



# **Lake Erie West**

REGIONAL COUNCIL

2026 Transportation Improvement Program  
Application for:

## **Ohio Statewide Urban Congestion Mitigation/ Air Quality (CMAQ) Projects**

Submitted to the Ohio Statewide Urban CMAQ  
Committee (OSUCC) through Lake Erie West Regional Council

**APPLICATIONS DUE  
August 7, 2026**

Projects can be submitted electronically to Lisa Householder at [householder@LakeErieWest.org](mailto:householder@LakeErieWest.org)

*Issued by:  
Lake Erie West Regional Council  
300 Dr Martin Luther King Jr. Drive  
P. O. Box 9508  
Toledo Ohio 43697-9508*

*May 18, 2026*

*Application also available at [www.LakeErieWest.org](http://www.LakeErieWest.org)*

## **Introduction**

The forms and information in this package are for the submittal of Congestion Mitigation and Air Quality (CMAQ) projects for Fiscal Years 2031-2032 in the Lake Erie West Regional Council (formerly known as the Toledo Metropolitan Area Council of Governments, or TMACOG) Transportation Improvement Program (TIP).

Lake Erie West will be selecting \$10,000,000 worth of projects in this solicitation. For the purposes of the TIP funding programs, the Lake Erie West transportation region is limited to Lucas and Wood counties. Additionally, only those projects that are on federal aid eligible roads can be considered.

## **Application Forms and Instructions**

This Application Form is to be filled out by the applicant. Supplemental information attached to the form should be as condensed as possible. For example, if a feasibility report has been prepared for the proposal, the applicant should excerpt and summarize rather than simply attaching the entire report.

### Tips on the Application Process

Scrutinize the cost vs. benefit when applying for federal funds. The program requirements can be demanding, and what is originally thought of as a small, inexpensive project can spiral quickly into a complicated and expensive project. For example: a project once thought to have a total cost of \$85,000 with no right-of-way acquisition became a \$120,000 construction cost with an additional \$220,000 required for right-of-way acquisition.

Federally funded projects are subjected to many requirements, including the National Environmental Policy Act, the Uniform Relocation Assistance and Acquisition Policies Act, and other ODOT regulations and standards. Most locally planned and funded projects are not subject to these requirements and may often be developed more quickly and at less expense than those that are federally funded. When developing a project schedule, keep in mind that the project will be subject to all of the ODOT Project Development Processes.

Before hiring a consultant, review the experience of the firm with federally funded projects. How many have they successfully advanced through the system? When, where, and what type of project(s)?

The Ohio Statewide Urban CMAQ Committee (OSUCC) is charged with developing protocols for managing the CMAQ Program and consists of representatives from the eight largest Metropolitan Planning Organizations (MPO) in the State of Ohio. The Project Evaluation Criteria is the method under which the OSUCC reviews and ranks the individual applications. An Overall Project Cover Sheet, Milestones Activities, and a detailed explanation of the Scoring Criteria for the Ohio CMAQ Program are shown on the following pages, including Criteria, Measures and Scoring Description, and Frequently Asked Questions and Answers. Examples of Project Type Descriptions are listed within the OSUCC Program, Policies, and Procedures.

The application should also include the following:

- ✓ Complete and detailed description of the proposed project and its relation to the intermodal transportation system and any other phases of the project. Location maps, elevations, photographs included, as necessary, to fully illustrate the project.
- ✓ Complete and detailed breakdown of the proposed construction/implementation costs inflated to year of expenditure - **certified by a professional engineer** – including funding sources.
- ✓ Complete and detailed description of the project's characteristics and benefits and how it is included or justified in a local plan or program. Description of how the project will be coordinated with a neighboring jurisdiction if project ends at or crosses a corporation line.
- ✓ The anticipated month and year, when the project will be ready for construction. Include the present status of property ownership and plan preparation.
- ✓ A certified copy of a resolution from the applicant's governing body authorizing the submission and local prioritization of the application(s) for CMAQ funds and committing to share in the project cost.
- ✓ A copy of the Synchro or HCM report to demonstrate both the Build and No-Build conditions. The report should include the average daily traffic (ADT), the peak and off-peak average vehicle delay for both Build and No-Build conditions. These criteria should be based on the project. If it is an intersection project, then the delay times and ADT need to be for the intersection. The Build speed should also be included for roundabout applications.



# Lake Erie West

REGIONAL COUNCIL

## Congestion Mitigation and Air Quality Program

### Application for Ohio FY2026 – FY2029 CMAQ Funding

| General Information |             |      |
|---------------------|-------------|------|
| Date:               |             |      |
| Entity Name:        |             |      |
| Project Name:       |             |      |
| Contact Information |             |      |
| Contact Name:       |             |      |
| Title:              |             |      |
| Street Address:     |             |      |
| City:               | State: Ohio | Zip: |
| Phone:              | Email:      |      |

| MILESTONE ACTIVITY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | EXPECTED DATE<br>(month/year) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| <ul style="list-style-type: none"> <li>Project Programmed with ODOT.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |
| <ul style="list-style-type: none"> <li>Begin Planning Phase: The date that the planning scope of work is developed.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                               |
| <ul style="list-style-type: none"> <li>Project Initiation Package: The date that the Project Initiation Package is approved by the District.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                               |
| <ul style="list-style-type: none"> <li>Consultant Authorized to Begin Design.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                               |
| <ul style="list-style-type: none"> <li>Purpose and Need Submittal: The date that the Draft Purpose and Need is submitted.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                               |
| <ul style="list-style-type: none"> <li>Begin Environmental Clearance: The date when the scoping for an environmental consultant or scoping for an environmental study is initiated.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                               |
| <ul style="list-style-type: none"> <li>Feasibility Study Submittal: The date when the Feasibility Study is received for review by the District from a consultant or local public agency.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                               |
| <ul style="list-style-type: none"> <li>Preferred Alternative Approval: The date when a single Preferred Alternative is approved the preferred alternative may be established at scope development. If so, provide the scoping date. Otherwise, enter the appropriate approval date associated with the Feasibility Study or Alternative Evaluation Report.</li> </ul>                                                                                                                                                                                                                                                                                                                          |                               |
| <ul style="list-style-type: none"> <li>Preliminary Right-of-Way Plan Submittal: The date when Preliminary RW plans are received for review by the District from a consultant or local public agency.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |
| <ul style="list-style-type: none"> <li>Right-of-Way Authorization: The date when authorization is given to a local public agency to begin acquisition activities.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                               |
| <ul style="list-style-type: none"> <li>Stage 2 Design Plan Submittal</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |
| <ul style="list-style-type: none"> <li>Environmental Document Approval: The date when the responsible agency (FHWA or ODOT) approves the document or the District confirms the project is exempt from documentation.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |
| <ul style="list-style-type: none"> <li>Stage 3 Design Plan Submittal</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |
| <ul style="list-style-type: none"> <li>Right-of-Way Acquisition Complete: Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                               |
| <ul style="list-style-type: none"> <li>Final Plans and Bid Package Submittal to ODOT</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |
| <ul style="list-style-type: none"> <li>Award Contract: The date the local public agency approves a contract with a successful bidder.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                               |
| <ul style="list-style-type: none"> <li>Begin Construction</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                               |
| <ul style="list-style-type: none"> <li>Project Completion</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                               |
| <ul style="list-style-type: none"> <li>For programs, purchases, studies, and other projects that do not have a construction phase, please provide a schedule for project development (including environmental approval) and funding. Provide an estimate of the date(s) that federal funds would need to be available. Give a summary of the schedule to be followed before the project is ready for funding and while it is being implemented. See also instructions for Item #48 above. Describe other relevant aspects of the project schedule. For example, is the funding schedule contingent upon other actions? Will the project need funding from other sources to proceed?</li> </ul> |                               |

## PROJECT EVALUATION CRITERIA

| Criteria                                        | Measure                                               | Points    |
|-------------------------------------------------|-------------------------------------------------------|-----------|
| <b>1. Project Type<br/>(Maximum Points =10)</b> | Regional rideshare/vanpool programs                   | <b>10</b> |
|                                                 | Congestion Reduction, Traffic Flow Improvements & ITS | <b>10</b> |
|                                                 | Transit Vehicle Replacement                           | <b>8</b>  |
|                                                 | Freight/Intermodal including diesel engine retrofits  | <b>7</b>  |
|                                                 | Public Education and Outreach                         | <b>6</b>  |
|                                                 | Transit Service Upgrades                              | <b>5</b>  |
|                                                 | Pedestrian/Bicycle                                    | <b>4</b>  |
|                                                 | Alternative Fuels and Vehicles- Non transit           | <b>4</b>  |
|                                                 | Employer-based Programs                               | <b>4</b>  |
|                                                 | Travel Demand Management                              | <b>3</b>  |
|                                                 | Modal Subsidies and Vouchers                          | <b>3</b>  |
|                                                 | Transit Facility Upgrades                             | <b>2</b>  |
|                                                 | Other TCM's and Misc                                  | <b>2</b>  |

Project Type – CMAQ funds can be used on a variety of project types designed to address congestion mitigation and/or emissions reductions. A project will be awarded up to 10 points based on the type of project. (Refer to the Example of Project Types Descriptions.) Some projects may involve multiple project types. The score will be based on the primary project type. See below for example descriptions.

**Narrative for Project Type, supporting documentation, and points.**

**Total points: (to be completed by MPO)**

| Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Measure                                                                                            | Points |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|--------|
| 2. Cost Effectiveness (CE)<br>(Maximum Points =20)<br>* Sliding scale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | High emissions reduced per dollar cost; Low dollar cost per kilogram reduced.<br><br>Medium<br>Low | *20    |
| <p><u>Cost Effectiveness</u> is a measure of the project's ability to reduce emissions (HC, NO<sub>x</sub>, and PM<sub>2.5</sub>) per dollar invested (\$ per kg). The OSUCC will apply standard methodologies to estimate the emissions reduction and award up to 20 points on a sliding scale relative to the applications received. The following formula will be used to estimate the cost effectiveness: <math>CE \text{ \\$/kg} = (\text{CMAQ\\$ Request/Useful Life}) / \text{Annual Emissions Reduction}</math></p> <p><b>To be completed by MPO</b></p> |                                                                                                    |        |

**Calculation and brief narrative for Cost Effectiveness, supporting documentation, and points.**

**Total points: (to be completed by MPO)**

| Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Measure                                                                                                                                                                                                       | Points                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|
| 3. Other Benefits<br>(Maximum Points =10)                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <i>Score up to 2 points for each additional project benefit</i><br><br>Improved safety<br>Fixed Route Transit<br>Bicycle/Pedestrian<br>Improved freight movement<br>Benefits environmental justice population | <br><br>0 - 2<br>0 - 2<br>0 - 2<br>0 - 2<br>0 - 2 |
| <p><u>Other Benefits</u> - Many projects have ancillary or additional benefits beyond the primary goals of the CMAQ program. This criterion allows for a range of points based on several categories including safety, fixed route transit service, bike/pedestrian, improved freight movement and benefits to environmental justice populations. Up to 2 points may be awarded for projects that demonstrate high positive impacts from any or all of the categories up to a maximum of 10 points</p> |                                                                                                                                                                                                               |                                                   |

**Narrative for Other Benefits, supporting documentation, and points.**



| Criteria                                        | Measure       | Points |
|-------------------------------------------------|---------------|--------|
| 5. Positive Impact on QOS<br>(Maximum Points =) | High impact   | 15     |
|                                                 | Medium impact | 10     |
|                                                 | Low impact    | 3      |
|                                                 | No impact     | 0      |

The **Positive Project Impact on Quality of Service (QOS)** assesses the impact the proposal will have on the existing situation, ranging from 0 to 15 points. Some examples of Positive Impacts for QOS for Roads, Transit, and Bicycle and Pedestrian, are shown below.

#### ROAD QOS IMPACTS

| HIGH                                         | MEDIUM                                                      | LOW                                                                                                                    |
|----------------------------------------------|-------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| The project will improve the LOS from F to C | The project will improve the LOS from F to D or from E to C | The project will improve the LOS from F, E or D by one level or substantially reduce delay if resulting LOS remains F. |

#### TRANSIT QOS IMPACTS<sup>1</sup>

| HIGH                                                                                                                                                                                                                                                     | MEDIUM                                                                                                                                                                                                                             | LOW                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|
| Significantly increases service and reliability. Interconnect or fare coordination project, bus turnouts at major intersections, intermodal facility accommodating major transfers, reduces travel time. Fleet expansion will be considered high impact. | Increases service and reliability in a minor capacity, interconnect or fare coordination project, general bus turnouts, intermodal facility accommodating major transfers. Vehicle replacement will be considered a medium impact. | Increases passenger comfort or convenience, bike racks. |

#### BICYCLE and PEDESTRIAN QOS IMPACTS<sup>2</sup>

| HIGH                                                                                                                                                  | MEDIUM                                                                                                                                        | LOW                                                                                                                                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| Facility that will primarily serve commuters and/or school sites, sidewalks where none exist. Completes final pieces of a significant regional route. | Mixed use bicycle/pedestrian facility (recreation & commuter), usable sidewalk segments including upgrades and new installations and signage. | Public educational, promotional, and safety programs that promote and facilitate increased use of non-motorized modes of transportation. |

#### FREIGHT QOS IMPACTS<sup>3</sup>

| HIGH                                                                                                                                           | MEDIUM                                                                                                                                         | LOW                                                                                                                                            |
|------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| Facility or equipment that will improve the movement or processing of freight by 50% above existing conditions or other qualitative assessment | Facility or equipment that will improve the movement or processing of freight by 25% above existing conditions or other qualitative assessment | Facility or equipment that will improve the movement or processing of freight by 15% above existing conditions or other qualitative assessment |

**What is the Positive Impact on QOS? Please provide supporting documentation.**

**Total points: (to be completed by MPO)**

<sup>1</sup> Council of Fresno County Governments, January 2006 CMAQ Call for Projects

<sup>2</sup> Council of Fresno County Governments, January 2006 CMAQ Call for Projects

<sup>3</sup> Council of Fresno County Governments, January 2006 CMAQ Call for Projects

| Criteria                                     | Measure                                           | Points |
|----------------------------------------------|---------------------------------------------------|--------|
| 6. Status of Project<br>(Maximum Points =10) | Construction plans complete                       | 10     |
|                                              | Non construction activity ready for authorization | 8      |
|                                              | ROW clear and complete                            | 8      |
|                                              | Environmental document complete                   | 6      |
|                                              | Environmental document underway                   | 2      |

The Status of Project points reflect the existing status of the project. The closer a project is to the construction/implementation phase, the more points it will receive. Those that are early in the project development process with environmental studies underway will receive 2 points. Projects with completed environmental status earn 6 points; those with right-of-way cleared and complete will be awarded 8 points. Non construction projects that do not require right-of-way and are ready for authorization such as a bus purchase also earn 8 points. Projects with construction plans complete earn 10 points.

**Narrative for Status of Project, supporting documentation, and points.**

**Total points: (to be completed by MPO)**

| Criteria                                                                               | Measure    | Points | Measure                | Points |
|----------------------------------------------------------------------------------------|------------|--------|------------------------|--------|
| 7. Non-Federal Match of Requested CMAQ Funds of the phase(s) cost (Maximum Points =10) | Above 40%  | 5      | Greater than \$2.0 M   | 5      |
|                                                                                        | >35 to 40% | 4      | \$1.0 M to \$2.0 M     | 4      |
|                                                                                        | >30 to 35% | 3      | >\$500,000 to \$1.0 M  | 3      |
|                                                                                        | >25 to 30% | 2      | \$150,000 to \$500,000 | 2      |
|                                                                                        | >20 to 25% | 1      | \$50,000 to \$150,000  | 1      |
|                                                                                        | Up to 20%  | 0      | \$0 to \$50,000        | 0      |

**Non-CMAQ Funding** – The criteria rewards applicants that leverage additional funding above the required rate for local participation. The standard match rate for federal CMAQ funds is 20 percent (although there are exceptions). The applicant can gain up to a maximum of 10 points through leveraging non CMAQ resources towards the CMAQ eligible project cost for the phase(s) requesting CMAQ funding. Up to 5 points awarded based on percent of funding non-CMAQ funding and up to 5 points for amount of non-CMAQ funding. The non-CMAQ funding can be local, private, state or other federal provided it is not federal funding controlled by the submitting MPO.

| Phase Description | State Fiscal Year | CMAQ \$ Request | CMAQ % Share | Other Federal \$ Secured | Other Federal \$ Source | Local \$ Match | Local \$ Match Source | Phase \$ Totals |
|-------------------|-------------------|-----------------|--------------|--------------------------|-------------------------|----------------|-----------------------|-----------------|
|-------------------|-------------------|-----------------|--------------|--------------------------|-------------------------|----------------|-----------------------|-----------------|

|                         |  |  |  |  |  |  |  |  |
|-------------------------|--|--|--|--|--|--|--|--|
| Preliminary Engineering |  |  |  |  |  |  |  |  |
| Detailed Design         |  |  |  |  |  |  |  |  |
| Right of Way            |  |  |  |  |  |  |  |  |
| Construction            |  |  |  |  |  |  |  |  |
| <b>FUNDING TOTALS</b>   |  |  |  |  |  |  |  |  |

**Narrative for Non-Federal Match, supporting documentation, and points.**

**Total points: (to be completed by MPO)**

| Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Measure                 | Points |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|--------|
| 8. Regional Priority<br>(Maximum Points =10)<br><br>(determined by each MPO)                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | First Priority Project  | 10     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Second Priority Project | 7      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Third Priority Project  | 4      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Fourth Priority Project | 2      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | All Other               | 0      |
| <p><u>Regional Priority</u> – MPO’s will be responsible for collecting, reviewing for completeness and ranking CMAQ applications from the eligible recipients in their regions. Top ranking projects from each region will receive 10 points, second highest receives 7 points, third highest receives 4 points, fourth highest receives 2 points. All others receive 0 points. Each MPO will develop their own approach to determining their regional priority. In cases where a project is in more than one MPO an average point score will be used.</p> |                         |        |

**Narrative for Regional Priority, supporting documentation, and points.**

**Total points: (to be completed by MPO)**

| Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Measure                                          | Points |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|--------|
| 9. History of Project Delivery By Project Sponsor:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                  |        |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | One project slipped past programmed year         | -5     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Two of more project slipped past programmed year | -10    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | One or more projects cancelled                   | -10    |
| <p><u>History of Project Delivery</u> – It is critical that projects that compete for and receive Ohio CMAQ dollars be delivered on time and within budget in order to fully realize the user benefits for Ohio citizens. Therefore, an applicant who has accepted CMAQ dollars and allows the project to slip beyond the programmed year of obligation will be penalized 5 points on all subsequent applications in the next round that CMAQ projects are applied for. Applicants that allow two or more projects to slip will be penalized 10 points on subsequent applications in the next CMAQ round. Project cancellations will also be cause for a 10 point reduction in the next CMAQ round. Exceptions may be granted by the OSUCC for circumstances beyond the control of the applicant.</p> |                                                  |        |

**MAXIMUM POINTS 100**

**Applicant total points for this project to be assessed by the MPO.**

## Frequently Asked Questions and Answers

### 1. What is the purpose of the Ohio Statewide Urban Congestion Mitigation Air Quality Program?

In November 2012, the Director of the Ohio Department of Transportation (ODOT) announced the creation of an Ohio Statewide Urban Congestion Mitigation and Air Quality (CMAQ) Program. The intent of the program is to more quickly advance eligible projects that improve air quality, reduce congestion, and eliminate delay/improve safety, in addition to utilizing statewide CMAQ funding in the year funds are allocated.

### 2. What is the CMAQ Program?

The CMAQ program was established by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and continues under the current federal transportation bill Infrastructure Investment and Jobs Act (IIJA); with an emphasis area on addressing PM2.5. The CMAQ Program provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (non-attainment areas), and for areas that were out of compliance but have now met (maintenance areas) the NAAQS. Generally, projects eligible under the CMAQ program prior to enactment of MAP-21 remain eligible. All CMAQ projects must demonstrate three primary elements of eligibility: 1.) transportation identity as described within the programmatic parameters in the CMAQ Final Program Guidance Section VII – Project Eligibility Provisions – D. Eligible Projects and Programs; 2.) emissions reduction; and 3.) location in or benefiting a non-attainment or maintenance area.

### 3. What is the Ohio Statewide Urban Congestion Mitigation Air Quality Committee (OSUCC)?

In January 2013, the Ohio Association of Regional Councils (OARC) Executive Directors established OSUCC, charging them with the task of developing protocols for managing the Congestion Mitigation Air Quality (CMAQ) Program. The CMAQ Program provides approximately \$60 plus million annually; although this amount may vary for each application round, to Ohio's eight largest Metropolitan Planning Organizations (MPOs) with populations larger than 200,000.

### 4. What MPOs sit on OSUCC?

The OSUCC consists of representatives from the following agencies:

- Akron Metropolitan Area Transportation Study (AMATS)
- Eastgate Regional Council of Governments (Eastgate)
- Miami Valley Regional Planning Commission (MVRPC)
- Mid-Ohio Regional Planning Commission (MORPC)
- Northeast Ohio Areawide Coordinating Agency (NOACA)
- Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
- Stark County Area Transportation Study (SCATS)
- Lake Erie West Regional Council (formerly TMACOG)

**5. What types of projects are eligible?**

Non-capacity adding projects that can demonstrate an emissions reduction are generally eligible. For a complete listing of eligible projects, please visit the following link to review FHWA's Final CMAQ Program Guidance: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm> specifically Eligibility Requirements and Eligible Activities.

**6. What types of project are not eligible?**

Projects which add new capacity for single-occupancy vehicles are not eligible. Maintenance projects are not eligible.

**7. Can any entity submit a project for CMAQ funding consideration?**

Applicants are limited to qualified government entities that are members of one of the large MPOs located within the metropolitan planning area. Projects located within the boundaries of a non-member jurisdiction are not eligible for Federal CMAQ funds unless the member jurisdiction applying for funds would be the owner or maintainer of the facility being constructed.

**8. Does an applicant submit projects directly to OSUCC since there are eight MPOs and when is the solicitation process?**

The solicitation process for projects will consist of two parts.

- First, each of the eight large MPOs will solicit projects from their area. Each MPO shall conduct this part in whatever manner that best meets their local circumstances.
- Second, each MPO will then provide the OSUCC the application form for each project from their area, including the MPO ranking, and the project scoring table.

Following this solicitation the OSUCC will review the scoring provided by the MPO's. OSUCC may adjust project scores to ensure the scoring criterion was applied uniformly across all of the projects. This will lead to a listing of projects ranked by score.

**9. What is the schedule of activities for each CMAQ funding round?**

- May of each year: Identify total amount by year of CMAQ funding to be available for new projects.
- May – August: Each MPO solicits projects or otherwise identifies projects to be submitted to the OSUCC.
- Early September: Projects submitted to OSUCC.
- Early September – November: OSUCC review of projects and project scoring.
- November: OSUCC identifies the recommended program of projects for funding.
- December: Executive Directors approve projects for funding. All projects will follow the individual MPO public involvement policies in accordance with the standard STIP/TIP public involvement processes.

**10. Where can an applicant obtain a CMAQ application form?**

Each MPO solicits projects from their respective area. Applicants should contact the respective MPO for their area.



BROOKDALE  
APARTMENTS

SUNDAE  
STATION

RIDIS

WESTBANCO  
BANK

WINTERGARDEN RD.

W WOOSTER ST.

W WOOSTER ST.

PEARL ST.

WINTERGARDEN RD.

WESTWOOD DR.

ARCHITECTS. ENGINEERS. PLANNERS.

Client: City of Bowling Green

Project: West Wooster Corridor Study

Wintergarden Road and West Wooster Street Roundabout



Date: 7/24/2026

| ITEM                          | ITEM DESCRIPTION                                        | TOTAL QUANTITY | UNIT | UNIT PRICE    | TOTAL PRICE      |
|-------------------------------|---------------------------------------------------------|----------------|------|---------------|------------------|
| <b>ROADWAY</b>                |                                                         |                |      |               | <b>\$312,850</b> |
| 201                           | CLEARING AND GRUBBING                                   | 1              | LS   | \$ 25,700.00  | \$ 25,700.00     |
| 202                           | PAVEMENT REMOVED, CONCRETE                              | 50             | SY   | \$ 20.00      | \$ 1,000.00      |
| 202                           | WALK REMOVED                                            | 3200           | SF   | \$ 4.00       | \$ 12,800.00     |
| 202                           | CURB AND GUTTER REMOVED                                 | 750            | FT   | \$ 14.00      | \$ 10,500.00     |
| 202                           | PIPE REMOVED                                            | 540            | FT   | \$ 25.00      | \$ 13,500.00     |
| 202                           | MANHOLE REMOVED                                         | 2              | EACH | \$ 1,500.00   | \$ 3,000.00      |
| 202                           | CATCH BASIN REMOVED                                     | 5              | EACH | \$ 800.00     | \$ 4,000.00      |
| 203                           | EXCAVATION                                              | 4200           | CY   | \$ 30.00      | \$ 126,000.00    |
| 203                           | EMBANKMENT                                              | 500            | CY   | \$ 35.00      | \$ 17,500.00     |
| 204                           | SUBGRADE COMPACTION                                     | 5950           | SY   | \$ 3.00       | \$ 17,850.00     |
| 204                           | PROOF ROLLING                                           | 3              | HR   | \$ 250.00     | \$ 750.00        |
| 608                           | 4" CONCRETE WALK                                        | 4500           | SF   | \$ 8.00       | \$ 36,000.00     |
| 608                           | 4" CONCRETE WALK, AS PER PLAN                           | 2500           | SF   | \$ 10.00      | \$ 25,000.00     |
| 608                           | 6" CONCRETE WALK                                        | 150            | SF   | \$ 11.00      | \$ 1,650.00      |
| 608                           | DETECTABLE WARNING                                      | 440            | SF   | \$ 40.00      | \$ 17,600.00     |
| <b>EROSION CONTROL</b>        |                                                         |                |      |               | <b>\$130,000</b> |
| 601                           | BICRETENTION CELL                                       | 1              | LS   | \$ 50,000.00  | \$ 50,000.00     |
| 609                           | SEEDING AND RESTORATION                                 | 1              | LS   | \$ 40,000.00  | \$ 40,000.00     |
| 632                           | SWPP                                                    | 1              | LS   | \$ 20,000.00  | \$ 20,000.00     |
| 632                           | EROSION CONTROL                                         | 1              | LS   | \$ 20,000.00  | \$ 20,000.00     |
| <b>DRAINAGE</b>               |                                                         |                |      |               | <b>\$264,000</b> |
| 611                           | 12", 15", & 18" CONDUIT                                 | 600            | FT   | \$ 120.00     | \$ 72,000.00     |
| 611                           | 21" & 24" CONDUIT                                       | 500            | FT   | \$ 200.00     | \$ 100,000.00    |
| 611                           | CATCH BASIN, NO. 3A                                     | 14             | EACH | \$ 4,000.00   | \$ 56,000.00     |
| 611                           | MANHOLE, NO. 3                                          | 6              | EACH | \$ 6,000.00   | \$ 36,000.00     |
| <b>PAVEMENT</b>               |                                                         |                |      |               | <b>\$743,250</b> |
| 301                           | ASPHALT CONCRETE BASE, PG64-22, (449)                   | 570            | CY   | \$ 275.00     | \$ 156,750.00    |
| 304                           | AGGREGATE BASE                                          | 1100           | CY   | \$ 75.00      | \$ 82,500.00     |
| 407                           | NON-TRACKING TACK COAT                                  | 650            | GAL  | \$ 4.00       | \$ 2,600.00      |
| 441                           | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22 | 210            | CY   | \$ 310.00     | \$ 65,100.00     |
| 441                           | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449)     | 270            | CY   | \$ 350.00     | \$ 94,500.00     |
| 452                           | 6" NON-REINFORCED CONCRETE PAVEMENT, QC 1P              | 95             | SY   | \$ 90.00      | \$ 8,550.00      |
| 452                           | 8" NON-REINFORCED CONCRETE PAVEMENT, QC 1P              | 160            | SY   | \$ 110.00     | \$ 17,600.00     |
| 452                           | 9" NON-REINFORCED CONCRETE PAVEMENT, QC 1P              | 1100           | SY   | \$ 105.00     | \$ 115,500.00    |
| 609                           | CURB, TYPE 6                                            | 285            | FT   | \$ 35.00      | \$ 9,975.00      |
| 609                           | CURB, TYPE 10                                           | 1055           | FT   | \$ 25.00      | \$ 26,375.00     |
| 609                           | COMBINATION CURB AND GUTTER, TYPE 2                     | 1600           | FT   | \$ 40.00      | \$ 64,000.00     |
| 609                           | COMBINATION CURB AND GUTTER, TYPE 9                     | 410            | FT   | \$ 30.00      | \$ 12,300.00     |
| 609                           | COMBINATION CURB AND GUTTER, TYPE 9, AS PER PLAN        | 1050           | FT   | \$ 50.00      | \$ 52,500.00     |
| 609                           | CONCRETE MEDIAN                                         | 350            | SY   | \$ 100.00     | \$ 35,000.00     |
| <b>SANITARY</b>               |                                                         |                |      |               | <b>\$62,000</b>  |
| 611                           | 21" CONDUIT                                             | 250            | FT   | \$ 200.00     | \$ 50,000.00     |
| 611                           | MANHOLE, NO. 3                                          | 2              | EACH | \$ 6,000.00   | \$ 12,000.00     |
| <b>LIGHTING</b>               |                                                         |                |      |               | <b>\$350,000</b> |
| 625                           | LIGHTING ALLOWANCE                                      | 1              | LS   | \$ 350,000.00 | \$ 350,000.00    |
| <b>TRAFFIC CONTROL</b>        |                                                         |                |      |               | <b>\$96,620</b>  |
| 630                           | SIGNS ALLOWANCE                                         | 1              | LS   | \$ 80,000.00  | \$ 80,000.00     |
| 632                           | REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM            | 1              | EACH | \$ 8,100.00   | \$ 8,100.00      |
| 644                           | EDGE LINE                                               | 0.3            | MILE | \$ 5,000.00   | \$ 1,500.00      |
| 644                           | CENTER LINE                                             | 0.3            | MILE | \$ 5,000.00   | \$ 1,500.00      |
| 644                           | CROSSWALK LINE, 24"                                     | 330            | FT   | \$ 8.00       | \$ 2,640.00      |
| 644                           | TRANSVERSE/DIAGONAL LINE                                | 200            | FT   | \$ 7.00       | \$ 1,400.00      |
| 644                           | DOTTED LINE                                             | 180            | FT   | \$ 2.00       | \$ 360.00        |
| 644                           | YIELD LINE                                              | 80             | FT   | \$ 14.00      | \$ 1,120.00      |
| <b>LANDSCAPING</b>            |                                                         |                |      |               | <b>\$15,000</b>  |
|                               | LANDSCAPING ALLOWANCE                                   | 1              | LS   | \$ 15,000.00  | \$ 15,000.00     |
| <b>MAINTENANCE OF TRAFFIC</b> |                                                         |                |      |               | <b>\$120,000</b> |
| 614                           | MAINTENANCE OF TRAFFIC ALLOWANCE                        | 1              | LS   | \$ 120,000.00 | \$ 120,000.00    |
| <b>MISCELLANEOUS</b>          |                                                         |                |      |               | <b>\$276,000</b> |
| 614                           | MAINTAINING TRAFFIC                                     | 1              | LS   | \$ 80,000.00  | \$ 80,000.00     |
| 619                           | FIELD OFFICE, TYPE B                                    | 3              | MNTH | \$ 2,000.00   | \$ 6,000.00      |
| 623                           | CONSTRUCTION LAYOUT STAKES AND SURVEYING                | 1              | LS   | \$ 70,000.00  | \$ 70,000.00     |
| 624                           | MOBILIZATION                                            | 1              | LS   | \$ 120,000.00 | \$ 120,000.00    |

CONSTRUCTION SUBTOTAL = \$ 2,369,720.00  
 20% CONTINGENCIES = \$ 474,000.00  
 INFLATION TO 2030 = \$ 444,000.00  
**CONSTRUCTION TOTAL = \$ 3,287,720.00**

Preliminary Engineering = \$60,000  
 20% Local Funds = \$657,544  
 Design (11%) = \$361,650  
 Construction Engineering (10%) = \$330,000  
 ROW Acquisition = \$80,000

**Total Local Funds = \$1,489,194.00**



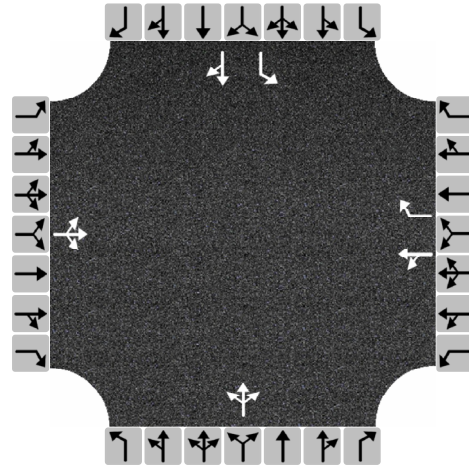
Sean Elliott

# HCS All-Way Stop Control Report

## General and Site Information

|                            |                                   |
|----------------------------|-----------------------------------|
| Analyst                    | JGrimm                            |
| Agency/Co.                 | OHM Advisors                      |
| Date Performed             | 7/28/2026                         |
| Analysis Year              | 2050                              |
| Analysis Time Period (hrs) | 0.25                              |
| Time Analyzed              | AM Peak                           |
| Project Description        | West Wooster Corridor Study       |
| Intersection               | West Wooster St & Wintergarden Rd |
| Jurisdiction               | Bowling Green                     |
| East/West Street           | West Wooster St                   |
| North/South Street         | Wintergarden Rd                   |
| Peak Hour Factor           | 0.89                              |

## Lanes



## Turning Movement Demand Volumes

| Approach               | Eastbound |    |    | Westbound |    |    | Northbound |     |     | Southbound |     |    |
|------------------------|-----------|----|----|-----------|----|----|------------|-----|-----|------------|-----|----|
| Movement               | L         | T  | R  | L         | T  | R  | L          | T   | R   | L          | T   | R  |
| Volume (veh/h)         | 20        | 90 | 30 | 50        | 50 | 40 | 20         | 140 | 120 | 80         | 140 | 10 |
| % Thrus in Shared Lane |           |    |    |           |    |    |            |     |     |            |     |    |

## Lane Flow Rate and Adjustments

| Approach                             | Eastbound |    |    | Westbound |       |    | Northbound |    |    | Southbound |       |    |
|--------------------------------------|-----------|----|----|-----------|-------|----|------------|----|----|------------|-------|----|
| Lane                                 | L1        | L2 | L3 | L1        | L2    | L3 | L1         | L2 | L3 | L1         | L2    | L3 |
| Configuration                        | LTR       |    |    | LT        | R     |    | LTR        |    |    | L          | TR    |    |
| Flow Rate, $v$ (veh/h)               | 157       |    |    | 112       | 45    |    | 315        |    |    | 90         | 169   |    |
| Percent Heavy Vehicles               | 5         |    |    | 6         | 6     |    | 5          |    |    | 2          | 2     |    |
| Initial Departure Headway, $h_d$ (s) | 3.20      |    |    | 3.20      | 3.20  |    | 3.20       |    |    | 3.20       | 3.20  |    |
| Initial Degree of Utilization, $x$   | 0.140     |    |    | 0.100     | 0.040 |    | 0.280      |    |    | 0.080      | 0.150 |    |
| Final Departure Headway, $h_d$ (s)   | 6.43      |    |    | 6.79      | 5.83  |    | 5.77       |    |    | 6.51       | 5.96  |    |
| Final Degree of Utilization, $x$     | 0.281     |    |    | 0.212     | 0.073 |    | 0.504      |    |    | 0.163      | 0.279 |    |
| Move-Up Time, $m$ (s)                | 2.0       |    |    | 2.3       | 2.3   |    | 2.0        |    |    | 2.3        | 2.3   |    |
| Service Time, $t_s$ (s)              | 4.43      |    |    | 4.49      | 3.53  |    | 3.77       |    |    | 4.21       | 3.66  |    |

## Capacity, Delay and Level of Service

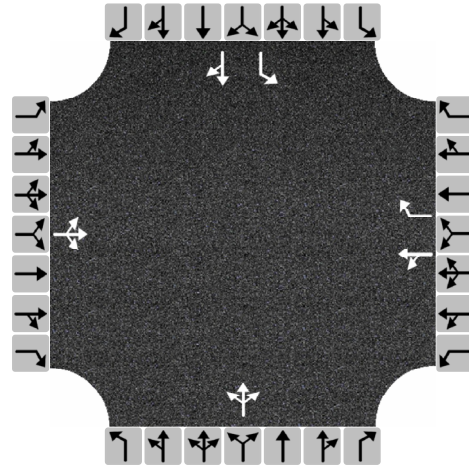
| Approach                                | Eastbound |    |    | Westbound |      |    | Northbound |    |      | Southbound |      |    |      |  |   |  |
|-----------------------------------------|-----------|----|----|-----------|------|----|------------|----|------|------------|------|----|------|--|---|--|
| Lane                                    | L1        | L2 | L3 | L1        | L2   | L3 | L1         | L2 | L3   | L1         | L2   | L3 |      |  |   |  |
| Configuration                           | LTR       |    |    | LT        | R    |    | LTR        |    |      | L          | TR   |    |      |  |   |  |
| Flow Rate, v (veh/h)                    | 157       |    |    | 112       | 45   |    | 315        |    |      | 90         | 169  |    |      |  |   |  |
| Capacity (veh/h)                        | 560       |    |    | 530       | 617  |    | 624        |    |      | 553        | 604  |    |      |  |   |  |
| 95% Queue Length, Q <sub>95</sub> (veh) | 1.1       |    |    | 0.8       | 0.2  |    | 2.8        |    |      | 0.6        | 1.1  |    |      |  |   |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  | 28.6      |    |    | 21.0      | 5.2  |    | 72.8       |    |      | 15.2       | 27.9 |    |      |  |   |  |
| Control Delay (s/veh)                   | 11.9      |    |    | 11.3      | 9.0  |    | 14.5       |    |      | 10.5       | 11.0 |    |      |  |   |  |
| Level of Service, LOS                   | B         |    |    | B         | A    |    | B          |    |      | B          | B    |    |      |  |   |  |
| Approach Delay (s/veh)   LOS            | 11.9      |    | B  |           | 10.6 |    | B          |    | 14.5 |            | B    |    | 10.8 |  | B |  |
| Intersection Delay (s/veh)   LOS        | 12.3      |    |    |           |      |    | B          |    |      |            |      |    |      |  |   |  |

# HCS All-Way Stop Control Report

## General and Site Information

|                            |                                   |
|----------------------------|-----------------------------------|
| Analyst                    | JGrimm                            |
| Agency/Co.                 | OHM Advisors                      |
| Date Performed             | 7/28/2026                         |
| Analysis Year              | 2050                              |
| Analysis Time Period (hrs) | 0.25                              |
| Time Analyzed              | PM Peak                           |
| Project Description        | West Wooster Corridor Study       |
| Intersection               | West Wooster St & Wintergarden Rd |
| Jurisdiction               | Bowling Green                     |
| East/West Street           | West Wooster St                   |
| North/South Street         | Wintergarden Rd                   |
| Peak Hour Factor           | 0.93                              |

## Lanes



## Turning Movement Demand Volumes

| Approach               | Eastbound |    |    | Westbound |     |    | Northbound |     |    | Southbound |     |    |
|------------------------|-----------|----|----|-----------|-----|----|------------|-----|----|------------|-----|----|
| Movement               | L         | T  | R  | L         | T   | R  | L          | T   | R  | L          | T   | R  |
| Volume (veh/h)         | 20        | 80 | 30 | 110       | 140 | 70 | 20         | 190 | 70 | 80         | 170 | 30 |
| % Thrus in Shared Lane |           |    |    |           |     |    |            |     |    |            |     |    |

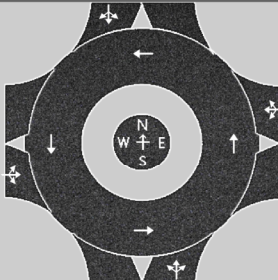
## Lane Flow Rate and Adjustments

| Approach                             | Eastbound |    |    | Westbound |       |    | Northbound |    |    | Southbound |       |    |
|--------------------------------------|-----------|----|----|-----------|-------|----|------------|----|----|------------|-------|----|
| Lane                                 | L1        | L2 | L3 | L1        | L2    | L3 | L1         | L2 | L3 | L1         | L2    | L3 |
| Configuration                        | LTR       |    |    | LT        | R     |    | LTR        |    |    | L          | TR    |    |
| Flow Rate, $v$ (veh/h)               | 140       |    |    | 269       | 75    |    | 301        |    |    | 86         | 215   |    |
| Percent Heavy Vehicles               | 1         |    |    | 2         | 2     |    | 2          |    |    | 1          | 1     |    |
| Initial Departure Headway, $h_d$ (s) | 3.20      |    |    | 3.20      | 3.20  |    | 3.20       |    |    | 3.20       | 3.20  |    |
| Initial Degree of Utilization, $x$   | 0.124     |    |    | 0.239     | 0.067 |    | 0.268      |    |    | 0.076      | 0.191 |    |
| Final Departure Headway, $h_d$ (s)   | 7.06      |    |    | 6.94      | 6.01  |    | 6.55       |    |    | 7.20       | 6.59  |    |
| Final Degree of Utilization, $x$     | 0.274     |    |    | 0.519     | 0.126 |    | 0.548      |    |    | 0.172      | 0.394 |    |
| Move-Up Time, $m$ (s)                | 2.0       |    |    | 2.3       | 2.3   |    | 2.0        |    |    | 2.3        | 2.3   |    |
| Service Time, $t_s$ (s)              | 5.06      |    |    | 4.64      | 3.71  |    | 4.55       |    |    | 4.90       | 4.29  |    |

## Capacity, Delay and Level of Service

| Approach                                | Eastbound |    |    | Westbound |      |    | Northbound |    |      | Southbound |      |    |      |  |   |  |
|-----------------------------------------|-----------|----|----|-----------|------|----|------------|----|------|------------|------|----|------|--|---|--|
| Lane                                    | L1        | L2 | L3 | L1        | L2   | L3 | L1         | L2 | L3   | L1         | L2   | L3 |      |  |   |  |
| Configuration                           | LTR       |    |    | LT        | R    |    | LTR        |    |      | L          | TR   |    |      |  |   |  |
| Flow Rate, v (veh/h)                    | 140       |    |    | 269       | 75   |    | 301        |    |      | 86         | 215  |    |      |  |   |  |
| Capacity (veh/h)                        | 510       |    |    | 518       | 599  |    | 549        |    |      | 500        | 546  |    |      |  |   |  |
| 95% Queue Length, Q <sub>95</sub> (veh) | 1.1       |    |    | 3.0       | 0.4  |    | 3.3        |    |      | 0.6        | 1.9  |    |      |  |   |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  | 27.7      |    |    | 76.2      | 10.2 |    | 83.8       |    |      | 15.1       | 47.9 |    |      |  |   |  |
| Control Delay (s/veh)                   | 12.7      |    |    | 16.9      | 9.6  |    | 17.2       |    |      | 11.4       | 13.5 |    |      |  |   |  |
| Level of Service, LOS                   | B         |    |    | C         | A    |    | C          |    |      | B          | B    |    |      |  |   |  |
| Approach Delay (s/veh)   LOS            | 12.7      |    | B  |           | 15.3 |    | C          |    | 17.2 |            | C    |    | 12.9 |  | B |  |
| Intersection Delay (s/veh)   LOS        | 14.8      |    |    |           |      |    | B          |    |      |            |      |    |      |  |   |  |

# HCS Roundabouts Report

| General Information |                             |                                                                                   | Site Information          |                              |  |
|---------------------|-----------------------------|-----------------------------------------------------------------------------------|---------------------------|------------------------------|--|
| Analyst             | Laya Pannikottu             |  | Intersection              | West Wooster St & Winterg... |  |
| Agency or Co.       | OHM Advisors                |                                                                                   | E/W Street Name           | West Wooster St              |  |
| Date Performed      | 8/6/2025                    |                                                                                   | N/S Street Name           | Wintergarden Rd              |  |
| Analysis Year       | 2050                        |                                                                                   | Analysis Time Period, hrs | 0.25                         |  |
| Time Analyzed       | AM Peak                     |                                                                                   | Peak Hour Factor          | 0.89                         |  |
| Project Description | West Wooster Corridor Study |                                                                                   | Jurisdiction              | Bowling Green                |  |

## Volume Adjustments and Site Characteristics

| Approach                      | EB   |    |     |    | WB   |    |     |    | NB   |    |     |     | SB   |    |     |    |
|-------------------------------|------|----|-----|----|------|----|-----|----|------|----|-----|-----|------|----|-----|----|
| Movement                      | U    | L  | T   | R  | U    | L  | T   | R  | U    | L  | T   | R   | U    | L  | T   | R  |
| Number of Lanes (N)           | 0    | 0  | 1   | 0  | 0    | 0  | 1   | 0  | 0    | 0  | 1   | 0   | 0    | 0  | 1   | 0  |
| Lane Assignment               |      |    | LTR |    |      |    | LTR |    |      |    | LTR |     |      |    | LTR |    |
| Volume (V), veh/h             | 0    | 20 | 90  | 30 | 0    | 50 | 50  | 40 | 0    | 20 | 140 | 120 | 0    | 80 | 140 | 10 |
| Percent Heavy Vehicles, %     | 0    | 5  | 5   | 5  | 0    | 6  | 6   | 6  | 0    | 5  | 5   | 5   | 0    | 2  | 2   | 2  |
| Flow Rate ( $v_{PCE}$ ), pc/h | 0    | 24 | 106 | 35 | 0    | 60 | 60  | 48 | 0    | 24 | 165 | 142 | 0    | 92 | 160 | 11 |
| Right-Turn Bypass             | None |    |     |    | None |    |     |    | None |    |     |     | None |    |     |    |
| Conflicting Lanes             | 1    |    |     |    | 1    |    |     |    | 1    |    |     |     | 1    |    |     |    |
| Pedestrians Crossing, p/h     | 0    |    |     |    | 0    |    |     |    | 0    |    |     |     | 0    |    |     |    |
| Proportion of CAVs, %         | 0    |    |     |    |      |    |     |    |      |    |     |     |      |    |     |    |

## Critical and Follow-Up Headway Adjustment

| Approach             | EB   |        |        | WB   |        |        | NB   |        |        | SB   |        |        |
|----------------------|------|--------|--------|------|--------|--------|------|--------|--------|------|--------|--------|
| Lane                 | Left | Right  | Bypass | Left | Right  | Bypass | Left | Right  | Bypass | Left | Right  | Bypass |
| Critical Headway, s  |      | 4.9763 |        |      | 4.9763 |        |      | 4.9763 |        |      | 4.9763 |        |
| Follow-Up Headway, s |      | 2.6087 |        |      | 2.6087 |        |      | 2.6087 |        |      | 2.6087 |        |

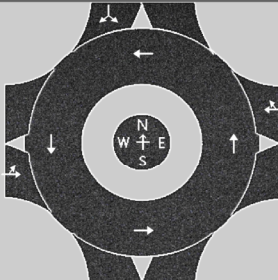
## Flow Computations, Capacity and v/c Ratios

| Approach                         | EB   |       |        | WB   |       |        | NB   |       |        | SB   |       |        |
|----------------------------------|------|-------|--------|------|-------|--------|------|-------|--------|------|-------|--------|
| Lane                             | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Entry Flow ( $v_e$ ), pc/h       |      | 165   |        |      | 168   |        |      | 331   |        |      | 263   |        |
| Entry Volume, veh/h              |      | 157   |        |      | 158   |        |      | 315   |        |      | 258   |        |
| Circulating Flow ( $v_c$ ), pc/h | 312  |       |        | 213  |       |        | 222  |       |        | 144  |       |        |
| Exiting Flow ( $v_{ex}$ ), pc/h  | 340  |       |        | 95   |       |        | 237  |       |        | 255  |       |        |
| Capacity ( $C_{pce}$ ), pc/h     |      | 1004  |        |      | 1111  |        |      | 1100  |        |      | 1191  |        |
| Capacity (c), veh/h              |      | 956   |        |      | 1048  |        |      | 1048  |        |      | 1168  |        |
| v/c Ratio (x)                    |      | 0.16  |        |      | 0.15  |        |      | 0.30  |        |      | 0.22  |        |

## Delay and Level of Service

| Approach                                | EB   |       |        | WB   |       |        | NB   |       |        | SB   |       |        |
|-----------------------------------------|------|-------|--------|------|-------|--------|------|-------|--------|------|-------|--------|
| Lane                                    | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Lane Control Delay (d), s/veh           |      | 5.3   |        |      | 4.8   |        |      | 6.4   |        |      | 5.1   |        |
| Lane LOS                                |      | A     |        |      | A     |        |      | A     |        |      | A     |        |
| 95% Queue Length, Q <sub>95</sub> (veh) |      | 0.6   |        |      | 0.5   |        |      | 1.3   |        |      | 0.8   |        |
| 95% Queue Length, Q <sub>95</sub> (ft)  |      | 15.6  |        |      | 13.1  |        |      | 33.8  |        |      | 20.3  |        |
| Approach Delay, s/veh   LOS             | 5.3  |       | A      |      | 4.8   |        | A    |       | 6.4    |      | A     |        |
| Intersection Delay, s/veh   LOS         | 5.5  |       |        |      |       |        | A    |       |        |      |       |        |

# HCS Roundabouts Report

| General Information |                             |                                                                                   | Site Information          |                             |  |
|---------------------|-----------------------------|-----------------------------------------------------------------------------------|---------------------------|-----------------------------|--|
| Analyst             | Laya Pannikottu             |  | Intersection              | West Wooster St & Haskin Rd |  |
| Agency or Co.       | OHM Advisors                |                                                                                   | E/W Street Name           | West Wooster St             |  |
| Date Performed      | 8/6/2025                    |                                                                                   | N/S Street Name           | Haskin Rd                   |  |
| Analysis Year       | 2050                        |                                                                                   | Analysis Time Period, hrs | 0.25                        |  |
| Time Analyzed       | AM Peak                     |                                                                                   | Peak Hour Factor          | 0.88                        |  |
| Project Description | West Wooster Corridor Study |                                                                                   | Jurisdiction              | Bowling Green               |  |

## Volume Adjustments and Site Characteristics

| Approach                            | EB   |    |     |   | WB   |   |     |     | NB   |   |   |   | SB   |     |    |    |
|-------------------------------------|------|----|-----|---|------|---|-----|-----|------|---|---|---|------|-----|----|----|
| Movement                            | U    | L  | T   | R | U    | L | T   | R   | U    | L | T | R | U    | L   | T  | R  |
| Number of Lanes (N)                 | 0    | 0  | 1   | 0 | 0    | 0 | 1   | 0   | 0    | 0 | 0 | 0 | 0    | 0   | 1  | 0  |
| Lane Assignment                     |      |    | LT  |   |      |   | TR  |     |      |   |   |   |      |     | LR |    |
| Volume (V), veh/h                   | 0    | 40 | 240 |   | 0    |   | 190 | 120 |      |   |   |   | 0    | 120 |    | 40 |
| Percent Heavy Vehicles, %           | 0    | 5  | 5   |   | 0    |   | 6   | 6   |      |   |   |   | 0    | 3   |    | 3  |
| Flow Rate (v <sub>PCE</sub> ), pc/h | 0    | 48 | 286 |   | 0    |   | 229 | 145 |      |   |   |   | 0    | 140 |    | 47 |
| Right-Turn Bypass                   | None |    |     |   | None |   |     |     | None |   |   |   | None |     |    |    |
| Conflicting Lanes                   | 1    |    |     |   | 1    |   |     |     |      |   |   |   | 1    |     |    |    |
| Pedestrians Crossing, p/h           | 0    |    |     |   | 0    |   |     |     |      |   |   |   | 0    |     |    |    |
| Proportion of CAVs, %               | 0    |    |     |   |      |   |     |     |      |   |   |   |      |     |    |    |

## Critical and Follow-Up Headway Adjustment

| Approach             | EB   |        |        | WB   |        |        | NB   |       |        | SB   |        |        |
|----------------------|------|--------|--------|------|--------|--------|------|-------|--------|------|--------|--------|
| Lane                 | Left | Right  | Bypass | Left | Right  | Bypass | Left | Right | Bypass | Left | Right  | Bypass |
| Critical Headway, s  |      | 4.9763 |        |      | 4.9763 |        |      |       |        |      | 4.9763 |        |
| Follow-Up Headway, s |      | 2.6087 |        |      | 2.6087 |        |      |       |        |      | 2.6087 |        |

## Flow Computations, Capacity and v/c Ratios

| Approach                         | EB   |       |        | WB   |       |        | NB   |       |        | SB   |       |        |
|----------------------------------|------|-------|--------|------|-------|--------|------|-------|--------|------|-------|--------|
| Lane                             | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Entry Flow ( $v_e$ ), pc/h       |      | 334   |        |      | 374   |        |      |       |        |      | 187   |        |
| Entry Volume, veh/h              |      | 318   |        |      | 353   |        |      |       |        |      | 182   |        |
| Circulating Flow ( $v_c$ ), pc/h | 140  |       |        | 48   |       |        | 474  |       |        | 229  |       |        |
| Exiting Flow ( $v_{ex}$ ), pc/h  | 426  |       |        | 276  |       |        | 193  |       |        | 0    |       |        |
| Capacity ( $C_{PCE}$ ), pc/h     |      | 1196  |        |      | 1314  |        |      |       |        |      | 1093  |        |
| Capacity (c), veh/h              |      | 1139  |        |      | 1240  |        |      |       |        |      | 1061  |        |
| v/c Ratio (x)                    |      | 0.28  |        |      | 0.28  |        |      |       |        |      | 0.17  |        |

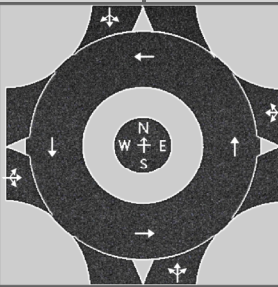
## Delay and Level of Service

| Approach                                | EB   |       |        | WB   |       |        | NB   |       |        | SB   |       |        |   |  |
|-----------------------------------------|------|-------|--------|------|-------|--------|------|-------|--------|------|-------|--------|---|--|
| Lane                                    | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |   |  |
| Lane Control Delay (d), s/veh           |      | 5.8   |        |      | 5.5   |        |      |       |        |      | 4.9   |        |   |  |
| Lane LOS                                |      | A     |        |      | A     |        |      |       |        |      | A     |        |   |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      | 1.1   |        |      | 1.2   |        |      |       |        |      | 0.6   |        |   |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |      | 27.5  |        |      | 31.4  |        |      |       |        |      | 15.4  |        |   |  |
| Approach Delay, s/veh   LOS             | 5.8  |       | A      |      | 5.5   |        | A    |       |        |      | 4.9   |        | A |  |
| Intersection Delay, s/veh   LOS         | 5.5  |       |        |      |       |        | A    |       |        |      |       |        |   |  |

# HCS Roundabouts Report

## General Information

|                     |                             |
|---------------------|-----------------------------|
| Analyst             | Laya Pannikottu             |
| Agency or Co.       | OHM Advisors                |
| Date Performed      | 8/6/2025                    |
| Analysis Year       | 2050                        |
| Time Analyzed       | PM Peak                     |
| Project Description | West Wooster Corridor Study |



## Site Information

|                           |                              |
|---------------------------|------------------------------|
| Intersection              | West Wooster St & Winterg... |
| E/W Street Name           | West Wooster St              |
| N/S Street Name           | Wintergarden Rd              |
| Analysis Time Period, hrs | 0.25                         |
| Peak Hour Factor          | 0.93                         |
| Jurisdiction              | Bowling Green                |

## Volume Adjustments and Site Characteristics

| Approach                            | EB   |    |     |    | WB   |     |     |    | NB   |    |     |    | SB   |    |     |    |
|-------------------------------------|------|----|-----|----|------|-----|-----|----|------|----|-----|----|------|----|-----|----|
| Movement                            | U    | L  | T   | R  | U    | L   | T   | R  | U    | L  | T   | R  | U    | L  | T   | R  |
| Number of Lanes (N)                 | 0    | 0  | 1   | 0  | 0    | 0   | 1   | 0  | 0    | 0  | 1   | 0  | 0    | 0  | 1   | 0  |
| Lane Assignment                     |      |    | LTR |    |      |     | LTR |    |      |    | LTR |    |      |    | LTR |    |
| Volume (V), veh/h                   | 0    | 20 | 80  | 30 | 0    | 110 | 140 | 70 | 0    | 20 | 190 | 70 | 0    | 80 | 170 | 30 |
| Percent Heavy Vehicles, %           | 0    | 1  | 1   | 1  | 0    | 2   | 2   | 2  | 0    | 2  | 2   | 2  | 0    | 1  | 1   | 1  |
| Flow Rate (v <sub>PCE</sub> ), pc/h | 0    | 22 | 87  | 33 | 0    | 121 | 154 | 77 | 0    | 22 | 208 | 77 | 0    | 87 | 185 | 33 |
| Right-Turn Bypass                   | None |    |     |    | None |     |     |    | None |    |     |    | None |    |     |    |
| Conflicting Lanes                   | 1    |    |     |    | 1    |     |     |    | 1    |    |     |    | 1    |    |     |    |
| Pedestrians Crossing, p/h           | 0    |    |     |    | 0    |     |     |    | 0    |    |     |    | 0    |    |     |    |
| Proportion of CAVs, %               | 0    |    |     |    |      |     |     |    |      |    |     |    |      |    |     |    |

## Critical and Follow-Up Headway Adjustment

| Approach             | EB   |        |        | WB   |        |        | NB   |        |        | SB   |        |        |
|----------------------|------|--------|--------|------|--------|--------|------|--------|--------|------|--------|--------|
| Lane                 | Left | Right  | Bypass | Left | Right  | Bypass | Left | Right  | Bypass | Left | Right  | Bypass |
| Critical Headway, s  |      | 4.9763 |        |      | 4.9763 |        |      | 4.9763 |        |      | 4.9763 |        |
| Follow-Up Headway, s |      | 2.6087 |        |      | 2.6087 |        |      | 2.6087 |        |      | 2.6087 |        |

## Flow Computations, Capacity and v/c Ratios

| Approach                         | EB   |       |        | WB   |       |        | NB   |       |        | SB   |       |        |
|----------------------------------|------|-------|--------|------|-------|--------|------|-------|--------|------|-------|--------|
| Lane                             | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Entry Flow ( $v_e$ ), pc/h       |      | 142   |        |      | 352   |        |      | 307   |        |      | 305   |        |
| Entry Volume, veh/h              |      | 141   |        |      | 345   |        |      | 301   |        |      | 302   |        |
| Circulating Flow ( $v_c$ ), pc/h | 393  |       |        | 252  |       |        | 196  |       |        | 297  |       |        |
| Exiting Flow ( $v_{ex}$ ), pc/h  | 251  |       |        | 209  |       |        | 307  |       |        | 339  |       |        |
| Capacity ( $C_{pce}$ ), pc/h     |      | 924   |        |      | 1067  |        |      | 1130  |        |      | 1019  |        |
| Capacity (c), veh/h              |      | 915   |        |      | 1046  |        |      | 1108  |        |      | 1009  |        |
| v/c Ratio (x)                    |      | 0.15  |        |      | 0.33  |        |      | 0.27  |        |      | 0.30  |        |

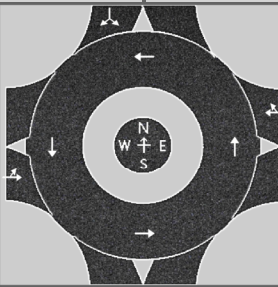
## Delay and Level of Service

| Approach                         | EB   |       |        | WB   |       |        | NB   |       |        | SB   |       |        |
|----------------------------------|------|-------|--------|------|-------|--------|------|-------|--------|------|-------|--------|
| Lane                             | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Lane Control Delay (d), s/veh    |      | 5.4   |        |      | 6.8   |        |      | 5.8   |        |      | 6.6   |        |
| Lane LOS                         |      | A     |        |      | A     |        |      | A     |        |      | A     |        |
| 95% Queue Length, $Q_{95}$ (veh) |      | 0.5   |        |      | 1.5   |        |      | 1.1   |        |      | 1.3   |        |
| 95% Queue Length, $Q_{95}$ (ft)  |      | 12.6  |        |      | 38.1  |        |      | 27.9  |        |      | 32.8  |        |
| Approach Delay, s/veh   LOS      | 5.4  | A     |        | 6.8  | A     |        | 5.8  | A     |        | 6.6  | A     |        |
| Intersection Delay, s/veh   LOS  | 6.3  |       |        |      |       |        | A    |       |        |      |       |        |

# HCS Roundabouts Report

## General Information

|                     |                             |
|---------------------|-----------------------------|
| Analyst             | Laya Pannikottu             |
| Agency or Co.       | OHM Advisors                |
| Date Performed      | 8/6/2025                    |
| Analysis Year       | 2050                        |
| Time Analyzed       | PM Peak                     |
| Project Description | West Wooster Corridor Study |



## Site Information

|                           |                             |
|---------------------------|-----------------------------|
| Intersection              | West Wooster St & Haskin Rd |
| E/W Street Name           | West Wooster St             |
| N/S Street Name           | Haskin Rd                   |
| Analysis Time Period, hrs | 0.25                        |
| Peak Hour Factor          | 0.91                        |
| Jurisdiction              | Bowling Green               |

## Volume Adjustments and Site Characteristics

| Approach                            | EB   |    |     |   | WB   |   |     |     | NB   |   |   |   | SB   |     |    |    |
|-------------------------------------|------|----|-----|---|------|---|-----|-----|------|---|---|---|------|-----|----|----|
| Movement                            | U    | L  | T   | R | U    | L | T   | R   | U    | L | T | R | U    | L   | T  | R  |
| Number of Lanes (N)                 | 0    | 0  | 1   | 0 | 0    | 0 | 1   | 0   | 0    | 0 | 0 | 0 | 0    | 0   | 1  | 0  |
| Lane Assignment                     |      |    | LT  |   |      |   | TR  |     |      |   |   |   |      |     | LR |    |
| Volume (V), veh/h                   | 0    | 30 | 280 |   | 0    |   | 250 | 170 |      |   |   |   | 0    | 160 |    | 70 |
| Percent Heavy Vehicles, %           | 0    | 1  | 1   |   | 0    |   | 1   | 1   |      |   |   |   | 0    | 2   |    | 2  |
| Flow Rate (v <sub>PCE</sub> ), pc/h | 0    | 33 | 311 |   | 0    |   | 277 | 189 |      |   |   |   | 0    | 179 |    | 78 |
| Right-Turn Bypass                   | None |    |     |   | None |   |     |     | None |   |   |   | None |     |    |    |
| Conflicting Lanes                   | 1    |    |     |   | 1    |   |     |     |      |   |   |   | 1    |     |    |    |
| Pedestrians Crossing, p/h           | 0    |    |     |   | 0    |   |     |     |      |   |   |   | 0    |     |    |    |
| Proportion of CAVs, %               | 0    |    |     |   |      |   |     |     |      |   |   |   |      |     |    |    |

## Critical and Follow-Up Headway Adjustment

| Approach             | EB   |        |        | WB   |        |        | NB   |       |        | SB   |        |        |
|----------------------|------|--------|--------|------|--------|--------|------|-------|--------|------|--------|--------|
| Lane                 | Left | Right  | Bypass | Left | Right  | Bypass | Left | Right | Bypass | Left | Right  | Bypass |
| Critical Headway, s  |      | 4.9763 |        |      | 4.9763 |        |      |       |        |      | 4.9763 |        |
| Follow-Up Headway, s |      | 2.6087 |        |      | 2.6087 |        |      |       |        |      | 2.6087 |        |

## Flow Computations, Capacity and v/c Ratios

| Approach                         | EB   |       |        | WB   |       |        | NB   |       |        | SB   |       |        |
|----------------------------------|------|-------|--------|------|-------|--------|------|-------|--------|------|-------|--------|
| Lane                             | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |
| Entry Flow ( $v_e$ ), pc/h       |      | 344   |        |      | 466   |        |      |       |        |      | 257   |        |
| Entry Volume, veh/h              |      | 341   |        |      | 461   |        |      |       |        |      | 252   |        |
| Circulating Flow ( $v_c$ ), pc/h | 179  |       |        | 33   |       |        | 523  |       |        | 277  |       |        |
| Exiting Flow ( $v_{ex}$ ), pc/h  | 490  |       |        | 355  |       |        | 222  |       |        | 0    |       |        |
| Capacity ( $C_{pce}$ ), pc/h     |      | 1150  |        |      | 1334  |        |      |       |        |      | 1040  |        |
| Capacity (c), veh/h              |      | 1138  |        |      | 1321  |        |      |       |        |      | 1020  |        |
| v/c Ratio (x)                    |      | 0.30  |        |      | 0.35  |        |      |       |        |      | 0.25  |        |

## Delay and Level of Service

| Approach                                | EB   |       |        | WB   |       |        | NB   |       |        | SB   |       |        |   |  |
|-----------------------------------------|------|-------|--------|------|-------|--------|------|-------|--------|------|-------|--------|---|--|
| Lane                                    | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass |   |  |
| Lane Control Delay (d), s/veh           |      | 6.0   |        |      | 5.9   |        |      |       |        |      | 5.9   |        |   |  |
| Lane LOS                                |      | A     |        |      | A     |        |      |       |        |      | A     |        |   |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      | 1.3   |        |      | 1.6   |        |      |       |        |      | 1.0   |        |   |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |      | 32.5  |        |      | 40.3  |        |      |       |        |      | 25.4  |        |   |  |
| Approach Delay, s/veh   LOS             | 6.0  |       | A      |      | 5.9   |        | A    |       |        |      | 5.9   |        | A |  |
| Intersection Delay, s/veh   LOS         | 5.9  |       |        |      |       |        | A    |       |        |      |       |        |   |  |

Table 5.4: Moving Forward 2055 Priority Project List

| Moving Forward 2055 Priority Project List - Final Draft |                                                                                                                                                                |                                        |           |                           |
|---------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|-----------|---------------------------|
| Map ID                                                  | Project Description                                                                                                                                            | Potential Project Sponsor              | Year      | Estimated Cost (Millions) |
| 1                                                       | Add approximately eight miles of track between the Norfolk Southern rail line and Adrian Blissfield rail line to streamline routing and reduce shipping delays | ADBF RR, Lenawee County, Monroe County | 2045-2055 | \$8.0                     |
| 2                                                       | Secor Rd reconstruction & widening & intersection improvements, Ohio state line to Summerfield Rd                                                              | Bedford/Monroe county                  | 2025-2035 | \$3.5                     |
| 3                                                       | Replacement of the existing T intersection entrance to Woodbridge Industrial Park at Woodbridge Blvd & Dunbridge Rd with a roundabout                          | City of Bowling Green                  | 2035-2045 | \$1.5                     |
| 4                                                       | Wooster St & Dunbridge Rd roundabout                                                                                                                           | City of Bowling Green                  | 2025-2035 | \$1.7                     |
| 5                                                       | Pedestrian Hybrid Beacons at South Main St and Sand Ridge Rd; between South Main St. and Gypsy Lane Rd and Napoleon Rd (two PHBs)                              | City of Bowling Green                  | 2025-2035 | \$0.6                     |
| 6                                                       | Roundabout at Sand Ridge Rd and Gypsy Lane Rd                                                                                                                  | City of Bowling Green                  | 2035-2045 | \$3.1                     |
| 7                                                       | Roundabout at Newton Rd and Brim Rd                                                                                                                            | City of Bowling Green                  | 2035-2045 | \$3.1                     |
| 8                                                       | Roundabout at Wooster St (SR-64), Wintergarden Rd, and Pearl St.                                                                                               | City of Bowling Green                  | 2025-2035 | \$2.3                     |
| 9                                                       | Mercer Rd safety improvements between Poe Rd and Wooster                                                                                                       | City of Bowling Green                  | 2025-2035 | \$2.9                     |
| 10                                                      | East Wooster shared use path from Manville to Mercer                                                                                                           | City of Bowling Green                  | 2035-2045 | \$1.6                     |
| 11                                                      | Wintergarden Rd and Sand Ridge Rd roundabout                                                                                                                   | City of Bowling Green                  | 2035-2045 | \$3.1                     |
| 12                                                      | Haskins Rd (SR 64) and Poe Rd roundabout                                                                                                                       | City of Bowling Green                  | 2035-2045 | \$3.1                     |
| 13                                                      | Dunbridge Rd and Poe Rd roundabout                                                                                                                             | City of Bowling Green                  | 2035-2045 | \$3.1                     |
| 14                                                      | Dunbridge Rd shared use path from Napoleon to Wooster                                                                                                          | City of Bowling Green                  | 2035-2045 | \$0.9                     |
| 15                                                      | Haskins Rd (SR 64) and Bishop Rd roundabout                                                                                                                    | City of Bowling Green                  | 2025-2035 | \$2.3                     |
| 16                                                      | Haskins Rd (SR 64) shared use path between Newton and Wooster                                                                                                  | City of Bowling Green                  | 2034-2045 | \$3.1                     |
| 17                                                      | Intersection improvements at Woodville Rd and Main St Potential signalized intersection or roundabout                                                          | City of Northwood                      | 2025-2035 | \$2.3                     |
| 18                                                      | Grade separation on Wales Rd to alleviate frequently blocked crossings                                                                                         | City of Northwood                      | 2045-2055 | \$52.3                    |
| 19                                                      | Wales Rd and Tracy Rd roundabout to alleviate congested traffic                                                                                                | City of Northwood                      | 2025-2035 | \$2.3                     |
| 20                                                      | Realignment of Wales Rd to East Broadway Street                                                                                                                | City of Northwood                      | 2025-2035 | \$2.3                     |
| 21                                                      | Roundabout at SR 579 and Main Street                                                                                                                           | City of Northwood                      | 2035-2045 | \$3.1                     |
| 22                                                      | Reconnect Wise Rd to E. Plaza Blvd                                                                                                                             | City of Northwood                      | 2025-2035 | \$1.2                     |
| 23                                                      | Bike path connecting proposed Enclave development to City of Oregon town center                                                                                | City of Northwood & City of Oregon     | 2045-2055 | \$20.9                    |
| 24                                                      | Safe Routes to School - Oregon Schools: Complete facilities outlined in approved School travel plan                                                            | City of Oregon                         | 2025-2035 | \$1.2                     |
| 25                                                      | Navarre Ave access management from Coy Rd to Lallendorf Rd                                                                                                     | City of Oregon                         | 2025-2035 | \$5.8                     |

RECORD OF RESOLUTIONS

1st reading: 7-6-26  
2nd reading: 7-20-26  
3rd reading: 8-3-26

BEAR GRAPHICS 800-325-8094 FORM NO. 30045

Resolution No. 3911 Passed August 3, 2026

RESOLUTION AUTHORIZING AN APPLICATION AND A CONTRACT WITH THE OHIO DEPARTMENT OF TRANSPORTATION (ODOT) FOR CONGESTION MITIGATION AND AIR QUALITY FUNDS FOR THE INSTALLATION OF A ROUNDABOUT AT THE INTERSECTION OF WEST WOOSTER STREET AND WINTERGARDEN ROAD

WHEREAS, the United States Congress has set aside monies for Congestion Mitigation and Air Quality (CMAQ) projects through the State of Ohio Department of Transportation (ODOT) and administered by the Lake Erie West Regional Council; and

WHEREAS, Local Public Agencies can apply for these monies and be selected for funding by the Ohio Statewide Urban CMAQ Committee (OSUCC), which has been charged with management of a statewide CMAQ program by ODOT; and

WHEREAS, the City of Bowling Green has determined that it is reasonable and appropriate to improve the intersection of West Wooster Street and Wintergarden Road to minimize delays to traffic through that intersection and also to enhance safety; and

WHEREAS, the proposed roadway and intersection improvements are a transportation activity eligible to receive Federal CMAQ funding; and

WHEREAS, if requested funds are granted, the City shall be responsible for approximately thirty percent (30%) of the eligible costs.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BOWLING GREEN, OHIO THAT:

SECTION 1: The Municipal Administrator of the City of Bowling Green is hereby authorized to submit an application for CMAQ funds for the improvement of the intersection of West Wooster Street and Wintergarden Road to TMACOG for funding consideration by OSUCC.

SECTION 2: The total construction cost of the project is estimated to be \$3,543,000, of which the City of Bowling Green, if awarded the funds, commits to pay approximately thirty percent (30%) (hereinafter known as the local portion) of the actual cost of construction and construction engineering, estimated to be \$1,050,000 and the full cost of project preparation, estimated to be \$350,000. The local portion shall be funded by the City using funds from the Street Repair (4029) Fund. The City further agrees to pay one hundred (100%) of the cost over and above the maximum amount provided by OSUCC and for all non-participating costs and associated project development activities.

SECTION 3: Upon completion of the described project, and unless otherwise agreed, the City shall: (1) provide adequate maintenance for the described project in accordance with all applicable state and federal laws, including, but not limited to 23USC116; (2) provide ample financial provisions, as necessary, for the maintenance of the described project; (3) if necessary, maintain the right-of-way, keeping it free of obstructions; and (4) if necessary, hold said right-of-way inviolate for public highway purposes.

SECTION 4: If application is approved for funding, the Municipal Administrator is hereby authorized on behalf of the City to enter into a contract with the Director of ODOT necessary to complete the above described project.

SECTION 5: It is found and determined that all formal actions of the City Council concerning and relating to this resolution were adopted in an open meeting of the Council, and that all deliberations of this Council and any of its committees that resulted in such formal actions were in meetings open to the public in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

SECTION 6: This resolution shall take effect at the earliest time permitted by law.

Passed: August 3, 2026      [Signature]  
Date      President of Council, Mark Hollenbaugh

Attest: [Signature]  
Clerk of Council, Jodi Sickler

Approved: August 4, 2026      [Signature]  
Date      Mayor, Michael A. Aspacher

HUNTER BROWN  
CITY ATTORNEY  
jls

CERTIFICATION  
This is to certify that the foregoing is a true copy of **RES 3911** passed by the Council of the City of Bowling Green, Ohio, **August 3, 2026**  
[Signature]  
Clerk of Council