

Summary Table for:  
Recommended 2025 AMATS Application for Roadway & Traffic Improvement Projects

Ref. No.	Project Name/Location	Project Description	Project Benefit	(A)	(B)	(C)	(D)		
				Est. Total Construction Cost See Note 1	Est. Design, Management & R/W Costs See Note 2	Total Project Cost (A + B)	Estimated Grant Amount See Note 3	Estimated City Cost (C - D)	AMATS Funding Type
1	Boston Mills Road (West Corp Line to West Streetsboro St.)	Resurfacing of Boston Mills Road (Avg PCI = 55).	Resurfacing is a cost-effective method to improve a road's surface, enhancing safety, reducing potholes, and extending the road's lifespan.	\$1,300,000	\$25,000	\$1,325,000	\$1,000,000	\$300,000	Resurfacing - 80%/20% Split (Max Funding = \$1,000,000 - Priority Project)
2	Hines Hill Road (West Corp Line to Future Bridge Project)	Resurfacing of Hines Hill Road (Avg PCI = 58).	Resurfacing is a cost-effective method to improve a road's surface, enhancing safety, reducing potholes, and extending the road's lifespan.	\$626,000	\$25,000	\$651,000	\$520,800	\$130,200	Resurfacing - 80%/20% Split (Max Funding = \$800,000)
3	Rails to Trails from Barlow Road to Veterans Way	10' Trail along Norfolk Southern RW (to be purchased by City) from Barlow Road to Veterans Way	Transforming an abandoned, failing railroad bed into a new multi-purpose trail will connect major streets, neighborhoods, and parks.	\$1,100,000	\$130,000	\$1,230,000	\$1,000,000	\$246,000	Transportation Alternatives Set Aside (TASA) (80/20 Split, Max Funding = \$1,00,000)
4	Ravenna Street @ Stow Road	New Roundabout at the intersection of Ravenna Street and Stow Road	Enhance traffic safety and flow by reducing the potential for severe collisions . Improve efficiency by promoting continuous movement rather than requiring vehicles to stop at a red light.	\$2,272,000	\$852,000	\$3,124,000	\$2,499,200	\$624,800	Surface Transportation Block Grant (STBG) (80/20 Split, Max Funding = \$6,000,000)
5	Barlow Road (west) at Terex Road (west)	Turn Lane addition and widening of Intersection to Mitigate Crashes	Project will separate turning vehicles from through traffic, which reduces the likelihood of rear-end collisions. Project would also provide designated space for vehicles to slow down, wait, and make turns without obstructing the main flow of traffic, which decreases potential for conflicts and accidents.	\$2,017,000	\$470,000	\$2,487,000	\$1,989,600	\$497,400	Surface Transportation Block Grant (STBG) (80/20 Split, Max Funding = \$6,000,000)
6	Darrow Road (SR 91)-Middleton Road to north Corporation line	Reconstruction Traffic Signal and addition of a new Turn Lane from Middleton Road to the north Corporation line	Turn lanes separate turning vehicles from through traffic, alleviating the likelihood of rear end collisions and the new signal improves safety by improvement visibility and longer infrastructure lifespan with reduced maintenance. Can be eventually tied to Adaptive Signals.	\$3,500,000	\$207,000	\$3,707,000	\$2,965,600	\$741,400	Surface Transportation Block Grant (STBG) or Highway Program Safety Funds (80/20 Split, Max Funding = \$6,000,000)
Totals =						\$12,524,000	\$9,975,200	\$2,539,800	

- Notes:
1. Resurfacing project construction is estimated in 2025-2027. All other Project construction is estimated in 2028-2029 pending AMATS Funding Availability.
  2. Design, Professional Services and Right-of-Way Engineering costs include survey, geotech, environmental, utility coordination, etc., and Construction Inspection/Management, and right-of-way consulting costs.
  3. Grant amount shown at 80% OR maximum eligible funding per AMATS grant type (STBG, TASA, CMAQ, Resurfacing). Subject to change before applying this fall.
  4. Resurfacing projects will be designed/managed in-house if staff time available.
  5. Project Costs are still in evaluation and may change prior to applying for funding.