

2025

Darke-Preble-Shelby RTPO

Infrastructure Investment
and Jobs Act

Capital Program Policies and Procedures

RTPO Capital Program (RSTP)



MIAMI VALLEY

Regional Planning Commission

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INTRODUCTION

Background - Requirements for Project Selection and Priority

1. Regional Transportation Planning Organizations (RTPOs) are responsible for developing a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). The RTIP must be consistent with the RTP and must include all projects in the area that are proposed for federal funding. States are required to develop a State Transportation Improvement Plan (STIP) that incorporates RTIPs from Ohio RTPOs.
2. RTIPs must be prioritized and include a financial plan demonstrating how projects are to be funded. The RTIP must demonstrate that full funding can be reasonably anticipated in the time period contemplated for completion of the project.
3. RTPOs are required to provide a reasonable opportunity for public comment on the RTP and RTIP.
4. All project sponsors must know and implement the U.S. Department of Transportation Standard Title VI Assurances and other Nondiscrimination Provisions, which states “No person in the United States shall, on the grounds of race, color, national origin, sex, age, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from the USDOT, including FHWA”.

MVRPC will use the *Capital Program Policies and Procedures* to evaluate, rank, select and program Regional Surface Transportation Program (RSTP) funds.

Fund Availability and Project Approval Process

Upon a determination of available funds, staff will update policies, procedures, and criteria, provide a seminar for jurisdictions, and solicit qualified member government entities for new RSTP projects. The solicitation cycle will start on **August 20**, with applications being **due on November 19 at the RTPO Steering Committee meeting. Project sponsors are allowed to submit two applications but priority will be given to funding each sponsor’s first priority project.**

A seminar for project applicants is conducted during the solicitation timeframe to provide potential applicants with information to assist them with completing the forms. After all applications are received, staff will prepare a profile summarizing all applications. Staff will then review all project applications based upon relevant factors. Staff will create a draft list of the projects and hold a project sponsor meeting, where a final consensus will be reached. Finally, staff will develop a draft list of preferred projects and financial plan that will be forwarded to the RTPO SC and Board for final approval. The Board will make a final project adoption at their **December meeting** subsequently directing staff to notify all project sponsors of the result. Upon funding approval, project sponsors are required to attend biannual project review meetings as setup by MVRPC staff.

Eligible Applicants and Projects

Applicants are limited to qualified member government entities located inside the boundaries of the RTPO area.

Typical RSTP projects include: Capacity and maintenance projects such as lane additions, resurfacing/rehabilitation, safety upgrades, etc. See Appendix B for more information on eligible RSTP activities.

All projects must be consistent with one or more of the 10 factors listed below as required by Federal legislation such as [23 CFR 450.206](#).

1. Support the economic vitality of the Darke, Preble, and Shelby County region—especially by enabling productivity and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation .
10. Enhance travel and tourism.

Projects must be consistent with one of the emphasis areas on comprehensive approaches to solving transportation problems, which include maintenance and improved efficiency, congestion reduction, coordination of transportation and land use planning, and low cost operation or economically efficient improvements.

All project activities including design, right of way acquisition, ADA compliancy, etc. must adhere to all applicable federal and state laws.

Note: When Federal funds are used on a signal or signal project, warrants are required.

In addition to federal and state requirements, MVRPC requires that all projects:

- Are sponsored by an MVRPC member organization which has committed to a timely project development schedule.
- Be located within a member jurisdiction's boundaries. Projects located within the boundaries of a non-member jurisdiction are not eligible for MVRPC controlled Federal funds unless the member jurisdiction applying for funds would be the owner or maintainer of the facility being constructed.
- Applications must be submitted in accordance with the format guidelines included in the application.

- Are listed in a resolution from the applicant's governing body permitting the submission of an application. This resolution should also formally commit the jurisdiction to providing the local match (regardless of source) to the Federal funds as shown in the application as well as the funds for any 100% locally funded phases. **If there are multiple jurisdictions involved in the financing of a project, resolutions are required from each jurisdiction detailing their respective financial commitment to the project.**
- Upon funding approval, the applicant is required to attend biannual project review meetings as setup by MVRPC staff.
- If an MVRPC funded project is subsequently awarded additional sources of Federal or State funds, the MVRPC funds must be encumbered first (100% up to the project cap) prior to utilization of the additional funding sources.

The Federal-Aid Highway Program, which includes RSTP funds, is a federally funded state administered program. It is not a grant program, but rather a reimbursement program, meaning that FHWA reimburses the state for the funded share of the actual expenses it incurs on a project as the project proceeds. The state then reimburses the local project sponsor as the project progresses. In no case will costs be eligible for reimbursement until the project is approved by ODOT and the Federal Highway Administration (FHWA).

RSTP Funding Provisions

The RSTP program will provide up to 80% (federal) of the construction or implementation cost of a project. **The maximum amount available per project is \$280,000.** The applicant is required to provide a minimum of 20% (non-federal) of the construction or implementation cost. The applicant is required to finance architectural/engineering plans, environmental assessment studies, right-of-way plans, right-of-way purchase and environmental remediation, if necessary. These costs cannot be credited toward the applicant's cost of the construction or implementation costs.

The RSTP program is expected to be very competitive; as such MVRPC's project evaluation process will reward projects that include more than the minimum required local match.

General Funding Provisions

Appendix D provides information about ADA compliance and right-of-way that must be addressed prior to submitting an application for funding.

NOTE: Roadway projects utilizing Federal funds must be located on roadways functionally classified as an Urban Collector or above or Rural Major Collector or above. A roadway functional classification map can be found in Appendix A.

The amount of federal funds available for reimbursement for a project will be capped at the MVRPC Board approved amount. If during the Environmental phase of a project, issues are discovered which would unexpectedly increase the cost of the project, exceptions to the funding cap may be considered. It is expected that all cost estimates will be reliable, well researched, inflated to year of expenditure and not expected to increase. In addition, cost estimates must be certified by a professional engineer. When compiling cost estimates, please take into consideration that there can be significant costs associated with compliance to federal regulations. Failure to account for such costs may result in your application's approval with insufficient funds to enable the project to be realized. All cost overruns realized at bid opening will be the sole responsibility of the project sponsor. Once approved, a project's scope cannot be changed without the Board's approval.

NOTE: All projects approved for funding must be programmed with ODOT within three months of the project approval date to avoid retraction of funds. It is the responsibility of the project sponsor to program their project with ODOT, MVRPC will assist in this process if requested.

In order to prevent jeopardizing the regionally controlled Federal funds, once a State Fiscal Year (SFY) for the Federal funds has been requested by the project sponsor, every effort should be made by the project sponsor to ensure the funds are encumbered in the stated timespan.

PROJECT EVALUATION PROCESS

All proposed projects are reviewed using a three-step evaluation, analysis, and ranking process. The first step is an initial evaluation of the project to see if it includes items discussed previously under the project eligibility and funding provision sections. If the proposed project meets all pre-screening criteria, it will be considered for the next step in the process. The next step is an analysis of each project to determine how the project helps to achieve one or more of the 2050 RTP goals (safety, system preservation, etc.). The third step consists of staff looking at various evaluation criteria to assign projects a preliminary priority ranking for funding. The project analyses and preliminary project rankings for funding are then shared with the SC for discussion and collaboration to create the final ranking of projects and decide which projects are forwarded to the Board for approval.

In order to assure timely obligation of funds, annual RTIP programming priority will be determined based upon funding rank, anticipated date of expenditure and funds availability.

SUMMARY

MVRPC's RTPO Capital Program Policies and Procedures states the general practices of the MVRPC Board of Directors regarding programming projects with federal funds. They also provide a means of continuously monitoring the program so that only projects which are actively pursued will ultimately receive federal funds. Exceptions to these general policies and procedures will be considered on a case by case basis. For further information please visit our website at rtpo.mvrpc.org or contact:

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Appendix A

Darke-Preble-Shelby 2050 Regional Transportation Plan Vision, Goals, and Objectives

Vision

The Darke, Preble, and Shelby counties' Regional Transportation Plan strives to improve the multimodal transportation system in a manner that supports enhanced accessibility and mobility for all people and freight resulting in a higher quality of life for its residents and economic development opportunities for the Region. The goals and objectives of the DPS 2050 RTP are:

Safety

- Improve safety by reducing crashes.
- Evaluate routes with high Amish populations to accommodate mixed buggy/vehicular traffic.
- Evaluate and define truck and alternative truck routes including improved signage.
- Evaluate rail crossings for extended blockages.

System Preservation

- Support projects that maintain the condition of the existing transportation system in a state of good repair.
- Upgrade the electrical system in preparation for an increase in transportation system electrification.

Mobility

- Leverage and expand existing public transportation services by establishing an on-demand, multi-county, mobility management one-call center.
- Explore cross-county public transportation options.
- Improve the sidewalk and bikeway network to facilitate access to employment hubs and as form of active transportation.
- Research and leverage new technologies to improve the mobility of seniors and those without access to an automobile.

Economic Development

- Improve access to employment hubs and routes for commuters.
- Improve access to Interstates to facilitate the movement of goods and attract new businesses and residents.
- Identify regional growth areas to plan for improvements in advance of development.

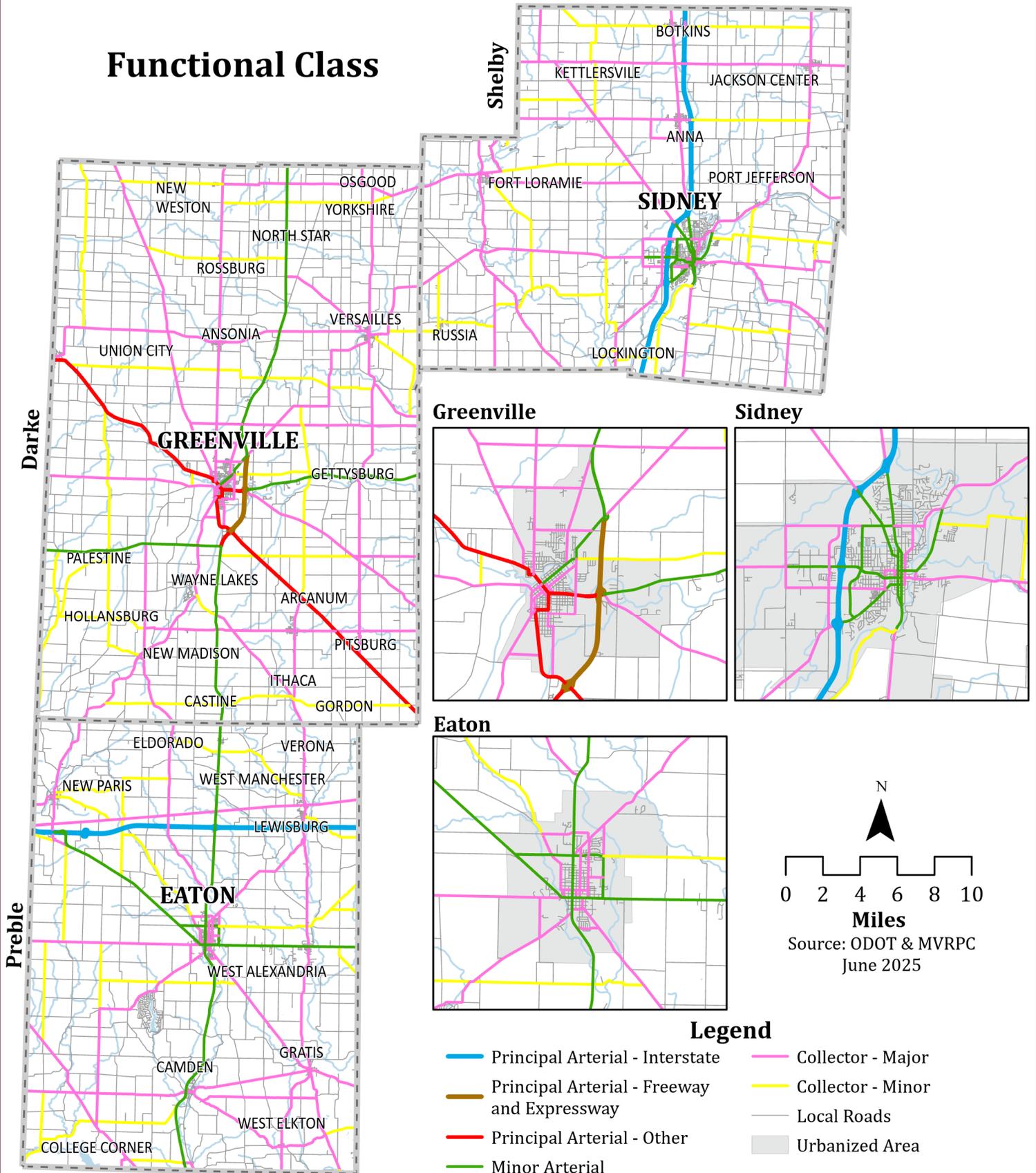
Quality of Life

- Conduct a study to assess the feasibility of connecting the cities and villages in the Region to each other and to the wider statewide network through a network of bikeways.
- Preserve the rural character of the area by protecting agriculture while diversifying economic opportunities.

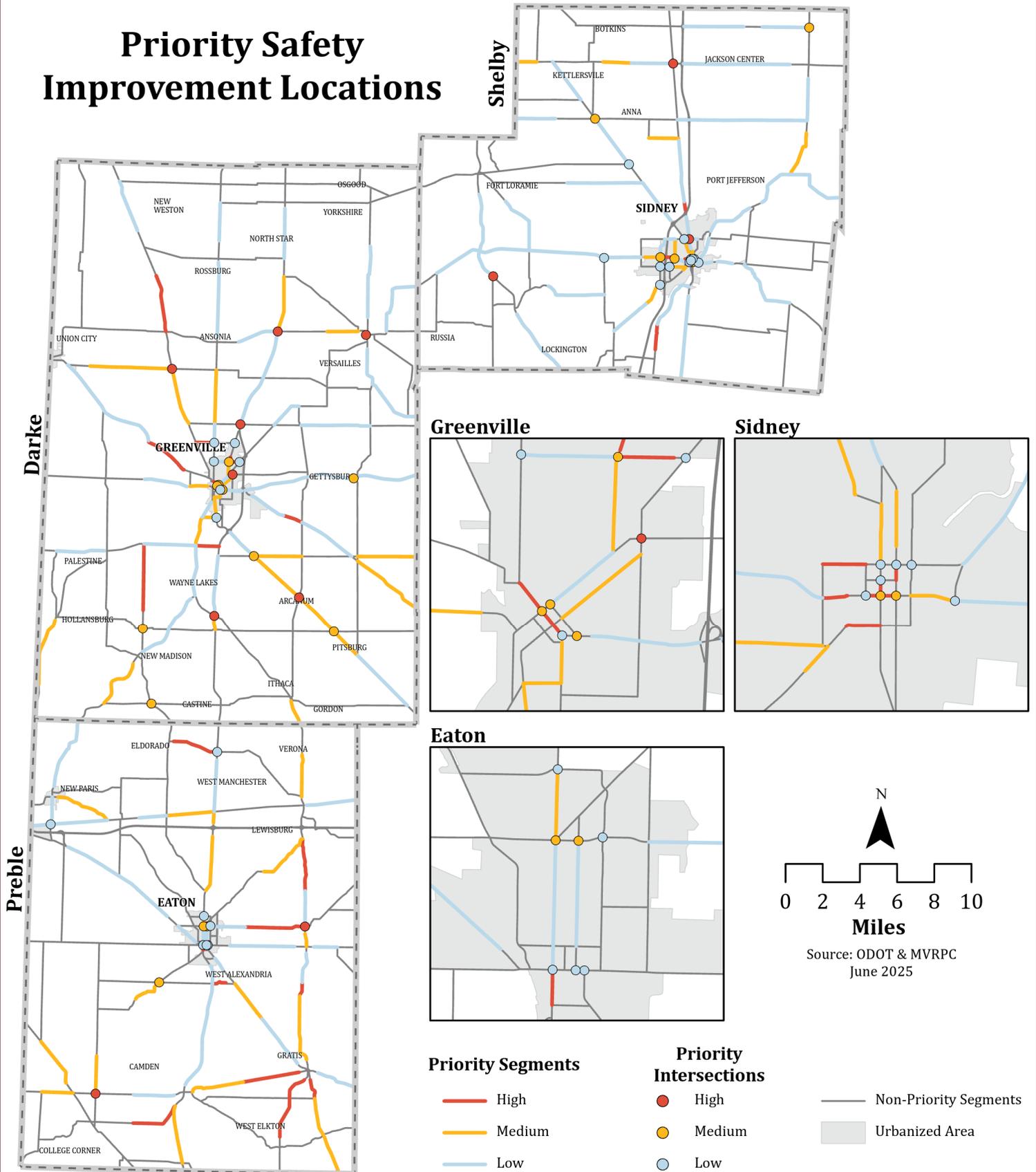
Stewardship

- Address transportation priorities in an equitable manner consistent with environmental principles.
- Research and seek existing and new funding sources to further the goals of the Regional Transportation Plan.

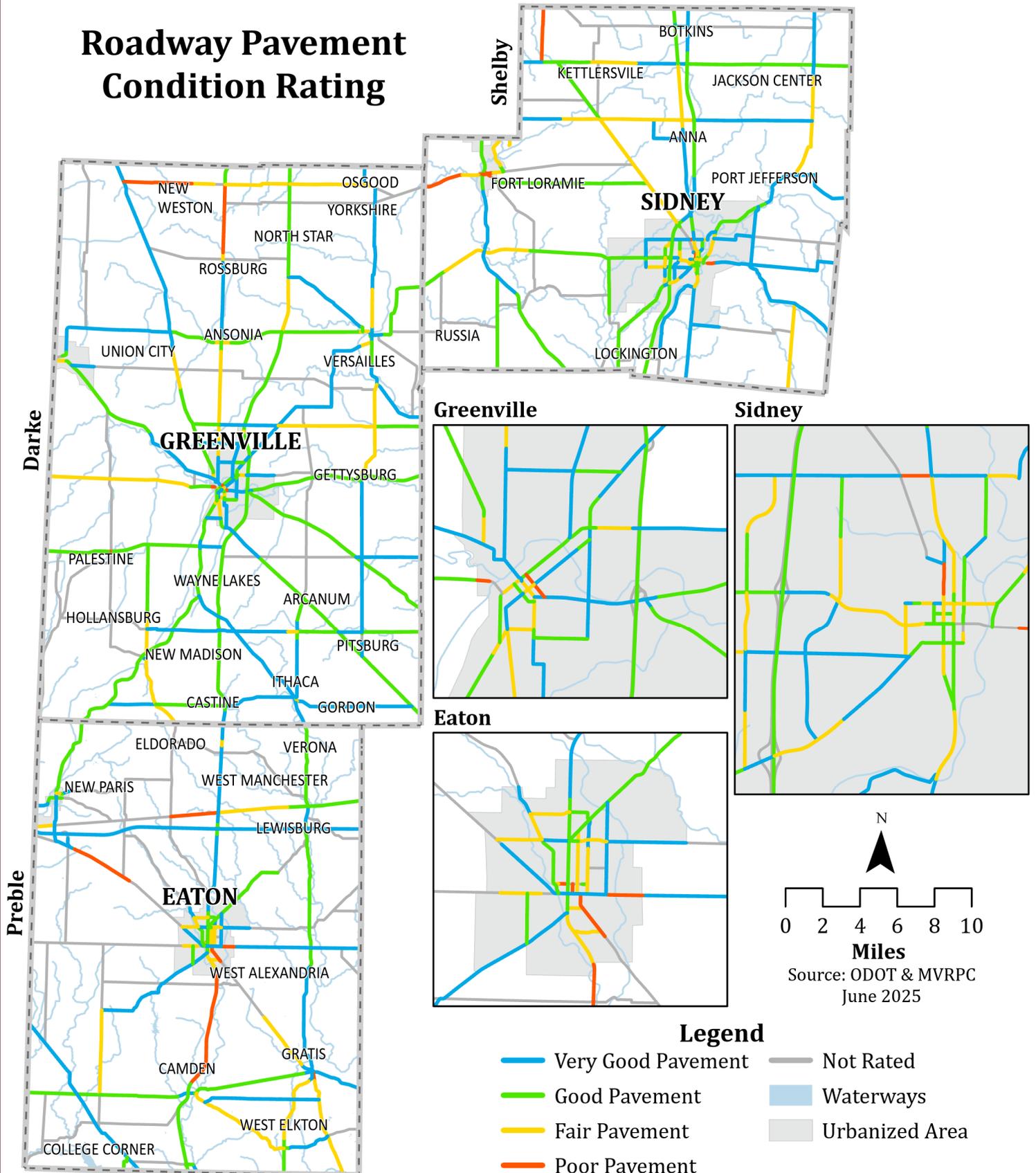
Functional Class



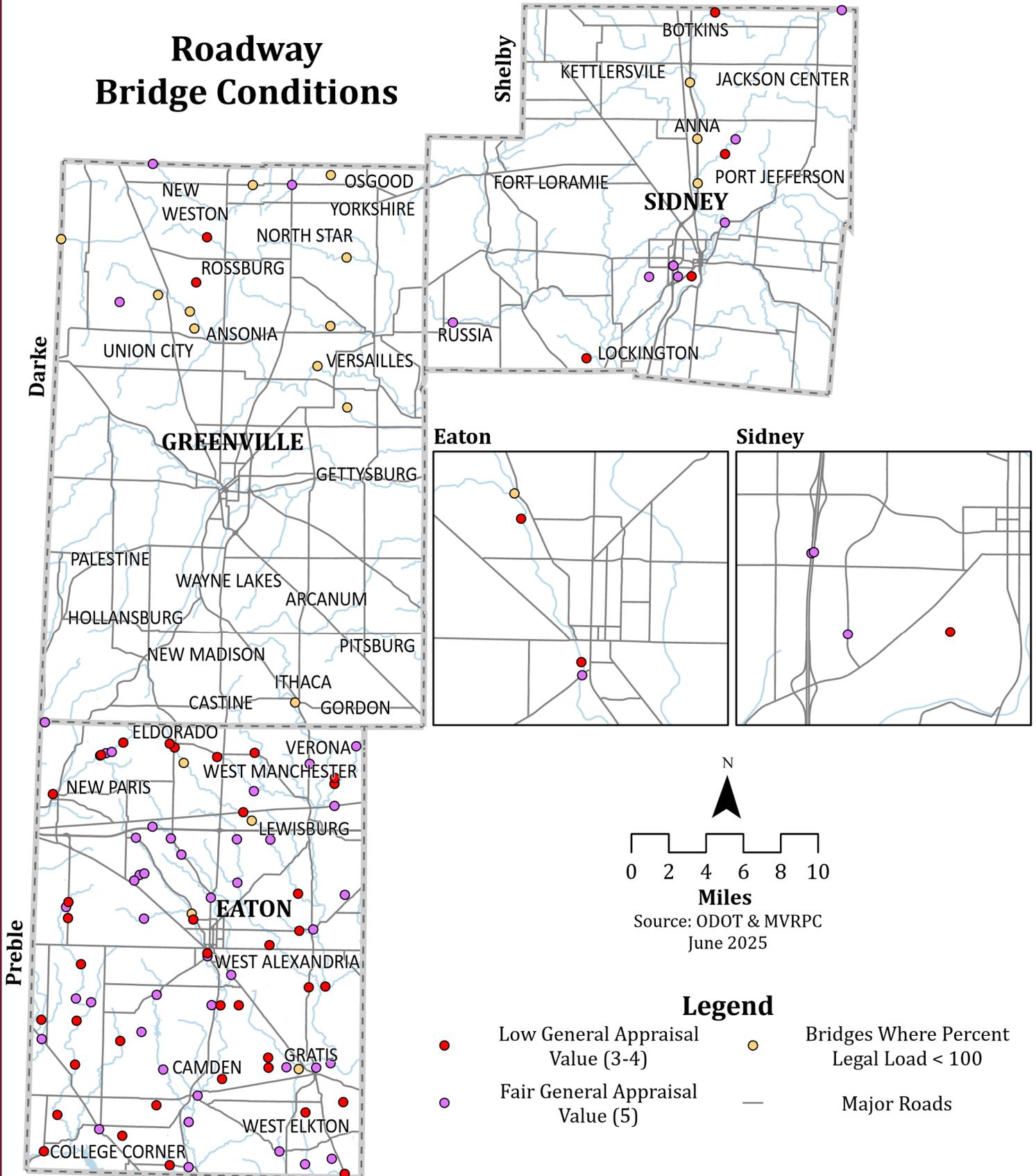
Priority Safety Improvement Locations



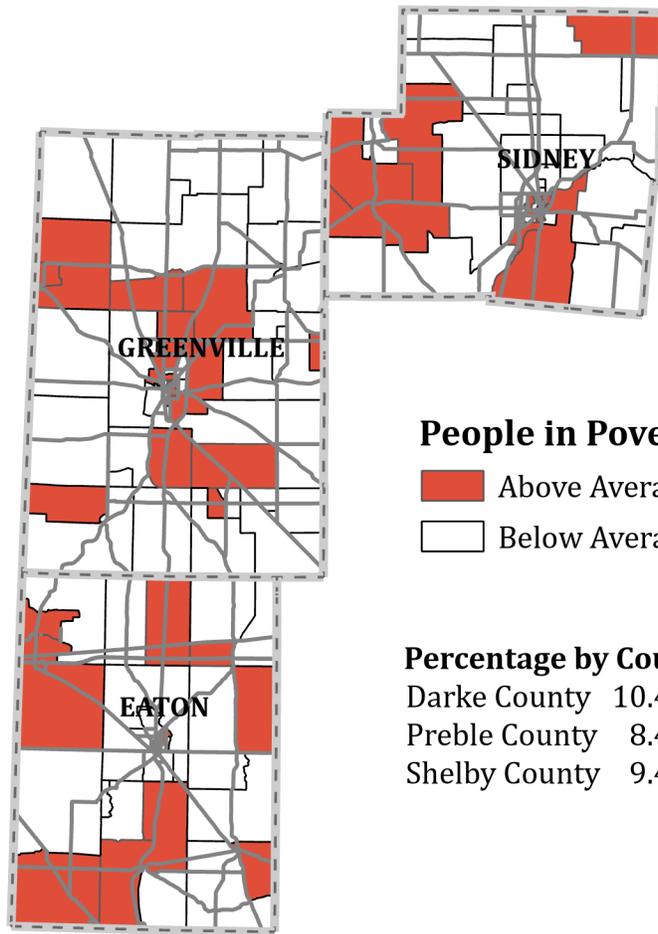
Roadway Pavement Condition Rating



Roadway Bridge Conditions

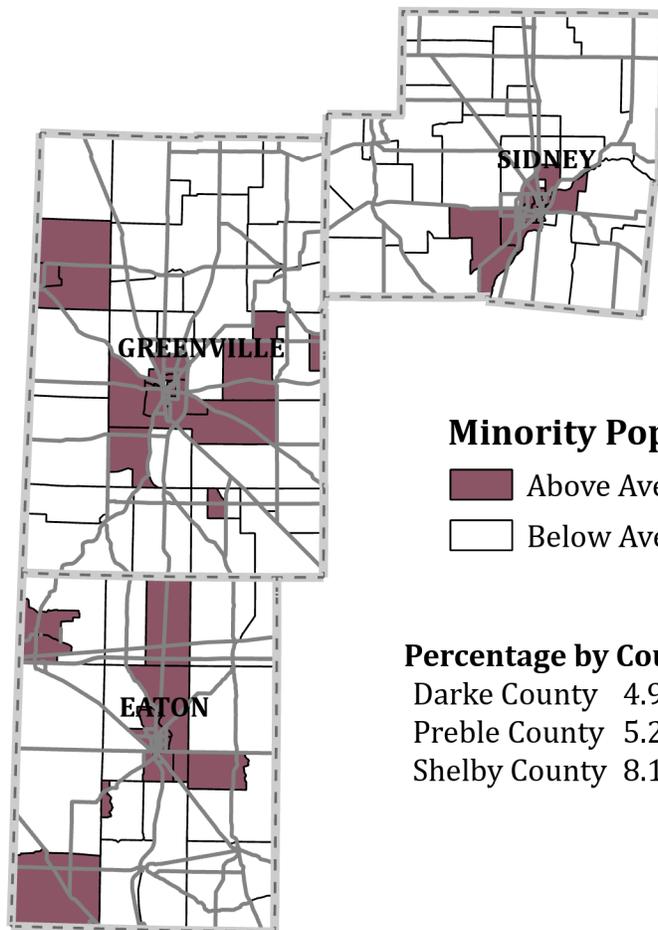


Vulnerable Populations



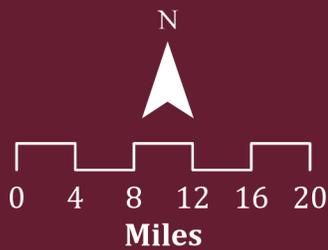
Percentage by County

Darke County	10.48%
Preble County	8.41%
Shelby County	9.49%



Percentage by County

Darke County	4.93%
Preble County	5.22%
Shelby County	8.19%



Source: MVRPC; 2020 U.S. Census & 2016-2020 ACS
June 2025

Appendix B - Eligible RSTP Funding Activities

Eligible Activities: The following eligible activities are listed in [23 U.S.C. 133\(b\)](#):

1. Construction of-
 - a. highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40;
 - b. ferry boats and terminal facilities-
 - i. that are eligible for funding under section 129(c); or
 - ii. that are privately or majority-privately owned, but that the Secretary determines provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system described in section 101(b)(3)(D);
 - c. transit capital projects eligible for assistance under chapter 53 of title 49;
 - d. infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
 - e. truck parking facilities eligible for funding under section 1401 of MAP-21 (23 U.S.C. 137 note);
 - f. border infrastructure projects eligible for funding under section 1303 of SAFETEA-LU (23 U.S.C. 101 note); and
 - g. wildlife crossing structures.
2. Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
3. Environmental measures eligible under sections 119(g), 148(a)(4)(B)(xvii), 328, and 329 and transportation control measures listed in section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
4. There is no longer a paragraph 4 in subsection b.
5. Highway and transit safety infrastructure improvements and programs, including projects eligible under section 130 and installation of safety barriers and nets on bridges.
6. Fringe and corridor parking facilities and programs in accordance with section 137 and carpool projects in accordance with section 146.
7. Recreational trails projects eligible for funding under section 206 including the maintenance and restoration of existing recreational trails, pedestrian and bicycle projects in accordance with section 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the safe routes to school program under section 208.
8. Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
9. Development and implementation of a State asset management plan for the National Highway System and a performance-based management program for other public roads.
10. Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
11. Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of this title.

12. Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
13. Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.
14. Projects and strategies designed to reduce the number of wildlife-vehicle collisions, including project-related planning, design, construction, monitoring, and preventative maintenance.
15. The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure.
16. The installation and deployment of current and emerging intelligent transportation technologies, including the ability of vehicles to communicate with infrastructure, buildings, and other road users.
17. Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop.
18. Protective features, including natural infrastructure, to enhance the resilience of a transportation facility otherwise eligible for assistance under this section.
19. Measures to protect a transportation facility otherwise eligible for assistance under this section from cybersecurity threats.
20. At the request of a State, and upon Secretarial approval of credit assistance under chapter 6, subsidy and administrative costs necessary to provide an eligible entity Federal credit assistance under chapter 6 with respect to a project eligible for assistance under this section.
21. The creation and operation by a State of an office to assist in the design, implementation, and oversight, including conducting value for money analyses or similar comparative analyses, of public-private partnerships eligible to receive funding under this title and chapter 53 of title 49, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.
22. Any type of project eligible under this section as in effect on the day before the date of enactment of the FAST Act, including projects described under section 101(a)(29) as in effect on such day.
23. Rural barge landing, dock, and waterfront infrastructure projects in accordance with subsection (j).
24. Projects to enhance travel and tourism.

Appendix C – MVRPC’s List of Acronyms

4R	New Construction/Reconstruction
ADA	Americans with Disabilities Act of 1990
ADAAG	Americans with Disabilities Act Accessibility Guidelines
CFR	Code of Federal Regulations
DPS	Darke-Preble-Shelby (<i>often in reference to the DPS Regional Transportation Planning Organization also known as the DPS RTPO</i>)
ELLIS	ODOT’s web-based project management application
FAST Act	Fixing America’s Surface Transportation Act – Former Transportation Bill
FHWA	Federal Highway Administration, a department of the U.S. Department of Transportation
FTA	Federal Transit Administration
ITS	Intelligent Transportation System
L&D	Learning and Development
LPA	Local Public Agency
MAP-21	Moving Ahead for Progress in the 21st Century – Former Transportation Bill
MVRPC	Miami Valley Regional Planning Commission
OAC	Ohio Administrative Code
ODOT	Ohio Department of Transportation
ORE	Office of Roadway Engineering
QC	Quit Claim
2050 RTP	Darke-Preble-Shelby 2050 Regional Transportation Plan
RTIP	Regional Transportation Improvement Plan
RTPO	Regional Transportation Planning Organization
RSTP	Regional Surface Transportation Program
R/W or RoW	Right of Way (<i>both acronyms refer to the same thing</i>)
SAFETEA-LU	The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users – Former Transportation Bill
SC	Steering Committee (<i>in reference to the DPS RTPO’s Steering Committee</i>)

SFY	State Fiscal Year (July 1 st – June 30 th)
STIP	State Transportation Improvement Plan
SIB Loan	State Infrastructure Bank Loan
STIP	State Transportation Improvement Program
SRTS	Safe Routes to School
SC	Steering Committee
TEA-21	Transportation Equity Act for the 21st Century – Former Transportation Bill
TELUS	MVRPC's web-based project management application
TRAC	Transportation Review Advisory Council
UFAS	Uniform Federal Accessibility Standards
U.S.C.	United States Code

Appendix D – Information on ADA Compliance and Various Right-of-Way Topics

ODOT FAQ on ADA Curb Ramp Requirements

Reference: FHWA Q&A on ADA requirements to provide curb ramps when streets, roads or highways are altered through resurfacing.

https://www.fhwa.dot.gov/civilrights/programs/ada_resurfacing_qa.cfm

1.) Resurfacing projects on federal aid highways

Q: What are the requirements for ADA Curb Ramps?

A: If a curb ramp was built or altered prior to March 15, 2012, and complies with the requirements for curb ramps in either the 1991 ADA Standards for Accessible Design (1991 Standards, known prior to 2010 as the 1991 ADA Accessibility Guidelines, or the 1991 ADAAG) or Uniform Federal Accessibility Standards (UFAS), it does **not** have to be modified to comply with the requirements in the 2010 Standards. 1991 designed curb ramps require truncated domes.

2.) Design Standards

Q: Where can you find the ADA Standards for Accessible Design?

A: 1991 Standards – <http://www.ada.gov/1991standards/adastd94-archive.pdf>

A: ODOT has also created a webpage with current applicable ADA design standards and resources which will be updated regularly with links and resources: <https://www.transportation.ohio.gov/wps/portal/gov/odot/working/engineering/roadway/ada>

3.) Proof of ADA Compliance

Q: What will ODOT require as documentation to demonstrate all ADA Curb Ramps are in compliance with either 1991 or 2010 design standards?

A: Documentation of ADA compliance by field evaluation is required. The ODOT ADA Rights of Way Inventory Manual for evaluating existing facilities may assist in the field evaluation: https://www.mvrpc.org/sites/default/files/final_odot_ada_rights_of_way_inventory_manual.pdf

In addition, ORE has released a Curb Ramp Measuring Guide located on the ODOT ADA website under "Resources". A direct link to this Measuring Guide is <https://www.transportation.ohio.gov/wps/portal/gov/odot/working/engineering/roadway/ada/ada-compliant-curb-ramp-measuring-guide> along with a link to the Curb Ramp Evaluation and Measuring Form (xlsx format) at that same page.

4.) Construction of ADA Curb Ramps on MVRPC funded resurfacing projects

Q: Does a resurfacing project require upgrading curb ramps to ADA standards?

A: Yes. Resurfacing is considered an alteration that requires curb ramps to be constructed or modified to ADA compliance. Due to the quick timeline associated with common resurfacing projects, ADA curb ramps must be upgraded prior to the application of funding.

Note: Including the reconstruction of curb ramps on a resurfacing project will require the curb ramp work to be included in the Environmental evaluation. This will require survey of the locations to establish existing R/W lines, design of the proposed curb ramp, and review of the information. This process will usually cause delay unintended for these types of projects and funding and is therefore not to be included.

ODOT's ADA Design Resources can be found at the following link:

<https://www.transportation.ohio.gov/wps/portal/gov/odot/working/engineering/roadway/ada>

5.) ADA Curb Ramp Waivers

Q: Can an ADA waiver be used in lieu of upgrading ramps?

A: Ramps shall be upgraded to the greatest extent possible in accordance with the requirements. A waiver should be the last option and justified. Waivers will be reviewed on a case by case basis and not assumed to be approved. At a minimum, the ramp is to be in good condition and include a detectable warning pad. Final approval of a waiver rests with the District Design Engineer. Refer to ODOT's L&D Vol. 1, Section 306.1 and the Waiver Form documents on the ADA Design Resources Website under the "Curb Ramp" heading. It is expected that future projects with the appropriate scope and Purpose & Need should reference previously approved waivers and make full upgrades where possible.

Ohio LPA Advisory Group - Right of Way Fact Sheet (Updated May, 2021)

Certified Appraisers are being check/reviewed by Certified Appraisers. Why?

This is law...Ohio Administrative Code (OAC) 5501:2-5-06; CFR Title 49; Part 24.104. Ohio/FHWA has adopted a Waiver of Appraisal process. This valuation process/document is known as the Value Analysis valuation format, and it is the most common valuation report utilized on transportation projects (state and local). Persons preparing and/or reviewing a Value Analysis report are not required to be State Certified Appraisers, but must still be pre-qualified with ODOT to perform this task. ODOT has one of the most comprehensive Real Estate training schedules in the country, with many courses available online. LPA's are encouraged to have staff trained to perform one or more of the various Real Estate Acquisition disciplines. All online courses offered by ODOT are free of charge. Many LPA's across Ohio have staff members that are "pre-qualified" for Real Estate tasks, and it has always proven to be cost effective for those entities. Additionally, the Value Analysis report no longer requires an independent appraisal review, which can significantly cut time and cost measures on applicable projects.

Roadway Easement vs Warranty Deed

There is no law/requirement which states that an agency must acquire permanent rights of way by Warranty Deed, as opposed to Standard Highway Easement. However, the law does require that if any rights, which were acquired with federal funds, are disposed of then the agency must reimburse FHWA at current fair market value. The conflict is with State law. Ohio law states that the agency cannot charge a property owner when vacating easement rights. Thus, on projects utilizing federal funds to acquire property rights, ODOT generally acquires by Warranty Deed so that the agency may charge the property owner at current market value if rights of way are ever disposed. This is not a requirement, but if an LPA chooses to use federal funds to acquire by easement instead of warranty deed, the LPA must acknowledge that it will cover any costs associated with any disposal of said property right(s).

Quit Claim (QC) Deeds

An LPA may accept a Quit Claim Deed, and would be doing so at its own discretion. ODOT does not, generally, accept QC deeds and does not have a standardized QC form. However, the LPA is urged to review the Title Report closely, as the LPA will be held solely liable for any claims that arise from third parties as a result of accepting a QC deed.

Quick Take Authority for Bikeway Projects – Can this be enacted?

ODOT does not have and/or exercise quick take authority on bikeway projects, but a LPA may have such rights within its locale. The LPA should discuss these options with their own local legal counsel.

Establish a R/W Task Order for all Locals – There is no statewide task order contract for use by all locals, but ODOT District offices have the option to secure district-wide right of way services contracts for LPA use, if they desire.

Extreme expense to acquire a small amount of land - This is a direct result of supply and demand. Fee guidance for Right of Way Services has been established, and the LPA should work closely with the District Real Estate Office to explore options on a project by project basis. Additionally, there are various training (online) and pre-qualification opportunities for LPA employees, which can help limit the need/extent of professional services contracts.

LPA's not allowed to speak to property owners when federal funds are involved

An LPA may speak to a property owner at any time it pleases. In fact, early (during project development/plan design) communication with property owners is encouraged, as information derived from discussions with effected property owners could impact final design. Additionally, an LPA may inquire as to a property owner's interest in donating property rights, as long as the LPA makes the property owner aware that they have the right to full and just compensation. However, an LPA may not discuss money/compensation with a property owner, or initiate any type of "negotiation" on compensation, until an appraisal has been completed and the Fair Market Value Estimate (FMVE) has been established.

Limited number of pre-qualified R/W consultants in the State.

ODOT realizes that the pool of Right of Way professionals is limited, and this is also impacting the State's program. ODOT Real Estate has taken steps to help R/W consultants bring on additional staff/trainees. LPAs should work closely with their respective District Real Estate Office, Central Office Real Estate, and/or the Office of Consultant Services in the review of consultant proposals.

Questions regarding any of this information may be directed to:

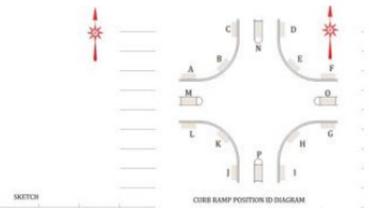
Shawn P. Hillman
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614-644-8200
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Optional

ODOT Curb Ramp Evaluation and Measurement Form

Background Information			
C-R-S:		FID:	
Municipality:		Number of Approaches:	
District:		Number of Curb Ramps:	
County:		Traffic Control Type:	
Major Road:		Date Inspected:	
Minor Road:		Reviewer Name:	

Notes: 1. Take measurements for each Curb Ramp Type (A through E) and measurements for (F) Common Curb Ramp Elements.
 2. All values should be collected and input out to two decimal places ex. 8.25% or 4.00 ft.



(A) Perpendicular Ramps																	
Curb Ramp Position ID:	A		B		C		D		E		F		G		H		
ADA Collector App ID:	1234																
Waiver Required? (Y/N)	Y		Y		Y		N		N		N		N		N		
(A1) Ramp	Values	Compliant (Y/N)															
(A1.1) Running Slope (%)	8.34	8.34	N	8.34	N	8.34	N	8.32	8.32	Y	8.32	Y	8.32	Y			
(A1.2) Cross Slope (%)	2.01	2.01	N	2.01	N	2.01	N	1.99	1.99	Y	1.99	Y	1.99	Y			
(A1.3) Width (ft.)	3.99	3.99	N	3.99	N	3.99	N	4.01	4.01	Y	4.01	Y	4.01	Y			
(A2) Landing Area / Turning Space																	
(A2.1) Running Slope (%)	2.01	2.01	N	2.01	N	2.01	N	1.99	1.99	Y	1.99	Y	1.99	Y			
(A2.2) Cross Slope (%)	2.01	2.01	N	2.01	N	2.01	N	1.99	1.99	Y	1.99	Y	1.99	Y			
(A2.3) Length (ft.)	3.99	3.99	N	3.99	N	3.99	N	4.01	4.01	Y	4.01	Y	4.01	Y			
(A2.4) Width (ft.)	3.99	3.99	N	3.99	N	3.99	N	4.01	4.01	Y	4.01	Y	4.01	Y			
(A3) Flared Sides																	
(A3.1) Flares Present? (Y/N)	N	Y	N	Y	Y	N	N										
(A3.2) Right Flared Slope (%)	10.01	10.01	N	10.01	N	10.01	N	9.99	9.99	Y	9.99	Y	9.99	Y			
(A3.3) Left Flared Slope (%)	10.01	10.01	N	10.01	N	10.01	N	9.99	9.99	Y	9.99	Y	9.99	Y			
(A4) Pedestrian Street Crossings Without Yield or Stop Control																	
(A4.1) Ped. Access Route Cross Slope (%)	5.01	5.01	N	5.01	N	5.01	N	4.99	4.99	Y	4.99	Y	4.99	Y			

After filling in all measurements for curb ramp, if there is an "N" in any Compliant Column, then the ramp is noncompliant.

Pictorial Illustrations of Curb Ramp Elements

- Curb Ramp Elements (Perpendicular Curb Ramp) ▼
- Detectable Warnings ▼
- Detectable Warnings (at mid-block crossing) ▼
- Gutter/Street Slope ▼
- Flush Grade Breaks ▼

Bikepath Projects: Eminent Domain, Appropriation & QuickTake

Stand Alone Bikepath Projects:

ODOT does not have quick take authority on these projects.

LPA's may use quick take on bikepath projects if their legal department is in agreement with the use of quick take.

Both ODOT and LPA's can appropriate bikepath projects, this does not mean they have the authority to use quick take.

Road Project with Bikepath/Pedestrian Facility:

ODOT and LPA's have the authority to appropriate and use quick take when the bikepath/pedestrian facility is part of a roadway project.

Eminent domain - is the inherent and innate power of a sovereign government to take private property for a public purpose.

ODOT is authorized to use the power of eminent domain to appropriate real property needed for highway purposes; this power of eminent domain is exercised by ODOT commencing an action to appropriate the needed property.

Appropriation - the appropriation process starts when a petition to appropriate is filed in the common pleas or probate court of the county in which the property, or a part of it, is located. Upon the filing of the petition to appropriate, ODOT deposits with the Clerk of Courts the amount of money which ODOT has determined to be just compensation for the property taken and damages, if any, to the residue.

Quick Take Authority - This authority gives ODOT the right to enter upon and take possession of the property that is to be appropriated on the condition that the deposit has been made to the court at the time of the filing of the petition.

ADA TRANSITION PLAN

Background

An ADA transition plan identifies the steps and strategies to make the necessary changes to an agency's inventoried facilities within the public rights of way (ROW) and programs to bring them to ADA standards.

- Federal regulations require that Federal-aid recipients comply with the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 (Section 504).
- Required for government agencies with more than 50 employees.
- For FHWA programs, recipients and public entities with responsibility for public roadways and pedestrian facilities are required to ensure that these facilities are accessible to and usable by persons with disabilities.

Why Does This Matter?

- The ADA transition plan either required for ODOT or applicable local public agency should be integrated with State and RTPO planning processes.

Elements of an ADA Transition Plan

- Location of barriers
- Methods to remove barriers
- Timetable to address
- Official responsible for implementation
- Estimated Cost

More information

- Please visit the following FHWA websites for an overview of the regulations and specific needs of an ADA Transition Plan.
 - o Foundations of ADA/504 <https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?id=72>
 - o ADA Transition Plans <https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?id=32>
- The FHWA Ohio Division and ODOT intend to provide training opportunities in the near future
- FHWA Ohio Division Contact: Andy Johns, andy.johns@dot.gov, 614.280.6850