



# Belden Village Pedestrian Study

Stark County Area Transportation Study  
Stark County, Ohio

GAI Project Number: R230829.00

November 2024

Revised December 2024

Prepared by: GAI Consultants, Inc.  
Canton Office  
5399 Lauby Road, Suite 120  
North Canton, OH 44720

Prepared for: Stark County Area Transportation Study  
201 3<sup>rd</sup> Street NE  
Canton, OH 44702

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### Report Authors:

**Todd M. Wilson**

Digitally signed by Todd M. Wilson  
DN:  
E=T.Wilson@gaiconsultants.com,  
CN=Todd M. Wilson  
Date: 2024.12.24 15:57:26-05'00'

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Todd M. Wilson, P.E., MBA  
Assistant Engineering Manager



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Art Rometo, P.E., PMP, MBA, MSE  
Senior Engineering Manager



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## 1.0 Project Introduction

Belden Village is a retail dominated mixed use area in Jackson Township, Ohio, at the western boundaries of Plain Township and the City of North Canton. Along Interstate 77 and anchored by Belden Village Mall, an 890,000 square foot 95-store enclosed shopping mall, the surrounding area consists of strip malls with big box and specialty retail, restaurants, offices, medical providers, service providers, houses of worship, hotels, automobile sales and service, light industrial, and other typical suburban ancillary businesses and services. The area has both apartment buildings and housing subdivisions, post-secondary schools, and campuses of Kent State University at Stark and Stark State College (Kent State/Stark State). The Stark Area Regional Transit Authority (SARTA) operates a number of bus routes through Belden Village, and it maintains its Belden Village Transfer Center (SARTA Center) on the east side of Whipple Avenue along 47<sup>th</sup> Street (Holiday Street west of Whipple Avenue). Refer to Figure 1 for a study area map showing the primary and secondary areas of study.

The Belden Village study area is generally triangular in shape, bounded by Whipple Avenue (Principal Arterial, Average Daily Traffic (ADT) of 15,000 to 25,000 vehicles per day) to the east, Route 687 Fulton Drive (Minor Arterial, 14,000 ADT) to the south, and Everhard Road (Minor Arterial, 18,000 to 26,000 ADT) to the northeast. Dressler Road (Minor Arterial, 12,000 to 24,000 ADT) runs north and south parallel to Whipple Avenue, crossing Fulton Drive and crossing Everhard Road, extending the study area to the north where it makes a right turn to the east across the Hall of Fame Bridge over Interstate 77. The west side of this intersection is the combined entrance to the campuses of Kent State University Stark and Stark College (Kent State/Stark State). Strip Avenue (Minor Arterial, ADT 7,500) continues north at this intersection to *The Strip* retail development, anchored by Walmart. Interstate 77 (ADT 90,000) runs north and south through the northeast section of Belden Village. Ramps connect to Everhard Road, both opposite the northern Belden Village Mall entrance and closer to Whipple Avenue, and they connect to Whipple Avenue, both near Everhard Road and from the end of Belden Village Street.

Within the boundary roads, there are east-west and north-south streets. The three east-west roads between Everhard Road and Fulton Drive are Belden Village Street (Major Collector, ADT 8,000 to 18,000); Belpar Street (Local Road, ADT 2,000) / Holiday Street (Local Road, ADT 2,000); and Munson Street (Local Road, ADT 5,000). Belden Village Street runs along the south side of the mall from Everhard Road to Whipple Avenue where it extends to the Interstate 77 ramps. Belpar Street connects Everhard Road and Dressler Road, has a gap from there to Higbee Avenue, continues to Whipple Avenue as Holiday Street, and then continues east past the SARTA Center as 47<sup>th</sup> Street. Munson Street starts at Everhard Road and ends at Whipple Avenue. Between Dressler Road and Whipple Avenue there are two north-south streets, separated by the mall. Metro Circle (Local Road) runs north from the center of the mall to Dressler Road. Higbee Avenue (Local Road, ADT 3,500) runs south from the center of the mall and ends at Munson Street. There are also a few cul-de-sacs and residential subdivision streets within the area. Refer to Figure 2 for a traffic volume map and Figure 3 for a functional classification map.

Belden Village's suburban development pattern is automobile focused, though there is pedestrian demand inherent from mixed use development patterns and transit routes throughout the area. There are limited sidewalks in the area. Refer to Figure 4 for a map of existing sidewalks. These sidewalks are typically four-feet wide, which are not fully compliant with Americans with Disabilities Act (ADA) recommended five-foot sidewalk widths. Bus stops are located along roadways but lack concrete pads or other ADA-compliant amenities.

Prepared for the Stark County Area Transportation Study (SCATS), the intent of this study is a sidewalk plan to build out the current network based on serving existing demand, linking origin and destination pairs, and connecting sidewalk stubs. A secondary focus is to suggest general pedestrian safety upgrades and to explore bicycle accessibility through the area.

## 1.1 Existing Sidewalk Inventory

The Figure 4 map shows locations of existing sidewalks, as well as locations planned to be built through other projects. This section below summarizes existing sidewalks. Supplementary photographs of the area, including existing sidewalks, are located in Appendix A.

### Whipple Avenue

Whipple Avenue typically consists of two lanes in each direction with a center turn lane. Existing sidewalks are present at each corner of the Holiday Street / 47<sup>th</sup> Street intersection to connect to the SARTA Center and from 38<sup>th</sup> Street south to Fulton Drive. By the SARTA Center, sidewalks are about four feet wide and have curb ramps with detectable warning surfaces and push buttons with pedestrian signals. These sidewalks are not otherwise connected.

From 38<sup>th</sup> Street to Fulton Drive there are existing sidewalks on both sides of Whipple Avenue (1,800 feet) along the curbs. The concrete sidewalk is typically five feet wide and curb ramps were typically replaced at intersections. Some driveway crossings may not be ADA compliant. At the signalized intersection with Fulton Drive, there is no crosswalk on the east side. At the signalized intersection with 38<sup>th</sup> Street, there are no crosswalks on the west and north sides.

The Everhard Road intersection has new concrete sidewalks and curb ramps at each corner, though there is no crosswalk or curb ramps on the southern side across Whipple Avenue.

### Strip Avenue

Strip Avenue generally consists of three lanes, either two northbound and one southbound or one in each direction with a center left turn lane. Approaching Dressler Road, Strip Avenue widens to five lanes. There is an existing sidewalk along the west side curb for the last 200 feet from the southern Walmart truck entrance to Dressler Road and the entrance to Kent State/Stark State. The sidewalk was constructed in 2024 and is ADA compliant to the south, though there is no curb ramp to the north at the Walmart truck entrance. Due to a detention pond with a solid beam wall, there is no publicly owned right-of-way with space to extend the sidewalk north of the Walmart truck entrance.

### Dressler Road

Dressler Road typically consists of two lanes in each direction with a center turn lane. South of Everhard Road, there is an existing sidewalk along Dressler Road's west side from Belden Village Street to Munson Street, a distance of approximately 0.6 miles (3,300 feet). The concrete sidewalk is typically four feet wide. Since five-foot passing zones are not present every 200 feet, this less than five-foot width is not ADA compliant. The sidewalk is typically set back from the curb one to three feet. Street crossings have been upgraded with accessible curb ramps with detectable warning surfaces and push-button pedestrian signals with concurrent phasing. Driveway crossings have not been upgraded, so ramp slopes may be too severe to be ADA compliant and major driveways do not have detectable warning surfaces.

From its intersection north of Belden Village at Strip Avenue and the entrance to Kent State/Stark State, Dressler Road crosses I-77 on the Hall of Fame Bridge and continues east. Dressler is five lanes across the bridge and narrows to three lanes (one lane in each direction and a center turn lane) east of the Interstate. There is a 10-foot-wide shared use path along the south side of Dressler Road continuing on Glenwood Street to Linwood Avenue, a distance of about 0.8 miles (4,300 feet). Opposite the Hall of Fame Bridge, a trail was built in 2024 into the Kent State/Stark State campus.

### Everhard Road

Everhard Road is typically two lanes in each direction with left and right turn lanes and a two-way center left turn lane between intersections. Everhard Road has sidewalks on both sides east of Whipple

Avenue, though there is a 1,000-foot gap on the north side. This gap starts at the unsignalized driveway at *The Venue at Belden* and ends after the at-grade railroad crossing to the east. Sidewalks east of Whipple Avenue are approximately eight feet wide from the curb and appear to be fully ADA compliant.

### **Belden Village Street**

Belden Village Street consists of two lanes in each direction with a center left turn lane. There is an existing sidewalk for a block and a half (2,000 feet) along Belden Village Street's south side from Dressler Road to 4150 Belden Place, a six-story office building west of Higbee Avenue. The concrete sidewalk is typically four feet wide. Since five-foot passing zones are not present every 200 feet, this less than five-foot width is not ADA compliant. The sidewalk is typically set back from the curb four to nine feet, with the transition abruptly occurring across a driveway to Belden Village Tower. Street crossings have been upgraded with accessible curb ramps with detectable warning surfaces and push-button pedestrian signals with concurrent phasing. Driveway crossings have not been upgraded, so ramp slopes may be too severe to be ADA compliant. Major driveways do not have detectable warning surfaces.

### **Higbee Avenue**

Higbee Avenue consists of one lane in each direction with a center turn lane only from Holiday Street to Belden Village Street. There are existing sidewalks on both sides of the road from Belden Village Street to Holiday Street (1,500 feet), typically set five to six feet back from the curb. The concrete sidewalk is typically four feet wide. Since five-foot passing zones are not present every 200 feet, this less than five-foot width is not ADA compliant. There are a few gaps in the sidewalks to the south near Holiday Street. Street crossings at Belden Village Street have been upgraded with accessible curb ramps with detectable warning surfaces and push-button pedestrian signals with concurrent phasing, though some signs instruct pedestrians to push buttons for green lights. They have not been upgraded at Holiday Street, and there are some missing curb ramps at driveways. Other driveway crossings have not been upgraded, so ramp slopes may be too severe to be ADA compliant and major driveways do not have detectable warning surfaces.

### **Munson Street**

Munson Street consists of one lane in each direction with a center turn lane. There is an existing sidewalk on its south side from Stephen Circle to Dressler Road, a distance of approximately 800 feet, typically set six feet back from the curb. The concrete sidewalk is typically four feet wide. Since five-foot passing zones are not present every 200 feet, this less than five-foot width is not ADA compliant. There are a few gaps in the sidewalks. Street crossings at Dressler Road have been upgraded with accessible curb ramps with detectable warning surfaces and push-button pedestrian signals with concurrent phasing. The sidewalk continues south from Munson Street to Stephen Circle without a street crossing. Driveway crossings do not have detectable warning surfaces and ramp slopes may be too severe to be ADA compliant.

### **Fulton Drive**

Fulton Drive consists of two lanes in each direction with a center turn lane. There are no sidewalks along Fulton Drive, though the intersection with Dressler Road has been upgraded with ADA-compliant curb ramps and sidewalk connections to those ramps. Other curb ramps connect to roads that have sidewalks to Fulton Drive—Whipple Avenue and Belden Village Circle.

## **1.2 Upcoming Projects**

There are several agencies and institutions that own roadways within the Belden Village Area. Below is a summary of projects scheduled for construction.

### 1.2.1 Ohio Department of Transportation

ODOT is planning the Fulton Drive (SR 687) Safety Project from Frank Avenue / Sibila Road to Everhard Road. This project will add right turn lanes on Fulton Drive and Frank Avenue. According to *STA-68 (Frank Ave/Sibila Rd to Everhard Rd) Safety Study*, EMH&T, October 14, 2020, there are no plans to add pedestrian facilities as part of this project. Refer to Appendix B.

### 1.2.2 Stark County

Stark County is embarking on the Dressler Road Improvement Project from Dressler Road's signalized intersection at Belden Village Street to its signalized intersection at Belden Park Crossings. In addition to adding turn lanes, the project will extend the sidewalk along the west side of Dressler Road from Belden Village Street to Belden Park Crossings. This project is scheduled for construction in 2025-26. Refer to Appendix C.

## 1.3 Review of Past Studies

The consultant team reviewed past sidewalk and transit studies in the Belden Village area. The following is a summary of those studies and their findings:

### 1.3.1 Complete Streets Review, September 2013, Draft

Complete street policies call for streets to be designed for all users, including motorized vehicles, pedestrians, bicyclists, transit vehicles, and others. Since roadways in the Belden Village area are primarily designed for vehicles, SCATS performed a draft complete street review to determine the need and potential locations for sidewalks, bike lanes, bus pull-offs, accessible bus stops, median islands, curb extensions, and other features. Draft findings are as follows:

Phase 1 would connect the SARTA Transit Center to Belden Village Mall. The high priority project proposed sidewalks on one or both sides of Holiday Street between the SARTA Transit Center and Higbee Avenue to provide this connection. Low priority Phase 1 projects would be to build sidewalks along one or both sides of Whipple Avenue from Belden Village Street and Munson Street, as well as from Whipple Avenue to the mall along Belden Village Street.

Phase 2 would be to connect Kent State/Stark State and the Hoover Connector Trail to the existing sidewalks at Belden Village Street and Dressler Avenue. The high priority project would be to build a sidewalk along Dressler Avenue on one or both sides of the street. Low priority Phase 2 projects would be to infill areas to improve circulation along Metro Circle, along Everhard Road from Whipple Avenue to Belden Village Street, along Belden Village Street from Dressler Road, and along Whipple Avenue from Belden Village Street to Dressler Road.

In addition to the sidewalk projects, this report also proposed pedestrian improvements with marked crosswalks and pedestrian islands at Whipple Avenue and Belden Village Street, Whipple Avenue and Everhard Road, and Everhard Road and Dressler Road. Bus stop paved egress points were proposed at each existing bus stop. The study also proposed bus stop pull off lanes.

Refer to Appendix D for a summary of this plan. Since the draft of this plan was produced, ADA curb ramps have been added in most of the signalized intersections within the Belden Village area. A sidewalk along Dressler Road's west side from Belden Park Crossings (between University Street and Everhard Road) and Belden Village Street is planned for construction. Sidewalks at Everhard Road east of Whipple Avenue and one block along Strip Avenue north of Dressler Road have been constructed.

### 1.3.2 Stark Parks Five-Year Plan (2019-2023), April 2019

Stark Parks produced a Five-Year Plan to identify and recommend park and trail resources for its five-year development plan. The study's goal was to produce a quality, sustainable park



system that maximizes public use and support. Within this five-year plan is Phase 1 of the Jackson Connector to be an on-campus trail within the Kent State University Stark Campus/Stark State College campus area, completed in 2024. The Campus Trail connects campus to Dressler Road opposite the Hall of Fame Bridge.

West Branch Trail from Arboretum Park to Price Park along the West Branch of Nimishillen Creek is to be completed by 2040. When constructed, this trail will connect to the existing Everhard Road sidewalks east of Whipple Avenue. Additional sidewalk connectivity from new Belden Village sidewalks could serve to enhance destinations and connectivity across this trail. Additional connectivity could be implemented by connecting Everhard Road to the Jackson Connector Trail through the Belden Village area. Refer to Appendix E for plan highlights.

### **1.3.3 Canton's Active Transportation System**

Canton's Active Transportation System is a map of recreational amenities by the City of Canton Engineering Department, Canton Parks and Recreation, and the Canton Health Department. It was developed in partnership with the Ohio Department of Transportation (ODOT), Stark County Health Department, Stark Parks, and the Ohio Department of Natural Resources. While the Belden Village area is not part of the active system, Arboretum Park is located along 38<sup>th</sup> Street three quarters of a mile east of Whipple Avenue. Arboretum Park is proposed to be connected by an on-road trail along 38<sup>th</sup> Street to the east and an off-road trail connecting to the West Branch Trail to the southeast. Extending connectivity to the park by sidewalk network or the on-road 38<sup>th</sup> Street Trail could increase connectivity throughout the Belden Village area. Refer to Appendix F for Canton's Active Transportation System map.

### **1.3.4 A Survey of SARTA Customers, May 2018**

In 2018, RLS Associates, Inc., and CJI Research, LLC, conducted a comprehensive onboard survey for SARTA. While the survey itself did not address pedestrian connectivity to transit stops, it provided valuable data for how SARTA is being used. Among riders, around 50 percent use transit for work, around 20 percent for shopping, and around 10 percent each for social/recreation, medical, or school/college. Around 80 percent of riders walk to the bus stop, around five percent are dropped off or take non-SARTA buses to the bus stop, and around two percent bike. Only around 10 percent of riders have both a license and own a vehicle, indicating that riders are generally transit dependent. When respondents were asked if they know anyone who has stopped riding, one comment noted that someone stopped riding as they were disabled and could not walk to the bus stop. When asked what services SARTA should offer, multiple users asked for more shelters with benches.

These results reflect the needs of transit users having safe connections from bus stops to destinations within Belden Village, as most do not have other options. Improvements at transit stops are desired by respondents.

### **1.3.5 Stark Area Regional Transit Authority Transit Development Plan 2020 – 2025, February 2020**

In 2020, RLS Associates, Inc. prepared a five-year transit development plan for SARTA. Alternative 3 proposed to expand transportation access to employment and improve route productivity in North Canton/Belden Village. This recommended service adjustment noted the importance of transit in the area, especially along Whipple Avenue. Providing better pedestrian connections between stops would help allow riders to reach their preferred transit stops and reduce the need to transfer at the SARTA Center.

## **1.4 Transit Ridership**

SARTA serves the Belden Village Area with seven routes. All stop at the SARTA Center. Refer to Appendix G for the system timetables and maps. Figure 5 shows transit routes.

- **45 Belden Village/Stark State:** Stops are along Everhard Road, Munson Street, Dressler Road, Belden Village Street, Whipple Avenue, SARTA Transit Center, Holiday Street, Higbee Avenue, and University Street.
- **81 Downtown Canton/Akron Express:** Stops are along Whipple Avenue, Holiday Street and Higbee Avenue. (An express route, ridership is not considered for Belden Village evaluation).
- **105 Belden Village - Downtown Canton:** Stops are along Whipple Avenue, Holiday Street, Higbee Avenue, Belden Village Street, and Everhard Road.
- **106 Downtown Canton - Belden Village:** Stops are along Whipple Avenue and Fulton Drive.
- **121 Belden Village - North Canton Industrial Park:** Stops are and along Whipple Avenue, Dressler Road, and Strip Avenue.
- **125 Downtown Massillon - Belden Village:** Stops are along Whipple Avenue, Holiday Street, Higbee Street, Munson Road, Dressler Road, and Fulton Drive.
- **151 North Late Night Loop:** Stops are along Whipple Avenue, Holiday Street, Higbee Street, Belden Village Street, Munson Street, Dressler Road, and University Street. (This route is proposed to be discontinued in 2025, so ridership data is not considered for evaluation).

SARTA provided ridership data for the typical routes serving Belden Village area, Routes 45, 105, 106, 121, and 125 with yearly boardings and boardings in January 2024. Refer to Figure 6 for a map showing average monthly ridership by stop and Appendix H for full ridership data. Only the SARTA Transit Center had ridership greater than 1,000 passengers per month at around 4,300 per month. Stops at Whipple Avenue and Munson Street averaged between 250 and 500 passengers per month. Other stops averaging from around 100 to 250 passengers per month include Higbee Avenue at Belden Village Street, Belden Village Street at the mall's bus shelter, Whipple Avenue opposite Belden Village Mall, Whipple Avenue at Everhard Road, and the main stop within the Kent State/Stark State campus. This demonstrates that the primary need to accommodate transit users are along Whipple Avenue from Munson Street to Everhard Road, along Belden Village Street from Whipple Avenue to Higbee Avenue, and a connection to Kent State/Stark State. For ridership along Whipple Avenue, stops along the street's west side south of Holiday Street/SARTA Center and east side north of Holiday Street/SARTA Center are more heavily used.

Unlike other pedestrians in the Belden Village area, SARTA customers will make pedestrian trips based on need rather than convenience. Therefore, providing safe accessibility for transit users is a primary focus of this study.

## 1.5 Travel Demand Patterns

The consultant team investigated travel demand in Belden Village to consider where sidewalks would most be needed.

### 1.5.1 Belden Village Land Uses

Properties in Belden Village were mapped based on their land use type and zoning. Refer to Figure 7 for a zoning map. Ideally, origin destination pairs such as home to work, work to shopping/dining, or transit stop to destination have complimentary land uses with natural pedestrian demand. Higher density zoning leads to increased transit use.

### 1.5.2 Origin Destination Review (StreetLight Data)

Available StreetLight Data was reviewed to investigate typical origins and destinations throughout Belden Village. Figure 8 shows the highest concentrations of pre-set origins and destinations, with



Belden Village Mall, Kent State/Stark State, and The Strip having the highest. Figures 9A and 9B show pedestrian travel patterns. Trips that begin and end in Belden Village are shown in Figure 9A and trips that begin and end at Belden Village Mall in Figure 9B. Reviewing origins and destinations, the most common are Belden Village Mall, The Strip, Belden Crossings, Kent State/Stark State and The Venue at Belden. There are also scattered retail and office trips between Whipple Avenue and Higbee Avenue (including Springbrook Plaza) and in the southwest part of Belden Village. Reviewing trips that start and end from Belden Village Mall, destinations are more evenly scattered throughout Belden Village.

The StreetLight analysis shows that Belden Village Mall is the most important origin and destination. Kent State/Stark State and the various large retail developments such as The Strip, Belden Park Crossings, Springbrook Plaza, and the Venue at Belden make up the secondary tier of origin and destination trips. A third tier of scattered uses are all along Whipple Avenue and in the southeast portion of Belden Village. The least important areas appear to be along Everhard Road from Belpar Street to Dressler Road, along Higbee Avenue south of Holiday Street, and along Munson Street from Dressler Road to Whipple Avenue. These locations will thus not be prioritized in the sidewalk plan.

## 2.0 Safety Assessment

### 2.1 Crash Data Review

Using the Ohio Statistics and Analytics for Traffic Safety Dashboard, non-motorized crashes were reviewed in the Belden Village Area from 2019 through 2023. Refer to Figure 10A for summary of pedestrian and bicycle crash data and Figure 10B for a summary of overall crashes. There were five pedestrian crashes within the study intersections, four along Everhard Road and one across Dressler Road. There was one bicycle crash at the intersection of Whipple Avenue and Munson Street. The following non-motorized crash summary shows that collisions are most likely to occur midblock and where drivers do not see pedestrians while turning.

- Intersection of Everhard Road and Belden Village Street: A pedestrian ran across Everhard Road south of the intersection without clearance and was struck.
- Intersection of Everhard Road and the northwest mall entrance: A pedestrian attempted to cross Everhard Road at an uncontrolled location at night and was struck.
- Midblock on Dressler Road south of University Street by Belden Park Crossings, a pedestrian darted across Dressler Road midblock without a crosswalk and was struck.
- Intersection of Everhard Road and the I-77 Northbound On-Ramp: A pedestrian was walking along Everhard Road where there is no sidewalk and was struck while attempting to cross the I-77 northbound on-ramp.
- Intersection of Everhard Road and Whipple Avenue: In a construction zone, a worker was trying to cross Whipple Avenue and was struck by a right-turning vehicle.
- Intersection of Whipple Avenue and Munson Street: A right-turning vehicle struck a bicycle in a crosswalk.

In the past five years, there were hundreds of vehicular crashes in the Belden Village area. No fatalities were reported, though one occurred just outside of the study limits at the intersection of Fulton Drive and Frank Avenue/Sibila Road. That intersection is planned for safety upgrades by ODOT, with plans shown in Appendix E. Vehicle crashes are generally proportional to traffic volumes and road and intersection size. This can be seen on the map in Figure 10B with injury crashes concentrated in the mall area—Everhard Road, Dressler Road, Belden Village Street, and Whipple Avenue. Since crash reporting does not count near misses and pedestrian crashes are infrequent, pedestrian crash risks are elevated near intersections and along high-volume roadways with high crash rates.

### 2.2 Safety Observations

GAI performed several visits to the Belden Village area to walk the sidewalks, drive the roadways, and stand near intersections and transit stops to observe conditions. Safety specific observations were conducted on December 12, 2023, February 2, 2024, and August 26, 2024. Refer to Appendix A for

detailed area photographs showing conditions along all major study area roadways. Typical pedestrian observations included pedestrians walking in unpaved areas, waiting for transit in unpaved areas, walking along shoulders and the edges of travel lanes, crossing midblock between long blocks, shortcutting through parking lots, and crossing against traffic signal indications. Some bicycles were also observed using sidewalks, riding improperly in lanes, or disobeying traffic control. Typical safety deficiencies included missing crosswalks, faded crosswalk markings, lack of pedestrian visibility, limited sidewalks, narrow or improperly maintained sidewalks, and non-ADA compliant retrofitted curb ramps in which existing curbs were modified to create curb cuts. Some intersections lacked crosswalks and others lacked modern pedestrian accessible push buttons and countdown timers. There were no locations observed to have dedicated pedestrian control, such as leading pedestrian intervals, pedestrian hybrid beacons, or pedestrian rapid rectangular flashing beacons. In many areas, worn paths were observed along roadways or at bus stops with frequent pedestrian use.

Pedestrians were observed to cross midblock, especially in the middle of long blocks. The most observed areas included across Whipple Avenue midblock south of the SARTA Center, between Holiday Street and Belden Village Street near Bradley Circle, between Belden Village Street and Everhard Road by the eastern mall entrance and opposite Convenience Circle, across Belden Village Street between the Aldi Plaza and existing bus shelter, and across Everhard Road between the northwest mall entrance and Springbrook Plaza. Refer to Figure 11 for a summary of safety observations and potential recommendations.

## 2.3 Safety Recommendations

ODOT, the Federal Highway Administration (FHWA), the National Association of City Transportation Officials (NACTO), and other agencies have identified countermeasures and other safety best practices to improve pedestrian safety. Refer to Appendix I for a list of countermeasures and their FHWA information sheets. The following list of countermeasures identifies some of the strategies applicable to locations within Belden Village. Refer to Figure 11 for a summary of locations where potential recommendations are applicable.

### 2.3.1 Signing, Marking and Lighting Improvements

#### *Install Turning Vehicles Yield to Pedestrian Signs*

Since drivers tend to forget to look for pedestrians when turning, install *Turning Vehicles Yield to Pedestrian* signs at locations where pedestrians conflict with turning vehicles.

#### *Mount Bus Stop Signs Along Roadway*

Existing bus stop signs are often mounted on signposts that have other signs. These signs may be behind sidewalks away from roadways. Mount bus stop signs alongside roadways so drivers can clearly see and know where to expect bus stops.

#### *Repaint Crosswalks with Highly Visible Markings*

Studies have shown that perpendicular or “piano key” crosswalks are more visible to drivers and are less prone to wear, since markings can stay outside of wheel paths. Use these markings for new or retrofitted crosswalks.

#### *Paint Missing Crosswalks*

Various street crossings lack painted crosswalks. At controlled locations with adequate sight distance, paint missing crosswalks.

#### *Install Pedestrian Crossing Warning Signs*

In locations where there may be a midblock crosswalk or a location where frequent jaywalking is observed, install pedestrian crossing warning signs.

#### *Road Diet (Roadway Reconfiguration)*

For roadways that may have excess capacity, a road diet reduces the number of through lanes to allow for turn lanes, bicycle lanes, medians, and wider sidewalks/shared use paths.

#### *Improve Lighting*

Ensure there is adequate lighting so drivers can see pedestrians at crossing locations and at bus stops.

### **2.3.2 Pedestrian Connectivity Improvements**

#### *Install Missing Sidewalks*

Build out missing sidewalks throughout the Belden Village Area. While ideally sidewalks should be on both sides of streets set back from the curbs, install sidewalks where feasible and safe considering right-of-way and utility constraints.

#### *Improve Sidewalk Maintenance*

Conduct regular reviews of existing sidewalks to identify areas that may have maintenance concerns, especially tripping hazards. Ensure winter maintenance is adequate.

#### *Ensure Sidewalks are Sufficiently Wide to Meet ADA Standards*

ADA standards require sidewalks to be five feet wide or four feet with passing zones every 200 feet. Upgrade existing sidewalks to be ADA compliant, prioritizing ones based on use.

#### *Add Pedestrian Refuge Islands or Median Islands*

For larger roads, adding an island in the median between turn lanes provides a safe place for pedestrians to stop, allowing them to make two-stage crossings. Place these islands wherever feasible. At locations with frequent jaywalking, marking midblock crosswalks without traffic control could decrease safety. Using concrete islands can give jaywalking pedestrians a safe place to stop in the middle of the road. Without marking midblock crosswalks or providing pedestrian pass-throughs, consider adding concrete medians where jaywalking is frequent.

#### *Place Detectable Warning Surfaces at Larger Driveways*

Use concrete curb ramps with detectable warning surfaces to warn pedestrians of heavy volume driveway crossings.

#### *Bus Stop Connections*

Install accessible concrete pads at bus stops to give users of all abilities a safe, visible place to wait for transit.

### **2.3.3 Signalized Intersection Improvements**

#### *Upgrade Curb Ramps to be ADA Compliant*

Review all curb ramps for ADA accessibility and upgrade deficient or missing ones for compliance, including ensuring adequate grades, widths, turning areas, and detectable warning surface treatment.

#### *Use Leading Pedestrian Intervals or Exclusive Pedestrian Phases*

A leading pedestrian interval extends the walk sign by three to five seconds prior to the concurrent vehicular movement's green signal. This gives pedestrians a head start so drivers

will already see them crossing the intersection when they get a green indication. Consider adding leading pedestrian intervals at high traffic intersections with short cycle lengths, heavy vehicular volumes, or other situations where exclusive pedestrian phases are not practical.

#### *Exclusive Pedestrian Phase*

For intersections with high pedestrian volumes that create conflicts with turning vehicles, provide push button-activated exclusive pedestrian phases in which pedestrians have their own phase for exclusive crossings. Ensure vehicular capacity is not adversely impacted.

#### *Install Pedestrian Hybrid Beacons*

If a midblock crossing needs to be marked, another alternative is to add pedestrian hybrid beacons (PHB). PHBs are most effective on roadways with speed limits 35 mph or below, at least three lanes, and traffic volumes above 9,000 vehicles per day. Refer to Appendix I for more information. For smaller roadways, the next countermeasure is effective:

#### *Add Rectangular Rapid Flashing Beacons*

If a midblock crossing needs to be marked, another alternative is to add rectangular rapid flashing beacons. These consist of two rectangular, yellow-shaped indications below a pedestrian warning sign and above a diagonal downward arrow that flash when activated by pedestrians. Such a beacon can increase compliance of vehicles yielding to pedestrians up to 98 percent. Beacons are more effective on lower speed roads with fewer travel lanes. They should be installed in medians where feasible. Refer to Appendix I for more information.

#### *Use Accessible Pedestrian Signals*

Ensure pedestrian signal commands can be used by people of all abilities. Place push buttons where they can be reached from a wheelchair on a sidewalk.

#### *Install Pedestrian Signal Heads with Countdown Timers*

At all locations with pedestrian crosswalks, upgrade or install pedestrian signal heads with countdown timers.

#### *Protect Left or Right Turns*

At larger intersections with exclusive turn lanes, consider protected turn arrows. In this way, left or right signal indications could be red when pedestrians walk concurrently with through traffic, eliminating conflicts from turning vehicles.

### **3.0 Public Outreach**

In order to prioritize proposed sidewalk segments by public demand, the team created public surveys targeting transit riders, property/business owners, and employees. Surveys were conducted through SurveyMonkey software from May through the end of June 2024. A total of 102 responses were received. Refer to Appendix J for the transit survey flyer, survey, and responses, Appendix K for the business owner survey and responses, and Appendix L for the employee survey flyer, cover letter, survey, and responses.

#### **3.1 Transit Rider Survey**

Transit surveys were advertised or administered by two days of in-person surveying at the SARTA Center, placing flyers on buses and at the transit center, and providing information on local websites. 37 responses were collected. Of the respondents, three quarters reported using transit at least weekly

and a third transfer buses in Belden Village. Complete results are in Appendix J and a summary of the results are as follows:

### **3.1.1 Safety Concerns in Belden Village**

When walking through the area, 60 percent try to only cross at intersections and 40 percent cross wherever they can cross the street first. Nearly 90 percent of respondents feel unsafe when they walk along roads with no sidewalks. Nearly 50 percent feel unsafe crossing between intersections and 30 percent at intersections. Only a quarter feel unsafe standing at the bus stop. Pedestrians feel most safe walking through parking lots, as only around 15 percent feel unsafe while doing so. Nearly 60 percent thought a sidewalk to the bus stop would improve their safety, with 20 percent wanting safer roadway crossings and 15 percent identifying better lighting as contributing to increase their safety.

Respondents were asked to identify specific places where they felt unsafe. The intersections of Whipple Avenue at Belden Village Street, Whipple Avenue at Everhard Road, and Belden Village Street at Dressler Road were called out multiple times. Respondents commented that they had safety concerns anywhere around Belden Village Mall, especially at intersections that may have inadequate ADA accessibility, non-functional pedestrian push buttons, missing pedestrian signals, or missing or faded crosswalks. Respondents were asked to identify where new crosswalks are needed. While many noted at signalized intersections or in the mall area in general, the only location with multiple specific responses at 15 percent was across Whipple Avenue east of the mall around Convenience Circle. There are no marked crosswalks at the nearby Belden Village Street intersection either, so pedestrians have no safe choice to cross.

### **3.1.2 Places to Go**

While respondents use SARTA for multiple uses, nearly 60 percent use SARTA for work, 50 percent for dining and shopping, 30 percent to reach appointments, and over 20 percent for school or college. Among specific destinations transit riders are currently going, the mall was identified by over 40 percent of respondents, Kent State Stark/Stark State was identified by around 20 percent of respondents, The Strip was identified by over 15 percent of respondents, and Springbrook Plaza, Promenade at Belden, Belden Park Crossings, and Belden Whipple Center each were identified by around 10 percent of respondents. To reach the SARTA Center, 35 percent take the nearest bus and transfer, over 20 percent walk, and nearly 20 percent will either walk or transfer depending on the weather. To reach the mall, 30 percent will walk or transfer depending on the weather, 25 percent will walk from the SARTA Center, 15 percent ride a direct bus, and 10 percent transfer buses.

Users were also asked where they would walk if safer and more expansive sidewalks are built. While many of the responses were scattered around the general area and other responses were for the area itself, the top concern was along Whipple Avenue at over a quarter of respondents. Slightly under a quarter of respondents identified the mall itself.

### **3.1.3 Missing Connections**

#### *SARTA Transit Center to the Mall*

With connections between the SARTA Transit Center and Belden Village Mall most important for users, the survey asked respondents what sidewalks they would prioritize to connect the two. The top answer was Whipple Avenue from SARTA to Belden Village Street, with a 45 percent ranking it first and 80 percent ranking it first or second. The second most important connection was Whipple Avenue from Belden Village Street under I-77 to Everhard Road, with 35 percent ranking it first and 60 percent ranking it first or second. Belden Village Street from

Whipple Avenue to Higbee Avenue had the next highest first place votes at 10 percent, though 25 percent ranked it first or second. Whipple Avenue from SARTA Transit Center south to Munson had just over five percent first place votes but 30 percent first or second. Meanwhile, Holiday Street only had a single first place vote and over 80 percent a fourth or last place vote. Therefore, the top priority is SARTA to the Mall via Whipple Avenue, second on Whipple Avenue north to Everhard Road, and third on Whipple Avenue south to Munson Street.

#### *Along Whipple Avenue*

Respondents were then asked what side of Whipple Avenue should have a sidewalk, of which 35 percent wanted sidewalks on both sides. The next most popular choice at 25 percent was to split the sidewalk at Belden Village Street, with the sidewalk on the west side south of Belden Village Street and on the east side north of Belden Village Street. Remaining responses were evenly divided at 13 percent each, between all on the east side, all on the west side, or splitting at the SARTA Center with the west side to the south and east side to the north.

Combining the results beyond the 35 percent that want sidewalks on both sides can help understand user demand block by block. South of the SARTA Center, it is 50 percent west side to 15 percent east side. From the SARTA Center to Belden Village Street, it is 35 percent west side to 30 percent east side. North of Belden Village Street, it is 15 percent west side to 50 percent east side.

#### *Elsewhere in Belden Village*

Respondents were asked where else they would like to have sidewalks. As with the nature of a multiple-choice survey, all locations were selected by at least 50 percent of respondents. Most requested was along Dressler Road to the colleges at nearly 80 percent, and least requested was along Metro Circle at 50 percent. Otherwise, the other options were all tied at two thirds with along Everhard Road from Whipple Avenue to Dressler Road, along Dressler Road to the Hall of Fame Bridge and The Strip, and along Belden Village Street to Everhard Road.

### **3.1.4 Transit Survey Summary**

Overall, responses indicated that a robust sidewalk and safety plan will help safety and accessibility in Belden Village. The most frequent pedestrian route is from the SARTA Center to Belden Village Mall, and sidewalks along Whipple Avenue are far more requested than a connection along Holiday Street. Sidewalks along Whipple Avenue on the east side toward Everhard Road and then along the west side of Whipple Avenue toward Munson Street are the next most requested, respectively, followed by a sidewalk along Dressler Road to reach the University/Hall of Fame Bridge/Strip area.

## **3.2 Property Owner Survey**

Upon review of parcel information throughout the Belden Village study area, GAI used the Stark County Auditor's site to identify over 300 properties with the mailing list as shown in Appendix K. GAI also corresponded with Belden Village Mall separately to understand management's perspective on area sidewalks. In general, mall management indicated their support of giving customers and employees multimodal options and sidewalk connections.

### **3.2.1 Types of Businesses Surveyed**

Beyond the mall itself, 40 percent of responses were from office owners, around 35 percent of surveyed businesses were in retail, 32 percent in medical/dental, and a few others in professional services, construction, public housing, firefighting, dog grooming, or religion.



### **3.2.2 Business Owner Perspective on Non-auto Transit**

Aside from the mall, only one surveyed business owner noted that a few employees come by transit. The rest responded that they all arrive by car. Two noted a few customers come by transit with the rest responding that they all arrive by car. This is despite transit access, with 50 percent reporting a nearby bus stop and only 10 percent unaware of a bus stop near their business. 75 percent thought better sidewalks would not have an impact on how their employees and customers would arrive at their business, with the remainder thinking there might be some level of impact. Only one business owner expected a boost in customers.

### **3.2.3 Business Owner Willingness to Participate in Sidewalk Program.**

Mall management indicated support for a sidewalk program. Only one of the other surveyed business owners reported having a sidewalk in front of their business, indicating that most respondents could benefit from a sidewalk program. 32 percent of respondents indicated they want a sidewalk in front of their business and 20 percent would consider one being built. Over 50 percent would not want to donate right-of-way for a sidewalk, with around 10 percent supportive and 15 percent not sure. Around 50 percent would not want to grant temporary right-of-way for sidewalk construction, with 25 percent supportive and 15 percent not sure. No property owners indicated a willingness to both own and maintain a sidewalk. Around 10 percent indicated a willingness to just maintain a sidewalk. 65 percent are not willing for either.

### **3.2.4 Business Owner Sidewalk Concerns**

Two businesses expressed concerns, one that existing sidewalks are not accessible and the other that their business is without sidewalks, so people have challenges accessing their business during inclement weather. When asked about barriers to building new sidewalks, the majority of surveyed businesses (65 percent) agreed. About 25 percent were concerned with insufficient room, followed by 15 percent concerned about a sign or driveway conflict and about 10 percent each with construction access or overcoming existing slopes. Over 75 percent of respondents indicated concerns about a sidewalk being built in front of their business, with over 35 percent concerned about maintenance or cost and 15 percent about construction access. Nearly 25 percent had no concerns.

### **3.2.5 Property Owner Survey Summary**

With just 25 survey responses received plus mall management coordination, survey results should be judged based on individual responses rather than general trends. Refer to Figure 12 for a map of participating properties and their thoughts on a sidewalk plan. Overall, businesses do not seem to think multi-modal options are important to their businesses. While some are, the majority of businesses are not enthusiastic or supportive of a sidewalk plan.

## **3.3 Employee Survey**

Employee surveys were administered by mail, in which surveys were mailed to around 650 businesses in the Belden Village Area. Refer to Appendix L for the complete list. Among those distributed, 40 were received back and tabulated. Among the responses, 35 percent indicated they walk in the Belden Village Area at least weekly with 55 percent indicating they rarely or never walk in the area.

### **3.3.1 Destinations**

Survey respondents indicated that their most common reasons for walking in Belden Village are to go to a restaurant (55 percent), shopping (45 percent), for exercise (45 percent), or to

appointments (25 percent). Some respondents noted that it is too dangerous to walk in the area, so their only walking is from the parking lot to their destination. 60 percent of respondents noted a convenient SARTA stop to their workplace, with 35 percent not sure and 5 percent a no. 80 percent indicated they would walk more often if sidewalks were built, and only 10 percent indicated they still would not walk at all. Around 20 percent of respondents indicated they would walk to lunch or stores near their workplaces with sidewalks. One person noted they would start commuting by walking and another person by bicycle.

When asked for destinations they would consider walking to the south or east of the mall, the top answer was along Belden Village Street from Whipple Avenue to Higbee Street at 65 percent followed by along Whipple Avenue from Belden Village Street to Everhard Road at nearly 55 percent. Next at around 45 percent was along Holiday Street and along Whipple Avenue south from the SARTA Transit Center to Munson Street. Along Whipple Avenue from the SARTA Transit Center to Belden Village Street ranked next at 35 percent. For areas north or west of the mall, the top choice was along Dressler Road to the Hall of Fame Bridge (as 50 percent would consider using the route to go to Kent State/Stark State and 45 percent to the Strip) as well as along Belden Village Street from Dressler Road to Everhard Road at around 60 percent. This was followed by along Everhard Road from Dressler Road to Whipple Avenue at 55 percent. Of the choices, the lowest response was for Metro Circle at just 25 percent.

### **3.3.2 Mobility Concerns**

Of the respondents, 65 percent try to cross at signalized intersections with 35 percent proceeding wherever they can cross the street first. When asked for the most difficult location to cross a street, intersections along Whipple Avenue were most frequently mentioned, especially the intersection of Whipple Avenue and Belden Village Street (15 percent). The Everhard Road and Dressler Road intersection also was mentioned about 15 percent of the time, which is part of an upcoming project. When asked where missing crosswalks should go, Whipple Avenue intersections were also mentioned overall, with the intersection of Whipple Avenue and Belden Village Street identified by 25 percent. The Everhard Road and Dressler Road intersection was mentioned by around 15 percent of respondents. Around 15 percent of respondents indicated they bike in the Hall of Fame Bridge and campus area, and 30 percent noted they would bike more often if trails were built. When asked for any additional comments, around 30 percent of all respondents reiterated their support of sidewalk construction.

### **3.3.3 Employee Survey Summary**

Overall, the majority of area employees would like a robust sidewalk network to make short trips on foot instead of by car, especially to nearby stores and restaurants. Employees also consider sidewalks as important to their health and well-being as some look to walk during their lunch breaks. Of all the intersections in the Belden Village area, employees are most concerned about Whipple Avenue at Belden Village Street and Everhard Road at Dressler Road. The latter is to receive sidewalks and crosswalks as part of a planned upcoming project. The employee survey reiterated the need to focus on Whipple Avenue improvements.

## **4.0 Sidewalk Plan**

This sidewalk plan's goal is to identify potential sidewalk locations in Belden Village and to prioritize them based on feasibility and expected usage. Working with SCATS and SCRPC, the consultant team identified and assessed data for a variety of segments based on a systematic set of criteria accounting for sidewalk usability, public demand, transit ridership, project feasibility, implementation cost, and neighborhood-level connectivity. The study draws from a variety of sources, including the outreach



surveys, StreetLight data, satellite imagery, crash history reports, and Stark County and ODOT's GIS databases. While all segments were ranked individually, this approach allowed for segments to be grouped into larger priority projects for phased buildout, balancing the needs of individual segments with the broader project perspective to phase connectivity and construction staging. Through this approach, SCATS can prioritize projects offering all-around benefit to the community, ensuring a practical and strategic approach to enhancing the neighborhood's walkability.

The consultant team selected twenty-one different segments in both the primary and secondary areas of interest:

- Belden Village Street from:
  - Whipple Avenue to Higbee Avenue
  - Belden Place east of Higbee Street to Everhard Road
- Belpar Street from:
  - Dressler Road to Everhard Road
- Dressler Road from:
  - The intersection of Strip Avenue, Kent State/Stark State and the Hall of Fame Bridge to University Street
  - University Street to Belden Park Crossings
  - Second sidewalk from Belden Village Street to Belpar Street and on to Munson Street
  - Munson Street to Fulton Drive
- Everhard Road from:
  - Whipple Avenue to North Mall Entrance (Metro Circle/I-77 Ramp)
  - North Mall Entrance (Metro Circle/I-77 Ramp) to Dressler Road
  - Dressler Road to Belden Village Street
  - Belden Village Street to Belpar Street
  - Belpar Street to Fulton Drive
- Fulton Drive from:
  - Everhard Road to Belden Green Road
  - Belden Green Road to Dressler Road
  - Dressler Road to Whipple Avenue
- Holiday Street from:
  - SARTA Center (47<sup>th</sup> St) to Higbee Avenue
- Metro Circle from:
  - Everhard Road to Dressler Road
- Whipple Avenue from:
  - Everhard Road under I-77 to Belden Village Street
  - Belden Village Street to SARTA Center (Holiday Street/47<sup>th</sup> Street)
  - SARTA Center (Holiday Street/47<sup>th</sup> Street) to Munson Street
  - Munson Street to 38<sup>th</sup> Street

The team sought to refine otherwise higher-level takeaways and findings of the Belden Village neighborhood's needs and pedestrian demands into a more quantifiable comparison. By presenting the merits and drawbacks of each sidewalk segment, the team aimed to create a comprehensive evaluation matrix. This matrix ranked the segments based on various criteria, facilitating a prioritization-based approach to facility development, ensuring that more critical areas receive attention first and that various feasibility and socioeconomic factors are adequately considered. The matrix is in Table 1.

#### 4.1 Evaluation Matrix and Methodology

To achieve a sufficiently thorough and well-rounded analysis, the team selected variables encapsulating a variety of the associated costs and benefits associated with sidewalk buildout. A

segment that rated highly aligned with the objectives of serving current areas with pedestrian demand, expanding mobility walksheds, enhancing safety and accessibility, and more thoughtfully connecting destinations the Belden Village area. A segment's performance in meeting these objectives was balanced against potential implementation drawbacks. These drawbacks included, but were not limited to, high estimated costs, right-of-way issues or obstructions, and property owner opposition. These considerations are closely applicable to other similar sidewalk studies recently conducted in the state and encountered in the literature review.

Total segment scores were based on eight variables: Public demand, facility connectivity, generator connectivity, transit connectivity, approximate cost, right-of-way needs, safety benefits, and property owner support. Each variable was evaluated and scored, totaling a maximum possible segment score of 100. The metric scoring methodology was selected to ensure that various factors, such as the presence of existing pedestrian crossings, curb ramps, nearby land uses, and travel demand patterns, were captured in the results, even though they may not have their own explicitly defined, standalone score. The methodology and scoring criteria for each variable were clearly defined to ensure a fair assessment.

The following metrics, in their summation, aided the project team in identifying which segments were priority:

#### **4.1.1 Public Demand**

Public demand (30%) was selected as a metric determining intrinsic demand for a particular segment's implementation and use by current and prospective pedestrians and business owners. A demand percentage was determined by combining rankings, preferences, and commentary equally from the three different survey groups with supplementing StreetLight data. Transit survey respondents (10%), business owner/operator respondents (10%), and area employee respondents (10%) were accounted for in this metric. This included their identified preferences, area of transit ridership or employment, and destinations of importance. Recurring areas of interest in the survey response saw their linking segments rate more positively. Links observed to have worn pathways, suggestive of higher pedestrian volumes, also received higher scores. Survey responses can be found in Appendix J, K, and L, for transit riders, business owners, and employees, respectively.

#### **4.1.2 Facility Connectivity**

Facility connectivity (10%) was selected to act as a normalizing metric to adjust for the objective of expanding upon the existing pedestrian facility network to connect with destinations in demand. Ratings were based on a segment's ability to connect to existing or planned project sidewalks or sidewalk stubs, higher or lower priority proposed segments, and other pedestrian infrastructure such as curb ramps and various crossings. Ideally all segments should have sidewalks on both sides of the street, though expanding the network where no sidewalks exist is a higher priority than supplementing existing sidewalks. To evaluate redundant second sidewalks that could address public comments or help fill in critical gaps, all redundant sidewalks received half the score they would receive if there was no existing facility along the segment. For a more detailed scoring criteria, see the notes in Table 1.

#### **4.1.3 Generator Connectivity**

Generator connectivity (10%) was selected to act as a variable which would promote the objective of interconnecting localized primary and secondary generators. Ratings were based on the quality, size, and proximity of generators a given segment may connect, making it a more powerful measurement of intrinsic geographical demand rather than stated public interest. All segment sub-scores were also adjusted to account for the surrounding land uses, including varying types of commercial, residential, office, industrial, park, and other land uses. A lack of land use variety has a propensity to yield lower facility usage and reliance on other modes of transportation to reach a wider variety of destinations. Complementing land usage was suggestive of trips from a wider group of users and more variety in

respondents' purpose for facility usage. Refer to Figure 7 for a zoning map identifying residential, office, commercial, industrial, institutional, and recreational land uses. To make second sidewalk segments secondary to the objective of filling in critical gaps, all redundant sidewalks received half the score they would receive had no facility existed along that segment. For a more detailed scoring criteria, see the notes in Table 1.

#### **4.1.4 Transit Connectivity**

Transit connectivity (10%) was selected to account for transit rider usage of potential pedestrian facilities. Like the generator connectivity metric, transit connectivity is suggestive of intrinsic demand based on the multi-modal routing patterns and usage statistics. According to the transit rider survey, the majority of SARTA riders utilize pedestrian facilities for the final leg of travel to their destination. Additionally, the survey identified individuals walking to and from transit facilities to get to Belden Village destinations. This metric approximates a value based on the automatic passenger counts (APCs) provided by SARTA in the segment and area of interest, while considering proximity to SARTA transit line connections and other modal infrastructure these passengers may rely upon. Values are computed on a simple order of magnitude basis with consideration to bus facility quality. Larger facilities, such as SARTA Center on Whipple Avenue, see thousands of passengers a month whereas other stops only receive a few individuals in the same timeframe. See Figure 6 for monthly ridership APCs for the Area of Interest. For a more detailed scoring criteria, see the notes in Table 1.

#### **4.1.5 Approximate Cost**

Approximate cost (10%) accounts for the associated cost burden to implement specific pedestrian facilities. While only a few of the preliminary facilities of potential interest were deemed too cost-prohibitive to analyze further, a more sensitive and in-depth cost analysis was performed to explore segments in more detail. Cost estimates were developed for all facilities of potential interest, which can be found in Appendix M. Precise pathways were selected with conceptual estimates of probable cost considering roadway, erosion control, pavement, maintenance of traffic (MOT), traffic control, water work, and incidental costs, among other anticipated expenses. Accompanying assumptions and unit costs were derived from recent and similar ODOT projects. Anticipated ROW cost subtotals were calculated, and after summing all costs, a 10% contingency was applied, reaching a grand total. Grand totals for analyzed segments can be found in Table 2, rounded up to thousand-dollar increments.

A cost scoring formula normalizes the estimated cost of each proposed segment sidewalk facility relative to the segment with the highest proposed sidewalk facility cost. It scales the ratio to a range between 0 and 10 and then adjusts it so the lowest cost becomes the highest score. Consequently, the highest estimated cost segment would consistently receive a score of 1. For a more detailed scoring criteria, see the notes in Table 3.

#### **4.1.6 Right-of-Way Needs**

Right-of-way needs (10%) was a category selected to represent potential challenges in building pedestrian facilities. During the analysis, obstacles like existing infrastructure, utility lines, private property boundaries, natural barriers, and terrain constraints indicated that some segments were more feasible to construct than others. These factors varied in severity and workability, with some segments presenting implications which could complicate or delay a proposed project. This metric obtains a value based on the presence and impact of right-of-way issues (5%) and physical obstructions (5%) in each segment. Right-of-way sub-scores were given based on whether work might require ROW acquisition or easements, and if so, the extent of disruptions property owners could experience. Obstruction sub-scoring considers conflicts of a potential segment facility with proximate critical infrastructure and other complicating factors. For a more detailed scoring criteria, see the notes in Table 4.

#### **4.1.7 Safety Benefits**

Safety benefits (10%) formed a metric selected to calibrate segment rankings for a facility's net improvements to pedestrian safety. Sub-scores were derived from roadway segment characteristics,

including annual average daily traffic (AADT) from ODOT traffic count data, segment driveway density, posted speed limits, and roadway lane configuration width. These sub-scores impact multiple facets of observed safety, such as traffic flow, pedestrian visibility, and crossing ease. The metric evaluates the net safety benefits of adding a facility by assessing how these factors collectively enhance pedestrian safety. For a more detailed scoring criteria, see the notes in Table 5.

#### **4.1.8 Property Owner Support**

Property owner and operator support (10%) adjusts scores based on the level of support or opposition from property owners, as collected survey responses, for a given segment. Though only a fraction of local businesses issued a formal response to the consultant team's inquiry, a wide variety of local property owners responded with levels of support to a pedestrian facility on or near their property. The scoring reflects the intensity of collective support or dissent for a sidewalk. This category also gauges property owners' willingness to accommodate right-of-way issues, with indicators of support such as temporary easements, land acquisition, or maintenance agreements. Scores were adjusted if the proposed facility was on the opposite side of a dissenting property owner's land, ensuring no penalty due to lack of conflict. A graphic of owner survey responses can be found in Figure 12. For a more detailed scoring criteria, see the notes in Table 1.

## **4.2 Sidewalk Plan**

From calculated scoring of analyzed segments, a sidewalk plan was developed to help issue a thoughtful sequencing of sidewalk facility buildout. An evaluation matrix summarizing segment scores, along with main takeaways of each segment can be found in Table 1.

Individual segment scores had a low of 50 and a high of 87. Segments advancing from the preliminary consideration into more detailed segment analysis were scored with a maximum rating of 100. All segments scoring a 70 or above were prioritized into several projects. These segments were grouped with the objectives of expanding the existing facility network, serving high demanded segments with more vulnerable travelers, and connecting core pedestrian traffic generators. Cost estimates data did serve as a primary factor in developing project bundle selections, as segment groupings were stratified per request to be constrained at a predictable funding level of about \$600,000 in assumed funding per fiscal year.

Since all evaluated segments would positively impact non-motorized connectivity and safety in Belden Village, a project not meeting the overall scoring threshold are listed as a "Lower Priority Segments." They are scored individually and not bundled into higher priority projects. These segments could be considered as a valuable addition to any given project or be considered as additional projects if needed for connectivity or if funding becomes available.

Project groupings were based on balancing the takeaways from individual Proposed Priority segments. Results were largely intuitive, aligning with the ultimate objective of building segments to alleviate short-term network gaps and satisfy long-term connectivity goals. The top-ranked project consists of three smaller project "phases" focusing primarily on the most heavily demanded and in-use connection, stretching on or near the Whipple Avenue area corridor in the vicinity of the SARTA Center and the Belden Village Mall.

Starting with the primary connection directly between Belden Village Mall and the SARTA Center, the second priority phase expands along Whipple Avenue north towards Everhard Road, south to Munson Street/Springbrook Plaza, and west along Everhard Road to the northern mall entrance. The third phase creates a connection to existing sidewalk on Whipple Avenue at 38<sup>th</sup> Street to the new sidewalks and along Everhard Road to the planned sidewalk on Dressler Street.

The next few projects focus on specific areas of the AOI to create new connections directly adjacent to the existing network. The second ranked project extends a planned sidewalk project on Dressler Road to the Belden Park Crossing terminus, continuing north on Dressler Road past University Street to the Hall of Fame Bridge and Strip Avenue. The third project builds on the connection between SARTA

Center and the Belden Village Mall by providing a link on Holiday Street to Higbee Avenue from the SARTA Center, as well as building a second Whipple Avenue sidewalk immediately north of the SARTA Center, a highly demanded request from the public surveying stage. The final priority project focuses on the Fulton Drive corridor, as it demonstrated residential support, connected complementary land uses, and extends the proposed sidewalk network from Dressler Street. See Figure 13 for the proposed Belden Village Sidewalk Plan.

## 5.0 Bicycle Feasibility

Existing bicycle facilities in Belden Village consist of the Campus Trail (part of the Jackson Connector Trail) through the Kent State/Stark State campus which connect via the Hall of Fame Bridge to the Dressler Road shared use path (Hoover Trail West). Refer to Figure 14 for the Stark County Bike Suitability Map. As shown, Belden Village currently lacks bicycle amenities. Occasional bike use was documented, as shown in Appendix A, with an occasional bike trip made either on street, on sidewalk, or in the grassy area alongside roadways. Future planned bike trails include building the West Branch Trail along Nimishillen Creek from Arboretum Park to Price Park.

Bicycle infrastructure options include directional dedicated bike lanes (four-foot width minimum, five-foot preferred), separate cycle tracks (eight-foot width minimum, ten-foot width preferred), shared use paths where sidewalks and bike paths are combined (eight-foot minimum), bike trails, and marked on-street bicycle routes. These roads have lower speeds, narrower widths, shared lane markings (sharrows), and potentially amenities such as bicycle signals, wayfinding signs, and traffic calming.

In Belden Village, most are multi-lane roads with dedicated turn lanes and no shoulders, so there are relatively few places where bicycle infrastructure could fit without major geometric changes. Only Higbee Avenue between Holiday Street and Munson Street could accommodate directional bike lanes without major reconfiguration. Large scale reconfiguration and lane reduction could be possible, but it is generally not optimal with high vehicular volumes and low bicycle volumes. Only Belpar Street could relatively easily be reconfigured from a four-lane section to a three-lane section (one lane in each direction and a center turn lane) with bike lanes, though it would not make sense to do so unless it was part of a connected system. Slower speed roads that may accommodate shared use markings could include Metro Circle, Higbee Avenue, Holiday Street, and Munson Street. Depending on property owner willingness, the less utilized eastern portion of Belden Village Mall parking lot roads could also be suitable for bike lanes, a cycle track, or shared use markings.

In order to achieve multimodal bicycle accessibility, comprehensive planning is needed. A future county-wide active transportation plan could be performed to develop future bicycle accessibility and bicycle links through the Belden Village area.

## 6.0 Recommendations

To enhance pedestrian facilities in the Belden Village area, this study proposes prioritized, implementable sidewalk projects backed by public involvement, safety assessments, and engineering review. Priority segments have been grouped into proposed projects with costs anticipated to be \$600,000 and below to allow the plan to be realistic given annual funding constraints. Projects could be lumped together, and individual segments added if additional funding can be identified, as each project and independent segment is scored. Pedestrian facility buildout prioritization was done to avoid creating discontinuous sidewalks that do not serve as a connection to the existing network. By focusing on linking primary and secondary generators within the community, the buildout reflects existing and potential pedestrian demand. This includes connecting large clusters of local employers and various destinations such as grocery stores, large commercial complexes, lodging options, and recreational and medical facilities. Understanding the transit-dependent needs pedestrians, the plan considered all SARTA lines and facilities and prioritizes stops with higher monthly ridership. This strategy not only serves some the most vulnerable pedestrian and transit facility users who may lack flexibility in modal selection and convenience, it also enhances overall mobility, connectivity, and accessibility in the



Belden Village area and to the neighboring areas. Focusing on stops with higher ridership are less likely to be greatly impacted by future service adjustments as well.

Additional pedestrian safety countermeasures are encouraged to supplement proposed crossings and connections to notable generators. Efforts were made to navigate ROW and connectivity issues to minimize pedestrian crossings along demanded corridors, which could dissuade facility usage. However, unsignalized and signalized crossings were assessed throughout all areas where either necessary to avoid a cost or terrain constraint or to boost accessibility to specific generators. While locations for crossings remained limited, they generally fall on segments with high AADTs and wider cross sections. In the absence of safety mitigations, pedestrians may continue to opt for more risky crossing timing or outright jaywalking rather than take an otherwise longer and safer pathway. To augment pedestrian perceived safety, and encourage more intermodal cooperation, we recommend strategies ranging from median islands where pedestrians are known to cross to help them cross safely, and other strategies such as leading pedestrian intervals, higher visibility pavement markings and controlled midblock crossing implementation with pedestrian hybrid beacons or rectangular rapid flashing beacons. As they connect existing or planned sidewalks, potential controlled midblock crossings were identified in the safety countermeasures but not included within the sidewalk buildout plan. Additional preferences can be implemented in the design phase of recommended projects to influence smarter pedestrian crossings, particularly on Belden Village Street near the SARTA facility and shopping plaza anchored by Aldi, as well as the crossing at the northern mall entrance across Everhard Road near the I-77 interchange ramps.

Collaboration measures will also be pivotal in bringing about a well-received project. To create quality connections, inroads can be made with property owners to minimize ROW or obstruction concerns and to promote the effects of a comprehensive sidewalk network. Efforts to work with prominent owners such as the Belden Village mall parcel owners will be critical to create robust and usable connections into the mall and to the surrounding areas. Connections from the center mall entrance to Higbee Street and providing additional transportation alternative amenities would help provide safety and accessibility to existing sidewalks. Though a connection could be established from the center mall entrance to the existing bus shelter, working with the owner of the eastern mall parcel could help create a shorter connection to the bus shelter. Alternately, each property owner could consider a route to the bus shelter, as it is currently on the border of both property lines.

The team designed the sidewalk study to be adaptable and supplemented by safety countermeasures, ensuring it can accommodate evolving neighborhood objectives and be responsive to community needs. Receptiveness to flexible design elements and safety measures can in turn lead to modified strategies and outcomes based on current and future research and community feedback. In emphasizing versatility, this plan can be adaptable to prioritize sidewalks as demand patterns change or focus on safety countermeasures.

As development and continues to occur and change parcels within Belden Village, and as new roadway projects are programmed, this study can help serve as justification to leverage those opportunities into projects. Ideally, every road could benefit from having sidewalks on both sides. For that reason, this plan only places a limited number of sections into priority projects that can be built in a five- or ten-year timeframe. By then, potential new development or roadway projects could lead to different prioritization of the remaining segments, address some of the existing obstructions, and lead to opportunities to construct various identified safety countermeasures. Therefore, this plan is a summary of where to start to comprehensively expand the sidewalk network, serving as a roadmap and a justification for funding sources for future implementation. While bicycle infrastructure planning is not part of this study, it can also be used to help supplement a comprehensive active transportation plan for the area. Therefore, creating a county-wide active transportation plan is recommended.

Following this sidewalk study evaluation are technical appendices with supporting tables, figures, and appendices documenting data observations, justifications, scoring criteria and methodology, and associated cost estimates.

TABLES

Table 1  
Evaluation Matrix  
Belden Village Sidewalk Study  
Jackson Township, Stark County, Ohio

Rank	Project Name	Segment	Preferred Side of Street	Evaluation Criteria								Segment Score	Project Score	Comments
				Public Demand <sup>1</sup>	Facility Connectivity <sup>2</sup>	Generator Connectivity <sup>3</sup>	Transit Connectivity <sup>4</sup>	Approximate Cost <sup>5</sup>	Right-of-Way Needs <sup>6</sup>	Safety Benefits <sup>7</sup>	Property Owner Support <sup>8</sup>			
Proposed Priority Projects														
#1	SARTA to Mall Area Projects												81	The SARTA Center and Belden Village Mall are the highest pedestrian generators. The following projects prioritize area segments:
#1A	SARTA Center to Mall via Whipple Ave & Belden Village St	Whipple Ave from SARTA Center (47th St) to Belden Village St	East	30	10	10	10	8	6	7	6	87	85	Demand highest because of SARTA Center to Mall connection and destinations along Whipple Ave. East side prioritized due to location of SARTA Center and more evidence of east side pedestrian demand (worn path and more heavily used bus stops) north to Everhard Rd. Minor mitigations such as cheek walls and driveway adjustments are needed.
		Belden Village St from Whipple Ave to Belden Place	Both	24	10	10	10	8	4	7	10	83		North side connection to existing bus shelter/mall entrance and south side connection to sidewalk stub proposed to provide an alternative to a midblock crossing. Coordination with two mall property owners needed for mall connection. Minor grade adjustments with cheek walls, potential cantilever guide sign relocation, and light pole adjustments needed along the south side.
#1B	Springbrook Plaza to north Mall area via Whipple Ave & Everhard Rd	Whipple Ave from Belden Village St under I-77 to Everhard Rd	East	27	10	8	10	8	7	8	8	86	83	Potential stop sign adjustments needed to cross I-77 off-ramp. Transit stops are only along the east side. High demand (existing worn path observed) matches to connections to complementary land uses. Potential utility conflicts will need to be reviewed in greater detail.
		Whipple Ave from SARTA Center (47th St) to Munson St	Split (East from SARTA Center to Springbrook Plaza signal then West)	25	8	8	10	8	9	8	6	82		Detention pond north of Springbrook Plaza makes west side sidewalk from there to Holiday St cost prohibitive. West side demand concentrated from Springbrook Plaza and to the south. The existing crosswalk by the northern Springbrook Plaza intersection (signalized) will need to be upgraded with pedestrian signal heads so pedestrians can safely cross from the east side (north) to the west side (south).
		Everhard Rd from Whipple Ave to North Mall Entrance	South	23	8	8	6	9	9	8	10	81		This segment upgrades an existing worn pedestrian path. It could include a new pedestrian connection to the mall. The south side Everhard Rd crosswalk across Whipple Ave is missing and should be added with safety upgrades, such as a pedestrian refuge island and a No Turn on Red blank out sign that is active when pedestrians push the walk button.
#1C	Fulton Dr to Dressler Rd via Whipple Ave & Everhard Rd	Whipple Ave from Munson St to 38th St	West	22	8	6	8	8	9	8	8	77	76	This segment completes a sidewalk along Whipple Ave from the higher priority sidewalks north to the existing sidewalks south of 38th Street, completing the connection from the residential area by Fulton Dr to the SARTA Center, Mall, and Everhard Rd. The 38th St intersection should have missing crosswalks marked, existing crosswalks repositioned, and pedestrian signals added.
		Everhard Rd from North Mall Entrance to Dressler Rd	North	23	8	8	4	8	6	10	8	75		South side has slope constraints alongside the mall parking lot at the north west entrance, so a north side sidewalk with an upgraded Everhard Rd crossing at the I-77 off-ramp is proposed. Pedestrian signals should be added. Bike markings could be added to this crosswalk if Metro Circle is ever designated a bike route.
#2	Belden Park Crossings to Hall of Fame Bridge via Dressler Rd	Dressler Rd from Belden Park Crossing to University St	West	28	10	6	8	9	7	6	8	82	78	This segment would be part of a link between the planned Dressler Rd sidewalk that ends at Belden Park Crossing and destinations to the north. There is a minor hillside with some utilities on the west side that may need to be addressed. Modifications to the right-in right-out driveway to Belden Park Crossings may be needed.
		Dressler Rd from University St to the Hall of Fame Bridge and The Strip	West	23	10	6	6	6	6	8	10	75		This segment would extend the Dressler Rd sidewalk north to the Hall of Fame Bridge intersection to connect to the sidewalk along Strip Ave, the Campus Trail, and the Dressler Road shared use path . A wider sidewalk to accommodate shared uses should be considered, especially north from Metro Circle. A utility conflict at the fire station will have to be addressed.
#3	SARTA Center to Mall Second Connection via Whipple Ave & Holiday St	Holiday St from SARTA Center (47th St) to Higbee Ave	North	19	10	10	8	8	9	5	8	77	75	Surveyed transit riders strongly preferred a mall connection along Whipple Ave, yet a Holiday St connection fills some demand and connects to bus stops while providing an alternative path from the SARTA Center to the Mall. Holiday St provides a low-cost, implementable connection to provide connectivity to the Higbee Ave sidewalk stub.
		Whipple Ave from SARTA Center (47th St) to Belden Village St Second Sidewalk	West	30	5	5	5	8	6	7	6	72		The majority of transit survey respondents wanted sidewalks along both sides of Whipple Avenue, so this sidewalk fills that need. It connects to Bradley Circle, which is currently used as a shortcut to walk from SARTA Center to the mall. Priority for project buildout is on filling missing gaps over supplementing facilities in the network.
#4	Greens at Belden via Fulton Dr & Dressler Rd	Fulton Dr from Belden Green Rd to Dressler Rd	North	22	10	6	6	8	9	9	8	78	74	Surveys identified business owner and employee support for sidewalk facilities, especially on the north side of Fulton Dr. Pronounced safety benefits and minimal right-of-way impacts expected. Crosswalks with pedestrian signals will be needed across Fulton Rd. This segment provides connectivity to the Belden Green Rd sidewalks for residential to retail trips.
		Dressler Rd from Munson St to Fulton Dr	East	21	10	6	4	7	7	7	8	70		Provides continuous connectivity from Fulton Dr corridor to existing Dressler Rd sidewalk to the Belden Village Mall. East side pathway avoids dissenting property owners on the west side. There is insufficient room on the west side for a sidewalk between the Belden Center parking lot and the roadway.
Lower Priority Segments														
Not Ranked	Belden Village St from Dressler Rd to Everhard Rd		South	20	8	6	4	9	7	7	8	69	An Everhard Rd sidewalk has less demand than other areas and is not prioritized. No major destinations at the end of this segment, so a sidewalk here would be a stub. Frequent driveways increase segment cost. Low transit bus stop use here.	
	Fulton Dr from Everhard Rd to Belden Green Rd		South	20	2	6	8	8	6	7	10	67	Feasible connection with minor utility obstructions in public right-of-way. Unless sidewalks are added to the planned Fulton Dr to Frank Ave/Sibila Rd project, this sidewalk would not connect to the network until after priority projects are completed.	
	Everhard Rd from Dressler Rd to Belden Village St		East	18	8	4	4	9	4	8	8	63	Pedestrian generator (hotel) along this segment, but sidewalk already planned along Dressler Rd alongside back of hotel parking lot. Low transit stop use along this segment.	
	Belpar St from Dressler St to Everhard Rd		South	18	8	6	2	8	9	5	4	60	This segment lacks connectivity to generators and has limited demand despite feasible implementation. It does not connect to two existing/planned sidewalks, and it runs along a mostly continuous parking lot that pedestrians currently use.	
	Everhard Rd from Belpar St to Fulton Dr		East	15	4	4	4	7	7	9	8	58	Feasible implementation but lack of major generators and little demand identified in surveys. Low bus stop use along this segment.	
	Dressler Rd from Belden Village St to Belpar Street Second Sidewalk		East	18	5	3	3	6	5	8	8	56	Some public demand identified in surveys, but completing missing sidewalks are prioritized. When built, the second sidewalk should extend to Munson Street and can assumed to have the same score.	
	Everhard Rd from Belden Village St. to Belpar St		East	18	4	2	4	8	5	9	4	54	Low connectivity without building out entire Everhard Rd corridor. The segment has a lack of dense development and low bus stop use.	
	Fulton Dr from Dressler Rd to Whipple Ave		South	17	6	6	6	1	5	8	4	53	Limited north side right-of-way may conflict with utility poles, road signs, and mailboxes. There are potential right-of-way conflicts.	
	Metro Circle from Everhard Rd to Dressler Rd		Split (East from Dressler to utility area then West)	20	4	6	2	4	2	4	8	50	Right-of-way constraints, narrow width, adjacent parking lots, utility conflicts, and low identified demand make this route infeasible for sidewalks. However, this is a narrow, low-speed route that may be suitable for on-street designated bicycle route.	

Notes:

(1) Public demand scoring ranging from 0-30 corresponds to combined results from the transit rider, employee, and employer surveys in the report appendix.

(2) Facility connectivity score ranging from 2-10 based on connections created with existing and planned segments with consideration to connection priority. Scoring: 10 - Connection between two existing or anticipated sidewalks; 8- Connection between existing or anticipated sidewalks and equal or lower priority sidewalks; 6 - Connection between existing or anticipated sidewalks and higher priority sidewalks; 4 - Connection between two higher priority sidewalks; 2 - Extension from one higher priority sidewalk. Second sidewalk receives half score of first side parallel sidewalk.

(3) Generator connectivity score ranging from 2-10 based on number, significance, and proximity of generators with consideration to complimentary land uses. Scoring: 10 - Connecting two primary generators or significant complementary land uses; 8 - Connecting one primary and one secondary generator or moderate complementary land uses; 6 - Connecting one primary or two secondary generators or minimal complementary land uses; 4 - Connecting one secondary generator; 2 - No meaningful generator connectivity. Second sidewalk receives half score of first side parallel sidewalk.

(4) Transit connectivity score ranging from 2-10 based on SARTA transit ridership, existing facility quality, and transit line connections. Scoring: 10 - Greatest transit ridership and multiple transit connections with transit facility; 8 - Elevated transit ridership and minor transit connections with proximate transit facility; 6 - Moderate transit ridership with potential transit connection(s) or existing bus facilities; 4 - Low transit ridership with few/no transit connection(s) or no existing bus facilities; 2 - No segment transit connectivity and facilities. Second sidewalk receives half score of first side parallel sidewalk.

(5) Estimated cost scoring methodology can be found in Table 3.

(6) Obstruction and right-of-way scoring can be found in Table 4.

(7) Safety benefit scoring methodology can be found in Table 5.

(8) Property owner support score ranging from 2-10 gauges actual and inferred support from property and business owners from the survey process. Scoring: 10 - Property owner support with no dissenting owners; 8 - Property owners did not respond or mixed support with no anticipated ROW issues; 6 - One identified dissent with no anticipated ROW issues; 4 - Multiple identified dissents with no anticipated ROW issues; 2 - Multiple identified dissents with anticipated ROW issues.



Table 2  
Estimated Segment Cost and Side Justification Summary<sup>1</sup>  
Belden Village Sidewalk Study  
Jackson Township, Stark County, Ohio

No.	Location				Length (ft)	ROW	Roadway	Erosion Control	Pavement	MOT	Traffic Control	Incidentals	Retaining Wall	Total	Contingency (10%)	Grand Total
	Segment	Side	Pref.?	Justification												
1	Whipple Ave															
		West	N	Connective link with public demand, redundancy softens priority	1,402	\$ -	\$ 104,991.50	\$ 35,642.45	\$ 42,666.67	\$ 6,677.50	\$ 1,071.00	\$ 15,749.15	\$ -	\$ 206,798.27	\$ 20,679.83	\$ 228,000
	SARTA to Belden Village St	East	Y	Better sidewalk and demand connectivity, more transit/bus stop use	1,402	\$ -	\$ 103,267.49	\$ 35,897.69	\$ 32,000.00	\$ 6,730.65	\$ 2,210.00	\$ 15,826.75	\$ -	\$ 195,932.58	\$ 19,593.26	\$ 216,000
2	Whipple Ave															
		West	N	Low complementary land uses, no bus stops	1,463	\$ -	\$ 108,220.50	\$ 36,577.85	\$ -	\$ 6,702.25	\$ 272.00	\$ 15,785.29	\$ -	\$ 167,557.89	\$ 16,755.79	\$ 185,000
	Belden Village St to Everhard Rd	East	Y	Observed pedestrian activity, diverse land usage, connectivity	1,474	\$ -	\$ 113,475.28	\$ 37,901.53	\$ 10,666.67	\$ 7,075.20	\$ 1,270.33	\$ 16,329.79	\$ -	\$ 186,718.79	\$ 18,671.88	\$ 206,000
3	Whipple Ave															
		East	Split	Minimal ROW issues, few obstructions from Holiday St, less demand by Munson St	1,739	\$ -	\$ 141,947.00	\$ 46,187.84	\$ 16,000.00	\$ 8,695.00	\$ 1,071.00	\$ 18,694.70	\$ 683,000.00	\$ 915,595.54	\$ 91,559.55	\$ 1,008,000
	SARTA to Munson St.	West	Split	Cost-intensive pathway requiring retaining wall from Holiday St to Springbrook Plaza	1,799	\$ -	\$ 137,057.00	\$ 46,489.46	\$ 26,666.67	\$ 8,690.00	\$ 518.50	\$ 18,687.40	\$ -	\$ 238,109.03	\$ 23,810.90	\$ 262,000
4	Belden Village St															
		North	Y	Mall connectivity, provides connection to bus shelter	564	\$ -	\$ 43,672.00	\$ 14,979.84	\$ -	\$ 2,820.00	\$ -	\$ 10,117.20	\$ -	\$ 71,589.04	\$ 7,158.90	\$ 79,000
	Whipple Ave to Higbee Ave	South	Y	Connects generators, transit facilities, and existing sidewalk stub	719	\$ 9,460.00	\$ 68,217.00	\$ 17,804.66	\$ 16,000.00	\$ 3,290.00	\$ -	\$ 10,803.40	\$ -	\$ 125,575.06	\$ 12,557.51	\$ 139,000
5	Holiday St.															
		North	Y	Ample ROW in proximity to SARTA Center, direct connection to Higbee Ave	1,176	\$ -	\$ 110,848.00	\$ 31,234.56	\$ 37,333.33	\$ 5,880.00	\$ -	\$ 14,584.80	\$ -	\$ 199,880.69	\$ 19,988.07	\$ 220,000
	SARTA to Higbee Ave	South	N	Opposite side of street from SARTA Center would lead to less use	1,175	\$ -	\$ 77,195.00	\$ 27,099.08	\$ 32,000.00	\$ 4,905.00	\$ -	\$ 13,161.30	\$ -	\$ 154,360.38	\$ 15,436.04	\$ 170,000
6	Belden Village St															
		North	N	Obstructions may require more risk, coordination with properties/utilities	789	\$ -	\$ 62,597.00	\$ 20,955.84	\$ 26,666.67	\$ 3,945.00	\$ -	\$ 11,759.70	\$ -	\$ 125,924.21	\$ 12,592.42	\$ 139,000
	Dressler Rd to Everhard Rd	South	Y	Lower cost, extends existing sidewalk	818	\$ -	\$ 59,714.00	\$ 21,726.08	\$ 37,333.33	\$ 4,090.00	\$ -	\$ 11,971.40	\$ -	\$ 134,834.81	\$ 13,483.48	\$ 149,000
7	Metro Circle															
	Everhard Rd to Dressler Rd	East/West	N	No transit connectivity, ROW and cost issues. Infeasible sidewalk but bicycle facility?	2,385	\$ 245,758.00	\$ 192,005.00	\$ 62,787.60	\$ 16,000.00	\$ 11,775.00	\$ 255.00	\$ 23,191.50	\$ -	\$ 551,772.10	\$ 55,177.21	\$ 607,000
8	Dressler Rd															
		West	Y	Safety and connectivity benefits with prominent property owner support	2,404	\$ 63,178.10	\$ 177,992.00	\$ 63,850.24	\$ 10,666.67	\$ 12,020.00	\$ 1,113.50	\$ 29,549.20	\$ -	\$ 358,369.70	\$ 35,836.97	\$ 395,000
	University St to the HOF Bridge	East	N	Infeasible sidewalk on east side approaching Hall of Fame Bridge	2,358	\$ 54,385.28	\$ 174,634.00	\$ 62,628.48	\$ 10,666.67	\$ 11,790.00	\$ 935.00	\$ 29,213.40	\$ -	\$ 344,252.83	\$ 34,425.28	\$ 379,000
9	Dressler Rd															
		West	Y	Stronger connection to sidewalk network, lower cost.	725	\$ 49,358.00	\$ 60,125.00	\$ 18,512.00	\$ 10,666.67	\$ 3,425.00	\$ -	\$ 11,000.50	\$ -	\$ 153,087.17	\$ 15,308.72	\$ 169,000
	Belden Park Crossing to University St	East	N	Lack of demand for second sidewalk, potential right-of-way conflict.	725	\$ 78,897.00	\$ 55,715.00	\$ 17,074.46	\$ -	\$ 3,110.00	\$ -	\$ 10,540.60	\$ -	\$ 165,337.06	\$ 16,533.71	\$ 182,000
10	Dressler Rd															
		East	Y	Cost, obstruction, and redundancy outweigh prioritizing this sidewalk	2,018	\$ 23,634.00	\$ 182,314.00	\$ 53,598.08	\$ 53,333.33	\$ 10,090.00	\$ -	\$ 20,731.40	\$ -	\$ 343,700.81	\$ 34,370.08	\$ 379,000
11	Belpar St															
		North	N	Lower expected use	1,408	\$ -	\$ 135,284.00	\$ 37,396.48	\$ 42,666.67	\$ 7,040.00	\$ -	\$ 16,278.40	\$ -	\$ 238,665.55	\$ 23,866.55	\$ 263,000
	Dressler Rd to Everhard Rd	South	Y	Larger pedestrian generators	1,423	\$ -	\$ 136,379.00	\$ 37,794.88	\$ 32,000.00	\$ 7,115.00	\$ -	\$ 16,387.90	\$ -	\$ 229,676.78	\$ 22,967.68	\$ 253,000
12	Everhard Rd															
		South	Y	North mall access demand, no unsafe crossings, lack of obstructions	1,390	\$ -	\$ 93,140.00	\$ 34,397.98	\$ -	\$ 6,355.00	\$ 1,564.00	\$ 15,278.30	\$ -	\$ 150,735.28	\$ 15,073.53	\$ 166,000
13	Everhard Rd															
		North	Y	Increases Belden Park Crossings connectivity	1,227	\$ 46,584.25	\$ 82,971.00	\$ 30,171.12	\$ 37,333.33	\$ 5,485.00	\$ 1,105.00	\$ 14,008.10	\$ -	\$ 217,657.80	\$ 21,765.78	\$ 240,000
	Metro Circle to Dressler Rd	South	N	Sloping hillside along northern edge of Dillard's parcel increases cost and constructability	1,218	\$ -	\$ 82,194.00	\$ 30,316.80	\$ 10,666.67	\$ 5,610.00	\$ 1,632.00	\$ 14,190.60	\$ -	\$ 144,610.07	\$ 14,461.01	\$ 160,000
14	Everhard Rd															
		West	N	Lack of pedestrian generators and connectivity	938	\$ -	\$ 64,794.00	\$ 22,606.88	\$ 16,000.00	\$ 4,070.00	\$ 1,054.00	\$ 11,942.20	\$ -	\$ 120,467.08	\$ 12,046.71	\$ 133,000
	Dressler Rd to Belden Village St	East	Y	Close proximity to a hotel	737	\$ -	\$ 68,801.00	\$ 19,574.72	\$ 32,000.00	\$ 3,685.00	\$ 816.00	\$ 11,380.10	\$ -	\$ 136,256.82	\$ 13,625.68	\$ 150,000
15	Everhard Rd															
		West	N	Lack of pedestrian generators and connectivity	1,475	\$ -	\$ 106,955.00	\$ 38,320.40	\$ 21,333.33	\$ 7,145.00	\$ -	\$ 16,431.70	\$ -	\$ 190,185.43	\$ 19,018.54	\$ 210,000
	Belden Village St to Belpar St	East	Y	Hotel on this side of street	1,503	\$ -	\$ 122,219.00	\$ 39,919.68	\$ 53,333.33	\$ 7,515.00	\$ 765.00	\$ 16,971.90	\$ -	\$ 240,723.91	\$ 24,072.39	\$ 265,000
16	Everhard Rd															
	Belpar St to Fulton Rd	East	Y	Not prioritized given low transit and generator connectivity, public support, generators	1,813	\$ -	\$ 145,979.00	\$ 46,225.90	\$ 58,666.67	\$ 8,610.00	\$ 1,640.50	\$ 18,570.60	\$ -	\$ 279,692.67	\$ 27,969.27	\$ 308,000
17	Whipple Ave															
		West	Y	Continuation of west side facility, connects to existing sidewalk south of 38th	1,502	\$ -	\$ 112,146.00	\$ 39,893.12	\$ 21,333.33	\$ 7,510.00	\$ -	\$ 16,964.60	\$ -	\$ 197,847.05	\$ 19,784.71	\$ 218,000
18	Fulton Rd															
		North	N	ROW and obstruction issues	1,578	\$ 88,683.47	\$ 120,194.00	\$ 41,911.68	\$ 37,333.33	\$ 7,890.00	\$ 722.50	\$ 17,519.40	\$ -	\$ 314,254.38	\$ 31,425.44	\$ 346,000
	Everhard Rd to Belden Green Rd	South	Y	ROW availability, sidewalk connectivity	1,541	\$ 16,525.47	\$ 125,253.00	\$ 40,333.76	\$ -	\$ 7,545.00	\$ 952.00	\$ 17,015.70	\$ -	\$ 207,624.93	\$ 20,762.49	\$ 229,000
19	Fulton Dr															
		North	Y	Avoids utility and wetlands conflicts	1,358	\$ 50,519.32	\$ 101,634.00	\$ 36,068.48	\$ 20,000.00	\$ 6,790.00	\$ 722.50	\$ 15,913.40	\$ -	\$ 231,647.70	\$ 23,164.77	\$ 255,000
20	Dressler Rd															
		East	Y	Provides north-south link, avoids dissenting property owners and parking lot conflicts	1,696	\$ -	\$ 168,808.00	\$ 45,045.76	\$ 58,666.67	\$ 8,480.00	\$ 2,210.00	\$ 18,380.80	\$ -	\$ 301,591.23	\$ 30,159.12	\$ 332,000
21	Fulton Dr															
		South	Y	Not prioritized given mixed public support, ROW concerns, utility conflicts and cost	3,741	\$ 156,500.00	\$ 350,355.00	\$ 96,819.08	\$ 80,000.00	\$ 18,175.00	\$ 2,210.00	\$ 32,535.50	\$ -	\$ 736,594.58	\$ 73,659.46	\$ 811,000

(1) Refer to the report appendix for detailed conceptual estimates of probable cost.

**Table 3**  
**Segment Cost Scoring**  
**Belden Village Sidewalk Study**  
**Jackson Township, Stark County, Ohio**

Segment	Sidewalk Length (ft)	Total Distance (ft)	\$/ft	Estimated Cost <sup>1</sup>	Total Cost Score <sup>2</sup>
<b>Belden Village Street</b>					
Belden Village St from Dressler Rd to Everhard Rd	818	818	\$ 181.32	\$ 149,000	9
Belden Village St from Whipple Ave to Belden Place	1222	1283	\$ 169.04	\$ 217,000	8
<b>Belpar Street</b>					
Belpar St from Dressler St to Everhard Rd	1423	1423	\$ 177.54	\$ 253,000	8
<b>Dressler Road</b>					
Dressler Rd from the Hall of Fame Bridge/Strip Ave to University St	2404	2404	\$ 163.98	\$ 395,000	6
Dressler Rd from University St to Belden Park Crossings	685	725	\$ 232.27	\$ 169,000	9
Dressler Rd from Belden Village St to Belpar Street Second Sidewalk	2018	2018	\$ 187.35	\$ 379,000	6
Dressler Rd from Munson St to Fulton Dr	1696	1696	\$ 195.61	\$ 332,000	7
<b>Everhard Road</b>					
Everhard Rd from Whipple Ave to North Mall Entrance	1271	1390	\$ 119.29	\$ 166,000	9
Everhard Rd from North Mall Entrance to Dressler Rd	1097	1227	\$ 195.13	\$ 240,000	8
Everhard Rd from Dressler Rd to Belden Village St	737	737	\$ 203.37	\$ 150,000	9
Everhard Rd from Belden Village St. to Belpar St	1503	1503	\$ 176.18	\$ 265,000	8
Everhard Rd from Belpar St to Fulton Dr	1722	1813	\$ 169.70	\$ 308,000	7
<b>Fulton Drive</b>					
Fulton Dr from Everhard Rd to Belden Green Rd	1509	1541	\$ 148.21	\$ 229,000	8
Fulton Dr from Belden Green Rd to Dressler Rd	1358	1358	\$ 187.64	\$ 255,000	8
Fulton Dr from Dressler Rd to Whipple Ave	3635	3741	\$ 216.59	\$ 811,000	1
<b>Holiday Street</b>					
Holiday St from SARTA Center (47th St) to Higbee Ave	1176	1176	\$ 186.96	\$ 220,000	8
<b>Metro Circle</b>					
Metro Circle from Everhard Rd to Dressler Rd	2355	2385	\$ 254.49	\$ 607,000	4
<b>Whipple Avenue</b>					
Whipple Ave from Everhard Rd under I-77 to Belden Village St	1415	1474	\$ 139.34	\$ 206,000	8
Whipple Ave from Belden Village St to SARTA Center (47th Street)	1346	1402	\$ 153.73	\$ 216,000	8
Whipple Ave Second Sidewalk from Belden Village St to SARTA Center (47th Street)	1336	1402	\$ 162.25	\$ 228,000	8
Whipple Ave from SARTA Center (47th Street) to Munson St	1738	1799	\$ 145.59	\$ 262,000	8
Whipple Ave from Munson St to 38th St	1502	1502	\$ 144.89	\$ 218,000	8

**Notes:**

(1) Cost estimates and associated assumptions can be found in the Appendix. All costs rounded up to thousand-dollar increments.

(2) Segment Cost Score =  $\lceil ((\text{Segment Estimated Cost} / \text{Maximum Segment Estimated Cost}) * 10) - 11 \rceil$ , where maximum estimated cost segment has baseline score of 1.

Table 4  
Obstruction and Right-of-way Scoring  
Belden Village Sidewalk Study  
Jackson Township, Stark County, Ohio

Segment	Obstructions	Obstruction Score <sup>1</sup>	Right-of-way	ROW Score <sup>2</sup>	Total
Belden Village Street					
Belden Village St from Dressler Rd to Everhard Rd	Frequent driveways, traffic signs, fire hydrants, manholes, and possible underground utility conflicts.	3	No right-of-way issues expected, but sidewalk at property line may require temporary easements.	4	7
Belden Village St from Whipple Ave to Belden Place	Sidewalk will have to weave around cantilever guide sign pole, multiple light poles, traffic signs, driveways, major driveway crossing with landscaping/slope/sign, minor driveways, utilities.	2	Minor right-of-way issues at parking lot (Tri Development Corporation) and its driveway.	2	4
Belpar Street					
Belpar St from Dressler St to Everhard Rd	Occasional driveways, underground utilities, and traffic signs may conflict though there appears to be sufficient space.	4	No right-of-way issues expected.	5	9
Dressler Road					
Dressler Rd from University St to the Hall of Fame Bridge and The Strip	Underground utility conflicts, especially at curve with narrow space at fire station protected by guardrail.	2	Possible right-of-way impact to university property and fire station property, though station supportive of sidewalk.	4	6
Dressler Rd from Belden Park Crossings to University St	Shopping center entrance, minor slope, traffic signs, and utilities such as sanitary sewer manholes, fire hydrant, junction boxes, etc.	3	Right-of-way verification needed for Belden Park Crossings line (Belden Park Delaware, LLC.) though impacts not anticipated.	4	7
Dressler Rd from Belden Village St to Belpar Street Second Sidewalk	Approaching Belden Village St, available width narrows and must also accommodate traffic signs, fire hydrants, etc. Potential utility conflicts.	2	Right-of-way may be sufficient but tight between roadway and parking lots, though easements or right-of-way slivers may be needed for traffic signs.	3	5
Dressler Rd from Munson St to Fulton Rd	Utilities, fire hydrants, traffic signs, and minor grading adjustment needed. KinderCare sign obstructs and may need to be adjusted, but it is likely in the right-of-way.	3	Right-of-way assumed to be sufficient with possible construction easements due to limited space.	4	7
Everhard Road					
Everhard Rd from Whipple Ave to North Mall Entrance	Possibly a few signs but otherwise no obstructions anticipated. Difficult to construct crosswalk needed across Whipple Ave.	4	No right-of-way issues expected.	5	9
Everhard Rd from North Mall Entrance to Dressler Rd	Possible utilities, frequent driveways, narrow space between shoulder and some parking lots. South side not feasible due to slope at the northwest mall entrance corner.	3	Limited space between roadway shoulder and parking lots may require temporary construction easements or minor property takes.	3	6
Everhard Rd from Dressler Rd to Belden Village St	Hotel parking lot extends along curbline. Potential landscaping, traffic signs, concrete islands and, cabinet/utility conflicts.	2	Sidewalk would encroach within hotel parking lot, though right-of-way appears to be sufficient.	2	4
Everhard Rd from Belden Village St to Belpar St	Frequent driveways, traffic signs, minor business signs, fire hydrants, manholes, and underground utilities may conflict.	3	Right-of-way appears to be insufficient south of Belden Village St and may require a sliver take. Right-of-way narrows towards Belpar St.	2	5
Everhard Rd from Belpar St to Fulton Dr	Frequent driveways, traffic signs, minor business signs, fire hydrants, manholes, trees, and possible underground utilities may conflict.	3	No right-of-way issues expected, but temporary easements could be needed.	4	7
Fulton Drive					
Fulton Dr from Everhard Rd to Belden Green Rd	Hillside along Meijer property could require railings, concrete driveway islands need to be crossed, utility poles could be minor obstructions.	3	Potential right-of-way impact near Meijer fueling station. Temporary easements anticipated.	3	6
Fulton Dr from Belden Green Rd to Dressler Rd	Stormwater BMPs along SR 687 along the south side, so the north side is preferred. There are traffic signs, hydrants, manholes, and frequent driveways but none should be problematic.	4	No right-of-way issues expected.	5	9
Fulton Dr from Dressler Rd to Whipple Ave	Driveways, traffic signs, mailboxes, parking spaces, fire hydrants, manholes, and underground utilities may conflict. Limited space near Dressler Rd with utility poles between a retaining wall and curb.	2	Right-of-way conflicts possible as some parking areas along grades are close to roadways. Temporary easements are anticipated. Some property lines not clear on parcel map.	3	5
Holiday Street					
Holiday St from SARTA Center (47th St) to Higbee Ave	Underground utilities including gas, fire hydrants, signs, frequent driveways.	4	No right-of-way issues expected.	5	9
Metro Circle					
Metro Circle from Everhard Rd to Dressler Rd	Utilities obstruct sight distance and narrow a portion of roadway. Parking lots extend to roadway, and vegetation encroaches within the paved area. Large business signs may conflict.	1	Part of Metro Circle may be within private right-of-way.	1	2
Whipple Avenue					
Whipple Ave from Everhard Rd under I-77 to Belden Village St	Multiple light poles; road, ramp, and driveway crossings, underground utilities, traffic signs.	3	No right-of-way issues expected, but temporary easements could be needed.	4	7
Whipple Ave from Belden Village St to SARTA Center (47th Street)	A few signs, overhead cantilever guide sign pole, drain grate, manhole(s), valve box(es).	3	3 properties with limited right-of-way.	3	6
Whipple Ave from SARTA Center (47th Street) to Munson St	Pond/stream on northeast side infeasible for sidewalk construction without a wall, so sidewalk proposed to shift from east to west at plaza entrance. Traffic sign and mailbox relocation required.	4	No right-of-way issues expected.	5	9
Whipple Ave from Munson St to 38th St	Sidewalk may replace shoulder, a few traffic signs, driveway return modifications, nearby culvert. No major concerns anticipated.	5	No right-of-way issues anticipated, two supportive and one dissenting property owners.	4	9

(1) Obstruction Scoring: 5 - Few minor obstructions, including steel post signs, manholes, and shrubbery; 4 - Multiple minor obstructions, including business landscaping, small signs, hydrants, small non-traffic junction boxes, valve boxes, and mailboxes; 3 - Frequent minor obstructions or a few moderate obstructions, including utility conflicts, valve boxes, non-portable business signs, concrete islands, traffic junction boxes, controller cabinets, culverts, minor curbing and sloping issues, or one utility/strain pole in the public right of way; 2 - Significant obstructions, including multiple utility conflicts, large light or utility poles, overhead sign structures, etc.; 1 - Insurmountable obstructions that nullify the feasibility of segment construction.

(2) Right-of-way needs score ranging from 2-10 equally considers proposed pedestrian facility site constraints and anticipated impacts behind existing parcel lines. Right-of-way (1-5) and obstructions (1-5) ratings contribute equally to overall category score. ROW Scoring: 5 - No ROW impacts expected; 4 - No ROW acquisition expected, may require minor easement; 3 - Minor ROW impacts anticipated, such as sliver takes, with no impact to business operations expected; 2 - ROW impacts expected, with minor disruptions to properties; 1 - ROW impacts expected, with burdensome disruptions to properties and businesses.

**Table 5**  
**Segment Safety Scoring**  
**Belden Village Sidewalk Study**  
**Jackson Township, Stark County, Ohio**

Segment	AADT Score <sup>1</sup>	Driveway Score <sup>2</sup>	Speed Score <sup>3</sup>	Width Score <sup>4</sup>	Total Safety Score
<b>Belden Village Street</b>					
Belden Village St from Dressler Rd to Everhard Rd	1	3	1	2	7
Belden Village St from Whipple Ave to Belden Place	2	2	1	2	7
<b>Belpar Street</b>					
Belpar St from Dressler St to Everhard Rd	1	2	1	1	5
<b>Dressler Road</b>					
Dressler Rd from the Hall of Fame Bridge and Strip Ave to University St	3	1	1	3	8
Dressler Rd from University St to Belden Park Crossings	2	1	1	2	6
Dressler Rd from Belden Village St to Belpar Street Second Sidewalk	2	3	1	2	8
Dressler Rd from Munson St to Fulton Dr	2	2	1	2	7
<b>Everhard Road</b>					
Everhard Rd from Whipple Ave to North Mall Entrance	3	1	1	3	8
Everhard Rd from North Mall Entrance to Dressler Rd	3	3	1	3	10
Everhard Rd from Dressler Rd to Belden Village St	3	2	1	2	8
Everhard Rd from Belden Village St. to Belpar St	3	2	1	3	9
Everhard Rd from Belpar St to Fulton Dr	3	2	1	3	9
<b>Fulton Drive</b>					
Fulton Dr from Everhard Rd to Belden Green Rd	2	1	1	3	7
Fulton Dr from Belden Green Rd to Dressler Rd	2	3	1	3	9
Fulton Dr from Dressler Rd to Whipple Ave	2	2	1	3	8
<b>Holiday Street</b>					
Holiday St from SARTA Center (47th St) to Higbee Ave	1	2	1	1	5
<b>Metro Circle</b>					
Metro Circle from Everhard Rd to Dressler Rd	1	2	0	1	4
<b>Whipple Avenue</b>					
Whipple Ave from Everhard Rd under I-77 to Belden Village St	3	1	1	3	8
Whipple Ave from Belden Village St to SARTA Center (47th Street)	3	1	1	2	7
Whipple Ave Second Sidewalk from Belden Village St to SARTA Center (47th Street)	3	1	1	2	7
Whipple Ave from SARTA Center (47th Street) to Munson St	3	2	1	2	8
Whipple Ave from Munson St to 38th St	3	2	1	2	8

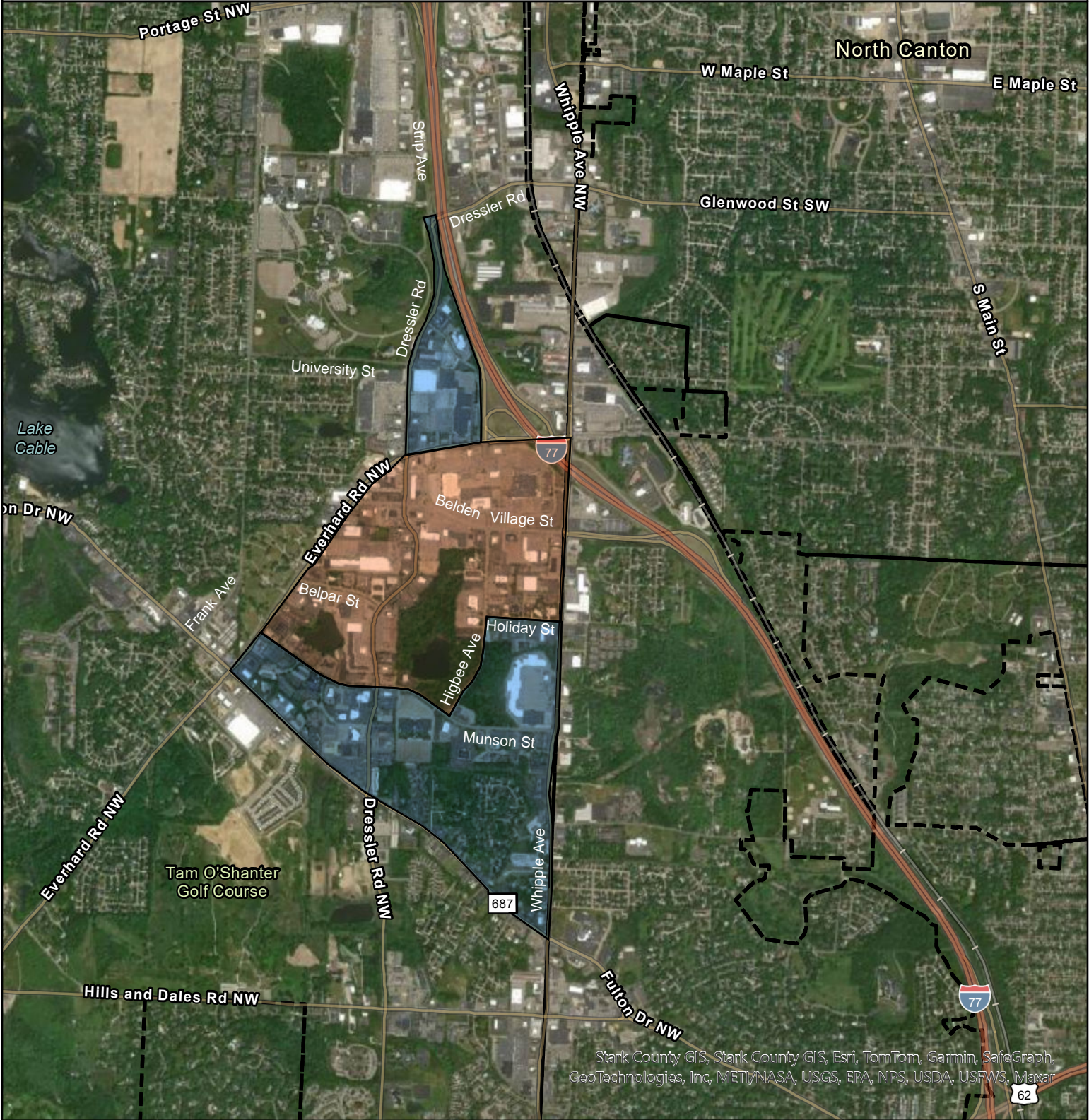
**Notes:**

- (1) AADT score ranging from 1-3 calculated from ODOT TCDS data, with breakpoints of <10,000, 10,000-18,000, and >18,000 veh/d, respectively.
- (2) Driveway score ranging from 1-3 graded on number/density of segment driveways with consideration to driveway volume.
- (3) Speed score ranging from 0-3 graded on segment posted speed, with intervals of ≤25, 30-40, 45-50, and ≥55 mph, respectively.
- (4) Width scores range from 1-3 graded on a segment's maximum lane configuration, with intervals of ≤2, 2.5, and ≥3 lanes per direction, respectively.

## FIGURES



Figure 1 - Study Area Map



Cities, Villages, Townships

- Primary Study Area
- Secondary Study Area

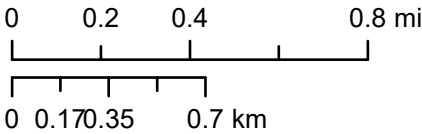
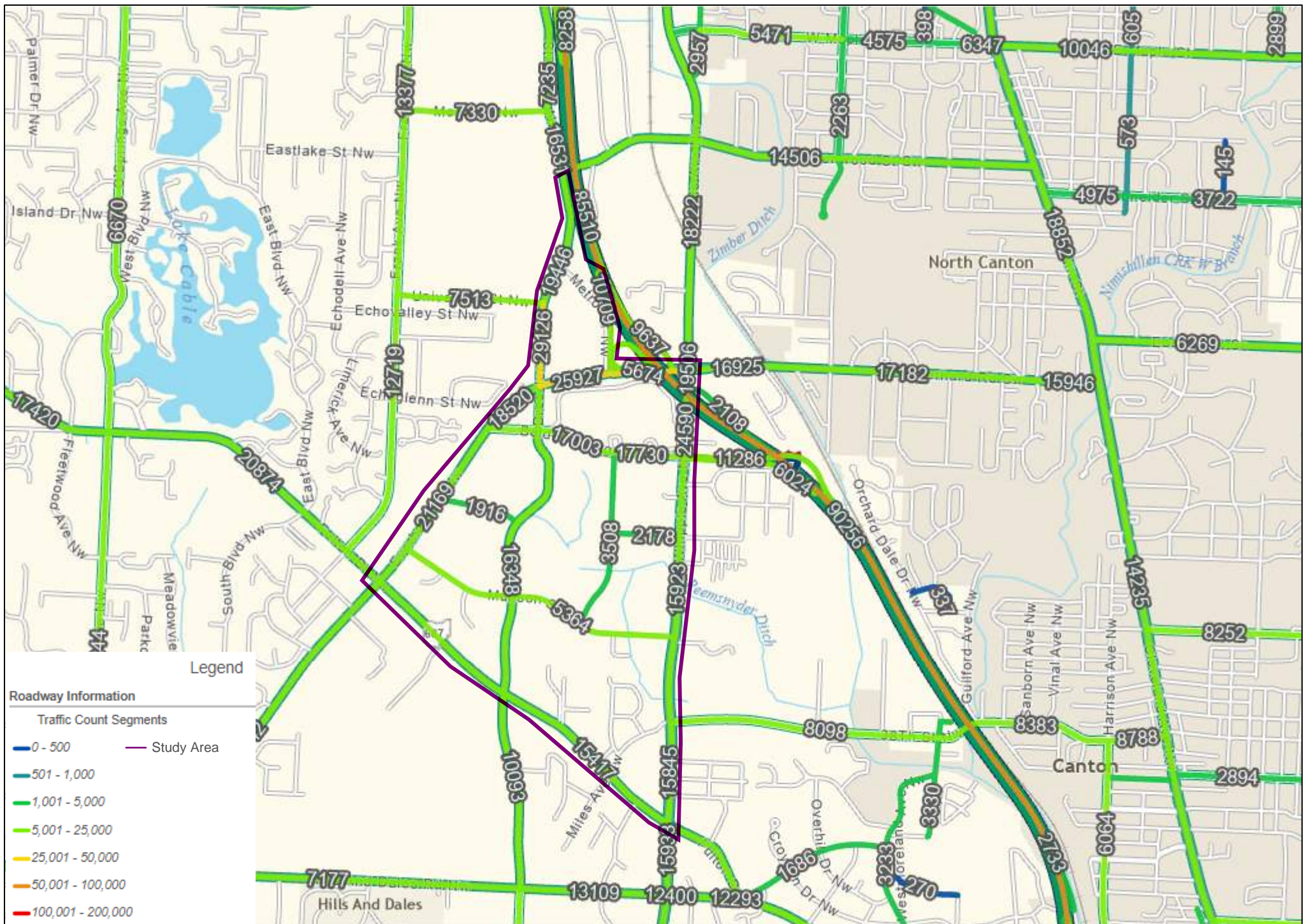


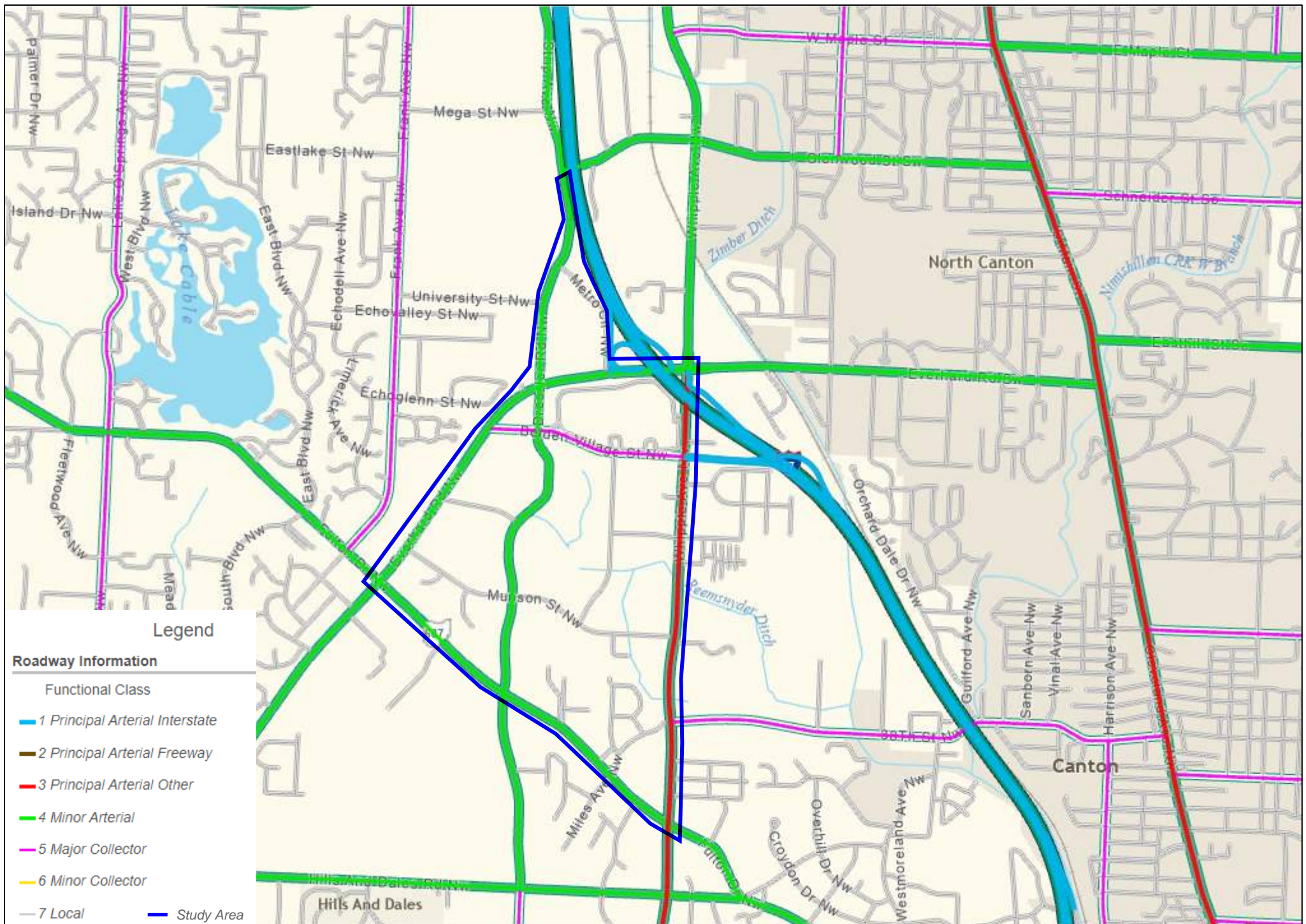
FIGURE 1  
STUDY AREA MAP

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PROJECT LOCATION



STARK COUNTY, OHIO

REFERENCE: ESRI WORLD IMAGERY, ESRI, ARCGIS ONLINE, ACCESSED 03/2024. ROAD DATA, STARK COUNTY GIS HUB, ACCESSED 02/2024.

LEGEND

- |                                 |                     |
|---------------------------------|---------------------|
| ■ Sidewalk Ramp                 | — Sidewalk          |
| — Crosswalk                     | □ Area Of Interest  |
| --- Campus Trail                | □ Township Boundary |
| --- Dressler Rd Shared Use Path | □ City Boundary     |
| — Proposed Sidewalk (By Others) |                     |

0 250 500 1,000 Feet

FIGURE 4  
EXISTING SIDEWALKS



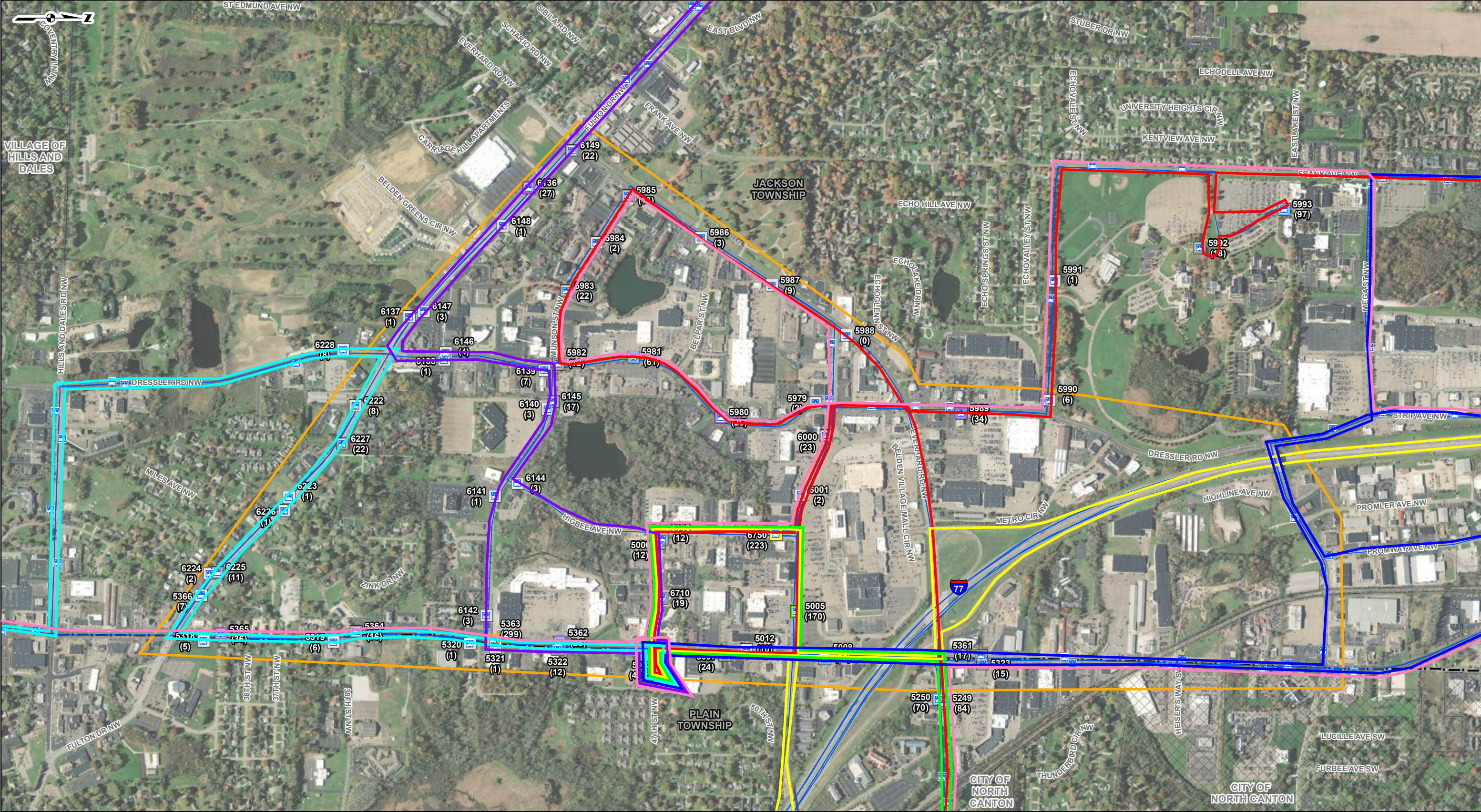
BELDEN VILLAGE  
PEDESTRIAN STUDY  
STARK COUNTY  
REGIONAL PLANNING COMMISSION



DRAWN BY: MTS  
CHECKED: TMW

DATE: 3/22/2024  
APPROVED: ACR





PROJECT LOCATION



STARK COUNTY, OHIO

REFERENCE: ESRI WORLD IMAGERY, ESRI, ARCGIS ONLINE, ACCESSED 03/2024. ROAD DATA, STARK COUNTY GIS HUB, ACCESSED 02/2024.

LEGEND

- Bus Stop
- Bus Stop ID
- Average Monthly Riders

- Route 45 Belden Village/Stark State
- Route 81 Canton-Akron Express
- Route 105 Belden Village/Downtown Canton
- Route 106 Downtown Canton/Belden Village
- Route 121 Belden Village - North Canton Ind Park
- Route 125 Downtown Massillon - Belden Village
- Route 151 North Late Night Loop

- Area Of Interest
- Township Boundary
- City Boundary

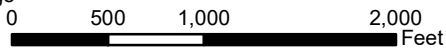


FIGURE 5  
SARTA ROUTE MAP



BELDEN VILLAGE  
PEDESTRIAN STUDY  
STARK COUNTY  
REGIONAL PLANNING COMMISSION



DRAWN BY: MTS  
CHECKED: TMW

DATE: 3/22/2024  
APPROVED: 10/30/2024





PROJECT LOCATION



STARK COUNTY, OHIO

REFERENCE: ESRI WORLD IMAGERY, ESRI, ARCGIS ONLINE, ACCESSED 03/2024. ROAD DATA, STARK COUNTY GIS HUB, ACCESSED 02/2024.

- Bus Stop
- Bus Route

Monthly Average Riders

- 10 or Less
- 11 - 25
- 26 - 50
- 51 - 100

LEGEND

- 101 - 175
- 176 - 250
- 251 - 500
- 500 or More

- Area Of Interest
- Township Boundary
- City Boundary

0 500 1,000 2,000 Feet

FIGURE 6  
SARTA AVERAGE MONTHLY RIDERSHIP

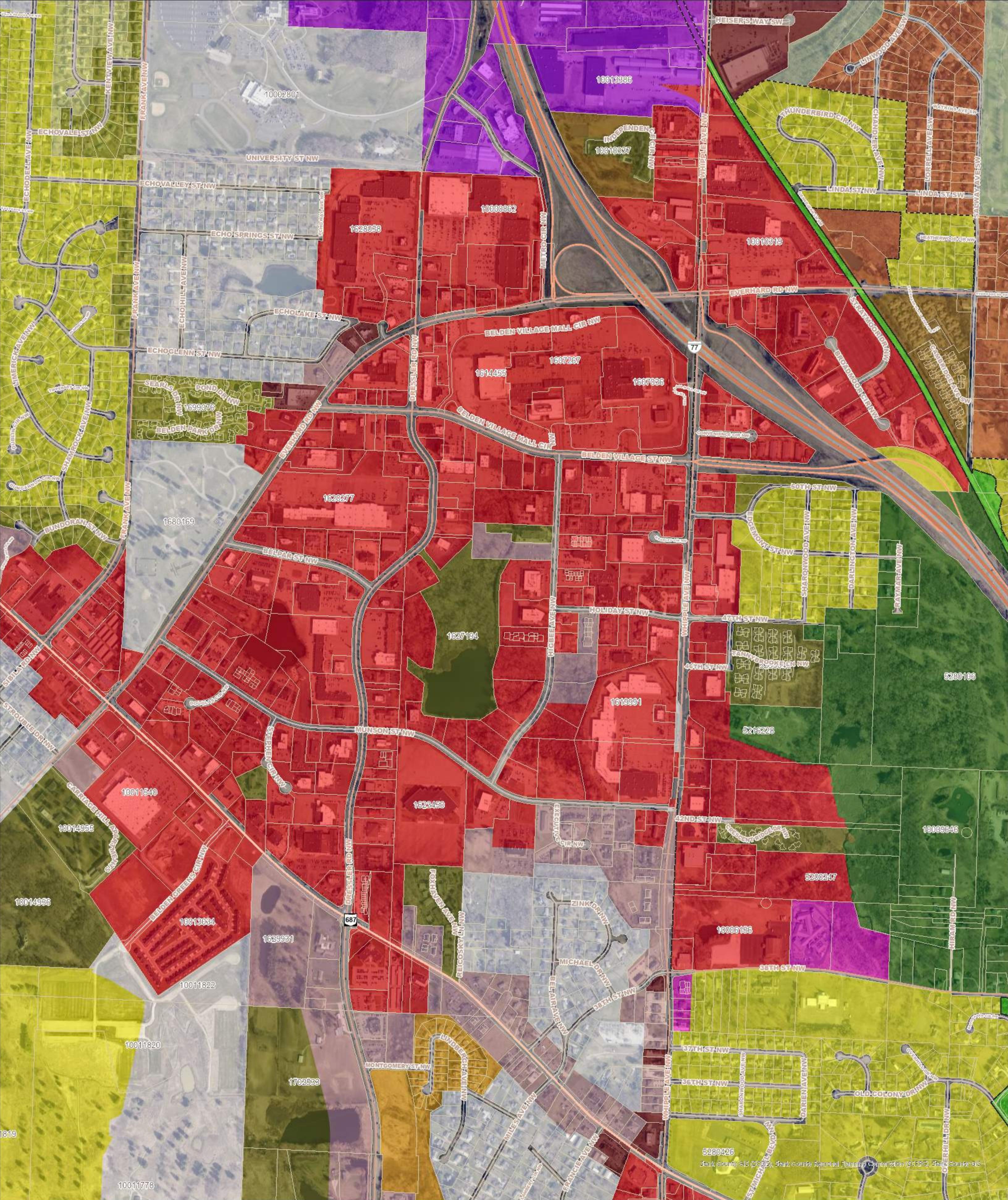
BELDEN VILLAGE  
PEDESTRIAN STUDY  
STARK COUNTY  
REGIONAL PLANNING COMMISSION

DRAWN BY: MTS  
CHECKED:

DATE: 3/22/2024  
APPROVED:



Stark County Zoning Map



**PROJECT LOCATION**

STARK COUNTY, OHIO

REFERENCE: ESRI WORLD IMAGERY, ESRI, ARCOIS ONLINE, ACCESSED 02/2024. ROAD DATA, STARK COUNTY GIS HUB, ACCESSED 02/2024.

**LEGEND**

Jackson Township - B1 Suburban Office & Limited Business	Jackson Township - R2 Two-Family Residential	North Canton - GBB General Business B
Jackson Township - B2 Neighborhood Business	Jackson Township - R3 Residential Planned Unit Development	North Canton - PI Park & Institutional
Jackson Township - B3 Commercial Business	Jackson Township - R4 Multi-Family Residential Planned Unit Development	North Canton - R70 One-Family Residential (Large)
Jackson Township - CP Canal Parkland	Jackson Township - R5 Multi-Family High-Density Residential Planned Unit Development	North Canton - RMBF Multi-Family Residential B
Jackson Township - I1 Industrial	Jackson Township - R6 Planned Unit Development (PUD)	Plain Township - B2 General Business
Jackson Township - OS Open Space	Jackson Township - RR Rural Residential	Plain Township - R1 Single-Family Residential
Jackson Township - R1 Single-Family Low-Density Residential	Jackson Township - RRPD Planned Rural Residential Development	Plain Township - R3 Low-Density Multi-Family Residential
Jackson Township - R1A Single-Family Residential	Jackson Township - RT Research & Technology Campus	Plain Township - RR Rural Residential
		Plain Township - S1 Suburban Office
		Canton - OS Open Space

**SCALE**

0 0.05 0.1 0.2 mi N

0 0.0409 0.18 km

**FIGURE 7**  
**BELDEN VILLAGE ZONING**

**BELDEN VILLAGE PEDESTRIAN STUDY**  
**STARK COUNTY**  
**REGIONAL PLANNING COMMISSION**

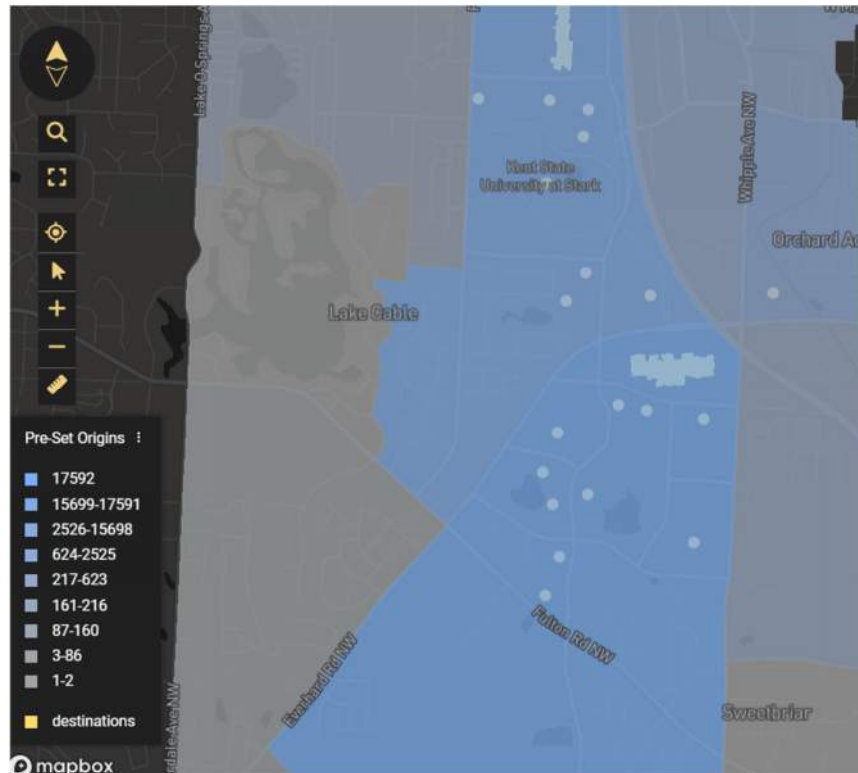
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**CHECKED:** TMW

**DATE:** 10/9/2024  
**APPROVED:** 10/21/2024

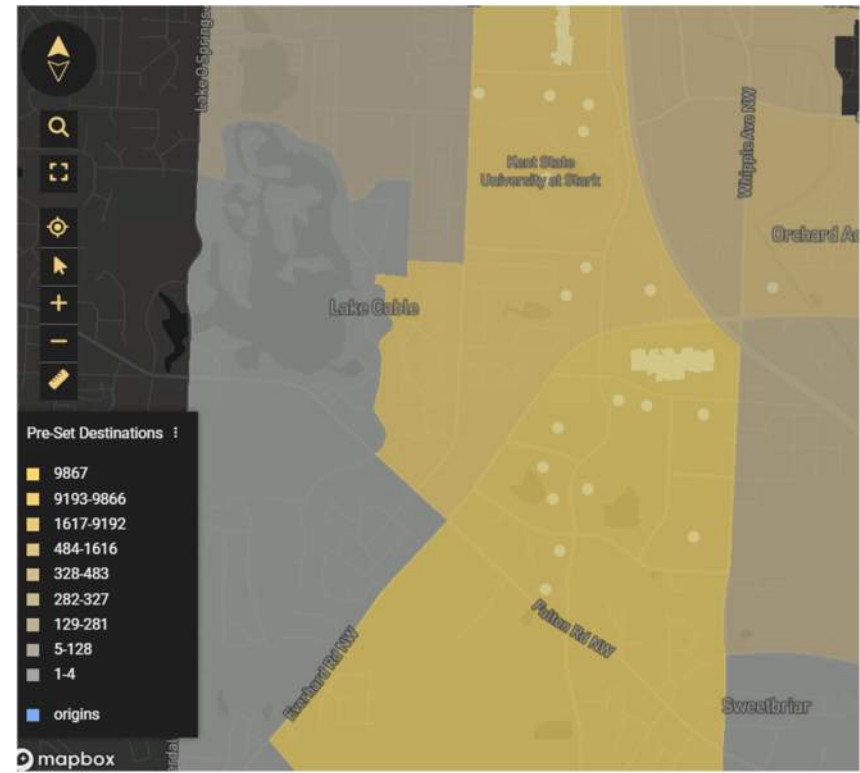
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Pre-set Origins



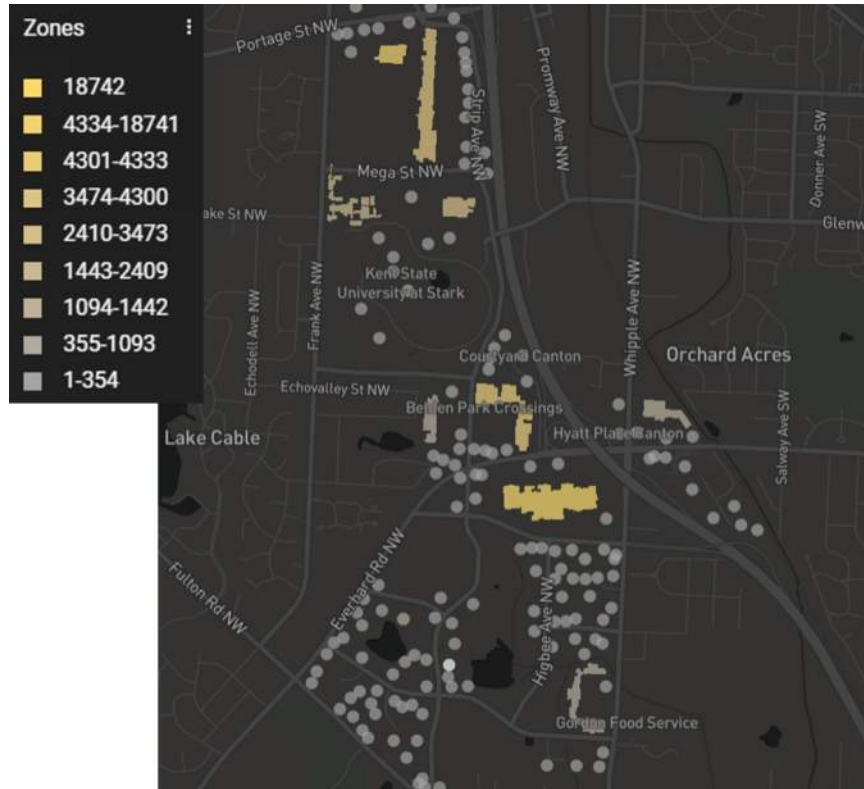
Pre-set Destinations



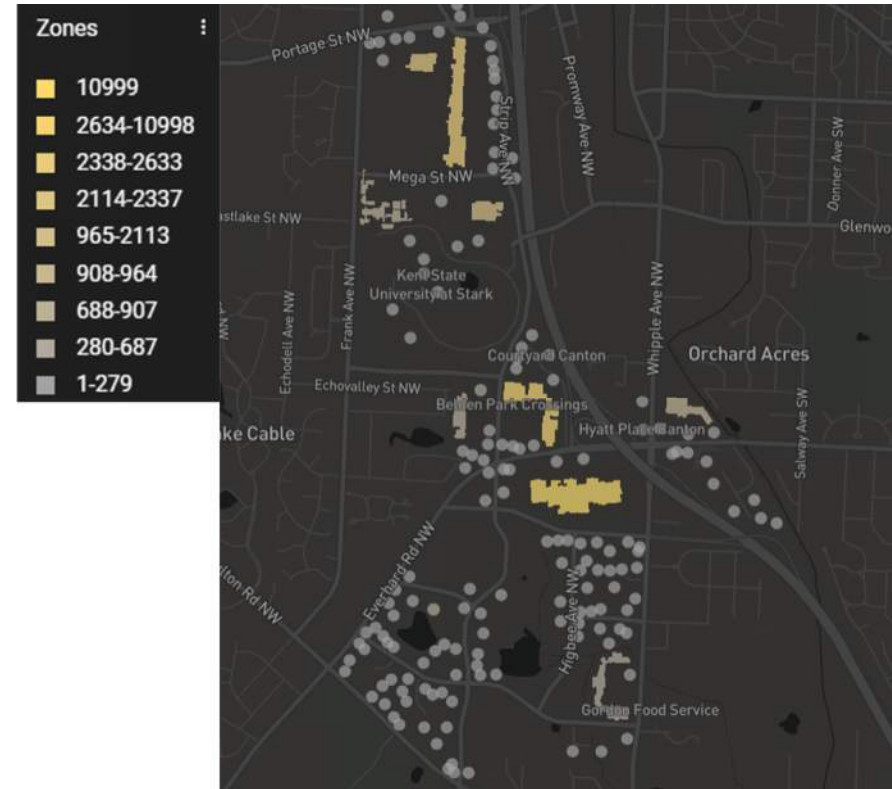
Source: StreetLight Data

 <b>gai consultants</b> <small>Pittsburgh Office 385 East Waterfront Drive Homestead, PA 15120-5005 412-476-2000</small>	CLIENT: R230829.00 Stark County Area Transportation Study	  SCALE: NTS	DWN: TMW CHKD: ACR
	PROJECT: Belden Village Pedestrian Study Stark County, Ohio		FIGURE
	TITLE: Pre-set Origins and Destinations in Belden Village		8



Trips that End in Belden Village Zones



Trips that End in Belden Village Zones

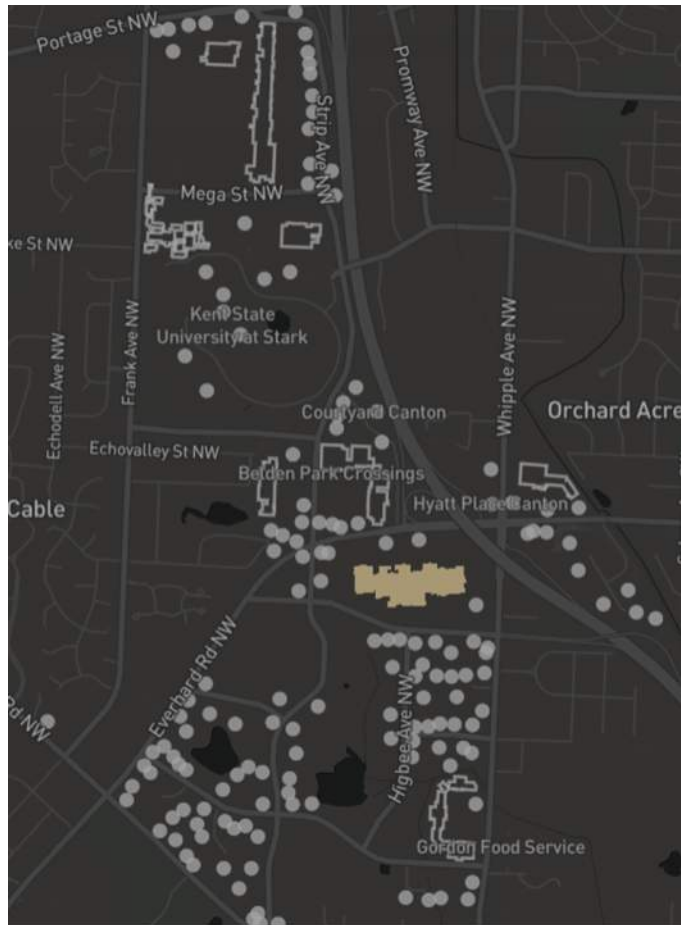


Source: StreetLight Data

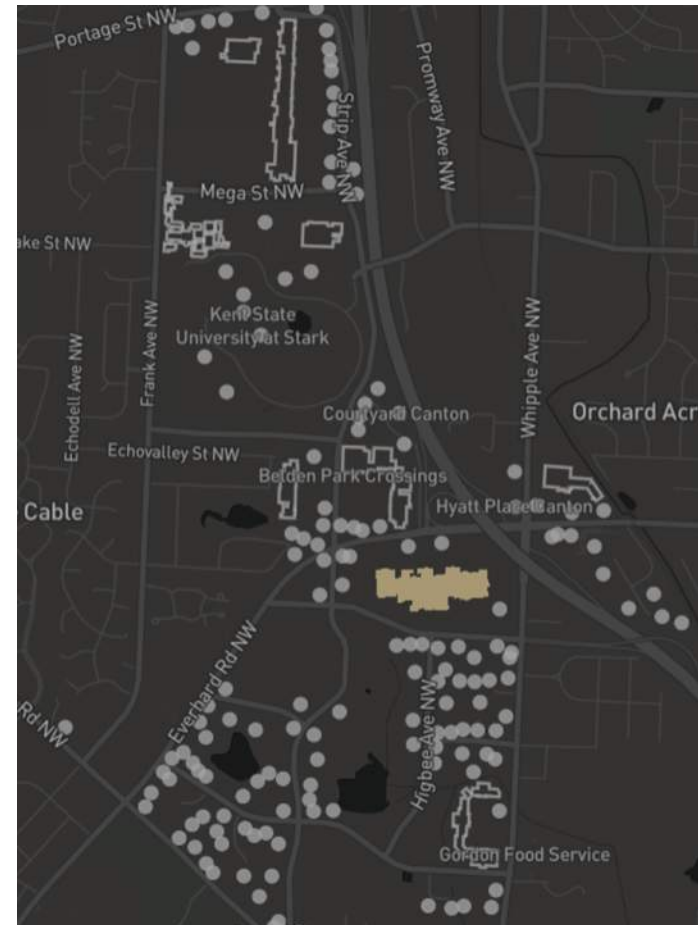
 <b>gai consultants</b>  Pittsburgh Office 385 East Waterfront Drive Homestead, PA 15120-5005 412-476-2000	CLIENT: R230829.00 Stark County Area Transportation Study	  SCALE: NTS	DWN: TMW CHKD: ACR
	PROJECT: Belden Village Pedestrian Study Stark County, Ohio		FIGURE
	TITLE: Trips that Begin and End in Belden Village		9A





Trips that End at Belden Village Mall



Trips that Begin at Belden Village Mall



Source: StreetLight Data

 <p><b>gai consultants</b></p> <p>Pittsburgh Office 385 East Waterfront Drive Homestead, PA 15120-5005 412-476-2000</p>	CLIENT:	R230829.00	 <p>DWN: TMW CHKD: ACR FIGURE <b>9B</b></p>
	PROJECT:	Belden Village Pedestrian Study Stark County, Ohio	
	TITLE:	Trips that Begin and End from Belden Village Mall	
			SCALE: NTS



# OSTATS - Crash Dashboard

## Crashes by Severity

Data Source: ODPS Electronic Crash System  
Design and Layout: OSHP Statistical Analysis Unit  
Ohio State Highway Patrol  
Data Updated: Monday, October 21, 2024



Select County

Stark

From Date (≥) To Date (<)  
1/1/2019 10/21/2024

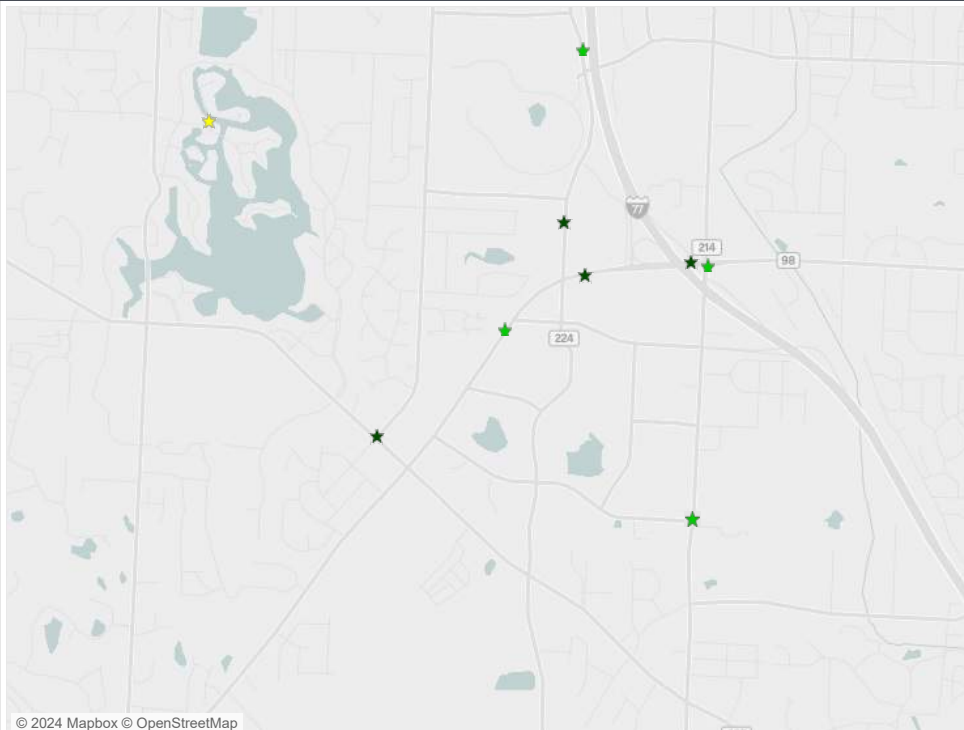
Select Map

Crash Point

Select NCIC

All

Fatal ★  
Serious Injury Sus.. ★  
Minor Injury Suspe.. ★  
Injury Possible ★  
Property Damage .. ★



### Top Crash Routes

SR-172	46
SR-43	13
US-62	11
US-30	5
SR-183	5
SR-153	5
SR-800	4
SR-241	4
SR-44	3

### Crashes by Hour

12 - 12:59 AM	6
1 - 1:59 AM	4
2 - 2:59 AM	2
3 - 3:59 AM	4
5 - 5:59 AM	8
6 - 6:59 AM	8
7 - 7:59 AM	23
8 - 8:59 AM	11
9 - 9:59 AM	13
10 - 10:59 AM	14
11 - 11:59 AM	15
12 - 12:59 PM	12
1 - 1:59 PM	23
2 - 2:59 PM	20
3 - 3:59 PM	26
4 - 4:59 PM	25
5 - 5:59 PM	28
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9 - 9:59 PM	16
10 - 10:59 PM	16
11 - 11:59 PM	9

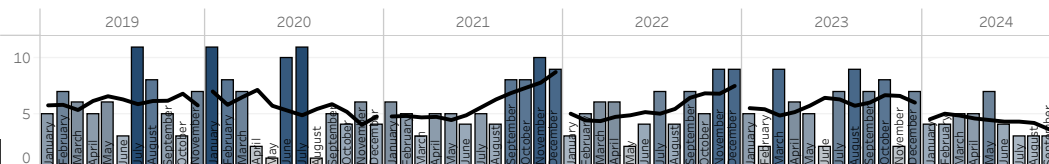
### Crash Variables

Alcohol-Related	25
Commercial-Related	9
Distracted-Related	4
Drug-Related	10
Failure To Yield-Related	134
Mature-Related	95
Motorcycle-Related	1
OVI-Related	29
Pedestrian-Related	387
Ran Red Light/Stop Sign...	7
School Bus-Related	2
Speed-Related	5
Teen-Related	27
Unbelted-Related	98
Work Zone-Related	10
Youth-Related	51

### Crashes by Day

Sunday	36
Monday	60
Tuesday	58
Wednesday	59
Thursday	60
Friday	65
Saturday	49

### Crashes by Month and Year



### Crashes by Severity and Year

Severity	2019	2020	2021	2022	2023	2024
Fatal	2	5	3	3	2	1
Serious Injur..	12	14	12	12	17	13
Minor Injury ..	37	32	35	38	26	20
Injury Possib..	11	11	11	8	14	4
Property Da..	4	8	11	6	10	5
Total	66	70	72	67	69	43

Show Tables



gai consultants

Pittsburgh Office  
385 East Waterfront Drive  
Homestead, PA 15120-5005  
412-476-2000

CLIENT:

R230829.00

Stark County Area Transportation Study

PROJECT:

Belden Village Pedestrian Study

Stark County, Ohio

TITLE:

Belden Village Pedestrian and Bicycle Crashes

1/2019-9/2024



SCALE: NTS

DWN: TMW

CHKD: ACR

FIGURE

10A



# OSTATS - Crash Dashboard

## Crashes by Severity

Data Source: ODPS Electronic Crash System  
Design and Layout: OSHR Statistical Analysis Unit  
Ohio State Highway Patrol  
Data Updated: Monday, October 21, 2024



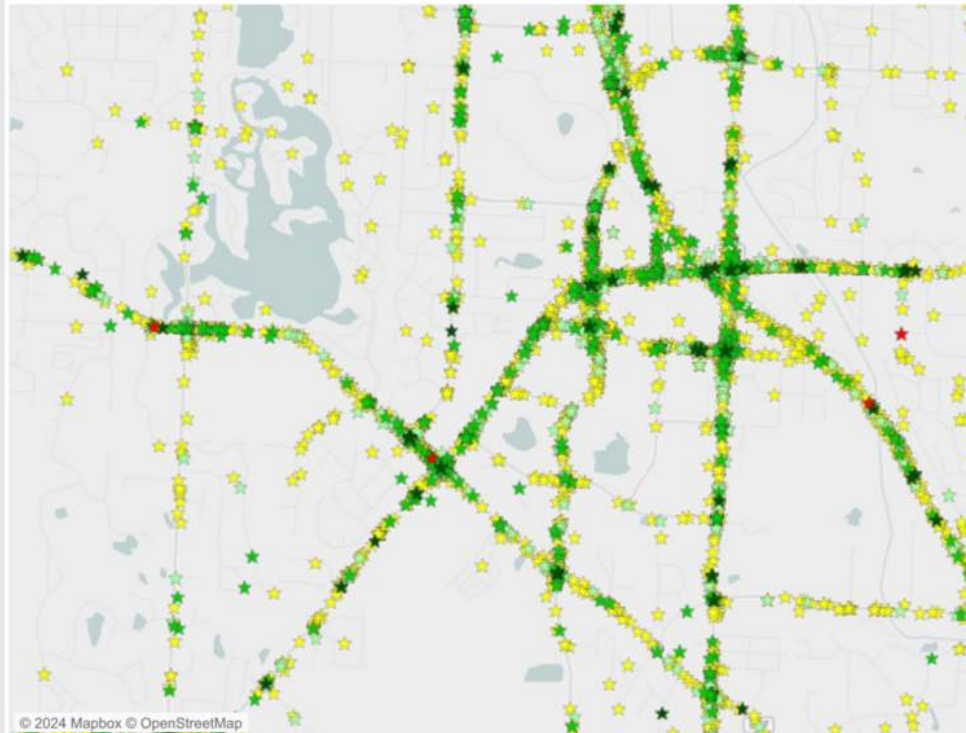
Select County  
Stark

From Date (≥) 1/1/2019 To Date (<) 10/21/2024

Select Map  
Crash Point

Select NCIC  
All

Fatal ★  
Serious Injury Sus... ★  
Minor Injury Suspe... ★  
Injury Possible ★  
Property Damage .. ★



### Top Crash Routes

US-62	3,019
IR-77	2,813
SR-172	2,745
SR-43	1,573
US-30	1,525
SR-687	932
SR-241	866
SR-21	663
SR-153	620

### Crash Variables

Alcohol-Related	1,931
Bicycle-Related	218
Buggy-Related	31
Commercial-Related	2,197
Deer-Related	3,088
Distracted-Related	2,188
Drug-Related	603
Failure To Yield-Related	8,158
Mature-Related	19,062
Motorcycle-Related	746
OVI-Related	2,255
Pedestrian-Related	387
Ran Red Light/Stop Sign..	3,083
School Bus-Related	211
Speed-Related	3,468
Teen-Related	7,653
Unbelted-Related	8,598
Work Zone-Related	852
Youth-Related	15,767

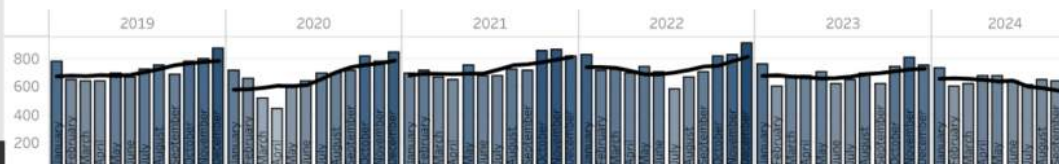
### Crashes by Hour

12 - 12:59 AM	1,118
1 - 1:59 AM	649
2 - 2:59 AM	616
3 - 3:59 AM	466
4 - 4:59 AM	446
5 - 5:59 AM	747
6 - 6:59 AM	1,376
7 - 7:59 AM	2,238
8 - 8:59 AM	1,892
9 - 9:59 AM	1,740
10 - 10:59 AM	2,048
11 - 11:59 AM	2,477
12 - 12:59 PM	2,912
1 - 1:59 PM	3,078
2 - 2:59 PM	3,569
3 - 3:59 PM	4,147
4 - 4:59 PM	4,226
5 - 5:59 PM	4,075
6 - 6:59 PM	3,009
7 - 7:59 PM	2,277
8 - 8:59 PM	1,888
9 - 9:59 PM	1,656
10 - 10:59 PM	1,390
11 - 11:59 PM	1,066

### Crashes by Day

Sunday	4,980
Monday	6,969
Tuesday	7,251
Wednesday	7,611
Thursday	7,636
Friday	8,161
Saturday	6,498

### Crashes by Month and Year



### Crashes by Severity and Year

Severity	2019	2020	2021	2022	2023	2024
Fatal	28	31	33	29	19	23
Serious Injur..	147	137	156	139	153	129
Minor Injury ..	1,068	1,018	1,087	1,003	912	730
Injury Possib..	930	819	824	766	738	572
Property Da..	6,523	6,112	6,736	7,004	6,502	4,738
Total	8,696	8,117	8,836	8,941	8,324	6,192

Show Tables



Pittsburgh Office  
385 East Waterfront Drive  
Homestead, PA 15120-5005  
412-476-2000

CLIENT: R230829.00  
Stark County Area Transportation Study

PROJECT: Belden Village Pedestrian Study  
Stark County, Ohio

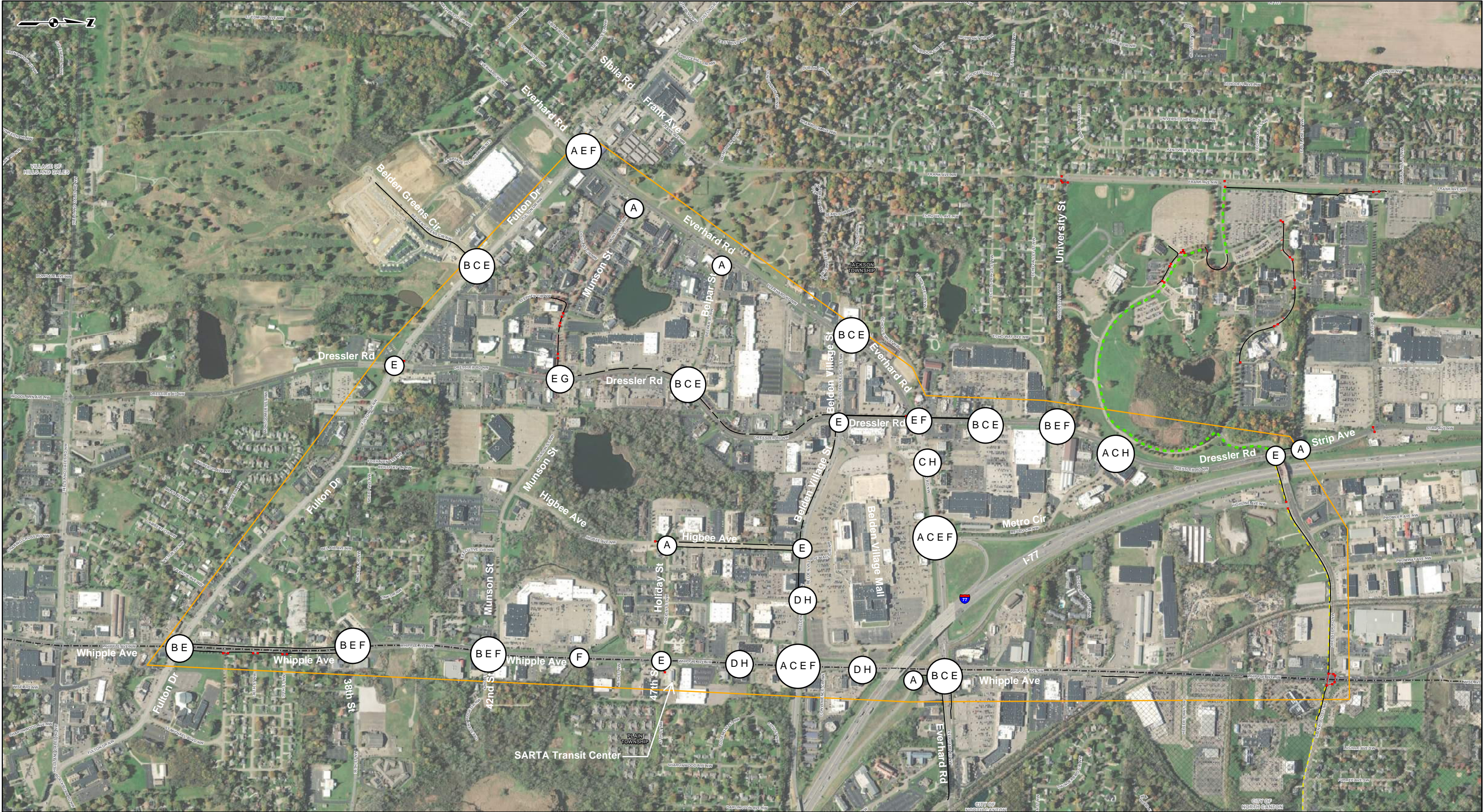
TITLE: Belden Village Total Crashes  
1/2019-9/2024



SCALE: NTS

DWN: TMW  
CHKD: ACR  
FIGURE  
10B





**PROJECT LOCATION**



STARK COUNTY, OHIO



REFERENCE: ESRI WORLD IMAGERY, ESRI, ARCGIS ONLINE, ACCESSED 03/2024. ROAD DATA, STARK COUNTY GIS HUB, ACCESSED 02/2024.

**LEGEND**

- A - Install Crosswalk and/or Curb Ramps
- B - Add Missing Crosswalk and Pedestrian Signals (if Feasible)
- C - Install Pedestrian Refuge Island
- D - Install Raised Median Island
- E - Consider Leading Pedestrian Intervals or Exclusive Phasing
- F - Add Pedestrian Signals
- G - Upgrade Pedestrian Signals
- H - Consider a Midblock Crossing with Pedestrian Beacons

**FIGURE 11**  
**SAFETY COUNTERMEASURES**

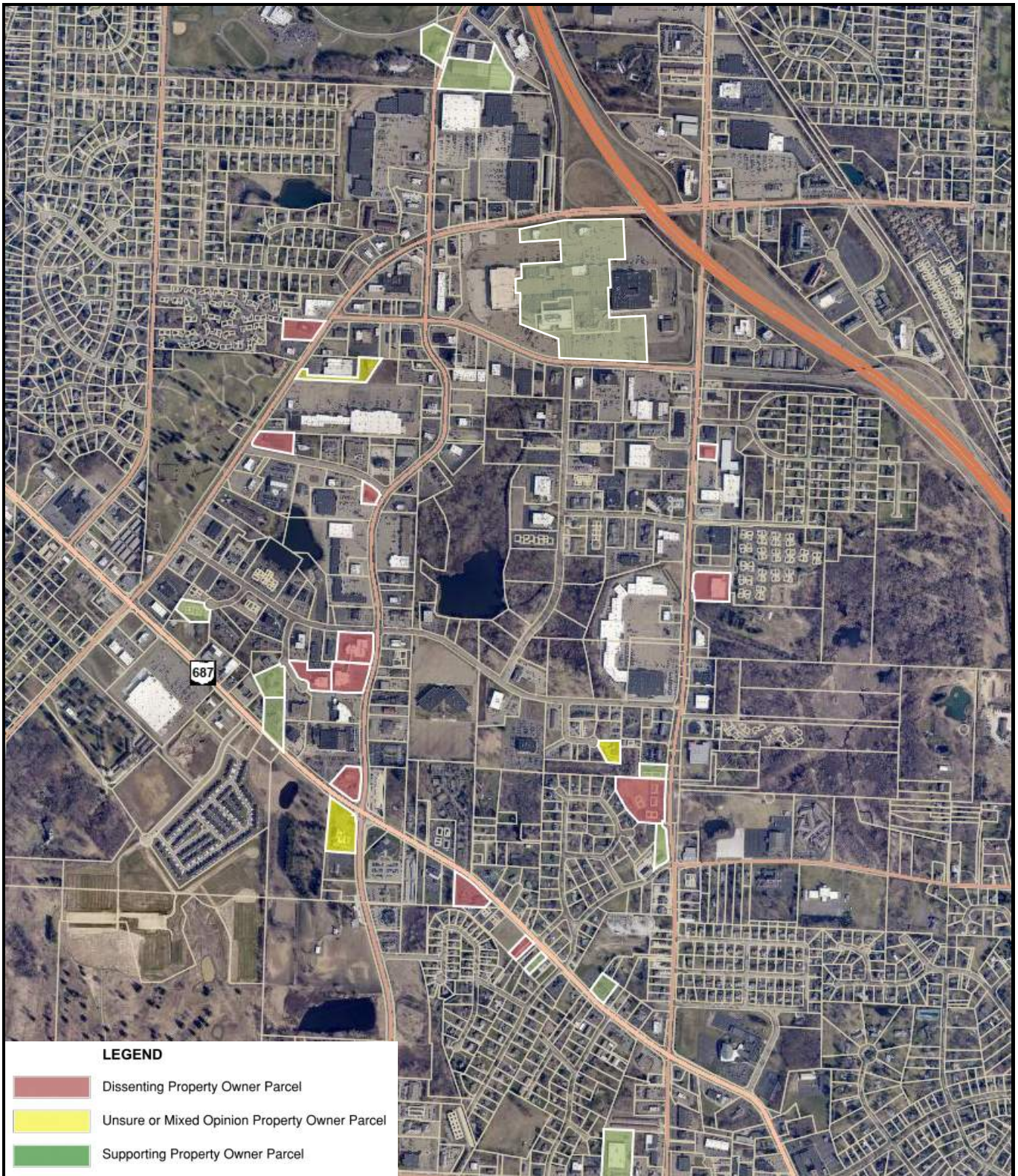
**BELDEN VILLAGE  
PEDESTRIAN STUDY  
STARK COUNTY  
REGIONAL PLANNING COMMISSION**


 

DRAWN BY: MTS  
CHECKED: TMW

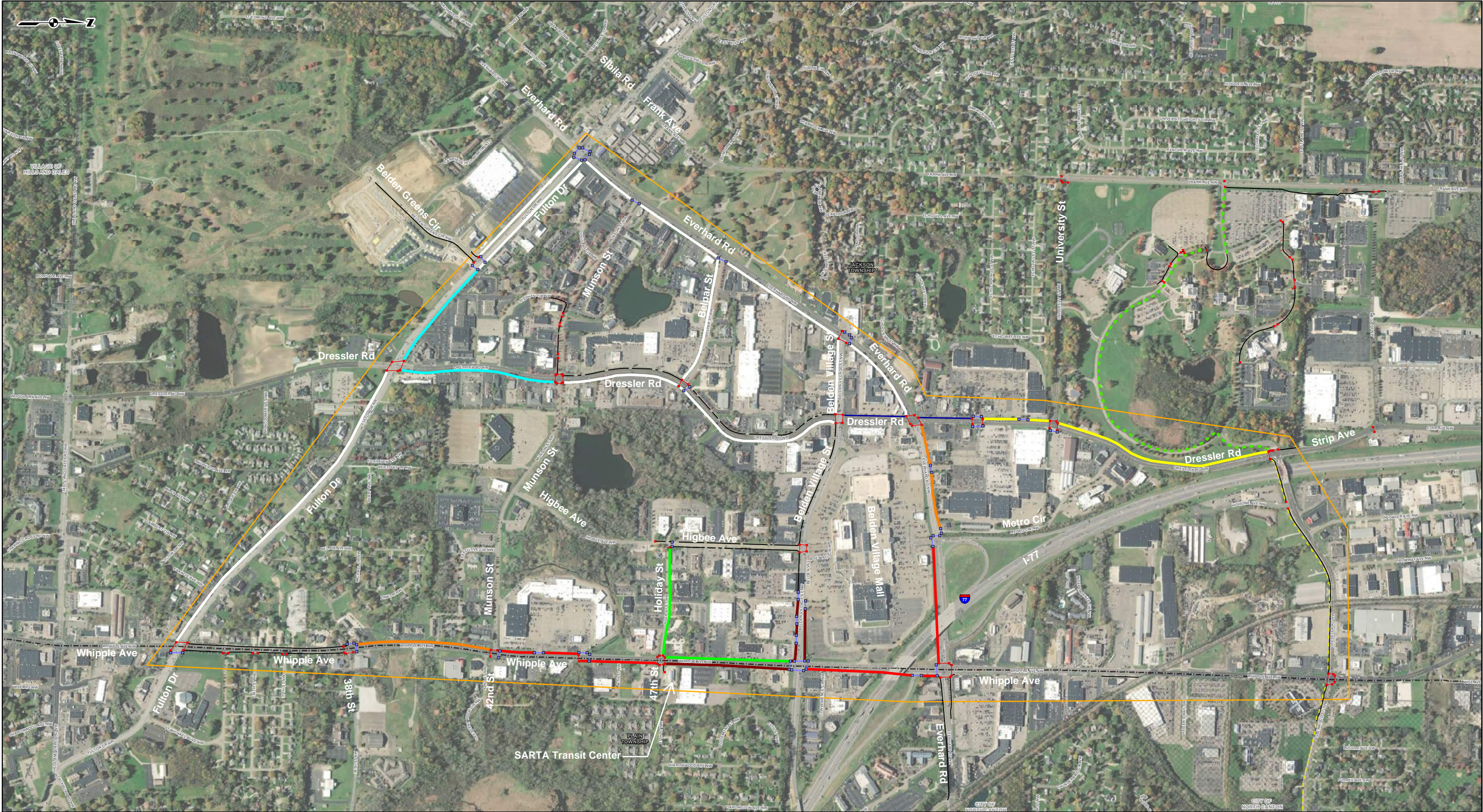
DATE: 10/28/24  
APPROVED: ACR





 <p><b>gai consultants</b> Pittsburgh Office 385 East Waterfront Drive Homestead, PA 15120-5005 412-476-2000</p>	CLIENT: R230829.00	  SCALE: NTS	DWN: TMW
	PROJECT: Stark County Area Transportation Study		CHKD: BSG
	TITLE: Belden Village Pedestrian Study Stark County, Ohio		FIGURE
	Surveyed Property Owner Feedback		12





PROJECT LOCATION



STARK COUNTY, OHIO

LEGEND

- |  |                 |                     |
|--|-----------------|---------------------|
| — Existing Sidewalk                            | ■ Sidewalk Ramp | ▭ Township Boundary |
| — Planned Sidewalk (by Others)                 | — Crosswalk     | ▭ City Boundary     |
| - - - Campus Trail/<br>Jackson Connector Trail | ■ Bus Stop      |                     |
| - - - Dressler Rd Shared Use Path              | — Bus Route     |                     |
| ■ Proposed Ramp/Crosswalk                      |                 |                     |
| — Area Of Interest                             |                 |                     |

REFERENCE: ESRI WORLD IMAGERY, ESRI, ARCGIS  
ONLINE, ACCESSED 03/2024, ROAD DATA, STARK  
COUNTY GIS HUB, ACCESSED 02/2024.

SIDEWALK PLAN

- 1A. SARTA Center to Mall via Whipple Ave & Belden Village St
- 1B. Springbrook Plaza to North Mall Area via Whipple Ave & Everhard Rd
- 1C. Dressler Rd to 38th St via Additional Whipple Ave & Everhard Rd Segments
2. Belden Park Crossings to Hall of Fame Bridge via Dressler Rd
3. SARTA Center to Mall via Holiday St & Whipple Ave Second Sidewalk
4. Munson St to Greens at Belden via Fulton Rd & Dressler Rd
5. Lower Priority Future Segments

0 250 500 1,000 Feet

FIGURE 13  
SIDEWALK PLAN

BELDEN VILLAGE  
PEDESTRIAN STUDY  
STARK COUNTY  
REGIONAL PLANNING COMMISSION

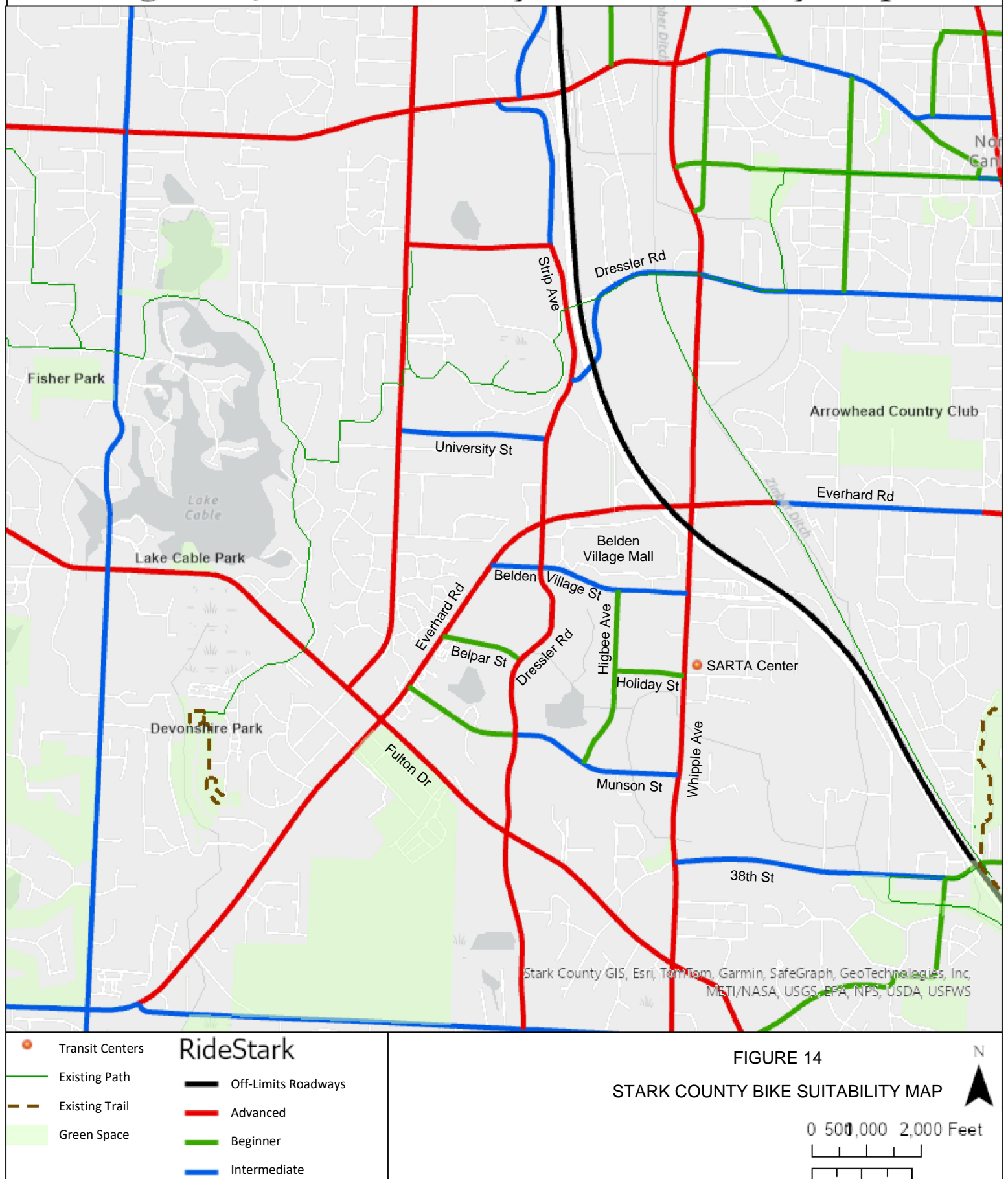


DRAWN BY: BSG  
CHECKED: TMW

DATE: 10/28/24  
APPROVED: ACR



# Figure 14 - Stark County Bike Suitability Map



## **APPENDIX A**

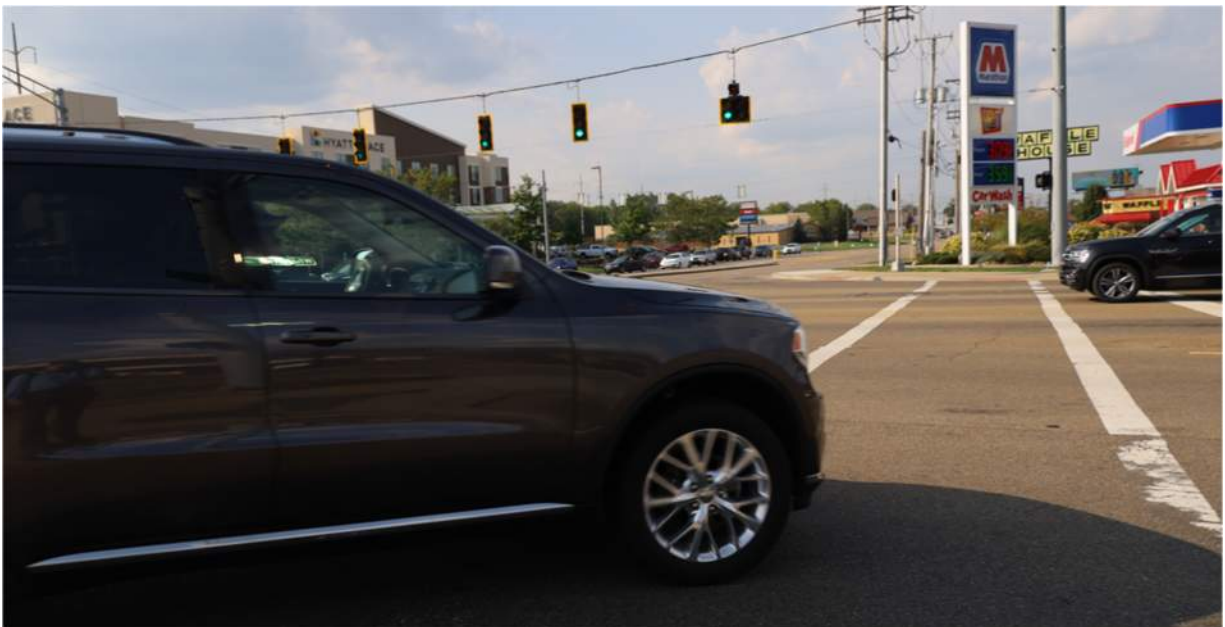
### **Belden Village Area Existing Condition Photographs**

## Whipple Avenue



Location: Northbound side of Whipple Ave looking south toward I-77 at Everhard Rd

Observation: Sidewalk transitions into asphalt truck apron. Crosswalk markings are worn across Everhard Rd and there is no crosswalk across the southern side of Whipple Ave.



Location: Northbound side of Whipple Ave looking north across Everhard Rd

Observation: A right turning driver is seen failing to yield to pedestrians despite the walk indication.





Location: Southeast quadrant of Whipple Ave and Everhard Rd intersection

Observation: Pedestrians had been waiting for a walk sign but eventually decided to give up and later jaywalk.



Location: Northbound side of Whipple Ave looking south toward I-77

Observation: View of the truck apron alongside right turn lane which is also used by pedestrians.





Location: Northbound side of Whipple Ave looking north at I-77 off-ramp

Observation: There is a worn pedestrian path crossing the stop-controlled off-ramp.



Location: Northbound side of Whipple Ave looking south toward I-77

Observation: There is a worn pedestrian path on the east side only.





Location: Northbound side of Whipple Ave looking north toward I-77

Observation: There is a fire hydrant and a worn pedestrian path along east side.



Location: Southbound side of Whipple Ave looking north toward I-77

Observation: There are utilities in the east side. There is no evidence of a worn pedestrian path there.





Location: Whipple Ave northbound looking north toward I-77

Observation: Possible sidewalk conflicts include a street light pole and utilities on the east side.



Location: Whipple Ave at Belden Village St looking north from the southwest quadrant.

Observation: There are neither crosswalks nor pedestrian signal heads at the intersection.



Location: Whipple Ave looking north at a midblock location between SARTA and Belden Village St  
 Observation: A pedestrian is observed walking along the east side.

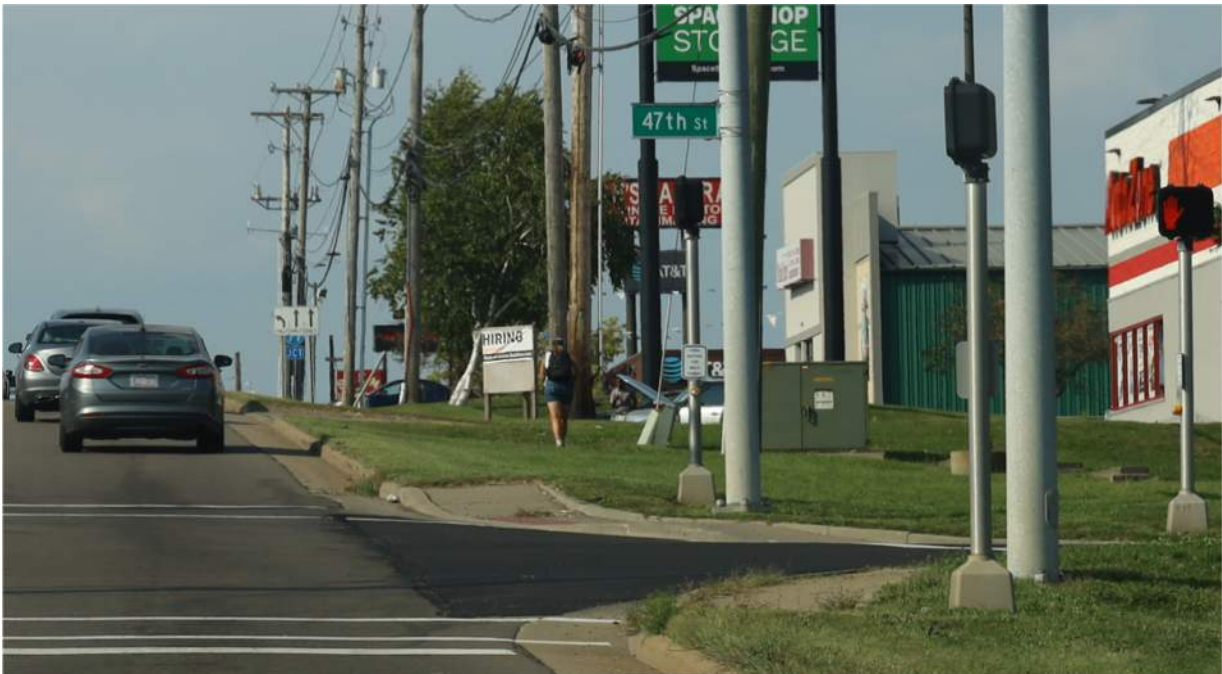


Location: Whipple Ave looking north at a midblock location between SARTA and Belden Village St  
 Observation: A worn pedestrian path is visible.





Location: Whipple Ave looking north at a midblock location between SARTA and Belden Village St  
 Observation: A pedestrian is jaywalking on a route between the SARTA Center and the Mall.



Location: Whipple Ave looking north at 47<sup>th</sup> St/Holiday St  
 Observation: A pedestrian is seen walking along the east side. Also, the 47<sup>th</sup> St crosswalk is back from the intersection corners and is hard for drivers to see.



Location: Whipple Ave looking northbound at the northwest quadrant of the Bradley Cir intersection  
 Observation: A worn pedestrian path is not visible.



Location: Whipple Ave looking southbound at the southwest quadrant of the Bradley Cr intersection  
 Observation: A worn pedestrian path is more visible than on the north side.





Location: Looking east across Whipple Ave from Holiday St toward the SARTA Transit Center  
 Observation: Narrow sidewalks connecting to curb ramps are at all four quadrants. A sidewalk connects to the SARTA Center. Push buttons are not in accessible locations.

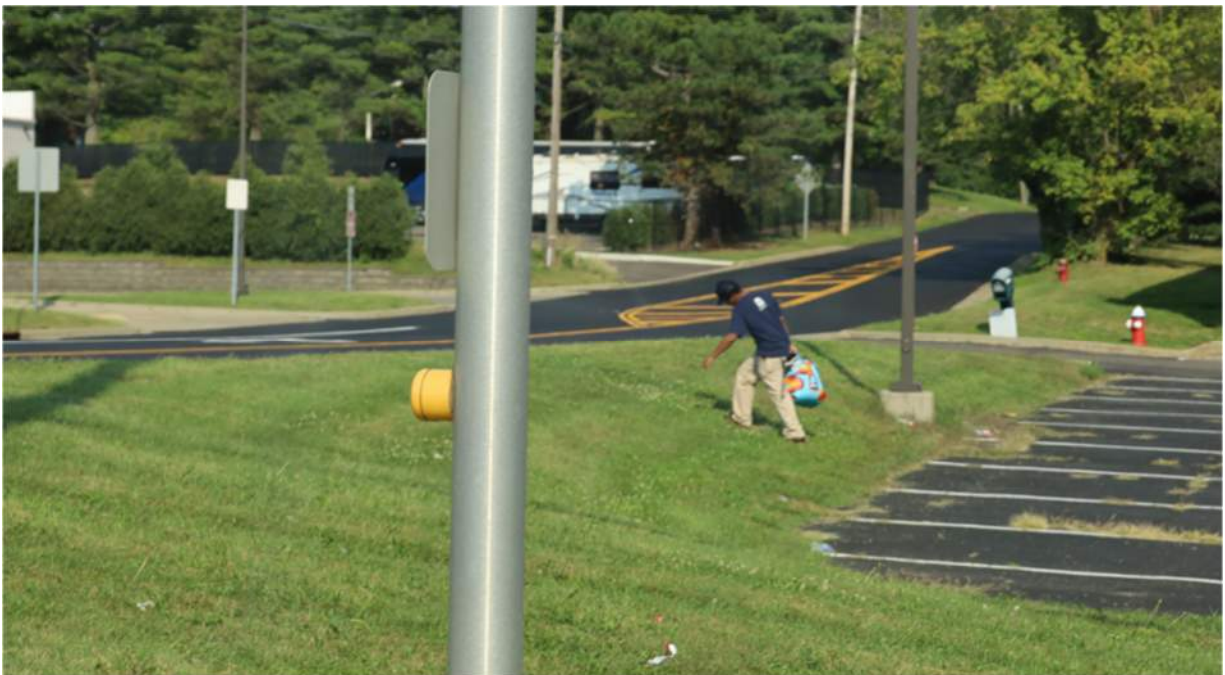


Location: Looking northeast across Whipple Ave from Holiday St toward the SARTA Transit Center  
 Observation: View of parallel style crosswalk markings and pedestrian poles in inaccessible locations.



Location: Looking southeast across Whipple Ave from Holiday St toward the SARTA Transit Center

Observation: Without replacing the curb for ramp construction, the detectable warning surface has become recessed and allows ponding and sediment to accumulate.



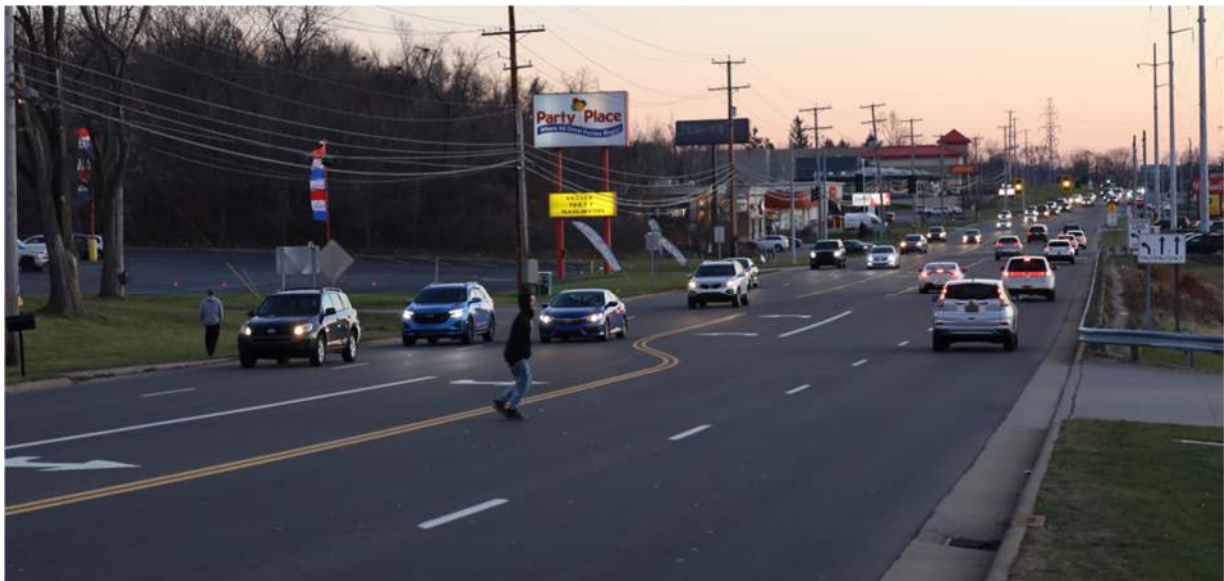
Location: Whipple Ave looking east towards 47<sup>th</sup> St

Observation: A pedestrian is observed making a shortcut walking from a parking lot to SARTA Center.





Location: West side of Whipple Ave looking southbound along embankment toward Springbrook Plaza  
 Observation: A path is worn behind the existing guard rail and is used by both pedestrians and bikes.



Location: Looking south from Holiday St along Whipple Ave toward Springbrook Plaza  
 Observation: After pedestrians get off transit on the east side of Whipple Ave at the SARTA Station, they want to reach Springbrook Plaza on the west side. The photo shows one pedestrian jaywalking to the west side while the other continues to walk along the east side before later crossing.



Location: Whipple Ave looking north towards the northern signalized Springbrook Plaza intersection  
 Observation: The intersection has just one marked crosswalk across Whipple Ave on the south side. There are no pedestrian signals at this location.



Location: Whipple Ave looking south toward Munson St in front of Springbrook Plaza  
 Observation: The grass is worn at this bus stop indicating frequent use.





Location: Whipple Ave looking south at Munson St

Observation: There are no pedestrian signals and a missing crosswalk across Whipple Ave. Other crosswalk markings are worn crosswalk markings, and curb ramps are shared.



Location: Whipple Ave looking west at Munson St

Observation: The pedestrian sign and push button indicates pedestrian signals are not present.



Location: Whipple Ave looking northbound at the Munson St intersection.

Observation: No pedestrian signals are present and marked crosswalks are across just the northern and western intersection approaches.



Location: West side of Whipple Ave between Munson St and 38<sup>th</sup> St

Observation: A pedestrian was observed waiting for the bus in an area with no sidewalk.





Location: Whipple Ave looking southbound at 38<sup>th</sup> St

Observation: Sidewalks begin at this location on both sides of Whipple Ave south to Fulton Dr. This signalized intersection lacks pedestrian signals, and the south side crosswalk is too far back. From the intersection corners to be visible.



Location: Whipple Ave looking northbound at Fulton Dr

Observation: There is no crosswalk across Fulton Dr on the east side.

## Strip Avenue



Location: Strip Ave at southern Walmart Driveway looking north

Observation: Wall, guardrail, and pond conflicts make sidewalk extension along Strip Ave not feasible.



Location: Strip Ave looking north to southern Walmart Driveway

Observation: New sidewalk with flush traversable utility box in sidewalk terminates without curb ramp. Wall/guardrail/pond area does not allow sidewalk extension on the west side.





Location: Strip Ave at southern Walmart Driveway looking south  
Observation: The sidewalk ends at a location without a curb ramp and crosswalk.



Location: Southern Walmart Driveway at Strip Ave looking west  
Observation: A pedestrian is seen walking toward The Strip using the southern Walmart Driveway at the end of the sidewalk shown in the above photo.



Location: Strip Ave looking south from southern Walmart Driveway to Dressler Rd/Hall of Fame Bridge  
 Observation: New sidewalk with flush traversable utility box and retaining wall.



Location: Strip Ave at Dressler Rd/Hall of Fame Bridge ridge looking south  
 Observation: New sidewalk with ADA-compliant curb ramps and push buttons. Parallel markings used.



## Dressler Road



Location: Dressler Rd/Hall of Fame Bridge looking east

Observation: Pedestrians were observed to use the shared use sidewalk and marked crosswalk along the south side of Dressler Rd.



Location: Dressler Rd/Hall of Fame Bridge looking east from Campus Dr

Observation: Campus Trail has been completed in 2024 approaching the Dressler Rd intersection from Kent State/Stark State. The intersection has pedestrian signal heads and push buttons.





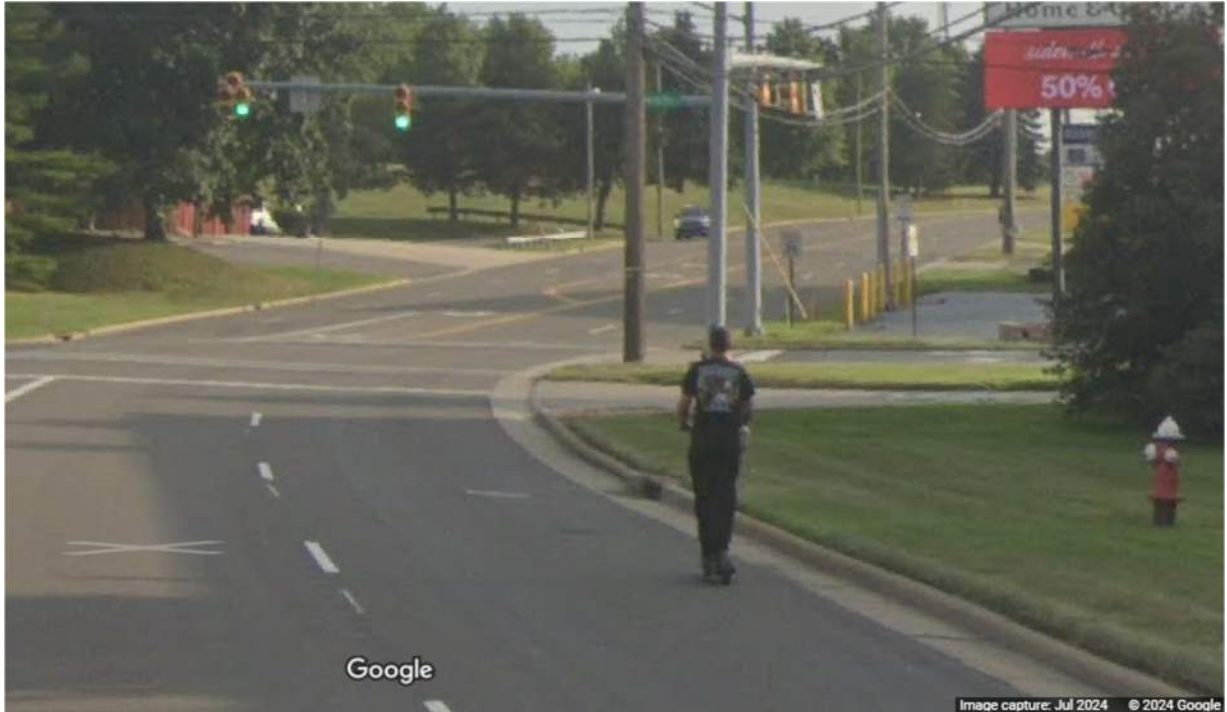
Location: Northbound Dressler Rd looking towards Hall of Fame Bridge.

Observation: Right-of-way fence and guardrail makes sidewalk installation on east side infeasible.



Location: Southbound Dressler Rd at Jackson Township Fire Department Station 4

Observation: Utility conflicts may complicate sidewalk installation.



Location: Northbound Dressler Rd approaching University St

Observation: Personal wheeled mobility device (e-scooter) is seen in the roadway heading north.



Location: Southbound Dressler Rd approaching Belden Park Crossings entrance

Observation: Utilities have been marked on the southbound (west) side in preparation for the upcoming sidewalk and roadway widening project.





Location: Dressler Rd near Panda Express looking east

Observation: Pedestrians must wait in the grass without other accommodations as bus stops.



Location: Dressler Rd at Everhard Rd looking west

Observation: There is an existing curb ramp with sidewalk stub. This may be connected as part of the planned widening and sidewalk project.



Location: West side of Dressler Rd along Belden Park Crossings

Observation: Pedestrians were observed to walk along the roadside and could benefit from a sidewalk.



Location: West side of Dressler Rd south of Belden Village St.

Observation: Pedestrians were observed waiting for transit on the existing sidewalk.





Location: Dressler Rd looking southbound towards Munson St

Observation: Instead of a separate installation, the bus stop sign was mounted on the far side of the sidewalk on a regulatory lane use sign. While this is typical, separate installations are preferred.



Location: Dressler Rd looking southbound towards Fulton Dr

Observation: The intersection has a channelizing island with an ADA-compliant pedestrian cut through and push buttons. There are no sidewalks connected to the intersection.

## Everhard Road



Location: Intersection of Whipple Ave and Everhard Rd looking south

Observation: There is no crosswalk across Whipple Ave along the south side of Everhard Rd.



Location: Looking east along Everhard Rd from Whipple Ave

Observation: The north side sidewalk ends at the driveway to the Venue at Belden before the SARTA bus stop. The north side sidewalk resumes after the railroad crossing. The sidewalk on the south side is continuous.





Location: Intersection of Whipple Ave and Everhard Rd looking south

Observation: Westbound SARTA service along Everhard Rd.



Location: South side of Everhard Rd looking west under I-77

Observation: There is a slightly worn pedestrian path below the Interstate indicating some pedestrian activity.



Location: North mall exit looking north across Everhard Rd to I-77 ramps

Observation: The only pedestrian accommodations at this intersection are curb ramps/concrete pads. There are no crosswalks or pedestrian push buttons.



Location: Northwest Mall exit at Everhard Rd

Observation: Grade change/slope at southeast quadrant limits room to build a sidewalk. Offset left turns from Everhard Rd do not allow a median island, between them so a potential crosswalk would have conflicts unless on the far left or right. Median islands could be used in those locations.





Location: Everhard Rd looking west to Dressler Rd

Observation: High traffic volumes and intersection curvature create safety concerns for pedestrians. A planned project will improve safety and build a sidewalk in the north-south direction.



Location: Belden Village St looking east at Everhard Rd

Observation: While a pedestrian can be seen in the image, there are limited pedestrian accommodations at this intersection. Crosswalks are only at the east and south sides. Concrete pads with detectable warning surfaces do not connect to sidewalks and are only at crosswalk ends. There are no accessible features at the northwest quadrant.



Location: Everhard Rd looking north at Munson St

Observation: Everhard Rd lacks controlled locations for pedestrian crossings in this area. There is sufficient street frontage for a sidewalk.



Location: Everhard Rd looking south to Fulton Dr

Observation: There are no pedestrian accommodations at this location. Wide roadways and right turn arrows may make pedestrian crossings challenging.



## Fulton Drive



Location: Fulton Dr looking west toward Whipple Ave

Observation: The width of Fulton Drive is a challenge to pedestrian mobility. At Whipple Ave, there is a missing crosswalk on the intersection's east side.



Location: Fulton Dr looking west toward Dressler Rd

Observation: No pedestrian accommodations are present, though there appears to be sufficient space for sidewalks behind curbs.



Location: Fulton Dr looking west toward Belden Green Rd

Observation: There is a drainage pond alongside developable parcels on the south side of road. Some pedestrian activity is shown on the north side of road.



Location: Fulton Dr looking west toward Belden Green Rd

Observation: There are no pedestrian crosswalks across Fulton Dr at this location.





Location: Fulton Dr looking south to Belden Green Rd

Observations: There are sidewalks on both sides of Belden Green Rd to the housing development. There are no connections at Fulton Dr.



Location: Fulton Dr looking west towards Everhard Rd

Observation: No existing pedestrian accommodations are present at this intersection

## Belden Village Street



Location: Looking northeast from the southeast quadrant of Belden Village St at Whipple Ave

Observation: The large intersection lacks pedestrian signals and crosswalks. Turn arrows and overlaps can make crossing the street challenging.



Location: Looking west along Belden Village St from Whipple Ave

Observation: A sidewalk may fit on the south side of the curb, though there are potential challenges with an overhead sign, a light pole, and a driveway. Left turns do not offset from the Aldi Plaza to the bus shelter, so a midblock crosswalk could be feasible here.





Location: South side of Belden Village St at Belden Place

Observation: There is an existing sidewalk along the south side from Higbee Ave to Belden Place that ends beyond the building.



Location: North side of Belden Village St looking towards bus shelter

Observation: There is a bus shelter at the southeast end of the mall that has frequent use but no sidewalk connections. In this observation, the shelter was being used for a work-based trip



Location: North side of Belden Village St looking east past eastern mall driveway

Observation: Pedestrians must make their own path to reach the bus shelter and are at risk from turning vehicles.



Location: North side of Belden Village St looking east past eastern mall driveway

Observation: There are underutilized parking spaces and no pedestrian crosswalk across the eastern mall driveway towards the bus shelter.





Location: Belden Village mall parking lot roadway looking east at main entrance

Observation: View of one of a few painted crosswalks on mall property, including typical pavement markings and pedestrian warning signs. A pedestrian route does not extend to the bus shelter.



Location: Southwest corner of Belden Place

Observation: There is a shelter in the parking lot, though it is not served by SARTA.



Location: North side of Belden Village St looking west toward Higbee Ave

Observation: Grass slope with utilities would make building a sidewalk difficult in this location.



Location: North side of Belden Village St looking east between Higbee Ave and Dressler Rd

Observation: Grade change with concrete slope wall makes a sidewalk infeasible along this stretch.





Location: Northeast quadrant of Belden Village St at Higbee Ave looking southwest at intersection

Observation: The sidewalk was extended into the mall parking lot, though there is no marked pedestrian route to the mall entrance. This sidewalk is not ADA compliant. There is also a similar sidewalk on the northwest quadrant.



Location: Southeast quadrant of Belden Village St at Higbee Ave at east crosswalk.

Observation: Drivers were observed to fail to yield to pedestrians despite pedestrian signal heads and countdown timers.



Location: Belden Village St looking east at Belden Square toward Higbee Ave

Observation: A sidewalk extends on the south side from Dressler Rd to Belden Place, passing through a driveway island without other safety features.



Location: Belden Village St looking east from Everhard Rd toward Dressler Rd

Observation: This block has a lot of small businesses on each side with grass frontages.



## Holiday Street



Location: Looking east along Holiday St from Higbee Ave

Observation: Typical view of Holiday St with bus stops, grassy lawns, and concrete curb gutters.



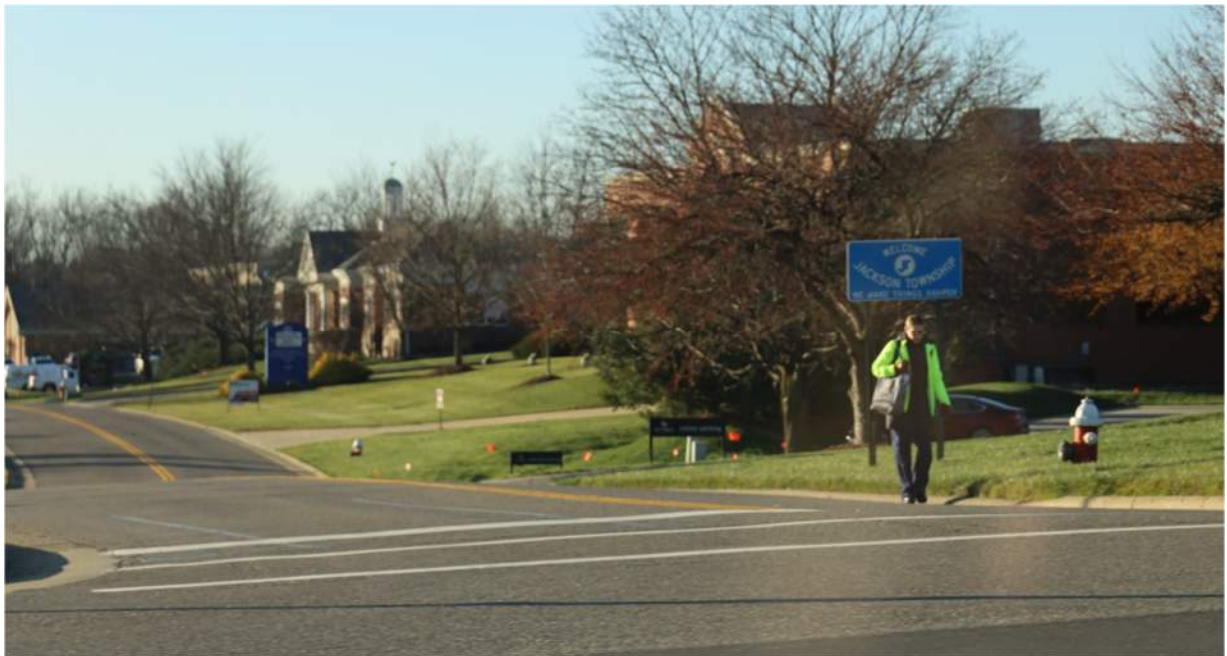
Location: Looking east along Holiday St toward Whipple Ave

Observation: There are potential utility conflicts along the north side.



Location: Looking east along Holiday St toward Whipple Ave

Observation: There are potential utility conflicts along the south side.



Location: Looking west along Holiday St from Whipple Ave

Observation: A pedestrian was observed walking within the travel lane toward the SARTA Center.



## Higbee Avenue



Location: Southeast quadrant of intersection of Higbee Ave and Belden Village St

Observation: Outdated pedestrian push button signage as pedestrian signal heads have been installed.



Location: East side of Higbee Ave looking south from Belden Village St

Observation: Typical four-foot sidewalk along Higbee Ave between Belden Village St and Holiday St.



Location: Looking north along Higbee Ave toward Belden Village Mall  
 Observation: Typical view of east side sidewalk and driveway crossings.



Location: East side of Higbee Ave looking south from Belden Village St  
 Observation: Typical driveway crossing that lacks safe pedestrian accessibility.





Location: Looking north along the east side of Higbee Ave from Holiday St

Observation: This is the end of the east side sidewalk. It is not accessible, and it lacks crosswalk markings and a detectable warning surface.



Location: Looking west to the west side of Higbee Ave at Holiday St

Observation: This is the end of the west side sidewalk. It is not accessible, as sidewalks have gaps at driveways without ramps.

## Munson Street



Location: Looking east to Whipple Ave

Observation: Pedestrian accommodations are not present at the intersection. A bicycle was observed traveling westbound along Munson St.



Location: Higbee Ave at Munson St looking west

Observation: No pedestrian accommodations are present in this area.





Location: Munson St looking eastbound just east of Dressler Rd

Observation: This is representative of a typical section of Munson St, with grass frontages but no sidewalks. Note the bus stop sign in an area not maintained for pedestrian use.



Location: Munson St looking west to Dressler Rd

Observation: This intersection has older style pedestrian signal heads that lack countdown timers. To the west from Dressler Rd to Stephen Cir, there is a sidewalk on the south side.

## Belpar Street



Location: Belpar St looking west toward Dressler Rd

Observation: Wide grass frontage with little evidence of pedestrian activity is shown. Belpar St may have more lanes than needed for adequate capacity.



Location: Belpar St looking north along Dressler Rd

Observation: New curb ramps and countdown pedestrian signal heads have recently been installed. This intersection does not have a north side Dressler Rd crosswalk.



## Metro Circle



Location: Metro Circle looking south at bend by I-77 and hotel

Observation: Utilities intrude into roadway creating sight distance concerns at a bend midway between Dressler Rd and Everhard Rd.



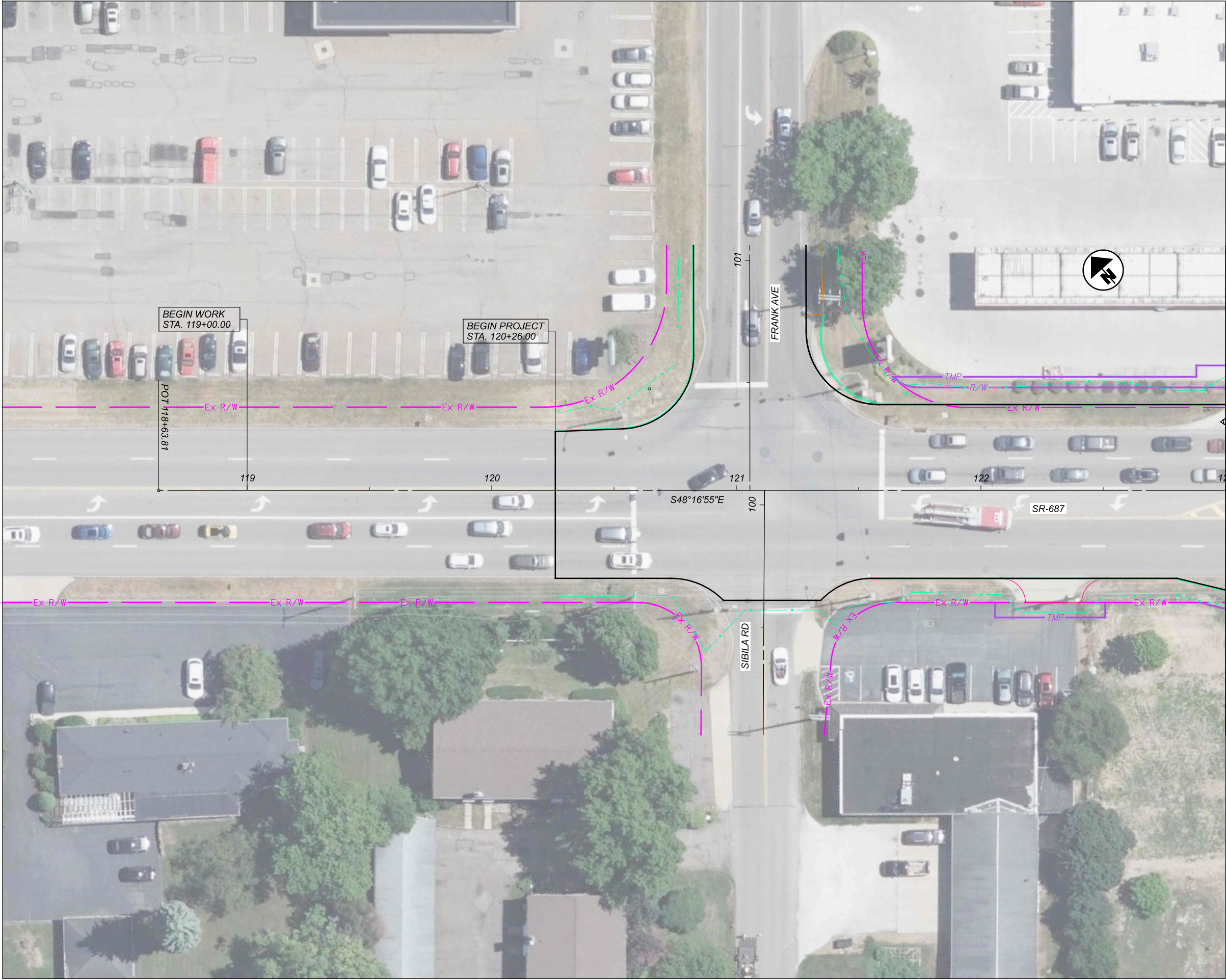
Location: Metro Circle looking south toward Everhard Rd and Belden Village Mall

Observation: Parking lots with spaces that back to Metro Circle, narrow pavement width, vegetation and slopes create safety concerns.

## **APPENDIX B**

### **Fulton Drive (SR 687 Safety Project)**



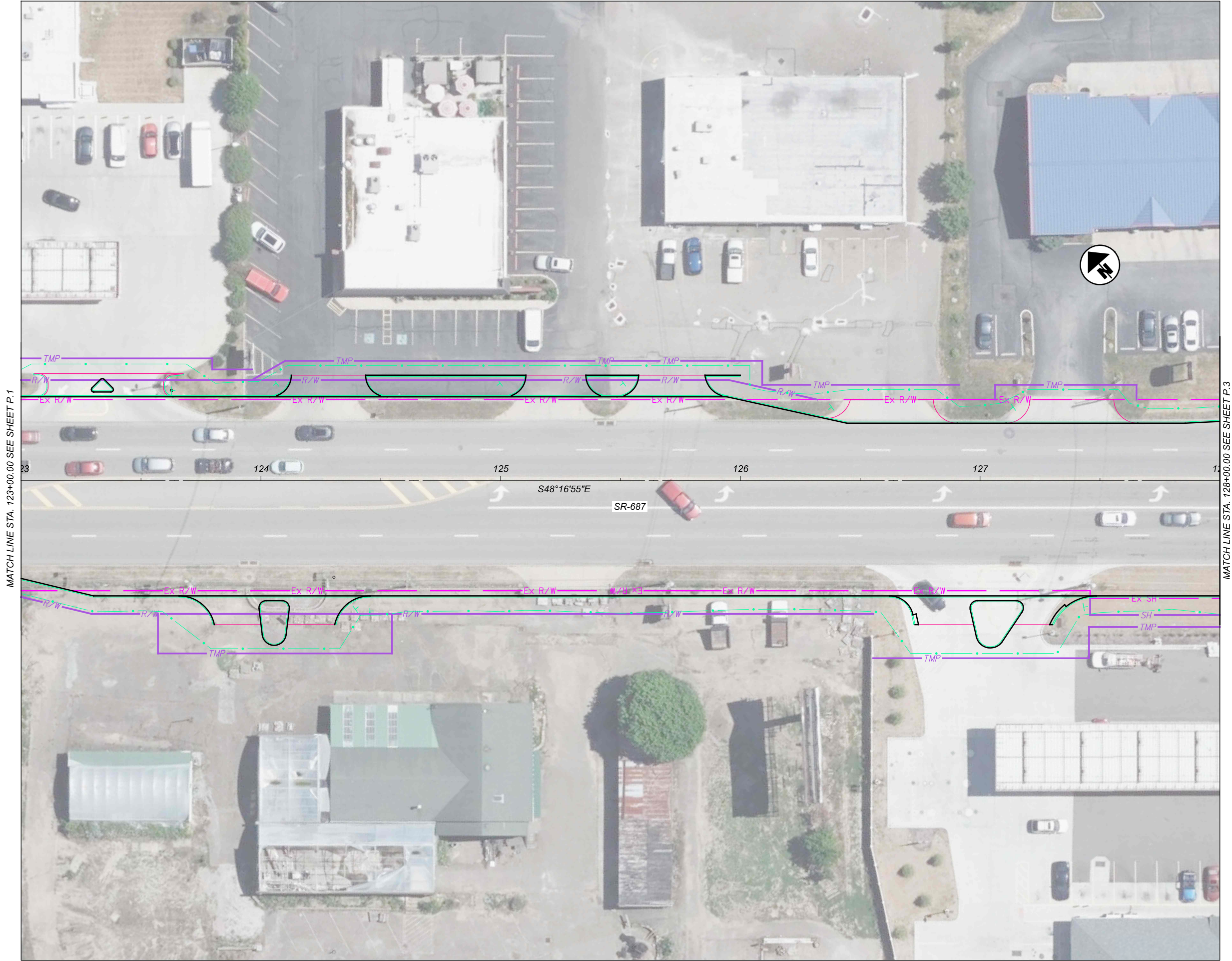


PLAN - SR 687  
BEGIN PROJECT TO STA. 123+00.00



DESIGN AGENCY	
<b>M M</b> MOTT MACDONALD	
18013 CLEVELAND PKWY SUITE 200 CLEVELAND, OH 44135	
DESIGNER	
SMS	
REVIEWER	
SJP 06-27-23	
PROJECT ID	
114831	
SHEET	TOTAL
P.1	4



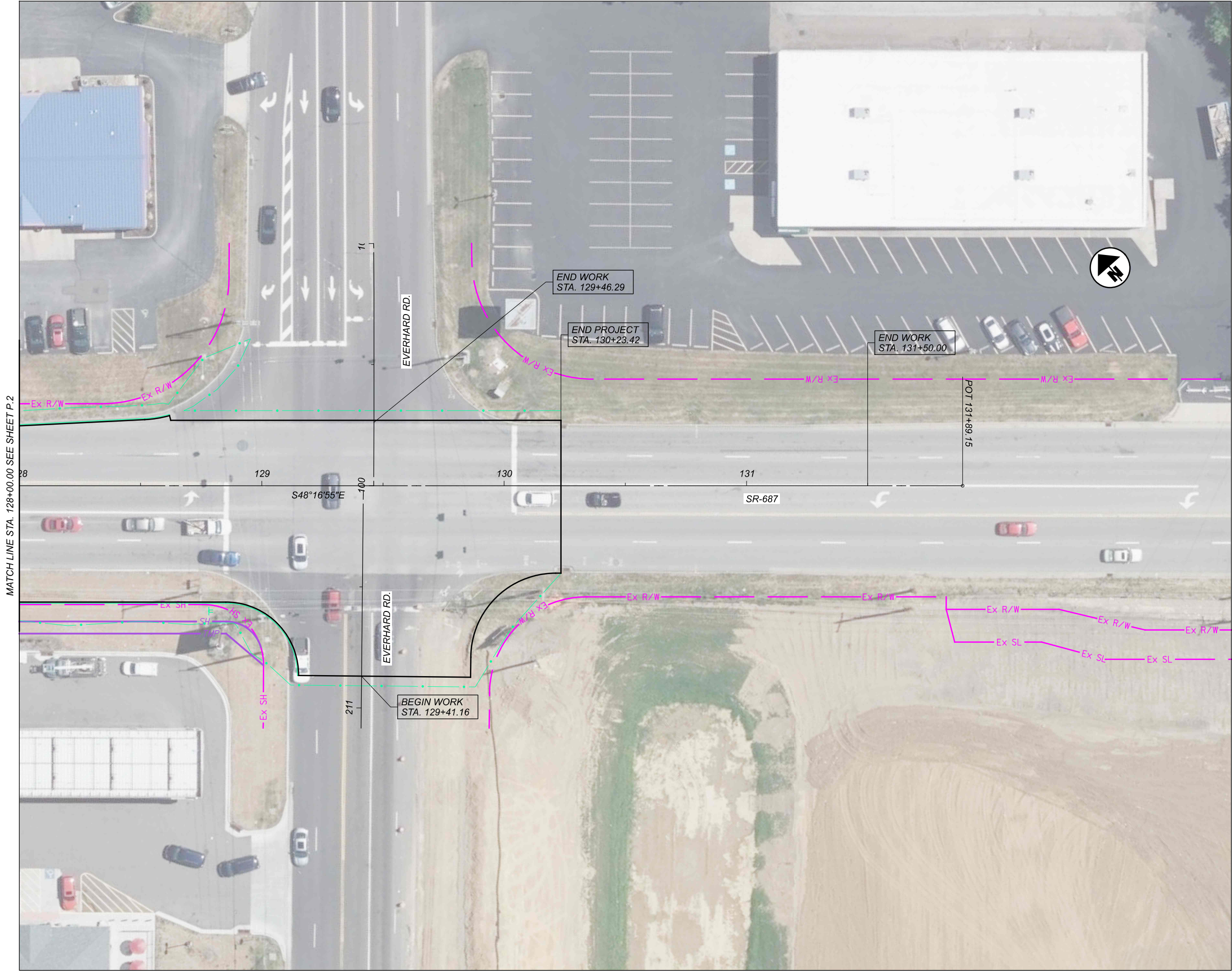


PLAN - SR 687  
STA. 123+00.00 TO STA. 128+00.00



DESIGN AGENCY	
<b>M M</b>	
<b>MOTT MACDONALD</b>	
18013 CLEVELAND PKWY SUITE 200 CLEVELAND, OH 44135	
DESIGNER	
SMS	
REVIEWER	
SJP 06-27-23	
PROJECT ID	
114831	
SHEET	TOTAL
P.2	4



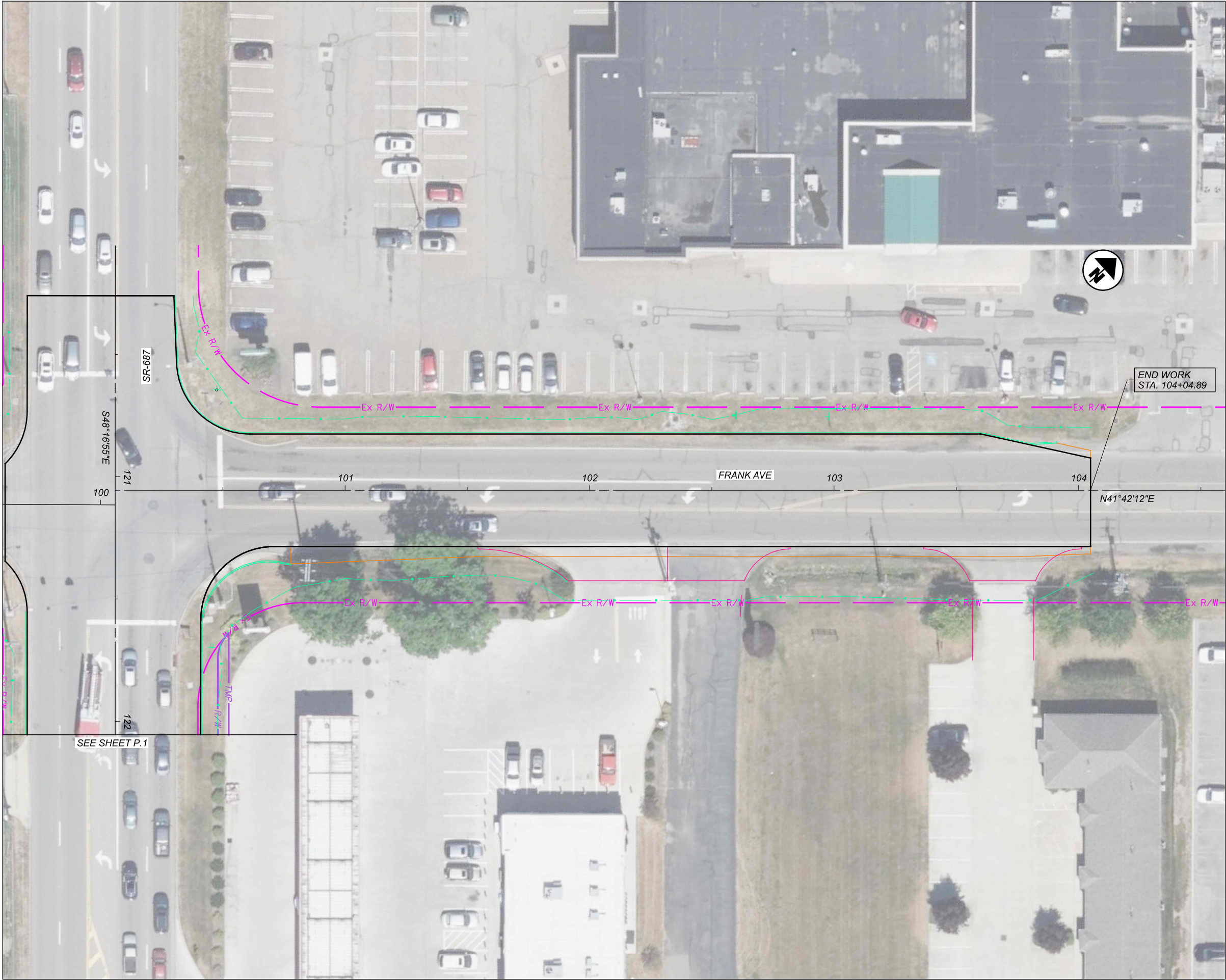


PLAN - SR 687  
STA. 128+00.00 TO END PROJECT

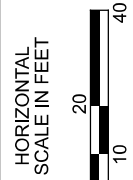


DESIGN AGENCY	
<b>M M</b> <b>MOTT MACDONALD</b> 18013 CLEVELAND PKWY SUITE 200 CLEVELAND, OH 44135	
DESIGNER	
SMS	
REVIEWER	
SJP 06-27-23	
PROJECT ID	
114831	
SHEET	TOTAL
P.3	4





PLAN  
FRANK AVENUE



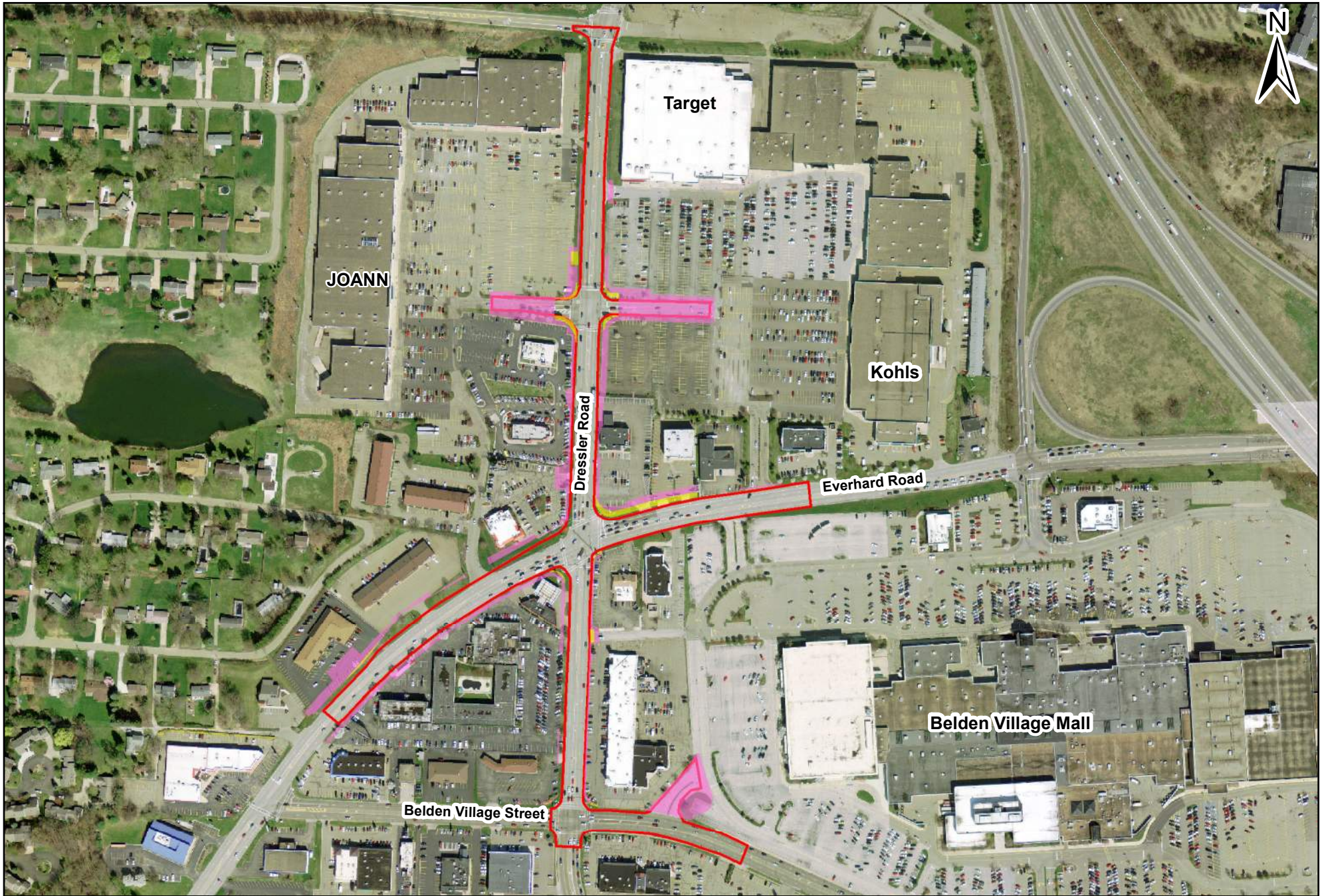
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<b>M M</b> MOTT MACDONALD	
18013 CLEVELAND PKWY SUITE 200 CLEVELAND, OH 44135	
DESIGNER	
SMS	
REVIEWER	
SJP 06-27-23	
PROJECT ID	
114831	
SHEET	TOTAL
P.4	4






## **APPENDIX C**

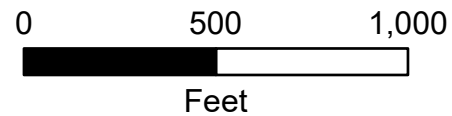
### **Dressler Road Improvement Project**





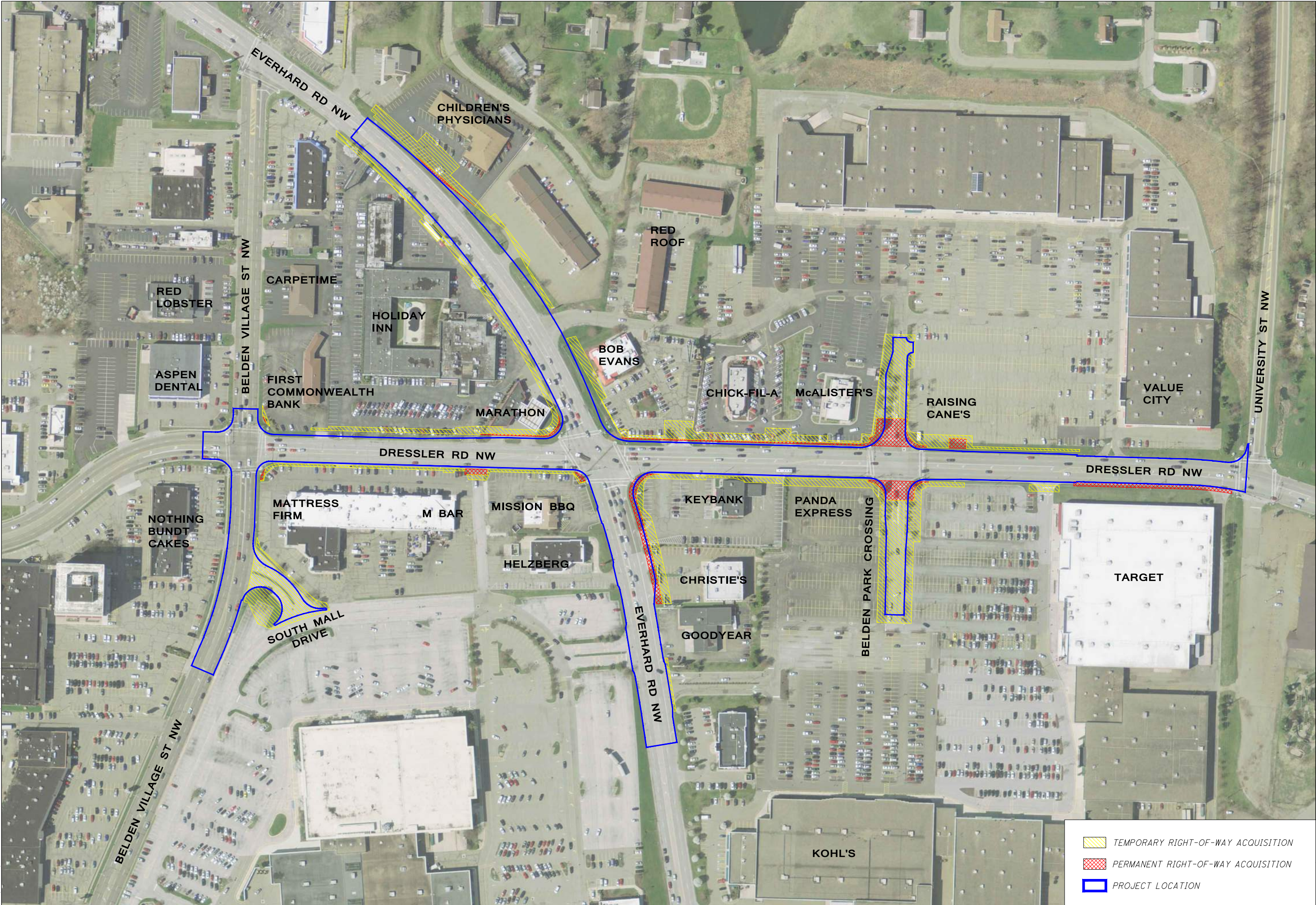
**LEGEND**

-  Project Location
-  PERMANENT RIGHT-OF-WAY AQUISION
-  TEMPORARY RIGHT-OF-WAY AQUISION

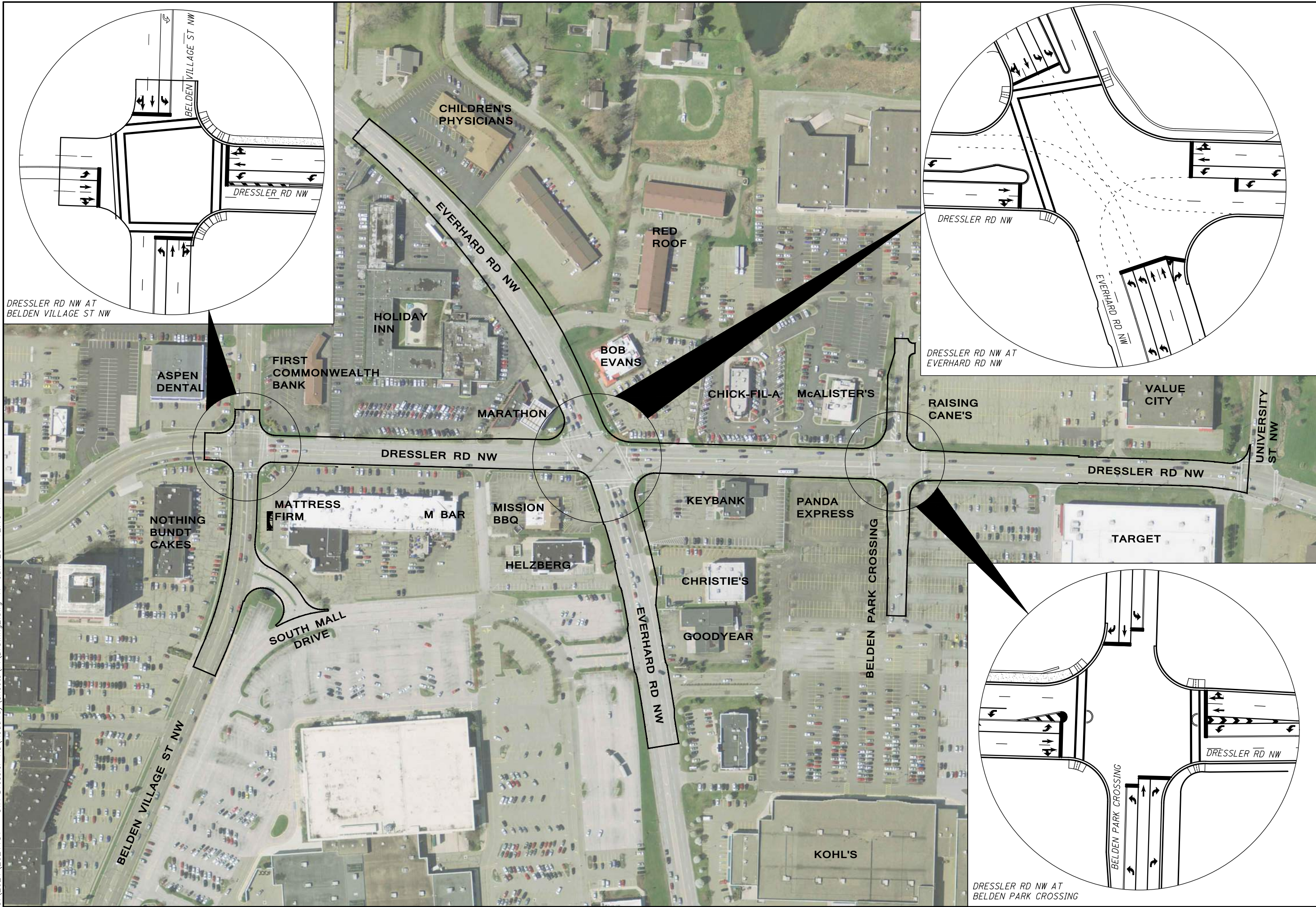


**Project Location Map**  
STA-CR 224-04.36 (Dressler Road)  
PID No. 112040



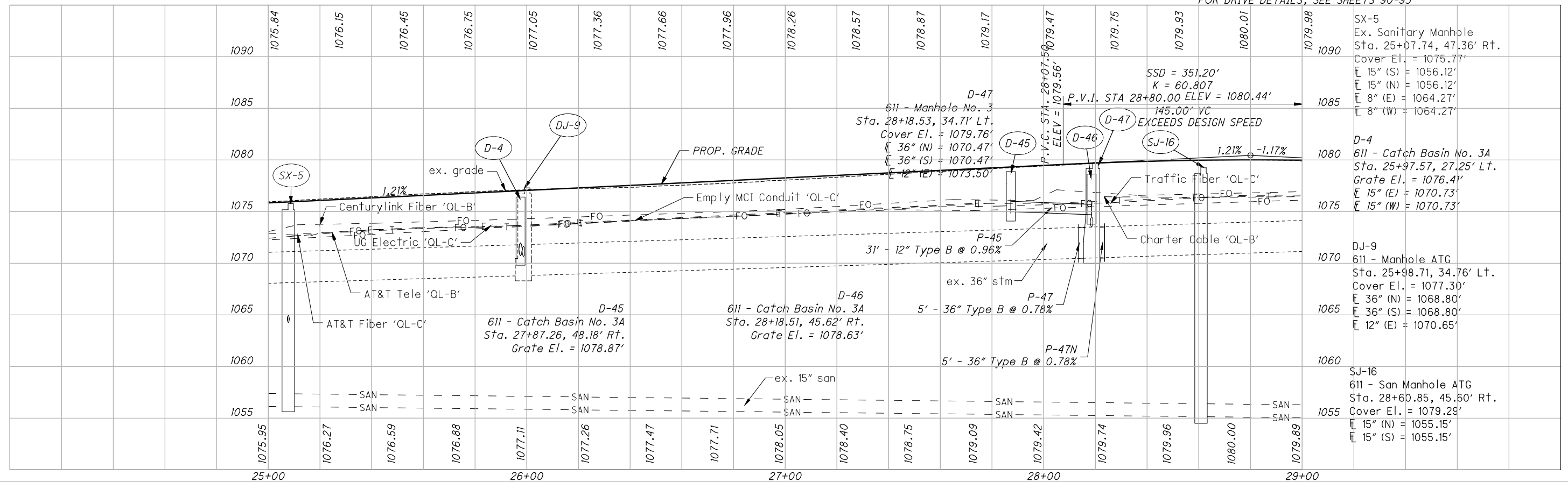
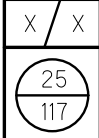




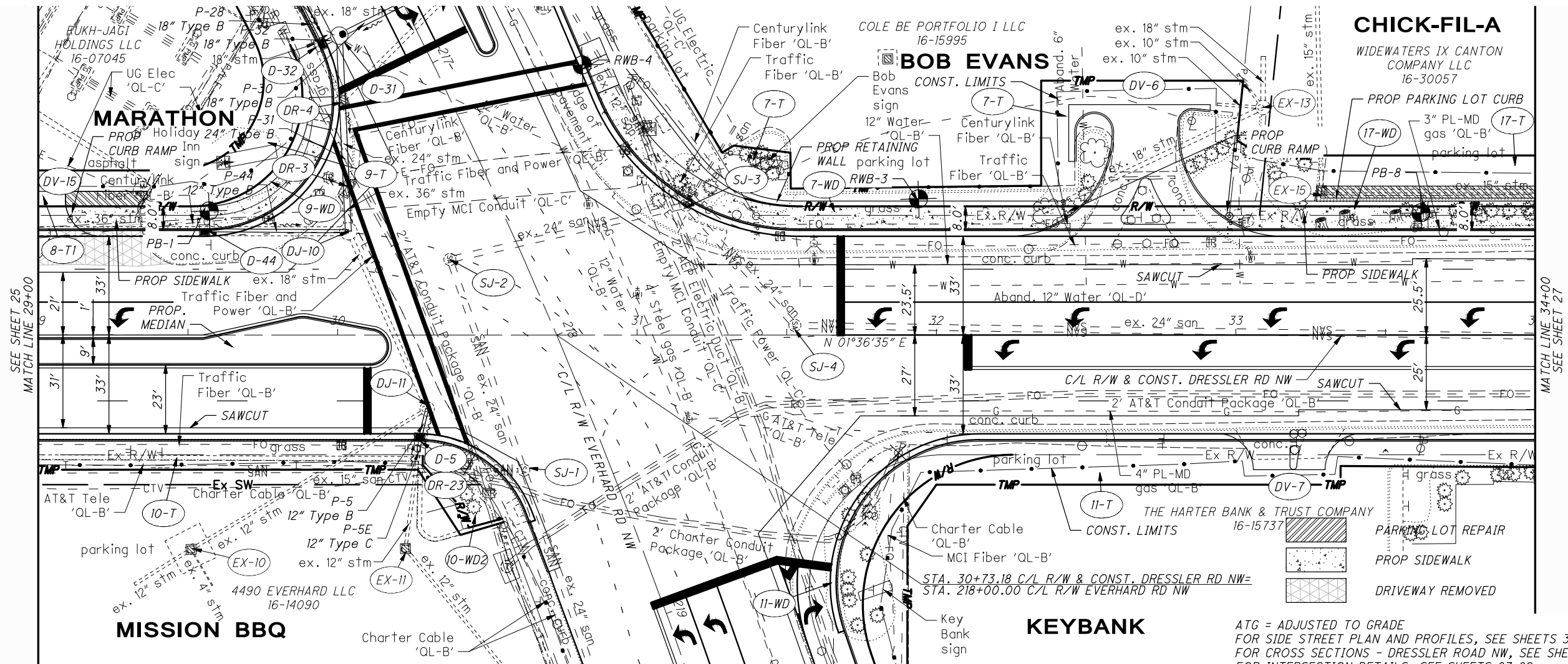




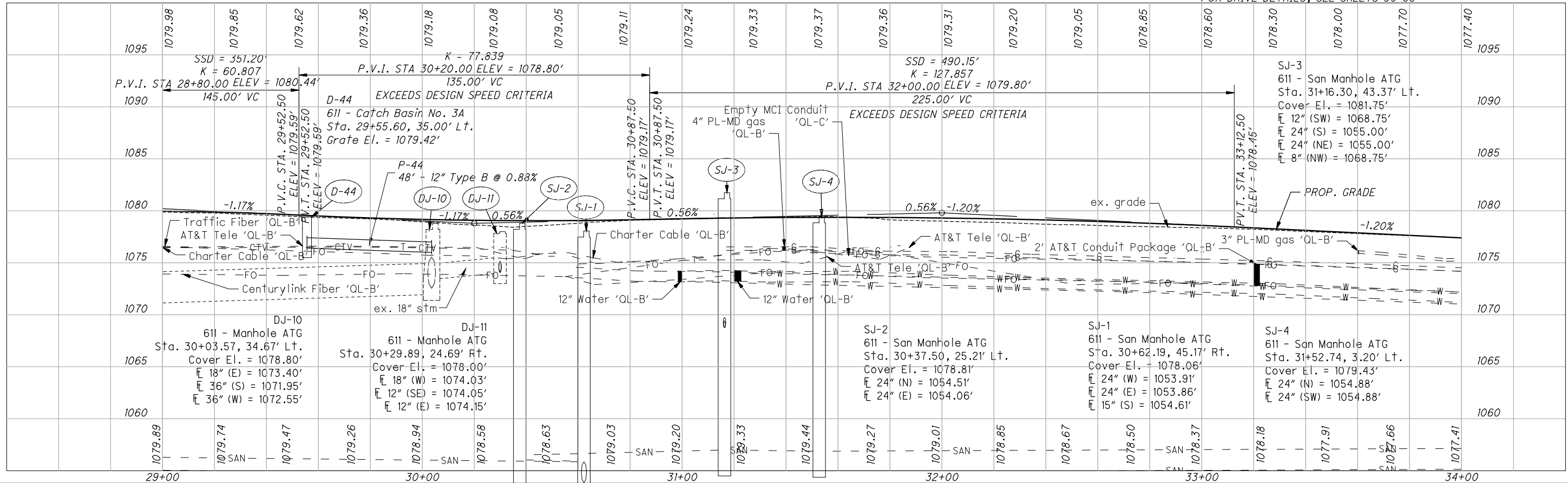


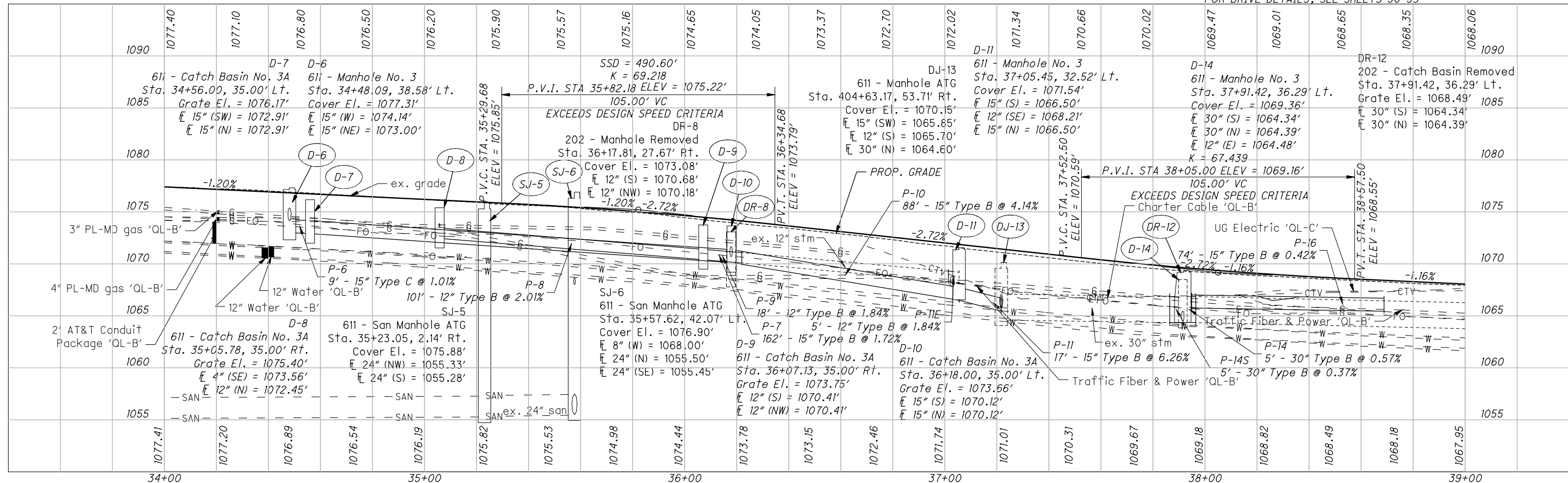
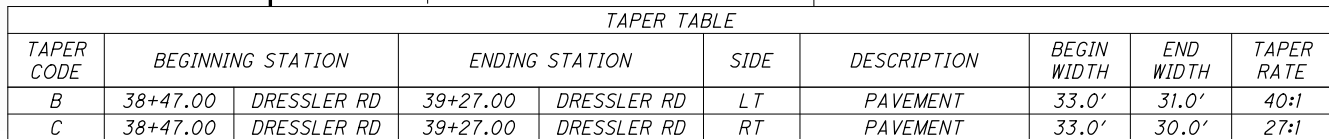




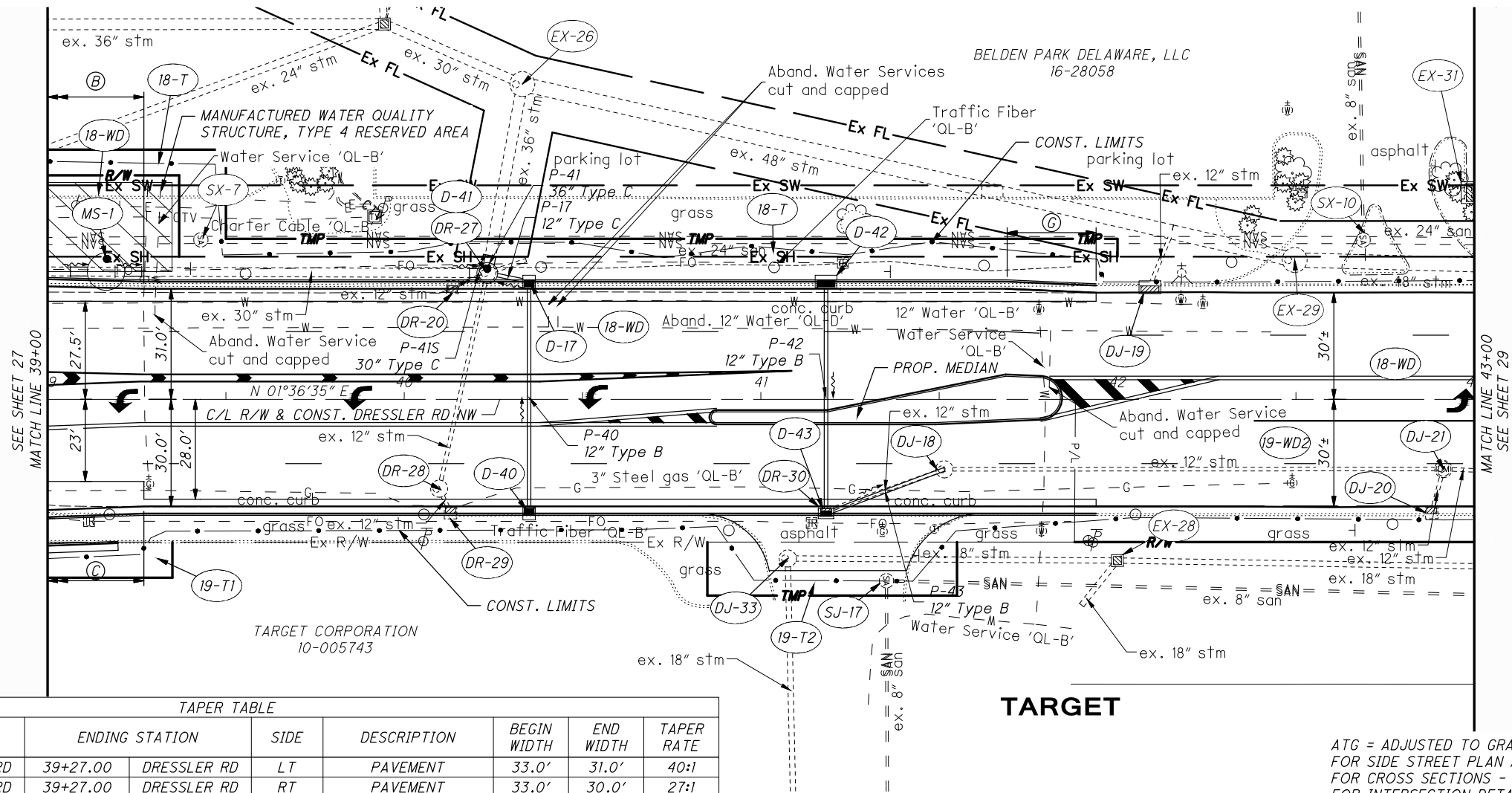


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FOR SIDE STREET PLAN AND PROFILES, SEE SHEETS 30-39  
FOR CROSS SECTIONS - DRESSLER ROAD NW, SEE SHEETS 40-56  
FOR INTERSECTION DETAILS, SEE SHEETS 87-89  
FOR DRIVE DETAILS, SEE SHEETS 90-93





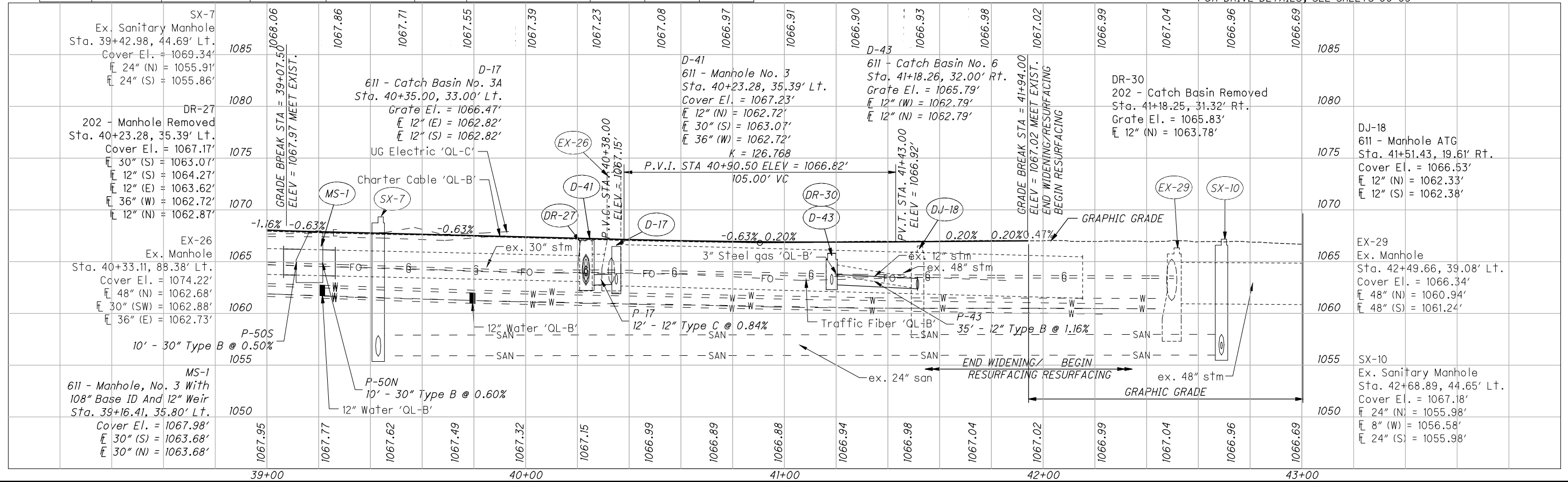


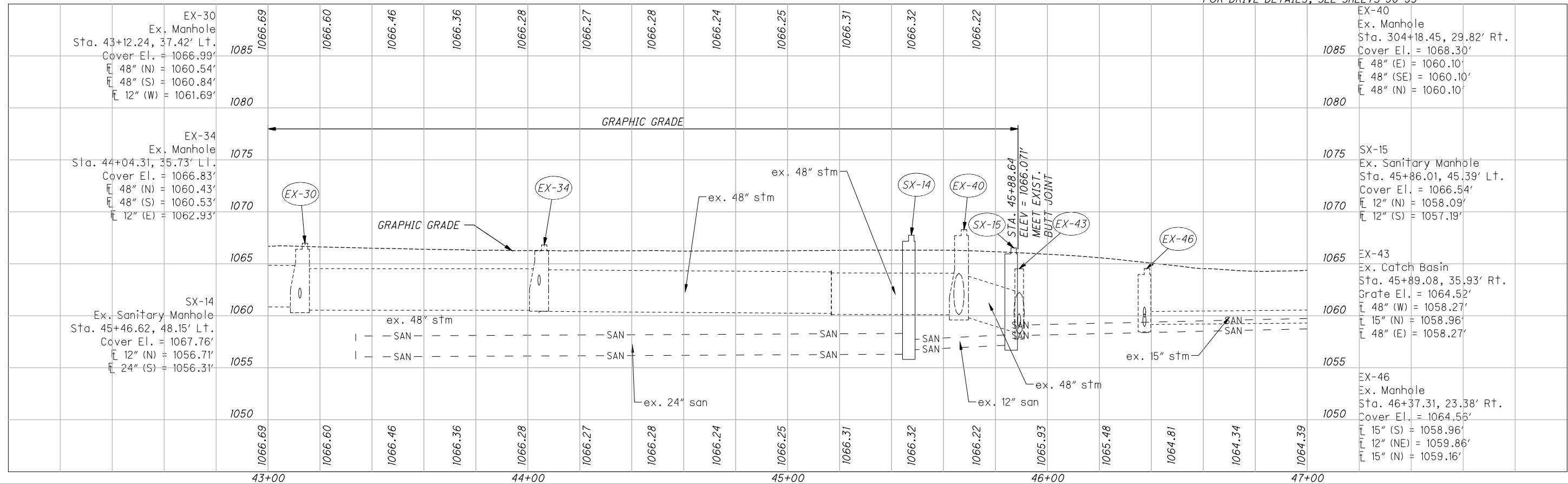


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C	38+47.00	DRESSLER RD	39+27.00	DRESSLER RD	RT	PAVEMENT	33.0'	30.0'	27:1
G	41+69.00	DRESSLER RD	41+94.00	DRESSLER RD	LT	PAVEMENT	31.0'	29.9'	22:1

## TARGET

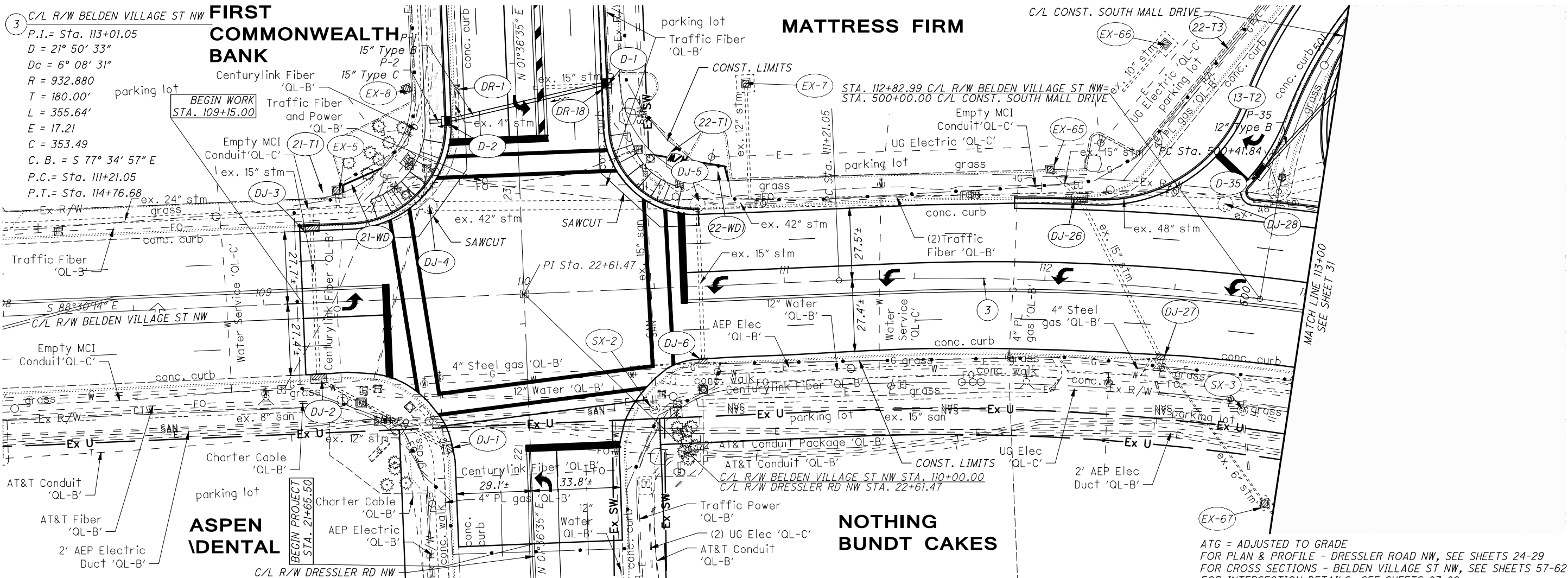
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FOR SIDE STREET PLAN AND PROFILES, SEE SHEETS 30-39  
FOR CROSS SECTIONS - DRESSLER ROAD NW, SEE SHEETS 40-56  
FOR INTERSECTION DETAILS, SEE SHEETS 87-89  
FOR DRIVE DETAILS, SEE SHEETS 90-93



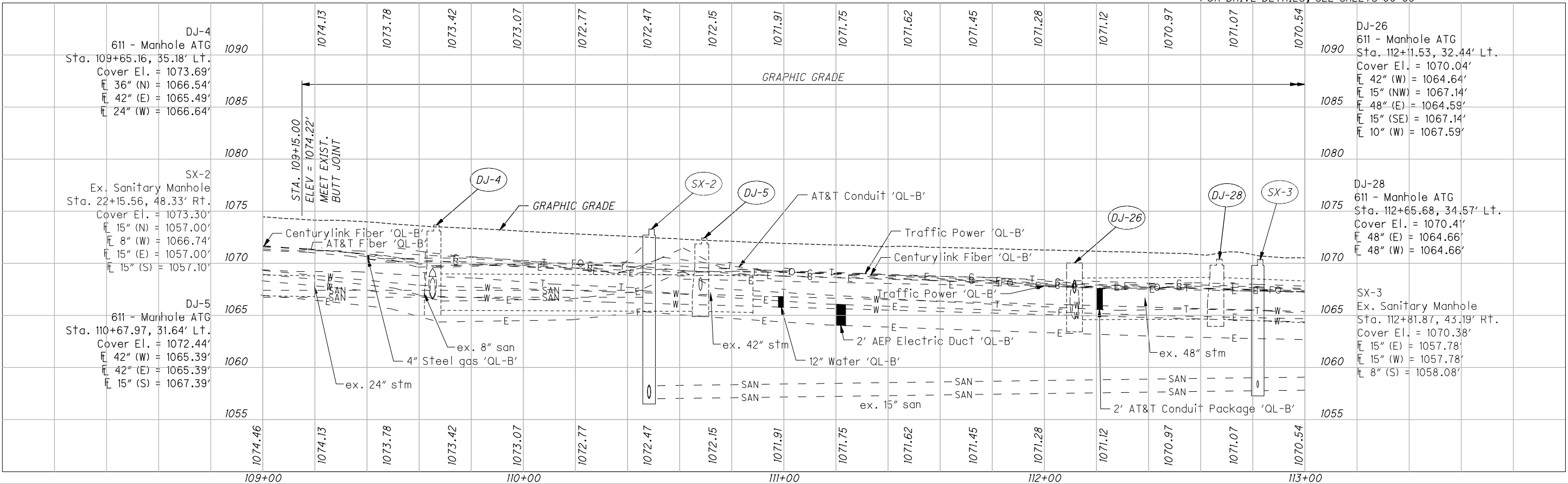




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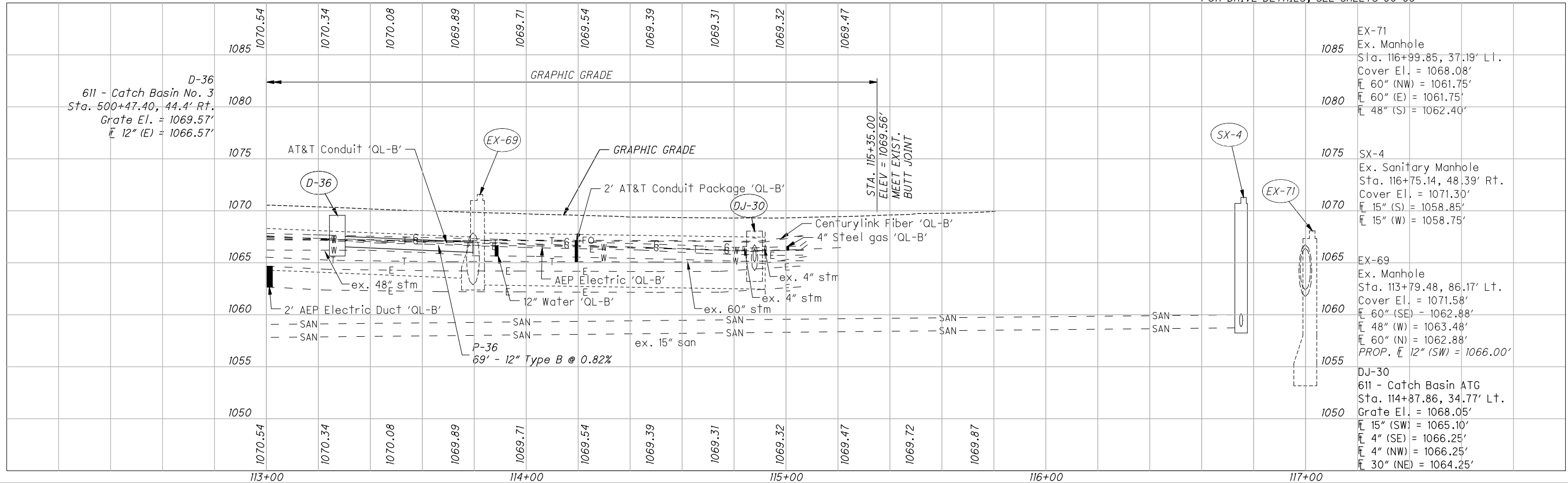
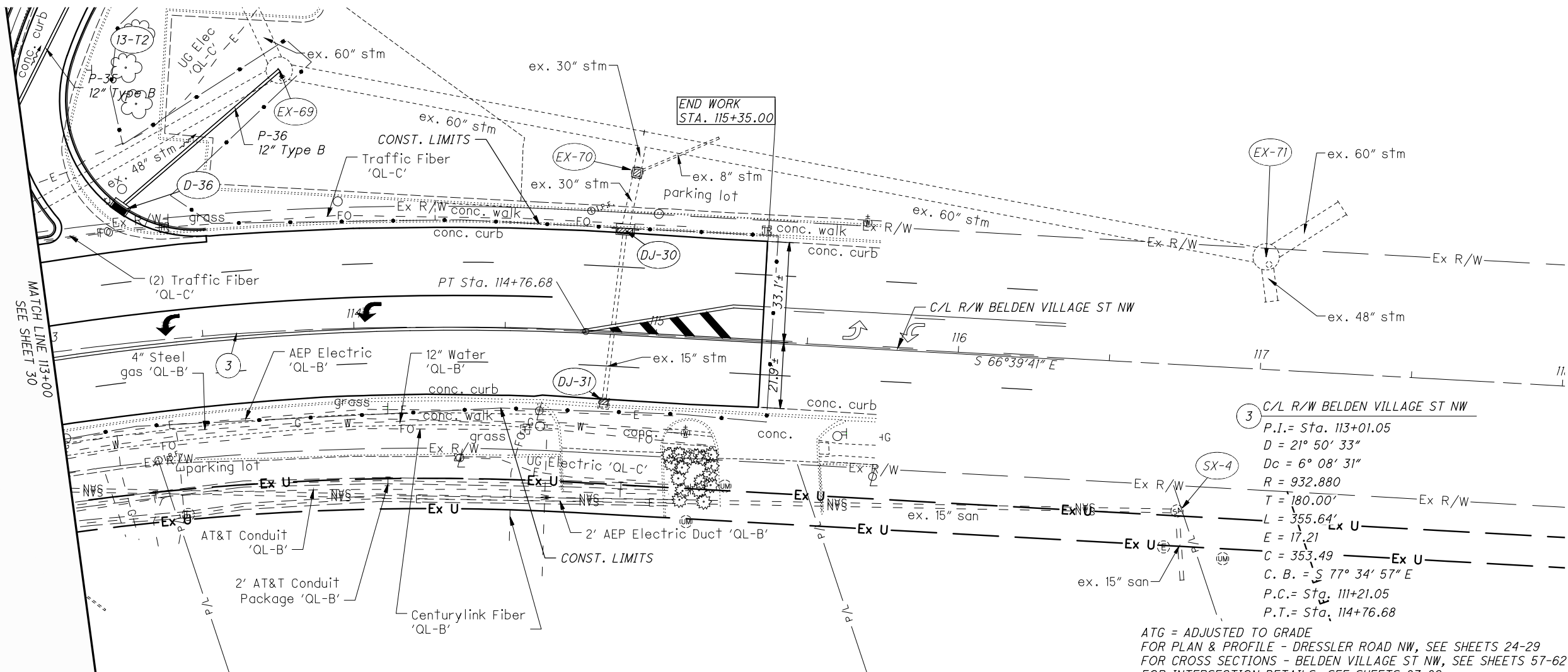


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FOR CROSS SECTIONS - BELDEN VILLAGE ST NW, SEE SHEETS 57-62  
FOR INTERSECTION DETAILS, SEE SHEETS 87-89  
FOR DRIVE DETAILS, SEE SHEETS 90-93



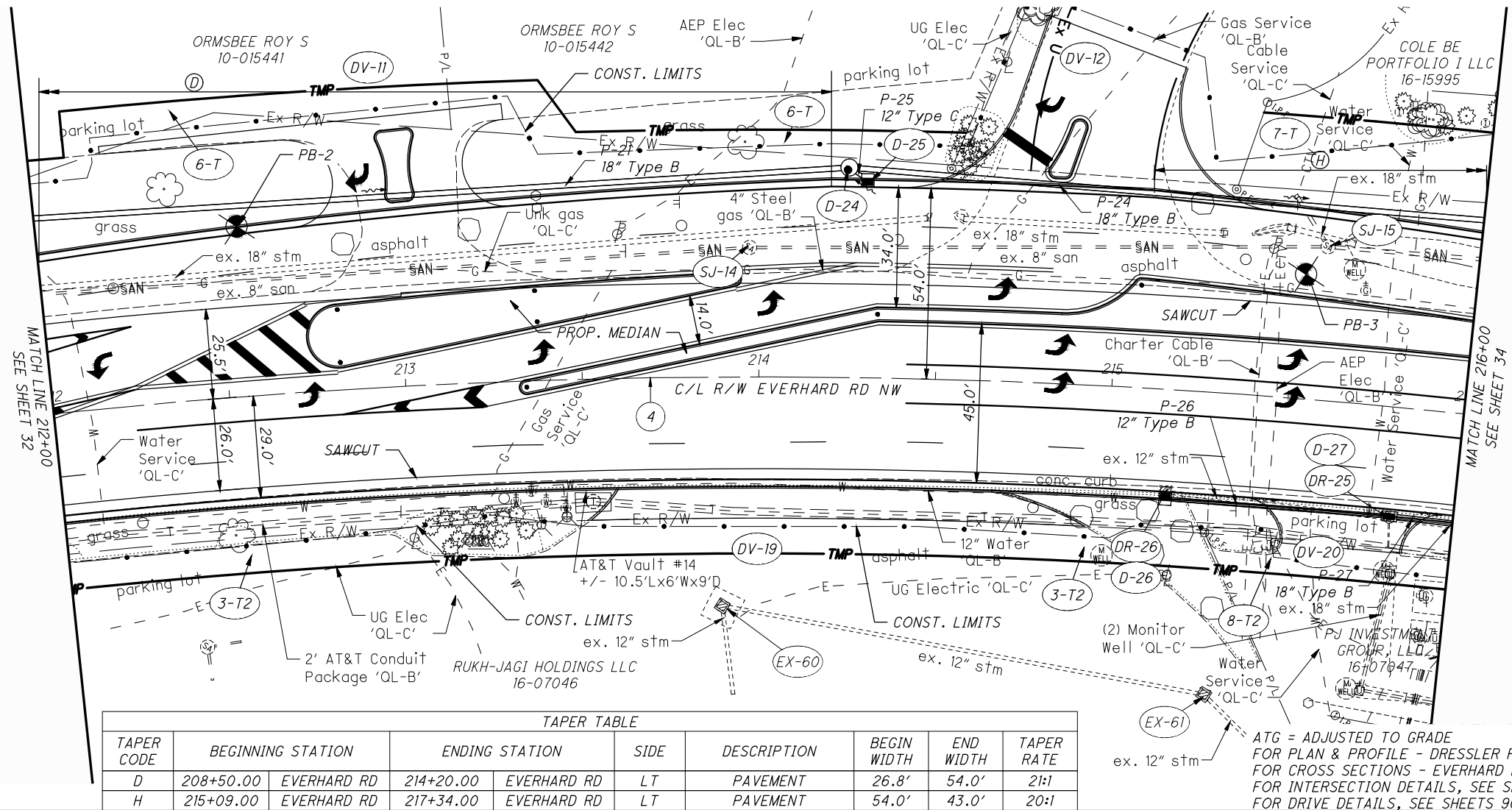
PLAN & PROFILE - BELDEN VILLAGE ST NW  
BEGIN TO STA. 113+00

DRESSLER ROAD



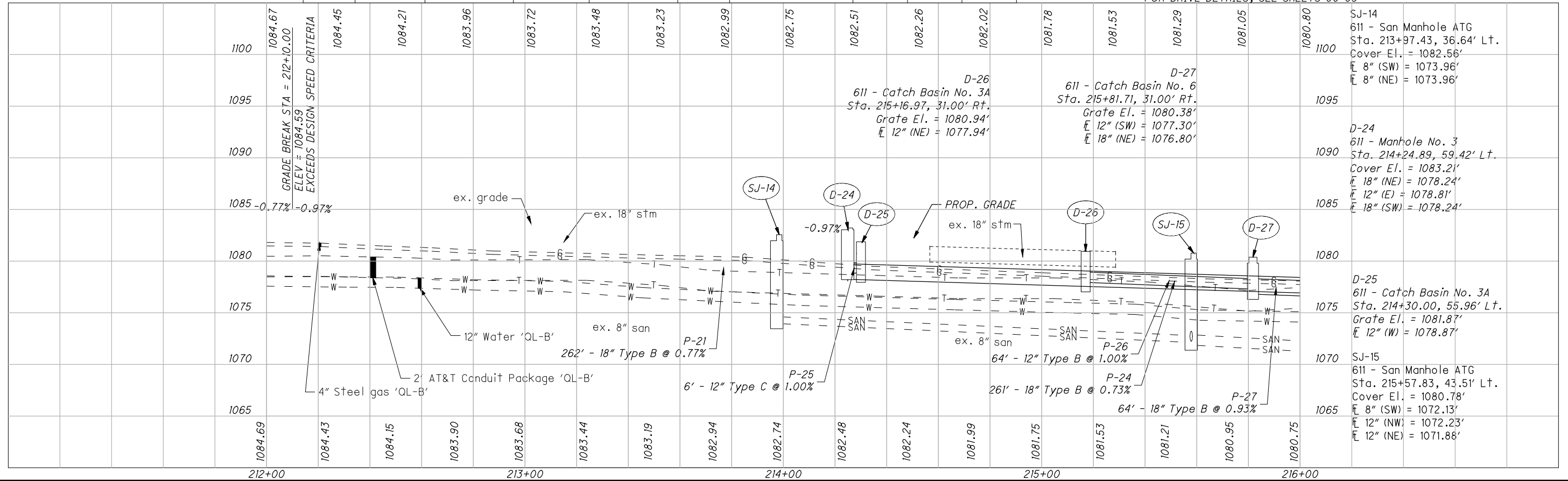






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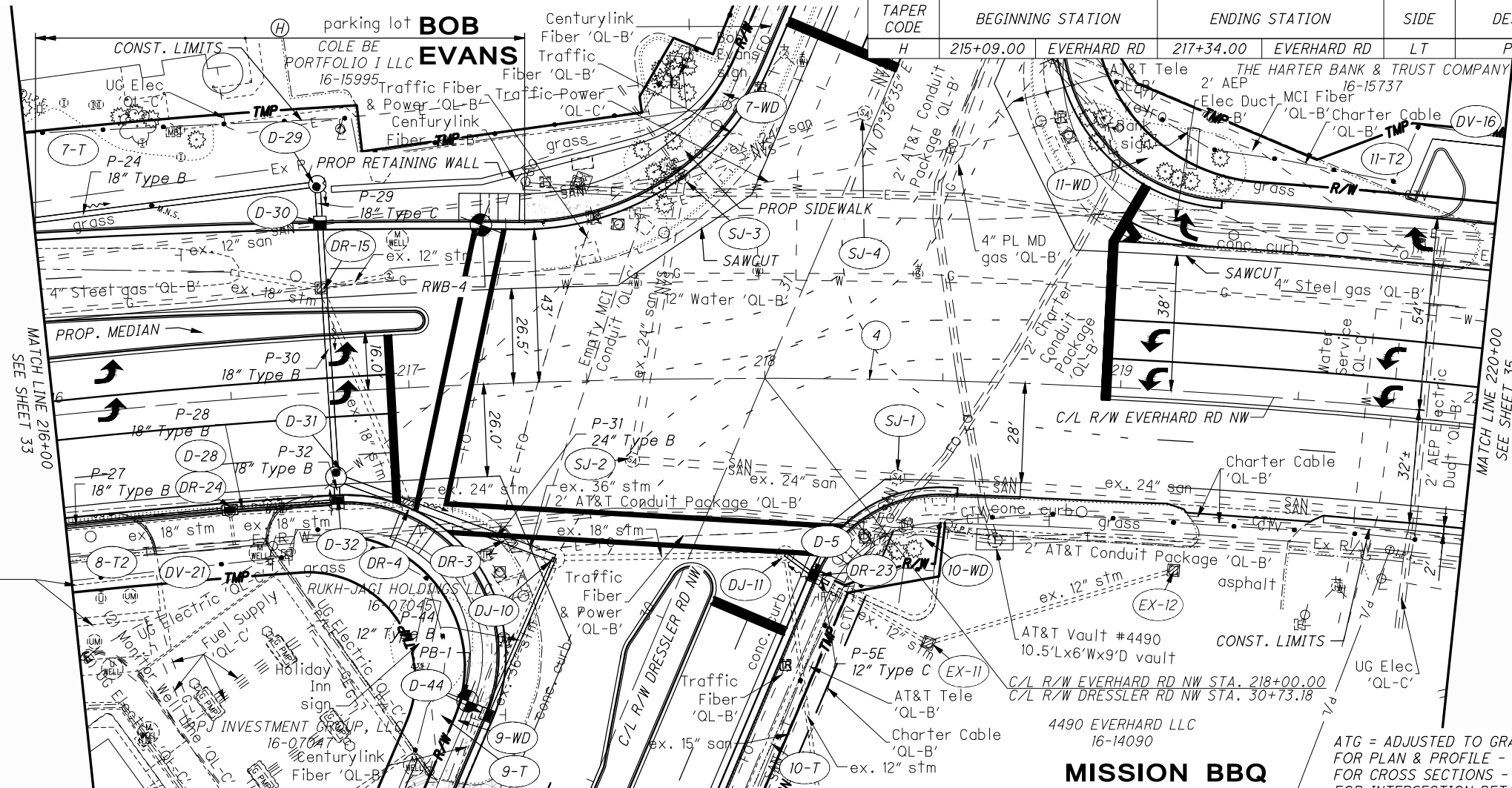
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FOR CROSS SECTIONS - EVERHARD ROAD NW, SEE SHEETS 63-74  
FOR INTERSECTION DETAILS, SEE SHEETS 87-89  
FOR DRIVE DETAILS, SEE SHEETS 90-93





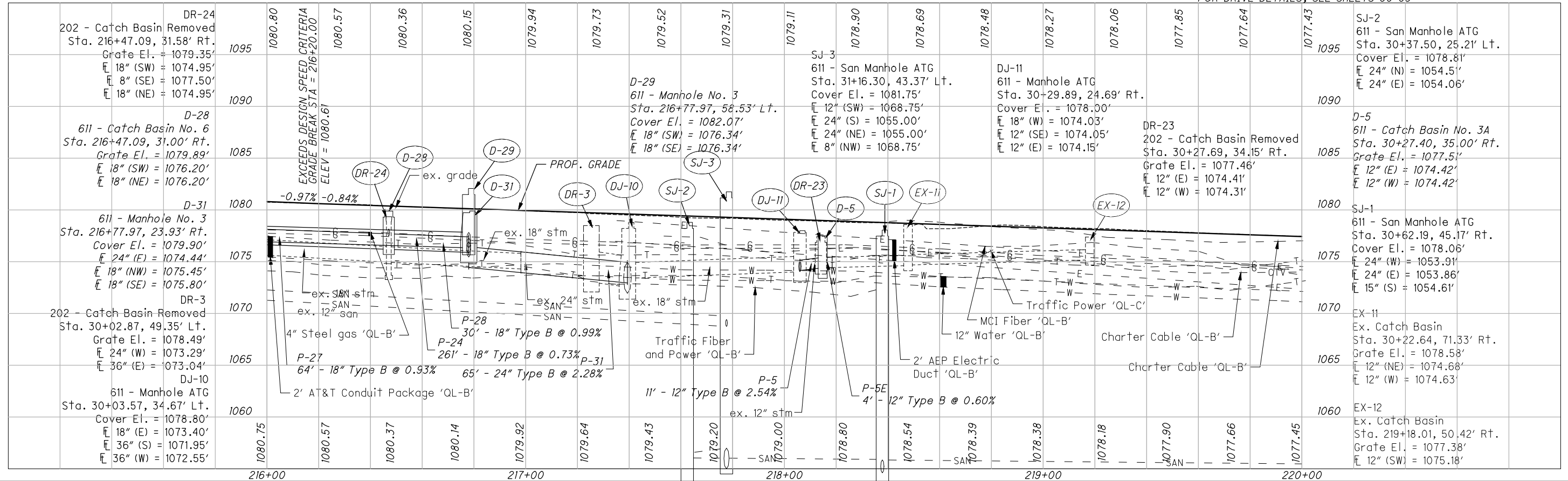
PARKING LOT REPAIR  
PROP SIDEWALK  
DRIVEWAY REMOVED

Approximate Underground Fuel  
Storage Tanks 'QL-C'



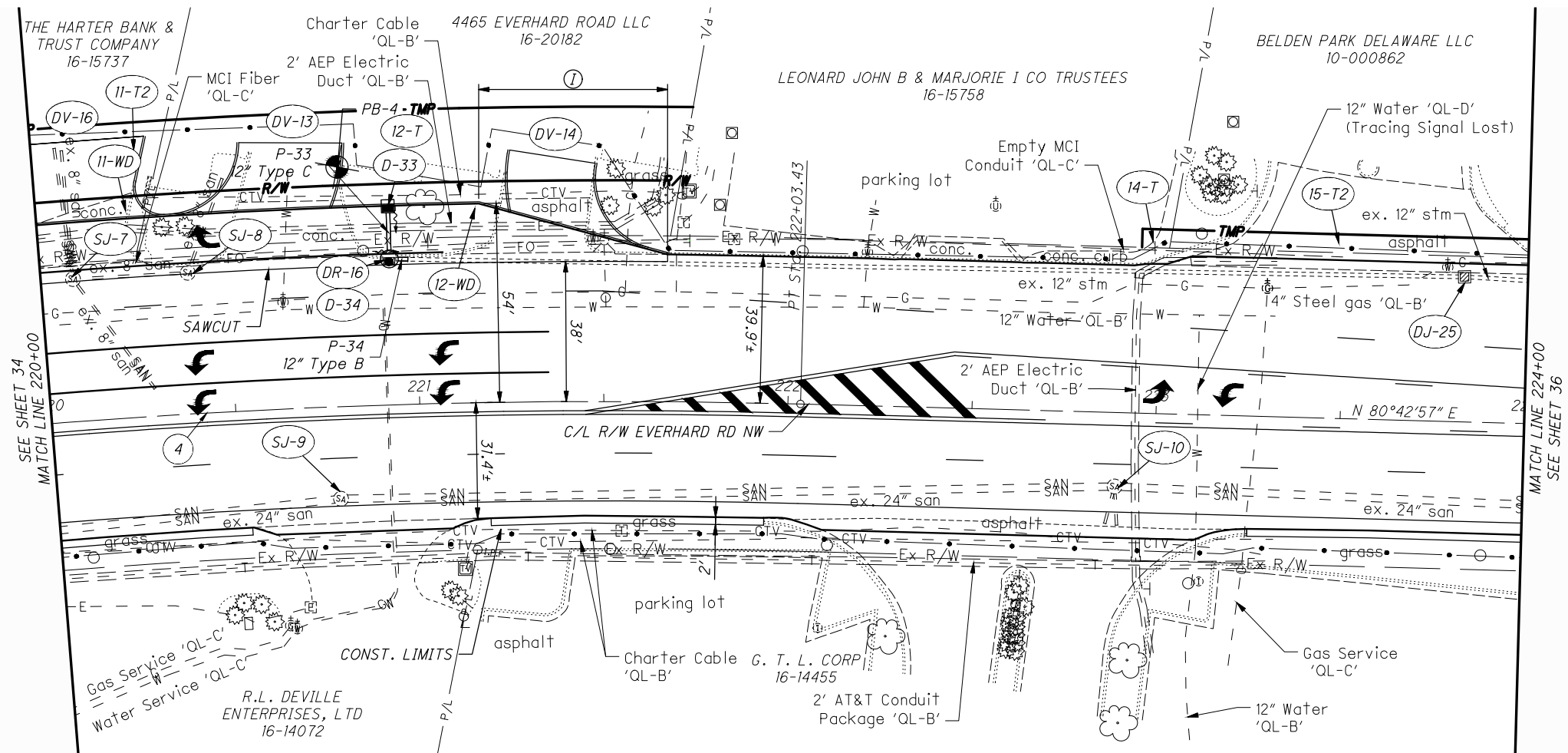
4 C/L R/W EVERHARD RD NW  
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D = 46° 59' 29"  
Dc = 2° 59' 55"  
R = 1910.730  
T = 830.64'  
L = 1567.09'  
E = 172.74  
C = 1523.54  
C. B. = N 57° 13' 12" E  
P.C. = Sta. 206+36.33  
P.T. = Sta. 222+03.43

ATG = ADJUSTED TO GRADE  
FOR PLAN & PROFILE - DRESSLER ROAD NW, SEE SHEETS 24-29  
FOR CROSS SECTIONS - EVERHARD ROAD NW, SEE SHEETS 63-74  
FOR INTERSECTION DETAILS, SEE SHEETS 87-89  
FOR DRIVE DETAILS, SEE SHEETS 90-93



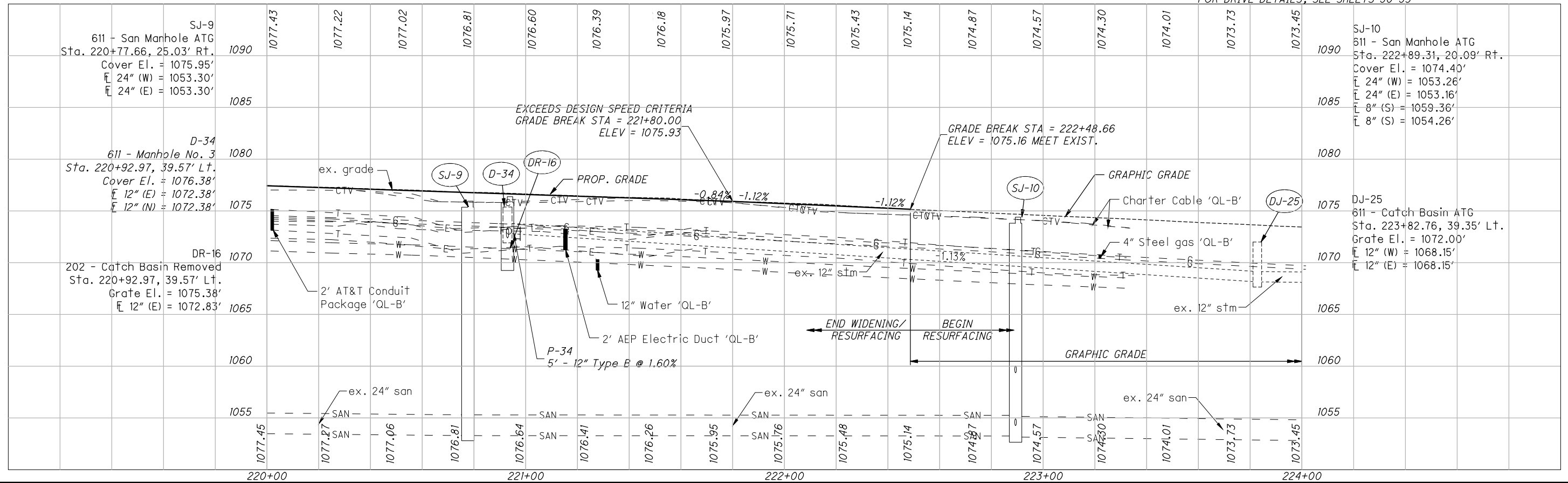
PLAN & PROFILE - EVERHARD RD NW  
STA. 216+00 TO STA. 220+00

DRESSLER ROAD



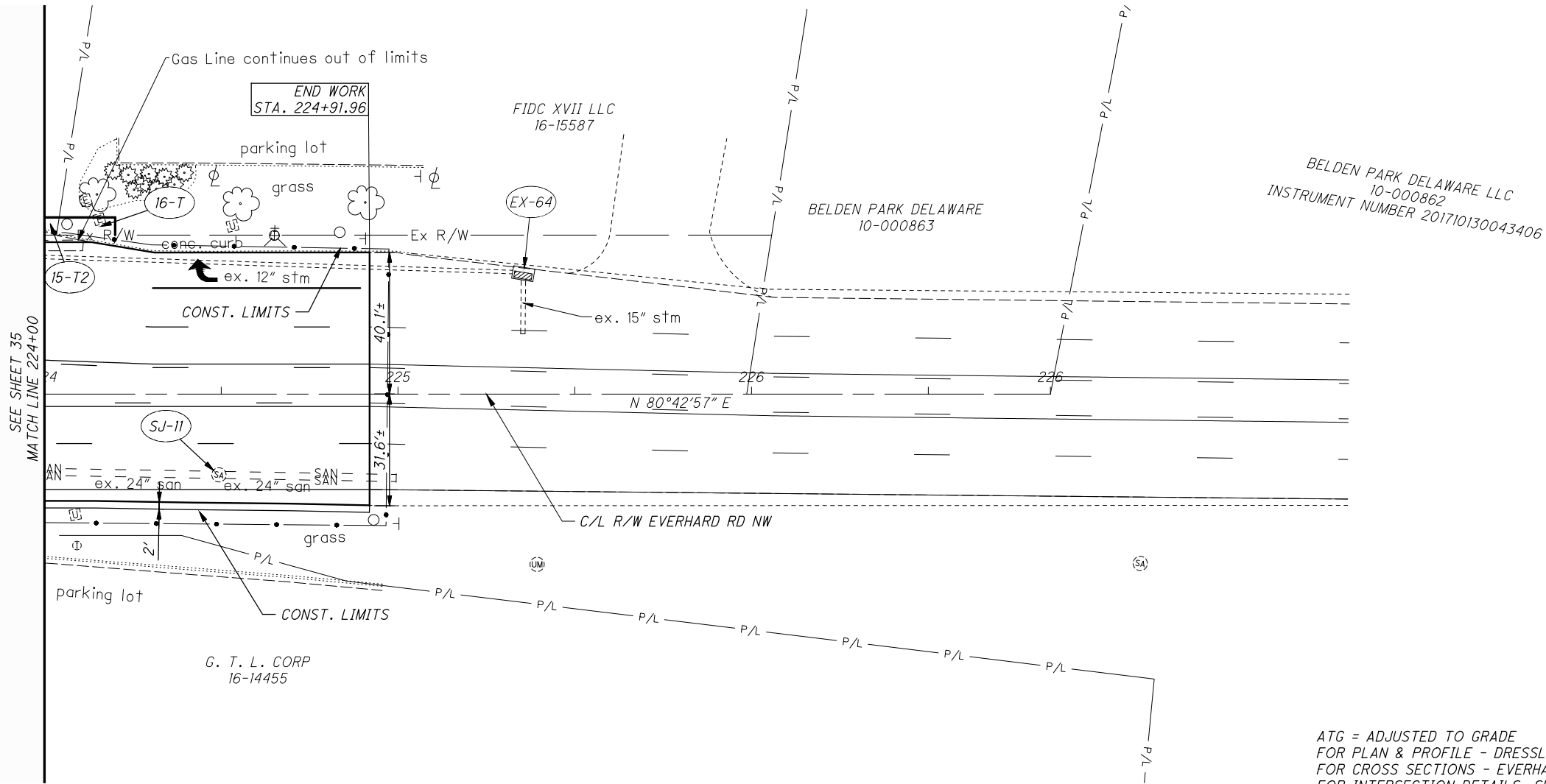
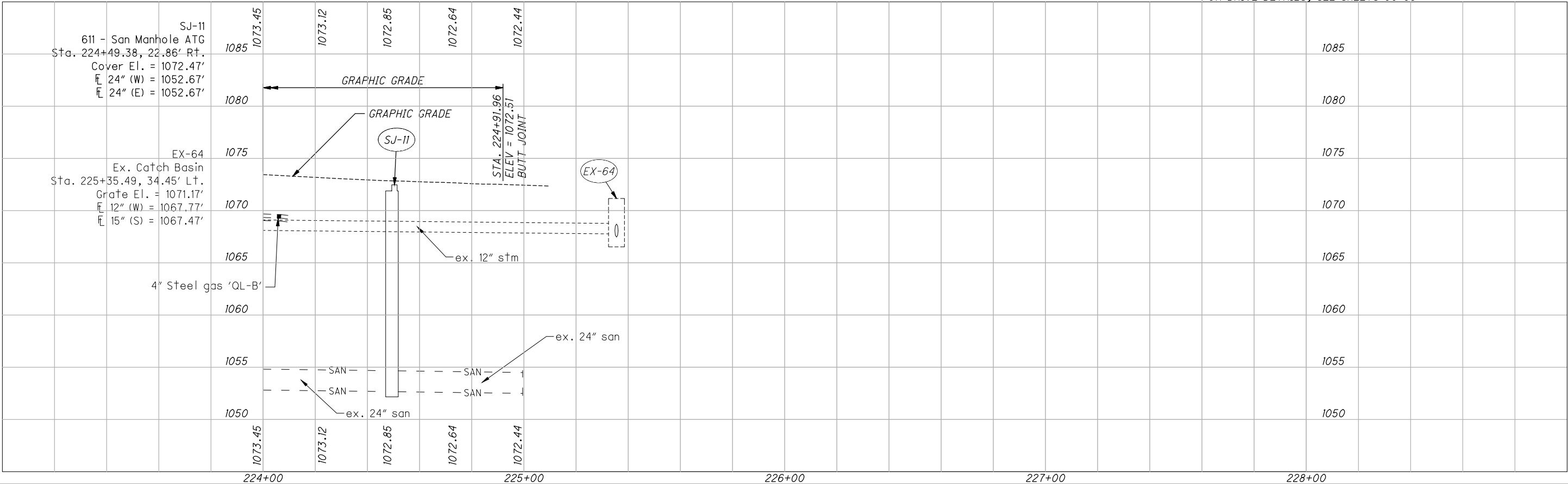
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ATG = ADJUSTED TO GRADE  
FOR PLAN & PROFILE - DRESSLER ROAD NW, SEE SHEETS 24-29  
FOR CROSS SECTIONS - EVERHARD ROAD NW, SEE SHEETS 63-74  
FOR INTERSECTION DETAILS, SEE SHEETS 87-89  
FOR DRIVE DETAILS, SEE SHEETS 90-93





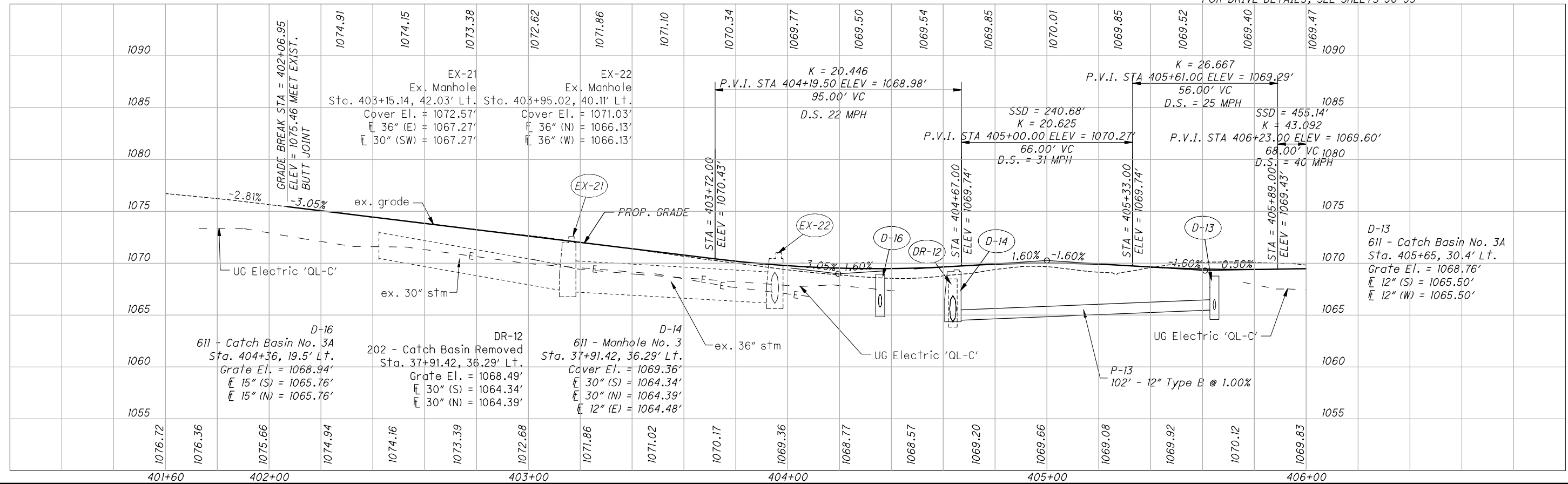
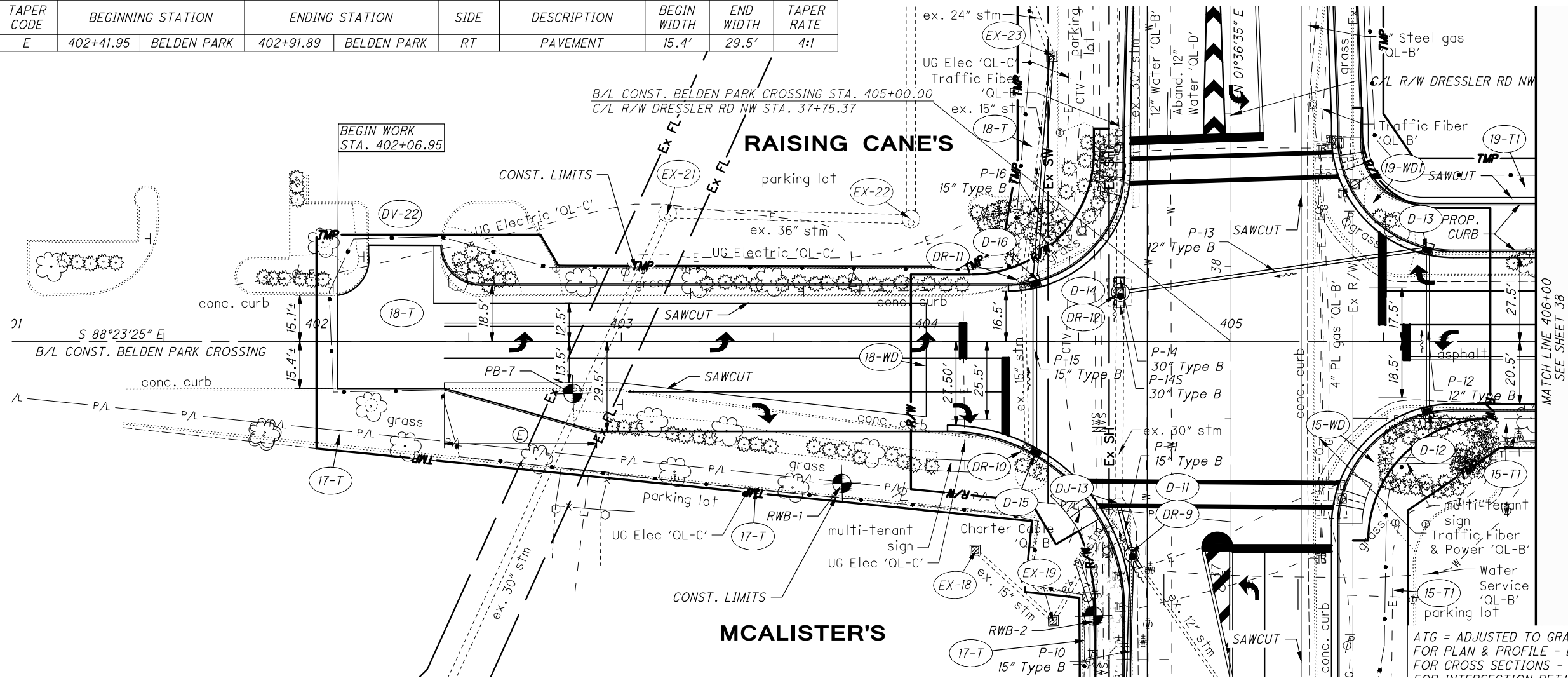
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FOR PLAN & PROFILE - DRESSLER ROAD NW, SEE SHEETS 24-29  
FOR CROSS SECTIONS - EVERHARD ROAD NW, SEE SHEETS 63-74  
FOR INTERSECTION DETAILS, SEE SHEETS 87-89  
FOR DRIVE DETAILS, SEE SHEETS 90-93

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TAPER TABLE								
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E	402+41.95	BELDEN PARK	402+91.89	BELDEN PARK	RT	PAVEMENT	15.4'	29.5'



0

20

40

10

20

30

40

CALCULATED

CHECKED

PLAN & PROFILE - BELDEN PARK CROSSING

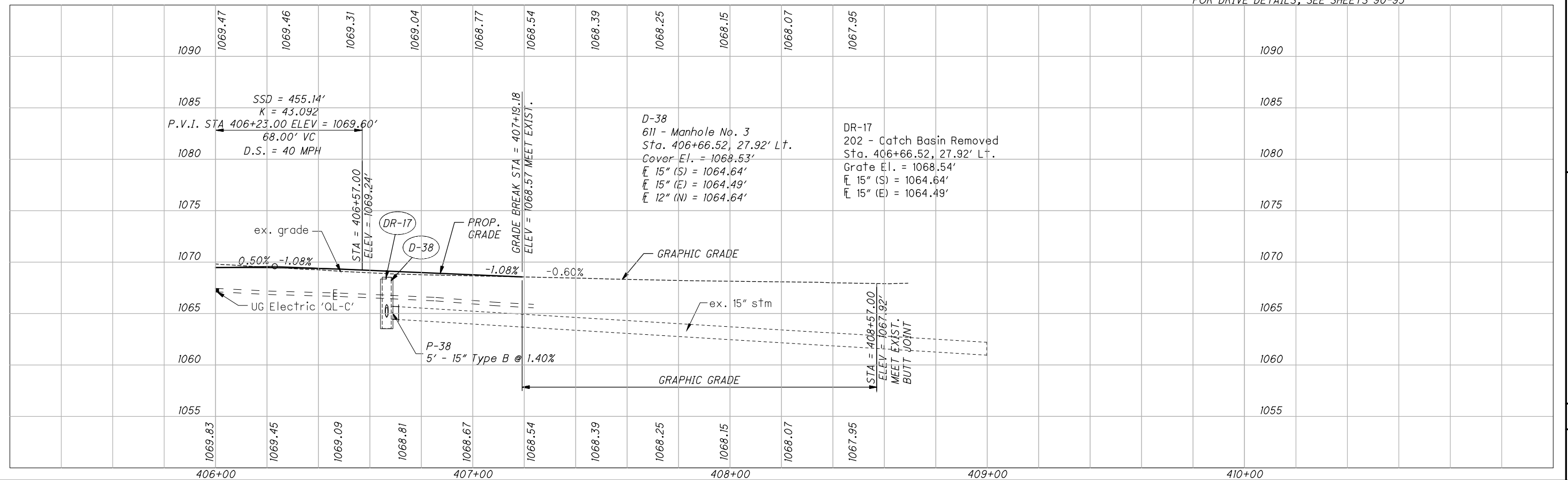
BEGIN TO STA. 406+00

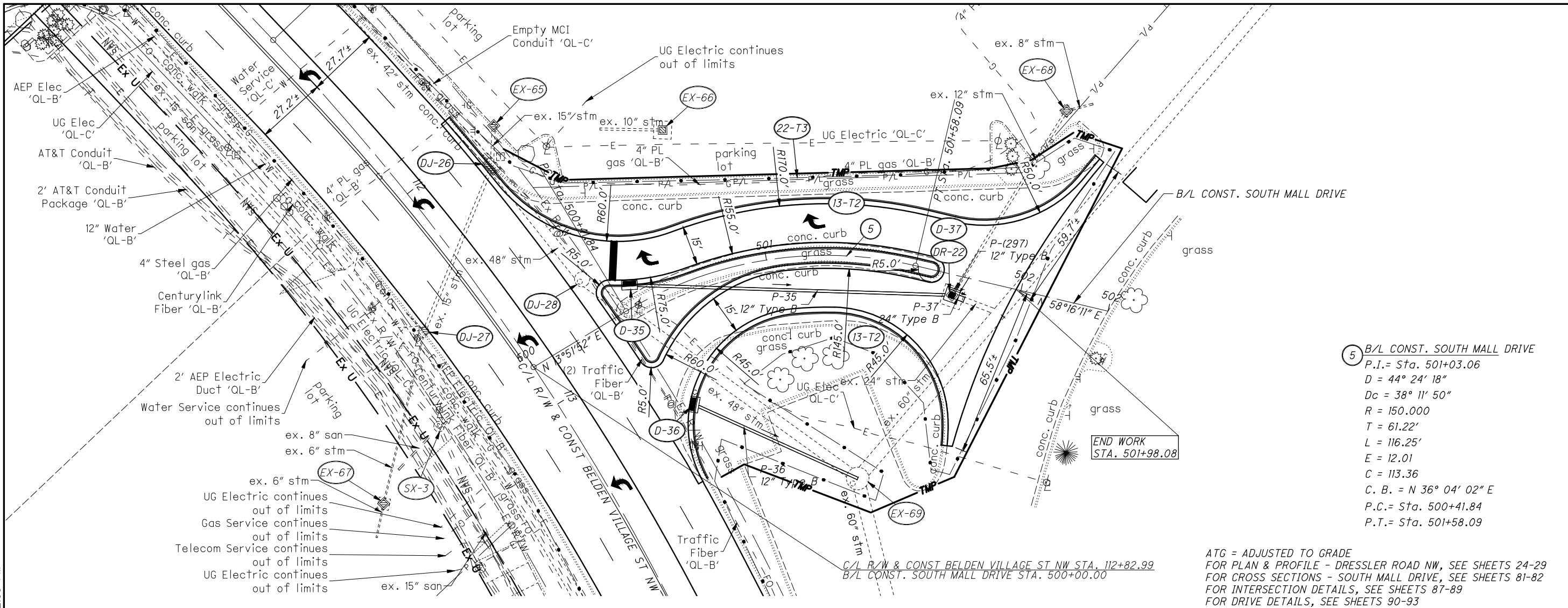
DRESSLER ROAD

X / X

37  
117

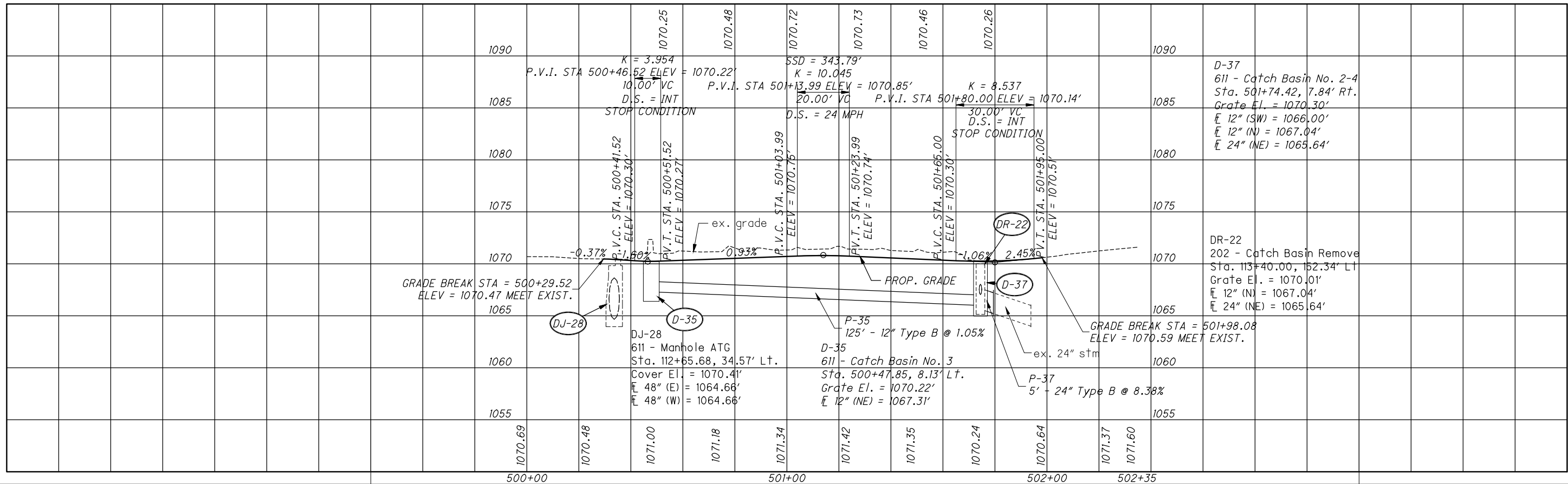






5 B/L CONST. SOUTH MALL DRIVE  
P.I. = Sta. 501+03.06  
D = 44° 24' 18"  
Dc = 38° 11' 50"  
R = 150.000  
T = 61.22'  
L = 116.25'  
E = 12.01  
C = 113.36  
C. B. = N 36° 04' 02" E  
P.C. = Sta. 500+41.84  
P.T. = Sta. 501+58.09

ATG = ADJUSTED TO GRADE  
FOR PLAN & PROFILE - DRESSLER ROAD NW, SEE SHEETS 24-29  
FOR CROSS SECTIONS - SOUTH MALL DRIVE, SEE SHEETS 81-82  
FOR INTERSECTION DETAILS, SEE SHEETS 87-89  
FOR DRIVE DETAILS, SEE SHEETS 90-93





## **APPENDIX D**

### **Highlights from Complete Streets Review**

### **September 2013, Draft**

**BELDEN VILLAGE AREA**

**COMPLETE STREETS REVIEW**



**September, 2013, Draft**

**Prepared by:**

**Stark County Area Transportation Study**  
**201 3rd Street NE, Suite 201, Canton, Ohio 44702-1211**



# **BELDEN VILLAGE AREA**

## **COMPLETE STREETS REVIEW**

**September, 2013, Draft**

This report is the product of a study financed in part by the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration and/or the Ohio Department of Transportation. The contents of this report reflect the views of the Stark County Area Transportation Study, which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policy of the U.S. Department of Transportation or others.

This report does not constitute a standard, specification, or regulation.

Prepared by:  
Stark County Area Transportation Study  
201 3rd Street NE, Suite 201, Canton, Ohio 44702-1211

[www.rpc.co.stark.oh.us/](http://www.rpc.co.stark.oh.us/) 330-451-7389

**Phase 1**

**Belden Village Complete Streets Study**  
**Phase 1 Priority Pedestrian Improvements**  
**Connect SARTA Belden Village Transit Center to Mall**



- Existing Sidewalk
- Proposed Sidewalk High Priority
- Proposed Sidewalk Low Priority
- ⊕ SARTA Bus Stops



## Phase 2

### Belden Village Complete Streets Study Phase 2 Priority Pedestrian Improvements Connect Stark State College/Kent State Stark Campus to Mall and existing sidewalk network



- Existing Sidewalk
- Proposed Sidewalk High Priority
- Proposed Sidewalk Low Priority
- SARTA Bus Stops

## ***Estimated Costs***

As a general rule of thumb five dollars per square foot and \$1,000 per ADA crossing ramp is used for construction estimates. Thus a four-foot wide sidewalk built to ODOT standards would cost \$20 per linear foot. This is a low range for construction costs for areas without impediments or obstructions and does not include design costs, inspection, bidding administration, etc. The following costs are provided as a general means to assist in the decision making process. It does not appear that any right-of-way purchases would be required

PHASE 1						
Street Segment	Build one side x \$20 per foot length	ADA ramps one side x \$1,000	Subtotal	Build second side x \$20 per foot length	ADA ramps second side x \$1,000	Total
<b>HIGH PRIORITY</b>						
Holiday -Whipple to Higbee	\$25,560	\$0	\$25,560	\$25,560	\$2000	\$53,120
<b>LOW PRIORITY</b>						
Whipple and Belden Village to Higbee	\$47,100	\$0	\$47,100	\$55,720	\$0	\$102,820
Higbee to Munson	\$36,520	\$3,000	\$39,520	\$36,520		\$76,040
Phase 1 Subtotal			\$112,180			\$231,980
PHASE 2						
Street Segment	Build one side x \$20 per foot length	ADA ramps one side x \$1,000	Subtotal	Build second side x \$20 per foot length	ADA ramps second side x \$1,000	Total
<b>HIGH PRIORITY</b>						
Dressler- Strip Ave (bridge) to Belden Village Ave	\$89,640	\$4,000	\$93,640	\$89,640	\$0	\$183,280
<b>LOW PRIORITY</b>						
Metro Circle	\$47,780	\$6,000	\$53,780	0	0	\$53,780
Everhard from Whipple to Belden Village	\$69,260		\$69,260	\$69,260		\$138,520
Belden Village from Dressler to Everhard	\$18,460		\$18,460			\$36,920
Whipple from Belden Village to Dressler Road	\$109,340	\$6,000	\$115,340	\$115,340		\$230,680
Phase 2 Subtotal			\$344,480			\$643,180
OTHER PROJECTS						
Bus Stop Egress Pads					Qty 30	\$9,000



## **APPENDIX E**

### **Highlights from Stark Parks Five Year Plan**

#### **April 2019**

# Five-Year Plan (2019-2023)

**Making Space for Everyone**



April 2019, Prepared by





**Figure 15: SCATS Planned Bicycle/Pedestrian Projects, 2019-2040**

***To be completed by 2025:***

TRAIL	FROM	TO	DESCRIPTION	COST	LENGTH (MILES)	YEAR
Covered Bridge Trail	Plain Center Trail	Cleveland Ave.	Trail	\$250,000	2.5	2025
Hoover Trail Ph 5	Price Park	N. Canton YMCA	Trail	\$200,000	1	2023
Iron Horse Trail Ph 3	State St., Alliance	Prospect RR Tracks, Alliance	Trail	\$417,000	1.5	2020
Iron Horse Trail Ph 4	Cenfield, Washington Twp.	SR 153	Trail	\$500,000	1	2021
Jackson Connector Ph 1	KSU/Stark State, Jackson Twp.	On Campus	Trail	\$400,000	1.5	2021
Jackson Connector Ph 2	Fulton Rd. Tunnel-Jackson Bog, Jackson Twp.	Jackson Twp. North Park	Tunnel and Trail	\$1,500,000	1.5	2024
Middle Branch Trail	Lexington Farms, Plain Twp.	Saratoga Hills, Plain Twp.	Trail	\$150,000	1.4	2023
Minerva Connector Trail	Village of Minerva Park	SR 183	Bridge and Trail	\$550,000	1	2024
Nickel Plate Trail Ph 2	Swallen St., Louisville	Stuckey	Trail	\$100,000	4	2025
Olde Muskingum Trail	Walnut St., Massillon	Wooster St., Navarre	Trail	\$550,000	5.5	2025
Sandy Valley Trail	Gerdanville Ave	Greer Ave	Trail	\$75,000	0.75	2020

***To be completed by 2030:***

TRAIL	FROM	TO	DESCRIPTION	COST	LENGTH (MILES)	YEAR
Sippo Lake Connector Ph 2	O & E Canal Trail	Sippo Lake	Trail	\$1,000,000	3.2	2025
Sippo Lake Connector Ph 3	Sippo Lake	West Branch Trail	Trail	\$1,500,000	2.5	2025
Stark Electric RR Trail	Cooks Lagoon, Canton	Louisville	Trail	\$500,000	4	2030
Upper Middle Branch Trail	Saratoga Hills, Plain Twp.	Quail Hollow, Hartville	Trail	\$800,000	7.8	2025

***To be completed by 2035:***

TRAIL	FROM	TO	DESCRIPTION	COST	LENGTH (MILES)	YEAR
East Canton Connector	Louisville	East Canton	On Road	\$40,000	4	2030
Pontius/Price Connector	Quail Hollow	Walborn/Deercreek Reservoirs	On Road	\$105,000	10.5	2030
Sandy Valley Trail	East Sparta	Magnolia/Waynesburg	Trail/on Road	\$1,250,000	3	2031
Sandy Valley Trail	Greer Ave	Minerva	Trail	\$2,500,000	9	2031
Stark Electric Railway	Louisville	Alliance	Trail	\$1,500,000	7	2035
Wilderness Center Trail	Navarre	Wilmot	Trail	\$1,000,000	8.6	2035

***To be completed by 2040:***

TRAIL	FROM	TO	DESCRIPTION	COST	LENGTH (MILES)	YEAR
Jackson Connector	Crystal Springs	Lake Cable	On Road	\$45,000	4.5	2040
Jackson Connector	Lake Cable	Devonshire Park/KSU	On Road	\$45,000	4.5	2040
Mount Pleasant/Dogwood	Lake Cable	Dogwood Park	Trail	\$105,000	11.5	2040
Lower Middle Branch	West Park	East Sparta	Trail	\$235,000	9.5	2040
North Country Loop	Deer Creek	Alliance	Trail	\$400,000	5	2040
West Branch Trail	Arboretum Park	Price Park	Trail	\$400,000	4	2040

*Source: Stark Parks and SCATS 2040 Transportation Plan (pending 2021 update)*

Note: These estimates are based on 2019 cost projections and may not reflect increases for inflation. This schedule for proposed trail construction will be impacted by the level of political support in the area a trail is planned as well as the availability of land and funds for acquisition and construction. Strong partnerships are necessary, for the presence of these three components and can affect the order in which projects are actually completed.

The City of Canton has also recently completed a Comprehensive Plan, updated in 2016, that integrates long-range bike and trail planning within the corporation limits, and aims to provide bike access across the entire city. In September 2013, bike lanes on Walnut Avenue, 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> Streets were officially dedicated as part of Canton's Downtown Bike Loop. This loop is part of Canton's *Bike Routes and Trails Plan*, which was last updated in March 2018 (see following map). The City aims to coordinate local routes, including those identified in the Park District's *Trail and Greenway Master Plan*, with the state- and federally-designated routes (most of which have already been constructed as off-road trails). Collaboration with the City of Canton on future Park District projects affecting this area will be a great asset in ensuring the highest success of future trail development.





## Part III - Five-Year Plan Recommendations

This section discusses recommendations to the Stark County Park District for improvements to existing and planned parks and trails, ideas for new programs and educational activities, marketing suggestions, and recommendations for future land development and/or protection measures.

### Existing Facilities and Recommendations

In examining the present facilities, we will describe their origins, ownership, how they fit into Stark Parks' mission, and suggested recommendations for continued enhancement.

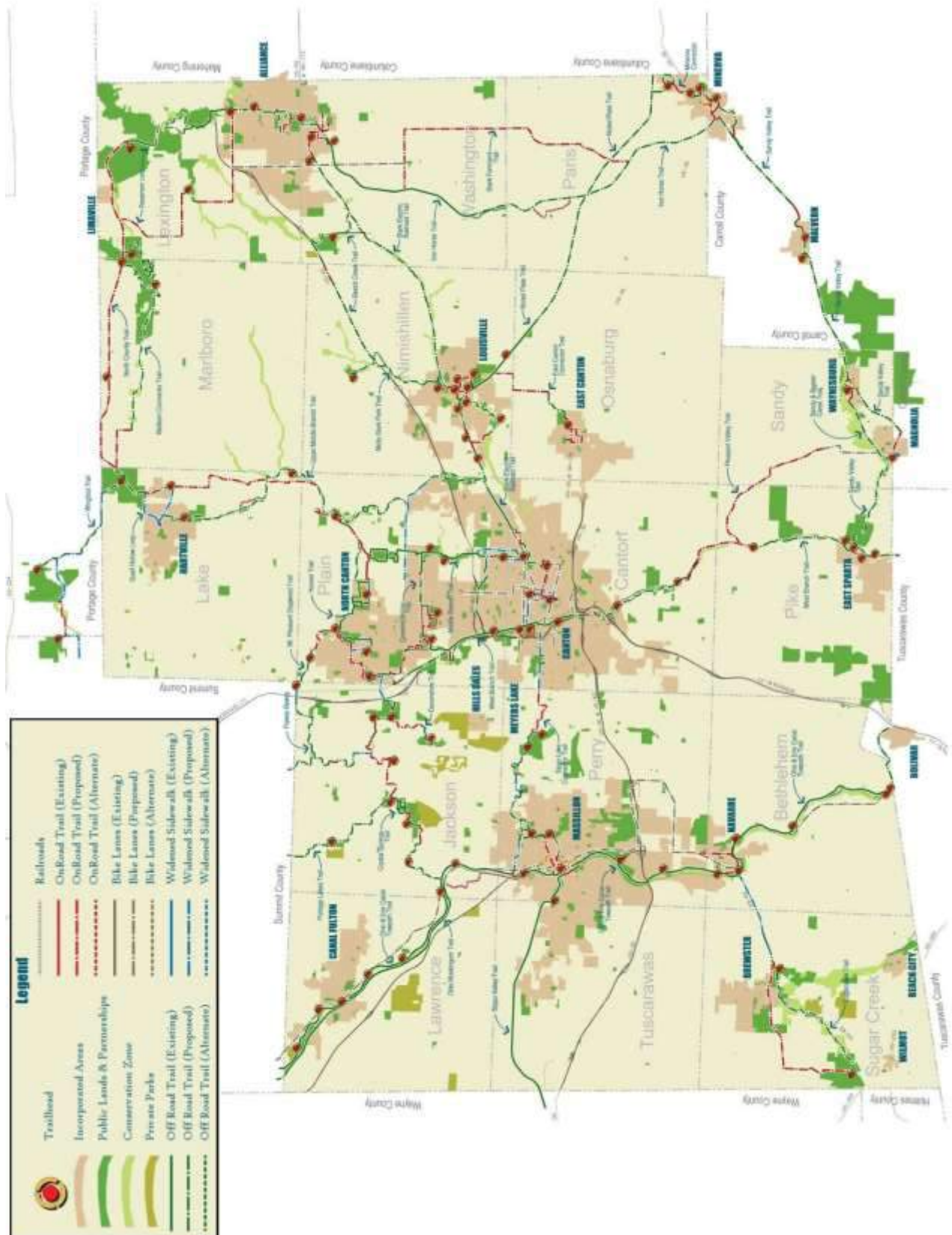
#### *Trails and Greenways*

The first major Park District-sponsored plan for trails and greenways was the *Stark County Canal Corridor Master Plan* which was quickly followed by the *Stark County Trail and Greenway Master Plan* in 1999. In 2013, the Park District completed an update to the *Trail and Greenway Master Plan*.

The *Stark County Canal Corridor Master Plan* recommended developing a number of visitor centers, trailheads with restroom facilities, and other amenities such as nature and equestrian trails, and repairs and improvement to the canal and feeder system. The success in developing the *Stark County Canal Corridor Master Plan* and subsequent construction facilitated the development of the *Stark County Trail and Greenway Master Plan (TGMP)*. This plan, as described previously, is a long-range plan that spreads the benefits of multi-purpose trails throughout the County, in addition to providing a framework for park development and preservation of natural areas. As with all plans, the *TGMP* is not meant to be a static document, but instead one that provides a general framework for future park planning that can be modified to accommodate growth and change over time.

Currently, Stark Parks consists of more than 120 miles of hiking and bicycling trails, of which almost 38 miles are also equestrian trails. The *TGMP* identifies a 300 mile network of trails, portions of which are fully developed and/or under construction. Trails include the Canal Towpath Trail, Middle Branch Trail, Hoover Trail, Sippo Valley Trail, Iron Horse Trail, Olde Muskingum Trail, Nickel Plate Trail, Stark Electric Railway Trail, Quail Hollow trails, Sandy Valley Trail, Sippo Lake trails, Walborn Reservoir trails, and the West Branch Trail. The goal of the Park District is to ensure that trails and greenway systems provide connections or access to parks, open space, historic and cultural sites, and other facilities to preserve the resources they pass through, and to expand the recreational and educational resources available throughout the County. An example of this can be seen in the "Emerald Necklace" of the Cleveland Metroparks. The concept of greenways tying park elements together has been in use since the inception of landscape architecture.





**Map 2: Stark County Trail & Greenway Master Plan**

This goal of integrating the trails and the greenways into the general park and open space system was consciously articulated in the *Trail and Greenway Master Plan* and pursued vigorously throughout the last two decades. The Park District has received awards for its growth from both the Ohio Parks and Recreation Association and the American Society of Landscape Architects. Sections of the system include several miles managed in partnership with other communities, such as: the Sippo Valley Trail; portions of the Nickel Plate Trail, operated by the city of Louisville; the Iron Horse Trail, created and maintained via a three-way partnership with the City of Alliance and Mount Union University; parts of the Stark Electric Railway Trail, operated by the City of Canton; and the Pioneer Trail, created and maintained via a three-way partnership with the City of Canton and Malone University. Some of these trail sections are either under construction; have had their rights-of-way purchased, donated or easements given; or are in public ownership. Other sections have yet to be obtained.

The *TGMP* comprises a number of major trails and connector trails that would tie parks and a number of community assets into a comprehensive network. These trails represent an enormous opportunity for the Stark County community that would bring incalculable benefits in recreation, education, resource preservation, tourism and other economic development. Made up of on-road trails, off-road trails, and trails on sidewalks and greenways, the more than 300 miles would represent one of the most comprehensive multi-use trail networks ever built in the U.S. Although no complete cost estimates for the *Stark County Trail and Greenway Master Plan* have been tabulated, a number of projects related to the *TGMP* have recently been completed and provide an idea of the general cost for trailheads and trail construction.

Trails receive priority for development based on a number of factors, including those located in high population areas likely to generate maximum usage, sections in areas with scenery or attractions likely to draw users, and in areas receiving development support. Some of the proposed high priority trails include the Minerva Connector Trail, Sandy Valley Trail, Sandy and Beaver Canal Trail, Iron Horse Trail, Nickel Plate Trail and Hoover Trail. Federal and state appropriations for projects will also drive the order in which projects are completed.

As mentioned earlier, the *TGMP* is also used as the bicycle and pedestrian facilities plan for the *Stark County Area Transportation Study Year 2040 Transportation Plan*. The importance of this is two-fold: (1) projects must be included in this plan in order to qualify for federal transportation funds, and (2) trail connections are taken into consideration when other roadway improvements are undertaken. Thus, possible impediments to completing the trail are lessened as pedestrian and bicycle access needs are taken into account where bridges are being improved or planned, and pedestrian/bicycle underpasses can be incorporated into other projects where possible.

Following is a brief overview of some of the more frequented or noteworthy trails, including planned projects and/or project recommendations:

**Hoover Trail:** A 5.34 mile trail connecting Washington Square, Walsh University's Hoover Park, Hoover High School, North Canton's baseball fields and the Hoover District. This trail is



mostly limestone with asphalt reinforcement in a few areas, and is surrounded by natural areas suitable for wildlife viewing. This trail will connect to the Middle Branch Trail via a tunnel under Market Avenue; the construction of this tunnel is anticipated to be completed within the first quarter of 2019.

**Middle Branch Trail:** A 6.4 mile trail connecting Canton City to Plain Township, including destinations such as Schreiber Park, Reifsnnyder Park, Martindale Park, Gervasi Vineyard, Veterans Park in Plain Township, and GlenOak High School. There is also a BikeSmart hub at the Veterans Park trailhead (bike rental program discussed in later sections). Requests from the public survey and meetings indicated a desire for additional trail extensions along this trail.



Middle Branch Trail,  
Plain Twp.

Even though the Hoover and Middle Branch trail systems are newer developments, they both have had a fast-spreading popularity. The high popularity of these trails can be attributed to several factors, including the urban setting of the trails, the central location of them within the county, and the fact that they contain several destination points along them, such as the North Canton YMCA, several parks including a dog park, a high school, winery, shopping and several restaurants. As the Park District contemplates building or expanding future trails, continuing to incorporate destination points such as these should be a key consideration for future trail locations (as discussed extensively in the previous 5-year plan). The Towpath Trail, another highly-used trail, is discussed in greater detail in following sections.

**Pioneer Trail:** This newly created 1.34 mile trail connects Market Avenue to Cleveland Avenue, beginning near Route 62 and Market, and traveling west through Malone University and Canton's Weis Park. The off-road trail portion is primarily crushed limestone. The on-road portion runs through the Vassar Park neighborhood to Stadium Park. The eventual plan is to connect this trail to both the Middle Branch and West Branch Trails.

**West Branch Trail:** This 4.42 mile limestone trail connects several amenities in Canton City, including West Park, Mother Goose Land, Waterworks Park, Monument Park, Stadium Park and the Covered Bridge Park as it follows the West Branch of the Nimishillen Creek. A BikeSmart hub is located near the Canton Garden Center in Stadium Park. Requests received for this trail were to extend the trail even further. Plans include connections to the hall of Fame Village and the City of Canton Arts District.

**Sippo Valley Trail:** A 10 mile trail connecting Massillon and Dalton in Wayne County. This trail also connects to the Towpath Trail in Massillon. This trail is made up of a combination between asphalt and limestone and runs along the Sippo Creek for a majority of the route. Equestrian riding is allowed on the berm of this trail. Public requests received for this trail include trail extensions and additional lighting.

**Olde Muskingum Trail:** A 5.75 mile limestone trail that follows the Tuscarawas River from Canal Fulton to Jackson Township. Equestrian riding is allowed on the berm of this trail. A major portion of this right-of-way has been secured to extend the trail to Navarre.



**Sandy Valley Trail and Waynesburg Park Loop Trail:** The Waynesburg loop trail is a short, limestone trail looping around the Waynesburg Village Park. A small, second portion of the trail connects West Street to Greer Street in Waynesburg. The Sandy Valley Trail will eventually connect the communities of East Sparta, Magnolia, Waynesburg, Malvern and Minerva, with Fry Family Park serving as a major trailhead.

**Mahoning Valley Trail:** A 4.46 mile trail connecting the Deer Creek Reservoir to Early Hill Park on the north side of the City of Alliance. There is fishing access and wildlife viewing opportunities along this trail. Construction is underway to construct the section of trail connecting the Mahoning Valley Trail through the City of Alliance to the existing Iron Horse Trail just south of the University of Mount Union campus.

**Iron Horse Trail:** The limestone trail begins just south of the University of Mount Union campus and continues 4.58 miles south of Cenfield Street, primarily along the former railroad right-of-way that ran between Alliance and Minerva. First Christian Church in Alliance serves as a trailhead along this route. The Park District owns from Cenfield to SR 153, and has applied for funding to complete this section of trail. Requests from the public survey and meetings indicated a significant desire for trail connections to be completed.

**Nickel Plate Trail:** A 1.08 mile trail made up of a mixture of limestone, on-road and asphalt portions. The northern portion of this trail runs south from Route 44 around Metzger Park in Louisville to Swallen Avenue, and includes an active wetland. The newly-opened southern 3-mile portion runs from Route 183 to Baird Avenue in Minerva. Equestrian riding is allowed on the berm of this trail. Requests from the public survey and meetings indicated a significant desire for connections to be completed for this trail.



## **APPENDIX F**

### **Canton's Active Transportation System**

# CANTON'S ACTIVE TRANSPORTATION SYSTEM

Canton Engineering  
Connecting People and Places



<https://www.cantonohio.gov/210/Engineering>

Canton Parks and Recreation  
Benefits are Endless

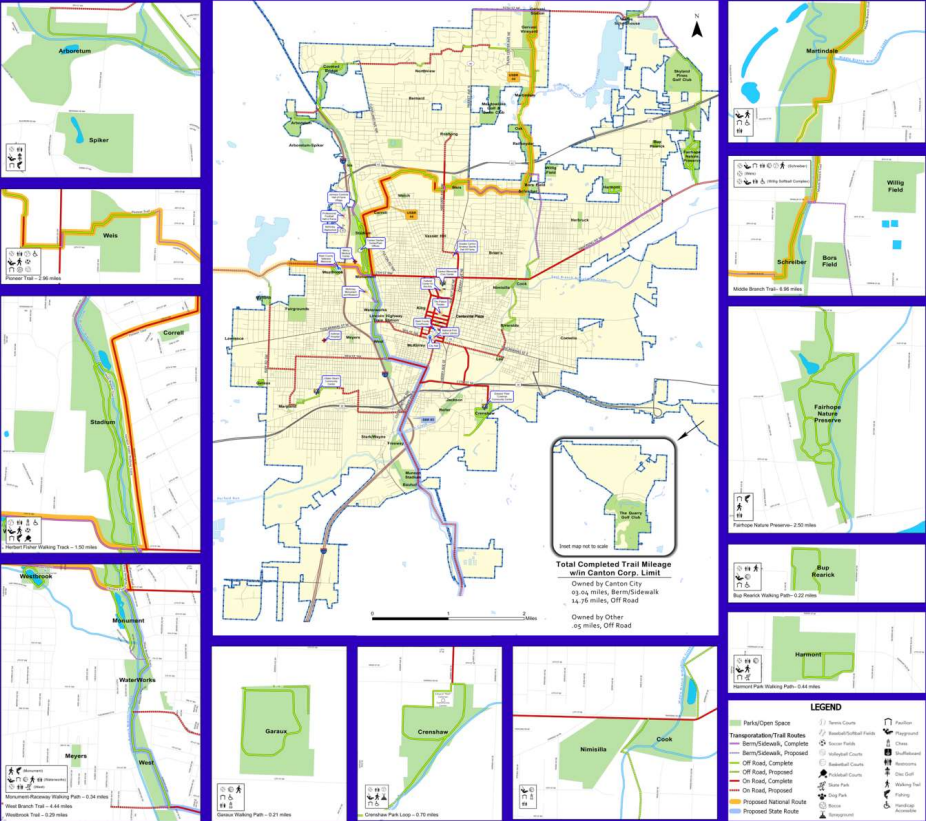


<https://cantonparksandrec.com/>

Canton City Public Health  
Prevent. Promote. Protect.



<https://cantonhealth.org>



In Partnership With:



Hall of Fame City



## **APPENDIX G**

### **SARTA Route Maps in Belden Village**



**SARTA PinPoint allows you to locate your bus' arrival time in real time...**



#### ➔ TEXT

"PP" plus the "Stop ID" to 321123 (ex. PP1234).



#### ➔ CALL

Call 330-477-2782 and input a stop ID number to receive info about departure and arrival times.



#### ➔ VISIT

Log on to [SARTAonline.com](http://SARTAonline.com) to access the PinPoint.



#### FIXED ROUTE FARES

One-Ride	\$1.50
Reduced One-Ride <i>Passengers over 65 or with a disability *Ticket is required</i>	\$0.75
All-Day Pass	\$3.00
31-Day Pass	\$45.00
31-Day Reduced Pass <i>Passengers over 65 or with a disability</i>	\$22.50
Student/College 31-Day Pass	\$27.50



#### TRAVEL TRAINING

### LEARN HOW TO...

- » Use SARTA's fixed route service
- » Read schedules and plan a trip
- » Pay fares and purchase tickets and passes

**Call 1-855-887-2782**



#### [ ROUTE ] [ 45 ] POINTS OF INTEREST

- » Belden Village Commons
- » Belden Village Mall
- » Kent State University–Stark
- » Kohls
- » Marc's Stores
- » Stark State College
- » Target

#### [ ROUTE ] [ 45 ]



### SCHEDULE & MAP

**Belden Village/Stark State**

**Monday – Saturday**

**Effective May 2024**



**[www.SARTAonline.com](http://www.SARTAonline.com)**

**330-477-2782**

141430 05/24



**[www.SARTAonline.com](http://www.SARTAonline.com)**

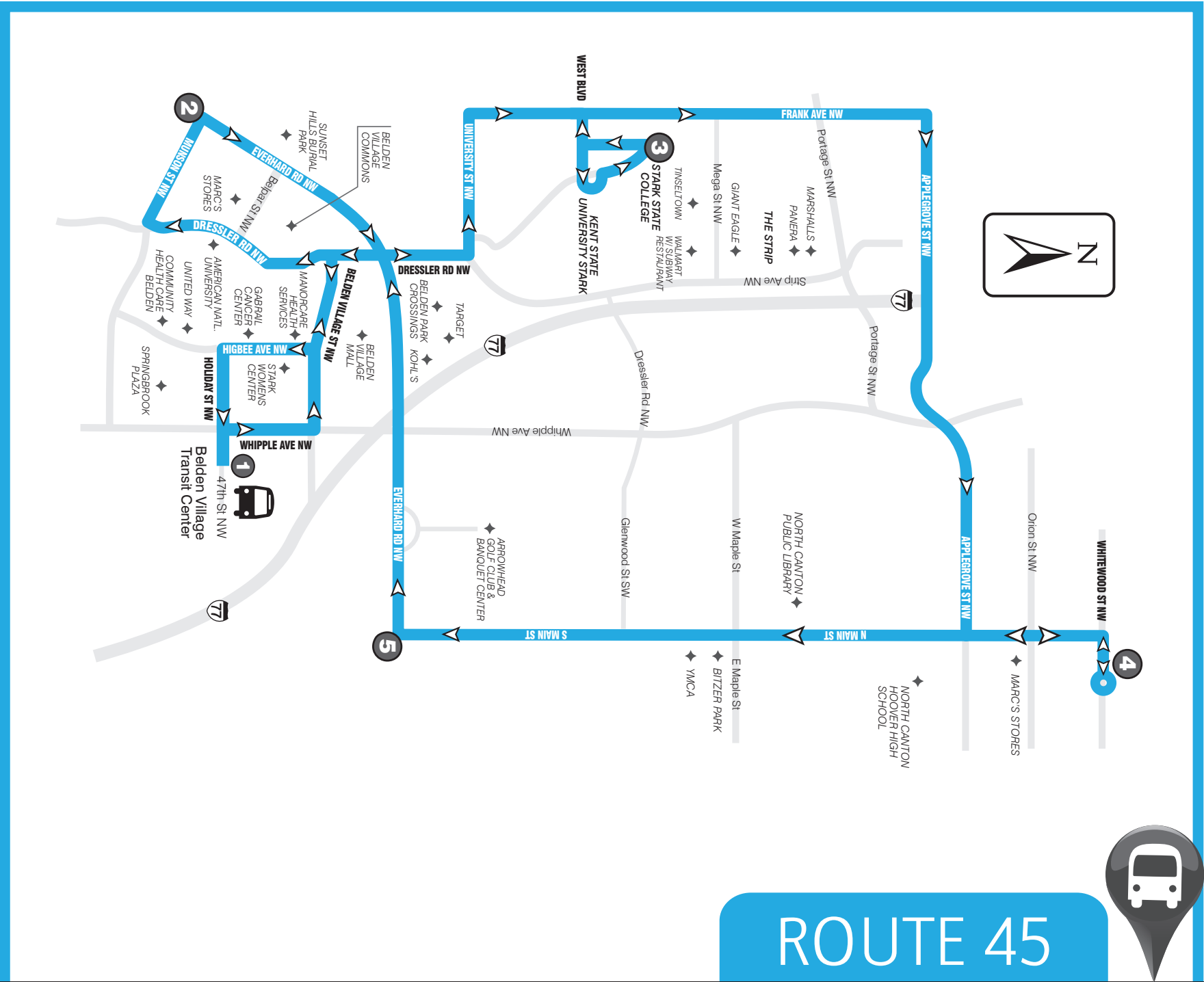
**330-477-2782**

**Download SARTA's PinPoint app for real-time information on your route!**



ROUTE 45: Monday - Saturday					
FROM BELDEN VILLAGE TO STARK STATE					
1	2	3	4	5	1
Leave Belden Village Transit Center	Munson & Everhard	Stark State/ KSU Shelter	Whitewood Loop	Main & Everhard	Arrive Belden Village Transit Center
#####	#####	#####	6:45a	6:55a	7:10a
7:15a	7:21a	7:27a	7:45a	7:55a	8:10a
8:15a	8:21a	8:27a	8:45a	8:55a	9:10a
9:15a	9:21a	9:27a	9:45a	9:55a	10:10a
10:15a	10:21a	10:27a	10:45a	10:55a	11:10a
11:15a	11:21a	11:27a	11:45a	11:55a	12:10p
12:15p	12:21p	12:27p	12:45p	12:55p	1:10p
1:15p	1:21p	1:27p	1:45p	1:55p	2:10p
2:15p	2:21p	2:27p	2:45p	2:55p	3:10p
3:15p	3:21p	3:27p	3:45p	3:55p	4:10p
4:15p	4:21p	4:27p	4:45p	4:55p	5:10p
5:15p	5:21p	5:27p	5:45p	5:55p	6:10p
6:15p	6:21p	6:27p	6:45p	6:55p	7:10p
7:15p	7:21p	7:27p	7:45p	7:55p	8:10p
8:15p	8:21p	8:27p	8:45p	8:55p	9:10p
9:15p	9:21p	9:27p	9:45p	9:55p	10:10p

#No Service





**SARTA PinPoint allows you to locate your bus' arrival time in real time...**



**TEXT**

"PP" plus the "Stop ID" to 321123 (ex. PP1234).



**CALL**

Call 330-477-2782 and input a stop ID number to receive info about departure and arrival times.



**VISIT**

Log on to [SARTAonline.com](http://SARTAonline.com) to access the PinPoint.



**FIXED ROUTE FARES**

<b>One-Ride</b>	\$1.50
<b>Reduced One-Ride</b> <i>Passengers over 65 or with a disability</i> <i>*Ticket is required</i>	\$0.75
<b>All-Day Pass</b>	\$3.00
<b>31-Day Pass</b>	\$45.00
<b>31-Day Reduced Pass</b> <i>Passengers over 65 or with a disability</i>	\$22.50
<b>Student/College 31-Day Pass</b>	\$27.50



**TRAVEL TRAINING**

**LEARN HOW TO...**

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- » Read schedules and plan a trip
- » Pay fares and purchase tickets and passes

**Call 1-855-887-2782**



**[ ROUTE 81 ] POINTS OF INTEREST**

- » Akron-Canton Airport
- » Akron METRO Transit Center
- » Belden Village Mall
- » Downtown Canton
- » Fannie May/Harry London Chocolates
- » Greyhound at Akron Metro Station
- » Staples on Arlington Rd.

**[ ROUTE 81 ]**



**SCHEDULE & MAP**

**Downtown Canton/Akron Express**

**Monday-Saturday**

**Effective June 2015**



**[www.SARTAonline.com](http://www.SARTAonline.com)**

**330-477-2782**

84347 04/18



**[www.SARTAonline.com](http://www.SARTAonline.com)**

**330-477-2782**

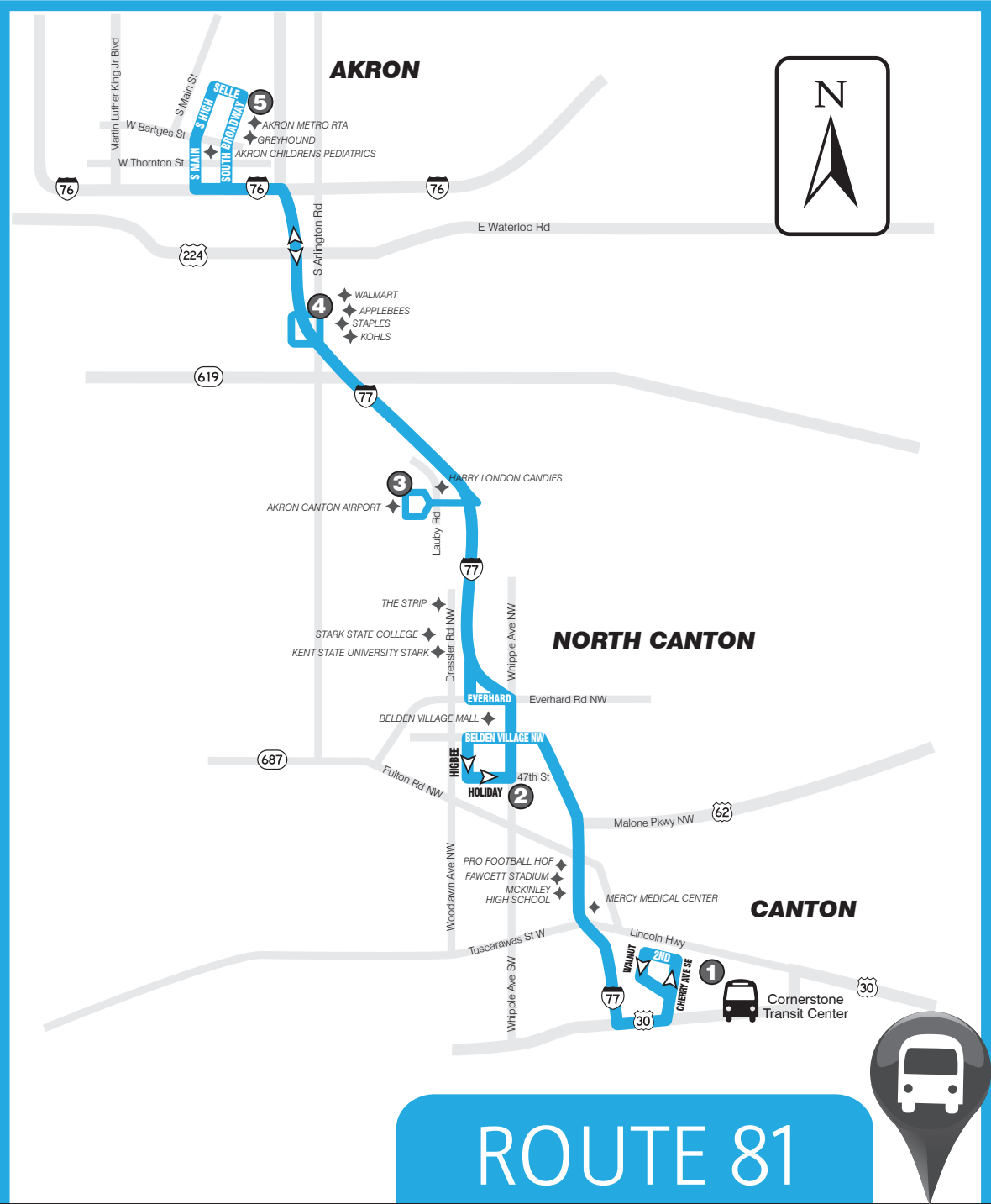
**Download SARTA's PinPoint app for real-time information on your route!**



ROUTE 81: Monday thru Saturday				
FROM DOWNTOWN CANTON TO AKRON				
1	2	3	4	5
Leave Cornerstone	Belden Village Transit Center	Akron-Canton Airport	Staples - Arlington Rd.	Arrive Akron Metro Transit Center
5:20a	#####	#####	#####	5:55a
5:45a	6:00a	6:09a	6:20a	6:40a
6:45a	7:00a	7:09a	7:20a	7:40a
7:45a	8:00a	8:09a	8:20a	8:40a
8:45a	9:00a	9:09a	9:20a	9:40a
9:45a	10:00a	10:09a	10:20a	10:40a
10:45a	11:00a	11:09a	11:20a	11:40a
11:45a	12:00p	12:09p	12:20p	12:40p
12:45p	1:00p	1:09p	1:20p	1:40p
1:45p	2:00p	2:09p	2:20p	2:40p
2:45p	3:00p	3:09p	3:20p	3:40p
3:45p	4:00p	4:09p	4:20p	4:40p
4:45p	5:00p	5:09p	5:20p	5:40p
5:45p	6:00p	6:09p	6:20p	6:40p
6:45p	7:00p	7:09p	7:20p	7:40p
7:45p	8:00p	8:09p	8:20p	8:40p

#No Service

ROUTE 81: Monday thru Saturday				
FROM AKRON TO DOWNTOWN CANTON				
5	4	3	2	1
Leave Akron Metro Transit Center	Staples - Arlington Rd.	Akron-Canton Airport	Belden Village Transit Center	Arrive Cornerstone Transit Center
6:00a	6:15a	#####	#####	6:40a
6:45a	7:00a	7:09a	7:20a	7:40a
7:45a	8:00a	8:09a	8:20a	8:40a
8:45a	9:00a	9:09a	9:20a	9:40a
9:45a	10:00a	10:09a	10:20a	10:40a
10:45a	11:00a	11:09a	11:20a	11:40a
11:45a	12:00p	12:09p	12:20p	12:40p
12:45p	1:00p	1:09p	1:20p	1:40p
1:45p	2:00p	2:09p	2:20p	2:40p
2:45p	3:00p	3:09p	3:20p	3:40p
3:45p	4:00p	4:09p	4:20p	4:40p
4:45p	5:00p	5:09p	5:20p	5:40p
5:45p	6:00p	6:09p	6:20p	6:40p
6:45p	7:00p	7:09p	7:20p	7:40p
7:45p	8:00p	8:09p	8:20p	8:40p
8:45p	9:00p	9:09p	9:20p	9:40p





**SARTA PinPoint allows you to locate your bus' arrival time in real time...**



**TEXT**

"PP" plus the "Stop ID" to 321123 (ex. PP1234).



**CALL**

Call 330-477-2782 and input a stop ID number to receive info about departure and arrival times.



**VISIT**

Log on to [SARTAonline.com](http://SARTAonline.com) to access the PinPoint.



**FIXED ROUTE FARES**

<b>One-Ride</b>	\$1.50
<b>Reduced One-Ride</b> <i>Passengers over 65 or with a disability</i> <i>*Ticket is required</i>	\$0.75
<b>All-Day Pass</b>	\$3.00
<b>31-Day Pass</b>	\$45.00
<b>31-Day Reduced Pass</b> <i>Passengers over 65 or with a disability</i>	\$22.50
<b>Student/College 31-Day Pass</b>	\$27.50



**TRAVEL TRAINING**

**LEARN HOW TO...**

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- » Pay fares and purchase tickets and passes

**Call 1-855-887-2782**



**[ROUTE 105]**

- » Belden Village Area & Mall
- » Canton City Schools
- » Canton City Offices
- » Downtown Canton
- » Malone University
- » Stark County District Library (Main Branch)
- » McKinley Downtown Campus
- » U.S. Post Office (Main)



**[www.SARTAonline.com](http://www.SARTAonline.com)**

**330-477-2782**

106999 10/20

**[ROUTE 105]**



**SCHEDULE & MAP**

**Downtown Canton/Belden Village**

**Monday–Saturday**

**Effective November 2020**



**[www.SARTAonline.com](http://www.SARTAonline.com)**

**330-477-2782**

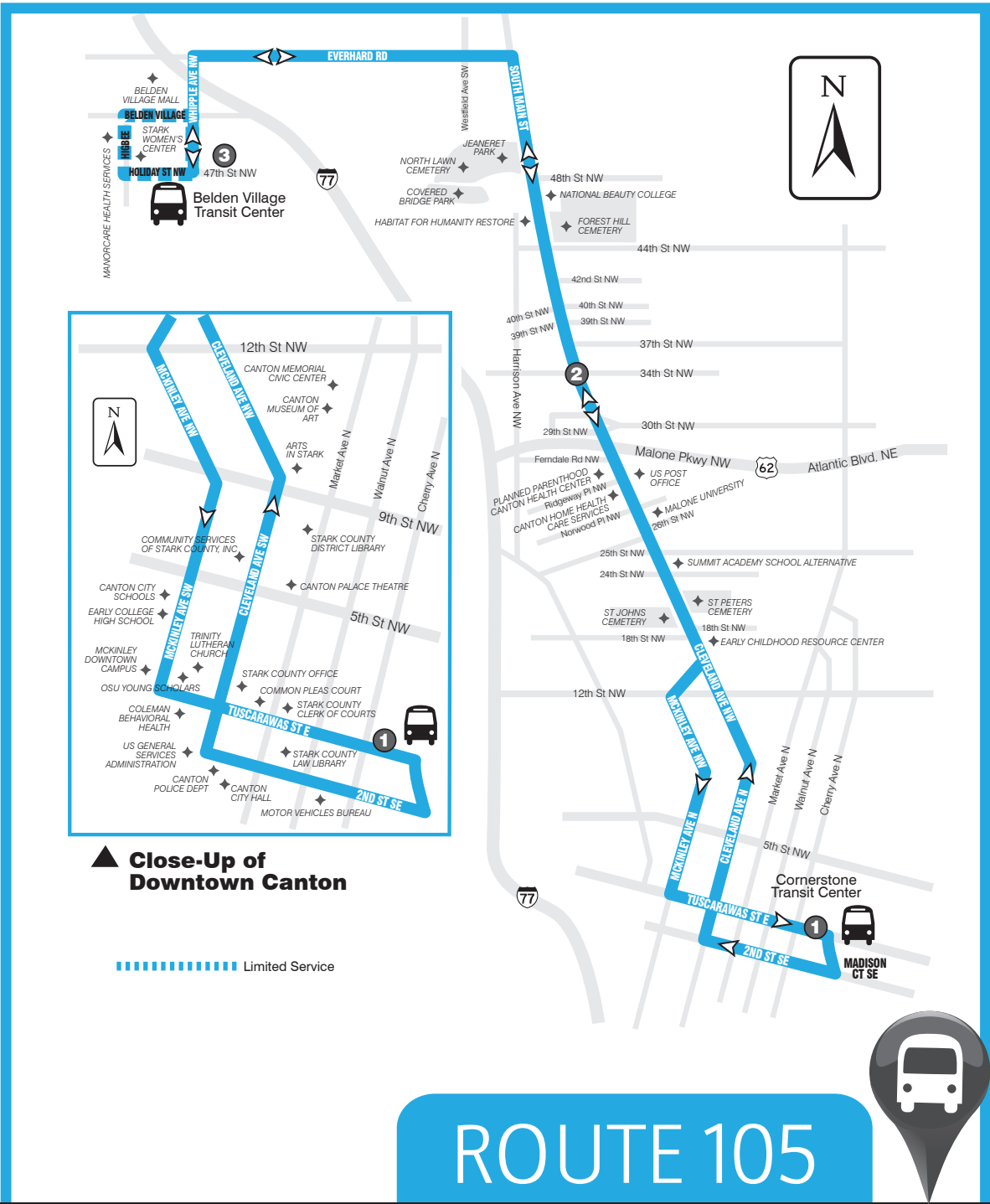
**Download SARTA's PinPoint app for real-time information on your route!**



ROUTE 105: Monday thru Saturday

FROM DOWNTOWN CANTON  
TO BELDEN VILLAGE

1	2	3	2	1
Leave Cornerstone Transit Center	34th & Cleveland	Arrive Belden Village Transit Center	34th & Cleveland	Arrive Cornerstone Transit Center
5:15a	5:25a	5:40a	5:48a	6:10a
6:15a	6:25a	6:40a	6:48a	7:10a
7:15a	7:25a	7:40a	7:48a	8:10a
8:15a	8:25a	8:40a	8:48a	9:10a
9:15a	9:25a	9:40a	9:48a	10:10a
10:15a	10:25a	10:40a	10:48a	11:10a
11:15a	11:25a	11:40a	11:48a	12:10p
12:15p	12:25p	12:40p	12:48p	1:10p
1:15p	1:25p	1:40p	1:48p	2:10p
2:15p	2:25p	2:40p	2:48p	3:10p
3:15p	3:25p	3:40p	3:48p	4:10p
4:15p	4:25p	4:40p	4:48p	5:10p
5:15p	5:25p	5:40p	5:48p	6:10p
6:15p	6:25p	6:40p	6:48p	7:10p
7:15p	7:25p	7:40p	7:48p	8:10p
8:15p	8:25p	8:40p	8:48p	9:10p



www.SARTAonline.com



DOWNTOWN CANTON/BELDEN VILLAGE



**SARTA PinPoint allows you to locate your bus' arrival time in real time...**



**TEXT**

"PP" plus the "Stop ID" to 321123 (ex. PP1234).



**CALL**

Call 330-477-2782 and input a stop ID number to receive info about departure and arrival times.



**VISIT**

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**FIXED ROUTE FARES**

<b>One-Ride</b>	\$1.50
<b>Reduced One-Ride</b> <i>Passengers over 65 or with a disability</i> <i>*Ticket is required</i>	\$0.75
<b>All-Day Pass</b>	\$3.00
<b>31-Day Pass</b>	\$45.00
<b>31-Day Reduced Pass</b> <i>Passengers over 65 or with a disability</i>	\$22.50
<b>Student/College 31-Day Pass</b>	\$27.50



**TRAVEL TRAINING**

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- » Read schedules and plan a trip
- » Pay fares and purchase tickets and passes

**Call 1-855-887-2782**



**[ROUTE 106] POINTS OF INTEREST**

- » Aultman Hospital
- » Canton Centre Mall
- » Meyers Lake Shopping Center

**[ROUTE 106]**



**SCHEDULE & MAP**

**Downtown Canton/Aultman/  
Meyers Lake Plaza/Belden Village**  
Monday–Saturday  
Effective April 2021



**[www.SARTAonline.com](http://www.SARTAonline.com)**

**330-477-2782**

110046 03/21



**[www.SARTAonline.com](http://www.SARTAonline.com)**

**330-477-2782**

**Download SARTA's PinPoint app for real-time information on your route!**



# ROUTE 106: Monday thru Saturday

## FROM DOWNTOWN CANTON TO BELDEN VILLAGE

1	2	3	4	5	5	4	3	2	1
Leave Canton Cornerstone Transit Center	6th St. SW & Arlington Ave. SW	Whipple & 11th St. SW	Meyers Lake Plaza	Arrive Belden Village TC	Leave Belden Village TC	Meyers Lake Plaza	Whipple & 11th St. SW	6th St. SW & Arlington Ave. SW	Arrive Canton Cornerstone Transit Center
5:45a	5:51a	6:00a	6:05a	6:21a	6:03a	6:13a	6:17a	6:24a	6:40a
6:45a	6:51a	7:00a	7:05a	7:21a	7:03a	7:13a	7:17a	7:24a	7:40a
7:45a	7:51a	8:00a	8:05a	8:21a	8:03a	8:13a	8:17a	8:24a	8:40a
8:45a	8:51a	9:00a	9:05a	9:21a	9:03a	9:13a	9:17a	9:24a	9:40a
9:45a	9:51a	10:00a	10:05a	10:21a	10:03a	10:13a	10:17a	10:24a	10:40a
10:45a	10:51a	11:00a	11:05a	11:21a	11:03a	11:13a	11:17a	11:24a	11:40a
11:45a	11:51a	12:00p	12:05p	12:21p	12:03p	12:13p	12:17p	12:24p	12:40p
12:45p	12:51p	1:00p	1:05p	1:21p	1:03p	1:13p	1:17p	1:24p	1:40p
1:45p	1:51p	2:00p	2:05p	2:21p	2:03p	2:13p	2:17p	2:24p	2:40p
2:45p	2:51p	3:00p	3:05p	3:21p	3:03p	3:13p	3:17p	3:24p	3:40p
3:45p	3:51p	4:00p	4:05p	4:21p	4:03p	4:13p	4:17p	4:24p	4:40p
4:45p	4:51p	5:00p	5:05p	5:21p	5:03p	5:13p	5:17p	5:24p	5:40p
5:45p	5:51p	6:00p	6:05p	6:21p	6:03p	6:13p	6:17p	6:24p	6:40p
6:45p	6:51p	7:00p	7:05p	7:21p	7:03p	7:13p	7:17p	7:24p	7:40p
7:45p	7:51p	8:00p	8:05p	8:21p	8:03p	8:13p	8:17p	8:24p	8:40p
8:45p	8:51p	9:00p	9:05p	9:21p	9:03p	9:13p	9:17p	9:24p	9:40p



ROUTE 106



www.SARTAonline.com



DOWNTOWN CANTON/MEYERSLAKE PLAZA/BELDEN VILLAGE



**SARTA PinPoint allows you to locate your bus' arrival time in real time...**



**➔ TEXT**

"PP" plus the "Stop ID" to 321123 (ex. PP1234).



**➔ CALL**

Call 330-477-2782 and input a stop ID number to receive info about departure and arrival times.



**➔ VISIT**

Log on to [SARTAonline.com](http://SARTAonline.com) to access the PinPoint.



**FIXED ROUTE FARES**

<b>One-Ride</b>	\$1.50
<b>Reduced One-Ride</b> <i>Passengers over 65 or with a disability</i> <i>*Ticket is required</i>	\$0.75
<b>All-Day Pass</b>	\$3.00
<b>31-Day Pass</b>	\$45.00
<b>31-Day Reduced Pass</b> <i>Passengers over 65 or with a disability</i>	\$22.50
<b>Student/College 31-Day Pass</b>	\$27.50



**TRAVEL TRAINING**

**LEARN HOW TO...**

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- » Read schedules and plan a trip
- » Pay fares and purchase tickets and passes

**Call 1-855-887-2782**



**[ROUTE 121] POINTS OF INTEREST**

- » Akron Children's Hospital Pediatrics
- » Aultman North
- » Belden Village Mall
- » Mercy Medical Center & Sports Medicine
- » Movies 10
- » North Canton Industrial Park
- » Stark State
- » Tinseltown
- » The Strip
- » Walmart

**[ROUTE 121]**



**SCHEDULE & MAP**

**Whipple/Belden Village/The Strip**  
Monday–Saturday  
Effective November 2018



**[www.SARTAonline.com](http://www.SARTAonline.com)**

**330-477-2782**

87644 09/18



**[www.SARTAonline.com](http://www.SARTAonline.com)**

**330-477-2782**

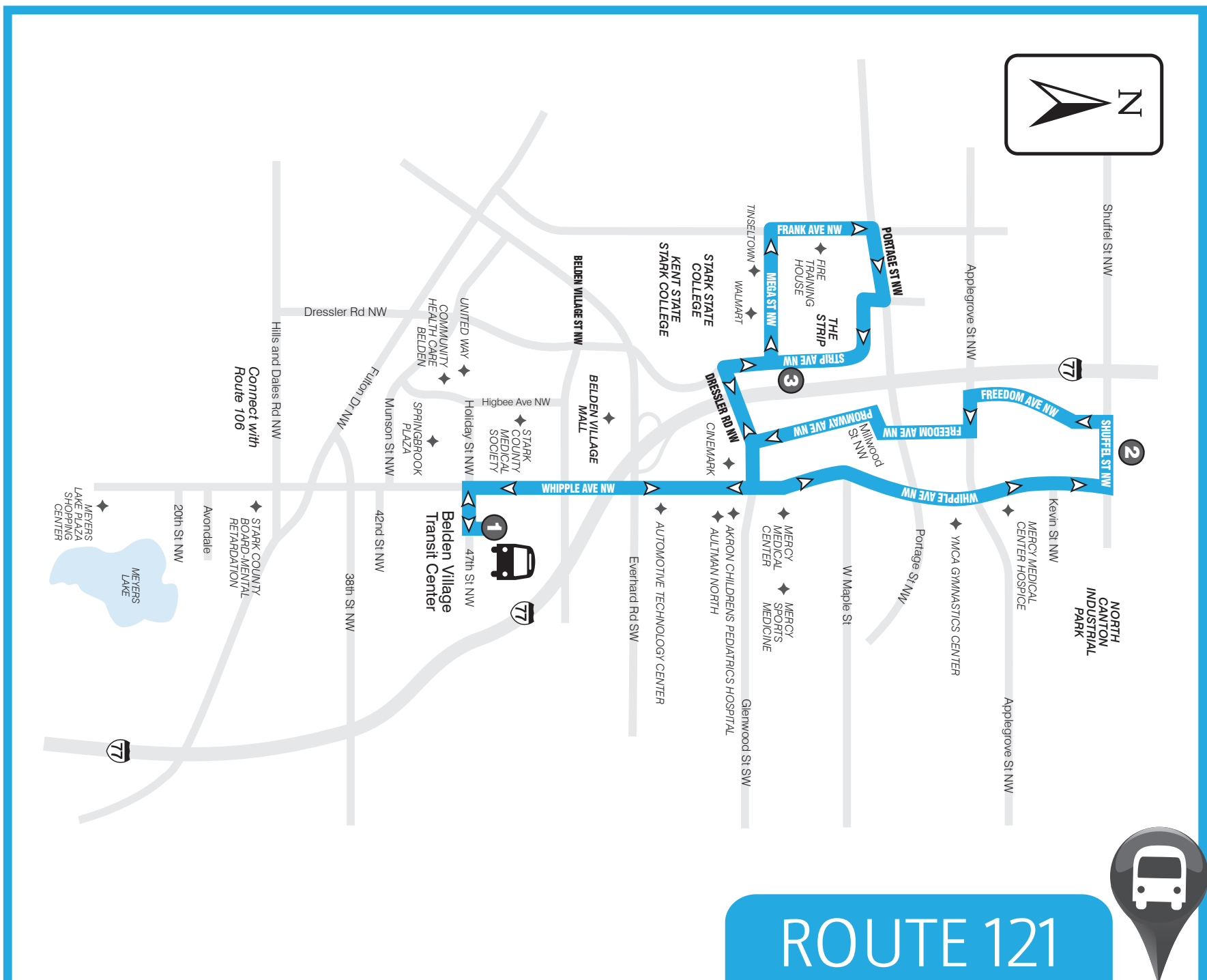
**Download SARTA's PinPoint app for real-time information on your route!**



ROUTE 121: Monday thru Saturday

FROM BELDEN VILLAGE  
TO N. CANTON INDUSTRIAL PARK

1	2	3	1
Leave Belden Village TC	Whipple & Shuffle	The Strip & Mega	Arrive Belden Village TC
6:21a	6:32a	6:46a	7:03a
7:21a	7:32a	7:46a	8:03a
8:21a	8:32a	8:46a	9:03a
9:21a	9:32a	9:46a	10:03a
10:21a	10:32a	10:46a	11:03a
11:21a	11:32a	11:46a	12:03p
12:21p	12:32p	12:46p	1:03p
1:21p	1:32p	1:46p	2:03p
2:21p	2:32p	2:46p	3:03p
3:21p	3:32p	3:46p	4:03p
4:21p	4:32p	4:46p	5:03p
5:21p	5:32p	5:46p	6:03p
6:21p	6:32p	6:46p	7:03p
7:21p	7:32p	7:46p	8:03p
8:21p	8:32p	8:46p	9:03p



ROUTE 121



**SARTA PinPoint allows you to locate your bus' arrival time in real time...**



#### ➔ TEXT

"PP" plus the "Stop ID" to 321123 (ex. PP1234).



#### ➔ CALL

Call 330-477-2782 and input a stop ID number to receive info about departure and arrival times.



#### ➔ VISIT

Log on to [SARTAonline.com](http://SARTAonline.com) to access the PinPoint.



#### FIXED ROUTE FARES

One-Ride	\$1.50
Reduced One-Ride <i>Passengers over 65 or with a disability *Ticket is required</i>	\$0.75
All-Day Pass	\$3.00
31-Day Pass	\$45.00
31-Day Reduced Pass <i>Passengers over 65 or with a disability</i>	\$22.50
Student/College 31-Day Pass	\$27.50



#### TRAVEL TRAINING

### LEARN HOW TO...

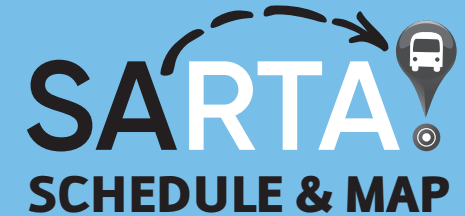
- » Use SARTA's fixed route service
- » Read schedules and plan a trip
- » Pay fares and purchase tickets and passes

**Call 1-855-887-2782**



- » Amherst Shopping Center
- » Aultman West
- » Downtown Massillon
- » Fishers Foods
- » Jackson High School
- » Jackson Library
- » Lake Cable Medical Center
- » Massillon Recreation Center
- » Nobles Pond Shopping
- » YMCA

[ROUTE  
125]



**Downtown Massillon/Belden Village**  
Monday–Saturday  
Effective May 2022



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## ROUTE 125: Monday thru Saturday

## FROM DOWNTOWN MASSILLON TO BELDEN VILLAGE

1	2	3
Leave Massillon TC	Wales & Burd'	Arrive Belden Village TC
6:30a	6:40a	7:10a
8:00a	8:10a	8:40a
9:30a	9:40a	10:10a
11:00a	11:10a	11:40a
12:30p	12:40p	1:10p
2:00p	2:10p	2:40p
3:30p	3:40p	4:10p
5:00p	5:10p	5:40p
6:30p	6:40p	7:10p
8:00p	8:10p	8:40p

## ROUTE 125: Monday thru Saturday

## FROM BELDEN VILLAGE TO DOWNTOWN MASSILLON

3	2	1
Leave Belden Village TC	Wales & Burd	Arrive Massillon TC
7:15a	7:35a	7:55a
8:45a	9:05a	9:25a
10:15a	10:35a	10:55a
11:45a	12:05p	12:25p
1:15p	1:35p	1:55p
2:45p	3:05p	3:25p
4:15p	4:35p	4:55p
5:45p	6:05p	6:25p
7:15p	7:35p	7:55p
8:45p	9:05p	9:25p





**SARTA PinPoint allows you to locate your bus' arrival time in real time...**



#### ➔ TEXT

"PP" plus the "Stop ID" to 321123 (ex. PP1234).



#### ➔ CALL

Call 330-477-2782 and input a stop ID number to receive info about departure and arrival times.



#### ➔ VISIT

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#### FIXED ROUTE FARES

<b>One-Ride</b>	\$1.50
<b>Reduced One-Ride</b> <i>Passengers over 65 or with a disability</i> <i>*Ticket is required</i>	\$0.75
<b>All-Day Pass</b>	\$3.00
<b>31-Day Pass</b>	\$45.00
<b>31-Day Reduced Pass</b> <i>Passengers over 65 or with a disability</i>	\$22.50
<b>Student/College 31-Day Pass</b>	\$27.50



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**Call 1-855-887-2782**



**Download SARTA's PinPoint app for real-time information on your route!**



#### [ROUTE 151] POINTS OF INTEREST

- » Akron Children's Hospital Pediatrics
- » Aultman North
- » Belden Village Mall
- » Kent State–Stark
- » Marc's Stores
- » Mercy Medical Hospital
- » Meyers Lake Plaza
- » Movies 10
- » North Canton Industrial Park
- » Stark State
- » Tinseltown
- » The Strip
- » Walmart



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141430 05/24

## [ROUTE 151]



### SCHEDULE & MAP

**Downtown Canton/Everhard/  
Frank & Mega/Belden Village TC/  
Whipple Late Night Loop**

**Monday–Saturday**

**Effective May 2024**

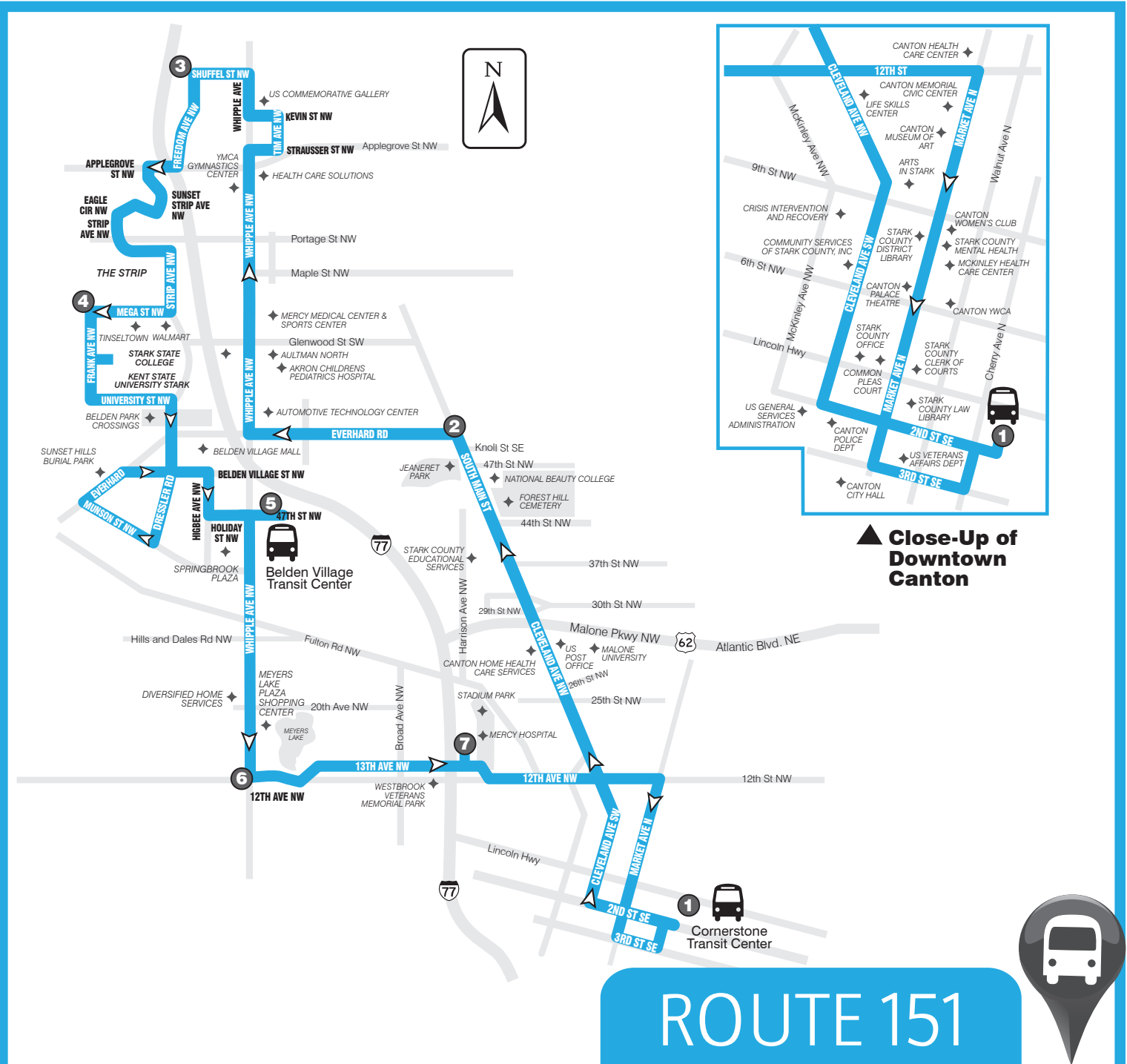


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ROUTE 151: Monday thru Saturday							
FROM DOWNTOWN CANTON TO EVERHARD/MEGA/WHIPPLE/MERCY MEDICAL LOOP							
1	2	3	4	5	6	7	1
Leave Cornerstone Transit Center	Everhard & South Main	Freedom & Shuffel	Frank & Mega	Belden Village Transit Center	Whipple & 12th	Mercy Medical	Arrive Cornerstone Transit Center
9:45p	9:58p	10:13p	10:23p	10:35p	10:45p	10:52p	11:05p
11:15p	11:28p	11:43p	11:53p	12:05a	12:15a	12:22a	12:35a
12:45a	12:58a	1:13a	1:23a	1:35a			



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DOWNTOWN CANTON//EVERHARD/FRANK & MEGA/BELDEN VILLAGE TC/WHIPPLE LOOP



## **APPENDIX H**

### **SARTA Ridership Data**



Route 45				Boardings		
Stop ID	Stop Name	Latitude	Longitude	January	Monthly Avg	Yearly
5003	Belden Village Transit Center	40.85116	-81.4226	1205	1117	13400
5005	Belden Village Ave at Westfield Mall	40.85528	-81.4248	92	67	802
5006	Holiday and Higbee Ave NW	40.8512	-81.4274	6	2	22
5007	Whipple Ave and 50th St NW	40.853088	-81.423	1	9	99
5249	Everhard Rd and Whipple Ave SW (North Side)	40.85964	-81.4209	15	21	246
5979	Dressler Rd and Belden Village Ave NW	40.85591	-81.4328	5	2	14
5980	Dressler Rd NW 4800 Block	40.85312	-81.4323	50	26	312
5981	Dressler Rd NW 4700 Block	40.85055	-81.4348	61	61	726
5982	Dressler Rd and Munson Ave NW	40.84816	-81.4346	29	12	134
5983	Munson Ave and Steven Cir NW	40.84846	-81.4374	15	22	259
5984	Munson Ave and Douglas Cir NW	40.84945	-81.4393	4	2	14
5985	Munson Ave and Everhard Rd NW	40.85037	-81.4411	39	13	151
5986	Everhard Rd NW 4900 Block	40.85258	-81.4394	2	3	35
5987	Everhard Rd NW 4800 Block	40.85462	-81.4376	9	9	102
5988	Everhard rd and Belden Village St NW	40.8569	-81.4355	1	0	0
5989	Dressler Rd NW 5500 Block	40.86024	-81.4324	39	34	404
5990	University Dr and Dressler Rd NW	40.86295	-81.4328	5	6	69
5991	Kent State Conference Center	40.86313	-81.4375	0	1	2
5992	Kent State University Main Hall	40.86751	-81.4388	22	18	211
5993	Stark State College	40.86999	-81.4403	121	97	1163
6000	Belden Village St NW 4400 Block	40.85624	-81.4315	44	23	269
6001	Belden Village St NW 4200 Block	40.85546	-81.4292	3	2	23
6750	Higbee Ave 4200 Block	40.85463	-81.4277	33	140	1679

Route 105				Boardings		
Stop ID	Stop Name	Latitude	Longitude	January	Monthly Avg	Yearly
5003	Belden Village Transit Center	40.85116	-81.4226	689	872	10458
5005	Belden Village Ave at Westfield Mall	40.85528	-81.4248	65	103	1233
5006	Holiday and Higbee Ave NW	40.85116	-81.4274	4	10	116
5007	Whipple Ave and 50th St NW	40.853088	-81.423	5	11	125
5008	Whipple Ave and Convenience Circle NW	40.85607	-81.4227	104	78	933
5249	Everhard Rd and Whipple Ave SW (North Side)	40.85964	-81.4209	63	63	754
5250	Everhard Rd and Whipple Ave SW (South Side)	40.85946	-81.4211	51	70	831
6750	Higbee Ave 4200 Block	40.85463	-81.4277	68	83	992



Route 106				Boardings		
Stop ID	Stop Name	Latitude	Longitude	January	Monthly Avg	Yearly
5003	Belden Village Transit Center	40.85116	-81.4226	1178	1235	14820
5318	Whipple Ave and Fulton Rd NW (East)	40.83747	-81.4238	3	5	54
5319	Whipple Ave and 38th St NW (East)	40.84137	-81.4237	4	6	62
5320	Whipple Ave and Munson St NW South (East)	40.84545	-81.4236	0	1	6
5321	Whipple Ave and Munson St NW North (East)	40.84622	-81.4234	0	1	1
5322	Whipple Ave at Springbrook Plaza (East)	40.84808	-81.42326	9	10	111
5362	Whipple Ave NW at Springbrook Plaza (West)	40.84812	-81.4235	5	26	303
5363	Whipple Ave and Munson Ave NW (West)	40.84614	-81.4236	411	299	3580
5364	Whipple Ave and 38th St NW (West)	40.84204	-81.424	14	16	188
5365	Whipple Ave NW 3400 Block (West)	40.83799	-81.424	30	36	430
5366	Fulton 4000 Block (North)	40.83742	-81.4256	25	7	73
6222	Fulton 4400 Block (South)	40.84208	-81.433	5	8	96
6223	Fulton 4300 Block (South)	40.84005	-81.4294	1	1	10
6224	Fulton and Francie Ave (South)	40.83765	-81.4264	1	2	17
6225	Fulton 4200 Block (North)	40.83795	-81.4264	1	11	122
6226	Fulton 4300 Block (North)	40.83991	-81.4289	0	1	4
6227	Fulton 4400 Block (North)	40.84172	-81.4315	22	22	264
6228	Dressler 4000 Block (West)	40.84174	-81.4352	11	8	96

Route 105				Boardings		
Stop ID	Stop Name	Latitude	Longitude	January	Monthly Avg	Yearly
5003	Belden Village Transit Center	40.85116	-81.4226	554	493	5913
5007	Whipple Ave and 50th St NW (East)	40.853088	-81.423	0	6	62
5008	Whipple Ave and Convenience Circle NW	40.85607	-81.4227	16	17	199
5012	Whipple Ave and 50th St NW (West)	40.85378	-81.4232	1	10	117
5323	Whipple Ave and Everhard Rd (East)	40.8608	-81.4225	6	15	171
5361	Whipple Ave and Everhard Rd NW (West)	40.86083	-81.4228	5	17	200



Route 125				Boardings		
Stop ID	Stop Name	Latitude	Longitude	January	Monthly Avg	Yearly
5003	Belden Village Transit Center	40.85116	-81.4226	694	615	7376
5321	Whipple Ave and Munson St NW North	40.84622	-81.4234	0	1	1
5322	Whipple Ave at Springbrook Plaza	40.84808	-81.42326	5	3	29
6136	Fulton Rd NW 4949	40.84737	-81.4415	39	27	316
6137	Fulton Rd NW 4700 Block	40.84374	-81.4365	1	1	3
6138	Dressler Rd NW 4300 Block	40.84482	-81.4348	1	1	4
6139	Dressler Rd and Munson St NW	40.84776	-81.43430	7	7	77
6140	Munson St NW at GE Money	40.84786	-81.4327	1	3	26
6141	Munson St NW at Brown Mackey College	40.84623	-81.4293	1	1	1
6142	Munson St and Whipple Ave NW	40.84595	-81.4247	1	3	26
6143	Holiday St and Higbee Ave NW	40.85128	-81.4275	16	12	133
6144	Higbee Ave and Munson St NW	40.84698	-81.4299	0	3	28
6145	Munson St and Dressler Ave NW	40.84806	-81.433	23	17	199
6146	Dressler Ave NW 4300 Block	40.84487	-81.435	3	4	47
6147	Fulton Rd NW 4700 Block	40.84419	-81.4366	2	3	26
6148	Fulton Rd NW 4915	40.84661	-81.44	0	1	2
6149	Fulton Rd and Everhard Rd NW	40.84868	-81.4429	2	22	258
6710	Holiday St NW 4100 Block	40.85124	-81.4252	0	19	220

Routes 45 + 105 + 106 + 121 + 125 - By Stop ID					Boardings		
Routes	Stop ID	Stop Name	Latitude	Longitude	January	Monthly Avg	Yearly
45, 105, 106, 121, 125,	5003	Belden Village Transit Center	40.85116	-81.4226	4320	4331	51967
45, 105	5005	Belden Village Ave at Westfield Mall	40.85528	-81.4248	157	170	2035
45, 105	5006	Holiday and Higbee Ave NW	40.85116	-81.4274	10	12	138
45, 105, 121	5007	Whipple Ave and 50th St NW	40.853088	-81.423	6	24	286
105, 121	5008	Whipple Ave and Convenience Circle NW	40.85607	-81.4227	120	95	1132
121	5012	Whipple Ave and 50th St NW (West)	40.85378	-81.4232	1	10	117
45, 105	5249	Everhard Rd and Whipple Ave SW (North Side)	40.85964	-81.4209	78	84	1000
105	5250	Everhard Rd and Whipple Ave SW (South Side)	40.85946	-81.4211	51	70	831
106	5318	Whipple Ave and Fulton Rd NW (East)	40.83747	-81.4238	3	5	54
106	5319	Whipple Ave and 38th St NW (East)	40.84137	-81.4237	4	6	62
106	5320	Whipple Ave and Munson St NW South (East)	40.84545	-81.4236	0	1	6
106, 125	5321	Whipple Ave and Munson St NW North	40.84622	-81.4234	0	1	2
106, 126	5322	Whipple Ave at Springbrook Plaza	40.84808	-81.42326	14	12	140
121	5323	Whipple Ave and Everhard Rd (East)	40.8608	-81.4225	6	15	171
121	5361	Whipple Ave and Everhard Rd NW (West)	40.86083	-81.4228	5	17	200
106	5362	Whipple Ave NW at Springbrook Plaza (West)	40.84812	-81.4235	5	26	303
106	5363	Whipple Ave and Munson Ave NW (West)	40.84614	-81.4236	411	299	3580
106	5364	Whipple Ave and 38th St NW (West)	40.84204	-81.424	14	16	188
106	5365	Whipple Ave NW 3400 Block (West)	40.83799	-81.424	30	36	430
106	5366	Fulton 4000 Block (North)	40.83742	-81.4256	25	7	73
45	5979	Dressler Rd and Belden Village Ave NW	40.85591	-81.4328	5	2	14
45	5980	Dressler Rd NW 4800 Block	40.85312	-81.4323	50	26	312
45	5981	Dressler Rd NW 4700 Block	40.85055	-81.4348	61	61	726
45	5982	Dressler Rd and Munson Ave NW	40.84816	-81.4346	29	12	134
45	5983	Munson Ave and Steven Cir NW	40.84846	-81.4374	15	22	259
45	5984	Munson Ave and Douglas Cir NW	40.84945	-81.4393	4	2	14
45	5985	Munson Ave and Everhard Rd NW	40.85037	-81.4411	39	13	151
45	5986	Everhard Rd NW 4900 Block	40.85258	-81.4394	2	3	35
45	5987	Everhard Rd NW 4800 Block	40.85462	-81.4376	9	9	102
45	5988	Everhard rd and Belden Village St NW	40.8569	-81.4355	1	0	0
45	5989	Dressler Rd NW 5500 Block	40.86024	-81.4324	39	34	404
45	5990	University Dr and Dressler Rd NW	40.86295	-81.4328	5	6	69
45	5991	Kent State Conference Center	40.86313	-81.4375	0	1	2
45	5992	Kent State University Main Hall	40.86751	-81.4388	22	18	211
45	5993	Stark State College	40.86999	-81.4403	121	97	1163
45	6000	Belden Village St NW 4400 Block	40.85624	-81.4315	44	23	269
45	6001	Belden Village St NW 4200 Block	40.85546	-81.4292	3	2	23
125	6136	Fulton Rd NW 4949	40.84737	-81.4415	39	27	316
125	6137	Fulton Rd NW 4700 Block	40.84374	-81.4365	1	1	3
125	6138	Dressler Rd NW 4300 Block	40.84482	-81.4348	1	1	4
125	6139	Dressler Rd and Munson St NW	40.84776	-81.43430	7	7	77
125	6140	Munson St NW at GE Money	40.84786	-81.4327	1	3	26
125	6141	Munson St NW at Brown Mackey College	40.84623	-81.4293	1	1	1
125	6142	Munson St and Whipple Ave NW	40.84595	-81.4247	1	3	26
125	6143	Holiday St and Higbee Ave NW	40.85128	-81.4275	16	12	133
125	6144	Higbee Ave and Munson St NW	40.84698	-81.4299	0	3	28
125	6145	Munson St and Dressler Ave NW	40.84806	-81.433	23	17	199
125	6146	Dressler Ave NW 4300 Block	40.84487	-81.435	3	4	47
125	6147	Fulton Rd NW 4700 Block	40.84419	-81.4366	2	3	26
125	6148	Fulton Rd NW 4915	40.84661	-81.44	0	1	2
125	6149	Fulton Rd and Everhard Rd NW	40.84868	-81.4429	2	22	258
106	6222	Fulton 4400 Block (South)	40.84208	-81.433	5	8	96
106	6223	Fulton 4300 Block (South)	40.84005	-81.4294	1	1	10
106	6224	Fulton and Francie Ave (South)	40.83765	-81.4264	1	2	17
106	6225	Fulton 4200 Block (North)	40.83795	-81.4264	1	11	122
106	6226	Fulton 4300 Block (North)	40.83991	-81.4289	0	1	4
106	6227	Fulton 4400 Block (North)	40.84172	-81.4315	22	22	264
106	6228	Dressler 4000 Block (West)	40.84174	-81.4352	11	8	96
125	6710	Holiday St NW 4100 Block	40.85124	-81.4252	0	19	220
45, 105	6750	Higbee Ave 4200 Block	40.85463	-81.4277	101	223	2671



Routes 45 + 105 + 106 + 121 + 125 - By Yearly Boardings					Boardings		
Routes	Stop ID	Stop Name	Latitude	Longitude	January	Monthly Avg	Yearly
45, 105, 106, 121, 125	5003	Belden Village Transit Center	40.85116	-81.4226	4320	4331	51967
106	5363	Whipple Ave and Munson Ave NW (West)	40.84614	-81.4236	411	299	3580
45, 105	6750	Higbee Ave 4200 Block	40.85463	-81.4277	101	223	2671
45, 105	5005	Belden Village Ave at Westfield Mall	40.85528	-81.4248	157	170	2035
45	5993	Stark State College	40.86999	-81.4403	121	97	1163
105, 121	5008	Whipple Ave and Convenience Circle NW	40.85607	-81.4227	120	95	1132
45, 105	5249	Everhard Rd and Whipple Ave SW (North Side)	40.85964	-81.4209	78	84	1000
105	5250	Everhard Rd and Whipple Ave SW (South Side)	40.85946	-81.4211	51	70	831
45	5981	Dressler Rd NW 4700 Block	40.85055	-81.4348	61	61	726
106	5365	Whipple Ave NW 3400 Block (West)	40.83799	-81.424	30	36	430
45	5989	Dressler Rd NW 5500 Block	40.86024	-81.4324	39	34	404
125	6136	Fulton Rd NW 4949	40.84737	-81.4415	39	27	316
45	5980	Dressler Rd NW 4800 Block	40.85312	-81.4323	50	26	312
106	5362	Whipple Ave NW at Springbrook Plaza (West)	40.84812	-81.4235	5	26	303
45, 105, 121	5007	Whipple Ave and 50th St NW	40.853088	-81.423	6	24	286
45	6000	Belden Village St NW 4400 Block	40.85624	-81.4315	44	23	269
106	6227	Fulton 4400 Block (North)	40.84172	-81.4315	22	22	264
45	5983	Munson Ave and Steven Cir NW	40.84846	-81.4374	15	22	259
125	6149	Fulton Rd and Everhard Rd NW	40.84868	-81.4429	2	22	258
125	6710	Holiday St NW 4100 Block	40.85124	-81.4252	0	19	220
45	5992	Kent State University Main Hall	40.86751	-81.4388	22	18	211
121	5361	Whipple Ave and Everhard Rd NW (West)	40.86083	-81.4228	5	17	200
125	6145	Munson St and Dressler Ave NW	40.84806	-81.433	23	17	199
106	5364	Whipple Ave and 38th St NW (West)	40.84204	-81.424	14	16	188
121	5323	Whipple Ave and Everhard Rd (East)	40.8608	-81.4225	6	15	171
45	5985	Munson Ave and Everhard Rd NW	40.85037	-81.4411	39	13	151
106, 126	5322	Whipple Ave at Springbrook Plaza	40.84808	-81.42326	14	12	140
45, 105	5006	Holiday and Higbee Ave NW	40.85116	-81.4274	10	12	138
45	5982	Dressler Rd and Munson Ave NW	40.84816	-81.4346	29	12	134
125	6143	Holiday St and Higbee Ave NW	40.85128	-81.4275	16	12	133
106	6225	Fulton 4200 Block (North)	40.83795	-81.4264	1	11	122
121	5012	Whipple Ave and 50th St NW (West)	40.85378	-81.4232	1	10	117
45	5987	Everhard Rd NW 4800 Block	40.85462	-81.4376	9	9	102
106	6222	Fulton 4400 Block (South)	40.84208	-81.433	5	8	96
106	6228	Dressler 4000 Block (West)	40.84174	-81.4352	11	8	96
125	6139	Dressler Rd and Munson St NW	40.84776	-81.43430	7	7	77
106	5366	Fulton 4000 Block (North)	40.83742	-81.4256	25	7	73
45	5990	University Dr and Dressler Rd NW	40.86295	-81.4328	5	6	69
106	5319	Whipple Ave and 38th St NW (East)	40.84137	-81.4237	4	6	62
106	5318	Whipple Ave and Fulton Rd NW (East)	40.83747	-81.4238	3	5	54
125	6146	Dressler Ave NW 4300 Block	40.84487	-81.435	3	4	47
45	5986	Everhard Rd NW 4900 Block	40.85258	-81.4394	2	3	35
125	6144	Higbee Ave and Munson St NW	40.84698	-81.4299	0	3	28
125	6140	Munson St NW at GE Money	40.84786	-81.4327	1	3	26
125	6142	Munson St and Whipple Ave NW	40.84595	-81.4247	1	3	26
125	6147	Fulton Rd NW 4700 Block	40.84419	-81.4366	2	3	26
45	6001	Belden Village St NW 4200 Block	40.85546	-81.4292	3	2	23
106	6224	Fulton and Francie Ave (South)	40.83765	-81.4264	1	2	17
45	5979	Dressler Rd and Belden Village Ave NW	40.85591	-81.4328	5	2	14
45	5984	Munson Ave and Douglas Cir NW	40.84945	-81.4393	4	2	14
106	6223	Fulton 4300 Block (South)	40.84005	-81.4294	1	1	10
106	5320	Whipple Ave and Munson St NW South (East)	40.84545	-81.4236	0	1	6
125	6138	Dressler Rd NW 4300 Block	40.84482	-81.4348	1	1	4
106	6226	Fulton 4300 Block (North)	40.83991	-81.4289	0	1	4
125	6137	Fulton Rd NW 4700 Block	40.84374	-81.4365	1	1	3
106, 125	5321	Whipple Ave and Munson St NW North	40.84622	-81.4234	0	1	2
45	5991	Kent State Conference Center	40.86313	-81.4375	0	1	2
125	6148	Fulton Rd NW 4915	40.84661	-81.44	0	1	2
125	6141	Munson St NW at Brown Mackey College	40.84623	-81.4293	1	1	1
45	5988	Everhard rd and Belden Village St NW	40.8569	-81.4355	1	0	0

## **APPENDIX I**

### **Safety Countermeasures**



# Toolbox of Pedestrian Countermeasures and Their Potential Effectiveness

## Introduction

This issue brief documents estimates of the crash reduction that might be expected if a specific countermeasure or group of countermeasures is implemented with respect to pedestrian crashes. The crash reduction estimates are presented as Crash Modification Factors (CMFs). Some of the crash reduction estimates are also presented in terms of left-turn crashes, certain crash severities, or total crashes.

Traffic engineers and other transportation professionals can use the information contained in this issue brief when asking the following types of question: What change in the number of pedestrian crashes (and/or other crash types) can be expected with the implementation of the various countermeasures?

## Crash Modification Factors (CMFs)

A CMF is the proportion of crashes that are expected to remain after the countermeasure is implemented. For example, an expected 20 percent reduction in crashes would correspond to a CMF of  $(1.00 - 0.20) = 0.80$ . In some cases, the CMF is negative, i.e. the implementation of a countermeasure is expected to lead to a percentage increase in crashes.

One CMF estimate is provided for each countermeasure. Where multiple CMF estimates were available from the literature, selection criteria were used to choose which CMFs to include in the issue brief:

- First, CMFs from studies that took into account regression to the mean and changes in traffic volume were preferred over studies that did not.
- Second, CMFs from studies that provided additional information about the conditions under which the countermeasures was applied (e.g. road type, area type) were preferred over studies that did not.

Where these criteria could not be met, a CMF may still be provided. In these cases, it is recognized that the estimate of the CMF may not be as reliable, but is the best available at this time. The CMFs in this issue brief may be periodically updated as new information becomes available.



The Desktop Reference for Countermeasures includes most of the CMFs included in this issue brief, and adds many other CMFs available in the literature. A few CMFs found in the literature were not included in the Desktop Reference. Those excluded CMFs were considered to have smaller sample sizes or too large a standard error to be meaningful, or the original research did not provide sufficient detail for the CMF to be useful.

A CMF should be regarded as a generic estimate of the effectiveness of a countermeasure. The estimate is a useful guide, but it remains necessary to apply engineering judgment and to consider site-specific environmental, traffic volume, traffic mix, geometric, and operational conditions which will affect the safety impact of a countermeasure. Actual effectiveness will vary from site to site. The user must ensure that a countermeasure applies to the particular conditions being considered. The reader is also encouraged to obtain and review the original source documents for more detailed information, and to search databases such as the National Transportation Library ([ntlsearch.bts.gov](http://ntlsearch.bts.gov)) for information that becomes available after the publication of this issue brief.

## Using the Tables

The CMFs for pedestrian crash countermeasures are presented in three tables, which summarize the available information. These tables are:

- **Table 1: Signalized Countermeasures**
- **Table 2: Geometric Countermeasures**
- **Table 3: Signs, Markings, and Operational Countermeasures**

Each table has the following columns:

- **Countermeasure** = the countermeasure name.
- **Crash Severity** = the crash severity used in the analysis. Where available, separate CMFs are provided for different crash severities. The crash severities are: all, fatal/injury, fatal, or injury. The categories depend on the approach taken by the original study. For example, some studies referred to fatal/injury (fatal and injury crashes combined). Some distinguished fatal from injury. "All" is used for CMFs from studies which did not specify the severity.
- **CMF for Crash Type (SE)** = the CMF value selected from the literature, listed under the column(s) for the appropriate crash type (All, Left-Turn, or Pedestrian). CMFs listed under the Pedestrian column refer to the reduction in crashes involving pedestrians crossing the street, unless otherwise specified. Standard error (SE) for the CMF is provided in parenthesis where available. The standard error is the standard deviation of the error in the estimate of the CMF. The true value of the CMF is unknown for a given treatment type. The standard error provides a measure of the precision of the estimate of the true value of the CMF. A relatively small standard error indicates that a CMF is more precisely





known. A relatively large standard error indicates that a CMF is less precisely known.

- **Reference Number** = the reference number for the source information, as given in the reference list in this document.
- **CMF ID** = ID number of the CMF in the CMF Clearinghouse.
- **Star Rating** = an indicator of the quality or confidence of the CMF and is based on the following factors: study design, sample size, standard error, potential bias, and data source. The ratings range from 1 to 5 where 5 indicates the highest or most reliable rating.

Cells with "—" indicate that no information is reported in the source document. For additional information, visit the FHWA Office of Safety website ([safety.fhwa.dot.gov](http://safety.fhwa.dot.gov)).

## Example

COUNTERMEASURE	CRASH SEVERITY	CMF FOR CRASH TYPE (SE)			REFERENCE NUMBER	CMF ID	STAR RATING
		ALL	LEFT TURN	PEDESTRIAN			
Exclusive Pedestrian Phase	All	—	—	0.49 (0.16)	2	4117	2

Using the first countermeasure from Table 1 as an example, the following information can be gained from the table:

- The countermeasure name is "Exclusive Pedestrian Phase."
- The crash severity is "All," meaning that the original study calculated the CMF for all crash severities combined or did not specify a crash severity.
- A CMF of 0.49 is listed under the "Pedestrian" column, meaning that a  $(1.00 - 0.49) = 51\%$  reduction in pedestrian crashes is expected for this countermeasure.
- The "—" in the "All" and "Left-Turn" columns indicates that CMFs for these crash types were not provided in the original study.
- The standard error for this CMF is 0.16.
- The reference number is 2, which refers to the 2012 study by Chen, Chen, Ewing, McKnight, Srinivasan, and Roe in the references list.
- The CMF ID is 4117 in the CMF Clearinghouse.
- This study has a 2 star rating.

## Other Useful Resources

- [www.cmfclearinghouse.org](http://www.cmfclearinghouse.org)
- [www.walkinginfo.org](http://www.walkinginfo.org)
- [www.walkinginfo.org/pedsafe/](http://www.walkinginfo.org/pedsafe/)
- [safety.fhwa.dot.gov/provencountermeasures/](http://safety.fhwa.dot.gov/provencountermeasures/)



**TABLE 1. SIGNALIZED COUNTERMEASURES**

COUNTERMEASURE	CRASH SEVERITY	CMF FOR CRASH TYPE (SE)			REFERENCE NUMBER	CMF ID	STAR RATING
		ALL	LEFT TURN	PEDESTRIAN			
Exclusive Pedestrian Phase	All	—	—	0.49 (0.16)	2	4117	2
Improved Signal Timing (ITE)	Fatal/Injury	—	—	0.63	14	383	2
Replace Existing "Walk/Don't Walk" Signals with Pedestrian Countdown Signal Head	All	—	—	0.75	9	—	—
Replace Existing "Walk/Don't Walk" Signals with Pedestrian Countdown Signal Head	All	—	—	0.3	15	5272	4
Implement Leading Pedestrian Interval (LPI)	All	—	—	0.413 (0.064)	4	1993	3
Remove Unwarranted Signals (One-Way Street)	All	—	—	0.83	12	331	3
Pedestrian Hybrid Beacon (PHB)	All	—	—	0.45 (0.167)	17	9020	4
PHB and Advanced Yield/Stop Markings/Signs	All	—	—	0.43 (0.134)	17	9021	4
Increase Pedestrian Crossing Time	All	—	—	0.49 (0.10)	2	4658	3
Add New Traffic Signals, when Warranted	All	0.75 (0.07)	—	—	2	4658	3





**TABLE 2. GEOMETRIC COUNTERMEASURES**

COUNTERMEASURE	CRASH SEVERITY	CMF FOR CRASH TYPE (SE)			REFERENCE NUMBER	CMF ID	STAR RATING
		ALL	LEFT TURN	PEDESTRIAN			
Convert Unsignalized Intersection to Roundabout	Fatal/Injury	—	—	0.73	3	—	—
Install Pedestrian Overpass/Underpass	Fatal/Injury	—	—	0.1	6	—	—
Install Pedestrian Overpass/Underpass	All	—	—	0.14	6	—	—
Install Pedestrian Overpass/Underpass (Unsignalized Intersection)	All	—	—	0.87	8	—	—
Install Raised Median	All	—	—	0.75	6	—	—
Install Raised Median at Unsignalized Crossing	All	—	—	0.69 (0.183)	17	8799	3
Install Raised Pedestrian Crossing	All	0.7	—	—	1	—	—
Install Raised Pedestrian Crossing	Fatal/Injury	0.64	—	—	1	—	—
Install Sidewalk	All	—	—	0.12	10	—	—
Provide Paved Shoulder	All	—	—	0.29	6	—	—
Narrow Roadway from Four Lanes to Three Lanes (Two Through Lanes with Center Turn Lane)	All	0.71	—	—	7	199	5
Road Diet—Urban Area	All	—	—	0.81 (0.005)	11	5554	4
Road Diet—Suburban Area	All	—	—	0.53 (0.02)	12	2841	4



**TABLE 3. SIGNS, MARKINGS, AND OPERATIONAL COUNTERMEASURES**

COUNTERMEASURE	CRASH SEVERITY	CMF FOR CRASH TYPE (SE)			REFERENCE NUMBER	CMF ID	STAR RATING
		ALL	LEFT TURN	PEDESTRIAN			
Add Overhead Lighting	Injury Crashes	—	—	0.77	7	199	5
Improve Pavement Friction (Skid Treatment with Overlay)	Fatal/Injury	—	—	0.97	6	—	—
Increase Enforcement	All	—	—	0.77	16	—	—
Prohibit Right-Turn-on-Red	All	0.97	—	—	7	199	5
Prohibit Left Turns	All	—	—	0.9	6	—	—
Restrict Parking Near Intersections (to Off-Street)	All	—	—	0.7	6	—	—
High-Visibility Crosswalk	All	—	—	0.52 (0.17)	2	4658	3
Convert Parallel Lane to High-Visibility Crosswalk (School Zone)	All	—	—	0.63	5	2697	3
Advanced Stop/Yield	All	—	—	0.75 (0.230)	17	9017	3
Rectangular Rapid-Flashing Beacon (RRFB)	All	—	—	0.53 (0.377)	17	9024	2






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# Proven Safety Countermeasures



## Safety Benefits:

### Sidewalks

**65-89%**

reduction in crashes involving pedestrians walking along roadways.<sup>3</sup>

### Paved Shoulders

**71%**

reduction in crashes involving pedestrians walking along roadways.<sup>3</sup>

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and [http://www.pedbikesafe.org/PEDSAFE/countermeasures\\_detail.cfm?CM\\_NUM=1](http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=1).

## Walkways

A walkway is any type of defined space or pathway for use by a person traveling by foot or using a wheelchair. These may be pedestrian walkways, shared use paths, sidewalks, or roadway shoulders.

With more than 6,200 pedestrian fatalities and 75,000 pedestrian injuries occurring in roadway crashes annually,<sup>1</sup> it is important for transportation agencies to improve conditions and safety for pedestrians and to integrate walkways more fully into the transportation system. Research shows people living in low-income communities are less likely to encounter walkways and other pedestrian-friendly features.<sup>2</sup>

Well-designed pedestrian walkways, shared use paths, and sidewalks improve the safety and mobility of pedestrians. Pedestrians should have direct and connected network of walking routes to desired destinations without gaps or abrupt changes. In some rural or suburban areas, where these types of walkways are not feasible, roadway shoulders provide an area for pedestrians to walk next to the roadway, although these are not preferable.

Transportation agencies should work towards incorporating pedestrian facilities into all roadway projects

unless exceptional circumstances exist. It is important to provide and maintain accessible walkways along both sides of the road in urban areas, particularly near school zones and transit locations, and where there is a large amount of pedestrian activity. Walkable shoulders should also be considered along both sides of rural highways when routinely used by pedestrians.



Example of a sidewalk in a residential area.  
Source: [pedbikeimages.org](http://pedbikeimages.org) / Burden



Paved shoulder used as a walkway. Source: [pedbikeimages.org](http://pedbikeimages.org) / Burden

<sup>1</sup> National Center for Statistics and Analysis. (2020, March). Pedestrians: 2018 data (Traffic Safety Facts. Report No. DOT HS 812 850). National Highway Traffic Safety Administration.

<sup>2</sup> Gibbs, et al. Income Disparities in Street Features that Encourage Walking. Bridging the Gap, (2012, March).

<sup>3</sup> Gan et al. Update of Florida Crash Reduction Factors and Countermeasures to Improve the Development of District Safety Improvement Projects. Florida DOT, (2005).



## Safety Benefits:

**55%**

reduction in pedestrian crashes.<sup>3</sup>

**29%**

reduction in total crashes.<sup>4</sup>

**15%**

reduction in fatal and serious injury crashes.<sup>4</sup>

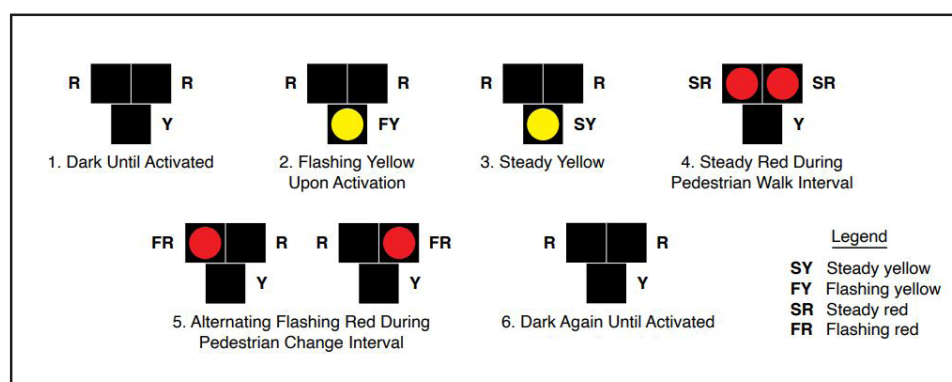


Example of PHBs mounted on a mast arm. Source: FHWA

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa18064.pdf>.

## Pedestrian Hybrid Beacons

The pedestrian hybrid beacon (PHB) is a traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections. The beacon head consists of two red lenses above a single yellow lens. The lenses remain “dark” until a pedestrian desiring to cross the street pushes the call button to activate the beacon, which then initiates a yellow to red lighting sequence consisting of flashing and steady lights that directs motorists to slow and come to a stop, and provides the right-of-way to the pedestrian to safely cross the roadway before going dark again.



Sequence for a PHB. Source: MUTCD 2023 Edition, Chapter 4J, FHWA

Nearly 74 percent of pedestrian fatalities occur at non-intersection locations, and vehicle speeds are often a major contributing factor.<sup>1</sup> As a safety strategy to address this pedestrian crash risk, the PHB is an intermediate option between a flashing beacon and a full pedestrian signal because it assigns right of way and provides positive stop control. It also allows motorists to proceed once the pedestrian has cleared their side of the travel lane(s), reducing vehicle delay.

Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices* (MUTCD) for information on the application of PHBs.<sup>2</sup>

Transportation agencies should locate pedestrian signals to be accessible for all users.

In general, PHBs are used where it is difficult for pedestrians to cross a roadway, such as when gaps in traffic are not sufficient or speed limits exceed 35 miles per hour. They are very effective at locations where three or more lanes will be crossed or traffic volumes are above 9,000 annual average daily traffic. Installation of a PHB must also include a marked crosswalk and pedestrian countdown signal. If PHBs are not already familiar to a community, agencies should conduct appropriate education and outreach as part of implementation.

<sup>1</sup> National Center for Statistics and Analysis. (2020, March). Pedestrians: 2018 data (Traffic Safety Facts. Report No. DOT HS 812 850). National Highway Traffic Safety Administration

<sup>2</sup> Manual on Uniform Traffic Control Devices, Chapter 4J, FHWA, (2023).

<sup>3</sup> (CMF ID: 9020) Zegeer et al. NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. TRB, (2017).

<sup>4</sup> (CMF ID: 2911,2917) Fitzpatrick, K. and Park, E.S. Safety Effectiveness of the HAWK Pedestrian Crossing Treatment, FHWA-HRT-10-042, (2010).





## Safety Benefits:

# 13%

reduction in pedestrian-vehicle crashes at intersections.<sup>2</sup>

## Leading Pedestrian Interval

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.

### LPIs provide the following benefits:

- Increased visibility of crossing pedestrians.
- Reduced conflicts between pedestrians and vehicles.
- Increased likelihood of motorists yielding to pedestrians.
- Enhanced safety for pedestrians who may be slower to start into the intersection.

FHWA's Handbook for *Designing Roadways for the Aging Population* recommends the use of the LPI at intersections with high turning vehicle volumes. Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices* for guidance on LPI timing and ensure that pedestrian signals are accessible for all users.<sup>1</sup> Costs for implementing LPIs are very low when only signal timing alteration is required.



An LPI allows a pedestrian to establish a presence in the crosswalk before vehicles are given a green indication. Source: FHWA



LPIs reduce potential conflicts between pedestrians and turning vehicles. Source: FHWA

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa19040.pdf>.

<sup>1</sup> Manual on Uniform Traffic Control Devices (MUTCD), Section 4I.06. FHWA, (2023).

<sup>2</sup> (CMF ID: 9918) Goughnour, E., D. Carter, C. Lyon, B. Persaud, B. Lan, P. Chun, I. Hamilton, and K. Signor. "Safety Evaluation of Protected Left-Turn Phasing and Leading Pedestrian Intervals on Pedestrian Safety." Report No. FHWA-HRT-18-044. Federal Highway Administration. (October 2018)



## Safety Benefits:

RRFBs can reduce crashes up to:

**47%**

for pedestrian crashes.<sup>4</sup>

RRFBs can increase motorist yielding rates up to:

**98%**

(varies by speed limit, number of lanes, crossing distance, and time of day).<sup>3</sup>



RRFBs used at a trail crossing.  
Source: LJB

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and [https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet\\_RRFB\\_2018.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RRFB_2018.pdf).

## Rectangular Rapid Flashing Beacons (RRFB)

A marked crosswalk or pedestrian warning sign can improve safety for pedestrians crossing the road, but at times may not be sufficient for drivers to visibly locate crossing locations and yield to pedestrians. To enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) to accompany a pedestrian warning sign. RRFBs consist of two, rectangular-shaped yellow indications, each with a light-emitting diode (LED)-array-based light source.<sup>1</sup> RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.

Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices (MUTCD)* for information on the application of RRFBs.<sup>1</sup>

### Applications

The RRFB is applicable to many types of pedestrian crossings but is particularly effective at multilane crossings with speed limits less than 40 miles per hour.<sup>2</sup> Research suggests RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks, but varies depending on the location, posted speed limit, pedestrian crossing distance, one- versus two-way road, and the number of travel lanes.<sup>3</sup> RRFBs can also accompany school or trail crossing warning signs.

RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the diagonal downward arrow plaque pointing at the crossing.<sup>1</sup> The flashing pattern can be activated with pushbuttons or passive (e.g., video or infrared) pedestrian detection, and should be unlit when not activated.

### Considerations

#### Agencies should:<sup>2</sup>

- Install RRFBs in the median rather than the far-side of the roadway if there is a pedestrian refuge or other type of median.
- Use solar-power panels to eliminate the need for a power source.
- Reserve the use of RRFBs for locations with significant pedestrian safety issues, as over-use of RRFB treatments may diminish their effectiveness.

#### Agencies shall not:<sup>2</sup>

- Use RRFBs without the presence of a pedestrian, school or trail crossing warning sign.
- Use RRFBs for crosswalks across approaches controlled by YIELD signs, STOP signs, traffic control signals, or pedestrian hybrid beacons, except for the approach or egress from a roundabout.

<sup>1</sup> Manual on Uniform Traffic Control Devices (MUTCD), Chapter 4L. FHWA, (2023).

<sup>2</sup> "Rectangular Rapid Flash Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. FHWA, (2013).

<sup>3</sup> Fitzpatrick et al. "Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon." Report No. TTI-CTS-0010. Texas A&M Transportation Institute, (2016).

<sup>4</sup> (CMF ID: 9024) NCHRP Research Report 841 Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, (2017).





## Safety Benefits:

**High-visibility crosswalks  
can reduce pedestrian injury  
crashes up to:**  
**40%<sup>1</sup>**

**Intersection lighting can  
reduce pedestrian crashes  
up to:**  
**42%<sup>2</sup>**

**Advance yield or stop  
markings and signs can  
reduce pedestrian  
crashes up to:**  
**25%<sup>3</sup>**

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheetVizEnhancemt2018.pdf>.

## Crosswalk Visibility Enhancements

Poor lighting conditions, obstructions such as parked cars, and horizontal or vertical roadway curvature can reduce visibility at crosswalks, contributing to safety issues. For multilane roadway crossings where vehicle volumes are in excess of 10,000 Average Annual Daily Traffic (AADT), a marked crosswalk alone is typically not sufficient. Under such conditions, more substantial crossing improvements could prevent an increase in pedestrian crash potential.

Three main crosswalk visibility enhancements help make crosswalks and the pedestrians, bicyclists, wheelchair and other mobility device users, and transit users using them more visible to drivers. These include high-visibility crosswalks, lighting, and signing and pavement markings. These enhancements can also assist users in deciding where to cross. Agencies can implement these features as standalone or combination enhancements to indicate the preferred location for users to cross.

### High-visibility crosswalks

High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections. Agencies should use materials such as inlay or thermoplastic tape, instead of paint or brick, for highly reflective crosswalk markings.

### Improved Lighting

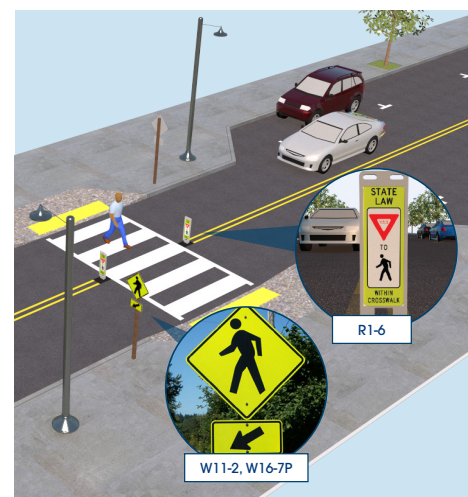
The goal of crosswalk lighting should be to illuminate with positive contrast to make it easier for a driver to visually identify the pedestrian. This involves carefully placing the luminaires in forward locations to avoid a silhouette effect of the pedestrian.

### Enhanced Signing and Pavement Markings

On multilane roadways, agencies can use "YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of

a marked crosswalk to indicate where a driver should stop or yield to pedestrians, depending on State law. To supplement the signing, agencies can also install a STOP or YIELD bar (commonly referred to as "shark's teeth") pavement markings.

In-street signing, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians" may be appropriate on roads with two- or three-lane roads where speed limits are 30 miles per hour or less.



Source: FHWA

- 1 (CMF ID: 4123) Chen, L., C. Chen, and R. Ewing. The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections - Lessons from a New York City Experience. (2012).
- 2 (CMF ID: 436) Elvik, R. and Vaa, T. Handbook of Road Safety Measures. Oxford, United Kingdom, Elsevier, (2004).
- 3 (CMF ID: 9017) Zeeger et al. Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, FHWA, (2017).

Transportation agencies should refer to the Manual on Uniform Traffic Control Devices (MUTCD) for information on crosswalk markings (Chapter 3C) and in-street signing (Sections 2B.19 and 2B.20).

# Proven Safety Countermeasures



**Safety Benefits:**  
**Lighting can reduce**  
**crashes up to:**

**42%**

for nighttime injury pedestrian  
crashes at intersections.<sup>1</sup>

**33-38%**

for nighttime crashes at rural  
and urban intersections.<sup>2,1</sup>

**28%**

for nighttime injury crashes  
on rural and urban  
highways.<sup>1</sup>



Source: FHWA

**For more information on this  
and other FHWA Proven Safety  
Countermeasures, please visit  
[https://highways.dot.gov/  
safety/proven-safety-counter  
measures](https://highways.dot.gov/safety/proven-safety-countermeasures) and [https://  
highways.dot.gov/safety/  
other/visibility/roadway-  
lighting-resources](https://highways.dot.gov/safety/other/visibility/roadway-lighting-resources).**

## Lighting

The number of fatal crashes occurring in daylight is about the same as those that occur in darkness. However, the nighttime fatality rate is three times the daytime rate because only 25 percent of vehicle miles traveled (VMT) occur at night. At nighttime, vehicles traveling at higher speeds may not have the ability to stop once a hazard or change in the road ahead becomes visible by the headlights. Therefore, lighting can be applied continuously along segments and at spot locations such as intersections and pedestrian crossings in order to reduce the chances of a crash.

Adequate lighting (i.e., at or above minimum acceptable standards) is based on research recommending horizontal and vertical illuminance levels to provide safety benefits to all users of the roadway environment. Adequate lighting can also provide benefits in terms of personal security for pedestrians, wheelchair and other mobility device users, bicyclists, and transit users as they travel along and across roadways.

### Applications

#### Roadway Segments

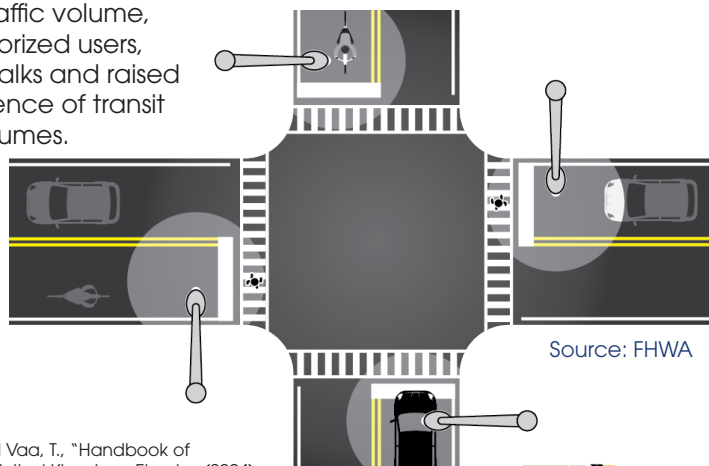
Research indicates that continuous lighting on both rural and urban highways (including freeways) has an established safety benefit for motorized vehicles.<sup>1</sup> Agencies can provide adequate visibility of the roadway and its users through the uniform application of lighting that provides full coverage along the roadway and the strategic placement of lighting where it is needed the most.

#### Intersections and Pedestrian Crossings

Increased visibility at intersections at nighttime is important since various modes of travel cross paths at these locations. Agencies should consider providing lighting to intersections based on factors such as a history of crashes at nighttime, traffic volume, the volume of non-motorized users, the presence of crosswalks and raised medians, and the presence of transit stops and boarding volumes.

### Considerations

Most new lighting installations are made with breakaway features, shielded, or placed far enough from the roadway to reduce the probability and/or severity of fixed-object crashes. Modern lighting technology gives precise control with minimal excessive light affecting the nighttime sky or spilling over to adjacent properties. Agencies can equitably engage with underserved communities to determine where and how new and improved lighting can most benefit the community by considering their priorities, including eliminating crash disparities, connecting to essential neighborhood services, improving active transportation routes, and promoting personal safety.



Source: FHWA

<sup>1</sup> (CMF ID: [436.433.192](#)) Elvik, R. and Vaa, T., "Handbook of Road Safety Measures." Oxford, United Kingdom, Elsevier, (2004).  
<sup>2</sup> (CMF ID: [2376](#)) Ye et al. A Simultaneous Equations Model of Crash Frequency By Collision Type for Rural Intersections, 87th Annual Meeting of the Transportation Research Board, (2008).





## Safety Benefits:

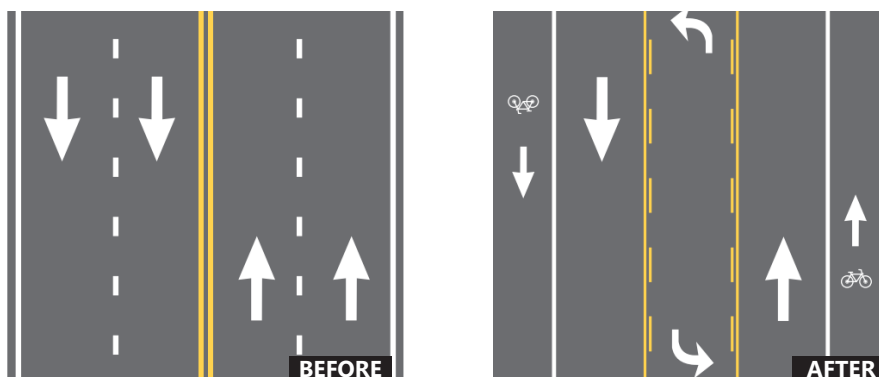
4-Lane to 3-Lane  
Road Diet Conversions

# 19-47%

reduction in total crashes.<sup>1</sup>

## Road Diets (Roadway Reconfiguration)

A Road Diet, or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).



Before and after example of a Road Diet. Source: FHWA

### Benefits of Road Diet installations may include:

- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Streets environment that better accommodates the needs of all road users.

A Road Diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay, and the reconfiguration can be accomplished at no additional cost. Typically, a Road Diet is implemented on a roadway with a current and future average daily traffic of 25,000 or less.



Road Diet project in Honolulu, Hawaii.  
Source: Leidos

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/other/road-diets>.

<sup>1</sup> (CMF ID: 5554.2841) Evaluation of Lane Reduction "Road Diet" Measures on Crashes, FHWA-HRT-10-053, (2010).



## Safety Benefits:

Median with  
Marked Crosswalk

# 46%

reduction in  
pedestrian crashes.<sup>2</sup>

Pedestrian Refuge  
Island

# 56%

reduction in  
pedestrian crashes.<sup>2</sup>

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-08/techSheetPedRefugeIsland2018.pdf>.

## Medians and Pedestrian Refuge Islands in Urban and Suburban Areas

A **median** is the area between opposing lanes of traffic, excluding turn lanes. Medians in urban and suburban areas can be defined by pavement markings, raised medians, or islands to separate motorized and non-motorized road users.

A **pedestrian refuge island** (or crossing area) is a median with a refuge area that is intended to help protect pedestrians who are crossing a road.

Pedestrian crashes account for approximately 17 percent of all traffic fatalities annually, and 74 percent of these occur at non-intersection locations.<sup>1</sup> For pedestrians to safely cross a roadway, they must estimate vehicle speeds, determine acceptable gaps in traffic based on their walking speed, and predict vehicle paths. Installing a median or pedestrian refuge island can help improve safety by allowing pedestrians to cross one direction of traffic at a time.

Transportation agencies should consider medians or pedestrian refuge islands in curbed sections of urban and suburban multilane

roadways, particularly in areas with a significant mix of pedestrian and vehicle traffic, traffic volumes over 9,000 vehicles per day, and travel speeds 35 mph or greater. Medians/refuge islands should be at least 4-ft wide, but preferably 8 ft for pedestrian comfort. Some example locations that may benefit from medians or pedestrian refuge islands include:

- Mid-block crossings.
- Approaches to multilane intersections.
- Areas near transit stops or other pedestrian-focused sites.



Example of a road with a median and pedestrian refuge islands.  
Source: City of Charlotte, NC



Median and pedestrian refuge island near a roundabout. Source: [www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden

<sup>1</sup> National Center for Statistics and Analysis. (2020, March). Pedestrians: 2018 data (Traffic Safety Facts. Report No. DOT HS 812 850). National Highway Traffic Safety Administration  
<sup>2</sup> (CMF ID: 175) Desktop Reference for Crash Reduction Factors, FHWA-SA-08-011, September 2008, Table 11.



## **APPENDIX J**

### **Transit Survey**



# Help Plan a Safer BELDEN VILLAGE with New Sidewalks

Do you feel unsafe walking to the bus stop?

Where would you like to see new sidewalks?

The Stark County Regional Planning Commission and the Stark County Engineer are performing a pedestrian safety study to develop a sidewalk plan in the Belden Village area.

## WE WANT TO HEAR FROM YOU

Fill out the survey and let us know!

Responses due June 30th

<https://www.surveymonkey.com/r/7BKDDJF>





## Belden Village Transit and Pedestrian Survey

Thank you for participating in the Belden Village Area pedestrian survey. Your responses will help us design safer streets and sidewalks for pedestrians and transit riders. Please answer these questions based on your experience walking or using public transportation (SARTA) in the Belden Village area.



Take on-line survey by scanning the QR code.

Survey responses are due by June 30th

### 1. How often do you ride SARTA in the Belden Village area?

- ☐ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ Rarely
- ☐ Never

### 2. What is the purpose of your Belden Village trip? (Select all that apply)

- ☐ Work
- ☐ Shopping/Dining/Social
- ☐ Appointment/Medical/Agency
- ☐ School/College
- ☐ Church/Meeting
- ☐ Transferring Buses
- ☐ To/from home in Belden Village
- ☐ Other \_\_\_\_\_

### 3. Where is your typical destination(s)?

### 4. Where do you feel most unsafe when walking to or from the bus stop? (Select all that apply)

- ☐ Along roads without sidewalks
- ☐ Through parking lots
- ☐ Crossing the street at a traffic signal
- ☐ Crossing the street between intersections
- ☐ Standing at the bus stop
- ☐ Other \_\_\_\_\_

### 5. Where would you now be able to walk in Belden Village if a sidewalk was built or a street crossing made safer?

### 6. On a scale of 1 (top priority) to 5 (low priority) rank which sidewalk needs to be built:

- ☐ Whipple Ave north from SARTA Center (47th Street) to Belden Village St
- ☐ Whipple Ave from Belden Village St under I-77 to Everhard Rd
- ☐ Whipple Ave south from SARTA Center (47th Street) to Munson St
- ☐ Belden Village St from Whipple Ave to Higbee Ave
- ☐ Holiday St from SARTA Center (47th Street) to Higbee Ave
- ☐ Other \_\_\_\_\_

### 7. What side of Whipple Avenue is a sidewalk most needed?

- ☐ East side
- ☐ West side
- ☐ Split: East side north of SARTA Center and west side south of SARTA Center
- ☐ Split: East side north of Belden Village St, west side south of Belden Village St opposite the SARTA Center
- ☐ Other \_\_\_\_\_

**Please turn survey over and complete the back also.**

**8. If built, would you use any of these sidewalks?**

**Select all that apply.**

- ☐ Dressler Rd from Everhard Rd to Kent State and Stark State College
- ☐ Dressler Rd from Everhard Rd to the Hall of Fame Bridge and The Strip
- ☐ Everhard Rd from Dressler Rd to Whipple Ave
- ☐ Metro Circle from Everhard Rd to Dressler Rd
- ☐ Belden Village St from Dressler Rd to Everhard Rd
- ☐ None of the above
- ☐ Other \_\_\_\_\_

**9. When you need to cross a street, where do you prefer to cross?**

- ☐ Traffic signal at intersection
- ☐ Between intersections
- ☐ Wherever
- ☐ Other \_\_\_\_\_

**10. Where is crossing a street the most difficult?**

**11. If you could add a crosswalk, where would you place it?**

**12. What would make reaching the bus stop safer?**

- ☐ More sidewalks
- ☐ Safer roadway crossings
- ☐ Better lighting
- ☐ Bus stop concrete pad or shelter

**13. If you use the SARTA Belden Village Transit Center at Whipple Avenue at 47th Street, how do you get there?**

- ☐ Walk
- ☐ Transfer buses
- ☐ Stay on bus (no transfer)
- ☐ Dropped-off/rideshare
- ☐ Bike
- ☐ Either of the above
- ☐ Do not use
- ☐ Other \_\_\_\_\_

**14. When you go to Belden Village Mall by bus, how do you get there?**

- ☐ Walk from SARTA Center
- ☐ Transfer at SARTA Center
- ☐ Walk from direct bus
- ☐ Rideshare or picked up from SARTA Center
- ☐ Bike from SARTA Center
- ☐ Any of the above
- ☐ I do not take the bus there
- ☐ Other \_\_\_\_\_

**Thank you for your time in helping us help to  
improve the pedestrian and transit environment in  
the Belden Village area.**

**PLEASE RETURN THIS FORM TO  
THE SURVEY PERSONNEL.**

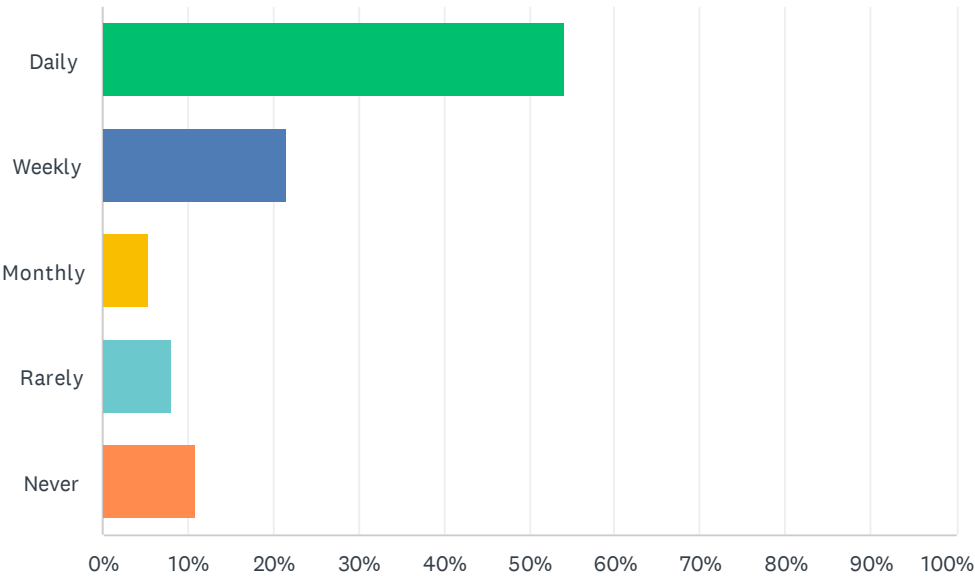
**-or-**

**Mail to:  
GAI Consultants  
Belden Village Survey  
5399 Lauby Road, Suite 120  
North Canton Ohio 4420**



Q1 How often do you ride SARTA in the Belden Village area?

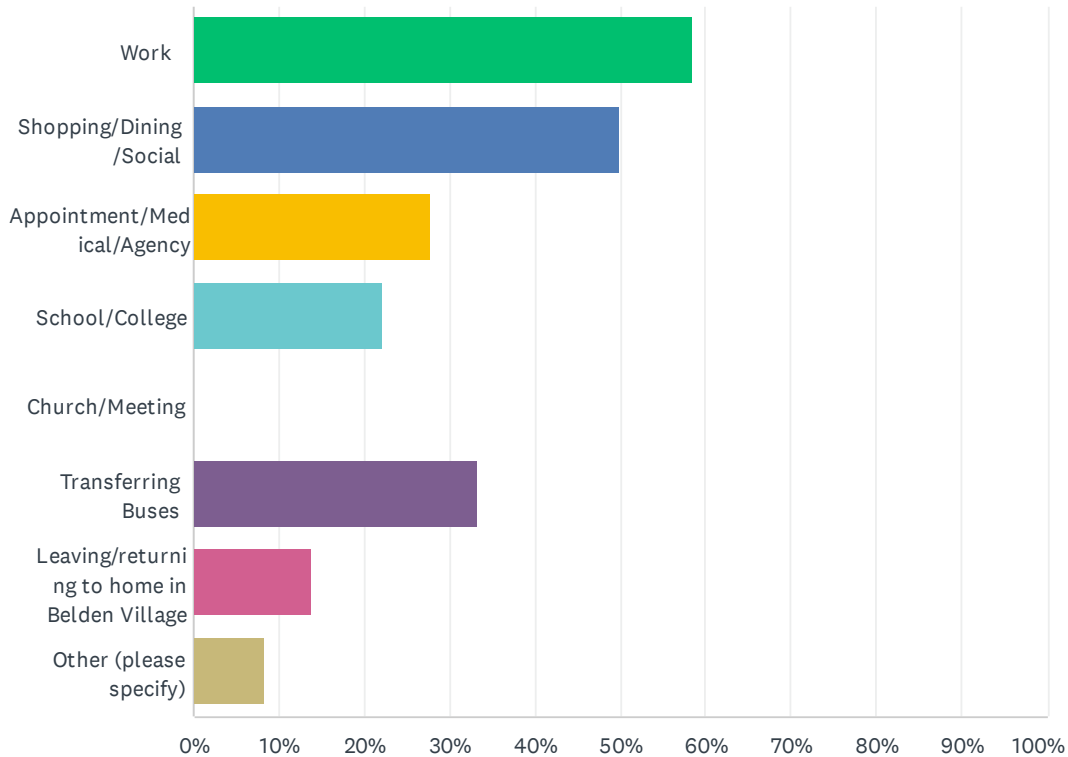
Answered: 37    Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	54.05%	20
Weekly	21.62%	8
Monthly	5.41%	2
Rarely	8.11%	3
Never	10.81%	4
TOTAL		37

## Q2 When you take transit to the Belden Village area, what is the purpose of your trip? (Select all that apply)

Answered: 36 Skipped: 1



ANSWER CHOICES	RESPONSES	
Work	58.33%	21
Shopping/Dining/Social	50.00%	18
Appointment/Medical/Agency	27.78%	10
School/College	22.22%	8
Church/Meeting	0.00%	0
Transferring Buses	33.33%	12
Leaving/returning to home in Belden Village	13.89%	5
Other (please specify)	8.33%	3
Total Respondents: 36		

#	OTHER (PLEASE SPECIFY)	DATE
1	charge tesla	7/17/2024 3:12 PM
2	Don't use	5/28/2024 2:03 PM
3	Don't ride but walk by the bus stop	5/28/2024 1:48 PM



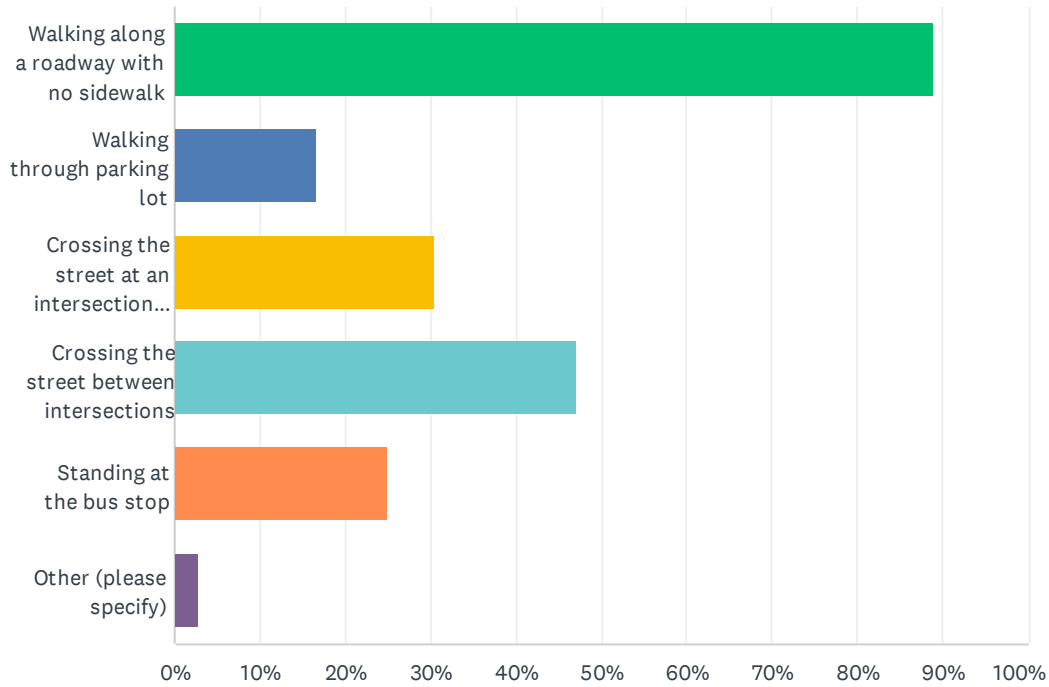
## Q3 Where is your typical destination(s)?

Answered: 31 Skipped: 6

#	RESPONSES	DATE
1	Belden village mall	10/7/2024 9:00 AM
2	Walmart, mall	10/7/2024 8:57 AM
3	stark state, the mall, the strip	9/11/2024 8:14 AM
4	The mall, Aldi, Stark State, Walmart, The Strip, Value City, Target, Ulta, DSW, Bath & Body Works	7/18/2024 4:51 PM
5	school	7/17/2024 3:46 PM
6	work wendys	7/17/2024 3:45 PM
7	To work	7/17/2024 3:44 PM
8	Planet fitness T-Mobile	7/17/2024 3:28 PM
9	Mall Walmart movie theatre	7/17/2024 3:22 PM
10	medical agency	7/17/2024 3:20 PM
11	Golden Corral Target CVS Phar	7/17/2024 3:18 PM
12	The mall	7/17/2024 3:13 PM
13	165 Route to Cleveland Ave 81 Route to Airport	7/17/2024 2:49 PM
14	The Mall	7/17/2024 2:43 PM
15	Mall Walmart Target	7/17/2024 2:35 PM
16	Dressler, Everhard, Whipple, Munson	7/16/2024 2:39 PM
17	Believe village area	7/13/2024 12:13 PM
18	massillon or arlington road in akron, or belden village mall	6/29/2024 8:43 AM
19	Cornerstone transit center Massillon transit center	6/28/2024 7:43 AM
20	None	6/5/2024 5:39 PM
21	Work and home	6/5/2024 2:37 PM
22	Portage and Freedom North Canton	6/1/2024 4:45 PM
23	Kent State Stark, Mr. Hero, Knights Inn	5/30/2024 5:50 PM
24	N/A	5/28/2024 2:03 PM
25	Home	5/28/2024 1:48 PM
26	The Mall	5/23/2024 10:00 AM
27	CSL plasma, Aldi's, Belden Village Mall	5/16/2024 4:11 PM
28	Work, North Canton and KSU.	5/15/2024 7:12 PM
29	Spectrum (the stark auto village stop) Mall, eye doctors in the mall	5/15/2024 1:33 PM
30	The mall	5/15/2024 1:33 PM
31	Kent state -stark	5/15/2024 1:26 PM

## Q4 When do you feel most unsafe when walking to or from the bus stop? (Select all that apply)

Answered: 36 Skipped: 1



ANSWER CHOICES		RESPONSES	
Walking along a roadway with no sidewalk		88.89%	32
Walking through parking lot		16.67%	6
Crossing the street at an intersection with a traffic signal		30.56%	11
Crossing the street between intersections		47.22%	17
Standing at the bus stop		25.00%	9
Other (please specify)		2.78%	1
Total Respondents: 36			

#	OTHER (PLEASE SPECIFY)	DATE
1	At night	5/15/2024 1:33 PM



**Q5 A lot of destinations in Belden Village are hard to reach by walking, lacking sidewalk connectivity and safe street crossings. What place would you now be able to walk to if a sidewalk was built or a street crossing was made safer?**

Answered: 31   Skipped: 6

#	RESPONSES	DATE
1	Food Court	10/7/2024 9:00 AM
2	The mall	10/7/2024 8:57 AM
3	the intersection right off the highway	9/11/2024 8:14 AM
4	EVERYWHERE! The more sidewalks, the better!	7/18/2024 4:51 PM
5	yep	7/17/2024 3:46 PM
6	closer to the mall	7/17/2024 3:45 PM
7	yes	7/17/2024 3:44 PM
8	traffic light	7/17/2024 3:28 PM
9	Along the Whipple Ave Street	7/17/2024 3:22 PM
10	On Dressler rd by golden corral	7/17/2024 3:18 PM
11	Along Whipple Ave NW	7/17/2024 3:16 PM
12	by knights inn hotel	7/17/2024 3:13 PM
13	On the sidewalk	7/17/2024 2:49 PM
14	To more food spots and just everything in general	7/17/2024 2:43 PM
15	Dressler, Everhard, Whipple, Munson	7/16/2024 2:39 PM
16	Down Whipple	7/13/2024 12:13 PM
17	Belden village mall and other shopping in the area. it's difficult to walk anywhere from the transit center or any of the other stops in the belden village area	6/29/2024 8:43 AM
18	All of the possible	6/28/2024 7:43 AM
19	Yes	6/5/2024 5:39 PM
20	Down Whipple rd	6/5/2024 2:37 PM
21	Area to the side of BV mall	6/1/2024 4:45 PM
22	Whipple from the transfer station to Belden Village Ave.	5/30/2024 5:50 PM
23	Walking between the hotels and restaurants	5/28/2024 2:03 PM
24	The mall	5/28/2024 1:48 PM
25	I would be able to walk to the bus stop	5/23/2024 10:00 AM
26	It would be much safer getting to the mall, Aldi's, Taco Bell. Ideally there would be a sidewalk going up hill to the I-77 bridge that takes you into the Strip Mall from Belden Village.	5/16/2024 4:11 PM
27	Mall to target plaza, target plaza to Joanns plaza	5/16/2024 7:56 AM
28	Omni and Marc's via Belpar. Drs offices on Munson. Along university drive-lighting would help too. Frank Ave by Portage area for shopping and around Costco and around Spectrum	5/15/2024 7:12 PM

## Belden Village Transit Survey

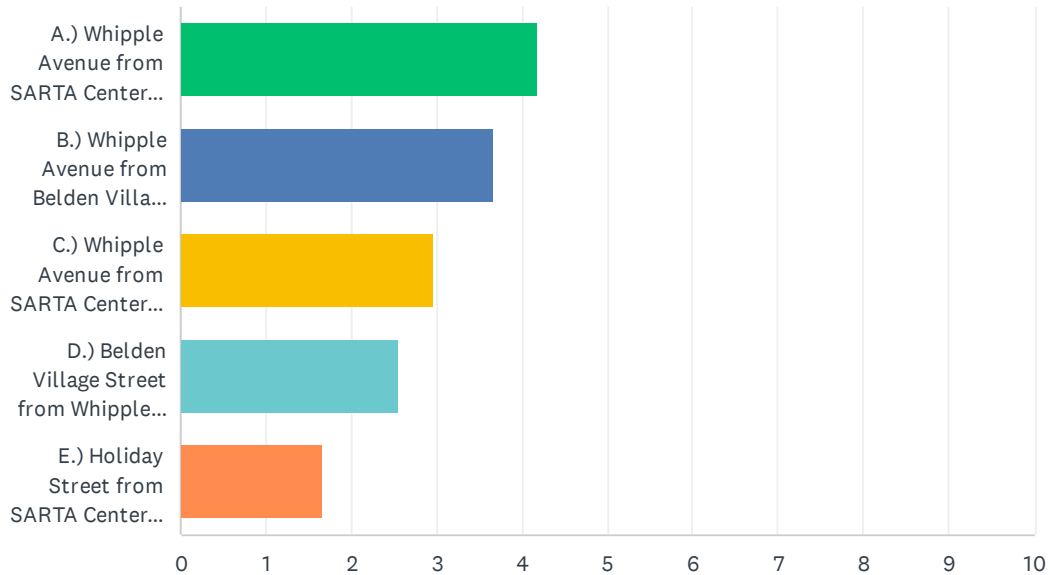
Orthopedics.

29	Just about everywhere in belden village would benefit from side walks particularly on Whipple	5/15/2024 1:33 PM
30	The mall and the window tower.	5/15/2024 1:33 PM
31	Walking down Higbee	5/15/2024 1:26 PM



## Q6 Rank which missing sidewalks should be built, in order of importance. (Scroll for map)

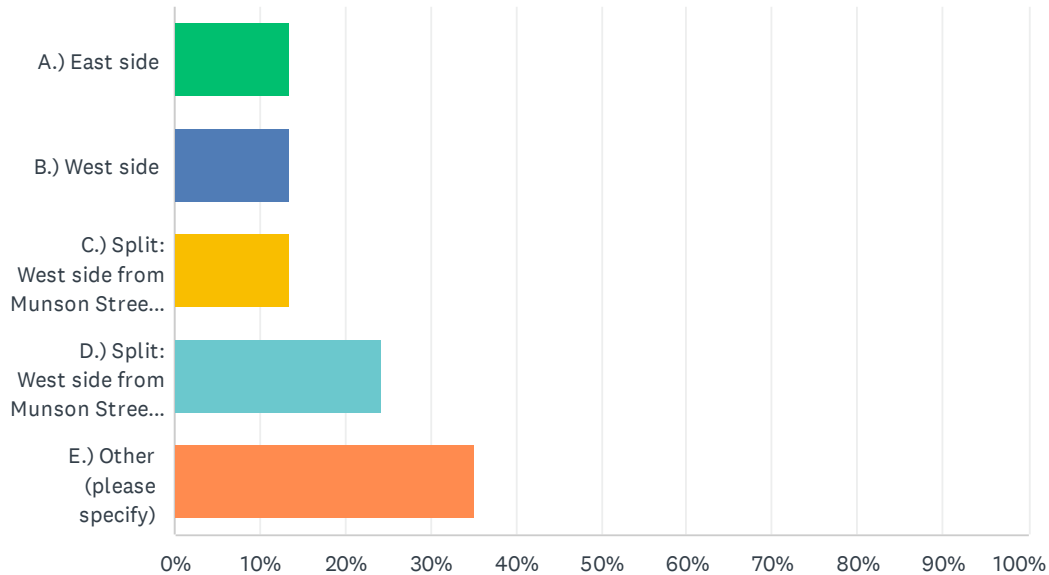
Answered: 29   Skipped: 8



	1	2	3	4	5	TOTAL	SCORE
A.) Whipple Avenue from SARTA Center (47th Street) to Belden Village Street	44.83% 13	34.48% 10	17.24% 5	0.00% 0	3.45% 1	29	4.17
B.) Whipple Avenue from Belden Village Street under I-77 to Everhard Road	34.48% 10	24.14% 7	20.69% 6	13.79% 4	6.90% 2	29	3.66
C.) Whipple Avenue from SARTA Center (47th Street) to Munson Street	6.90% 2	24.14% 7	37.93% 11	20.69% 6	10.34% 3	29	2.97
D.) Belden Village Street from Whipple Avenue to Higbee Avenue	10.34% 3	13.79% 4	13.79% 4	44.83% 13	17.24% 5	29	2.55
E.) Holiday Street from SARTA Center (47th Street) to Higbee Avenue	3.45% 1	3.45% 1	10.34% 3	20.69% 6	62.07% 18	29	1.66

## Q7 What side of Whipple Avenue from Munson Street to Everhard Road is a sidewalk most needed? (Scroll for map)

Answered: 37    Skipped: 0



ANSWER CHOICES		RESPONSES	
A.) East side		13.51%	5
B.) West side		13.51%	5
C.) Split: West side from Munson Street to SARTA Center (47th Street) and east side from there to Everhard Road		13.51%	5
D.) Split: West side from Munson Street to Belden Village Street, east side from there to Everhard Road		24.32%	9
E.) Other (please specify)		35.14%	13
TOTAL			37

#	E.) OTHER (PLEASE SPECIFY)	DATE
1	All	7/18/2024 4:51 PM
2	both split	7/17/2024 3:47 PM
3	Both	7/17/2024 3:46 PM
4	All	7/17/2024 3:44 PM
5	Both	7/17/2024 3:22 PM
6	Both split	7/17/2024 3:19 PM
7	Both	7/17/2024 3:16 PM
8	both split	7/17/2024 3:15 PM
9	There should be them everywhere	7/17/2024 2:49 PM
10	Both splits	7/17/2024 2:35 PM

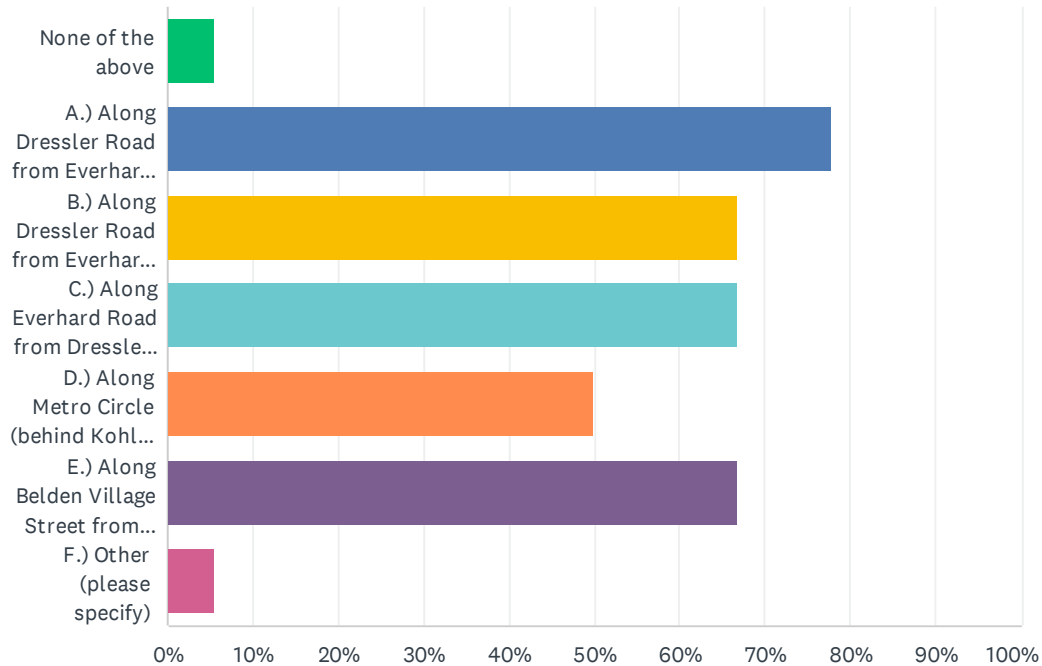


## Belden Village Transit Survey

11	All of them	7/16/2024 2:39 PM
12	Split: West Side from Munson to BV Ave. & East from 47th St to Everhard.	5/15/2024 7:12 PM
13	Both sides of Whipple please	5/15/2024 1:33 PM

## Q8 If built, would you use any of these sidewalks? Select all that apply. (Scroll for map)

Answered: 36 Skipped: 1



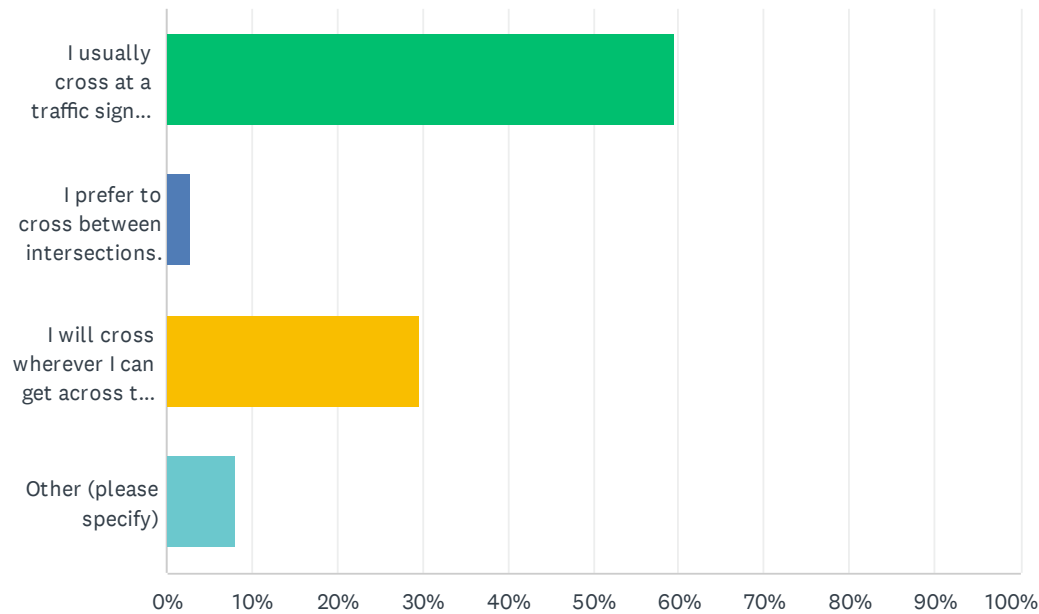
ANSWER CHOICES	RESPONSES	
None of the above	5.56%	2
A.) Along Dressler Road from Everhard Road to Kent State and Stark State College	77.78%	28
B.) Along Dressler Road from Everhard Road to the Hall of Fame Bridge and The Strip	66.67%	24
C.) Along Everhard Road from Dressler Road to Whipple Avenue	66.67%	24
D.) Along Metro Circle (behind Kohl's) from Everhard Road to Dressler Road	50.00%	18
E.) Along Belden Village Street from Dressler Road to Everhard Road	66.67%	24
F.) Other (please specify)	5.56%	2
Total Respondents: 36		

#	F.) OTHER (PLEASE SPECIFY)	DATE
1	Whipple rd and belden Rd need sidewalks	6/5/2024 2:37 PM
2	Both sides	5/15/2024 1:33 PM



# Q9 When you need to cross a street, where do you prefer to cross?

Answered: 37    Skipped: 0



ANSWER CHOICES		RESPONSES	
I usually cross at a traffic signal using a crosswalk.		59.46%	22
I prefer to cross between intersections.		2.70%	1
I will cross wherever I can get across the street fastest.		29.73%	11
Other (please specify)		8.11%	3
TOTAL			37

#	OTHER (PLEASE SPECIFY)	DATE
1	All	7/17/2024 3:46 PM
2	When safely permitted	7/17/2024 3:16 PM
3	Any	7/16/2024 2:39 PM

## Q10 Where is crossing a street the most difficult?

Answered: 28   Skipped: 9

#	RESPONSES	DATE
1	Anywhere. I have a disability. It's always difficult, especially w no crosswalks at traffic lights. I can't run my wheelchair in the grass or where there are no curb cut.	10/7/2024 9:00 AM
2	almost every street in north canton	9/11/2024 8:14 AM
3	Everywhere!	7/18/2024 4:51 PM
4	N/A	7/17/2024 3:46 PM
5	anywhere	7/17/2024 3:45 PM
6	Traffic light	7/17/2024 3:28 PM
7	not sure	7/17/2024 3:22 PM
8	belden village	7/17/2024 3:20 PM
9	on dressler rd by golden corral	7/17/2024 3:18 PM
10	high traffic intersection whipple and belden	7/17/2024 3:16 PM
11	tusc	7/17/2024 3:13 PM
12	On busy roads at intersections	7/17/2024 2:49 PM
13	by the mall	7/17/2024 2:43 PM
14	crosswalk	7/17/2024 2:35 PM
15	Belden Village	7/16/2024 2:39 PM
16	Belden village and dressler	7/13/2024 12:13 PM
17	at intersections that have crosswalks and signals, but are not working when you push the button	6/29/2024 8:43 AM
18	All in general	6/28/2024 7:43 AM
19	Yes	6/5/2024 5:39 PM
20	On a hill with no side walk	6/5/2024 2:37 PM
21	Whipple Ave N and Everhard st E	6/1/2024 4:45 PM
22	Whipple Ave and Belden Village	5/30/2024 5:50 PM
23	On Everhart, anywhere through the belden village mall area	5/28/2024 2:03 PM
24	Cleveland SW	5/23/2024 10:00 AM
25	Belden Village Street and Whipple. So is crossing Everhard and Whipple where they intersect. Those have to be the two most dangerous interactions in Stark County.	5/16/2024 4:11 PM
26	Dressler & BV Ave. Anywhere along Dressler from BV Ave to Munson.	5/15/2024 7:12 PM
27	All of Whipple Ave is scary	5/15/2024 1:33 PM
28	When there is no traffic light.	5/15/2024 1:33 PM



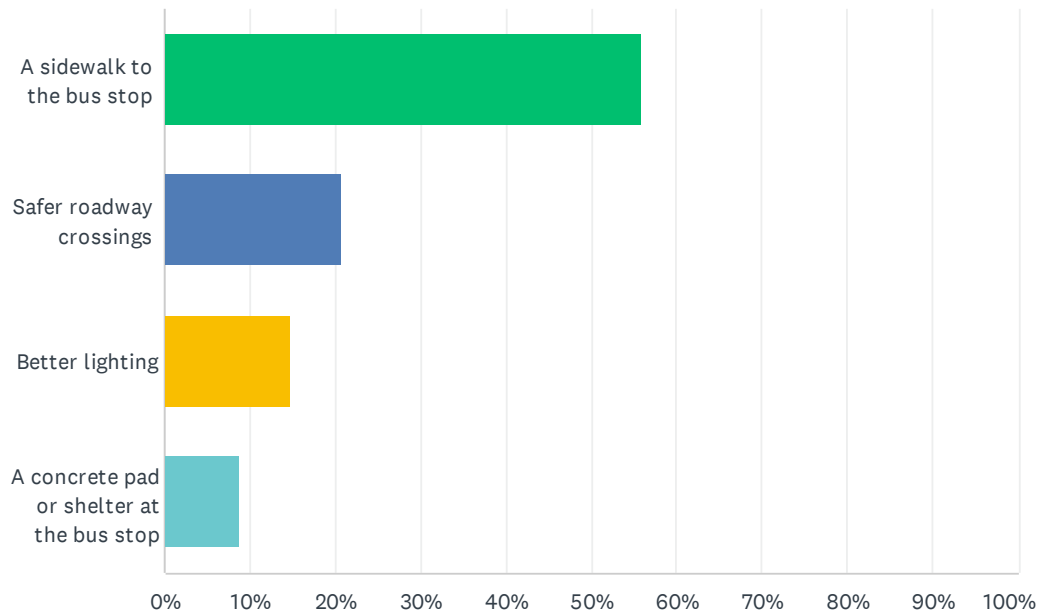
## Q11 If you could add a crosswalk, where would you place it?

Answered: 26   Skipped: 11

#	RESPONSES	DATE
1	Between the mall and the Toy store.	10/7/2024 9:00 AM
2	At a street light	10/7/2024 8:57 AM
3	everywhere	9/11/2024 8:14 AM
4	Everywhere!	7/18/2024 4:51 PM
5	n/a	7/17/2024 3:45 PM
6	traffic light	7/17/2024 3:28 PM
7	not sure	7/17/2024 3:22 PM
8	belden village throughout	7/17/2024 3:20 PM
9	across from golden corral	7/17/2024 3:18 PM
10	tusc by dollar tree	7/17/2024 3:13 PM
11	by traffic lights on busy streets	7/17/2024 2:49 PM
12	the mall	7/17/2024 2:43 PM
13	Everywhere there isn't one	7/16/2024 2:39 PM
14	By the mall	7/13/2024 12:13 PM
15	at an equal distance between major intersections, in addition to ones at major intersections	6/29/2024 8:43 AM
16	All of it	6/28/2024 7:43 AM
17	Yes	6/5/2024 5:39 PM
18	Where they are needed	6/5/2024 2:37 PM
19	Circle drive and Everhard at tracks	6/1/2024 4:45 PM
20	Close to the BV transit center and the plaza on Whipple	5/30/2024 5:50 PM
21	From the mall to the area by target	5/28/2024 2:03 PM
22	On the west side of the street	5/23/2024 10:00 AM
23	Across the freeway at Whipple.	5/16/2024 4:11 PM
24	Near Ohio Eye on Frank Rd.	5/15/2024 7:12 PM
25	Every intersection	5/15/2024 1:33 PM
26	Along the side entrance of the mall.	5/15/2024 1:33 PM

## Q12 What would make reaching the bus stop safer?

Answered: 34 Skipped: 3

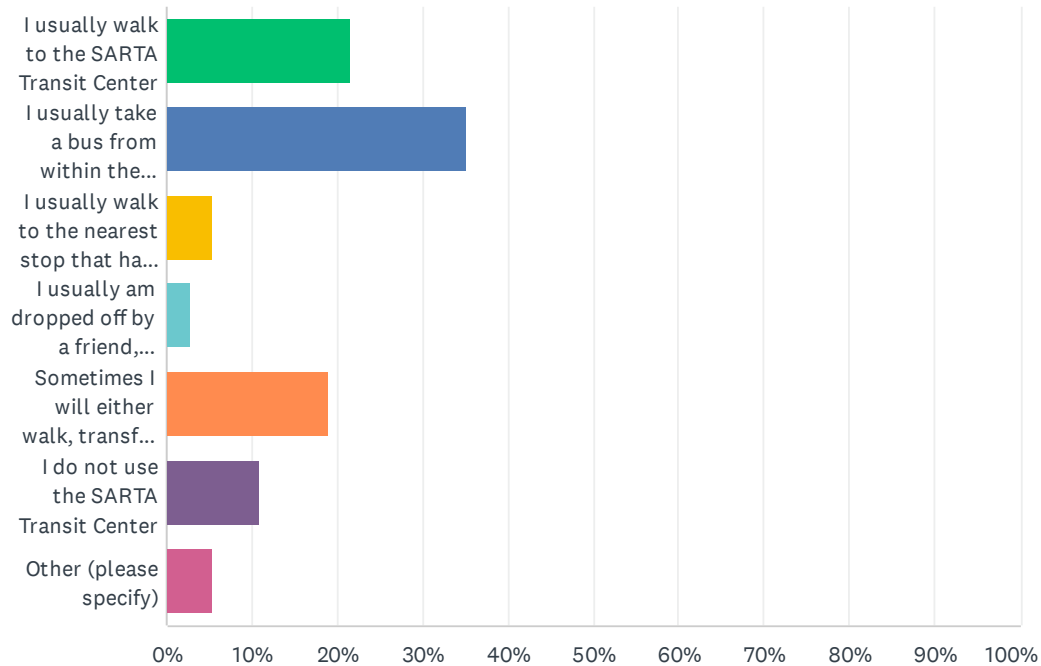


ANSWER CHOICES	RESPONSES	
A sidewalk to the bus stop	55.88%	19
Safer roadway crossings	20.59%	7
Better lighting	14.71%	5
A concrete pad or shelter at the bus stop	8.82%	3
TOTAL		34



## Q13 If you use the SARTA Belden Village Transit Center at Whipple Avenue at 47th Street, how do you get there?

Answered: 37   Skipped: 0

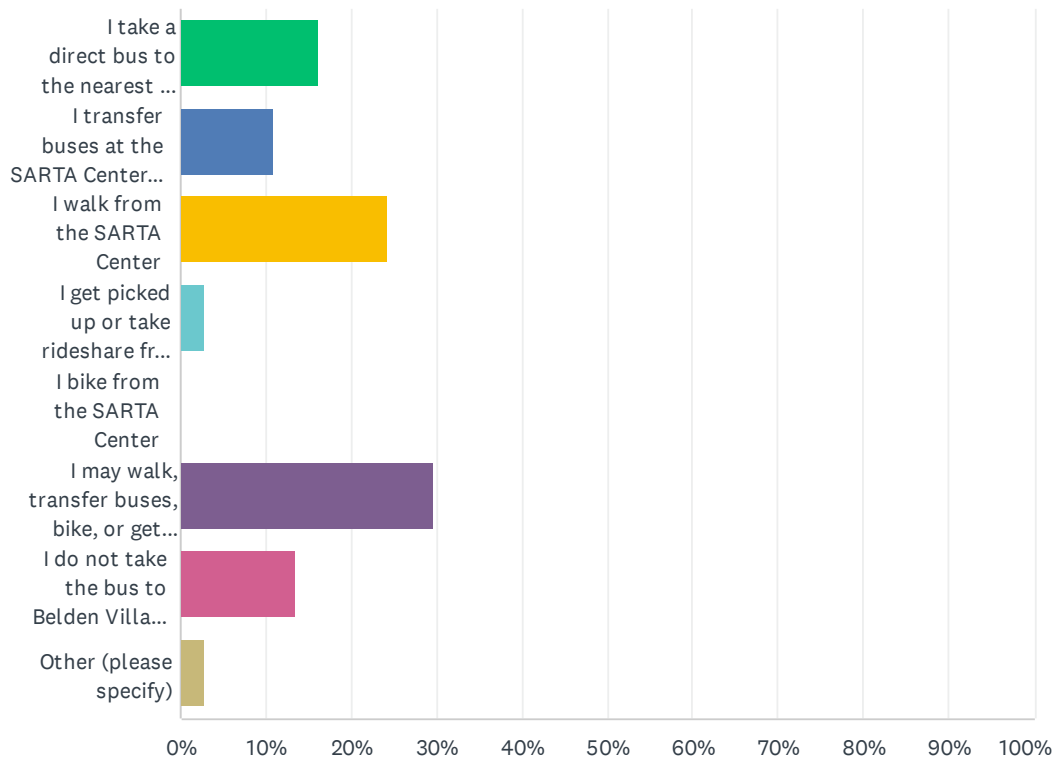


ANSWER CHOICES		RESPONSES	
I usually walk to the SARTA Transit Center		21.62%	8
I usually take a bus from within the Belden Village area and transfer at the SARTA Transit Center		35.14%	13
I usually walk to the nearest stop that has a direct bus to my destination, so I do not use the SARTA Transit Center		5.41%	2
I usually am dropped off by a friend, family, or taxi/rideshare at the SARTA Transit Center		2.70%	1
Sometimes I will either walk, transfer buses, bike, or get dropped off at the SARTA Transit Center depending on the day or on the weather		18.92%	7
I do not use the SARTA Transit Center		10.81%	4
Other (please specify)		5.41%	2
TOTAL			37

#	OTHER (PLEASE SPECIFY)	DATE
1	Proline	10/7/2024 9:00 AM
2	drive and park tesla	7/17/2024 3:12 PM

## Q14 When you go to Belden Village Mall by bus, how do you get there?

Answered: 37   Skipped: 0



ANSWER CHOICES		RESPONSES	
I take a direct bus to the nearest bus stop by the mall		16.22%	6
I transfer buses at the SARTA Center to reach the nearest bus stop at the mall		10.81%	4
I walk from the SARTA Center		24.32%	9
I get picked up or take rideshare from the SARTA Center		2.70%	1
I bike from the SARTA Center		0.00%	0
I may walk, transfer buses, bike, or get a ride depending on the schedule or the weather		29.73%	11
I do not take the bus to Belden Village Mall		13.51%	5
Other (please specify)		2.70%	1
TOTAL			37

#	OTHER (PLEASE SPECIFY)	DATE
1	Proline	10/7/2024 9:00 AM



## **APPENDIX K**

### **Business Owner Survey**

## Belden Village Business Owner Survey

Thank you for participating in the Belden Village Area business owner survey. Please answer the following questions to assist us in looking for ways to improve pedestrian mobility and safety in the Belden Village Area. Your responses will help us design safer streets and sidewalks, helping customers and employees have better multimodal options to reach your business.



Take on-line survey by scanning the QR code.

Survey responses are due by June 30th

### 1. How do you and your employees reach your business?

- ☐ Almost all by car
- ☐ Most by car, a few by bus
- ☐ Half by car and half by bus
- ☐ A few by car but most by bus
- ☐ Not sure

### 2. How do your customers reach your business?

- ☐ Almost all by car
- ☐ Most by car, a few by bus
- ☐ Half by car and half by bus
- ☐ A few by car but most by bus
- ☐ Not sure

### 3. What type of business(s) do you have?

- |   |  |
|---|--|
| <input type="checkbox"/> General retail   | <input type="checkbox"/> Entertainment |
| <input type="checkbox"/> Specialty retail | <input type="checkbox"/> Automotive    |
| <input type="checkbox"/> Office           | <input type="checkbox"/> Hotel         |
| <input type="checkbox"/> Restaurant       | <input type="checkbox"/> Gas station   |
| <input type="checkbox"/> Grocery          | <input type="checkbox"/> Other _____   |
| <input type="checkbox"/> Service          |  |
| <input type="checkbox"/> Contractor       |  |
| <input type="checkbox"/> Institutional    |  |
| <input type="checkbox"/> Medical/dental   |  |

### 4. Is there a convenient bus stop serving your business?

- ☐ Yes
- ☐ No
- ☐ Not sure

### 5. If your business had better sidewalk connections or safer street crossings, would you expect more employees or customers to come or to switch to walking or taking the bus?

- ☐ No impact
- ☐ Minor impact
- ☐ Moderate impact
- ☐ Major impact

### 6. Is there a sidewalk along the roadway in front of your business today?

- ☐ Yes
- ☐ No
- ☐ Not sure

### 7. Would you support a sidewalk being built along the road in front of your business?

- ☐ Yes
- ☐ No
- ☐ Not sure
- ☐ Not applicable

### 8. Would you consider donating right-of-way, as in the right of passage, for pedestrians to officially use a sidewalk across your property if built.

- ☐ Yes
- ☐ Maybe
- ☐ No
- ☐ Not applicable

**Please turn survey over and complete the back also.**



9. Would you consider allowing a sidewalk to be built on your property with temporary right-of-way, meaning to temporarily grant property access for sidewalk construction?

- ☐ Yes  
☐ Maybe  
☐ No  
☐ Not applicable

10. Would you be willing to own and maintain a sidewalk in front of your business (including clearing snow)?

- ☐ Yes, I may be willing to assume ownership and maintenance.  
☐ Yes, I may be willing to maintain a sidewalk, but I am not willing to own it.  
☐ No, I am not willing to own or maintain a sidewalk.  
☐ Not applicable  
☐ Other \_\_\_\_\_

11. Do you foresee any barriers to having a sidewalk built along the road in front of your business, such as steep slopes, insufficient room, driveway conflicts, etc.?

12. What concerns do you have about a potential sidewalk built along the road in front of your business?

13. Do you or your employees face issues with missing sidewalks or difficult street crossings going to or from work? If so, what are they?

14. What is your Belden Village business name or property address?

15. Please let us know if you have any other questions or comments regarding potential new sidewalks in the Belden Village area.

**Thank you for your time in helping us help to  
improve the pedestrian environment in the Belden  
Village area.**

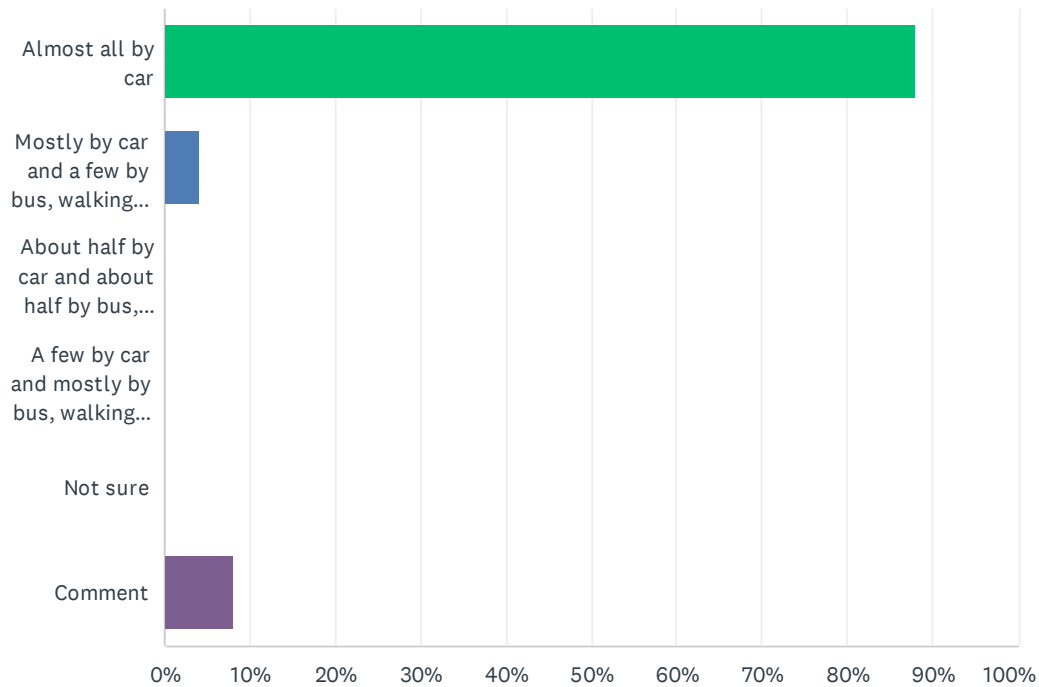
**PLEASE RETURN THIS FORM TO  
THE SURVEY PERSONNEL.**

**-or-**

**Mail to:  
GAI Consultants  
Belden Village Survey  
5399 Lauby Road, Suite 120  
North Canton Ohio 4420**

## Q1 How do you and your employees reach your business?

Answered: 25 Skipped: 0



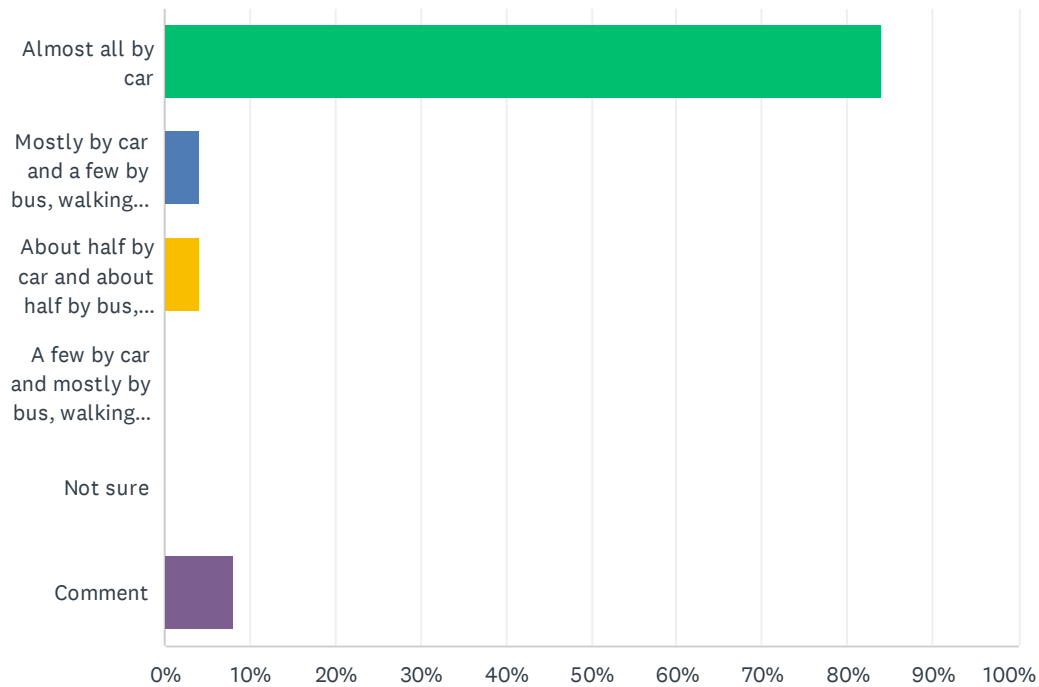
ANSWER CHOICES	RESPONSES	
Almost all by car	88.00%	22
Mostly by car and a few by bus, walking, or biking	4.00%	1
About half by car and about half by bus, walking, or biking	0.00%	0
A few by car and mostly by bus, walking, or biking	0.00%	0
Not sure	0.00%	0
Comment	8.00%	2
<b>TOTAL</b>		<b>25</b>

#	COMMENT	DATE
1	All by car	7/16/2024 1:59 PM
2	All by car	7/16/2024 1:59 PM



## Q2 How do your customers reach your business?

Answered: 25 Skipped: 0

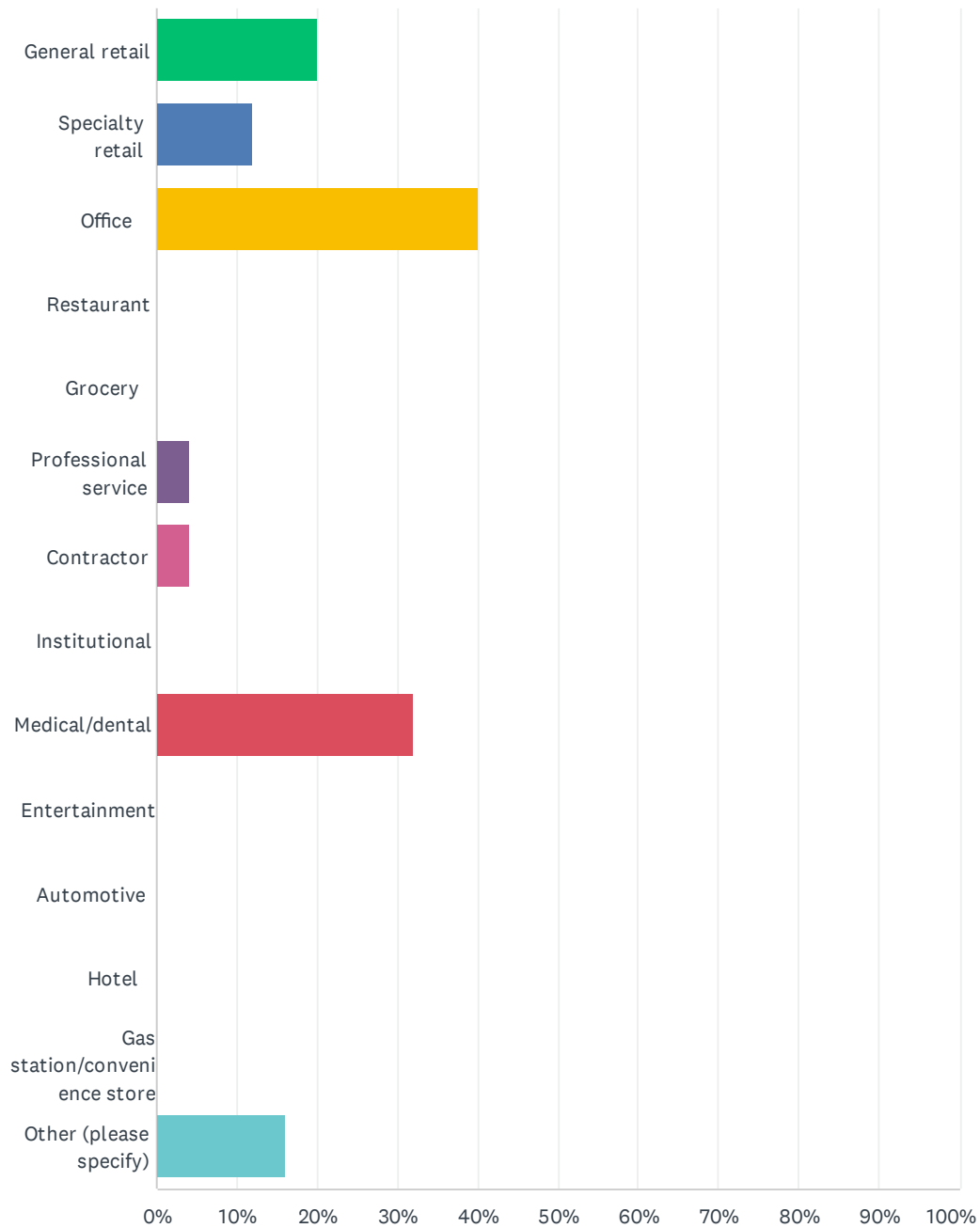


ANSWER CHOICES	RESPONSES	
Almost all by car	84.00%	21
Mostly by car and a few by bus, walking, or biking	4.00%	1
About half by car and about half by bus, walking, or biking	4.00%	1
A few by car and mostly by bus, walking, or biking	0.00%	0
Not sure	0.00%	0
Comment	8.00%	2
<b>TOTAL</b>		<b>25</b>

#	COMMENT	DATE
1	All by car	7/16/2024 1:59 PM
2	All by car	7/16/2024 1:59 PM

### Q3 What type of business(s) do you have?

Answered: 25 Skipped: 0





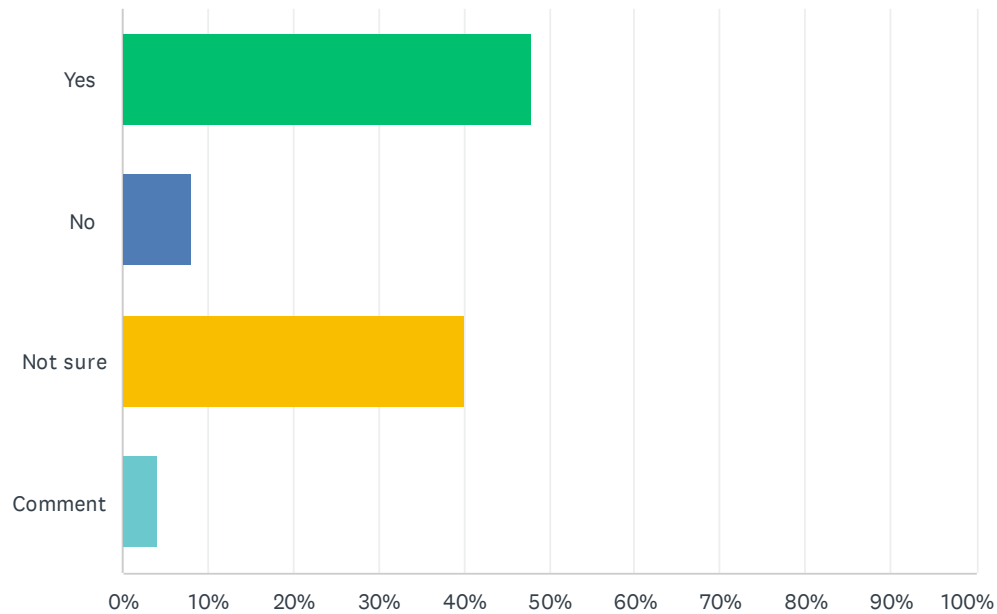
# Belden Village Business Owner or Operator Survey

ANSWER CHOICES	RESPONSES	
General retail	20.00%	5
Specialty retail	12.00%	3
Office	40.00%	10
Restaurant	0.00%	0
Grocery	0.00%	0
Professional service	4.00%	1
Contractor	4.00%	1
Institutional	0.00%	0
Medical/dental	32.00%	8
Entertainment	0.00%	0
Automotive	0.00%	0
Hotel	0.00%	0
Gas station/convenience store	0.00%	0
Other (please specify)	16.00%	4
Total Respondents: 25		

#	OTHER (PLEASE SPECIFY)	DATE
1	Church	7/16/2024 1:59 PM
2	Service, dog grooming	6/12/2024 8:38 PM
3	Public Housing	6/4/2024 2:25 PM
4	Fire Station	6/4/2024 10:21 AM

## Q4 Is there a convenient bus stop serving your business?

Answered: 25 Skipped: 0



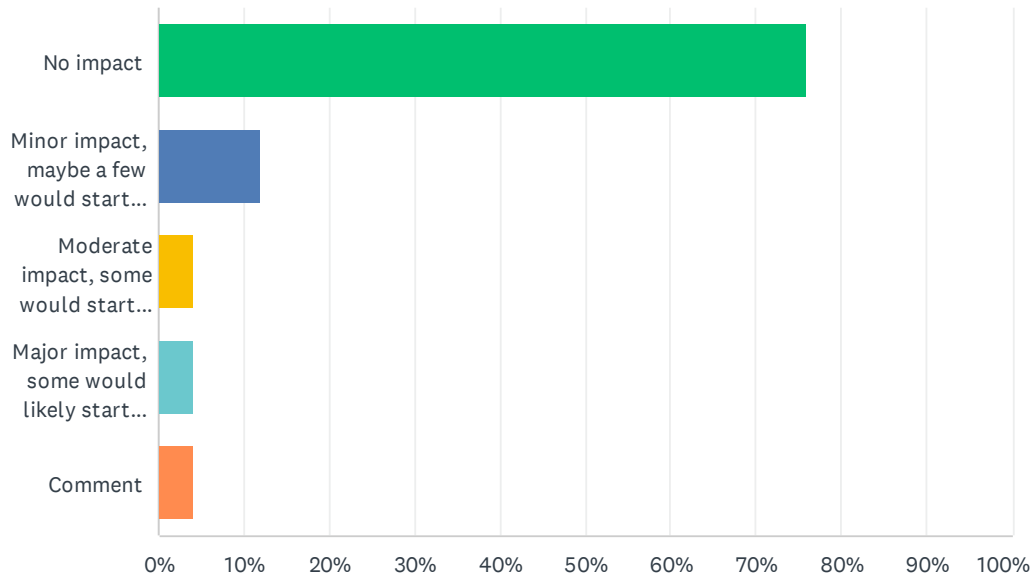
ANSWER CHOICES	RESPONSES	
Yes	48.00%	12
No	8.00%	2
Not sure	40.00%	10
Comment	4.00%	1
TOTAL		25

#	COMMENT	DATE
1	We have one right at our driveway entrance, where there is often people blocking our drive, leaving large amounts of trash and, from time to time, fighting during business hours.	6/17/2024 1:47 PM



## Q5 If your business had better sidewalk connections or safer street crossings, would you expect more employees or customers to walk, bike, or take transit?

Answered: 25 Skipped: 0

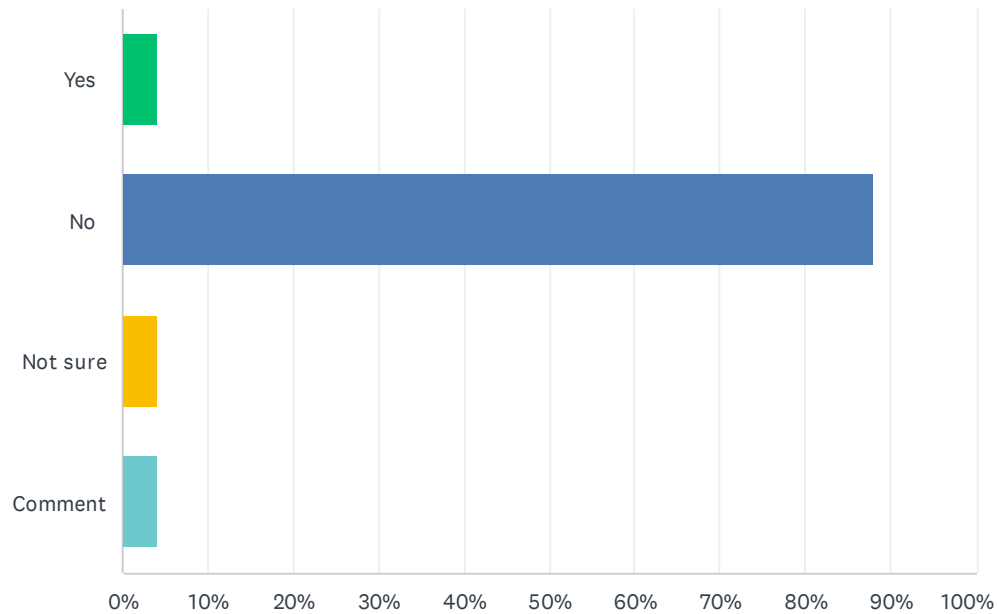


ANSWER CHOICES	RESPONSES	
No impact	76.00%	19
Minor impact, maybe a few would start walking, biking, or taking transit	12.00%	3
Moderate impact, some would start walking, biking, or taking transit	4.00%	1
Major impact, some would likely start walking, biking, or taking transit	4.00%	1
Comment	4.00%	1
<b>TOTAL</b>		<b>25</b>

#	COMMENT	DATE
1	The current bus stop is already troublesome to our business, and adding a sidewalk would not deter nor encourage our customer base. However, the added sidewalk may encourage additional loitering.	6/17/2024 1:47 PM

## Q6 Is there a sidewalk along the roadway in front of your business today?

Answered: 25 Skipped: 0

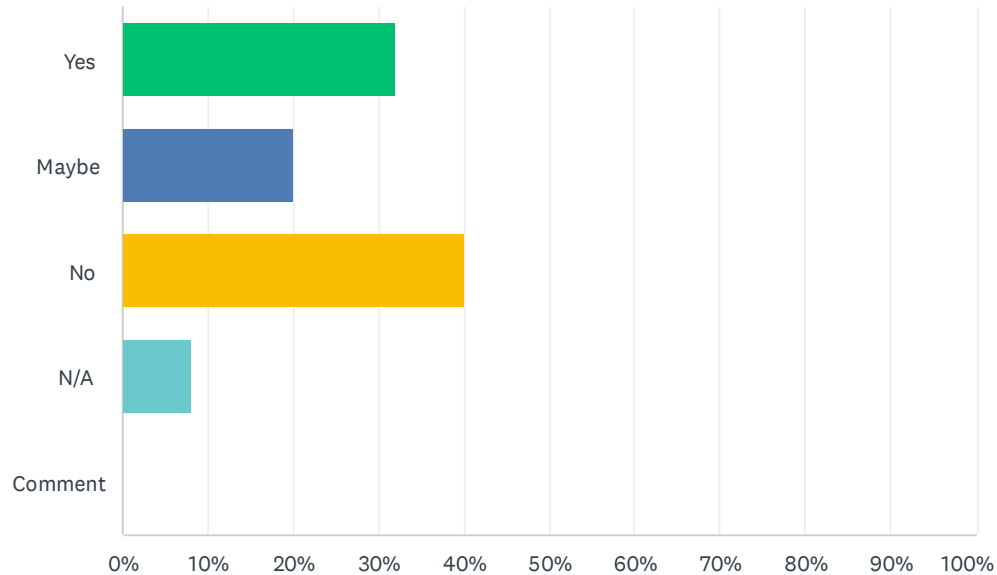


ANSWER CHOICES	RESPONSES
Yes	4.00% 1
No	88.00% 22
Not sure	4.00% 1
Comment	4.00% 1
TOTAL	25

#	COMMENT	DATE
1	No but we have a portion in our parking area suitable for W chairs	7/16/2024 1:59 PM

## Q7 Would you support a sidewalk being built along the road in front of your business?

Answered: 25 Skipped: 0



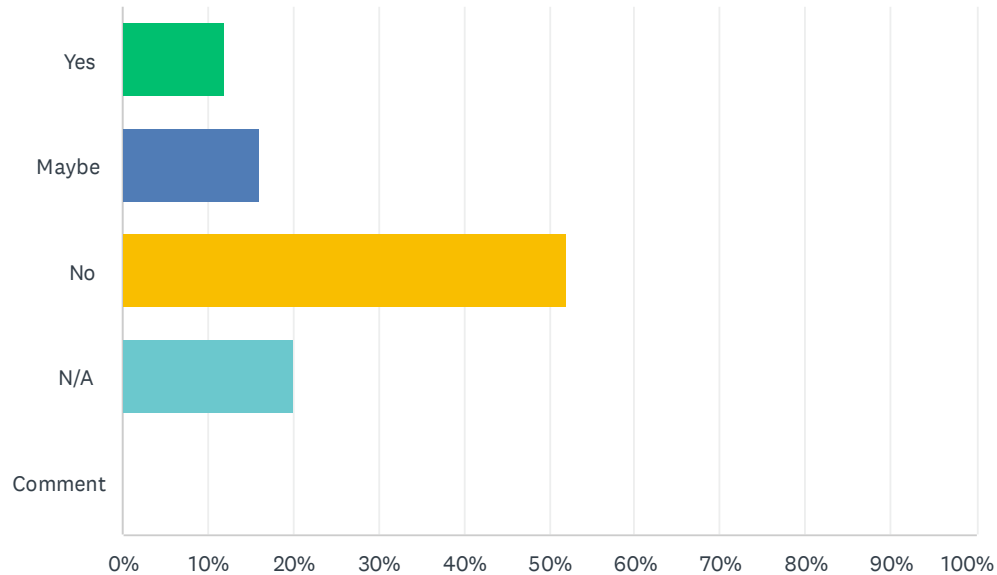
ANSWER CHOICES		RESPONSES	
Yes		32.00%	8
Maybe		20.00%	5
No		40.00%	10
N/A		8.00%	2
Comment		0.00%	0
TOTAL			25

#	COMMENT	DATE
	There are no responses.	



## Q8 Would you consider donating right-of-way, as in the right of passage, for pedestrians to officially use a sidewalk across your property if built.

Answered: 25 Skipped: 0

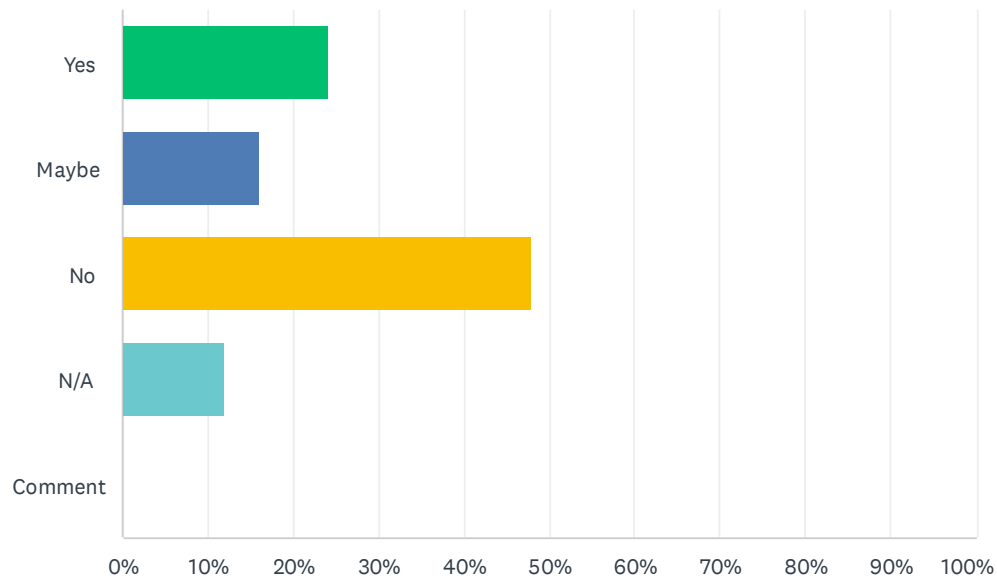


ANSWER CHOICES	RESPONSES	
Yes	12.00%	3
Maybe	16.00%	4
No	52.00%	13
N/A	20.00%	5
Comment	0.00%	0
TOTAL		25

#	COMMENT	DATE
	There are no responses.	

## Q9 Would you consider allowing a sidewalk to be built through your property with temporary right-of-way, meaning to temporarily grant property access for sidewalk construction?

Answered: 25 Skipped: 0

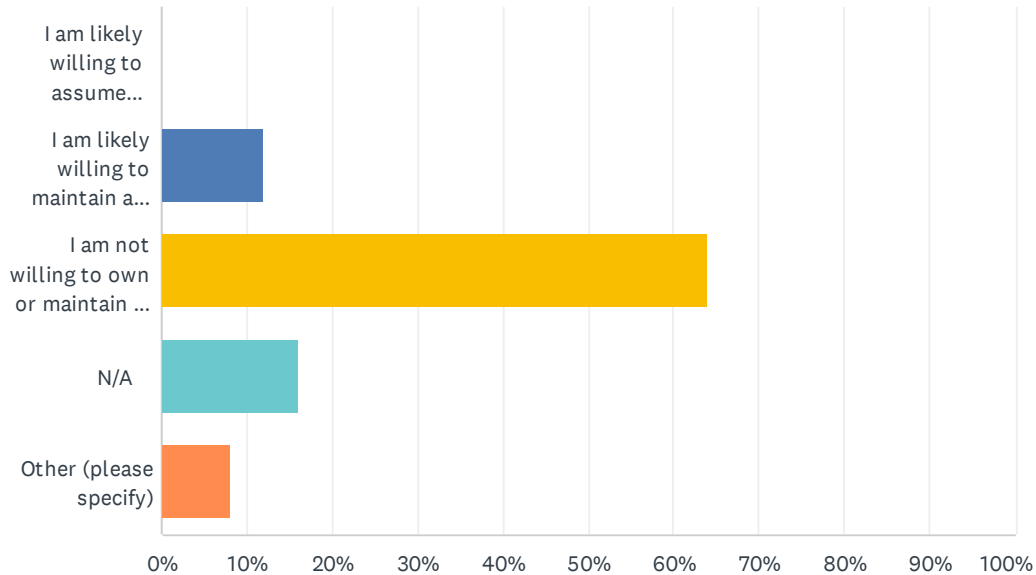


ANSWER CHOICES	RESPONSES	
Yes	24.00%	6
Maybe	16.00%	4
No	48.00%	12
N/A	12.00%	3
Comment	0.00%	0
<b>TOTAL</b>		<b>25</b>

#	COMMENT	DATE
	There are no responses.	

## Q10 Would you be willing to own and maintain a sidewalk in front of your business (including clearing snow)?

Answered: 25 Skipped: 0



ANSWER CHOICES		RESPONSES	
I am likely willing to assume ownership and sidewalk maintenance		0.00%	0
I am likely willing to maintain a sidewalk, but I am not willing to own it		12.00%	3
I am not willing to own or maintain a sidewalk		64.00%	16
N/A		16.00%	4
Other (please specify)		8.00%	2
TOTAL			25

#	OTHER (PLEASE SPECIFY)	DATE
1	Not sure of liability	7/16/2024 1:59 PM
2	N/A	6/4/2024 2:25 PM



## Q11 Do you foresee any barriers to having a sidewalk built along the road in front of your business, such as steep slopes, insufficient room, driveway conflicts, etc.?

Answered: 23   Skipped: 2

#	RESPONSES	DATE
1	Yes	7/17/2024 10:28 AM
2	Yes	7/17/2024 10:28 AM
3	Yes	7/17/2024 10:28 AM
4	Yes	7/17/2024 10:28 AM
5	Yes	7/16/2024 1:59 PM
6	no	7/16/2024 1:59 PM
7	Yes	7/16/2024 1:59 PM
8	No	7/16/2024 1:59 PM
9	Insufficient room	7/16/2024 1:59 PM
10	Insufficient room - steep slopes - electronic sign	7/16/2024 1:59 PM
11	Insufficient room, driveway conflict	7/16/2024 1:58 PM
12	Possibly, if construction and thereafter prevents our employees and customers an ease of access to our driveway and building.	6/17/2024 1:47 PM
13	No	6/15/2024 12:01 PM
14	Not much room	6/12/2024 8:38 PM
15	Traffic	6/6/2024 12:11 PM
16	No	6/5/2024 12:26 PM
17	Yes. Insufficient room.	6/4/2024 4:06 PM
18	Only one entrance to the parking lot of the building	6/4/2024 2:25 PM
19	No	6/4/2024 10:27 AM
20	Dressler is a very busy road	6/4/2024 10:21 AM
21	We have two sloping driveways, and possible obstacles due to signage or shrubs.	6/4/2024 8:33 AM
22	Insufficient room with my business sign. Not sure a side walk will benefit any of my employees or patients.	6/3/2024 9:05 PM
23	Everything is fine!	6/3/2024 10:07 AM

## Q12 What concerns do you have about a potential sidewalk built along the road in front of your business?

Answered: 22 Skipped: 3

#	RESPONSES	DATE
1	Long term maintenance Snow removal cost	7/17/2024 10:28 AM
2	Long term maintenance Snow removal cost	7/17/2024 10:28 AM
3	Long term maintenance Snow removal cost	7/17/2024 10:28 AM
4	Long term maintenance Snow removal cost	7/17/2024 10:28 AM
5	Long term maintenance snow removal cost	7/16/2024 1:59 PM
6	patients' access to our office during construction	7/16/2024 1:59 PM
7	Not effective	7/16/2024 1:59 PM
8	Construction Issues	7/16/2024 1:59 PM
9	not applicable due to culde-sac	7/16/2024 1:59 PM
10	See above	7/16/2024 1:59 PM
11	Mostly maintenance. We are not interested in taking on the accrued costs or added responsibility of the sidewalk.	6/17/2024 1:47 PM
12	No	6/15/2024 12:01 PM
13	None	6/12/2024 8:38 PM
14	Pedestrian safety	6/6/2024 12:11 PM
15	Na	6/5/2024 12:26 PM
16	Insufficient room; additional cut through and trespassing from Stark Metropolitan Housing Authority apartment residents located behind our current office	6/4/2024 4:06 PM
17	More lighting along the sidewalks possibly needed	6/4/2024 2:25 PM
18	None	6/4/2024 10:27 AM
19	Very busy	6/4/2024 10:21 AM
20	The interference construction may impose, both physically and timewise. Also, we would not be able to maintain the sidewalk for snow, weeds, etc.	6/4/2024 8:33 AM
21	Moving my sign and maintaining sidewalk over winter months when it likely won't be used.	6/3/2024 9:05 PM
22	Won't bother us at all.	6/3/2024 10:07 AM

## Q13 Do you or your employees face issues with missing sidewalks or difficult street crossings going to or from work? If so, what are they?

Answered: 23   Skipped: 2

#	RESPONSES	DATE
1	No	7/17/2024 10:28 AM
2	No	7/17/2024 10:28 AM
3	No	7/17/2024 10:28 AM
4	no	7/17/2024 10:28 AM
5	no	7/16/2024 1:59 PM
6	no	7/16/2024 1:59 PM
7	no	7/16/2024 1:59 PM
8	No	7/16/2024 1:59 PM
9	No	7/16/2024 1:59 PM
10	No	7/16/2024 1:59 PM
11	None	7/16/2024 1:58 PM
12	No.	6/17/2024 1:47 PM
13	No	6/15/2024 12:01 PM
14	No	6/12/2024 8:38 PM
15	No	6/6/2024 12:11 PM
16	Yes in inclement weather such as snow or rain people have a hard time navigating to and from because there is no sidewalk	6/5/2024 12:26 PM
17	No	6/4/2024 4:06 PM
18	Current sidewalks are non-accessible for our handicapped residents and are a trip hazard	6/4/2024 2:25 PM
19	No	6/4/2024 10:27 AM
20	None	6/4/2024 10:21 AM
21	No	6/4/2024 8:33 AM
22	No	6/3/2024 9:05 PM
23	No	6/3/2024 10:07 AM



## Q14 If you are comfortable sharing it, what is your Belden Village business name or property address?

Answered: 25 Skipped: 0

#	RESPONSES	DATE
1	Many (same as other many) Fulton Dressler, LCC	7/17/2024 10:28 AM
2	Many (same as other many) Harold and Erica Tencer, Trustees	7/17/2024 10:28 AM
3	Many (same as other many) Belpar Everhard, LCC	7/17/2024 10:28 AM
4	Many (same as other survey that said many) Commonwealth Management LTD 4643 Everhard Road, LLC	7/17/2024 10:28 AM
5	Many	7/16/2024 1:59 PM
6	Jensen Endodontics Inc 4033 Whipple Avenue NW, Suite A Canton, OH 44718	7/16/2024 1:59 PM
7	Sentry Security Inc. 4720 Everhard Rd. NW Canton Ohio 44718	7/16/2024 1:59 PM
8	4630 Fulton Dr NW STE A Canton Oh 44718	7/16/2024 1:59 PM
9	4530 Whipple Ave	7/16/2024 1:59 PM
10	4001 Whipple Ave	7/16/2024 1:59 PM
11	Vista Surgical Center 4319 Executive Circle NW Canton, Ohio 44718	7/16/2024 1:59 PM
12	St. Stephen Martyr Lutheran Church 4600 Fulton Dr NW Canton 44718	7/16/2024 1:59 PM
13	5656 Dressler Rd	7/16/2024 1:58 PM
14	The Music Farm 4900 Whipple Ave Nw Canton, Ohio 44718.	6/17/2024 1:47 PM
15	No	6/15/2024 12:01 PM
16	K-9 Hairstyles	6/12/2024 8:38 PM
17	4676 Douglas Circle	6/6/2024 12:11 PM
18	Liberty HealthShare 4455 Hills and Dales rd NW Canton , Ohio 44708	6/5/2024 12:26 PM
19	Employers Health 4771 and 4723 Fulton Drive NW Canton, Ohio 44718	6/4/2024 4:06 PM
20	Shortridge Villa 4553 Stephen Circle NW Canton	6/4/2024 2:25 PM
21	Higbee Ave	6/4/2024 10:27 AM
22	5685 Dressler Road NW	6/4/2024 10:21 AM
23	4143 Fulton Dr NW	6/4/2024 8:33 AM
24	4264 Fulton Dr NW	6/3/2024 9:05 PM
25	Dr.Girdlestone's office	6/3/2024 10:07 AM

## Q15 Please let us know if you have any other questions or comments regarding potential new sidewalks in the Belden Village area.

Answered: 17   Skipped: 8

#	RESPONSES	DATE
1	I DO NOT WANT	7/17/2024 10:28 AM
2	I DO NOT WANT	7/17/2024 10:28 AM
3	I DO NOT WANT	7/17/2024 10:28 AM
4	I DO NOT WANT	7/17/2024 10:28 AM
5	I DO NOT WANT	7/16/2024 1:59 PM
6	Construction traffic delays	7/16/2024 1:59 PM
7	We are unable to pay for, maintain and plow a sidewalk	7/16/2024 1:59 PM
8	Not at this time.	6/17/2024 1:47 PM
9	Would love them	6/15/2024 12:01 PM
10	None	6/12/2024 8:38 PM
11	NA	6/6/2024 12:11 PM
12	Much needed	6/5/2024 12:26 PM
13	Great idea. I support this initiative. Just a lack of sufficient space from which to grant a right of way.	6/4/2024 4:06 PM
14	Concerned about residents getting to bus stop if there is construction	6/4/2024 2:25 PM
15	NA	6/4/2024 10:27 AM
16	Would love to see sidewalks installed	6/4/2024 10:21 AM
17	If new sidewalks are made, when would construction occur, and for how long?	6/4/2024 8:33 AM

## **APPENDIX L**

### **Employee Survey**





# Help Plan a Safer BELDEN VILLAGE with New Sidewalks

Do you feel unsafe walking around your work?  
Where would you like to see new sidewalks?

The Stark County Regional Planning Commission and the Stark County Engineer are performing a pedestrian safety study to develop a sidewalk plan in the Belden Village area.

## WE WANT TO HEAR FROM YOU

Fill out the survey and let us know!

Responses due June 30th

<https://www.surveymonkey.com/r/DFSFJLY>



June 4, 2024

## **Belden Village Sidewalk Plan Employee Survey Request**

To Whom It May Concern:

Have you or your employees felt that it was nearly impossible to walk around Belden Village area? Do they drive to nearby stores or restaurants because it is unsafe to walk? Have you or your employees had any safety concerns when walking to a bus stop or the transit center? Take the survey and let us know!

GAI Consultants, Inc., was retained by the Stark County Area Transportation Study of the Stark County Regional Planning Commission and Stark County Engineer to conduct a comprehensive pedestrian safety study in Belden Village. Our area of focus is bounded by Whipple Avenue to the east, Fulton Road to the south, and Everhard Road to the west and north. Our study area also includes Dressler Road and Metro Circle to the Hall of Fame Bridge. Refer to the map below.

We are conducting this survey to understand the issues and obstacles facing the pedestrian experience in Belden Village so we can create a sidewalk implementation plan with associated safety improvements. Please see the print survey and survey flyer attached. The survey closes on June 30, 2024.

<https://www.surveymonkey.com/r/DFSFJLY>.

Please consider encouraging your employees to take the survey, such as emailing them the survey link or printing and placing the enclosed flyer in a visible space such as a breakroom or bulletin board. We can also send an email with a survey link, as well as answer any questions you may have, if you email us at [arometo@gaiconsultants.com](mailto:arometo@gaiconsultants.com) or call us at 234-203-0761. We can also bring over additional print surveys and/or flyers if needed.

Our goal is to make the Belden Village area the safest and most employee friendly it can be. Employees and customers alike should be able to walk, take transit, or drive safely. Data we receive will allow us to come up with a sidewalk plan that prioritizes new sidewalks based on need.

Thank you in advance for helping us improve safety and mobility in Belden Village.

Sincerely,  
**GAI Consultants, Inc.**

Art Rometo  
Senior Engineering Manager



## Belden Village Employee Survey

Thank you for participating in the Belden Village Area employee survey. Your responses will help us plan a safer pedestrian experience by helping us prioritize new sidewalk construction. Please answer these questions based on your experience walking in the Belden Village area.



Take on-line survey by scanning the QR code.

Survey responses are due by June 30th

### 1. How often do you walk in the Belden Village area?

- ☐ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ Rarely
- ☐ Never

### 2. When you walk around the Belden Village area, where do you like to go? (Select all that apply)

- ☐ Restaurant
- ☐ Shopping
- ☐ Appointment
- ☐ Bus stop/commuting home
- ☐ Walking to/from home
- ☐ Exercise/no particular destination
- ☐ I do not walk in Belden Village
- ☐ Other \_\_\_\_\_

### 3. Where is your typical destination(s)?

### 4. If sidewalks by your workplace were built or improved, would you walk more often?

- ☐ Yes
- ☐ No
- ☐ About the same
- ☐ Not sure

### 5. Where would you be willing to walk to if a sidewalk was built or a street crossing was made safer?

### 6. Would you use any of the following sidewalks south or east of the mall (near the SARTA Station) if built?

Select all that apply.

- ☐ Whipple Avenue from 47th Street (SARTA Station) to Belden Village Street
- ☐ Whipple Avenue from Belden Village Street to Everhard Road
- ☐ Whipple Avenue from 47th Street (SARTA Station) to Munson St.
- ☐ Belden Village Street from Whipple Avenue to Higbee Avenue
- ☐ Holiday Street from 47th Street (SARTA Station) to Higbee Ave.
- ☐ I would not use new sidewalks
- ☐ Other \_\_\_\_\_

### 7. Would you use any of the following sidewalks north or west of the mall if built? Select all that apply.

- ☐ Along Dressler Road from Everhard Road to Kent State and Stark State College
- ☐ Along Dressler Road from Everhard Road to the Hall of Fame Bridge and The Strip
- ☐ Along Everhard Road from Dressler Road to Whipple Avenue
- ☐ Along Metro Circle from Everhard Road to Dressler Road
- ☐ Along Belden Village Street from Dressler Road to Everhard Rd.
- ☐ I would not use new sidewalks
- ☐ Other \_\_\_\_\_

**Please turn survey over and complete the back also.**



8. When you need to cross a street, where do you prefer to cross?

- ☐ Crosswalk at a traffic signal  
☐ Between intersections  
☐ Wherever I can cross fastest  
☐ Other \_\_\_\_\_

9. Where is crossing a street the most difficult?

10. If you could add a crosswalk, where would you place it?

11. Is there a convenient SARTA bus stop near your workplace?

- ☐ Yes  
☐ No  
☐ Not sure

12. Do you bike for any of your transportation needs in Belden Village? (Select all that apply)

- ☐ No  
☐ Yes, across the Hall of Fame Bridge and along Dressler Rd  
☐ Yes, in the Kent State/Stark State area  
☐ No, but I would if more bike trails were built  
☐ Other \_\_\_\_\_

13. Where is your place of employment in the Belden Village area?

14. Do you have any other comments on where sidewalks should be built in Belden Village and how you would use them?

**Thank you for your time in helping us help to  
improve the pedestrian environment in the Belden  
Village area. Please respond by June 30, 2024.**

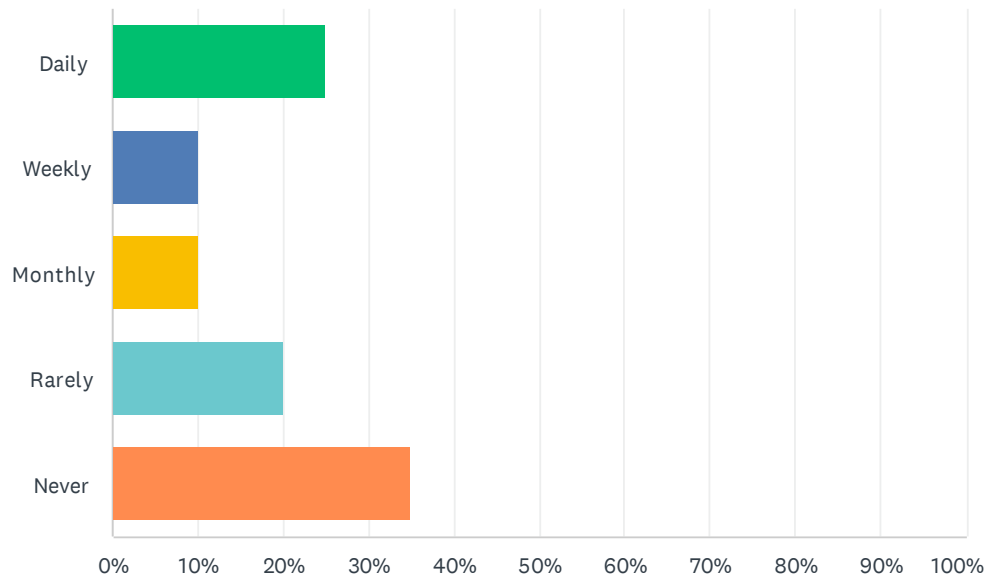
**PLEASE RETURN THIS FORM TO  
THE SURVEY PERSONNEL.**

**-or-**

**Mail to:  
GAI Consultants  
Belden Village Survey  
5399 Lauby Road, Suite 120  
North Canton Ohio 4420**

## Q1 How often do you walk in the Belden Village area?

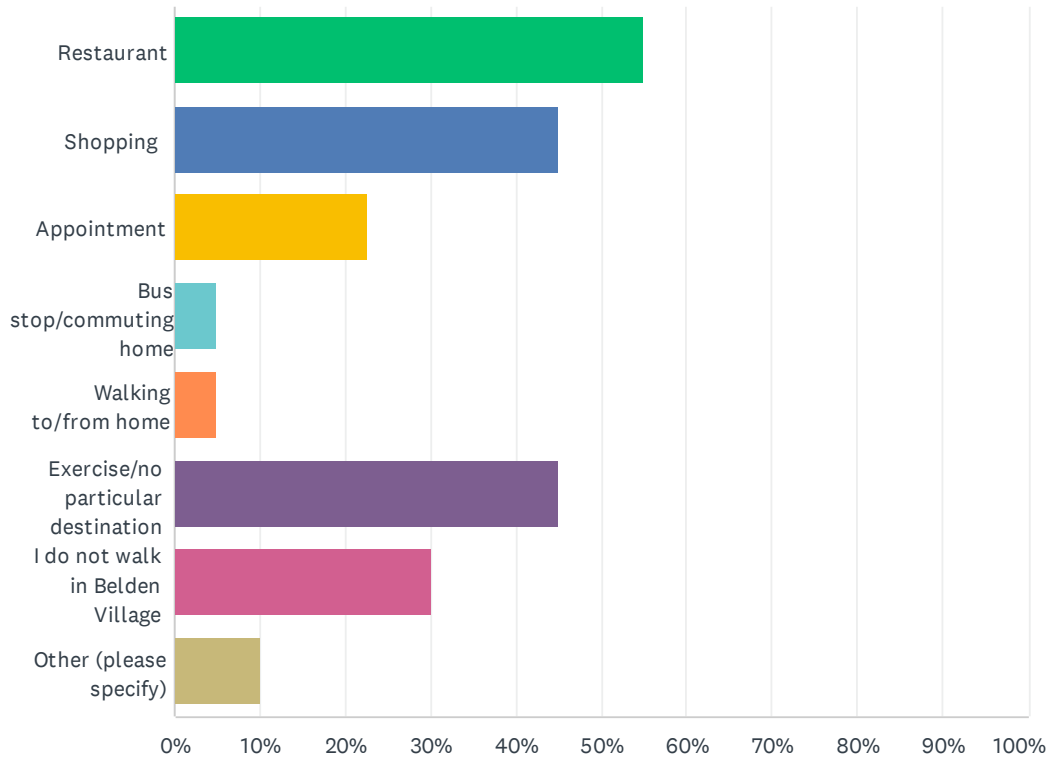
Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	25.00%	10
Weekly	10.00%	4
Monthly	10.00%	4
Rarely	20.00%	8
Never	35.00%	14
TOTAL		40

## Q2 When you walk around the Belden Village area, where do you like to go? (Select all that apply)

Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES	
Restaurant	55.00%	22
Shopping	45.00%	18
Appointment	22.50%	9
Bus stop/commuting home	5.00%	2
Walking to/from home	5.00%	2
Exercise/no particular destination	45.00%	18
I do not walk in Belden Village	30.00%	12
Other (please specify)	10.00%	4
Total Respondents: 40		

#	OTHER (PLEASE SPECIFY)	DATE
1	N/A don't walk	7/16/2024 1:43 PM
2	I generally don't walk anywhere because the sidewalks are far too limited for it to make sense	6/19/2024 11:56 AM
3	I work in the BV area and walk for exercise	6/12/2024 10:10 AM





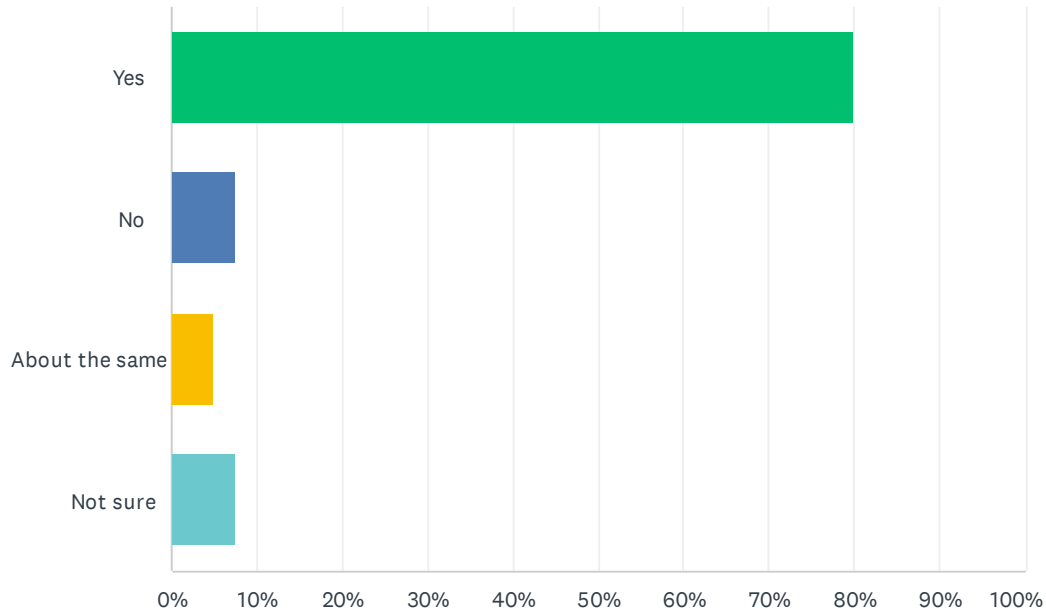
## Q3 Where is your typical destination(s)?

Answered: 31   Skipped: 9

#	RESPONSES	DATE
1	Work, shopping, restaurants & medical appointments	8/22/2024 9:37 AM
2	Restaurant Planet Fitness Dentist Shop Belden Mall	7/16/2024 1:50 PM
3	Any store I go to I drive and use the parking lot	7/16/2024 1:43 PM
4	Beldin Village Mall Belden Transit Center Salvation Army Bus Stop	7/16/2024 1:37 PM
5	Earth fare plaza, target/kohls plaza, fresh thyme, meijer, the strip	6/26/2024 4:26 PM
6	Dressler Rd, BV St, Higbee Ave, Munson St, Holiday St, Belpar St, etc.	6/25/2024 1:54 PM
7	Panera, Starbucks, Chipotle, Target, Blaze Pizza, Smoothie King	6/25/2024 10:49 AM
8	Belden Village Mall, Meijer, Marcs, Post Office, Keybank, and other places.	6/21/2024 10:43 AM
9	Around the culvers area or around chick fil a	6/20/2024 2:55 PM
10	Either work or to food shops	6/20/2024 10:32 AM
11	The problem is it is too dangerous to walk in the Belden area. As a result, the only true walk is from the car to shopping or an appointment.	6/20/2024 10:02 AM
12	Work	6/19/2024 12:05 PM
13	Munson and the Mall	6/19/2024 11:57 AM
14	Restaurants, stores, the mall	6/19/2024 11:56 AM
15	Work, at the Edward jones office	6/18/2024 4:07 PM
16	The Joint. Chick-Fil-A. Arbys. Meijer. Olive Garden.	6/17/2024 5:34 PM
17	Restaurant or shopping	6/17/2024 3:24 PM
18	Walking for exercise. No destination	6/17/2024 9:11 AM
19	Restaurants from work	6/14/2024 11:09 AM
20	From the Glass tower to area restaurants, and walking to stores in the area, also a 45 min daily lunch walk just to get out of the building.	6/12/2024 6:22 PM
21	Harrison Paint Co	6/12/2024 1:19 PM
22	Mall	6/12/2024 10:36 AM
23	Belden Village Mall, DiBella's Subs	6/12/2024 10:10 AM
24	Just for a walk	6/12/2024 10:10 AM
25	BV Mall; surrounding strip mall areas; area banks; along Munson and Dressler and Higbee.	6/12/2024 9:05 AM
26	I can see a value to multi-purpose path where bicycles can be ridden to the strip area	6/12/2024 8:21 AM
27	Around the mall area for food	6/12/2024 6:32 AM
28	Restaurants and stores	6/11/2024 2:59 PM
29	Varies depending on where I am going. I work off Whipple Avenue and can't cross the road safely due to traffic.	6/11/2024 2:41 PM
30	The Mall, Target	6/11/2024 1:12 PM
31	N/A	6/11/2024 8:22 AM

## Q4 If sidewalks by your workplace were built or improved, would you walk more often?

Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	80.00%	32
No	7.50%	3
About the same	5.00%	2
Not sure	7.50%	3
TOTAL		40

#	COMMENT	DATE
1	I often have to cut thru parking lots, or walk on the street.	6/25/2024 1:54 PM
2	Right now a lot of sidewalks do not meet. It's difficult to walk to most places I'd like to go.	6/25/2024 10:49 AM
3	Need the led flashing yellow lights for pedestrian crossings across everhard, dressler, etc	6/20/2024 2:55 PM
4	would love to walk safely, not in the grass or street. All roads are way to busy to try to walk across.	6/20/2024 10:02 AM
5	If there were things close enough together that walking would work for me more than yes.	6/19/2024 12:05 PM
6	100%	6/19/2024 11:56 AM
7	I probably would walk a more varied path and different places	6/12/2024 6:22 PM
8	I would ride my bike to work if there was a multi-purpose path available	6/12/2024 8:21 AM
9	Save the money and make the Belden Village area safer. Vagrants are starting to appear more often.	6/11/2024 1:12 PM



**Q5 A lot of destinations in Belden Village are hard to reach by walking, lacking sidewalk connectivity and safe street crossings. Where would you be willing to walk to if a sidewalk was built or a street crossing was made safer?**

Answered: 33   Skipped: 7

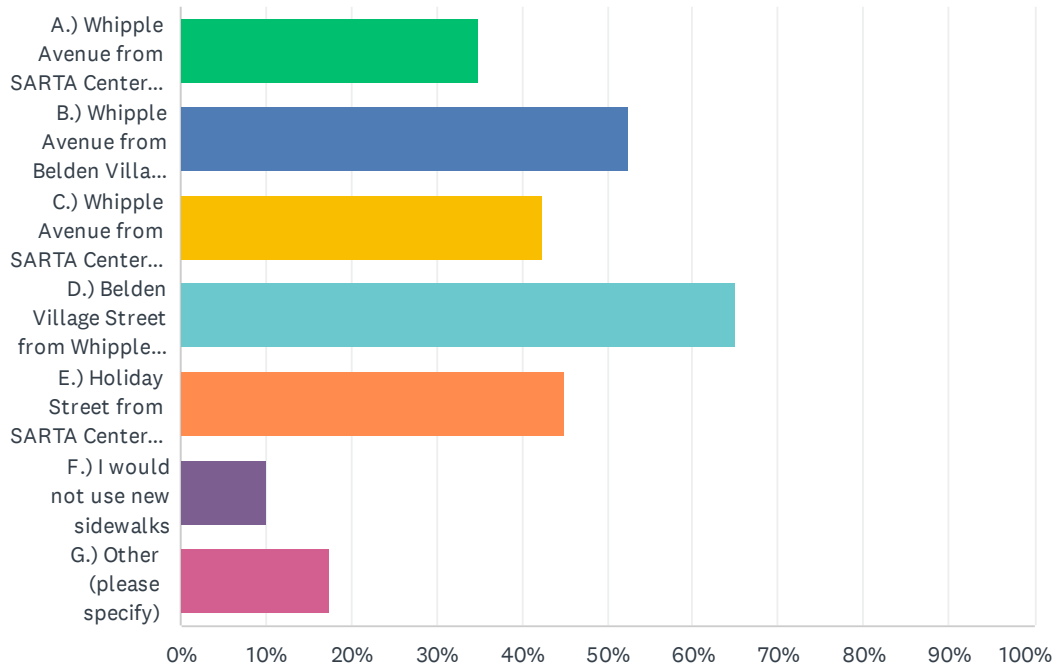
#	RESPONSES	DATE
1	Everywhere	8/22/2024 9:37 AM
2	No where	7/16/2024 1:43 PM
3	Anywhere around Belden, and I would feel less concerned when needing to get to and from work by way of bus	7/16/2024 1:37 PM
4	Along whipple, dressler and everhard	6/26/2024 4:26 PM
5	I live nearby Belden (to the northeast) and work in Belden, so I would commute by walking. It's unsafe to do that now. I would go to more restaurants when at work and at home, and it would be with friends and coworkers. I would be more prone to stop at places I don't normally stop for food, drinks, and lite shopping in between destinations. Places I normally pass by for the places I am already familiar with. I would be more prone to utilize services where I need appointments like dentists, ophthalmologists, and car mechanics. I would also walk to events around Belden, where parking is limited, rather than drive.	6/25/2024 10:49 AM
6	Duluth Clothing, Earth Fare, Fatheads, Aldi's, almost everywhere.	6/21/2024 10:43 AM
7	The mall area, chick fil a area, around the campus for balloon fest would be great	6/20/2024 2:55 PM
8	Shopping, restaurants, businesses	6/20/2024 2:39 PM
9	I would walk to the shops and green spaces that are near my office.	6/20/2024 10:32 AM
10	Yes very much so plus it would tie the community together and hopefully draw more people into the area	6/20/2024 10:02 AM
11	I personally would rather just have those who are walking have a safe way to do so as I always see people on Whipple and worry one day someone is going to get hit or cause an accident from trying to give them space.	6/19/2024 12:05 PM
12	It would be nice to walk along Whipple, Munson, or any of the streets leading to the mall.	6/19/2024 11:58 AM
13	The mall and the Strip	6/19/2024 11:57 AM
14	Yes I would	6/19/2024 11:56 AM
15	Yes	6/18/2024 4:07 PM
16	To get lunch or shop at local stores.	6/17/2024 5:34 PM
17	Restaurants and shopping	6/17/2024 3:24 PM
18	All around. General walking	6/17/2024 9:11 AM
19	All over	6/14/2024 11:09 AM
20	Yes, we often have business guests staying at the holiday Inn but because of the side walk situation they drive across the street instead of walk	6/12/2024 6:22 PM
21	Everywhere	6/12/2024 1:19 PM
22	To lunch at any of the restaurants	6/12/2024 12:48 PM
23	Restaurants/Shopping	6/12/2024 12:06 PM

## Belden Village Employee Survey

24	Yes	6/12/2024 10:36 AM
25	Restaurants along Belden Village Street - Taco Bell, Piada, etc. and Belden Village Mall	6/12/2024 10:10 AM
26	Maybe to Belden Village Mall	6/12/2024 10:10 AM
27	Along Munson, Dressler, Higbee, Holiday, BeldenVillage St	6/12/2024 9:05 AM
28	I would ride my bike to the belden area if there was a multi-purpose path that accessed the area	6/12/2024 8:21 AM
29	Crossing Whipple at Belden or Holiday.	6/12/2024 6:32 AM
30	Restaurants & stores located around the mall area.	6/11/2024 2:59 PM
31	Everywhere.	6/11/2024 2:41 PM
32	It's easy to walk anywhere in Belden Village. We don't need to spend taxpayer money on this. Fix the crime.	6/11/2024 1:12 PM
33	It depends on where I need to go at that time.	6/11/2024 8:22 AM

## Q6 Would you use any of the following sidewalks south or east of the mall (near the SARTA Station) if built? Select all that apply. (Scroll for map)

Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES	
A.) Whipple Avenue from SARTA Center (47th Street) to Belden Village Street	35.00%	14
B.) Whipple Avenue from Belden Village Street under I-77 to Everhard Road	52.50%	21
C.) Whipple Avenue from SARTA Center (47th Street) to Munson Street	42.50%	17
D.) Belden Village Street from Whipple Avenue to Higbee Avenue	65.00%	26
E.) Holiday Street from SARTA Center (47th Street) to Higbee Avenue	45.00%	18
F.) I would not use new sidewalks	10.00%	4
G.) Other (please specify)	17.50%	7
Total Respondents: 40		

#	G.) OTHER (PLEASE SPECIFY)	DATE
1	I would not personally but it would add value to those without a car	8/22/2024 9:37 AM
2	No!	7/16/2024 1:43 PM
3	Belden to everhard would be nice, although the whole area could use sidewalks	6/20/2024 2:55 PM
4	Fulton Road opens many business doors. Would love to walk to appointments, to lunch or to the pharmacy.	6/20/2024 10:02 AM
5	A multi-purpose bike path would be more useful	6/12/2024 8:21 AM

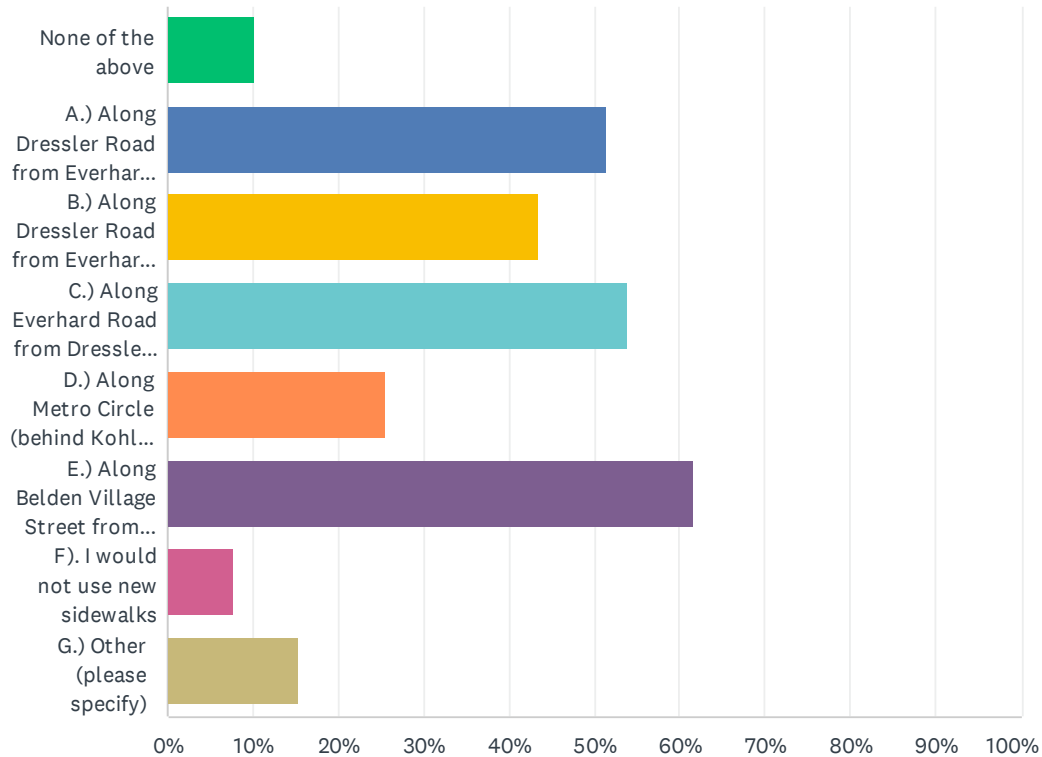


## Belden Village Employee Survey

6	No	6/11/2024 1:12 PM
7	My office is not near this area, so no, I would not use that sidewalk.	6/11/2024 8:22 AM

## Q7 Would you use any of the following sidewalks north or west of the mall if built? Select all that apply. (Scroll for map)

Answered: 39 Skipped: 1



ANSWER CHOICES	RESPONSES	
None of the above	10.26%	4
A.) Along Dressler Road from Everhard Road to Kent State and Stark State College	51.28%	20
B.) Along Dressler Road from Everhard Road to the Hall of Fame Bridge and The Strip	43.59%	17
C.) Along Everhard Road from Dressler Road to Whipple Avenue	53.85%	21
D.) Along Metro Circle (behind Kohl's) from Everhard Road to Dressler Road	25.64%	10
E.) Along Belden Village Street from Dressler Road to Everhard Road	61.54%	24
F.) I would not use new sidewalks	7.69%	3
G.) Other (please specify)	15.38%	6
Total Respondents: 39		

#	G.) OTHER (PLEASE SPECIFY)	DATE
1	No!	7/16/2024 1:43 PM
2	Add more on the west side of Belden. Between the mall and chick fil a and down everhard toward culvers	6/20/2024 2:55 PM

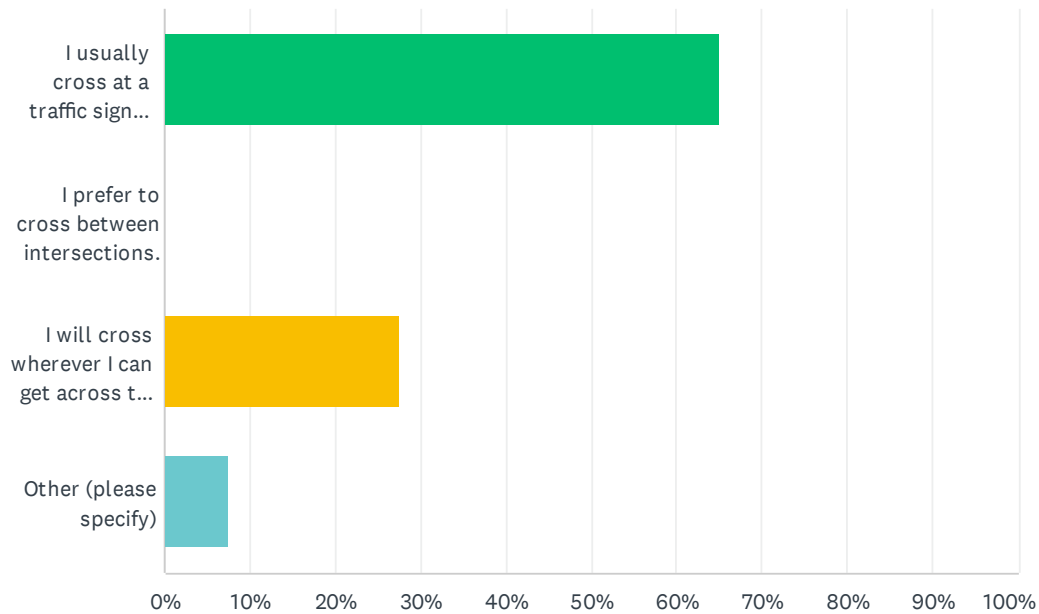
## Belden Village Employee Survey

3	All walks on Fulton Drive	6/20/2024 10:02 AM
4	Not sure	6/17/2024 3:24 PM
5	A solid surface multi-purpose path where bikes would be ridden	6/12/2024 8:21 AM
6	I work in this area, but there is really no where that I would need to walk to.	6/11/2024 8:22 AM



## Q8 When you need to cross a street, where do you prefer to cross?

Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES	
I usually cross at a traffic signal using a crosswalk.	65.00%	26
I prefer to cross between intersections.	0.00%	0
I will cross wherever I can get across the street fastest.	27.50%	11
Other (please specify)	7.50%	3
TOTAL		40

#	OTHER (PLEASE SPECIFY)	DATE
1	I don't walk!	7/16/2024 1:43 PM
2	Would use all on the west side	6/20/2024 2:55 PM
3	I prefer to cross with a multi-purpose path via bicycle	6/12/2024 8:21 AM

## Q9 Where is crossing a street the most difficult?

Answered: 32    Skipped: 8

#	RESPONSES	DATE
1	Whipple and dressler	8/22/2024 9:37 AM
2	Belden and Dressler	7/16/2024 1:50 PM
3	No where	7/16/2024 1:43 PM
4	Crossing around the mall is often difficult, most difficult is crossing to the transit center as the light is often very brief	7/16/2024 1:37 PM
5	Everhard rd	6/26/2024 4:26 PM
6	Dressler Rd	6/25/2024 1:54 PM
7	Everhard and Whipple, Whipple and Belden Village St	6/25/2024 10:49 AM
8	Dressler and Everhard, also Fulton and Everhard	6/21/2024 10:43 AM
9	All of belden lol	6/20/2024 2:55 PM
10	Dressler/Fulton intersection.	6/20/2024 10:32 AM
11	All roads in the Belden Village Area are very dangerous to cross. Fulton is to busy and to far across to safely cross, especially during peak traffic time. If you need to stop in the center turn lane, you are risk getting run over.	6/20/2024 10:02 AM
12	Right off the N77 exit coming righ by the mall.	6/19/2024 12:05 PM
13	Near the Plaza next to Munson	6/19/2024 11:57 AM
14	On Whipple ave	6/18/2024 4:07 PM
15	At a curve or when there are two or more lanes in each direction.	6/17/2024 5:34 PM
16	High traffic areas	6/17/2024 3:24 PM
17	Munson and Everhard	6/17/2024 9:11 AM
18	Everhard and Dressler	6/14/2024 11:09 AM
19	Any of the 4 Lane 4 way intersections with a Turn lane, there is often not enough time to cross, vehicles don't yield. Been hit twice in the Belden Village Street Dressler intersection cross walk.	6/12/2024 6:22 PM
20	Whipple in front of Harrison Paint Co	6/12/2024 1:19 PM
21	When there are no pedestrian crossings	6/12/2024 12:48 PM
22	Most places around Belden Village	6/12/2024 12:06 PM
23	Driveways	6/12/2024 10:36 AM
24	Whipple Ave	6/12/2024 10:10 AM
25	Everhard and Dressler	6/12/2024 9:05 AM
26	Where there isn't a multi-purpose path where I can ride my bike	6/12/2024 8:21 AM
27	At Whipple and Belden Village St	6/12/2024 7:55 AM
28	Whipple - Belden	6/12/2024 6:32 AM
29	Whipple and Belden Village St	6/11/2024 2:59 PM
30	Whipple Avenue is near my office and very dangerous to cross	6/11/2024 2:41 PM

## Belden Village Employee Survey

31	Not difficult anywhere. Don't waste taxpayers money. Please address and fix the emerging crime in Belden Village.	6/11/2024 1:12 PM
32	Dressler and Everhard	6/11/2024 8:22 AM



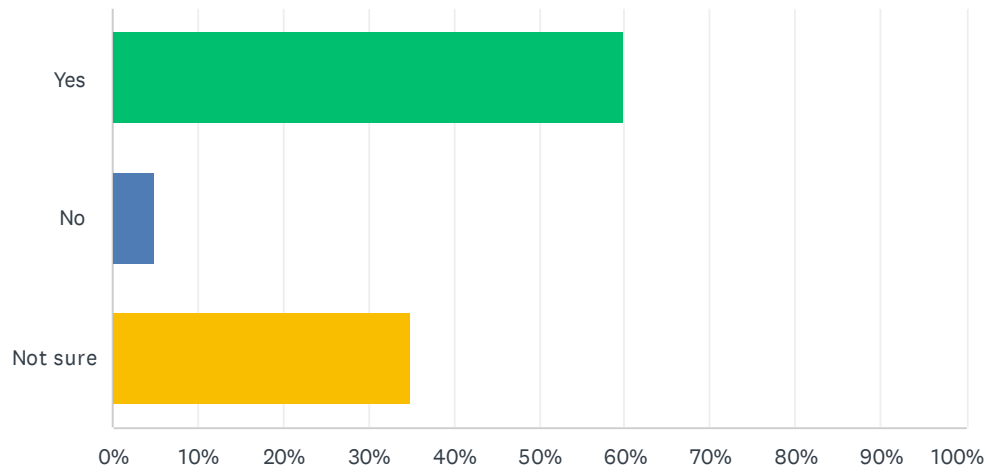
## Q10 If you could add a crosswalk, where would you place it?

Answered: 29   Skipped: 11

#	RESPONSES	DATE
1	Fulton and everhard	8/22/2024 9:37 AM
2	Belden V. Street	7/16/2024 1:50 PM
3	N/A	7/16/2024 1:43 PM
4	I think there should be cross walks where there is bus stops and around the strip area	7/16/2024 1:37 PM
5	N/a	6/26/2024 4:26 PM
6	Whipple and Belden Village St	6/25/2024 10:49 AM
7	Dressler and Everhard, also Fulton and Everhard	6/21/2024 10:43 AM
8	Whipple to cross from hotel to fat heads plaza. Or everhard between wendys and arbys	6/20/2024 2:55 PM
9	Fulton and Dressler	6/20/2024 10:32 AM
10	All intersections	6/20/2024 10:02 AM
11	Honestly - all of the intersections in the main area of Belden would benefit from it if the goal is to allow people to walk.	6/19/2024 12:05 PM
12	Munson	6/19/2024 11:57 AM
13	I'm not sure	6/18/2024 4:07 PM
14	All major intersections along everhard from I-77 to Fulton	6/17/2024 5:34 PM
15	Anywhere that made it convenient for the people who are walking.	6/17/2024 3:24 PM
16	Along Everhard on the east side of the street from Fulton to Dressler	6/17/2024 9:11 AM
17	Anywhere entering the Mall	6/14/2024 11:09 AM
18	I am not sure	6/12/2024 6:22 PM
19	The intersection of Whipple and Belden Village Ave	6/12/2024 1:19 PM
20	Midblock	6/12/2024 10:36 AM
21	Along Whipple	6/12/2024 10:10 AM
22	At intersections	6/12/2024 9:05 AM
23	I would place a multi-purpose bike path near the strip area	6/12/2024 8:21 AM
24	At Whipple and Belden Village St	6/12/2024 7:55 AM
25	All four sides of Whipple-Belden (77 ramp) and Whipple-Holiday & 47th	6/12/2024 6:32 AM
26	All Whipple intersections from Hills and Dales to Everhard.	6/11/2024 2:59 PM
27	I don't know.	6/11/2024 2:41 PM
28	Nowhere	6/11/2024 1:12 PM
29	Dressler and Everhard	6/11/2024 8:22 AM

## Q11 Is there a convenient SARTA bus stop near your workplace?

Answered: 40 Skipped: 0

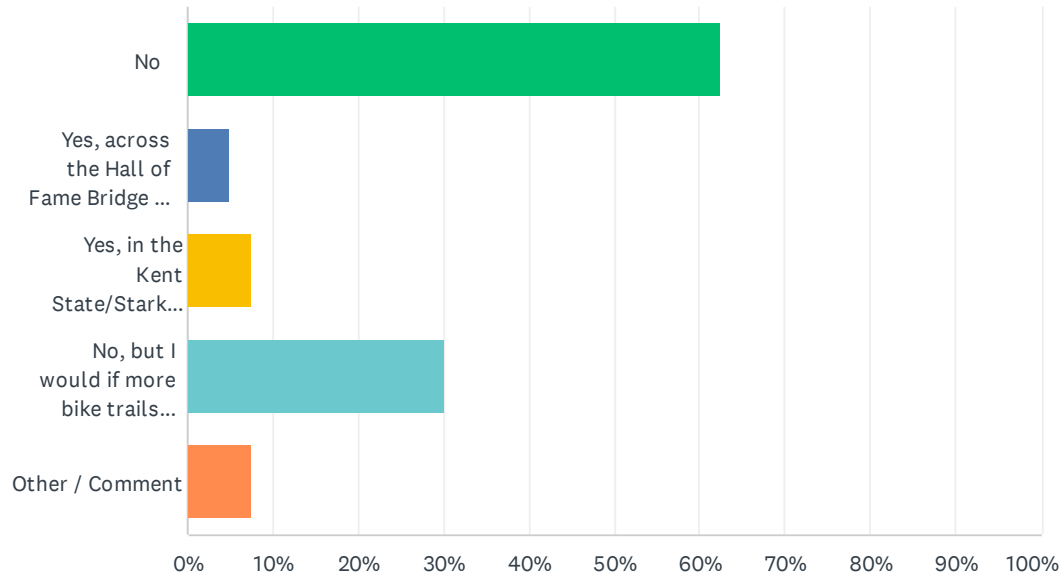


ANSWER CHOICES	RESPONSES	
Yes	60.00%	24
No	5.00%	2
Not sure	35.00%	14
TOTAL		40

#	COMMENT	DATE
1	Only until 8, anytime after I have to walk to the transit center	7/16/2024 1:37 PM
2	There is one near the Old FirstMerit building but it is not mowed and overgrown. No seating or coverage.	6/14/2024 11:09 AM
3	I prefer to ride my bike than ride sarta	6/12/2024 8:21 AM
4	I don't use public transportation so I am not as familiar	6/11/2024 2:41 PM

## Q12 Do you bike for any of your transportation needs in Belden Village? (Select all that apply)

Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES	
No	62.50%	25
Yes, across the Hall of Fame Bridge and along Dressler Rd	5.00%	2
Yes, in the Kent State/Stark State area	7.50%	3
No, but I would if more bike trails were built	30.00%	12
Other / Comment	7.50%	3
Total Respondents: 40		

#	OTHER / COMMENT	DATE
1	as busy as the roads are, it is not safe to bike in the BV area.	6/20/2024 10:02 AM
2	No I don't bring a bike to work	6/12/2024 10:10 AM
3	Really need some solid surface bike paths in stark county	6/12/2024 8:21 AM



## Q13 Where is your place of employment in the Belden Village area?

Answered: 40   Skipped: 0

#	RESPONSES	DATE
1	4426 38th st nw	8/22/2024 9:37 AM
2	4033 Whipple Ave NW, Suite A Canton, OH	7/16/2024 1:50 PM
3	4925 Whipple Ave NW Canton 44718 Called Framers Workshop	7/16/2024 1:50 PM
4	4677 Fulton RD NW	7/16/2024 1:50 PM
5	Mulligan's Restaurant and Pub	7/16/2024 1:43 PM
6	Belden Village Mall, Build-A-Bear	7/16/2024 1:37 PM
7	The vitamin Shoppe - 4333 everhard rd	6/26/2024 4:26 PM
8	Dressler Rd & Belpar St	6/25/2024 1:54 PM
9	Cassel Bear	6/25/2024 10:49 AM
10	Himebaugh Consulting	6/21/2024 10:43 AM
11	Froggys car wash	6/20/2024 2:55 PM
12	Munson Street	6/20/2024 2:39 PM
13	Fulton Rd between Whipple and Dressler.	6/20/2024 10:32 AM
14	4197 Fulton Dr NW Canton	6/20/2024 10:02 AM
15	Munson St	6/19/2024 12:05 PM
16	415 Group on Munson	6/19/2024 11:58 AM
17	Munson	6/19/2024 11:57 AM
18	Munson St	6/19/2024 11:56 AM
19	Yes	6/18/2024 4:07 PM
20	4334 Munson Street NW	6/18/2024 2:27 PM
21	Munson Street	6/17/2024 5:34 PM
22	Fred Olivieri Construction Company on Promway	6/17/2024 3:24 PM
23	4940 Munson	6/17/2024 9:11 AM
24	Huntington Bank	6/17/2024 8:45 AM
25	Munson Street/Huntington	6/14/2024 11:09 AM
26	The Glass Tower - 4450 Belden Village Street	6/12/2024 6:22 PM
27	Harrison Paint Co	6/12/2024 1:19 PM
28	415 Group	6/12/2024 12:48 PM
29	Munson St.	6/12/2024 12:06 PM
30	4150 Belden Village St	6/12/2024 10:36 AM
31	Belden Place (4150 Belden Village St.)	6/12/2024 10:10 AM
32	4168 Holiday St NW	6/12/2024 10:10 AM
33	On Munson between Dressler and Whipple	6/12/2024 9:05 AM

## Belden Village Employee Survey

34	Munson	6/12/2024 8:21 AM
35	4300 Munson Street NW	6/12/2024 7:55 AM
36	AutoZone	6/12/2024 6:32 AM
37	Bradley Circle.	6/11/2024 2:59 PM
38	Bradley Circle	6/11/2024 2:41 PM
39	Metro Circle NW	6/11/2024 1:12 PM
40	Metro Circle	6/11/2024 8:22 AM

## Q14 Do you have any other comments on where sidewalks should be built in Belden Village or how you would use them?

Answered: 21 Skipped: 19

#	RESPONSES	DATE
1	No	8/22/2024 9:37 AM
2	I would love to see these new sidewalks - life more easy safe and enjoyable gets out side	7/16/2024 1:50 PM
3	I personally would not use the sidewalks. Opinion the cost would be greater than any benefit.	7/16/2024 1:43 PM
4	No	6/20/2024 2:55 PM
5	I see a lot of people walk down Fulton between Everhard and Whipple. There are no sidewalks for them to safely walk. Would be helpful to have at least one side of Fulton with sidewalks.	6/20/2024 10:32 AM
6	Thank you for reviewing this project. Very needed.	6/20/2024 10:02 AM
7	More exercise	6/19/2024 11:57 AM
8	This is a really good idea, please do this!	6/19/2024 11:56 AM
9	I think it would be a great addition to the Beldon area.	6/18/2024 4:07 PM
10	It's hard to believe this conversation did not happen when the area developed instead of 10-20-30 years later.	6/17/2024 5:34 PM
11	They are desperately needed and should be installed	6/17/2024 9:11 AM
12	Build some on Munson for the workers here.	6/17/2024 8:45 AM
13	I think sidewalks are good anywhere at Belden so you can use a vehicle less	6/14/2024 11:09 AM
14	Cars just happen to be easier, sidewalks are nice though	6/12/2024 12:48 PM
15	No	6/12/2024 10:36 AM
16	Sidewalks and crosswalks would be great in the areas around the hotels. More welcoming and safe for visitors to walk.	6/12/2024 9:05 AM
17	I would use a multi-purpose bike path to get around	6/12/2024 8:21 AM
18	I watch people every day walking through the grass or our parking lot trying to get from the bus station to Belden or ALDis.	6/12/2024 6:32 AM
19	N/A	6/11/2024 2:59 PM
20	You can't cross any street safely down in Belden Village from restaurants to various shopping plazas. If you want to get something from Target and cross to the plaza across the street it is impossible to cross. Not a walking friendly area at all. You should be able to shop at Target and then walk across to McAlister's for lunch without hopping in the car to drive from one lot to another.	6/11/2024 2:41 PM
21	Please do not waste taxpayer money with this idea. Fix crime- do the right thing.	6/11/2024 1:12 PM



U-Save Car and Truck Rental - North Canton	Jeff's Motorcars	Fiesta Acapulco Mexican Grill
6151 Dressler Rd NW	5732 Dressler Rd NW	5686 Dressler Rd NW
North Canton, OH 44720	North Canton, OH 44720	North Canton, OH 44720
Deem Asset Management	PC Net Techs	Televoi
5686 Dressler Rd NW #140	5868 Dressler Rd NW #150	5686 Dressler Rd NW #110
North Canton, OH 44720	North Canton, OH 44720	North Canton, OH 44720
Residential Bancorp	Petitti Garden Centers	The Building Industry Association of Stark County
686 Dressler Rd NW	5656 Dressler Rd NW	4344 Metro Cir NW
North Canton, OH 44720	North Canton, OH 44720	North Canton, OH 44720
Target	Starbucks	Rally House Belden Park Crossing
5584 Dressler Rd NW	5584 Dressler Rd NW	5564 Dressler Rd NW Suite 10
North Canton, OH 44720	North Canton, OH 44720	North Canton, OH 44720
Cost Cutters	Carter's	Sally Beauty
5560 Dressler Rd NW	5554 Dressler Rd NW Unit 20	5558 Dressler Rd NW
North Canton, OH 44720	North Canton, OH 44720	North Canton, OH 44720
Urban Azir Trampoline and Adventure Park	Lovely Nails	Yankee Candle
5544 Dressler Rd NW	5536 Dressler Rd NW	5530 Dressler Rd NW
North Canton, OH 44720	North Canton, OH 44720	North Canton, OH 44720
Ulta Beauty	GameStop	David's Bridal Canton OH
5522 Dressler Rd NW	5520 Dressler Rd NW #50	5514 Dressler Rd NW
North Canton, OH 44720	North Canton, OH 44720	North Canton, OH 44720
DSW Designer Shoe Warehouse	Famous Footwear	Spectrum
5508 Dressler Rd NW	5496 Dressler Rd NW #55	5496 Dressler Rd NW
North Canton, OH 44720	North Canton, OH 44720	North Canton, OH 44720
Kohls	The Vitamin Shoppe	Spectrum Store
5478 Dressler Rd NW	4333 Everhard Rd NW #2	5496 Dressler Rd NW
North Canton, OH 44720	Canton, OH 44718	Canton, OH 44718
Magnuson Hotel Extended Stay Canton Ohio	Jared	Tire Source-Belden Village
4285 Everhard Rd NW	4381 Everhard Rd NW	4445 Everhard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718

Key Bank	Panda Express	Marathon Gas
4495 Everhard Rd NW	5548 Dressler Rd NW	4516 Everhard Rd NW
Canton, OH 44718	North Canton, OH 44720	Canton, OH 44718
Spee-D-Foods #11	Holiday Inn Canton (Belden Village)	Twenty/20 Taphouse
4516 Everhard Rd NW	4520 Everhard Rd NW	4520 Everhard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
McDonald's	Valvoline Instant Oil Change	Adam's Mens Clothier
4643 Belden Village St NW	4607 Belden Village St NW	4597 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
First Commonwealth Bank	MISSION BBQ	Massage Envy
4555 Belden Village St NW	4490 Everhard Rd NW	4470 Everhard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Helzberg Diamonds	Burntwood Tavern	Bravo! Italian Kitchen
4466 Everhard Rd NW	4320 Everhard Rd NW	4224 Everhard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Jerzee's Sports Grille	Henry B. Ball Jewelers	The Original Steaks and Hoagies- Belden Village
5260 Dressler Rd NW	5254 Dressler Rd NW	5260 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
The Honey Baked Ham Company	Sip Boba Tea	Sport Clips Haircuts oNorth Canton
5246 Dressler Rd NW	5244 Dressler Rd NW	5242 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
T-Mobile	B and G Fireplace and Patio Shop	Mattress Firm Belden Village
4459 Belden Village St NW	4467 Belden Village St NW	4469 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Piada Italian Street Food	TakeTatt Tattoo Removal	Dillard's
4471 Belden Village St NW	4230 Belden Village St NW	4400 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Spencers	Aeropostale	Victoria's Secret
4230 Belden Village St NW Suite 1A	4381 Belden Village St NW Mall A2	4373 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718

Forever 21	Lane Bryant	Versona
4343Belden Village St NW Mall #A4	4363 Belden Village St NW	4255 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Scramblers	Bath and Body Words	Journeys
4345 Belden Village St NW	4333 Belden Village St NW	4325 Belden Village St NW Mall
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Kids Foot Locker	Retroaholics	Zales
4315 Belden Village St NW	4299 Belden Village St NW Mall Apt A12	4295 Belden Village St NW Suite A13
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
It's Just Wings	GNC	Kopper Popper
4311 Belden Village Mall	4279 Belden Village St NW	4230 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Brow Art 23	Fanzz just Sports	JD Sports
4283 Belden Village St NW	4300 Everhard Road Northwest Belden Village Mall	4255 Belden Village St NW Mall A19
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Journey Kidz	Aerie Store	White House Black Market
4231 Belden Village St NW	4197 Belden Village St NW Space B	4185 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
The Children's Place	Build-A-Bear Workshop	LOFT
4230 Belden Village St NW	4230 Belden Village St NW spc b16	4155 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Condado Tacos	LV Nails and Spa	LensCraƒters
4183 Belden Village Circle NW	4163 Belden Village St NW Suite B54	4157 Belden Village St NW Mall B48
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Belden Village Collection	Go!Galaxy	DICK's Sporting Goods
4110 Belden Village St NW	4100 Belden Village St NW Mall Suite 4091	4100 Belden Village St NW Mall Ste 4105
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Boot Barn	Hollister Co	Zumiez
4100 Belden Village St NW Mall	4128 Belden Village St NW Mall	4230 Belden Village St NW C15
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718



Torrid	PacSun	Ashcroft and Oak
4150 Belden Village Mall Cir NW Spc #C15	4176 Belden Village St NW	4230 Belden Village St NW Suite C6
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Hot Topic	Cellaxs at Belden Village Mall	Chic-fil-A
4220 Belden Village St NW SPC C3	4230 Belden Village St NW	4228 Belden Village Mall
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Stir Fry 88	Sbarro	T J's Sushi and Thai
4276 Belden Village St NW	4240 Belden Village St NW	4230 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
SugarDaddy	Buckle	Yihi Japan
4230 Belden Village St NW	4182 Belden Village St NW Mall	4230 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Bright! Now! Dental and Orthodontics	Go! Calendars, Toys and Games	Dairy Queen
4258 Belden Village Mall Suite FC-17	4230 Belden Village St NW C13	4230 Belden Village Mall
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
PANDORA Jewelry	Charlotte Russe	American Eagle Outfitters
4230 Belden Village St NW Mall STE B5	4145 Belden Village St NW Mall	4197 Belden Village St NW Space B 10
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Macy's	Solar X Eyeware	Foot Locker
4300 Belden Village Mall	4230 Belden Village St NW	4319 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Express	PINK by Victoria's Secret	Sunglass Hut
4360 Belden Mall	4370 Everhard Rd NW D2	4230 Belden Village St NW Mall #K-2
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Francesca's	Lids	The custom factory
4230 Belden Village St NW	4230 Belden Village St NW	4230 belden village mall
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Auntie Anne's	Le Macaron French Pastries Canton	NAILS SO DEP BY BEN
4289 Belden Village St NW Mall	4230 Belden Village Mall Cir NW #4570	4115 Belden Village St NW Mall
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718

American Eagle Store	Hair Straighteners	LELAS
4344 Belden Village Mall	4182 Belden Village St NW	4184 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Kay Jewelers	Box Lunch	Dakota Watch Company
4215 Belden Village St NW Suite B6	4196 Belden Village St NW RM C7	4230 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Champs Sports	Where I'm From	NTB-National Tire and Battery
4159 Belden Village St NW Mall	4230 Belden Village St NW	4672 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Batteries Plus	Mathnasium	Dollar Tree
4652 Belden Village St NW	4644 Belden Village St NW	4634 Belden Village St NW Belden Center
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
The BlowOut Studio	Firehouse Subs	Red Lobster
4640 Belden Village St NW	4606 Belden Village St NW	4600 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Aspen Dental - Canton, OH	Tropical Smoothie Cafe	Mahana Eye Care, Canton OH 44718
4550 Belden Village St NW	5159 Dressler Rd NW	5151 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Blaze Pizza	1899 Indoor Golf	Foxy Golf Center
5125 Dressler Rd NW	4700 Evergard Rd NW	4712 Evergard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Old Carolina Barbeque Company - Belden	Laser Zone Canton	Pawz, Inc
4710 Evergard Rd NW	4716 Evergard Rd NW	4718 Evergard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Sentry Security	New Roots Moving Company	Chipotle Mexican Grill
4720 Evergard Rd NW	4720 Evergard Rd NW	5097 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
First Watch	Papa Gyros	Texas Roadhouse
5075 Dressler Rd NW	4760 Evergard Rd NW	5025 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718

Arby's	Spirit Halloween	Denise Farren
4850 Evergard Rd NW	4844 Evergard Rd NW	4838 Evergard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Michelle James Salon Studios	Lucky Running Canton	Uptown Cheapskate Canton
4838 Evergard Rd NW	4828 Evergard Rd NW	4824 Evergard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Baby Faces Portrait Studio	Adore Nails Lounge	Ollie's Bargain Outlet
4820 Evergard Rd NW	4814 Evergard Rd NW	4800 Evergard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Hobby Lobby	Katana Buffet	Applebee's Grill + Bar
4790 Evergard Rd NW	4758 Evergard Rd NW	4981 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
DeliverThat	Lauren Tomlinson	Patriot Software
4895 Dressler Rd NW	4895 Dressler Rd NW SUITE A	4897 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Defense Industry Central	FoxHire, LCC   Employer of Record Service	Vickers Jason
4883 Dressler Rd NW #303	4883 Dressler Rd NW #STE 101	4645 Beplar St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Lucia's	KC Salon and Spa	Nom Nom Baked Goods
4769 Beplar St NW	4781 Beplar St NW	4866 Everhard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Beltone Hearing Care Center	Citizens Bank	Shelby Lynn Styles
4862 Everhard Rd NW	4854 Everhard Rd NW	4781 Beplar St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Firestone Complete Auto Care	Culver's	Susan Floyd
4880 Everhard Rd NW	4896 Everhard Rd NW	4760 Beplar St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Omni medical Center	TEBO Financial Services	Apple Growth Partners
4760 Beplar St NW	4740 Beplar St NW a	4740 Beplar St NW B
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718



Panera Bread	Marc's Stores	Westfield Bank
4668 Beplar St NW	4825 Dressler Rd NW	4809 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Brown Anne P	Ramanda by Wyndham Canton/Hall of Fame	Froggy's Car Wash
4801 Dressler Rd NW # 153	4914 Everhard Rd NW	4922 Everhard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
GOLFTEC Canton	Ocean Ridge Aquatics	Gemini Bicycle and Ski Center
4930 Everhard Rd NW	4934 Everhard Rd NW	4936 Everhard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Trendsetters	Smoothie King	KFC
4938 Everhard Rd NW	4944 Everhard Rd NW	4966 Everhard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Mercy Primary Care Belden	Sokolowski Sue A	Cleaver and Sokolowski
4909 Munson St NW	4917 Munson St NW	4917 Munson St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Cleveland Clinic Mercy Hospital Primary Care Belden	Maurer Financial Services	Sessor Insurance
4909 Munson St NW	4797 Munson St NW B	4793 Munson St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Lawrence Realty	Canton	Munson Dental and Facial Aesthetics
4815 Munson St NW	4789 Munson St NW	4811 Munson St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Lakeview Professional	Krugliak, Wilkins, Griffiths and Dougherty	Matthew R, Hull
4793 Munson St NW	4775 Munson St NW	4775 Munson St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
TGI Fridays	Just A Taste Botique	Jasmine at Belden
4635 Dressler Rd NW	4675 Munson St NW	4695 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Second Sole	The Uniform Place	Express Employment Professionals
4691 Dressler Rd NW	4679 Dressler Rd NW	4675 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718

Edward Jones - Financial Advisor	Grace Salon Company	Once Upon A Child
4663 Dressler Rd NW	4655 Dressler Rd NW	4641 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Thursday's Plaza	Plato's Closet	Ashley Store
4721 Dressler Rd NW	4711 Dressler Rd NW	4725 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Bubba's 33	Wayback Burgers	Cricket Wireless Authorized Retailer
4721 Dressler Rd NW	4472 Belden Village St NW	4470 Belden Village St NW Ste B
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Nothing Bundt Cakes	Robeks Fresh Juices and Smoothies	The Exchange
4468 Belden Village St NW B	4466 Belden Village St NW	4464 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
BIBIBOP Asain Grill	Affinity Advisory Network	Blossom Hearing Health
4460 Belden Village St NW	4450 Belden Village St NW	4450 Belden Village St NW Suite 120
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
3E Company	7 17 Credit Union	Belden Village Driving School
4450 Belden Village St NW #407	4450 Belden Village St NW Suite 104	4450 Belden Village St NW #402
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Lake Legal Services	Buffalo Wild Wings	Allstate Insurance
4450 Belden Village St NW #804	5062 Dressler Rd NW	4432 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Sukho Thai	Fit One Smoothie Bar	Alteratione Express - North Canton
4430 Belden Village St NW	4418 Belden Village St NW	4410 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Cool Cat's Counter	Hudec Dental	Mamohana Ramen and Boba Tea
4404 Belden Village St NW	4400 Belden Village St NW	4370 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Landmark Financial Services	Penn Station East Coast Subs	AltSmoke
4356 Belden Village St NW	4364 Belden Village St NW	4360 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718

European Wax Center	Deka Lash OH-Canton	Sharkey's Cuts For Kids - Belden
4350 Belden Village St NW	4346 Belden Village St NW	4344 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Orangetheory Fitness	Top Coat Nails and Spa	The Original Mattress Factory
4342 Belden Village St NW	4336 Belden Village St NW	4322 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Sair Troy's Toy Kingdom	Great American Cookies	Sherwin-Williams Paint Store
4304 Belden Village St NW	4292 Belden Village St NW Mall	4290 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Subway	Sakura Japanese Sushi and Hibachi	Belden Village Nursing and Rehab
4272 Belden Village St NW Suite A	4272 Belden Village St NW	5005 Higbee Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Ayden Healthcare	Papa Bear's	Sleep Number
5005 Higbee Ave NW	4990 Dressler Rd NW	4984 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Verizon	Golden Corral Buffet and Grill	Cassel Bear
4296 Dressler Rd NW	4910 Dressler Rd NW	4884 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Olive Garden Italian	La Loma Canton	The UPS Store
4810 Dressler Rd NW	4794 Dressler Rd NW	4786 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Teading Womens Bags	Shred Nations	A-1 Japan Stakehouse
4786 Dressler Rd NW	4786 Dressler Rd NW	4770 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Salon LexC	Microblading Ohio	Garsons Co oSummit County Estate
4762 Dressler Rd NW	4762 Dressler Rd NW	4786 Dressler Rd NW Suite 187
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Zenergy Pilates and Wellness	Prime Pickleball Club	YMCA oCentral Stark County Association
4764 Dressler Rd NW	4736 Dressler Rd NW	the sirak Building 4700 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718



Sirak Financial Services	Belden Corporate Center	Steak 'n Shake
the sirak building 4700 Dressler Rd NW	the sirak Building 4700 Dressler Rd NW	4666 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Cutler Real Estate	Domonic Fonte and Associates	Title One USA - Canton Ohio Title
4618 Dressler Rd NW	4618 Dressler Rd NW	4618 Dressler Rd NW suite b
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
The Affinity Group	Huntington Private Bank	Layman Law Group
4481 Dressler Rd NW # 302	4481 Dressler Rd NW	4481 Dressler Rd NW Suite 301
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Parson Insurance Agency	Nighthwak Dental	Sizetec
4779 Higbee Ave NW	4825 Higbee Ave NW Suite 104	4825 Higbee Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Ross College	Fusion XC	Sargon Research
4801-4875 Higbee Ave NW	4877 Higbee Ave NW 2nd Floor	4875 Higbee Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
The Liberty Pharmacy	Carlo Luna	Blater by Piercing Pagoda
4875 Higbee Ave NW	4220 Belden Village St NW	4202 Belden Village St NW
Canton, OH 44718	Canton, OH 447182536	Canton, OH 44718
Di Bella's Subs	Neo Business Wireless	Fraternal insurance Canton
4220 Belden Village St NW	4150 Belden Village St NW Ste. 308-B	4150 Belden Village St NW STE 600
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Incept	Arcadis IBI Group	Verizon
4150 Belden Village St NW #205	104-4150 Belden Village St NW	4062 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Taco Bell	Mr. Hero	Mulligan's Resturant and Pub
4030 Belden Village St NW	5021 Whipple Ave NW	4118 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
The Village Vantage Shop	Play It Again Sports - Canton, OH	American Health Insurance Canton
4106 Belden Village St NW	4086 Belden Village St NW	4106 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718

Roger W. Hair Design	Fin Feather Fur Outfitters - Canton	H and R Block
4106 Belden Village St NW	4080 Belden Village St NW	4068 Belden Village St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
ALDI	Kelly Williams Legacy Group Realty	The Mucci Team
4082 Belden Village St NW	4974 Higbee Ave NW Suite 201	4974 Higbee Ave NW Suite 110
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Marcy Klee and Associates	Canton Student Loan Foundation	Larock Healthcare Academy - Canton
4974 Higbee Ave NW #112	4974 Higbee Ave NW # 204	4960 Higbee Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Standout Design and Marketing	The Workshops	GiGi's Playhouse Canton
4111 Bradley Cir NW #100	4065 Bradley Cir NW	4061 Bradley Cir NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
George's Fashions and Tailoring	Marine Corps Recruiting Office Canton, OH	US Army Recruiting Office Canton
4937 Whipple Ave NW	4933 Whipple Ave NW	4933 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Framer's Workshop	Diaita Cold Pressed Juice	Health and Fitness Equipement Center
4925 Whipple Ave NW	4919 Whipple Ave NW	4915 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
BarrowFit Exercise Therapy and Welleness	United Steelworkers	Ohio MENTOR
4911 Whipple Ave NW	4069 Bradley Cir NW	49412 Higbee Ave NW STE C
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Ungashick Insurance Agency	Gill, Weirzel and Company	Fitzpatrick Realty
4942 Higbee Ave NW STE F	4942 Higbee Ave NW STE M	4942 Higbee Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Ossakow Steven J MD, FACS	The Hearing Center	The Great Escape Canton
4912 Higbee Ave NW # 200	4912 Higbee Ave NW STE 103	4831 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
JLS Marketing Concepts	ever-young esthetics	Grimsley Title Agency
4884 Higbee Ave NW	4884 Higbee Ave NW Suite 108	4884 Higbee Ave NW #118
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718

SERVPRO of Northwest Stark County	DeVille Apartments and Builders	US Army Recruiting Company Canton
4884 Higbee Ave NW #200	4811 Whipple Ave NW # 101	4811 Whipple Ave NW #102b
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
The Preferred Legacy National Trust Bank	Colonial Title Agency	Pierce Legal Group
4840 Higbee Ave NW Suite 4840	4850 Higbee Ave NW	4842 Higbee Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Institute of Jaw and Facial Surgery	The Spa At Atrium	Innis Maggoire Group
4181 Holiday St NW	4151 Holiday St NW	4715 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Damien Earl	Craig O'dear	Thottam Plastic Surgery
4105 Holiday St NW	4151 Holiday St NW	4800 Higbee Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Little Learners Child Development	Canton Primary Care and Hospital Med	Meridian Pediatrics of Canton
4770 Higbee Ave NW	4168 Holiday St NW	4188 Holiday St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Rany Bous	Midland Title Agency of Stark County, Ltd	HD Orthodontics
4076 Holiday St NW # 4	4180 Holiday St NW	4176 Holiday St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Regas and Haag, Ltd	Johnny Su	Quinn Repp
4184 Holiday St NW	4160 Holiday St NW	4080 Holiday St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
ginella law	Terhune Dental	HomeSpection Training Institute
4096 Holiday St NW	4088 Holiday St NW	4683 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
The Market Place at Holiday	Berkshire Hathaway HomeServices	Sarta
4701-4905 Whipple Ave NW	4667 Whipple Ave NW	4639 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Buckeye Tax Services	Merle Norman Cosmetic Studio	Don Lazar Music Services
4643 Whipple Ave NW	4655 Whipple Ave NW	4651 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718



Karma Social	Minutemen Press	Maxim Healthcare Services Canton, OH
4623 Whipple Ave NW	4619 Whipple Ave NW	4100 Holiday St NW W Suite 100
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Utility Pipeline	Craig Richard L CPA	Charles E Ringer Esq. M. Tax - Attorney
4100 Holiday St NW #201	4300 Munson St NW	4277 Munson St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Buckingham Doolittle and Burroughs	Concentra Urgent Care	Abbot's Blinds and Window Fashion
4277 Munson St NW	4449 Whipple Ave NW	4437 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Dan's Wholesale Carpet and Flooring	Audio Hearing Aid Service	C K Nails
4433 Whipple Ave NW	4421 Whipple Ave NW	4425 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Dogtopia oBelden-Canton	The Wise Owl	Aqua-Tots Swim School North Canton
4413 Whipple Ave NW	4409 Whipple Ave NW	4397 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Share and Kare	X-GoNorth Canton	Sky Zone Trampoline Park
4389 Whipple Ave NW	4385 Whipple Ave NW	4381 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Canton Outlet - Goodwill	DaVita Belden Community At Home	KHURRAM JEHANGIR KHAN
4379 Whipple Ave NW	4377 Whipple Ave NW	4369 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Mercy Medical Center	Caring Senior Service	CSL Plasma
4409 Whipple Ave NW	4337 Whipple Ave NW	4341 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
UPS Access Point Location	Michaels	Planet Fitness
4321 Whipple Ave NW	4321 Whipple Ave NW	4317 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Stark County Veterinary Emergency Clinic	The Human Bean	US Air Force Recruiting
4303 Whipple Ave NW	4301 Whipple Ave NW	4329 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718

PNC Bank	Kathleen A Mihalik Law Office	Himebaugh Consulting, Inc
4987 Everhard Rd NW	4940 Munson St NW	4940 Munson St NW #2100
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Sand and Seabolt and Wernow	Paul Hervey	Karlo-Libby Funeral Home
4940 Munson St NW	4940 Munson St NW	5000 Everhard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Pellegrino Music and Lesson Center	AlerStallings	Serenity Medical Aesthetics
5040 Everhard Rd NW	4665 Douglas Cir NW	4665 Douglas Cir NW STE 103
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Kahler Law Office	GUILEY and GUILEY CO., LPA	Pellegrino Pro A/V Solutions
4670 Douglas Cir NW	4670 Douglas Cir NW	Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Virtreo-Rentinal Consultants, Inc	laitam	Essential Touch Massage
4676 Douglas Cir NW	4848 Munson St NW	4704 Douglas Cir NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Milligan Pusateri Co Lpa	Pellegrino Lesson Center	Bella Care Hospice
4684 Douglas Cir NW	4949 Fulton Dr NW	4680 Douglas Cir NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Home Preferred Home Care	Kelly Real Estate	The Engraver's Edge
4915 Fulton Dr NW	4915 Fulton Dr NW	4915 Fulton Dr NW Ste. 1
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Bombshell Hair Studio	Vee Gee Enterprise Coporation	Fastest Labs o2Canton
4915 Fulton Dr NW Suite 3	4897 Fulton Dr NW	4867 Fulton Dr NW unit a
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
ATM Contracting	A - Quality Facility Services	Ataraxis Spa
4869 Fulton Dr NW	4863 Fulton Dr NW	4867 Fulton Dr NW Suite B
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Belpar Pet Care Centre	Employers Health	Wells Fargo Advisors
4835 Fulton Dr NW	4771 Fulton Dr NW	4601 Fulton Dr NW Suite B
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718

Salon One	Experimax Canton OH	Chapanar's QuiKeys
4605 Fulton Dr NW	4605 Fulton Dr NW Suite A	4601 Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Botanica Florist	Roosters Wings	The CBORD Group
4601 Fulton Dr NW	4335 Dressler Rd NW	4505 Stephen Cir NW STE 103
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Morgan Stanley Financial Advisors	Beautyby Gabbi	Xo Studios
4455 Dressler Rd NW Ste 202	4353 Dressler Rd NW Suite 2	4353 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Miracle-Ear Hearing Aid Center	ResourceMFG	OneMain Financial
4351 Dressler Rd NW	4349 Dressler Rd NW	4347 Dressler Rd NW #11
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
AeroCare	Anytime Fitness	East Coast Martial Arts
4341 Dressler Rd NW	4645 Fulton Dr NW	4665 Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Life Line Screening	Cleveland Clinic belden Center	DaVita East Ohio Acutes
4645 Fulton Dr NW	4677 Fulton Dr NW	4685 Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Top Echelon Software	US Acute Solutions	Kelly L. Wright, ATC
4565 Dressler Rd NW # 213	4535 Dressler Rd NW	4535 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
NewMarket Financial Advisors	Beacon Title Agency	Bixler Moore
4505 Stephen Cir NW STE 102	4505 Stephen Cir NW	4505 Stephen Cir NW STE 101
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Amy Wengerd Group	Aman Title	Shawn Ashwin Lewis
4678 Munson St NW	4678 Munson St NW	4690 Munson St NW Ste D
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Erie Insurance: Canton Office	Arnold, Gruber, and Haren	Westfield Group
4690 Munson St NW	4580 Stephen Cir NW STE 101	4580 Stephen Cir NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718



Arnold Richard W	FO Energy	American First Bancorp, Inc
4580 Stephen Cir NW #100	4571 Stephen Cir NW	4571 Stephen Cir NW Suite 130
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Lensman and Associates	Mercy Hospital Internal Medicine and Pediatrics	Michael S Winick DDS
4571 Stephen Cir NW # 200	4575 Stephen Cir NW	4774 Munson St NW #300
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Deitrich and Associates	Novus Health and Wellnss	Munson professional center
4774 Munson St NW STE 102	480 Munson St NW	4780-4710 Munson St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Tom Jackson Realty	Chase Bank	Hostetler Insurance Group
4706 Douglas Cir NW	4600 Dressler Rd NW	4562 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Dressler Court	RKKM	Kerwin Joel Lupisan
4572 Dressler Rd NW	4598 Dressler Rd NW	4590 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Canton Family Healthcare	Canton KinderCare	Ohio Real Title Agency, LCC
4590 Dressler Rd NW	4540 Dressler Rd NW	4512 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
WRL Advertising	Cowgill and Company	Artistry Salon
4470 Dressler Rd NW	4472 Dressler Rd NW	4476 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Home Care by Callos	Talquepaque	United States Postal Service
4486 Dressler Rd NW	4460 Dressler Rd NW	4420 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
HPM Property Management	Hayes Realty	Advanced Pain Management Institute
4368 Dressler Rd NW #104	Marketing Lab, 4368 Dressler Rd NW	4368 Dressler Rd NW Suite #201
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Beese Fulmer Investment Management	CLA	Apex Dermatology Tri-County
4334 Munson St NW Suite 102	4334 Munson St NW Suite 200	4240 Munson St NW ste c
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718

US TECHNOLOGY CORP	Belden Village Chiropractic and Wellness Center	Coldwell Banker Schmidt Realty - Canton
4200 Munson St NW		4200 Munson St NW
Canton, OH 44718	4200 Munson St NW Suite B	Canton, OH 44718
	Canton, OH 44718	
Raymond James Financial Services	Alison Durham MD, FAAD	Apex Dermatology Canton
4158 Munson St NW	4124 Munson St NW	4124 Munson St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Buckeye State Credit Union - Canton	Modern Hearing Solutions - Canton	Vida Beauty Design
4100 Munson St NW	4072 Munson St NW	4205 Munson St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Little Creek Needleworks	The Royal Touch Spa	Canton, Ohio
4205 Munson St NW	4119 Whipple Ave NW Suite B	4117 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Griffin Law	Jeffrey Leo Congeni	Junior Achievement of North Central Ohio
2967, 4051 Whipple Ave NW Suite 201	4319 Executive Cir NW	4353 Executive Cir NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Chris Gandt - Private Wealth Advisor	David M Valentine - Financial Advisor	Ross College
4383 Executive Cir NW	4383 Executive Cir NW	4300 Munson St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Merrill Lynch Wealth Management	Pivot Staffing	BioScrip Infusion Services
4300 Munson St NW	4328 Dressler Rd NW	4324 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Fulton Title Corp	Enhanced Beauty and Academy	SG Studio 103
4322 Dressler Rd NW	4318 Dressler Rd NW	4312 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Shades	The Canton Team at CrossCountry Mortgage	Great Lakes IT Solutions
4310 Dressler Rd NW	4304 Dressler Rd NW	4300 Dressler Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Serenity Spot	Matthew Edington	Jensen Endodontics
4579 Fulton Dr NW	4503 Fulton Dr NW	4033 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718

Veritas Solutions Group	Lyke Financial	Leopold Frank D CPA
4033 Whipple Ave NW	4017 Whipple Ave NW	4019 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Deitrich Orthodontics	Mariner	Zoyhooski Financial Services
4013 Whipple Ave NW	4001 Whipple Ave NW	4001 Whipple Ave NW #102
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Flutter Lashes	Cardinal Medical Rehabilitation	Elevage Wine Advisors
3801 Whipple Ave NW Suite 3	4483 38th St NW #2	4433 38th St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Stark Family Health Center	Guiding House	Lehman Website Design and Marketing
4465 Fulton Dr NW	4429 Fulton Dr NW #200	4429 Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Susan Pucci Law Office	St Raphael Bookstore	J Craig Consulting
4429 Fulton Dr NW #100	4362 Fulton Dr NW	4305 Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Dan West and Company	Mr. Appliance	Tiffan'sSOULutions
4305 Fulton Dr NW	4275 Fulton Dr NW	4275 Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Rath Ted A OD	Associates in Medical Imaging	Dan Morgan - State Farm Insurance Agent
4233 Fulton Dr NW	4197 Fulton Dr NW C	4197 Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Stacey Young OD Inc - Eyecare Specialties	Advantage Hospice Company	Espino Massage Therapy
4139 Fulton Dr NW	4141 Fulton Dr NW	4105 Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Angel Webster, LMT	Larry Blind LMT	Shelly L Boss
4105 Fulton Dr NW	4105 Fulton Dr NW	4097 Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Putman Properties	Mcdonald's	Merry Maids of Canton
4065 Fulton Dr NW	3439 Whipple Ave NW	3503 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718



Ganser Dental	Fisher, Evans and Robbins	Hake Custom Designs
3511 Whipple Ave NW	3521 Whipple Ave NW	3527 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Avenue Studios Salon	Nationwide Insurance: Mark J Karam Agency	Law Foffice o Gerald L. Baker
3611 Whipple Ave NW	3611 Whipple Ave NW	3711 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Burnworth John A	M V Casper and Co	United Partners in Care
3711 Whipple Ave NW	3721 Whipple Ave NW	4426 38th St NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Stone Cathryn F	Jackson Township Fire Department Station 4	Value City Furniture
3745 Whipple Ave NW # A	5685 Dressler Rd NW	5577 Dressler Rd NW
Canton, OH 44718	Canton, OH 44720	Canton, OH 44720
Party City	Five Below	World Market
5557 Dressler Rd NW	5496 Dressler Rd NW	5527 Dressler Rd NW
Canton, OH 44720	Canton, OH 44720	Canton, OH 44720
Fresh Thyme Market	JOANN Fabric and Crafts	Viking Sewing Gallery
5509 Dressler Rd NW	5487 Dressler Rd NW	5496 Dressler Rd NW
Canton, OH 44720	Canton, OH 44720	Canton, OH 44720
JE Nail Spa	PetSmart	Raising Cane's Chicken Fingers
5475 Dressler Rd NW	5465 Dressler Rd NW	5455 Dressler Rd NW
Canton, OH 44720	Canton, OH 44720	Canton, OH 44720
McAlister's Deli	Chick-fil-A	Bob Evans
5449 Dressler Rd NW	5411 Dressler Rd NW	5375 Dressler Rd NW
Canton, OH 44720	Canton, OH 44720	Canton, OH 44720
Courtyard Canton	SpringHill Suites Canton	Bojangles
4375 Metro Cir NW	5770 Dressler Rd NW	4551 Everhard Rd NW
Canton, OH 44720	Canton, OH 44720	Canton, OH 44718
Childrens Physicians, Inc	Junaelo Women's Clinic	iCRYO Cryotherapy
4575 Everhard Rd NW	4601 Everhard Rd NW	4603 Everhard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718

K Carpet Company	Tony Donahue Hair Design	Creative Source Design Gap Group
4611 Everhard Rd NW	4619 Everhard Rd NW	4623 Everhard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Everhard Fitness	Hollywood Feed	Sarchione Auto Gallery
4627 Everhard Rd NW	4631 Everhard Rd NW	4643 Everhard Rd NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Wendy's	Mr. Tire Auto Service Centers	Speedway
4699 Everhard Rd NW	5065 Fulton Rd NW	5050 Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Jimmy John's	Slim Chickens	Meijer
4996 Fulton Dr NW Unit E	4990 Fulton Dr NW	4934 Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Jiffy Lube	Smart Insurance	St Stephen Martyr Lutheran Church
4866 Fulton Dr NW	4770 Fulton Dr NW	4600 Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Re/Max Crossroads Properties	Dureska and Moore	Farmers National Bank
4522 Fulton Dr NW	4518 Fulton Dr NW	4518 Fulton Dr NW #100
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
IncaAztec Self-Storage-Fulton	Mohamad S Kassi, MD, FACC	Nabil Meleka Fahmy
4478 Fulton Dr NW	4466 Fulton Dr NW	4360 Fulton Dr NW STE C
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Paul Waibel	Performance Administration Corp	K-9 Hair Styles by Suzanne
4360 Fulton Dr NW # B	4320 Fulton Dr NW	4240 Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Crawford Insurance Agency	Angels In Mission	Icon Property Management
4224 Fulton Dr NW	4194 Fulton Dr NW	4194 Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Omni Advanced Hearing Aid Center	Roth Family Dentistry	Professional Imaging Consultants, Inc
4156 Fulton Dr NW	4124 Fulton Dr NW	4082 Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718

Renewed Wellness Initiative	Scott Talbot Salonspa	Walgreens
4080 Fulton Dr NW	4080 Fulton Dr NW	4024 Fulton Dr NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Tire Choice Auto Service Centers	SKYCATCHFIRE	Eagle Harbor Restoration
3324 Whipple Ave NW	3706 Whipple Ave NW	3706 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Life Bridge Services	Glantz Law Offices	Accent on Eyes
3722 Whipple Ave NW Lower Level o2Building	3722 Whipple Ave NW	3730 Whipple Ave NW #100
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Aesthetic Therapy	Buckeye Financial Solutions	Litehouse Pools and Spas
3730 Whipple Ave NW	3730 Whipple Ave NW	3810 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Istorage	Patriot Title Agency	Advanced Auto Parts
4050 Whipple Ave NW	4120 Whipple Ave NW	4210 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Gordon Food Service Store	Omerze Orthodontics	Edward Jones - Financial Advisor
4324 Whipple Ave NW	4412 Whipple Ave NW	4416 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
MBS Interior Canton Design Center	Pursuit Lending Group, NMLS# 2334	Party Place
4426 Whipple Ave NW	4428 Whipple Ave NW	4530 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
The Salvation Army	SARTA Belden Village Transit Center	AutoZone Auto Parts
4640 Whipple Ave NW	4700 Whipple Ave NW	4824 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Space Shop SelfStorage	The Musical Farm	ATandT Store
4822 Whipple Ave NW	4900 Whipple Ave NW	4912 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718
Enterprise Rent-A-Car	Metro by T-Mobile	DXL big + Tall
5020 Whipple Ave NW	5100 Whipple Ave NW	5106 Whipple Ave NW
Canton, OH 44718	Canton, OH 44718	Canton, OH 44718



Edible Arrangements

5110 Whipple Ave NW

Canton, OH 44718

Dunkin

5126 Whipple Ave NW

Canton, OH 44718

TNT Tanning Salon

5130 Whipple Ave NW

Canton, OH 44718

DFedEx Office Print and Ship

5134 Whipple Ave NW

Canton, OH 44718

Anew Room

5158 Whipple Ave NW

Canton, OH 44718

Smart Choice Windows and More

5112 Whipple Ave NW

Canton, OH 44718

Ohio Body Spa

5130 Whipple Ave NW

Canton, OH 44718

Rush My Passport

5134 Whipple Ave NW inside FedEx

Canton, OH 44718

Harrison Paint Company

5156 Whipple Ave NW

Canton, OH 44718

Kabab and Curry

5114 Whipple Ave NW

Canton, OH 44718

The Valley Smoke Shop

5128 Whipple Ave NW

Canton, OH 44718

Forensic Accounting Corp

5134 Whipple Ave NW

Canton, OH 44718

Sleep Outfitters

5160 Whipple Ave NW

Canton, OH 44718

## **APPENDIX M**

### **Conceptual Estimates of Probable Cost**

Project:	R230829.00	Location: Whipple Ave - SARTA Center (47th St) to Belden Village St					West
Prepared By:	JES	Total Distance:					1402 FT
Date:	8/23/24	Sidewalk Length					1336 FT
Reviewed By:	ACR	Width:					5 FT
Date:	8/23/24	Area					6678 SF
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 4,006.50	\$ 4,006.50
ROADWAY	203	10000	EXCAVATION	267	CY	\$ 70.00	\$ 18,697.00
ROADWAY	203	20000	EMBANKMENT	267	CY	\$ 50.00	\$ 13,355.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	6678	SF	\$ 8.80	\$ 58,762.00
			CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN				
ROADWAY	608	52001		3	EACH	\$ 2,500.00	\$ 7,500.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,335.50	\$ 2,671.00
ROADWAY SUBTOTAL							\$ 104,991.50
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2070	SY	\$ 12.00	\$ 24,840.30
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 3,617.16	\$ 3,617.16
EROSION CONTROL	832	30000	EROSION CONTROL	7185	EACH	\$ 1.00	\$ 7,184.99
EROSION CONTROL SUBTOTAL							\$ 35,642.45
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	356	SY	\$ 120.00	\$ 42,666.67
PAVEMENT SUBTOTAL							\$ 42,666.67
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 6,677.50	\$ 6,677.50
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 6,677.50
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	126	FT	\$ 8.50	\$ 1,071.00
TRAFFIC CONTROL SUBTOTAL							\$ 1,071.00
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 2,403.90	\$ 2,403.90
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 6,677.50	\$ 6,677.50
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 667.75	\$ 667.75
INCIDENTALS SUBTOTAL							\$ 15,749.15
TOTAL							\$ 206,798.27
CONTINGENCY						10%	\$ 20,679.83
GRAND TOTAL							\$ 227,478.09



Project:	R230829.00	Location: Whipple Ave - SARTA Center (47th St) to Belden Village St				East	
Prepared By:	JES	Total Distance:		1402 FT			
Date:	8/23/24	Sidewalk Length		1346 FT			
Reviewed By:	ACR	Width:		5 FT			
Date:	8/23/24	Area		6731 SF			
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 4,038.39	\$ 4,038.39
ROADWAY	203	10000	EXCAVATION	269	CY	\$ 70.00	\$ 18,845.82
ROADWAY	203	20000	EMBANKMENT	269	CY	\$ 50.00	\$ 13,461.30
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	6731	SF	\$ 8.80	\$ 59,229.72
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	2	EACH	\$ 2,500.00	\$ 5,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,346.13	\$ 2,692.26
ROADWAY SUBTOTAL							\$ 103,267.49
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2087	SY	\$ 12.00	\$ 25,038.02
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 3,617.50	\$ 3,617.50
EROSION CONTROL	832	30000	EROSION CONTROL	7242	EACH	\$ 1.00	\$ 7,242.18
EROSION CONTROL SUBTOTAL							\$ 35,897.69
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	267	SY	\$ 120.00	\$ 32,000.00
PAVEMENT SUBTOTAL							\$ 32,000.00
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 6,730.65	\$ 6,730.65
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 6,730.65
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	260	FT	\$ 8.50	\$ 2,210.00
TRAFFIC CONTROL SUBTOTAL							\$ 2,210.00
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 2,423.03	\$ 2,423.03
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 6,730.65	\$ 6,730.65
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 673.07	\$ 673.07
INCIDENTALS SUBTOTAL							\$ 15,826.75
TOTAL							\$ 195,932.58
CONTINGENCY						10%	\$ 19,593.26
GRAND TOTAL							\$ 215,525.84

Project:	R230829.00	Location: Whipple Ave - Belden Village St to Everhard Rd					West
Prepared By:	JES	Total Distance: 1463 FT					
Date:	8/23/24	Sidewalk Length 1340 FT					
Reviewed By:	ACR	Width: 5 FT					
Date:	8/23/24	Area 6702 SF					
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 4,389.00	\$ 4,389.00
ROADWAY	203	10000	EXCAVATION	268	CY	\$ 70.00	\$ 18,766.30
ROADWAY	203	20000	EMBANKMENT	268	CY	\$ 50.00	\$ 13,404.50
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	6702	SF	\$ 8.80	\$ 58,979.80
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	4	EACH	\$ 2,500.00	\$ 10,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,340.45	\$ 2,680.90
ROADWAY SUBTOTAL							\$ 108,220.50
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2078	SY	\$ 12.00	\$ 24,932.37
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 3,774.54	\$ 3,774.54
EROSION CONTROL	832	30000	EROSION CONTROL	7871	EACH	\$ 1.00	\$ 7,870.94
EROSION CONTROL SUBTOTAL							\$ 36,577.85
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	0	SY	\$ 120.00	\$ -
PAVEMENT SUBTOTAL							\$ -
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 6,702.25	\$ 6,702.25
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 6,702.25
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	32	FT	\$ 8.50	\$ 272.00
TRAFFIC CONTROL SUBTOTAL							\$ 272.00
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 2,412.81	\$ 2,412.81
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 6,702.25	\$ 6,702.25
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 670.23	\$ 670.23
INCIDENTALS SUBTOTAL							\$ 15,785.29
TOTAL							\$ 167,557.89
CONTINGENCY						10%	\$ 16,755.79
GRAND TOTAL							\$ 184,313.67

Project:	R230829.00	Location: Whipple Ave - Belden Village St to Everhard Rd				East	
Prepared By:	JES	Total Distance:				1474 FT	
Date:	8/23/24	Sidewalk Length				1415 FT	
Reviewed By:	ACR	Width:				5 FT	
Date:	8/23/24	Area				7075 SF	
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 4,422.48	\$ 4,422.48
ROADWAY	203	10000	EXCAVATION	283	CY	\$ 70.00	\$ 19,810.56
ROADWAY	203	20000	EMBANKMENT	283	CY	\$ 50.00	\$ 14,150.40
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	7075	SF	\$ 8.80	\$ 62,261.76
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	4	EACH	\$ 2,500.00	\$ 10,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,415.04	\$ 2,830.08
ROADWAY SUBTOTAL							\$ 113,475.28
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2193	SY	\$ 12.00	\$ 26,319.74
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 3,650.80	\$ 3,650.80
EROSION CONTROL	832	30000	EROSION CONTROL	7931	EACH	\$ 1.00	\$ 7,930.98
EROSION CONTROL SUBTOTAL							\$ 37,901.53
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	89	SY	\$ 120.00	\$ 10,666.67
PAVEMENT SUBTOTAL							\$ 10,666.67
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 7,075.20	\$ 7,075.20
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 7,075.20
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	149.45	FT	\$ 8.50	\$ 1,270.33
TRAFFIC CONTROL SUBTOTAL							\$ 1,270.33
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 2,547.07	\$ 2,547.07
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 7,075.20	\$ 7,075.20
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 707.52	\$ 707.52
INCIDENTALS SUBTOTAL							\$ 16,329.79
TOTAL							\$ 186,718.79
CONTINGENCY						10%	\$ 18,671.88
GRAND TOTAL							\$ 205,390.67



Project:	R230829.00	Location: Whipple Ave - SARTA to Munson St				East	
Prepared By:	JES	Total Distance:		1819 FT			
Date:	8/23/24	Sidewalk Length		1758 FT			
Reviewed By:	ACR	Width:		5 FT			
Date:	8/23/24	Area		8791 SF			
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 5,457.69	\$ 5,457.69
ROADWAY	203	10000	EXCAVATION	352	CY	\$ 70.00	\$ 24,615.22
ROADWAY	203	20000	EMBANKMENT	352	CY	\$ 50.00	\$ 17,582.30
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	8791	SF	\$ 8.80	\$ 77,362.12
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	4	EACH	\$ 2,500.00	\$ 10,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,758.23	\$ 3,516.46
ROADWAY SUBTOTAL							\$ 138,533.79
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2725	SY	\$ 12.00	\$ 32,703.08
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 4,536.23	\$ 4,536.23
EROSION CONTROL	832	30000	EROSION CONTROL	9787	EACH	\$ 1.00	\$ 9,787.46
EROSION CONTROL SUBTOTAL							\$ 47,026.77
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	311	SY	\$ 120.00	\$ 37,333.33
PAVEMENT SUBTOTAL							\$ 37,333.33
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 8,791.15	\$ 8,791.15
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 8,791.15
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	61	FT	\$ 8.50	\$ 518.50
TRAFFIC CONTROL SUBTOTAL							\$ 518.50
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 3,164.81	\$ 3,164.81
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 8,791.15	\$ 8,791.15
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 879.12	\$ 879.12
INCIDENTALS SUBTOTAL							\$ 18,835.08
TOTAL							\$ 251,038.62
CONTINGENCY						10%	\$ 25,103.86
GRAND TOTAL							\$ 276,142.48

Project:	R230829.00	Location: Whipple Ave - SARTA to Munson St				East/West	
Prepared By:	JES	Total Distance:		1799 FT			
Date:	8/23/24	Sidewalk Length		1738 FT			
Reviewed By:	ACR	Width:		5 FT			
Date:	8/23/24	Area		8690 SF			
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 5,397.00	\$ 5,397.00
ROADWAY	203	10000	EXCAVATION	348	CY	\$ 70.00	\$ 24,332.00
ROADWAY	203	20000	EMBANKMENT	348	CY	\$ 50.00	\$ 17,380.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	8690	SF	\$ 8.80	\$ 76,472.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	4	EACH	\$ 2,500.00	\$ 10,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,738.00	\$ 3,476.00
ROADWAY SUBTOTAL							\$ 137,057.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2694	SY	\$ 12.00	\$ 32,326.80
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 4,484.04	\$ 4,484.04
EROSION CONTROL	832	30000	EROSION CONTROL	9679	EACH	\$ 1.00	\$ 9,678.62
EROSION CONTROL SUBTOTAL							\$ 46,489.46
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT*	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	222	SY	\$ 120.00	\$ 26,666.67
PAVEMENT SUBTOTAL							\$ 26,666.67
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 8,690.00	\$ 8,690.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 8,690.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	61	FT	\$ 8.50	\$ 518.50
TRAFFIC CONTROL			PEDESTRIAN PUSH BUTTON	0	EACH	\$ 375.00	\$ -
TRAFFIC CONTROL			SIGNAL HEAD	0	EACH	\$ 550.00	\$ -
TRAFFIC CONTROL			PUSH BUTTON FOUNDATION	0	EACH	\$ 1,000.00	\$ -
TRAFFIC CONTROL SUBTOTAL							\$ 518.50
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 3,128.40	\$ 3,128.40
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 8,690.00	\$ 8,690.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 869.00	\$ 869.00
INCIDENTALS SUBTOTAL							\$ 18,687.40
TOTAL							\$ 238,109.03
CONTINGENCY						10%	\$ 23,810.90
GRAND TOTAL							\$ 261,919.93

Project:	R230829.00	Location: Whipple Ave - Holiday St to Munson St					West
Prepared By:	JES	Total Distance:					1739 FT
Date:	8/23/24	Sidewalk Length					1739 FT
Reviewed By:	ACR	Width:					5 FT
Date:	8/23/24	Area					8695 SF
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 5,217.00	\$ 5,217.00
ROADWAY	203	10000	EXCAVATION	348	CY	\$ 70.00	\$ 24,346.00
ROADWAY	203	20000	EMBANKMENT	348	CY	\$ 50.00	\$ 17,390.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	8695	SF	\$ 8.80	\$ 76,516.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	6	EACH	\$ 2,500.00	\$ 15,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,739.00	\$ 3,478.00
ROADWAY SUBTOTAL							\$ 141,947.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2695	SY	\$ 12.00	\$ 32,345.40
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 4,486.62	\$ 4,486.62
EROSION CONTROL	832	30000	EROSION CONTROL	9356	EACH	\$ 1.00	\$ 9,355.82
EROSION CONTROL SUBTOTAL							\$ 46,187.84
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	133	SY	\$ 120.00	\$ 16,000.00
PAVEMENT SUBTOTAL							\$ 16,000.00
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 8,695.00	\$ 8,695.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 8,695.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	126	FT	\$ 8.50	\$ 1,071.00
TRAFFIC CONTROL SUBTOTAL							\$ 1,071.00
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 3,130.20	\$ 3,130.20
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 8,695.00	\$ 8,695.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 869.50	\$ 869.50
INCIDENTALS SUBTOTAL							\$ 18,694.70
RETAINING WALL							
RETAINING WALLS	204	30021	GRANULAR MATERIAL, TYPE C, AS PER PLAN: INCLUDES GEOTEXTILE FABRIC		CY	\$ 45.00	\$31,111
RETAINING WALLS	504	11101	STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN		SF	\$ 35.00	\$351,851.85
RETAINING WALLS	505	11100	PILE DRIVING EQUIPMENT MOBILIZATION		LS	\$ 30,000.00	\$111,111.11
RETAINING WALLS	507	00200	STEEL PILES HP12X53, FURNISHED		FT	\$ 100.00	\$18,148.15
RETAINING WALLS	507	00250	STEEL PILES HP12X53, DRIVEN		FT	\$ 120.00	\$13,333.33
RETAINING WALLS	517	73501	RAILING, PIPE, AS PER PLAN, COMPLETE		FT	\$ 250.00	\$157,444.44
RETAINING WALL SUBTOTAL							\$683,000
TOTAL						\$	915,595.54
CONTINGENCY						10%	\$ 91,559.55
GRAND TOTAL						\$	1,007,155.00



Project:	R230829.00	Location: Belden Village St - Whipple Ave to Higbee Ave					North
Prepared By:	JES	Total Distance:					564 FT
Date:	8/23/24	Sidewalk Length					564 FT
Reviewed By:	ACR	Width:					5 FT
Date:	8/23/24	Area					2820 SF
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 1,692.00	\$ 1,692.00
ROADWAY	203	10000	EXCAVATION	113	CY	\$ 70.00	\$ 7,896.00
ROADWAY	203	20000	EMBANKMENT	113	CY	\$ 50.00	\$ 5,640.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	2820	SF	\$ 8.80	\$ 24,816.00
			CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN				
ROADWAY	608	52001	PLAN	1	EACH	\$ 2,500.00	\$ 2,500.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 564.00	\$ 1,128.00
ROADWAY SUBTOTAL							\$ 43,672.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	874	SY	\$ 12.00	\$ 10,490.40
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 1,455.12	\$ 1,455.12
EROSION CONTROL	832	30000	EROSION CONTROL	3034	EACH	\$ 1.00	\$ 3,034.32
EROSION CONTROL SUBTOTAL							\$ 14,979.84
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	0	SY	\$ 120.00	\$ -
PAVEMENT SUBTOTAL							\$ -
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 2,820.00	\$ 2,820.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 2,820.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	0	FT	\$ 8.50	\$ -
TRAFFIC CONTROL SUBTOTAL							\$ -
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 1,015.20	\$ 1,015.20
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 2,820.00	\$ 2,820.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 282.00	\$ 282.00
INCIDENTALS SUBTOTAL							\$ 10,117.20
TOTAL							\$ 71,589.04
CONTINGENCY						10%	\$ 7,158.90
GRAND TOTAL							\$ 78,747.94

Project:	R230829.00	Location:	Belden Village St - Whipple Ave to Higbee Ave	South			
Prepared By:	JES	Total Distance:	719 FT	(462' of existing sidewalk)			
Date:	8/23/24	Sidewalk Length	658 FT	(462' of existing sidewalk)			
Reviewed By:	ACR	Width:	5 FT				
Date:	8/23/24	Area	3290 SF				
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 2,157.00	\$ 2,157.00
ROADWAY	203	10000	EXCAVATION	132	CY	\$ 70.00	\$ 9,212.00
ROADWAY	203	20000	EMBANKMENT	132	CY	\$ 50.00	\$ 6,580.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	3290	SF	\$ 8.80	\$ 28,952.00
			CURB RAMP WITH DETECTABLE				
ROADWAY	608	52001	WARNING SURFACE, AS PER PLAN	8	EACH	\$ 2,500.00	\$ 20,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 658.00	\$ 1,316.00
ROADWAY SUBTOTAL							\$ 68,217.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	1020	SY	\$ 12.00	\$ 12,238.80
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 1,697.64	\$ 1,697.64
EROSION CONTROL	832	30000	EROSION CONTROL	3868	EACH	\$ 1.00	\$ 3,868.22
EROSION CONTROL SUBTOTAL							\$ 17,804.66
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	133	SY	\$ 120.00	\$ 16,000.00
PAVEMENT SUBTOTAL							\$ 16,000.00
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 3,290.00	\$ 3,290.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 3,290.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"		FT	\$ 8.50	\$ -
TRAFFIC CONTROL SUBTOTAL							\$ -
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 1,184.40	\$ 1,184.40
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 3,290.00	\$ 3,290.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 329.00	\$ 329.00
INCIDENTALS SUBTOTAL							\$ 10,803.40
TOTAL							\$ 116,115.06
CONTINGENCY						10%	\$ 11,611.51
GRAND TOTAL							\$ 127,726.57

Project:	R230829.00	Location: Holiday St - SARTA to Higbee Ave				North	
Prepared By:	JES	Total Distance:				1176 FT	
Date:	8/23/24	Sidewalk Length				1176 FT	
Reviewed By:	ACR	Width:				5 FT	
Date:	8/23/24	Area				5880 SF	
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 3,528.00	\$ 3,528.00
ROADWAY	203	10000	EXCAVATION	235	CY	\$ 70.00	\$ 16,464.00
ROADWAY	203	20000	EMBANKMENT	235	CY	\$ 50.00	\$ 11,760.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	5880	SF	\$ 8.80	\$ 51,744.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	10	EACH	\$ 2,500.00	\$ 25,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,176.00	\$ 2,352.00
ROADWAY SUBTOTAL							\$ 110,848.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	1823	SY	\$ 12.00	\$ 21,873.60
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 3,034.08	\$ 3,034.08
EROSION CONTROL	832	30000	EROSION CONTROL	6327	EACH	\$ 1.00	\$ 6,326.88
EROSION CONTROL SUBTOTAL							\$ 31,234.56
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	311	SY	\$ 120.00	\$ 37,333.33
PAVEMENT SUBTOTAL							\$ 37,333.33
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 5,880.00	\$ 5,880.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 5,880.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"		FT	\$ 8.50	\$ -
TRAFFIC CONTROL SUBTOTAL							\$ -
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 2,116.80	\$ 2,116.80
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 5,880.00	\$ 5,880.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 588.00	\$ 588.00
INCIDENTALS SUBTOTAL							\$ 14,584.80
TOTAL							\$ 199,880.69
CONTINGENCY						10%	\$ 19,988.07
GRAND TOTAL							\$ 219,868.76



Project:	R230829.00	Location: Holiday St - SARTA to Higbee Ave				South	
Prepared By:	JES	Total Distance:		1175 FT			
Date:	8/23/24	Sidewalk Length		981 FT			
Reviewed By:	ACR	Width:		5 FT			
Date:	8/23/24	Area		4905 SF			
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 3,525.00	\$ 3,525.00
ROADWAY	203	10000	EXCAVATION	196	CY	\$ 70.00	\$ 13,734.00
ROADWAY	203	20000	EMBANKMENT	196	CY	\$ 50.00	\$ 9,810.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	4905	SF	\$ 8.80	\$ 43,164.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	2	EACH	\$ 2,500.00	\$ 5,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 981.00	\$ 1,962.00
ROADWAY SUBTOTAL							\$ 77,195.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	1521	SY	\$ 12.00	\$ 18,246.60
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 2,530.98	\$ 2,530.98
EROSION CONTROL	832	30000	EROSION CONTROL	6322	EACH	\$ 1.00	\$ 6,321.50
EROSION CONTROL SUBTOTAL							\$ 27,099.08
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	267	SY	\$ 120.00	\$ 32,000.00
PAVEMENT SUBTOTAL							\$ 32,000.00
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 4,905.00	\$ 4,905.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 4,905.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"		FT	\$ 8.50	\$ -
TRAFFIC CONTROL SUBTOTAL							\$ -
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 1,765.80	\$ 1,765.80
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 4,905.00	\$ 4,905.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 490.50	\$ 490.50
INCIDENTALS SUBTOTAL							\$ 13,161.30
TOTAL							\$ 154,360.38
CONTINGENCY						10%	\$ 15,436.04
GRAND TOTAL							\$ 169,796.42

Project:	R230829.00	Location: Belden Village St - Dressler Rd to Everhard Rd					North
Prepared By:	JES	Total Distance: 789 FT					
Date:	8/23/24	Sidewalk Length 789 FT					
Reviewed By:	ACR	Width: 5 FT					
Date:	8/23/24	Area 3945 SF					
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 2,367.00	\$ 2,367.00
ROADWAY	203	10000	EXCAVATION	158	CY	\$ 70.00	\$ 11,046.00
ROADWAY	203	20000	EMBANKMENT	158	CY	\$ 50.00	\$ 7,890.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	3945	SF	\$ 8.80	\$ 34,716.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	2	EACH	\$ 2,500.00	\$ 5,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 789.00	\$ 1,578.00
ROADWAY SUBTOTAL							\$ 62,597.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	1223	SY	\$ 12.00	\$ 14,675.40
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 2,035.62	\$ 2,035.62
EROSION CONTROL	832	30000	EROSION CONTROL	4245	EACH	\$ 1.00	\$ 4,244.82
EROSION CONTROL SUBTOTAL							\$ 20,955.84
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	222	SY	\$ 120.00	\$ 26,666.67
PAVEMENT SUBTOTAL							\$ 26,666.67
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 3,945.00	\$ 3,945.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 3,945.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"		FT	\$ 8.50	\$ -
TRAFFIC CONTROL SUBTOTAL							\$ -
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 1,420.20	\$ 1,420.20
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 3,945.00	\$ 3,945.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 394.50	\$ 394.50
INCIDENTALS SUBTOTAL							\$ 11,759.70
TOTAL							\$ 125,924.21
CONTINGENCY						10%	\$ 12,592.42
GRAND TOTAL							\$ 138,516.63

Project:	R230829.00	Location: Belden Village St - Dressler Rd to Everhard Rd				South	
Prepared By:	JES	Total Distance:		818 FT			
Date:	8/23/24	Sidewalk Length		818 FT			
Reviewed By:	ACR	Width:		5 FT			
Date:	8/23/24	Area		4090 SF			
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 2,454.00	\$ 2,454.00
ROADWAY	203	10000	EXCAVATION	164	CY	\$ 70.00	\$ 11,452.00
ROADWAY	203	20000	EMBANKMENT	164	CY	\$ 50.00	\$ 8,180.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	4090	SF	\$ 8.80	\$ 35,992.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	0	EACH	\$ 2,500.00	\$ -
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 818.00	\$ 1,636.00
ROADWAY SUBTOTAL							\$ 59,714.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	1268	SY	\$ 12.00	\$ 15,214.80
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 2,110.44	\$ 2,110.44
EROSION CONTROL	832	30000	EROSION CONTROL	4401	EACH	\$ 1.00	\$ 4,400.84
EROSION CONTROL SUBTOTAL							\$ 21,726.08
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	311	SY	\$ 120.00	\$ 37,333.33
PAVEMENT SUBTOTAL							\$ 37,333.33
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 4,090.00	\$ 4,090.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 4,090.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"		FT	\$ 8.50	\$ -
TRAFFIC CONTROL SUBTOTAL							\$ -
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 1,472.40	\$ 1,472.40
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 4,090.00	\$ 4,090.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 409.00	\$ 409.00
INCIDENTALS SUBTOTAL							\$ 11,971.40
TOTAL							\$ 134,834.81
CONTINGENCY						10%	\$ 13,483.48
GRAND TOTAL							\$ 148,318.29



Project:	R230829.00	Location: Metro Circle - Dressler Rd to Everhard Rd					East
Prepared By:	JES	Total Distance:					2334 FT
Date:	8/23/24	Sidewalk Length					2334 FT
Reviewed By:	ACR	Width:					5 FT
Date:	8/23/24	Area					11670 SF
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 7,002.00	\$ 7,002.00
ROADWAY	203	10000	EXCAVATION	467	CY	\$ 70.00	\$ 32,676.00
ROADWAY	203	20000	EMBANKMENT	467	CY	\$ 50.00	\$ 23,340.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	11670	SF	\$ 8.80	\$ 102,696.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	8	EACH	\$ 2,500.00	\$ 20,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 2,334.00	\$ 4,668.00
ROADWAY SUBTOTAL							\$ 190,382.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	3618	SY	\$ 12.00	\$ 43,412.40
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 6,021.72	\$ 6,021.72
EROSION CONTROL	832	30000	EROSION CONTROL	12557	EACH	\$ 1.00	\$ 12,556.92
EROSION CONTROL SUBTOTAL							\$ 61,991.04
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	83	SY	\$ 120.00	\$ 10,000.00
PAVEMENT SUBTOTAL							\$ 10,000.00
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 11,670.00	\$ 11,670.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 11,670.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	208	FT	\$ 8.50	\$ 1,768.00
TRAFFIC CONTROL SUBTOTAL							\$ 1,768.00
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 4,201.20	\$ 4,201.20
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 11,670.00	\$ 11,670.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 1,167.00	\$ 1,167.00
INCIDENTALS SUBTOTAL							\$ 23,038.20
TOTAL						\$	298,849.24
CONTINGENCY						10%	\$ 29,884.92
GRAND TOTAL						\$	328,734.16

Project:	R230829.00	Location: Metro Circle - Dressler Rd to Everhard Rd					West and East
Prepared By:	JES	Total Distance: 2385 FT					
Date:	8/23/24	Sidewalk Length 2355 FT					
Reviewed By:	ACR	Width: 5 FT					
Date:	8/23/24	Area 11775 SF					
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 7,155.00	\$ 7,155.00
ROADWAY	203	10000	EXCAVATION	471	CY	\$ 70.00	\$ 32,970.00
ROADWAY	203	20000	EMBANKMENT	471	CY	\$ 50.00	\$ 23,550.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	11775	SF	\$ 8.80	\$ 103,620.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	8	EACH	\$ 2,500.00	\$ 20,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 2,355.00	\$ 4,710.00
ROADWAY SUBTOTAL							\$ 192,005.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	3650	SY	\$ 12.00	\$ 43,803.00
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 6,153.30	\$ 6,153.30
EROSION CONTROL	832	30000	EROSION CONTROL	12831	EACH	\$ 1.00	\$ 12,831.30
EROSION CONTROL SUBTOTAL							\$ 62,787.60
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	133	SY	\$ 120.00	\$ 16,000.00
PAVEMENT SUBTOTAL							\$ 16,000.00
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 11,775.00	\$ 11,775.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 11,775.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	30	FT	\$ 8.50	\$ 255.00
TRAFFIC CONTROL SUBTOTAL							\$ 255.00
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 4,239.00	\$ 4,239.00
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 11,775.00	\$ 11,775.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 1,177.50	\$ 1,177.50
INCIDENTALS SUBTOTAL							\$ 23,191.50
TOTAL							\$ 306,014.10
CONTINGENCY						10%	\$ 30,601.41
GRAND TOTAL							\$ 336,615.51

Project:	R230829.00	Location:	Metro Circle - Dressler Rd to Everhard Rd	West			
Prepared By:	JES	Total Distance:	2340 FT				
Date:	8/23/24	Sidewalk Length	2340 FT				
Reviewed By:	ACR	Width:	5 FT				
Date:	8/23/24	Area	11700 SF				
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 7,020.00	\$ 7,020.00
ROADWAY	203	10000	EXCAVATION	468	CY	\$ 70.00	\$ 32,760.00
ROADWAY	203	20000	EMBANKMENT	468	CY	\$ 50.00	\$ 23,400.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	11700	SF	\$ 8.80	\$ 102,960.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	0	EACH	\$ 2,500.00	\$ -
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 2,340.00	\$ 4,680.00
ROADWAY SUBTOTAL							\$ 170,820.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	3627	SY	\$ 12.00	\$ 43,524.00
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 6,037.20	\$ 6,037.20
EROSION CONTROL	832	30000	EROSION CONTROL	12589	EACH	\$ 1.00	\$ 12,589.20
EROSION CONTROL SUBTOTAL							\$ 62,150.40
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	194	SY	\$ 120.00	\$ 23,333.33
PAVEMENT SUBTOTAL							\$ 23,333.33
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 11,700.00	\$ 11,700.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 11,700.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"		FT	\$ 8.50	\$ -
TRAFFIC CONTROL SUBTOTAL							\$ -
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 4,212.00	\$ 4,212.00
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 11,700.00	\$ 11,700.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 1,170.00	\$ 1,170.00
INCIDENTALS SUBTOTAL							\$ 23,082.00
TOTAL							\$ 291,085.73
CONTINGENCY						10%	\$ 29,108.57
GRAND TOTAL							\$ 320,194.31



Project:	R230829.00	Location: Dresser Rd - University St to Metro Cir.				West	
Prepared By:	JES	Total Distance:				698 FT	
Date:	8/23/24	Sidewalk Length				698 FT	
Reviewed By:	ACR	Width:				5 FT	
Date:	8/23/24	Area				3490 SF	
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 2,094.00	\$ 2,094.00
ROADWAY	203	10000	EXCAVATION	140	CY	\$ 70.00	\$ 9,772.00
ROADWAY	203	20000	EMBANKMENT	140	CY	\$ 50.00	\$ 6,980.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	3490	SF	\$ 8.80	\$ 30,712.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	1	EACH	\$ 2,500.00	\$ 2,500.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 698.00	\$ 1,396.00
ROADWAY SUBTOTAL							\$ 53,454.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	1082	SY	\$ 12.00	\$ 12,982.80
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 1,800.84	\$ 1,800.84
EROSION CONTROL	832	30000	EROSION CONTROL	3755	EACH	\$ 1.00	\$ 3,755.24
EROSION CONTROL SUBTOTAL							\$ 18,538.88
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	89	SY	\$ 120.00	\$ 10,666.67
PAVEMENT SUBTOTAL							\$ 10,666.67
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 3,490.00	\$ 3,490.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 3,490.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	68	FT	\$ 8.50	\$ 578.00
TRAFFIC CONTROL SUBTOTAL							\$ 578.00
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 1,256.40	\$ 1,256.40
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 3,490.00	\$ 3,490.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 349.00	\$ 349.00
INCIDENTALS SUBTOTAL							\$ 11,095.40
TOTAL							\$ 97,822.95
CONTINGENCY						10%	\$ 9,782.29
GRAND TOTAL							\$ 107,605.24

Project: R230829.00		Location: Dressler Rd - University St to Metro Cir.				East	
Prepared By: JES		Total Distance:		652 FT			
Date: 8/23/24		Sidewalk Length		652 FT			
Reviewed By: ACR		Width:		5 FT			
Date: 8/23/24		Area		3260 SF			
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 1,956.00	\$ 1,956.00
ROADWAY	203	10000	EXCAVATION	130	CY	\$ 70.00	\$ 9,128.00
ROADWAY	203	20000	EMBANKMENT	130	CY	\$ 50.00	\$ 6,520.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	3260	SF	\$ 8.80	\$ 28,688.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	1	EACH	\$ 2,500.00	\$ 2,500.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 652.00	\$ 1,304.00
ROADWAY SUBTOTAL							\$ 50,096.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	1011	SY	\$ 12.00	\$ 12,127.20
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 1,682.16	\$ 1,682.16
EROSION CONTROL	832	30000	EROSION CONTROL	3508	EACH	\$ 1.00	\$ 3,507.76
EROSION CONTROL SUBTOTAL							\$ 17,317.12
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	89	SY	\$ 120.00	\$ 10,666.67
PAVEMENT SUBTOTAL							\$ 10,666.67
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 3,260.00	\$ 3,260.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 3,260.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	47	FT	\$ 8.50	\$ 399.50
TRAFFIC CONTROL SUBTOTAL							\$ 399.50
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 1,173.60	\$ 1,173.60
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 3,260.00	\$ 3,260.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 326.00	\$ 326.00
INCIDENTALS SUBTOTAL							\$ 10,759.60
TOTAL							\$ 92,498.89
CONTINGENCY						10%	\$ 9,249.89
GRAND TOTAL							\$ 101,748.78

Project:	R230829.00	Location: Strip Ave- HOF Bridge to The Strip					West
Prepared By:	JES	Total Distance: 1706 FT					
Date:	8/23/24	Sidewalk Length 1706 FT					
Reviewed By:	ACR	Width: 5 FT					
Date:	8/23/24	Area 8530 SF					
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 5,118.00	\$ 5,118.00
ROADWAY	203	10000	EXCAVATION	341	CY	\$ 70.00	\$ 23,884.00
ROADWAY	203	20000	EMBANKMENT	341	CY	\$ 50.00	\$ 17,060.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	8530	SF	\$ 8.80	\$ 75,064.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	0	EACH	\$ 2,500.00	\$ -
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,706.00	\$ 3,412.00
ROADWAY SUBTOTAL							\$ 124,538.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2644	SY	\$ 12.00	\$ 31,731.60
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 4,401.48	\$ 4,401.48
EROSION CONTROL	832	30000	EROSION CONTROL	9178	EACH	\$ 1.00	\$ 9,178.28
EROSION CONTROL SUBTOTAL							\$ 45,311.36
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	0	SY	\$ 120.00	\$ -
PAVEMENT SUBTOTAL							\$ -
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 8,530.00	\$ 8,530.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 8,530.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	63	FT	\$ 8.50	\$ 535.50
TRAFFIC CONTROL SUBTOTAL							\$ 535.50
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 3,070.80	\$ 3,070.80
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 8,530.00	\$ 8,530.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 853.00	\$ 853.00
INCIDENTALS SUBTOTAL							\$ 18,453.80
TOTAL							\$ 197,368.66
CONTINGENCY						10%	\$ 19,736.87
GRAND TOTAL							\$ 217,105.53



Proj+A1:H53ect:	R230829.00	Location: Strip Ave- HOF Bridge to The Strip					East
Prepared By:	JES	Total Distance:					FT
Date:	8/23/24	Sidewalk Length					-82 FT
Reviewed By:	ACR	Width:					5 FT
Date:	8/23/24	Area					-410 SF
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ -	\$ -
ROADWAY	203	10000	EXCAVATION	-16	CY	\$ 70.00	\$ (1,148.00)
ROADWAY	203	20000	EMBANKMENT	-16	CY	\$ 50.00	\$ (820.00)
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	-410	SF	\$ 8.80	\$ (3,608.00)
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	0	EACH	\$ 2,500.00	\$ -
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ (82.00)	\$ (164.00)
ROADWAY SUBTOTAL							\$ (5,740.00)
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	-127	SY	\$ 12.00	\$ (1,525.20)
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ -	\$ -
EROSION CONTROL	832	30000	EROSION CONTROL	0	EACH	\$ 1.00	\$ -
EROSION CONTROL SUBTOTAL							\$ (1,525.20)
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	0	SY	\$ 120.00	\$ -
PAVEMENT SUBTOTAL							\$ -
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ (410.00)	\$ (410.00)
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ (410.00)
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"		FT	\$ 8.50	\$ -
TRAFFIC CONTROL SUBTOTAL							\$ -
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ (147.60)	\$ (147.60)
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ (410.00)	\$ (410.00)
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ (41.00)	\$ (41.00)
INCIDENTALS SUBTOTAL							\$ 5,401.40
TOTAL							\$ (2,273.80)
CONTINGENCY						10%	\$ (227.38)
GRAND TOTAL							\$ (2,501.18)

Project:	R230829.00	Location: Dressler Rd - Belden Park Crossing to University St				West	
Prepared By:	JES	Total Distance:				725 FT	
Date:	8/23/24	Sidewalk Length				685 FT	
Reviewed By:	ACR	Width:				5 FT	
Date:	8/23/24	Area				3425 SF	
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 2,175.00	\$ 2,175.00
ROADWAY	203	10000	EXCAVATION	137	CY	\$ 70.00	\$ 9,590.00
ROADWAY	203	20000	EMBANKMENT	137	CY	\$ 50.00	\$ 6,850.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	3425	SF	\$ 8.80	\$ 30,140.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	4	EACH	\$ 2,500.00	\$ 10,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 685.00	\$ 1,370.00
ROADWAY SUBTOTAL							\$ 60,125.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	1062	SY	\$ 12.00	\$ 12,741.00
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 1,870.50	\$ 1,870.50
EROSION CONTROL	832	30000	EROSION CONTROL	3901	EACH	\$ 1.00	\$ 3,900.50
EROSION CONTROL SUBTOTAL							\$ 18,512.00
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	89	SY	\$ 120.00	\$ 10,666.67
PAVEMENT SUBTOTAL							\$ 10,666.67
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 3,425.00	\$ 3,425.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 3,425.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	0	FT	\$ 8.50	\$ -
TRAFFIC CONTROL SUBTOTAL							\$ -
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 1,233.00	\$ 1,233.00
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 3,425.00	\$ 3,425.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 342.50	\$ 342.50
INCIDENTALS SUBTOTAL							\$ 11,000.50
TOTAL							\$ 103,729.17
CONTINGENCY						10%	\$ 10,372.92
GRAND TOTAL							\$ 114,102.08

Project:	R230829.00	Location: Dressler Rd - Belden Park Crossing to University St					East
Prepared By:	JES	Total Distance:					725 FT
Date:	8/23/24	Sidewalk Length					622 FT
Reviewed By:	ACR	Width:					5 FT
Date:	8/23/24	Area					3110 SF
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 2,175.00	\$ 2,175.00
ROADWAY	203	10000	EXCAVATION	124	CY	\$ 70.00	\$ 8,708.00
ROADWAY	203	20000	EMBANKMENT	124	CY	\$ 50.00	\$ 6,220.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	3110	SF	\$ 8.80	\$ 27,368.00
			CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN				
ROADWAY	608	52001		4	EACH	\$ 2,500.00	\$ 10,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 622.00	\$ 1,244.00
ROADWAY SUBTOTAL							\$ 55,715.00
EROSION CONTROL							
EROSION CONTR	659	00300	TOPSOIL, SEEDING, AND MULCHING	964	SY	\$ 12.00	\$ 11,569.20
EROSION CONTR	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 1,604.76	\$ 1,604.76
EROSION CONTR	832	30000	EROSION CONTROL	3901	EACH	\$ 1.00	\$ 3,900.50
EROSION CONTROL SUBTOTAL							\$ 17,074.46
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	0	SY	\$ 120.00	\$ -
PAVEMENT SUBTOTAL							\$ -
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 3,110.00	\$ 3,110.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 3,110.00
TRAFFIC CONTROL							
TRAFFIC CONTR	643	620	CROSSWALK LINE, 12"		FT	\$ 8.50	\$ -
TRAFFIC CONTROL SUBTOTAL							\$ -
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
			CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 1,119.60	\$ 1,119.60
INCIDENTALS	623	10000		1	LS	\$ 3,110.00	\$ 3,110.00
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 3,110.00	\$ 3,110.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 311.00	\$ 311.00
INCIDENTALS SUBTOTAL							\$ 10,540.60
TOTAL							\$ 86,440.06
CONTINGENCY						10%	\$ 8,644.01
GRAND TOTAL							\$ 95,084.07



Project:	R230829.00	Location:	Dressler Rd - Belden Village St to Belpar St	East			
Prepared By:	JES	Total Distance:	2018 FT				
Date:	8/23/24	Sidewalk Length	2018 FT				
Reviewed By:	ACR	Width:	5 FT				
Date:	8/23/24	Area	10090 SF				
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 6,054.00	\$ 6,054.00
ROADWAY	203	10000	EXCAVATION	404	CY	\$ 70.00	\$ 28,252.00
ROADWAY	203	20000	EMBANKMENT	404	CY	\$ 50.00	\$ 20,180.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	10090	SF	\$ 8.80	\$ 88,792.00
ROADWAY	608	52001	WARNING SURFACE, AS PER PLAN	14	EACH	\$ 2,500.00	\$ 35,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 2,018.00	\$ 4,036.00
ROADWAY SUBTOTAL							\$ 182,314.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	3128	SY	\$ 12.00	\$ 37,534.80
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 5,206.44	\$ 5,206.44
EROSION CONTROL	832	30000	EROSION CONTROL	10857	EACH	\$ 1.00	\$ 10,856.84
EROSION CONTROL SUBTOTAL							\$ 53,598.08
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	444	SY	\$ 120.00	\$ 53,333.33
PAVEMENT SUBTOTAL							\$ 53,333.33
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 10,090.00	\$ 10,090.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 10,090.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"		FT	\$ 8.50	\$ -
TRAFFIC CONTROL SUBTOTAL							\$ -
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 3,632.40	\$ 3,632.40
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 10,090.00	\$ 10,090.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 1,009.00	\$ 1,009.00
INCIDENTALS SUBTOTAL							\$ 20,731.40
TOTAL							\$ 320,066.81
CONTINGENCY 10%							\$ 32,006.68
GRAND TOTAL							\$ 352,073.49

Project:	R230829.00	Location: Belpar St - Dressler Rd to Everhard Rd					North
Prepared By:	JES	Total Distance: 1408 FT					
Date:	8/23/24	Sidewalk Length 1408 FT					
Reviewed By:	ACR	Width: 5 FT					
Date:	8/23/24	Area 7040 SF					
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 4,224.00	\$ 4,224.00
ROADWAY	203	10000	EXCAVATION	282	CY	\$ 70.00	\$ 19,712.00
ROADWAY	203	20000	EMBANKMENT	282	CY	\$ 50.00	\$ 14,080.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	7040	SF	\$ 8.80	\$ 61,952.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	13	EACH	\$ 2,500.00	\$ 32,500.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,408.00	\$ 2,816.00
ROADWAY SUBTOTAL							\$ 135,284.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2182	SY	\$ 12.00	\$ 26,188.80
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 3,632.64	\$ 3,632.64
EROSION CONTROL	832	30000	EROSION CONTROL	7575	EACH	\$ 1.00	\$ 7,575.04
EROSION CONTROL SUBTOTAL							\$ 37,396.48
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	356	SY	\$ 120.00	\$ 42,666.67
PAVEMENT SUBTOTAL							\$ 42,666.67
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 7,040.00	\$ 7,040.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 7,040.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"		FT	\$ 8.50	\$ -
TRAFFIC CONTROL SUBTOTAL							\$ -
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 2,534.40	\$ 2,534.40
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 7,040.00	\$ 7,040.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 704.00	\$ 704.00
INCIDENTALS SUBTOTAL							\$ 16,278.40
TOTAL							\$ 238,665.55
CONTINGENCY						10%	\$ 23,866.55
GRAND TOTAL							\$ 262,532.10

Project:	R230829.00	Location: Belpar St - Dressler Rd to Everhard Rd				South	
Prepared By:	JES	Total Distance:		1423 FT			
Date:	8/23/24	Sidewalk Length		1423 FT			
Reviewed By:	ACR	Width:		5 FT			
Date:	8/23/24	Area		7115 SF			
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 4,269.00	\$ 4,269.00
ROADWAY	203	10000	EXCAVATION	285	CY	\$ 70.00	\$ 19,922.00
ROADWAY	203	20000	EMBANKMENT	285	CY	\$ 50.00	\$ 14,230.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	7115	SF	\$ 8.80	\$ 62,612.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	13	EACH	\$ 2,500.00	\$ 32,500.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,423.00	\$ 2,846.00
ROADWAY SUBTOTAL							\$ 136,379.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2206	SY	\$ 12.00	\$ 26,467.80
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 3,671.34	\$ 3,671.34
EROSION CONTROL	832	30000	EROSION CONTROL	7656	EACH	\$ 1.00	\$ 7,655.74
EROSION CONTROL SUBTOTAL							\$ 37,794.88
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	267	SY	\$ 120.00	\$ 32,000.00
PAVEMENT SUBTOTAL							\$ 32,000.00
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 7,115.00	\$ 7,115.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 7,115.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"		FT	\$ 8.50	\$ -
TRAFFIC CONTROL SUBTOTAL							\$ -
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 2,561.40	\$ 2,561.40
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 7,115.00	\$ 7,115.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 711.50	\$ 711.50
INCIDENTALS SUBTOTAL							\$ 16,387.90
TOTAL							\$ 229,676.78
CONTINGENCY						10%	\$ 22,967.68
GRAND TOTAL							\$ 252,644.46



Project: R230829.00		Location: Everhard Rd - Whipple Ave to Metro Cir / I-77 Ramp					South
Prepared By: JES		Total Distance:		1390 FT			
Date: 8/23/24		Sidewalk Length		1271 FT			
Reviewed By: ACR		Width:		5 FT			
Date: 8/23/24		Area		6355 SF			
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 4,170.00	\$ 4,170.00
ROADWAY	203	10000	EXCAVATION	254	CY	\$ 70.00	\$ 17,794.00
ROADWAY	203	20000	EMBANKMENT	254	CY	\$ 50.00	\$ 12,710.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	6355	SF	\$ 8.80	\$ 55,924.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	0	EACH	\$ 2,500.00	\$ -
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,271.00	\$ 2,542.00
ROADWAY SUBTOTAL							\$ 93,140.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	1970	SY	\$ 12.00	\$ 23,640.60
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 3,279.18	\$ 3,279.18
EROSION CONTROL	832	30000	EROSION CONTROL	7478	EACH	\$ 1.00	\$ 7,478.20
EROSION CONTROL SUBTOTAL							\$ 34,397.98
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	0	SY	\$ 120.00	\$ -
PAVEMENT SUBTOTAL							\$ -
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 6,355.00	\$ 6,355.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 6,355.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	184	FT	\$ 8.50	\$ 1,564.00
TRAFFIC CONTROL SUBTOTAL							\$ 1,564.00
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 2,287.80	\$ 2,287.80
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 6,355.00	\$ 6,355.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 635.50	\$ 635.50
INCIDENTALS SUBTOTAL							\$ 15,278.30
TOTAL							\$ 150,735.28
CONTINGENCY						10%	\$ 15,073.53
GRAND TOTAL							\$ 165,808.81

Project:	R230829.00	Location: Everhard Rd - Metro Cir / I-77 Ramp to Dressler Rd				North	
Prepared By:	JES	Total Distance: 1227 FT					
Date:	8/23/24	Sidewalk Length 1097 FT					
Reviewed By:	ACR	Width: 5 FT					
Date:	8/23/24	Area 5485 SF					
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 3,681.00	\$ 3,681.00
ROADWAY	203	10000	EXCAVATION	219	CY	\$ 70.00	\$ 15,358.00
ROADWAY	203	20000	EMBANKMENT	219	CY	\$ 50.00	\$ 10,970.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	5485	SF	\$ 8.80	\$ 48,268.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	1	EACH	\$ 2,500.00	\$ 2,500.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,097.00	\$ 2,194.00
ROADWAY SUBTOTAL							\$ 82,971.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	1700	SY	\$ 12.00	\$ 20,404.20
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 3,165.66	\$ 3,165.66
EROSION CONTROL	832	30000	EROSION CONTROL	6601	EACH	\$ 1.00	\$ 6,601.26
EROSION CONTROL SUBTOTAL							\$ 30,171.12
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	311	SY	\$ 120.00	\$ 37,333.33
PAVEMENT SUBTOTAL							\$ 37,333.33
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 5,485.00	\$ 5,485.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 5,485.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	130	FT	\$ 8.50	\$ 1,105.00
TRAFFIC CONTROL SUBTOTAL							\$ 1,105.00
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 1,974.60	\$ 1,974.60
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 5,485.00	\$ 5,485.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 548.50	\$ 548.50
INCIDENTALS SUBTOTAL							\$ 14,008.10
TOTAL							\$ 171,073.55
CONTINGENCY						10%	\$ 17,107.36
GRAND TOTAL							\$ 188,180.91

Project:	R230829.00	Location: Everhard Rd - Metro Cir / I-77 Ramp to Dressler Rd				South	
Prepared By:	JES	Total Distance:		1218 FT			
Date:	8/23/24	Sidewalk Length		1122 FT			
Reviewed By:	ACR	Width:		5 FT			
Date:	8/23/24	Area		5610 SF			
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 3,654.00	\$ 3,654.00
ROADWAY	203	10000	EXCAVATION	224	CY	\$ 70.00	\$ 15,708.00
ROADWAY	203	20000	EMBANKMENT	224	CY	\$ 50.00	\$ 11,220.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	5610	SF	\$ 8.80	\$ 49,368.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	0	EACH	\$ 2,500.00	\$ -
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,122.00	\$ 2,244.00
ROADWAY SUBTOTAL							\$ 82,194.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	1739	SY	\$ 12.00	\$ 20,869.20
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 2,894.76	\$ 2,894.76
EROSION CONTROL	832	30000	EROSION CONTROL	6553	EACH	\$ 1.00	\$ 6,552.84
EROSION CONTROL SUBTOTAL							\$ 30,316.80
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	89	SY	\$ 120.00	\$ 10,666.67
PAVEMENT SUBTOTAL							\$ 10,666.67
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 5,610.00	\$ 5,610.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 5,610.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	192	FT	\$ 8.50	\$ 1,632.00
TRAFFIC CONTROL SUBTOTAL							\$ 1,632.00
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 2,019.60	\$ 2,019.60
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 5,610.00	\$ 5,610.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 561.00	\$ 561.00
INCIDENTALS SUBTOTAL							\$ 14,190.60
TOTAL							\$ 144,610.07
CONTINGENCY						10%	\$ 14,461.01
GRAND TOTAL							\$ 159,071.07



Project:	R230829.00	Location: Everhard Rd - Dressler Rd to Belden Village St					West
Prepared By:	JES	Total Distance:					938 FT
Date:	8/23/24	Sidewalk Length					814 FT
Reviewed By:	ACR	Width:					5 FT
Date:	8/23/24	Area					4070 SF
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 2,814.00	\$ 2,814.00
ROADWAY	203	10000	EXCAVATION	163	CY	\$ 70.00	\$ 11,396.00
ROADWAY	203	20000	EMBANKMENT	163	CY	\$ 50.00	\$ 8,140.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	4070	SF	\$ 8.80	\$ 35,816.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	2	EACH	\$ 2,500.00	\$ 5,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 814.00	\$ 1,628.00
ROADWAY SUBTOTAL							\$ 64,794.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	1262	SY	\$ 12.00	\$ 15,140.40
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 2,420.04	\$ 2,420.04
EROSION CONTROL	832	30000	EROSION CONTROL	5046	EACH	\$ 1.00	\$ 5,046.44
EROSION CONTROL SUBTOTAL							\$ 22,606.88
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	133	SY	\$ 120.00	\$ 16,000.00
PAVEMENT SUBTOTAL							\$ 16,000.00
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 4,070.00	\$ 4,070.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 4,070.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	124	FT	\$ 8.50	\$ 1,054.00
TRAFFIC CONTROL SUBTOTAL							\$ 1,054.00
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 1,465.20	\$ 1,465.20
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 4,070.00	\$ 4,070.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 407.00	\$ 407.00
INCIDENTALS SUBTOTAL							\$ 11,942.20
TOTAL							\$ 120,467.08
CONTINGENCY						10%	\$ 12,046.71
GRAND TOTAL							\$ 132,513.79

Project:	R230829.00	Location:	Everhard Rd - Dressler Rd to Belden Village St	East			
Prepared By:	JES	Total Distance:	737 FT				
Date:	8/23/24	Sidewalk Length	737 FT				
Reviewed By:	ACR	Width:	5 FT				
Date:	8/23/24	Area	3685 SF				
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 2,211.00	\$ 2,211.00
ROADWAY	203	10000	EXCAVATION	147	CY	\$ 70.00	\$ 10,318.00
ROADWAY	203	20000	EMBANKMENT	147	CY	\$ 50.00	\$ 7,370.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	3685	SF	\$ 8.80	\$ 32,428.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	6	EACH	\$ 2,500.00	\$ 15,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 737.00	\$ 1,474.00
ROADWAY SUBTOTAL							\$ 68,801.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	1142	SY	\$ 12.00	\$ 13,708.20
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 1,901.46	\$ 1,901.46
EROSION CONTROL	832	30000	EROSION CONTROL	3965	EACH	\$ 1.00	\$ 3,965.06
EROSION CONTROL SUBTOTAL							\$ 19,574.72
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	267	SY	\$ 120.00	\$ 32,000.00
PAVEMENT SUBTOTAL							\$ 32,000.00
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 3,685.00	\$ 3,685.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 3,685.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	96	FT	\$ 8.50	\$ 816.00
TRAFFIC CONTROL SUBTOTAL							\$ 816.00
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 1,326.60	\$ 1,326.60
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 3,685.00	\$ 3,685.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 368.50	\$ 368.50
INCIDENTALS SUBTOTAL							\$ 11,380.10
TOTAL							\$ 136,256.82
CONTINGENCY						10%	\$ 13,625.68
GRAND TOTAL							\$ 149,882.50

Project:	R230829.00	Location: Everhard Rd - Belden Village St to Belpar St					West
Prepared By:	JES	Total Distance: 1475 FT					
Date:	8/23/24	Sidewalk Length 1429 FT					
Reviewed By:	ACR	Width: 5 FT					
Date:	8/23/24	Area 7145 SF					
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 4,425.00	\$ 4,425.00
ROADWAY	203	10000	EXCAVATION	286	CY	\$ 70.00	\$ 20,006.00
ROADWAY	203	20000	EMBANKMENT	286	CY	\$ 50.00	\$ 14,290.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	7145	SF	\$ 8.80	\$ 62,876.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	1	EACH	\$ 2,500.00	\$ 2,500.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,429.00	\$ 2,858.00
ROADWAY SUBTOTAL							\$ 106,955.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2215	SY	\$ 12.00	\$ 26,579.40
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 3,805.50	\$ 3,805.50
EROSION CONTROL	832	30000	EROSION CONTROL	7936	EACH	\$ 1.00	\$ 7,935.50
EROSION CONTROL SUBTOTAL							\$ 38,320.40
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	178	SY	\$ 120.00	\$ 21,333.33
PAVEMENT SUBTOTAL							\$ 21,333.33
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 7,145.00	\$ 7,145.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 7,145.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"		FT	\$ 8.50	\$ -
TRAFFIC CONTROL SUBTOTAL							\$ -
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 2,572.20	\$ 2,572.20
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 7,145.00	\$ 7,145.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 714.50	\$ 714.50
INCIDENTALS SUBTOTAL							\$ 16,431.70
TOTAL							\$ 190,185.43
CONTINGENCY						10%	\$ 19,018.54
GRAND TOTAL							\$ 209,203.98



Project:	R230829.00	Location: Everhard Rd - Belden Village St to Belpar St				East	
Prepared By:	JES	Total Distance:		1503 FT			
Date:	8/23/24	Sidewalk Length		1503 FT			
Reviewed By:	ACR	Width:		5 FT			
Date:	8/23/24	Area		7515 SF			
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 4,509.00	\$ 4,509.00
ROADWAY	203	10000	EXCAVATION	301	CY	\$ 70.00	\$ 21,042.00
ROADWAY	203	20000	EMBANKMENT	301	CY	\$ 50.00	\$ 15,030.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	7515	SF	\$ 8.80	\$ 66,132.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	5	EACH	\$ 2,500.00	\$ 12,500.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,503.00	\$ 3,006.00
ROADWAY SUBTOTAL							\$ 122,219.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2330	SY	\$ 12.00	\$ 27,955.80
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 3,877.74	\$ 3,877.74
EROSION CONTROL	832	30000	EROSION CONTROL	8086	EACH	\$ 1.00	\$ 8,086.14
EROSION CONTROL SUBTOTAL							\$ 39,919.68
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	444	SY	\$ 120.00	\$ 53,333.33
PAVEMENT SUBTOTAL							\$ 53,333.33
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 7,515.00	\$ 7,515.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 7,515.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	90	FT	\$ 8.50	\$ 765.00
TRAFFIC CONTROL SUBTOTAL							\$ 765.00
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 2,705.40	\$ 2,705.40
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 7,515.00	\$ 7,515.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 751.50	\$ 751.50
INCIDENTALS SUBTOTAL							\$ 16,971.90
TOTAL							\$ 240,723.91
CONTINGENCY						10%	\$ 24,072.39
GRAND TOTAL							\$ 264,796.30

Project:	R230829.00	Location: Everhard Rd -Belpar St to Fulton Dr					East
Prepared By:	JES	Total Distance:					1813 FT
Date:	8/23/24	Sidewalk Length					1722 FT
Reviewed By:	ACR	Width:					5 FT
Date:	8/23/24	Area					8610 SF
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 5,439.00	\$ 5,439.00
ROADWAY	203	10000	EXCAVATION	344	CY	\$ 70.00	\$ 24,108.00
ROADWAY	203	20000	EMBANKMENT	344	CY	\$ 50.00	\$ 17,220.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	8610	SF	\$ 8.80	\$ 75,768.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	8	EACH	\$ 2,500.00	\$ 20,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,722.00	\$ 3,444.00
ROADWAY SUBTOTAL							\$ 145,979.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2669	SY	\$ 12.00	\$ 32,029.20
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 4,442.76	\$ 4,442.76
EROSION CONTROL	832	30000	EROSION CONTROL	9754	EACH	\$ 1.00	\$ 9,753.94
EROSION CONTROL SUBTOTAL							\$ 46,225.90
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	489	SY	\$ 120.00	\$ 58,666.67
PAVEMENT SUBTOTAL							\$ 58,666.67
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 8,610.00	\$ 8,610.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 8,610.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	193	FT	\$ 8.50	\$ 1,640.50
TRAFFIC CONTROL SUBTOTAL							\$ 1,640.50
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 3,099.60	\$ 3,099.60
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 8,610.00	\$ 8,610.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 861.00	\$ 861.00
INCIDENTALS SUBTOTAL							\$ 18,570.60
TOTAL							\$ 279,692.67
CONTINGENCY						10%	\$ 27,969.27
GRAND TOTAL							\$ 307,661.93

Project:	R230829.00	Location: Whipple Ave - Munson St to 38th St					West
Prepared By:	JES	Total Distance: 1502 FT					
Date:	8/23/24	Sidewalk Length 1502 FT					
Reviewed By:	ACR	Width: 5 FT					
Date:	8/23/24	Area 7510 SF					
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 4,506.00	\$ 4,506.00
ROADWAY	203	10000	EXCAVATION	300	CY	\$ 70.00	\$ 21,028.00
ROADWAY	203	20000	EMBANKMENT	300	CY	\$ 50.00	\$ 15,020.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	7510	SF	\$ 8.80	\$ 66,088.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	1	EACH	\$ 2,500.00	\$ 2,500.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,502.00	\$ 3,004.00
ROADWAY SUBTOTAL							\$ 112,146.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2328	SY	\$ 12.00	\$ 27,937.20
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 3,875.16	\$ 3,875.16
EROSION CONTROL	832	30000	EROSION CONTROL	8081	EACH	\$ 1.00	\$ 8,080.76
EROSION CONTROL SUBTOTAL							\$ 39,893.12
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	178	SY	\$ 120.00	\$ 21,333.33
PAVEMENT SUBTOTAL							\$ 21,333.33
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 7,510.00	\$ 7,510.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 7,510.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"		FT	\$ 8.50	\$ -
TRAFFIC CONTROL SUBTOTAL							\$ -
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 2,703.60	\$ 2,703.60
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 7,510.00	\$ 7,510.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 751.00	\$ 751.00
INCIDENTALS SUBTOTAL							\$ 16,964.60
TOTAL							\$ 197,847.05
CONTINGENCY						10%	\$ 19,784.71
GRAND TOTAL							\$ 217,631.76

Project:	R230829.00	Location: Fulton Rd - Everhard Rd to Belden Green Rd				North	
Prepared By:	JES	Total Distance: 1578 FT					
Date:	8/23/24	Sidewalk Length 1578 FT					
Reviewed By:	ACR	Width: 5 FT					
Date:	8/23/24	Area 7890 SF					
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 4,734.00	\$ 4,734.00
ROADWAY	203	10000	EXCAVATION	316	CY	\$ 70.00	\$ 22,092.00
ROADWAY	203	20000	EMBANKMENT	316	CY	\$ 50.00	\$ 15,780.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	7890	SF	\$ 8.80	\$ 69,432.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	2	EACH	\$ 2,500.00	\$ 5,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,578.00	\$ 3,156.00
ROADWAY SUBTOTAL							\$ 120,194.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2446	SY	\$ 12.00	\$ 29,350.80
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 4,071.24	\$ 4,071.24
EROSION CONTROL	832	30000	EROSION CONTROL	8490	EACH	\$ 1.00	\$ 8,489.64
EROSION CONTROL SUBTOTAL							\$ 41,911.68
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	311	SY	\$ 120.00	\$ 37,333.33
PAVEMENT SUBTOTAL							\$ 37,333.33
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 7,890.00	\$ 7,890.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 7,890.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	85	FT	\$ 8.50	\$ 722.50
TRAFFIC CONTROL SUBTOTAL							\$ 722.50
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 2,840.40	\$ 2,840.40
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 7,890.00	\$ 7,890.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 789.00	\$ 789.00
INCIDENTALS SUBTOTAL							\$ 17,519.40
TOTAL							\$ 225,570.91
CONTINGENCY						10%	\$ 22,557.09
GRAND TOTAL							\$ 248,128.00



Project:	R230829.00	Location: Fulton Rd - Everhard Rd to Belden Green Rd					South
Prepared By:	JES	Total Distance:					1541 FT
Date:	8/23/24	Sidewalk Length					1509 FT
Reviewed By:	ACR	Width:					5 FT
Date:	8/23/24	Area					7545 SF
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 4,623.00	\$ 4,623.00
ROADWAY	203	10000	EXCAVATION	302	CY	\$ 70.00	\$ 21,126.00
ROADWAY	203	20000	EMBANKMENT	302	CY	\$ 50.00	\$ 15,090.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	7545	SF	\$ 8.80	\$ 66,396.00
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	6	EACH	\$ 2,500.00	\$ 15,000.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,509.00	\$ 3,018.00
ROADWAY SUBTOTAL							\$ 125,253.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2339	SY	\$ 12.00	\$ 28,067.40
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 3,975.78	\$ 3,975.78
EROSION CONTROL	832	30000	EROSION CONTROL	8291	EACH	\$ 1.00	\$ 8,290.58
EROSION CONTROL SUBTOTAL							\$ 40,333.76
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	0	SY	\$ 120.00	\$ -
PAVEMENT SUBTOTAL							\$ -
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 7,545.00	\$ 7,545.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 7,545.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	112	FT	\$ 8.50	\$ 952.00
TRAFFIC CONTROL SUBTOTAL							\$ 952.00
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 2,716.20	\$ 2,716.20
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 7,545.00	\$ 7,545.00
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 754.50	\$ 754.50
INCIDENTALS SUBTOTAL							\$ 17,015.70
TOTAL							\$ 191,099.46
CONTINGENCY						10%	\$ 19,109.95
GRAND TOTAL							\$ 210,209.41

Project:	R230829.00	Location: Fulton Dr -Belden Green Rd to Dressler Rd				North	
Prepared By:	JES	Total Distance:				1358 FT	
Date:	8/23/24	Sidewalk Length				1358 FT	
Reviewed By:	ACR	Width:				5 FT	
Date:	8/23/24	Area				6790 SF	
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE							
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY							
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 4,074.00	\$ 4,074.00
ROADWAY	203	10000	EXCAVATION	272	CY	\$ 70.00	\$ 19,012.00
ROADWAY	203	20000	EMBANKMENT	272	CY	\$ 50.00	\$ 13,580.00
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	6790	SF	\$ 8.80	\$ 59,752.00
			CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN				
ROADWAY	608	52001	PLAN	1	EACH	\$ 2,500.00	\$ 2,500.00
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,358.00	\$ 2,716.00
ROADWAY SUBTOTAL							\$ 101,634.00
EROSION CONTROL							
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2105	SY	\$ 12.00	\$ 25,258.80
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 3,503.64	\$ 3,503.64
EROSION CONTROL	832	30000	EROSION CONTROL	7306	EACH	\$ 1.00	\$ 7,306.04
EROSION CONTROL SUBTOTAL							\$ 36,068.48
PAVEMENT							
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	167	SY	\$ 120.00	\$ 20,000.00
PAVEMENT SUBTOTAL							\$ 20,000.00
MAINTENANCE OF TRAFFIC							
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 6,790.00	\$ 6,790.00
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 6,790.00
TRAFFIC CONTROL							
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	85	FT	\$ 8.50	\$ 722.50
TRAFFIC CONTROL SUBTOTAL							\$ 722.50
WATER WORK							
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -
WATER WORK SUBTOTAL							\$ -
INCIDENTALS							
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00
			CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 2,444.40	\$ 2,444.40
INCIDENTALS	623	10000		1	LS	\$ 6,790.00	\$ 6,790.00
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 6,790.00	\$ 6,790.00
			ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 679.00	\$ 679.00
INCIDENTALS	203	98500		1	LS	\$ 679.00	\$ 679.00
INCIDENTALS SUBTOTAL							\$ 15,913.40
TOTAL							\$ 181,128.38
CONTINGENCY						10%	\$ 18,112.84
GRAND TOTAL							\$ 199,241.22

Project: R230829.00		Location: Dressler Rd - Munson St to Fulton Dr					East	
Prepared By: JES		Total Distance:		1696 FT				
Date: 8/23/24		Sidewalk Length		1696 FT				
Reviewed By: ACR		Width:		5 FT				
Date: 8/23/24		Area		8480 SF				
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE								
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE	
ROADWAY								
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 5,088.00	\$ 5,088.00	
ROADWAY	203	10000	EXCAVATION	339	CY	\$ 70.00	\$ 23,744.00	
ROADWAY	203	20000	EMBANKMENT	339	CY	\$ 50.00	\$ 16,960.00	
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	8480	SF	\$ 8.80	\$ 74,624.00	
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	18	EACH	\$ 2,500.00	\$ 45,000.00	
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 1,696.00	\$ 3,392.00	
ROADWAY SUBTOTAL							\$ 168,808.00	
EROSION CONTROL								
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	2629	SY	\$ 12.00	\$ 31,545.60	
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 4,375.68	\$ 4,375.68	
EROSION CONTROL	832	30000	EROSION CONTROL	9124	EACH	\$ 1.00	\$ 9,124.48	
EROSION CONTROL SUBTOTAL							\$ 45,045.76	
PAVEMENT								
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -	
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	489	SY	\$ 120.00	\$ 58,666.67	
PAVEMENT SUBTOTAL							\$ 58,666.67	
MAINTENANCE OF TRAFFIC								
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 8,480.00	\$ 8,480.00	
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 8,480.00	
TRAFFIC CONTROL								
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	260	FT	\$ 8.50	\$ 2,210.00	
TRAFFIC CONTROL SUBTOTAL							\$ 2,210.00	
WATER WORK								
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -	
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -	
WATER WORK SUBTOTAL							\$ -	
INCIDENTALS								
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00	
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 3,052.80	\$ 3,052.80	
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 8,480.00	\$ 8,480.00	
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 848.00	\$ 848.00	
INCIDENTALS SUBTOTAL							\$ 18,380.80	
TOTAL							\$ 301,591.23	
CONTINGENCY						10%	\$ 30,159.12	
GRAND TOTAL							\$ 331,750.35	

Project: R230829.00		Location: Fulton Dr - Dressler Rd to Whipple Ave					South	
Prepared By: JES		Total Distance:		3741 FT				
Date: 8/23/24		Sidewalk Length		3635 FT				
Reviewed By: ACR		Width:		5 FT				
Date: 8/23/24		Area		18175 SF				
SCATS BELDEN VILLAGE PEDESTRIAN STUDY - QUANTITY AND COST ESTIMATE								
	ITEM	EXT	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE	
ROADWAY								
ROADWAY	201	11000	CLEARING AND GRUBBING	1	LS	\$ 10,905.00	\$ 10,905.00	
ROADWAY	203	10000	EXCAVATION	727	CY	\$ 70.00	\$ 50,890.00	
ROADWAY	203	20000	EMBANKMENT	727	CY	\$ 50.00	\$ 36,350.00	
ROADWAY	608	10001	4" CONCRETE WALK, AS PER PLAN	18175	SF	\$ 8.80	\$ 159,940.00	
ROADWAY	608	52001	CURB RAMP WITH DETECTABLE WARNING SURFACE, AS PER PLAN	34	EACH	\$ 2,500.00	\$ 85,000.00	
ROADWAY	990	24600	LANDSCAPING ADJUSTMENT	2	LS	\$ 3,635.00	\$ 7,270.00	
ROADWAY SUBTOTAL							\$ 350,355.00	
EROSION CONTROL								
EROSION CONTROL	659	00300	TOPSOIL, SEEDING, AND MULCHING	5634	SY	\$ 12.00	\$ 67,611.00	
EROSION CONTROL	832	15000	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 9,651.78	\$ 9,651.78	
EROSION CONTROL	832	30000	EROSION CONTROL	19556	EACH	\$ 1.00	\$ 19,556.30	
EROSION CONTROL SUBTOTAL							\$ 96,819.08	
PAVEMENT								
PAVEMENT	452	10051	6" DRIVEWAY REPLACEMENT, AS PER PLAN		SY	\$ 105.00	\$ -	
PAVEMENT	452	12051	8" CONCRETE PAVEMENT, AS PER PLAN	667	SY	\$ 120.00	\$ 80,000.00	
PAVEMENT SUBTOTAL							\$ 80,000.00	
MAINTENANCE OF TRAFFIC								
MOT	614	11000	MAINTAINING TRAFFIC	1	LS	\$ 18,175.00	\$ 18,175.00	
MAINTENANCE OF TRAFFIC SUBTOTAL							\$ 18,175.00	
TRAFFIC CONTROL								
TRAFFIC CONTROL	643	620	CROSSWALK LINE, 12"	260	FT	\$ 8.50	\$ 2,210.00	
TRAFFIC CONTROL SUBTOTAL							\$ 2,210.00	
WATER WORK								
WATER WORK	638	10800	VALVE BOX ADJUSTED TO GRADE		EACH	\$ 750.00	\$ -	
WATER WORK	638	10400	FIRE HYDRANT ADJUSTED TO GRADE		EACH	\$ 1,500.00	\$ -	
WATER WORK SUBTOTAL							\$ -	
INCIDENTALS								
INCIDENTALS	614	11130	LAW ENFORCEMENT OFFICER FOR ASSISTANCE, AS DIRECTED	40	HR	\$ 150.00	\$ 6,000.00	
INCIDENTALS	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (0.075% OF CONSTRUCTION COSTS)	1	LS	\$ 6,543.00	\$ 6,543.00	
INCIDENTALS	624	10000	MOBILIZATION	1	LS	\$ 18,175.00	\$ 18,175.00	
INCIDENTALS	203	98500	ROADWAY, MISC.: PRE-CONSTRUCTION VIDEO	1	LS	\$ 1,817.50	\$ 1,817.50	
INCIDENTALS SUBTOTAL							\$ 32,535.50	
TOTAL							\$ 580,094.58	
CONTINGENCY						10%	\$ 58,009.46	
GRAND TOTAL							\$ 638,104.04	