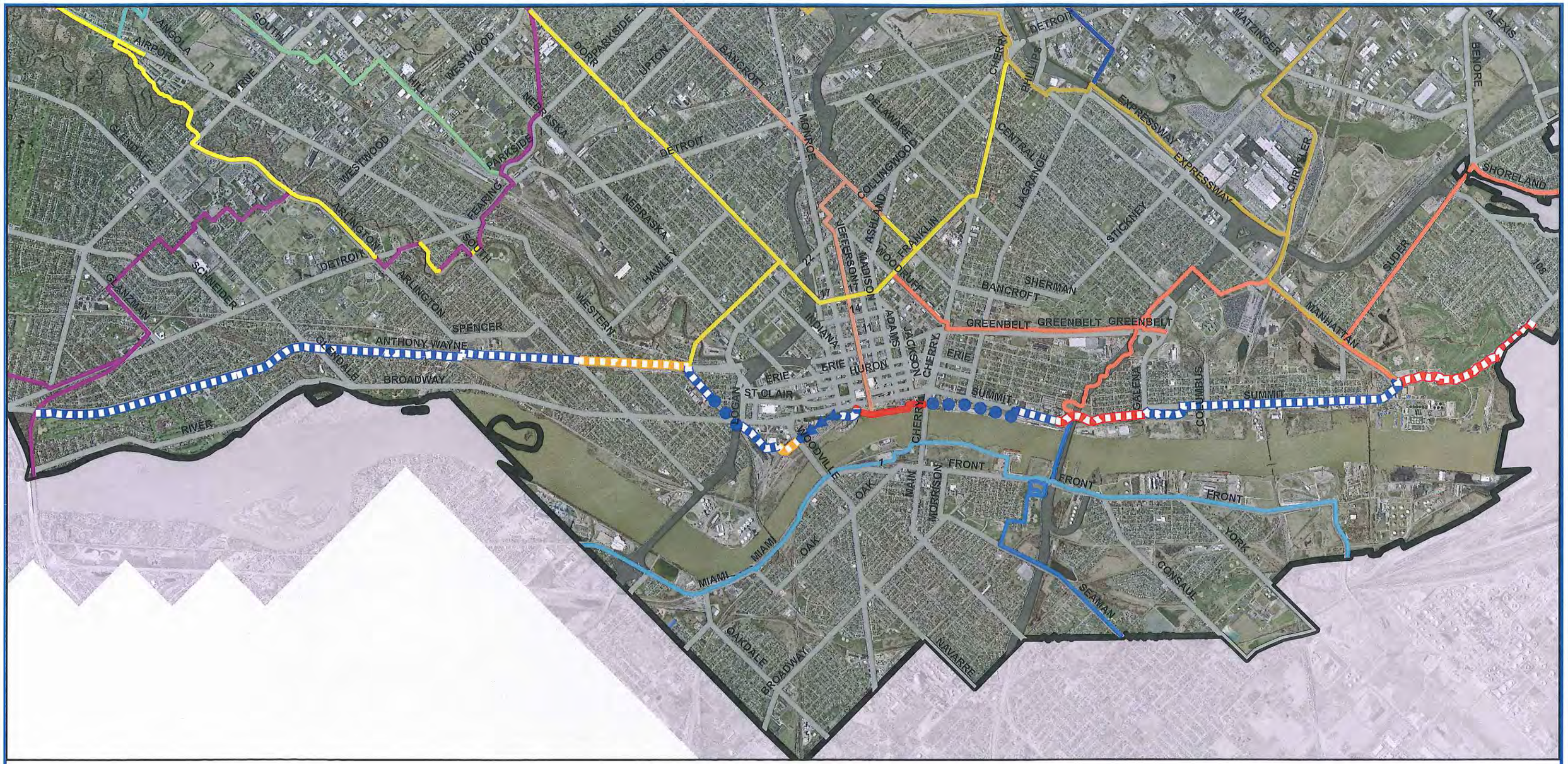
I. RIVERSIDE TRAIL COST ESTIMATE

Section ID	Street	From	To	Facility Type	Sidepath		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
10	Water	MLK Bridge	Magnolia	Bike Lane/ Sidepath	1,360	$ 248,000	2,380	$ 49,000	$ 297,000	Road width 32'~42', bike lane marking between MLK bridge and Olive ; Proposed sidepath between Olive and Magnolia may be included in TWI project.
11	Summit	Magnolia	Jamie Farr Park	Side Path	5,090	See Note			See Note	Utilizing existing path.
11	Summit	Jamie Farr Park	Manhattan Blvd.	Side Path	9,690	$ 1,086,000			$1,086,000	2018 Transportation Alternatives Program; Proposed sidepath on east side between Jamie Farr and Manhattan in conjunction with 2018 roadway project.
		Manhattan Blvd.	Cullen Park	Side Path	5,930	See Note			See Note	Utilizing existing path.
	TOTAL				61,370	$ 3,831,000	5,875	$ 87,000	$3,918,000	

Total Trail Length Feet - 67,245 Miles - 12.74

General Notes:

1. The estimate of pavement widen or pavement marking for Sharrow or Bike Lane does not include existing roadway pavement rehabilitation. Roadway pavement conditions need to be reviewed prior to implementation.
2. The estimate does not include any cost to implement Sharrow or Bike Lane which are to be completed as part of roadway rehabilitation project.
3. The path length is measured at proposed path center line.
4. The estimate does not include any cost to implement path. sidepath, sharrow or bike lane which are to be completed by other agencies unless it was noted.



Riverside Trail

Date: 4/15/2015

0 0.5 1 2 Miles

Facility Classifications

- Bike Path, Open
- BikePath, Proposed
- Bike Path, Committed
- Side Path, Open
- Side Path, Proposed
- Side Path, Committed
- Striped Lane, Open
- Striped Lane, Proposed
- Striped Lane, Committed
- Sharrow, Proposed
- Share the Road, Open
- Share the Road, Proposed

Other Trails

- Angola-Scott Park Trail
- Bancroft-Promenade Trail
- Buckeye Basin Trail
- Cherry-University Trail
- Chessie Circle Trail
- Greenhouse Trail
- Oregon Trail
- Overland Trail
- Riverside Trail East
- Swan Creek Trail
- Trilby-Washington Trail
- University/Parks Trail

City of Toledo
Engineering Services
600 Jefferson Ave
Toledo, OH 43606

Appendix J: Riverside East Trail - Detailed Description and Cost Estimate

Overview: Connecting Rossford along Miami Street to International Park the Marina District and the Great Lakes Maritime Museum and then along Front to Millard to the City of Oregon (Trail Length

Section by Section Description and Recommendation:

-Miami, Rossford to International Park – moderate volume / high speed four and five lane street to Fasset and moderate volume / lower speed two and three lane from Fasset to International Park. Recommend side path along Miami (if Casino agrees could be path along river) to International Park. Note: new bridges over CSX and Norfolk Southern railroad tracks will be bottlenecks with narrow sidewalks as the only option to travel on street. $851,000.
-International Park path, Miami to Riverside Drive – separate path through International Park. Recommend utilize existing path to Main Street.
-Riverside and Marina, Main to Front – existing low volume / low speed two lane street with angle parking. Recommend side path be incorporated into development plans in Marina District redevelopment project. $342,000.
-Front - Marina to Consaul – existing high volume / high speed five lane minor arterial with existing side path to north of skyway. Recommend utilize existing side path and extend it to Consaul along river side of Front Street. $178,000.
-Front Street – Consaul to Millard – existing moderate volume / moderate speed five lane minor arterial with no bike accommodations. Recommend share the road signs along route as curb lane can serve bicyclists. $44,000
-Millard, Front to city limit – existing low volume / moderate speed four lane minor arterial with no bike accommodations. Recommend share the road signs along route as curb lane can serve bicyclists. $9,000.

Total cost: $1,424,000.

J. RIVERSIDE EAST TRAIL COST ESTIMATE

Sec-tion ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
1	Miami	Rossford limit	International Park	Side Path	9,920	$ 851,000			$ 851,000	South and East side of Miami, Bridge space constriction (south of Oakdale). Need warning sign or ped bridge in the future.
2	International Park path	Miami	Main	Path	6,510	See Note			See Note	1. Utilizing existing facilities at Int'l Park.
3	Riverside and Marina	Main	Front	Side Path	4,070	$ 342,000			$ 342,000	Partial private property, Proposed side path on riverside, includes 3030 feet in Marina District.
4	Front	Marina	Consaul	Side Path	3,780	$ 178,000			$ 178,000	Utilizing existing facilities (2010'), extend to Consaul 1770' for this estimate.
5	Front	Consaul	Millard	Share the road			8,680	$ 44,000	$ 44,000	Five lane road width 55'~60' with curb. Signage to be posted by City Transportation, one RR crossing.
6	Millard	Front	Oregon limit	Share the road			2,150	$ 9,000	$ 9,000	Four lane road width 50'. Signage to be posted by City Transportation
	TOTAL				24,280	$ 1,371,000	10,830	$ 53,000	$1,424,000	

Total Trail Length Feet - 35,110 Miles - 6.65

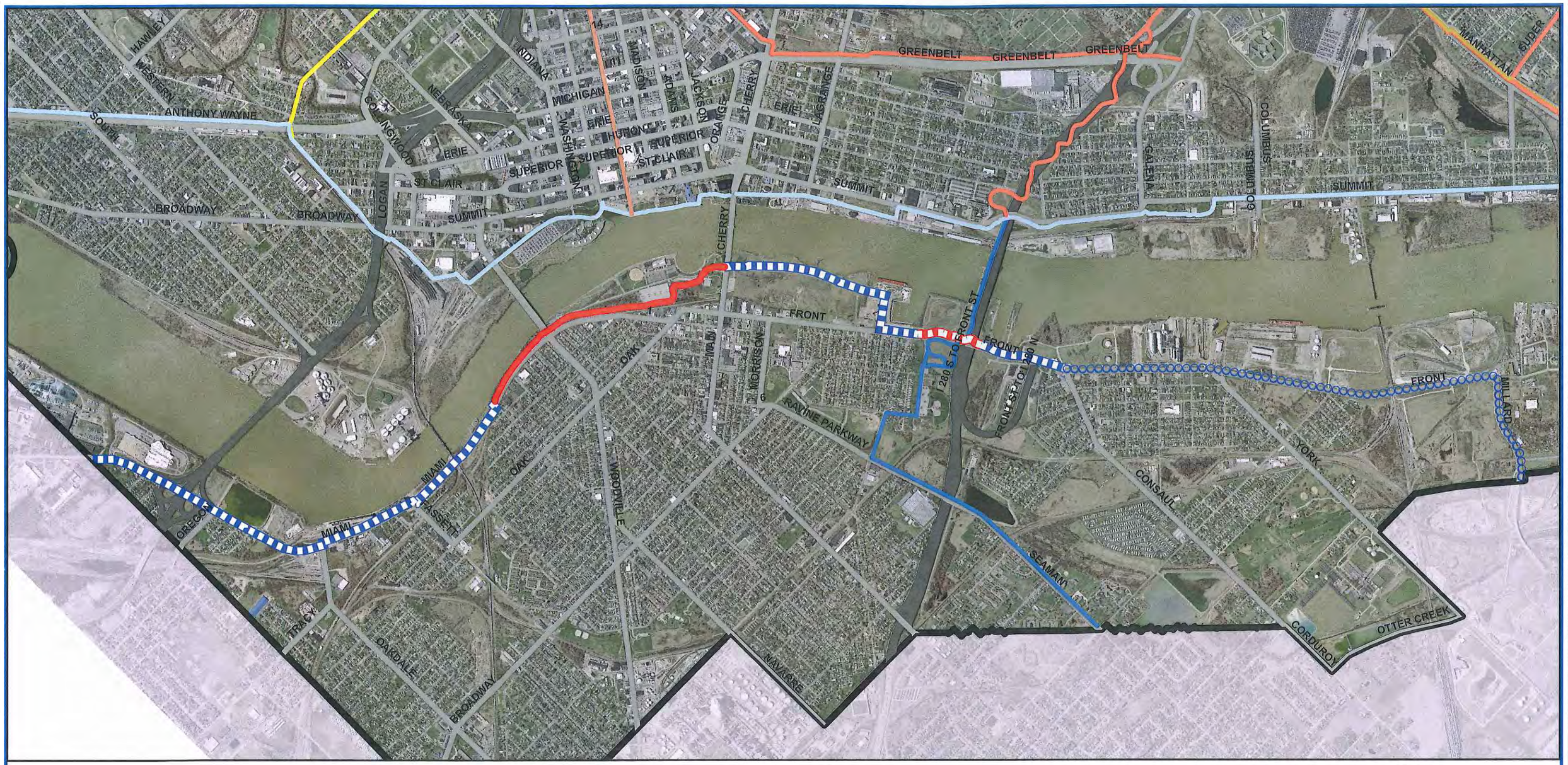
General Notes:

1. The estimate of pavement widen or pavement marking for Sharrow or Bike Lane does not include existing roadway pavement rehabilitation. Roadway pavement conditions need to be reviewed prior to implementation.

2. The estimate does not include any cost to implement Sharrow or Bike Lane which are to be completed as part of roadway rehabilitation project.

3. The path length is measured at proposed path center line.

4. The estimate does not include any cost to implement path. sidepath, sharrow or bike lane which are to be completed by other agencies unless it was noted.



Riverside Trail East

Date: 4/14/2015

0 0.25 0.5 1 Miles

Facility Classifications

- Bike Path, Open
- BikePath, Proposed
- Bike Path, Committed
- Side Path, Open
- Side Path, Proposed
- Side Path, Committed
- Striped Lane, Open
- Striped Lane, Proposed
- Striped Lane, Committed
- Sharrow, Proposed
- Share the Road, Open
- Share the Road, Proposed

Other Trails

- Bancroft-Promenade Trail
- Buckeye Basin Trail
- Cherry-University Trail
- Oregon Trail
- Overland Trail
- Riverside Trail
- Trilby-Washington Trail

City of Toledo
Engineering Services
600 Jefferson Ave
Toledo, OH 43606

Appendix K: Swan Creek Trail - Detailed Description and Cost Estimate

Overview: This route begins on Manley Road at the city limit to Garden Road and then to Holland Sylvania and north to Anderson Belt Park and the Swan Creek Valley and along Swan Creek to Swan Creek Metropark then through the park to Arlington at Byrne and then along Arlington to Detroit and along Detroit across Swan Creek to the flood control levy along the north bank of Swan Creek east of Detroit and then to Highland Park. (Trail Length 4.2 miles)

Section by Section Description and Recommendation:

-Manley, city limit to Garden. Lower volume / moderate speed two lane collector street. Recommend bike lanes to intersection with Garden Road with crossing at intersection for northbound lane to bike lanes on Garden Road. $157,000.
-Garden Road, Manley to Holland-Sylvania. High volume / higher speed two lane collector street. Recommend bike lanes to Holland-Sylvania. $116,000.
-Holland-Sylvania, Garden to Swan Creek in Anderson Belt Park. High volume / moderate speed two lane minor arterial roadway with no curbs and no bicycle accommodations. Recommend bike lanes. $490,000.
-Swan Creek Valley, Holland-Sylvania to Swan Creek Metropark Trail System. Metroparks is working to develop a separate trail along Swan Creek from Holland-Sylvania to Eastgate connecting into the existing trail system in Swan Creek Metropark. Recommend support of trail development and utilizing the separate path.
-Swan Creek Metropark Trail System from Eastgate to Byrne (at Arlington). Existing paths connect from Eastgate to the east but stop short of Byrne. Metroparks is working to develop a separate trail along Swan Creek from the east end of current trails in the park to Byrne at Arlington. Recommend support of trail development and utilizing the separate path.
-Arlington, Byrne to Toledo Avenue. Four lane high volume / moderate speed minor arterial street that is a boulevard with no bike accommodations and mostly no sidewalks. Recommend side path along south side of street to the Bowsher cross walk and then on north side to Toledo (north side to the west has several locations with steep banks to Swan Creek pinching into the right of way). Path to Detroit is programmed with street reclamation project in 2015.
-Arlington, Detroit to Toledo. Intersection approach with four lanes – collector street with moderate volume / low speed. Sidepath along north side. $139,000.
-Toledo and Detroit, Arlington to Swan Creek levy. Toledo is low volume / low speed residential street. Detroit is moderate volume / moderate speed four lane minor arterial with no bike accommodations and narrow bridge over Swan Creek. Sidepath along east side of Toledo. Sidepath along Detroit and over bridge, bridge will have to be signed constriction with path narrowing to utilize bridge sidewalk as the Swan Creek crossing. $176,000.

- Swan Creek flood control levy, Detroit to Lomond. US Army Corps of Engineers levy was constructed for flood protection for adjacent neighborhood. Levy has maintenance/inspection gravel road along top of levy. If permissible with USACE, recommend improve maintenance road into path along levy. $195,000.

-Lomond/Bonfield/Lynhaven, levy access road to South. Low speed / low volume residential streets. Recommend share the road and wayfinding signage. $7,000.

-South, Lynhaven to Woodsdale entrance to Highland Park. Moderate volume / moderate speed two lane collector street with no bicycle accommodations. Recommend sidepath (cycle track) along south side of street. $130,000.

Total Cost: $1,410,000

K. SWAN CREEK TRAIL

Section ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
1	Manley	City limits	Garden	Bike Lane			1,160	$ 157,000	$ 157,000	Widen pavement for bike lane, existing width 22'. Included in 2015 reconstruction.
2	Garden	Manley	Holland-Sylvania	Bike Lane			1,215	$ 116,000	$ 116,000	Widen existing 3' berm for bike lane.
3	Holland-Sylvania	Garden	Anderson Belt Park	Bike Lane			5,650	$ 490,000	$ 490,000	Widen existing 4' berm for bike lane.
4	Swan Creek Path	Holland-Sylvania	Eastgate	Path	See Note				See Note	Metroparks to purchase properties -- west of Reynolds and west of Eastgate.
5	Swan Creek Park paths	Eastgate	Byrne / Arlington	Path	See Note				See Note	Utilizing Metroparks exiting path, and to be extended to Byrne Road.
6	Arlington	Byrne	Detroit	Side Path	8,500				See Note	2016 or 2017 Street Reclamation
7	Arlington	Detroit	Toledo	Sidepath	410	$ 139,000			$ 139,000	Replace sidewalk on north with sidepath. Need road reconfiguration. Check ROW constriction. Add plaza and Kiosk.
8	Toledo	Arlington	Swan Creek Levy	Sidepath	1,710	$ 176,000			$ 176,000	Replace sidewalk with sidepath on east sidewalk. Bridge Constriction at Detroit.
9	Swan Creek Levy	Detroit	Lomond	Path	2,380	$ 195,000			$ 195,000	Proposed path on existing levy, check fencing restriction.
10	Lomond-Lynnhaven	Swan Creek Levy	South	Share the Road			550	$ 7,000	$ 7,000	Road width 22', low volume.

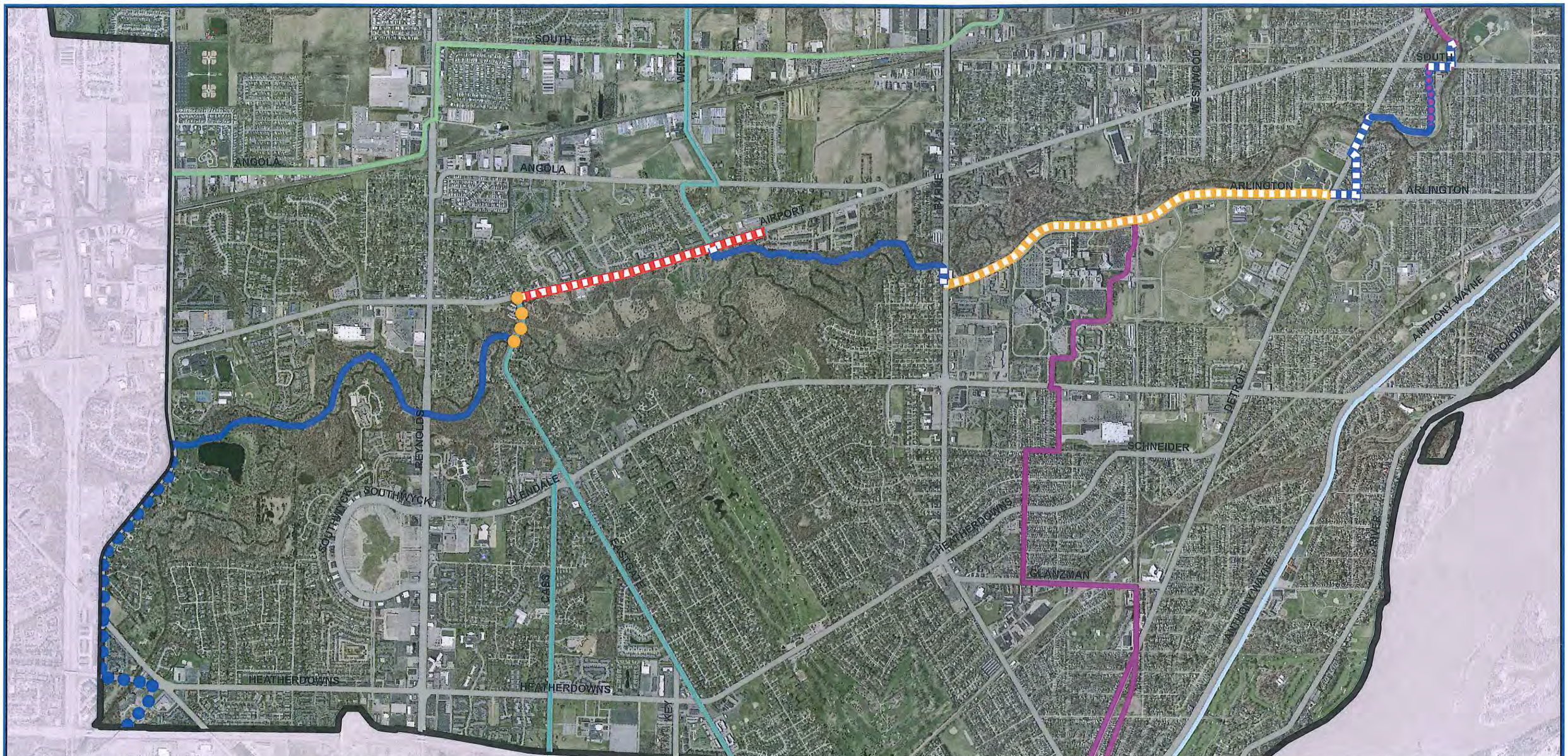
K. SWAN CREEK TRAIL

Section ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
11	South	Lynnhaven	Woodsdale	Side Path	730	$ 130,000			$ 130,000	Reconfiguration South Ave. to add Cycle track on south side between Lynnhaven Dr. and Woodsdale.
	TOTAL				13,730	$ 640,000	8,575	$ 770,000	$1,410,000	

Total Trail Length Feet - 22,305 Miles - 4.22

General Notes:

1. The estimate of pavement widen or pavement marking for Sharrow or Bike Lane does not include existing roadway pavement rehabilitation. Roadway pavement conditions need to be reviewed prior to implementation.
2. The estimate does not include any cost to implement Sharrow or Bike Lane which are to be completed as part of roadway rehabilitation project.
3. The path length is measured at proposed path center line.
4. The estimate does not include any cost to implement path. sidepath, sharrow or bike lane which are to be completed by other agencies unless it was noted.



Swan Creek Trail

Date: 4/14/2015

0 0.25 0.5 1 Miles

Facility Classifications

- Bike Path, Open
- BikePath, Proposed
- Bike Path, Committed
- Side Path, Open
- Side Path, Proposed
- Side Path, Committed
- Striped Lane, Open
- Striped Lane, Proposed
- Striped Lane, Committed
- Sharrow, Proposed
- Share the Road, Open
- Share the Road, Proposed

Other Trails

- Angola-Scott Park Trail
- Chessie Circle Trail
- Greenhouse Trail
- Riverside Trail

N W E S

City of Toledo
Engineering Services
600 Jefferson Ave
Toledo, OH 43606

Appendix L: Trilby-Washington Trail - Detailed Description and Cost Estimate

Overview: This route begins at the existing sidepath on Sylvania Avenue and travels along Sylvania to Harvest to McGregor and along a connection to Whiteford Township in Michigan via Clover or east on McGregor to Trilby Park and crossing Tremainsville near Whitmer High School and then through to Jackman Park and then to the Chessie Circle Trail south of Laskey and east of Jackman. and then to the Overland Trail at Lagrange and Expressway Drive North via Slater, Eleanor, Bennett, Sylvania and Lagrange with a connector north to Michigan trails on Douglas to the state line (Trail Length 12.5 miles)

Section by Section Description and Recommendation:

-Sylvania, City limit to Garden Estates Drive – Five lane high speed / high volume principal arterial with side path along north side of street. Recommend utilizing side path for route, will require improvements to update sidepath. $136,000.
-Sylvania, Garden Estates Drive to Harvest. – Five lane high speed / high volume principal arterial with no bike accommodations. Recommend continuing existing side path along north side of street with appropriate crosswalks across Talmadge, Mall Drives and Royer. $355,000.
-Harvest, Sylvania McGregor – Low volume / low speed two lane collector with no sidewalks (north of Monroe) and no bicycle accommodations. Recommend adding bike lanes (could be part of next maintenance of street surface instead of separate project). $1,620,000 (costs to move curb and widen street, if separate bike project).
[Michigan Connector-to Whiteford, McGregor, Harvest to Clover – Low volume / low speed two lane collector with no bicycle accommodations. Recommend adding bike lanes (or sharrow lanes if inadequate width) with next maintenance of street surface. $270,000.]
[Michigan Connector to Whiteford, Clover, McGregor to state line – Low volume / low speed two lane paved street with no curbs and drainage south of Alexis and unimproved tar and chip street north of Alexis with no bicycle accommodations on either section. Recommend widen pavement and add bike lanes. $705,000.]
-McGregor, Harvest to Ruth – Low volume / low speed two lane collector (from Harvest to Secor - residential from Secor to Ruth) with no bicycle accommodations. Recommend adding bike lanes with next maintenance of street surface. $635,000.
-Ruth, McGregor to Tremainsville. – Low volume / low speed two lane residential street with no bicycle accommodations. Recommend adding bike lanes. $205,000. (Could also be part of next pavement maintenance project.)

-Tremainsville, Witchita to Whitmer. – moderate volume / moderate speed two lane collector street in wide right of way with no bike accommodations. Recommend bike lanes. Cost included in Chessie Circle trail improvements to Tremainsville.
-Whitmer, Tremainsville to Lyceum. - Low volume / low speed two lane residential street with brief morning and afternoon moderate volume peak for school complex. Recommend sidepath (cycle track) on east side of street to serve both path and school access needs. $80,000
-Lyceum/Jutland, Whitmer to Douglas. – Low volume / low speed two lane unimproved street in wider right of way adjacent to Washington Local School complex. Parking on north side of street near Jefferson Junior High. Currently, rights of way for Lyceum and Jutland do not meet, however, there is a well worn path connecting the two. Recommend working with School District to install side path on north side of street on Lyceum from Whitmer to end of street and securing right of way for path connecting Lyceum to Jutland. Recommend side path along Jutland on north side to Douglas and install crosswalk (perhaps with appropriate signal control) across Douglas to south side of bucklew. $113,000,
[-Michigan Connector (on Douglas), Douglas Road, Tremainsville to state line – Moderate volume / moderate speed two lane minor arterial with no bicycle accommodations. Requested by TMACOG to include connector to Michigan cross state route north of border. Recommend bike lanes. (full length included for connectivity to regional bike trail in Michigan) $74,000.]
-Bucklew, Douglas to Jackman Park. - Low volume / low speed two lane residential street on wide right of way. Recommend sidepath on south side to park. $217,000.
-Jackman Park, Bucklew to Northover. Unimproved green space. Recommend separate path through park connecting two streets. $60,000.
-Northover, Jackman Park to Jackman. - Low volume / low speed two lane residential street. Recommend side path on north side of street to park. $160,000.
-Jackman, Northover to Powertrain/UAW Park south maintenance lane. – high volume / high speed five lane minor arterial. Very short section. Install signal at Northover for trail crossing to east side of road and construct side path to connect to the maintenance road. $75,000.
- Powertrain/UAW Park south maintenance lane, Jackman to Port Alexis wetland area. Unpaved maintenance and access lane along fence line to wetlands area behind park. Work with Powertrain and UAW to allow improvement of maintenance lane to separate path. $90,000.
-Port Alexis wetlands area and corridor in between former Teledyne site and Smucker plant. Unimproved greenspace and vacant former building site owned by Toledo-Lucas County Port Authority (building was between Teledyne and Smuckers). Work with Port Authority to develop path from park to Laskey. $225,000.
-Laskey, near Teledyne. – High volume / high speed five lane principal arterial with no bicycle accommodations with signal poles at former Teledyne plant entrance. Recommend signal be upgraded to accommodate path users to cross Laskey to Chessie Circle Trail (City owned former rail right of way).
-Chessie Circle Trail (overlap) Laskey to Jackman. - abandoned rail corridor in public ownership. Paved path has not yet been developed. Recommend separate path. $300,000

-Jackman, Chessie Circle to Slater – high volume / high speed five lane minor arterial. Very short section. Construct sidepath from trail to Slater on east side of street. $17,000.
-Slater, Jackman to Overland Parkway – newly reconstructed low volume / low speed two lane residential street. Recommend share the road and wayfinding signage. $15,000.
-Overland Parkway, Slater to Crestwood/Harford – low volume / low speed two lane residential street. Recommend bike lanes or sharrows. $13,000.
-Crestwood/Harford/Corbin, Overland to North Haven – low volume / low speed two lane residential street. Recommend widen to sharrow lanes and share the road in one section. $336,000.
- North Haven, Corbin to Eleanor – low volume / low speed two lane residential street. Recommend share the road. $8,000.
-Eleanor, North Haven to Bennett – moderate volume / moderate speed two lane collector street. Recommend sharrow lanes. $45,000.
-Bennett, Eleanor to Sylvania – moderate volume / moderate speed two lane collector street. Recommend bike lanes. $30,000.
-Sylvania, Bennett to Lagrange– low volume / moderate speed two lane collector street. Recommend bike lanes. $47,000.
-Lagrange, Sylvania to Expressway Drive North (Overland Trail) – moderate volume / moderate speed four lane minor arterial street. Recommend road diet to three lanes with bike lanes (extending to Windemere for Overland Trail and to Manhattan if that makes sense for signage and striping). $35,000.

Total Cost: $ 6,137,000

L. TRILBY - WASHINGTON TRAIL COST ESTIMATE

Section ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
1	Sylvania	City limit	Garden Estates	Side Path	810	$136,000			$ 136,000	May utilize existing 8-foot sidewalk on north side. Assumed replace and widen to 10-foot.
2	Sylvania	Garden Estates	Harvest	Side Path	3,710	$355,000			$ 355,000	Replace sidewalk at north side, ROW constriction near Harvest.
3	Harvest	Sylvania	McGregor	Bike Lane			7,850	$1,620,000	$1,620,000	Pavement widen to be included in future street reconstruction work. Sidepath option, see sheet 3b.
4	McGregor (Mich. Connector)	Clover	Harvest	Bike Lane			1,560	$ 270,000	$ 270,000	Pavement widen to be included in future street reconstruction work, link to Westwood Park.
5	Clover (Mich. Connector)	McGregor	State Line	Bike Lane			5,280	$ 705,000	$ 705,000	Pavement widen to be included in future street reconstruction work, link to Westwood Park.
6	McGregor	Harvest	Ruth	Bike Lane			4,170	$ 635,000	$ 635,000	Pavement widen to be included in future street reconstruction work, link to Trilby park.
7	Ruth-Wichita	McGregor	Tremainsville	Bike Lane			1,550	$ 205,000	$ 205,000	Pavement widen (road width 20'), School to Tremainsville
8	Tremainsville	Wichita	Whitmer	Bike Lane					See Note	Overlap with Chessie Circle.
9	Whitmer	Tremainsville	Lyceum	Side Path			460	$ 80,000	$ 80,000	Cycle track on east side
10	Lyceum-Jutland	Whitmer	Douglas	Side Path			2,450	$ 285,000	$ 285,000	Sidepath on north side, need ROW requisition.
11	Douglas Connector	Tremainsville	State line	Bike Lane			8,100	$ 113,000	$ 113,000	Pavement marking only, road width 34'.

L. TRILBY - WASHINGTON TRAIL COST ESTIMATE

Sec-tion ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
12	Bucklew	Douglas	Jackman Park	Side Path	3,370	$217,000			$ 217,000	side path south side, no link to Jackman park from Bucklew, need to work with Washington local.
13	Jackman Park	Bucklew	Northover	Path	800	$60,000			$ 60,000	Direct link, length vary depending on design, share with school path access.
14	Northover	Jackman Park	Jackman	Side Path	1,840	$160,000			$ 160,000	Proposed sidepath on north side.
15	Jackman	Northover	UAW Park lane	Side Path	90	$75,000			$ 75,000	Install traffic signal at Northover crossing Jackman.
16	UAW Park lane	Jackman	Wetlands path	Path	1,250	$90,000			$ 90,000	UAW property, Work with UAW to utilize maintenance road.
17	Wetlands path	UAW Park lane	Laskey	Path	3,420	$225,000			$ 225,000	Port property, may need to get easement from Edison on the north side, length vary. Did not classified as wetland In NWI classification.
18	Laskey	Wetlands Path	Chessie Trail		NA	$60,000			See Note	Utilizing existing pole and add bike signal at Laskey, need to add crosswalk.
19	Chessie Trail (Overlap)	Laskey	Jackman	Path	2,700	$300,000			$ 300,000	CSX still own section east of 1458 Amesbury road, Check ROW, need 320' (overlap). Signal at Jackman
20	Jackman	Chessie Trail	Slater	Side Path	115	$17,000			$ 17,000	Replace sidewalk on east side.
21	Slater	Jackman	Overland	Share the road			2,630	$ 15,000	$ 15,000	Signage and pavement marking only, 20' width with curb.

L. TRILBY - WASHINGTON TRAIL COST ESTIMATE

Section ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
22	Overland	Slater	Crestwood/ Harford	Sharrow			630	$ 13,000	$ 13,000	Pavement marking only, 28' width.
23	Crestwood /Harford /Corbin	Overland	North Haven	Sharrow			1,920	$ 336,000	$ 336,000	Pavement widen between Crestwood and Eastway to 26' for sharrow. Street parking.
24	North Haven	Corbin	Eleanor	Share the road			800	$ 8,000	$ 8,000	Signage and pavement marking only, 24' width with curb.
25	Eleanor	North Haven	Bennett	Sharrow			3,440	$ 45,000	$ 45,000	Signage and pavement marking only; 24' to 28' width with curb.
26	Bennett	Eleanor	Sylvania	Bike lane			2,620	$ 30,000	$ 30,000	Pavement marking only, 34' width with curb.
27	Sylvania	Bennett	Lagrange	Bike lane			2,650	$ 47,000	$ 47,000	Pavement marking only, 34' width with curb.
28	Lagrange	Sylvania	Expressway Dr. N.	Bike lane			1,870	$ 35,000	$ 35,000	Road diet; pavement marking only.
	TOTAL				18,105	$1,695,000	47,980	$4,442,000	$6,137,000	

Total Trail Length Feet - 66,085 Miles - 12.52

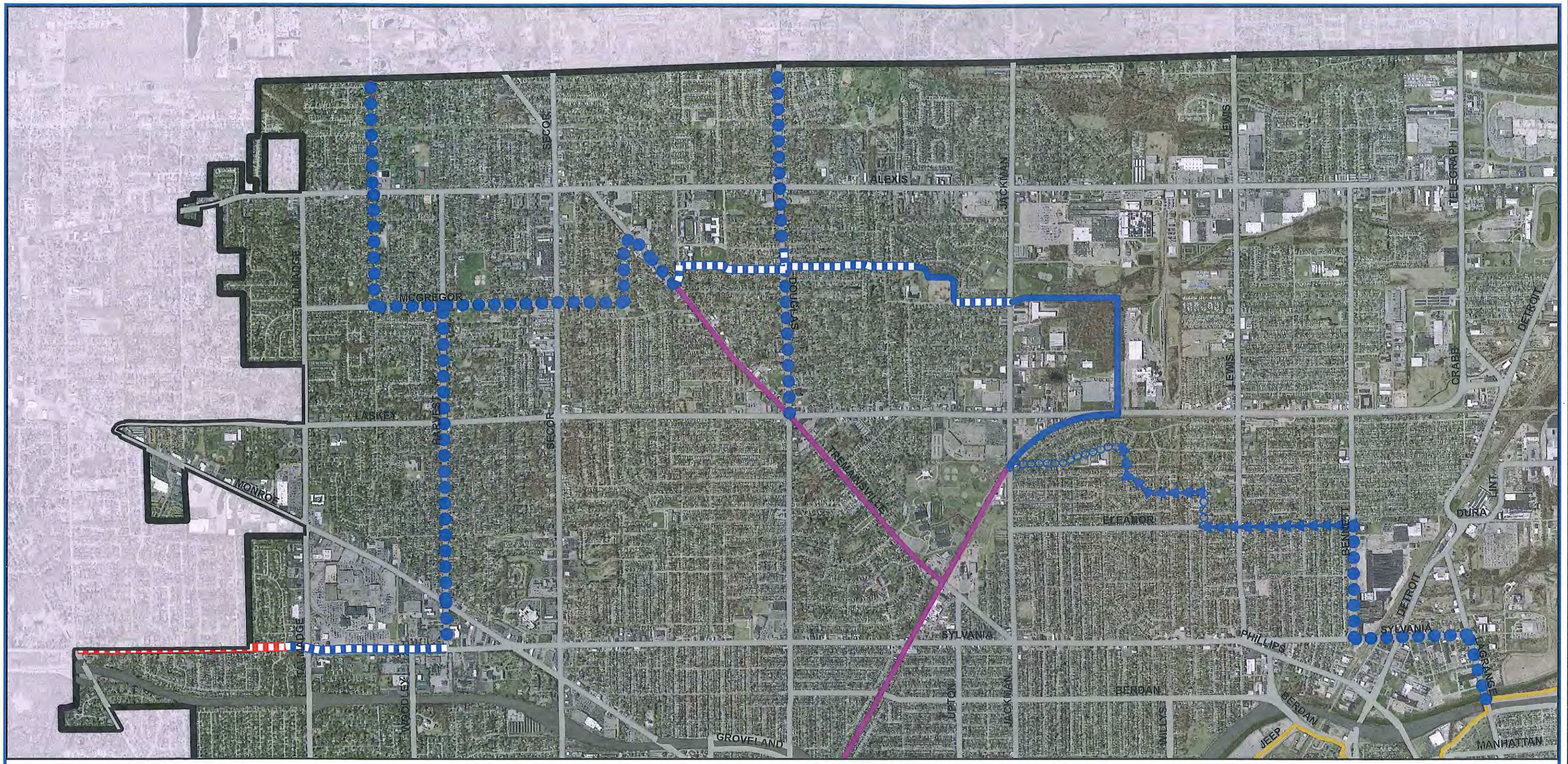
General Notes:

1. The estimate of pavement widen or pavement marking for Sharrow or Bike Lane does not include existing roadway pavement rehabilitation. Roadway pavement conditions need to be reviewed prior to implementation.

2. The estimate does not include any cost to implement Sharrow or Bike Lane which are to be completed as part of roadway rehabilitation project.

3. The path length is measured at proposed path center line.

4. The estimate does not include any cost to implement path. sidepath, sharrow or bike lane which are to be completed by other agencies unless it was noted.



Trilby-Washington Trail

Date: 4/21/2015

0 0.25 0.5 1 Miles

Facility Classifications

- Bike Path, Open
- BikePath, Proposed
- Bike Path, Committed
- Side Path, Open
- Side Path, Proposed
- Side Path, Committed
- Striped Lane, Open
- Striped Lane, Proposed
- Striped Lane, Committed
- Sharrow, Proposed
- Share the Road, Open
- Share the Road, Proposed

Other Trails

- Chessie Circle Trail
- Overland Trail

City of Toledo
Engineering Services
600 Jefferson Ave
Toledo, OH 43606

Appendix M: University Parks Trail - Detailed Description and Cost Estimate

Overview: Existing rail trail corridor from City limits near Wildwood metropark (and points west) to the University of Toledo main campus connecting to the Chessie Circle Trail near the Oakwood-Douglas intersection. (Trail Length 3.1 miles)

Section by Section Description and Recommendation:

-U-Parks Path, City limits near Wildwood to East Rocket Drive – existing separate path. Use existing path.
-East Rocket Drive, U-Parks Path to Douglas – low volume / low speed two lane campus street with green space on south/east side of street. Recommend side path along south side of street per recommendation of UT bike corridor plan. Sidepath to cross Douglas (on south leg of intersection) to intersect Chessie Circle Trail (which is on east leg of intersection). Location of path will be analyzed and possibly relocated as part of the UT Campus Master Plan update process in 2015).

Total cost: $ 0 – Improvements by others.

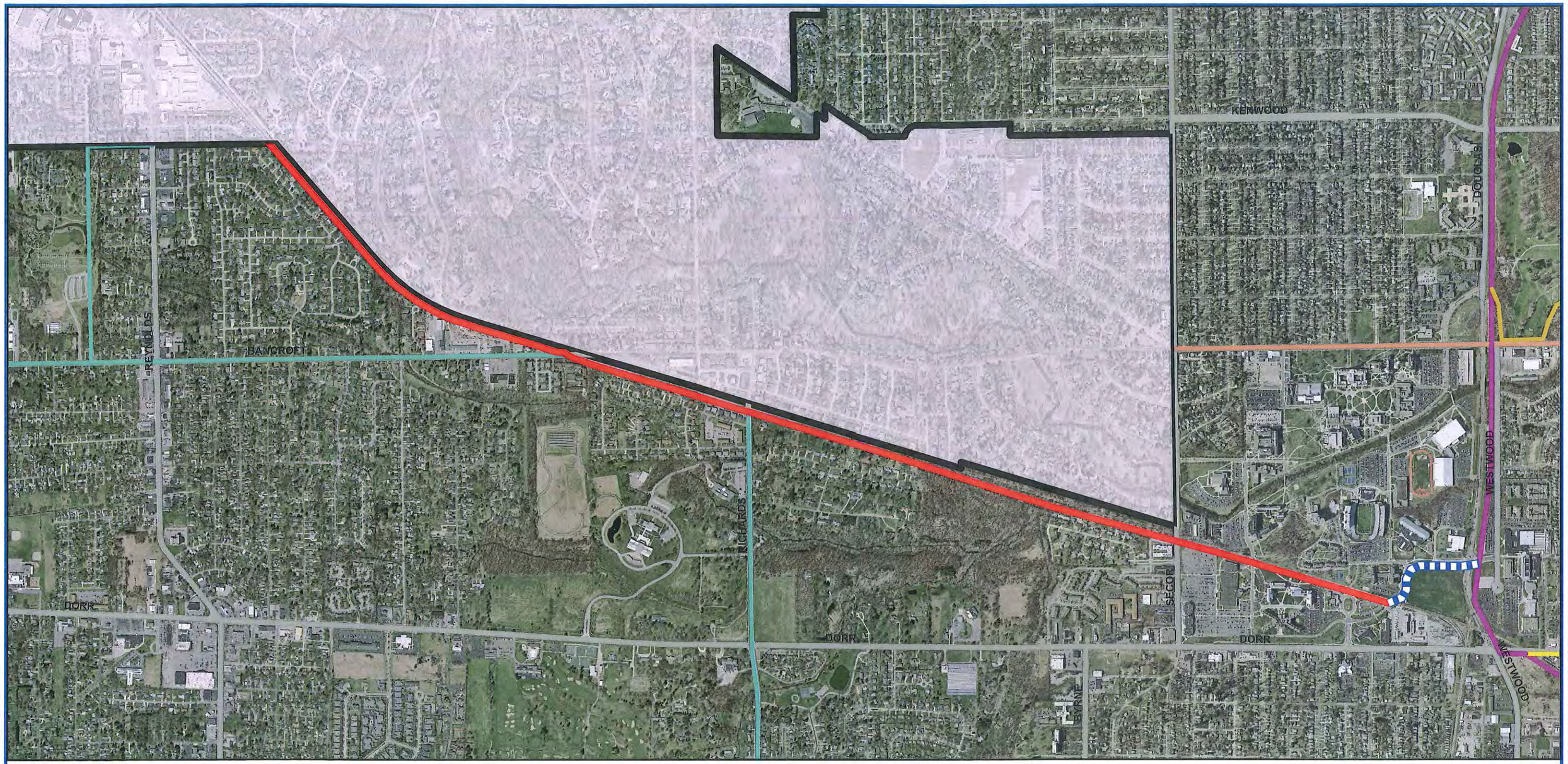
M. UNIVERSITY PARKS TRAIL

Section ID	Street	From	To	Facility Type	Sidepath/Cycle Track		Bike Lane/Sharrow		Cost (Section)	Notes
					Length (lf)	Cost	Length (lf)	Cost		
1	U-Parks Path	Wildwood Metropark	East Rocket Drive	Path	15,200	See Note			See Note	Existing path
2	East Rocket Drive	U-Parks Path	Oakwood (Chessie Circle Trail)	Side path	1,200	See Note			See Note	To be developed by UT
	TOTAL (does not include overlap)				NA	NA		NA	NA	

Total Trail Length Feet - 16,400 Miles - 3.11

General Notes:

1. The path length is measured at proposed path center line.



University-Parks Trail

Date: 4/14/2015

0 0.15 0.3 0.6 Miles

Facility Classifications

- Bike Path, Open
- BikePath, Proposed
- Bike Path, Committed
- Side Path, Open
- Side Path, Proposed
- Side Path, Committed
- Striped Lane, Open
- Striped Lane, Proposed
- Striped Lane, Committed
- Sharrow, Proposed
- Share the Road, Open
- Share the Road, Proposed

Other Trails

- Bancroft-Promenade Trail
- Cherry-University Trail
- Chessie Circle Trail
- Greenhouse Trail
- Overland Trail

N W E S

City of Toledo
Engineering Services
600 Jefferson Ave
Toledo, OH 43606