

Village of Montpelier, Ohio Active Transportation Plan 2025



Village of Montpelier

3/1/2018 First Adopted
2/24/2020 Update Adopted
4/14/2025 Update Adopted

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ACKNOWLEDGEMENTS

The Montpelier Active Transportation Plan has been a collaborative effort involving multiple stakeholders from the community. The current plan has been updated with the help of the following individuals:

Steering Committee Members:

Jason Rockey, Administrator	Village of Montpelier
Chris Kannel, Council	Village of Montpelier
Nathan Thompson, Council	Village of Montpelier
Sandy Gordon	Village of Montpelier, Parks & Recreation
Kevin Motter	Veterans representative, Village of Montpelier Council
Angela Hillard	Montpelier Park Board
Patti Rockey	Montpelier School Board
Kelly Herzog	Montpelier Chamber of Commerce
Oscar Hernandez, Commissioner	Williams County Health Department
Chad Tinkel	Parkview Health, Ohio
Chad Adams	20/20 Custom Molded Plastics
Derek Walz	Wispy Willow Farms
Nicki Rigelman	Resident
Joy Richmond	Resident
Randy Miller	Northwestern Ohio Rails to Trails Association

With assistance from: Maumee Valley Planning Organization



Denotes revised or new sections in 2025.
Editors: Chris Kannel, Sandy Gordon, Nate Thompson
Clerk of Council: Molly Collert



Executive Summary

The Village of Montpelier first adopted an Active Transportation Plan (ATP) in March 2018. The ATP continues to serve as the long-range guiding document for the development of safe, user-oriented bicycle, pedestrian and multimodal connections within the village and to the western end of the Wabash Cannonball Trail. The network of trails is raising awareness of the historical, educational, recreational and natural value of the area, encouraging healthy lifestyles and serving as a catalyst for economic development within the downtown.



This effort is based on decades of discussion in Montpelier related to trails and recreational infrastructure. Appendix E – Minutes from the April 24, 1984 meeting of the Montpelier Recreation Board includes discussion about a proposed trail along the St. Joseph River.

The planning process was originally built on “Moving Together: 2040 Transportation Master Plan” developed by Maumee Valley Planning Organization and engaged stakeholders within the region. Throughout the planning process, the village has garnered grassroots support for the development of these trails through a series of news articles, steering committee meetings, surveys and public meetings.

Trails and greenways impact our economy through tourism, events, community improvement, property values, health care costs, jobs and investment, and consumer spending.

- “Economic Benefits Linked to Trails,” American Trails Magazine

The plan includes existing trails, current projects and proposed improvements. As seen on the mapping, there is an emphasis on routes and connections. The recommended facilities include on-road facilities (signed bike routes, shared lanes, marked shared lanes, paved shoulders and bike lanes) and separated facilities (shared use paths, rails to trails) with a need for bicycle/pedestrian bridges, intersection improvements, trail access improvements and other accommodations to create a safe environment and serve the needs of pedestrians and cyclists. The plan also includes

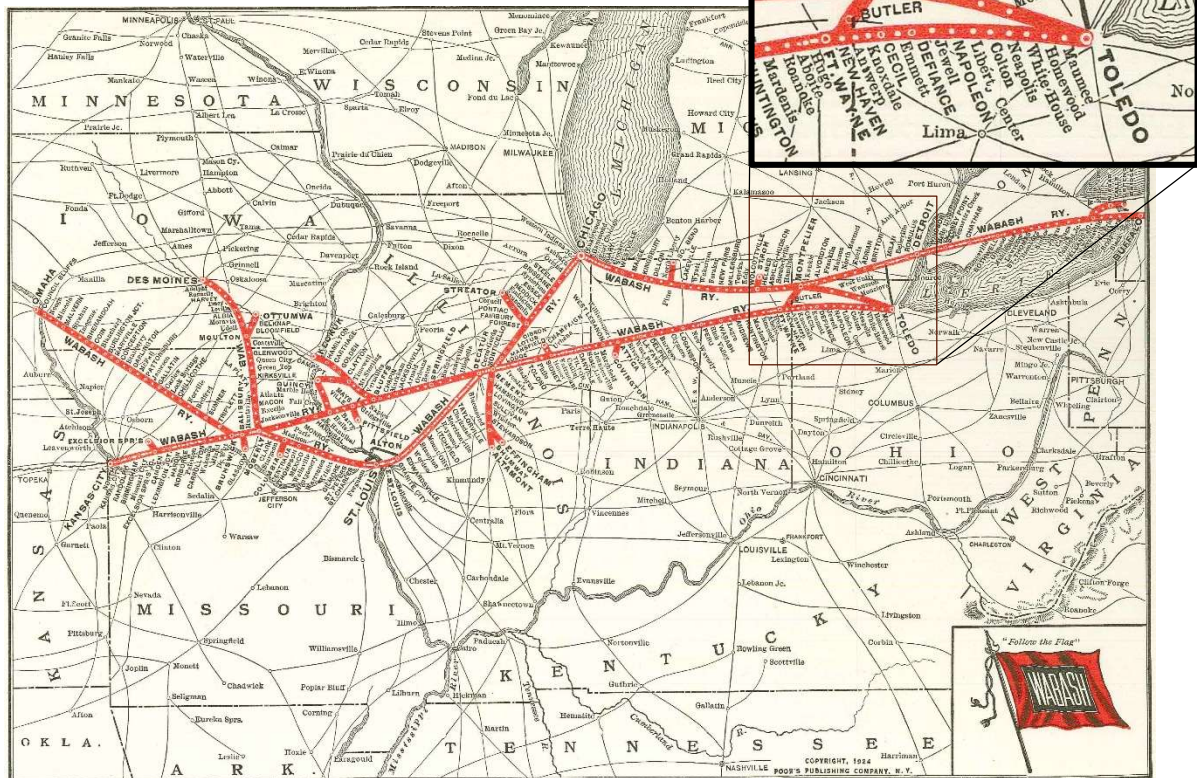
recommendations for the trail system such as trail amenities (wayfinding, bicycle parking and trail hubs) and the consideration of emergency access and trail safety. Educating the public, both drivers and cyclists, on bicycle laws, bicycle safety and the proper way to ride on the road, is a critical step in the implementation of this plan.





The implementation of this Plan continues to require the involvement of the Steering Committee partners as lead agencies, funding applications and partners that work to educate the public, develop programming, maintain the trail system and update the Plan. The Plan provides a list of prioritized routes and current and potential projects to be matched with available funding sources. This plan continues to guide the Village beyond the acceptance of the Plan to ensure the development of the Active Transportation network.

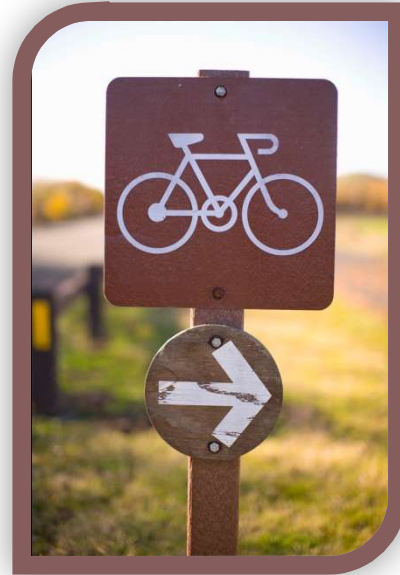
This 1924 map of the Wabash Railway identifies Montpelier as a regional hub in the system. Our goal is to similarly make Montpelier a hub for Active Transportation in the region.





Vision and Goals

The Village of Montpelier recognizes the opportunity to enhance the economic viability of the area by expanding trail and on-road facilities to points of interest within the community. The Village of Montpelier continues to expand Active Transportation inside the Village and connect those resources to regional trails. The ultimate goal is to create a network of trails and connectors where walking and bicycling are safe and convenient, providing viable transportation and recreation options for residents of all ages and skill levels. These improvements will lead to enhanced economic development opportunities by supporting existing businesses as well as opening new business opportunities for entrepreneurs.



The Village of Montpelier draws people to the community and its points of interest by constructing and promoting trails and providing connectivity to destinations including the Williams County Fairgrounds, shopping/dining opportunities, the Montpelier Senior Center, cultural and historic sites including Main Street Park, Patriots Point Park, segments of the Underground Railroad, Williams County Veterans Memorial Building and Garden and the Williams County Historical Society. Continued implementation of the Active Transportation Plan connects neighborhoods to both active and passive parks, water recreation, historic downtown and will expand those connection to cultural and historic sites and Montpelier Public Schools.

Trails can be a valuable primary prevention tool by providing a safe, cost-effective way for individuals to acquire physical activity outdoors.

- CDC Guide to Community Prevention

The health benefits of trails may also encourage more use, as studies show that 30 minutes of daily physical activity can reduce the risk of heart disease, diabetes, high blood pressure and more. Walking and biking provide an easy and convenient way to meet the Centers for Disease Control and Prevention's recommended 30 minutes of physical activity per day and can help communities lower their public health costs. The CDC's Guide to Community Prevention section, "Creation of or Enhanced Access to Places for

Physical Activity Combined with Informational Outreach Activities," gave trails the highest marks with a Strong Evidence of Effectiveness rating. Trails can be a valuable primary prevention tool by providing a safe and cost-effective way for individuals to acquire physical activity outdoors.



Existing Conditions



Municipal Parks – Montpelier hosts many park properties and outdoor recreational resources. These existing facilities are critical features of the community with their own unique histories and assets. Since many of these resources are noted throughout the Active Transportation Plan, as destinations or important connection points, a detailed description of the existing parks are included as an Appendix to the ATP.



Wabash Cannonball Trail (WCT) / State Bike Route 90 - When Norfolk Southern Railroad announced the abandonment of service on the Wabash Cannonball rail line in 1990, several local visionaries and enthusiasts gathered to share ideas about creating a public recreational trail and utility corridor. Their dream became reality on March 24, 1994, when the corridor was purchased by Northwestern Ohio Rail to Trails Association, Inc. (NORTA). The Wabash Cannonball Trail (WCT), State Bike Route 90, is one of Ohio's longest rail-trails, covering a total of 66 miles and traversing four counties: Fulton, Henry, Lucas and Williams. The Trail is owned by several partners within the four counties. With the Toledo Metropolitan Area Council of Governments (TMACOG) acting as coordinating partner for the project, the land-owning partners are Lucas County, the City of Maumee, NORTA, Metroparks of the Toledo Area, the City of Wauseon, the Village of Whitehouse, and (since 2021) Williams County and Village of Montpelier. Portions of the WCT within Williams County are certified segments of the North Country National Scenic Trail, a 4,600 mile long hiking trail connecting the Lewis and Clark Trail in western North Dakota with the Appalachian Trail in upstate New York.

The Wabash Cannonball Trail terminates abruptly at County Road 13 at the eastern edge of the Village of Montpelier corporation limits. It currently lacks wayfinding signage and has very limited trailhead parking at this location. As part of ODOT’s 2017 effort to designate State Bike Routes, the WCT has been designated State Bike Route 90 and continues from the existing Wabash Cannonball terminus to the south along County Road 13 then turning west on County Road K, continuing along the southern edge of Montpelier’s corporation limits. Because this proposed route skirts the Village, it does not adequately connect neighborhoods, shopping, historic and cultural sites and other points of interest within the community.

In 2021 the Village of Montpelier acquired 4 miles of the Wabash Cannonball Trail from NORTA. The new Montpelier section of the WCT runs from County Road 13 to County Road 17. The rest of the WCT in Williams County is now owned by the County. Members of the ATP Steering Committee organized local funds to sponsor a Preliminary Engineering Study to pave the Montpelier and Williams County sections of the WCT which was completed in 2023:

Montpelier Section (CR 13 – CR 17)	\$7,058,000
Williams County Section (CR 17 – Fulton County Line)	\$11,259,000

In 2024, the Village of Montpelier made two applications to ODOT to pave the Wabash Cannonball Trail:

Transportation Alternatives Program, County Road 13 to County Road 15
Pedestrian & Bike Special Solicitation, County Road 15 to County Road 17



St. Joseph River Corridor - The St. Joseph River corridor is widely undeveloped as it runs through the Village. The 75 acres owned by the Village along the river is the ideal location to develop a trail network as well as create water access and additional passive and active recreation activities that presently do not exist. Several planning and recreation initiatives have been proposed for this property over the decades since it was donated to the Village in late 1970s. Since the adoption of the first ATP, these objectives have started to become a reality.



Main Street / State Route 107 Railroad Overpass – In 2019, ODOT completed renovations of the railroad overpass on East Main Street / State Route 107. Based on the 2018 ATP, the Village worked closely with ODOT and Poggemeyer Design Group and applied for ODOT safety grant funding to modify driving patterns and add bicycle lanes and crosswalks. This project provided the first significant improvement in the implementation of the ATP and Veterans Memorial Trail (see page 24).



County Road 13 Connector – Following the Railroad Overpass project, the Village collaborated with the Williams County Engineer's Office to install a connector between Main Street / State Route 107 and the Wabash Cannonball Trail. This connector continues to satisfy the strategic objective of connecting the WCT to the downtown via a Veterans Memorial Trail. The 0.25 mile asphalt connector was dedicated in 2021.

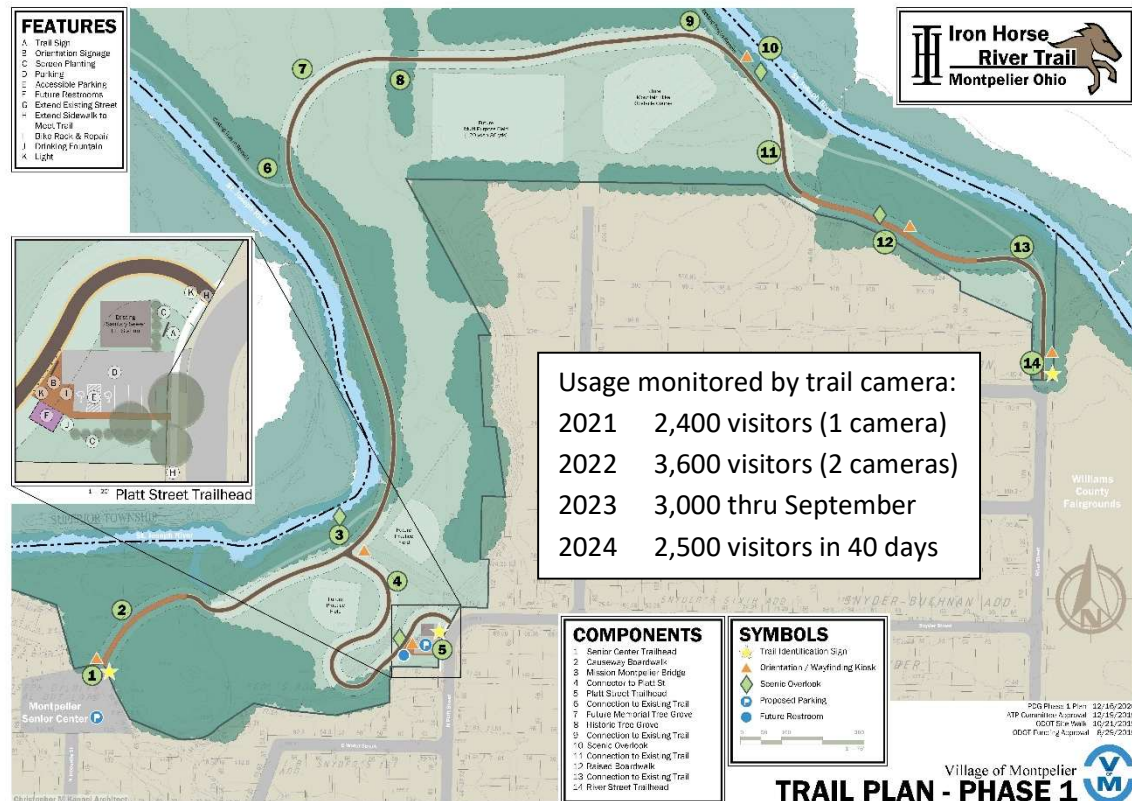


Founders Park – Initial 2018 funding requests for the Iron Horse River Trail were successful in securing \$325,000 of State Budget Capital Funds. However, initial applications to ODOT were not successful. Village administration received permission from Senator McColley and ODNR to reallocate the Capital Funds to acquire derelict and underutilized downtown buildings and demolish them to create Founders Park. The park was finished in 2022, serves as the central trailhead for the Iron Horse River Trail, and has become a critical part of the Village's outdoor activity space.



Iron Horse River Trail – Initially proposed in 2016, IHRT was the original inspiration for connection to the WCT and, ultimately, the Active Transportation Plan. ODOT Transportation Alternatives Program (ATP) grant was awarded in 2019. COVID placed a pause on the project but also inspired members of the ATP committee to organize "Mission Montpelier", a volunteer day that brought more than 75 volunteers to make a positive impact on the community. More than 25 volunteers worked with hand tools, chainsaws and two skid steers to open the historic

“Moose Trail” along the St. Joseph River to general use. Multiple improvements were made to the old trail which eventually came to be known by the future improved trail name.



Construction of Phase 1 of the Iron Horse River Trail was substantially completed in 2024 at a cost of approximately \$1,200,000. The dedication of the IHRT was held at Founders Park on Saturday, October 26 with local, state and federal dignitaries in attendance.



2024 IHRT Dedication (L-R)
Councilmembers Chris Kannel, Nate Thompson, Heather Freese, Melissa Ewers, County Commissioner Lew Hilkert, State Representative Jim Hoops, Mayor Steve Yagelski, Park Board member Matt Reid, Village Administrator Jason Rockey, Park Board President Angela Hillard, Councilmember Kevin Motter, Recreation Director Sandy Gordon.



Moses H. Loudon

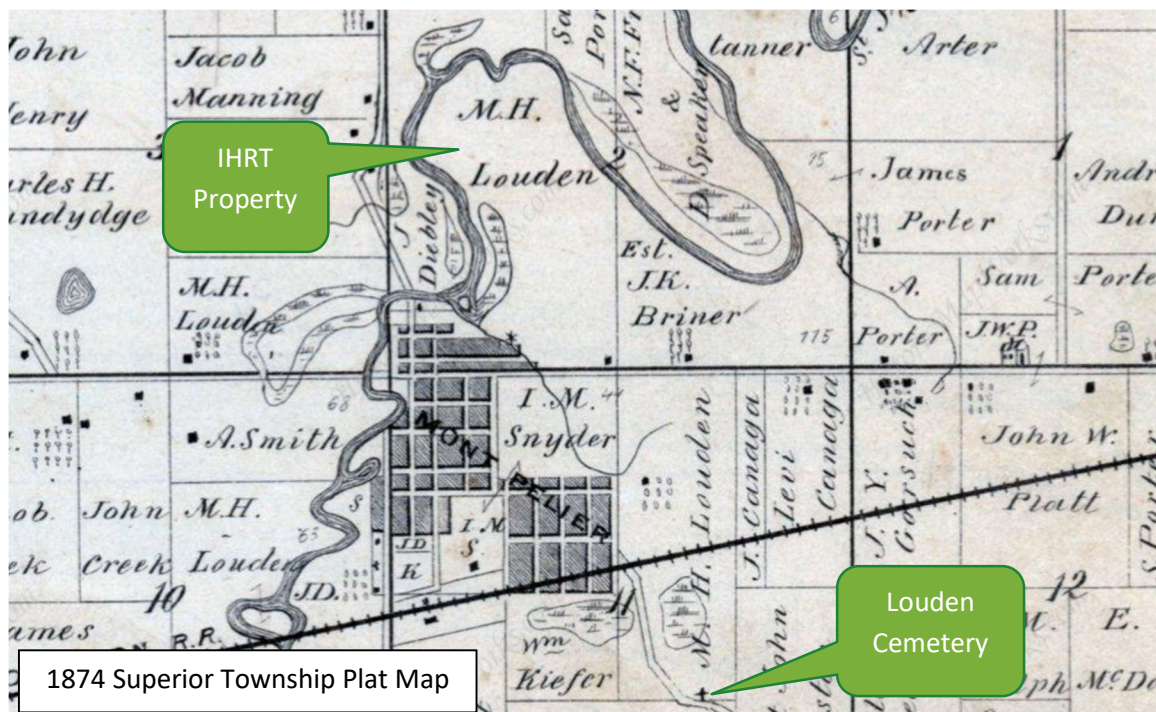
Born July 15, 1802 in Beaver County, Pennsylvania, Moses H. Loudon (M.H. Loudon) moved to Superior Township in 1843. Numerous historic publications in Williams County note that Mr. Loudon was a notorious and outspoken abolitionist and station master on the Underground Railroad:

Political Abolitionist, Bryan Ohio, Wednesday, September 17, 1856 – Mr. Loudon is noted as a member of the Radical Abolition party and a member of at least two committees.

The Bryan Press, Bryan Ohio, August 18, 1886 – a notice appeared describing Mr. Loudon: “he, just a few short years ago, was extending a strong arm to the helpless fugitive slaves, to assist them from the darkness of human slavery into the light of freedom beyond the lakes.”

The Leader Enterprise, Montpelier Ohio, Thursday, March 3, 1887 – Obituary for Mr. Loudon (died February 28, 1887) noted that “he managed a station of the ‘underground railroad’.”

Mr. Loudon owned multiple parcels around Montpelier in the mid-1800s. On June 24, 1853, he and his wife sold land for one dollar to James T. Pratt, Daniel Kint and Williams Shaul, trustees of the land that become known as Loudon Cemetery. Mr. & Mrs. Loudon are buried in Loudon Cemetery.



Thanks to Sandy Gordon for compiling the newspaper clippings and information on Mr. Loudon which are attached as Appendix G.





Strategies and Policies

2019 Williams County Active Transportation Plan

Community leaders in Williams County came together in late 2017 to create the Williams County Parks Committee. Members of the County Health Department, County Engineering staff, municipal representatives, as well as regional trail supporters and other County organizations formed the Committee in order to better connect parks throughout the County, share resources, and ultimately enhance amenities in Williams County while improving the overall quality of life for residents and visitors alike. Through meeting and discussing ideas, the Committee recognized the need for Active Transportation while planning for bicycle and pedestrian connectivity. The main purpose of this Plan is to outline the vision, goals, and strategies needed to support increased modes of Active Transportation in Williams County.

Goals of the Plan

- 1) Connectivity: Increase connections between places for non-motorized means of travel
- 2) Safety: Improve the safety and efficiency of the transportation system for non-motorized users
- 3) Accessibility: Enhance mobility for all users
- 4) Health: Support healthy lifestyles for all residents
- 5) Growth: Enhance and promote quality of place assets to attract people and industry to the County

2019 Ohio Trails Vision (ODNR)

The Ohio Trails Vision creates a path forward for Ohio to continue being a national leader in developing trails while recognizing that trails provide significant economic and community benefits. Partnerships will be key to implementing and realizing the vision.

- Overall Goal: Provide a trail experience within 5 miles of every Ohioan.
- Multi-use Trail Goal: Provide a connected multi-use trail network that links every county in Ohio.
- Natural Surface Trail Goals: Provide a natural surface hiking trail in each community in Ohio and work to complete the Buckeye Trail and the North Country National Scenic Trail.
- Motorized Trail Goal: Provide at least two destination quality motorized trail experiences for motorized recreational vehicles with overnight amenities and expand regional trail opportunities for motorized recreational vehicle users.
- Mountain Biking Trail Goal: Provide at least four destination quality trails that qualify for the International Mountain Bicycling Association (IMBA) EPIC Designation and two communities that are designated as IMBA Ride Centers.
- Equestrian Trail Goal: Provide and improve destination quality equestrian trails throughout the state.
- Water Trail Goal: Increase the total mileage of designated water trails in the state to 1,200 miles.



2020 On the Move 2045 (TMACOG) - The purpose of the “On the Move: 2015-2045 Transportation Plan – Update 2020” is to provide a program of transportation projects, initiatives, and policies that will guide more than \$3.8 billion of public investment over 25 years to enhance our regional transportation system. This plan takes a total modal view as all transportation modes are included, and there is a focus on integrating improvements to further develop an intermodal transportation system moving both people and goods.

The Wabash Cannonball Trail figures prominently in the TMACOG plan including improvements to the trail itself and connections to the trail. While Williams County and Montpelier are not part of TMACOG, and so our projects are not included in this plan, references to the WCT demonstrate the importance of the trail to regional planning efforts and economic development.

2021 Moving Together 2045 (MVPO) – Moving Together 2045, was developed using a continuing, comprehensive, and cooperative planning process. The long-range transportation plan creates a vision for the future of the Region’s transportation network by outlining goals and objectives, analyzing existing and future conditions, identifying regional priorities, and proposing recommendations for Defiance, Fulton, Henry, Paulding and Williams Counties.

A few of the highlights identified in the Moving Together 2045 report:

- Bicycle and Pedestrian Initiatives Goal
 - Need to: ◊ Increase the number of bicycle and pedestrian facilities
 - ◊ Identify, prioritize, and support active transportation initiatives
 - ◊ Create a regional complete streets policy document
- MVPO’s Transportation Committees prioritized and ranked the recommended projects on the list based on regional importance in order to highlight projects that are most significant to the Region as a whole. 160 specific projects and multiple studies were recommended and prioritized:
 - #1 – Williams County - CR 13 Bike Path - SR 107 to Wabash Cannonball Trail
 - #3 – Wabash Cannonball Trail Upgrades and Improvements in Fulton and Williams Counties

2023 Wabash Cannonball Preliminary Engineering Study

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2023 Community Health Improvement Plan (CHIP) 2023-2025

The purpose of the CHIP is to describe how hospitals, health departments, and other community stakeholders will work to improve the health of the county. The CHIP is designed to set priorities, direct the use of resources, and develop and implement projects, programs, and policies. The CHIP is more comprehensive than the roles and responsibilities of health organizations alone, and the plan's development must include participation of a broad set of community stakeholders and partners. This CHIP reflects the results of a collaborative planning process that includes significant involvement by a variety of community sectors.

Relevant statistics from the 2023 CHIP:

- 10% of respondents did not participate in at least 60 minutes of physical activity on any day in past week
- 27% of adults did not participate in any physical activity in the past week
- 10% of youth did not participate in at least 60 minutes of physical activity on at least 1 day in the past week

One major gap identified by the 2023 CHIP:

1. Opportunities for physical activity/active living:

- Complete streets
- Green spaces and parks
- Places for physical activity

Recommended Action Items

Priority #2: Health Behaviors & Built Environment: work toward improving health behaviors

Strategy 1: Complete Streets (Village of Montpelier & Williams County Health Department)

Strategy 2: Green space and parks/bike and pedestrian master plans

Goals

Complete Streets	By December 2025, the percentage of adults reporting no physical activity in the past week will reduce from 27% to 24%. By December 2025, the percentage of adults reporting no leisure-time physical activity in the past month will reduce from 30% to 26%. By December 2025, the percent of youth who did not participate in at least 60 minutes of physical activity on at least one day in the past week will decrease from 10% to 8%.	Adult physical inactivity: Percent of adults reporting no physical activity in the past week (CHA) Adult physical activity: Percent of adults reporting no leisure-time physical activity in the past month (BRFSS as compiled by CHR) Youth physical inactivity: Percent of youth who did not participate in at least 60 minutes of physical activity on at least 1 day in the past week (CHA)
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Green space and parks/bike and pedestrian master plans	By December 2025, the percentage of adults reporting no physical activity in the past week will reduce from 27% to 24%. By December 2025, the percentage of adults reporting no leisure-time physical activity in the past month will reduce from 30% to 26%. By December 2025, the percent of youth who did not participate in at least 60 minutes of physical activity on at least one day in the past week will decrease from 10% to 8%.	Adult physical inactivity: Percent of adults reporting no physical activity in the past week (CHA) Adult physical activity: Percent of adults reporting no leisure-time physical activity in the past month (BRFSS as compiled by CHR) Youth physical inactivity: Percent of youth who did not participate in at least 60 minutes of physical activity on at least 1 day in the past week (CHA)
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2023 WEDCO Housing Study

In 2023 Williams County Economic Development Corporation (WEDCO) commissioned an update to the 2018 housing study. The 2023 study did not cover all of the same objectives from the 2018 plan. Among other noteworthy observations from the 2018 plan:

Rentals. 38.9% of respondents indicated that they would pay a little more for housing that had immediate access to walking trails/paths that were connected directly to parkland/reserved green space and/or entertainment/restaurants.

For-Sale. Two-thirds of the homeowner respondents would be willing to pay a little more for housing that had immediate access to walking trails/paths that were connected directly to parkland/reserved green space and/or entertainment/restaurants. It has been DDA's experience that the premium for these types of locations can vary typically from 10% to 20%, depending on the location and the surrounding uses.

2024 Ohio Statewide Comprehensive Outdoor Recreation Plan (SCORP/ODNR)

The State has five outdoor recreation priorities, in no order of importance:

- Advance the trail network
 - The highest ranked recreational facility that Ohioans wanted more of was natural surface trails; Paved, multi-use trails ranked second
 - Trail access points with adequate parking and amenities are seen as essential for creating a social gathering space and a sense of place
 - Focus on completing trail projects that fill gaps, complete long-distance trails, build connections with existing trails, and create connections within and between communities
- Improve, enhance, and adapt existing recreational facilities
 - Focus on incorporating sustainable design concepts, integrating technology and safety enhancements in upgrades and improvements, and ensuring projects have sustainable maintenance plans and community support
- Emphasize recreational opportunities and access to Ohio's waters

- Survey respondents indicated the desire for more canoeing and kayaking access, facilities, and water trails.
 - There has been an increase of more than 100,000 canoe/kayak registrations in Ohio from 2017 to 2021.
- Improve awareness and access to outdoor recreation opportunities
 - Not having information on where facilities are located was a top 5 reason for not participating in most recreation categories.
 - Increase familiarity with nearby recreational opportunities using technology and strategic marketing
 - Use universal design and adaptive equipment that provides recreational opportunities for all users
- Protect and sustain the natural environment
 - Many of the state's most popular outdoor activities are dependent upon having high-quality natural resources such as wetlands, forests, rivers, and lakes
 - Provide appropriate outdoor recreation experiences in areas that can sustain use



Types of Facilities

This report refers to the standard bicycle facility definitions identified by AASHTO's Guide for the Development of Bicycle Facilities (Fourth Edition). There are two main types of facilities that can be provided: separated facilities and on-road facilities.

Separated Facilities

Separated facilities are typically comprised of shared use paths and sidepaths, and, as indicated by the name, they are separated from motor vehicle traffic. In addition, they may be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

A Shared Use Path is a bikeway physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way.

A Sidepath is a shared use path located immediately adjacent and parallel to a roadway.

Rail Trails. An abandoned railroad corridor can be an ideal location for shared use paths. The existing Wabash Cannonball Trail is placed on an abandoned rail corridor.

On-Road Bicycle Facilities

Separated facilities cannot always be provided and aren't desirable for all users. On-road bicycle facilities tend to be more feasible in built environments. The following is a listing of the various on-road facilities with their respective definitions.

Shared Lanes. A lane of a traveled way that is open to both bicycle and motor vehicle travel, but doesn't necessarily have pavement markings or signage.

Sharrows. A shared-lane marking, or sharrow, is a street marking installed to indicate where people should preferably cycle. It is not a dedicated lane, but an indication of lane to be shared by bicycles and motor vehicles.

Marked Shared Lanes. A lane of a traveled way that is open to both bicycle and motor vehicle travel. The lane includes pavement markings to indicate appropriate bicycle positioning.

Paved Shoulders. The roadway shoulder is the portion of the roadway continuous with the traveled way that accommodates stopped vehicles and emergency use. Shoulders, where paved, are often used by bicyclists.



Bike Lanes. A portion of the roadway that has been designed for preferential or exclusive use by bicyclists using pavement markings and signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designated as a contra-flow lane.



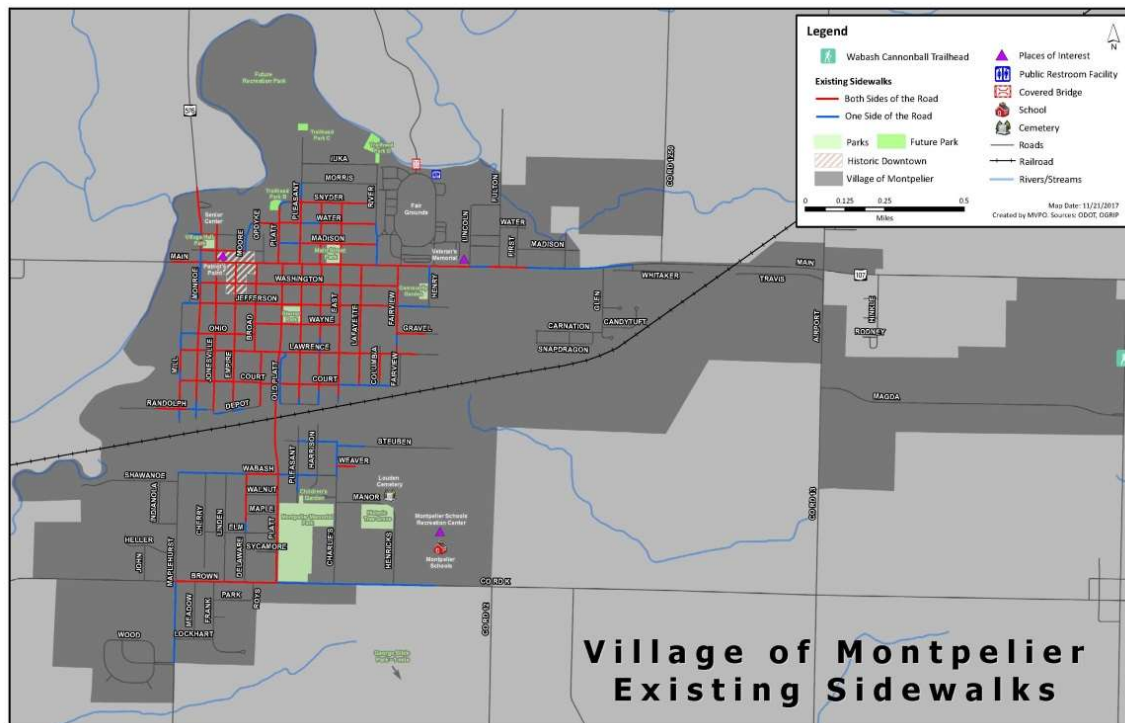
Barriers to Bicycle and Pedestrian Travel

What are the barriers to bicycle and pedestrian travel? Why aren't more people bicycling and walking? The most common reasons, echoed in the survey results, are typically concerns about safety, lack of facilities and routes, weather concerns and free time. The existence of physical barriers or connectivity gaps only adds to this.

In Montpelier, there are significant barriers:

- Lack of wayfinding signage
- Under-developed trails and access
- Lack of adequate trailhead facilities
- Lack of signage of bike routes
- No defined bike routes connecting community assets
- ADA access over the Norfolk & Southern railroad along both State Route 107 and on Old Platt Street
- Gaps in sidewalks

Village side sidewalk inventory (2017)



Ways to Address Barriers

The following are ways to address common physical barriers to building bicycle and pedestrian facilities:

- Provide grade-separated bicycle and pedestrian crossings (bridges)
- Improve at-grade crossings of major arteries that are not limited access
- Install wayfinding signage and clear bike route markings
- Evaluate streets for the creation of dedicated bike lanes, shared lanes or the improvement of paved shoulders
- Identify and construct sidewalks where gaps exist
- Install trailhead facilities and trail amenities



Safety

Since studies indicate an increase in bicycling and walking in recent years, it would be expected that this increase would result in an increase in motor vehicle collisions involving bicyclists and pedestrians, but the opposite is actually true. When bikes and pedestrians are commonplace, motorists expect them and take precautions. By providing infrastructure for bikes and pedestrians, motorists are given visual reminders to anticipate others along the route. In addition, they know where to expect them. But additional efforts can be made.

Improving Safety

One of the goals of this plan is to improve the safety of pedestrians and bicyclists. This can be accomplished through design, education and enforcement.

All roadway projects within the village should be evaluated to determine if the needs of bicyclists and pedestrians are being met in addition to motorists. This approach to roadway design is known as **Complete Streets**. Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities



regardless of their mode of transportation (National Complete Streets Coalition). This approach not only applies to new design or reconstruction, but also resurfacing projects. Existing traffic counts and patterns can be reevaluated prior to a reconstruction, but also resurfacing projects. Existing traffic counts and patterns can be reevaluated prior to a resurfacing to determine if the existing conditions still warrant current lane configurations and widths. In some instances the number and width of vehicle lanes can be reduced in order to accommodate bike lanes. A reduction in lane width has also been shown to reduce vehicle speeds, further enhancing safety along a corridor.

Closing gaps in pedestrian facilities and addressing inadequate facilities will also enhance safety. These issues can be addressed as standalone projects, but should also be evaluated and improved as roadway projects are designed and constructed.

Safe Routes to Schools (SRTS) programs have been instrumental in making changes in communities by involving parents, schools, community leaders and local, state and federal government to promote healthy living, safe infrastructure and physical activity starting with bicycling and walking to school. We encourage the Village to revisit the SRTS program to see if additional funding may be available to improve safety and increase accessibility by not only funding infrastructure improvements, but also safety education for children.



Usability & Beautification

Although not necessarily a recommendation from AASHTO, the Village of Montpelier should strive to include facilities that enhance the usability and beauty of Active Transportation infrastructure. Assets that should be included in future projects:

1. Benches
2. Shade Trees
3. Historical Markers





Improvements and Proposed Routes

Based on input from Village Council, Steering Committee and existing transportation planning documents, a list of improvements has been developed. They have been prioritized as follows:

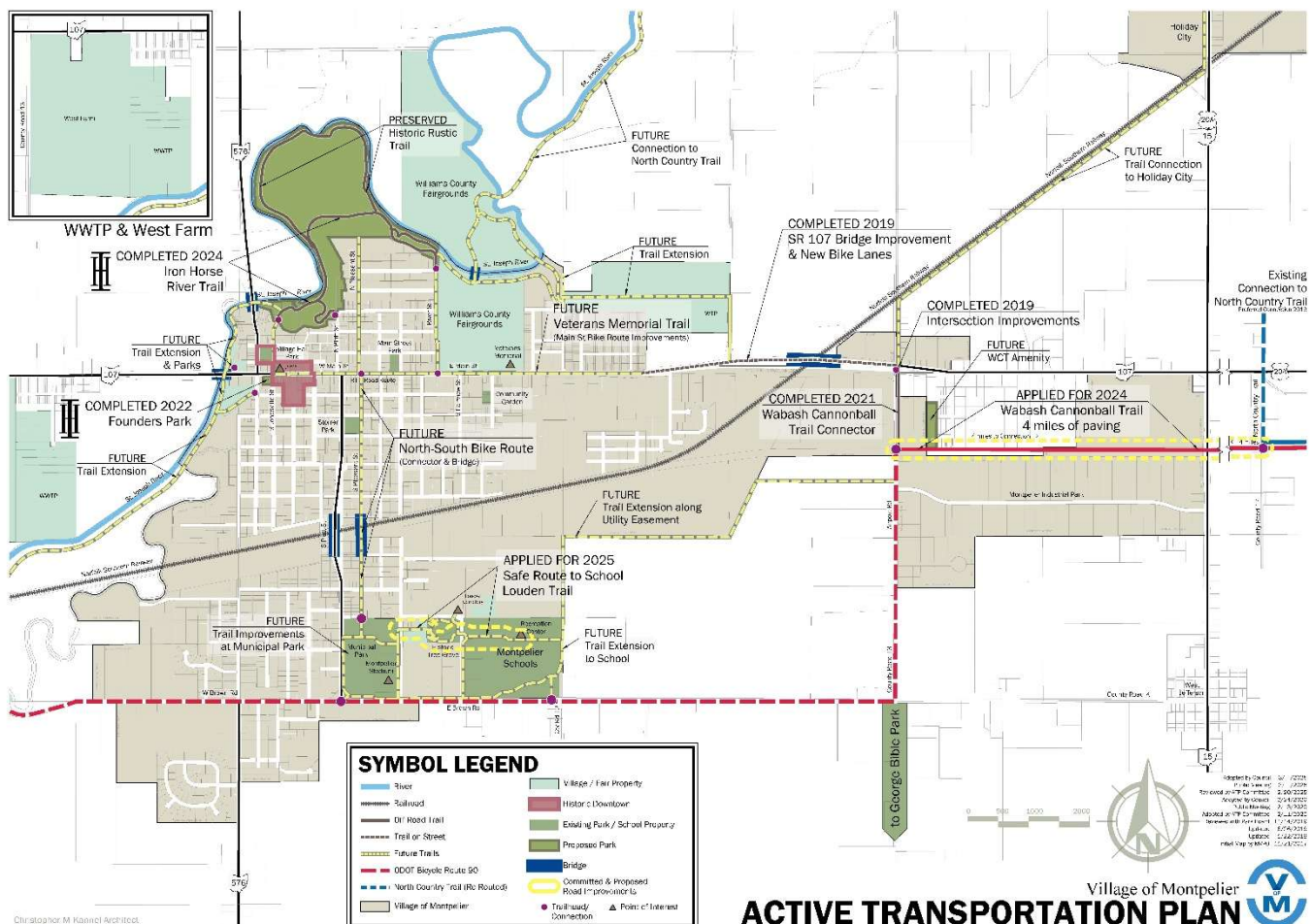
1. Wabash Cannonball Trail Paving
2. Louden Trail (Safe Routes to Schools)
3. Wayfinding/Signage (2025)
4. Extend IHRT
5. Pedestrian Bridge at S Pleasant St
6. Complete Streets
7. North Country Trail
8. Veterans Memorial Trail

Continuous expansion of Active Transportation infrastructure in the Village will offer trail users of all ages and ability levels a wide variety of experiences and amenities.

Maps have been developed for some of these project areas. Cost estimates are notoriously difficult to provide in these current times of high inflation.

Note: Larger format maps are included in Appendix A in this report.

Village-wide network of trails





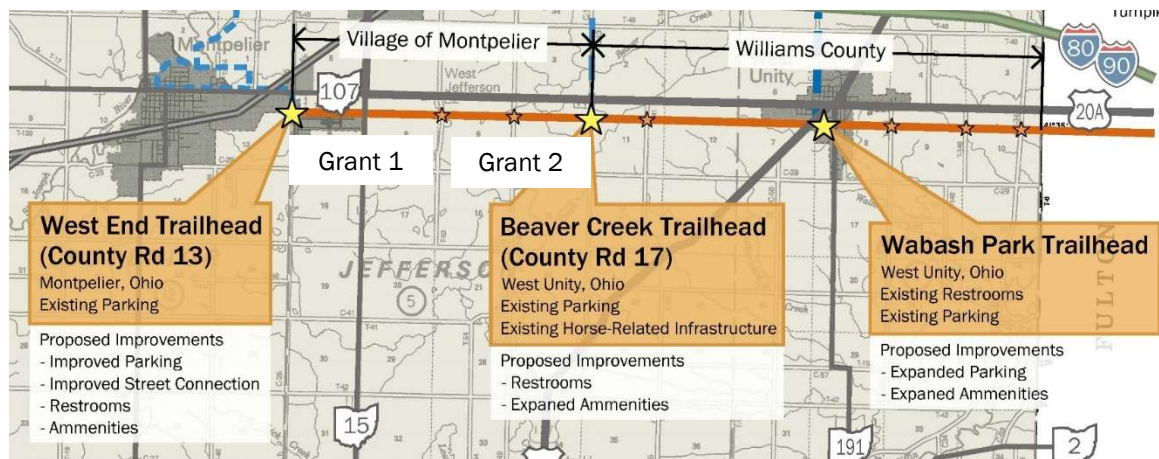
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In 2024, the Village of Montpelier made two applications to ODOT to pave the Wabash Cannonball Trail:

- Grant 1 Transportation Alternatives Program, County Road 13 to County Road 15
- Grant 2 Pedestrian & Bike Special Solicitation, County Road 15 to County Road 17



2. Louden Trail (Safe Routes to Schools)

In 2011, Montpelier Schools and the Village of Montpelier received assistance from ODOT's Safe Routes to School Program for the construction of roughly 0.88 miles of sidewalk along Maplehurst Avenue and Brown Road.

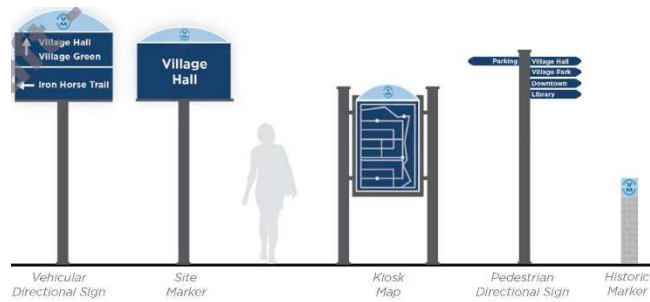
A new route has been identified to connect to the north side of the school campus and the Recreation Center (completed in 2014). Louden Trail (named in honor of local Underground Railroad Conductor M.H. Louden) will connect Municipal Park with the School's Recreation Center through Montpelier's Historic Tree Grove. The 0.45 mile connector is estimated to cost \$805,000. Application for funding was submitted March 7, 2025.





3. Wayfinding / Signage

Village Council has identified the need for a design study for improved signage and wayfinding in the Village of Montpelier. This need has also been identified in the draft Comprehensive Plan which is also anticipated for approval in 2025. Council has budgeted for the design study for 2025.



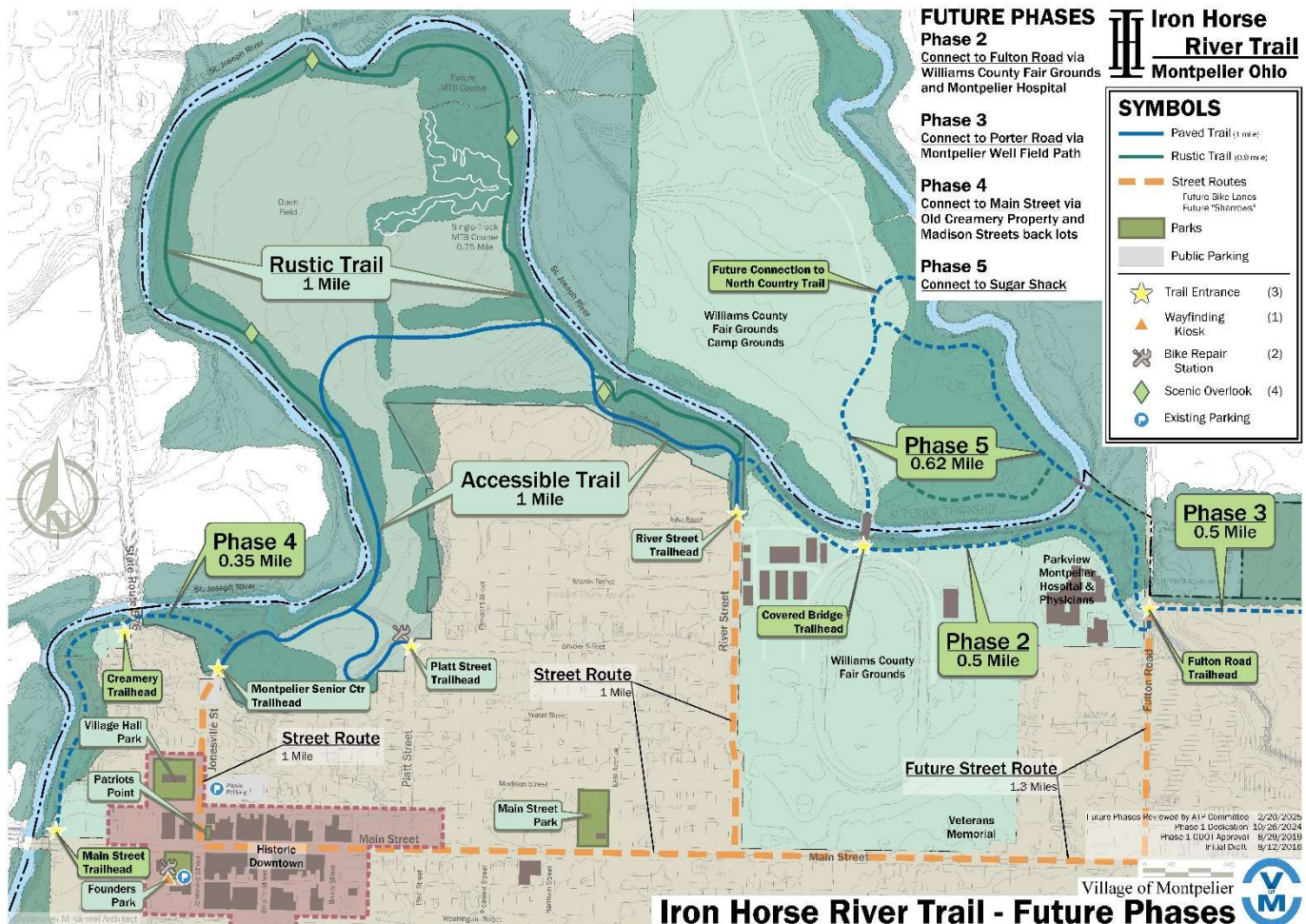
Signage Suggestion from
2025 Comprehensive Plan



4. Iron Horse River Trail – Future Extensions

Recommended future improvements include:

- Additional multi-use paths and trail head(s)
- Restrooms
- Canoe/Kayak launch
- Blaze Trails
- Programming, Special Events and launch Education Programs
- Engage community volunteers to assist with sponsorships, enhancements
- Placemaking features
- Development of mapping/internet information promoting routes



Considering Conservation Easements: Protecting Land for Future Generations

A conservation easement is a restriction placed on a piece of property to protect its associated resources. The easement constitutes a legally binding agreement that limits certain types of uses or prevents development from taking place on the land in perpetuity while the land remains in the original owner's hands.

A land conservation agreement may cover the entire property or just a portion of it, such as the land along the banks of a river, leaving the option of development open for the remaining part. It may also allow limited construction or development within the area covered by the agreement. The wooded area along the St. Joseph River would be a prime area to consider creating a conservation easement with the **Black Swamp Conservancy**, a local land trust dedicated to protecting agricultural land and natural areas to preserve the rural heritage, unique natural habitats and lakes and streams of northwest Ohio. The easement selectively targets only those rights necessary to protect specific conservation values.

Easements are efficient and effective benefitting both the public and the environment. The creation of a conservation easement in this area would provide a variety of benefits. Low impact development including trails, observation decks, kiosks/signs could all be constructed on ground within a conservation easement. Water access, a kayak/canoe launch, may also be permitted. Additionally, the Black Swamp Conservancy can assist with invasive species removal, restoration and planting vegetation. The **Clean Ohio Greenspace Conservation Fund**, a special program designed to fund the preservation of open spaces, sensitive ecological areas and stream corridors, can provide 75% of the estimated costs for projects occurring with a conservation easement and cooperation with Black Swamp Conservancy.





5. North-South Connection – Pedestrian Bridge

The North South Bike Route would connect Iron Horse River Trail and downtown to Municipal Park and connect to State Bike Route 90. It would primarily follow Pleasant Street with the addition of a pedestrian bridge over the Norfolk & Southern Railroad. Improvements required include:

- Roadway route markings
- Elimination of sidewalk gaps along Pleasant Street and other areas where necessary
- Installation of a trailhead and signage at Municipal Park and County Road K/Brown Road
- Existing bridge enhancement or separate bicycle/pedestrian bridge over Norfolk & Southern Railroad

Coordination with both the Ohio Department of Transportation and Norfolk and Southern Railroad will be required before alternatives and cost estimates can be developed.



6. Complete Streets

Complete streets is a transportation policy and design approach that requires streets to be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods.



Village Council should adopt a policy encouraging the incorporation of Complete Streets in all future development and infrastructure projects.



7. North Country Trail

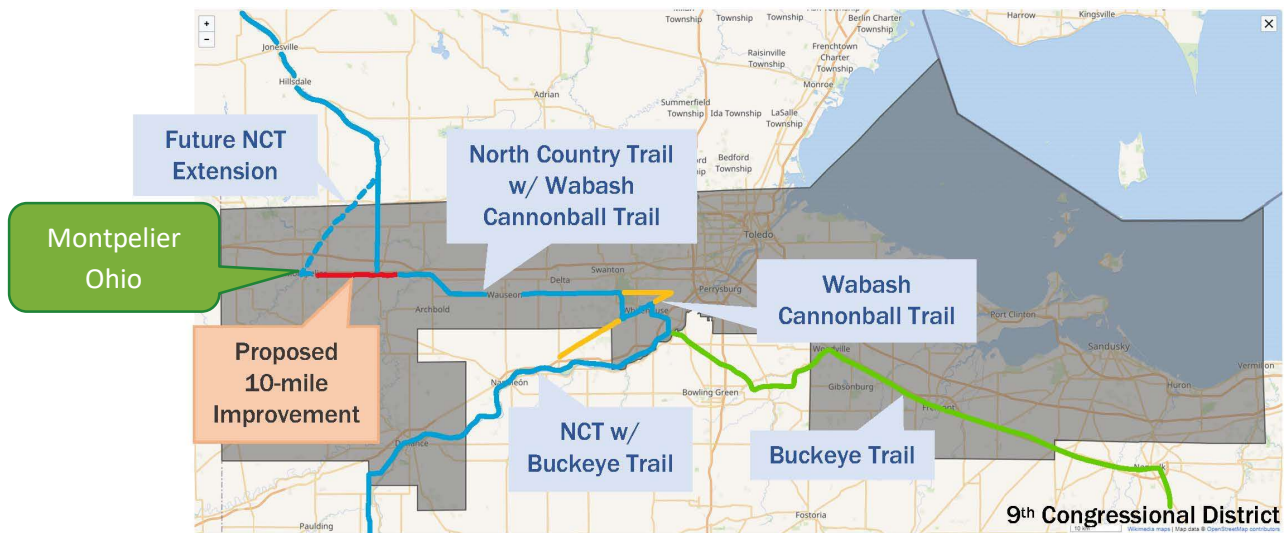
The North Country Trail (NCT, officially designated the North Country National Scenic Trail) is a long-distance hiking trail in the Midwestern and Northeastern United States. The trail extends roughly 4,800 miles (7,700 km) from Lake Sakakawea State Park in North Dakota to the Appalachian Trail in Green Mountain National Forest in Vermont, passing through eight states along its route. As of 2023, most of the trail is in place, though about one-third of the



distance consists of road walking; those segments are frequently evaluated for transfer to off-road segments on nearby public or private lands.



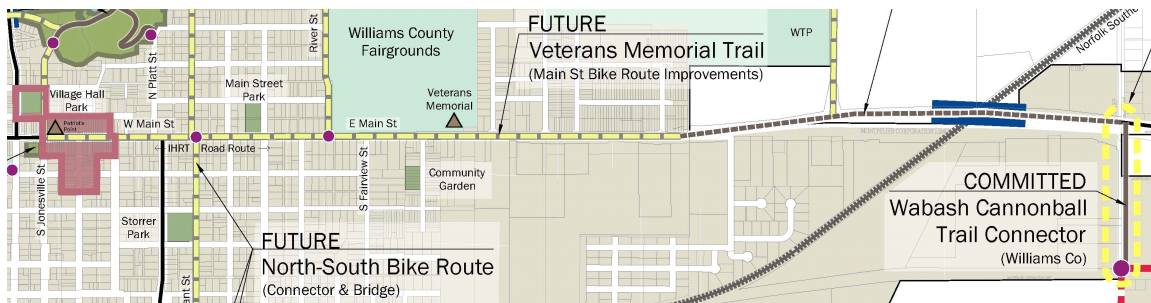
The North Country Trail connects from Michigan to the Buckeye Trail, through Williams County, using a portion of the Wabash Cannonball Trail. Representatives of the Village have met with NCT volunteers to discuss the possibility of rerouting the “official” course of the NCT along the St. Joseph River, starting outside Hillsdale Michigan and joining the Iron Horse River Trail in Montpelier to eventually connect with the Wabash Cannonball Trail.



The Village of Montpelier will continue to dialogue with the local NCT representatives and consider future possibilities for this connection.

8. Veterans Memorial Trail

Connection of the Wabash Cannonball Trail into downtown and establishing the Veterans' Memorial Trail is critical to the development of active transportation opportunities in Montpelier. This Trail will extend from the Wabash Cannonball terminus at County Road 13 north to State Route 107, turning west and passing Veterans' Memorial Garden, Williams County Historical Society, and Fairgrounds, Main Street Park and Patriots Point Park in downtown. The Trail will then pass Village Hall Park, the Montpelier Senior Center and connect to the Iron Horse River Trail. The completion of this route will be of significant value to both Wabash Cannonball Trail users and residents looking for longer trail experiences.



Improvements include:

- Trailhead and signage at Wabash Cannonball Trail and County Road 13/Airport Road
- Elimination of sidewalk gaps/ADA improvements along State Route 107
- Roadway route markings
- Installation of wayfinding signage
- Addition of bike racks and bike "fix-it" station



Other Project Options and Design Considerations

Trail Connection to Holiday City

The hotels and amenities in Holiday City present an excellent resource for recreational trails. Special attention should be paid for opportunities to provide a safe trail connection to Holiday City as an extension of the trail network in the Village.

Ohio State Bicycle Route Signage

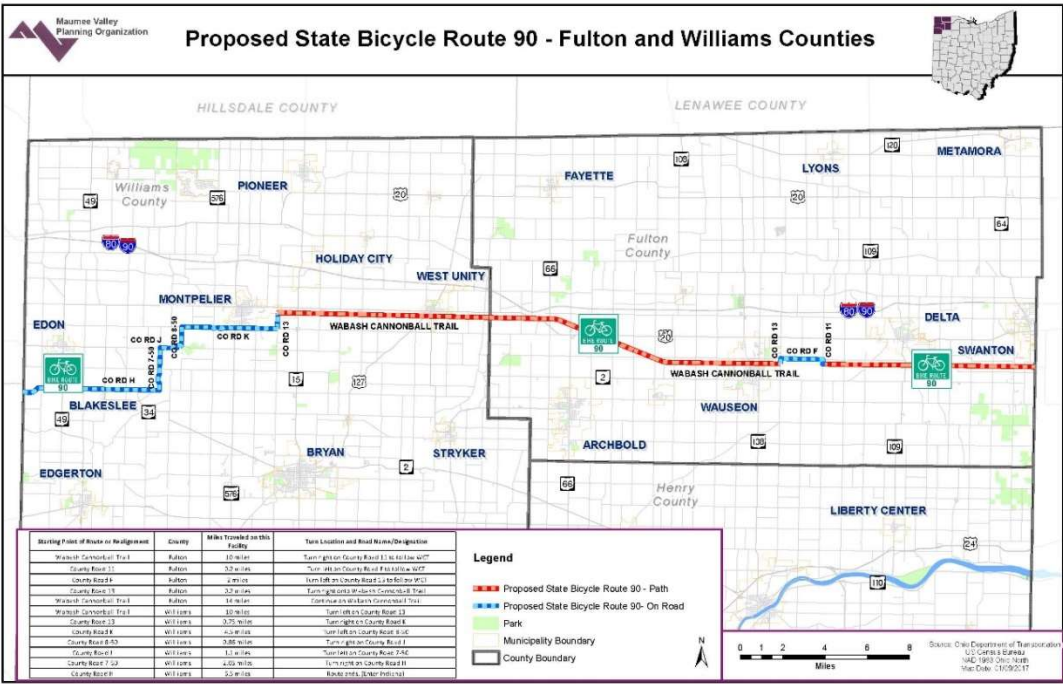


The identification of the Ohio Bike Route 90 has been an ongoing effort of ODOT with the assistance of Maumee Valley Planning Organization, the Regional Transportation Planning Organization.

The goal for these routes, whether separated facilities or on-road facilities, is to sign the route with uniform and recognizable bike route signs to help cyclists navigate the routes and give the network an identity.

Updates on the status of signage programs should be available through Maumee Valley Planning Organization and ODOT.

Ohio State Bicycle Route 90



Cross Walk Improvements

Using the Village of Bexley, Ohio as a model, future crosswalk improvements might include color, pattern and even school insignia to enhance important street crossings. These improvements might relate to the trail or path of which they are a part or even relate nearby community features such as the School, Village Hall or the Montpelier Public Library.



Infrastructure

Important features of all routes will be the installation of signage (routes, trails, amenities, parking, etc.), bicycle racks and bicycle repair stations. These must be included in all future improvements.

Trail Planning and Design Considerations

Emergency Access and Trail Safety

One shared concern for trail users common to any location is trail safety and security. Providing trail users information about what to do in case of an emergency, ensuring emergency access to all trail locations and providing adequate patrols are all keys to addressing this concern. Providing a location to the 911 operator is paramount in getting timely help.

With constant advances in technology, the Active Transportation Plan will not address the specifics of how this will be implemented on each project, however, providing emergency access should be a consideration in the design of all trail sections and assisting trail users to identify their location in the event of an emergency should be addressed. In addition, first responders must be made aware of access points on new trails, any vehicle restrictions in accessing specific locations and any obstructions such as bollards that may need to be removed or collapsed in order to gain access to trail sections.

Enforcement

The Montpelier Police Department and Montpelier Parks and Recreation Department will be responsible for patrolling the trails developed within the Village. A Volunteer Park Patrol may be developed if additional assistance is required. On-Road facilities



will be patrolled by the appropriate jurisdiction to enforce the legal and respectful use of the transportation corridors. Anecdotal evidence supports a lack of understanding of traffic laws and principles relating to bicycles, by both motorists and bicyclists, however, educating the public will help to create a safer environment as well.

Trail Maintenance

Maintenance on the developing trail system within the Village of Montpelier is essential practice to ensure the longevity and continued use of the trails. Maintenance and signage within the corporation limits will be maintained by the Village and funded through a 3/10% income tax dedicated to Parks and Recreation. This tax generates roughly \$350,000 each year. The Village will continue to seek all available grants to assist with trail development and significant maintenance as allowable.

Local Support Programs

Typically, the main objective to bicycle planning is infrastructure improvements; however, support programs are also important because they increase the safety and the use of these facilities. The following is a summary of active transportation support programs the Village may want to initiate with the assistance of Collaborating Partners.

- Bicycle safety education (safety)
- Share the Road safety campaign (safety)
- Bicycle helmet distribution (safety)
- Every Move You Make, Make It Safe Initiative (safety)
- Volunteer Patrol Program (safety)
- Distribution of educational materials (education)
- Educate public through safety campaigns (education)
- Safety Town/Safety Village (education/safety)
- Hike for the Health of It, updated walking routes (health)
- Family Fitness Challenge (health)
- Adopt-a-Trail Programs (maintenance)
- Trail Improvement/Enhancement (maintenance)
- Bench Sponsorship Program (maintenance/promotion)
- 5K and 10K races (promotion)
- Fundraising & Events (promotion)
- Geocaching placement (promotion)
- Silver Sneakers Walking Club (promotion/health)
- Guided nature Walks (promotion/education)



Implementation

Transitioning from planning to implementation requires the coordination of many stakeholders and processes. While the Village of Montpelier commissioned this plan, there are many different stakeholders that will influence its success. On-going coordination between the village and the Ohio Department of Transportation, Maumee Valley Regional Planning Organization, Williams County Engineer, Williams County Health Department, Ohio Department of Natural Resources and Northwestern Ohio Rails to Trails Association, Inc. is strongly encouraged.

Potential funding sources

In recent years, the Village of Montpelier has used a variety of funding sources to support parks and recreation capital projects. The Village's Park and Recreation fund, local private contributions along with grants from Ohio Department of Transportation and Ohio Department of Natural Resources have allowed for the development, maintenance and enhancement of the Villages existing parks and Active Transportation infrastructure.

Funding sources continually change, are phased out and new ones become available. The Village of Montpelier should regularly coordinate with its consultants to evaluate upcoming projects and the best funding sources for those projects.



Engineering

Additional concepts for bicycle and pedestrian facilities have been promoted and implemented throughout the United States; however, for federally funded projects, ODOT currently requires conformance to the standards in the following manuals:

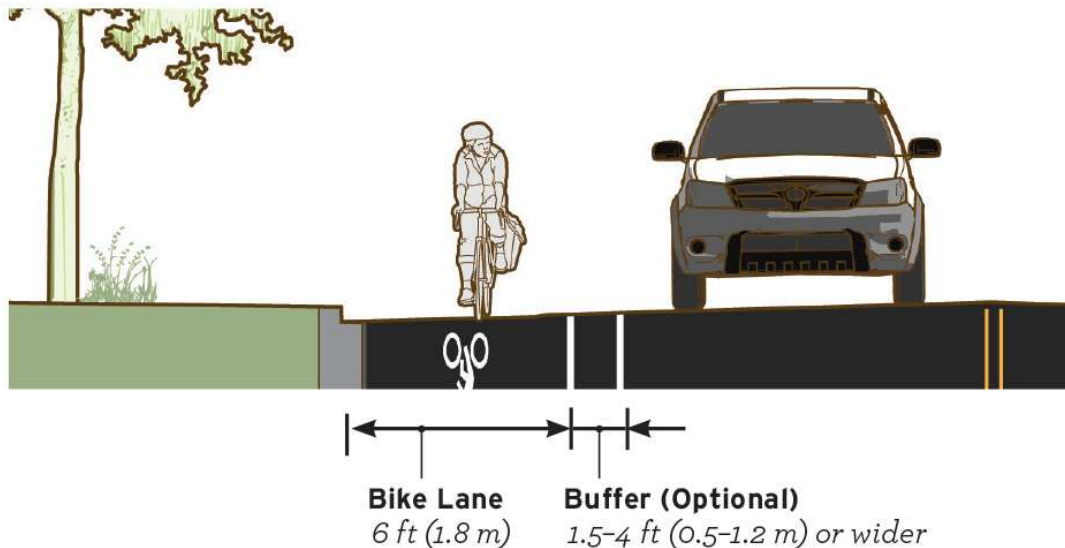
Location and Design Manual, Volumes 1, 2, 3 & 4 (2025) – ODOT

The Ohio Manual on Uniform Traffic Control Devices (2012) – ODOT

Guide for the Development of Bicycle Facilities (2012) – American Association of State Highway Transportation Officials (AASHTO)

Guide for the Planning, Design, and Operation of Pedestrian Facilities (2021) – American Association of State Highway Transportation Officials (AASHTO)

In addition, the Federal Highway Administration supports taking a flexible approach to bicycle and pedestrian facility design, recognizing that AASHTO bicycle and pedestrian guides are the primary resource for planning and designing bicycle and pedestrian facilities. Design guidance and standards are constantly evolving, now more than ever. All federally funded projects will adhere to current ODOT requirements.



Implementation Strategies

The development of the Active Transportation Plan provides the long-term vision for the expansion of the village-wide active transportation network to be used by all residents for all types of trips. The following strategies are provided to aid the Steering Committee in the implementation of this plan.

Strategy 1: Strategically Pursue Infrastructure Projects

Maximize opportunities to make improvements by encouraging collaborative partners to pursue funding for projects within the local jurisdiction. If available funding or construction of an improvement within another roadway project make the construction of a lower priority project possible, then the Village may advance that project, regardless of priority.

Strategy 2: Continual Review and Evaluation of Existing Infrastructure for All Users

The Steering Committee will evaluate existing road facilities with excess vehicular capacity within the Village to determine the feasibility of lane diets/road diets ahead of roadway resurfacing projects in an effort to reconfigure lanes or reduce lane widths allowing for reallocation of pavement width to accommodate all users, regardless of their mode of transportation. (Complete Streets)

Strategy 3: Grow Public Awareness and Bicycle Safety

Provide, support and fund educational programming to promote public awareness and bicycle safety. In addition, support and encourage active transportation within the community.

Strategy 4: Update the Active Transportation Development Plan

Routes have been identified and included in the plan based on safety, public input and transportation benefit. It is recommended that the routes be reviewed every fiscal year, with completed projects removed, new projects added and priorities revised as conditions change.

Strategy 5: Seek Ongoing Public Input

In conjunction with the review of the Development Plan every fiscal year, input should be sought from the public and the stakeholders regarding projects completed and evolving needs of the community.

Strategy 6: Collaborate with ODOT and other Stakeholders

Since ODOT is the coordinating agency in the establishment and development of the State bike Route System, the Steering Committee should acknowledge the benefit of communicating, collaborating and coordinating with this agency as well as the Regional Transportation Planning Organization to receive input into route modification and recommendations on prioritizing projects. Additional stakeholders including the Northwestern Ohio Rails to Trails Association, the Williams County Health Department, Williams County Engineer and the Black Swamp

Conservancy District can also help further the mission of creating safe active transportation opportunities.

Strategy 7: Document Success

Document every policy change, education opportunity provided, brochure produced, bike rack added, newly signed bike route, mile of shared use path constructed or pedestrian facility installed. Take before and after pictures for every project. Alert the media and share successes through Village newsletters and social media. Steering Committee and collaborative partners should meet on an annual basis for information sharing between agencies and to document progress.

Strategy 8: Establish Measures of Effectiveness

The primary goal of the Active Transportation Plan is to develop a connected physical network of on-road and separated facilities that will serve all bicyclists and pedestrians for all trip types. Developing the facility network will reduce gaps and eliminate barriers, two of the main problems that prevent people from utilizing active transportation more often. Creation of both on-road and separated facilities with appropriate markings and signage will create an environment appropriate for non-motorized traffic, increasing pedestrian and bicyclist safety.

Measures of Effectiveness are used as a quantitative way to measure the progress towards implementing the Active Transportation Plan and will track progress toward meeting an agreed-upon goal within an established timeframe. Eight categories have been identified for describing active transportation measures:

1. Health: individual activity levels; safety: number of collisions, crime rate
2. Multimodal Performance: user counts
3. Equity: ADA access
4. Education: number of available active transportation programs, participation in the programs, level of staff training, shifting modes of transportation to walking and biking
5. Access: Trail connections and gap closures
6. Infrastructure: bicycle & pedestrian enhancements on the street network, quality shared use paths installed, quality of enhancements measured through user comfort, number of bicycle racks, level of investment
7. Economic Development: evaluate through sales records, property values
8. Place making: Number of community events, presence of wayfinding

Plan Support

This Active Transportation Plan provides a structure of all of the elements necessary for success in implementing the measures outlined; however, the success, in the end, comes down to people willing to work to take these vital steps to accomplish the goals set forth in this plan.





Funding Awards (as of February 2025)

The Village of Montpelier, supported by Maumee Valley Planning Organization and OHM Advisors, continues efforts to secure funding for the development of Active Transportation. The Village recognizes the opportunity to enhance the economic viability of the area by improving and expanding trails as well as providing viable transportation and recreation options for residents of all ages and fitness levels.

Founders Park (Iron Horse River Trail)

2018 Ohio Capital Budget (ODNR) - \$325,000

On January 8, 2018, representatives from the Active Transportation Plan Steering Committee met with Senator Rob McColley. Senator McColley, along with State Representative Jim Hoops, secured \$325,000 from the Ohio Capital Budget for facilities related to “Rails to Trails”.

These funds were initially planned to complement funding sources for the Iron Horse River Trail. When the Village’s initial application for TAP funds was denied the Village requested permission to reallocate the Capital Budget funds. With the permission of Senator McColley and Representative Hoops, the Village used the funds to construct Founders Park in downtown Montpelier to act as the main trailhead for the Iron Horse River Trail.

Funds were awarded June 18, 2018

Village Funds - \$5,200

Founders Park dedicated October 26, 2024

Main Street Overpass (Active Transportation Plan)

2019 ODOT Safety Funds - \$113,820

Coordinated with ODOT and the Village Active Transportation Plan, the East Main Street (State Route 107) overpass at Norfolk Southern railroad was improved to include bicycle lanes. The Village was awarded ODOT Safety Funds to assist in the installation of crosswalks and signals at the intersections with Whitaker Way and Airport Road.

Funds were awarded April 11, 2019

Village Funds - \$0

Project was completed in 2020



Iron Horse River Trail**2019 ODOT Transportation Alternatives Program (TAP) - \$850,000**

Initially denied in 2018, the 2019 request for the Iron Horse River Trail was approved. Planning delays and cost increases during the COVID-19 pandemic resulted in delays for the project. A portion of ODOT's COVID-19 funds were used to offset cost increases for TAP projects. This allowed our TAP administrator to increase the funding for the Iron Horse River Trail and change the funding to 100% construction cost.

Funds were awarded September 19, 2019

Project funding was increased to \$1,200,000 on 12/21/2022

Village Funds - \$315,441

Project was dedicated October 26, 2024

County Road 13 Connector (Active Transportation Plan)**2019 ODNR Clean Ohio Trails – \$107,640**

Application was made in cooperation with the Williams County Engineer for a bike path connector between the Wabash Cannonball Trailhead at County Road 13 in Montpelier and the Main Street (State Route 107) / Airport Road intersection.

Funds were CONDITIONALLY awarded December 19, 2019

Grant Funds - \$80,745

Village Funds - \$22,984

Donated Time (County) - \$2,842

Donated Time (Village) - \$1,087

Project was dedicated August 26, 2021

Wabash Cannonball Trail**2023 Preliminary Engineering Study - \$45,000**

The Village worked with 10 other communities and entities to sponsor a preliminary engineering study to pave the Wabash Cannonball Trail.

Preliminary Engineering Study was completed November 10, 2023

Wabash Cannonball Trail**2024 Ohio Capital Budget Funds - \$307,000**

The Village was awarded Capital Budget funds for engineering services for the Wabash Cannonball Trail.

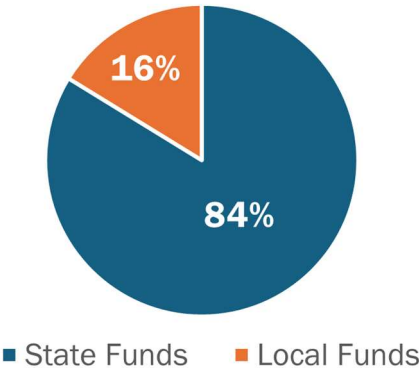
Ohio Department of Natural Resources - \$153,500 were received 9/19/2024

One Time Strategic Community Investment Grant (OBM) - \$153,500 were awarded 1/14/2025

Funding Awarded as of February 2025

Year	Project	State Source	State Funds	Local Funds	Total
2018	Founders Park	Ohio Capital Budget (ODNR)	\$325,000	\$5,200	\$330,200
2019	Main Street Overpass	ODOT Safety Funds	\$113,820		\$113,820
2019	Iron Horse River Trail	ODOT TAP	\$1,200,000	\$315,441	\$1,515,441
2019	CR 13 Connector	ODNR Clean Ohio Trails	\$80,745	\$26,913	\$107,658
2023	WCT Engineering Study		local funds	\$45,000	\$45,000
2024	WCT Design Engineering	Capital Budget (ODNR)	\$153,500	\$0	\$307,000
		Capital Budget (OBM)	\$153,500		
Totals			\$2,026,565 84%	\$392,554 16%	\$2,419,119

ATP Projects





Pending Applications

Wabash Cannonball Trail

2025 Transportation Alternatives Program (TAP) - \$3,162,000

Application was submitted to ODOT for TAP funds to pave 2 miles of the Wabash Cannonball Trail from County Road 13 to County Road 15.

Application submitted 11/30/2024

Wabash Cannonball Trail

2025 Pedestrian & Bike Special Solicitation - \$2,848,500

Application was submitted for a new ODOT program to pave 2 miles of the Wabash Cannonball Trail from County Road 15 to County Road 17.

Application Submitted 12/20/2024

Louden Trail

2025 Safe Routes to Schools - \$805,000

Application is being prepared for Safe Routes to Schools funds for the Loudon Trail connector between Municipal Park and the Montpelier School's Recreation Center.

Application Submitted 3/7/2025



Public Participation & Planning Process

Meetings and Development Ideas

In August 2017, a committee was formed to discuss facilitating bicycle and pedestrian connections within the Village of Montpelier and connecting to the Wabash Cannonball Trail. This committee is outside of both Village Council and Park and Recreation Committee and includes a variety of community representatives including the Williams County Health Department, Northwestern Ohio Rails-to-Trails Association and veterans organizations. Since that time, the Montpelier Active Transportation Plan Steering Committee has met and shared information, coordinated with Maumee Valley Planning Organization, the regional transportation planning organization, sought public input through two public meetings, worked with local media to promote participation and solicit feedback and worked to develop the ideas and input into a development plan to provide the Village the background, direction and tools needed to increase active transportation opportunities within the community, while improving the safety and health of the community and encouraging economic development.

Public Outreach and Input

Public Meeting #1 – On October 31, 2017, the Village hosted a public forum at the Montpelier Fire Station to receive input about the desired destinations, ideas for future expansion, desired amenities and other needs of trail users in the area. Attendance at the meeting was 34 persons ranging from elementary aged students to senior citizens (some participants even traveled to the meeting on their bikes!).



After a brief overview of the goals of the Montpelier Active Transportation Plan (to develop safe, user-oriented bicycle/pedestrian facilities that build on existing trails, recreation areas, historic and natural sites, neighborhoods, shopping and other regional connections), benefits of active transportation and trail terms were discussed.

Councilman Chris Kannel discussed the proposed route and the proposed first phase of the bike trail project along the St. Joseph River. The trail will be a variety of trail types – paved shared use path, shoulder style lanes and shared lane markings/sharrow as feasible throughout the village. The discussion focused on potential connections, trail construction and features, amenities and programs/education/outreach to help get people active. Sign in sheet, Power Point presentation and full minutes of the meeting and discussion are attached.

Surveys were also distributed collecting feedback about current trail usage, activities, desired amenities, what would encourage longer trips and information sharing.

Public Meeting #2 – On January 19, 2018, the second public forum was held at the Montpelier Fire Station to discuss specifics of proposed trail routes, improvements, intended amenities, estimated costs and funding sources. 34 people signed in at the Public Meeting.

After a brief Welcome by the mayor, the meeting was officially called to order because four council people were in attendance even though no official action was to be taken.

An overview of the DRAFT Montpelier Active Transportation Plan was presented. The plan reflects the results of survey and community feedback into the development of a network of trails within the village and connecting to State Bicycle Route 90/Wabash Cannonball Trail. Existing conditions of the proposed routes were reviewed. The Iron Horse River Trail (the new trail along the St. Joseph River connecting the senior center to the fairgrounds) was identified as the top priority. Development plans, associated costs and potential funding sources for that trail were discussed. Thanks was given to McCaulley Associates for preparing both the Clean Ohio Trails Fund and Transportation Alternative Program applications in an effort to move this project forward. It was also noted that discussions with the Williams County Commissioners and Sen. Rob McColley had already taken place to raise awareness and potentially secure funding. Richard Shatzer, local ODOT representative, was in attendance and discussed plans for the rehabilitation of the bridge on State Route 107. Improvements are slated to be bid in early 2019. Additional discussions regarding design specifics were scheduled. Sign in sheet, Power Point presentation and full minutes of the meeting and discussion are attached.

General Active Transportation Survey - A General Active Transportation Survey was distributed to first-time meeting participants at both public meetings. The survey collected feedback about current trail usage, activities, desired amenities, what would encourage longer trips and information sharing. A total of 49 surveys were completed. **A summary of the survey results from both meetings is attached.**

Requested Improvements - Improvements favored by participants in the public meetings and survey include:

- A multiuse path to access to the St. Joseph River with river overlooks and benches, restroom facilities and a kayak/canoe launch (Identified as the Iron Horse River Trail).
- “Lightly” developed paths near the St. Joseph River were requested for people who enjoy true trail running
- Signage kiosks throughout the Village
- Trailheads with adequate parking and lighting
- Restrooms and water fountains
- Connections to Wabash Cannonball Trail and North Country Trail
- Programming to encourage community participation/use of the trails
- Bridge improvements for bicyclists and pedestrians on State Route 576/Platt Street Bridge or separated pedestrian bridge

Plan Update 2020

Committee Meeting #1 – An initial update meeting was held November 19, 2019. The Committee met with Tim Bock from Poggemeyer Design Group to evaluate the \$850,000 ODOT TAP award for the Iron Horse River Trail, costs to the Village associated with the project and timeline/milestones to complete the project. Construction of this project is anticipated in 2023.

Consensus was reached to separate the IHRT into two phases. Phase 1 (previously Trail Segments 1, 2 & 3) would include the scope of the project to be funded by ODOT TAP funds. Phase 2 (previously Trail Segment 4) may be the subject of future grant applications or may remain a dirt trail for equestrian and mountain bike uses.

The committee began initial discussions on the update of the Active Transportation Plan. Future meetings will be scheduled.

Committee Meeting #2 – The ATP Committee met December 19, 2020 and accomplished two primary objectives:

1. The ATP Committee adopted the tentative Phase 1 plan for the Iron Horse River Trail. The Master Plan has been updated to reflect the intended focus on Segments 1, 2, & 3 of the original Master Plan. Committee also reviewed tentative budget and schedule provided by Poggemeyer Design Group.

Next step: Village administration will coordinate a RFQ package for design engineer. RFQ should be ready for review and approval by Village Council by the end of January with selection of a design engineer by April 1, 2020.

2. Review of proposed updates to the Active Transportation Plan (map and narrative). Some responsibilities were assigned for completion of critical items in the narrative including:
 - a. Values for grant applications and awards.
 - b. Dates of award for grant applications.
 - c. Details on updates to the Community Health Improvement Plan.

A public meeting has been scheduled by Village Council for Thursday, February 13, 2020 to present the current plan, current and future projects in the Village.

Committee Meeting #3 – The ATP Committee met February 11, 2020:

1. Reviewed ATP current and future projects.
2. Reviewed 2/13/2020 public meeting priorities.
3. Recommended ATP for Council approval.

Public Meeting – February 13, 2020 – ATP was presented in a public meeting. Notes from that meeting are part of the Council record. Council adopted the Plan in it's regular meeting the same evening.

Plan Update 2025

Committee Meeting #1 – A new committee was invited to meet on January 29, 2025.

The 2020 plan was presented along with projects where funding has been applied for:

1. Wabash Cannonball Trail
2. Safe Routes to Schools (Louden Trail)

Several future objectives collected from Council's Economic Development and Strategy Committee were also presented:

1. Wayfinding/Signage (2025)
2. Remove North Section of IHRT for future paving
3. Extend IHRT
4. Pedestrian Bridge at S Pleasant St
5. Complete Streets
6. North Country Trail

The group was encouraged to consider the proposed objectives and plan to return for a follow-up meeting to discuss their responses and any additional items they want to recommend.

Committee Meeting #2 – The committee met again on February 21, 2025.

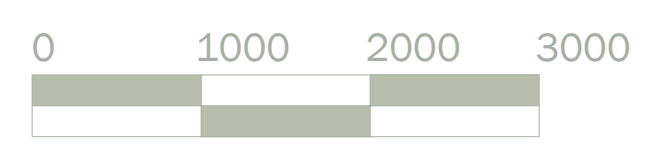
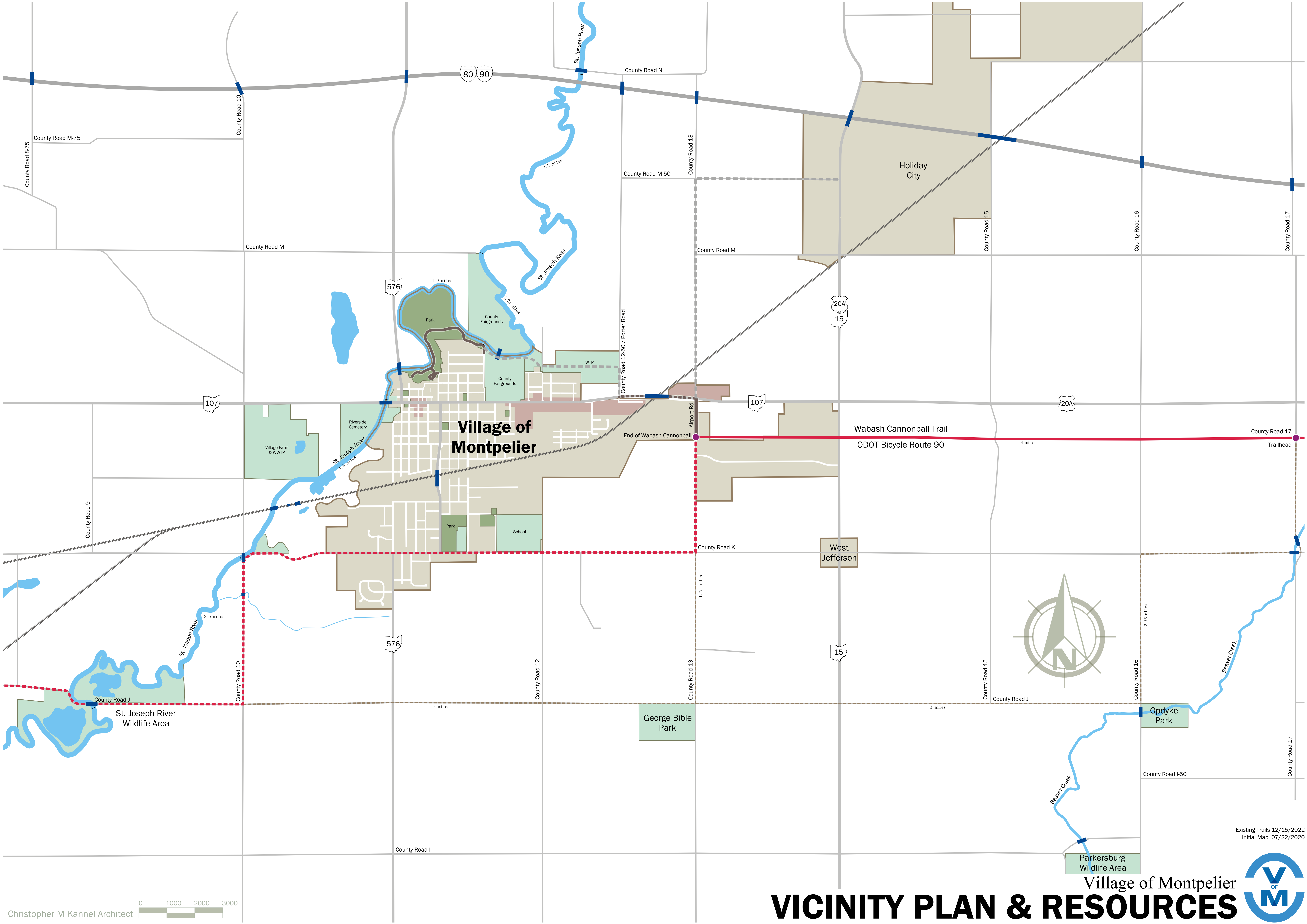
The group went through the new plan in some detail with lots of technical revisions and constructive comments. Consensus was positive toward the plan and the objects that are outlined in it. There being no objections, the committee recommended adoption by Council.

Economic Development & Strategy Committee – The EDS Committee met March 12, 2025. The EDS Committee recommends adoption of the ATP by Council.

Town Hall Meeting – Thursday, March 13, 2025

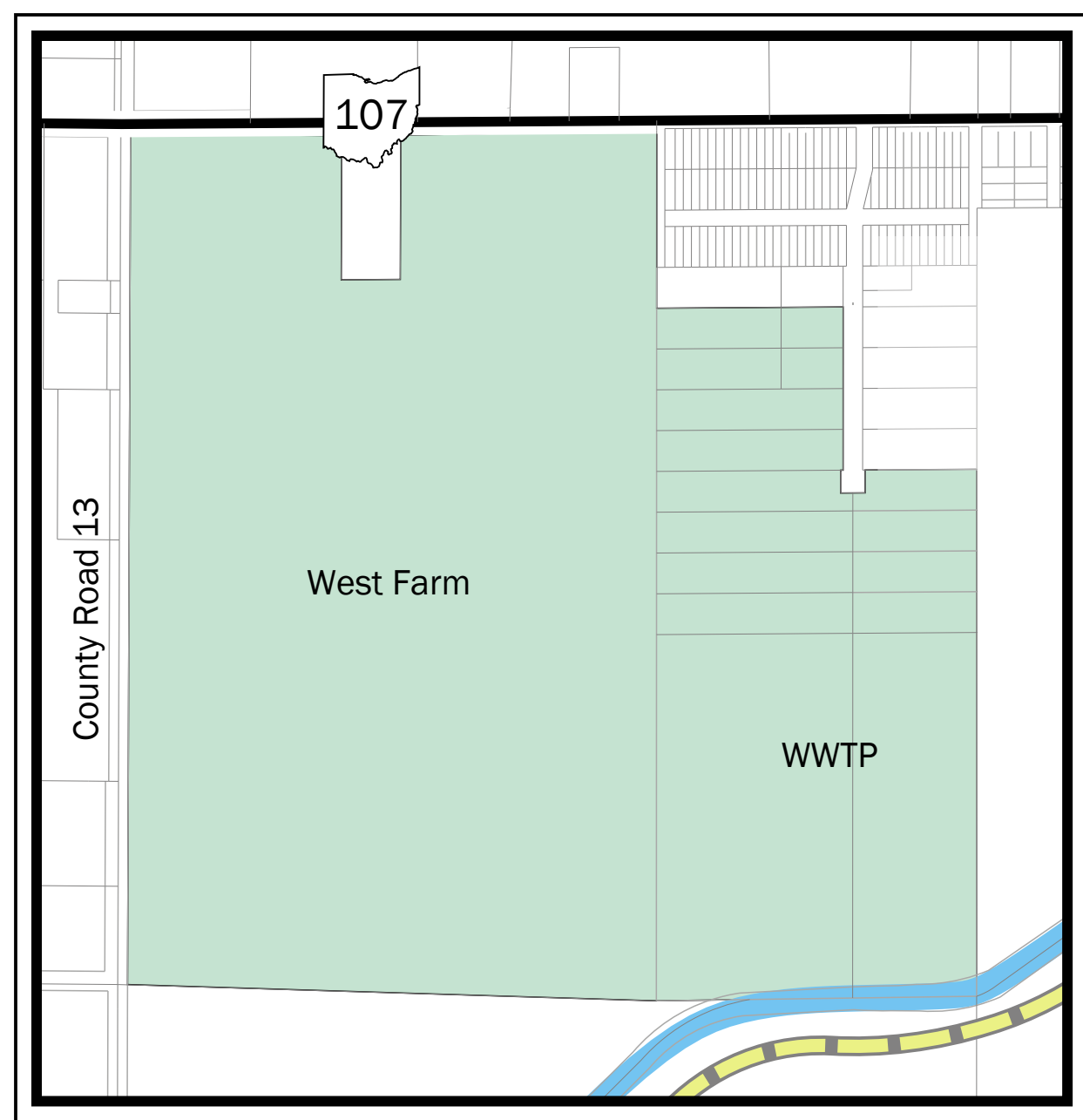
Presentation of Comprehensive Plan, Active Transportation Plan and updates on applications to ODOT for Wabash Cannonball Trail and Loudon Trail (among other priorities). The meeting was attended by all members of council, senior administration and several members of the community resulting in very good discussion. There were no objections to the plan. Minutes from the meeting are part of the council record.

Public Meeting - ATP will be presented at Council's meeting April 14.

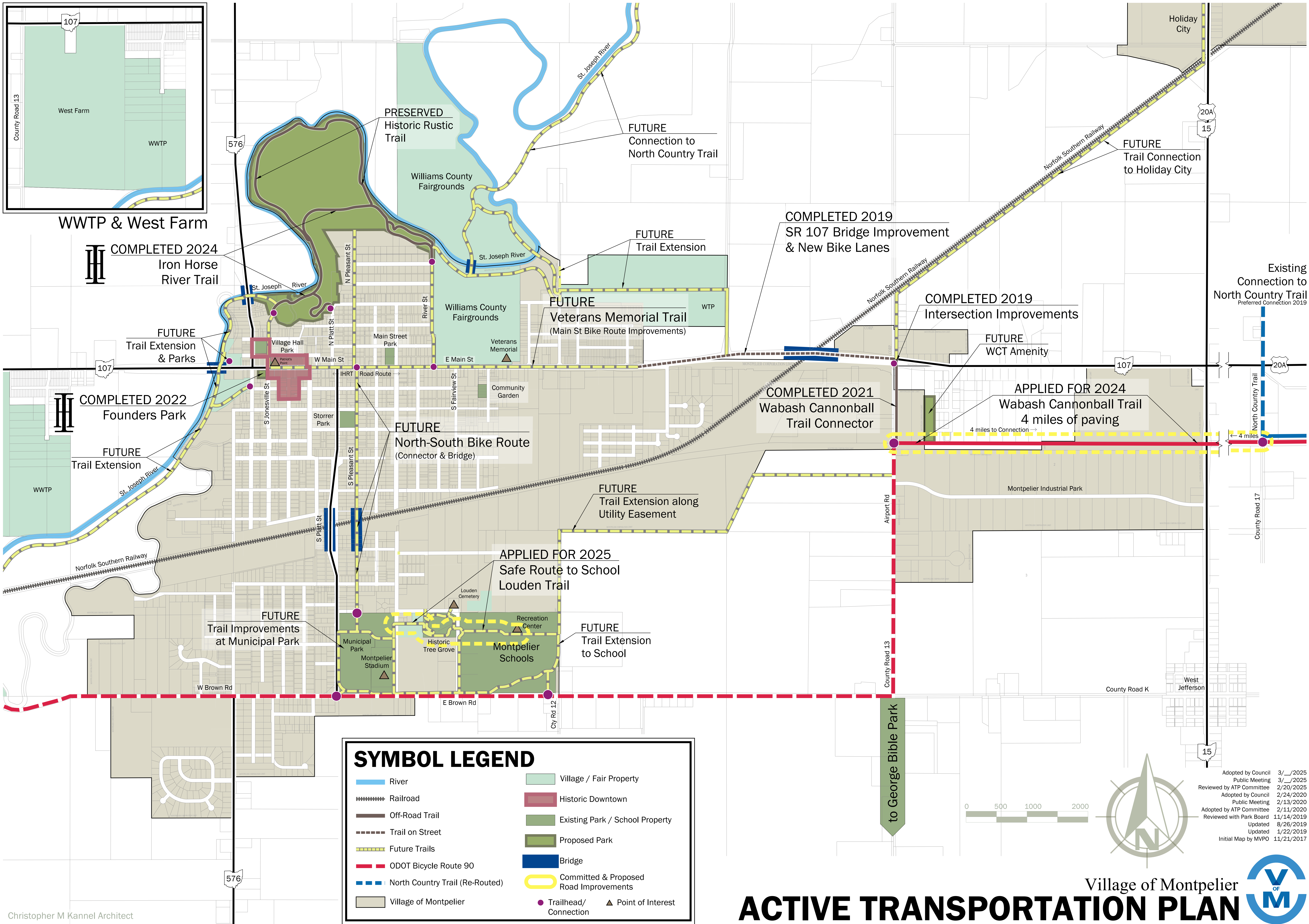


VICINITY PLAN & RESOURCES



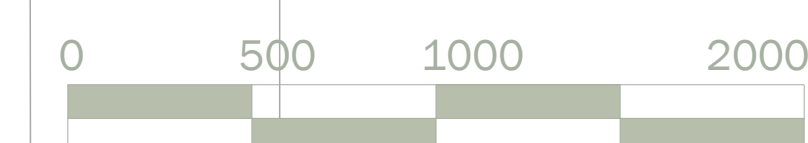


WWTP & West Farm

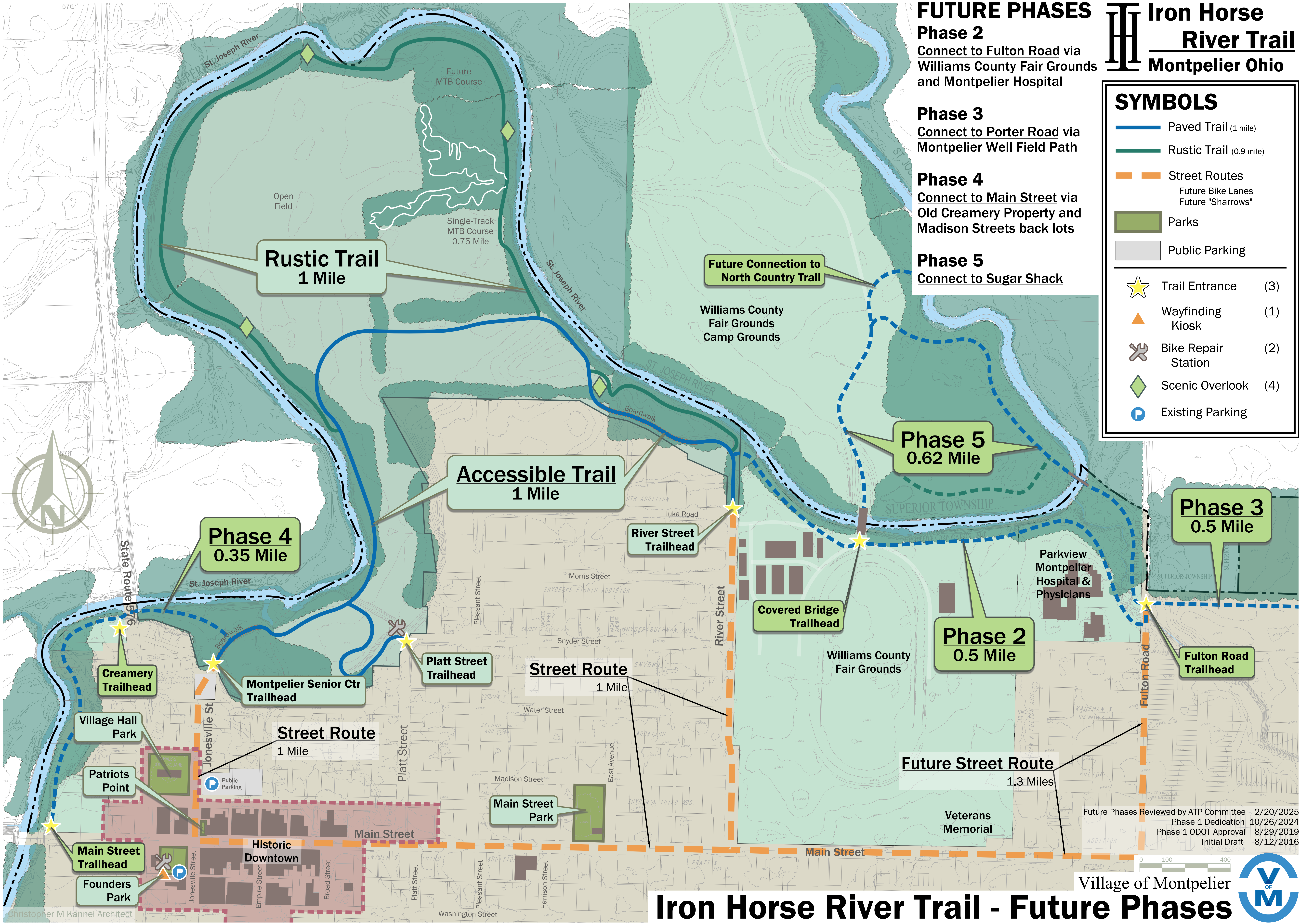


SYMBOL LEGEND

River	Village / Fair Property
Railroad	Historic Downtown
Off-Road Trail	Existing Park / School Property
Trail on Street	Proposed Park
Future Trails	Bridge
ODOT Bicycle Route 90	Committed & Proposed Road Improvements
North Country Trail (Re-Routed)	Trailhead/ Connection
Village of Montpelier	Point of Interest



Adopted by Council 3/___/2025
Public Meeting 3/___/2025
Reviewed by ATP Committee 2/20/2025
Adopted by Council 2/24/2020
Public Meeting 2/13/2020
Adopted by ATP Committee 2/11/2020
Reviewed with Park Board 11/14/2019
Updated 8/26/2019
Updated 1/22/2019
Initial Map by MVPO 11/21/2017



Iron Horse River Trail Montpelier Ohio

SYMBOLS

- Paved Trail (1 mile)
- Rustic Trail (0.9 mile)
- Street Routes
Future Bike Lanes
Future "Sharrows"
- Parks
- Public Parking
- Trail Entrance (3)
- Wayfinding Kiosk (1)
- Bike Repair Station (2)
- Scenic Overlook (4)
- Existing Parking

- ### FUTURE PHASES
- Phase 2**
Connect to Fulton Road via Williams County Fair Grounds and Montpelier Hospital
- Phase 3**
Connect to Porter Road via Montpelier Well Field Path
- Phase 4**
Connect to Main Street via Old Creamery Property and Madison Streets back lots
- Phase 5**
Connect to Sugar Shack

Iron Horse River Trail - Future Phases

Future Phases Reviewed by ATP Committee 2/20/2025
Phase 1 Dedication 10/26/2024
Phase 1 ODOT Approval 8/29/2019
Initial Draft 8/12/2016



MONTPELIER MUNICIPAL PARK

1110 South Platt Street (physical address - mail to P.O. Box 148)

The Montpelier Municipal Park is home to 5 baseball & softball diamonds, 1 tennis/pickleball court, 2 basketball courts, baseball & softball batting cages, a concession stand & restrooms, playground equipment, Gaga ball pit, soccer fields (fall season), a pavilion, sand volleyball courts, the public pool, a splash pad, gardens, tree grove, a children's garden and historic Loudon Cemetery.

Montpelier Municipal Pool

1110 South Platt Street (physical address)

- Phone: 419-485-5811 (June-August)

Montpelier Municipal Splash Pad (est. 2020)

1110 South Platt Street (physical address)

- Open Memorial Day - Labor Day

Park Maintenance Barn

934 South Pleasant Street (physical address)

- Phone: 419-485-5389

Recreation Office

932 South Pleasant Street (physical address)

- Phone: 419-485-3496

Kids Garden

932 South Pleasant Street (physical address)

Created in 1997 the Kids' Garden has had several incarnations in various locations around Montpelier. Finally, a permanent location was found in 2006 when property was purchased adjacent to the Municipal Park. There is parking and the site is located beside the Recreation Office. In 2020, the Montpelier Kids Garden received an All-America Selections Display Garden designation. In 2023, the garden expanded and new metal raised beds were added.

Historic Tree Grove

Southwest of the corner of Henricks and Manor Drives

Created in 1995 to honor Montpelier's Sesquicentennial Celebration, the Historic Tree Grove features 150 trees descended from historic trees from across the country, including several from Civil War battlefields. A work in progress, trees are continually being replaced due to damage or disease. Most of the trees are in good health and have grown from their planting height of 18" to several feet in height. Please contact Montpelier Parks & Recreation with questions about the tree grove.

Loudon Cemetery

Northeast of the corner of Henricks and Manor Drives

Information on Loudon Cemetery:

- [Map of Loudon Cemetery](#)
- [History of Loudon Cemetery](#)
- [Burial Record](#)
- [Pictures](#) of the remaining grave markers were taken in 2006.

If you need a larger picture of a grave marker please contact Montpelier Parks & Recreation.

Please do not clean or try to do any work on the grave markers without contacting the Montpelier Parks & Recreation.

Many of the grave markers are very fragile!

- Locations of Veterans graves at Loudon Cemetery may be found [here](#).

COMMUNITY PARKS

Main Street Park

309 East Main Street (physical address)

The Main Street Park is a greenspace park that features lawn, flower gardens, trees, park benches, and picnic tables. The park is on the site of the former high school. This park was formed in 2006. The Montpelier Rotary built and donated a pavilion in 2012.

Town Hall

211 North Jonesville Street (physical address)

The island garden at Town Hall was created in 1995 in honor of Montpelier's Sesquicentennial. At the time, it featured plants that would have been growing in 1845 and All-American Selections from 1995. The garden has since been redesigned into a Victorian-style bedding garden to compliment the 1892 Town Hall architecture. In 2019 & 2022 the landscape around the building was refurbished using modern cultivars of plants that would have been available to gardeners in 1892.

Robert A. Storrer Municipal Park***300 South Platt Street (physical address)***

Purchased in 2006 and dedicated in November 2011. This park is located on the former site of the Robert A. Storrer Elementary School. In 2013 playground equipment was added to the site that made possible by donations from the community. In 2015 the Montpelier Ministerial Association completed construction of a pavilion at the site. In 2019 ADA accessible restrooms were completed adjoining the pavilion. A basketball court was completed in 2022.

DOWNTOWN PARKS**Patriot Point Minipark*****Northeast corner of Main and Jonesville Streets***

This minipark is a colorful mix of annuals and shrubs with a vintage clock and a park bench. In 2017 a monument was dedicated to honor the parents of those in the service, spouses of deceased war veterans, and the families of those service men and women who are currently deployed. In 2022, a mural was repainted on the wall behind the park depicting the homecoming of a service person.

Brickyard Bistro***North side of Main Street in the downtown***

The Brickyard Bistro alley is designed in the style of the 1950's and 1960's. The alley showcases murals of classic cars and a 1952 Sunbeam motorcycle. The plants in the alley reflect the era and are in cool blues and silvers to mimic the chrome of the cars. This alley also includes cafe tables where visitors may bring their lunch or even a book to read.

Main Street Station***North side of Main Street in the downtown***

The Main Street Station alley is designed to look like an old-fashioned depot. The mural on the wall illustrates a Wabash locomotive and a slice of life at the end of the 19th century. Special features in this alley include a stage that can be used for outdoor events. There is also a marker at the north end of the alley with hobo symbols on it. The plants in the alley are in yellow and white tones and are designed to mimic those plants that may have grown up around a train station. If you look south from the alley down Empire Street you can even see the trains in the rail yard as they go by.

Founders Park***400 West Main Street in the downtown***

Our newest park (2022) offers a space for the community to gather during events as well as being trailhead parking for the Iron Horse River Trail. Look for bike racks, a bike fixit station, drinking fountain, benches, trash receptacles, a bulletin board, a lighted bollard with cell phone charging and a stage.

History of Louden Cemetery

On June 24, 1853, Moses H. and Emeline Louden sold land for one dollar to James T. Pratt, Daniel Kint and William Shaul, trustees of the land that became known as Louden Cemetery situated in the southeast corner of the northwest quarter of the southeast quarter of section 11 in Superior Township. The deed reserved a small section for the Louden family with the remainder to be used for a public burying ground, free for all persons whomsoever and to be under the control of the trustees and their successors. The cemetery was maintained by Superior Township for many years and eventually turned over to the Village of Montpelier where it is currently maintained by the park department.

Louden Cemetery was the first burial ground for Montpelier and was located about a quarter mile southeast of south Montpelier on the old angling road leading to Bryan. The burial dates range from 1844 to 1933. When the ground proved unfavorable for burials in the 1880's it was replaced by Riverside Cemetery, west of Montpelier. Many families had the remains of their deceased family members removed to Riverside Cemetery but there are no records of it except what can be found in old newspapers.

Local history and sketchy newspaper accounts record that during the Civil War Era the knolls, the swampy area surrounding the cemetery, were used as a station of the Underground Railroad.

By 1900 the angling road ceased to be and the cemetery was left with only a path running to it. It would be 90 years later until another road would pass by the cemetery.

The stones were read circa 1970 by Kermit Hillard and Marshall Robinett as a project of the Williams County Historical Society. The stones were rechecked and compared with the Hillard Robinett records in 1990 by Jacque Whetro. The stones were checked again and digital images taken of each in 2006 by Sandy Damschroder. There is no known record of original plots or ownership.

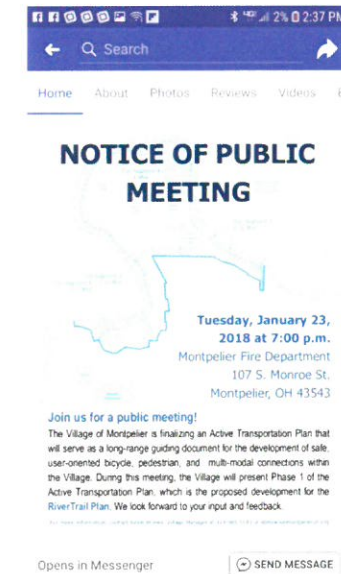
Louden Cemetery has suffered much over the years. The swampy ground left the ground uneven and eventually unsuitable for burials. A fire burned the fence down when it was still being used for burials. Vandalism, neglect, and pollution have been problems over the years. Many stones are broken, missing, or unreadable due to age. However this peaceful place still is home to a great deal of wildlife. Hickory, oak, cottonwood, elm, and sassafras trees dot the landscape. Each summer peonies, wild roses, honeysuckle, and daylilies add a sense of grace to this hallowed ground, and myrtle marks the place where many people laid their loved ones to rest.

Many of the early settlers from the Montpelier area are buried in Louden Cemetery, including George Bible, for whom George Bible Park is named. There are also several Civil War Veterans and veterans from other wars. Of the approximately 200 known burials at Louden Cemetery about 25-30% of these were children. Disease and lack of medical attention were especially hard on the young. There are many untold stories buried there. Much of the early history of Montpelier rests beneath the trees at Louden Cemetery.

Appendix C
Media Coverage
Village of Montpelier, Ohio
Active Transportation Plan



Social media posts by Montpelier Parks and Recreation



ODNR grants may help with trail project

By **NANCY JACKSON**
news@bryantimes.com

MONTPELIER — The village of Montpelier is getting closer to finding grants for the improvement of the walking trails on the north edge of town.

Members of the village council were updated Monday by McCauley and Associates, a consulting firm that has been hired by the village to locate available state and federal funding for improvements, which town officials say will help the village attract visitors and businesses. The representatives explained there are funds available through the Ohio Department of Natural Resources (ODNR) to improve the existing trail, which runs from the northwest edge of town to the fairgrounds.

"This will be Phase 1," explained Kevin Brooks, village manager. "As we go forward, we will work out continuing phases."

The funds come with conditions, one of which is that the trail be accessible for biking, hiking and motorized vehicles, such as snowmobiles. To that end, council members approved Brooks to enter into a \$14,000 contract with Pogemeyer Design for engineering services to develop an "Active Transportation Plan" for the trails.

Plans for the trail must be submitted to ODNR by February 2018.

"This first phase will probably cost around \$750,000 to \$800,000 and we're planning on layering village, state and federal

funds," Brooks said.

Grant money can also be used to create flyers highlighting the trails which could be posted at rest stops along the Ohio Turnpike.

McCauley representatives told members there may be money through ODNR's NatureWorks program for a splash pad, which members are considering to replace the pool, though the pool will remain open through at least 2018.

Members also heard from Craig Bard, associate pastor for the House of Prayer; Beniah Harris, pastor for the House of Prayer; and Craig Peffley, who runs the church's food pantry, about the community garden, located on village-owned empty lots on Henry Street.

Council member Cheri Streicher said she had been "a little disappointed" by the results of this year's garden.

The church representatives said four raised beds had been planted this year, and more people had contacted them about next year, when they would like to expand the number of raised beds to 10.

Council member Laura Gray said she would like to see an area plowed and perhaps sweet corn planted. She said she had planted at a vacant lot years ago in conjunction with a Boy Scout troop and it had been financially successful. Excess produce is donated to the food pantry and, in 2018, may also go toward a local farmers market.

Church members and



"This first phase will probably cost around \$750,000 to \$800,000 and we're planning on layering village, state and federal funds."

Kevin Brooks

Montpelier village manager

council agreed the first year was a trial run and that perhaps some youth groups or senior citizens could be involved next year.

Two change orders for the wastewater treatment plant improvement project were also approved Monday. The first was for an increase of \$64,177 to cover items not included on the original bid; the second was for \$64,312 for the demolition of an outdated digester.

A change order for \$14,604 for the Phase V sewer separation project was also approved, to cover manholes and water issues that were not foreseen.

Members also approved a list of auction items for the Nov. 9 auction. The auction will be held at the "boneyard" near the See and Do store.

Members then approved an amendment to the residential electric services, allowing the village to reimburse residents who have their electric wires switched from aerial service to underground service. The electric company will move the wires, but the residents will then arrange to have the hook-up to their house installed by a private contractor.

Members also heard from Kelly Hephner, village

director of finances, who said the state is changing how businesses can file income tax returns. The state will collect and distribute the taxes, taking a percentage, and the village will not be able to see the returns. Hephner said the information she has received so far has been conflicting and incomplete, but she will have more information prepared by the Oct. 24 council meeting. She said several municipalities are considering banding together to sue the state.

She then read the income tax report, showing \$1,388,782.33 collected through the month of September, compared to \$1,682,767 through September 2016.

Also approved were Nathan Thompson, Chris Kannel and Cheri Streicher to the economic development strategy committee; a write-off of \$830.09 of noncollectable utility bills; and the first reading of revising job descriptions and compensation and allowance changes for hourly and supervisory employees.

Members then met in closed, executive session to discuss the employment and compensation of employees with no action taken upon return to open session.

Montpelier looking to become destination village

By NANCY JACKSON news@bryantimes.com | Posted: Thursday, December 7, 2017 12:00 am

The Village of Montpelier is actively trying to become a destination town — both for tourists and those looking to settle in Williams County.

One of the ways it is working toward this goal is partnering with Paulette Mills of Poggemeyer Design and Ellen Smith of Maumee Valley Planning Commission.

Mills, Smith, Village Manager Keven Brooks, Mayor Steve Yagelski and Chris Kannel, council member and member of the economic development team, recently spoke about how their plans to improve and lengthen existing trails north of town and a residential tax abatement plan for the entire village will combine to make Montpelier attractive to those looking for a place to settle.

The village hosted a public meeting at the Montpelier fire hall to get public input for what's being called an "Active Transportation Plan."

Smith noted that "Having a transportation plan in place will make Montpelier more competitive when it comes to applying for grants. Maumee Valley helps the village with the grant writing process."

Mills said the goal is to connect people and get them out in nature and moving.

Yagelski concurred, saying, "This will help families get out and do something together, and it will give the schools a place to take the students. A lot of them just aren't exposed to nature — and it's good exercise."

Brooks added, "We are a team — Mills and Smith are the artists. We (the administration) have an idea of what we want painted; They help us make it a reality.

"The big takeaway is we have a plan in place. For years we've hoped things would happen, but they haven't, so now we have some concrete ideas and we're moving forward.

"Not everything we try will work, but we're moving in the right direction," Brooks said.

Kannel agreed, saying "What we're trying to do is get some projects out there and build enthusiasm and positive prospective. We're open to all comers."



Trail map

Pictured is a map of a proposed trail system the Village of Montpelier is working to develop. Courtesy graphic

FREE EVENT
Purdue Univ.
musical troupe
coming to Bryan
LOCAL, A3



PULLED AWAY LATE

Hicksville girls use second-half surge to beat Montpelier
SPORTS, B1

TRAGEDY

Two killed, suspect apprehended in school shooting
NATION, A9

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021018 30 4327
VILLAGE OF MONTPELIER
211 N JONESVILLE ST
MONTPELIER OH 43843-0148

THE BRYAN TIMES

A FAMILY-OWNED NEWSPAPER SERVING ALL OF WILLIAMS COUNTY SINCE 1949
HONESTY AND INTEGRITY IN JOURNALISM

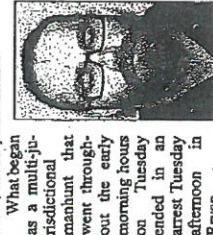
VOL. 70, NO. 16

WEDNESDAY, JANUARY 24, 2018

\$1

Traffic stop turns into manhunt

By LYNN THOMPSON
thompson@bryantimes.com



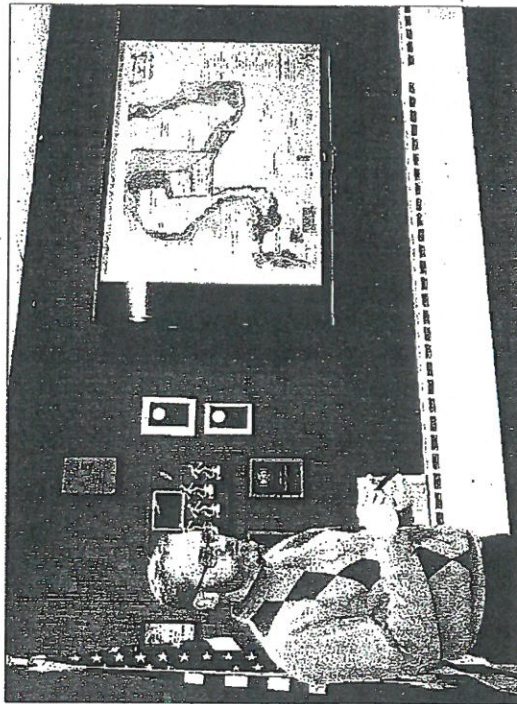
Joshua E. Yates

The Williams Sheriff's Office issued a countywide BOLO (Be On the Look Out) alert for Joshua E. Yates Tuesday morning. The incident began when Yates, 27, whose last known address was on County Road 17 just east of Bryan, fled from a traffic stop in Defiance County. He has one warrant from Defiance Municipal Court charging him with child endangerment and two others from Bryan Municipal Court charging him with drug possession.

Yates' criminal history includes arrests on charges of drug possession, unauthorized use of a motor vehicle and numerous minor offenses.

"One of our deputies made a traffic stop (at 12:59 a.m. south of Edgerton)," Defiance County Sheriff Douglas Engel said in a phone interview with The Times Tuesday morning. "Yates fled as

Trail plan developing



Chris Kannei, a Montpelier Village Councilman and a member of the trail committee, speaks at a public meeting about village's biking/pedestrian trail project, Tuesday evening at the village fire station. LUCAS BECHTOL/Staff

BY LUCAS BECHTOL
bechtol@bryantimes.com
MONTPELIER — Montpelier is close to finishing planning on a walking and biking trail along the St. Joseph River.

The trail is part of the Active Transportation Plan that will improve existing bike/pedestrian trails in Montpelier as well as sensitive for Poggenmeyer Design

new ones.
Group, said at a public meeting Tuesday evening at the village fire station.

"We really believe that opportunities exist to enhance the economic viability of the town and also provide a way for individuals to get physical activity when you may not have a gym or a gym membership handy," Poggemeyer Design said.

The overall plan is to connect several different parks, the downtown, the neighborhoods, schools and cultural and historic sites throughout Montpelier, she added.

See **TRAIL** on Page A2

Portman says: CR productive

By DON KORALEWSKI
editor@bryantimes.com



U.S. Sen. Rob Portman

The federal government shutdown that took place over the weekend and into Monday was "really bad policy," according to Sen. Rob Portman (R-OH).

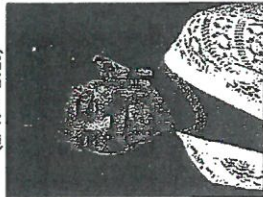
Speaking to Ohio media on Tuesday afternoon, Portman said, "I'm just really pleased that after three days of a senators shutdown finally enough of my Democratic colleagues have joined to reopen the federal government."

"I think shutdowns are unnecessary. I think they are counterproductive. And by the way, in my research more taxpayer dollars at the end. So, it's really bad policy. And the last few days are just proof of that. I mean what was accomplished?"

While Portman isn't pleased with the time the nation's government was down he said he is pleased with elements of the

See **PORTMAN** on Page A3

OBITUARIES

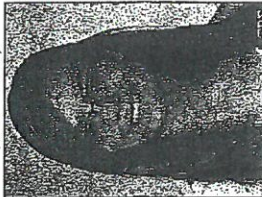
Anita J. Eicher
(1946 — 2018)

Anita J. Eicher, 71, of Alvodon, Ohio, passed away Monday, Jan. 22, 2018, in her home, surrounded by her family. She was born in Indianapolis, Indiana, on Aug. 25, 1946 to Richard B. and Mildred M. (Schaffer) Faulhaber. She lived and worked on her parents' farm and graduated from Edon High School in 1964. On Dec. 12, 1965 she married Donald L. Eicher in Edon, Ohio; He survives.

She was an eight-year member of the 4-H Spic and Span club and attended Camp Palmer as both a camper and later as a counselor. She worked for 35 1/2 years for Newcomer, Shaffer, Spangler and Breithinger in the real estate title department. She was the co-chairman of the original Williams Co. Diabetic Club and attended the current Williams Co. Support Group. She worked as a Board of Elections poll worker and was a member of a bowling team for years. She was also a member of the Nite Owl Camping Club for 45 years.

She enjoyed life every day with off-the-wall humor and puns. She loved chatting with all sorts of people with a goal of making them smile.

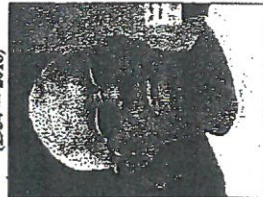
She loved making all different types of crafts, reading, baking and decorating wedding cakes and -sugar cookies. She loved working in the kitchen and cooking for

Andraya Maria
Grzegorzewski
(1997 — 2018)

We celebrate the life of Andraya Maria Grzegorzewski, who left this earth on Monday, Jan. 22, 2018, surrounded by family and friends. Andraya's life journey began on March 29, 1997 when her parents, Terry and Teresa (Wiseman) Grzegorzewski, gave birth to the most amazing human being in the world. Their unconditional love for their daughter is obvious to all who know them.

Andraya was a beloved student of many teachers and professors at Bryan City Schools and Ohio Northern University. She majored in computer science at ONU. She was proud to hold a 4.0 GPA, and blessed the world with her love of music. Andraya was an accomplished pianist and an amazing percussionist. She traveled far and near to share her musical gifts and made many friends along the way. Andraya had the opportunity to play in a 43-day national tour, traveling to various states and playing in numerous venues. She worked hard at everything that she put her mind to and was as passionate about achieving her goals, whether they be academic or musical.

Andraya will be missed beyond words by her parents, as well as her special friend, Jairod Birk of Unioptolls, Ohio, who wanted to spend his life with her. She was his

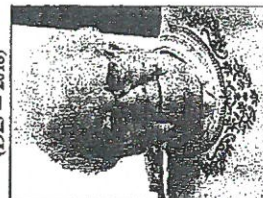
Joseph Baldwin
(1954 — 2018)

Joseph Baldwin, 63, West Unity, Ohio (formerly Peru, Indiana), passed away early Friday, Jan. 19, 2018 as the result of an automobile accident. He was born Dec. 31, 1954 in Miami County, Indiana, to Jack and Mae Baldwin. He was married to Peg Baldwin. She survives in West Unity, Ohio.

Other survivors include his parents, Jack and Mae Baldwin, Peru, Indiana; brothers, Dan Baldwin, Richard Baldwin and Charles Baldwin; children, Joseph II, Joshua, Jamie, Matthew and Tara; four stepchildren; and 17 grandchildren. Joseph was preceded in death by his brother, Martin.

Joseph was a 1973 graduate of Peru High School. He was retired from the railroad and enjoyed spending his free time fishing, playing pool and hunting. He also treasured spending time with his children and grandchildren. Joseph will forever be remembered as loving, hardworking and oner.

The family of Joseph Baldwin would like to extend an invitation for a celebration of life from 4-7 p.m. on Friday, Jan. 26, 2018 at the First Church of Christ, Peru, Indiana. At 6:30 p.m., a brief memorial service will be held to conclude the evening. Funeral arrangements are pending in West Unity, Ohio.

Marie J. Trausch
(1923 — 2018)

Marie J. Trausch, age 94, of Montpelier, Ohio, died at 8:25 a.m. on Monday, Jan. 22, 2018, at Hillside Country Living near Bryan, Ohio, where she was a resident. A longtime resident of Edon and Montpelier, Mrs. Trausch was employed as a cook at the hospital in Montpelier, retiring in 2007 with 30 years of service, and was a member of Sacred Heart Catholic Church in Montpelier. She enjoyed cross stitch, word search and making pies, being known for her pie crusts. Marie was a devoted farm wife and a loving mom and grandmother.

Marie J. Trausch was born on June 13, 1923, in Stryker, Ohio, the daughter of Orville J. and Grace E. (Cramer) Trausch. She married Lester Trausch on Oct. 25, 1944, in Blakeslee, Ohio, and he preceded her death on Sept. 16, 1984.

Survivors include her children, Rose Mary (Fred) Lemke of Lupton, Michigan, Kenneth (Claudia) Trausch of Fort Wayne, Indiana, Darlene Gonzales of Bryan, Jenice (Joe) Romeo of Tucson, Arizona, and Karen (Steve) Gordon of Pinckney, North Carolina; 13 grandchildren; two great-grandchildren; and one brother, Ralph Cramer of Montpelier. She was preceded in death by her

Trail

(Continued from Page A1)

The initial focus of the plan would be what they are calling the Iron Horse River Trail, said Chris Kane, a Montpelier village councilman and member of the trail committee.

"Those of us who grew up in Montpelier sometime in the last 40 years or so will probably refer to it as the Moose Trail," he said. "It starts at the Montpelier Senior Center, which is the former Moose Lodge."

From there, it enters into village-owned property — around 75 acres including flood plains and open fields — the village rents out — and runs along the St. Joseph River until it reaches River Street on the north gate of the Williams County Fairgrounds. The trail will be just under 2 miles in length.

While it is currently a rough trail with hills, Kane said there are plans to make it more accessible. "The first objective is to allow the community to connect to the river in an accessible way with multiple points and that is ADA (Americans with Disability Act) accessible so someone in a wheelchair or a scooter can get onto this trail," he said.

The second objective is to utilize the river to attract people to Montpelier, Kane added. The committee is working on several different ideas for amenities

throughout the park, including a restroom, a possible canoe and kayak launch and even a fitness area.

"It's outdoors, there's no membership fee, it can be accessible by anybody," Mills said. "They're typically designed so the exercises can be modified for different levels of fitness. I think that's a really, really nice feature."

However, all of that comes with a cost.

The 10-foot-wide asphalt path alone will cost approximately \$734,000, with the restrooms coming in at around \$139,650.

Furnishings, such as signs and benches, will be nearly \$20,000, the launch around \$98,000 and the fitness stations will cost around \$80,000.

Mills said there are many ways to fund this trail, including receiving money directly from the state through Sen. Rob McColley, with whom the committee has already discussed the trail. The village has its own parks and recreation funds it could use and several grants are available through the Ohio Department of Natural Resources and Ohio Department of Transportation.

The plan is still in the draft phase, but officials are already working on applying for grants. Kane said the first step in the first application process has a deadline in early February.

ON THE AGENDA

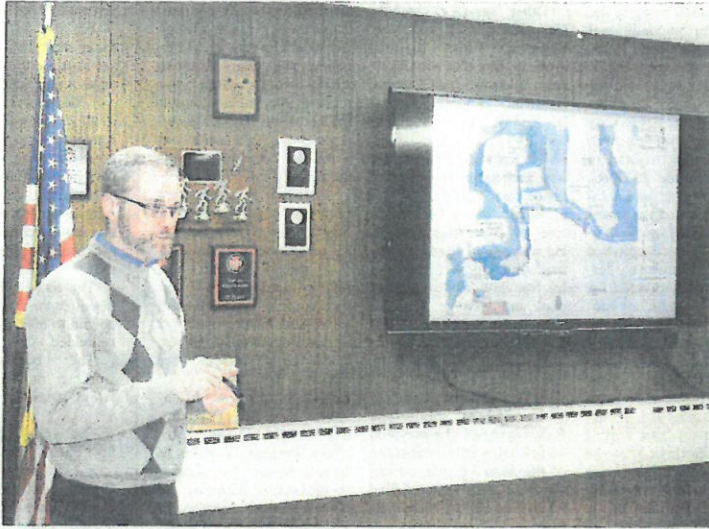
11:30 a.m. lunch at Stryker Senior Center.

The Defiance County Commissioners will meet in regular session from 8:30 a.m. until noon, Thursday, at 500 Court St., Suite A, in Defiance. Listed on the agenda are: 9 a.m. general session; 10 a.m. eco-

Edgerton Village Council will meet in special, executive session at 7 p.m. today in council chambers at 524 N. Michigan Ave.

The Williams County Commissioners will meet in regular session from 8:30 a.m.-noon and

Trail plan developing



Chris Kannel, a Montpelier Village Councilman and a member of the trail committee, speaks at a public meeting about village's biking/pedestrian trail project, Tuesday evening at the village fire station. **LUCAS BECHTOL/Staff**

By **LUCAS BECHTOL**
lbechtol@bryantimes.com

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(Continued from Page A1)

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From there, it enters into village-owned property — around 75 acres including flood plains and open fields the village rents out — and runs along the St. Joseph River until it reaches River Street on the north gate of the Williams County Fairgrounds. The trail will be just under 2 miles in length.

While it is currently a rough trail with hills, Kannel said there are plans to make it more accessible.

"The first objective is to allow the community to connect to the river in an accessible way with multiple points and that is ADA (Americans with Disability Act) accessible so someone in a wheelchair or a scooter can get onto this trail," he said.

The second objective is to utilize the river to attract people to Montpelier, Kannel added.

The committee is working on several different ideas for amenities

throughout the park, including a restroom, a possible canoe and kayak launch and even a fitness area.

"It's outdoors, there's no membership fee, it can be accessible by anybody," Mills said. "They're typically designed so the exercises can be modified for different levels of fitness. I think that's a really, really nice feature."

However, all of that comes with a cost.

The 10-foot-wide asphalt path alone will cost approximately \$734,000, with the restrooms coming in at around \$139,650.

Furnishings, such as signs and benches, will be nearly \$20,000, the launch around \$98,000 and the fitness stations will cost around \$80,000.

Mills said there are many ways to fund this trail, including receiving money directly from the state through Sen. Rob McColley, with whom the committee has already discussed the trail. The village has its own parks and recreation funds it could use and several grants are available through the Ohio Department of Natural Resources and Ohio Department of Transportation.

The plan is still in the draft phase, but officials are already working on applying for grants. Kannel said the first step in the first application process has a deadline in early February.

THE BRYAN TIMES

Montpelier receives public health champion award

By [TIMES STAFF](#)

Apr 7, 2018

https://www.bryantimes.com/news/local/montpelier-receives-public-health-champion-award/article_990809fe-87aa-5b27-9657-eede90fde55e.html



The Williams County Health Department has recognized the Village of Montpelier with the 2018 Public Health Champion Award. The presentation was made Tuesday at Montpelier Village Hall. From left are Megan Riley, director of community health with the Williams County Health Department; Nikki Uribes, finance director of the Village of Montpelier; Kevin Brooks, Montpelier village manager; and Jim Watkins, Williams County health commissioner. JOSH EWERS/Staff

The Williams County Health Department has recognized the Village of Montpelier with the 2018 Public Health Champion Award. The presentation was made April 3 at Montpelier Village Hall.

April 2-8 is recognized as National Public Health Week. Annually, during this week, the county health department recognizes one outstanding champion to emphasize the importance of collaboration for the success of public health in Williams County. The award is given to an individual or organization that has demonstrated a high level of commitment to improving the health of the community.

Over the past year, the Village of Montpelier has sought out opportunities to improve the health of local residents. Some efforts worth noting include:

- Water safety health education for children through Montpelier Parks and Recreation
- Increased access to healthy food (summer food program and community garden)
- Increased connectivity through walking paths, trails and sidewalks
- Housing improvement strategies
- Advocacy for health equity in Williams County
- Emergency preparedness efforts

Additionally, the Village of Montpelier has been involved in the Community Health Assessment and Community Health Improvement Planning process as a new and active participant of Williams County Partners for Health, according to county Health Commissioner Jim Watkins.

"The Williams County Health Department is pleased to recognize the Village of Montpelier on efforts to improve the health and quality of life for local residents and look forward to future opportunities to work collaboratively," Watkins said.

FEATURED

By Lucas Bechtol leaderenterprise@frontier.com Jan 31, 2018



"Our theme of that year was to make Montpelier a vision of destination," she said. "I remember some people going 'really?' and we're like 'yes' because we have that vision."



"We know that Montpelier is a great place to be and we couldn't do that without the sponsors and the partnership with the village and the people from the community and the businesses and the council."

The community is an important aspect to these projects, Paulette Mills, client relations representative for Poggemeyer Design Group, said at the meeting.

Hull agreed, adding the community is capable of doing great things, as they couldn't have grown the Bean Days Balloon Festival into what it is without community support.

"I think it's great what our community is doing, what this steering committee and village is doing," she added. "The passion of the people is there, as well."

When asked, Chris Kannel, village councilman and member of the trail committee, said the project has already received a lot of support from the community.

"Right now, we have over 50 letters of support from the community," he said. "If we can get 100, that would be awesome."

A form letter is available by contacting the village office at 419-485-5543.

Mayor Steve Yagelski spoke at the meeting, saying he and Village Manager Kevin Brooks are not giving up on Montpelier, even as state and federal funding has decreased, making things harder for towns to thrive.

"We've listened to the public, we've listened to all age groups, we decided this is a baby step," Yagelski said.

The mayor said he recently took a walk and found several aspects of Montpelier that make it a great place to be such as the fairgrounds, the veteran's building, parks and the historical grove.

This historical grove is not often used, but as Yagelski was walking through it the other day, he found himself inspired by the inscription on the monument there, which reads: "In honor of the achievements of our forefathers and the dreams of our youth, dedicated Aug. 12, 1995."

"Whoever came up with that quote was already thinking of the future," Yagelski said. "I think (the trail) is great. Why I think it's great is the involvement of the community and the public that we know it as today."

The trail will move along the St. Joseph River, and will officially be called the Iron Horse Trail, though Kannel believes many people will call it the Moose Trail.

"It starts at the Montpelier Senior Center, which is the former Moose Lodge," he said.

From there, it enters into village-owned property — around 75 acres including flood plains and open fields the village rents out — and runs along the St. Joseph River until it reaches River Street on the north gate of the Williams County Fairgrounds. The trail will be just under 2 miles in length.

While it is currently a rough trail with hills, Kannel said there are plans to make it ADA accessible and accessible for mosquito spraying and snow plowing, making it a year-around trail for the public.

The committee is working on several different ideas for amenities throughout the park, including a restroom, a possible canoe and kayak launch and even a fitness area.

However, all of that comes with a cost.

The 10-foot-wide asphalt path alone will cost approximately \$734,000, with the restrooms coming in at around \$139,650.

Furnishings, such as signs and benches, will be nearly \$20,000, the launch around \$98,000 and the fitness stations will cost around \$80,000.

Mills said there are many ways to fund this trail, including receiving money directly from the state through Sen. Rob McColley, with whom the committee has already discussed the trail. The village has its own parks and recreation funds it could use and several grants are available through the Ohio Department of Natural Resources and Ohio Department of Transportation.

The plan is still in the draft phase, but officials are already working on applying for grants. Kannel said the first step in the first application process has a deadline in early February.

The good news is the whole project doesn't have to be done all at once.

"There are some parts of this project — like cleaning up the river, park benches and those kinds of things — that we can do as a community over time," he said.

In addition, as pointed out by officials and citizens at the meeting, there are service organizations that could help funding and Boy Scouts looking for community service projects that could help in various ways.

ltbechtol

https://www.bryantimes.com/commissioners-support-montpelier-trail/article_b17e6543-de3d-5886-a4bc-b5f5606f6b16.html

Commissioners support Montpelier trail

By Don Koralewski editor@bryantimes.com Jan 22, 2018

According to Montpelier Mayor Steve Yagelski, dozens of businesses and organizations have signed on to support Montpelier's vision for a hiking and bike trail in town, and Williams County Commissioners agreed to pen a letter of support as well.

"We're not asking for any money," Yagelski told Commissioners Monday morning, "we're just asking for a letter of support."

Yagelski said about 50 businesses and community organizations have provided letters of support, and the village is working with state agencies and Sen. Rob McColley (R-Napoleon) in identifying grants and other possible funding sources for the project.



Letters of support for the project will be included in grant and funding applications for the project, and organizers expect that they will give added weight to community buy-in for the project when it comes to attracting grant funding.

According to Yagelski, the project will serve as an anchor for community development and identify Montpelier as a destination community. "Now, there's nothing that is attracting you to spend time in Montpelier," he said.

The trail is currently envisioned as a 14-foot wide hiking and bike trail that would attach not only to the existing bike path in Montpelier, the downtown area and the fairgrounds, but also to the Wabash Cannonball trail. It would then extend beyond corporation limits where other municipalities could potentially hook in to the trail.

Yagelski said part of the consideration to date includes a veterans trail that would lead visitors to veterans monuments in Montpelier.

Village Administrator Kevin Brooks added that the trail could include youth programs related to area wildlife study. Trail planners, he said, are working with property owners along the trail to assure them that their concerns will be taken into account as the trail moves closer to reality.

"We'll be respectful of their concerns," said Brooks.

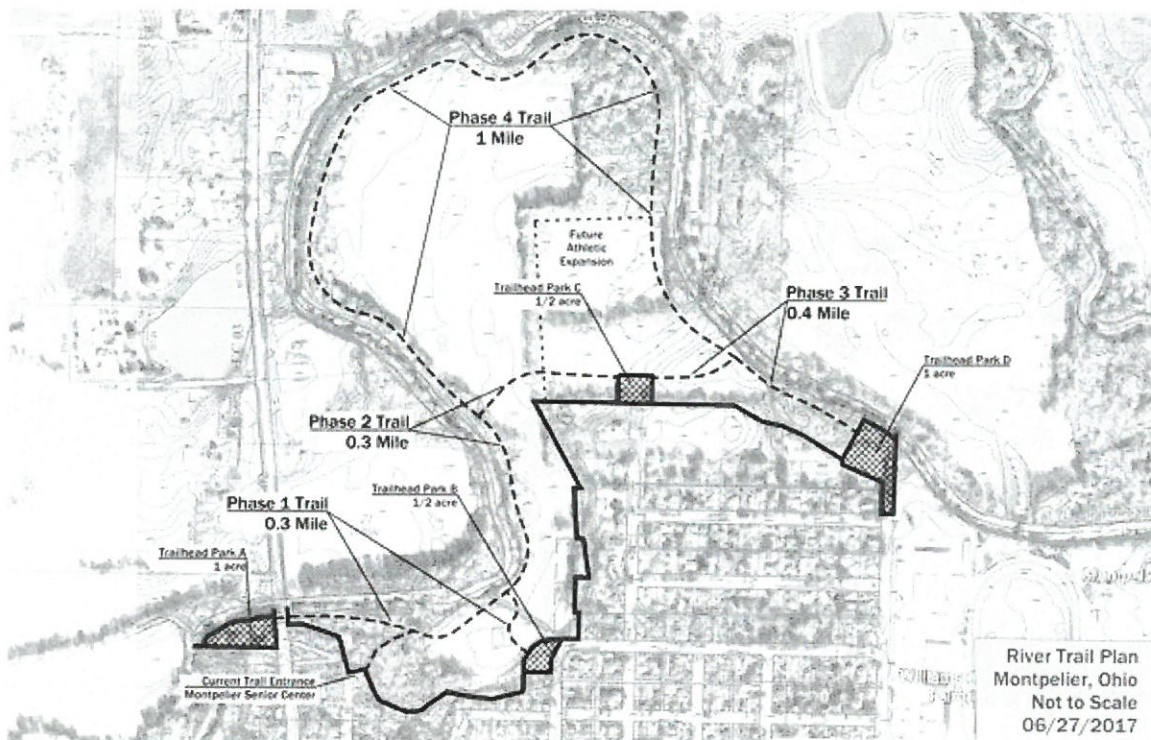
Commissioners unanimously approved a letter of support for the project.

Editor's note: A second public meeting about the bike path plan is scheduled for tonight, Jan. 23, at 7 p.m. at the Montpelier Fire Department, 107 S. Monroe St., Montpelier.

Montpelier trail, communications tower may get state funding

- By JOSH EWERS jewers@bryantimes.com

- Mar 3, 2018



Pictured is a map of a proposed trail system the Village of Montpelier is working to develop. Courtesy graphic Chris

As part of Ohio's proposed \$2.6 billion budget, \$725,000 is expected to go toward Montpelier's in-the-works Iron Horse River Trail and a new Williams County Communications tower, should the budget go through.

If approved, \$325,000 would go toward creating a 2.3-mile long, 10-foot-wide paved trail for walking and biking with a two-foot berm that runs along the St. Joseph River, furthering the village's efforts to drive interest, traffic, new residents and commerce toward the village and eventually to develop connectivity of its trails with the Wabash Cannonball Trail through other funding sources.

Another \$400,000 has been identified for a project to erect a public safety tower to serve all of Williams County.

The funds are part of identical budget bills put forth in the Ohio House and Senate.

"We do not expect any issues in the House or Senate, but until passed and sign by the governor, anything is possible," said Williams County Commissioner Brian Davis. Montpelier Village Administrator Kevin Brooks echoed that sentiment.

The budget is expected to be approved by April 2017, according to Davis.

Communications Tower

As Davis and Williams County Communications Director Dawn Baldwin explained, the tower will fill a need the county has had for more than a decade.

"Since 1995, there has been a need for better radio communications in Williams County and that would be a step in that direction," Baldwin said. "All that matters to us is when we push the button everything works ... It definitely benefits us.

"When law enforcement is out in the county there are down spots, but there's always been a challenge with cost, location and height to erect our own tower," Davis said.

Should the money go through, the \$400,000 from the Department of Public Safety will cover a large swath of the total \$534,000 project cost, according to Davis. The 350-foot tower will be erected on the Hillside Country Living property on County Road 16. Davis

said a topographical study determined that to be the most suitable site for maximum area coverage.

Construction of the tower will begin once state approval is given, which could take several months. Davis says in December he petitioned both Rep. Jim Hoops and Sen. Rob McColley through a capital budget request to make an effort to procure the funding.

"We're ecstatic to receive it," Davis said.

Other funds for the project may still be forthcoming through grant dollars, Davis said.

Trail

To date, more than 70 businesses have thrown their support behind Montpelier's proposed trail project, according to Brooks.

Should the state budget go through, the funds would be the first to be allocated for the project.

Brooks hopes that, if the money is made official, it will be a spring board to bolster other grant funding opportunities through the Ohio Department of Transportation and other sources to connect the trail to the Wabash Cannonball trail as well as iconic and important sites around Montpelier.

Additionally, Brooks says the village has a vision of creating biking and pedestrian lanes throughout Montpelier.

"We're trying to reinvent Montpelier as a destination community. Right now all people do is pass through and go somewhere else. We want it to be a place where you come and spend some time and money around our downtown," said Brooks. "We're trying to diversify and have a lot of reasons for people to invest in and travel to Montpelier. We want to grow our community."

"We're thinking bed and breakfast, come for a weekend to Montpelier, get on your bike, get on and off the trail, stay in our community. We're creating a destination," he said.

The Iron Horse portion of the project is currently planned to incorporate kayak and canoe launch stations and a walk-off fitness center. Brooks says the entirety of the trail and anything that appears on it will be Americans with Disabilities Act-compliant.

As Brooks noted, nothing has yet been engineered for the overall project, so he is still very much open to dialogue with residents regarding what they envision and what their concerns are. Brooks noted the entirety of the project will be undertaken on village property.

"We will be engaging with folks adjacent to the property moving forward. We don't want to ruffle any feathers, but we're going to develop that to the best of our ability," he said. "We want to put things into the trail that people in our community can use; You might only have tourists six months out of the year."

A 15-year, 100 percent tax abatement plan on residential and commercial improvements over \$5,000 is also part of the overall effort to revitalize the village.

Elected officials

Hoops and McColley announced the funds arrival via a joint press release Friday.

"The capital budget is a great opportunity for our state to invest directly in the local communities, improving the quality of life of those in the region," said McColley.

"I want to thank the local officials for bringing attention to these very important projects for the communities in Williams County," said Hoops. "This gives communities an opportunity to complete projects for their constituents that they would not otherwise be able to do because of lack of local resources."

“The Board of Commissioners is exceptionally grateful for the help and support with this project by Sen. McColley and Rep. Hoops,” Davis said. “They were extremely instrumental in securing the funding and without their assistance, said funding would not have been possible.”

https://www.bryantimes.com/news/local/montpelier-trail-communications-tower-may-get-state-funding/article_aff99385-ef8f-5cb7-833c-8825f1368a3a.html

https://www.bryantimes.com/news/local/iron-horse-river-trail-is-a-go/article_50da3def-a397-5a61-81ba-c5615c3222b2.html

Iron Horse River Trail is a go

By LYNN THOMPSON lythompson@bryantimes.com

Jun 9, 2020



Councilman Dan Willis, left, cast the only vote against Montpelier's first investment in the proposed Iron Horse River Trail Monday evening in the Village Council's first live meeting since the COVID-19 pandemic hit American soil. Also pictured from left are council members Don Schlosser and Nathan Thompson, and Village Manager Jason Rockey.

Photo by Lynn Thompson

MONTPELIER — Virus or no virus, the hard work of democracy has to be done, and sometimes you just can't do that over the phone.

With village council poised to vote on a \$125,625 contract to design phase 1 of the proposed Iron Horse River Trail, Mayor Steve Yagelski convened a live meeting — rather than a video conference meeting — Monday evening in the fire station training room, with chairs spaced six feet apart to adhere to social distancing protocols.

The resulting discussion and debate over whether or not to spend the money lasted nearly two hours and appeared to split along generational lines. Retired residents Al Word, Roger Thorp and Kevin Smith argued against the investment while council members Nathan Thompson and Chris Kannel, both in their 40s, passionately defended it.

The Iron Horse is a 1.5-mile section of a paved recreational path connecting Montpelier's First Street to Pleasant, River and Platt streets.

Word agreed that similar trails in Toledo and Maumee were of great benefit to their communities, but questioned Montpelier's need to pave the Iron Horse. "My wife and I drove through the metroparks, where I used to fish for walleye, and they're beautiful," he said. "Trails were thick with people along the river and all over. Thing is, we don't have that kind of population base and people around here don't have those kinds of jobs. If you build this you're not going to see those kinds of crowds. You can build it and hand out free beer and you won't see those kinds of crowds.

"It's sad," Word continued. "Back in the 1960s you couldn't find a parking space downtown on a Saturday night because we had so many shops and so many things going on. All gone now. Empty buildings. Nobody wants to live here. Honestly, I wouldn't want to start a business here because I don't think anybody would support it. I applaud the effort and the forward thinking; the trail's a good idea. I just don't think we need to pave it."

That money, Word argued, should be focused on "the basics" like street repair and standard code enforcement to maintain homes and neighborhoods.

Thompson erupted. "This is my third term on council and I don't like it," he said. "Every time we try to do something great we get blocked. We hear the complaints every day — 'Why don't you do something?' We're doing something! Look at Whitehouse. They have seven miles of trails and

it's jam-packed every weekend. Huge impact!"

"You've been to Fallen Timbers (in Maumee)," Kannel said. "Trails connect the historic battlefield and the mall, and right next door there's a rental property with hundreds of units. That's no accident. People are attracted to that."

"What they're attracted to is jobs and we don't have them," Smith said. Thorp agreed, stating all four of his children earned college degrees and refused to move back.

"The jobs are here, good-paying jobs for people right out of college and they have them, but they don't want to live here," Kannel said. "Interns ... They take long commutes to work here but they won't live here and their chief complaint is that they have nothing to do here. That's their mantra. We can sink everything into streets, curbs, sidewalks and sewers but that will have zero impact on attracting talent. We can start to change that with a ribbon of asphalt 10 feet wide and 1.5 miles long through 75 acres. It's in the budget," Kannel said.

Before the vote, councilman Dan Willis sided with the opposition. "Now is not the time," he said. "We're looking at 20% unemployment after COVID-19 and a lot of people feel their jobs are threatened. I do. The state hasn't opened up yet. We need to slow down, wait and see what happens."

Kannel countered. "We have spectacular downtown businesses. Their taxes stay here and the more people support them the easier it is for us to make improvements, but they have to be supported if we want them to stay."

The rest of council agreed, in spite of Fiscal Officer Niki Uribes' monthly finance report, which indicated a 26.98% decrease in accumulated revenue for May as compared to the year prior. In May 2019, the village collected \$897,962.15. In May 2020, with Ohio under Gov. Mike DeWine's stay-at-home order, it collected \$655,673.33.

Councilmen Kevin Motter and Don Schlosser voted for the project with Kannel and Thompson, while Willis cast the only vote against it. Councilwoman Melissa Ewers was not present.

https://www.bryantimes.com/news/local/mission-montpelier-making-strides/article_b4dd8706-24f0-5b72-9324-90ff168d9867.html

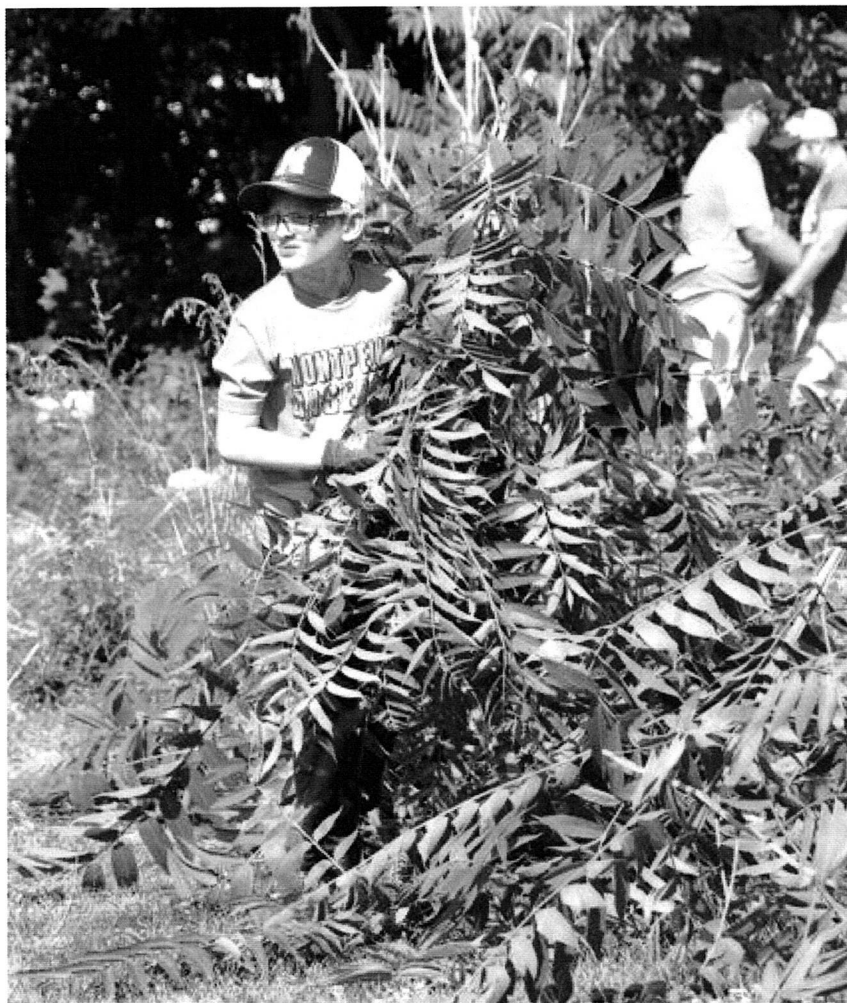
FEATURED

Mission Montpelier making strides

By Ryan Squanda rsquanda@bryantimes.com

Jul 19, 2020

1 of 3



Carzin Bell clears some brush from a yard during Saturday's Mission Montpelier community cleanup event.

Photo by Ryan Squanda

MONTPELIER — The heat didn't do much to deter about 75 people from showing out on Saturday morning to help the Mission Montpelier project continue to make strides in cleaning up and improving the community.

Saturday's work included three main objectives — clean up the trail along the St. Joseph River, pick up trash and clean alleys in the village's downtown area, in addition to yard work at homes around the community.

It was the second time the group met to beautify the community after initially converging during the second weekend of June, and event organizer and Montpelier Village Council member Chris Kannel said he was pleased to see the volunteer spirit of the village.

"The great thing that we did was we helped encourage a sense of community in that many of the groups were composed of people who don't normally work together," Kannel said. "That was fun. As I popped around to different groups, there was the normal giving each other a hard time and joking and laughing. That was very exciting."

In a world where so much bad news seems to dictate the headlines, Kannel said it's encouraging to know something good is going on in Montpelier.

"There is a sense in the world right now that things are tearing apart at the seams," Kannel said. "There are so many things that people feel like there is nothing going on that's good right now. In Montpelier, there is something good. There are people who are interested and enthusiastic about making their community better. And they're not just willing to talk about it, they're willing to put in the work."

Kannel says Mission Montpelier hopes to keep the ball rolling with a number of future projects. On Aug. 8, the group plans to partner with the HOPE Community Center for a school supply drive.

https://www.bryantimes.com/news/local/iron-horse-river-trail-plans-finished/article_d14bb131-2915-5904-9154-dd1e04c56a45.html

Iron Horse River Trail plans finished

By Lucas Bechtol lbechtol@bryantimes.com

By Lucas Bechtol lbechtol@bryantimes.com

Jan 25, 2021

The design plans for the first stage of the Iron Horse River Trail are complete and have been reviewed by the Ohio Department of Transportation.

Montpelier Village Manager Jason Rockey updated the council during its regular meeting Monday evening.

“The ODOT comments were all expected by Poggemeyer (Design Group),” he said. “There were further specifications for things that need to be submitted for the stage two process, but those were anticipated.”

With the stage one plans back, Rockey said they will be able to start the environmental surveys that need to be done.

This process could take as long as a year.

One surprising aspect that Rockey said he would have to work through is the fact the senior center parking lot isn't public property, but is rather owned by a not-for-profit group that owns the senior center building.

“So, having the trailhead start, the trailhead gateway being at the north end of their parking lot is going to require some additional documentation, possibly for ODOT,” he said.

The good news is they have options in working with it.

For one thing, the end of Circle Drive is close to the parking lot, so they could run the trail an extra 100 feet and start it there. The village does own the area east of Circle Drive and the lot east of 402 Circle Drive.

Otherwise, they could work with the non-profit to work out a right-of-way or an easement solution. Purchase of the property or portion of it, Rockey said, would not be necessary.

"It's an issue we absolutely expect to work through," he said. "We have plenty of time to be able to work through that."

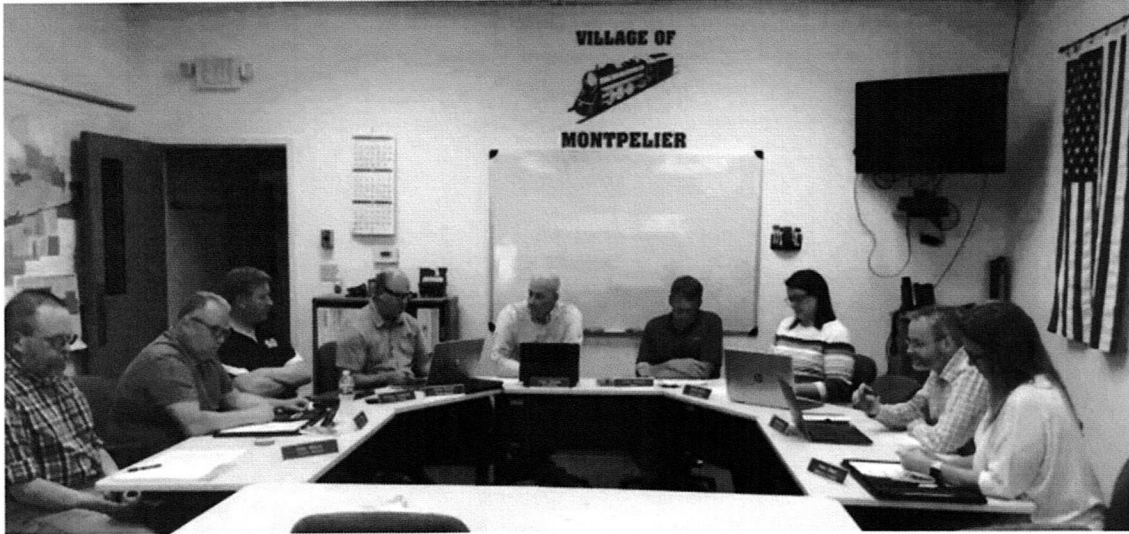
In other business, council:

- Entered a closed, executive session for discussion of personnel with no action expected.
- Approved Jarrett Sweezy to a one-year probationary position on the fire department. Rockey said this brings the force up to around 36 people, though he was unsure of the exact number as there have been issues getting physicals in the last year.
- Appointed Tim Sanders as assistant fire chief.
- Had the second reading of an ordinance vacating a public right of way on a portion of Maple Street.
- Suspended the rules and passed a resolution to advertise for bid and contract for concrete and asphalt crushing.

-
- Heard Mayor Steve Yagelski read a proclamation for Career and Technical Education Month.
 - Recognized the passing of Delmar Karnes, who served on the village council for 32 years.

Montpelier Village Council Finalizes Ordinance Accepting Portion Of Wabash Cannonball Trail

May 28, 2021 — Updated: August 30, 2021 No Comments 4 Mins Read



GETTING BACK TO “NORMAL” ... Montpelier Village Council, which has been held in the large room at the Fire Station for quite a few months, was moved back to Council Chambers at the Police Station for the May 24, 2021 Council meeting. From left to right around the table are Council members Dan Willis, Don Schlosser, and Nathan Thompson, Village Manager Jason Rockey, Law Director Chris Walker, Mayor Steve Yagelski, Clerk of Council Jessica Apple, Council member Chris Kannel and Director of Finance Nikki Uribes. (PHOTO BY REBECCA MILLER, STAFF)

By: Rebecca Miller

NORTA, Northwest Ohio Rails to Trails, has donated a portion of the Wabash Cannonball Trail, between County Roads 13 and 17, to Montpelier.

During the May 24, 2021 Montpelier Village Council meeting, council had the Third Reading and Passage of an ordinance accepting the gifted land.

Village Manager Jason Rockey reported that A Pre-Construction meeting was held recently for joining the gifted land and the Main Street trail, with a representative from Martin Sprocket and others present and it went very well.

They talked about the changing grade that will need to be done and everyone is on the same page for that. Bryan Excavating said they will be able to begin in the coming week (first week of June) and it should be about a two week project.

Mission Montpelier Holds Clean-Up Day

July 11, 2021



TRAIL ENTRANCE ... One of the entrances to the St. Joe River Trail in Montpelier is shown.
(PHOTOS BY JACOB KESSLER, STAFF)



TRAIL WORK ... The St. Joe River Trail where work was done to elevate part of the trail so that it is safer and not as steep of a drop when walking or biking.

The volunteers with Mission Montpelier held their clean-up day on Saturday July 10th. During the clean-up day the volunteers went to certain houses in the community and helped them clean up.

These are usually homes that are nominated and have residents that are not able to do the work themselves due to multiple different circumstances.

They also go to businesses in the city to paint the exterior to make them look nice. A bigger aspect that the group is working on since last year has been their trail project.

The group worked to turn the game trail next to the St. Joseph River to a walking and biking trail that is open to the public. The group worked to get the trail widened and made safe all last year.

The village was even able to donate old telephone poles that were then turned into a bridge for the trail. This year more improvements were made to the safety of the trail.

Broken up pieces of cement were brought in from the village and placed on the trail to help with the elevation of a certain spot. Ground up cement and dirt were then laid on top to cover up the larger cement and fill in the holes.

The purpose was to get rid of a section of the trail that had steep ascent and decline. The group also worked on trimming sections of the trail. The group does a lot of volunteer work to help support the community and make it look better.

Chris Kannel from the group said "The critical thing is we are all in this together. If we want our community to thrive, we are going to have to identify the needs and take care of them ourselves.

Even if it costs us our money and time it is totally worth it in the end." The Mission Montpelier group holds a few clean up events every year.

Volunteers are welcome and donations are able to be made through the Rotary Club, Civic League and Ministerial Association.

Jacob can be reached at jacob@thevillagereporter.com

https://www.bryantimes.com/news/local/montpelier-opens-trail-extension/article_5426e1c9-ab5a-58a3-b499-9d86c3ce3d75.html

FEATURED

Montpelier opens trail extension

By LYNN THOMPSON lynnthompson@bryantimes.com

Aug 27, 2021



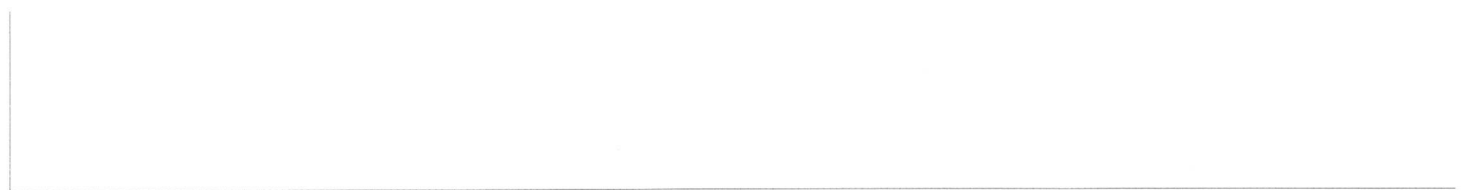
Pictured at Thursday's opening of the new Wabash Cannonball Trail Connector in Montpelier are, from left, Montpelier Village Administrator Jason Rockey (with Mayor Steve Yagelski obscured behind him); Emily, Olivia and Dexter Kannel with their father Chris Kannel, village council president; Northwest Ohio Rails-To-Trails Association President Edward Snyder; Cody Frey, project designer from the Williams County Engineer's Office; and Williams County Commissioner Lew Hilkert.

Photo by Lynn Thompson

MONTPELIER — Sometimes you just have to get outside, go a little farther than you thought you could and maybe reward yourself for the effort.

The Village of Montpelier made that a little easier and a lot safer Thursday afternoon by opening the Wabash Cannonball Trail Connector, a quarter-mile asphalt ribbon that links the trail to improved bike lanes on Ohio 107/East Main Street that give hikers and bikers access to the downtown area without disrupting automotive traffic.

“We wanted to provide a resource to village residents. We have a lot of walkers and a lot of sidewalks that don’t go anywhere so we want to move them safely,” Montpelier Village Council President Chris Kannel said. “COVID-19 demonstrated the need for that. People in town need to get outside.”



The Connector also supports economic development.

“Data shows that people who come to town on bicycles spend more money than people in vehicles,” Kannel said. “Lunch, dinner, ice cream. It all fits together and everybody benefits. The trail is level and straight; you could totally get here from Toledo in a day. That’s the kind of thing we’re excited about. Long term, I’d love to see an outfitter set up in town to support them.”

In 2019 the village received an \$89,395 grant from the Clean Ohio Trail Fund (COTF) to cover 75% of construction costs for the Connector while local and county government covered the rest, Village Manager Jason Rockey said. Total cost was estimated at \$119,194. The village is slated to receive an additional \$850,000 in fiscal year 2023 to complete its Iron Horse Trail along the St. Joseph River.

“There are a lot of good people in Williams County and lots more are watching what we do,” said Randy Miller, of the Northwest Ohio Rails-To-Trails Association (NORTA). “The North Country Trail (a 4,600-mile National Scenic Trail route that runs 4,700 miles through eight states from North Dakota to Vermont) originally planned to route through Maumee but they changed that and are coming down along the St. Joe River through Montpelier because of what we’ve done.”

Thursday's ribbon cutting makes Montpelier an official Wabash Cannonball Trail "Trail Town" alongside Maumee, Whitehouse, Wauseon, Toledo, Perrysburg and Bowling Green. "Each one has an equal vote in how all 63 miles are preserved and maintained," Miller said.

For Mayor Steve Yagelski, better trail access means bigger possibilities.

"Don't wish; plan and do," he said. "This is part of the strategic vision for Montpelier, Williams County, northwest Ohio, Michigan and Indiana. There's a lot of stuff in the works, but it takes a lot of baby steps. Good ideas take time to develop but this is for everybody."

https://www.bryantimes.com/news/local/county-montpelier-officially-accept-sections-of-wabash-cannonball-trail/article_43edc1e5-981a-5eab-be43-2aca5d26ee15.html

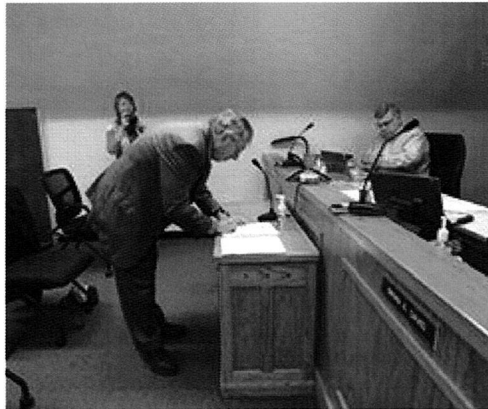
FEATURED

County, Montpelier, officially accept sections of Wabash Cannonball Trail

By RON OSBURN rosburn@bryantimes.com

Nov 8, 2021

1 of 2



Ed Snyder, center, president of the Northwestern Ohio Rails-to-Trails Association (NORTA), signs the deed transferring ownership of the section of the Wabash Cannonball Trail from County Road 17 east to the county line to Williams Cour Monday at the county commissioners meeting. At left is NORTA board member Patti Gehring and at right is Commissic Lew Hilkert.

Photo by Ron Osburn

On Monday, ownership of the Wabash Cannonball recreational trail was formally transferred from the former owner, Northwestern Ohio Rails-to-Trails Association (NORTA), to the county and the village of Montpelier.

The Village of Montpelier was deeded the trail from its west terminus at County Road 13, east to County Road 17, while Williams County was deeded ownership of the trail from County Road 17 east to the county line.

The agreement was signed during a meeting of representatives of all three entities inside the commissioners' chambers.

NORTA acquired the east-west railroad corridor, formerly operated by Norfolk Southern Railroad, in 1994. Over the past nearly 28 years, the Delta-based group of volunteers has developed that corridor into a 70-mile-long, multi-use recreational trail running west from Toledo to Montpelier, where it currently ends at County Road 13.

The transfers have been discussed for the past several years. NORTA deeded the properties at no cost to both Montpelier and the county, which now will assume responsibility for maintenance, trail security and any other issues associated with their sections of the trail.

All three entities saluted the partnership, with NORTA President Ed Snyder emphasizing that NORTA will work alongside the county and Montpelier on promoting the trail and continue its volunteer maintenance and monitoring efforts.

Snyder, who was joined by NORTA board members Bonnie Markley, Patti Gehring, Tom Striggow and Tim Gray, noted the nonprofit, all-volunteer NORTA never intended to maintain trail ownership over the long term.

"We never intended to own it (in the long term). We intended to pursue these partnerships for the public good," said Snyder, who pointed out NORTA has also deeded sections of the trail to other municipalities along it, including Wauseon and Whitehouse.

The Williams County and Montpelier transfers were the first ones to date accomplished without payment from the municipalities.

"This is exciting," said Montpelier Village Council president Chris Kannel, part of a village delegation that included Village Administrator Jason Rockey and council members Melissa Ewers and Nathan Thompson.

Kannel noted the village's section of the trail will fit in with the 2.1-mile Iron Horse Trail already within the village, and could open up other opportunities, such as potential partnership with the national North Country Trail Association.

Thompson called the trail a “stepping stone” to further promote Montpelier business and recreational opportunities. He said council will be discussing placing additional signage around the village to inform visitors about where the trail is and where other amenities are located in the village.

County Engineer and Williams County Park Board Chairman Todd Roth welcomed ownership of the trail on behalf of the county and the park board. He said county personnel can train on equipment such as bulldozers and backhoes while the county is performing trail maintenance.

NORTA board member and county resident Randy Miller had worked for the past two years to make the partnership happen, but was home Monday on COVID quarantine. Reached by phone, he said he was gratified at the deed transfer and noted that NORTA volunteers will still be involved in trail monitoring and maintenance, potentially keeping overall trail costs down for the county and village.

“This was the culmination of what we’ve worked on for so long. This has been (NORTA’s) goal and it’s really nice to see it come about. We’ll continue to work with the county and Montpelier and volunteer our efforts, which will help keep costs down.

“I salute the county and the Village of Montpelier for having the vision and the commitment to pursue this project and accept the partnership with NORTA,” Miller said.

https://www.bryantimes.com/news/local/montpelier-councilman-iron-horse-river-trail-well-used/article_97e6a313-8bad-52df-a4ae-effc11aa3a70.html

Montpelier councilman: Iron Horse River Trail well used

By Lucas Bechtol lbechtol@bryantimes.com

Apr 25, 2022



Montpelier Village Councilman Nate Thompson said a trail camera installed on the Iron Horse River Trail showed 2,408 people have used the trail since last April.

Photo by Lucas Bechtol

MONTPELIER — The numbers are in and 2,400 people used the Iron Horse River Trail in the last year to either walk or ride a bike.

Councilman Nate Thompson said during Monday's village council meeting that a trail camera was placed at the west bridge of the trail last April. Since then, 2,408 people have used the trail. That included 1,151 walkers and 375 bicyclists.

"It's not going to give the full impact because, honestly, I think it's bigger than that," he said. "It does not track any travelers on the east side of the trail ... So I think that number is probably low."

Thompson said it was great to have data that shows people use the trail.

Thompson also said the next Mission Montpelier — a village-wide effort in which volunteers help clean up the town — will be on June 4 and will likely be focused on trail maintenance and possibly spreading mulch.

"This started two years ago on June 13, where we had about 100 people show up that day," he said. "It blew our minds that day as far as the amount of people who showed up and what we were able to do that day."

The day has become an asset to the community, Thompson said, and he hoped it would gain traction.

Separately, GayLynn Harris invited the council to the National Day of Prayer Community Prayer Breakfast.

Harris, who serves as the chairman of the National Day of Prayer Task Force, said the breakfast will be at 8:30 a.m. on Thursday, May 5.

"We'll begin with a continental breakfast at 8:30 and from 9 to 10 o'clock we'll have various pastors pray over our community, our churches, our families and area businesses," she said. "This year we are praying and promoting specifically for the media. So, we've got Mr. Forest Church from the Village Reporter to be our local speaker."

Mayor Steve Yagelski also made a Day of Prayer proclamation.

In other business, council:

- Held an executive session to discuss personnel.
- Passed a resolution electing to take the standard allowance for revenue replacement for American Rescue Plan Act funds. Director of Finance Nikki Uribes said doing so gives the village more flexibility on reporting and how it can use the ARPA funds.
- Village Manager Jason Rockey said Chris Suydan was selected as the new K-9 officer, allowing the village's police dog, Knox, to get back onto the streets. He said Suydan will start training next week and will be able to get on the road after training, which takes about four weeks.

Montpelier Area Foundation Makes Donation To Wabash Cannonball Trail

February 20, 2023 No Comments 1 Min Read



The Montpelier Area Foundation presented a \$5,000 check to the Friends of Montpelier Parks to help pay for an engineer's estimate that will provide the way to paving the Wabash Cannonball Trail from County Road 13 to the Fulton County Line.

They also gave them a \$3,000 check to help with the costs of the Friday night events during this year's Bean Days.

Pictured left to right are Nathan Thompson, Wabash Cannonball committee; Heather Freese, Montpelier Chamber of Commerce; Chris Kannel, Wabash Cannonball committee; Barb Watson, Montpelier Area Foundation President; Sandy Gordon, Montpelier Friends of the Parks; and Tashia Thompson, Montpelier Bean Days.

https://www.bryantimes.com/bryan_times/study-to-be-funded-for-wabash-cannonball-trail-project/article_60a9246b-1ebb-5097-add1-f5597d257243.html

FEATURED

Study to be funded for Wabash Cannonball trail project

By Brian Koeller bkoeller@bryantimes.com

Mar 25, 2023



Pictured are (from left) Patsy Miller, Millcreek-West Unity Area Foundation president; Jenny Horn, Bryan Area Foundation director of communications and programs; Chris Kannel, Village of Montpelier council member; Amy Miller, Bryan Area Foundation president/CEO; Barb Watson, Montpelier Area Foundation president; Sandy Gordon, Village of Montpelier Parks and Recreation Department; Jason Rockey, Village of Montpelier manager; and Nate Thompson, Village of Montpelier council president.

Submitted photo

A couple of local foundations are banding together with Montpelier council to explore increasing outdoor recreational activities for Williams County residents.

Nathan Thompson, president of Montpelier council, said the idea started about seven years ago with another trail idea.

"Council thought it was important to look at what we can offer residents as far as outdoor recreational outlets," Thompson said.

He added in recent years, the State of Ohio has made it a priority to help fund "alternative transportation" projects, such as biking, hiking and walking trails, so the time is right to bring more of them to the county.

This summer, work will begin on the Iron Horse River trail near Montpelier, which is being funded through an Ohio Department of Transportation grant. However, the process for that trail began during those initial discussions seven years ago.

Now, council is turning its attention toward another trail, which already exists in other parts of the area. That trail would run along the former Wabash Cannonball train line.

"Over the last five years or so, we've realized we would be silly not to somehow incorporate the Wabash because it's terminus, or start, is out there on County Road 13," Thompson said.

While the trail technically already exists, it is mostly a grassy area right now, and an engineering study is needed to find out what it would cost to pave it.

"As many people over in Toledo and the Metroparks have realized is that it's all well and good for a muddy, grassy, gravelly path, you'll get some users out of it, but in the end, if you want people to really utilize your area, the best thing to do is to pave it," Thompson said.

That's where the study comes in, and Montpelier, the Bryan Area Foundation and the Millcreek-West Unity Area Foundation all recently agreed to collaboratively put \$10,000 toward the \$46,000 study.

"It's all well and good for the village to do it because it does benefit us in a certain aspect, but there's other communities it touches as well," Thompson said.

He added the cooperation of neighboring communities also looks good on grant application forms.

Thompson said a consulting firm will be contracted for the study now that the funding for it has been secured. It is hoped that study will help in securing additional funding for the actual paving of the trail.

While the project likely will take a few years to complete, and funding likely will determine if the 10 miles of trail is paved all at once or in phases, it is ultimately hoped the Wabash trail will draw in visitors, as well as new residents.

"Maybe that attracts the younger generation to stick around here or get them to come from Toledo and take them out here in the rural area, and we've got all those things that you have up in Toledo and we can help make the transition maybe a little easier," Thompson said.

He added hikers could also use the trail to come from other areas where it connects, including Henry and Lucas counties, to visit the area.

"Once it's all paved, for people to come from Toledo to Montpelier, that's 50 miles, that's not unheard of," Thompson said. "People do 100 miles in a day.

"You stay overnight, we've got hotels you can stay at, they can camp at the fairgrounds if they want, you can stay here, spend a couple bucks, go out to eat and then turn around and go back the next day with a group of people, and that's definitely not unheard of," he added.

Thompson said current estimates are to pave the entire 10 miles could cost upward of \$10 million, but that's why grant funds would be sought.

The engineering study should be completed within six months, depending on weather. After that, public meetings would be held for community input.

MONTPELIER PARKS & RECREATION BOARD: Eagle Scout Project Approved & Potential Projects Discussed

February 9, 2024 — Updated: May 23, 2024 No Comments 4 Mins Read

PHOTO BY ANNA WOZNIAK THE VILLAGE REPORTER

EAGLE SCOUT PROJECT Eagle Scout Austin Adams came to the Montpelier Parks Board meeting to seek approval for his Eagle Scout Project which would be to install bike fixing stations along the local bike trails. The board gave their approval and now Adams must visit with the Friends of the Park to obtain funding for this project.



By: Anna Wozniak

THE VILLAGE REPORTER

anna@thevillagereporter.com

The Montpelier Parks and Recreation Board met on February 7, 2024, at 7 p.m., and began with greeting Eagle Scout Austin Adams, who wanted to present the idea of implementing two bike fix-it stations along the Wabash Trail off County Road 13 and the Iron Horse River Trail. The stations are Dero Fixit with Air Kit Prime.

The project needed to be approved by the board before Adams could go to the Friends of the Park for funding, which is exactly what happened by means of a motion.

The minutes from the last meeting were approved as presented before it was shared that valve maintenance and lifeguard certification has been going well, and Boys and Girls Club is looking for places to send the kids.

Christmas lights have been getting taken down, and the grounds are being prepared for spring at the moment, with regular road salting and snow removal being completed as necessary.

Montpelier's Iron Horse River Trail Continues Construction Efforts

By: Jenna Frisby
THE VILLAGE REPORTER
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The Iron Horse River Trail which runs through Montpelier continues in their construction efforts. While the entire project began four years ago, it wasn't until about a year ago that construction efforts began. According to Village Manager of Montpelier, Jason Rockey, at this time the construction of the asphalt pathway will only be paved on the current proposed river trail in which is a one-mile path that cuts across the existing Iron Horse River Trail. The entire project cost sits at an estimated cost of 1.2 million dollars. Of that amount the Ohio Department of Transportation (ODOT) funded \$850,000 through a grant that was provided for the river trail.

Rockey also gave insight to the current work which is being completed near the Montpelier Senior Center Trailhead. There will be two sections of boardwalk which will be begin replaced with helical piers. The two boardwalks to be replaced will be the north and south boardwalks. Current discussions are in motion on whether to not bring in a specialized carpentry team to do the constructions of



PHOTO BY JENNA FRISBY, THE VILLAGE REPORTER
 The Iron Horse River Trail Senior Center Trailhead is currently closed while the trail undergoes the construction of making the trail into an asphalt pathway which would include two bike lanes as well.

the boardwalks.

Once construction is completed on the Iron Horse River Trail, the paved pathways will be a total of ten feet wide and include two bike lanes, on either side of

the path giving ample room for all those who may pass by each other on the path to have more than enough space to do so. While the anticipation of the project being done continues to

grow, the project is expected to be completed sometime in September so that all may enjoy the amazing features of the trail and new more accessible trail.

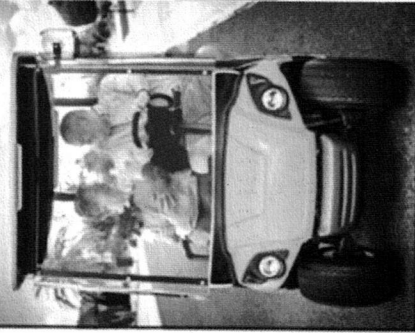
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Williams County ~ Fulton County Area

Local Hometown News

MONTPELIER VILLAGE COUNCIL

Wetlands Permit For The Iron Horse River Trail Received

By: Renea Kessler
THE VILLAGE REPORTER
renea@thevillagereporter.com

The Montpelier Village Council held their meeting on Monday, August 26th. The meeting began with a prayer followed by the Pledge of Allegiance.

Council then approved the agenda, minutes from the previous August 12th meeting, and changes to the instructional period and holidays in the Personnel Policy and Procedure Manual.

With school back in session Mayor Yagelski wanted to inform people that anyone riding a scooter must obey traffic laws such as stopping at a stop sign.

The floor was then handed over to Village Manager Jason Rocky, who provided a report indicating that the alleyway chip and seal operations were initiated and concluded on Friday, August 23rd.

Additionally, the village obtained authorization to establish an in-house commercial driver's license (CDL) program.

In February 2022, the federal gov-

ernment introduced changes to the process of obtaining CDL licenses for employees, stipulating a mandatory four-week training course.

Rocky remarked, "The expenses associated with sending an employee to this training amount to several thousand dollars, rendering it unfeasible for our newer employees."

The village hopes to have the program up and running within the next couple of weeks as their assistant village administrator is currently in the process of becoming the certified trainer for the program.

The village recently obtained a wetlands permit, allowing them to finish drainage work on the Iron Horse River Trail. In March, the council was informed that the project engineer had neglected to apply for the permit.

Although the permit was expected to take 45 days to process, it actually took several months. Crews still need to complete about 200 feet of drainage so that the base of the path can be laid. Despite the delay, the crews are still on track to finish the project by the end of



IRON HORSE TRAIL ... Village Manager Jason Rocky talks about receiving the permit needed to finish drainage on the trail.
PHOTO BY RENEA KESSLER / THE VILLAGE REPORTER

September.

Council then motioned and approved to enter an executive session at 6:20 p.m. to discuss personnel employment.

Upon returning from the executive session council approved promoting Robert Houk to the Street Superintendent position that will be coming open at the end of the year when Dennis Bishop retires.

With nothing left to discuss, after that council adjourned for the evening. The next regular meeting will be on September 9th at 6:00 p.m.

Dedication set for river trail expansion

LISA NICELY

Special to The Crescent-News

MONTPELIER — It's time for some trailblazing in this Williams County community.

A dedication ceremony for the new section of the Iron Horse River Trail will be held at 3 p.m. Oct. 26 at Founder's Park. There is a lot of excitement building about the expansion.

"We don't care where you're from, we just want you to enjoy the trail," Montpelier Council Member Nathan Thompson declared.

Trailheads for the Iron Horse River Trail now are located by the Montpelier Senior Center, and on Platt and River streets.

The original Iron Horse River Trail was established in the 1970s and "maintained sporadically." The Iron Horse River Trail began as a horse-shoe-shaped trail that followed the St. Joseph River. It was originally approximately one mile. The trail became overgrown, but then COVID happened and there was a demand for something to do.

"Several years ago, in 2020, a group of 45-50 of us met one day and cleared it," explained Sandy Gordon, director of the Montpelier Parks & Recreation Department. "We busted the whole thing open. ... From that point on, we have maintained it."

The amount of use the trail received highlighted the need to move ahead with a plan to expand it.

"We had the original idea in 2017 that we wanted to do something outdoor related," said Thompson. "At that time, we had a consulting firm exploring grants for outdoor recreation. ... We did engineering on it and applied for an ODOT (Ohio Department of Transportation) TAP (Transportation Alternatives Program) grant and were awarded that grant in 2018-19. At that time, that (grant) was a \$855,000 grant to do an improved trail for about a one-mile improvement on the system."

The new section is paved to allow better access for handicapped individuals, cyclists, families with strollers and more. Boardwalks were installed over the wetlands, particularly Cranberry Run. The old section of the trail will remain "rough" with stone. There also is a three-quarter mile single track for dirt bikes on the trail.

The Iron Horse River Trail now connects the Montpelier Senior Center to the Williams County Fairgrounds with the expansion as well.

Council Member Chris Kannel pointed out that the river is the primary natural resource in the community and the trail really highlights it.

"The priority for the community was how we can get our people out and explore the awesome resources we have in Montpelier," Kannel stressed.

Though it hasn't been dedicated yet, the trail has seen a lot of visitors already.

"What a great asset and fine addition to our trail system and village," Thompson exclaimed of the expansion. "We've had trail cameras out there the last three years. The trail cameras are to get a trail count for the numbers out there. We have seen it incrementally go up every year. There were 1,500 in the first year (2020), and that doubled and then doubled after that. That was the validation for the whole project."

Kannel stressed that people have really enjoyed the trail.

"We have dozens of people out there daily when the weather is decent," he stressed. "To see people driving out to Montpelier to use the trail is something. People want to use the trails. They want to be out there in creating, interacting with the birds, trees and wildlife. For Williams County, this is pretty rare. There are only a handful of places in Williams County that can have something like this."

For those who haven't been out to the trail lately, they may be quite surprised.

More TRAIL | A8

Trail/ from A1

"I think the community won't know what to expect. They will be overwhelmed by how beautiful and cool it is," Gordon explained.

Organizers are very proud of the trail and its future.

"It's really something in your town. You don't have to go to Toledo or Fort Wayne to have something like this," Thompson boasted.

Even though the dedication is set, the trail project is still growing.

"This is a big project," Gordon confirmed. "We're trying to increase amenities around the trail so we have more people who want it. The library is looking to put in a storywalk. We're talking about a disc golf course. After getting the trail done we will be increasing amenities."

Thompson pointed out they intend to even try to connect the Iron Horse River Trail to the Wabash Cannonball Trail outside of town, hopefully in the future.

https://www.bryantimes.com/montpelier-cuts-ribbon-on-park-trail/article_716e9756-9470-11ef-a17f-df7d720c0d70.html

Montpelier cuts ribbon on park, trail

By Lucas Bechtol lbechtol@bryantimes.com
Oct 27, 2024

1 of 4



People walk on the Iron Horse River Trail after a ribbon cutting event Saturday afternoon.

Lucas Bechtol | The Bryan Times

MONTPELIER— Work on the Iron Horse River Trail and Founders Park began in 2016 and Saturday village leaders cut the ribbon to officially open them to the public.

It took not only eight years but the help of many people to come to fruition.

"We had a Saturday of 120-plus people to beautify Montpelier in 2020... I remember being on the trail, starting at the senior center and the boy scouts started at River Street," he said. "There were a couple people who thought, 'Hey, just get as much done as you can today.'"

The two groups ended up meeting halfway along the trail, Yagelski said.

"I encouraged some of the council members that were there, they said it will never happen," he said. "I said, 'You know, you've got to think positive.'"

Around 100 people came to the ribbon cutting event Saturday, including federal, state and county and as well as officials from other villages.

Yagelski said these officials work for all the citizens.

"We want to beautify not only Montpelier but Williams County," he said. "Williams County is going to be, in my opinion, the showplace for the state of Ohio, this great state of ours. We can't do it alone. We need to work together. But at the end of the day and every morning we need to thank God for what we've got."

Working together has been a theme of the project, with Councilman Chris Kannel listing off several people and organizations that have helped, including John Dye, the Montpelier Chamber of Commerce and F&M Bank.

Also integral to the project was State Sen. Rob McColley (R-Napoleon) and State Rep. Jim Hoops (R-Napoleon).

"What a great time this is for the village," Hoops said. "Sen. McColley and I, when we put together a capital project, the first thing we look at is the importance of the project, how many people it affects the project and also the skin in the game that that community has in the project. This project checked all the projects."

He presented a proclamation celebrating the opening of the park and the trail to village officials.

Hoops said he looks forward to seeing what will happen next and how they will work together.

"I've been to some of the council meetings here and sure they have times they aren't agreeing on everything but I tell you what, they come together and work together and that makes the community come together and work together, too," he said. "That's what we need more of here in the state of Ohio and across the country. So, thank you for being a great example of what can happen when people come together and work together."

Congresswoman Marcy Kaptur, Democrat, (OH-09), called on more people to help.

She specifically spoke to the people younger than 18.

"You can help Montpelier," Kaptur said. "You can help us all by planting trees... We have to plant a lot more trees in this region."

She said this region of the state has a challenge to heal the rivers and Lake Erie. The Iron Horse River Trail is one way to help overcome that challenge.

Kaptur presented a flag flown over the Capitol to Yagelski.

Montpelier Village Councilman Chris Kannel said the project had two goals: economic development and community benefit.

"Introducing an all-weather accessible trail with multiple access points in the community provides the opportunity for more of our residents to safely get out and exercise and also engage with the beauty of our natural environment," he said.

It also helps with economic development because amenities like trails and parks make the village more enticing to live in.

With its location close to downtown, that means people who come from outside the village will be able to stick around to shop or eat, Kannel said.

"Studies show when people arrive to bike or hike, they typically spend more money," he said.

Lucas Bechtol

OCTOBER 30TH, 2024

Dedication Held For Iron Horse River Trail & Founders Park Near Montpelier



CUTTING THE RIBBON ... Mayor Steve Yagelski holds the ribbon for State Representative Jim Hoops for the dedication ceremony for the Iron Horse River Trail with all the dignitaries from the chamber, council, and park board.

By: India Kenner
THE VILLAGE REPORTER
india@thevillagereporter.com

On October 26th at 3 pm in Founders Park in Montpelier Ohio, the community and local and state elected officials celebrated the dedication and ribbon cutting of the long-anticipated Iron Horse River Trail and Founders Park.

The initial draft for this trail project was made in 2016 and then updated in 2017. The public hearing was in November 2017.

The plan was presented to the council and committees in 2018 and 2019. ODNR review in 2019 and ODOT approval PDG phase 1 Final plan presented December of 2020 and finally the Trail dedication in October 2024.

Montpelier residents young and old listened intently to the speeches given by Mayor Steve Yagelski and the Montpelier

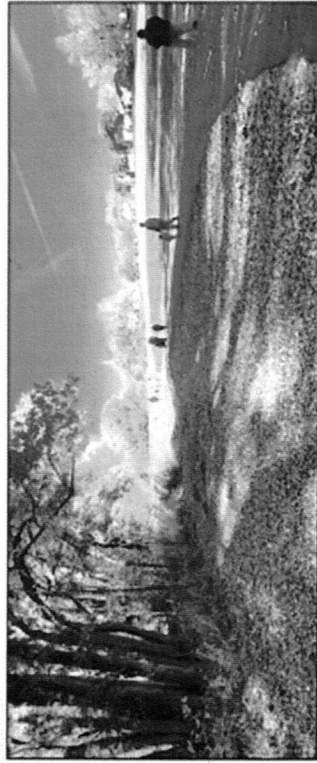
Chamber of Commerce. United States Representative Marcy Kaptur presented the Village of Montpelier with a new flag to fly at Founders Park and expressed the importance of maintaining the natural beauty of the Village and how important it is to respect the environment and for the younger generations to continue to plant trees and these additions to Montpelier would attract people to the area.

After the ribbon cutting for Founders Park, the crowds headed down to the Iron Horse River Trail Entrance for that ribbon cutting ceremony the public was welcomed to walk either the accessible trail (which is paved) or the rustic trail for the more adventurous.

The trail features two bike repair stations, four scenic

CONTINUED ON PAGE A12

Iron Horse River ... From Front Page



CHECKING OUT THE TRAIL ... Montpelier residents enjoyed a beautiful fall walk on the accessible trail section of the Iron Horse River Trail.

overlooks, three entrances and parking, and a wayfinding kiosk back at Founders Park. After the ribbon cutting and dedications, the public was welcomed to attend a Halloween party at Founders Park with a costume contest, prizes, goodie bags for the kids, and complimentary cookies and apple cider.

Special thanks was given to those who helped make the successful completion of these historic projects including: the Mayor, Montpelier Village Council members, Montpelier Park Board and Park staff, Village Administration, Senator Rob McColley, Representative Jim Hoops, and Village of Montpelier police and fire departments, Montpelier Area Foundation and Chamber of Commerce, Montpelier Rotary and Civic League the Boy Scouts, AM Legion Post 109 and VFW Post 944, and the many volunteers.



HALLOWEEN FESTIVITIES ... The Grubb Family Zoo Crew entered the costume contest at the Halloween party at Founders Park.

https://www.bryantimes.com/news/local/montpelier-applying-for-trail-grant/article_c77eb0fe-a36b-11ef-8260-c3eb374fb898.html

Montpelier applying for trail grant

By Lucas Bechtol lbechtol@bryantimes.com

Nov 15, 2024

MONTPELIER— One trail is finished, but another remains.

Montpelier Village Council recently approved a resolution allowing Village Manager Jason Rockey to apply for Transportation Alternatives Program (TAP) funding through the Ohio Department of Transportation (ODOT) for work on the Wabash-Cannonball Trail.

The resolution passed under suspension of the rules requiring three readings.

Council members had previously explained the project to council. It will pave three miles of the Wabash-Cannonball Trail between county roads 13 and 15 with an estimated cost of \$3.44 million.

If the application is successful, ODOT would pay for 95% of construction and related costs. If the funding isn't successful, Councilman Nate Thompson said the project could be scaled back to paving just one mile.

TAP funds were used to pave the recently-completed Iron Horse River Trail.

Separately, council also had the second reading of the 2025 proposed budget.

Village Director of Finance Nikki Uribes said the budget hasn't changed from the first reading in October because employees hadn't made their insurance elections, yet.

Once that is done, she said she will have a better idea of where the budget will be for next year.

At a special meeting of council last week, council heard staying with the current insurance provider, Paramount, would increase costs by 37.7% but switching to Anthem would be an 18.2% increase, according to the meeting minutes.

Council ultimately approved at that meeting going with Anthem and also decreasing the Health Savings Account contribution from \$1,500 to \$1,000 for single and \$3,000 to \$2,000 for all others. Doing so would result in approximately \$31,000 in savings.

In other business, council:

- Had an executive session to discuss personnel with no action taken.
- Approved the donation of 600 feet of attack fire hose and three nozzles from the Montpelier Fire Department to the Brady Township Fire Department. Councilman Kevin Motter dissented.
- Approved vacating an alley in the Knit and Bordner Addition. This was the third reading approving the vacation and no comments were reported.

Lucas Bechtol

MONTPELIER RECREATION BOARD
APRIL 24, 1984

The Recreation Board met in the Village Council Room with the following members present: President Norm Willibey, Fran Geesey, Robert Moore, Ralph Sawmiller and Howard Wilson.

I. PERSONNEL

1. It was moved by Mr. Wilson and seconded by Mr. Moore to employ the following applicants as lifeguard/clerks for the 1984 season:

Julie Beard, Full Time	Brenda Allgire, Part Time
Deedy Donaldson, Full Time	Deb Bitler, Part Time
Jim Geesey, Full Time	Rhonda Houk, Part Time
Amy Meier, Full Time	Becky McKelvey, Part Time
Sheila Young, Full Time	Molly Sheup, Part Time
2. It was moved by Mr. Sawmiller and seconded by Mr. Moore to send Deedy Donaldson, Jim Geesey and Sheila Young to Napoleon High School for training which will qualify them for their W.S.I. certification. The village will pay the \$25.00 per person class fee and the participants will provide their own transportation. The class will include 12 three and one half hour sessions beginning on May 8 and ending on June 12.
3. It was moved by Mr. Wilson and seconded by Mr. Moore to employ David Brines as Recreation Director for the 1984 season.

II. OLD FASHIONED FEST

1. It was moved by Mrs. Geesey and seconded by Mr. Wilson to grant permission to the Montpelier Area Chamber of Commerce to use the park on July 28 and 29 for the Old Fashioned Fest.

III. ATHENA STUDY CLUB

1. The Athena Study Club has donated \$375.00 to the Recreation Board to use as the board sees fit.
2. To date four (4) lounge chairs have been purchased from Gambles at a cost of \$89.44.

 IV. WALKING PATH

1. The Village Beautification Committee has proposed to the Village Council that a walking path be developed on village owned land. The land borders the south side of the St. Joseph River and extends approximately from the Williams County Fair Grounds to the Moose Lodge parking lot.
2. The Village Council has asked the recreation board to study the feasibility of developing and maintaining the walking path.
3. Mrs. Florence Barnard, a member of the Beautification Committee, from the Cooperative Extension Service outlined guidelines for the development of the walking path.
4. It was moved by Mr. Sawmiller and seconded by Mr. Willibey that Mr. Wilson meet with the Beautification Committee to discuss plans to develop the proposed walking path. Mr. Wilson will also see Village Administrator John Bitler relative to having proposed site surveyed prior to finalizing plans for the path.

Political Abolitionist.

GREAT IS TRUTH—GREAT IS LIBERTY—GREAT IS HUMANITY

AND THEY MUST AND WILL PREVAIL.

VOL. 1.

BRYAN, OHIO, WEDNESDAY

SEPTEMBER 17, 1856.

NO. 8

ABOLITION MEETING.

In accordance with a notice previously given, a number of the Abolitionists of Williams and Defiance counties, met at Montpelier, Williams county, on Saturday, September 13th, for the purpose of organizing a Radical Abolition party in said counties. Upon motion, J. T. GUTHRIE, of Defiance, was called to the Chair, and W. A. HUNTER, of Williams, chosen Secretary. The Chairman stated the object of the meeting, when, upon motion, W. A. Hunter, J. A. Simon, and M. H. Loudon were appointed a Committee on resolutions, who after a short retirement made the following report, which was unanimously adopted:

Whereas, the Radical Abolition party is the only party which has taken issue with the so called Democratic party in this Presidential Campaign by denying not only the right of carrying Slaves into new Territories and all over the Union, but denying the doctrine "that man can have property in man;" that a man can be legally enslaved by any human enactment; and that any human being can be legally held in Slavery for one moment, therefore

Resolved, That we unqualifiedly endorse the principles contained in the Addresses and Resolutions adopted and promulgated by the Radical Abolition party at Syracuse N. Y., and Boston, Mass., in the years 1855 and 1856; and that we will labor for these principles until they shall triumph.

Resolved, That we cordially endorse the nomination of Gerrit Smith and Samuel McFarland, for the offices of President and Vice President of the United States; that we look upon them as living embodiments of our principles, and that we will advocate their election until the polls close on the fourth day of November next.

Whereas; We deem it of the greatest importance to maintain our party organization, though we should poll less than five votes in a county; and,

Whereas, It is our opinion, that to forsake our Candidates would be an abandonment of our cherished principles; and that to vote for any man that does not come to our standard of political principles, would be committing political suicide, therefore

Resolved, That we will not support any man, for any office, who recognizes the right of man to hold property in man—that we will vote for no man for Congress, who will not pledge himself to vote for the unconditional abolition of Amer-

ican Slavery, should opportunity present—that we will vote for no man, for a Judge of any Court, who will not unequivocally pledge himself to disregard the Fugitive Slave Acts of 1793 and 1850, as unconstitutional and void; and that it is the imperative duty of Abolitionists, everywhere, to carry out the principles of this resolution.

Resolved, That we recommend, as the most effectual means of building up an abolition sentiment, the purchase and voluntary distribution of suitable abolition books, papers, pamphlets and magazines and that we will contribute, as our means will justify, for the accomplishment of this purpose.

Upon motion of J. A. Simon, the following resolution was offered to the meeting, and was unanimously adopted:

Resolved, That we hail with joy the advent of the *Political Abolitionist*; that we know that we have, in the person of W. A. HUNTER, Esq., its publisher, an able and faithful Editor, and a champion for the Rights of man; that we will uphold and sustain him in this Holy cause, at any personal sacrifice, and that we will procure the largest possible circulation for this our home organ.

Upon motion, W. A. Hunter was selected as Elector for the 5th Congressional District.

J. A. Simon, and W. A. Hunter ad-

ressed the meeting in an appropriate manner.

Upon motion, the following Committees were appointed.

Central Committee for Williams Co
J. A. Simon, M. H. Loudon, Richard Russel, W. H. Ozier, and W. A. Hunter
Central Committee for Defiance Co
P. P. Mills, A. Ames, and J. T. Guthrie.

Representative Committee.
J. T. Guthrie, Defiance, J. A. Simon Williams.

Upon motion, it was carried, that the proceedings of this meeting be published in the *Political Abolitionist*.

Upon motion the meeting adjourned
J. T. GUTHRIE, CH'N.

W. A. HUNTER, Sect'y.

Heath Patton
- Under Ground
Railroad in
Williams Co.

Jeff-	A portion of a human skeleton was	gram
plu-	found by the railroad employees in	
ther	the gravel pit on M. H. Loudon's	1:3
ity.	farm. The scientists of this village	Geo.
e at	—of whom there are many—say that	1:4
ure,	when these rusty bones were clothed	Zook.
rin-	with flesh and walked upon <i>terra fir-</i>	1:5
	<i>ma</i> , it was what is called in common	2:0
elior	parlance a man, and doubtless had	our te
are	all the mean proclivities that usually	respon
has.	belong to this biped. The skull was	terest
s, in	nearly whole. A portion of the	led by
may	bones of the leg, part of the foot and	2:1
l in	one bone of the arm were also found	2:4
all.	in a partial state of preservation.	the m
ray-	These remains were some three feet	tend's
kets	under ground, and from the general	the St
Any	appearance, in all probability, have	B. Ha
the	lain in the earth for a century. When	3:0
e li-	this thing was above ground it is	3:3
the	likely it was of the Indian race, or	school
	some adventurous white man that at	4:0
vil-	an early day had wandered from some	
rest	of the settled portions of the earth	7:4
sur-	and was prowling around in the mur-	Dusti
He	ky gloom of the jungles of the St.	8:0
r of	Joe wher, at an unexpected moment,	of th
local	he had been pounced upon by mos-	by C.
ment	quitos and "Galle-nippers" and fall-	8:1
ving	en a victim to those merciless sava-	8:4
	ges.	8:5
		9:0

him in charge. He finally succeeded in giving bail for \$500 and Mr. Beck's note was placed in Mr. Charles Gordon's hands, as trustee, to await the action of court.

Notice.

MONTPELIER, Aug. 15, 1881.

The sneak who, on Saturday last while attending the Democratic county convention, without leave or license from me, and taking advantage of my blindness, stabled his horse in the back stall of my stable, fed my feed and robbed my hen-nests, if he wishes to avoid trouble had better "call round" and settle his bill, as he is well known.

MOSES H. LOUDEN.

Soldiers' Attention.

A Grand Reunion and G. A. R. Camp Fire will be held at Fostoria, Ohio, on August 23 to 25, 1881. Prominent speakers will be present, including Gen. W. H. Gibson, Gov. Foster and others. Band Tournament, Competitive Rifle Practice, Balloon Ascension, Fireworks. Speeches. Toasts. Camp

arrive.

Three Young Mares

For sale, three three-year old mares, two of them fair matches. Were sound when last seen, think they are yet. For particulars call at my residence in Montpelier.

M. H. LOUDEN.

It is with pleasure that I say I have been liberally patronized by the people of Williams and adjoining counties and I assure you no other can, with more appreciation, and I will continue to make such prices as will reward a continuance of the same. I remain your obedient servant,

L. C. NEIKIRK.

Stall is the agent for the well-known quick train Rockford Watch. The best timer in the world.

Don't fail to see the Rockford Watch at Stall's.

Just received a new lot of fine Accordions at Stall's.

ten.

Mr. M. H. Londen, of Montpelier, was in town Thursday. He has become entirely blind and is, of course, quite helpless, having to be led wherever he goes. As we talked with him we could not help but think that he, a few short years ago, was extending a strong arm to the helpless fugitive slaves, to assist them from the darkness of human slavery into the light of freedom beyond the lakes. We wondered if many of those to whom he had given shelter or assisted on their journey during the darkness of night, would not consider it an honor to lead and assist him now in walking his dark pathway. There is sadness in the thought that the strong leader of to-day must be led to-morrow.

Van Wert Bulletin.—A gang of roof-

Loudenville people now rejoice that cross-walks have been built at every crossing on Main street east of Cranberry Run. Not a word of complaint has been uttered by them against the man who built them, though the work was performed by the mayor. Some loud croaking has been indulged in by some others, however, who are ever ready to denounce any movement or measure, however good, that emanates from our village officials. It takes a considerable engineering by our city "dads," to do that which has heretofore been left undone, and to bring matters to a level commensurate with the progress of the village. It is natural, and we believe hereditary for some people to find fault; this is one thing, but it is quite another to put yourself in the place of the mayor, or, as a member of the council and do better.

from the river floods.

Moses H. Loudon, of Montpelier,
has had sight restored to his left
eye by the removal of a cataract,
performed by oculists at Ann Ar-
bor.

A law has been enacted making it

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—Our old friend, M. H. Loudon, does not feel a bit despondent over the election of Cleveland, but says he will live long enough yet to help elect two more republican presidents. His health is good and his eyesight is, if anything, improving, and he is loud in his praise of the Homœopathy institution at Ann Arbor, Mich., and of Prof. Jones, who performed the successful operation on his eye, as he has the full use of the one operated upon.

Th

Mr. M. H. Louden is confined to his house in a very feeble condition; however, his infirmities does not shake his faith politically or otherwise. Mr. L's condition is improving slowly, and we hope to see him around again, soon.

Death in our Midst.

LOUDEN—At his residence in Montpelier, Ohio, on February 28th, 1887, Moses H. Louden, aged 84 years, 7 months and 13 days.

The deceased was born in Beaver county, Pennsylvania, July 15, 1802, where he spent his boyhood days until the age of fifteen, when he began work on the Ohio canal, continuing seven years, after which he spent four years in Baltimore, Maryland, in the capacity of teamster.

He was married to Emeline Bacon, in Whetstone township, Crawford county, Ohio, January 31, 1832. They commenced house-keeping in Liberty township, same county, where he lived eleven years, engaged in farming.

In November, 1843, he removed to Superior township, this county, and settled on what is known as the Joy farm; a portion of which now lies within the village limits of Montpelier. Here he continued farming about 25 years, when, in his declining years, he retired from active labor, and has since with little exception, resided in the village. In

1881 he built his residence on north Main street, where he resided until his death. At about the age of 72, his sight began to fail, and finally he was entirely deprived of this gift three or four years, when by a skillful treatment at the Ann Arbor University, he regained, to a great degree, his original sight, enabling him to read by aid of glasses. As a citizen, Mr. Louden possessed qualities which elevated him in the scale of honor and appreciation. In his views he was very radical, and never hesitated at any time to freely advocate them, a right allotted to the American people, however; his liberal exercise of free speech was sometimes received with invidiousness, yet he maintained no ill feeling toward any one for their differing with him in opinions.

At all times his purse was freely opened to supply the wants of the needy, and his doors hospitably thrown open to shelter and protect them. During the war with the south, he was always ready to do all in his power to aid in throwing the shackles from the downtrodden slaves. During this period, he managed a station of the "underground railroad," for transferring slaves from the South to Canada, for refuge. On this route they were smuggled from one station to another in the night, and kept secreted during the day. After saying the above it is useless to add which party received his ballot. In conversation with a friend shortly before his demise, he remarked that one thing he desired to live for; and that was to help elect a president in 1888.

He died as he lived, conscious to the last, and conversed with his friends within a few hours of his death, maintaining the faith he had advocated through life, and when the final moment came peacefully resigned to the power of the inevitable, without a struggle.

Thus another of Williams county's pioneers passes from the stage of action. The funeral services were conducted at the residence on Wednesday at 2 p. m., and the remains laid to rest in the Loudon cemetery. Peace to his ashes.

the town.

Moses H. Loudon, at one time one of the most widely known men in this county, died at his home in Montpelier, last Monday. He was of advanced age, and had been blind for several years.

LOUDEN—At her home in Montpelier, on Tuesday, September 20, 1887, Mrs. Emeline Loudon, aged 76 years, 2 months, and 4 days.

The subject of the above notice, Emeline Bacon, was born at Mentor, Ohio, on the Garfield homestead, July 16th, 1811, and with her parents removed to Crawford county, at the age of 16 years. She was married to Moses H. Loudon, January 31st, 1832, with whom she removed to this county in 1843, and endured the hardships and privations of pioneer life, in what was then a complete wilderness' and has lived to see the country develop into what it is to-day. Mrs. Loudon has been favored with quite good health until the decease of her husband last February, since which time she has been failing, until at last the tender thread was broken, when she met the final command common to us all.

On the Life of Mrs. M. H. Loudon.

The following eulogy of Mrs. M. H. Loudon was delivered by Wm. Drake, Esq., at the funeral ceremony held at her late residence on Thursday, September 22nd, 1887:

"Emiline Loudon was born July 10th, 1811; died September 20th, 1887, aged 76 years, 2 months and 4 days. She was born at Mentor, Lake county, Ohio.

"At the age of six years she with her parents moved to Crawford county, Ohio; was married to Moses H. Loudon in January, 1832, and in the year 1843 the family moved to this county within what is now the incorporate limits of Montpelier. At the time of her removal to this place it was all a wilderness. She knew what the trials and privations of a pioneer's life were, and by untiring perseverance and industry secured a competence for life. And assisted in building a flourishing village out of the then wilderness.

"She was the mother of seven children, four of whom are yet living. She died at a ripe old age; she had passed on life's highway the stone that marks among the highest points in life's journey and now rests from all the trials, toils and afflictions of life.

"Thus one by one we fill our mission, pass into silence and eternal rest.

"Justice was her only God; love and humanity her religion. She was a friend to the oppressed, and of those that stood in need; she was kind and considerate to her friends. And were every one for whom she did some kind act, to bring a flower she would be buried beneath a bed of flowers.

"To her (as well as all the rest of us) life was a mystery, the solution of which she knew not. She knew that by Nature's law we were brought into existence and by the same law we are taken out. In the crucible of Nature's great laboratory all matter is placed, and from thence evolves all things, the law by which they evolve being by us imperfectly understood.

"But of her who sleeps here, as of all the countless dead, it can be said:

"I was not but am,
I am not but was."

"And after all, in spite of dogmas and doubts, let us believe this to be true of her who sleeps here, as well as of all the countless dead—that they are silent and unconscious dust.

"It is not a sad thought to think that there was a time when we were not, neither should it be a sad thought to think that there will be a time when we will be not.

"And now in conclusion I would say to you let us try to emulate her many acts of kindness and charity, so that when we come to die that, like a great river, without a ripple, without a murmur, flows into the great and mighty ocean of eternal rest."

DIED.

LOUDEN.—At her home, in Montpelier, September 20, 1887, of the infirmities of age, Mrs. Enaline Louden, relict of the late Moses H. Louden, aged 76 years, 2 months and 4 days.

Mrs. Louden was a pioneer, having settled here in 1848.

During the dry season last fall when the fires were raging in the woods round about, the fence which enclosed the cemetery ground south of the city was destroyed. It is proposed to build a new one, and all those who own lots or have friends buried there, are requested to report to Leonard Merry, that a conclusion may be reached with that end in view.

information.

The remains of Dr. I. M. Snyder, his children, and also, the children of Leonard Merry, will shortly be exhumed from the old cemetery where they now lie buried and removed to the new cemetery west of town for re-interment. Weaver & Adair will have the matter in charge, which will be accomplished as speedily as possible. In our opinion, the old cemetery ought to be abandoned altogether for burial purposes, as it never has been a suitable place for a "city of the dead," the soil being of a cold, damp and cheerless nature, incapable of improvement by proper drainage. The environments are uninviting, and to extend the cemetery beyond its present limits would be almost an impossibility. Those who are able should have the bodies of their friends removed to the new and pleasant grounds, and those who are unable to meet this contingency, it should be done at public expense and the site forever abandoned.

Elsewhere in this paper you will find a report of the committee, or rather the promoters, who put upon themselves the duty of beautifying the "city of the dead," known by our citizens generally as the old, or Loudon cemetery, south of town. The names of those who solicited funds and had the work done are Mrs. Frank Bible, Mrs. Henry Bible, Mrs. D. F. Brown, Mr. and Mrs. David Shaul, Mr. and Mrs. Hiram Shaul. It would be well if the example set by these worthy people could be followed by similar endeavor all over the county, for certain it is, some of our cemeteries that might be named have been sadly neglected in days gone by. Forget not the friends who have gone before.

<i>To Whom It May Concern.</i>	
We thank all the people who so kindly donated money toward putting up a fence around what is called the "Louden Cemetery."	
We also thank those who donated labor in setting the posts. The fence is now completed, the cemetery is cleaned off, the vacant graves are filled, and the trash all cleaned away. Would like to have every one who paid money toward it, to go and see the fence, and see the work we have had done, hoping they will all be well pleased. The fence is a Page wire fence, four feet two inches high, nine wires, with an ornamental gate. We will have to make one request of the people who have friends buried there; that is, to straighten up the tomb stones, which will add a great deal to the looks of the cemetery. Below you will find a list of the names of those who gave money:	
N F Bible.....	\$ 1 50
H W Bible.....	1 50
D F Brown.....	1 50
J N Schall.....	1 50
David Schall.....	1 00
George Schall.....	1 00
James Schall.....	1 00
Frank Schall.....	1 00
Mrs David Schall.....	1 00
Rufus Schall.....	25
Hanna Hause.....	25
Elizabeth Tressler.....	2 00
Geo M Kint.....	1 00
J J Blue.....	1 00
E E Tingle.....	1 50
Betsy Schall.....	50
Geo Schall.....	1 00
Geo Housman.....	1 00
Jacob Eifer.....	50
Frank Bryner.....	1 00
Charles Bible.....	1 00
Christena Bible.....	1 00
J W Platt.....	1 00
H D Schall.....	1 00

Ann Fox	25
Mag Roberts	50
Will Fifer	50
G W Brown	1 00
Sam Cox	1 00
Jennie Gams	1 00
Henry Bechtel	50
Della Trowl	1 00
Martin Bible	1 00
Geo Kint	25
Sarah Kime	50
Lydia Bible	1 00
Susann Baker	50
Al Sipples	1 00
Milton Allen	1 00
Dr B Hagerty	1 00
D M Kint	50
Harriet Beebe	1 00
Mary A Alberta	1 00
D F Flegal	50
J W Flegal	50
W A Louden	1 00
Sam Schall Jr	1 00
Wm Clum	1 00
Mrs Sam Henry	85
Mrs John Platt	1 00
Conrad Kollar	2 00
Kate Cox	50
John Bryner	1 00
Sophia Lee	50
Peter Gams	50
Adam Bible sen	50
J L Beard	1 00
S Creek	1 00
James Schall sen	1 00
Below are the names of those who donated labor:	
H W Bible, 1 day; N F Bible, 1 day; Frank Rockenfelder, 1 day; Hiram Schall, 1 day; Will Roberts, 1 day; J Bryner, 1/2 day; Almon Wright, 1/2 day; Carl Schall, 1/2 day; D F Brown, 1/2 day.	
Cost of fence and gate	\$26 70
Cost of posts and braces	9 75
Cost of cleaning cemetery and filling up vacant graves and setting posts	6 14
Cost of wire for braces	96
Cost of putting on braces and sawing off posts	1 00
Total	\$44 55
Balance on hand	\$ 9 00
which will be put in the bank, and will be used for cleaning off the cemetery as long as it lasts. The committee also thank Mr. Bauer for his donation of what he threw off on the price of the fence, the amount being \$2 35.	
By the Committee.	

A BIT OF HISTORY.

Birth of the Radical Abolition Party in Williams County.

Through courtesy of Miss Nettie Loudon, a copy of the "Political Abolitionist," date of September 17, 1856, published at Bryan, Ohio, has fallen into our hands. It is the fifth number of the paper, and the publisher and proprietor was W. A. Hunter. We do not know how long the paper maintained an existence. This issue of the Abolitionist had been carefully preserved through all these years by Moses H. Loudon up to the time of his death, then by his son Harrison till he died, and now it has fallen into the hands of the former's granddaughter, who will carefully preserve it as long as she

was called to the Chair, and W. A. HUNTER, of Williams, chosen Secretary. The Chairman stated the object of the meeting, when, upon motion, W. A. Hunter, J. A. Simon, and M. H. Loudon were appointed a Committee on resolutions, who after a short retirement made the following report, which was unanimously adopted:

Whereas, the Radical Abolition party is the only party which has taken issue with the so called Democratic party in this Presidential Campaign by denying not only the right of carrying Slaves into new Territories and all over the Union, but denying the doctrine "that man can have property in man;" that a man *can* be legally enslaved by *any* human enactment;

Word of Thanks.

We thank the people of Montpelier who so kindly donated toward cleaning off what is called the Loudon cemetery. The work was done by Samuel Paine, and it is a job we are proud of. Below is a list of donors for this year: A. P. Rothenberger, 25c; Max Hyman, 25c; Loudon Bros., 50c; G. H. Becker, 25c; E. A. Collins, 25c; James Shaul, 50c; Sam Henry, 25c; Mrs. Henry Bechtol, 30c; Mrs. Henry Bible, 30c; Mrs. Wm Baker, 25c; John Shaul, 25c; D. F. Brown, 50c; E. E. Tingle, 50c; Samuel Creek, 25c; Mrs. L. B. Tingle, 25c.

Next year we expect the trustees to take charge of keeping it clean.

By One of the Committee.

The article on another page entitled "Early Press Sketch" is historical and will be read with interest, especially by the older inhabitants of the county. If Moses Louden was alive, he could verify every word written by Mr. Roof, as he was an abolitionist of the deepest water, and was not afraid to declare his principles to friend or foe. And so it appears that the paper, "The True Free-soiler" published in Montpelier, 52 years ago, was very short-lived, and was surreptitiously put out of commission one night by its enemies. How many now living remember the incident. It is pertinent to state that Mr. Roof is now living at Albion, Ind., is in good health and prosperous though getting old. If he has any more reminiscences of Williams county stored away in his memory we should be glad to publish them any time.

History of Louden Cemetery

On June 24, 1853, Moses H. and Emeline Louden sold land for one dollar to James T. Pratt, Daniel Kint and William Shaul, trustees of the land that became known as Louden Cemetery situated in the southeast corner of the northwest quarter of the southeast quarter of section 11 in Superior Township. The deed reserved a small section for the Louden family with the remainder to be used for a public burying ground, free for all persons whomsoever and to be under the control of the trustees and their successors. The cemetery was maintained by Superior Township for many years and eventually turned over to the Village of Montpelier where it is currently maintained by the park department.

Louden Cemetery was the first burial ground for Montpelier and was located about a quarter mile southeast of south Montpelier on the old angling road leading to Bryan. The burial dates range from 1844 to 1933. When the ground proved unfavorable for burials in the 1880's it was replaced by Riverside Cemetery, west of Montpelier. Many families had the remains of their deceased family members removed to Riverside Cemetery but there are no records of it except what can be found in old newspapers.

Local history and sketchy newspaper accounts record that during the Civil War Era the knolls, the swampy area surrounding the cemetery, were used as a station of the Underground Railroad.

By 1900 the angling road ceased to be and the cemetery was left with only a path running to it. It would be 90 years later until another road would pass by the cemetery.

The stones were read circa 1970 by Kermit Hillard and Marshall Robinett as a project of the Williams County Historical Society. The stones were rechecked and compared with the Hillard Robinett records in 1990 by Jacque Whetro. The stones were checked again and digital images taken of each in 2006 by Sandy Damschroder. There is no known record of original plots or ownership.

Louden Cemetery has suffered much over the years. The swampy ground left the ground uneven and eventually unsuitable for burials. A fire burned the fence down when it was still being used for burials. Vandalism, neglect, and pollution have been problems over the years. Many stones are broken, missing, or unreadable due to age. However this peaceful place still is home to a great deal of wildlife. Hickory, oak, cottonwood, elm, and sassafras trees dot the landscape. Each summer peonies, wild roses, honeysuckle, and daylilies add a sense of grace to this hallowed ground, and myrtle marks the place where many people laid their loved ones to rest.

Many of the early settlers from the Montpelier area are buried in Louden Cemetery, including George Bible, for whom George Bible Park is named. There are also several Civil War Veterans and veterans from other wars. Of the approximately 200 known burials at Louden Cemetery about 25-30% of these were children. Disease and lack of medical attention were especially hard on the young. There are many untold stories buried there. Much of the early history of Montpelier rests beneath the trees at Louden Cemetery.





**WABASH CANNONBALL TRAIL
PRELIMINARY ENGINEERING STUDY**

**VILLAGE OF MONTPELIER
WILLIAMS COUNTY
FRIENDS OF THE MONTPELIER PARKS
KLEINFELDER PROJECT #24000041**

Prepared for:

Friends of the Montpelier Parks
P.O. Box 148
Montpelier, Ohio 43543



Village of Montpelier
211 North Jonesville Street
P.O. Box 148
Montpelier, Ohio 43543



Williams County
One Courthouse Square
Bryan, Ohio 43506

Prepared by:



Kleinfelder, Inc.
1168 North Main Street
Bowling Green, Ohio 43402
Phone: 419-352-7537

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Attachments

- 1 Bridge Assessment
- 2 Public Survey Results
- 3 Cost Estimates
- 4 Typical Section
- 5 Conceptual Plan

ACRONYMS MENTIONED

MVPO – Maumee Valley Planning Organization
NORTA – Northwestern Ohio Rails to Trails Association
ODOT – Ohio Department of Transportation
ODNR – Ohio Department of Natural Resources
OPRA – Ohio Parks and Recreation Association
AASHTO – American Association of Highway and Transportation Officials
LIDAR – Light Detection and Ranging
GIS – Geospatial Information System
GCAT – GIS Crash Analysis Tool
PDO – Property Damage Only
AADT – Annual Average Daily Traffic
MDG – Multi-Modal Design Guide
ADA – Americans with Disabilities Act

**WABASH CANNONBALL TRAIL PRELIMINARY ENGINEERING STUDY
FRIENDS OF THE MONTPELIER PARKS
VILLAGE OF MONTPELIER, OHIO
WILLIAMS COUNTY, OHIO**

1 INTRODUCTION

The Friends of the Montpelier Parks in conjunction with the Village of Montpelier and Williams County stakeholders wish to investigate the development of a multi-use path along the Wabash Cannonball Trail corridor through a preliminary engineering study. Many organizations have contributed to funding this study including Bryan Area Foundation, Friend of the Montpelier Parks, Holiday City-Jefferson Township Visitors Bureau, Millcreek-West Unity Area Foundation, Montpelier Area Foundation, Montpelier Civic League, NORTA, NW Electric Trust, Village of Holiday City, Village of Montpelier, Village of West Unity, W.S. Clark Family Foundation, and Williams County Park Board.

The study begins at trail property owned by the Village of Montpelier at County Road 13 and continues east to the Williams County and Fulton County line east of County Road 21N. The Village of Montpelier owns approximately four miles of the corridor from County Road 13 to County Road 17. The Williams County Commissioners own approximately six miles of the corridor from County Road 17 to the east county line. The Village of Montpelier and Williams County Commissioners together own ten miles of the total sixty-six miles of the Wabash Cannonball Trail.

This study investigates the proposed route to identify potential design issues including terrain, drainage, utility conflicts, safety concerns, and structure/bridge deficiencies. This study does not include title work or real estate or property owner research, environmental studies, or geotechnical investigations. This study does not include any topographic or boundary survey work. Existing aerial imagery, LIDAR data, and county shapefiles have been utilized for analysis. This study includes a public survey to gain input on usage and improvements to the trail and trailheads.

2 STUDY AREA

2.1 LOCAL CONNECTIONS AND POINTS OF INTEREST

The Wabash Cannonball Trail travels 66 miles through Williams County, Fulton County, Lucas County, and Henry County. The north fork and south fork of Wabash Cannonball Trail intersect in Maumee in Lucas County. The south fork continues southwest to Whitehouse, Neapolis, Colton, and Liberty Center. The north fork continues west to Monclova, Swanton, Delta, Wauseon, Elmira, West Unity, and Montpelier.

The Wabash Cannonball Trail connects many points of interest like Fallen Timbers Memorial, trails along the Maumee River, various municipalities, Cannonball Prairie Metropark, Oak Openings Metropark including a network of trails in the Metropark, Wauseon Schools, Rotary Park and a skate park in Wauseon. This section of the Wabash Cannonball Trail being studied is 10 miles out of the total 66 miles. The key points of interest along this section of trail are the Wabash Park in West Unity, the existing trailhead at County Road 17, and the trailhead in Montpelier at County Road 13. There is also a scenic overlook at the bridge at Beaver Creek that will be an attraction for this section of trail. There is potential to have a connector trail or bike route in Montpelier extend from Wabash Cannonball Trail west through the Village to the Iron Horse River Trail, which is to finish construction in 2025. There are also designated equestrian trails within Oak Openings Metropark. These will serve as connectors for horse traffic along Wabash Cannonball Trail.

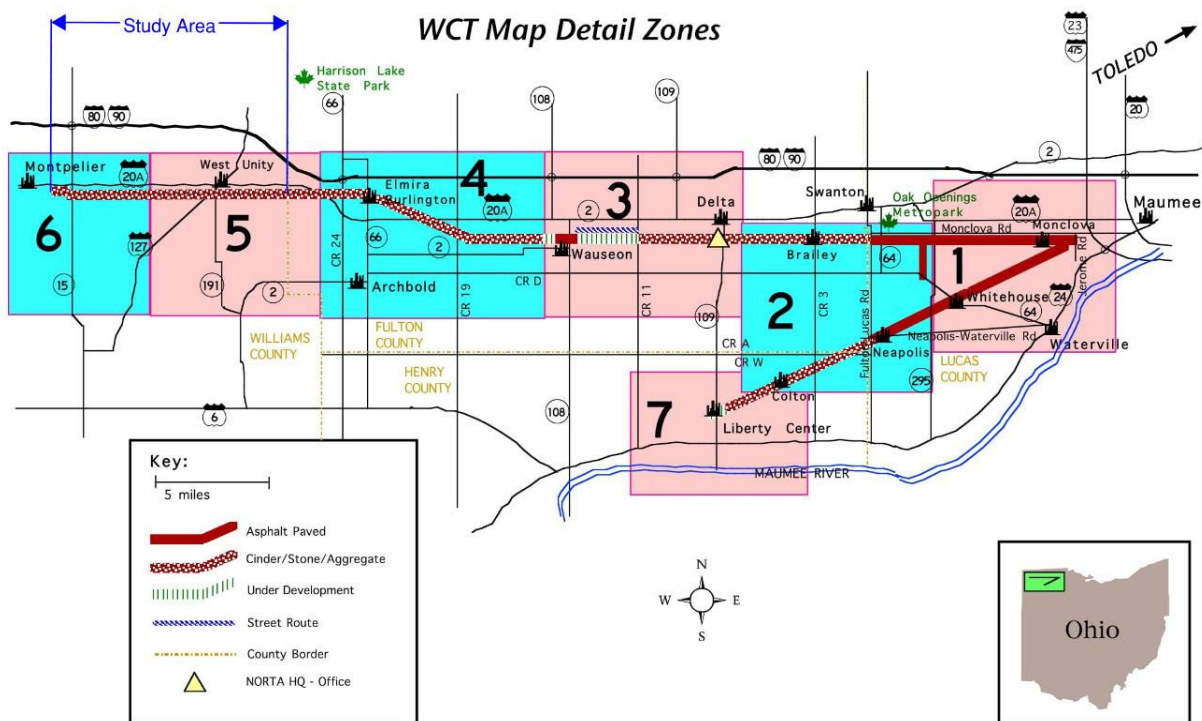


Figure 1 Wabash Cannonball Trail Map

2.2 BICYCLE CONNECTIONS

The Wabash Cannonball Trail is well known in the Northwest Ohio area for the improved sections of trail within Lucas County for both the north fork and south fork. Particularly around the area of Oak Openings, many people bring their bikes to the paved sections to ride the trail.

2.2.1 State Connections

The Wabash Cannonball Trail is part of State Bike Route 90 from Montpelier to Monclova. State Bike Route 90 travels from the western state line to the east where it intersects US Bike Route 25 in Wood County and US Bike Route 30 in Ottawa County. Slippery Elm Trail, a paved path in Wood County, is part of US Bike Route 25 and was found to be used by some of the public who took the feedback survey. Much of US Bike Route 30 is made up of the paved and improved North Coast Inland Trail through Ottawa County, Sandusky County, Huron County, and Lorain County. US Bike Route 25 runs north and south connecting Lucas County, Wood County, Hancock County, and more counties south of the region. If Wabash Cannonball Trail was improved with paving, it could connect to a network of paved and accessible paths.

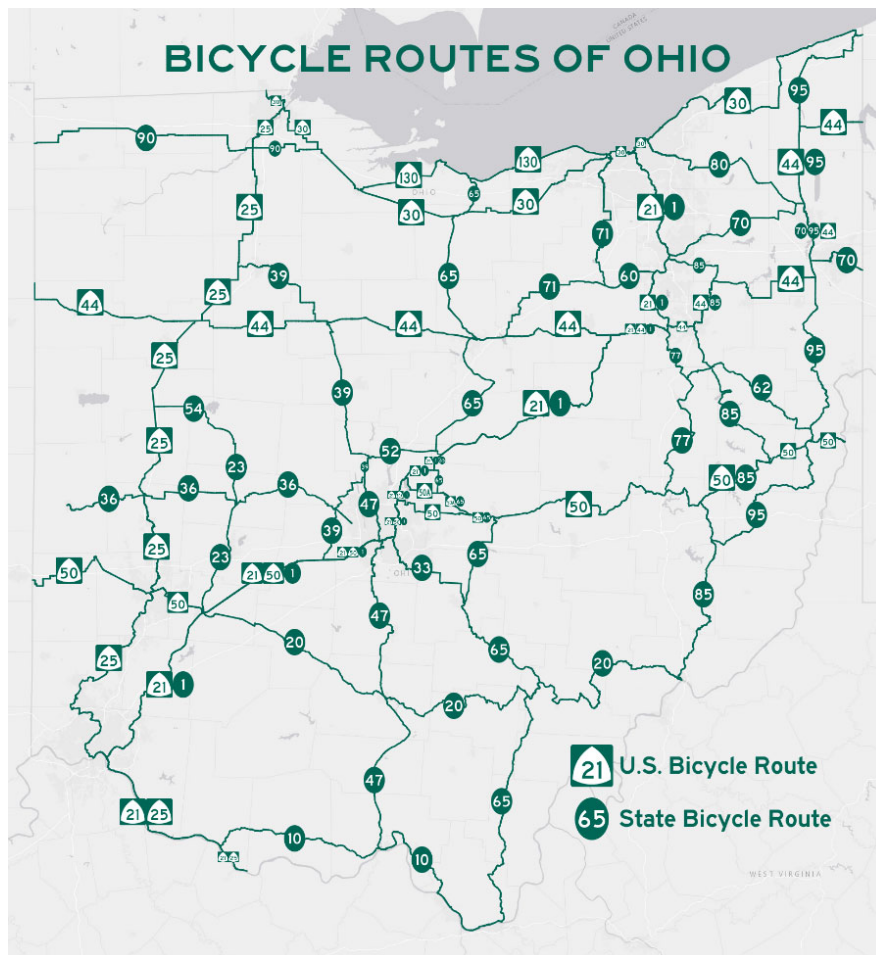


Figure 2 Ohio Bicycle Routes Map

2.2.2 National Connections

The previously mentioned connections from State Bike Route 90 to US Bike Routes 25 and 30 would allow travel across the country through the United States Bicycle Route System (USBRS). AASHTO adds routes to the USBRS as appropriate, so it is also possible for this section to become a US Bike Route one day. The current USBRS plan is shown below.



Figure 3 United States Bicycle Route System as of June 2023

2.3 TRAIL CONNECTIONS

The Wabash Cannonball Trail is part of a network of trails that are used for a variety of travel including bicycling but also hiking and horseback riding.

2.3.1 State Connections

The Wabash Cannonball Trail is part of the North Country Trail. Within Ohio, the North Country Trail travels in a U-shape, as shown below in Figure 4, connecting to large sections of public land in the south and southeast portions of the state including state parks, national parks, state forests, and national forests. The North Country Trail connects Ohio to Pennsylvania and Michigan for the larger trail network.

The Wabash Cannonball Trail from West Unity in Williams County to Oak Openings in Lucas County is part of the North Country Trail. The south fork of the Wabash Cannonball Trail through the Village of Whitehouse is also part of the North Country Trail.



Figure 4 North Country Trail Ohio

The Ohio section of the North Country Trail connects to and primarily coincides with the Buckeye Trail, which is a loop trail around the state of Ohio. The North Country Trail and Buckeye Trail coincide with the American Discovery Trail along the south side of the state.



Figure 5 Buckeye Trail

2.3.2 National Connections

The North Country Trail stretches 4,800 miles from North Dakota to Vermont. Ohio is one of the eight states the North Country Trail passes through. The North Country Trail runs along the Wabash Cannonball Trail from Monclova to West Unity.



Figure 6 North Country Trail Map

From the North Country Trail, one can travel the American Discovery Trail. This national trail is over 6,800 miles of continuous multi-use trail. The American Discovery Trail and North Country Trail run along the same path along the southern end of Ohio. This is the same portion as the Buckeye Trail.



Figure 7 American Discovery Trail

The trail connections from the Wabash Cannonball Trail to other national trails is an endless web. Making this section of 10-mile trail even more important.

3 EXISTING CONDITIONS

3.1 PROPERTY AND RIGHT OF WAY

This study does not include title work or any real estate or property owner research. The existing property lines shown in any plans are based on the county auditor shapefiles. Based on this information, the section from County Road 17 to County Road 17-75 is the widest section, it is approximately 400 feet wide. This area is referred to by some as Dream Meadows.

3.2 DRAINAGE, GRADING, AND CLEARING

For portions of the trail, the existing drainage is sheet flow into existing swales to keep water off the path. However, there are areas of the trail where water collects and is standing. Upon a field review of the site after some rain, there was little to no saturation observed. Although there were areas upon review there were signs of flooding from previous rain events. All ditch crossings along the trail have existing structures to maintain flow and allow level crossing for travelers.

In order to accommodate a width for both a paved path and an alternate path surface for horse travel, the existing trail will need to be widened in some areas. This widening will require additional embankment to provide sufficient grading in the clearing area and the side slope areas of the path. There are some areas with steep grades that will need the additional embankment and railings for safety. Most areas of the trail will need to have tree limbs trimmed for horse travel alongside a paved trail. There also are some areas with only nine or ten-foot-wide clearings that will need to have additional clearing done for an improved trail regardless of the surface type.

3.3 EXISTING SURFACE

The existing trail is a mixture of cinder and grass surface. Some areas are completely grass trail, some are completely cinder and well cleared and compacted, and some areas are a mixture of vegetation and cinder. The following photos show the variance in surfaces.



Photo 1 Primarily Grass Trail



Photo 2 Primarily Cinder Trail



Photo 3 Mix of Vegetation and Cinder Trail



Photo 4 Primarily Grass Trail

With the variety of trail surfaces, it can be difficult for users to travel the trail in their preferred mode of transportation for a longer length, if at all. With these surfaces, roller blading is not an option and pushing a stroller may be difficult. Children riding tricycles may have difficulty at this trail with the rough surfaces. Bicycles with clincher tires and road bike tires will have difficulty on this trail as is. Heavier duty bike tires will be able to handle traversing this trail. The existing trail surface does limit its use and the variety of users. It is not handicap accessible at any point and is not as friendly for children's use.

3.4 EXISTING UTILITIES

Fiber is buried along the south side of the trail clearing from State Route 15 and continuing east. The fiber extends east beyond the study limits. For most of this corridor, the fiber is between 4 and 6 feet south of the center line of the cleared path and is buried approximately 3 feet deep according to as-built plans. The 6-foot offset is beneficial since the proposed path would have a 10-foot width, with 5 feet of paving on each side of the center line and would avoid the fiber's horizontal location. There are also locations detailed in the as-builts where the fiber is more than 6 feet south from the center line. The path excavation should not be more than a foot deep for constructing the trail, especially considering some drainage concerns and the need raise the path elevation in spots. This will lessen the risk of vertical conflict with the fiber as well. There are locations where, according to the as-builts, the fiber is located less than 3 feet below the surface to cross over the top of storm drains. These areas may have conflicts, but that will remain to be determined once a topographic survey and beginning stages of design are complete. At bridge locations, the fiber was bored under the roadway that the bridge crosses. Therefore, any bridge repairs will not conflict with existing fiber. Any swales that may be added or adjusted in the project area will need to be cognizant of the fiber location. Perhaps swales should primarily be on the north side of the trail or offset far enough south that the excavation of the swale does not conflict with the fiber.

During a field review, Cochin Kender Morgan Pipeline crossing markers were observed approximately 500 feet east of the Beaver Creek bridge. The pipeline likely was bored beneath the path surface to not be a conflict when excavating the path area. The path's elevation is around 829 feet above sea level and the nearby fields have elevations around 808. Once the topographic survey and design begin, the pipeline elevation should be determined by contacting OUPS or the utility owner. Crossing this pipeline may require some permitting to ensure to the owner that there are not conflicts and the design is in accordance with any pipeline right of way regulations.

Within the Village of Montpelier and the Village of West Unity, there are existing utilities for fully functional trailheads, such as electricity, water, and sanitary sewers. These trailheads will be key trailheads for restrooms and drinking fountains, which are amenities the public overwhelmingly wants at trailheads.

3.5 EXISTING STRUCTURES

There are three existing bridges along this trail. There's a covered bridge over County Road 15, a bridge over Beaver Creek, and a covered bridge over County Road 20-40 (Liberty Street). All bridges need minor repairs but overall are in fair to good condition. For all bridges, new decking is recommended. Specifically new composite decking with an anti-slip surface is recommended. Any exposed rebar is recommended to have concrete repairs. There is some vandalism on the steel underside of the bridges. Vandalism on the steel should be painted over for cosmetic improvements. All bridges need additional railing at the approaches to prevent people and horses from traveling off the path to a hazardous area with risk of falling.



Photo 5 Bridge over County Road 15

The covered bridge over County Road 15 is a through girder bridge with wood decking over the ties. The metal roof was added on top of the steel plate girders. There is metal wire fencing placed along the roof framing where there would be voids. The wire fencing provides fall protection to pedestrians along the bridge. The approaches to the bridge, however, do need additional railing to prevent any users from exiting the path area into a hazardous fall zone. The wood decking and joists should be replaced to better support maintenance and emergency vehicle loading. The existing railroad ties appear to have been treated and are recommended to remain in place.



Photo 6 Bridge over Beaver Creek

The bridge over Beaver Creek is an open deck girder bridge. The wood for this bridge is more weathered. The existing railing on the bridge is not well secured. The existing railing should be replaced with a more secure railing that can withstand impact from bicyclists and horses. The existing railroad ties beneath the wood decking and above the steel structure of the bridge are untreated and should be replaced as part of the improvements. The ties tend to rot and become hollow when they are not treated. A short-term fix would be to replace the ties with creosote treated ties. The recommended improvement, and long-term fix, will be to replace the ties with galvanized steel beams. It's also recommended to replace the existing deck with composite anti-slip decking.



Photo 7 Bridge over County Road 20-40 (Liberty Street)

The covered bridge over County Road 20-40, Liberty Street, is very similar to the County Road 15 bridge. It's a through girder bridge with wood decking over the ties. The roof framing was added on top of the steel plate girders. The roof does have some overhangs different from the County Road 15 bridge. This bridge also has wire fencing placed along the sides of the bridge to prevent any users from exiting the bridge area. Similar to the other bridges, additional railing at the approaches is needed to prevent users from exiting the path area and falling off ledges. Railing at the bridge approaches could be extended further where it's steep on the outside edges of the path to prevent a fall. This bridge and its structural members are in fair condition with minor repairs recommended. The wood decking and joists should be replaced to better support maintenance and emergency vehicle loading. The existing railroad ties appear to have been treated and are recommended to remain in place. Additional bridge assessment information is included in Attachment 1.

4 SAFETY ANALYSIS AND RECOMMENDATIONS

4.1 CRASH DATA

The study area was investigated for nearby crashes that may cause concern at the intersection of the trail and roadways. Crashes were analyzed utilizing ODOT's GIS Crash Analysis Tool (GCAT) which generates GIS crash information based on the Ohio Crash Report Form (OH-1). Crash data was limited to a 500-foot radius at the intersection of the trail and roadways in the study area. Crash data within these 500-foot radius points was extracted and analyzed. Crashes were reported at County Roads 13, 15, and 16, and US Route 127. The descriptions of the crashes are below in Table 1 Crash Data Summary. This is an extremely low level of crashes in the study area and does not warrant any reactive safety improvements. It's important to note that the data does not count near misses or crashes that were not reported. *American Association of State Highway and Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities* states that "many incidents involving pedestrians may not be included in state crash databases, such as when a minor injury occurs and medical treatment is not sought". It is possible that there have been incidents at the existing trail crossings, and they were not reported.

Table 1 Crash Data Summary

Road	Crashes (2020- 2022)	Crash Severity	Crash Description
CR13	1	Minor Injury Possible	Motorcycle turning right off of Magda Drive onto CR13 drove off the road on left side and struck a storm drain
CR15	1	PDO	Deer struck by vehicle
CR16	1	PDO	Deer struck vehicle
US127	1	PDO	Angle crash at the intersection of Defiance St (US127), Lincoln St, and Lynn St approximately 300 ft north of trail.

There is potential for an increase in crashes if there are improved trails and trailheads. The proposed safety countermeasures for the trail crossings and trailhead will aim to proactively address this. However, it is difficult to predict how much traffic and trail usage may increase. Pedestrian safety is becoming more and more of a highlighted issue and has gained attention in the most recent years. The additional pedestrian safety funding programs are proof of this. There are relatively new funding programs detailed later in Section 7 of this report that would be options in the future for any additional safety improvements.

4.2 TRAFFIC DATA

Traffic counts were gathered by utilizing ODOT's Transportation Data Management System and are shown in Table 2 Traffic Data Summary below. The most recent counts along the roadways in the study were used to analyze pedestrian crossings and trailhead safety. There are several county roads that did not have traffic count data recorded in the Transportation Data Management System. Vehicular traffic at the intersections of the trail and roadways in the study area are relatively low.

State Route 15 has the highest AADT at 7,710 but the trail already crosses underneath State Route 15 to avoid conflict and maintain safety. The next highest AADT is along US Route 127, also known as Defiance Street, in West Unity. Due to the traffic at this location, some extra safety countermeasures should be

considered. The relatively higher AADT at State Route 191, also known as Main Street, in West Unity is another crossing location that should cause consideration for extra safety countermeasures.

County Road 13 has a higher AADT relative to the others, but the trail will end at the trailhead at County Road 13 and connect to the existing multi-use path that runs north and south along County Road 13 and terminates at the trailhead. With this arrangement, there won't be a crossing at County Road 13. With the traffic in mind, this trailhead should have a defined drive apron for ingress and egress safety.

County Road 15 has a pedestrian bridge over the roadway to avoid crossing conflicts. However, County Road 15 has a trailhead with a connector trail and parking. The trailhead does not have a defined drive apron, and the area is not striped to define parking. The road has a horizontal curve to the south of the trailhead making it difficult to see oncoming northbound traffic from the trailhead. Some safety countermeasures at this trailhead should be considered.

The other locations are rural roadways with less traffic. This will help with pedestrian safety at the crossings as well as driver safety navigating in and out of trailheads. It will also help maintain safety with all the roadway crossings being two-lane roads.

Table 2 Traffic Data Summary

Road	AADT	Speed Limit (mph)	Bridge or Underpass
SR15	7,710	50	Y
US127 (Defiance St)	3,315	35	N
CR13	1,405	45*	N
SR191 (Main St)	1,207	35	N
CR21N	569	45*	N
CR17	422	45*	N
CR16	340	45*	N
CR15	137	45*	Y
CR17-75	-	45*	N
CR20-40 (Liberty St)	-	35	Y
CR21	-	45*	N
CR22	-	45*	N

*assumed, not posted

4.3 SAFETY RECOMMENDATIONS

At all the bridges, the deck replacement to an anti-slip deck surface will improve safety for users, especially young children, and disabled persons. Additional railing should be considered at all bridge approaches. Currently, either side of the bridge is open at County Road 15 and Beaver Creek. There's some railing at the approach for the County Road 20-40 (Liberty Street) bridge, but it should be extended farther for additional safety improvements. Beaver Creek has a 25-foot drop at the west abutment, as shown below in Photo 8 at a point that's accessible with no barriers. To enhance safety, it's important to install new railings along the Beaver Creek bridge, replacing the current unstable ones that pose a risk to children by potentially causing them to fall. Any new railing should have smaller spacing either vertically, horizontally, or both directions to prevent any children from falling through rails.

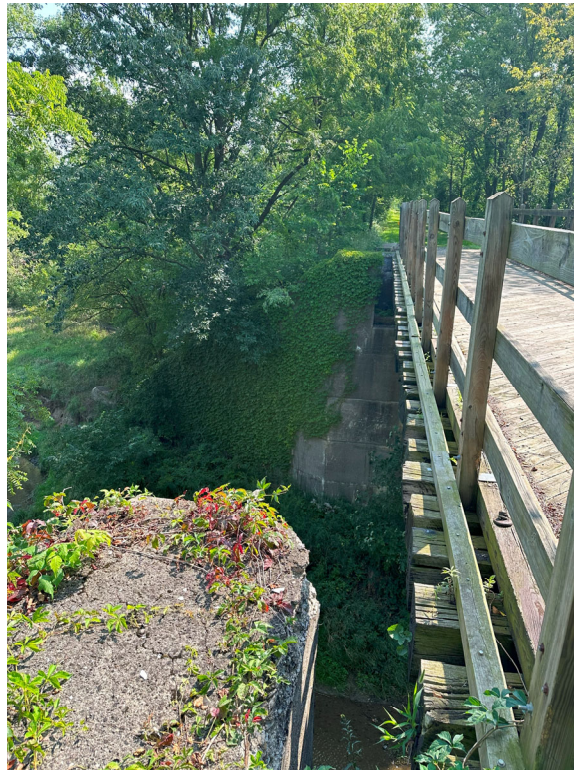


Photo 8 Beaver Creek Railing and Drop Off

Safety considerations at trail heads include defining vehicular and pedestrian areas along with providing extensive visibility for travelers of the trail and travelers along roadways. Where it is feasible and traffic is higher, a defined drive entrance will help to avoid conflicts and incidents between vehicles. If the trailhead is asphalt, pavement markings should be used to define parking areas and pedestrian areas. If the trailhead is stone, parking blocks should be used to define parking areas. Ensuring visibility at the trailheads will help reduce conflicts for vehicles entering and exiting the trailhead, but also for any travelers at the trailheads. Reduced visibility at the trailheads might result in increased mischievous behavior that remains unnoticed, yet it can significantly affect the travelers' sense of safety. More visibility at people's cars and resting points along the road crossings can help make them feel that the trail is safe for them, especially if they are traveling alone. At some trailheads, it may be more appropriate to place flexible delineator posts as traffic dividers alongside the trail where it may run along a trailhead as shown in Photo 9.



Photo 9 Delineators along Trail

At trail access points, bollards should be placed to prevent non-authorized vehicles from accessing the trail. The access points should be configured to have permanent bollards on the outer edges and hinged bollards in the center where emergency or maintenance vehicles may need access. In most cases, there will only need to be three bollards. One hinged bollard on the center line of the trail and two permanent bollards on the outer edges of the trail, each offset one to three feet from the edge of the paved path as shown in Photo 10.



Photo 10 Bollards at Access Points

The recommended safety countermeasures at the road crossings are proposed based on considerations from the ODOT Multi-Modal Design Guide (MDG) Table 4-6 shown below as Table 3. All road crossings will be crossing 2-lane roads. The AADT is less than 9,000 at all crossings. At some of the crossings the speed limit is 35 miles per hour and at other county road crossings it's assumed the speed limit is 45 miles per hour, as detailed in Table 2.

Table 3 ODOT MDG Table 4-6

Table 4-6: Application of Pedestrian Crash Countermeasures by Roadway Speed, Volume, and Configuration²⁰

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① 3 5 7 9	① 3 5 7 9	① 3 4 5 7 9	① 3 5 7 9	① 3 5 7 9	① 3 4 5 7 9	① 3 5 7 9	① 3 5 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① 3 5 6 7 9	① 3 5 6 9	① 3 4 5 6 7 9	① 3 5 6 7 9	① 3 5 6 9	① 3 4 5 6 7 9	① 3 5 6 9	① 3 5 6 9
4+ lanes with raised median (2 or more lanes in each direction)	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 8 9	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 8 9	① 3 5 7 8 9	① 3 5 8 9	① 3 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 8 9	① 3 5 6 7 8 9	① 3 5 6 8 9	① 3 5 6 8 9
Given the set of conditions in a cell, # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location. ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location. ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.* The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment. 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs 2 Raised crosswalk 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line 4 In-Street Pedestrian Crossing sign 5 Curb extension 6 Pedestrian refuge island 7 Rectangular Rapid-Flashing Beacon (RRFB)** 8 Road Diet 9 Pedestrian Hybrid Beacon (PHB)**									

Based on the existing conditions for traffic volumes, speeds, and crash history, the trail crossings will need either standard crosswalk signage with high visibility crosswalk markings or they will need rectangular rapid flashing beacons at the crossings. The following photos show each type of signage.



Photo 11 Standard Crosswalk Warning Sign



Photo 12 RRFB Crossing

A crossing ahead warning sign will be included for each direction of traffic. The distance ahead of the crossing for the advanced warning sign will depend on the speed of vehicles at the crossing locations.



Photo 13 Standard Crossing Ahead Sign

In addition to crossing ahead warning signs, trailhead parking signs should be posted for vehicular traffic. This will help travelers that may be in search of a trailhead know definitively where they can park to use the trail. There are currently no separate equestrian crossings proposed since any equestrian traffic will be along the same corridor as the trail for pedestrians. However, if a separate corridor becomes part of the final design of the improvements, there should be equestrian crossing signs at the designated crossings.



Photo 14 Equestrian Crossing Sign

There are a variety of safety recommendations for an improved trail. Table 4 Safety Recommendation Summary outlines the safety recommendations at trailheads and road crossings. The biggest overall

improvement will be more signage and pavement markings. This will help define spaces at trailheads and warn oncoming traffic of the trail crossings.

At the trail crossings for US Route 127 and State Route 191 in West Unity, rectangular rapid flashing beacons (RRFB) are proposed. This is due to the vertical change south of the crossing at State Route 191 and the amount of vehicular traffic at both crossings. There also is potential for greater pedestrian traffic in this area due to it being in a residential area, near a trailhead with a park, and near a school. Extra safety countermeasures will make the crossings safer for the anticipated users, especially children going to the school and park. Note that these crossings are in the Village's right of way and will need to be approved by the Village of West Unity.

Table 4 Safety Recommendation Summary

Road	Trailhead	Road Crossing	Bridge or Underpass	High-Visibility Crosswalk Markings	Advanced Warning Signs for Crossing	Standard Crossing Signage for Pedestrians and Cyclists	Rectangular Rapid Flashing Beacon (RRFB) Crossing	Define Parking Areas at Trailheads & Add Trailhead Parking Signs for Vehicular Traffic	Define Drive Approach for Trailhead Ingress & Egress	Add railing or delineators to define vehicle and pedestrian areas	Add railing at bridges
CR13	X							X	X	X	
SR15			X								
CR15	X		X					X		X	X
CR16	X	X		X	X	X		X		X	
CR17	X	X		X	X	X		X	X		
Beaver Creek			X								X
CR17-75	X	X		X	X	X		X		X	
US127		X		X	X		X				
SR191 (Main St)		X		X	X		X				
CR20.40 (Liberty St)			X								X
CR21	X	X		X	X	X		X		X	
CR22	X	X		X	X	X		X		X	
CR21N	X	X		X	X	X		X		X	

5 TRAILHEADS

5.1 EXISTING TRAILHEADS AND PROPOSED IMPROVEMENTS

Currently, there are trailheads at County Road 13 in Montpelier, County Road 15, County Road 17, and Wabash Park in West Unity. The existing trailheads are spaced farther than some users may prefer. The County Road 17 to Wabash Park segment is longer than most of the public said they'd prefer in the public survey. Many respondents prefer 1 to 2 miles between trailheads. Other respondents had no preference for spacing.

Table 5 Existing Trailhead Spacing

Existing Trailhead Spacing	Length (miles)
CR13 trailhead to CR15 trailhead	1.96
CR15 trailhead to CR17 trailhead	2.01
CR17 trailhead to West Unity Wabash Park	3.26
West Unity Wabash Park to County Line	2.75

The County Road 13 trailhead in Montpelier is currently a crushed stone, asphalt millings type of surface. The trailhead should be improved to define parking areas and define pedestrian areas. There's an existing asphalt path that terminates at the trailhead on the north side, and the Wabash Cannonball Trail terminates on the east side. It's recommended to pave the trailhead to allow for handicap access and allow for pavement markings to define a connection along the trailhead for pedestrians going from the existing path to the improved Wabash Cannonball Trail. Some benches and picnic tables could be added to the trailhead as well as a bike repair station. This trailhead is in a location with access to utilities for restrooms and drinking fountains. These amenities are in high demand from the public survey, so it would be appropriate for this to be a full functional trailhead.

The County Road 15 trailhead is currently a hard asphalt surface. The connector trail is also an asphalt surface and has a large change in elevation between the trailhead at the road level and the main trail up by the bridge that crosses over the roadway. This trailhead could be improved by paving a new smoother asphalt surface and adding pavement markings. There's a drop off at the culvert on the north side of the trailhead. It is beneficial to add railing along the northern edge of the trailhead. The pavement markings will help to define parking areas and restricted parking areas. Some benches and a bike repair station would be beneficial amenities here.

The County Road 17 trailhead is a large trailhead located at the Dream Meadows area of the trail, between County Road 17 and County Road 17-75, where the property is 400 feet wide. The surface appears to be crushed asphalt millings throughout the trailhead. This trailhead includes a horse mount station, trail kiosk, bike racks, a picnic table, and a few benches. The area has a large open turn around that would accommodate horse trailers. There's an incline lined with railing that connects from the trailhead up to the trail. This trailhead has potential to become a campsite trailhead that would have a grass trail opening east to connect to Beaver Creek or farther within Dream Meadows. Currently, there is no water or sewer at this site to make it a fully functional trailhead. Immediate improvements to the trailhead could involve adding a vault toilet and creating a paved parking area for handicap access. Vault toilets are designed as waterless systems that store waste in an underground tank or vault. Additionally, paving a 10-foot-wide lane up the incline would make the trailhead more user-friendly for everyone. Accessibility at this trailhead would be consistent with the overall trail accessibility improvements proposed. The rest of the

trailhead will remain as is to allow this to be an equestrian friendly trailhead. A few benches and picnic tables could be added to the trailhead as well as a bike repair station. If water and sewer utilities become accessible, additional improvements could be made such as campsites and installation of bathroom facilities.



Photo 15 Country Road 17 Trailhead view from Wabash Cannonball Trail

The Wabash Park trailhead in West Unity currently lacks designated parking areas and the trail adjacent to the park isn't well defined. It's difficult to tell where the trail is if you're beginning your travels at this trailhead. The park has a playground, basketball court and restroom facilities. There is a trail kiosk at the park near State Route 191. The drives and roads within the park area are stone surfaces. Some improvements include additional picnic tables, benches, a bike repair station, and a new drinking fountain that has an ADA pedestal and a pet station. Surface and accessibility improvements would include a paved designated parking area with at least one handicap parking spot, as well as a paved connector trail leading from the parking area to the main trail. Note, the improvements in the park property outside the Williams County trail property would be within the Village of West Unity property. Improvements along the Wabash Cannonball Trail would be within the Williams County property. Any proposed trailhead improvements outside the Williams County property and within the Village's road right of way will need to be approved by the Village of West Unity.

5.2 PROPOSED TRAILHEADS

To provide adequate spacing between trailheads, additional trailheads are proposed. Note that not all trailheads are required, this proposed spacing is based on the public survey responses with many preferring 1 to 2 miles between trailheads. Some extended responses for where trailheads should be noted that people wanted trailheads at each road crossing even if it's just parking at these locations. With this feedback in mind, the new trailheads will be primarily for parking sites, resting spots, and additional sign guidance areas. The new trailheads will help to break up the spacing and reduce the demand on the existing trailheads. The County Road 13, County Road 17, and Wabash Park West Unity trailheads will serve as the more functional, larger trailheads with accessible parking options, more parking spaces, restrooms, water (County Road 13 and West Unity), and more rest areas. The added vault toilet restroom at County Road 17 will provide approximately 4 miles between there and a County Road 13 restroom and approximately 3.3 miles between there and the Wabash Park restroom. There isn't a feasible location east of Wabash Park to add a restroom. Although a vault toilet restroom would be an option, the property and

right of way limits at the eastern trailheads are more limited. The trailhead at County Road 23 in Fulton County is a larger trailhead that will be ideal for a restroom facility, but that is outside of this study area. There's only 2.75 miles from Wabash Park to the county line. The table below shows the proposed locations and the spacing between the new locations with the restroom locations in bold text.

Table 6 Proposed Trailhead Spacing

Proposed Trailhead Spacing	Length (miles)
CR13 trailhead to CR15 trailhead	1.96
CR15 trailhead to CR16 trailhead	0.98
CR16 trailhead to CR17 trailhead	1.04
CR17 trailhead to CR17-75 trailhead	0.74
CR17-75 trailhead to Hilltop School	1.37
Hilltop School to West Unity Wabash Park	1.16
West Unity Wabash Park to CR21 trailhead	0.75
CR21 trailhead to CR22 trailhead	1.00
CR22 trailhead to CR21N trailhead	0.74
CR21N trailhead to County Line	0.26

The trailheads at Hilltop School and Wabash Park will need to be coordinated and approved by their respective entities. There are improvements at both sites outside of this corridor's right of way. The Hilltop School connection is proposed because of the school's use of the trail and the long span between trailheads at County Road 17-75 and Wabash Park. This is also the longest stretch of trail between roadways with 2.2 miles between County Road 17-75 and US Route 127. The Hilltop School connector will provide faster and easier access for emergency vehicles in that area of the trail. There appears to be a worn path around the school, and this was considered for a connector path. However, given that the trail would be open to the public, it would likely be more comfortable to have the path connect to the high school parking lot rather than meander around the school alongside the elementary school playground. This proposed path would maintain some privacy for users at the playground. This path also would be a shorter, more direct path to the high school parking lot and therefore would be more economical.

5.3 TRAILHEAD AMENITIES

According to the public survey, restroom facilities and drinking fountains are in high demand at trailheads. These are dependent on water and sewer availability as well as maintenance of any facilities. To spread out these amenities, the three previously mentioned trailheads have existing or proposed restrooms. The trailhead in Montpelier at County Road 13 and trailhead in West Unity at Wabash Park are proposed locations for drinking fountain stations.

Benches and trash receptacles are also in high demand by the public and are proposed at every trailhead. Parking at the trailheads is proposed with at least 3 spaces in response to the public's preference for 3-6 spaces at trailheads. Each trailhead shall have a kiosk that will include wayfinding and directional signage on it as well as historical or natural educational pieces related to the area.

Many responses in the other category of survey question 14 mentioned bike repair stations. Bike repair stations are common at longer spanning linear trails and have been found to be extremely helpful. These repair stations will add safety for users, especially in a rural area such as this. Bike repair stations are proposed at each trailhead for consistency and reliability but could be limited to fewer trailheads if desired. Below is an example of a bike repair station that may be utilized.



Photo 16 Bike Repair Station Example

6 PROPOSED IMPROVEMENTS

6.1 PROPOSED TRAIL IMPROVEMENTS

As previously mentioned, the existing trail has a variety of soft surfaces. According to the public survey, most of the public prefer a paved trail that's more accessible. There's a significant amount of the public that also have no preference on the trail surface. With this in mind, an asphalt paved trail is proposed. The standard width of the paved trail will be 10 feet wide to provide 5 feet on each side of the trail. This will accommodate wheelchairs, strollers, and bicycles with one in each direction. The 2 lanes will provide users the ability to pass one another. Many of the extended responses for question 21 were responses advocating for more accessible trails not only for disabled persons but also for young children to ride smaller bikes and parents to push their strollers comfortably. Many responses also noted they travel with their bikes to other paved trails outside of Williams County to ride comfortably.

A single tread of compacted stone is proposed to accommodate equestrian traffic along the trail. This single tread will be offset from the paved path to provide a 5-foot buffer between path edges. Chapter 3 of the Equestrian Design Guidebook, published by the United States Department of Agriculture Forest Service, states that 3 to 4 feet of shy distance between the tread and obstacle should be sufficient for experienced riders and horses. It also explains that riders and horses that are green, or less skilled and experienced should not use public trails due to possible conflicts with other public users. The single tread will be 5 feet wide, in accordance with the Equestrian Design Guidebook, with compacted stone and screenings for equestrian travel. There are areas of the trail where this will require more clearing of brush and tree branches. The single tread as opposed to double tread will allow for sufficient room for drainage improvements without the need for removing too much of the natural area and trees to fit all the improvements in the corridor. The single tread is also proposed based on the public usage feedback in questions 14 and 18 of the public survey. Most of the public respondents want a paved path, and the majority of users will be cycling or walking/jogging/running with a minority of users riding horseback. The final survey results are detailed in Attachment 2. A defined stone area is proposed rather than a grass or soft surface to assist with guiding the horses and riders. If a grass trail was used, there would be potential confusion to the user once a swale begins or drainage structures are encountered.

The proposed improvements are outlined in the cost estimate in Attachment 3. Note this is a preliminary cost estimate based on following the existing cleared path. Also note that the cost estimate does not include project costs such as topographic or right of way survey, design, permitting, bidding, etc. The estimate is only a preliminary construction estimate. For these reasons, it may need to be revised depending on funding pursued and different requirements of various funding programs.

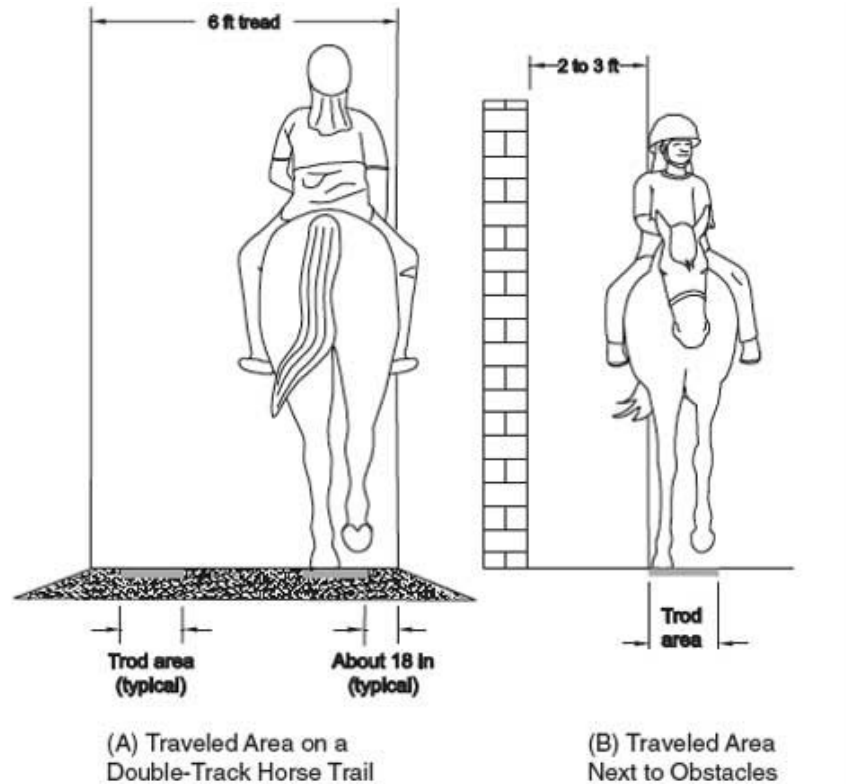


Figure 8 Traveled Area on Horse Trails (from United States Forest Service Equestrian Design Guidebook)

As mentioned in the safety section previously, many improvements to the trail will include additional signage and pavement markings. None of the trail crossings are marked or identified for oncoming traffic. Other improvements along the trail would include drainage improvements to maintain drainage in most areas and improve drainage in areas of concern.

6.2 PROPOSED AMENITIES ALONG THE TRAIL

Much of the public responded that they'd like educational information along the trail. Such as historical plaques or native plant and wilderness information. There were also responses noting story walks should be along the trail for children. Wabash Park would be an ideal location for a story walk since it is near the playground and a residential area to get optimal use from children on the trail. Another section of trail that would be ideal for a story walk is the connector trail from Hilltop Schools to the main trail of the Wabash Cannonball Trail. Hilltop Schools campus includes elementary age children that would be able to enjoy the trail and story walk without leaving the school grounds. These two locations are proposed for young children story walks. Both locations could coordinate with the Hilltop School library to have a variety of stories stored and changed out.

Among the preferred amenities along the trail, the public prefers benches and waste receptacles the most. Bench locations are not called out specifically in the conceptual plan as this will largely depend on where open space is available. Locations with farther distances between trailheads would be ideal for more benches. Small rest areas like Danielle's Crossing shown in the photo below will be more present along the trail with the bench additions.

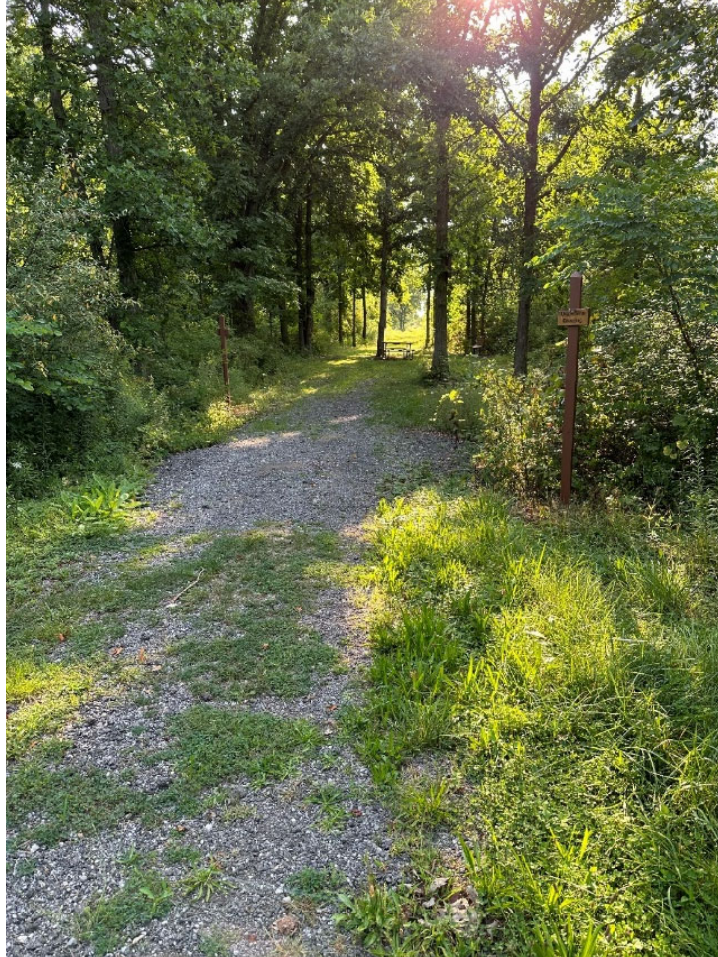


Photo 17 Danielle's Crossing Picnic Area

7 POTENTIAL FUNDING SOURCES

7.1 FUNDING OF TRAIL

- ODOT Transportation Alternatives Program (TAP)
 - Typically award \$250,000 - \$2,000,000
 - 95% ODOT, 5% Local until FY2027, then return to 80% ODOT, 20% Local
 - Covers Construction costs only, does not cover design costs or other project costs (covers acquisition of only abandoned rail corridors)
- ODOT Systemic Safety Application (Pedestrian Category)
 - Maximum award \$2,000,000
 - 90% ODOT, 10% Local
 - Covers Construction & possibly Acquisition costs only, does not cover design costs or other project costs (new program, funding guidelines continue to get ironed out)
- ODNR Clean Ohio Trails (COT)
 - Maximum award \$500,000
 - 75% ODNR, 25% Local Match
 - Covers Construction & Acquisition
- MVPO Dedicated Funds for Surface Transportation Block Grant (STBG)
 - Maximum award \$300,000
 - 80% STBG, 20% Local
 - Covers Construction & Design
- US DOT Funding Programs –
 - Note: new funding programs continue to emerge, other programs may arise after completion of this report. These national programs are typically more competitive or want larger projects.
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 - 80% DOT, 20% Local
 - Covers Construction & Design
 - Safe Streets and Roads for All (SS4A)
 - 80% DOT, 20% Local
 - Must have an approved action plan in place before getting an implementation grant.
 - Active Transportation Infrastructure Investments Program (ATIIP)
 - Funding for this new program is not yet available. USDOT has not issued information on details of the program at this time, but this program focuses on active transportation.

7.2 FUNDING OF AMENITIES AND TRAILHEADS

- ODNR Recreational Trails
 - Maximum award \$150,000
 - 80% ODNR, 20% Local Match
 - Covers Construction & Acquisition
- ODNR Land and Water Conservation Fund (LWCF)
 - Award \$50,000-\$500,000
 - 50% ODNR, 50% Local Match
 - Covers Construction & Acquisition
- ODNR NatureWorks
 - Maximum award \$150,000
 - 75% ODNR, 25% Local Match
 - Covers Construction, need property control.
- OPRA/ODOT Metroparks Funding (for parking areas)

ATTACHMENT 1

Bridge Assessment



9/1/2023

Kleinfelder Project No.: 24000041.001A

SUBJECT: Wabash Cannonball Trail – Bridge Assessment

Between Montpelier and the Eastern edge of Williams County there are three bridges along the Wabash Cannonball Trail. Below is an assessment of each bridge.

South Liberty Street Bridge



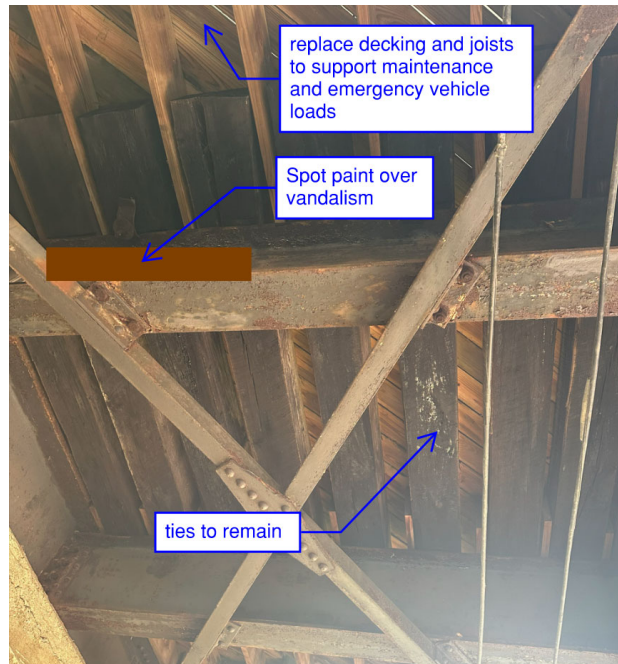
Bridge Location: Bridge over South Liberty Street

Span: 56'

Width: 16'

~ 900 sq ft

The bridge over S Liberty St. is a through girder bridge with wood decking over the ties. The roof framing was added on top of the steel plate girders. This bridge and its structural members are in fair condition with minor repairs recommended.



We recommend replacing the wood decking and joists to support maintenance and emergency vehicle loads in the future. Although the trail is not intended for ATV use, when walking the path there were tire marks along portions of the trail. Replacing the decking to support vehicle loads would also ensure any improper use of the path would still be safe and supported. The decking is otherwise in fair condition.



There are a few areas of exposed rebar in the abutments below this bridge. These areas should be repaired and patched to not compromise the integrity of the bridge. Also seen in this photo (underneath the filled region), is vandalism with expletive words. Since this bridge spans over a county road, we recommend painting over. On one side of this bridge there is damaged siding. This damage is purely cosmetic and is not necessary to remedy for structural reasons.

Williams County Road 15 Bridge



Bridge Location: Bridge over Williams County Road 15

Span: 47'

Width: 16'

~ 760 sq ft

The bridge spanning County Road 15 is similar in construction to the bridge spanning S Liberty St. The framing added for the roof is slightly different but in similar condition. This bridge and its structural members are in fair condition with minor repairs recommended. The recommendations of this bridge are similar in nature to the recommendations for the S Liberty St. bridge and are as follows:

1. Repair concrete where rebar is exposed.
2. Remove decking and joists to support vehicle loads. Ties are to remain.
3. Paint over expletive vandalism.

In addition to the above, we recommend adding a handrail to the approach to deter people from walking off the path.



Beaver Creek Bridge



Bridge Location: Beaver Creek (between CR 17 and CR 17.75)

Span: 57'

Width: 9.5'

~ 550 sq ft

The bridge spanning Beaver Creek is an open deck girder bridge. This bridge and its structural members are in fair condition with minor repairs recommended. The wood members on this bridge are more weathered than the previous two bridges.

Beaver Creek has a large drop off along the bank. We recommend adding railing to the approach on both sides to deter people from wandering off the path and prevent bicyclists from exiting the path into a drop off hazard. The existing handrail on the bridge is not secured. We recommend replacing this with a handrail that can withstand an impact, since it is a horse friendly trail.



Similar to the previous two bridges, we recommend the decking be replaced to support maintenance and emergency vehicle loads. Some of the ties below the decking have substantial rot and we recommend they be replaced with either new ties or galvanized steel. It is recommended to strip all wood framing, down to the steel, and replace it in its entirety. The layers of wood on this bridge are in worse condition than the previous two bridges and require more immediate attention.

Summary

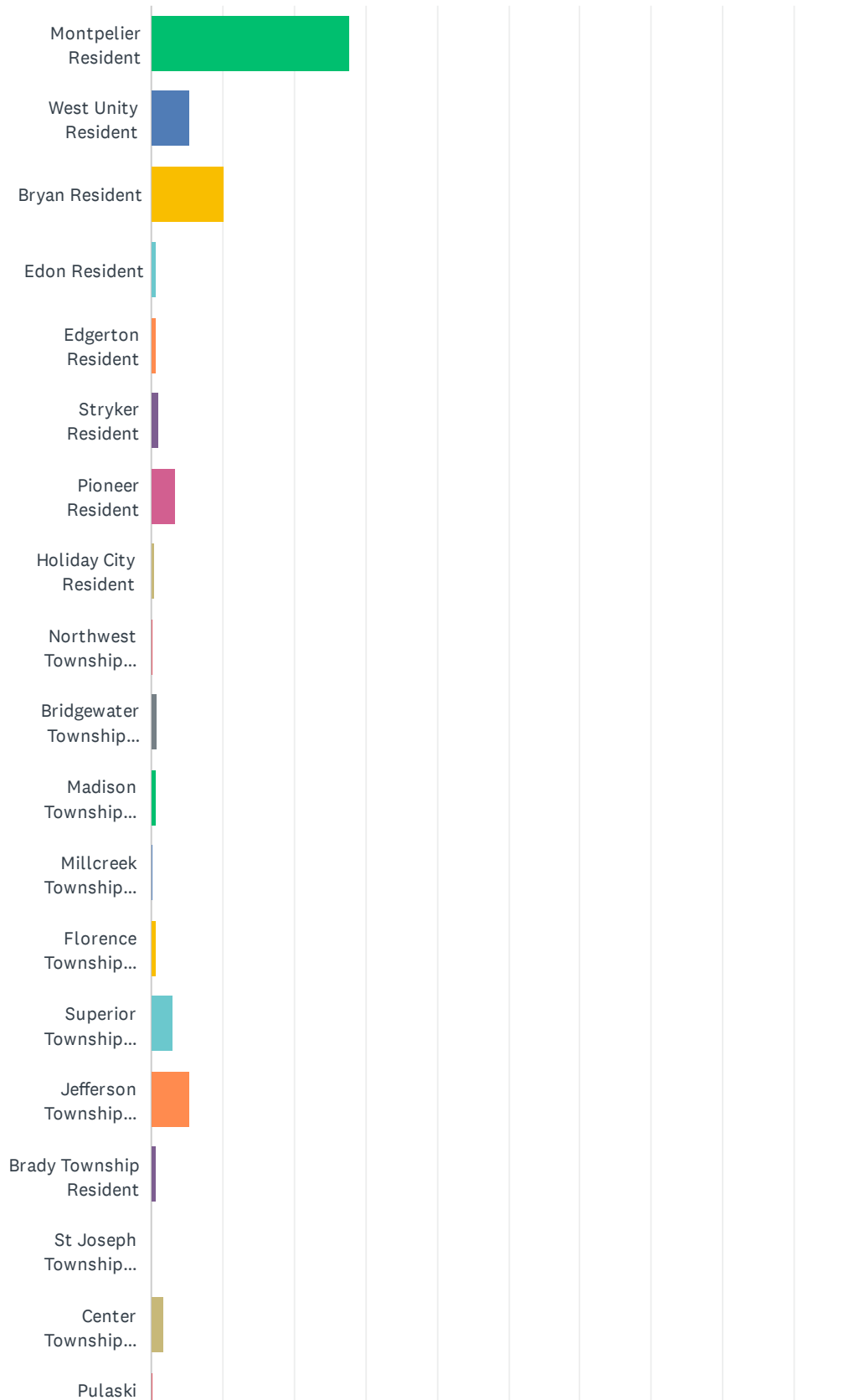
For all decking being replaced we recommend using composite or treated boards with integral non-slip or similar coating. For all other wood being replaced (handrail, joists, ties) we recommend using treated boards. The ties that are to be removed can either be replaced with new ties or galvanized wide flange beams. For all bridges, the steel substructure is in fair condition and can remain with areas to be spot painted. All concrete abutments should be patched in areas where the concrete has been weathered away and where rebar is exposed.

ATTACHMENT 2

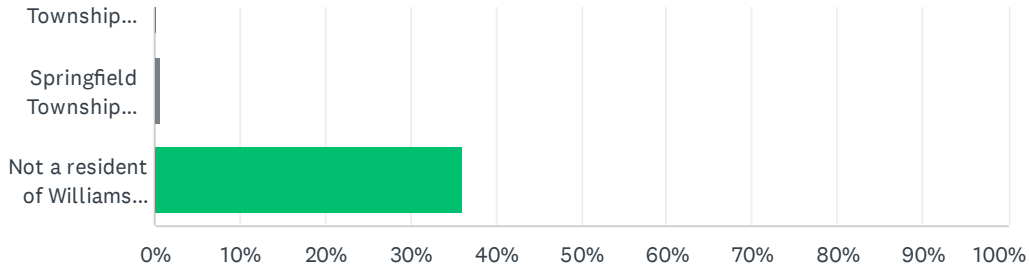
Public Survey Results

Q1 Which best describes you?

Answered: 554 Skipped: 0



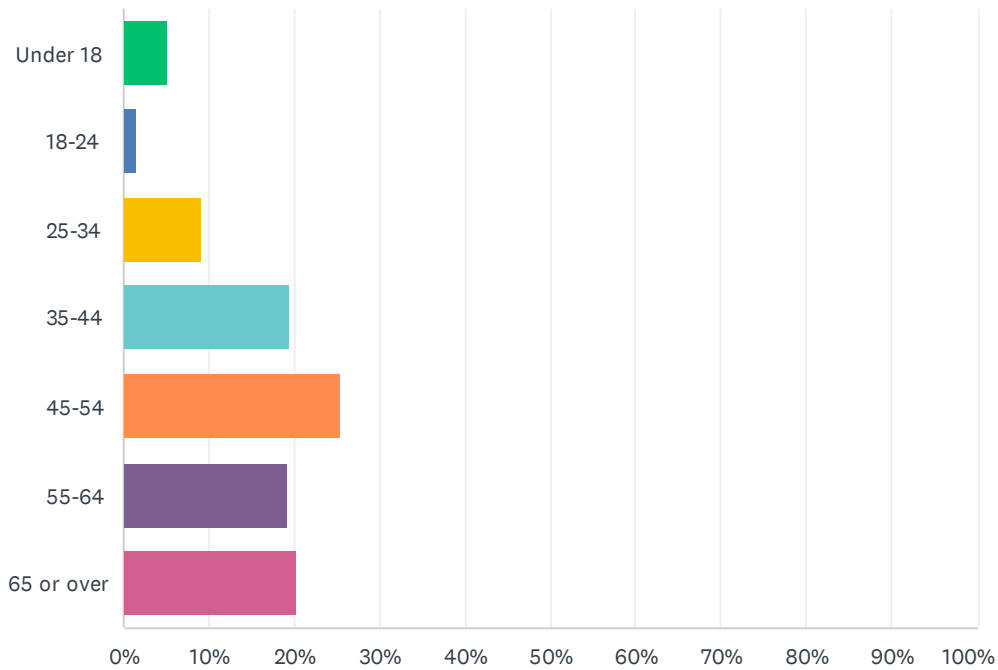
Wabash Cannonball Trail



ANSWER CHOICES	RESPONSES	
Montpelier Resident	27.80%	154
West Unity Resident	5.42%	30
Bryan Resident	10.29%	57
Edon Resident	0.72%	4
Edgerton Resident	0.54%	3
Stryker Resident	1.08%	6
Pioneer Resident	3.43%	19
Holiday City Resident	0.36%	2
Northwest Township Resident	0.18%	1
Bridgewater Township Resident	0.90%	5
Madison Township Resident	0.72%	4
Millcreek Township Resident	0.18%	1
Florence Township Resident	0.72%	4
Superior Township Resident	3.07%	17
Jefferson Township Resident	5.23%	29
Brady Township Resident	0.72%	4
St Joseph Township Resident	0.00%	0
Center Township Resident	1.81%	10
Pulaski Township Resident	0.18%	1
Springfield Township Resident	0.54%	3
Not a resident of Williams County	36.10%	200
TOTAL		554

Q2 What is your age range?

Answered: 554 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	5.05%	28
18-24	1.44%	8
25-34	9.21%	51
35-44	19.49%	108
45-54	25.45%	141
55-64	19.13%	106
65 or over	20.22%	112
TOTAL		554

Q3 What is your zip code?

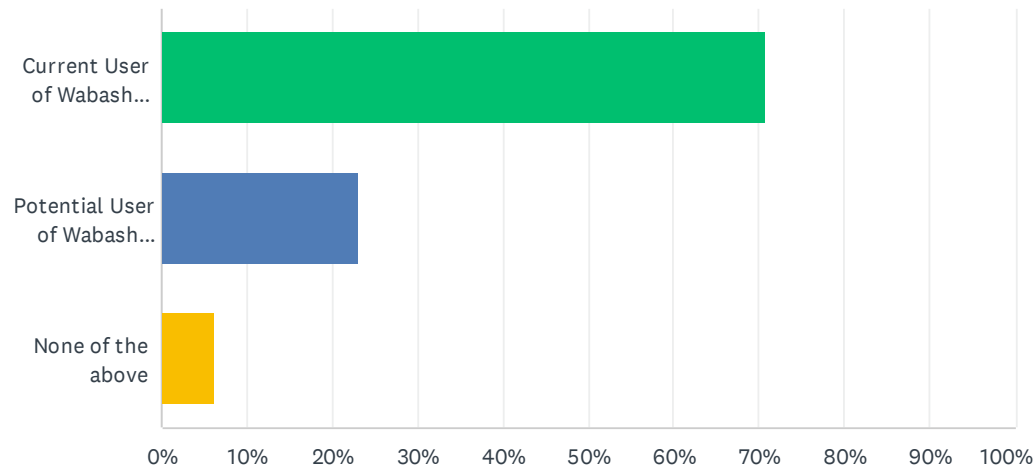
Answered: 542 Skipped: 12

Q3 What is your zip code?

43515 43549 43502 43606 43537 43614 43551 43402 43554
43518 43506 43566 43543 43557 43570 43545
43571 43560 43558 43615 43567 43517 43542 43522 43512

Q4 Which best describes you?

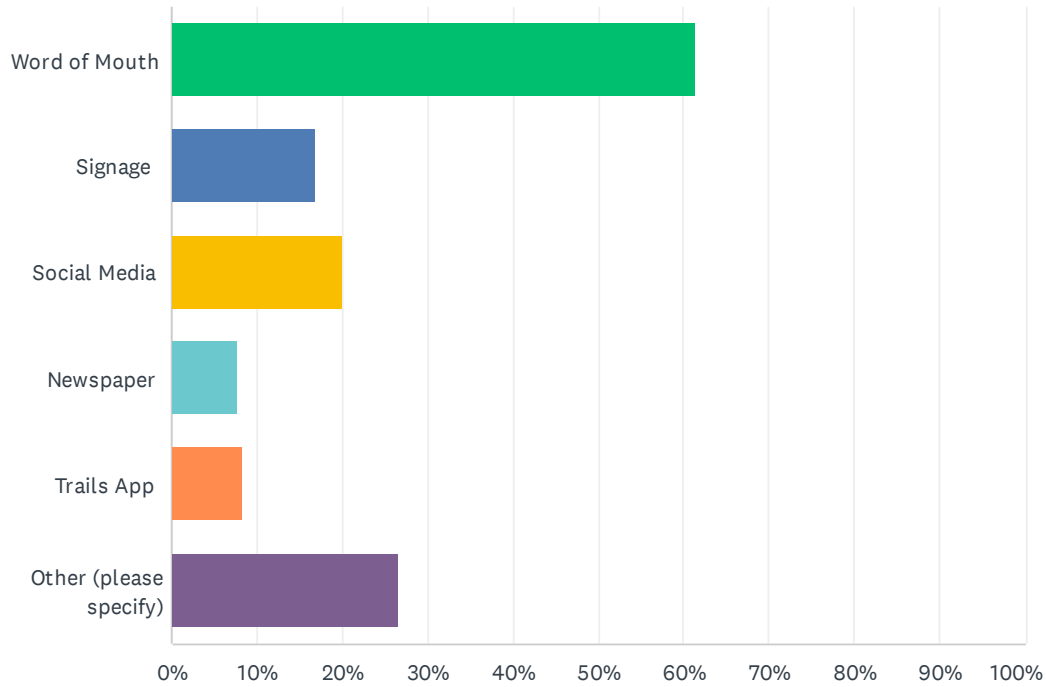
Answered: 554 Skipped: 0



ANSWER CHOICES	RESPONSES	
Current User of Wabash Cannonball Trail	70.76%	392
Potential User of Wabash Cannonball Trail	23.10%	128
None of the above	6.14%	34
TOTAL		554

Q5 If you are a user of the Wabash Cannonball Trail, how did you hear about it? Please check all that apply.

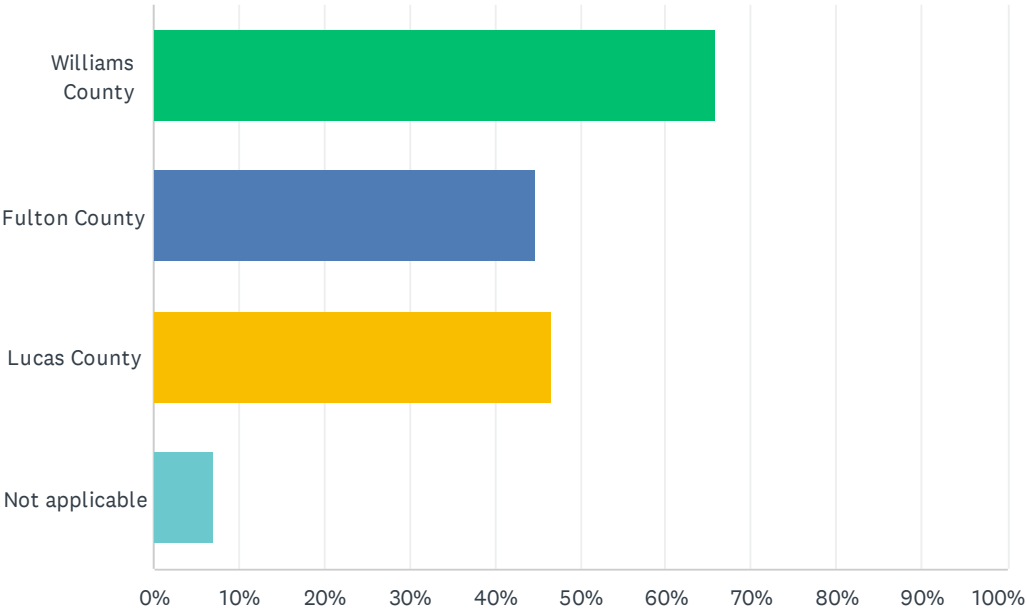
Answered: 481 Skipped: 73



ANSWER CHOICES	RESPONSES	
Word of Mouth	61.33%	295
Signage	16.84%	81
Social Media	19.96%	96
Newspaper	7.69%	37
Trails App	8.32%	40
Other (please specify)	26.61%	128
Total Respondents: 481		

Q6 If you are a user of the Wabash Cannonball Trail, which county's section have you traveled? Please check all that apply.

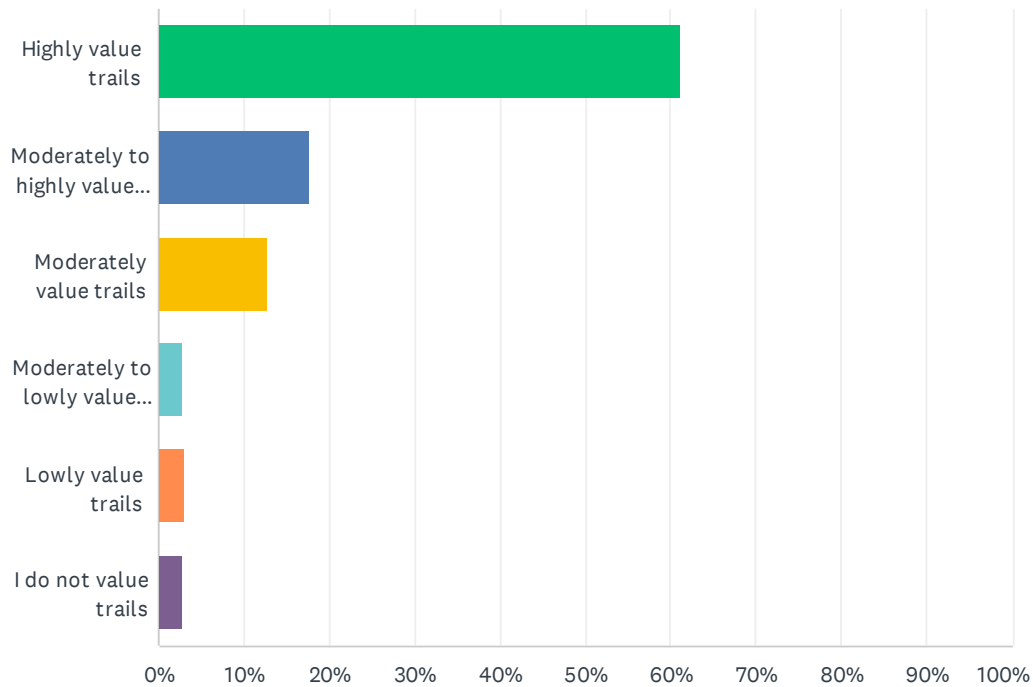
Answered: 490 Skipped: 64



ANSWER CHOICES	RESPONSES	
Williams County	65.92%	323
Fulton County	44.69%	219
Lucas County	46.73%	229
Not applicable	6.94%	34
Total Respondents: 490		

Q7 How much do you value trails?

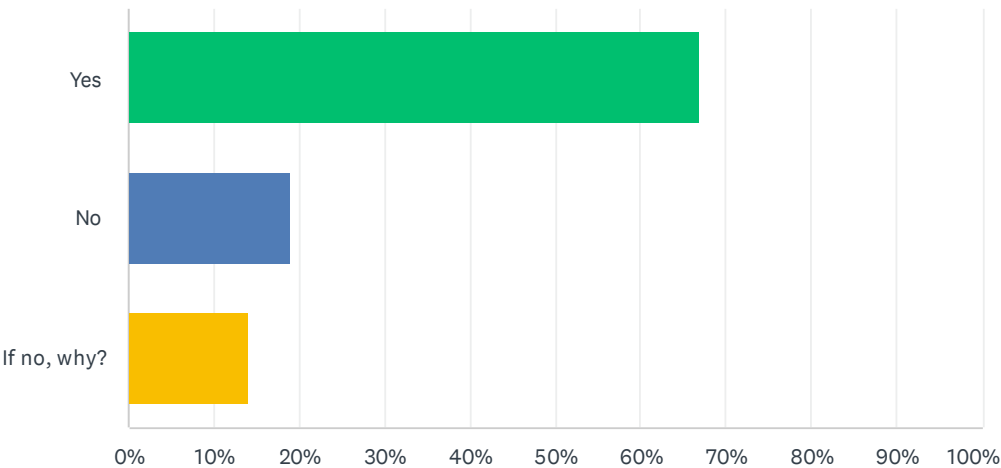
Answered: 550 Skipped: 4



ANSWER CHOICES	RESPONSES	
Highly value trails	61.27%	337
Moderately to highly value trails	17.64%	97
Moderately value trails	12.73%	70
Moderately to lowly value trails	2.73%	15
Lowly value trails	2.91%	16
I do not value trails	2.73%	15
TOTAL		550

Q8 Do you travel other trails in Ohio and nation-wide?

Answered: 549 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	67.03%	368
No	18.94%	104
If no, why?	14.03%	77
TOTAL		549

Q9 What other trails have you traveled?

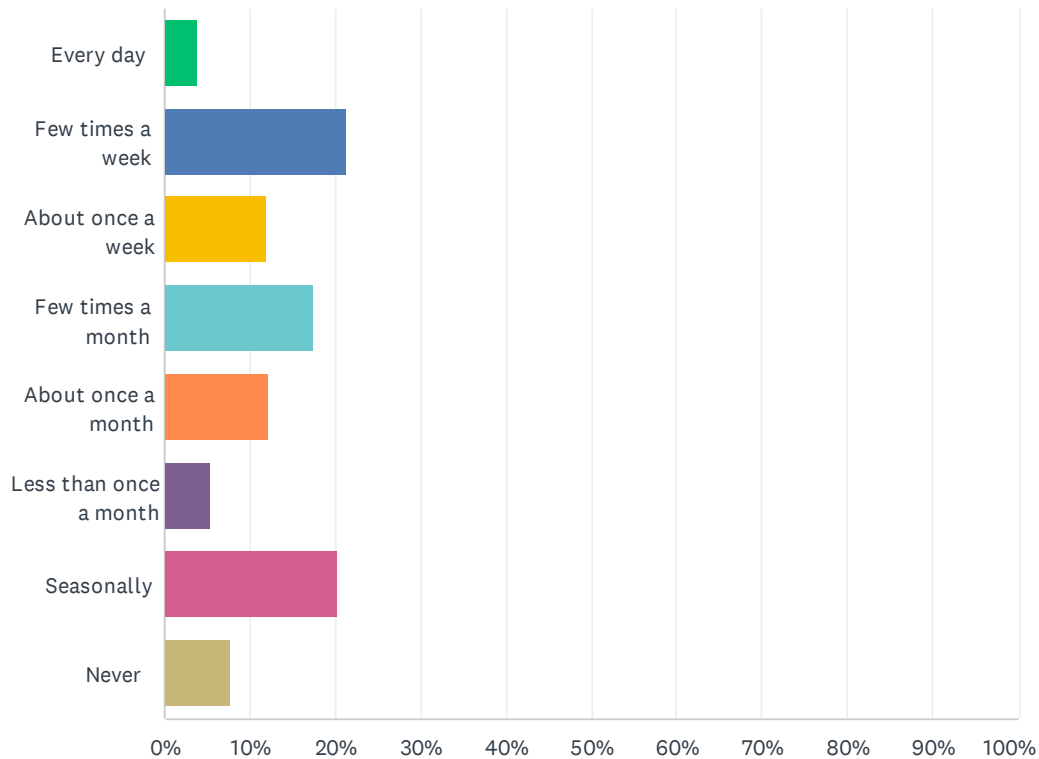
Answered: 332 Skipped: 222

Q9 What other trails have you traveled?

trail trails State national parks Lots University Parks Several many list OTET canal trail
Pumpkin Vine inland coast Little Miami Lucas Cuyahoga University
North Country Trail Olentangy Various Erie Towpath Katy area
Toledo Metro Parks UT Golls woods Many national parks Buckeye
remember names county Angola River NCT Ohio Mountain
Hocking Hills BG parks Elm North Coast
Slippery Elm Toledo Metroparks Trail Columbus
None Florida Michigan Tennessee state parks around
Oak Openings Cleveland Appalachian Rails trails
Iron Horse bike trails Metroparks Gap C O Lake Xenia state etc
North Coast Inland hills Toledo woods Coast Inland Trail N Indiana
Locally Pumpkinvine North Country Cuyahoga Valley River Greenway
Slippery Elm North moose trails others Lake La Su Pokagon Ohio Erie

Q10 How often, on average, do you use trails currently?

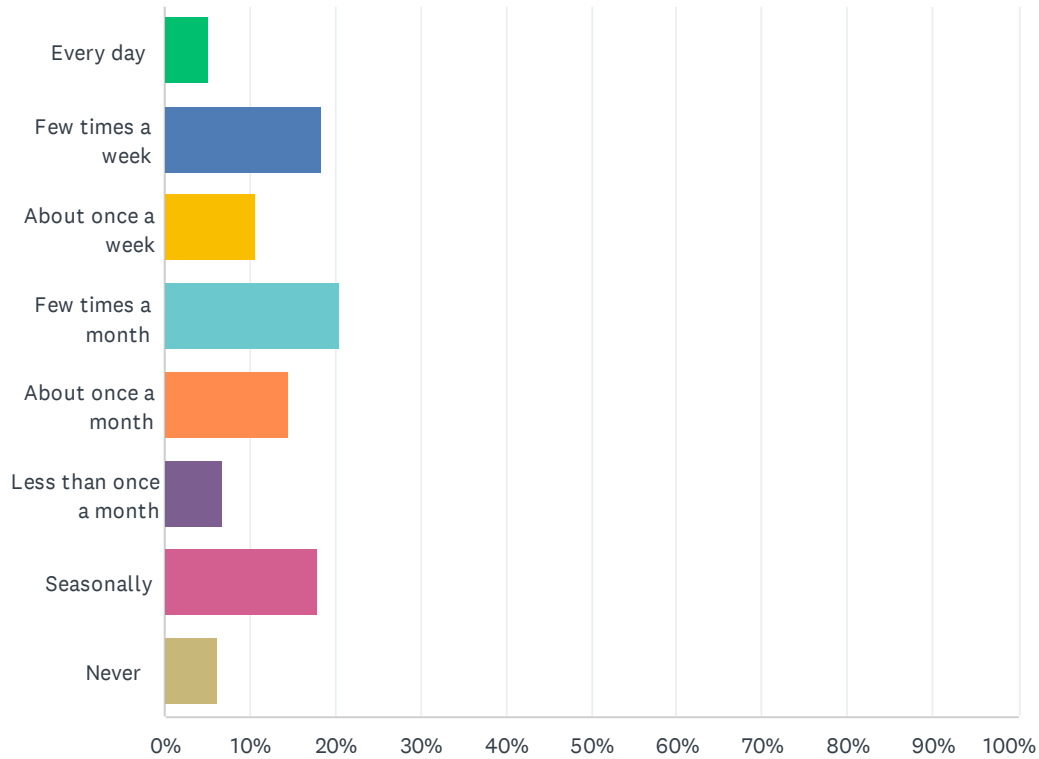
Answered: 546 Skipped: 8



ANSWER CHOICES	RESPONSES	
Every day	3.85%	21
Few times a week	21.25%	116
About once a week	11.90%	65
Few times a month	17.58%	96
About once a month	12.09%	66
Less than once a month	5.31%	29
Seasonally	20.33%	111
Never	7.69%	42
TOTAL		546

Q11 How often, on average, would you use an improved Wabash Cannonball Trail in Williams County?

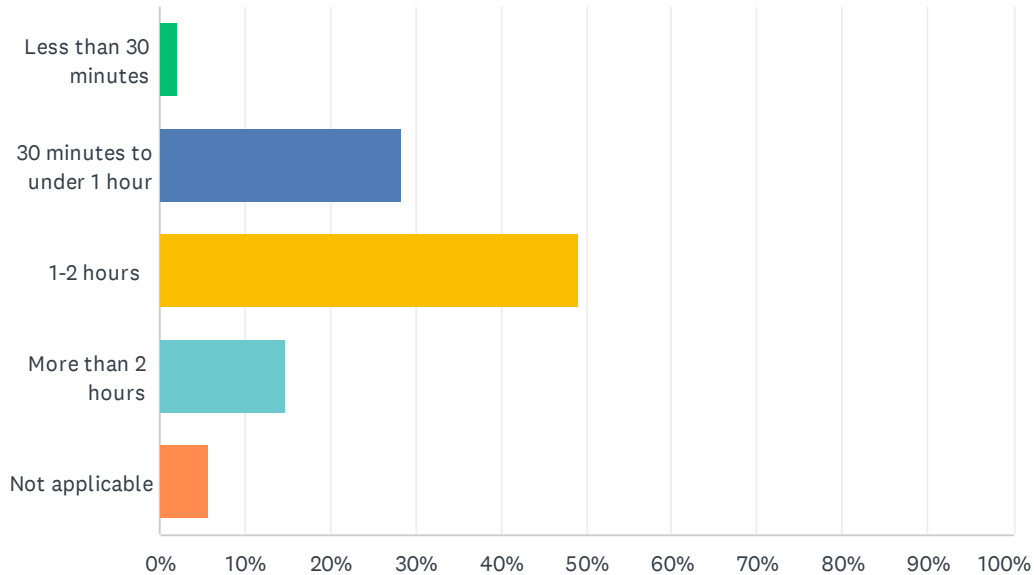
Answered: 548 Skipped: 6



ANSWER CHOICES	RESPONSES	
Every day	5.11%	28
Few times a week	18.25%	100
About once a week	10.77%	59
Few times a month	20.44%	112
About once a month	14.60%	80
Less than once a month	6.75%	37
Seasonally	17.88%	98
Never	6.20%	34
TOTAL		548

Q12 How much time do you or would you generally spend on the trail each visit?

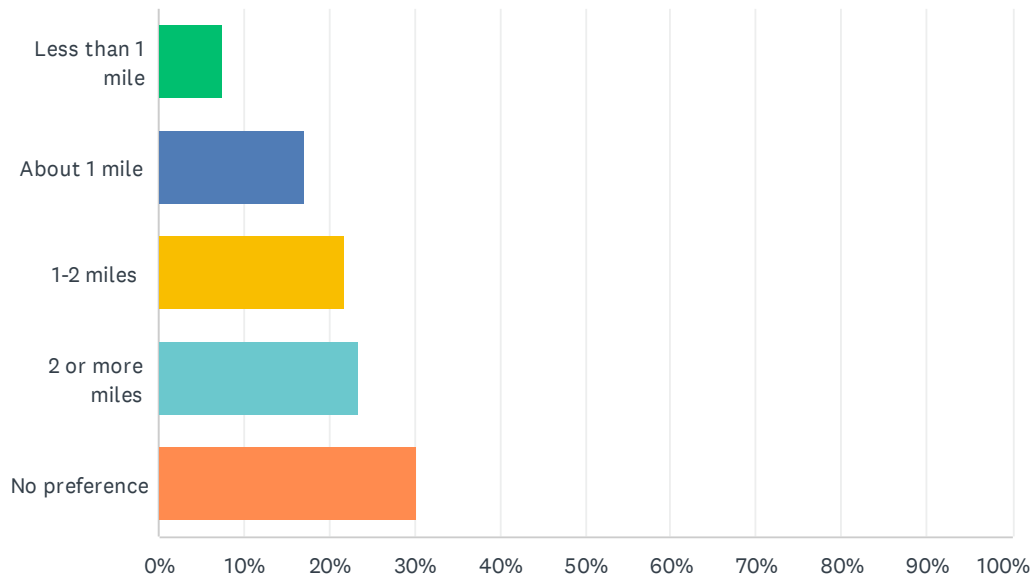
Answered: 547 Skipped: 7



ANSWER CHOICES	RESPONSES	
Less than 30 minutes	2.19%	12
30 minutes to under 1 hour	28.34%	155
1-2 hours	48.99%	268
More than 2 hours	14.63%	80
Not applicable	5.85%	32
TOTAL		547

Q13 How much distance would you prefer to have between trailheads?

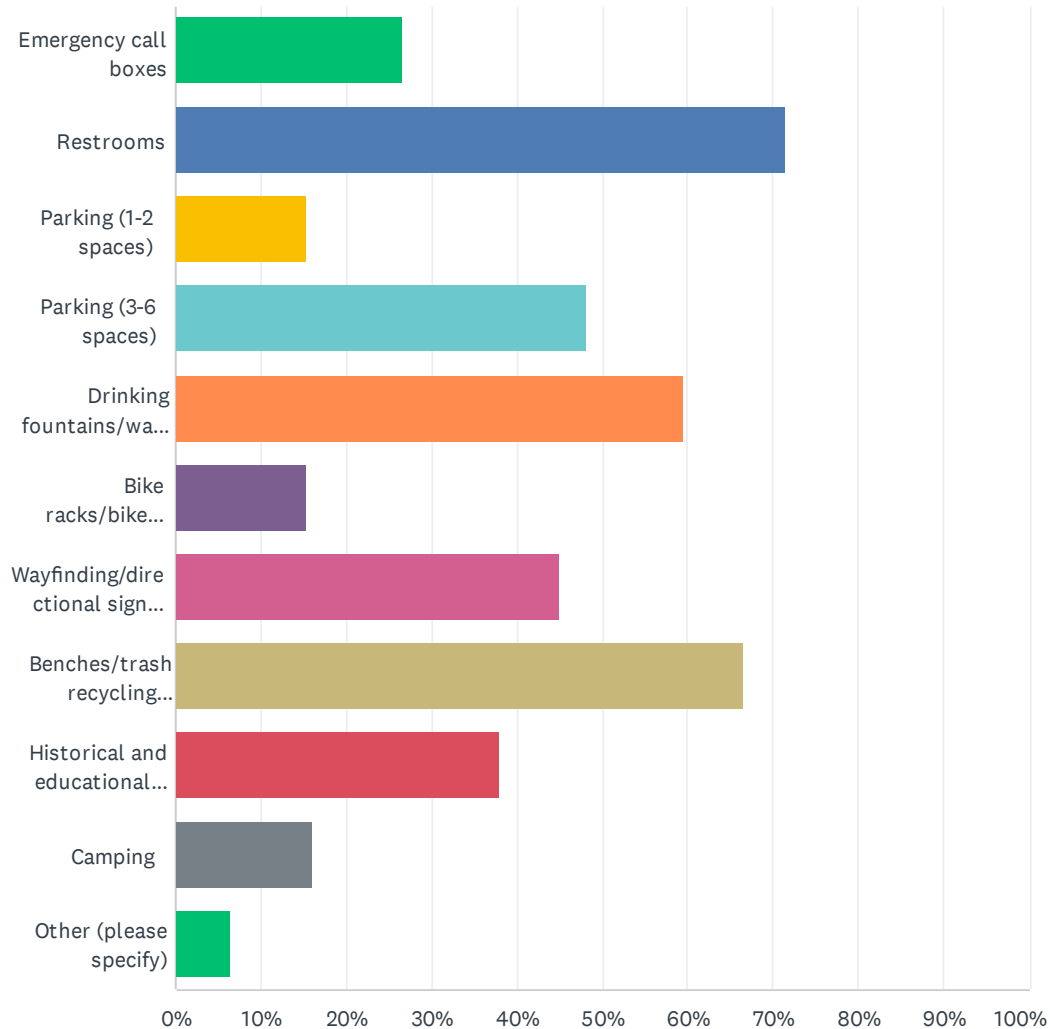
Answered: 545 Skipped: 9



ANSWER CHOICES		RESPONSES	
Less than 1 mile		7.52%	41
About 1 mile		17.06%	93
1-2 miles		21.65%	118
2 or more miles		23.49%	128
No preference		30.28%	165
TOTAL			545

Q14 What amenities would you like to see at trailheads? Please check all that apply.

Answered: 536 Skipped: 18

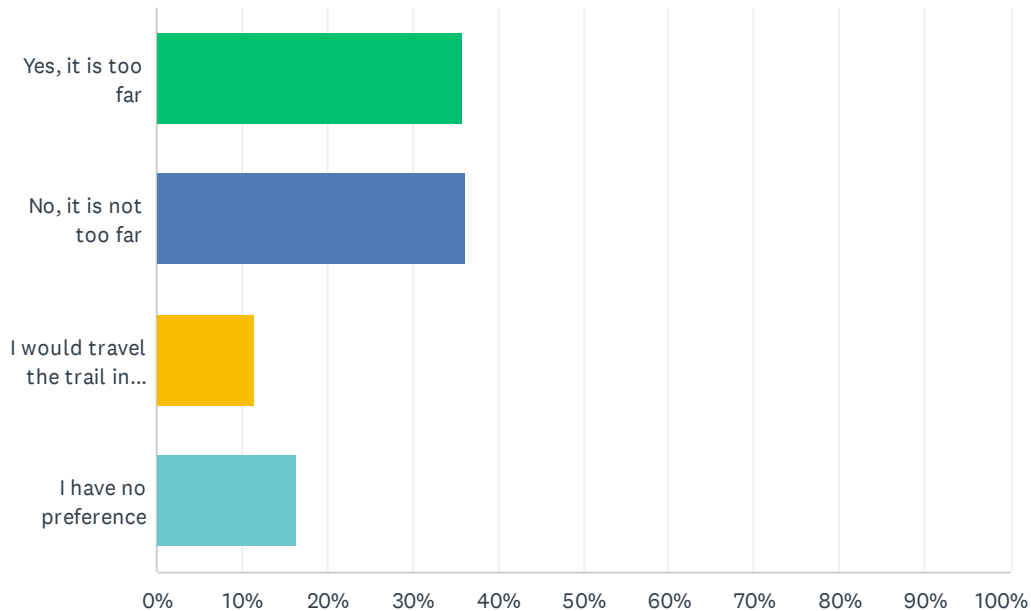


Wabash Cannonball Trail

ANSWER CHOICES	RESPONSES	
Emergency call boxes	26.68%	143
Restrooms	71.46%	383
Parking (1-2 spaces)	15.30%	82
Parking (3-6 spaces)	48.13%	258
Drinking fountains/water bottle refill stations	59.51%	319
Bike racks/bike storage	15.30%	82
Wayfinding/directional signage	44.96%	241
Benches/trash recycling receptacles	66.42%	356
Historical and educational plaques	37.87%	203
Camping	16.04%	86
Other (please specify)	6.34%	34
Total Respondents: 536		

Q15 There are approximately 7 miles between the CR13 Montpelier trailhead and the West Unity Wabash Park trailhead. Is this farther than you would prefer between restroom facilities or drinking fountains?

Answered: 542 Skipped: 12



ANSWER CHOICES	RESPONSES	
Yes, it is too far	35.79%	194
No, it is not too far	36.35%	197
I would travel the trail in shorter segments and would not be affected by this	11.44%	62
I have no preference	16.42%	89
TOTAL		542

Q16 Where would you like to see trailheads?

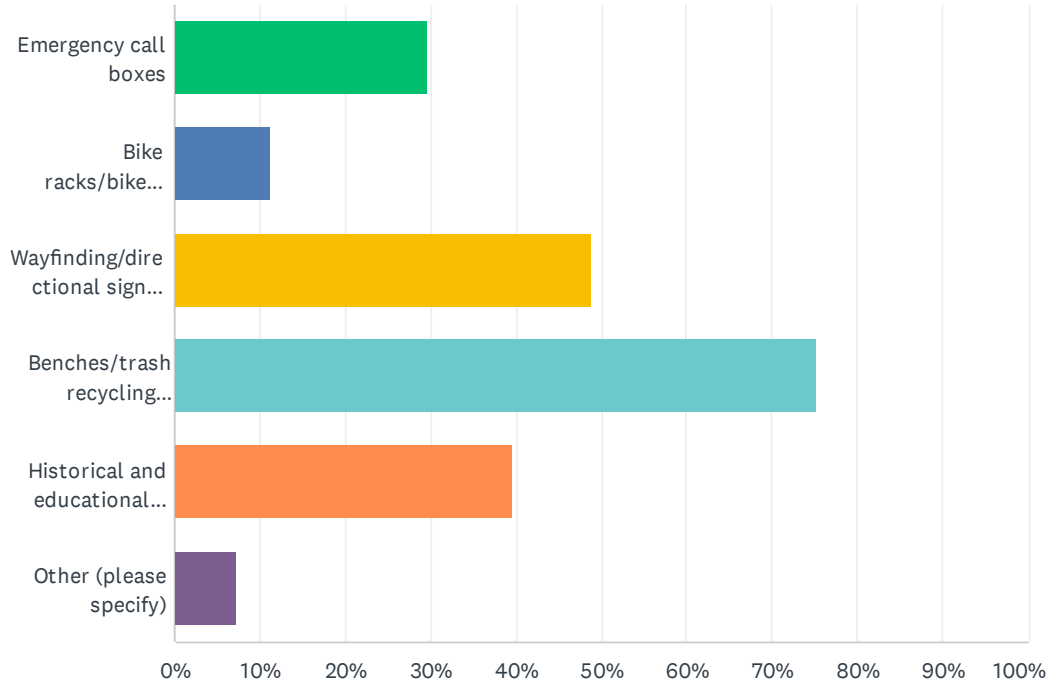
Answered: 155 Skipped: 399

Q16 Where would you like to see trailheads?

nice county line Montpelier Don't Every N Co Rd towns area Na road matter trail
CR preference Wauseon Every miles
Fulton County miles middle parking least sure Unsure trailhead West Unity
Montpelier West Unity Williams County ONE Cty Rd Maybe

Q17 What amenities would you like to see along the trail? Please check all that apply.

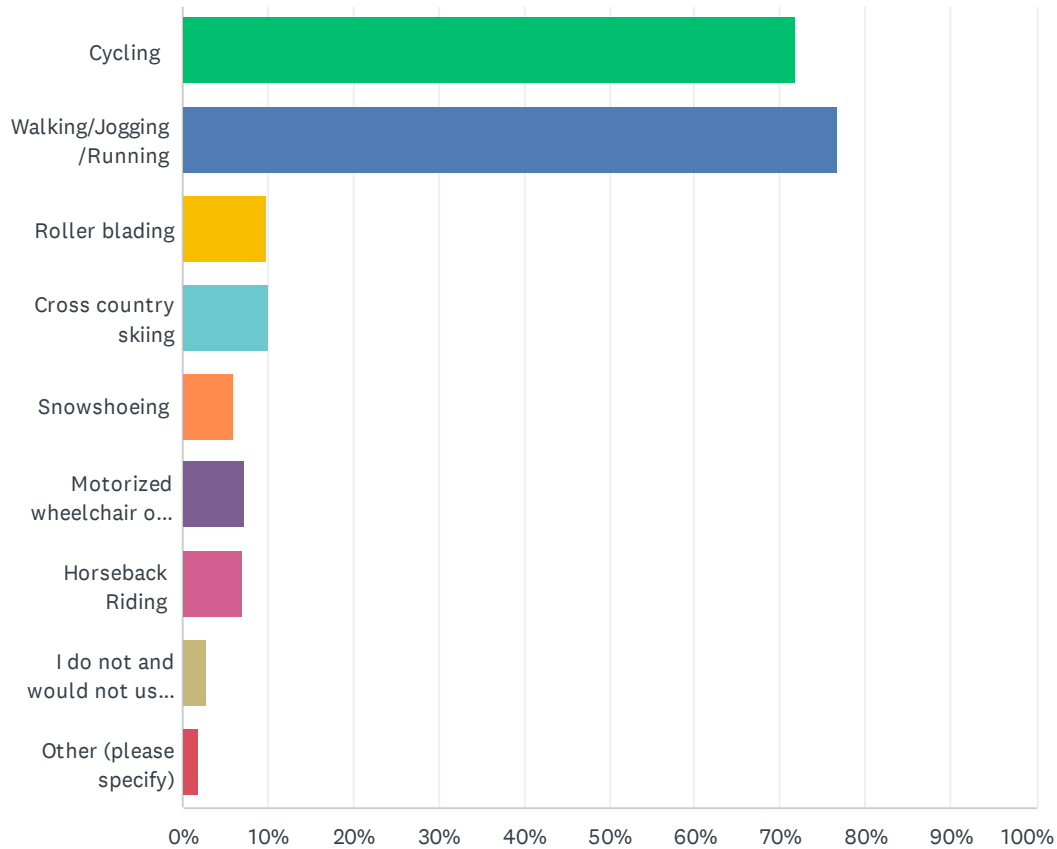
Answered: 489 Skipped: 65



ANSWER CHOICES	RESPONSES	
Emergency call boxes	29.65%	145
Bike racks/bike storage	11.25%	55
Wayfinding/directional signage	48.88%	239
Benches/trash recycling receptacles	75.26%	368
Historical and educational plaques	39.67%	194
Other (please specify)	7.16%	35
Total Respondents: 489		

Q18 What modes of transportation do you prefer for traveling the Wabash Cannonball Trail? Please check all that apply.

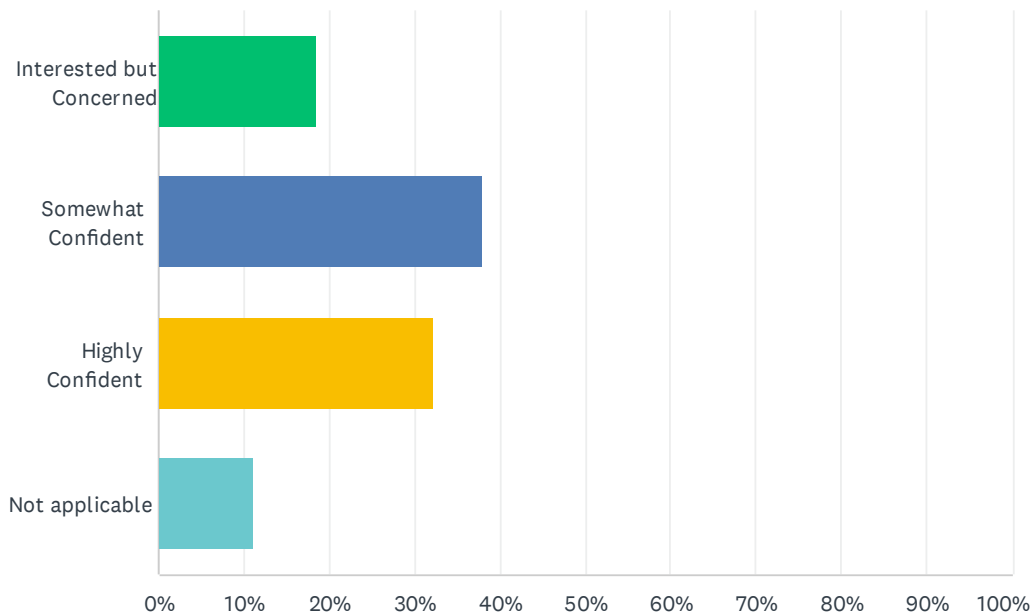
Answered: 540 Skipped: 14



ANSWER CHOICES	RESPONSES	
Cycling	71.85%	388
Walking/Jogging/Running	76.67%	414
Roller blading	9.81%	53
Cross country skiing	10.00%	54
Snowshoeing	5.93%	32
Motorized wheelchair or scooter	7.22%	39
Horseback Riding	7.04%	38
I do not and would not use the trail.	2.78%	15
Other (please specify)	1.85%	10
Total Respondents: 540		

Q19 What category pedestrian/bicyclist would you consider yourself? Interested but Concerned being “not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort”. Somewhat Confident being “prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be”. Highly Confident being “comfortable riding with traffic; will use roads without bike lanes”.

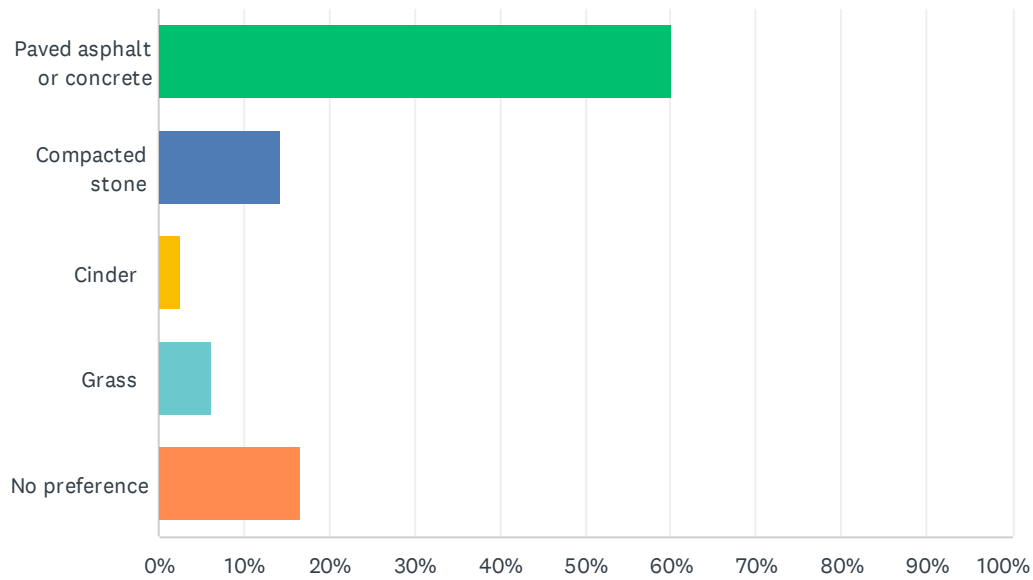
Answered: 536 Skipped: 18



ANSWER CHOICES	RESPONSES	
Interested but Concerned	18.66%	100
Somewhat Confident	37.87%	203
Highly Confident	32.28%	173
Not applicable	11.19%	60
TOTAL		536

Q20 What type of trail surface would you prefer?

Answered: 544 Skipped: 10



ANSWER CHOICES	RESPONSES	
Paved asphalt or concrete	60.11%	327
Compacted stone	14.34%	78
Cinder	2.57%	14
Grass	6.25%	34
No preference	16.73%	91
TOTAL		544

Q21 If you have other feedback or thoughts, please comment below.
Please leave your email address so we can contact you during the
planning process. Additional questions can be directed to
wabashcannonballwmsco@gmail.com.

Answered: 128 Skipped: 426

ATTACHMENT 3

Cost Estimates



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
Friends of Montpelier Parks, Village of Montpelier, Williams County
Project Number: 24000041

Date: 9/20/2023
Calculated by: HAC

Description: Improvements include improving the existing cinder Wabash Cannonball trail to become a paved and accessible 10-foot-wide asphalt path. Other improvements include crossing treatments at roadways, bridge repairs, and improvements at existing or new trailheads along the route. The Village of Montpelier owns the trail from CR13 to CR17. Williams County owns the trail from CR17 east to the county line. The Hilltop School Connector and West Unity Wabash Park are outside of the corridor and will need approvals by the schools and Village in their respective right of way. Inflation is estimated for summer of 2028 construction utilizing ODOT's inflation calculator.

Village of Montpelier

1	CR13 Trailhead Improvements	\$372,000
2	CR13 to SR15 Underpass (0.94 mile)	\$1,275,000
3	SR15 Underpass to CR15 Bridge (1.02 mile)	\$2,120,000
4	CR15 Trailhead & Connector Trail Improvements	\$61,000
5	CR15 Bridge Improvements	\$45,000
6	CR15 Bridge to CR16 (0.96 mile) & CR16 Crossing	\$1,698,000
7	CR16 Trailhead (New)	\$98,000
7	CR16 to CR17 (1.03 mile) & CR17 Crossing	\$1,389,000

Village of Montpelier	Total	\$7,058,000
	Trail Subtotal	\$6,527,000
	Trailhead Subtotal	\$531,000



Engineer's Opinion of Probable Project Costs

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Williams County

9	CR17 Trailhead Improvements	\$92,000
10	CR17 to Beaver Creek Bridge (0.39 mile)	\$843,000
11	Beaver Creek Bridge Improvements	\$72,000
12	Beaver Creek Bridge to CR17-75 (0.33 mile) & CR17-75 Crossing	\$671,000
13	CR17-75 Trailhead (New)	\$62,000
14	CR17-75 to US127 (2.22 mile) & US127 Crossing	\$3,653,000
15	Connector Trail from Hilltop School	\$144,000
16	US127 to (SR191) S Main St (0.29 mile) & SR191 Crossing	\$544,000



Engineer's Opinion of Probable Project Costs

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Williams County (Continued)

17	West Unity - Wabash Park Trailhead Improvements	\$129,000
18	Main St (SR191) to S Liberty St (CR20.40) Bridge (0.13 mile)	\$281,000
19	CR20.40 S Liberty St Bridge Improvements	\$45,000
20	S Liberty St (CR20.40) Bridge to CR21 (0.61 mile) & CR21 Crossing	\$983,000
21	CR21 Trailhead (New)	\$61,000
22	CR21 to CR22 (1.0 mile) & CR22 Crossing	\$1,875,000
23	CR22 to CR21N (0.73 mile) & CR21N Crossing	\$1,384,000
24	CR21N Trailhead (New)	\$60,000
25	CR21N to County Line (0.26 mile)	\$360,000
Williams County Total		\$11,259,000
Trail Subtotal		\$10,711,000
Trailhead Subtotal		\$548,000



Engineer's Opinion of Probable Project Costs

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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Village of Montpelier					
1	CR13 Trailhead Improvements	\$372,000			
	Asphalt parking, define parking and trail areas. Connect proposed path to existing				
Trail and Parking Paving		SubTotal	\$55,220.00		
203	excavation	400	cy	\$25.00	\$10,000.00
203	embankment	200	cy	\$25.00	\$5,000.00
204	subgrade compaction	795	sy	\$2.00	\$1,590.00
204	proof rolling	2	hr	\$175.00	\$350.00
304	aggregate base (8")	250	cy	\$60.00	\$15,000.00
407	non-tracking tack coat	60	gal	\$3.00	\$180.00
441	asphalt concrete surface course (1-1/4")	40	cy	\$265.00	\$10,600.00
441	asphalt concrete intermediate course (1-3/4")	50	cy	\$250.00	\$12,500.00
Traffic Control		SubTotal	\$15,480.00		
620	flexible delineator, post surface mounted	20	each	\$100.00	\$2,000.00
630	sign allowance	lump	sum	\$5,000.00	\$5,000.00
644	center line	0.03	mile	\$5,000.00	\$150.00
644	edge line	0.06	mile	\$4,000.00	\$240.00
644	stop line	10	ft	\$9.00	\$90.00
644	parking stall line	200	ft	\$3.00	\$600.00
644	handicap symbol marking	1	each	\$200.00	\$200.00
special	concrete parking block	8	each	\$250.00	\$2,000.00
special	bollard	4	each	\$275.00	\$1,100.00
special	bollard, hinged	2	each	\$2,050.00	\$4,100.00
Restroom with Drinking Fountain		SubTotal	\$152,000.00		
	building and site prep allowance	lump	sum	\$18,000.00	\$18,000.00
	pre-cast concrete facility	1	each	\$78,000.00	\$78,000.00
	facility plumbing connection hookups	lump	sum	\$4,000.00	\$4,000.00
611	sanitary manhole	2	each	\$4,500.00	\$9,000.00
611	6" sanitary sewer	200	ft	\$60.00	\$12,000.00
625	site electric and lights allowance	lump	sum	\$8,000.00	\$8,000.00
	drinking fountain with ADA pedestal fountain and pet station	1	each	\$4,100.00	\$4,100.00
638	water service	1	each	\$2,000.00	\$2,000.00
638	8" water main	200	ft	\$50.00	\$10,000.00
638	8" gate valve & box	3	each	\$2,300.00	\$6,900.00
Incidentals		SubTotal	\$15,100.00		
614	maintaining traffic	lump	sum	\$3,600.00	\$3,600.00
623	construction layout stakes & surveying	lump	sum	\$5,500.00	\$5,500.00
624	mobilization	lump	sum	\$6,000.00	\$6,000.00
General		SubTotal	\$12,200.00		
	picnic table	4	each	\$1,400.00	\$5,600.00
	bench	6	each	\$600.00	\$3,600.00
	bike repair station and concrete base	1	each	\$3,000.00	\$3,000.00
			construction subtotal		\$250,000
			20% contingencies		\$50,000
			24% inflation (2028)		\$72,000
			construction total		\$372,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Village of Montpelier					
2	CR13 to SR15 Underpass (0.94 mile)	\$1,275,000			
Trail Improvements & Paving		SubTotal		\$583,230.00	
201	clearing and grubbing	lump	sum	\$75,000.00	\$75,000.00
202	removals misc.	lump	sum	\$40,000.00	\$40,000.00
203	excavation	3,550	cy	\$25.00	\$88,750.00
203	embankment	2,650	cy	\$25.00	\$66,250.00
204	subgrade compaction	7,170	sy	\$2.00	\$14,340.00
204	excavation of subgrade	300	cy	\$22.00	\$6,600.00
204	granular embankment	300	cy	\$40.00	\$12,000.00
204	proof rolling	16	hr	\$175.00	\$2,800.00
304	aggregate base (8")	1,350	cy	\$60.00	\$81,000.00
407	non-tracking tack coat	330	gal	\$3.00	\$990.00
441	asphalt concrete surface course (1-1/4")	200	cy	\$265.00	\$53,000.00
441	asphalt concrete intermediate course (1-3/4")	270	cy	\$250.00	\$67,500.00
607	wood fence - decorative/privacy	500	ft	\$150.00	\$75,000.00
Horse Trail - Single Tread		SubTotal		\$89,945.00	
201	clearing and grubbing	lump	sum	\$14,000.00	\$14,000.00
203	excavation	810	cy	\$25.00	\$20,250.00
203	embankment	885	cy	\$25.00	\$22,125.00
204	subgrade compaction	2,755	sy	\$2.00	\$5,510.00
204	excavation of subgrade	80	cy	\$22.00	\$1,760.00
204	granular embankment	80	cy	\$40.00	\$3,200.00
204	proof rolling	8	hr	\$175.00	\$1,400.00
411	stabilized crushed aggregate (4")	310	cy	\$70.00	\$21,700.00
Erosion Control		SubTotal		\$77,625.00	
653	topsoil furnished and placed	650	cy	\$55.00	\$35,750.00
659	seeding and mulching	5,550	sy	\$2.00	\$11,100.00
659	repair seeding and mulching	300	sy	\$1.00	\$300.00
659	commercial fertilizer	0.85	ton	\$900.00	\$765.00
659	water	30	Mgal	\$1.00	\$30.00
670	slope erosion protection	560	sy	\$3.00	\$1,680.00
832	storm water pollution prevention plan	lump	sum	\$8,000.00	\$8,000.00
832	erosion control	lump	sum	\$20,000.00	\$20,000.00



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
2	Continued				
Drainage		SubTotal			
602	concrete masonry	2	cy	\$2,000.00	\$4,000.00
611	8" conduit	20	ft	\$80.00	\$1,600.00
611	12", 15", 18" conduit	50	ft	\$110.00	\$5,500.00
611	catch basin	2	each	\$2,500.00	\$5,000.00
611	manhole	1	each	\$5,000.00	\$5,000.00
Traffic Control		SubTotal			
644	center line	0.9	mile	\$5,000.00	\$4,500.00
Incidentals		SubTotal			
614	maintaining traffic	lump	sum	\$20,600.00	\$20,600.00
623	construction layout stakes & surveying	lump	sum	\$15,000.00	\$15,000.00
624	mobilization	lump	sum	\$45,000.00	\$45,000.00
construction subtotal					\$857,000
20% contingencies					\$171,000
24% inflation (2028)					\$247,000
construction total					\$1,275,000



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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Village of Montpelier					
3	SR15 Underpass to CR15 Bridge (1.02 mile)	\$2,120,000			
Trail Improvements & Paving		SubTotal	\$1,122,675.00		
201	clearing and grubbing	lump	sum	\$85,000.00	\$85,000.00
202	removals misc.	lump	sum	\$45,000.00	\$45,000.00
203	excavation	3,850	cy	\$25.00	\$96,250.00
203	embankment	2,890	cy	\$25.00	\$72,250.00
204	subgrade compaction	7,800	sy	\$2.00	\$15,600.00
204	excavation of subgrade	385	cy	\$22.00	\$8,470.00
204	granular embankment	385	cy	\$40.00	\$15,400.00
204	proof rolling	17	hr	\$175.00	\$2,975.00
304	aggregate base (8")	1,500	cy	\$60.00	\$90,000.00
407	non-tracking tack coat	360	gal	\$3.00	\$1,080.00
441	asphalt concrete surface course (1-1/4")	210	cy	\$265.00	\$55,650.00
441	asphalt concrete intermediate course (1-3/4")	300	cy	\$250.00	\$75,000.00
607	wood fence/railing	200	ft	\$100.00	\$20,000.00
special	boardwalk	600	ft	\$900.00	\$540,000.00
Horse Trail - Single Tread		SubTotal	\$98,105.00		
201	clearing and grubbing	lump	sum	\$15,500.00	\$15,500.00
203	excavation	875	cy	\$25.00	\$21,875.00
203	embankment	965	cy	\$25.00	\$24,125.00
204	subgrade compaction	3,000	sy	\$2.00	\$6,000.00
204	excavation of subgrade	90	cy	\$22.00	\$1,980.00
204	granular embankment	90	cy	\$40.00	\$3,600.00
204	proof rolling	9	hr	\$175.00	\$1,575.00
411	stabilized crushed aggregate (4")	335	cy	\$70.00	\$23,450.00
Erosion Control		SubTotal	\$85,220.00		
653	topsoil furnished and placed	700	cy	\$55.00	\$38,500.00
659	seeding and mulching	6,500	sy	\$2.00	\$13,000.00
659	repair seeding and mulching	300	sy	\$1.00	\$300.00
659	commercial fertilizer	1.0	ton	\$900.00	\$900.00
659	water	30	Mgal	\$1.00	\$30.00
670	slope erosion protection	650	sy	\$3.00	\$1,950.00
832	storm water pollution prevention plan	lump	sum	\$8,540.00	\$8,540.00
832	erosion control	lump	sum	\$22,000.00	\$22,000.00



Engineer's Opinion of Probable Project Costs

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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
3	Continued				
Drainage		SubTotal		\$20,000.00	
602	concrete masonry	1	cy	\$2,000.00	\$2,000.00
611	8" conduit	25	ft	\$80.00	\$2,000.00
611	12", 15", 18" conduit	100	ft	\$110.00	\$11,000.00
611	catch basin	2	each	\$2,500.00	\$5,000.00
Traffic Control		SubTotal		\$5,000.00	
644	center line	1.0	mile	\$5,000.00	\$5,000.00
Incidentals		SubTotal		\$94,000.00	
614	maintaining traffic	lump	sum	\$14,000.00	\$14,000.00
623	construction layout stakes & surveying	lump	sum	\$15,000.00	\$15,000.00
624	mobilization	lump	sum	\$65,000.00	\$65,000.00
construction subtotal					\$1,425,000
20% contingencies					\$285,000
24% inflation (2028)					\$410,000
construction total					\$2,120,000



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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Village of Montpelier					
4	CR15 Trailhead & Connector Trail Improvements	\$61,000			
	Define parking, keep clear access for emergency, and add bollards to access point				
Parking & Connector Trail - Asphalt Surface		SubTotal	\$11,790.00		
407	tack coat - parking	15	gal	\$3.00	\$45.00
407	tack coat - trail	40	sy	\$3.00	\$120.00
441	asphalt concrete surface course (1-1/2") - parking	7	cy	\$265.00	\$1,855.00
441	asphalt concrete surface course (1-1/2") - trail	18	cy	\$265.00	\$4,770.00
607	wood fence/railing	50	ft	\$100.00	\$5,000.00
Traffic Control		SubTotal	\$9,410.00		
630	sign allowance	1ump	sum	\$6,000.00	\$6,000.00
644	center line	0.07	mile	\$5,000.00	\$350.00
644	stop line	10	ft	\$9.00	\$90.00
644	parking stall line	40	ft	\$3.00	\$120.00
special	concrete parking block	1	each	\$250.00	\$250.00
special	bollard	2	each	\$275.00	\$550.00
special	bollard, hinged	1	each	\$2,050.00	\$2,050.00
Incidentals		SubTotal	\$15,600.00		
614	maintaining traffic	1ump	sum	\$5,600.00	\$5,600.00
623	construction layout stakes & surveying	1ump	sum	\$4,500.00	\$4,500.00
624	mobilization	1ump	sum	\$5,500.00	\$5,500.00
General		SubTotal	\$4,200.00		
	bench	2	each	\$600.00	\$1,200.00
	bike repair station and concrete base	1	each	\$3,000.00	\$3,000.00
construction subtotal					\$41,000
20% contingencies					\$8,000
24% inflation (2028)					\$12,000
construction total					\$61,000



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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Village of Montpelier					
5	CR15 Bridge Improvements	\$45,000			
Decking & Structure		SubTotal	\$9,680.00		
	trex/composite decking	760	sf	\$7.50	\$5,700.00
	2x10, 2x12 treated joists	645	ft	\$4.00	\$2,580.00
	concrete repair	8	sf	\$175.00	\$1,400.00
Steel Girder Spot Paint		SubTotal	\$590.00		
	surface prep	2	sf	\$80.00	\$160.00
	prime coat	2	sf	\$65.00	\$130.00
	intermediate coat	2	sf	\$45.00	\$90.00
	finish coat	2	sf	\$105.00	\$210.00
Bridge Approach Fence/Railing		SubTotal	\$10,000.00		
607	wood fence	100	ft	\$100.00	\$10,000.00
Incidentals		SubTotal	\$9,730.00		
614	maintaining traffic	lump	sum	\$4,130.00	\$4,130.00
624	mobilization	lump	sum	\$5,600.00	\$5,600.00
construction subtotal					\$30,000
20% contingencies					\$6,000
24% inflation (2028)					\$9,000
construction total					\$45,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
 Calculated by: HAC

Description: Improvements include improving the existing cinder Wabash Cannonball trail to become a paved and accessible 10-foot-wide asphalt path. Other improvements include crossing treatments at roadways, bridge repairs, and improvements at existing or new trailheads along the route. The Village of Montpelier owns the trail from CR13 to CR17. Williams County owns the trail from CR17 east to the county line. The Hilltop School Connector and West Unity Wabash Park are outside of the corridor and will need approvals by the schools and Village in their respective right of way. Inflation is estimated for summer of 2028 construction utilizing ODOT's inflation calculator.

Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Village of Montpelier					
6	CR15 Bridge to CR16 (0.96 mile)	\$1,698,000			
Trail Improvements & Paving		SubTotal	\$883,325.00		
201	clearing and grubbing	lump	sum	\$73,000.00	\$73,000.00
202	removals misc.	lump	sum	\$41,000.00	\$41,000.00
203	excavation	3,630	cy	\$25.00	\$90,750.00
203	embankment	2,725	cy	\$25.00	\$68,125.00
204	subgrade compaction	7,355	sy	\$2.00	\$14,710.00
204	excavation of subgrade	360	cy	\$22.00	\$7,920.00
204	granular embankment	360	cy	\$40.00	\$14,400.00
204	proof rolling	16	hr	\$175.00	\$2,800.00
304	aggregate base (8")	1,385	cy	\$60.00	\$83,100.00
407	non-tracking tack coat	340	gal	\$3.00	\$1,020.00
441	asphalt concrete surface course (1-1/4")	200	cy	\$265.00	\$53,000.00
441	asphalt concrete intermediate course (1-3/4")	280	cy	\$250.00	\$70,000.00
607	wood fence/railing	3,570	ft	\$100.00	\$357,000.00
608	curb ramp	100	sf	\$65.00	\$6,500.00
Horse Trail - Single Tread		SubTotal	\$92,355.00		
201	clearing and grubbing	lump	sum	\$14,600.00	\$14,600.00
203	excavation	825	cy	\$25.00	\$20,625.00
203	embankment	910	cy	\$25.00	\$22,750.00
204	subgrade compaction	2,830	sy	\$2.00	\$5,660.00
204	excavation of subgrade	85	cy	\$22.00	\$1,870.00
204	granular embankment	85	cy	\$40.00	\$3,400.00
204	proof rolling	8	hr	\$175.00	\$1,400.00
411	stabilized crushed aggregate (4")	315	cy	\$70.00	\$22,050.00
Erosion Control		SubTotal	\$77,775.00		
653	topsoil furnished and placed	630	cy	\$55.00	\$34,650.00
659	seeding and mulching	5,685	sy	\$2.00	\$11,370.00
659	repair seeding and mulching	285	sy	\$1.00	\$285.00
659	commercial fertilizer	0.8	ton	\$900.00	\$720.00
659	water	40	Mgal	\$1.00	\$40.00
670	slope erosion protection	570	sy	\$3.00	\$1,710.00
832	storm water pollution prevention plan	lump	sum	\$8,000.00	\$8,000.00
832	erosion control	lump	sum	\$21,000.00	\$21,000.00
Traffic Control		SubTotal	\$5,045.00		
644	stop line	5	ft	\$9.00	\$45.00
644	center line	1.0	mile	\$5,000.00	\$5,000.00



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
 Calculated by: HAC

Description: Improvements include improving the existing cinder Wabash Cannonball trail to become a paved and accessible 10-foot-wide asphalt path. Other improvements include crossing treatments at roadways, bridge repairs, and improvements at existing or new trailheads along the route. The Village of Montpelier owns the trail from CR13 to CR17. Williams County owns the trail from CR17 east to the county line. The Hilltop School Connector and West Unity Wabash Park are outside of the corridor and will need approvals by the schools and Village in their respective right of way. Inflation is estimated for summer of 2028 construction utilizing ODOT's inflation calculator.

Item No.	Item	Total Quantity	Units	Unit Price	Total Price
6	Continued				
Incidentals		SubTotal		\$77,700.00	
614	maintaining traffic	1	sum	\$17,400.00	\$17,400.00
623	construction layout stakes & surveying	1	sum	\$15,300.00	\$15,300.00
624	mobilization	1	sum	\$45,000.00	\$45,000.00
CR16 Crossing		SubTotal		\$4,800.00	
630	ground mounted support, no. 3 post	85	ft	\$12.00	\$1,020.00
630	sign post reflector	4	each	\$35.00	\$140.00
630	sign, flat sheet	45	sf	\$16.00	\$720.00
644	crosswalk line, 24"	40	ft	\$8.00	\$320.00
special	bollard	2	each	\$275.00	\$550.00
special	bollard, hinged	1	each	\$2,050.00	\$2,050.00
construction subtotal					\$1,141,000
20% contingencies					\$228,000
24% inflation (2028)					\$329,000
construction total					\$1,698,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
 Calculated by: HAC

Description: Improvements include improving the existing cinder Wabash Cannonball trail to become a paved and accessible 10-foot-wide asphalt path. Other improvements include crossing treatments at roadways, bridge repairs, and improvements at existing or new trailheads along the route. The Village of Montpelier owns the trail from CR13 to CR17. Williams County owns the trail from CR17 east to the county line. The Hilltop School Connector and West Unity Wabash Park are outside of the corridor and will need approvals by the schools and Village in their respective right of way. Inflation is estimated for summer of 2028 construction utilizing ODOT's inflation calculator.

Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Village of Montpelier					
7	CR16 Trailhead (New)	\$98,000			
Parking - Stone		SubTotal	\$36,500.00		
203	excavation	50	cy	\$25.00	\$1,250.00
203	embankment	20	cy	\$25.00	\$500.00
204	subgrade compaction	170	sy	\$2.00	\$340.00
304	aggregate base (8")	51	cy	\$60.00	\$3,060.00
602	concrete masonry	4	cy	\$2,000.00	\$8,000.00
611	36" conduit, type B	80	ft	\$250.00	\$20,000.00
620	flexible delineator, post surface mounted	6	each	\$100.00	\$600.00
630	sign allowance	lump	sum	\$2,000.00	\$2,000.00
special	concrete parking block	3	each	\$250.00	\$750.00
Incidentals		SubTotal	\$14,500.00		
614	maintaining traffic	lump	sum	\$5,500.00	\$5,500.00
623	construction layout stakes & surveying	lump	sum	\$4,000.00	\$4,000.00
624	mobilization	lump	sum	\$5,000.00	\$5,000.00
General		SubTotal	\$15,000.00		
	trailhead kiosk	1	each	\$8,000.00	\$8,000.00
	picnic table	2	each	\$1,400.00	\$2,800.00
	bench	2	each	\$600.00	\$1,200.00
	bike repair station and concrete base	1	each	\$3,000.00	\$3,000.00
construction subtotal					\$66,000
20% contingencies					\$13,000
24% inflation (2028)					\$19,000
construction total					\$98,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
 Calculated by: HAC

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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Village of Montpelier					
8	CR16 to CR17 (1.03 mile)	\$1,389,000			
Trail Improvements & Paving					
	SubTotal	\$568,520.00			
201	clearing and grubbing	1 lump	sum	\$78,000.00	\$78,000.00
202	removals misc.	1 lump	sum	\$44,000.00	\$44,000.00
203	excavation	3,885	cy	\$25.00	\$97,125.00
203	embankment	2,915	cy	\$25.00	\$72,875.00
204	subgrade compaction	7,880	sy	\$2.00	\$15,760.00
204	excavation of subgrade	390	cy	\$22.00	\$8,580.00
204	granular embankment	390	cy	\$40.00	\$15,600.00
204	proof rolling	17	hr	\$175.00	\$2,975.00
304	aggregate base (8")	1,481	cy	\$60.00	\$88,860.00
407	non-tracking tack coat	365	gal	\$3.00	\$1,095.00
441	asphalt concrete surface course (1-1/4")	210	cy	\$265.00	\$55,650.00
441	asphalt concrete intermediate course (1-3/4")	300	cy	\$250.00	\$75,000.00
608	curb ramp	200	sf	\$65.00	\$13,000.00
	SubTotal	\$99,340.00			
Horse Trail - Single Tread					
201	clearing and grubbing	1 lump	sum	\$15,600.00	\$15,600.00
203	excavation	894	cy	\$25.00	\$22,350.00
203	embankment	975	cy	\$25.00	\$24,375.00
204	subgrade compaction	3,030	sy	\$2.00	\$6,060.00
204	excavation of subgrade	90	cy	\$22.00	\$1,980.00
204	granular embankment	90	cy	\$40.00	\$3,600.00
204	proof rolling	9	hr	\$175.00	\$1,575.00
411	stabilized crushed aggregate (4")	340	cy	\$70.00	\$23,800.00
	SubTotal	\$82,170.00			
Erosion Control					
653	topsoil furnished and placed	675	cy	\$55.00	\$37,125.00
659	seeding and mulching	6,055	sy	\$2.00	\$12,110.00
659	repair seeding and mulching	305	sy	\$1.00	\$305.00
659	commercial fertilizer	0.9	ton	\$900.00	\$765.00
659	water	35	Mgal	\$1.00	\$35.00
670	slope erosion protection	610	sy	\$3.00	\$1,830.00
832	storm water pollution prevention plan	1 lump	sum	\$8,300.00	\$8,300.00
832	erosion control	1 lump	sum	\$21,700.00	\$21,700.00
	SubTotal	\$83,000.00			
Drainage					
602	concrete masonry	1	cy	\$2,000.00	\$2,000.00
611	8" conduit	200	ft	\$80.00	\$16,000.00
611	12", 15", 18" conduit	500	ft	\$110.00	\$55,000.00
611	catch basin	2	each	\$2,500.00	\$5,000.00
611	manhole	1	each	\$5,000.00	\$5,000.00
	SubTotal	\$5,090.00			
Traffic Control					
644	stop line	10	ft	\$9.00	\$90.00
644	center line	1.0	mile	\$5,000.00	\$5,000.00



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
 Calculated by: HAC

Description: Improvements include improving the existing cinder Wabash Cannonball trail to become a paved and accessible 10-foot-wide asphalt path. Other improvements include crossing treatments at roadways, bridge repairs, and improvements at existing or new trailheads along the route. The Village of Montpelier owns the trail from CR13 to CR17. Williams County owns the trail from CR17 east to the county line. The Hilltop School Connector and West Unity Wabash Park are outside of the corridor and will need approvals by the schools and Village in their respective right of way. Inflation is estimated for summer of 2028 construction utilizing ODOT's inflation calculator.

Item No.	Item	Total Quantity	Units	Unit Price	Total Price
8	Continued				
Incidentals		SubTotal		\$90,000.00	
614	maintaining traffic	1	sum	\$22,000.00	\$22,000.00
623	construction layout stakes & surveying	1	sum	\$18,000.00	\$18,000.00
624	mobilization	1	sum	\$50,000.00	\$50,000.00
CR17 Crossing		SubTotal		\$4,880.00	
630	ground mounted support, no. 3 post	85	ft	\$12.00	\$1,020.00
630	sign post reflector	4	each	\$35.00	\$140.00
630	sign, flat sheet	45	sf	\$16.00	\$720.00
644	crosswalk line, 24"	50	ft	\$8.00	\$400.00
special	bollard	2	each	\$275.00	\$550.00
special	bollard, hinged	1	each	\$2,050.00	\$2,050.00
construction subtotal					\$933,000
20% contingencies					\$187,000
24% inflation (2028)					\$269,000
construction total					\$1,389,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County					
9	CR17 Trailhead Improvements	\$92,000			
	Add paved handicap parking and a paved connector path				
	Add restroom with vault toilet until water & sewer is available				
ADA Connector Trail and Parking		SubTotal			
407	non-tracking tack coat	20	gal	\$3.00	\$60.00
441	asphalt concrete surface course (1-1/4")	10	cy	\$265.00	\$2,650.00
441	asphalt concrete intermediate course (1-3/4")	15	cy	\$250.00	\$3,750.00
Traffic Control		SubTotal			
630	sign allowance	lump	sum	\$6,000.00	\$6,000.00
644	center line	0.03	mile	\$5,000.00	\$150.00
644	stop line	10	ft	\$9.00	\$90.00
644	parking stall line	40	ft	\$3.00	\$120.00
644	handicap symbol marking	1	each	\$200.00	\$200.00
special	concrete parking block	1	each	\$250.00	\$250.00
special	bollard	6	each	\$275.00	\$1,650.00
special	bollard, hinged	4	each	\$2,050.00	\$8,200.00
Restroom (vault)		SubTotal			
	site prep	lump	sum	\$3,000.00	\$3,000.00
	prefabricated bathroom unit with vault toilet	lump	sum	\$12,000.00	\$12,000.00
Incidentals		SubTotal			
614	maintaining traffic	lump	sum	\$3,580.00	\$3,580.00
623	construction layout stakes & surveying	lump	sum	\$4,000.00	\$4,000.00
624	mobilization	lump	sum	\$5,300.00	\$5,300.00
General		SubTotal			
	picnic table	4	each	\$1,400.00	\$5,600.00
	bench	4	each	\$600.00	\$2,400.00
	bike repair station and concrete base	1	each	\$3,000.00	\$3,000.00
construction subtotal					\$62,000
20% contingencies					\$12,000
24% inflation (2028)					\$18,000
construction total					\$92,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County					
10	CR17 to Beaver Creek Bridge (0.39 mile)	\$843,000			
Trail Improvements & Paving					
	SubTotal	\$429,045.00			
201	clearing and grubbing	lump	sum	\$40,000.00	\$40,000.00
202	removals misc.	lump	sum	\$17,000.00	\$17,000.00
203	excavation	1,480	cy	\$25.00	\$37,000.00
203	embankment	1,110	cy	\$25.00	\$27,750.00
204	subgrade compaction	3,000	sy	\$2.00	\$6,000.00
204	excavation of subgrade	150	cy	\$22.00	\$3,300.00
204	granular embankment	150	cy	\$40.00	\$6,000.00
204	proof rolling	7	hr	\$175.00	\$1,225.00
304	aggregate base (8")	565	cy	\$60.00	\$33,900.00
407	non-tracking tack coat	140	gal	\$3.00	\$420.00
441	asphalt concrete surface course (1-1/4")	80	cy	\$265.00	\$21,200.00
441	asphalt concrete intermediate course (1-3/4")	115	cy	\$250.00	\$28,750.00
607	wood fence/railing	2,000	ft	\$100.00	\$200,000.00
608	curb ramp	100	sf	\$65.00	\$6,500.00
	SubTotal	\$38,055.00			
Horse Trail - Single Tread					
201	clearing and grubbing	lump	sum	\$6,000.00	\$6,000.00
203	excavation	340	cy	\$25.00	\$8,500.00
203	embankment	371	cy	\$25.00	\$9,275.00
204	subgrade compaction	1,155	sy	\$2.00	\$2,310.00
204	excavation of subgrade	35	cy	\$22.00	\$770.00
204	granular embankment	35	cy	\$40.00	\$1,400.00
204	proof rolling	4	hr	\$175.00	\$700.00
411	stabilized crushed aggregate (4")	130	cy	\$70.00	\$9,100.00
	SubTotal	\$31,525.00			
Erosion Control					
653	topsoil furnished and placed	260	cy	\$55.00	\$14,300.00
659	seeding and mulching	2,305	sy	\$2.00	\$4,610.00
659	repair seeding and mulching	115	sy	\$1.00	\$115.00
659	commercial fertilizer	0.3	ton	\$900.00	\$270.00
659	water	10	Mgal	\$1.00	\$10.00
670	slope erosion protection	240	sy	\$3.00	\$720.00
832	storm water pollution prevention plan	lump	sum	\$3,200.00	\$3,200.00
832	erosion control	lump	sum	\$8,300.00	\$8,300.00
	SubTotal	\$24,600.00			
Drainage					
602	concrete masonry	0.3	cy	\$2,000.00	\$600.00
611	8" conduit	200	ft	\$80.00	\$16,000.00
611	12", 15", 18" conduit	50	ft	\$110.00	\$5,500.00
611	catch basin	1	each	\$2,500.00	\$2,500.00



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
10	Continued				
Traffic Control		SubTotal			
644	stop line	5	ft	\$9.00	\$45.00
644	center line	0.4	mile	\$5,000.00	\$2,000.00
Incidentals		SubTotal			
614	maintaining traffic	lump	sum	\$7,730.00	\$7,730.00
623	construction layout stakes & surveying	lump	sum	\$8,000.00	\$8,000.00
624	mobilization	lump	sum	\$26,000.00	\$26,000.00
construction subtotal					\$567,000
20% contingencies					\$113,000
24% inflation (2028)					\$163,000
construction total					\$843,000



Engineer's Opinion of Probable Project Costs

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 Project Number: 24000041

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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County					
11	Beaver Creek Bridge Improvements	\$72,000			
Decking & Structure		SubTotal	\$29,250.00		
	trex/composite decking	550	sf	\$7.50	\$4,125.00
	timber railing	154	ft	\$100.00	\$15,400.00
	W8, W10 galvanized beams	425	ft	\$20.00	\$8,500.00
	concrete repair	7	sf	\$175.00	\$1,225.00
Bridge Approach Fence/Railing		SubTotal	\$10,000.00		
	wood fence	100	ft	\$100.00	\$10,000.00
Incidentals		SubTotal	\$8,750.00		
614	maintaining traffic	lump	sum	\$3,250.00	\$3,250.00
624	mobilization	lump	sum	\$5,500.00	\$5,500.00
construction subtotal					\$48,000
20% contingencies					\$10,000
24% inflation (2028)					\$14,000
construction total					\$72,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County					
12	Beaver Creek Bridge to CR17-75 (0.33 mile)	\$671,000			
Trail Improvements & Paving		SubTotal		\$328,545.00	
201	clearing and grubbing	lump	sum	\$35,000.00	\$35,000.00
202	removals misc.	lump	sum	\$15,000.00	\$15,000.00
203	excavation	1260	cy	\$25.00	\$31,500.00
203	embankment	945	cy	\$25.00	\$23,625.00
204	subgrade compaction	2,550	sy	\$2.00	\$5,100.00
204	excavation of subgrade	130	cy	\$22.00	\$2,860.00
204	granular embankment	130	cy	\$40.00	\$5,200.00
204	proof rolling	6	hr	\$175.00	\$1,050.00
304	aggregate base (8")	480	cy	\$60.00	\$28,800.00
407	non-tracking tack coat	120	gal	\$3.00	\$360.00
441	asphalt concrete surface course (1-1/4")	70	cy	\$265.00	\$18,550.00
441	asphalt concrete intermediate course (1-3/4")	100	cy	\$250.00	\$25,000.00
607	wood fence/railing	1300	ft	\$100.00	\$130,000.00
608	curb ramp	100	sf	\$65.00	\$6,500.00
Horse Trail - Single Tread		SubTotal		\$32,670.00	
201	clearing and grubbing	lump	sum	\$5,500.00	\$5,500.00
203	excavation	290	cy	\$25.00	\$7,250.00
203	embankment	315	cy	\$25.00	\$7,875.00
204	subgrade compaction	980	sy	\$2.00	\$1,960.00
204	excavation of subgrade	30	cy	\$22.00	\$660.00
204	granular embankment	30	cy	\$40.00	\$1,200.00
204	proof rolling	3	hr	\$175.00	\$525.00
411	stabilized crushed aggregate (4")	110	cy	\$70.00	\$7,700.00
Erosion Control		SubTotal		\$26,840.00	
653	topsoil furnished and placed	220	cy	\$55.00	\$12,100.00
659	seeding and mulching	1,980	sy	\$2.00	\$3,960.00
659	repair seeding and mulching	100	sy	\$1.00	\$100.00
659	commercial fertilizer	0.3	ton	\$900.00	\$270.00
659	water	10	Mgal	\$1.00	\$10.00
670	slope erosion protection	200	sy	\$3.00	\$600.00
832	storm water pollution prevention plan	lump	sum	\$2,700.00	\$2,700.00
832	erosion control	lump	sum	\$7,100.00	\$7,100.00
Drainage		SubTotal		\$24,600.00	
602	concrete masonry	0.3	cy	\$2,000.00	\$600.00
611	8" conduit	200	ft	\$80.00	\$16,000.00
611	12", 15", 18" conduit	50	ft	\$110.00	\$5,500.00
611	catch basin	1	each	\$2,500.00	\$2,500.00
Traffic Control		SubTotal		\$1,545.00	
644	stop line	5	ft	\$9.00	\$45.00
644	center line	0.3	mile	\$5,000.00	\$1,500.00



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
 Calculated by: HAC

Description: Improvements include improving the existing cinder Wabash Cannonball trail to become a paved and accessible 10-foot-wide asphalt path. Other improvements include crossing treatments at roadways, bridge repairs, and improvements at existing or new trailheads along the route. The Village of Montpelier owns the trail from CR13 to CR17. Williams County owns the trail from CR17 east to the county line. The Hilltop School Connector and West Unity Wabash Park are outside of the corridor and will need approvals by the schools and Village in their respective right of way. Inflation is estimated for summer of 2028 construction utilizing ODOT's inflation calculator.

Item No.	Item	Total Quantity	Units	Unit Price	Total Price
12	Continued				
Incidentals		SubTotal		\$32,000.00	
614	maintaining traffic	1	sum	\$6,000.00	\$6,000.00
623	construction layout stakes & surveying	1	sum	\$8,000.00	\$8,000.00
624	mobilization	1	sum	\$18,000.00	\$18,000.00
CR17-75 Crossing		SubTotal		\$4,800.00	
630	ground mounted support, no. 3 post	85	ft	\$12.00	\$1,020.00
630	sign post reflector	4	each	\$35.00	\$140.00
630	sign, flat sheet	45	sf	\$16.00	\$720.00
644	crosswalk line, 24"	40	ft	\$8.00	\$320.00
special	bollard	2	each	\$275.00	\$550.00
special	bollard, hinged	1	each	\$2,050.00	\$2,050.00
construction subtotal					\$451,000
20% contingencies					\$90,000
24% inflation (2028)					\$130,000
construction total					\$671,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County					
13	CR17-75 Trailhead (New)	\$62,000			
Parking - Stone		SubTotal	\$11,650.00		
203	excavation	55	cy	\$25.00	\$1,375.00
203	embankment	115	cy	\$25.00	\$2,875.00
204	subgrade compaction	250	sy	\$2.00	\$500.00
304	aggregate base (8")	55	cy	\$60.00	\$3,300.00
620	flexible delineator, post surface mounted	6	each	\$100.00	\$600.00
630	sign allowance	lump	sum	\$2,000.00	\$2,000.00
special	concrete parking block	4	each	\$250.00	\$1,000.00
Incidentals		SubTotal	\$15,350.00		
614	maintaining traffic	lump	sum	\$5,550.00	\$5,550.00
623	construction layout stakes & surveying	lump	sum	\$4,500.00	\$4,500.00
624	mobilization	lump	sum	\$5,300.00	\$5,300.00
General		SubTotal	\$15,000.00		
	trailhead kiosk	1	each	\$8,000.00	\$8,000.00
	picnic table	2	each	\$1,400.00	\$2,800.00
	bench	2	each	\$600.00	\$1,200.00
	bike repair station and concrete base	1	each	\$3,000.00	\$3,000.00
construction subtotal					\$42,000
20% contingencies					\$8,000
24% inflation (2028)					\$12,000
construction total					\$62,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
 Calculated by: HAC

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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County - within West Unity for eastern 0.7 mile					
14	CR17-75 to US127 (2.22 mile)	\$3,653,000			
Trail Improvements & Paving		SubTotal	\$1,432,620.00		
201	clearing and grubbing	lump	sum	\$195,000.00	\$195,000.00
202	removals misc.	lump	sum	\$98,000.00	\$98,000.00
203	excavation	8,370	cy	\$25.00	\$209,250.00
203	embankment	6,280	cy	\$25.00	\$157,000.00
204	subgrade compaction	16,955	sy	\$2.00	\$33,910.00
204	excavation of subgrade	840	cy	\$22.00	\$18,480.00
204	granular embankment	840	cy	\$40.00	\$33,600.00
204	proof rolling	36	hr	\$175.00	\$6,300.00
304	aggregate base (8")	3,190	cy	\$60.00	\$191,400.00
407	non-tracking tack coat	785	gal	\$3.00	\$2,355.00
441	asphalt concrete surface course (1-1/4")	455	cy	\$265.00	\$120,575.00
441	asphalt concrete intermediate course (1-3/4")	635	cy	\$250.00	\$158,750.00
607	wood fence - decorative/privacy	1300	ft	\$150.00	\$195,000.00
608	curb ramp	200	sf	\$65.00	\$13,000.00
Horse Trail - Single Tread		SubTotal	\$212,840.00		
201	clearing and grubbing	lump	sum	\$33,500.00	\$33,500.00
203	excavation	1,900	cy	\$25.00	\$47,500.00
203	embankment	2,100	cy	\$25.00	\$52,500.00
204	subgrade compaction	6,520	sy	\$2.00	\$13,040.00
204	excavation of subgrade	200	cy	\$22.00	\$4,400.00
204	granular embankment	200	cy	\$40.00	\$8,000.00
204	proof rolling	18	hr	\$175.00	\$3,150.00
411	stabilized crushed aggregate (4")	725	cy	\$70.00	\$50,750.00
Erosion Control		SubTotal	\$173,420.00		
653	topsoil furnished and placed	1450	cy	\$55.00	\$79,750.00
659	seeding and mulching	13,040	sy	\$2.00	\$26,080.00
659	repair seeding and mulching	655	sy	\$1.00	\$655.00
659	commercial fertilizer	1.75	ton	\$900.00	\$1,575.00
659	water	70	Mgal	\$1.00	\$70.00
670	slope erosion protection	130	sy	\$3.00	\$390.00
832	storm water pollution prevention plan	lump	sum	\$17,800.00	\$17,800.00
832	erosion control	lump	sum	\$47,100.00	\$47,100.00
Drainage		SubTotal	\$373,000.00		
602	concrete masonry	2	cy	\$2,000.00	\$4,000.00
611	8" conduit	800	ft	\$80.00	\$64,000.00
611	12", 15", 18" conduit	2500	ft	\$110.00	\$275,000.00
611	catch basin	6	each	\$2,500.00	\$15,000.00
611	manhole	3	each	\$5,000.00	\$15,000.00
Traffic Control		SubTotal	\$17,090.00		
630	field drive crossing signage	3	each	\$2,000.00	\$6,000.00
644	stop line	10	ft	\$9.00	\$90.00
644	center line	2.2	mile	\$5,000.00	\$11,000.00



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
 Calculated by: HAC

Description: Improvements include improving the existing cinder Wabash Cannonball trail to become a paved and accessible 10-foot-wide asphalt path. Other improvements include crossing treatments at roadways, bridge repairs, and improvements at existing or new trailheads along the route. The Village of Montpelier owns the trail from CR13 to CR17. Williams County owns the trail from CR17 east to the county line. The Hilltop School Connector and West Unity Wabash Park are outside of the corridor and will need approvals by the schools and Village in their respective right of way. Inflation is estimated for summer of 2028 construction utilizing ODOT's inflation calculator.

Item No.	Item	Total Quantity	Units	Unit Price	Total Price
14	Continued				
Incidentals		SubTotal		\$225,000.00	
614	maintaining traffic	1	sum	\$35,000.00	\$35,000.00
623	construction layout stakes & surveying	1	sum	\$65,000.00	\$65,000.00
624	mobilization	1	sum	\$125,000.00	\$125,000.00
US127 Crossing		SubTotal		\$21,030.00	
630	ground mounted support, no. 3 post	60	ft	\$12.00	\$720.00
630	sign post reflector	4	each	\$35.00	\$140.00
630	sign, flat sheet	35	sf	\$16.00	\$560.00
630	rectangular rapid flashing beacon (RRFB)	2	each	\$8,000.00	\$16,000.00
644	crosswalk line, 24"	70	ft	\$8.00	\$560.00
644	yield line	30	ft	\$15.00	\$450.00
special	bollard	2	each	\$275.00	\$550.00
special	bollard, hinged	1	each	\$2,050.00	\$2,050.00
construction subtotal					\$2,455,000
20% contingencies					\$491,000
24% inflation (2028)					\$707,000
construction total					\$3,653,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County - within West Unity					
15	Connector Trail from Hilltop School (0.6 mile)	\$144,000			
	Add connector trail from school parking lot with bollards at access points				
Trail Improvements & Paving		SubTotal			
201	clearing and grubbing	1 lump	sum	\$10,000.00	\$10,000.00
202	removals misc.	1 lump	sum	\$5,000.00	\$5,000.00
203	excavation	150	cy	\$25.00	\$3,750.00
203	embankment	100	cy	\$25.00	\$2,500.00
204	subgrade compaction	370	sy	\$2.00	\$740.00
204	excavation of subgrade	100	cy	\$22.00	\$2,200.00
204	granular embankment	100	cy	\$40.00	\$4,000.00
204	proof rolling	2	hr	\$175.00	\$350.00
304	aggregate base (8")	85	cy	\$60.00	\$5,100.00
407	non-tracking tack coat	30	gal	\$3.00	\$90.00
441	asphalt concrete surface course (1-1/4")	12	cy	\$265.00	\$3,180.00
441	asphalt concrete intermediate course (1-3/4")	20	cy	\$250.00	\$5,000.00
Traffic Control		SubTotal			
630	sign allowance	1 lump	sum	\$3,000.00	\$3,000.00
644	stop line	10	ft	\$9.00	\$90.00
644	center line	0.6	mile	\$5,000.00	\$3,000.00
special	bollard	4	each	\$275.00	\$1,100.00
special	bollard, hinged	2	each	\$2,050.00	\$4,100.00
Incidentals		SubTotal			
614	maintaining traffic	1 lump	sum	\$5,000.00	\$5,000.00
623	construction layout stakes & surveying	1 lump	sum	\$8,000.00	\$8,000.00
624	mobilization	1 lump	sum	\$12,800.00	\$12,800.00
General		SubTotal			
	trailhead kiosk	1	each	\$8,000.00	\$8,000.00
	story walk	20	each	\$500.00	\$10,000.00
construction subtotal					\$97,000
20% contingencies					\$19,000
24% inflation (2028)					\$28,000
construction total					\$144,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
 Calculated by: HAC

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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County - within West Unity					
16	US127 to SR191 (S Main St) (0.29 mile)				\$544,000
Trail Improvements & Paving		SubTotal			\$176,585.00
201	clearing and grubbing	lump	sum	\$30,000.00	\$30,000.00
202	removals misc.	lump	sum	\$10,000.00	\$10,000.00
203	excavation	1100	cy	\$25.00	\$27,500.00
203	embankment	850	cy	\$25.00	\$21,250.00
204	subgrade compaction	2230	sy	\$2.00	\$4,460.00
204	excavation of subgrade	110	cy	\$22.00	\$2,420.00
204	granular embankment	110	cy	\$40.00	\$4,400.00
204	proof rolling	5	hr	\$175.00	\$875.00
304	aggregate base (8")	420	cy	\$60.00	\$25,200.00
407	non-tracking tack coat	110	gal	\$3.00	\$330.00
441	asphalt concrete surface course (1-1/4")	60	cy	\$265.00	\$15,900.00
441	asphalt concrete intermediate course (1-3/4")	85	cy	\$250.00	\$21,250.00
608	curb ramp	200	sf	\$65.00	\$13,000.00
Horse Trail - Single Tread		SubTotal			\$27,960.00
201	clearing and grubbing	lump	sum	\$4,400.00	\$4,400.00
203	excavation	250	cy	\$25.00	\$6,250.00
203	embankment	275	cy	\$25.00	\$6,875.00
204	subgrade compaction	855	sy	\$2.00	\$1,710.00
204	excavation of subgrade	25	cy	\$22.00	\$550.00
204	granular embankment	25	cy	\$40.00	\$1,000.00
204	proof rolling	3	hr	\$175.00	\$525.00
411	stabilized crushed aggregate (4")	95	cy	\$70.00	\$6,650.00
Erosion Control		SubTotal			\$26,875.00
653	topsoil furnished and placed	200	cy	\$55.00	\$11,000.00
659	seeding and mulching	1750	sy	\$2.00	\$3,500.00
659	repair seeding and mulching	100	sy	\$1.00	\$100.00
659	commercial fertilizer	0.25	ton	\$900.00	\$225.00
659	water	10	Mgal	\$1.00	\$10.00
670	slope erosion protection	180	sy	\$3.00	\$540.00
832	storm water pollution prevention plan	lump	sum	\$3,000.00	\$3,000.00
832	erosion control	lump	sum	\$8,500.00	\$8,500.00
Drainage		SubTotal			\$83,000.00
611	8" conduit	100	ft	\$80.00	\$8,000.00
611	12", 15", 18" conduit	500	ft	\$110.00	\$55,000.00
611	catch basin	4	each	\$2,500.00	\$10,000.00
611	manhole	2	each	\$5,000.00	\$10,000.00
Traffic Control		SubTotal			\$1,590.00
644	stop line	10	ft	\$9.00	\$90.00
644	center line	0.3	mile	\$5,000.00	\$1,500.00



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
16	Continued				
Incidentals		SubTotal		\$28,900.00	
614	maintaining traffic	1	sum	\$8,000.00	\$8,000.00
623	construction layout stakes & surveying	1	sum	\$5,400.00	\$5,400.00
624	mobilization	1	sum	\$15,500.00	\$15,500.00
SR191 Crossing		SubTotal		\$21,090.00	
630	ground mounted support, no. 3 post	70	ft	\$12.00	\$840.00
630	sign post reflector	4	each	\$35.00	\$140.00
630	sign, flat sheet	40	sf	\$16.00	\$640.00
630	rectangular rapid flashing beacon (RRFB)	2	each	\$8,000.00	\$16,000.00
644	crosswalk line, 24"	60	ft	\$8.00	\$480.00
644	yield line	26	ft	\$15.00	\$390.00
special	bollard	2	each	\$275.00	\$550.00
special	bollard, hinged	1	each	\$2,050.00	\$2,050.00
construction subtotal					\$366,000
20% contingencies					\$73,000
24% inflation (2028)					\$105,000
construction total					\$544,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County - within West Unity					
17	West Unity - Wabash Park Trailhead Improvements	\$129,000			
	Add designated parking and a connector trail with bollards at access points				
Parking Improvements		SubTotal	\$36,740.00		
203	excavation	200	cy	\$25.00	\$5,000.00
203	embankment	120	cy	\$25.00	\$3,000.00
204	subgrade compaction	460	sy	\$2.00	\$920.00
204	proof rolling	2	hr	\$175.00	\$350.00
301	asphalt concrete base (3")	40	cy	\$70.00	\$2,800.00
304	aggregate base (6")	80	cy	\$60.00	\$4,800.00
407	non-tracking tack coat	60	gal	\$3.00	\$180.00
441	asphalt concrete surface course (1-1/4")	20	cy	\$265.00	\$5,300.00
441	asphalt concrete intermediate course (1-3/4")	30	cy	\$250.00	\$7,500.00
644	parking stall line	380	ft	\$3.00	\$1,140.00
644	handicap symbol marking	2	each	\$200.00	\$400.00
special	concrete parking block	11	each	\$250.00	\$2,750.00
special	bollard	2	each	\$275.00	\$550.00
special	bollard, hinged	1	each	\$2,050.00	\$2,050.00
Connector Trail		SubTotal	\$7,760.00		
203	excavation	20	cy	\$25.00	\$500.00
203	embankment	30	cy	\$25.00	\$750.00
204	subgrade compaction	60	sy	\$2.00	\$120.00
204	proof rolling	1	hr	\$175.00	\$175.00
304	aggregate base (8")	15	cy	\$60.00	\$900.00
407	non-tracking tack coat	5	gal	\$3.00	\$15.00
441	asphalt concrete surface course (1-1/4")	2	cy	\$265.00	\$530.00
441	asphalt concrete intermediate course (1-3/4")	3	cy	\$250.00	\$750.00
620	flexible delineator, post surface mounted	8	each	\$100.00	\$800.00
630	sign allowance	lump	sum	\$3,000.00	\$3,000.00
644	center line	0.01	mile	\$5,000.00	\$50.00
644	edge line	0.02	mile	\$4,000.00	\$80.00
644	stop line	10	ft	\$9.00	\$90.00
Drinking Fountain Addition		SubTotal	\$5,000.00		
special	drinking fountain with ADA pedestal fountain and pet station	1	each	\$4,200.00	\$4,200.00
638	water service	1	each	\$800.00	\$800.00
Incidentals		SubTotal	\$15,100.00		
614	maintaining traffic	lump	sum	\$5,500.00	\$5,500.00
623	construction layout stakes & surveying	lump	sum	\$4,600.00	\$4,600.00
624	mobilization	lump	sum	\$5,000.00	\$5,000.00
General		SubTotal	\$22,400.00		
	picnic table	5	each	\$1,400.00	\$7,000.00
	bench	4	each	\$600.00	\$2,400.00
	story walk	20	each	\$500.00	\$10,000.00
	bike repair station and concrete base	1	each	\$3,000.00	\$3,000.00
				construction subtotal	\$87,000
				20% contingencies	\$17,000
				24% inflation (2028)	\$25,000
				construction total	\$129,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
 Calculated by: HAC

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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County - within West Unity					
18	SR191 (S Main St) to CR20-40 (S Liberty St) Bridge (0.13 mile)	\$281,000			
Trail Improvements & Paving		SubTotal		\$77,715.00	
201	clearing and grubbing	lump	sum	\$10,000.00	\$10,000.00
202	removals misc.	lump	sum	\$6,000.00	\$6,000.00
203	excavation	476	cy	\$25.00	\$11,900.00
203	embankment	355	cy	\$25.00	\$8,875.00
204	subgrade compaction	965	sy	\$2.00	\$1,930.00
204	excavation of subgrade	50	cy	\$22.00	\$1,100.00
204	granular embankment	50	cy	\$40.00	\$2,000.00
204	proof rolling	3	hr	\$175.00	\$525.00
304	aggregate base (8")	180	cy	\$60.00	\$10,800.00
407	non-tracking tack coat	45	gal	\$3.00	\$135.00
441	asphalt concrete surface course (1-1/4")	30	cy	\$265.00	\$7,950.00
441	asphalt concrete intermediate course (1-3/4")	40	cy	\$250.00	\$10,000.00
608	curb ramp	100	sf	\$65.00	\$6,500.00
Horse Trail - Single Tread		SubTotal		\$12,920.00	
201	clearing and grubbing	lump	sum	\$2,000.00	\$2,000.00
203	excavation	110	cy	\$25.00	\$2,750.00
203	embankment	120	cy	\$25.00	\$3,000.00
204	subgrade compaction	370	sy	\$2.00	\$740.00
204	excavation of subgrade	15	cy	\$22.00	\$330.00
204	granular embankment	15	cy	\$40.00	\$600.00
204	proof rolling	2	hr	\$175.00	\$350.00
411	stabilized crushed aggregate (4")	45	cy	\$70.00	\$3,150.00
Erosion Control		SubTotal		\$11,020.00	
653	topsoil furnished and placed	85	cy	\$55.00	\$4,675.00
659	seeding and mulching	735	sy	\$2.00	\$1,470.00
659	repair seeding and mulching	40	sy	\$1.00	\$40.00
659	commercial fertilizer	0.1	ton	\$900.00	\$90.00
659	water	5	Mgal	\$1.00	\$5.00
670	slope erosion protection	80	sy	\$3.00	\$240.00
832	storm water pollution prevention plan	lump	sum	\$2,000.00	\$2,000.00
832	erosion control	lump	sum	\$2,500.00	\$2,500.00
Drainage		SubTotal		\$75,000.00	
602	concrete masonry	1	cy	\$2,000.00	\$2,000.00
611	8" conduit	100	ft	\$80.00	\$8,000.00
611	12", 15", 18" conduit	500	ft	\$110.00	\$55,000.00
611	catch basin	2	each	\$2,500.00	\$5,000.00
611	manhole	1	each	\$5,000.00	\$5,000.00



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
 Calculated by: HAC

Description: Improvements include improving the existing cinder Wabash Cannonball trail to become a paved and accessible 10-foot-wide asphalt path. Other improvements include crossing treatments at roadways, bridge repairs, and improvements at existing or new trailheads along the route. The Village of Montpelier owns the trail from CR13 to CR17. Williams County owns the trail from CR17 east to the county line. The Hilltop School Connector and West Unity Wabash Park are outside of the corridor and will need approvals by the schools and Village in their respective right of way. Inflation is estimated for summer of 2028 construction utilizing ODOT's inflation calculator.

Item No.	Item	Total Quantity	Units	Unit Price	Total Price
18	Continued				
Traffic Control		SubTotal		\$545.00	
644	stop line	5	ft	\$9.00	\$45.00
644	center line	0.1	mile	\$5,000.00	\$500.00
Incidentals		SubTotal		\$11,800.00	
614	maintaining traffic	lump	sum	\$3,400.00	\$3,400.00
623	construction layout stakes & surveying	lump	sum	\$2,400.00	\$2,400.00
624	mobilization	lump	sum	\$6,000.00	\$6,000.00
construction subtotal					\$189,000
20% contingencies					\$38,000
24% inflation (2028)					\$54,000
construction total					\$281,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County - within West Unity					
19	CR20.40 Bridge Improvements	\$45,000			
Decking & Structure		SubTotal	\$11,310.00		
	trex/composite decking	900	sf	\$7.50	\$6,750.00
	2x10, 2x12 treated joists	790	ft	\$4.00	\$3,160.00
	concrete repair	8	sf	\$175.00	\$1,400.00
Steel Girder Spot Paint		SubTotal	\$590.00		
	surface prep	2	sf	\$80.00	\$160.00
	prime coat	2	sf	\$65.00	\$130.00
	intermediate coat	2	sf	\$45.00	\$90.00
	finish coat	2	sf	\$105.00	\$210.00
Bridge Approach Fence/Railing		SubTotal	\$10,000.00		
	wood fence	100	ft	\$100.00	\$10,000.00
Incidentals		SubTotal	\$8,100.00		
614	maintaining traffic	lump	sum	\$3,100.00	\$3,100.00
624	mobilization	lump	sum	\$5,000.00	\$5,000.00
construction subtotal					\$30,000
20% contingencies					\$6,000
24% inflation (2028)					\$9,000
construction total					\$45,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
 Calculated by: HAC

Description: Improvements include improving the existing cinder Wabash Cannonball trail to become a paved and accessible 10-foot-wide asphalt path. Other improvements include crossing treatments at roadways, bridge repairs, and improvements at existing or new trailheads along the route. The Village of Montpelier owns the trail from CR13 to CR17. Williams County owns the trail from CR17 east to the county line. The Hilltop School Connector and West Unity Wabash Park are outside of the corridor and will need approvals by the schools and Village in their respective right of way. Inflation is estimated for summer of 2028 construction utilizing ODOT's inflation calculator.

Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County - within West Unity for 0.1 mile					
20	CR20-40 (S Liberty St) Bridge to CR21 (0.61 mile)	\$983,000			
Trail Improvements & Paving		SubTotal		\$334,900.00	
201	clearing and grubbing	lump	sum	\$46,000.00	\$46,000.00
202	removals misc.	lump	sum	\$26,000.00	\$26,000.00
203	excavation	2300	cy	\$25.00	\$57,500.00
203	embankment	1730	cy	\$25.00	\$43,250.00
204	subgrade compaction	4660	sy	\$2.00	\$9,320.00
204	excavation of subgrade	230	cy	\$22.00	\$5,060.00
204	granular embankment	230	cy	\$40.00	\$9,200.00
204	proof rolling	10	hr	\$175.00	\$1,750.00
304	aggregate base (8")	880	cy	\$60.00	\$52,800.00
407	non-tracking tack coat	215	gal	\$3.00	\$645.00
441	asphalt concrete surface course (1-1/4")	125	cy	\$265.00	\$33,125.00
441	asphalt concrete intermediate course (1-3/4")	175	cy	\$250.00	\$43,750.00
608	curb ramp	100	sf	\$65.00	\$6,500.00
Horse Trail - Single Tread		SubTotal		\$58,700.00	
201	clearing and grubbing	lump	sum	\$9,200.00	\$9,200.00
203	excavation	525	cy	\$25.00	\$13,125.00
203	embankment	580	cy	\$25.00	\$14,500.00
204	subgrade compaction	1,795	sy	\$2.00	\$3,590.00
204	excavation of subgrade	55	cy	\$22.00	\$1,210.00
204	granular embankment	55	cy	\$40.00	\$2,200.00
204	proof rolling	5	hr	\$175.00	\$875.00
411	stabilized crushed aggregate (4")	200	cy	\$70.00	\$14,000.00
Erosion Control		SubTotal		\$48,910.00	
653	topsoil furnished and placed	400	cy	\$55.00	\$22,000.00
659	seeding and mulching	3590	sy	\$2.00	\$7,180.00
659	repair seeding and mulching	180	sy	\$1.00	\$180.00
659	commercial fertilizer	0.5	ton	\$900.00	\$450.00
659	water	20	Mgal	\$1.00	\$20.00
670	slope erosion protection	360	sy	\$3.00	\$1,080.00
832	storm water pollution prevention plan	lump	sum	\$5,000.00	\$5,000.00
832	erosion control	lump	sum	\$13,000.00	\$13,000.00
Drainage		SubTotal		\$155,500.00	
602	concrete masonry	0.5	cy	\$2,000.00	\$1,000.00
611	8" conduit	400	ft	\$80.00	\$32,000.00
611	12", 15", 18" conduit	1000	ft	\$110.00	\$110,000.00
611	catch basin	3	each	\$2,500.00	\$7,500.00
611	manhole	1	each	\$5,000.00	\$5,000.00



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
 Calculated by: HAC

Description: Improvements include improving the existing cinder Wabash Cannonball trail to become a paved and accessible 10-foot-wide asphalt path. Other improvements include crossing treatments at roadways, bridge repairs, and improvements at existing or new trailheads along the route. The Village of Montpelier owns the trail from CR13 to CR17. Williams County owns the trail from CR17 east to the county line. The Hilltop School Connector and West Unity Wabash Park are outside of the corridor and will need approvals by the schools and Village in their respective right of way. Inflation is estimated for summer of 2028 construction utilizing ODOT's inflation calculator.

Item No.	Item	Total Quantity	Units	Unit Price	Total Price
20	Continued				
Traffic Control		SubTotal		\$5,090.00	
630	field drive crossing signage	1	each	\$2,000.00	\$2,000.00
644	stop line	10	ft	\$9.00	\$90.00
644	center line	0.6	mile	\$5,000.00	\$3,000.00
Incidentals		SubTotal		\$53,100.00	
614	maintaining traffic	lump	sum	\$11,000.00	\$11,000.00
623	construction layout stakes & surveying	lump	sum	\$12,100.00	\$12,100.00
624	mobilization	lump	sum	\$30,000.00	\$30,000.00
CR21 Crossing		SubTotal		\$4,800.00	
630	ground mounted support, no. 3 post	85	ft	\$12.00	\$1,020.00
630	sign post reflector	4	each	\$35.00	\$140.00
630	sign, flat sheet	45	sf	\$16.00	\$720.00
644	crosswalk line, 24"	40	ft	\$8.00	\$320.00
special	bollard	2	each	\$275.00	\$550.00
special	bollard, hinged	1	each	\$2,050.00	\$2,050.00
				construction subtotal	\$661,000
				20% contingencies	\$132,000
				24% inflation (2028)	\$190,000
				construction total	\$983,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
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Description: Improvements include improving the existing cinder Wabash Cannonball trail to become a paved and accessible 10-foot-wide asphalt path. Other improvements include crossing treatments at roadways, bridge repairs, and improvements at existing or new trailheads along the route. The Village of Montpelier owns the trail from CR13 to CR17. Williams County owns the trail from CR17 east to the county line. The Hilltop School Connector and West Unity Wabash Park are outside of the corridor and will need approvals by the schools and Village in their respective right of way. Inflation is estimated for summer of 2028 construction utilizing ODOT's inflation calculator.

Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County					
21	CR21 Trailhead (New)	\$61,000			
Parking - Stone		SubTotal	\$11,000.00		
203	excavation	50	cy	\$25.00	\$1,250.00
203	embankment	120	cy	\$25.00	\$3,000.00
204	subgrade compaction	170	sy	\$2.00	\$340.00
304	aggregate base (8")	51	cy	\$60.00	\$3,060.00
620	flexible delineator, post surface mounted	6	each	\$100.00	\$600.00
630	sign allowance	lump	sum	\$2,000.00	\$2,000.00
special	concrete parking block	3	each	\$250.00	\$750.00
Incidentals		SubTotal	\$15,000.00		
614	maintaining traffic	lump	sum	\$5,500.00	\$5,500.00
623	construction layout stakes & surveying	lump	sum	\$4,500.00	\$4,500.00
624	mobilization	lump	sum	\$5,000.00	\$5,000.00
General		SubTotal	\$15,000.00		
	trailhead kiosk	1	each	\$8,000.00	\$8,000.00
	picnic table	2	each	\$1,400.00	\$2,800.00
	bench	2	each	\$600.00	\$1,200.00
	bike repair station and concrete base	1	each	\$3,000.00	\$3,000.00
construction subtotal					\$41,000
20% contingencies					\$8,000
24% inflation (2028)					\$12,000
construction total					\$61,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
 Calculated by: HAC

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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County					
22	CR21 to CR22 (1.0 mile)	\$1,875,000			
Trail Improvements & Paving					
	SubTotal	\$750,090.00			
201	clearing and grubbing	lump	sum	\$80,000.00	\$80,000.00
202	removals misc.	lump	sum	\$42,000.00	\$42,000.00
203	excavation	3760	cy	\$25.00	\$94,000.00
203	embankment	2820	cy	\$25.00	\$70,500.00
204	subgrade compaction	7620	sy	\$2.00	\$15,240.00
204	excavation of subgrade	380	cy	\$22.00	\$8,360.00
204	granular embankment	380	cy	\$40.00	\$15,200.00
204	proof rolling	16	hr	\$175.00	\$2,800.00
304	aggregate base (8")	1435	cy	\$60.00	\$86,100.00
407	non-tracking tack coat	355	gal	\$3.00	\$1,065.00
441	asphalt concrete surface course (1-1/4")	205	cy	\$265.00	\$54,325.00
441	asphalt concrete intermediate course (1-3/4")	290	cy	\$250.00	\$72,500.00
607	wood fence - decorative/privacy	1300	ft	\$150.00	\$195,000.00
608	curb ramp	200	sf	\$65.00	\$13,000.00
	SubTotal	\$95,815.00			
Horse Trail - Single Tread					
201	clearing and grubbing	lump	sum	\$15,000.00	\$15,000.00
203	excavation	855	cy	\$25.00	\$21,375.00
203	embankment	940	cy	\$25.00	\$23,500.00
204	subgrade compaction	2,930	sy	\$2.00	\$5,860.00
204	excavation of subgrade	90	cy	\$22.00	\$1,980.00
204	granular embankment	90	cy	\$40.00	\$3,600.00
204	proof rolling	8	hr	\$175.00	\$1,400.00
411	stabilized crushed aggregate (4")	330	cy	\$70.00	\$23,100.00
	SubTotal	\$79,285.00			
Erosion Control					
653	topsoil furnished and placed	650	cy	\$55.00	\$35,750.00
659	seeding and mulching	5860	sy	\$2.00	\$11,720.00
659	repair seeding and mulching	295	sy	\$1.00	\$295.00
659	commercial fertilizer	0.8	ton	\$900.00	\$720.00
659	water	30	Mgal	\$1.00	\$30.00
670	slope erosion protection	590	sy	\$3.00	\$1,770.00
832	storm water pollution prevention plan	lump	sum	\$8,000.00	\$8,000.00
832	erosion control	lump	sum	\$21,000.00	\$21,000.00
	SubTotal	\$234,000.00			
Drainage					
602	concrete masonry	0.5	cy	\$2,000.00	\$1,000.00
611	8" conduit	600	ft	\$80.00	\$48,000.00
611	12", 15", 18" conduit	1500	ft	\$110.00	\$165,000.00
611	catch basin	4	each	\$2,500.00	\$10,000.00
611	manhole	2	each	\$5,000.00	\$10,000.00



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
22	Continued				
Traffic Control		SubTotal		\$9,090.00	
630	field drive crossing signage	2	each	\$2,000.00	\$4,000.00
644	stop line	10	ft	\$9.00	\$90.00
644	center line	1	mile	\$5,000.00	\$5,000.00
Incidentals		SubTotal		\$87,000.00	
614	maintaining traffic	lump	sum	\$17,000.00	\$17,000.00
623	construction layout stakes & surveying	lump	sum	\$20,000.00	\$20,000.00
624	mobilization	lump	sum	\$50,000.00	\$50,000.00
CR22 Crossing		SubTotal		\$4,720.00	
630	ground mounted support, no. 3 post	85	ft	\$12.00	\$1,020.00
630	sign post reflector	4	each	\$35.00	\$140.00
630	sign, flat sheet	45	sf	\$16.00	\$720.00
644	crosswalk line, 24"	30	ft	\$8.00	\$240.00
special	bollard	2	each	\$275.00	\$550.00
special	bollard, hinged	1	each	\$2,050.00	\$2,050.00
construction subtotal					\$1,260,000
20% contingencies					\$252,000
24% inflation (2028)					\$363,000
construction total					\$1,875,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County					
21	CR22 Trailhead (New)	\$60,000			
Parking - Stone		SubTotal	\$10,500.00		
203	excavation	50	cy	\$25.00	\$1,250.00
203	embankment	100	cy	\$25.00	\$2,500.00
204	subgrade compaction	170	sy	\$2.00	\$340.00
304	aggregate base (8")	51	cy	\$60.00	\$3,060.00
620	flexible delineator, post surface mounted	6	each	\$100.00	\$600.00
630	sign allowance	lump	sum	\$2,000.00	\$2,000.00
special	concrete parking block	3	each	\$250.00	\$750.00
Incidentals		SubTotal	\$14,500.00		
614	maintaining traffic	lump	sum	\$5,500.00	\$5,500.00
623	construction layout stakes & surveying	lump	sum	\$4,000.00	\$4,000.00
624	mobilization	lump	sum	\$5,000.00	\$5,000.00
General		SubTotal	\$15,000.00		
	trailhead kiosk	1	each	\$8,000.00	\$8,000.00
	picnic table	2	each	\$1,400.00	\$2,800.00
	bench	2	each	\$600.00	\$1,200.00
	bike repair station and concrete base	1	each	\$3,000.00	\$3,000.00
construction subtotal					\$40,000
20% contingencies					\$8,000
24% inflation (2028)					\$12,000
construction total					\$60,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County					
23	CR22 to CR21N (0.73 mile)	\$1,384,000			
Trail Improvements & Paving		SubTotal		\$416,260.00	
201	clearing and grubbing	lump	sum	\$60,000.00	\$60,000.00
202	removals misc.	lump	sum	\$35,000.00	\$35,000.00
203	excavation	2770	cy	\$25.00	\$69,250.00
203	embankment	2080	cy	\$25.00	\$52,000.00
204	subgrade compaction	5610	sy	\$2.00	\$11,220.00
204	excavation of subgrade	280	cy	\$22.00	\$6,160.00
204	granular embankment	280	cy	\$40.00	\$11,200.00
204	proof rolling	12	hr	\$175.00	\$2,100.00
304	aggregate base (8")	1055	cy	\$60.00	\$63,300.00
407	non-tracking tack coat	260	gal	\$3.00	\$780.00
441	asphalt concrete surface course (1-1/4")	150	cy	\$265.00	\$39,750.00
441	asphalt concrete intermediate course (1-3/4")	210	cy	\$250.00	\$52,500.00
608	curb ramp	200	sf	\$65.00	\$13,000.00
Horse Trail - Single Tread		SubTotal		\$70,640.00	
201	clearing and grubbing	lump	sum	\$11,200.00	\$11,200.00
203	excavation	630	cy	\$25.00	\$15,750.00
203	embankment	700	cy	\$25.00	\$17,500.00
204	subgrade compaction	2,155	sy	\$2.00	\$4,310.00
204	excavation of subgrade	65	cy	\$22.00	\$1,430.00
204	granular embankment	65	cy	\$40.00	\$2,600.00
204	proof rolling	6	hr	\$175.00	\$1,050.00
411	stabilized crushed aggregate (4")	240	cy	\$70.00	\$16,800.00
Erosion Control		SubTotal		\$58,530.00	
653	topsoil furnished and placed	480	cy	\$55.00	\$26,400.00
659	seeding and mulching	4310	sy	\$2.00	\$8,620.00
659	repair seeding and mulching	220	sy	\$1.00	\$220.00
659	commercial fertilizer	0.6	ton	\$900.00	\$540.00
659	water	30	Mgal	\$1.00	\$30.00
670	slope erosion protection	440	sy	\$3.00	\$1,320.00
832	storm water pollution prevention plan	lump	sum	\$5,900.00	\$5,900.00
832	erosion control	lump	sum	\$15,500.00	\$15,500.00
Drainage		SubTotal		\$316,500.00	
602	concrete masonry	1	cy	\$2,000.00	\$2,000.00
611	8" conduit	500	ft	\$80.00	\$40,000.00
611	12", 15", 18" conduit	2200	ft	\$110.00	\$242,000.00
611	catch basin	7	each	\$2,500.00	\$17,500.00
611	manhole	3	each	\$5,000.00	\$15,000.00



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
 Calculated by: HAC

Description: Improvements include improving the existing cinder Wabash Cannonball trail to become a paved and accessible 10-foot-wide asphalt path. Other improvements include crossing treatments at roadways, bridge repairs, and improvements at existing or new trailheads along the route. The Village of Montpelier owns the trail from CR13 to CR17. Williams County owns the trail from CR17 east to the county line. The Hilltop School Connector and West Unity Wabash Park are outside of the corridor and will need approvals by the schools and Village in their respective right of way. Inflation is estimated for summer of 2028 construction utilizing ODOT's inflation calculator.

Item No.	Item	Total Quantity	Units	Unit Price	Total Price
23	Continued				
Traffic Control		SubTotal		\$3,590.00	
644	stop line	10	ft	\$9.00	\$90.00
644	center line	0.7	mile	\$5,000.00	\$3,500.00
Incidentals		SubTotal		\$59,600.00	
614	maintaining traffic	lump	sum	\$10,000.00	\$10,000.00
623	construction layout stakes & surveying	lump	sum	\$14,600.00	\$14,600.00
624	mobilization	lump	sum	\$35,000.00	\$35,000.00
CR21N Crossing		SubTotal		\$4,880.00	
630	ground mounted support, no. 3 post	85	ft	\$12.00	\$1,020.00
630	sign post reflector	4	each	\$35.00	\$140.00
630	sign, flat sheet	45	sf	\$16.00	\$720.00
644	crosswalk line, 24"	50	ft	\$8.00	\$400.00
special	bollard	2	each	\$275.00	\$550.00
special	bollard, hinged	1	each	\$2,050.00	\$2,050.00
				construction subtotal	\$930,000
				20% contingencies	\$186,000
				24% inflation (2028)	\$268,000
				construction total	\$1,384,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

Date: 9/20/2023
 Calculated by: HAC

Description: Improvements include improving the existing cinder Wabash Cannonball trail to become a paved and accessible 10-foot-wide asphalt path. Other improvements include crossing treatments at roadways, bridge repairs, and improvements at existing or new trailheads along the route. The Village of Montpelier owns the trail from CR13 to CR17. Williams County owns the trail from CR17 east to the county line. The Hilltop School Connector and West Unity Wabash Park are outside of the corridor and will need approvals by the schools and Village in their respective right of way. Inflation is estimated for summer of 2028 construction utilizing ODOT's inflation calculator.

Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County					
24	CR21N Trailhead (New)	\$60,000			
Parking - Stone		SubTotal	\$10,500.00		
203	excavation	50	cy	\$25.00	\$1,250.00
203	embankment	100	cy	\$25.00	\$2,500.00
204	subgrade compaction	170	sy	\$2.00	\$340.00
304	aggregate base (8")	51	cy	\$60.00	\$3,060.00
620	flexible delineator, post surface mounted	6	each	\$100.00	\$600.00
630	sign allowance	lump	sum	\$2,000.00	\$2,000.00
special	concrete parking block	3	each	\$250.00	\$750.00
Incidentals		SubTotal	\$14,500.00		
614	maintaining traffic	lump	sum	\$5,500.00	\$5,500.00
623	construction layout stakes & surveying	lump	sum	\$4,000.00	\$4,000.00
624	mobilization	lump	sum	\$5,000.00	\$5,000.00
General		SubTotal	\$15,000.00		
	trailhead kiosk	1	each	\$8,000.00	\$8,000.00
	picnic table	2	each	\$1,400.00	\$2,800.00
	bench	2	each	\$600.00	\$1,200.00
	bike repair station and concrete base	1	each	\$3,000.00	\$3,000.00
				construction subtotal	\$40,000
				20% contingencies	\$8,000
				24% inflation (2028)	\$12,000
				construction total	\$60,000



Engineer's Opinion of Probable Project Costs

Wabash Cannonball Trail - Montpelier & Williams County
 Friends of Montpelier Parks, Village of Montpelier, Williams County
 Project Number: 24000041

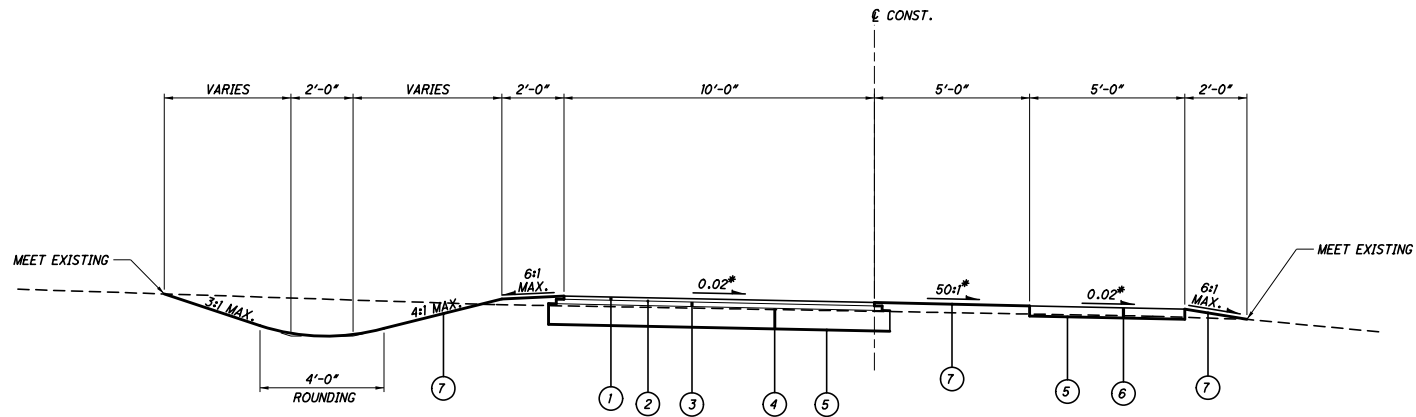
Date: 9/20/2023
 Calculated by: HAC

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Item No.	Item	Total Quantity	Units	Unit Price	Total Price
Williams County					
25	CR21N to County Line (0.26 mile)	\$360,000			
Trail Improvements & Paving		SubTotal	\$157,800.00		
201	clearing and grubbing	1ump	sum	\$30,000.00	\$30,000.00
202	removals misc.	1ump	sum	\$11,000.00	\$11,000.00
203	excavation	985	cy	\$25.00	\$24,625.00
203	embankment	740	cy	\$25.00	\$18,500.00
204	subgrade compaction	1995	sy	\$2.00	\$3,990.00
204	excavation of subgrade	100	cy	\$22.00	\$2,200.00
204	granular embankment	100	cy	\$40.00	\$4,000.00
204	proof rolling	5	hr	\$175.00	\$875.00
304	aggregate base (8")	375	cy	\$60.00	\$22,500.00
407	non-tracking tack coat	95	gal	\$3.00	\$285.00
441	asphalt concrete surface course (1-1/4")	55	cy	\$265.00	\$14,575.00
441	asphalt concrete intermediate course (1-3/4")	75	cy	\$250.00	\$18,750.00
608	curb ramp	100	sf	\$65.00	\$6,500.00
Horse Trail - Single Tread		SubTotal	\$25,440.00		
201	clearing and grubbing	1ump	sum	\$4,000.00	\$4,000.00
203	excavation	225	cy	\$25.00	\$5,625.00
203	embankment	250	cy	\$25.00	\$6,250.00
204	subgrade compaction	770	sy	\$2.00	\$1,540.00
204	excavation of subgrade	25	cy	\$22.00	\$550.00
204	granular embankment	25	cy	\$40.00	\$1,000.00
204	proof rolling	3	hr	\$175.00	\$525.00
411	stabilized crushed aggregate (4")	85	cy	\$70.00	\$5,950.00
Erosion Control		SubTotal	\$21,215.00		
653	topsoil furnished and placed	170	cy	\$55.00	\$9,350.00
659	seeding and mulching	1535	sy	\$2.00	\$3,070.00
659	repair seeding and mulching	80	sy	\$1.00	\$80.00
659	commercial fertilizer	0.25	ton	\$900.00	\$225.00
659	water	10	Mgal	\$1.00	\$10.00
670	slope erosion protection	160	sy	\$3.00	\$480.00
832	storm water pollution prevention plan	1ump	sum	\$2,500.00	\$2,500.00
832	erosion control	1ump	sum	\$5,500.00	\$5,500.00
Drainage		SubTotal	\$16,000.00		
611	8" conduit	200	ft	\$80.00	\$16,000.00
Traffic Control		SubTotal	\$1,545.00		
644	stop line	5	ft	\$9.00	\$45.00
644	center line	0.3	mile	\$5,000.00	\$1,500.00
Incidentals		SubTotal	\$20,000.00		
614	maintaining traffic	1ump	sum	\$5,000.00	\$5,000.00
623	construction layout stakes & surveying	1ump	sum	\$4,000.00	\$4,000.00
624	mobilization	1ump	sum	\$11,000.00	\$11,000.00
				construction subtotal	\$242,000
				20% contingencies	\$48,000
				24% inflation (2028)	\$70,000
				construction total	\$360,000

ATTACHMENT 4

Typical Section



* APPLIES EITHER DIRECTION

TYPICAL ASPHALT MULTI-USE PATH AND EQUESTRIAN STONE SINGLE TREAD SECTION

LEGEND

- ① ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
- ② ITEM 407 - NON-TRACKING TACK COAT
- ③ ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)
- ④ ITEM 304 - 8" AGGREGATE BASE
- ⑤ ITEM 204 - SUBGRADE COMPACTION
- ⑥ ITEM 411 - STABILIZED AGGREGATE (4")
- ⑦ ITEM 659 - SEEDING AND MULCHING

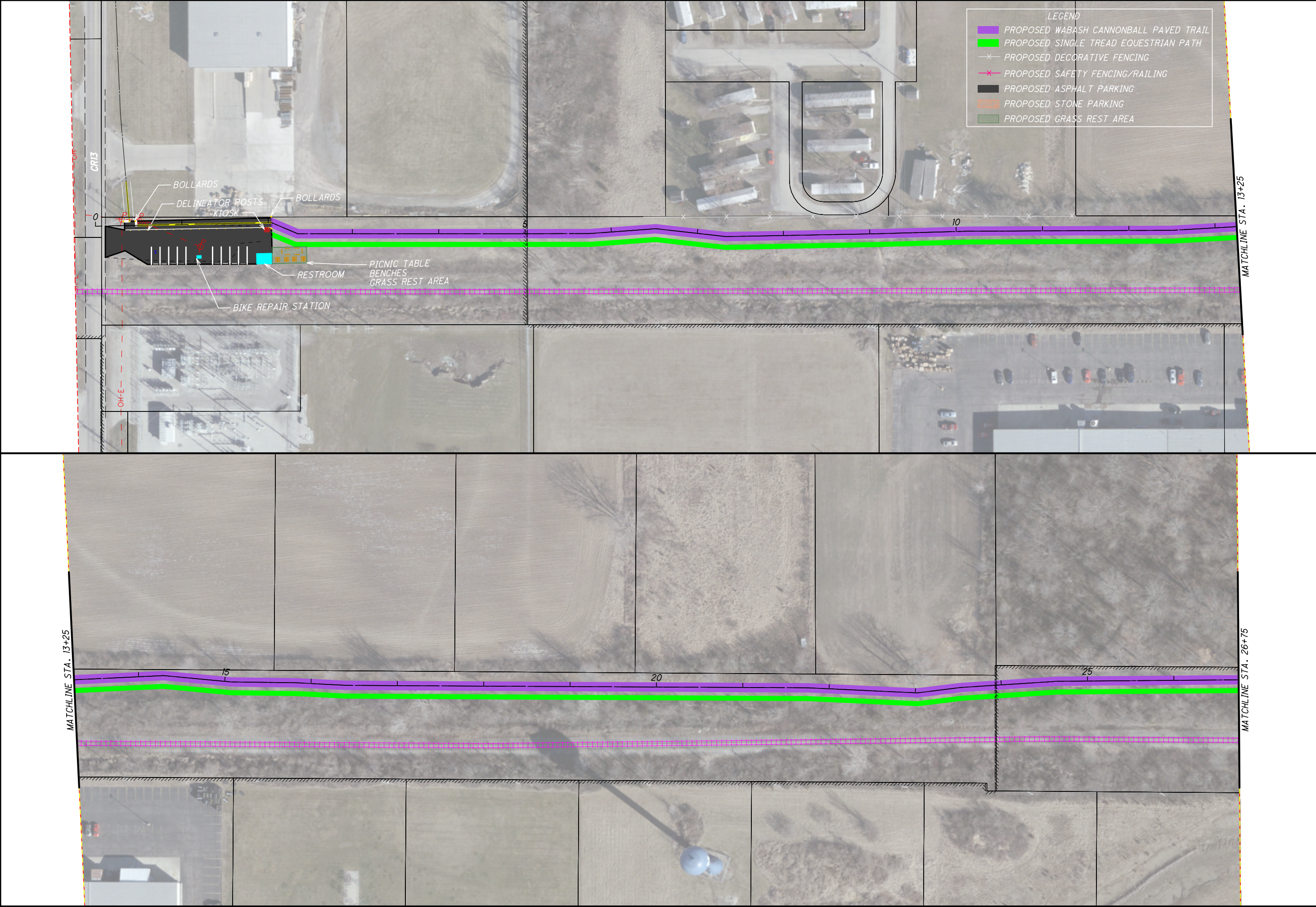
TYPICAL SECTION

VILLAGE OF MONTEPELIER
WABASH CANNONBALL TRAIL

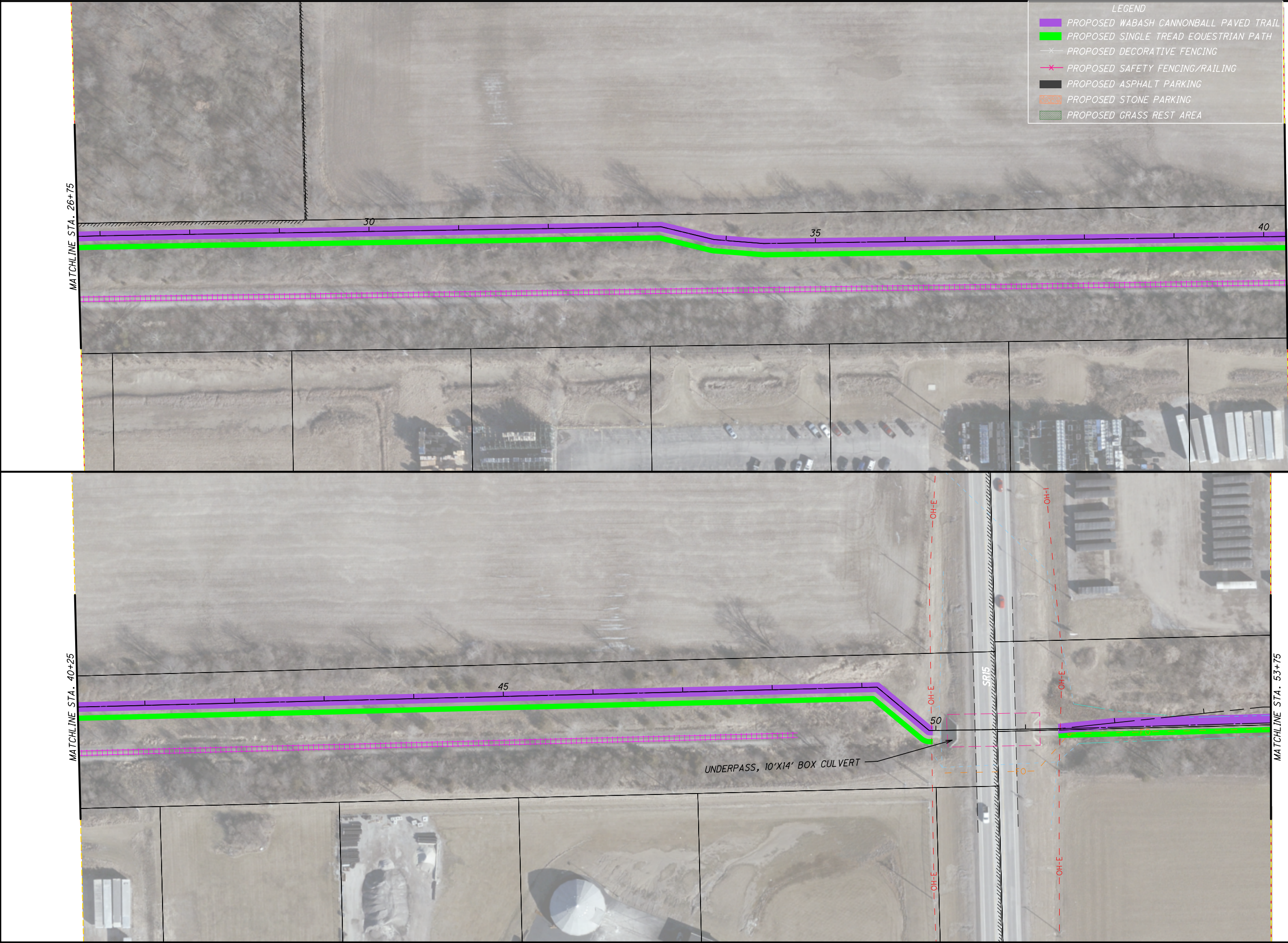


ATTACHMENT 5

Conceptual Plan



 0 50 100 HORIZONTAL SCALE IN FEET	WABASH CANNONBALL TRAIL-CONCEPTUAL PLAN		
	MONTPELIER WILLIAMS COUNTY	STA. 0+00 TO STA. 26+75	



220	MONTPELIER	WABASH CANNONBALL TRAIL-CONCEPTUAL PLAN	CALCULATED CHECKED	050100 HORIZONTAL SCALE IN FEET	North Arrow
	WILLIAMS COUNTY				

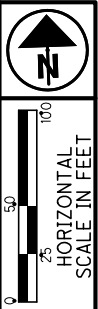
MATCHLINE STA. 53+75

MATCHLINE STA. 67+25

MATCHLINE STA. 67+25

MATCHLINE STA. 80+75

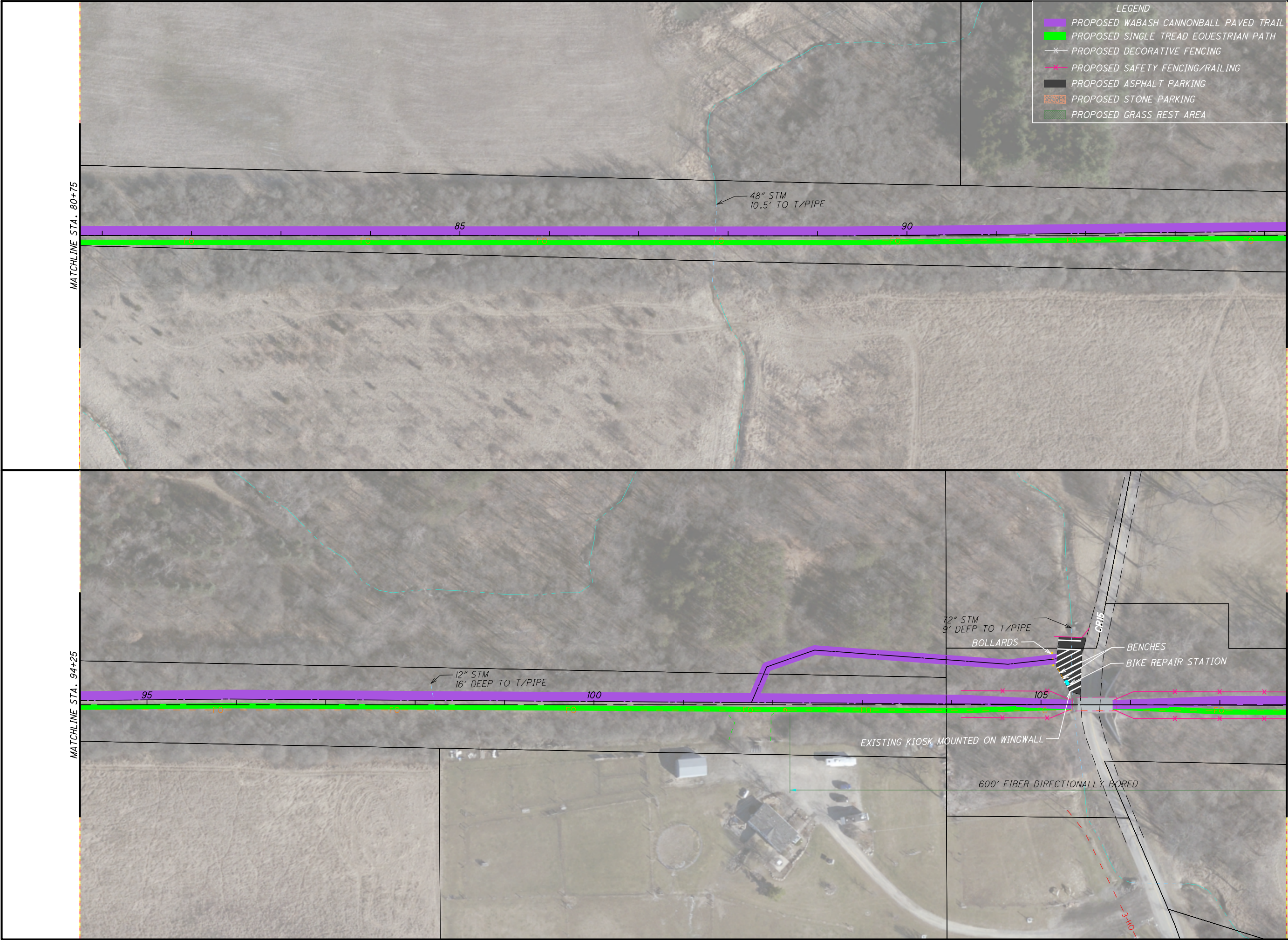
- LEGEND
- PROPOSED WABASH CANNONBALL PAVED TRAIL
 - PROPOSED SINGLE TREAD EQUESTRIAN PATH
 - PROPOSED DECORATIVE FENCING
 - PROPOSED SAFETY FENCING/RAILING
 - PROPOSED ASPHALT PARKING
 - PROPOSED STONE PARKING
 - PROPOSED GRASS REST AREA



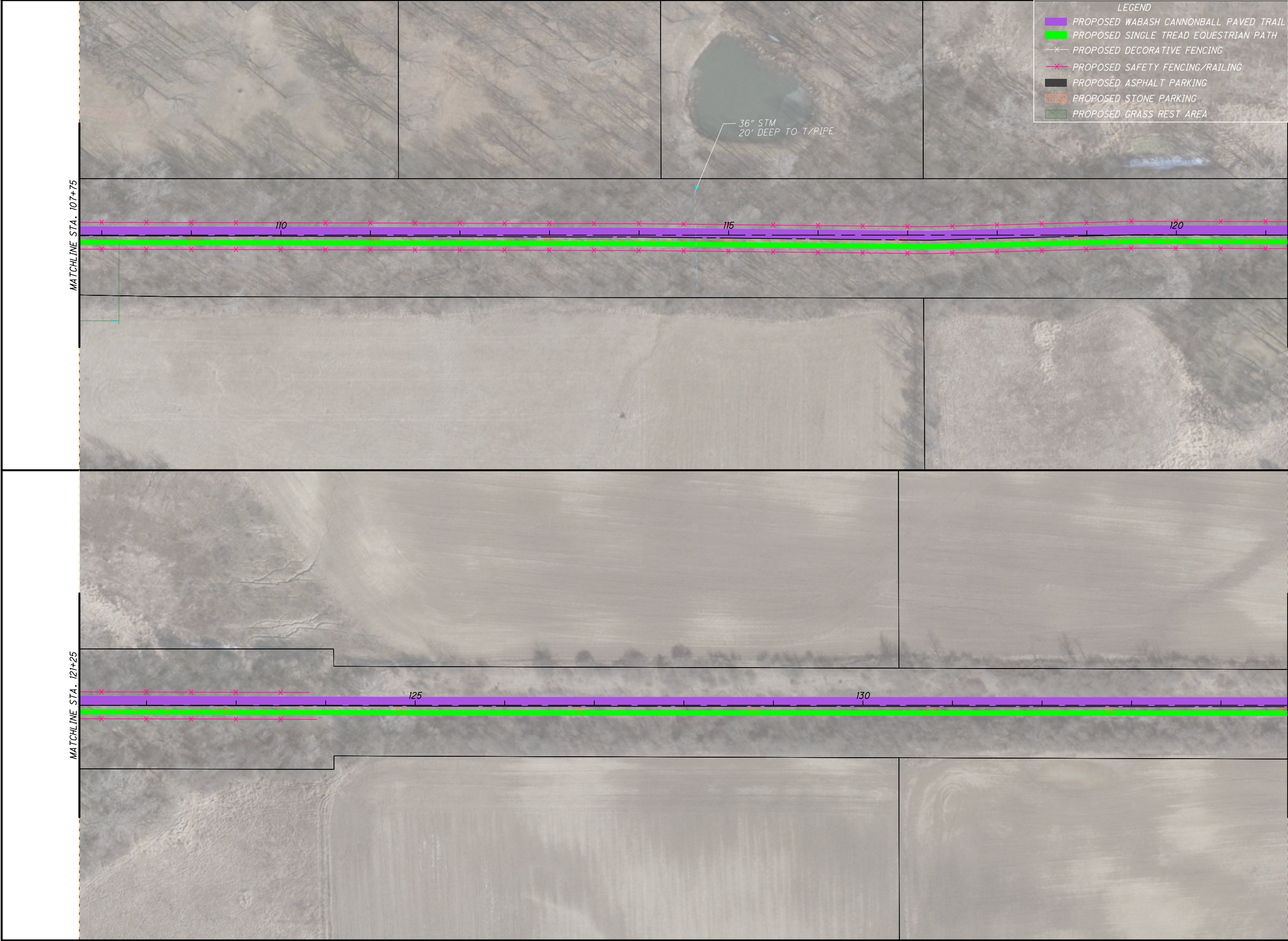
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CHECKED

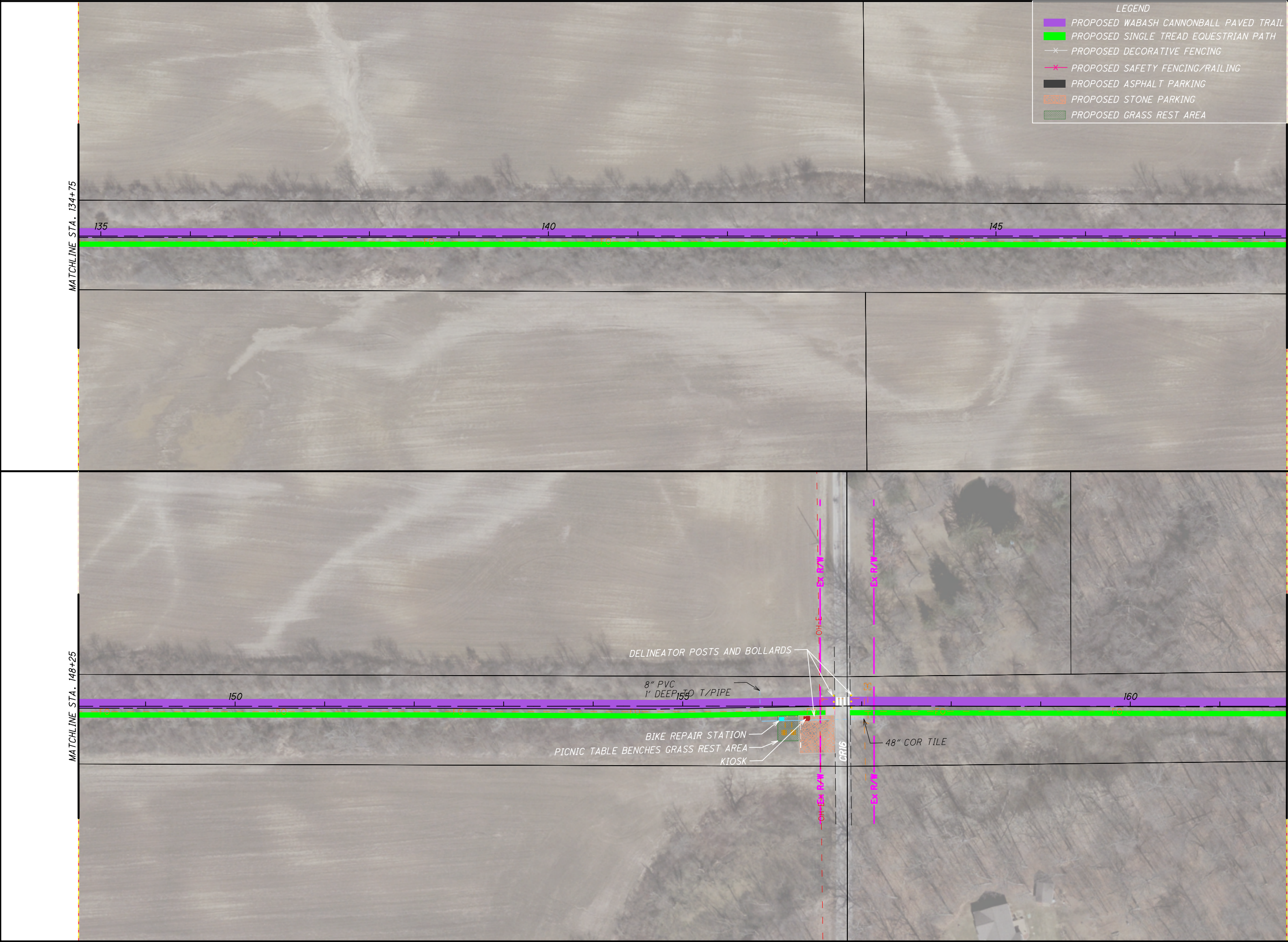
WABASH CANNONBALL TRAIL-CONCEPTUAL PLAN
STA. 53+75 TO STA. 80+75

MONTPELIER
WILLIAMS COUNTY

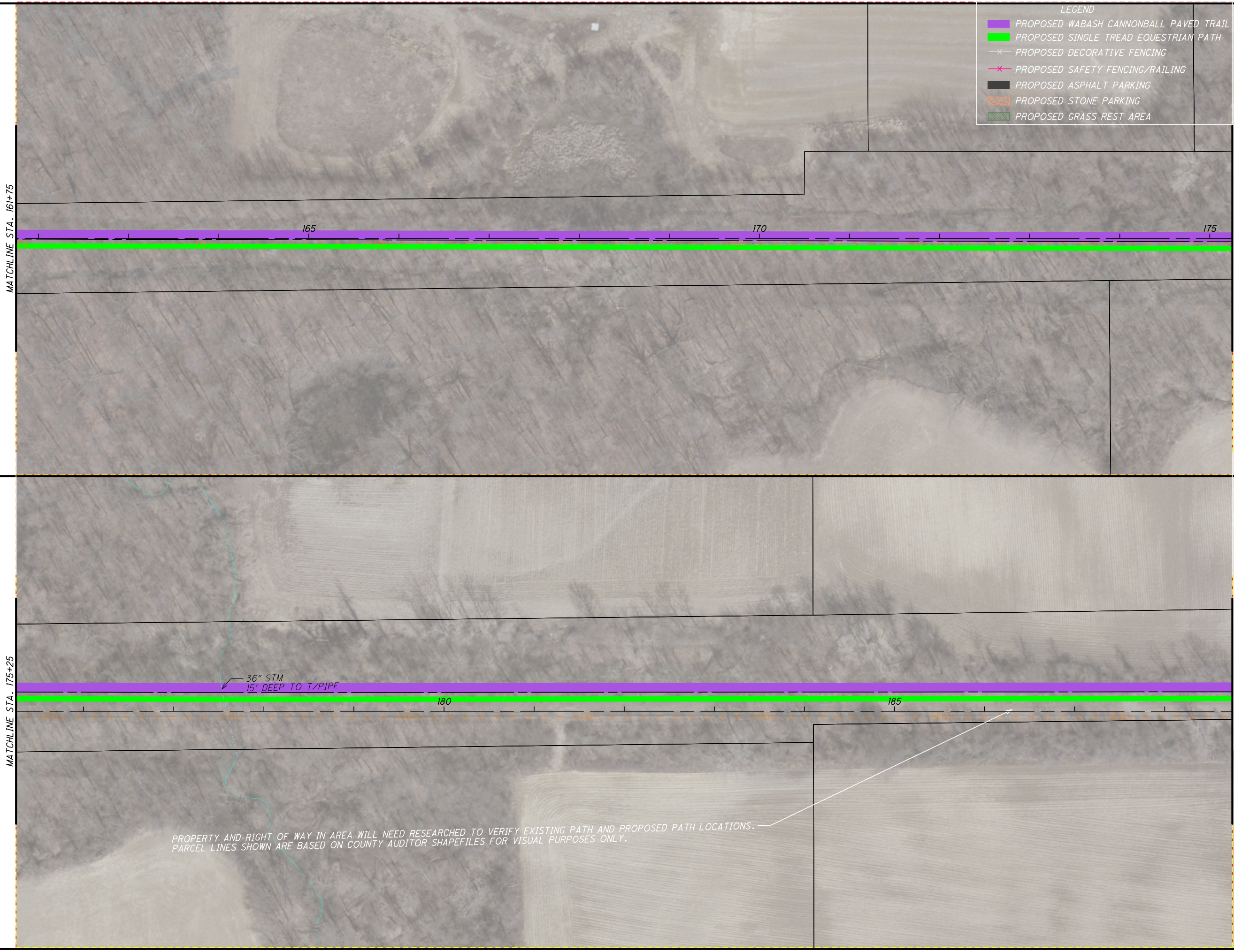


	CALCULATED CHECKED	WABASH CANNONBALL TRAIL-CONCEPTUAL PLAN STA. 80+75 TO STA. 107+75	MONTPELIER WILLIAMS COUNTY	





	WABASH CANNONBALL TRAIL-CONCEPTUAL PLAN STA. 134+75 TO STA. 161+75
MONTPELIER WILLIAMS COUNTY	CALCULATED CHECKED



MATCHLINE STA. 161+75

MATCHLINE STA. 175+25

MATCHLINE STA. 175+25

MATCHLINE STA. 188+75

		HORIZONTAL SCALE IN FEET	CALCULATED CHECKED	WABASH CANNONBALL TRAIL-CONCEPTUAL PLAN STA. 161+75 TO STA. 188+75	MONTPELIER WILLIAMS COUNTY	



 0 25 50 100 HORIZONTAL SCALE IN FEET	CALCULATED CHECKED .	WABASH CANNONBALL TRAIL-CONCEPTUAL PLAN STA. 188+75 TO STA. 215+75	MONTPELIER WILLIAMS COUNTY	

MATCHLINE STA. 215+75

MATCHLINE STA. 229+25

MATCHLINE STA. 229+25

MATCHLINE STA. 242+75

LEGEND

PROPOSED WABASH CANNONBALL PAVED TRAIL

PROPOSED SINGLE TREAD EQUESTRIAN PATH

PROPOSED DECORATIVE FENCING

PROPOSED SAFETY FENCING/RAILING

PROPOSED ASPHALT PARKING

PROPOSED STONE PARKING

PROPOSED GRASS REST AREA



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CALCULATED

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HORIZONTAL
SCALE IN FEET

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WABASH CANNONBALL TRAIL-CONCEPTUAL PLAN

STA. 215+75 TO STA. 242+75

MONTPELIER

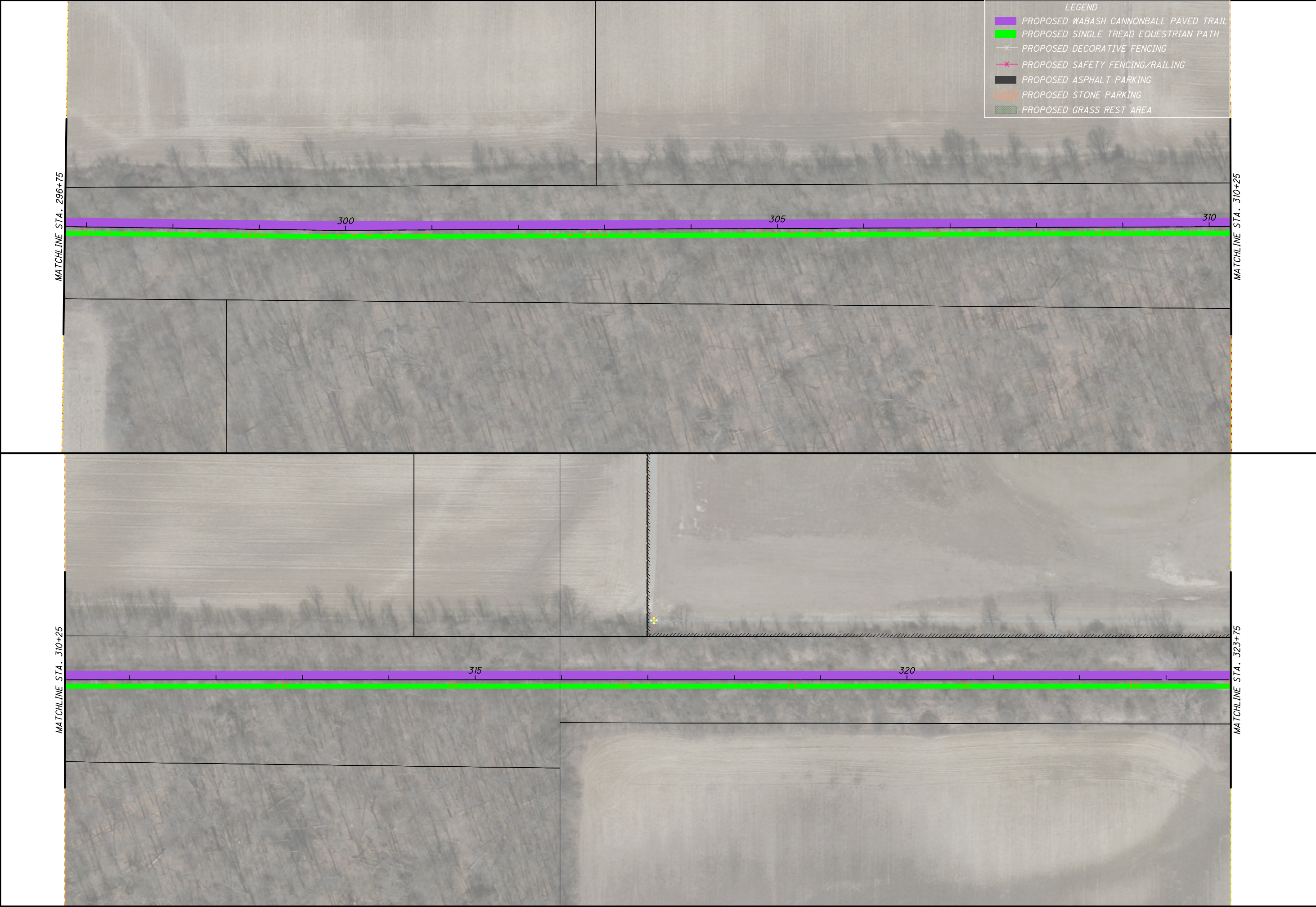
WILLIAMS COUNTY



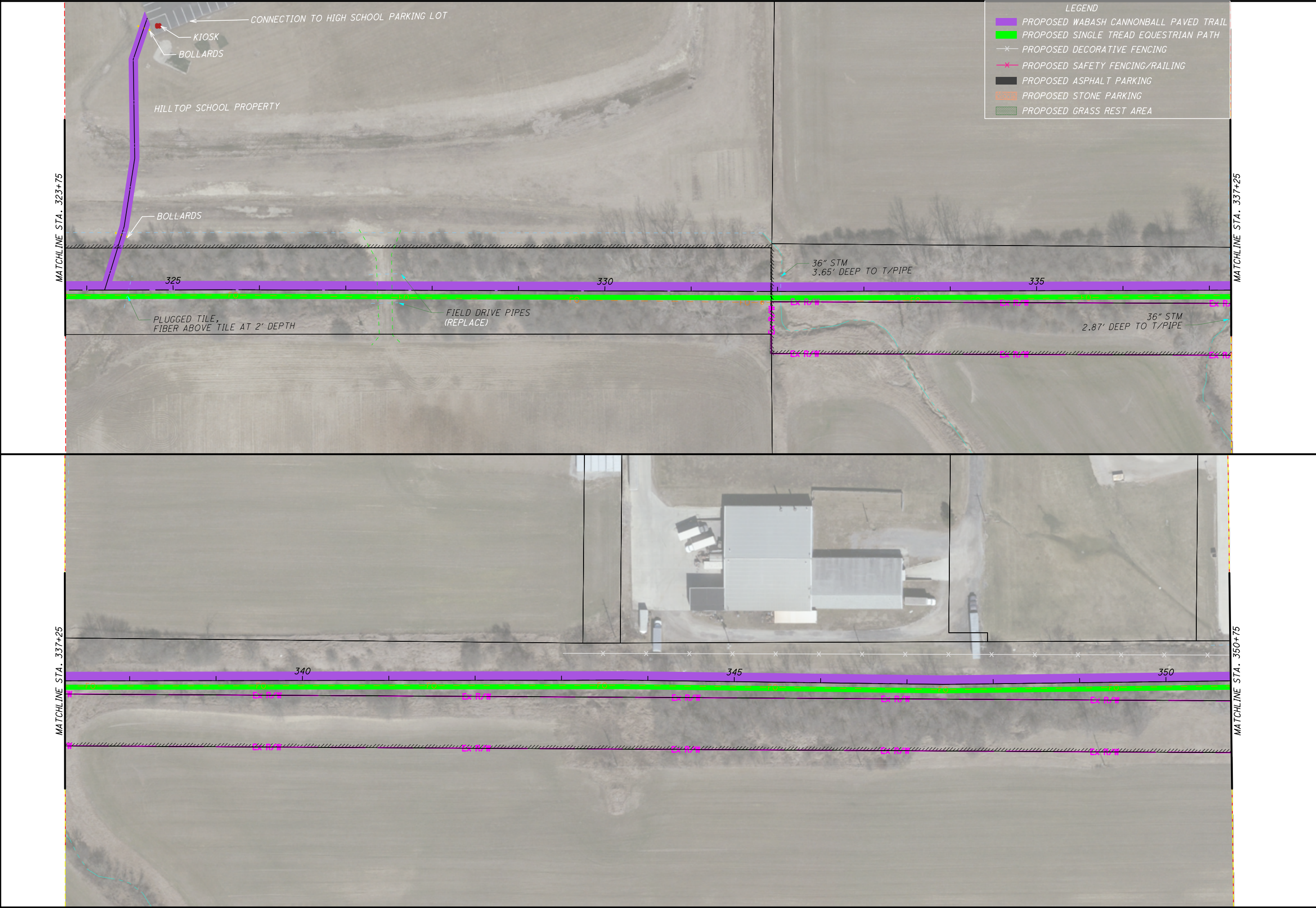
1020	MONTPELIER	WABASH CANNONBALL TRAIL-CONCEPTUAL PLAN	CALCULATED CHECKED	02550100 HORIZONTAL SCALE IN FEET	025100 HORIZONTAL SCALE IN FEET
	WILLIAMS COUNTY				

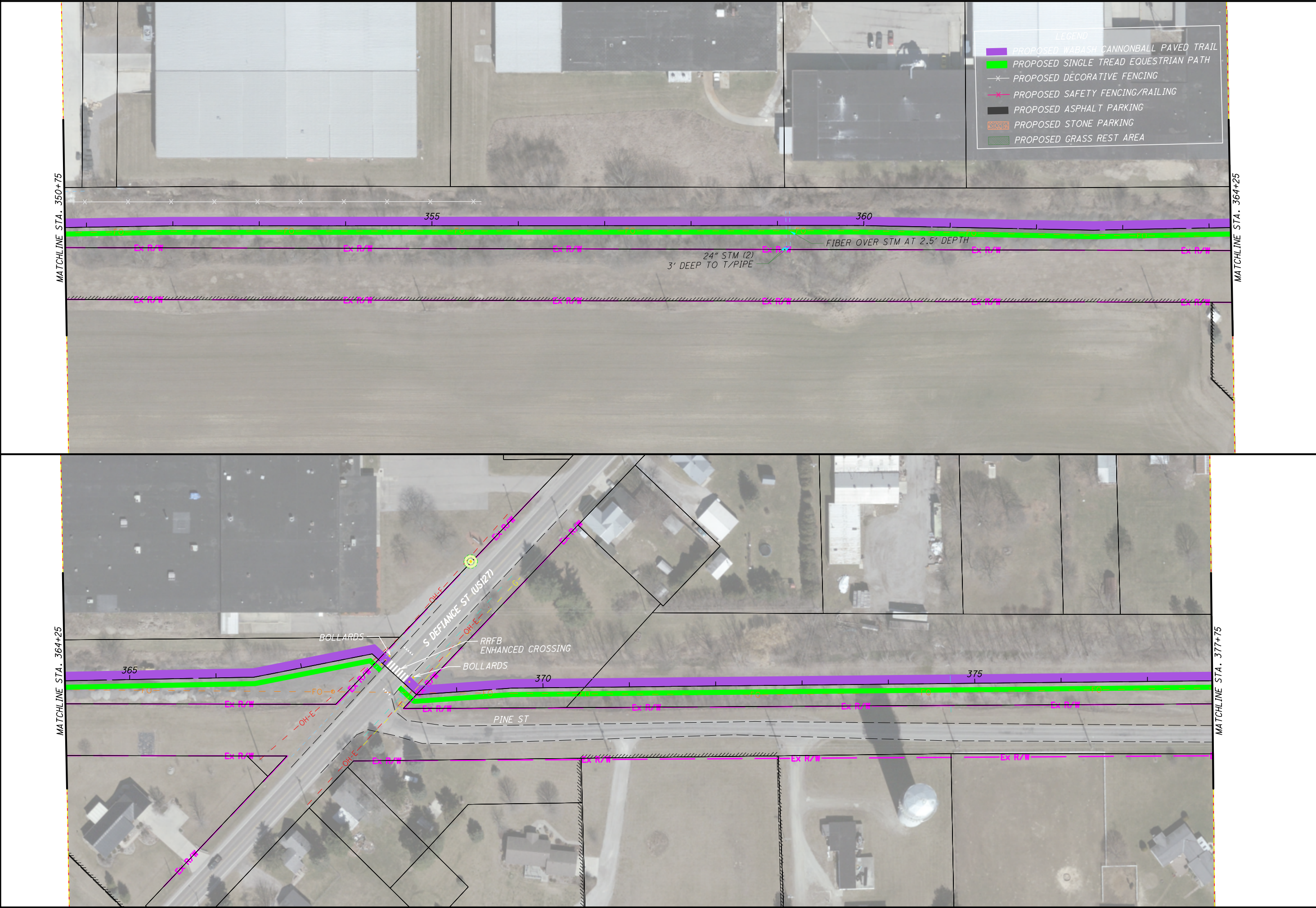


 HORIZONTAL SCALE IN FEET	CALCULATED CHECKED	WABASH CANNONBALL TRAIL-CONCEPTUAL PLAN STA. 269+75 TO STA. 296+75	MONTPELIER WILLIAMS COUNTY	



1220	MONTPELIER	WABASH CANNONBALL TRAIL-CONCEPTUAL PLAN	CALCULATED CHECKED	02550100 HORIZONTAL SCALE IN FEET	North Arrow
	WILLIAMS COUNTY				



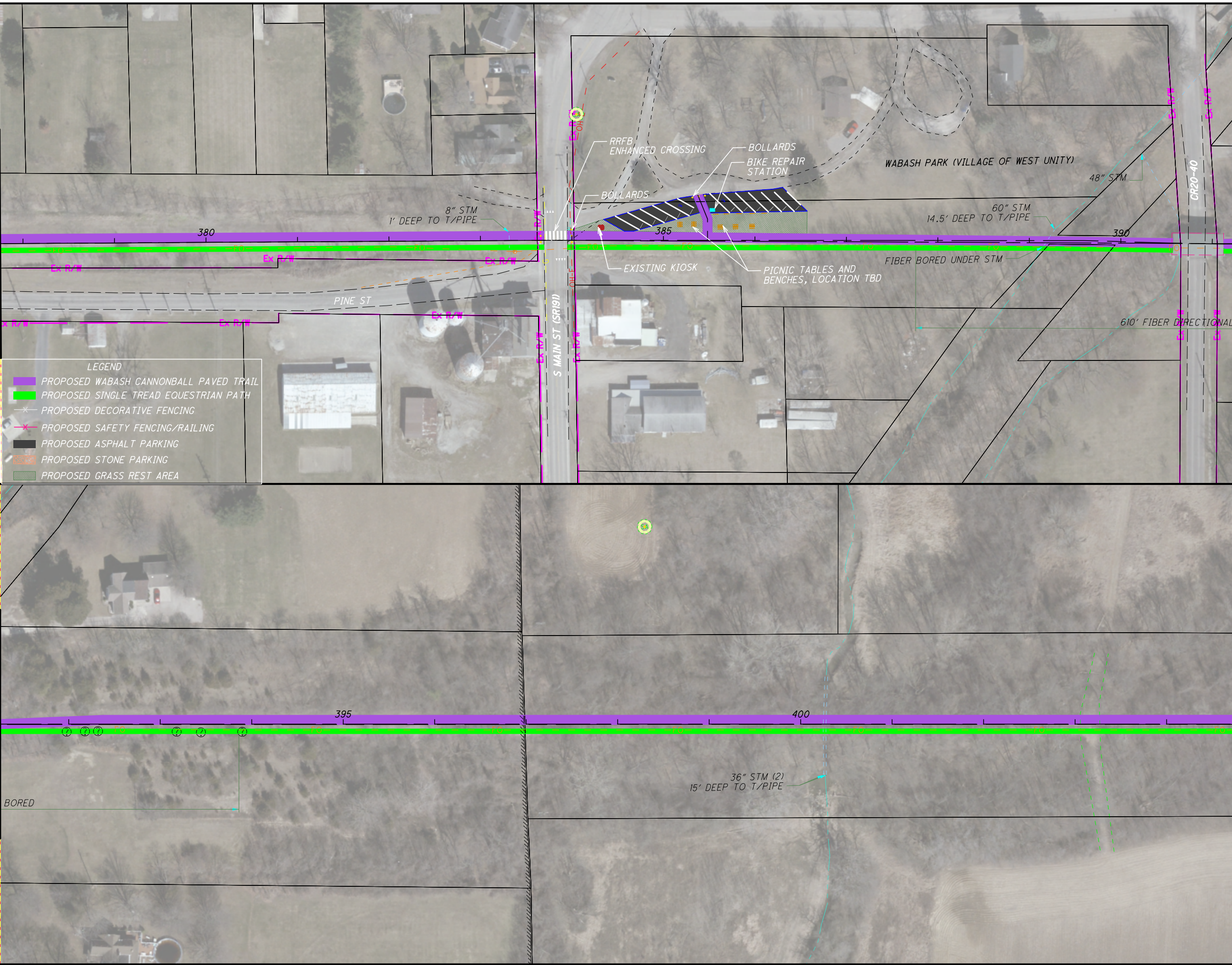


MATCHLINE STA. 377+75

MATCHLINE STA. 391+25

MATCHLINE STA. 391+25

MATCHLINE STA. 404+75



LEGEND

- PROPOSED WABASH CANNONBALL PAVED TRAIL
- PROPOSED SINGLE TREAD EQUESTRIAN PATH
- PROPOSED DECORATIVE FENCING
- PROPOSED SAFETY FENCING/RAILING
- PROPOSED ASPHALT PARKING
- PROPOSED STONE PARKING
- PROPOSED GRASS REST AREA

 0 50 100 HORIZONTAL SCALE IN FEET	CALCULATED .	WABASH CANNONBALL TRAIL-CONCEPTUAL PLAN STA. 377+75 TO STA. 404+75	MONTPELIER WILLIAMS COUNTY	
	CHECKED .			

MATCHLINE STA. 404+75

MATCHLINE STA. 418+25

MATCHLINE STA. 418+25

MATCHLINE STA. 431+75

LEGEND

PROPOSED WABASH CANNONBALL PAVED TRAIL

PROPOSED SINGLE TREAD EQUESTRIAN PATH

—x—

PROPOSED DECORATIVE FENCING

—x—

PROPOSED SAFETY FENCING/RAILING

PROPOSED ASPHALT PARKING

PROPOSED STONE PARKING

PROPOSED GRASS REST AREA



16
20

MONTPELIER

WILLIAMS COUNTY

WABASH CANNONBALL TRAIL-CONCEPTUAL PLAN

STA. 404+75 TO STA. 431+75

CALCULATED
CHECKED

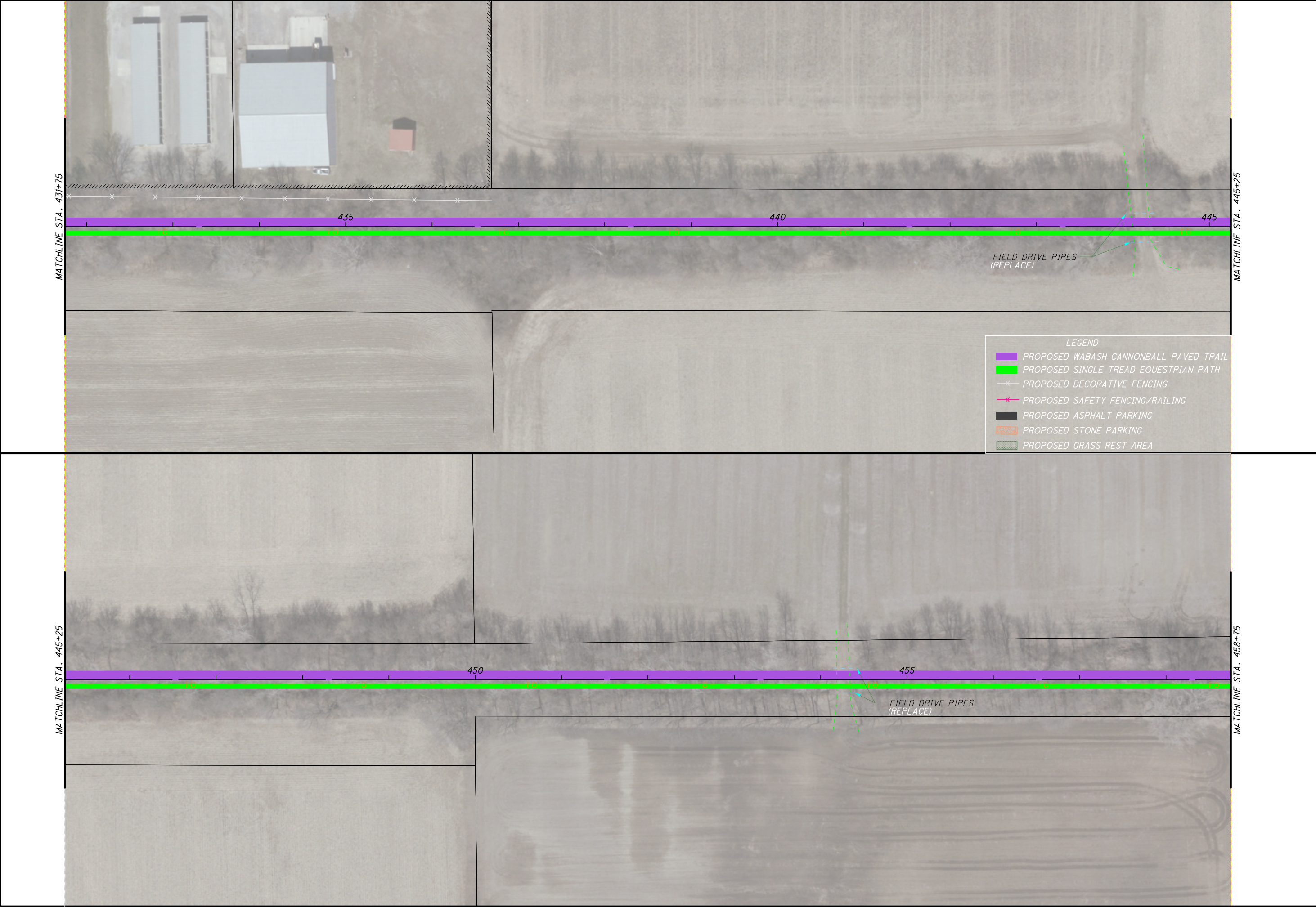
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HORIZONTAL
SCALE IN FEET

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MONTPELIER

WILLIAMS COUNTY

WABASH CANNONBALL TRAIL-CONCEPTUAL PLAN

STA. 431+75 TO STA. 458+75

CALCULATED

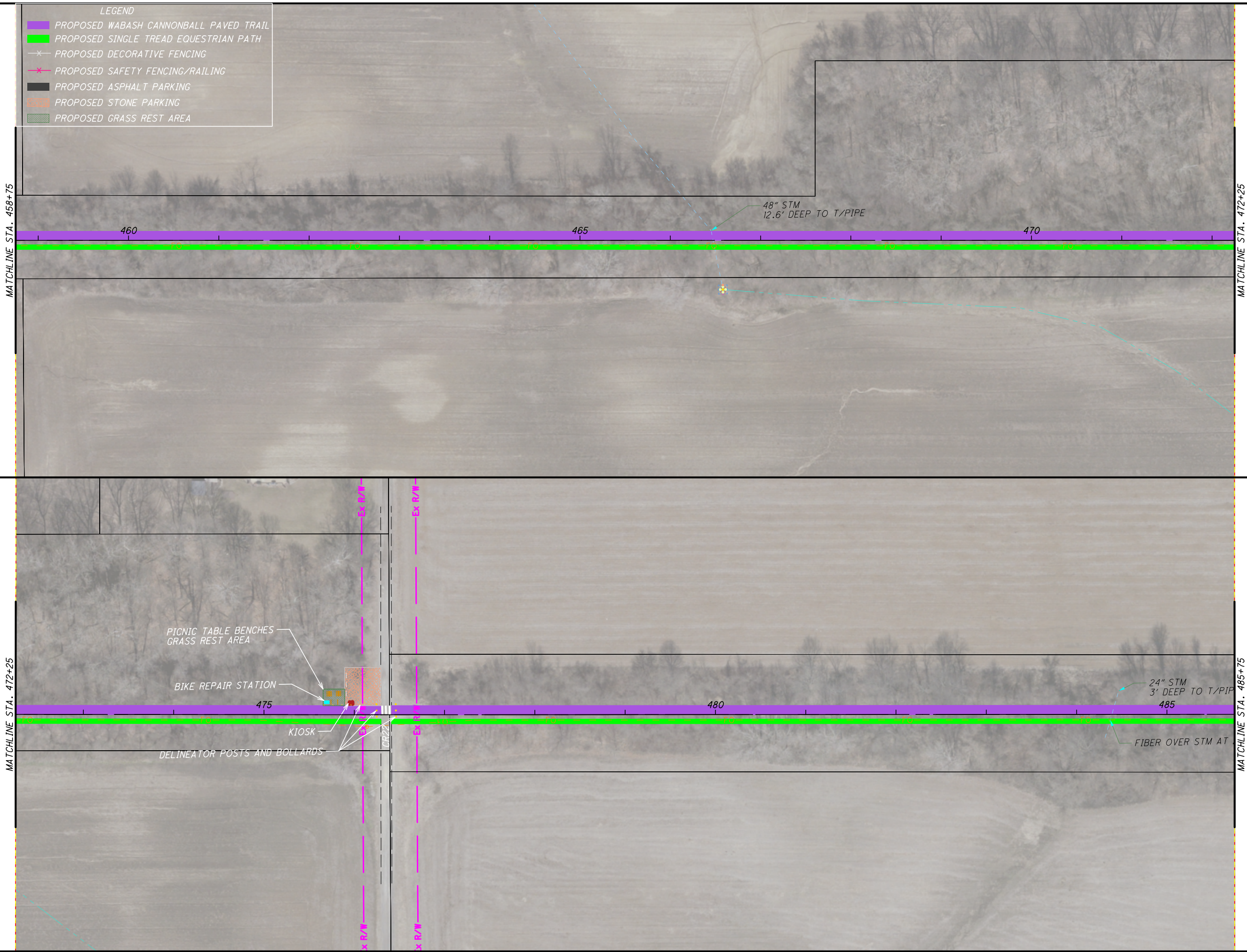
CHECKED

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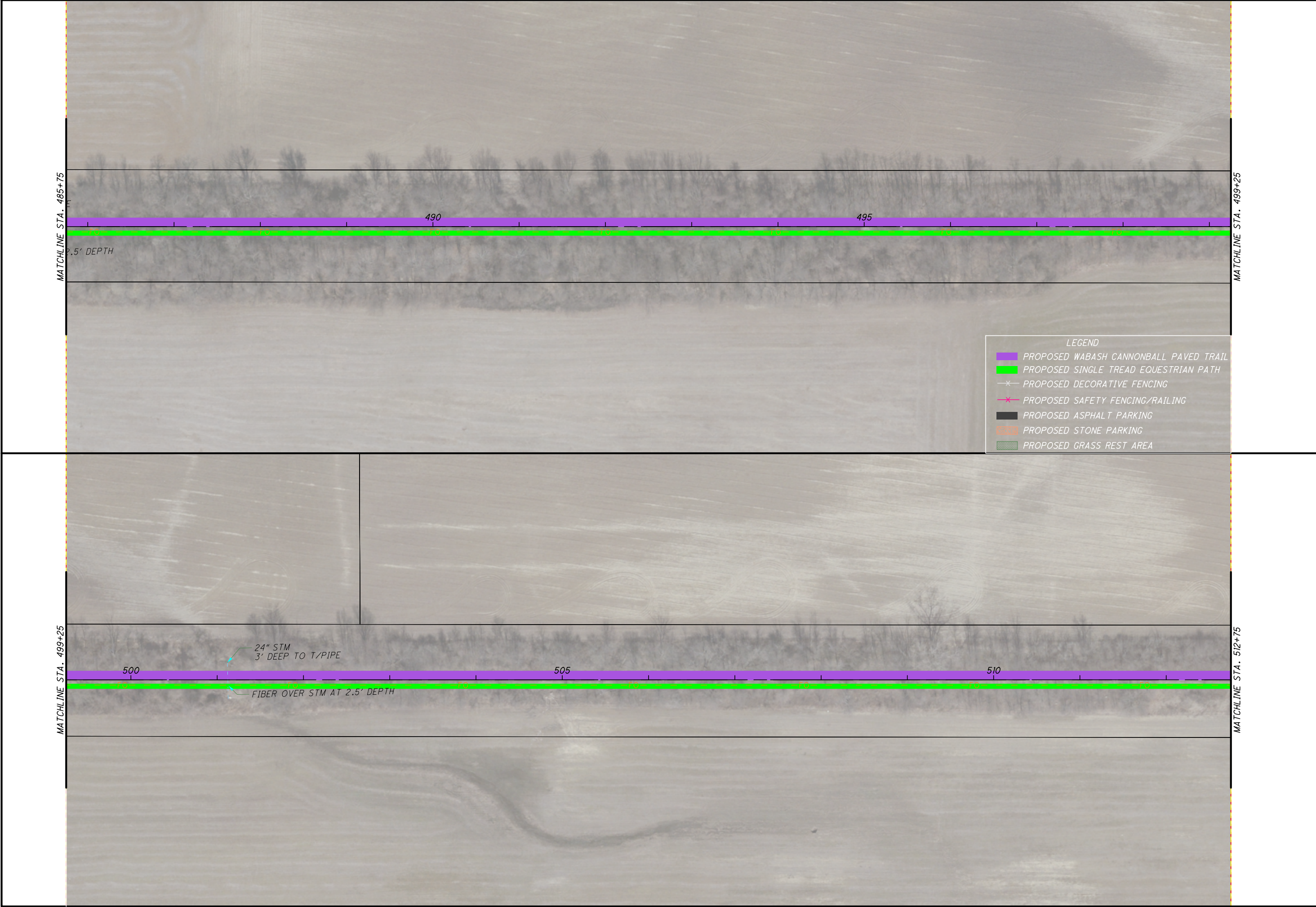
HORIZONTAL

SCALE IN FEET

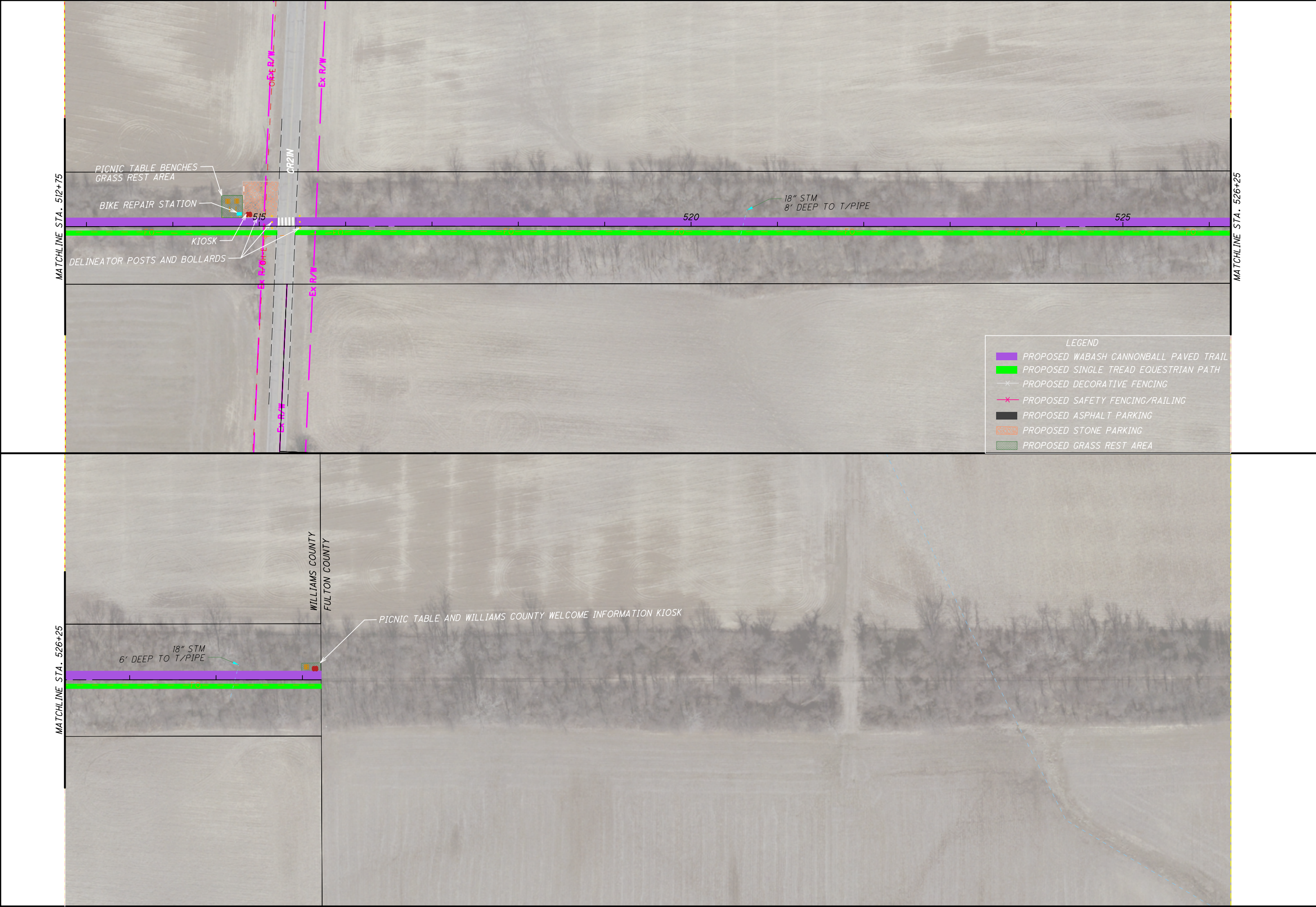
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18 20	MONTPELIER WILLIAMS COUNTY	WABASH CANNONBALL TRAIL-CONCEPTUAL PLAN		CALCULATED CHECKED	0 25 50 100 HORIZONTAL SCALE IN FEET North Arrow
		STA. 458+75 TO STA. 485+75			



	WABASH CANNONBALL TRAIL-CONCEPTUAL PLAN	
	STA. 485+75 TO STA. 512+75	
	MONTPELIER	WILLIAMS COUNTY



The following offices, representatives, businesses, groups, entities, and individuals have submitted letters of support for improvements to the Wabash Cannonball Trail. Each letter of support is included in this PDF set.

1. Williams County Commissioners
2. Williams County Engineer
3. US Representative Marcy Kaptur
4. Northwestern Ohio Rails-to-Trails Association, Inc (NORTA)
5. Montpelier Exempted Village School District
6. Friends of Montpelier Parks
7. Montpelier Public Library
8. Montpelier Area Chamber of Commerce
9. Williams County Recorder
10. Williams County Economic Development
11. Williams County Health Department
12. Williams County Department of Aging
13. The ADAMhs Board Four County Board of Alcohol, Drug Addiction & Mental Health Services
Serving the residents of Defiance, Fulton, Henry and Williams counties
14. Mayor Yagelski, Village of Montpelier
15. Mayor Schlade, City of Bryan
16. Montpelier Civic League
17. Montpelier American Legion Post 109
18. Williams County Veterans Memorial
19. Williams County VFW Post 944
20. Montpelier Rotary Club
21. Olde Tyme Holiday Gathering
22. Drop Tine Winery and Tap House
23. Kommon Kravings
24. Parkview Health
25. Wispy Willow Farm
26. Strong Real Estate Solutions
27. Kannel Insurance
28. Montpelier Chiropractic Care
29. Montpelier Ministerial Association
30. Thompson Funeral Homes
31. Risk Strategies
32. Rupp, Hagans, Bohmer LLP
33. Frey and Sons
34. Jaret Dye
35. Joy Richmond



WILLIAMS COUNTY
COMMISSIONERS OFFICE

1425 East High Street
BRYAN, OHIO 43506
PHONE 419-636-2059 FAX 419-636-0643



November 26, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

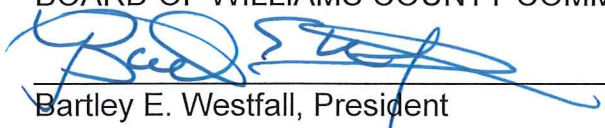
We are writing to express our enthusiastic support for the Village of Montpelier's continued pursuit of capital improvements to the Wabash Cannonball Trail in Williams County, Ohio. We encourage the Ohio Department of Transportation to support their application for funding through the Transportation Alternatives Program and Special Pedestrian and Bicycle Solicitation.

This initiative is extremely important for our community and for the Northwest Ohio region. We appreciate all of the collaboration among the stakeholders who continue to drive these projects that would likely never come to fruition without the resources provided by agencies like ODOT.

Trails like the Wabash Cannonball Trail foster healthier, more connected communities. They provide a safe, accessible space for physical activity, community events as well as non-motorized transportation. We have already witnessed the benefits of accessible trails with the opening of the Iron Horse River Trail (a 2019 recipient of TAP funding). People from other communities are drawn here by these amenities resulting in economic benefits to our local businesses as well as the Village.

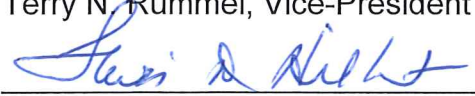
The Board of Williams County Commissioners agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,
BOARD OF WILLIAMS COUNTY COMMISSIONERS


Bartley E. Westfall, President

Not Present

Terry N. Rummel, Vice-President


Lewis D. Hilbert, Member



Williams County Engineer

Todd J Roth P.E., P.S.

Phone: 419-636-2454

Fax: 419-636-8687

www.wmscoengineer.com

November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

I am writing to express my enthusiastic support for the Village of Montpelier's continued pursuit of capital improvements to the Wabash Cannonball Trail in Williams County, Ohio. I encourage the Ohio Department of Transportation to support their application for funding through the Transportation Alternatives Program and Special Pedestrian and Bicycle Solicitation.

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Sincerely,

Todd J Roth

WASHINGTON, D.C. OFFICE

2186 Rayburn Building
Washington, DC 20515-3509
(202) 225-4146
Fax: (202) 225-7711

OHIO OFFICES

(800) 964-4699
Fax: (419) 255-9623
<http://kaptur.house.gov>



MARCY KAPTUR
9TH DISTRICT, OHIO

COMMITTEE ON APPROPRIATIONS
RANKING MEMBER

Subcommittee on Energy and Water
Development and Related Agencies

Subcommittee on Defense

Subcommittee on Agriculture,
Rural Development, Food and Drug
Administration

November 26, 2024

Matt Sommerfeld
The Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

Dear Mr. Sommerfeld,

I am pleased to offer my strong support for the Village of Montpelier's continued pursuit of capital improvements to the Wabash Cannonball Trail in Williams County, Ohio. This submission offers the Ohio Department of Transportation an attractive proposal for selection through the Transportation Alternatives Program and Special Pedestrian and Bicycle Solicitation.

The development of the Wabash Cannonball Trail is an important step toward improving recreation and multi-modal transportation in Williams County. The collaboration between the county and municipal governments like Montpelier has been impressive, and strong community and stakeholder support will serve to keep momentum moving forward through construction phases.

A fully realized Wabash Cannonball Trail will foster healthier, connected communities, providing safe, accessible space for physical activity, community events, and transportation. I urge the submission's favorable review, consistent with your agency's rules and regulations.

Sincerely,

A handwritten signature in cursive script that reads "Marcy Kaptur".

MARCY KAPTUR
U.S. Representative





Northwestern Ohio Rails-to-Trails Association, Inc.

Wabash Cannonball Trail

NORTA, Inc.
P.O. Box 234
Delta, Ohio 43515
(419) 822-4788

November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

Mr. Sommerfeld:

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NORTA agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

EDWARD L. SNYDER, President

Northwestern Ohio Rails-to-Trails Association, Inc. (NORTA) is a nonprofit volunteer organization whose mission is to promote the stewardship of the Wabash Cannonball Trail for public uses while preserving its natural state.

www.wabashcannonballtrail.org
norta.email@yahoo.com



MONTPELIER EXEMPTED VILLAGE SCHOOL DISTRICT

1015 E. Brown Road, P.O. Box 193
MONTPELIER, OHIO 43543



Mr. Travis L. Lichty
Superintendent
Phone: 419-485-6702
Fax: 419-485-4318

Carla J. Rice
CFO/Treasurer
Phone: 419-485-6706

Dr. Jamison J. Grime
Assistant Superintendent
Phone: 419-485-6704

Board of Education

Dunne S. Gambler
Patti A. Rockey
B. Nathan Rose
Troy A. Roth
Jennifer A. Schlosser

November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

I am writing to express my enthusiastic support for the Village of Montpelier's continued pursuit of capital improvements to the Wabash Cannonball Trail in Williams County, Ohio. I encourage the Ohio Department of Transportation to support their application for funding through the Transportation Alternatives Program and Special Pedestrian and Bicycle Solicitation.

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The Montpelier Exempted Village School district agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

Travis Lichty, Superintendent
Montpelier Exempted Village Schools
tlichty@montpelier-k12.org
419-485-6702

November 26, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

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The Friends of the Montpelier Parks, Inc. agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please support this important project.

Sincerely,



Seth Miller
President, Friends of the Montpelier Parks, Inc.



P.O. Box 148
Montpelier OH 43543
419-485-3496

*Friends of the Montpelier Parks, Inc. is a 501(c)(3) non-profit corporation.
Donations to the Friends of the Montpelier Parks, Inc. are tax deductible.
No goods or services were provided in exchange for your contribution.*



216 East Main Street
Montpelier, OH 43543
419-485-3287

November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

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The Montpelier Public Library agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

*Angela Humphrey, Director
Montpelier Public Library*



MONTPELIER AREA CHAMBER OF COMMERCE

319 West Main Street
Montpelier, Ohio 43543
(419) 485-4416 Phone and Fax

November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

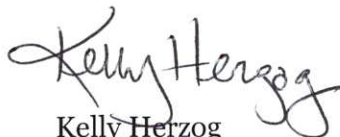
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The Montpelier Chamber of Commerce agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,


Kelly Herzog
Executive Director

Williams County Recorder

Patti Rockey, Recorder

One Courthouse Square ~ Bryan Ohio 43506 ~ Phone 419-636-3259 ~ Email recorder@wmsco.org

November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

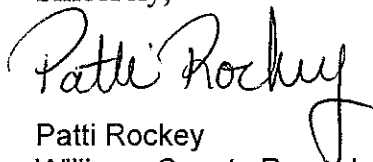
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The Williams County Recorder agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,



Patti Rockey
Williams County Recorder



November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

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Williams County Economic Development in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

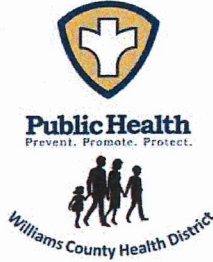
Sincerely,

Ashley Epling
Executive Director

Williams County Health Department

Main Office

310 Lincoln Ave.
Montpelier, OH 43543
Phone: (419) 485-3141
Fax: (419) 485-5420
www.williamscountyhealth.org



WIC Satellite Office

1399 E. High St.
Bryan, OH 43506
Phone: (419) 636-8754

November 25, 2024

ATTN: Matt Sommerfeld, District 2 Transportation Alternatives Coordinator
Ohio Department of Transportation
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

Dear, Mr. Sommerfeld:

I am writing to express my enthusiastic support for the Village of Montpelier's continued pursuit of capital improvements to the Wabash Cannonball Trail in Williams County, Ohio. I encourage the Ohio Department of Transportation to support their application for funding through the Transportation Alternatives Program and Special Pedestrian and Bicycle Solicitation.

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In addition, the Village of Montpelier has been an active participant in the Community Health Improvement Plan (CHIP), which is a community-driven, long-term, systematic plan to address issues identified in the Community Health Assessment (CHA). Capital improvements to the Wabash Cannonball Trail in Williams County help our community meet these priorities and improve the quality of life:

- Health Behaviors & Built Environment: Advocating and assisting in initiatives that improve access to green spaces, parks and other active transportation opportunities;
- Health Behaviors & Built Environment: Collaborating with local partners to advertise local parks, playgrounds, trails, walking paths; &
- Health Behaviors & Built Environment: Advocating bike and pedestrian plans to local policy makers and/ or jurisdictions.

The Williams County Health Department agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,



Oscar Hernandez III, MBA, REHS/ RS
Health Commissioner

November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

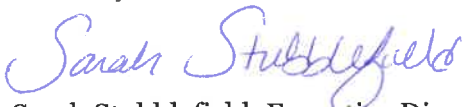
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Williams County Department of Aging agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,



Sarah Stubblefield, Executive Director

Williams County Department of Aging



The ADAMhs Board

*Four County Board of Alcohol, Drug Addiction & Mental Health Services
Serving the residents of Defiance, Fulton, Henry and Williams counties*

November 26, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

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The Four County ADAMhs Board agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

Tonie S. Long, CEO
The Four County ADAMhs Board



T-761 STATE ROUTE 66, ARCHBOLD, OHIO 43502-9537 • PHONE: 419-267-3355 • FAX: 419-267-3353

An Equal Opportunity Employer and Provider of Services



Village of Montpelier

211 N. Jonesville Street • PO Box 148
Montpelier, Ohio 43543
Phone (419) 485-5543
Fax (419) 485-4947

November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

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I, Mayor Steve Yagelski, agree that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please support this important project.

Sincerely,

Mayor Steve Yagelski



CITY OF BRYAN, OHIO

Carrie M. Schlade, Mayor



November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

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The City of Bryan agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

Mayor Carrie M. Schlade/Kmoe

Mayor Carrie M. Schlade

Montpelier Civic League

114 S. Pleasant St.
Montpelier, OH 43543



November 25, 2024

TO:

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives
Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

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The Montpelier Civic League agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

Michelle Kannel and the women of the Montpelier Civic League
President



Montpelier American Legion Post 109
216 Empire Street Montpelier, Ohio 43543-1060

amlegion109oh@gmail.com

(419) 799-0767

11/25/2024

To: Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

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Montpelier American Legion Post 109 agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

A handwritten signature in black ink that reads 'Philip Hatlock'. The signature is written in a cursive style with a long, sweeping underline.

Post Commander

Williams County Veterans Memorial Inc.
875 East Main Street Montpelier, Ohio 43543-1060

11/25/2024

To: Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

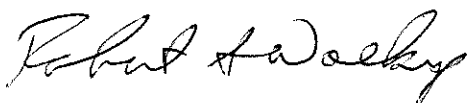
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WILLIAMS COUNTY VETERANS MEM. agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,



President



Williams County Veterans of Foreign Wars Post 944
216 Empire Street Montpelier, Ohio 43543-1060

11/25/2024

To: Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

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Williams County VFW Post 944 agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

Post Commander

Alvin Rosemond V.F.W.

Montpelier
Rotary
Club



established 1937

November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

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Montpelier Rotary Club agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

Mike Moore
President

Montpelier Rotary Club

PO Box 471

Montpelier OH 43543

Olde Tyme Holiday Gathering

To: Matt Sommerfeld

Ohio Department of Transportation

District 2 Transportation Alternatives Coordinator

317 East Poe Road

Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

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The Olde Tyme Holiday Gathering Committee agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

Michelle M. Karl



1236 E. Madison St.
Montpelier, OH 43543



419-551-9663



othgparade@gmail.com



www.facebook.com/
oldetymeholidaygathering



November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402



RE: Support for funding for the Wabash Cannonball Trail

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Drop Tine Winery and Tap House agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

Terry Humbarger

Member, Drop Tine Winery and Tap House

November 26,2024

Mandi Sisco
Owner of Kommon Kravings
416 West Main St
Montpelier Ohio 43543

RE: Support for funding for the Wabash Cannonball Trail

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My Family and my business agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

Mandi Sisco



PARKVIEW HEALTH

November 26, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road Bowling Green, OH 43402

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Trails like the Wabash Cannonball Trail foster healthier, more connected communities. They provide a safe, accessible space for physical activity, community events as well as non-motorized transportation. We have already witnessed the benefits of accessible trails with the opening of the Iron Horse River Trail (a 2019 recipient of TAP funding). People from other communities are drawn here by these amenities resulting in economic benefits to our local businesses as well as the Village.

Parkview Bryan Hospital and Parkview Montpelier Hospital agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

Chad D. Tinkel
Market President of Parkview Ohio

WISPY WILLOW FARM

BATH & BODY PRODUCTS

November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

I am writing to express my enthusiastic support for the Village of Montpelier's continued pursuit of capital improvements to the Wabash Cannonball Trail in Williams County, Ohio. I encourage the Ohio Department of Transportation to support their application for funding through the Transportation Alternatives Program and Special Pedestrian and Bicycle Solicitation.

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Wispy Willow Farm agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,



Wispy Willow Farm

204 W Main St

Montpelier, OH 43543



**STRONG
REAL ESTATE
SOLUTIONS**
Montpelier, Oh 419-485-3208



November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

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Strong Real Estate Solutions agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

Broker/Owner



Kannel Insurance

419-485-4281

301 W. Main Street
Montpelier, Ohio 43543
www.kannelinsurance.com

November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

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We at Kannel Insurance agree that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

Chris Kannel

Kannel Insurance

office@kannelinsurance.com



Follow us on Facebook!



We are an **INDEPENDENT AGENCY**
Serving our customers and our community for 65 years!

Montpelier Chiropractic Center

November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

I am writing to express my enthusiastic support for the Village of Montpelier's continued pursuit of capital improvements to the Wabash Cannonball Trail in Williams County, Ohio. I encourage the Ohio Department of Transportation to support their application for funding through the Transportation Alternatives Program and Special Pedestrian and Bicycle Solicitation.

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Montpelier Chiropractic Center agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,



Dr. Joshua M. Schlade

Montpelier Ministerial Association
PO Box 402
Montpelier OH 43543

November 26, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

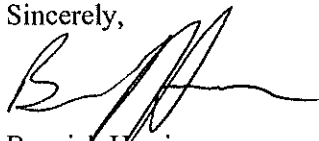
I am writing to express my enthusiastic support for the Village of Montpelier's continued pursuit of capital improvements to the Wabash Cannonball Trail in Williams County, Ohio. I encourage the Ohio Department of Transportation to support their application for funding through the Transportation Alternatives Program and Special Pedestrian and Bicycle Solicitation.

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Montpelier Ministerial Association agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Benaiah Harris', with a long horizontal flourish extending to the right.

Benaiah Harris
Co-Chair

Lead Pastor
House of Prayer

Thompson-Geesey Funeral Homes

204 East Main Street
Montpelier, Ohio
(419) 485-3128

303 First Street
Pioneer, Ohio
(419) 737-2323

Fax (419) 485-8669
Email thompsongeesey@hotmail.com
Website www.thethompsonfuneralhome.com

November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

I am writing to express my enthusiastic support for the Village of Montpelier's continued pursuit of capital improvements to the Wabash Cannonball Trail in Williams County, Ohio. I encourage the Ohio Department of Transportation to support their application for funding through the Transportation Alternatives Program and Special Pedestrian and Bicycle Solicitation.

This initiative is extremely important for our community and for the northwest Ohio region. I appreciate all of the collaboration among the stakeholders who continue to drive these projects that would likely never come to fruition without the resources provided by agencies like ODOT.

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Thompson-Geesey Funeral Homes, agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

Nathan Thompson- President



November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for Funding for the Wabash Cannonball Trail

Dear Mr. Sommerfeld,

I am writing to express my enthusiastic support for the Village of Montpelier's continued efforts to enhance the Wabash Cannonball Trail in Williams County, Ohio. I strongly encourage the Ohio Department of Transportation to approve their application for funding through the Transportation Alternatives Program and Special Pedestrian and Bicycle Solicitation.

This initiative is crucial for both our community and the broader northwest Ohio region. The collaboration among stakeholders driving these projects is commendable and has been pivotal in creating opportunities that might not have been possible without the support of agencies like ODOT.

Trails such as the Wabash Cannonball Trail are invaluable in fostering healthier, more connected communities. They offer safe, accessible spaces for physical activity, community events, and non-motorized transportation. The success of the Iron Horse River Trail, a 2019 recipient of TAP funding, has already demonstrated the positive impact of accessible trails. Not only do they promote wellness and recreation, but they also attract visitors from neighboring areas, boosting local economies and supporting small businesses.

Risk-Strategies Corporation firmly believes that investing in the Wabash Cannonball Trail is an investment in the well-being and prosperity of this community. Please lend your support to this important project and help us continue to build a brighter future for northwest Ohio.

Sincerely,

A handwritten signature in black ink that reads "Mike Kurivial". The script is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Mike Kurivial
Vice President Benefits Development

LAW OFFICES OF
RUPP, HAGANS & BOHMER, LLP

DAVID P. RUPP, JR.
MARK D. HAGANS
ROBERT W. BOHMER
JAMES F. DURANCZYK

attorneys@northwestohiolaw.com

302 N DEFIANCE STREET
PO BOX 178
ARCHBOLD, OH 43502
TELEPHONE 419-445-8815
FAX 419-445-1080

November 26, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

I am writing to express my enthusiastic support for the Village of Montpelier's continued pursuit of capital improvements to the Wabash Cannonball Trail in Williams County, Ohio. I encourage the Ohio Department of Transportation to support their application for funding through the Transportation Alternatives Program and Special Pedestrian and Bicycle Solicitation.

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Rupp, Hagans & Bohmer agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Very truly yours,



Robert W. Bohmer

November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

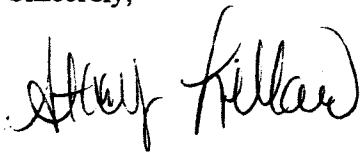
I am writing to express my enthusiastic support for the Village of Montpelier's continued pursuit of capital improvements to the Wabash Cannonball Trail in Williams County, Ohio. I encourage the Ohio Department of Transportation to support their application for funding through the Transportation Alternatives Program and Special Pedestrian and Bicycle Solicitation.

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Elias H Frey and Sons agrees that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Stacy Lillard", written in a cursive style.

Stacy Lillard

November 25, 2024

Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

I am writing to express my enthusiastic support for the Village of Montpelier's continued pursuit of capital improvements to the Wabash Cannonball Trail in Williams County, Ohio. I encourage the Ohio Department of Transportation to support their application for funding through the Transportation Alternatives Program and Special Pedestrian and Bicycle Solicitation.

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As a dedicated trail user, I agree that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Jaret Dye". The signature is fluid and cursive, with the first name "Jaret" and last name "Dye" clearly distinguishable.

Jaret Dye
Montpelier Community Member

November 26, 2024
Matt Sommerfeld
Ohio Department of Transportation
District 2 Transportation Alternatives Coordinator
317 East Poe Road
Bowling Green, OH 43402

RE: Support for funding for the Wabash Cannonball Trail

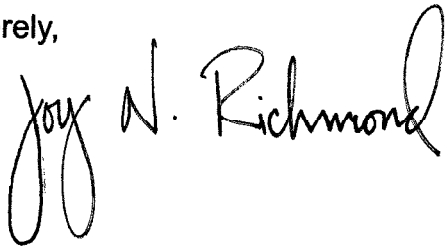
I am writing to express my enthusiastic support for the Village of Montpelier's continued pursuit of capital improvements to the Wabash Cannonball Trail in Williams County, Ohio. I encourage the Ohio Department of Transportation to support their application for funding through the Transportation Alternatives Program and Special Pedestrian and Bicycle Solicitation.

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I, Joy Richmond, agree that an investment in the Wabash Cannonball Trail is an investment in the people of this community. Please, support this important project.

Sincerely,

A handwritten signature in black ink that reads "Joy N. Richmond". The signature is written in a cursive style with a large, stylized "J" and "R".