



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: Crossroads Parkway & Meridian Court Roundabout		
Contact Information		
Contact Name: Allyson Murray		
Title: City Administrator		
Street Address: 133 Osborn Street		
City: Rossford	State: Ohio	Zip: 43460
Phone: 4196680210	Email: cityadmin@rossfordohio.com	

MILESTONE ACTIVITY	EXPECTED DATE (month/year)
• Project Programmed with ODOT.	2026
• Begin Planning Phase: The date that the planning scope of work is developed.	
• Project Initiation Package: The date that the Project Initiation Package is approved by the District.	2026
• Consultant Authorized to Begin Design.	March 2027
• 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.	March 2027
• Feasibility Study Submittal: The date when the Feasibility Study is received for review by the District from a consultant or local public agency.	
• 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.	Aug 2027
• Right-of-Way Authorization: The date when authorization is given to a local public agency to begin acquisition activities.	Jan 2028
• Stage 2 Design Plan Submittal	Aug 2027
• 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.	Nov 2027
• Stage 3 Design Plan Submittal	June 2028
• Right-of-Way Acquisition Complete: Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.)	Jan 2029
• Final Plans and Bid Package Submittal to ODOT	March 2029
• Award Contract: The date the local public agency approves a contract with a successful bidder.	October 2029
• Begin Construction	2030
• Project Completion	2030
• 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 Crossroads Parkway & Meridian Court intersection in the City of Rossford, Ohio. This project will convert the existing signalized intersection to a 2x1 roundabout.

A study of the intersection was completed in July 2026 which conducted an analysis of the existing and future operations.

The study concluded that the existing signal and LOS could be improved by implementing a 2x1 roundabout. The roundabout reduces delay and improves the LOS for the shift change at the Amazon warehouse.

This project will also include a 11 foot shared use path on each approach to the intersection to promote transportation alternatives. The path will connect to the Diemling Road roundabout path that will be constructed in 2027.

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 (roundabout)
Fixed Route Transit = 2 points (TARTA routes from Downtown to Meijer/Amazon)
Bicycle/Pedestrian = 2 points (11' SUP on each approach)
Improved Freight Movement = 2 points (Amazon Distribution Centers Between Crossroads and Lime City Road)
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 rational must be provide 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 LOS = High (LOS C)

The study found the Meridian approaches to the intersection are projected to operate at LOS C for the AM and PM Peak Hours.

Total Point Recommendation to MPO = 0 (High)

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 C to A (Low); Bike & Ped Impacts: Mixed use facility that provides a path where none currently exists (Medium); Transit impacts: Improves delay along Crossroads Parkway (Medium)

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.

Design has not begun, only conceptual drawings completed.

Total Point Recommendation to the MPO: 0 Points

Total points: (to be completed by MPO)

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

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

Phase Description	State Fiscal Year	CMAQ \$ Request	CMAQ % Share	Other Federal \$ Secured	Other Federal \$ Source	Local \$ Match	Local \$ Match Source	Phase \$ Totals
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Preliminary Engineering	2028	\$ 173,600	80%			43,400		\$ 217,000
Detailed Design	2029	\$ 144,800	80%			36,200		\$ 181,000
Right of Way			0%					\$ 0
Construction	2030	\$ 2,655,200	80%			663,800		\$ 3,319,000
FUNDING TOTALS		\$ 2,973,600	0%	\$ 0		\$ 743,400		\$ 3,717,000

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

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

Regional Priority – 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.

Although not listed on the City's TIP, this project advances the vision of making Crossroads Parkway a roundabout corridor to promote economic development and reduce travel times.

Total Point Recommendation to the MPO: 7 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

History of Project Delivery – 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

Crossroads Parkway & Meridian Court



Project Location

Deimling Road

Meridian Court

9631

Compass Road

Crossroads Parkway

20

13212

0 180 360 720 1,080 1,440 Feet



Transit Route

10

Oak/Rossford

Route & Timepoints

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

Transfer Route

N

schematic map not to scale

All TARTA service is accessible.

100%

TARTA

419-243-7433

TTY 711 or 800-750-0750

INFO LINE

*CALL TARTA EVERY DAY

10

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

419-382-9901

10-Trip Pass (eligible customers)

\$30.00

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

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10-06052026

10 Monday-Friday Inbound to Downtown

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

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

10 Monday-Friday Outbound to Rossford

Amazon	Lime City & Schreier	Superior & Glenwood	Oak & Fassett	TARTA Transit Hub	TARTA
5:04	5:11	5:15	5:23	5:36	
5:41	5:48	5:52	6:00	6:13	
6:11	6:18	6:22	6:30	6:43	
6:41	6:48	6:52	7:00	7:13	
7:11	7:18	7:22	7:30	7:43	
7:41	7:48	7:52	8:00	8:13	
8:11	8:18	8:22	8:30	8:43	
8:41	8:48	8:52	9:00	9:13	
9:11	9:18	9:22	9:30	9:43	
9:41	9:48	9:52	10:00	10:13	
10:11	10:18	10:22	10:30	10:43	
11:11	11:18	11:22	11:30	11:43	
12:11	12:18	12:22	12:30	12:43	
1:11	1:18	1:22	1:30	1:43	
2:11	2:18	2:22	2:30	2:43	
3:11	3:18	3:22	3:30	3:43	
4:11	4:18	4:22	4:30	4:43	
5:11	5:18	5:22	5:30	5:43	
6:11	6:18	6:22	6:30	6:43	
7:11	7:18	7:22	7:30	7:43	
8:11	8:18	8:22	8:30	8:43	
9:41	9:48	9:52	10:00	10:13	
10:11	10:18	10:22	10:30	10:43	
11:11	11:18	11:22	11:30	11:43	
12:11	12:18	12:22	12:30	12:43	
1:11	1:18	1:22	1:30	1:43	
2:11	2:18	2:22	2:30	2:43	
3:11	3:18	3:22	3:30	3:43	
4:11	4:18	4:22	4:30	4:43	
5:11	5:18	5:22	5:30	5:43	
6:11	6:18	6:22	6:30	6:43	
7:11	7:18	7:22	7:30	7:43	
8:11	8:18	8:22	8:30	8:43	
9:41	9:48	9:52	10:00	10:13	
10:11	10:18	10:22	10:30	10:43	
11:11	11:18	11:22	11:30	11:43	

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

10 Saturday & Sunday Inbound to Downtown

Amazon	Lime City & Schreier	Superior & Glenwood	Oak & Fassett	TARTA Transit Hub	TARTA
6:43	6:58	7:02	7:10	7:23	
8:13	8:28	8:32	8:40	8:53	
9:43	9:58	10:02	10:10	10:23	
11:13	11:28	11:32	11:40	11:53	
12:43	12:58	1:02	1:10	1:23	
2:13	2:28	2:32	2:40	2:53	
3:43	3:58	4:02	4:10	4:23	
5:13	5:28	5:32	5:40	5:53	
6:43	6:58	7:02	7:10	7:23	
8:13	8:28	8:32	8:40	8:53	

10 Saturday & Sunday Outbound to Rossford

Days Running	TARTA Transit Hub	Oak & Fassett	Superior & Glenwood	Lime City & Schreier	UPS	Meijer Rossford	Amazon
SAT/SUN	7:30	7:39	7:48	7:52	8:04	8:07	8:43
SAT/SUN	9:00	9:09	9:18	9:22	9:34	9:37	
SAT/SUN	10:30	10:39	10:48	10:52	11:04	11:07	
SAT/SUN	12:00	12:09	12:18	12:22	12:34	12:37	
SAT/SUN	1:30	1:39	1:48	1:52	2:04	2:07	
SAT/SUN	3:00	3:09	3:18	3:22	3:34	3:37	
SAT/SUN	4:30	4:39	4:48	4:52	5:04	5:07	
SAT/SUN	6:00	6:09	6:18	6:22	6:34	6:37	
SAT/SUN	7:30	7:39	7:48	7:52	8:04	8:07	
SAT ONLY	9:00	9:09	9:18	9:22	9:34	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.

Table 6: System Use and Performance

Criteria (60 points maximum)	Points Available
Pavement Condition Rating (PCR) > 75 = 0 points 65-74 = 2 points 56-64 = 4 points < 55 = 6 points	0 - 6
Intelligent Transportation System (ITS) Project	3
Bridge Sufficiency Rating > 79 = 0 pts 79 = 1 pt 78-77 = 2 pts 76-75 = 3 pts 74-73 = 4 pts 72-71 = 5 pts 70-69 = 6 pts 68-67 = 7 pts 66-65 = 8 pts 64-63 = 9 points 62-61 = 10 pts 60-59 = 11 pts 58-57 = 12 pts 56-55 = 13 pts 54-53 = 14 pts 52-51 = 15 pts 50-49 = 16 pts 48-47 = 17 pts 46-45 = 18 pts 44-43 = 19 pts 42 or less = 20 pts	0 - 20
Culvert Sufficiency Rating 9 - 7 = 0 points 6 = 2 point 5 = 4 points 4 = 6 points 3 = 8 points 2 = 10 points	0 - 10
Roadway Projects New = 0 points Resurfacing or pavement strengthening = 4 points Rehab w/ some base replacement and/or significant joint repair = 7 points Reconstruct w/ full base replacement = 10 points Widen/narrow & resurface = 13 points Intersection Improvements – turn lanes = 13 points Widen/narrow & rehab = 17 points Widen/narrow & reconstruct = 20 points Intersection Reconstruction (signal, roundabout, etc.) = 20 points	0 - 20
Other Project Types* N/A = 0 points Declining = 4 points Declining and Substandard = 7 points Near the end of its useful life = 10 points Near the end of useful life and substandard = 13 points Past Useful life = 17 points Past useful life and substandard = 20 points	0 – 20
Crash Volume of the most recent 5 years of data > 3 crashes= 5 points 1 – 3 crashes = 1 point 0 crashes = 0 points	0 – 5
Injury rate of the most recent 5 years of data < 10% = 0 points 10 to 20% = 4 points 20.01 to 30% = 8 points > 30% = 10 points	0 – 5
Existing Average Daily Users in thousands (ADT x 1.4/1,000) <i>Traffic from developments require an approved traffic study (if necessary), zoning, and site plan</i>	0 – 7
Percent of Trucks < 3% = 0 points 3% to 6% = 1 point 6.01% to 9% = 2 points 9.01% to 12% = 3 points 12.01% to 15% = 4 points > 15% = 5 points	0 – 5
For development projects on a preferred truck route add 3 points	3

**Project Types – Definitions*

Declining = gradual decay of infrastructure from use

Substandard = infrastructure that no longer meets design standards or does not meet current needs

Useful Life = the time period in which infrastructure is expected to be used relative to the year it was constructed

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

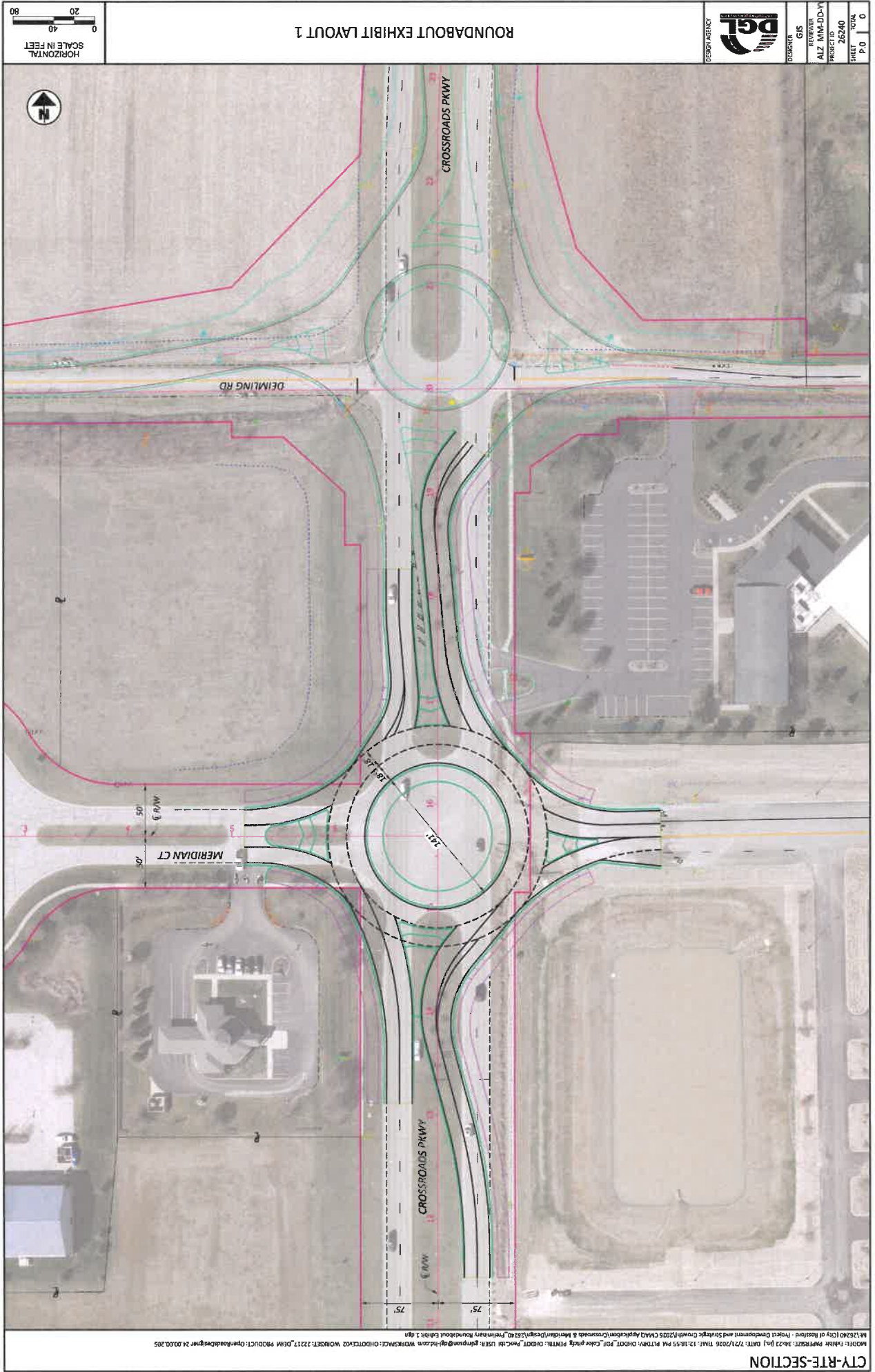
No Impact - no improvements made to transit services

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



TECHNICAL DESIGN MEMO

Memo

Date August 3, 2026
To Lake Erie West Regional Council
From DGL Consulting Engineers
Subject City of Rossford CMAQ Application – Crossroads & Meridian Roundabout

The City of Rossford is applying for CMAQ funding to convert the existing signalized intersection at Crossroads Parkway and Meridian Court to a 2x1 Roundabout. The purpose of this project is to reduce travel time delays and reduce emissions within the City of Rossford and add shared use paths on each approach. The current intersection layout is shown in Figure 1.



Figure 1: Project Location

1. BACKGROUND INFORMATION

Since 2022, the City of Rossford has pursued intersection improvements within the Crossroads Development area to reduce travel times to the US-20 corridor and improve freight movements in conjunction with the economic development that has occurred in the area. This includes converting signalized or stop-controlled intersections to roundabouts. The intersection of Crossroads Parkway & Meridian Court is currently signalized with the minor street approaches serving a bank, a recreational

facility, and an Amazon distribution center. Based on site observations, the signal consistently impedes flow of Crossroads Parkway when there is no traffic present on the minor street approaches.

With assistance from funding sources such as CMAQ, the City has successfully planned and installed roundabouts at the following locations with the project's associated phase of the PDP:

- Crossroads & Sportsman's Drive (completed 2022)
- Lime City Road & Deimling Road (completed 2024)
- Deimling Road & Amazon Drive (completed 2024)
- US-20 & Amazon Drive (completed 2025)
- Crossroads & Bass Pro Boulevard (funded, est. completion 2029)
- Crossroads & Deimling Road (funded, est. completion 2029)

Based on these projects, the City has shown the vision of creating a roundabout corridor between US-20 and SR-795 and ability to complete projects to achieve that vision. The proposed 2x1 roundabout design is shown in Figure 2.

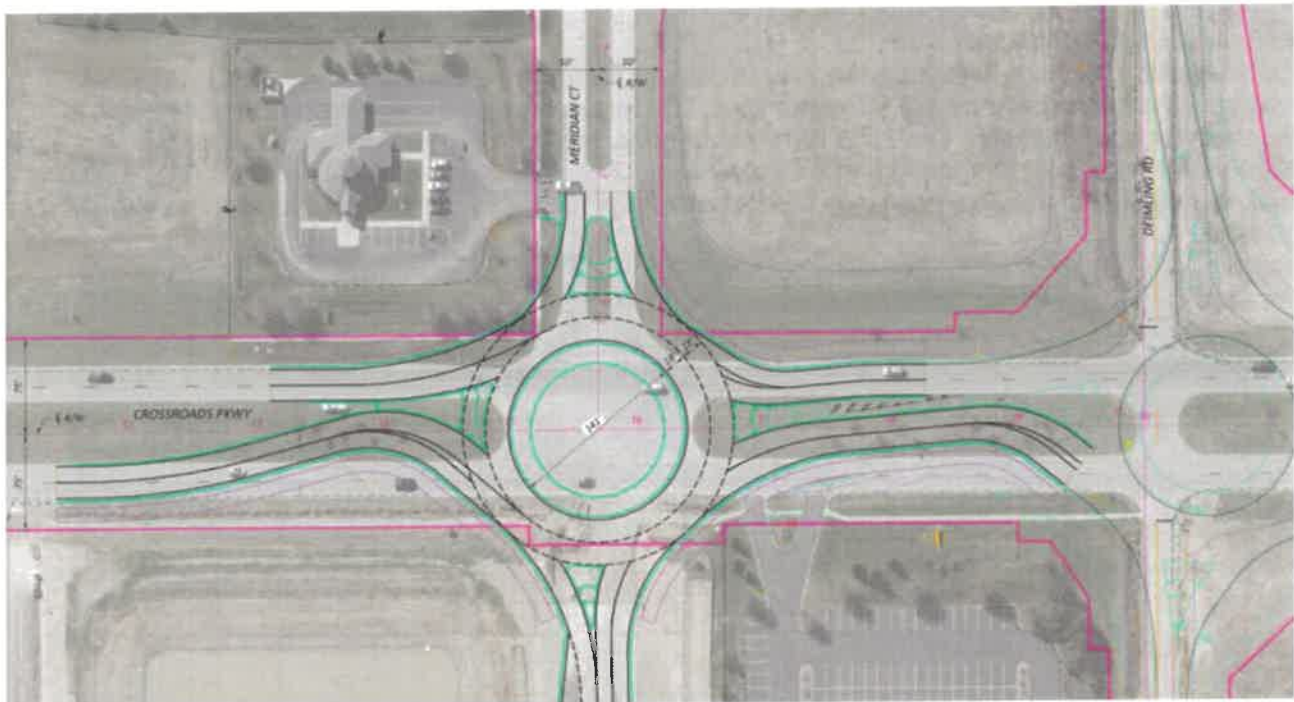


Figure 2: Project Location

2. TRAFFIC ANALYSIS

According to TIMS, Crossroads Parkway has an AADT of 9,631 vehicles while Meridian Court was not listed. Traffic counts for the intersection were conducted in June 2026. Future traffic was projected using a 0.75% annual growth rate for an Opening Year/Design Year of 2030/2050.

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. HCS 2026 Software was used to determine the LOS for each scenario at the intersection. 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 intersection as it functions currently while the Build Condition evaluates the intersection as a 2X1 roundabout. The roundabout provides a reduction in delay on each approach for each scenario. The 2050 AM Peak is projected to have the greatest reduction in delay with minor street approaches of Meridian Court having reductions in delay up to 29 seconds. The 2050 PM Peak is projected to alleviate delays on the Meridian approaches by up to 27 seconds.

Table 2 No-Build & Build Condition Comparison							
		2030 No-Build		2030 Build		2050 No-Build	
		LOS	Delay	LOS	Delay	LOS	Delay
Crossroads Parkway & Meridian Court							
AM Peak	Eastbound	C (32.3)		A (3.3)		C (32.5)	A (3.5)
	Westbound	C (24.0)		A (5.0)		C (25.0)	A (5.5)
	Northbound	B (14.3)		A (3.8)		B (14.7)	A (3.9)
	Southbound	B (11.5)		A (3.6)		B (11.7)	A (3.7)
	Overall	B (15.8)		A (4.0)		B (16.2)	A (4.2)
PM Peak	Eastbound	C (30.7)		A (4.2)		C (31.4)	A (4.5)
	Westbound	C (23.9)		A (8.1)		C (25.5)	A (9.9)
	Northbound	B (15.8)		A (4.9)		B (18.2)	A (5.3)
	Southbound	B (12.8)		A (4.3)		B (14.2)	A (4.7)
	Overall	B (16.3)		A (5.3)		B (18.2)	A (5.9)

Proposed Construction/Implementation Costs

The proposed construction of the roundabout was based on similar roundabouts along Crossroads Parkway and has an estimated construction cost of \$3,477,000 with a design fee of \$396,600.

3. CONCLUSIONS

The proposed roundabout is projected to improve delays by up to 29 seconds at the intersection depending on the time and approach. The roundabout is shown to significantly improve delays on the minor street approaches while also improving delay on the major street approaches.

If additional information is required, please contact the undersigned.

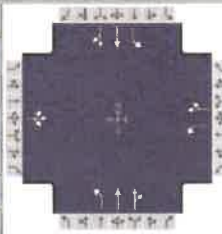
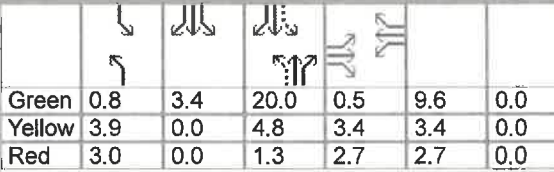
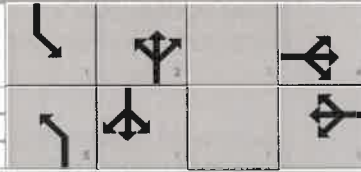
DGL Consulting Engineers, LLC

Travis Jones, RSP₁
Transportation Planner | GIS Coordinator

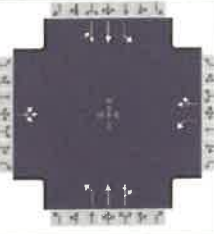
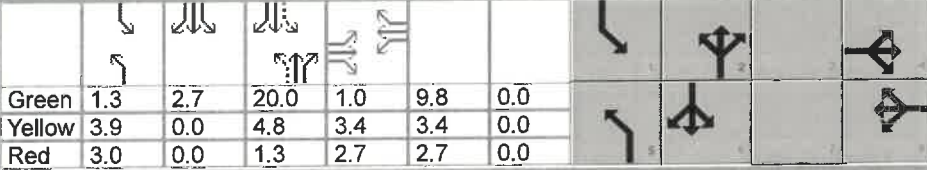
Corrinne M. Lochtefeld, PE, PTOE, PTP, RSP₁
Project Manager | Principal

END OF MEMO

HCS Signalized Intersection Results Summary

General Information						Intersection Information									
Agency		DGL Consulting Engineers				Duration, h		0.250							
Analyst		tsj		Analysis Date		7/7/2026		Area Type		Other					
Jurisdiction				Time Period				PHF		0.71					
Urban Street		Crossroads Parkway		Analysis Year		2026		Analysis Period		1> 7:00					
Intersection		Crossroads & Meridian		File Name		2030 Crossroads and Meridian AM Peak.xus									
Project Description		Opening Year AM Peak													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				1	0	1	16	0	121	5	220	2	39	158	0
Signal Information															
Cycle, s	59.4	Reference Phase	2	Green	0.8	3.4	20.0	0.5	9.6	0.0					
Offset, s	0	Reference Point	End	Yellow	3.9	0.0	4.8	3.4	3.4	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Red	3.0	0.0	1.3	2.7	2.7	0.0					
Force Mode	Fixed	Simult. Gap N/S	On												
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase					4		8	5	2	1	6				
Case Number					12.0		10.0	1.1	4.0	1.1	4.0				
Phase Duration, s					6.6		15.7	7.7	26.1	11.1	29.5				
Change Period, (Y+R c), s					6.1		6.1	6.9	6.1	6.9	6.1				
Max Allow Headway (MAH), s					3.4		3.5	3.0	2.9	3.0	2.9				
Queue Clearance Time (g s), s					2.1		7.9	2.2	5.6	3.1	4.3				
Green Extension Time (g e), s					0.0		0.4	0.0	0.9	0.1	0.9				
Phase Call Probability					0.05		0.96	0.11	1.00	0.60	1.00				
Max Out Probability					0.00		0.00	0.00	0.00	0.00	0.00				
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h					3		23	170		7	156	156	55	223	0
Adjusted Saturation Flow Rate (s), veh/h/ln					1704		1810	1610		1767	1856	1850	1739	1826	0
Queue Service Time (g s), s					0.1		0.6	5.9		0.2	3.6	3.6	1.1	2.3	0.0
Cycle Queue Clearance Time (g c), s					0.1		0.6	5.9		0.2	3.6	3.6	1.1	2.3	0.0
Green Ratio (g/C)					0.01		0.16	0.16		0.35	0.34	0.34	0.41	0.39	
Capacity (c), veh/h					13		292	260		513	625	623	530	1439	
Volume-to-Capacity Ratio (X)					0.216		0.077	0.656		0.014	0.251	0.251	0.104	0.155	0.000
Back of Queue (Q), ft/ln (95 th percentile)					2		12	99		2	59	57	17	36	0
Back of Queue (Q), veh/ln (95 th percentile)					0.1		0.5	4.0		0.1	2.3	2.3	0.6	1.4	0.0
Queue Storage Ratio (RQ) (95 th percentile)					0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d 1), s/veh					29.3		21.2	23.4		12.6	14.3	14.3	10.9	11.6	
Incremental Delay (d 2), s/veh					3.0		0.0	1.1		0.0	0.1	0.1	0.0	0.0	0.0
Initial Queue Delay (d 3), s/veh					0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh					32.3		21.2	24.4		12.6	14.4	14.4	10.9	11.6	
Level of Service (LOS)					C		C	C		B	B	B	B	B	
Approach Delay, s/veh / LOS				32.3	C		24.0	C		14.3	B		11.5	B	
Intersection Delay, s/veh / LOS				15.8						B					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.28	B		2.29	B		1.90	B		1.67	B	
Bicycle LOS Score / LOS				0.49	A		0.81	A		0.75	A		0.72	A	

HCS Signalized Intersection Results Summary

General Information						Intersection Information											
Agency		DGL Consulting Engineers				Duration, h		0.250									
Analyst		tsj		Analysis Date		7/7/2026		Area Type		Other							
Jurisdiction						Time Period		PHF		0.80							
Urban Street		Crossroads Parkway		Analysis Year		2026		Analysis Period		1> 7:00							
Intersection		Crossroads & Meridian		File Name		2030 Crossroads and Meridian PM Peak.xus											
Project Description		Opening Year PM Peak															
Demand Information						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h						1	0	4	44	0	139	10	429	8	41	298	1
Signal Information																	
Cycle, s	60.0	Reference Phase	2														
Offset, s	0	Reference Point	End														
Uncoordinated	Yes	Simult. Gap E/W	On														
Force Mode	Fixed	Simult. Gap N/S	On														
						Green	1.3	2.7	20.0	1.0	9.8	0.0					
						Yellow	3.9	0.0	4.8	3.4	3.4	0.0					
						Red	3.0	0.0	1.3	2.7	2.7	0.0					
Timer Results						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase							4		8	5	2	1	6				
Case Number							12.0		10.0	1.1	4.0	1.1	4.0				
Phase Duration, s							7.1		15.9	8.2	26.1	10.9	28.8				
Change Period, (Y+R c), s							6.1		6.1	6.9	6.1	6.9	6.1				
Max Allow Headway (MAH), s							3.4		3.4	3.0	2.9	3.0	2.9				
Queue Clearance Time (g s), s							2.2		8.1	2.3	8.9	3.1	6.3				
Green Extension Time (g e), s							0.0		0.5	0.0	1.5	0.0	1.5				
Phase Call Probability							0.10		0.98	0.19	1.00	0.57	1.00				
Max Out Probability							0.00		0.00	0.00	0.00	0.00	0.00				
Movement Group Results						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement						7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h							6		55	174		13	274	272	51	187	187
Adjusted Saturation Flow Rate (s), veh/h/ln							1646		1810	1610		1767	1856	1843	1739	1826	1824
Queue Service Time (g s), s							0.2		1.6	6.1		0.3	6.9	6.9	1.1	4.3	4.3
Cycle Queue Clearance Time (g c), s							0.2		1.6	6.1		0.3	6.9	6.9	1.1	4.3	4.3
Green Ratio (g/C)							0.02		0.16	0.16		0.36	0.33	0.33	0.40	0.38	0.38
Capacity (c), veh/h							27		295	263		433	619	615	420	691	690
Volume-to-Capacity Ratio (X)							0.230		0.186	0.662		0.029	0.443	0.443	0.122	0.271	0.271
Back of Queue (Q), ft/ln (95 th percentile)							4		29	102		4	113	110	16	67	64
Back of Queue (Q), veh/ln (95 th percentile)							0.2		1.2	4.1		0.2	4.4	4.4	0.6	2.6	2.6
Queue Storage Ratio (RQ) (95 th percentile)							0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d 1), s/veh							29.1		21.7	23.6		12.7	15.6	15.6	11.5	12.9	12.9
Incremental Delay (d 2), s/veh							1.6		0.1	1.1		0.0	0.2	0.2	0.0	0.1	0.1
Initial Queue Delay (d 3), s/veh							0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh							30.7		21.8	24.6		12.7	15.8	15.8	11.6	13.0	13.0
Level of Service (LOS)							C		C	C		B	B	B	B	B	B
Approach Delay, s/veh / LOS						30.7	C	23.9	C	15.8	B	12.8	B				
Intersection Delay, s/veh / LOS						16.3						B					
Multimodal Results						EB			WB			NB			SB		
Pedestrian LOS Score / LOS						2.28	B	2.29	B	1.90	B	1.67	B				
Bicycle LOS Score / LOS						0.50	A	0.87	A	0.95	A	0.84	A				

HCS Roundabouts Report

General Information

Site Information

Analyst	tsj		Intersection	Crossroads Parkway & Meri...
Agency or Co.	DGL Consulting Engineers		E/W Street Name	Meridian Court
Date Performed	7/7/2026		N/S Street Name	Crossroads Parkway
Analysis Year	2030		Analysis Time Period, hrs	0.25
Time Analyzed	AM Peak		Peak Hour Factor	0.71
Project Description	Opening Year AM Peak		Jurisdiction	City of Rossford

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment			LTR				LTR		LT		TR		LT		TR	
Volume (V), veh/h	0	1	0	1	0	16	0	121	3	2	220	2	0	39	158	0
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	0	3	3	3	3	5	5	5	5
Flow Rate (V_{PCE}), pc/h	0	1	0	1	0	23	0	170	4	3	319	3	0	58	234	0
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.3276			4.3276		4.5436	4.5436		4.5436	4.5436	
Follow-Up Headway, s		2.5352			2.5352		2.5352	2.5352		2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		2			193		155	174		137	155	
Entry Volume, veh/h		2			193		150	169		131	147	
Circulating Flow (v_c), pc/h	319			327			59			30		
Exiting Flow (v_{ex}), pc/h	61			3			490			262		
Capacity (C_{pce}), pc/h		1083			1075		1346	1346		1382	1382	
Capacity (c), veh/h		1083			1075		1307	1307		1316	1316	
v/c Ratio (x)		0.00			0.18		0.11	0.13		0.10	0.11	

Delay and Level of Service

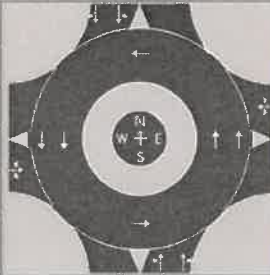
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.3			5.0		3.7	3.8		3.5	3.6	
Lane LOS		A			A		A	A		A	A	
95% Queue Length, Q ₉₅ (veh)		0.0			0.7		0.4	0.4		0.3	0.4	
95% Queue Length, Q ₉₅ (ft)		0.0			17.5		10.2	10.2		7.8	10.4	
Approach Delay, s/veh LOS	3.3	A		5.0	A		3.8	A		3.6	A	
Intersection Delay, s/veh LOS	4.0						A					

HCS Roundabouts Report

General Information	Site Information
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General Information	Site Information
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Analyst	tsj		Intersection	Crossroads Parkway & Meri...
Agency or Co.	DGL Consulting Engineers		E/W Street Name	Meridian Court
Date Performed	7/7/2026		N/S Street Name	Crossroads Parkway
Analysis Year	2030		Analysis Time Period, hrs	0.25
Time Analyzed	PM Peak		Peak Hour Factor	0.80
Project Description	Opening Year PM Peak		Jurisdiction	City of Rossford



Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LTR				LTR				LT		TR		LT		TR	
Volume (V), veh/h	0	1	0	4	0	49	0	159	6	5	504	10	0	48	350	1
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	0	2	2	2	2	1	1	1	1
Flow Rate (v_{pc}), pc/h	0	1	0	5	0	61	0	199	8	6	643	13	0	61	442	1
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.3276			4.3276		4.5436	4.5436		4.5436	4.5436	
Follow-Up Headway, s		2.5352			2.5352		2.5352	2.5352		2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		6			260		315	355		237	267	
Entry Volume, veh/h		6			260		309	348		235	264	
Circulating Flow (v_c), pc/h	572			658			62			75		
Exiting Flow (v_{ex}), pc/h	74			7			843			516		
Capacity (C_{pce}), pc/h		873			812		1342	1342		1326	1326	
Capacity (c), veh/h		873			812		1316	1316		1313	1313	
v/c Ratio (x)		0.01			0.32		0.23	0.26		0.18	0.20	

Delay and Level of Service	

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.2			8.1		4.7	5.0		4.2	4.4	
Lane LOS		A			A		A	A		A	A	
95% Queue Length, Q ₉₅ (veh)		0.0			1.4		0.9	1.1		0.6	0.8	
95% Queue Length, Q ₉₅ (ft)		0.0			35.0		22.9	27.9		15.1	20.2	
Approach Delay, s/veh LOS	4.2	A		8.1	A		4.9	A		4.3	A	
Intersection Delay, s/veh LOS	5.3						A					

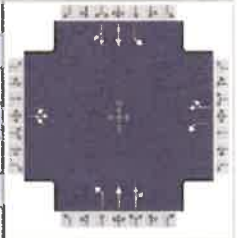
HCS Signalized Intersection Results Summary

General Information

Agency	DGL Consulting Engineers
Analyst	tsj
Jurisdiction	
Urban Street	Crossroads Parkway
Intersection	Crossroads & Meridian
Project Description	Design Year AM Peak

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.71
Analysis Year	2026
Analysis Period	1> 7:00
File Name	2050 Crossroads and Meridian AM Peak.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	1	0	1	18	0	139	6	252	2	42	180	0

Signal Information

Cycle, s	59.8	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	0.9	3.5	20.0	0.5	9.7	0.0			
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.9	0.0	4.8	3.4	3.4	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.3	2.7	2.7	0.0			

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		12.0		10.0	1.1	4.0	1.1	4.0
Phase Duration, s		6.6		15.8	7.8	26.1	11.3	29.6
Change Period, (Y+R _c), s		6.1		6.1	6.9	6.1	6.9	6.1
Max Allow Headway (MAH), s		3.4		3.5	3.0	2.9	3.0	2.9
Queue Clearance Time (g _s), s		2.1		8.9	2.2	6.3	3.2	4.7
Green Extension Time (g _e), s		0.0		0.5	0.0	1.1	0.1	1.1
Phase Call Probability		0.05		0.97	0.13	1.00	0.63	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	3			25	196		8	179	179	59	254	0
Adjusted Saturation Flow Rate (s), veh/h/ln	1704			1810	1610		1767	1856	1850	1739	1826	0
Queue Service Time (g _s), s	0.1			0.7	6.9		0.2	4.2	4.3	1.2	2.7	0.0
Cycle Queue Clearance Time (g _c), s	0.1			0.7	6.9		0.2	4.2	4.3	1.2	2.7	0.0
Green Ratio (g/C)	0.01			0.16	0.16		0.35	0.33	0.33	0.41	0.39	
Capacity (c), veh/h	13			295	263		498	621	619	511	1433	
Volume-to-Capacity Ratio (X)	0.216			0.086	0.746		0.017	0.288	0.289	0.116	0.177	0.000
Back of Queue (Q), ft/ln (95 th percentile)	2			13	118		3	69	67	18	42	0
Back of Queue (Q), veh/ln (95 th percentile)	0.1			0.5	4.7		0.1	2.7	2.7	0.7	1.6	0.0
Queue Storage Ratio (RQ) (95 th percentile)	0.00			0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	29.5			21.2	23.8		12.7	14.7	14.7	11.0	11.9	
Incremental Delay (d ₂), s/veh	3.0			0.0	1.6		0.0	0.1	0.1	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	32.5			21.3	25.4		12.7	14.7	14.8	11.1	11.9	
Level of Service (LOS)	C			C	C		B	B	B	B	B	
Approach Delay, s/veh / LOS	32.5	C		25.0	C		14.7	B		11.7	B	
Intersection Delay, s/veh / LOS	16.2						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.28	B		2.29	B		1.90	B		1.67	B	
Bicycle LOS Score / LOS	0.49	A		0.85	A		0.79	A		0.75	A	

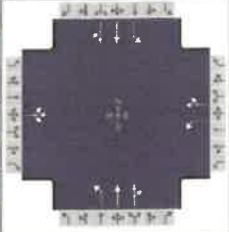
HCS Signalized Intersection Results Summary

General Information

Agency	DGL Consulting Engineers
Analyst	tsj
Jurisdiction	
Urban Street	Crossroads Parkway
Intersection	Crossroads & Meridian
Project Description	Design Year PM Peak

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.80
Analysis Year	2026
Analysis Period	1> 7:00
File Name	2050 Crossroads and Meridian PM Peak.xus

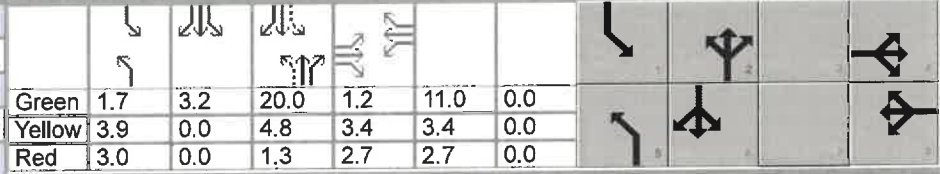


Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	1	0	5	57	0	181	13	577	10	55	401	1

Signal Information

Cycle, s	62.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		12.0		10.0	1.1	4.0	1.1	4.0
Phase Duration, s		7.3		17.1	8.6	26.1	11.8	29.3
Change Period, (Y+R), s		6.1		6.1	6.9	6.1	6.9	6.1
Max Allow Headway (MAH), s		3.5		3.4	3.0	2.9	3.0	2.9
Queue Clearance Time (g _s), s		2.3		10.4	2.4	12.5	3.5	8.2
Green Extension Time (g _e), s		0.0		0.6	0.0	2.1	0.1	2.1
Phase Call Probability		0.12		0.99	0.25	1.00	0.70	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	8			71	226		16	368	366	69	251	251
Adjusted Saturation Flow Rate (s), veh/h/ln	1640			1810	1610		1767	1856	1844	1739	1826	1824
Queue Service Time (g _s), s	0.3			2.1	8.4		0.4	10.5	10.5	1.5	6.2	6.2
Cycle Queue Clearance Time (g _c), s	0.3			2.1	8.4		0.4	10.5	10.5	1.5	6.2	6.2
Green Ratio (g/C)	0.02			0.18	0.18		0.35	0.32	0.32	0.40	0.37	0.37
Capacity (c), veh/h	32			319	284		377	596	592	360	679	678
Volume-to-Capacity Ratio (X)	0.233			0.223	0.797		0.043	0.617	0.618	0.191	0.370	0.370
Back of Queue (Q), ft/ln (95 th percentile)	5			39	144		6	176	171	23	101	97
Back of Queue (Q), veh/ln (95 th percentile)	0.2			1.6	5.8		0.2	6.9	6.8	0.9	3.9	3.9
Queue Storage Ratio (RQ) (95 th percentile)	0.00			0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	30.1			22.0	24.6		13.5	17.9	17.9	12.7	14.3	14.3
Incremental Delay (d ₂), s/veh	1.4			0.1	2.0		0.0	0.4	0.4	0.1	0.1	0.1
Initial Queue Delay (d ₃), s/veh	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	31.4			22.1	26.5		13.6	18.3	18.3	12.8	14.4	14.4
Level of Service (LOS)	C			C	C		B	B	B	B	B	B
Approach Delay, s/veh / LOS	31.4	C		25.5	C		18.2	B		14.2	B	
Intersection Delay, s/veh / LOS	18.2						B					

Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.30	B	1.90	B	1.67	B
Bicycle LOS Score / LOS	0.50	A	0.98	A	1.11	A	0.96	A

General Information

Site Information

Analyst	tsj		Intersection	Crossroads Parkway & Meri...
Agency or Co.	DGL Consulting Engineers		E/W Street Name	Meridian Court
Date Performed	7/7/2026		N/S Street Name	Crossroads Parkway
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	AM Peak		Peak Hour Factor	0.71
Project Description	Design Year AM Peak		Jurisdiction	City of Rossford

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment				LTR				LTR	LT		TR		LT		TR	
Volume (V), veh/h	0	1	0	1	0	18	0	139	3	3	252	2	0	42	180	0
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	0	3	3	3	3	5	5	5	5
Flow Rate (V_{PCB}), pc/h	0	1	0	1	0	25	0	196	4	4	366	3	0	62	266	0
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.3276			4.3276		4.5436	4.5436		4.5436	4.5436	
Follow-Up Headway, s		2.5352			2.5352		2.5352	2.5352		2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		2			221		177	200		154	174	
Entry Volume, veh/h		2			221		172	194		147	166	
Circulating Flow (v_c), pc/h	357			375			63			33		
Exiting Flow (v_{ex}), pc/h	65			4			563			296		
Capacity (C_{pce}), pc/h		1048			1032		1341	1341		1378	1378	
Capacity (c), veh/h		1048			1032		1302	1302		1312	1312	
v/c Ratio (x)		0.00			0.21		0.13	0.15		0.11	0.13	

Delay and Level of Service									
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Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.5			5.5		3.8	4.0		3.6	3.8	
Lane LOS		A			A		A	A		A	A	
95% Queue Length, Q ₉₅ (veh)		0.0			0.8		0.5	0.5		0.4	0.4	
95% Queue Length, Q ₉₅ (ft)		0.0			20.0		12.8	12.8		10.4	10.4	
Approach Delay, s/veh LOS	3.5		A	5.5		A	3.9		A	3.7		A
Intersection Delay, s/veh LOS	4.2						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	tsj		Intersection	Crossroads Parkway & Meri...
Agency or Co.	DGL Consulting Engineers		E/W Street Name	Meridian Court
Date Performed	7/7/2026		N/S Street Name	Crossroads Parkway
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	PM Peak		Peak Hour Factor	0.80
Project Description	Design Year PM Peak		Jurisdiction	City of Rossford

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LTR				LTR				LT		TR		LT		TR	
Volume (V), veh/h	0	1	0	5	0	57	0	181	6	7	577	10	0	55	401	1
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	0	2	2	2	2	1	1	1	1
Flow Rate (V_{PCE}), pc/h	0	1	0	6	0	71	0	226	8	9	736	13	0	69	506	1
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.3276			4.3276		4.5436	4.5436		4.5436	4.5436	
Follow-Up Headway, s		2.5352			2.5352		2.5352	2.5352		2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		7			297		360	406		271	305	
Entry Volume, veh/h		7			297		353	398		268	302	
Circulating Flow (v_c), pc/h	654			754			70			88		
Exiting Flow (v_{ex}), pc/h	82			10			963			591		
Capacity (C_{pce}), pc/h		814			748		1332	1332		1311	1311	
Capacity (c), veh/h		814			748		1306	1306		1298	1298	
v/c Ratio (x)		0.01			0.40		0.27	0.30		0.21	0.23	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.5			9.9		5.1	5.5		4.5	4.8	
Lane LOS		A			A		A	A		A	A	
95% Queue Length, Q ₉₅ (veh)		0.0			1.9		1.1	1.3		0.8	0.9	
95% Queue Length, Q ₉₅ (ft)		0.0			47.5		27.9	33.0		20.2	22.7	
Approach Delay, s/veh LOS	4.5	A		9.9	A		5.3	A		4.7	A	
Intersection Delay, s/veh LOS	5.9						A					

Cost Estimate

Estimate 26240

Estimated Cost:\$3,160,831.04

Contingency: 5.00%

Estimated Total: \$3,318,872.59

CMAQ FUNDING APPLICATION
MERIDIAN CT AND CROSSROAD PKWY ROUNDABOUT
ENGINEER'S ESTIMATE OF PROBABLE COSTS

Base Date: 08/05/26

Spec Year: 23

Unit System: E

Work Type: GEN CONST: INV LVS 2 OR MOR MAJ WRK TYPE

Highway Type:

Urban/Rural Type: URBAN CLASS

Season: SPRING

County: WOOD

Latitude of Midpoint: 0

Longitude of Midpoint: 0

District: 02

Federal/State Project Number:

Prepared by DGL Consulting Engineers on 08/05/26



Corrinne Lochtefeld
2026.08.06 14:22:57-04'00'

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

Group 0100: ROADWAY

0001	201E11000	1.000	LS	\$5,000.00000	\$5,000.00
CLEARING AND GRUBBING					
0002	202E23000	6,646.000	SY	\$13.34238	\$88,673.46
PAVEMENT REMOVED					
0003	202E30000	4,744.000	SF	\$2.44344	\$11,591.68
WALK REMOVED					
0004	202E30800	1,697.000	SY	\$31.27205	\$53,068.67
TRAFFIC ISLAND REMOVED					
0005	202E32000	2,200.000	FT	\$5.12932	\$11,284.50
CURB REMOVED					
0006	202E32500	1,980.000	FT	\$7.33954	\$14,532.29
CURB AND GUTTER REMOVED					
0007	202E35100	419.000	FT	\$22.97118	\$9,624.92
PIPE REMOVED, 24" DIAMETER AND UNDER					
0008	202E35200	289.000	FT	\$47.15188	\$13,626.89
PIPE REMOVED, OVER 24" DIAMETER					
0009	202E58000	3.000	EACH	\$1,130.80693	\$3,392.42
MANHOLE REMOVED					
0010	202E58100	8.000	EACH	\$488.80240	\$3,910.42
CATCH BASIN REMOVED					
0011	203E10000	3,833.000	CY	\$15.78269	\$60,495.05
EXCAVATION					
0012	203E20000	1,749.000	CY	\$15.35710	\$26,859.57
EMBANKMENT					
0013	204E10000	15,554.000	SY	\$1.09535	\$17,037.07
SUBGRADE COMPACTION					
0014	204E13000	600.000	CY	\$20.91185	\$12,547.11
EXCAVATION OF SUBGRADE					
0015	204E30010	600.000	CY	\$41.99599	\$25,197.59
GRANULAR MATERIAL, TYPE B					
0016	204E45000	6.000	HOUR	\$241.00538	\$1,446.03
PROOF ROLLING					
0017	608E15000	615.000	SF	\$14.21459	\$8,741.97
8" CONCRETE WALK					

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
0018	608E52000	1,945.000	SF	\$13.09990	\$25,479.31
CURB RAMP					

0019	608E53020	90.000	SF	\$34.50969	\$3,105.87
DETECTABLE WARNING					

Total for Group 0100:\$395,614.82

Group 0200: EROSION CONTROL

0020	616E10000	59.000	MGAL	\$50.63247	\$2,987.32
WATER					

0021	653E10000	1,143.000	CY	\$48.86939	\$55,857.71
TOPSOIL FURNISHED AND PLACED					

0022	654E11000	1.400	TON	\$928.18422	\$1,299.46
COMMERCIAL FERTILIZER					

0023	659E00100	2.000	EACH	\$58.95321	\$117.91
SOIL ANALYSIS TEST					

0024	659E10000	8,274.000	SY	\$1.42183	\$11,764.22
SEEDING AND MULCHING					

0025	659E14000	414.000	SY	\$1.38754	\$574.44
REPAIR SEEDING AND MULCHING					

0026	659E31000	2.000	ACRE	\$59.73378	\$119.47
LIME					

0027	832E15000	1.000	LS	\$5,000.00000	\$5,000.00
STORM WATER POLLUTION PREVENTION PLAN					

0028	832E15002	1.000	LS	\$5,000.00000	\$5,000.00
STORM WATER POLLUTION PREVENTION INSPECTIONS					

0029	832E30000	35,000.000	EACH	\$1.03792	\$36,327.20
EROSION CONTROL					

Total for Group 0200:\$119,047.73

Group 0300: DRAINAGE

0030	605E11100	4,452.000	FT	\$18.52675	\$82,481.09
6" SHALLOW PIPE UNDERDRAINS					

0031	605E13300	66.000	FT	\$36.43844	\$2,404.94
6" UNCLASSIFIED PIPE UNDERDRAINS					

0032	611E00510	230.000	FT	\$34.49171	\$7,933.09
6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS					

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
0033	611E04400	242.000	FT	\$123.06649	\$29,782.09
12" CONDUIT, TYPE B					
0034	611E04600	47.000	FT	\$102.65189	\$4,824.64
12" CONDUIT, TYPE C					
0035	611E05900	108.000	FT	\$164.26302	\$17,740.41
15" CONDUIT, TYPE B					
0036	611E06100	96.000	FT	\$118.12343	\$11,339.85
15" CONDUIT, TYPE C					
0037	611E07400	124.000	FT	\$141.97553	\$17,604.97
18" CONDUIT, TYPE B					
0038	611E10400	10.000	FT	\$317.42634	\$3,174.26
24" CONDUIT, TYPE B					
0039	611E13400	105.000	FT	\$225.66831	\$23,695.17
30" CONDUIT, TYPE B					
0040	611E13600	20.000	FT	\$258.34793	\$5,166.96
30" CONDUIT, TYPE C					
0041	611E16400	220.000	FT	\$328.68153	\$72,309.94
36" CONDUIT, TYPE B					
0042	611E16600	31.000	FT	\$279.97697	\$8,679.29
36" CONDUIT, TYPE C					
0043	611E98150	11.000	EACH	\$5,425.44873	\$59,679.94
CATCH BASIN, NO. 3					
0044	611E98370	1.000	EACH	\$4,101.51304	\$4,101.51
CATCH BASIN, NO. 6					
0045	611E98630	3.000	EACH	\$1,044.38835	\$3,133.17
CATCH BASIN ADJUSTED TO GRADE					
0046	611E98634	1.000	EACH	\$1,844.37962	\$1,844.38
CATCH BASIN RECONSTRUCTED TO GRADE					
0047	611E99574	8.000	EACH	\$6,893.96785	\$55,151.74
MANHOLE, NO. 3 (60")					
0048	611E99654	6.000	EACH	\$1,052.91778	\$6,317.51
MANHOLE ADJUSTED TO GRADE					
0049	611E99660	2.000	EACH	\$2,460.97174	\$4,921.94
MANHOLE RECONSTRUCTED TO GRADE					

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

Total for Group 0300:\$422,286.89

Group 0400: PAVEMENT

0050	304E20000	3,655.000	CY	\$58.18603	\$212,669.94
AGGREGATE BASE					
0051	407E10000	94.000	GAL	\$3.15845	\$296.89
TACK COAT					
0052	452E12010	6,245.000	SY	\$60.86544	\$380,104.67
8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P					
0053	609E12000	2,082.000	FT	\$30.49505	\$63,490.69
COMBINATION CURB AND GUTTER, TYPE 2					
0054	609E18001	600.000	FT	\$45.00000	\$27,000.00
COMBINATION CURB AND GUTTER, TYPE 3, AS PER PLAN					
0055	609E26000	1,931.000	FT	\$21.29302	\$41,116.82
CURB, TYPE 6					
0056	609E57001	604.000	SY	\$350.00000	\$211,400.00
8" CONCRETE TRAFFIC ISLAND, AS PER PLAN					
, SPLITTER ISLAND					
0057	609E57001	658.000	SY	\$350.00000	\$230,300.00
8" CONCRETE TRAFFIC ISLAND, AS PER PLAN					
, TRUCK APRON					
0058	823E10000	59.000	CY	\$375.00000	\$22,125.00
ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448)					
0059	823E42000	83.000	CY	\$325.00000	\$26,975.00
ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)					

Total for Group 0400:\$1,215,479.01

Group 0500: WATER WORK

0060	638E10300	1.000	EACH	\$4,651.34226	\$4,651.34
FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE					

Total for Group 0500:\$4,651.34

Group 0600: LIGHTING

0061	625E00450	45.000	EACH	\$131.53153	\$5,918.92
CONNECTION, FUSED PULL APART					
0062	625E00480	21.000	EACH	\$121.94229	\$2,560.79
CONNECTION, UNFUSED PERMANENT					

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
0063	625E10481	15.000	EACH	\$5,873.78000	\$88,106.70
LIGHT POLE, AESTHETIC, AS PER PLAN					
0064	625E14000	15.000	EACH	\$2,069.19000	\$31,037.85
LIGHT POLE FOUNDATION, 24" X 6' DEEP					
0065	625E22900	252.000	FT	\$11.80000	\$2,973.60
NO. 1/0 AWG 2400 VOLT DISTRIBUTION CABLE					
0066	625E23410	2,025.000	FT	\$2.55000	\$5,163.75
NO. 12 AWG POLE AND BRACKET CABLE					
0067	625E24320	2,771.000	FT	\$14.40000	\$39,902.40
1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 2400 VOLT CABLES					
0068	625E25502	292.000	FT	\$11.75008	\$3,431.02
CONDUIT, 3", 725.05					
0069	625E27551	15.000	EACH	\$2,355.00000	\$35,325.00
LUMINAIRE, DECORATIVE, AS PER PLAN					
0070	625E29002	2,519.000	FT	\$9.95841	\$25,085.23
TRENCH, 24" DEEP					
0071	625E30510	8.000	EACH	\$1,275.00000	\$10,200.00
PULL BOX, 725.06, SIZE 4					
0072	625E32000	17.000	EACH	\$350.00000	\$5,950.00
GROUND ROD					
0073	625E34001	1.000	EACH	\$12,277.54000	\$12,277.54
POWER SERVICE, AS PER PLAN					
0074	625E34450	1.000	EACH	\$7,341.13000	\$7,341.13
CONTROL CENTER CABINET, COMPLETE					
0075	625E36010	2,519.000	FT	\$2.50000	\$6,297.50
UNDERGROUND WARNING/MARKING TAPE					

Total for Group 0600:\$281,571.43

Group 0700: TRAFFIC CONTROL

0076	620E60000	4.000	EACH	\$149.00000	\$596.00
DELINEATOR, POST SURFACE MOUNTED					
0077	630E03100	786.000	FT	\$24.50000	\$19,257.00
GROUND MOUNTED SUPPORT, NO. 3 POST					
0078	630E08600	100.000	EACH	\$48.00000	\$4,800.00
SIGN POST REFLECTOR					

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u> <u>Supplemental Description</u>					
0079	630E80100	325.600	SF	\$24.50000	\$7,977.20
	SIGN, FLAT SHEET				
0080	630E84900	20.000	EACH	\$20.00000	\$400.00
	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL				
0081	630E86002	32.000	EACH	\$21.21982	\$679.03
	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL				
0082	632E90101	1.000	EACH	\$4,055.00000	\$4,055.00
	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN				
0083	644E00100	0.900	MILE	\$4,183.16097	\$3,764.84
	EDGE LINE, 4"				
0084	644E00200	0.140	MILE	\$2,479.57327	\$347.14
	LANE LINE, 4"				
0086	644E00400	900.000	FT	\$2.07447	\$1,867.02
	CHANNELIZING LINE, 8"				
0087	644E00631	284.000	FT	\$8.44000	\$2,396.96
	CROSSWALK LINE, 24", AS PER PLAN				
0089	644E00720	377.000	FT	\$7.46636	\$2,814.82
	CHEVRON MARKING				
0090	644E01300	17.000	EACH	\$120.00000	\$2,040.00
	LANE ARROW				
0091	644E01400	7.000	EACH	\$208.13653	\$1,456.96
	WORD ON PAVEMENT, 72"				
0092	644E01500	468.000	FT	\$1.68489	\$788.53
	DOTTED LINE, 4"				
0093	644E20800	115.000	FT	\$15.22000	\$1,750.30
	YIELD LINE				
Total for Group 0700:					\$54,990.80

Group 0800: LANDSCAPING

0094	661E99000	1.000	LS	\$100,000.00000	\$100,000.00
	SPECIAL - LANDSCAPING				

Total for Group 0800:\$100,000.00

Group 0900: MAINTENANCE OF TRAFFIC

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

0095	616E10000	20.000	MGAL	\$50.63247	\$1,012.65
	WATER				

Total for Group 0900:\$1,012.65

Group 1000: INCIDENTALS

0096	614E11000	1.000	LS	\$25,000.00000	\$25,000.00
	MAINTAINING TRAFFIC				

0097	619E16010	6.000	MNTH	\$2,146.17284	\$12,877.04
	FIELD OFFICE, TYPE B				

0098	623E10000	1.000	LS	\$25,000.00000	\$25,000.00
	CONSTRUCTION LAYOUT STAKES AND SURVEYING				

0099	624E10000	1.000	LS	\$157,500.00000	\$157,500.00
	MOBILIZATION				

Total for Group 1000:\$220,377.04

Group 1100: INFLATION - 12.3%

0100		1.000		\$345,799.33000	\$345,799.33
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Total for Group 1100:\$345,799.33

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.

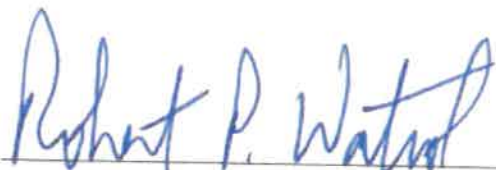
Passed this 13 day of July, 2026.

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