



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

*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

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: City of Rossford			
Project Name: WOO IR 75 30.00 Interchange			
Contact Information			
Contact Name: Allyson Murray			
Title: City Administrator			
Street Address: 133 Osborn Street			
City: Rossford	State: Ohio	Zip: 43460	
Phone: 419-666-0210		Email: cityadmin@rossfordohio.com	

MILESTONE ACTIVITY	EXPECTED DATE (month/year)
• Project Programmed with ODOT.	Complete (124359)
• Begin Planning Phase: The date that the planning scope of work is developed.	Complete
• Project Initiation Package: The date that the Project Initiation Package is approved by the District.	
• Consultant Authorized to Begin Design.	
• Purpose and Need Submittal: The date that the Draft Purpose and Need is submitted.	
• Begin Environmental Clearance: The date when the scoping for an environmental consultant or scoping for an environmental study is initiated.	
• Feasibility Study Submittal: The date when the Feasibility Study is received for review by the District from a consultant or local public agency.	December 2025
• 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.	
• 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.	
• Right-of-Way Authorization: The date when authorization is given to a local public agency to begin acquisition activities.	
• Stage 2 Design Plan Submittal	June 2030
• 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.	October 2030
• Stage 3 Design Plan Submittal	March 2031
• Right-of-Way Acquisition Complete: Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.)	
• Final Plans and Bid Package Submittal to ODOT	October 2031
• Award Contract: The date the local public agency approves a contract with a successful bidder.	January 2032
• Begin Construction	April 2032
• Project Completion	September 2033
• 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?	

PROJECT EVALUATION CRITERIA

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

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.

This project is targeted at reducing congestion and improving level of service at the I-75/Buck Road Interchange in the City of Rossford, Ohio. This project will convert the existing diamond interchange to a double roundabout interchange.

A Feasibility Study was completed in December 2025 which conducted capacity analysis of the existing and future operations with 3 design alternatives (SPUI, DDI, Double Roundabout). The study found the existing interchange design is insufficient to facilitate traffic with the amount of growth and economic development occurring in the area. Certified Traffic was modeled for the design year of 2048 using ODOT standards and found the westbound approach for both ramp terminals would fail with a delay greater than 130 seconds during the AM Peak. The northbound approach for I-75 NB to Buck Road is also anticipated to fail in the AM and PM peak hours with delays around 124 seconds. Ramp queues are anticipated to extend onto I-75.

An evaluation of the alternatives found that the double roundabout design provided the greatest reduction in delay, ranging from 4-19 seconds. An approximate 89% reduction in delay.

This project will also include a 10' shared-use path where no pedestrian facilities currently exist to promote alternative modes of transportation.

Total Point Recommendation to the MPO = 10 points (Congestion Reduction)

Total points: (to be completed by MPO)

Criteria	Measure	Points
2. Cost Effectiveness (CE) (Maximum Points =20) * Sliding scale	High emissions reduced per dollar cost; Low dollar cost per kilogram reduced. Medium Low	*20
<u>Cost Effectiveness</u> is a measure of the project's ability to reduce emissions (HC, NO_x, and PM_{2.5}) 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: $CE \text{ \$/kg} = (\text{CMAQ\$ Request/Useful Life}) / \text{Annual Emissions Reduction}$ To be completed by MPO		

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

Total points: (to be completed by MPO)

Criteria	Measure	Points
3. Other Benefits (Maximum Points =10)	Score up to 2 points for each additional project benefit	
	Improved safety	0 - 2
	Fixed Route Transit	0 - 2
	Bicycle/Pedestrian	0 - 2
	Improved freight movement	0 - 2
	Benefits environmental justice population	0 - 2
<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		

Narrative for Other Benefits, supporting documentation, and points.

Improved Safety = 2 points (Roundabouts)
Fixed Route Transit = 2 points (TARTA routes from Downtown to Amazon)
Bicycle/Pedestrian = 2 points (10' SUP on both sides of interchange)
Improved Freight Movement = 2 points (FedEx, UPS Mail Innovations, Logos Logistics)
EJ Population Benefits = 0 points

Total points: (to be completed by MPO)		
Criteria	Measure	Points
4. Existing Modal Quality of Service (QOS) (Maximum Points =15)	Very Low	15
	Low	10
	Medium	4
	High	0
The Quality of Service (QOS) documents the existing modal service quality in the project area. A project may be awarded up to 15 points depending upon the current QOS. No points will be awarded to projects to improve modes currently operating at a high level. The applicant must provide documentation and data showing how the quality of service was determined. a. For roadways the traditional level of service (LOS) will be the measure (F=very low, E=Low, D=medium). b. For transit projects, the applicant is to provide information to assess the "quality of service." This should be appropriate to the need the transit project is fulfilling. For a transit vehicle replacement project, the % of fleet over useful life should be provided. For a project that would provide more frequent service, the load factor (peak or off peak as appropriate) of the impacted route should be used. For geographic or service hour expansion a more qualitative rationale must be provided to assess the existing QOS. c. Similarly, for bike or pedestrian projects, information is to be provided to demonstrate the poor quality of service being provided for users of those modes. Please note: for transit, bike and pedestrian projects, lack of service or absence of a facility alone does not equate to poor level of service. Information must be provided that demonstrates there is demand for the service or facility that is not being met. The calculation of demand should relate to demand used in the cost effectiveness calculations.		

What is the current and projected QOS? Please provide supporting documentation.

Projected Quality of Service (QoS) = Very Low (LOS F)

The Feasibility Study found the westbound and northbound approaches of at the Buck Road interchange are projected to operate at a LOS F, depending on the peak hour.

Total Point Recommendation to the MPO = 15 Points (Very Low)

Total points: (to be completed by MPO)

Criteria	Measure	Points
5. Positive Impact on QOS (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 IMPACTS¹

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 IMPACTS²

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 IMPACTS³

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.

Road Impacts: from F to A (High); Bike & Ped Impacts: Mixed use facility that provides a path where none currently exists. Connects to SUP that serves Penta at Lime City Road intersection. (High); Freight Impacts: Reduces delay at ramp terminal intersections by up to 89% based on IMS analysis. (High)

Total points: (to be completed by MPO)

¹ Council of Fresno County Governments, January 2006 CMAQ Call for Projects

² Council of Fresno County Governments, January 2006 CMAQ Call for Projects

³ Council of Fresno County Governments, January 2006 CMAQ Call for Projects

Criteria	Measure	Points
6. Status of Project (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.

Feasibility Study was completed and accepted by ODOT, completing the first step of the process for interchange design.

Total Point Recommendation to the MPO: 6 Points (IMS document complete)

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
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Preliminary Engineering	2027	\$ 293,000	0%			500,000		\$ 793,000
Detailed Design	2028	\$ 1,078,000	0%			500,000		\$ 1,578,000
Right of Way			0%					\$ 0
Construction			0%					\$ 0
FUNDING TOTALS		\$ 1,371,000	0%	\$ 0		\$ 1,000,000		\$ 2,371,000

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

ODOT will be providing the funding match for the City of Rossford. ODOT will be contributing \$500,000 and also using \$500,000 for local match through TID funding in Preliminary Engineering.

Total points: (to be completed by MPO)

Criteria	Measure	Points
8. Regional Priority (Maximum Points =10) (determined by each MPO)	First Priority Project	10
	Second Priority Project	7
	Third Priority Project	4
	Fourth Priority Project	2
	All Other	0
<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.		

Narrative for Regional Priority, supporting documentation, and points.

Based on the City of Rossford's TIP, the Feasibility Study is ranked #1. Therefore, advancing this project to construction is a First Priority Project.

Total Point Recommendation to the MPO: 10 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
<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.		

MAXIMUM POINTS	100	Applicant total points for this project to be assessed by the MPO.	
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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.

PROJECT LOCATION MAP & AADT

City of Rossford - CMAQ Application

I-75 / Buck Road Interchange



Project Location



Lime City Road 6695

2590

Buck Road

14673

11962

10901

5800

Glenwood Road 3699

79307

4650

4925

4624

4590

78946

3828

7186

0 180 360 720 1,080 1,440 Feet

Transit Route



Oak/Rossford



Route & Timepoints

Timepoints are major bus stops along the route. Additional stops are available between timepoints.



Oak/Rossford

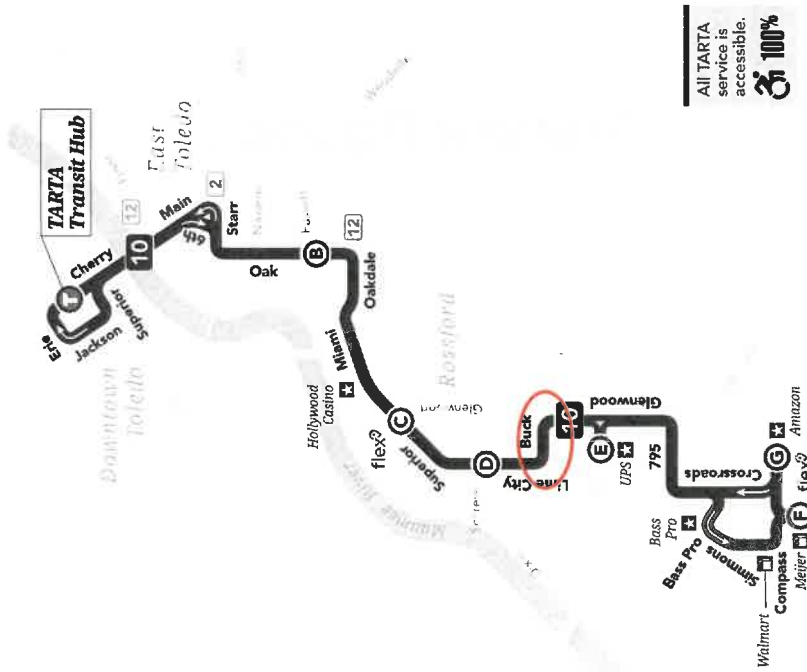


Route & Timepoints

Route
Timepoints are major bus stops along the route. Additional stops are available between timepoints.



**schematic map
not to scale**



ALL TARTA
service is
accessible.



419-243-7433
TTY 711 or 800-750-0750
INFO LINE
8AM-5PM EVERY DAY

	Regular	Reduced
Single Ride Fare	\$1.50	\$0.75
1-Day Pass	\$3.00	—
7-Day Pass	\$15.00	\$7.50
31-Day Pass	\$45.00	\$22.50

Reduced Fares are available to Youth (age 6–18), Seniors (age 65+), Veterans and Active-Duty Military. Proof of age or TARTA Reduced Fare Entitlement may be required.

Children ages 5 and under ride **free**. Customers with a TARTA Move ID ride **free** on fixed-route service.



419-382-9901
RESERVATION LINE
9AM-5PM EVERY DAY

Single Ride Fare (all customers)	\$3.00
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419-382-9901
RESERVATION LINE
9AM-5PM EVERY DAY

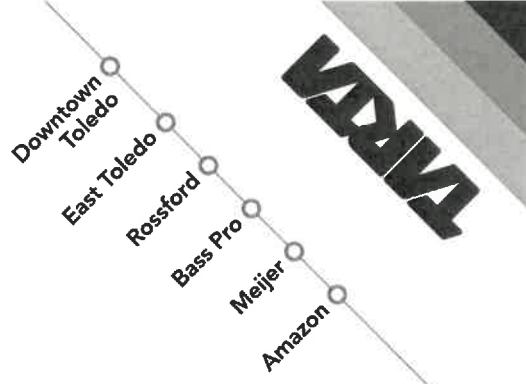
Single Ride Fare (eligible customers)	\$3.00
10-Trip Pass (eligible customers)	\$30.00

To cancel a ride, call 419-382-9915 any time (24/7).



tarta.com

10-06052026



10 Monday-Friday Inbound to Downtown

Amazon	Time City & Schriener	Superior & Glenwood	Oak & Fassett	TARTA Transit Hub	Days Running
5:05	5:20	5:24	5:32	5:45	SAT/SUN
5:43	5:58	6:02	6:10	6:23	SAT/SUN
6:13	6:28	6:32	6:40	6:53	SAT/SUN
6:43	6:58	7:02	7:10	7:23	SAT/SUN
7:13	7:28	7:32	7:40	7:53	SAT/SUN
7:43	7:58	8:02	8:10	8:23	SAT/SUN
8:13	8:28	8:32	8:40	8:53	SAT/SUN
8:43	8:58	9:02	9:10	9:23	SAT/SUN
9:13	9:28	9:32	9:40	9:53	SAT/SUN
9:43	9:58	10:02	10:10	10:23	SAT/SUN
10:13	10:28	10:32	10:40	10:53	SAT/SUN
11:13	11:28	11:32	11:40	11:53	SAT/SUN
12:13	12:28	12:32	12:40	12:53	SAT/SUN
1:13	1:28	1:32	1:40	1:53	SAT/SUN
2:13	2:28	2:32	2:40	2:53	SAT/SUN
3:13	3:28	3:32	3:40	3:53	SAT/SUN
4:13	4:28	4:32	4:40	4:53	SAT/SUN
5:11	5:24	5:28	5:36	5:48	SAT/SUN
6:41	6:54	6:58	7:06	7:18	SAT/SUN
8:11	8:24	8:28	8:36	8:48	SAT/SUN
9:41	9:54	9:58	10:06	10:18	SAT/SUN

Light type indicates AM Times
Bold/Shaded type indicates PM Times

10 Monday-Friday Outbound to Rossford

Amazon	Time City & Schriener	Superior & Glenwood	Oak & Fassett	TARTA Transit Hub	Days Running
5:05	5:20	5:24	5:32	5:45	SAT/SUN
5:43	5:58	6:02	6:10	6:23	SAT/SUN
6:13	6:28	6:32	6:40	6:53	SAT/SUN
6:43	6:58	7:02	7:10	7:23	SAT/SUN
7:13	7:28	7:32	7:40	7:53	SAT/SUN
7:43	7:58	8:02	8:10	8:23	SAT/SUN
8:13	8:28	8:32	8:40	8:53	SAT/SUN
8:43	8:58	9:02	9:10	9:23	SAT/SUN
9:13	9:28	9:32	9:40	9:53	SAT/SUN
9:43	9:58	10:02	10:10	10:23	SAT/SUN
10:13	10:28	10:32	10:40	10:53	SAT/SUN
11:13	11:28	11:32	11:40	11:53	SAT/SUN
12:13	12:28	12:32	12:40	12:53	SAT/SUN
1:30	1:39	1:48	1:52	2:08	SAT/SUN
2:30	2:39	2:48	2:52	3:08	SAT/SUN
3:30	3:39	3:48	3:52	3:58	SAT/SUN
4:30	4:39	4:48	4:52	4:58	SAT/SUN
5:30	5:39	5:48	5:52	5:58	SAT/SUN
6:30	6:39	6:48	6:52	6:58	SAT/SUN
7:30	7:39	7:48	7:52	7:58	SAT/SUN
8:30	8:39	8:48	8:52	8:58	SAT/SUN
9:30	9:39	9:48	9:52	9:58	SAT/SUN
10:30	10:39	10:48	10:52	10:58	SAT/SUN
11:30	11:39	11:48	11:52	11:58	SAT/SUN
12:30	12:39	12:48	12:52	12:58	SAT/SUN
1:30	1:39	1:48	1:52	2:08	SAT/SUN
2:30	2:39	2:48	2:52	3:08	SAT/SUN
3:30	3:39	3:48	3:52	3:58	SAT/SUN
4:30	4:39	4:48	4:52	4:58	SAT/SUN
5:30	5:39	5:48	5:52	5:58	SAT/SUN
6:30	6:39	6:48	6:52	6:58	SAT/SUN
7:30	7:39	7:48	7:52	7:58	SAT/SUN
8:30	8:39	8:48	8:52	8:58	SAT/SUN
9:30	9:39	9:48	9:52	9:58	SAT/SUN
10:30	10:39	10:48	10:52	10:58	SAT/SUN
11:30	11:39	11:48	11:52	11:58	SAT/SUN

Las letras ligeras indican los tiempos AM
 Las letras **sombreadas** indican los tiempos PM

10 Saturday & Sunday Inbound to Downtown

Amazon	Time City & Schriener	Superior & Glenwood	Oak & Fassett	TARTA Transit Hub	Days Running
6:43	6:58	7:02	7:10	7:23	SAT/SUN
8:13	8:28	8:32	8:40	8:53	SAT/SUN
9:43	9:58	10:02	10:10	10:23	SAT/SUN
11:13	11:28	11:32	11:40	11:53	SAT/SUN
12:43	12:58	1:02	1:10	1:23	SAT/SUN
2:13	2:28	2:32	2:40	2:53	SAT/SUN
3:43	3:58	4:02	4:10	4:23	SAT/SUN
5:13	5:28	5:32	5:40	5:53	SAT/SUN
6:43	6:58	7:02	7:10	7:23	SAT/SUN
8:13	8:28	8:32	8:40	8:53	SAT ONLY

10 Saturday & Sunday Outbound to Rossford

Days Running	TARTA Transit Hub	Oak & Fassett	Superior & Glenwood	Time City & Schriener	UPS	Meijer Rossford	Amazon
SAT/SUN	7:30	7:39	7:48	7:52	8:04	8:07	8:07
SAT/SUN	9:00	9:09	9:18	9:22	9:34	9:37	9:37
SAT/SUN	10:30	10:39	10:48	10:52	11:04	11:07	11:07
SAT/SUN	12:00	12:09	12:18	12:22	12:34	12:37	12:37
SAT/SUN	1:30	1:39	1:48	1:52	2:04	2:07	2:07
SAT/SUN	3:00	3:09	3:18	3:22	3:34	3:37	3:37
SAT/SUN	4:30	4:39	4:48	4:52	5:04	5:07	5:07
SAT/SUN	6:00	6:09	6:18	6:22	6:34	6:37	6:37
SAT/SUN	7:30	7:39	7:48	7:52	8:04	8:07	8:07
SAT ONLY	9:00	9:09	9:18	9:22	9:34	9:37	9:37

Holiday Service

Sunday service runs on major holidays:

New Year's Day	Labor Day
Memorial Day	Thanksgiving Day
July 4	Christmas Day

Other adjustments are possible during holiday seasons. Look for notice.



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TRANSPORTATION PLAN

City of Rossford – Crossroads Transportation Improvement Plan Ranking and Prioritization Process

1. CROSSROADS TRANSPORTATION IMPROVEMENT PLAN RANKING AND PRIORITIZATION PROCESS

1a. BACKGROUND

The Transportation Improvement Plan (TIP) is meant to be a guidance document to assist the City of Rossford in prioritizing projects based on a variety of factors to facilitate efficient economic development and increase reliability of the transportation network within the Innovation Commerce Center, Crossroads Parkway as well as the city and the bordering municipalities. Given the amount of interest and development that has already occurred, reliability within the transportation network has become paramount to facilitate existing traffic and promote future development. Stakeholders within the area of northern Wood County recognize that efficiency within the transportation system is a major force in determining if and how much development occurs within the region. These stakeholders also realize that developing an efficient transportation network is not limited to the boundaries of one city, village, or township but requires the cooperation, support, and shared vision of multiple political sub-divisions to achieve.

1b. RANKING & PRIORITIZATION PROCESS

Many of the ranking and prioritization factors used in this TIP are from TMACOG's Transportation Improvement Program rating criteria and were included for a few main reasons. First, while the main objective of the Crossroads and Innovation Commerce Center TIP is to prioritize projects for the city to pursue. The ranking of projects should also reflect the availability of funding sources the city can leverage to minimize their own costs. By reducing the city's percentage of costs, they should be able to pursue projects with little to no financial impact on the community, giving the city the ability to pursue other projects with the money saved had there been no funds awarded. Second, the FHWA recently instituted their new vision to address traffic safety issues by targeting fatal and injury crashes rather than trying to eliminate all crashes. This change in philosophy has been adopted by the state DOTs around the country as well as the MPOs in each state. Thus, this plan should also align with these entities to move toward a single, collective vision. Third, TMACOG and the City of Rossford are committed to providing infrastructure for multimodal transportation alternatives to reduce traffic congestion, promote a healthy lifestyle within the community, and improve standard of living. By including criteria related to transportation alternatives such as bicycle, pedestrian, and public transportation improvements, projects that encompass all forms of transportation will have the opportunity to earn more points.

This TIP will utilize a two-step evaluation process to help organize and rank the potential projects. First, the TIP will employ a data-driven approach to screen projects according to the regional policies and collective vision for the region. Once the project list is ranked, the city administrator and the associated standing committees within Rossford will review the ranked projects, based on the current conditions and the projects' impact on the transportation network, and their respective score to determine which projects to pursue. If a project need is imminent or would greatly affect first mile-last mile movements through the area, the city has the opportunity to adjust the rankings of specific projects as needed. It is not recommended that all projects be reranked on the request of the city, but it may be necessary for a few projects to be adjusted within the rankings due to changes in development.

1c. DATA REQUIRED FOR PRIORITIZATION PROCESS

Much of the data required to complete the prioritization process was acquired through government sites that continually update and make the information readily available. ODOT's Transportation Information Mapping System (TIMS) was used for much of the roadway data required including Pavement Condition Rating, Percent Trucks, and Existing average daily users. Crash data was gathered using ODOT's Geographic Crash Analysis Tool (GCAT), which does require registration with ODOT to access. Other

criteria can be evaluated based on maps provided in this document. Those criteria include major routes/roadways, regional bicycle network, and preferred truck routes.

1d. RANKING CRITERIA

Each year, the TIP scoring criteria should be reviewed, and revisions should be made to appropriately reflect national and regional priorities as well as adding new projects. The five principal prioritization factors and their relative values are listed in the table below. All projects are evaluated for each of the five factors and can receive a maximum score of 100 points. Note that some of the individual rating areas have more possible points available than are shown. If more points are achieved in an area than those shown in Table 1, the area score is capped at the value shown.

Table 1: TIP Prioritization Factors	
Factor	Max. Value
Economic Development	10
Livability	10
Inter-connectivity	10
Sustainability	5
System Use & Performance	60
Level of Service	5
Total	100

Table 2 lists the economic development criteria and scoring. There are a total of four criteria used to determine the 10 points available for this factor.

Table 2: Economic Development	
Criteria (10 points maximum)	Points Available
Number of jobs created by project construction (adjacent developments) > 25 jobs = 6 points 15-25 jobs = 4 points 5-14 jobs = 2 points	2 - 6
Number of jobs affected by project* > 50 jobs = 4 points < 50 jobs = 2 points 0 jobs = 0 points	2 - 4
Development to be constructed along road project in: < 1 year = 4 points 1 - 2 years = 2 points > 2 years = 0 points	2 - 4
Amount of developable land at/along project area > 20 acres = 4 points 10-20 acres = 2 points < 10 acres = 1 point	1 - 4

** Jobs based on a proposed development require a commitment from the developer*

Table 3 shows the livability criteria and the associated scoring criteria. The five criteria being evaluated reflect regional concerns for air quality as well as the regional vision to create more walkable communities and provide better access to public transportation.

Table 3: Livability

Criteria (10 points maximum)	Points Available
Project has positive effect for air quality	2
Project includes all reasonable utility improvements	2
Project includes all reasonable transit improvements – facilitates efficient transit movements through project	2
Project includes all reasonable bicycle improvements	2
Project includes all reasonable pedestrian improvements	2

Table 4 lists the four criteria to determine a project's level of interconnectivity according to the goals of this plan. The list includes access to intermodal terminals, major roadways, and existing bicycle networks.

Table 4: Interconnectivity

Criteria (10 points maximum)	Points Available
Projects which provide indirect access to intermodal terminals – within 1 mile	2
Projects that provide direct access to major roadways (i.e. Interstate, US, or State Routes) Direct access to major roadway = 3 points One turning movement to major roadway = 2 points Two turning movements to major roadway = 1 point	1 - 3
Projects which include multi-use paths specifically shown or connect to the Regional Bicycle Network. Project must include actual improvements to the bikeway, not just signage	2
Project facilitates traffic from developments to a major route (within 1 mile)	3

Table 5 presents the criteria for the factor of sustainability. This factor focuses mostly on project delivery by incorporating criteria for right-of-way acquisitions (or lack thereof) and the use of alternative programs to assist with funding of projects.

Table 5: Sustainability

Criteria (5 points maximum)	Points Available
Right-of-way cleared or not needed	1 - 2
Use of a dedicated tax program to fund a portion of the project	1
Use of other non-city programs to fund the project (Safety funding, TMACOG, etc.)	2
Project Status Stage 3 = 3 points Stage 2 = 2 points Stage 1 = 1 point Conceptual = 0 points	1 - 3
Project includes major safety improvements (turn lanes, ped facilities, ditch enclosure, etc.)	2

Table 6 presents the criteria for system use and performance, the largest factor presented in this plan. The system use and performance factor includes a variety of criteria to quantify current operating conditions and the transportation network's ability to handle current traffic volumes. This ranking factor has a maximum point allotment of 60.

Criteria (60 points maximum)

For development projects on a preferred truck route add 3 points

The final criteria, level of service (LOS), is shown in Table 7. LOS is used to determine the efficiency of an intersection by quantifying the delay a vehicle experiences. While this measure is typically applied to roadways, this plan also incorporates the impact a project has on alternate modes of transportation.

Table 7: Level of Service	
Criteria (5 points maximum)	Points Available
Existing Level of Service F = 5 points E = 3 points D = 1 points A-C = 0 points	0 - 5
Positive Impact on Level of Service High Impact = 5 points Medium Impact = 3 points Low Impact = 1 points No Impact = 0 points	0 - 5

Road Impacts:

High Impact - Improve LOS 3 or more levels; **Medium Impact** - Improve LOS 2 or more levels;
Low Impact - Improve LOS 1 level

Bike/Ped Impacts:

High Impact - primarily serve commuters and/or school sites, sidewalks where none exist, completes final pieces of a significant regional route

Medium Impact - mixed use bike/ped facility, usable sidewalk segments including upgrades, new installations, and signage

Low Impact - upgrading existing signage

Transit Impacts

High Impact - create new bump out for transit vehicles

Medium Impact - make improvements to existing transit infrastructure

Low Impact - make minor improvements to existing infrastructure

No Impact - no improvements made to transit services

1e. Conclusion of Results

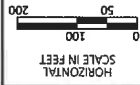
After using the ranking criteria above DGL compiled the project list shown in Table 8. It should be noted that projects that have already been funded or are currently under design have not been ranked and appear at the end of the table.

Rank	Project (Map ID)	Score	Engineering Judgement Comments
1	Buck Road Interchange Modification Study (B)	92	
2	Crossroads Parkway & Deimling Road Roundabout (T)	75	
3	Lime City Road & Bass Pro Boulevard Roundabout (Q)	71	
4	Crossroads Parkway & Bass Pro Boulevard Roundabout (Y)	68	Due to proposed high-traffic generator, traffic needs at the intersection require immediate improvement. Moved Up Ranking.
5	Glenwood Road/Oregon Road Connection (F)	83	Currently waiting on TID application. Not fully within study area. Moved Ranking Down.
6	Lime City Road Bridge replacement & rehab from I-80 to US-20 (P)	69	
7	Glenwood Road & Mandell Road Roundabout (K)	67	
8	Lime City Road & Mandell Road Roundabout (M)	66	
T-9	Glenwood Road & Innovation Commerce Roundabout (I)	61	
T-9	Glenwood Road & 5th Street Roundabout (H)	61	
T-9	Glenwood Road & J Street Roundabout (J)	61	
10	Lime City Road & Innovation Commerce Roundabout (L)	54	
11	Glenwood Road resurface from Mandell Road to RR crossing south of SR-795 (G)	53	
12	Crossroads Parkway Roundabout between Bass Pro Blvd and Deimling Rd (U)	51	
13	Lime City Road MUP from Buck Road to Elementary (N)	31	
14	Bass Pro MUP from Lime City Road to Crossroads Parkway (X)	27	
15	Crossroads Parkway MUP from Sportsman Drive to US-20 (V)	26	
16	Lime City Road MUP from All Saints to Buck Road (A)	23	
17	Lime City Road MUP from SR-795 to Bass Pro Boulevard (O)	22	
-	Lime City Road Bridge rehab and widening over I-75 (D)	-	Project was moved out of the ranking because project design is already underway. Ranking no longer needed.
-	Lime City & SR-795 widening & intersection improvements (S)	-	
-	Glenwood Road resurface from I-75 to Mandell Road (C)	-	
-	Buck Road & Glenwood Road Roundabout (E)	-	
-	Lime City Road & Deimling Road Roundabout (W)	-	
-	Deimling Road Roundabout (R)	-	

ROUNDAABOUT CONCEPTUAL DRAWING



BUCK ROAD FEASIBILITY STUDY ROUNDABOUT INTERCHANGE ALTERNATIVE



DESIGN AGENCY	DGL
DESIGNER	AMW
REVIEWER	CML
CML 04-16-25	
PROJECT ID	22217
SHEET	P.0
TOTAL	0

TECHNICAL DESIGN MEMO

Memo

Date August 7, 2026
To Lake Erie West Regional Council
From DGL Consulting Engineers
Subject City of Rossford CMAQ Application – WOO IR 75 30.00 Interchange
Distribution City of Rossford, ODOT District 2, DGL

The City of Rossford is applying for CMAQ funding to convert the existing I-75/Buck Road diamond interchange to a Double Roundabout interchange. The purpose of this project is to redesign the interchange to reduce travel time delays and reduce emissions caused by the increased economic development in the area. The current interchange is shown in Figure 1.

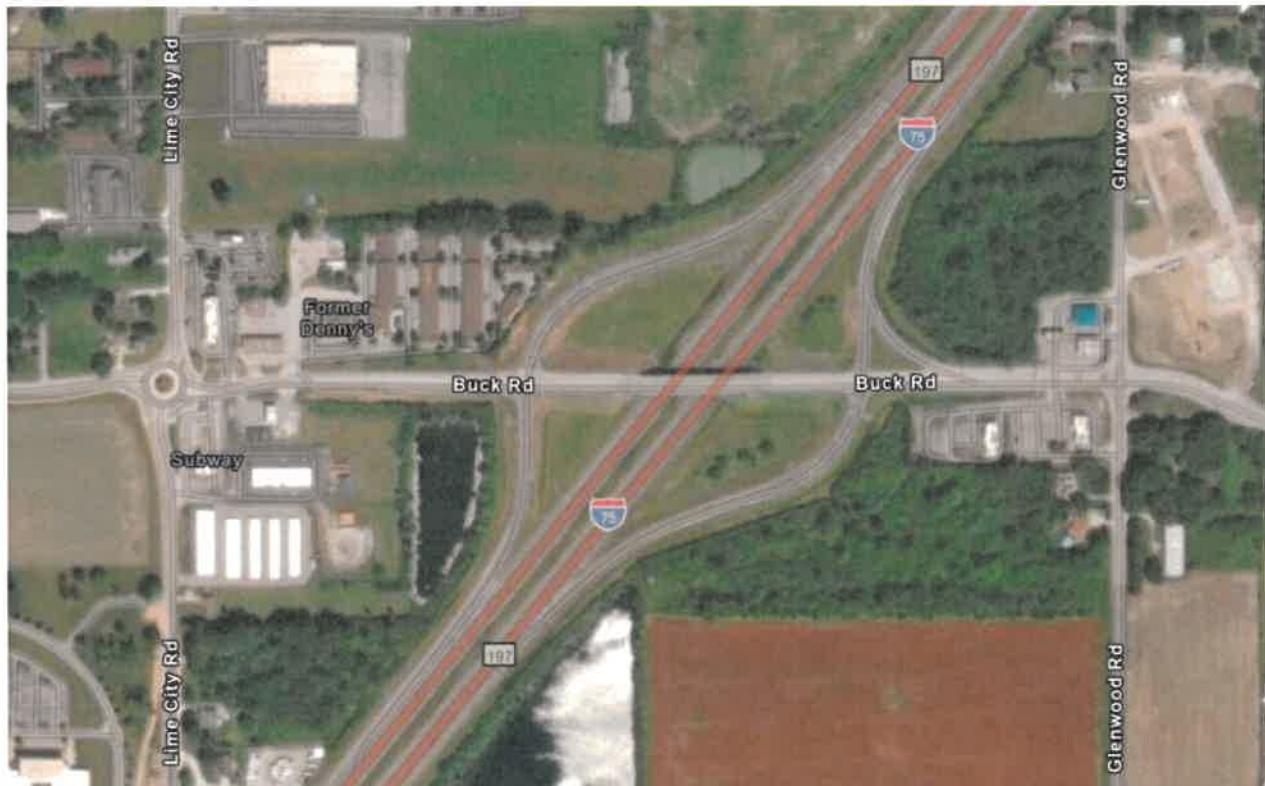


Figure 1: Project Location

1. BACKGROUND INFORMATION

The I-75/Buck Road interchange project is listed as the #1 project in the City of Rossford's Crossroads Innovation Transportation Improvement Plan which lists several projects in the southern part of the city that are meant to improve the road network to spur economic development of the area. DGL completed the Feasibility Study in December 2025 and was accepted by ODOT. The study proposes converting the existing diamond interchange to a double roundabout interchange to support the economic development

occurring in the area. The conversion would also see the completion of improvements to the corridor that includes roundabouts at Penta, Lime City Road, and Glenwood Road (est. construction completion in 2026). The proposed double roundabout interchange design is shown in Figure 2.



Figure 2: Proposed Double Roundabout Interchange

2. TRAFFIC ANALYSIS

For the feasibility study, traffic was projected to 2048 by using ODOT's Certified Traffic process that is subjected to higher review scrutiny than other methods. Traffic projections were approved by ODOT on July 24th, 2024.

The level of service (LOS) is a way to classify the intersection on a scale of A to F, from a functional standpoint. Intersections and approaches are assigned an overall grade based on traffic volumes, capacity, and overall delay experienced by drivers.

Capacity Analysis was conducted for various geometric and traffic control alternatives at the intersection. TransModeler SE Software was used to determine the LOS for each scenario at all intersections. LOS is generally identified for each movement or approach. Per ODOT's Analysis & Traffic Simulation (OATS) Manual an intersection LOS C is considered acceptable in all conditions, while LOS D is considered acceptable in a Metropolitan Planning Organization (MPO) service area.

Table 1 Intersection Level of Service and Delay (in seconds)					
Signalized Intersection			Roundabout Intersection		
A	<=	10s	A	<=	10s
B	>	10-20s	B	>	10-15s
C	>	20-35s	C	>	15-25s
D	>	35-55s	D	>	25-35s
E	>	55-80s	E	>	35-50s
F	>	80s	F	>	50s

No Build & Build Conditions

The No Build Condition analyzed the ramp terminal intersections as it functions currently while the Build Condition evaluates the intersections as roundabouts. The roundabout provides a reduction in delay on each approach for each scenario. The 2048 AM Peak is projected to have the greatest reduction in delay with three approaches going from over 100 seconds to below 10 seconds. The northbound approach in the PM Peak is also projected to see a significant decrease in delay from 123 seconds to 8 seconds.

Table 2 No Build & Build Conditions Comparison					
		2048: No Build		2048: Build (Roundabout)	
		LOS	Delay	LOS	Delay
Buck Road & I-75 Southbound					
AM Peak	EB	C (22.1)		A (9.0)	
	WB	F (140.4)		A (0.0)	
	SB	B (19.0)		A (7.9)	
	Overall	D (50.3)		A (4.7)	
PM Peak	EB	C (23.2)		C (19.3)	
	WB	E (67.7)		A (0.0)	
	SB	C (21.7)		A (7.1)	
	Overall	D (36.3)		A (8.2)	
Buck Road & I-75 Northbound					
AM Peak	EB	C (24.7)		A (0.0)	
	WB	F (130.1)		A (5.8)	
	NB	F (124.3)		A (6.7)	
	Overall	F (89.4)		A (4.0)	
PM Peak	EB	B (11.5)		A (0.0)	
	WB	C (20.9)		A (4.0)	
	NB	F (123.7)		A (7.7)	
	Overall	E (56.9)		A (4.1)	

Proposed Construction/Implementation Costs

The proposed construction of the double roundabout interchange is projected to cost \$27.6 million. This estimate includes a 35% Contingency. Design fee was not included. A detailed and stamped construction estimate is provided in the attachments.

3. CONCLUSIONS

Based on the analysis provided in the Feasibility Study, the Double Roundabout interchange will significantly decrease and balance delays on each approach of the intersection.

If additional information is required, please contact the undersigned.

DGL Consulting Engineers, LLC

Travis Jones, RSP₁
Transportation Planner | GIS Coordinator

Corrinne M. Lochtefeld, PE, PTOE, PTP, RSP₁
Project Manager | Principal

ATTACHMENTS

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Intersection LOS - Overview

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED

NODE: 3002

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,738.0	46.39	96.1	F
2	1,733.0	45.96	95.5	F
3	1,782.0	41.30	83.4	F
4	1,734.0	41.27	85.7	F
5	1,764.0	40.16	82.0	F
6	1,728.0	42.26	88.0	F
7	1,727.0	42.03	87.6	F
8	1,834.0	39.13	76.8	E
9	1,631.0	48.56	107.2	F
10	1,744.0	44.27	91.4	F
Average:	1,741.5	43.13	89.4	F

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED

NODE: 3000

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,654.0	22.65	49.3	D
2	1,664.0	24.33	52.6	D
3	1,703.0	23.05	48.7	D
4	1,658.0	22.45	48.7	D
5	1,670.0	22.90	49.4	D
6	1,642.0	23.79	52.1	D
7	1,656.0	23.98	52.1	D
8	1,691.0	22.52	47.9	D
9	1,623.0	22.87	50.7	D
10	1,657.0	23.79	51.7	D
Average:	1,661.8	23.23	50.3	D

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,930.0	15.48	28.9	C
2	2,048.0	14.55	25.6	C
3	2,009.0	14.59	26.1	C
4	1,939.0	15.13	28.1	C
5	1,973.0	14.84	27.1	C
6	2,079.0	14.95	25.9	C
7	2,060.0	14.61	25.5	C
8	1,997.0	14.26	25.7	C
9	2,044.0	15.62	27.5	C

Intersection LOS

10	2,010.0	14.62	26.2	C
Average:	2,008.9	14.87	26.7	C

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,243.0	19.79	57.3	E
2	1,264.0	19.15	54.5	D
3	1,245.0	18.72	54.1	D
4	1,236.0	20.01	58.3	E
5	1,244.0	19.76	57.2	E
6	1,270.0	19.30	54.7	D
7	1,265.0	18.57	52.8	D
8	1,245.0	18.33	53.0	D
9	1,289.0	20.64	57.6	E
10	1,258.0	19.66	56.3	E
Average:	1,255.9	19.39	55.6	E

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3002	NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD	Actuated	43.1	3.0	39.1	48.6	10
3000	SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD	Actuated	23.2	0.7	22.5	24.3	10
9333	WALES RD, NB I 75 TO WALES & WALES TO NB I 75	Actuated	14.9	0.4	14.3	15.6	10
4881	WALES RD, SB I 75 TO WALES & WALES TO SB I 75	Actuated	19.4	0.7	18.3	20.6	10

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3002	NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD	Actuated	89.4	8.6	76.8	107.2	10
3000	SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD	Actuated	50.3	1.7	47.9	52.6	10
9333	WALES RD, NB I 75 TO WALES & WALES TO NB I 75	Actuated	26.7	1.2	25.5	28.9	10
4881	WALES RD, SB I 75 TO WALES & WALES TO SB I 75	Actuated	55.6	2.0	52.8	58.3	10

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Intersection LOS by Approach - Overview

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED

NODE: 3002

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720495033				
1	634.0	4.38	24.9	C
2	615.0	5.21	30.5	C
3	635.0	5.78	32.8	C
4	627.0	3.91	22.5	C
5	634.0	3.82	21.7	C
6	626.0	3.94	22.7	C
7	628.0	3.72	21.3	C
8	614.0	2.95	17.3	B
9	633.0	5.66	32.2	C
10	616.0	3.61	21.1	C
Average:	626.2	4.30	24.7	C

NB on NB I 75 TO BUCK: Superlink ID 14412

1	722.0	28.47	142.0	F
2	756.0	27.54	131.1	F
3	744.0	24.19	117.1	F
4	739.0	24.23	118.0	F
5	748.0	25.53	122.9	F
6	773.0	24.12	112.3	F
7	738.0	24.97	121.8	F
8	810.0	24.68	109.7	F
9	685.0	28.29	148.7	F
10	779.0	25.79	119.2	F
Average:	749.4	25.78	124.3	F

WB on BUCK RD: Superlink ID 720495034

1	382.0	13.54	127.6	F
2	362.0	13.21	131.4	F
3	403.0	11.33	101.2	F
4	368.0	13.13	128.4	F
5	382.0	10.81	101.9	F
6	329.0	14.19	155.3	F
7	361.0	13.35	133.1	F
8	410.0	11.51	101.1	F
9	313.0	14.61	168.0	F

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED**NODE: 3002**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	349.0	14.86	153.3	F
Average:	365.9	13.05	130.1	F

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED**NODE: 3000**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720506526				
1	782.0	4.45	20.5	C
2	787.0	5.48	25.1	C
3	798.0	4.46	20.1	C
4	785.0	4.45	20.4	C
5	783.0	5.01	23.0	C
6	785.0	5.39	24.7	C
7	784.0	5.38	24.7	C
8	782.0	4.66	21.5	C
9	782.0	5.01	23.1	C
10	781.0	3.88	17.9	B
Average:	784.9	4.82	22.1	C

SB on SB I 75 TO BUCK: Superlink ID 4229

1	470.0	2.42	18.5	B
2	461.0	2.15	16.8	B
3	462.0	2.57	20.0	B
4	471.0	2.46	18.8	B
5	471.0	2.79	21.4	C
6	470.0	2.53	19.4	B
7	468.0	2.39	18.4	B
8	458.0	2.52	19.8	B
9	477.0	2.41	18.2	B
10	459.0	2.39	18.8	B
Average:	466.7	2.46	19.0	B

WB on BUCK RD: Superlink ID 720495033

1	402.0	15.78	141.3	F
2	416.0	16.70	144.5	F
3	443.0	16.03	130.3	F
4	402.0	15.54	139.2	F
5	416.0	15.09	130.6	F
6	387.0	15.87	147.6	F
7	404.0	16.20	144.4	F
8	451.0	15.33	122.4	F
9	364.0	15.45	152.8	F

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED**NODE: 3000**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	417.0	17.52	151.2	F
Average:	410.2	15.95	140.4	F

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED**NODE: 9333**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720495030				
1	741.0	1.68	8.1	A
2	740.0	1.57	7.7	A
3	740.0	1.57	7.6	A
4	735.0	1.53	7.5	A
5	740.0	1.58	7.7	A
6	739.0	1.53	7.5	A
7	736.0	1.61	7.9	A
8	739.0	1.65	8.0	A
9	737.0	1.55	7.6	A
10	742.0	1.62	7.9	A
Average:	738.9	1.59	7.8	A

NB on NB I 75 TO WALES: Superlink ID 4226

1	329.0	1.49	16.3	B
2	313.0	1.24	14.2	B
3	322.0	1.27	14.2	B
4	318.0	1.46	16.6	B
5	317.0	1.36	15.4	B
6	316.0	1.30	14.9	B
7	318.0	1.47	16.6	B
8	306.0	1.21	14.3	B
9	313.0	1.31	15.1	B
10	303.0	1.23	14.7	B
Average:	315.5	1.33	15.2	B

WB on WALES RD: Superlink ID 720495029

1	860.0	12.31	51.5	D
2	995.0	11.74	42.5	D
3	947.0	11.76	44.7	D
4	886.0	12.14	49.3	D
5	916.0	11.90	46.8	D
6	1,024.0	12.11	42.6	D
7	1,006.0	11.54	41.3	D
8	952.0	11.40	43.1	D
9	994.0	12.76	46.2	D

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED**NODE: 9333**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	965.0	11.76	43.9	D
Average:	954.5	11.94	45.2	D

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED**NODE: 4881**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720506516				
1	224.0	1.55	24.9	C
2	227.0	1.68	26.7	C
3	223.0	1.47	23.7	C
4	224.0	1.48	23.8	C
5	226.0	1.50	24.0	C
6	224.0	1.47	23.7	C
7	225.0	1.48	23.7	C
8	226.0	1.48	23.6	C
9	225.0	1.52	24.3	C
10	226.0	1.60	25.4	C
Average:	225.0	1.52	24.4	C

SB on SB I 75 TO WALES: Superlink ID 13720

1	645.0	3.21	17.9	B
2	642.0	3.18	17.9	B
3	643.0	3.18	17.8	B
4	640.0	3.23	18.2	B
5	642.0	3.21	18.0	B
6	641.0	3.29	18.5	B
7	638.0	3.55	20.0	C
8	642.0	3.18	17.8	B
9	642.0	3.25	18.2	B
10	645.0	3.46	19.3	B
Average:	642.0	3.27	18.4	B

WB on WALES RD: Superlink ID 720495030

1	374.0	15.03	144.7	F
2	395.0	14.28	130.1	F
3	379.0	14.07	133.7	F
4	372.0	15.30	148.0	F
5	376.0	15.04	144.0	F
6	405.0	14.53	129.2	F
7	402.0	13.54	121.2	F
8	377.0	13.66	130.5	F
9	422.0	15.87	135.4	F

Intersection LOS by Approach

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	387.0	14.60	135.8	F
Average:	388.9	14.59	135.3	F

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Intersection LOS by Approach - Total Control Delay

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD

NODE: 3002

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720495033	4.3	0.9	3.0	5.8	10
N	NB I 75 TO BUCK	14412	25.8	1.7	24.1	28.5	10
W	BUCK RD	720495034	13.1	1.4	10.8	14.9	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD

NODE: 3000

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720506526	4.8	0.5	3.9	5.5	10
S	SB I 75 TO BUCK	4229	2.5	0.2	2.2	2.8	10
W	BUCK RD	720495033	16.0	0.7	15.1	17.5	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75

NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	1.6	0.1	1.5	1.7	10
N	NB I 75 TO WALES	4226	1.3	0.1	1.2	1.5	10
W	WALES RD	720495029	11.9	0.4	11.4	12.8	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75

NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	1.5	0.1	1.5	1.7	10
S	SB I 75 TO WALES	13720	3.3	0.1	3.2	3.6	10
W	WALES RD	720495030	14.6	0.7	13.5	15.9	10

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Intersection LOS by Approach - Avg Control Delay

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD

NODE: 3002

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720495033	24.7	5.3	17.3	32.8	10
N	NB I 75 TO BUCK	14412	124.3	12.6	109.7	148.7	10
W	BUCK RD	720495034	130.1	23.8	101.1	168.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD

NODE: 3000

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720506526	22.1	2.4	17.9	25.1	10
S	SB I 75 TO BUCK	4229	19.0	1.2	16.8	21.4	10
W	BUCK RD	720495033	140.4	9.9	122.4	152.8	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75

NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	7.8	0.2	7.5	8.1	10
N	NB I 75 TO WALES	4226	15.2	1.0	14.2	16.6	10
W	WALES RD	720495029	45.2	3.3	41.3	51.5	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75

NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	24.4	1.0	23.6	26.7	10
S	SB I 75 TO WALES	13720	18.4	0.7	17.8	20.0	10
W	WALES RD	720495030	135.3	8.3	121.2	148.0	10

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Intersection LOS by Lane Group - Overview

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED

NODE: 3002

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on BUCK RD: Superlink ID 720495033				
1	138.0	0.94	24.6	C
2	132.0	0.82	22.4	C
3	135.0	1.31	35.0	C
4	133.0	0.96	26.0	C
5	133.0	0.90	24.3	C
6	140.0	1.03	26.6	C
7	141.0	0.84	21.5	C
8	137.0	0.81	21.4	C
9	139.0	0.93	24.0	C
10	134.0	0.67	18.0	B
Average:	136.2	0.92	24.4	C

EB T on BUCK RD: Superlink ID 720495033

1	496.0	3.44	24.9	C
2	483.0	4.39	32.7	C
3	500.0	4.47	32.2	C
4	494.0	2.95	21.5	C
5	501.0	2.93	21.0	C
6	486.0	2.90	21.5	C
7	487.0	2.87	21.2	C
8	477.0	2.13	16.1	B
9	494.0	4.73	34.5	C
10	482.0	2.94	22.0	C
Average:	490.0	3.38	24.8	C

NB LTR on NB I 75 TO BUCK: Superlink ID 14412

1	328.0	15.88	174.3	F
2	342.0	15.09	158.9	F
3	363.0	13.98	138.7	F
4	375.0	14.43	138.6	F
5	346.0	13.67	142.2	F
6	380.0	14.15	134.1	F
7	343.0	13.73	144.1	F
8	404.0	13.94	124.2	F
9	299.0	14.66	176.5	F
10	365.0	13.94	137.5	F
Average:	354.5	14.35	146.9	F

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED**NODE: 3002**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB R on BUCK RD: Superlink ID 720495034				
1	155.0	0.16	3.8	A
2	143.0	0.28	7.1	A
3	155.0	0.19	4.5	A
4	144.0	0.19	4.8	A
5	150.0	0.18	4.3	A
6	131.0	0.23	6.2	A
7	140.0	0.21	5.5	A
8	161.0	0.21	4.8	A
9	118.0	0.34	10.4	B
10	136.0	0.31	8.2	A
Average:	538.2	11.66	55.1	E
NB R on NB I 75 TO BUCK: Superlink ID 14412				
1	394.0	12.59	115.0	F
2	414.0	12.44	108.2	F
3	381.0	10.21	96.5	F
4	364.0	9.80	96.9	F
5	402.0	11.86	106.2	F
6	393.0	9.97	91.3	F
7	395.0	11.24	102.4	F
8	406.0	10.74	95.2	F
9	386.0	13.63	127.1	F
10	414.0	11.85	103.0	F
Average:	538.2	11.66	55.1	E
WB TR on BUCK RD: Superlink ID 720495034				
1	227.0	13.37	212.1	F
2	219.0	12.93	212.6	F
3	248.0	11.13	161.6	F
4	224.0	12.94	207.9	F
5	232.0	10.63	164.9	F
6	198.0	13.97	253.9	F
7	221.0	13.14	214.0	F
8	249.0	11.30	163.4	F
9	195.0	14.27	263.4	F
10	213.0	14.56	246.0	F
Average:	222.6	12.82	210.0	F

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED**NODE: 3000**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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EB T on BUCK RD: Superlink ID 720506526

1	292.0	1.69	20.9	C
2	302.0	1.89	22.5	C
3	296.0	1.66	20.2	C
4	279.0	1.71	22.1	C
5	287.0	1.81	22.7	C
6	296.0	1.91	23.2	C
7	290.0	1.90	23.6	C
8	286.0	1.68	21.1	C
9	295.0	1.83	22.3	C
10	280.0	1.47	18.9	B
Average:	290.3	1.76	21.8	C

EB TR on BUCK RD: Superlink ID 720506526

1	490.0	2.76	20.2	C
2	485.0	3.59	26.7	C
3	502.0	2.80	20.1	C
4	506.0	2.74	19.5	B
5	496.0	3.20	23.2	C
6	489.0	3.48	25.6	C
7	494.0	3.47	25.3	C
8	496.0	2.99	21.7	C
9	487.0	3.18	23.5	C
10	501.0	2.41	17.3	B
Average:	494.6	3.06	22.3	C

SB LT on SB I 75 TO BUCK: Superlink ID 4229

1	255.0	2.01	28.4	C
2	249.0	1.75	25.3	C
3	248.0	2.14	31.1	C
4	253.0	2.05	29.1	C
5	254.0	2.36	33.4	C
6	256.0	2.13	29.9	C
7	256.0	1.99	28.0	C
8	245.0	2.07	30.4	C
9	261.0	2.00	27.6	C
10	244.0	2.01	29.6	C
Average:	252.1	2.05	29.3	C

SB R on SB I 75 TO BUCK: Superlink ID 4229

1	215.0	0.40	6.8	A
2	212.0	0.40	6.7	A
3	214.0	0.42	7.1	A

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED**NODE: 3000**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	218.0	0.41	6.7	A
5	217.0	0.44	7.3	A
6	214.0	0.40	6.7	A
7	212.0	0.40	6.8	A
8	213.0	0.45	7.7	A
9	216.0	0.40	6.7	A
10	215.0	0.38	6.4	A
Average:	214.6	0.41	6.9	A

WB L on BUCK RD: Superlink ID 720495033

1	236.0	13.61	207.5	F
2	247.0	14.43	210.3	F
3	254.0	13.95	197.8	F
4	235.0	13.21	202.3	F
5	243.0	13.00	192.6	F
6	226.0	13.48	214.7	F
7	232.0	13.89	215.6	F
8	258.0	13.16	183.6	F
9	212.0	12.87	218.6	F
10	240.0	14.74	221.2	F
Average:	238.3	13.63	206.4	F

WB T on BUCK RD: Superlink ID 720495033

1	166.0	2.17	47.1	D
2	169.0	2.27	48.4	D
3	189.0	2.08	39.5	D
4	167.0	2.34	50.4	D
5	173.0	2.10	43.6	D
6	161.0	2.39	53.4	D
7	172.0	2.31	48.4	D
8	193.0	2.17	40.5	D
9	152.0	2.58	61.1	E
10	177.0	2.78	56.5	E
Average:	171.9	2.32	48.9	D

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED**NODE: 9333**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Superlink ID 720495030				
1	74.0	0.65	31.6	C
2	72.0	0.62	30.8	C
3	74.0	0.59	28.5	C
4	72.0	0.57	28.6	C
5	74.0	0.54	26.4	C

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED**NODE: 9333**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	73.0	0.60	29.8	C
7	72.0	0.60	29.8	C
8	74.0	0.59	28.8	C
9	71.0	0.56	28.2	C
10	73.0	0.61	30.2	C
Average:	72.9	0.59	29.3	C

EB T on WALES RD: Superlink ID 720495030

1	667.0	1.03	5.5	A
2	668.0	0.96	5.2	A
3	666.0	0.98	5.3	A
4	663.0	0.96	5.2	A
5	666.0	1.04	5.6	A
6	666.0	0.93	5.0	A
7	664.0	1.02	5.5	A
8	665.0	1.06	5.7	A
9	666.0	0.99	5.4	A
10	669.0	1.01	5.4	A
Average:	666.0	1.00	5.4	A

NB LTR on NB I 75 TO WALES: Superlink ID 4226

1	142.0	0.92	23.2	C
2	130.0	0.82	22.8	C
3	124.0	0.81	23.6	C
4	139.0	0.93	24.0	C
5	135.0	0.88	23.6	C
6	125.0	0.82	23.5	C
7	128.0	0.95	26.6	C
8	124.0	0.76	22.2	C
9	136.0	0.87	23.1	C
10	130.0	0.84	23.1	C
Average:	131.3	0.86	23.6	C

NB R on NB I 75 TO WALES: Superlink ID 4226

1	187.0	0.57	11.0	B
2	183.0	0.42	8.2	A
3	198.0	0.45	8.2	A
4	179.0	0.54	10.8	B
5	182.0	0.47	9.4	A
6	191.0	0.49	9.2	A
7	190.0	0.52	9.9	A
8	182.0	0.45	8.9	A
9	177.0	0.44	8.9	A

Intersection LOS by Lane Group

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	173.0	0.40	8.3	A
Average:	184.2	0.48	9.3	A

WB R on WALES RD: Superlink ID 720495029

1	527.0	0.00	0.0	A
2	608.0	0.00	0.0	A
3	580.0	0.00	0.0	A
4	541.0	0.00	0.0	A
5	561.0	0.00	0.0	A
6	624.0	0.00	0.0	A
7	615.0	0.00	0.0	A
8	583.0	0.00	0.0	A
9	605.0	0.00	0.0	A
10	590.0	0.00	0.0	A
Average:	583.4	0.00	0.0	A

WB T on WALES RD: Superlink ID 720495029

1	333.0	12.31	133.1	F
2	387.0	11.74	109.2	F
3	367.0	11.76	115.3	F
4	345.0	12.14	126.6	F
5	355.0	11.90	120.7	F
6	400.0	12.11	109.0	F
7	391.0	11.54	106.2	F
8	369.0	11.40	111.2	F
9	389.0	12.76	118.1	F
10	375.0	11.76	112.9	F
Average:	371.1	11.94	116.2	F

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Superlink ID 720506516				
1	113.0	0.78	24.8	C
2	106.0	0.81	27.6	C
3	112.0	0.73	23.3	C
4	92.0	0.61	23.7	C
5	106.0	0.68	23.0	C
6	107.0	0.72	24.1	C
7	108.0	0.69	23.0	C
8	109.0	0.80	26.4	C
9	104.0	0.79	27.2	C
10	112.0	0.79	25.4	C
Average:	106.9	0.74	24.9	C

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED**NODE: 4881**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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EB TR on WALES RD: Superlink ID 720506516

1	111.0	0.77	25.0	C
2	121.0	0.87	25.8	C
3	111.0	0.74	24.0	C
4	132.0	0.87	23.8	C
5	120.0	0.83	24.8	C
6	117.0	0.76	23.3	C
7	117.0	0.79	24.3	C
8	117.0	0.68	21.0	C
9	121.0	0.73	21.8	C
10	114.0	0.81	25.5	C
Average:	118.1	0.79	23.9	C

SB L on SB I 75 TO WALES: Superlink ID 13720

1	306.0	1.50	17.6	B
2	309.0	1.60	18.6	B
3	331.0	1.54	16.7	B
4	286.0	1.57	19.8	B
5	306.0	1.57	18.5	B
6	306.0	1.66	19.6	B
7	301.0	1.66	19.8	B
8	314.0	1.60	18.4	B
9	310.0	1.51	17.6	B
10	298.0	1.75	21.2	C
Average:	306.7	1.60	18.8	B

SB LTR on SB I 75 TO WALES: Superlink ID 13720

1	339.0	1.71	18.2	B
2	333.0	1.58	17.1	B
3	312.0	1.64	18.9	B
4	354.0	1.66	16.9	B
5	336.0	1.64	17.6	B
6	335.0	1.63	17.5	B
7	337.0	1.89	20.2	C
8	328.0	1.58	17.3	B
9	332.0	1.74	18.9	B
10	347.0	1.71	17.8	B
Average:	335.3	1.68	18.0	B

WB L on WALES RD: Superlink ID 720495030

1	305.0	13.39	158.0	F
2	321.0	12.65	141.8	F
3	308.0	12.49	146.0	F

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED**NODE: 4881**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	302.0	13.60	162.1	F
5	306.0	13.31	156.6	F
6	328.0	12.87	141.2	F
7	328.0	12.07	132.5	F
8	303.0	12.03	143.0	F
9	344.0	14.08	147.3	F
10	310.0	12.91	149.9	F
Average:	315.5	12.94	147.8	F

WB T on WALES RD: Superlink ID 720495030

1	69.0	1.65	86.0	F
2	74.0	1.63	79.5	E
3	71.0	1.58	80.2	F
4	70.0	1.70	87.2	F
5	70.0	1.73	89.1	F
6	77.0	1.66	77.8	E
7	74.0	1.47	71.5	E
8	74.0	1.63	79.4	E
9	78.0	1.79	82.4	F
10	77.0	1.69	79.0	E
Average:	73.4	1.65	81.2	F

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Intersection LOS by Lane Group - Total Control Delay

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD

NODE: 3002

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BUCK RD	720495033	0.9	0.2	0.7	1.3	10
EB T	BUCK RD	720495033	3.4	0.9	2.1	4.7	10
NB LTR	NB I 75 TO BUCK	14412	14.3	0.7	13.7	15.9	10
NB R	BUCK RD	720495034	5.8	5.8	0.2	13.6	10
WB TR	BUCK RD	720495034	12.8	1.4	10.6	14.6	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD

NODE: 3000

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720506526	1.8	0.1	1.5	1.9	10
EB TR	BUCK RD	720506526	3.1	0.4	2.4	3.6	10
SB LT	SB I 75 TO BUCK	4229	2.1	0.2	1.8	2.4	10
SB R	SB I 75 TO BUCK	4229	0.4	0.0	0.4	0.5	10
WB L	BUCK RD	720495033	13.6	0.6	12.9	14.7	10
WB T	BUCK RD	720495033	2.3	0.2	2.1	2.8	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75

NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	0.6	0.0	0.5	0.7	10
EB T	WALES RD	720495030	1.0	0.0	0.9	1.1	10
NB LTR	NB I 75 TO WALES	4226	0.9	0.1	0.8	1.0	10
NB R	NB I 75 TO WALES	4226	0.5	0.1	0.4	0.6	10
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	11.9	0.4	11.4	12.8	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75

NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	0.7	0.1	0.6	0.8	10
EB TR	WALES RD	720506516	0.8	0.1	0.7	0.9	10
SB L	SB I 75 TO WALES	13720	1.6	0.1	1.5	1.8	10
SB LTR	SB I 75 TO WALES	13720	1.7	0.1	1.6	1.9	10
WB L	WALES RD	720495030	12.9	0.7	12.0	14.1	10
WB T	WALES RD	720495030	1.7	0.1	1.5	1.8	10

Intersection LOS by Lane Group

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Intersection LOS by Lane Group - Avg Control Delay

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD

NODE: 3002

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BUCK RD	720495033	24.4	4.5	18.0	35.0	10
EB T	BUCK RD	720495033	24.8	6.2	16.1	34.5	10
NB LTR	NB I 75 TO BUCK	14412	146.9	17.3	124.2	176.5	10
NB R	BUCK RD	720495034	55.1	50.9	3.8	127.1	10
WB TR	BUCK RD	720495034	210.0	37.5	161.6	263.4	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD

NODE: 3000

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720506526	21.8	1.5	18.9	23.6	10
EB TR	BUCK RD	720506526	22.3	3.1	17.3	26.7	10
SB LT	SB I 75 TO BUCK	4229	29.3	2.2	25.3	33.4	10
SB R	SB I 75 TO BUCK	4229	6.9	0.4	6.4	7.7	10
WB L	BUCK RD	720495033	206.4	12.2	183.6	221.2	10
WB T	BUCK RD	720495033	48.9	6.8	39.5	61.1	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75

NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	29.3	1.5	26.4	31.6	10
EB T	WALES RD	720495030	5.4	0.2	5.0	5.7	10
NB LTR	NB I 75 TO WALES	4226	23.6	1.2	22.2	26.6	10
NB R	NB I 75 TO WALES	4226	9.3	1.0	8.2	11.0	10
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	116.2	8.5	106.2	133.1	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75

NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	24.9	1.7	23.0	27.6	10
EB TR	WALES RD	720506516	23.9	1.5	21.0	25.8	10
SB L	SB I 75 TO WALES	13720	18.8	1.3	16.7	21.2	10
SB LTR	SB I 75 TO WALES	13720	18.0	1.0	16.9	20.2	10
WB L	WALES RD	720495030	147.8	9.0	132.5	162.1	10
WB T	WALES RD	720495030	81.2	5.2	71.5	89.1	10

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 16:00:00 - 17:00:00
 Interval: Summary
 Selection: --

Intersection LOS - Overview

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED

NODE: 3002

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,995.0	30.89	55.7	E
2	1,997.0	29.72	53.6	D
3	1,957.0	31.17	57.3	E
4	1,972.0	32.91	60.1	E
5	1,955.0	34.49	63.5	E
6	2,029.0	31.50	55.9	E
7	2,017.0	31.35	56.0	E
8	2,018.0	30.72	54.8	D
9	1,990.0	30.57	55.3	E
10	2,034.0	32.16	56.9	E
Average:	1,996.4	31.55	56.9	E

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED

NODE: 3000

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,822.0	17.53	34.6	C
2	1,826.0	18.87	37.2	D
3	1,788.0	18.94	38.1	D
4	1,816.0	18.68	37.0	D
5	1,814.0	21.89	43.4	D
6	1,839.0	17.91	35.1	D
7	1,818.0	17.01	33.7	C
8	1,821.0	15.93	31.5	C
9	1,816.0	17.02	33.7	C
10	1,844.0	19.54	38.2	D
Average:	1,820.4	18.33	36.3	D

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,406.0	5.04	7.5	A
2	2,398.0	8.50	12.8	B
3	2,353.0	8.64	13.2	B
4	2,422.0	6.64	9.9	A
5	2,305.0	12.05	18.8	B
6	2,334.0	12.02	18.5	B
7	2,348.0	13.24	20.3	C
8	2,368.0	13.48	20.5	C
9	2,284.0	13.11	20.7	C

Intersection LOS

10	2,403.0	11.73	17.6	B
Average:	2,362.1	10.45	16.0	B

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,404.0	15.26	39.1	D
2	1,392.0	15.02	38.9	D
3	1,384.0	17.38	45.2	D
4	1,425.0	17.61	44.5	D
5	1,387.0	19.10	49.6	D
6	1,379.0	21.11	55.1	E
7	1,376.0	19.23	50.3	D
8	1,380.0	20.61	53.8	D
9	1,355.0	19.69	52.3	D
10	1,406.0	21.29	54.5	D
Average:	1,388.8	18.63	48.3	D

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 16:00:00 - 17:00:00
 Interval: Summary
 Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3002	NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD	Actuated	31.5	1.4	29.7	34.5	10
3000	SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD	Actuated	18.3	1.7	15.9	21.9	10
9333	WALES RD, NB I 75 TO WALES & WALES TO NB I 75	Actuated	10.4	3.0	5.0	13.5	10
4881	WALES RD, SB I 75 TO WALES & WALES TO SB I 75	Actuated	18.6	2.3	15.0	21.3	10

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 16:00:00 - 17:00:00
 Interval: Summary
 Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3002	NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD	Actuated	56.9	2.9	53.6	63.5	10
3000	SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD	Actuated	36.3	3.3	31.5	43.4	10
9333	WALES RD, NB I 75 TO WALES & WALES TO NB I 75	Actuated	16.0	4.8	7.5	20.7	10
4881	WALES RD, SB I 75 TO WALES & WALES TO SB I 75	Actuated	48.3	6.1	38.9	55.1	10

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 16:00:00 - 17:00:00
 Interval: Summary
 Selection: --

Intersection LOS by Approach - Overview

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED

NODE: 3002

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720495033				
1	642.0	2.15	12.1	B
2	656.0	2.08	11.4	B
3	651.0	2.10	11.6	B
4	659.0	2.31	12.6	B
5	661.0	2.16	11.8	B
6	645.0	1.88	10.5	B
7	645.0	2.00	11.2	B
8	643.0	2.03	11.4	B
9	658.0	2.03	11.1	B
10	648.0	1.96	10.9	B
Average:	650.8	2.07	11.5	B

NB on NB I 75 TO BUCK: Superlink ID 14412

1	783.0	26.03	119.7	F
2	738.0	24.67	120.3	F
3	759.0	25.59	121.4	F
4	737.0	26.29	128.4	F
5	708.0	26.86	136.6	F
6	789.0	26.54	121.1	F
7	768.0	26.71	125.2	F
8	769.0	26.34	123.3	F
9	750.0	25.56	122.7	F
10	800.0	26.26	118.2	F
Average:	760.1	26.09	123.7	F

WB on BUCK RD: Superlink ID 720495034

1	570.0	2.71	17.1	B
2	603.0	2.97	17.7	B
3	547.0	3.47	22.9	C
4	576.0	4.31	27.0	C
5	586.0	5.47	33.6	C
6	595.0	3.09	18.7	B
7	604.0	2.63	15.7	B
8	606.0	2.35	14.0	B
9	582.0	2.98	18.5	B

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED**NODE: 3002**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	586.0	3.94	24.2	C
Average:	585.5	3.39	20.9	C

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED**NODE: 3000**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720506526				
1	788.0	4.78	21.9	C
2	775.0	5.07	23.6	C
3	776.0	5.33	24.7	C
4	778.0	5.05	23.4	C
5	786.0	5.14	23.5	C
6	782.0	4.84	22.3	C
7	783.0	5.05	23.2	C
8	776.0	5.17	24.0	C
9	779.0	4.52	20.9	C
10	790.0	5.42	24.7	C
Average:	781.3	5.04	23.2	C

SB on SB I 75 TO BUCK: Superlink ID 4229

1	485.0	3.05	22.6	C
2	487.0	3.11	23.0	C
3	484.0	2.68	19.9	B
4	499.0	2.92	21.1	C
5	496.0	3.10	22.5	C
6	488.0	3.01	22.2	C
7	474.0	3.08	23.4	C
8	481.0	2.87	21.5	C
9	487.0	2.84	21.0	C
10	487.0	2.73	20.2	C
Average:	486.8	2.94	21.7	C

WB on BUCK RD: Superlink ID 720495033

1	549.0	9.70	63.6	E
2	564.0	10.69	68.2	E
3	528.0	10.94	74.6	E
4	539.0	10.71	71.5	E
5	532.0	13.64	92.3	F
6	569.0	10.06	63.7	E
7	561.0	8.89	57.0	E
8	564.0	7.90	50.4	D
9	550.0	9.66	63.2	E

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED**NODE: 3000**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	567.0	11.39	72.3	E
Average:	552.3	10.36	67.7	E

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED**NODE: 9333**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720495030				
1	743.0	0.62	3.0	A
2	748.0	0.72	3.5	A
3	749.0	0.65	3.1	A
4	748.0	0.67	3.2	A
5	744.0	0.66	3.2	A
6	742.0	0.75	3.6	A
7	742.0	0.78	3.8	A
8	742.0	0.69	3.4	A
9	741.0	0.71	3.4	A
10	744.0	0.90	4.3	A
Average:	744.3	0.72	3.5	A

NB on NB I 75 TO WALES: Superlink ID 4226

1	324.0	1.86	20.6	C
2	323.0	1.75	19.5	B
3	331.0	1.75	19.1	B
4	330.0	1.74	18.9	B
5	339.0	1.83	19.5	B
6	330.0	1.98	21.6	C
7	331.0	1.67	18.2	B
8	325.0	1.68	18.6	B
9	326.0	1.88	20.8	C
10	321.0	1.83	20.5	C
Average:	328.0	1.80	19.7	B

WB on WALES RD: Superlink ID 720495029

1	1,339.0	2.57	6.9	A
2	1,327.0	6.03	16.4	B
3	1,273.0	6.24	17.7	B
4	1,344.0	4.24	11.3	B
5	1,222.0	9.55	28.1	C
6	1,262.0	9.29	26.5	C
7	1,275.0	10.78	30.4	C
8	1,301.0	11.11	30.7	C
9	1,217.0	10.52	31.1	C

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED**NODE: 9333**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	1,338.0	9.00	24.2	C
Average:	1,289.8	7.93	22.3	C

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED**NODE: 4881**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720506516				
1	224.0	1.53	24.6	C
2	224.0	1.49	23.9	C
3	226.0	1.48	23.5	C
4	225.0	1.53	24.5	C
5	226.0	1.36	21.6	C
6	225.0	1.52	24.4	C
7	226.0	1.36	21.6	C
8	225.0	1.44	23.1	C
9	227.0	1.39	22.1	C
10	226.0	1.44	23.0	C
Average:	225.4	1.45	23.2	C

SB on SB I 75 TO WALES: Superlink ID 13720

1	644.0	3.70	20.7	C
2	651.0	3.73	20.6	C
3	646.0	3.65	20.4	C
4	650.0	3.79	21.0	C
5	642.0	3.79	21.2	C
6	641.0	3.71	20.8	C
7	644.0	3.63	20.3	C
8	640.0	3.72	20.9	C
9	641.0	3.80	21.4	C
10	641.0	4.07	22.8	C
Average:	644.0	3.76	21.0	C

WB on WALES RD: Superlink ID 720495030

1	536.0	10.03	67.4	E
2	517.0	9.80	68.3	E
3	512.0	12.25	86.2	F
4	550.0	12.29	80.4	F
5	519.0	13.95	96.8	F
6	513.0	15.88	111.5	F
7	506.0	14.24	101.3	F
8	515.0	15.45	108.0	F
9	487.0	14.49	107.1	F

Intersection LOS by Approach

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	539.0	15.78	105.4	F
Average:	519.4	13.42	93.2	F

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 16:00:00 - 17:00:00
 Interval: Summary
 Selection: --

Intersection LOS by Approach - Total Control Delay

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD

NODE: 3002

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720495033	2.1	0.1	1.9	2.3	10
N	NB I 75 TO BUCK	14412	26.1	0.7	24.7	26.9	10
W	BUCK RD	720495034	3.4	0.9	2.4	5.5	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD

NODE: 3000

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720506526	5.0	0.3	4.5	5.4	10
S	SB I 75 TO BUCK	4229	2.9	0.2	2.7	3.1	10
W	BUCK RD	720495033	10.4	1.5	7.9	13.6	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75

NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	0.7	0.1	0.6	0.9	10
N	NB I 75 TO WALES	4226	1.8	0.1	1.7	2.0	10
W	WALES RD	720495029	7.9	3.0	2.6	11.1	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75

NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	1.5	0.1	1.4	1.5	10
S	SB I 75 TO WALES	13720	3.8	0.1	3.6	4.1	10
W	WALES RD	720495030	13.4	2.2	9.8	15.9	10

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 16:00:00 - 17:00:00
 Interval: Summary
 Selection: --

Intersection LOS by Approach - Avg Control Delay

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD

NODE: 3002

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720495033	11.5	0.6	10.5	12.6	10
N	NB I 75 TO BUCK	14412	123.7	5.4	118.2	136.6	10
W	BUCK RD	720495034	20.9	6.0	14.0	33.6	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD

NODE: 3000

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720506526	23.2	1.2	20.9	24.7	10
S	SB I 75 TO BUCK	4229	21.7	1.2	19.9	23.4	10
W	BUCK RD	720495033	67.7	11.3	50.4	92.3	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75

NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	3.5	0.4	3.0	4.3	10
N	NB I 75 TO WALES	4226	19.7	1.1	18.2	21.6	10
W	WALES RD	720495029	22.3	8.7	6.9	31.1	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75

NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	23.2	1.2	21.6	24.6	10
S	SB I 75 TO WALES	13720	21.0	0.7	20.3	22.8	10
W	WALES RD	720495030	93.2	16.6	67.4	111.5	10

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 16:00:00 - 17:00:00
 Interval: Summary
 Selection: --

Intersection LOS by Lane Group - Overview

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED

NODE: 3002

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on BUCK RD: Superlink ID 720495033				
1	136.0	0.62	16.4	B
2	141.0	0.79	20.3	C
3	148.0	0.74	18.1	B
4	141.0	0.87	22.1	C
5	141.0	0.83	21.1	C
6	139.0	0.59	15.3	B
7	138.0	0.64	16.6	B
8	134.0	0.63	16.9	B
9	141.0	0.69	17.6	B
10	141.0	0.69	17.7	B
Average:	140.0	0.71	18.2	B

EB T on BUCK RD: Superlink ID 720495033

1	506.0	1.53	10.9	B
2	515.0	1.29	9.0	A
3	503.0	1.36	9.7	A
4	518.0	1.44	10.0	B
5	520.0	1.34	9.3	A
6	506.0	1.29	9.2	A
7	507.0	1.37	9.7	A
8	509.0	1.40	9.9	A
9	517.0	1.34	9.3	A
10	507.0	1.27	9.0	A
Average:	510.8	1.36	9.6	A

NB LTR on NB I 75 TO BUCK: Superlink ID 14412

1	373.0	14.69	141.7	F
2	369.0	14.80	144.4	F
3	358.0	14.45	145.3	F
4	375.0	15.82	151.9	F
5	358.0	15.77	158.6	F
6	387.0	15.39	143.1	F
7	390.0	16.09	148.6	F
8	386.0	15.55	145.0	F
9	391.0	15.89	146.3	F
10	376.0	15.16	145.1	F
Average:	376.3	15.36	147.0	F

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED**NODE: 3002**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB R on BUCK RD: Superlink ID 720495034				
1	218.0	0.00	0.0	A
2	231.0	0.00	0.0	A
3	215.0	0.00	0.0	A
4	227.0	0.01	0.1	A
5	227.0	0.01	0.2	A
6	227.0	0.00	0.0	A
7	233.0	0.00	0.0	A
8	236.0	0.00	0.0	A
9	222.0	0.00	0.0	A
10	226.0	0.01	0.1	A
Average:	610.0	10.73	50.4	D
NB R on NB I 75 TO BUCK: Superlink ID 14412				
1	410.0	11.34	99.6	F
2	369.0	9.87	96.3	F
3	401.0	11.15	100.1	F
4	362.0	10.46	104.1	F
5	350.0	11.09	114.1	F
6	402.0	11.15	99.9	F
7	378.0	10.62	101.1	F
8	383.0	10.79	101.4	F
9	359.0	9.67	97.0	F
10	424.0	11.10	94.2	F
Average:	610.0	10.73	50.4	D
WB TR on BUCK RD: Superlink ID 720495034				
1	352.0	2.71	27.8	C
2	372.0	2.97	28.7	C
3	332.0	3.47	37.7	D
4	349.0	4.31	44.4	D
5	359.0	5.46	54.8	D
6	368.0	3.09	30.2	C
7	371.0	2.63	25.5	C
8	370.0	2.35	22.9	C
9	360.0	2.98	29.8	C
10	360.0	3.93	39.3	D
Average:	359.3	3.39	34.1	C

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED**NODE: 3000**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720506526				
1	302.0	1.83	21.8	C
2	288.0	1.81	22.7	C
3	304.0	2.04	24.2	C
4	295.0	1.89	23.1	C
5	295.0	1.89	23.1	C
6	296.0	1.79	21.8	C
7	290.0	1.72	21.3	C
8	298.0	1.95	23.5	C
9	292.0	1.71	21.1	C
10	295.0	1.95	23.8	C
Average:	295.5	1.86	22.6	C
EB TR on BUCK RD: Superlink ID 720506526				
1	486.0	2.96	21.9	C
2	487.0	3.26	24.1	C
3	472.0	3.29	25.1	C
4	483.0	3.16	23.6	C
5	491.0	3.25	23.8	C
6	486.0	3.04	22.5	C
7	493.0	3.33	24.3	C
8	478.0	3.22	24.3	C
9	487.0	2.80	20.7	C
10	495.0	3.47	25.3	C
Average:	485.8	3.18	23.6	C
SB LT on SB I 75 TO BUCK: Superlink ID 4229				
1	256.0	2.53	35.5	D
2	269.0	2.58	34.6	C
3	263.0	2.16	29.6	C
4	272.0	2.38	31.4	C
5	273.0	2.65	34.9	C
6	263.0	2.51	34.4	C
7	257.0	2.47	34.6	C
8	261.0	2.28	31.4	C
9	265.0	2.32	31.5	C
10	262.0	2.31	31.8	C
Average:	264.1	2.42	33.0	C
SB R on SB I 75 TO BUCK: Superlink ID 4229				
1	229.0	0.52	8.2	A
2	218.0	0.53	8.7	A
3	221.0	0.52	8.4	A

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED**NODE: 3000**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	227.0	0.55	8.7	A
5	223.0	0.46	7.4	A
6	225.0	0.49	7.9	A
7	217.0	0.61	10.1	B
8	220.0	0.59	9.7	A
9	222.0	0.52	8.4	A
10	225.0	0.42	6.8	A
Average:	222.7	0.52	8.4	A

WB L on BUCK RD: Superlink ID 720495033

1	323.0	8.85	98.7	F
2	327.0	9.80	107.9	F
3	311.0	10.06	116.5	F
4	316.0	9.56	108.9	F
5	314.0	12.19	139.8	F
6	335.0	9.27	99.6	F
7	324.0	8.22	91.3	F
8	327.0	7.40	81.5	F
9	316.0	8.71	99.3	F
10	335.0	10.55	113.3	F
Average:	322.8	9.46	105.7	F

WB T on BUCK RD: Superlink ID 720495033

1	226.0	0.85	13.5	B
2	237.0	0.89	13.5	B
3	217.0	0.87	14.5	B
4	223.0	1.15	18.5	B
5	218.0	1.45	24.0	C
6	234.0	0.79	12.2	B
7	237.0	0.67	10.2	B
8	237.0	0.50	7.5	A
9	234.0	0.94	14.5	B
10	232.0	0.84	13.1	B
Average:	229.5	0.90	14.2	B

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED**NODE: 9333**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Superlink ID 720495030				
1	73.0	0.27	13.4	B
2	74.0	0.35	17.1	B
3	74.0	0.31	15.0	B
4	76.0	0.34	16.0	B
5	74.0	0.30	14.7	B

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED**NODE: 9333**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	74.0	0.39	19.2	B
7	72.0	0.40	19.8	B
8	75.0	0.42	20.0	C
9	73.0	0.40	19.9	B
10	73.0	0.49	24.4	C
Average:	73.8	0.37	18.0	B

EB T on WALES RD: Superlink ID 720495030

1	670.0	0.35	1.9	A
2	674.0	0.37	2.0	A
3	675.0	0.34	1.8	A
4	672.0	0.33	1.8	A
5	670.0	0.36	1.9	A
6	668.0	0.36	1.9	A
7	670.0	0.39	2.1	A
8	667.0	0.27	1.5	A
9	668.0	0.31	1.6	A
10	671.0	0.40	2.2	A
Average:	670.5	0.35	1.9	A

NB LTR on NB I 75 TO WALES: Superlink ID 4226

1	116.0	1.15	35.7	D
2	111.0	1.12	36.3	D
3	123.0	1.15	33.7	C
4	123.0	1.09	31.8	C
5	124.0	1.19	34.5	C
6	133.0	1.20	32.5	C
7	115.0	1.03	32.2	C
8	125.0	1.09	31.3	C
9	137.0	1.16	30.5	C
10	122.0	1.22	36.0	D
Average:	122.9	1.14	33.5	C

NB R on NB I 75 TO WALES: Superlink ID 4226

1	208.0	0.71	12.2	B
2	212.0	0.63	10.6	B
3	208.0	0.60	10.4	B
4	207.0	0.65	11.3	B
5	215.0	0.64	10.8	B
6	197.0	0.78	14.2	B
7	216.0	0.65	10.8	B
8	200.0	0.59	10.6	B
9	189.0	0.72	13.7	B

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED**NODE: 9333**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	199.0	0.61	11.0	B
Average:	205.1	0.66	11.6	B

WB R on WALES RD: Superlink ID 720495029

1	819.0	0.00	0.0	A
2	812.0	0.00	0.0	A
3	776.0	0.00	0.0	A
4	820.0	0.00	0.0	A
5	749.0	0.00	0.0	A
6	775.0	0.00	0.0	A
7	785.0	0.00	0.0	A
8	796.0	0.00	0.0	A
9	751.0	0.00	0.0	A
10	817.0	0.00	0.0	A
Average:	790.0	0.00	0.0	A

WB T on WALES RD: Superlink ID 720495029

1	520.0	2.57	17.8	B
2	515.0	6.03	42.1	D
3	497.0	6.24	45.2	D
4	524.0	4.24	29.1	C
5	473.0	9.55	72.7	E
6	487.0	9.29	68.7	E
7	490.0	10.78	79.2	E
8	505.0	11.11	79.2	E
9	466.0	10.52	81.3	F
10	521.0	9.00	62.2	E
Average:	499.8	7.93	57.8	E

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED**NODE: 4881**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Superlink ID 720506516				
1	107.0	0.73	24.7	C
2	104.0	0.76	26.3	C
3	110.0	0.71	23.3	C
4	103.0	0.74	26.0	C
5	103.0	0.62	21.8	C
6	115.0	0.83	26.1	C
7	107.0	0.65	21.9	C
8	110.0	0.71	23.2	C
9	119.0	0.83	25.1	C
10	103.0	0.68	23.7	C
Average:	108.1	0.73	24.2	C

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED**NODE: 4881**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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EB TR on WALES RD: Superlink ID 720506516

1	117.0	0.80	24.6	C
2	120.0	0.73	21.8	C
3	116.0	0.76	23.7	C
4	122.0	0.79	23.2	C
5	123.0	0.73	21.4	C
6	110.0	0.69	22.5	C
7	119.0	0.71	21.3	C
8	115.0	0.73	22.9	C
9	108.0	0.56	18.8	B
10	123.0	0.76	22.3	C
Average:	117.3	0.73	22.3	C

SB L on SB I 75 TO WALES: Superlink ID 13720

1	303.0	1.78	21.2	C
2	321.0	1.88	21.1	C
3	318.0	1.81	20.5	C
4	318.0	1.97	22.3	C
5	312.0	1.96	22.6	C
6	300.0	1.89	22.7	C
7	309.0	1.83	21.3	C
8	313.0	1.96	22.5	C
9	299.0	1.82	21.9	C
10	308.0	1.96	22.9	C
Average:	310.1	1.89	21.9	C

SB LTR on SB I 75 TO WALES: Superlink ID 13720

1	341.0	1.92	20.2	C
2	330.0	1.86	20.2	C
3	328.0	1.84	20.2	C
4	332.0	1.82	19.7	B
5	330.0	1.83	19.9	B
6	341.0	1.81	19.2	B
7	335.0	1.81	19.4	B
8	327.0	1.76	19.4	B
9	342.0	1.98	20.9	C
10	333.0	2.11	22.8	C
Average:	333.9	1.87	20.2	C

WB L on WALES RD: Superlink ID 720495030

1	433.0	9.27	77.1	E
2	415.0	8.86	76.8	E
3	413.0	10.99	95.8	F

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED**NODE: 4881**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	447.0	11.07	89.2	F
5	424.0	12.60	107.0	F
6	415.0	14.01	121.5	F
7	407.0	12.62	111.6	F
8	414.0	13.58	118.1	F
9	395.0	12.82	116.8	F
10	435.0	14.01	116.0	F
Average:	419.8	11.98	103.0	F

WB T on WALES RD: Superlink ID 720495030

1	103.0	0.76	26.7	C
2	102.0	0.95	33.4	C
3	99.0	1.26	45.8	D
4	103.0	1.21	42.4	D
5	95.0	1.36	51.4	D
6	98.0	1.87	68.7	E
7	99.0	1.63	59.1	E
8	101.0	1.87	66.7	E
9	92.0	1.68	65.6	E
10	104.0	1.77	61.3	E
Average:	99.6	1.44	52.1	D

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 16:00:00 - 17:00:00
 Interval: Summary
 Selection: --

Intersection LOS by Lane Group - Total Control Delay

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD

NODE: 3002

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BUCK RD	720495033	0.7	0.1	0.6	0.9	10
EB T	BUCK RD	720495033	1.4	0.1	1.3	1.5	10
NB LTR	NB I 75 TO BUCK	14412	15.4	0.6	14.5	16.1	10
NB R	BUCK RD	720495034	5.4	5.5	0.0	11.3	10
WB TR	BUCK RD	720495034	3.4	0.9	2.4	5.5	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD

NODE: 3000

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720506526	1.9	0.1	1.7	2.0	10
EB TR	BUCK RD	720506526	3.2	0.2	2.8	3.5	10
SB LT	SB I 75 TO BUCK	4229	2.4	0.2	2.2	2.7	10
SB R	SB I 75 TO BUCK	4229	0.5	0.1	0.4	0.6	10
WB L	BUCK RD	720495033	9.5	1.3	7.4	12.2	10
WB T	BUCK RD	720495033	0.9	0.3	0.5	1.5	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75

NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	0.4	0.1	0.3	0.5	10
EB T	WALES RD	720495030	0.3	0.0	0.3	0.4	10
NB LTR	NB I 75 TO WALES	4226	1.1	0.1	1.0	1.2	10
NB R	NB I 75 TO WALES	4226	0.7	0.1	0.6	0.8	10
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	7.9	3.0	2.6	11.1	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75

NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	0.7	0.1	0.6	0.8	10
EB TR	WALES RD	720506516	0.7	0.1	0.6	0.8	10
SB L	SB I 75 TO WALES	13720	1.9	0.1	1.8	2.0	10
SB LTR	SB I 75 TO WALES	13720	1.9	0.1	1.8	2.1	10
WB L	WALES RD	720495030	12.0	1.9	8.9	14.0	10
WB T	WALES RD	720495030	1.4	0.4	0.8	1.9	10

Intersection LOS by Lane Group

Project: 22217 Buck Feasibility No Build
 Scenario: 2048 PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 16:00:00 - 17:00:00
 Interval: Summary
 Selection: --

Intersection LOS by Lane Group - Avg Control Delay

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD

NODE: 3002

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BUCK RD	720495033	18.2	2.2	15.3	22.1	10
EB T	BUCK RD	720495033	9.6	0.6	9.0	10.9	10
NB LTR	NB I 75 TO BUCK	14412	147.0	5.0	141.7	158.6	10
NB R	BUCK RD	720495034	50.4	51.8	0.0	114.1	10
WB TR	BUCK RD	720495034	34.1	9.9	22.9	54.8	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD

NODE: 3000

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720506526	22.6	1.1	21.1	24.2	10
EB TR	BUCK RD	720506526	23.6	1.4	20.7	25.3	10
SB LT	SB I 75 TO BUCK	4229	33.0	2.0	29.6	35.5	10
SB R	SB I 75 TO BUCK	4229	8.4	1.0	6.8	10.1	10
WB L	BUCK RD	720495033	105.7	15.9	81.5	139.8	10
WB T	BUCK RD	720495033	14.2	4.5	7.5	24.0	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75

NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	18.0	3.3	13.4	24.4	10
EB T	WALES RD	720495030	1.9	0.2	1.5	2.2	10
NB LTR	NB I 75 TO WALES	4226	33.5	2.1	30.5	36.3	10
NB R	NB I 75 TO WALES	4226	11.6	1.4	10.4	14.2	10
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	57.8	22.7	17.8	81.3	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75

NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	24.2	1.7	21.8	26.3	10
EB TR	WALES RD	720506516	22.3	1.6	18.8	24.6	10
SB L	SB I 75 TO WALES	13720	21.9	0.8	20.5	22.9	10
SB LTR	SB I 75 TO WALES	13720	20.2	1.0	19.2	22.8	10
WB L	WALES RD	720495030	103.0	17.1	76.8	121.5	10
WB T	WALES RD	720495030	52.1	14.7	26.7	68.7	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,028.0	9.77	17.3	C
2	2,020.0	10.95	19.5	C
3	2,028.0	10.06	17.9	C
4	2,039.0	7.75	13.7	B
5	2,017.0	19.48	34.8	D
6	2,022.0	11.24	20.0	C
7	2,033.0	15.13	26.8	D
8	2,038.0	13.01	23.0	C
9	2,020.0	9.44	16.8	C
10	2,013.0	20.38	36.4	E
Average:	2,025.8	12.72	22.6	C

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,115.0	2.27	3.9	A
2	2,095.0	2.20	3.8	A
3	2,137.0	2.54	4.3	A
4	2,114.0	2.26	3.8	A
5	2,100.0	2.47	4.2	A
6	2,094.0	2.40	4.1	A
7	2,115.0	2.28	3.9	A
8	2,132.0	2.23	3.8	A
9	2,122.0	2.31	3.9	A
10	2,103.0	2.29	3.9	A
Average:	2,112.7	2.33	4.0	A

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,923.0	2.52	4.7	A
2	1,920.0	2.47	4.6	A
3	1,938.0	2.50	4.6	A
4	1,940.0	2.50	4.6	A
5	1,916.0	2.53	4.7	A
6	1,903.0	2.61	4.9	A
7	1,932.0	2.51	4.7	A

Roundabout LOS

8	1,941.0	2.51	4.7	A
9	1,921.0	2.36	4.4	A
10	1,921.0	2.54	4.8	A
Average:	1,925.5	2.51	4.7	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT

NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,110.0	3.10	5.3	A
2	2,105.0	3.46	5.9	A
3	2,122.0	3.30	5.6	A
4	2,120.0	3.16	5.4	A
5	2,108.0	3.56	6.1	A
6	2,107.0	3.44	5.9	A
7	2,113.0	3.17	5.4	A
8	2,131.0	3.34	5.6	A
9	2,118.0	3.23	5.5	A
10	2,109.0	3.21	5.5	A
Average:	2,114.3	3.30	5.6	A

Project: Prop Dbl Roundabout with Expansion
 Scenario: 2048 AM Peak
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	12.7	4.3	7.8	20.4	10
16	NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD	Roundabout	2.3	0.1	2.2	2.5	10
26	SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD	Roundabout	2.5	0.1	2.4	2.6	10
34	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	3.3	0.2	3.1	3.6	10

Project: Prop Dbl Roundabout with Expansion
 Scenario: 2048 AM Peak
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	22.6	7.7	13.7	36.4	10
16	NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD	Roundabout	4.0	0.2	3.8	4.3	10
26	SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD	Roundabout	4.7	0.1	4.4	4.9	10
34	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	5.6	0.3	5.3	6.1	10

Project: Prop Dbl Roundabout with Expansion
 Scenario: 2048 AM Peak
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Roundabout LOS by Lane - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on LIME CITY RD: Lane ID 33640842				
1	478.0	1.70	12.8	B
2	480.0	1.41	10.6	B
3	478.0	1.41	10.6	B
4	475.0	1.43	10.8	B
5	479.0	1.77	13.3	B
6	475.0	1.27	9.7	A
7	481.0	1.39	10.4	B
8	478.0	1.25	9.4	A
9	482.0	1.56	11.7	B
10	477.0	1.93	14.6	B
Average:	478.0	1.51	11.4	B
NWB T on BUCK RD: Lane ID 33640836				
1	672.0	2.83	15.2	C
2	669.0	2.94	15.8	C
3	678.0	2.73	14.5	B
4	676.0	2.43	12.9	B
5	670.0	4.57	24.5	C
6	676.0	3.23	17.2	C
7	672.0	2.66	14.2	B
8	676.0	3.05	16.3	C
9	669.0	2.44	13.1	B
10	675.0	4.85	25.9	D
Average:	673.0	3.17	17.0	C
NWB T on BUCK RD: Lane ID 33640926				
1	128.0	0.13	3.6	A
2	133.0	0.14	3.8	A
3	129.0	0.15	4.2	A
4	130.0	0.14	4.0	A
5	129.0	0.14	3.8	A
6	128.0	0.15	4.2	A
7	133.0	0.14	3.9	A
8	129.0	0.14	4.0	A
9	128.0	0.14	3.9	A
10	124.0	0.13	3.8	A
Average:	129.0	0.14	3.9	A

BUCK RD & LIME CITY RD -- ROUNDABOUT**NODE: 6**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB T on BUCK RD: Lane ID 33640840				
1	384.0	0.66	6.2	A
2	381.0	0.70	6.6	A
3	379.0	0.70	6.6	A
4	384.0	0.68	6.4	A
5	382.0	0.72	6.8	A
6	378.0	0.82	7.8	A
7	381.0	0.78	7.4	A
8	382.0	0.68	6.4	A
9	382.0	0.62	5.8	A
10	379.0	0.78	7.4	A
Average:	381.0	0.71	6.7	A

SWB T on LIME CITY RD: Lane ID 33640838

1	366.0	4.45	43.8	E
2	357.0	5.76	58.0	F
3	364.0	5.07	50.2	F
4	374.0	3.06	29.5	D
5	357.0	12.28	123.9	F
6	365.0	5.77	56.9	F
7	366.0	10.16	100.0	F
8	373.0	7.89	76.2	F
9	359.0	4.68	47.0	E
10	358.0	12.68	127.5	F
Average:	363.0	7.18	71.3	F

**NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD --
ROUNDABOUT****NODE: 16**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on BUCK RD: Lane ID 33640861				
1	146.0	0.00	0.0	A
2	144.0	0.00	0.0	A
3	154.0	0.00	0.0	A
4	146.0	0.00	0.0	A
5	142.0	0.00	0.0	A
6	145.0	0.00	0.0	A
7	149.0	0.00	0.0	A
8	147.0	0.00	0.0	A
9	149.0	0.00	0.0	A
10	155.0	0.00	0.0	A
Average:	147.0	0.00	0.0	A

**NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD --
 ROUNDABOUT**
NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on BUCK RD: Lane ID 33640862				
1	499.0	0.00	0.0	A
2	490.0	0.00	0.0	A
3	505.0	0.02	0.1	A
4	495.0	0.00	0.0	A
5	495.0	0.00	0.0	A
6	492.0	0.00	0.0	A
7	495.0	0.00	0.0	A
8	508.0	0.00	0.0	A
9	499.0	0.00	0.0	A
10	484.0	0.00	0.0	A
Average:	496.0	0.00	0.0	A
NEB T on NB I 75 TO BUCK OFF RAMP: Lane ID 9841				
1	268.0	0.49	6.5	A
2	267.0	0.46	6.1	A
3	270.0	0.53	7.1	A
4	268.0	0.47	6.3	A
5	268.0	0.52	7.0	A
6	263.0	0.55	7.5	A
7	270.0	0.48	6.4	A
8	266.0	0.45	6.1	A
9	269.0	0.51	6.8	A
10	266.0	0.50	6.7	A
Average:	267.0	0.50	6.7	A
NEB T on NB I 75 TO BUCK OFF RAMP: Lane ID 9842				
1	587.0	1.05	6.4	A
2	587.0	1.02	6.3	A
3	589.0	1.18	7.2	A
4	587.0	1.04	6.4	A
5	588.0	1.20	7.3	A
6	586.0	1.06	6.5	A
7	588.0	1.05	6.4	A
8	588.0	1.02	6.2	A
9	588.0	1.02	6.3	A
10	591.0	1.04	6.3	A
Average:	587.0	1.07	6.5	A
WB R on BUCK RD: Lane ID 9833				
1	216.0	0.26	4.4	A
2	218.0	0.26	4.4	A

**NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD --
 ROUNDABOUT**
NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	218.0	0.27	4.5	A
4	218.0	0.27	4.5	A
5	214.0	0.26	4.5	A
6	220.0	0.28	4.6	A
7	218.0	0.27	4.5	A
8	224.0	0.27	4.3	A
9	220.0	0.26	4.2	A
10	222.0	0.25	4.1	A
Average:	218.0	0.27	4.4	A

WB T on BUCK RD: Lane ID 33640858

1	192.0	0.28	5.3	A
2	189.0	0.27	5.2	A
3	189.0	0.32	6.1	A
4	196.0	0.30	5.6	A
5	186.0	0.31	6.0	A
6	172.0	0.29	6.0	A
7	192.0	0.30	5.6	A
8	191.0	0.28	5.4	A
9	199.0	0.35	6.3	A
10	187.0	0.31	6.0	A
Average:	189.0	0.30	5.8	A

WB T on BUCK RD: Lane ID 33640946

1	207.0	0.19	3.3	A
2	200.0	0.18	3.2	A
3	212.0	0.21	3.6	A
4	204.0	0.17	3.0	A
5	207.0	0.18	3.1	A
6	216.0	0.23	3.8	A
7	203.0	0.19	3.3	A
8	208.0	0.20	3.5	A
9	198.0	0.17	3.1	A
10	198.0	0.19	3.4	A
Average:	205.0	0.19	3.3	A

**SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD --
 ROUNDABOUT**
NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640880				
1	229.0	0.61	9.6	A
2	243.0	0.58	8.7	A

**SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD --
 ROUNDABOUT**
NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	241.0	0.64	9.5	A
4	235.0	0.55	8.5	A
5	239.0	0.64	9.7	A
6	236.0	0.58	8.9	A
7	226.0	0.58	9.2	A
8	244.0	0.61	9.0	A
9	243.0	0.57	8.5	A
10	242.0	0.59	8.8	A
Average:	237.0	0.60	9.0	A

EB T on BUCK RD: Lane ID 33640881

1	421.0	0.66	5.6	A
2	404.0	0.58	5.2	A
3	410.0	0.59	5.2	A
4	423.0	0.68	5.8	A
5	407.0	0.58	5.2	A
6	413.0	0.61	5.3	A
7	425.0	0.66	5.6	A
8	416.0	0.63	5.5	A
9	403.0	0.58	5.2	A
10	404.0	0.65	5.8	A
Average:	412.0	0.62	5.4	A

SWB T on SB I 75 TO BUCK OFF RAMP: Lane ID 9835

1	257.0	0.57	7.9	A
2	263.0	0.61	8.4	A
3	261.0	0.58	8.0	A
4	261.0	0.62	8.6	A
5	262.0	0.58	8.0	A
6	255.0	0.59	8.3	A
7	266.0	0.51	6.8	A
8	267.0	0.60	8.1	A
9	260.0	0.56	7.8	A
10	267.0	0.54	7.2	A
Average:	261.0	0.58	7.9	A

SWB T on SB I 75 TO BUCK OFF RAMP: Lane ID 9836

1	409.0	0.68	6.0	A
2	414.0	0.69	6.0	A
3	408.0	0.69	6.1	A
4	412.0	0.65	5.7	A
5	409.0	0.72	6.3	A

**SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD --
 ROUNDABOUT**
NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	409.0	0.83	7.3	A
7	411.0	0.76	6.6	A
8	411.0	0.67	5.8	A
9	407.0	0.65	5.7	A
10	411.0	0.76	6.7	A
Average:	410.0	0.71	6.2	A

WB T on BUCK RD: Lane ID 33640877

1	216.0	0.00	0.0	A
2	203.0	0.00	0.0	A
3	222.0	0.00	0.0	A
4	213.0	0.00	0.0	A
5	207.0	0.00	0.0	A
6	198.0	0.00	0.0	A
7	208.0	0.00	0.0	A
8	212.0	0.00	0.0	A
9	216.0	0.00	0.0	A
10	202.0	0.00	0.0	A
Average:	209.0	0.00	0.0	A

WB T on BUCK RD: Lane ID 33640878

1	391.0	0.00	0.0	A
2	393.0	0.00	0.0	A
3	396.0	0.00	0.0	A
4	396.0	0.00	0.0	A
5	392.0	0.00	0.0	A
6	392.0	0.00	0.0	A
7	396.0	0.00	0.0	A
8	391.0	0.00	0.0	A
9	392.0	0.00	0.0	A
10	395.0	0.00	0.0	A
Average:	393.0	0.00	0.0	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT**NODE: 34**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640908				
1	362.0	0.38	3.7	A
2	360.0	0.39	3.9	A
3	356.0	0.38	3.8	A
4	361.0	0.39	3.9	A
5	352.0	0.38	3.9	A
6	343.0	0.38	4.0	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT**NODE: 34**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	361.0	0.42	4.2	A
8	358.0	0.41	4.1	A
9	359.0	0.37	3.7	A
10	351.0	0.40	4.1	A
Average:	356.0	0.39	3.9	A

EB T on BUCK RD: Lane ID 33640909

1	726.0	0.74	3.7	A
2	716.0	0.81	4.1	A
3	737.0	0.80	3.9	A
4	725.0	0.81	4.0	A
5	727.0	0.88	4.3	A
6	735.0	0.85	4.2	A
7	721.0	0.83	4.2	A
8	738.0	0.79	3.9	A
9	729.0	0.80	3.9	A
10	729.0	0.81	4.0	A
Average:	728.0	0.81	4.0	A

NB T on GLENWOOD RD: Lane ID 33640904

1	360.0	1.07	10.7	B
2	361.0	1.26	12.6	B
3	360.0	1.15	11.5	B
4	363.0	1.12	11.1	B
5	360.0	1.28	12.8	B
6	358.0	1.24	12.5	B
7	363.0	1.03	10.2	B
8	360.0	1.18	11.8	B
9	361.0	1.17	11.7	B
10	361.0	1.16	11.6	B
Average:	360.0	1.17	11.7	B

SB T on GLENWOOD RD: Lane ID 33640901

1	294.0	0.36	4.5	A
2	299.0	0.44	5.3	A
3	296.0	0.41	4.9	A
4	298.0	0.35	4.2	A
5	298.0	0.46	5.6	A
6	298.0	0.39	4.7	A
7	297.0	0.41	5.0	A
8	298.0	0.40	4.9	A
9	297.0	0.42	5.1	A
10	297.0	0.35	4.2	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT**NODE: 34**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	297.0	0.40	4.8	A

WB T on 3RD ST: Lane ID 33640897

1	130.0	0.18	5.0	A
2	126.0	0.21	5.9	A
3	127.0	0.17	4.9	A
4	125.0	0.19	5.4	A
5	126.0	0.20	5.7	A
6	121.0	0.19	5.6	A
7	121.0	0.16	4.9	A
8	131.0	0.19	5.1	A
9	127.0	0.19	5.3	A
10	122.0	0.16	4.6	A
Average:	125.0	0.18	5.2	A

WB T on 3RD ST: Lane ID 33640898

1	238.0	0.37	5.5	A
2	243.0	0.35	5.1	A
3	246.0	0.39	5.7	A
4	248.0	0.30	4.3	A
5	245.0	0.36	5.4	A
6	252.0	0.39	5.5	A
7	250.0	0.31	4.5	A
8	246.0	0.38	5.6	A
9	245.0	0.29	4.3	A
10	249.0	0.34	4.9	A
Average:	246.0	0.35	5.1	A

Project: Prop Dbl Roundabout with Expansion
 Scenario: 2048 AM Peak
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Roundabout LOS by Lane - Total Control Delay

BUCK RD & LIME CITY RD

NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	3.2	0.9	2.4	4.9	10
SWB T	33640838	LIME CITY RD	7.2	3.4	3.1	12.7	10
SEB T	33640840	BUCK RD	0.7	0.1	0.6	0.8	10
NB T	33640842	LIME CITY RD	1.5	0.2	1.3	1.9	10
NWB T	33640926	BUCK RD	0.1	0.0	0.1	0.2	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD

NODE: 16

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	0.3	0.0	0.3	0.3	10
NEB T	9841	NB I 75 TO BUCK OFF RAMP	0.5	0.0	0.5	0.6	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	1.1	0.1	1.0	1.2	10
WB T	33640858	BUCK RD	0.3	0.0	0.3	0.4	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640946	BUCK RD	0.2	0.0	0.2	0.2	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD

NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	0.6	0.0	0.5	0.6	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.7	0.1	0.7	0.8	10
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	0.6	0.0	0.6	0.6	10
EB T	33640881	BUCK RD	0.6	0.0	0.6	0.7	10

W 3RD ST, GLENWOOD RD & BUCK RD

NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	0.2	0.0	0.2	0.2	10
WB T	33640898	3RD ST	0.3	0.0	0.3	0.4	10
SB T	33640901	GLENWOOD RD	0.4	0.0	0.4	0.5	10
NB T	33640904	GLENWOOD RD	1.2	0.1	1.0	1.3	10
EB T	33640908	BUCK RD	0.4	0.0	0.4	0.4	10
EB T	33640909	BUCK RD	0.8	0.0	0.7	0.9	10

Roundabout LOS by Lane

Project: Prop Dbl Roundabout with Expansion
 Scenario: 2048 AM Peak
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Roundabout LOS by Lane - Avg Control Delay

BUCK RD & LIME CITY RD

NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	17.0	4.6	12.9	25.9	10
SWB T	33640838	LIME CITY RD	71.3	34.5	29.5	127.5	10
SEB T	33640840	BUCK RD	6.7	0.6	5.8	7.8	10
NB T	33640842	LIME CITY RD	11.4	1.7	9.4	14.6	10
NWB T	33640926	BUCK RD	3.9	0.2	3.6	4.2	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD

NODE: 16

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	4.4	0.2	4.1	4.6	10
NEB T	9841	NB I 75 TO BUCK OFF RAMP	6.7	0.5	6.1	7.5	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	6.5	0.4	6.2	7.3	10
WB T	33640858	BUCK RD	5.8	0.4	5.2	6.3	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.1	10
WB T	33640946	BUCK RD	3.3	0.2	3.0	3.8	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD

NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	7.9	0.5	6.8	8.6	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	6.2	0.5	5.7	7.3	10
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	9.0	0.4	8.5	9.7	10
EB T	33640881	BUCK RD	5.4	0.3	5.2	5.8	10

W 3RD ST, GLENWOOD RD & BUCK RD

NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	5.2	0.4	4.6	5.9	10
WB T	33640898	3RD ST	5.1	0.5	4.3	5.7	10
SB T	33640901	GLENWOOD RD	4.8	0.5	4.2	5.6	10
NB T	33640904	GLENWOOD RD	11.7	0.8	10.2	12.8	10
EB T	33640908	BUCK RD	3.9	0.2	3.7	4.2	10
EB T	33640909	BUCK RD	4.0	0.2	3.7	4.3	10

Project: Prop Dbl Roundabout with Expansion
 Scenario: 2048 PM Peak
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 16:00:00 - 17:00:00
 Interval: Summary
 Selection: --

Roundabout LOS - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,990.0	5.14	9.3	A
2	2,007.0	4.91	8.8	A
3	1,993.0	5.25	9.5	A
4	1,996.0	5.21	9.4	A
5	1,993.0	5.16	9.3	A
6	1,995.0	5.06	9.1	A
7	1,993.0	4.90	8.9	A
8	2,002.0	5.26	9.5	A
9	2,011.0	5.23	9.4	A
10	1,997.0	4.96	8.9	A
Average:	1,997.7	5.11	9.2	A

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,183.0	2.61	4.3	A
2	2,181.0	2.34	3.9	A
3	2,182.0	2.58	4.2	A
4	2,177.0	2.61	4.3	A
5	2,174.0	2.42	4.0	A
6	2,160.0	2.47	4.1	A
7	2,194.0	2.70	4.4	A
8	2,193.0	2.56	4.2	A
9	2,178.0	2.48	4.1	A
10	2,166.0	2.31	3.8	A
Average:	2,178.8	2.51	4.1	A

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,767.0	3.69	7.5	A
2	1,779.0	4.10	8.3	A
3	1,780.0	4.05	8.2	A
4	1,771.0	4.22	8.6	A
5	1,778.0	4.28	8.7	A
6	1,764.0	4.32	8.8	A
7	1,776.0	4.05	8.2	A

Roundabout LOS

8	1,778.0	3.69	7.5	A
9	1,786.0	4.18	8.4	A
10	1,755.0	3.95	8.1	A
Average:	1,773.4	4.05	8.2	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT

NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,359.0	9.50	14.5	B
2	2,362.0	9.67	14.7	B
3	2,354.0	11.17	17.1	C
4	2,359.0	10.32	15.7	C
5	2,366.0	12.71	19.3	C
6	2,345.0	15.24	23.4	C
7	2,367.0	8.33	12.7	B
8	2,369.0	9.33	14.2	B
9	2,365.0	9.24	14.1	B
10	2,351.0	9.00	13.8	B
Average:	2,359.7	10.45	16.0	C

Project: Prop Dbl Roundabout with Expansion
 Scenario: 2048 PM Peak
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 16:00:00 - 17:00:00
 Interval: Summary
 Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	5.1	0.1	4.9	5.3	10
16	NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD	Roundabout	2.5	0.1	2.3	2.7	10
26	SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD	Roundabout	4.1	0.2	3.7	4.3	10
34	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	10.5	2.1	8.3	15.2	10

Project: Prop Dbl Roundabout with Expansion
 Scenario: 2048 PM Peak
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 16:00:00 - 17:00:00
 Interval: Summary
 Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	9.2	0.3	8.8	9.5	10
16	NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD	Roundabout	4.1	0.2	3.8	4.4	10
26	SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD	Roundabout	8.2	0.4	7.5	8.8	10
34	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	16.0	3.2	12.7	23.4	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on LIME CITY RD: Lane ID 33640842				
1	382.0	1.28	12.1	B
2	383.0	1.20	11.3	B
3	379.0	1.17	11.1	B
4	384.0	1.33	12.4	B
5	385.0	1.15	10.8	B
6	384.0	1.26	11.9	B
7	383.0	1.35	12.7	B
8	388.0	1.30	12.1	B
9	386.0	1.26	11.8	B
10	383.0	1.22	11.5	B
Average:	383.0	1.25	11.8	B
NWB T on BUCK RD: Lane ID 33640836				
1	331.0	0.64	6.9	A
2	336.0	0.59	6.3	A
3	335.0	0.62	6.7	A
4	337.0	0.58	6.1	A
5	327.0	0.58	6.4	A
6	332.0	0.61	6.7	A
7	332.0	0.63	6.8	A
8	331.0	0.63	6.8	A
9	341.0	0.60	6.3	A
10	334.0	0.62	6.7	A
Average:	333.0	0.61	6.6	A
NWB T on BUCK RD: Lane ID 33640926				
1	237.0	0.30	4.6	A
2	241.0	0.34	5.0	A
3	238.0	0.30	4.5	A
4	238.0	0.31	4.6	A
5	238.0	0.30	4.5	A
6	237.0	0.33	5.0	A
7	240.0	0.29	4.3	A
8	242.0	0.32	4.8	A
9	239.0	0.32	4.8	A
10	238.0	0.30	4.5	A
Average:	238.0	0.31	4.7	A

BUCK RD & LIME CITY RD -- ROUNDABOUT**NODE: 6**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB T on BUCK RD: Lane ID 33640840				
1	670.0	2.23	12.0	B
2	671.0	2.06	11.1	B
3	666.0	2.48	13.4	B
4	667.0	2.28	12.3	B
5	674.0	2.42	12.9	B
6	670.0	2.14	11.5	B
7	668.0	1.89	10.2	B
8	670.0	2.31	12.4	B
9	675.0	2.32	12.4	B
10	666.0	2.06	11.2	B
Average:	669.0	2.22	11.9	B

SWB T on LIME CITY RD: Lane ID 33640838

1	370.0	0.69	6.7	A
2	376.0	0.72	6.9	A
3	375.0	0.68	6.6	A
4	370.0	0.73	7.1	A
5	369.0	0.71	6.9	A
6	372.0	0.71	6.9	A
7	370.0	0.75	7.3	A
8	371.0	0.70	6.8	A
9	370.0	0.73	7.1	A
10	376.0	0.75	7.2	A
Average:	371.0	0.72	7.0	A

**NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD --
ROUNDABOUT****NODE: 16**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on BUCK RD: Lane ID 33640861				
1	74.0	0.00	0.0	A
2	78.0	0.00	0.0	A
3	76.0	0.00	0.0	A
4	73.0	0.00	0.0	A
5	70.0	0.00	0.0	A
6	74.0	0.00	0.0	A
7	71.0	0.00	0.0	A
8	71.0	0.00	0.0	A
9	75.0	0.00	0.0	A
10	76.0	0.00	0.0	A
Average:	73.0	0.00	0.0	A

**NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD --
 ROUNDABOUT**
NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on BUCK RD: Lane ID 33640862				
1	502.0	0.00	0.0	A
2	495.0	0.00	0.0	A
3	498.0	0.00	0.0	A
4	501.0	0.00	0.0	A
5	506.0	0.00	0.0	A
6	501.0	0.00	0.0	A
7	504.0	0.00	0.0	A
8	513.0	0.00	0.0	A
9	499.0	0.00	0.0	A
10	489.0	0.00	0.0	A
Average:	500.0	0.00	0.0	A
NEB T on NB I 75 TO BUCK OFF RAMP: Lane ID 9841				
1	163.0	0.27	5.9	A
2	163.0	0.25	5.6	A
3	159.0	0.23	5.3	A
4	160.0	0.29	6.5	A
5	159.0	0.25	5.6	A
6	158.0	0.26	5.9	A
7	162.0	0.31	6.9	A
8	162.0	0.26	5.8	A
9	160.0	0.28	6.2	A
10	162.0	0.25	5.5	A
Average:	160.0	0.27	5.9	A
NEB T on NB I 75 TO BUCK OFF RAMP: Lane ID 9842				
1	696.0	1.58	8.2	A
2	694.0	1.34	7.0	A
3	694.0	1.55	8.1	A
4	695.0	1.57	8.2	A
5	695.0	1.44	7.5	A
6	697.0	1.48	7.6	A
7	698.0	1.60	8.2	A
8	697.0	1.57	8.1	A
9	697.0	1.46	7.6	A
10	697.0	1.33	6.9	A
Average:	696.0	1.49	7.7	A
WB R on BUCK RD: Lane ID 9833				
1	288.0	0.31	3.8	A
2	295.0	0.33	4.1	A

**NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD --
 ROUNDABOUT**
NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	291.0	0.32	4.0	A
4	294.0	0.33	4.1	A
5	291.0	0.31	3.8	A
6	287.0	0.31	3.9	A
7	293.0	0.34	4.1	A
8	289.0	0.32	4.0	A
9	288.0	0.31	3.9	A
10	293.0	0.33	4.1	A
Average:	290.0	0.32	4.0	A

WB T on BUCK RD: Lane ID 33640858

1	270.0	0.31	4.2	A
2	276.0	0.28	3.7	A
3	284.0	0.33	4.2	A
4	266.0	0.28	3.8	A
5	262.0	0.28	3.9	A
6	265.0	0.30	4.1	A
7	274.0	0.32	4.2	A
8	267.0	0.28	3.8	A
9	267.0	0.28	3.7	A
10	275.0	0.28	3.6	A
Average:	270.0	0.29	3.9	A

WB T on BUCK RD: Lane ID 33640946

1	190.0	0.14	2.6	A
2	180.0	0.13	2.6	A
3	180.0	0.14	2.8	A
4	188.0	0.13	2.6	A
5	191.0	0.14	2.6	A
6	178.0	0.12	2.4	A
7	192.0	0.14	2.6	A
8	194.0	0.13	2.4	A
9	192.0	0.15	2.7	A
10	174.0	0.13	2.6	A
Average:	185.0	0.14	2.6	A

**SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD --
 ROUNDABOUT**
NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640880				
1	225.0	1.06	17.0	C
2	236.0	1.21	18.5	C

**SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD --
 ROUNDABOUT**
NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	231.0	1.34	21.0	C
4	222.0	1.21	19.6	C
5	232.0	1.25	19.4	C
6	228.0	1.31	20.7	C
7	230.0	1.23	19.3	C
8	227.0	1.18	18.8	C
9	236.0	1.24	18.9	C
10	233.0	1.27	19.6	C
Average:	230.0	1.23	19.3	C

EB T on BUCK RD: Lane ID 33640881

1	545.0	1.84	12.2	B
2	543.0	2.18	14.5	B
3	543.0	1.97	13.1	B
4	547.0	2.27	14.9	B
5	548.0	2.25	14.8	B
6	552.0	2.19	14.3	B
7	534.0	2.02	13.6	B
8	551.0	1.79	11.7	B
9	545.0	2.11	13.9	B
10	542.0	2.03	13.5	B
Average:	545.0	2.07	13.7	B

SWB T on SB I 75 TO BUCK OFF RAMP: Lane ID 9835

1	325.0	0.67	7.5	A
2	329.0	0.60	6.6	A
3	329.0	0.63	6.9	A
4	328.0	0.63	7.0	A
5	333.0	0.68	7.3	A
6	327.0	0.71	7.8	A
7	327.0	0.68	7.5	A
8	331.0	0.62	6.7	A
9	327.0	0.72	7.9	A
10	320.0	0.55	6.2	A
Average:	327.0	0.65	7.1	A

SWB T on SB I 75 TO BUCK OFF RAMP: Lane ID 9836

1	121.0	0.12	3.4	A
2	119.0	0.10	3.1	A
3	122.0	0.10	3.0	A
4	124.0	0.11	3.1	A
5	122.0	0.11	3.2	A

**SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD --
 ROUNDABOUT**
NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	121.0	0.10	3.0	A
7	120.0	0.12	3.5	A
8	121.0	0.10	3.0	A
9	128.0	0.12	3.3	A
10	119.0	0.10	3.0	A
Average:	121.0	0.11	3.2	A

WB T on BUCK RD: Lane ID 33640877

1	391.0	0.00	0.0	A
2	383.0	0.00	0.0	A
3	387.0	0.00	0.0	A
4	386.0	0.00	0.0	A
5	386.0	0.00	0.0	A
6	379.0	0.00	0.0	A
7	400.0	0.00	0.0	A
8	385.0	0.00	0.0	A
9	383.0	0.00	0.0	A
10	380.0	0.00	0.0	A
Average:	386.0	0.00	0.0	A

WB T on BUCK RD: Lane ID 33640878

1	160.0	0.00	0.0	A
2	169.0	0.00	0.0	A
3	168.0	0.00	0.0	A
4	164.0	0.00	0.0	A
5	157.0	0.00	0.0	A
6	157.0	0.00	0.0	A
7	165.0	0.00	0.0	A
8	163.0	0.00	0.0	A
9	167.0	0.00	0.0	A
10	161.0	0.00	0.0	A
Average:	163.0	0.00	0.0	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT**NODE: 34**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640908				
1	564.0	0.60	3.9	A
2	559.0	0.61	3.9	A
3	544.0	0.58	3.8	A
4	545.0	0.59	3.9	A
5	557.0	0.54	3.5	A
6	554.0	0.60	3.9	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT**NODE: 34**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	559.0	0.56	3.6	A
8	560.0	0.56	3.6	A
9	558.0	0.54	3.5	A
10	537.0	0.52	3.5	A
Average:	553.0	0.57	3.7	A

EB T on BUCK RD: Lane ID 33640909

1	633.0	0.53	3.0	A
2	633.0	0.50	2.8	A
3	646.0	0.56	3.1	A
4	654.0	0.57	3.1	A
5	646.0	0.54	3.0	A
6	644.0	0.53	3.0	A
7	641.0	0.54	3.0	A
8	648.0	0.56	3.1	A
9	639.0	0.50	2.8	A
10	649.0	0.56	3.1	A
Average:	643.0	0.54	3.0	A

NB T on GLENWOOD RD: Lane ID 33640904

1	362.0	2.48	24.7	C
2	362.0	1.43	14.3	B
3	365.0	1.97	19.5	C
4	362.0	2.62	26.1	D
5	360.0	2.35	23.5	C
6	360.0	2.25	22.5	C
7	359.0	1.64	16.4	C
8	364.0	2.31	22.8	C
9	360.0	1.83	18.3	C
10	362.0	1.58	15.7	C
Average:	361.0	2.05	20.4	C

SB T on GLENWOOD RD: Lane ID 33640901

1	182.0	0.22	4.4	A
2	180.0	0.22	4.3	A
3	181.0	0.25	5.0	A
4	180.0	0.25	4.9	A
5	182.0	0.21	4.2	A
6	179.0	0.23	4.5	A
7	180.0	0.23	4.7	A
8	179.0	0.20	4.0	A
9	181.0	0.25	5.0	A
10	180.0	0.23	4.6	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT**NODE: 34**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	180.0	0.23	4.6	A
WB T on 3RD ST: Lane ID 33640897				
1	246.0	2.17	31.7	D
2	265.0	2.75	37.4	E
3	251.0	3.09	44.4	E
4	231.0	2.52	39.2	E
5	262.0	3.45	47.4	E
6	251.0	4.67	67.0	F
7	247.0	1.88	27.4	D
8	250.0	1.97	28.4	D
9	253.0	2.19	31.2	D
10	269.0	2.10	28.0	D
Average:	252.0	2.68	38.2	E
WB T on 3RD ST: Lane ID 33640898				
1	372.0	3.49	33.8	D
2	363.0	4.16	41.2	E
3	367.0	4.71	46.2	E
4	387.0	3.77	35.1	E
5	359.0	5.62	56.4	F
6	357.0	6.97	70.3	F
7	381.0	3.48	32.9	D
8	368.0	3.73	36.5	E
9	374.0	3.92	37.8	E
10	354.0	4.00	40.7	E
Average:	368.0	4.39	43.1	E

Project: Prop Dbl Roundabout with Expansion
 Scenario: 2048 PM Peak
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 16:00:00 - 17:00:00
 Interval: Summary
 Selection: --

Roundabout LOS by Lane - Total Control Delay

BUCK RD & LIME CITY RD

NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.6	0.0	0.6	0.6	10
SWB T	33640838	LIME CITY RD	0.7	0.0	0.7	0.8	10
SEB T	33640840	BUCK RD	2.2	0.2	1.9	2.5	10
NB T	33640842	LIME CITY RD	1.3	0.1	1.2	1.4	10
NWB T	33640926	BUCK RD	0.3	0.0	0.3	0.3	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD

NODE: 16

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	0.3	0.0	0.3	0.3	10
NEB T	9841	NB I 75 TO BUCK OFF RAMP	0.3	0.0	0.2	0.3	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	1.5	0.1	1.3	1.6	10
WB T	33640858	BUCK RD	0.3	0.0	0.3	0.3	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640946	BUCK RD	0.1	0.0	0.1	0.2	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD

NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	0.6	0.1	0.6	0.7	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.1	0.0	0.1	0.1	10
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	1.2	0.1	1.1	1.3	10
EB T	33640881	BUCK RD	2.1	0.2	1.8	2.3	10

W 3RD ST, GLENWOOD RD & BUCK RD

NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	2.7	0.9	1.9	4.7	10
WB T	33640898	3RD ST	4.4	1.1	3.5	7.0	10
SB T	33640901	GLENWOOD RD	0.2	0.0	0.2	0.3	10
NB T	33640904	GLENWOOD RD	2.0	0.4	1.4	2.6	10
EB T	33640908	BUCK RD	0.6	0.0	0.5	0.6	10
EB T	33640909	BUCK RD	0.5	0.0	0.5	0.6	10

Roundabout LOS by Lane

Project: Prop Dbl Roundabout with Expansion
 Scenario: 2048 PM Peak
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 16:00:00 - 17:00:00
 Interval: Summary
 Selection: --

Roundabout LOS by Lane - Avg Control Delay

BUCK RD & LIME CITY RD

NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	6.6	0.3	6.1	6.9	10
SWB T	33640838	LIME CITY RD	7.0	0.2	6.6	7.3	10
SEB T	33640840	BUCK RD	11.9	0.9	10.2	13.4	10
NB T	33640842	LIME CITY RD	11.8	0.6	10.8	12.7	10
NWB T	33640926	BUCK RD	4.7	0.2	4.3	5.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD

NODE: 16

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	4.0	0.1	3.8	4.1	10
NEB T	9841	NB I 75 TO BUCK OFF RAMP	5.9	0.5	5.3	6.9	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	7.7	0.5	6.9	8.2	10
WB T	33640858	BUCK RD	3.9	0.2	3.6	4.2	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640946	BUCK RD	2.6	0.1	2.4	2.8	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD

NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	7.1	0.6	6.2	7.9	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	3.2	0.2	3.0	3.5	10
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	19.3	1.1	17.0	21.0	10
EB T	33640881	BUCK RD	13.7	1.1	11.7	14.9	10

W 3RD ST, GLENWOOD RD & BUCK RD

NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	38.2	12.3	27.4	67.0	10
WB T	33640898	3RD ST	43.1	11.8	32.9	70.3	10
SB T	33640901	GLENWOOD RD	4.6	0.3	4.0	5.0	10
NB T	33640904	GLENWOOD RD	20.4	4.1	14.3	26.1	10
EB T	33640908	BUCK RD	3.7	0.2	3.5	3.9	10
EB T	33640909	BUCK RD	3.0	0.1	2.8	3.1	10

Cost Estimate



OPINION OF PROBABLE PROJECT COST

BUCK ROAD FEASIBILITY STUDY

LOCATION: Rossford, Ohio
BASIS FOR ESTIMATE: ☒ CONCEPTUAL ☐ PRELIMINARY ☐ FINAL

DATE: 4/30/2025
DGL PROJECT NO. 22217
ESTIMATOR: AMW
CHECKED BY: CML

ALTERNATIVE 3 - ROUNDABOUT

ODOT SECTION	ITEM NO.	DESCRIPTION	SUPPL. DESC.	QUANT.	UNIT	UNIT AMOUNT BID HISTORY	TOTAL AMOUNT BID HISTORY
		ROADWAY					
201	201E11000	CLEARING AND GRUBBING		1	LS	\$10,000.00	\$10,000.00
202	202E23000	PAVEMENT REMOVED		24,410	SY	\$9.00	\$219,690.00
202	202E30000	WALK REMOVED		220	SF	\$1.60	\$352.00
202	202E32000	CURB REMOVED		3,990	FT	\$4.00	\$15,960.00
202	202E35100	PIPE REMOVED, 24" AND UNDER		4,150	FT	\$17.50	\$72,625.00
202	202E35200	PIPE REMOVED, OVER 24"		525	FT	\$30.00	\$15,750.00
202	202E38000	GUARDRAIL REMOVED		3,600	FT	\$3.50	\$12,600.00
202	202E58000	MANHOLE REMOVED		2	EACH	\$1,100.00	\$2,200.00
202	202E58100	CATCH BASIN REMOVED		10	EACH	\$500.00	\$5,000.00
203	203E10000	EXCAVATION		40,000	CY	\$13.60	\$544,000.00
203	203E20000	EMBANKMENT		85,000	CY	\$15.00	\$1,275,000.00
204	204E10000	SUBGRADE COMPACTION		30,000	SY	\$1.50	\$45,000.00
204	204E45000	PROOF ROLLING		15	HOURL	\$275.00	\$4,125.00
606	606e15050	GUARDRAIL, TYPE MGS		1,375	FT	\$50.00	\$68,750.00
622	622E10100	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1		475	FT	\$125.00	\$59,375.00
						ROADWAY SUBTOTAL =	\$2,350,427.00
		EROSION CONTROL					
601	601E21050	TIED CONCRETE BLOCK MAT, TYPE 1		70	SY	\$105.00	\$7,350.00
659	659E00100	SOIL ANALYSIS TEST		2	EACH	\$70.00	\$140.00
659	659E00300	TOPSOIL		1,697	CY	\$20.00	\$33,940.00
659	659E10000	SEEDING AND MULCHING		15,850	SY	\$0.90	\$14,265.00
659	659E14000	REPAIR SEEDING AND MULCHING		2,000	SY	\$1.00	\$2,000.00
659	659E20000	COMMERCIAL FERTILIZER		2	TON	\$625.00	\$1,287.50
659	659E31000	LIME		3.5	ACRE	\$30.00	\$105.00
659	659E35000	WATER		83.0	MGAL	\$3.75	\$311.25
670	670E00500	SLOPE EROSION PROTECTION		42,000.0	SY	\$2.00	\$84,000.00
832	832E30000	EROSION CONTROL		1.0	EACH	\$275,000.00	\$275,000.00
832	832E15000	STORM WATER POLLUTION PREVENTION PLAN		1.0	LS	\$10,000.00	\$10,000.00
832	832E15002	STORM WATER POLLUTION PREVENTION INSPECTIONS		1.0	LS	\$5,000.00	\$5,000.00
832	832E15010	STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE		1.0	LS	\$5,000.00	\$5,000.00
						EROSION CONTROL SUBTOTAL =	\$438,398.75
		DRAINAGE					
602	602E20000	CONCRETE MASONRY		16	CY	\$2,000.00	\$32,000.00
605	605E13300	6" UNCLASSIFIED PIPE UNDERDRAINS		3,900	FT	\$9.00	\$35,100.00
611	611e05900	15" CONDUIT, TYPE B		2,000	FT	\$96.00	\$192,000.00
611	611e98150	CATCH BASIN, NO. 3		10	EACH	\$5,100.00	\$51,000.00
611	611E98180	CATCH BASIN, NO. 3A		18	EACH	\$4,200.00	\$75,600.00
611	611E98370	CATCH BASIN, NO. 6		2	EACH	\$4,000.00	\$8,000.00
611	611E98634	CATCH BASIN RECONSTRUCTED TO GRADE		10	EACH	\$1,435.00	\$14,350.00
611	611E99660	MANHOLE RECONSTRUCTED TO GRADE		10	EACH	\$2,060.00	\$20,600.00
						DRAINAGE SUBTOTAL =	\$428,650.00



OPINION OF PROBABLE PROJECT COST

BUCK ROAD FEASIBILITY STUDY

LOCATION: Rossford, Ohio
BASIS FOR ESTIMATE: [x] CONCEPTUAL [] PRELIMINARY [] FINAL

DATE: 4/30/2025
DGL PROJECT NO. 22217
ESTIMATOR: AMW
CHECKED BY: CML

ALTERNATIVE 3 - ROUNDABOUT

ODOT SECTION	ITEM NO.	DESCRIPTION	SUPPL. DESC.	QUANT.	UNIT	UNIT AMOUNT BID HISTORY	TOTAL AMOUNT BID HISTORY
PAVEMENT							
254	254E01000	PAVEMENT PLANING, ASPHALT CONCRETE		3,966	SY	\$2.30	\$9,121.80
301	301E56000	ASPHALT CONCRETE BASE, PG64-22, (449)		2,910	CY	\$130.00	\$378,300.00
304	304E20000	AGGREGATE BASE		4,990	CY	\$65.00	\$324,350.00
407	407E10000	TACK COAT		9,358	GAL	\$2.00	\$18,716.00
442	442e10000	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)		893	CY	\$275.00	\$245,575.00
442	442E10100	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)		1,288	CY	\$250.00	\$322,000.00
452	452E12050	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS		71	SY	\$125.00	\$8,875.00
609	609E57000	8" CONCRETE TRAFFIC ISLAND	SPLITTER ISLAND	1,120	SY	\$125.00	\$140,000.00
609	609E57000	8" CONCRETE TRAFFIC ISLAND	TRUCK APRON	1,519	SY	\$125.00	\$189,875.00
609	609E12001	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN		3,900	FT	\$35.00	\$136,500.00
609	609E26000	CURB, TYPE 6		3,100	FT	\$20.00	\$62,000.00
609	609E31001	COMBINATION CURB AND GUTTER, TYPE 9, AS PER PLAN		1,250	FT	\$35.00	\$43,750.00
823	823e20000	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	SHARED-USE PATH	342	CY	\$300.00	\$102,600.00
860	860e10000	THINLAY ASPHALT CONCRETE, TYPE MED	SHARED-USE PATH	190	CY	\$300.00	\$57,000.00
PAVEMENT SUBTOTAL =							\$2,038,662.80
STRUCTURES							
		BRIDGE -REDECK AND WIDEN EXITING		1	LS	\$8,586,000.00	\$8,586,000.00
BRIDGES SUBTOTAL =							\$8,586,000.00
TRAFFIC CONTROL							
		SIGNING		1	LS	\$ 500,000.00	\$ 500,000.00
		PAVEMENT MARKING		1	LS	\$ 100,000.00	\$ 100,000.00
632	632E90101	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN		2	EACH	\$ 5,000.00	\$ 10,000.00
TC/TS SUBTOTAL =							\$ 610,000.00
UTILITIES							
625	625E31506	PULL BOX REMOVED AND REPLACED		3	EACH	\$ 1,310.00	\$ 3,930.00
625	625E31510	PULL BOX REMOVED		1	EACH	\$ 266.00	\$ 266.00
UTILITIES SUBTOTAL =							\$ 4,196.00
LANDSCAPING							
		LANDSCAPING		1	LS	\$ 75,000.00	\$ 75,000.00
LANDSCAPING SUBTOTAL =							\$ 75,000.00
MAINTENANCE OF TRAFFIC							
		MAINTAINING TRAFFIC ITEMS (PAVEMENT/WATER/SIGNING)		1.00	LS	\$900,000.00	\$900,000.00
MOT SUBTOTAL =							\$900,000.00
LIGHTING							
		LIGHTING		1.00	LS	\$750,000.00	\$ 750,000.00
LIGHTING SUBTOTAL =							\$ 750,000.00



12/22/2025

OPINION OF PROBABLE PROJECT COST

BUCK ROAD FEASIBILITY STUDY

LOCATION: Rossford, Ohio

BASIS FOR ESTIMATE: ☒ CONCEPTUAL ☐ PRELIMINARY ☐ FINAL

DATE:

4/30/2025

DGL PROJECT NO.

22217

ESTIMATOR:

AMW

CHECKED BY:

CML

ALTERNATIVE 3 - ROUNDABOUT

ODOT SECTION	ITEM NO.	DESCRIPTION	SUPPL. DESC.	QUANT.	UNIT	UNIT AMOUNT BID HISTORY	TOTAL AMOUNT BID HISTORY
		MISCELLANEOUS					
624	624E10000	MOBILIZATION		1.00	LS	\$826,066.73	\$826,066.73
623	623E10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING		1.00	LS	\$200,000.00	\$200,000.00
619	619E16020	FIELD OFFICE, TYPE C		1.00	LS	\$140,000.00	\$140,000.00
						MISC SUBTOTAL =	\$1,166,066.73
						CONSTRUCTION SUBTOTAL	\$17,347,000.00
		35% CONSTRUCTION CONTINGENCY					\$6,071,000.00
		RIGHT OF WAY ACQUISITION					NOT INCLUDED
		ESCALATION FACTOR (17.9%)					\$4,192,000.00
						TOTAL OPINION OF PROBABLE PROJECT COST	\$27,610,000.00

Continue Justified

RESOLUTION 2026 - 17

A RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO SUBMIT APPLICATIONS FOR A CONGESTION MITIGATION AND AIR QUALITY GRANT (CMAQ); AND DECLARING AN EMERGENCY

WHEREAS, the Toledo Metropolitan Area Council of Governments (TMACOG) has announced their Transportation Improvement Grant opportunities and the Administration recommends that the city apply for a Congestion Mitigation and Air Quality Grant (CMAQ), and

WHEREAS, this grant provides funds for roadway and intersection improvements and

WHEREAS, the grant is due by August 1, 2026; and

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Rossford, Wood County, Ohio, that:

Section 1: The City Administrator is hereby authorized to submit (2) CMAQ grant applications for roadway and intersection improvements.

Section 2: All formal actions of Council relating to the adoption of this resolution, and all deliberations of Council and any of its committees leading to such action, were in meetings open to the public as required by law.

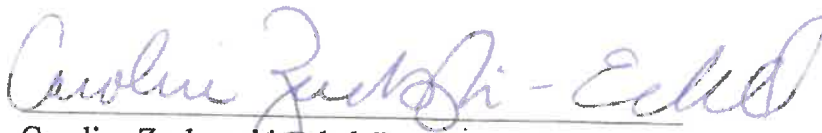
Section 3: This resolution is deemed an emergency measure, necessary for the immediate preservation of the public health, safety and welfare, and for the further reason that immediate adoption is necessary to meet the application time line.

Council Persons voting aye: Eckel, Tinney, Toth,
Owen, Stautzenbach, Reynolds

Council Persons voting no: N/A.

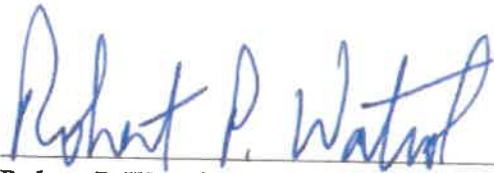
Passed this 13 day of July, 2026.

1st rdng 6-8-26
2nd rdng 6-22-26



Caroline Zuchowski-Eckel, President of Council

ATTEST:



Robert P. Watrol, Clerk of Council

APPROVED:



Neil A. Mackinnon III, Mayor

Date of Mayor's Approval: 7/13/2026

Approved as to form this 13 day of July, 2026



Kevin Heban, Law Director