

How City of Toledo Streets are Managed

Traffic Management

Striping, signs, signals, and all other matters related to the flow of vehicular and pedestrian traffic is managed and maintained by the **Division of Transportation**. They set speed limits, lane configurations, signal timing, and detours. They also address petitions for speed humps and permits for lane closures. They deal with how we travel on streets, not pavement condition. Contact Number: 419-245-1300.

Pavement Repair

As pavement ages and deteriorates, the **Division of Streets, Bridges and Harbor** (SB&H) performs preventative maintenance and repairs. They seal cracks in streets and perform many types of repairs to extend pavement life. They fill potholes and make patch repairs to keep bad streets drivable until a long-term repair can be made. They also manage the construction and maintenance of all of the City's bridges. Contact Number: 419-936-BUMP (2867) or from 7 AM until 3:30 PM 419-936-2523.

Pavement Replacement and Open Space Projects

When pavement deterioration progresses beyond preventative maintenance and small repairs the **Division of Engineering Services** is responsible for contracting out large-scale, long-term repair projects. They also provide landscape design services for streetscapes and design bicycle and pedestrian facilities. Contact Number: 419-245-1315

General Contact Numbers

- Any City of Toledo related issue, call **"Call City Hall"** anytime (24-7): 419-936-2020
- Street Light Outages call **Toledo Edison**: 800-447-3333

How are Treatment Decisions Made?

The Divisions of Engineering Services and SB&H have been working with the University of Toledo to develop the city's Pavement Management Information System (PMIS). The system is helping us schedule the right treatment on the right street at the right time to achieve the longest pavement life possible. Preventative maintenance treatments like crack sealing are the most cost effective way to extend the life of a pavement. Delaying these treatments for just a few years can lead to a very expensive full depth reconstruction much earlier than necessary. This shorter pavement life leads to poor road conditions and a heavier burden on the taxpayers. For these reasons, we have made preventative maintenance a priority. When a street needs a major repair projects are scheduled as funding allows. Unfortunately, with over 1,100 miles of streets, there is oftentimes not enough money to perform all necessary treatments. Therefore, many of the worst streets that need the most expensive treatment are moved lower on the priority list.

The large amount of need combined with insufficient funds makes prioritization very challenging. We consider many factors when picking streets for treatment. We start with the Pavement Condition Rating (PCR) data we receive from UT. We also consider underground utility needs, traffic counts, complaints, economic development, and outside funding availability. This data is used to create a list of candidate streets. City engineers then review the candidates to confirm conditions and finalize the list. Project selection is an inexact science, but we are continuing to build our PMIS to be more precise and help us make the best decisions for Toledo.

Where Street Repair Money Comes From

City Funding Sources – Maintenance and Street Repairs

City funds used for maintenance and smaller repair operations come from two sources. First, Street Construction Maintenance and Repair (SCM&R) Funds come from the City's share of the Ohio Motor Fuels tax. SCM&R funds are managed by the Division of Streets, Bridges and Harbor and are used for routine maintenance such as sealing pavement cracks and patching pavement and filling potholes.

Second, City operating budget funds from the general City income tax are used for this purpose. Operating budget funds also pay for personnel expenses in all departments including safety services (police and fire) and the demand for these funds is extreme.

City Funding Sources – Major Street Repairs

City funds used for major street repairs and replacements typically come from the Capital Improvement Program (CIP). CIP funds for street projects is managed by the Division of Engineering Services. The CIP money comes from the City's ¾% Income Tax. This money is the only funding available for major repairs on residential streets that don't qualify for state and federal funds and is also instrumental in providing "match" money required for state and federal grant dollars described below (match is a portion of total project costs required to be paid by the local applicant to secure the state and federal funds). Demand for CIP funds is very high as it is also the only source for other capital needs for City departments such as asset and vehicle replacement, major building needs and parks or other public facilities. In recent years voters also approved use of a portion of CIP dollars to shore up accounts to pay for increasing operating expenses placing further demand on these scarce funds.

Outside Funding Sources

Many of the City's major streets and some smaller ones are eligible for outside funding assistance distributed by the United States and Ohio Departments of Transportation (USDOT and ODOT). The funds come from the federal and state motor fuels tax we all pay at the gas pump. The Federal money is administered through ODOT and is distributed through different street and bridge programs. Most of the time this money pays for 80% of a project's cost with the City required to cover the remaining 20% as "match". In recent years the City has been very active and successful in pursuing these grant dollars. In addition there is funding available through an infrastructure renewal bond approved by the people of Ohio (sometimes called "Issue 1" funding). This money is administered through the Ohio Public Works Commission (OPWC) and is a mix of grants and loans. The percentage of OPWC money on a project generally varies between 10 and 50% of the total project cost. The City generally uses CIP funds (see above) to match these grants. The City has also been very aggressive recently in pursuing OPWC money. Occasionally, economic development projects include grant funding for street improvements related to job creation or retention at a company.

Examples of 2015 projects with federal funding include: Bancroft St., Airport/Western, S. Detroit, Anthony Wayne Trail/South and Western intersections

2015 projects with OPWC funding include: Arlington, Bancroft, Airport/Western, S. Detroit

2015 projects with economic development funds: Ottawa Street/Owens Corning Parkway

Major Treatment Types

Reconstruction

Reconstruction includes the complete removal and replacement of the roadway pavement, curbs, driveway approaches, and pedestrian curb ramps. Removal of trees between the walk and the curb is often necessary with this project type, but replacement trees are planted wherever feasible. Sidewalks are replaced as necessary, along with sewer and water utility upgrades. It is also common to have private utility upgrades take place prior to this type of project. Reconstruction projects are the most expensive, complex, disruptive, and time consuming roadway project type.

Full Depth Reclamation (FDR)

This type of project reuses the existing pavement and stone base to create a base for a new asphalt surface. It includes in-place grinding, mixing, and recycling of the existing pavement, as well as the placement of new asphalt pavement over the recycled material. Pedestrian curb ramp, sidewalk, curb, and drive approach replacement is made only as necessary. Any water and sewer repairs or upgrades are completed as required. Typically trees are not removed on this project type but trimming of branches over the roadway may occur. There are frequently some private utility upgrades that may take place prior to this project type. FDR is typically performed on asphalt roads only. Roads with brick pavements cannot be constructed using FDR. Roads with concrete pavements require an extra step for FDR which is very expensive, and typically is not more cost effective than a normal reconstruction. FDR is moderately complex, but has a low level of disruption, and short project duration.

Resurfacing

Resurfacing includes the removal and replacement of only the surface course of asphalt on the roadway. Pedestrian curb ramp, sidewalk, curb, and drive approach replacement is made only if damaged. Pavement repairs along with water and sewer repairs or upgrades are made as required. Typically trees are not removed on this project type but trimming of branches over the roadway may occur. Private utility upgrades do not commonly take place prior to this type of project. Resurfacing projects are the least expensive and the least complex, disruptive, and time consuming roadway project type. This treatment can, however, only be used if the base under the surface course is in a solid state of repair.

ROADWAY and UTILITY PROJECTS IN 2015 – please see 2015 project map

SIGNIFICANT ROADWAY PROJECTS 2016 & BEYOND

Updated 03/09/2015

STREET	LIMITS		TREATMENT	CONSTRUCTION YEAR
	FROM	TO		
Anthony Wayne Trail Downtown Gateway	I-75	Erie	Reconstruct	2016
Douglas Road	Sylvania	Laskey	Reconstruct	2016
Douglas/Dorr Intersection			Reconstruct	2016
Indiana Downtown Gateway	I-75	Washington	Reconstruct	2016
Central	Secor	Upton	Resurface	2016
Eastgate	Glendale	Airport	Reclamation	2016
Cass	City Limit	Eastgate	Reclamation	2016
Douglas	Kenwood	Central	Reclamation	2016
Reynolds	City Limits	Glendale	Resurface	2016
S. Detroit/Fearing	Arlington	I-75	Resurface	2016
Central	Upton	Cherry	Resurface	2017
Bancroft	Secor	Parkside	Reconstruct	2017
Alexis	Telegraph	I-75	Resurface	2017
South	Reynolds	Byrne	Reconstruct	2018
Central (with widening at Talmadge)	City Limits	Secor	Resurface	2018
Summit Road Diet & Bike Path	Buckeye	Manhattan	Resurface	2018
Ottawa River Rd	Suder	290th	Resurface	2018
Erie/Cherry (SR 25)	Lafayette	Greenbelt	Resurface	2018
Michigan/Spielbusch (SR 25)	Madison	Greenbelt	Resurface	2018
Monroe/Summit (SR 51)	Lafayette	Collingwood	Resurface	2018
Summit (SR 65)	Lafayette	Lagrange	Resurface	2018
Summit St Enhancement	Lagrange	Chestnut	Enhancement	2019
Detroit	AWT	Copland	Reconstruct	2019
Douglas	Laskey	Alexis	Reconstruct	2019
Bennett	Laskey	Alexis	Reconstruct	2019
Glendale	AWT	Broadway	Resurface	2019
Woodruff	Collingwood	Cherry	Resurface	2019
Reynolds	Glendale	Angola	Resurface	2019
S. Detroit	Sherwood	Glendale	Resurface	2019
Monroe	Secor	Talmadge	Resurface	2019