

Form Name:	Ped/Bike Special Solicitation Short Term Infrastructure Application
Submission Time:	May 1, 2025 2:11 pm
Browser:	Chrome 135.0.0.0 / Windows
IP Address:	71.67.77.90
Unique ID:	1340166874
Location:	41.6432, -83.6753

APPLICANT INFORMATION

Applicant Type	City/Village
Primary Contact	Courtney Ruppert
Title	Assistant Village Manager
Agency/Organization	Village of Granville
Email	cruppert@granville.oh.us
Phone	(740) 587-5202
Address	141 E. Broadway Granville, OH 43023
What MPO/RTPO Area?	LCATS
ODOT District	5

PROJECT OVERVIEW

Project description	The project consists of resurfacing approximately 2 miles of the Newark-Granville Road path from 785 Newark Granville Road to Thornwood Crossing. Various full-depth repairs across this section will also be necessary. The project will include the installation of new ADA crossings at each roadway crossing and certain commercial property entrances to enhance safety and accessibility. Replacement of drive aprons and maintenance of crosswalk and path striping will also be provided.
Project Countermeasure Map	https://www.formstack.com/admin/download/file/17945362954
Photo of Existing Condition	https://www.formstack.com/admin/download/file/17945362955
Population of municipality / area impacted	VILLAGE OF GRANVILLE: ~4,000 GRANVILLE TOWNSHIP: ~7,000 DENISON UNIVERSITY: ~2,300 STUDENTS TOTAL: ~13,300
Are K-12 students a major population impacted by the project?	Yes- project very much tied to student travel to school

Please list name of key school(s) and addresses.	Granville Christian Academy, Granville Elementary School, Welsh Hills School
Total Funding Requested	\$777,000
Total Project Cost	\$852,000
Phases that the funds are requested for (select all that apply):	Construction
Are you requesting ODOT task order consultant assistance with project design?	No
Certified Cost Estimate	https://www.formstack.com/admin/download/file/17945362963
Budget Breakdown	https://www.formstack.com/admin/download/file/17945362964
Is R/W required for this project - temporary or permanent?	No

Questions

How is this particular project developing a more complete network for walking and/or biking to destinations?	The project will enhance connectivity for both pedestrians and bicyclists to critical new facilities that require alternative transportation, such as the 2ND GCA Campus off Cherry Valley Rd., the Thornwood Crossing path, and the new Licking County Transit Green Line. Additionally, the local school are experiencing increasing school enrollment, increasing the urgency and need for this project.
---	---

How will the proposed project address specific safety issues and/or improve safety for people walking or biking?

With the TJ Evans Trail crossing through, the Village's hosting of Pelotonia each year, and the inviting aesthetics of the Village, pedestrian and bicycle facilities are highly utilized within the Village. Additionally, there are multiple residents with visual and mobility handicaps that rely on the pathways for transportation. The current conditions do not provide adequate accommodations for these users and the potholes and bumps/cracks in the pavement have caused wheelchair users and bicyclists to use the roadway instead of the path, greatly increasing their risk and impeding traffic. A segment of narrow pathway near the western limits of the project currently has a low spot that holds rain water, leading to icing of the path, and also causes passing users to be pushed into the narrow grass strip between the road and the path, increasing user risk. The proposed project will directly address these concerns by bringing each primary crossing up to ADA/ODOT safety standards, expanding the width of the path in the narrow section to conform with the rest of the pathway, and increasing the usability of the path for all users by removing bumps, potholes, and cracks caused by tree roots and general wear and tear of the asphalt.

Why else will this project advance statewide ped/bike goals?	The project will advance each of the statewide pedestrian and bicycle goals as described below: Connectivity: As described above, the path will enhance connectivity between residents and critical facilities such as school, Licking County Transit Green Line, and medical facilities. Additionally, it will connect residents to the areas of heavy pedestrian and bicycle traffic in the Village, including downtown and the TJ Evans Trail. Safety: As described above, the project will enhance safety by enhancing ADA compliance at primary crossings and will allow wheeled users to use the path instead of the roadway. Equity: By providing additional connectivity to schools, public transit, and recreational facilities, the project will promote equity by making each of these facilities easily accessible. Network Utilization: The pathway maintenance will enhance the invitation of users to use alternative transportation methods and explore the various other outdoor recreational facilities in the area. Livability: The user friendly path provides a significant enhancement to the quality of life of local residents, providing them the safe and convenient pedestrian and bicycle facilities for access to local facilities and for recreation. Preservation: The project will allow for a reduction in emissions by limiting automobile users and enhancing access to public transit. Additionally, by connecting users to the outdoors and the beautiful aesthetics of the corridor, it is anticipated that users will feel more connected to nature and be more inclined to promote preservation activities.
---	--

Why is funding from ODOT necessary for this project?	Due to two recent ODOT safety projects within the Village experiencing vast increases in project cost and increased burden on local finances (2024 N. Pearl/New Burg Roundabout (PID 112799) and 2025 Signalization Improvements (PID 109937), the Village no longer has the funds saved to complete this desired project and is in need of funding support to make it happen.
---	--

What Census Tract is project located in?	39089757701, 39089753900
---	--------------------------

Is project location in USDOT Disadvantaged Census Tract (USDOT)?	No
Why and how was this project prioritized?	The project has been prioritized on the Village's project list due to the high volume of traffic and critical nexus from residential districts to the downtown and recreational facilities. It was prioritized for this funding due to the ease of design and installation, allowing for a quick project turnaround time.
Please identify who will be the local lead on the project and how much of their time will be dedicated to project implementation.	1. COURTNEY RUPPERT, Deputy Village Manager of Community Services: Project will be a priority focus and given as much time as needed to execute; Courtney will be the Project Manager for the Village and will deal with the contractor and inspector regularly 2. DARREN WILLEY, Service Director: Project will be a priority focus, Darren will be in-field contact for materials, technical questions, and quality control 3. V3 COMPANIES, Mike Crane/Stephen Kopechek: V3 will provide the detailed design of the project and assist with Village with construction administration throughout the project.
Describe the strengths of your agency in implementing this project	The current Village administrative team has robust experience in operations and project management, and have coordinated multiple ODOT funded projects in the last few years. They pride themselves on efficient and effective communication, project implementation, and execution.
Why is this a good timing for your community to implement this project?	With the recent addition of Granville Christian Academy's second location (K-2 building) and their student population steadily increasing year-over-year at both locations, it is our responsibility to ensure the path along Newark-Granville Rd is safe for bicyclists and pedestrians due to the path providing direct access to both of their campus buildings, as well as serving as a route of travel between the two campuses. Additionally, the path along Newark-Granville Rd directly connects to Granville Elementary School (K-3) with families traveling the path twice per day for school drop-off and pick-up. Given the residential location of Granville Elementary School, walking and biking is encouraged as a preferred route to school to help alleviate traffic congestion in and around the elementary school. Finally, with the recent addition of the Licking County Transit Green Line, the connectivity and convenience of this path will make the utilization of public transportation more inviting to the residents.

Describe any infrastructure projects your community has undertaken in the last 10 years to improve walking or biking.

1. Speed Limit Reduction (S. Main St., 2024) 2. School Zone Signs installed 2024 along N-G Rd. in two locations 3. Roundabout with safe crossings and path extension, 2024 (PID 112799) 4. Current ODOT signalization improvements project in the downtown area, 2025 (PID 109937) 5. Connection from Village Roots subdivision to TJ Evans Trail 6. Connection from Glenshire development across Newark-Granville Road to Newark Granville Road path, including flashing beacon and striped crosswalk. 7. Upgrades to two crosswalks (N. Pearl St. and New Burg Rd.). 8. Installation of a segment of multi-use path on a newly developed parcel along Newark-Granville Rd. east of Thornwood Crossing.

Project Example

<https://www.formstack.com/admin/download/file/17945362977>

Has your community been previously funded for a SRTS or TAP infrastructure project since 2020?

Yes, the project is currently being implemented
Yes, the project is completed

Final Checks

I confirm that the project can begin by June 30, 2026.

Yes

I confirm that the community is prepared to fund project cost overages

Yes

I confirm that all information provided in this application is accurate

Yes

Signature



Print Name of Submitter

Courtney Ruppert
