

City of Sylvania

Lucas County, Ohio

Application for:

2026 Ohio Statewide Urban Congestion
Mitigation/Air Quality (CMAQ) Projects

**Centennial Road & Little Road
Roundabout**

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AADT

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APPLICATION (SCHEDULE & PROJECT EVALUATION CRITERIA)



Lake Erie West

REGIONAL COUNCIL

Congestion Mitigation and Air Quality Program

Application for Ohio FY2026 – FY2029 CMAQ Funding

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

MILESTONE ACTIVITY	EXPECTED DATE (month/year)
• Project Programmed with ODOT.	
• 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.	
• 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.	
• 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	
• 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.	
• Stage 3 Design Plan Submittal	
• 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	
• Award Contract: The date the local public agency approves a contract with a successful bidder.	
• Begin Construction	
• Project Completion	
• 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.

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)	<i>Score up to 2 points for each additional project benefit</i> Improved safety Fixed Route Transit Bicycle/Pedestrian Improved freight movement Benefits environmental justice population	 0 - 2 0 - 2 0 - 2 0 - 2 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.

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.

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.

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								
Detailed Design								
Right of Way								
Construction								
FUNDING TOTALS								

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
<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.

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.		

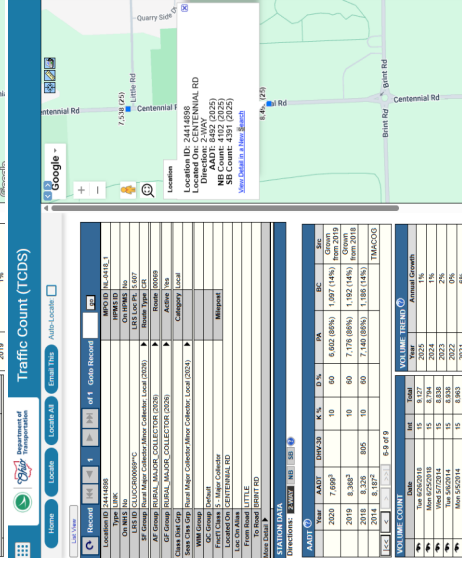
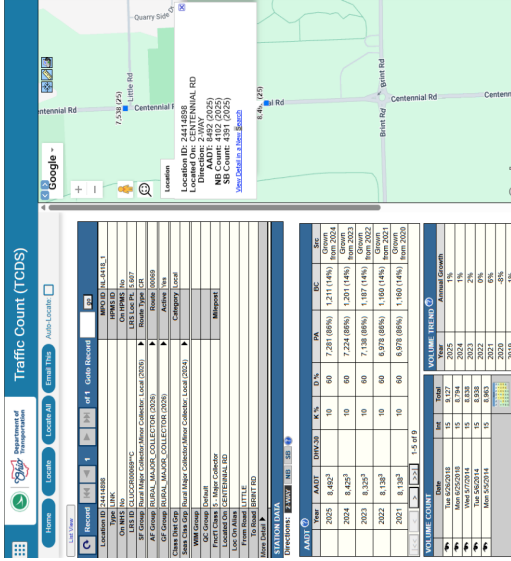
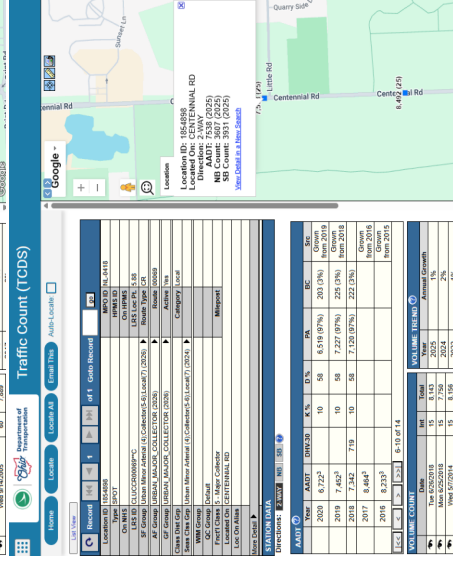
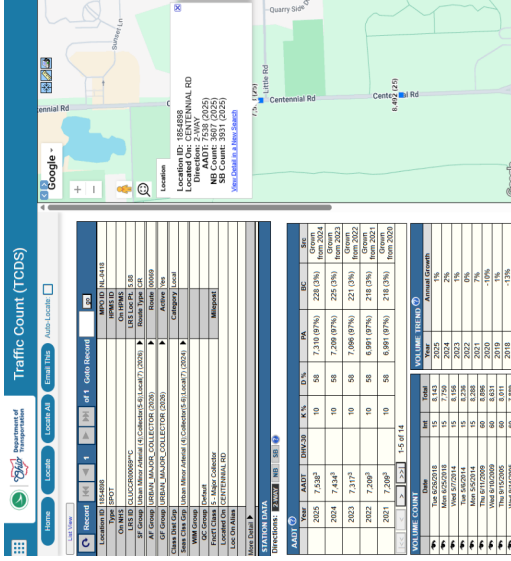
MAXIMUM POINTS 100

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

AADT

Centennial Road and Little Road Roundabout
Operational Review Volume Estimate
Count Information from June 26, 2018

Time Period	North of Little				South of Little				Volume to/from Little	
	NB	SB	Total	Check	NB	SB	Total	Check	NB Difference	SB Difference
AM Peak Hour	306	203	509	OK	364	213	577	OK	58	10
PM Peak Hour	288	436	724	OK	324	481	805	OK	36	45
									NBR	WBL
Location	Growth Rate									
	Year	AADT	Annual	Total						
N/O Little	2018	7342	0.38%	2.7%						
	2025	7538								
S/O Little	2018	8326	0.28%	2.0%						
	2025	8492								
Movement	2018		AM		PM		Notes			
	NBT	281	263	NB S/O Little minus difference with NB N/O Little (NBR & WBL)						
NBR	83	61	Difference b/t NB S/O & N/O Little							
SBL	25	25	Assumed minimal volume							
SBT	178	411	SB N/O Little minus assumed SBL							
WBL	35	70	Difference b/t SB S/O & N/O Little							
WBR	25	25	Assumed minimal volume							
SB Check	213	481	Should match SB S/O Little							
NB Check	306	288	Should match NB N/O Little							
Movement	2025		AM		PM		2027			
	NBT	289	270	292	273	323	301	AM	PM	
NBR	85	63	86	64	95	70				
SBL	26	26	26	26	29	29				
SBT	183	422	185	426	204	471				
WBL	36	72	36	73	40	80				
WBR	26	26	26	26	29	29				
SB Check	219	494	221	499	244	551				
NB Check	315	296	318	299	352	330				
							0.005			

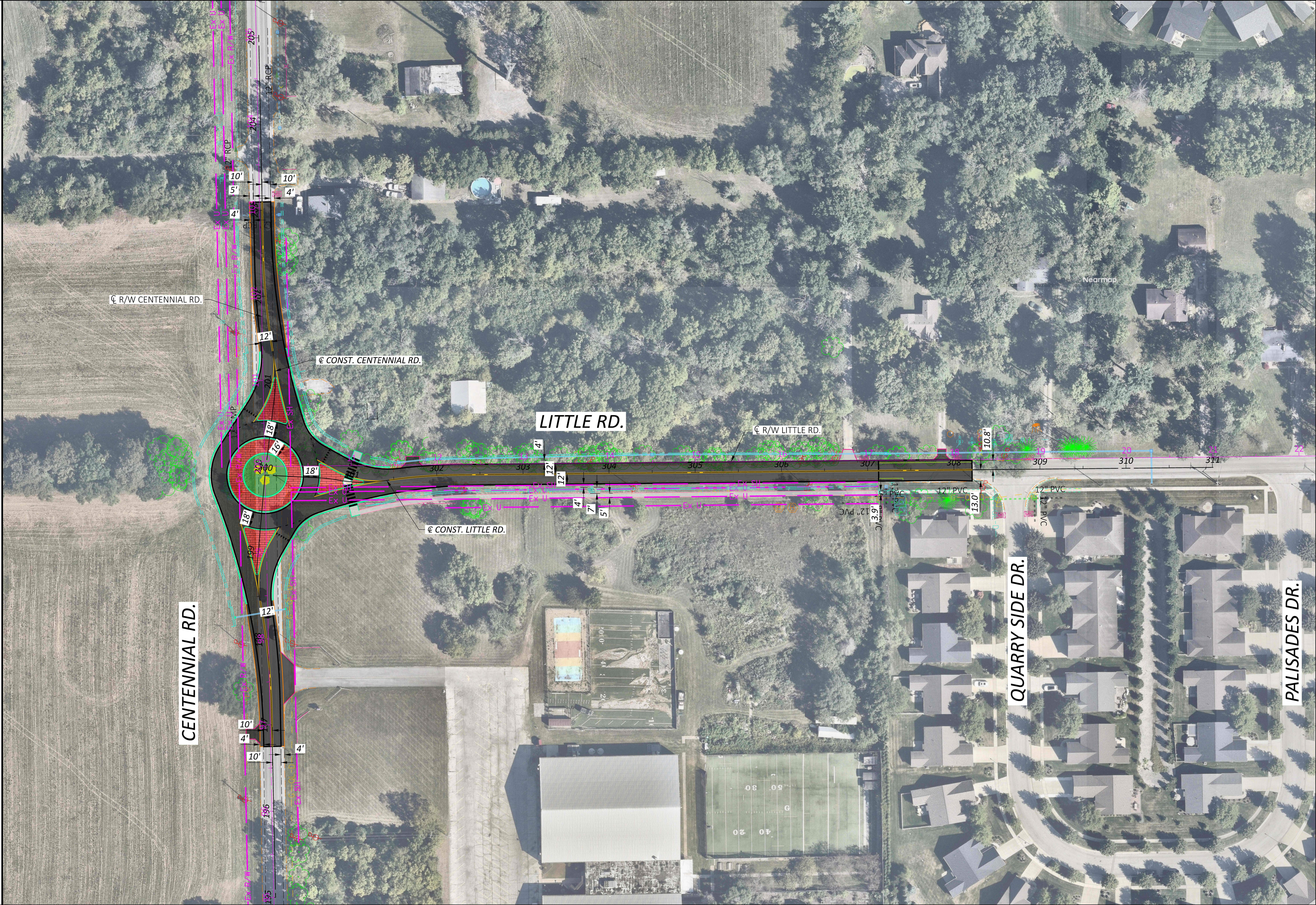


**PROJECT LOCATION MAP AND ROUNDABOUT
CONCEPTUAL DRAWING**

CENTENNIAL-LITTLE ROUNDABOUT

MODEL: Geometric Plan PAPER SIZE: 34x22 (in.) DATE: 6/29/2026 TIME: 9:54:58 PM PLTDRV: OHDOT_PDF Color: pltcfg PENTBL: OHDOT PenC: tbi USER: GARRETT.BRENKE@tetratech.com WORKSPACE: OHDOTCEV02-24.0 WORKSET: Centennial-Little PRODUCT: OpenRoadsDesigner 24.00.02.25

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DESIGN AGENCY

DESIGNER

GCB

REVIEWER

AJL 06/29/26

PROJECT ID

SHEET

P.1

TOTAL

1

PROJECT SITE PLAN

HORIZONTAL SCALE IN FEET

0

25

50

100

PROJECT FUNDING TABLE

**CURRENT PROJECT ESTIMATE
FOR
CENTENNIAL ROAD & LITTLE ROAD ROUNDABOUT**

Design & Engineering	\$293,500	City, OPWC
Right-of-Way (Consulting)	\$50,000	City
Right-of-Way (Acquisition)	\$75,000	City
Construction & Contingency	\$1,704,717	ODOT-CMAQ, OPWC
CE, Inspection/Testing	\$120,000	OPWC

TOTAL PROJECT COST \$2,243,217

Ohio Public Works Commission (OPWC) 26.75%		City of Sylvania (City) 12.46%	
Design & Engineering	\$139,057	Design & Engineering	\$154,443
Right-of-Way (Consulting)	\$0	Right-of-Way (Consulting)	\$50,000
Right-of-Way (Acquisition)	\$0	Right-of-Way (Acquisition)	\$75,000
Construction & Contingency	\$340,943	Construction & Contingency	\$0
CE, Inspection/Testing	\$120,000	CE, Inspection/Testing	\$0
TOTAL	\$600,000	TOTAL	\$279,443

ODOT Congestion Mitigation & Air Quality (ODOT-CMAQ) 60.80%	
Design & Engineering	\$0
Right-of-Way (Consulting)	\$0
Right-of-Way (Acquisition)	\$0
Construction & Contingency	\$1,363,774
CE, Inspection/Testing	\$0
TOTAL	\$1,363,774

COST ESTIMATE

OPINION OF PROBABLE COST

City of Sylvania
CENTENNIAL-LITTLE ROUNDABOUT

LOCATION: Sylvania, Ohio

BASIS FOR ESTIMATE: ☐ CONCEPTUAL ☒ PRELIMINARY ☐ FINAL

WORK: Roundabout, walk, and associated items



DATE: 6/30/2026
Tt PROJECT # 200-12961-26001
ESTIMATOR: GCB
CHECKED BY: AJL

GRANT APPLICATION							
ODOT SECTION	ITEM NO.	DESCRIPTION	SUPPL. DESC.	QUANT.	UNIT	UNIT AMOUNT	TOTAL AMOUNT
		ROADWAY					
201	201E11000	CLEARING AND GRUBBING		1	LS	\$40,000.00	\$40,000.00
202	202E23000	PAVEMENT REMOVED		3,715	SY	\$20.00	\$74,300.00
202	202E35100	PIPE REMOVED, 24" AND UNDER		25	FT	\$45.00	\$1,125.00
202	202E53100	MAILBOX REMOVED		3	EACH	\$100.00	\$300.00
202	202E75000	FENCE REMOVED		341	FT	\$10.00	\$3,410.00
202	202E98100	REMOVAL MISC.:	WOOD POSTS AND METAL CHAIN	2	EACH	\$275.00	\$550.00
203	203E10000	EXCAVATION		1,389	CY	\$28.00	\$38,892.00
203	203E20000	EMBANKMENT		1,309	CY	\$25.00	\$32,725.00
204	204E10000	SUBGRADE COMPACTION		6,009	SY	\$2.00	\$12,018.00
608	608E10000	4" CONCRETE WALK		3,004	SF	\$15.00	\$45,060.00
608	608E52000	CURB RAMP		368	SF	\$30.00	\$11,040.00
623	623E39500	MONUMENT ASSEMBLY ADJUSTED TO GRADE		1	EACH	\$1,350.00	\$1,350.00
625	625E25604	CONDUIT, 4", 725.051		100	FT	\$30.00	\$3,000.00
625	625E29002	TRENCH, 24" DEEP		100	FT	\$15.00	\$1,500.00
625	625E36010	UNDERGROUND WARNING/MARKING TAPE		100	FT	\$3.50	\$350.00
625	690E50100	SPECIAL - MAILBOX SUPPORT SYSTEM, SINGLE		3	EACH	\$360.00	\$1,080.00
						SUBTOTAL =	\$266,700.00
		EROSION CONTROL					
653	653E10000	TOPSOIL FURNISHED AND PLACED		572	CY	\$55.00	\$31,460.00
659	659E00501	SEEDING AND MULCHING, CLASS 1, AS PER PLAN		5,150	SY	\$3.00	\$15,450.00
659	659E14000	REPAIR SEEDING AND MULCHING		258	SY	\$2.00	\$516.00
659	659E15000	INTER-SEEDING		258	SY	\$1.50	\$387.00
659	659E20000	COMMERCIAL FERTILIZER		0.75	TON	\$950.00	\$712.50
659	659E35000	WATER		29	MGAL	\$2.00	\$58.00
670	670E00700	DITCH EROSION PROTECTION		852	SY	\$3.50	\$2,982.00
832	832E15000	STORM WATER POLLUTION PREVENTION PLAN		1	LS	\$7,000.00	\$7,000.00
832	832E15002	STORM WATER POLLUTION PREVENTION INSPECTIONS		1	LS	\$13,500.00	\$13,500.00
832	832E15010	STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE		1	LS	\$13,500.00	\$13,500.00
832	832E30000	EROSION CONTROL		10,000	EACH	\$1.00	\$10,000.00
						SUBTOTAL =	\$95,565.50
		DRAINAGE					
602	602E20000	CONCRETE MASONRY		0.42	CY	\$5,700.00	\$2,394.00
605	605E31100	AGGREGATE DRAINS		446	FT	\$27.00	\$12,042.00
611	611E04200	12" CONDUIT, TYPE A		60	FT	\$170.00	\$10,200.00
611	611E04400	12" CONDUIT, TYPE B		39	FT	\$135.00	\$5,265.00
611	611E04600	12" CONDUIT, TYPE C		874	FT	\$120.00	\$104,880.00
611	611E98470	CATCH BASIN, NO. 2-2B		6	EACH	\$4,050.00	\$24,300.00
						SUBTOTAL =	\$159,081.00
		PAVEMENT					
204	254E01000	PAVEMENT PLANING, ASPHALT CONCRETE	3.25"	245	SY	\$18.00	\$4,410.00
301	301E56000	ASPHALT CONCRETE BASE, PG64-22, (449)		679	CY	\$315.00	\$213,885.00
304	304E20000	AGGREGATE BASE		1,002	CY	\$130.00	\$130,260.00
407	407E10000	TACK COAT		531	GAL	\$4.00	\$2,124.00
441	441E50000	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22		201	CY	\$420.00	\$84,420.00
441	441E50300	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)		234	CY	\$340.00	\$79,560.00
441	441E70500	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)		6	CY	\$810.00	\$4,860.00
441	441E70700	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449), (DRIVEWAYS)		3	CY	\$780.00	\$2,340.00
452	452E10010	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P		23	SY	\$135.00	\$3,105.00
452	452E12011	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN		655	SY	\$165.00	\$108,075.00
609	609E12000	COMBINATION CURB AND GUTTER, TYPE 2		705	FT	\$70.00	\$49,350.00
609	609E12001	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN		164	FT	\$65.00	\$10,660.00
609	609E18001	COMBINATION CURB AND GUTTER, TYPE 3, AS PER PLAN		280	FT	\$55.00	\$15,400.00
609	609E26000	CURB, TYPE 6		426	FT	\$55.00	\$23,430.00

OPINION OF PROBABLE COST

City of Sylvania
CENTENNIAL-LITTLE ROUNDABOUT

LOCATION: Sylvania, Ohio

BASIS FOR ESTIMATE: ☐] CONCEPTUAL ☒] PRELIMINARY ☐] FINAL

WORK: Roundabout, walk, and associated items



DATE: 6/30/2026
Tt PROJECT # 200-12961-26001
ESTIMATOR: GCB
CHECKED BY: AJL

GRANT APPLICATION

ODOT SECTION	ITEM NO.	DESCRIPTION	SUPPL. DESC.	QUANT.	UNIT	UNIT AMOUNT	TOTAL AMOUNT
						SUBTOTAL =	\$731,879.00
		WATER WORK					
638	638E10201	6" FIRE HYDRANT, AS PER PLAN		2	EACH	\$12,000.00	\$24,000.00
638	638E10800	VALVE BOX ADJUSTED TO GRADE	CITY OF SYLVANIA	3	EACH	\$850.00	\$2,550.00
638	638E20752	SPECIAL - FIRE HYDRANT REMOVED FOR STORAGE	CITY OF SYLVANIA	2	EACH	\$1,350.00	\$2,700.00
						SUBTOTAL =	\$29,250.00
		LIGHTING					
625	625E98200	LIGHTING, MISC.:	TOLEDO EDISON ROUNDABOUT LIGHTING	1	LS	\$60,000.00	\$60,000.00
						SUBTOTAL =	\$60,000.00
		TRAFFIC CONTROL					
630	630E03101	GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN		280	FT	\$ 22.00	\$6,160.00
630	630E08601	SIGN POST REFLECTOR, AS PER PLAN		36	EACH	\$ 70.00	\$2,520.00
630	630E80100	SIGN, FLAT SHEET		102	SF	\$ 30.00	\$3,063.00
630	630E84900	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL		7	EACH	\$ 25.00	\$175.00
630	630E86002	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL		5	EACH	\$ 35.00	\$175.00
642	642E00100	EDGE LINE, 4", TYPE 1		0.72	MILE	\$ 1,500.00	\$1,080.00
642	642E00300	CENTER LINE, TYPE 1		0.20	MILE	\$ 6,300.00	\$1,260.00
644	644E00631	CROSSWALK LINE, 24", AS PER PLAN		100	FT	\$ 12.00	\$1,200.00
644	644E00700	TRANSVERSE/DIAGONAL LINE		24	FT	\$ 12.00	\$288.00
644	644E01410	WORD ON PAVEMENT, 96"		3	EACH	\$ 200.00	\$600.00
644	644E01510	DOTTED LINE, 6"		124	FT	\$ 3.50	\$434.00
644	644E20800	YIELD LINE		54	FT	\$ 18.00	\$972.00
						SUBTOTAL =	\$17,927.00
		LANDSCAPING					
661	661E99940	PLANTING, MISC.:	CENTER ISLAND LANDSCAPING	1	LS	\$15,000.00	\$15,000.00
						SUBTOTAL =	\$15,000.00
		MAINTENANCE OF TRAFFIC					
503	410E12000	TRAFFIC COMPACTED SURFACE, TYPE A OR B		50	CY	\$135.00	\$6,750.00
614	614E12420	DETOUR SIGNING		1	LS	\$15,000.00	\$15,000.00
614	614E13000	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC		10	CY	\$600.00	\$6,000.00
503	614E18601	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN		4	SNMT	\$1,550.00	\$6,200.00
616	616E10000	WATER		6	MGAL	\$65.00	\$390.00
						SUBTOTAL =	\$34,340.00
		INCIDENTALS					
614	614E11000	MAINTAINING TRAFFIC		1	LS	\$30,000.00	\$30,000.00
623	623E10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING		1	LS	\$35,000.00	\$35,000.00
624	624E10000	MOBILIZATION		1	LS	\$75,000.00	\$75,000.00
						SUBTOTAL =	\$140,000.00
						CONSTRUCTION SUBTOTAL	\$1,549,743
						CONTINGENCY (10%)	\$154,974
						TOTAL	\$1,704,717



8/5/2026

CERTIFIED COUNCIL RESOLUTION

RESOLUTION NO. 8-2026

A RESOLUTION AUTHORIZING THE MAYOR AND DIRECTOR OF FINANCE TO FILE A LAKE ERIE WEST PROGRAM GRANT APPLICATION FOR THE CENTENNIAL ROAD AND LITTLE ROAD ROUNDABOUT PROJECT; AND DECLARING AN EMERGENCY.

WHEREAS, the Director of Public Service, by report dated July 20, 2026, has requested permission to apply for Lake Erie West ("LEW") Congestion Mitigation and Air Quality Program ("CMAQ") grant funding for the construction of a roundabout at the Centennial Road and Little Road intersection; and,

WHEREAS, the estimated total cost of the Centennial Road and Little Road Roundabout Project is \$2,243,217 and the Director of Public Service has recommended the City submit a CMAQ grant application to assist with \$1,363,774, or 60.8% of the project, and if successful, the Director of Public Service would also apply for Ohio Public Works Commission funding to reduce the local share.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Sylvania, Lucas County, Ohio, 6 members elected thereto concurring:

SECTION 1. That the Mayor and Director of Finance of the City of Sylvania are hereby authorized to file an application for LEW CMAQ grant funding for the Centennial Road and Little Road Roundabout Project.

SECTION 2. That the Mayor and Director of Finance are authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

SECTION 3. It is hereby found and determined that for all formal actions of this Council concerning and relating to the passage of this Resolution were adopted in an open meeting of this Council, and that all deliberations of this Council and of any of its committees that resulted in such formal action, were in meetings open to the public, in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

SECTION 4. That the Clerk of Council is hereby directed to post a copy of this Resolution in the office of the Clerk of Council in the Municipal Building pursuant to ARTICLE III, Section 12 of the Charter of the City.

SECTION 5. That this Resolution is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health, safety, property and welfare and for the further reason that the City should file its application for the grant immediately and therefore this Resolution should be effective immediately. Provided this Resolution receives the affirmative vote of five (5) or more members elected to Council, it shall take effect and be in force immediately upon its passage and approval by the Mayor; otherwise, it shall take effect and be in force thirty (30) days after it is approved by the Mayor or as otherwise provided by the Charter.

Vote on passage as an emergency: Yeas 6 Nays 0

Passed July 20, 2026 as an emergency measure.

ATTEST:

Candice Witkowski
Clerk of Council

Mayor G. Westphal
President of Council
APPROVED AS TO FORM:
Levin M. King
Director of Law

APPROVED:

Mark K. King
Mayor
7-20-2026
Date

I hereby certify that the foregoing
is a true and exact copy of
~~Ordinance~~/Resolution No. 8-2026
duly passed by the Council of the
City of Sylvania, Ohio, at its
meeting on July 20, 2026
Clerk of Council C. Witkowski

HCS Reports

MEMO

To: Joe Shaw, P.E., P.S. – Director of Public Service - City of Sylvania:

From: Kyle Ramakers, P.E., PTOE - Tetra Tech

Copy: Andrew Langenderfer, P.E. & Garrett Brenke, E.I. – Tetra Tech

Date: May 29, 2026

Subject: Centennial Road & Little Road Preliminary Operational Review

This memo has been prepared to provide a preliminary operational review of the roundabout improvement to the intersection of Centennial Road and Little Road in the City of Sylvania, Ohio. The existing two-way stop-controlled (TWSC) intersection (with stop control on the westbound Little Road approach) is currently scheduled to be improved to a single lane roundabout in 2027. This operational review of the existing and proposed traffic control at the intersection was performed at the request of the City of Sylvania. The following information/sections are included in this memo:

- 1) Traffic Volumes
- 2) Traffic Analysis
- 3) Conclusions
- 4) Appendices

TRAFFIC VOLUMES

Tetra Tech's estimated AM and PM peak hour turning movement counts for the intersection of Centennial Road and Little Road based on Average Daily Traffic (ADT) count information for Centennial Road north and south of Little Road available on the Lake Erie West Regional Council (formerly known as TMACOG) website (which utilizes the ODOT traffic count database) and professional judgment. These peak period volumes were then increased by a background growth rate (0.5 percent per year) to project the 2027 Build and 2047 Design years. The 2027 and 2047 ADT volumes and turning movement count estimates are included in the appendices.

TRAFFIC ANALYSIS

Tetra Tech evaluated the intersection of Centennial Road and Little Road for the existing (TWSC) and proposed (roundabout) alternatives were evaluated using Synchro 12 software. The results of the capacity analysis are discussed below.

Existing Two-Way Stop-Control Analysis

The Little Road westbound approach is expected to operate at LOS B during the AM peak hour and at LOS C during the PM peak hour under both 2027 and 2047 forecast conditions. The Centennial Road northbound and southbound approaches are expected to operate at LOS A during both peak hours under both 2027 and 2047 forecast volume conditions. The unsignalized results are compared to the roundabout results below in Tables 1 and 2. In HCS the TWSC intersection is undefined for the overall intersection delay.

Proposed Roundabout Analysis

The roundabout alternative is expected to operate well at the intersection of Centennial Road and Little Road, with all approaches expected to operate at LOS A during both peak hours under both 2027 and 2047 forecast volume conditions. The roundabout results are compared to the unsignalized results below in Tables 1 and 2.

Table 1: Capacity Analysis Results (2027 Opening Year)

Scenario	No Build - AM		Roundabout - AM		No Build - PM		Roundabout - PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Centennial Road and Little Road								
NB	A	0.00	A	5.5	A	0.00	A	5.2
SB	A	1.01	A	4.3	A	0.47	A	6.7
WB	B	13.04	A	4.4	C	18.48	A	4.6
Overall	-	-	A	5.0	-	-	A	5.9

Table 2: Capacity Analysis Results (2047 Design Year)

Scenario	No Build - AM		Roundabout - AM		No Build - PM		Roundabout - PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Centennial Road and Little Road								
NB	A	0.00	A	5.9	A	0.00	A	5.5
SB	A	1.04	A	4.4	A	0.48	A	7.4
WB	B	13.98	A	4.6	C	21.64	A	4.9
Overall	-	-	A	5.3	-	-	A	6.4

CONCLUSIONS

Based on the analysis presented in this memorandum, the proposed roundabout at the intersection of Centennial Road and Little Road would operate acceptably during both peak periods under both 2027 and 2047 forecast volume conditions.

ATTACHMENTS

See the following pages for appendices.

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	26	292	86	26	185
Future Vol, veh/h	36	26	292	86	26	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	28	317	93	28	201

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	622	364	0
Stage 1	364	-	-
Stage 2	258	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	451	681	-
Stage 1	703	-	-
Stage 2	785	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	438	681	-
Mov Cap-2 Maneuver	438	-	-
Stage 1	683	-	-
Stage 2	785	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.04	0	1.01
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	515	222
HCM Lane V/C Ratio	-	-	0.131	0.025
HCM Ctrl Dly (s/v)	-	-	13	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection			
Intersection Delay, s/veh	5.0		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	67	410	229
Demand Flow Rate, veh/h	69	418	234
Vehicles Circulating, veh/h	323	29	40
Vehicles Exiting, veh/h	124	245	352
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.4	5.5	4.3
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	69	418	234
Cap Entry Lane, veh/h	993	1340	1325
Entry HV Adj Factor	0.971	0.980	0.979
Flow Entry, veh/h	67	410	229
Cap Entry, veh/h	964	1313	1296
V/C Ratio	0.070	0.312	0.177
Control Delay, s/veh	4.4	5.5	4.3
LOS	A	A	A
95th %tile Queue, veh	0	1	1

Intersection

Int Delay, s/veh 2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	73	26	273	64	26	426
Future Vol, veh/h	73	26	273	64	26	426
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	28	297	70	28	463

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	851	332	0
Stage 1	332	-	-
Stage 2	520	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	330	710	-
Stage 1	727	-	-
Stage 2	597	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	320	710	-
Mov Cap-2 Maneuver	320	-	-
Stage 1	704	-	-
Stage 2	597	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.48	0	0.47
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	374	104
HCM Lane V/C Ratio	-	-	0.288	0.024
HCM Ctrl Dly (s/v)	-	-	18.5	8.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1

Intersection			
Intersection Delay, s/veh	5.9		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	107	367	491
Demand Flow Rate, veh/h	110	374	501
Vehicles Circulating, veh/h	303	29	81
Vehicles Exiting, veh/h	100	553	332
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.6	5.2	6.7
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	110	374	501
Cap Entry Lane, veh/h	1013	1340	1270
Entry HV Adj Factor	0.973	0.981	0.980
Flow Entry, veh/h	107	367	491
Cap Entry, veh/h	985	1315	1244
V/C Ratio	0.109	0.279	0.394
Control Delay, s/veh	4.6	5.2	6.7
LOS	A	A	A
95th %tile Queue, veh	0	1	2

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	29	323	95	29	204
Future Vol, veh/h	40	29	323	95	29	204
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	32	351	103	32	222

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	688	403	0
Stage 1	403	-	-
Stage 2	285	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	412	648	-
Stage 1	675	-	-
Stage 2	764	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	399	648	-
Mov Cap-2 Maneuver	399	-	-
Stage 1	653	-	-
Stage 2	764	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.98	0	1.04
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	476	224
HCM Lane V/C Ratio	-	-	0.158	0.028
HCM Ctrl Dly (s/v)	-	-	14	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

Intersection			
Intersection Delay, s/veh	5.3		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	75	454	254
Demand Flow Rate, veh/h	77	463	259
Vehicles Circulating, veh/h	358	33	44
Vehicles Exiting, veh/h	138	270	391
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.6	5.9	4.4
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	77	463	259
Cap Entry Lane, veh/h	958	1334	1319
Entry HV Adj Factor	0.974	0.981	0.979
Flow Entry, veh/h	75	454	254
Cap Entry, veh/h	933	1308	1292
V/C Ratio	0.080	0.347	0.196
Control Delay, s/veh	4.6	5.9	4.4
LOS	A	A	A
95th %tile Queue, veh	0	2	1

Intersection

Int Delay, s/veh 2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	80	29	301	70	29	471
Future Vol, veh/h	80	29	301	70	29	471
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	32	327	76	32	512

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	940	365	0
Stage 1	365	-	-
Stage 2	575	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	293	680	-
Stage 1	702	-	-
Stage 2	563	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	281	680	-
Mov Cap-2 Maneuver	281	-	-
Stage 1	675	-	-
Stage 2	563	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.64	0	0.48
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	333	104
HCM Lane V/C Ratio	-	-	0.355	0.027
HCM Ctrl Dly (s/v)	-	-	21.6	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.6	0.1

Intersection			
Intersection Delay, s/veh	6.4		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	119	403	544
Demand Flow Rate, veh/h	122	412	555
Vehicles Circulating, veh/h	334	33	89
Vehicles Exiting, veh/h	111	611	367
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.9	5.5	7.4
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	122	412	555
Cap Entry Lane, veh/h	982	1334	1260
Entry HV Adj Factor	0.975	0.979	0.980
Flow Entry, veh/h	119	403	544
Cap Entry, veh/h	957	1306	1235
V/C Ratio	0.124	0.309	0.440
Control Delay, s/veh	4.9	5.5	7.4
LOS	A	A	A
95th %tile Queue, veh	0	1	2