RESOLUTION NO. 33-21
CITY OF CENTERVILLE, OHIO

SPONSORED BY COUNCILMEMBER John Palcher ON THE 15th DAY OF March, 2021.

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO THE FIRST AMENDMENT TO I-675/WILMINGTON PIKE INTERCHANGE PROJECTS MANAGEMENT AND FINANCING AGREEMENT WITH THE MONTGOMERY COUNTY TRANSPORTATION IMPROVEMENT DISTRICT, THE BOARD OF COUNTY COMMISSIONERS OF GREENE COUNTY, OHIO AND SUGARCREEK TOWNSHIP, OHIO.

WHEREAS, on or about November 9, 2020, the City of Centerville entered into a I-675/Wilmington Pike Interchange Projects Management and Financing Agreement (the "Agreement"); and

WHEREAS, the parties to the Agreement desire to expand the Phase I Scope to provide for certain preliminary engineering services and a feasibility study to address safety and traffic congestion in the area of the the I-675/Wilmington Pike Interchange and related surface roadways (the "Interchange Projects"); and

WHEREAS, the City of Centerville acknowledges the importance of the Interchange Projects to the City and has identified it as a priority project for the City; and

WHEREAS, it has been determined that the Interchange is unlikely in the future to adequately service the City without a coordinated effort to support transportation and other infrastructure improvements; and

WHEREAS, the parties are willing to enter into an amendment of the joint Management and Financing Agreement with the TID taking the lead to complete the Phase I of the Project, including seeking grant funds, with the City of Centerville's obligation to support the TID in signing grant applications or permits to complete Phase I.

NOW THEREFORE, THE MUNICIPALITY OF CENTERVILLE HEREBY RESOLVES:

SECTION 1: That the City Manager be and is hereby authorized to enter into a the First Amendment to I-675/Wilmington Pike Interchange Projects Management and Financing Agreement between the City of Centerville, the TID, the Greene County Board of Commissioners and Sugarcreek Township in order to

complete the Projects as needed. A copy of said First Amendment to Agreement is attached hereto and marked as Exhibit "A".

SECTION 2: This Resolution becomes effective at the earliest date allowed by law.

PASSED THIS 15th day of March, 2021.

Mayor of the City of Centerville, Ohio

ATTEST:

Clerk of Council
City of Centerville, Ohio

CERTIFICATE

The undersigned, Clerk of Council of the City of Centerville, Ohio, hereby certifies the foregoing to be a true and correct copy of Resolution No. 33-21, passed by the Council of the City of Centerville, Ohio on the 15th day of March, 2021.

Clerk of the Council

Approved as to form, consistency
with existing ordinances, the
charter & constitutional provisions
Department of Law
Scott A. Liberman
Municipal Attorney

Exhibit "A"

FIRST AMENDMENT TO I-675/WILMINGTON PIKE INTERCHANGE PROJECTS MANAGEMENT AND FINANCING AGREEMENT

THIS FIRST AMENDMENT TO I-675/WILMINGTON PIKE INTERCHANGE PROJECTS MANAGEMENT AND FINANCING AGREEMENT (this "**Amendment**") is made and entered into as of the ___ day of _____, 2021, (the "**Effective Date**"), by and between the **MONTGOMERY COUNTY TRANSPORTATION IMPROVEMENT DISTRICT** (the "**TID**"), the **BOARD OF COUNTY COMMISSIONERS OF GREENE COUNTY, OHIO** ("**Greene County**"), the **CITY OF CENTERVILLE, OHIO** (the "**City**"), and **SUGARCREEK TOWNSHIP (GREENE COUNTY), OHIO** (the "**Township**") (the TID, Greene County, the City, and the Township may each be referred to herein as a "**Party**" or collectively as the "**Parties**"), under the following circumstances:

A. On or about November 9, 2020, the Parties entered into that certain I-675/Wilmington Pike Interchange Projects Management and Financing Agreement (the "**PMFA**");

B. The Parties now desire to expand the Phase I Scope as set forth in the PMFA to provide for certain preliminary engineering services and a feasibility study to address safety and traffic congestion in the area of the Interchange Projects in order to plan specific improvements to support the objectives set forth in the PMFA; and

C. Greene County, acting pursuant to Resolution _____ adopted by the Board of the Greene County Commission on _____, the City, acting pursuant to Resolution _____ adopted by the City Council of the City on _____, the Township, acting pursuant to Resolution _____ adopted by the Township Board of Trustees on _____, and the TID, acting pursuant to Resolution No. _____ adopted by its Board of Trustees on _____, have each authorized the execution of this Amendment.

NOW, THEREFORE, in consideration of the above, and based upon the mutual promises contained below, the Parties hereby amend the PMFA as follows:

1. **Amended Phase I Scope**. In addition to the activities contemplated by the original PMFA, the Phase I Scope is hereby expanded to include the activities described in the proposal submitted by LJB Inc. to the TID and attached hereto as Exhibit A (the "**Amended Phase I Scope**"). The TID will engage LJB Inc. to perform third party professional services pursuant to the Amended Phase I Scope.

2. **Amended Phase I Schedule**. The Parties agree to use their reasonable commercial efforts to complete Phase I as amended hereby by _____, 20__.

3. **Amended Phase I Budget.** The budget for Phase I is hereby amended and restated as set forth in Exhibit B attached hereto. The Local Jurisdictions acknowledge that the amended Phase I Budget includes a modification of the TID Phase I Management Fee reflective of the expanded scope of Phase I.

4. **Amended Phase I Tasks.** In addition to the items set forth in Section 7.B. of the PMFA, the Phase I Tasks will include the following: (a) finalizing and completing the Phase I SIB Borrowing (as defined in Section 5.B. below); (b) pursuing Phase I funding in connection with the CIC Grant (as defined in Section 5.E. below); and (c) seeking a Tier II allocation in the 2021 funding cycle from the ODOT Transportation Review Advisory Council (TRAC) for an eventual preferred alternative improvement or modification of the I-675/Wilmington Pike Interchange, and determining the necessary local funding strategy.

5. **Specific Phase I Funding Provisions.**

A. As a general matter, the Local Jurisdictions will be obligated to fund the entire cost of Phase I, whether via a borrowing or an alternative source of funds. The Local Jurisdictions will also be responsible to cover the TID's out-of-pocket transaction costs associated with Phase I, including without limitation any related borrowing.

B. As of the Effective Date, the TID has submitted an application in the form attached hereto as Exhibit C to the Ohio Department of Transportation State Infrastructure Bank (the "**SIB**") to fund the costs associated with Phase I (the "**Phase I SIB Borrowing**"). During Phase I, as part of the Phase I Tasks, the TID: (i) will, in cooperation with the Local Jurisdictions and subject to the approval of the SIB, negotiate, finalize, and consummate the Phase I SIB Borrowing on behalf of the Local Jurisdictions, in a final aggregate principal amount not to exceed the Phase I Budget.

C. The Local Jurisdictions acknowledge that the TID will not act as the primary borrower in connection with the Phase I SIB Borrowing. To the extent the TID agrees to participate in a Phase I SIB Borrowing in order to facilitate the administration of the proceeds of such borrowing, each Local Jurisdiction acknowledges that it will be required to fully guaranty the TID's obligations and hold the TID harmless from any liability related to such Phase I SIB Borrowing, up to the aggregate amount allocated as such Local Jurisdiction's responsibility in the Phase I Budget. The guarantors' obligations may include, without limitation, a pledge of available revenue stream(s).

D. Each Local Jurisdiction will be responsible for its respective share of the debt service associated with the Phase I SIB Borrowing as set forth in the Phase I Budget.

E. Following the Effective Date, the TID will, as part of the Phase I Tasks, assist Greene County and Sugarcreek Township in applying for an allocation of grant funding to support Phase I from the Greene County Community Improvement Corporation (the "**CIC Grant**"). To the extent a CIC Grant is successfully obtained, the principal amount of the Phase I SIB Borrowing will be reduced on a dollar-for-dollar basis, and the debt service obligations of each of Greene County and the Township under the Phase I SIB Borrowing will be reduced by fifty (50%) of the amount of the CIC Grant.

F. Because the Phase I SIB Borrowing is a reimbursement-only financing vehicle, each Local Jurisdiction will make the $30,000 payment originally contemplated in the PMFA to the TID within ten (10) days following the Effective Date so that the TID

can effectively cash-flow initial outlays under the contracts to be entered into in connection with the Phase I Tasks (the "**Advance Funds**"). The TID will reimburse the Advance Funds to the Local Jurisdictions from the proceeds of the Phase I SIB Borrowing when permitted by the SIB.

6. **Miscellaneous.** Except as otherwise expressly provided in this Amendment, the PMFA is hereby ratified in its entirety and remains in full force and effect. Any capitalized word in this Amendment not defined in this Amendment will have the meaning given in the PMFA. This Amendment will be construed under the laws of the State of Ohio. This Amendment may be executed in any number of counterparts, each of which will be deemed an original and together will constitute a single instrument. Delivery of an executed counterpart of a signature page to this Amendment by facsimile, email or other electronic means is effective as delivery of a manually executed counterpart of this Amendment.

[*Remainder of Page Intentionally Blank. Signature Page Follows.*]

IN WITNESS WHEREOF, the Parties hereto have executed this Amendment as of the Effective Date.

MONTGOMERY COUNTY TRANSPORTATION IMPROVEMENT DISTRICT	**APPROVED AS TO FORM**
By: _____	By: _____
Print Name: _____	Print Name: _____
Title: _____	Title: _____
BOARD OF COUNTY COMMISSIONERS OF GREENE COUNTY, OHIO	**APPROVED AS TO FORM**
By: _____	By: _____
Print Name: _____	Print Name: _____
Title: _____	Title: _____
CITY OF CENTERVILLE, OHIO	**APPROVED AS TO FORM**
By: _____	By: _____
Print Name: _____	Print Name: _____
Title: _____	Title: _____
SUGARCREEK TOWNSHIP (GREENE COUNTY), OHIO	**APPROVED AS TO FORM**
By: _____	By: _____
Print Name: _____	Print Name: _____
Title: _____	Title: _____

Exhibit A

LJB Proposal

(begins on next page)

PRICE PROPOSAL FOR I-675 & WILMINGTON PIKE FEASIBILITY STUDY

December 31, 2020
Revised February 24, 2021

PREPARED FOR:

Montgomery County Transportation Improvement District

Mrs. Crystal Corbin, Deputy Director
451 West Third Street, 10th Floor
Dayton, Ohio 45422

PREPARED BY:

LJB Inc.

2500 Newmark Drive
Miamisburg, OH 45342
(937) 259-5000

Andrew J. Shahan, P.E., P.S., PMP
ashahan@LJBinc.com

February 24, 2021

Mrs. Crystal Corbin, Deputy Director
451 West Third Street, 10th Floor
Dayton, Ohio 45422

Re: Revised Cost Proposal for I-675 & Wilmington Pike Feasibility Study

Dear Crystal:

Thank you for the opportunity to submit our revised proposal for a feasibility study of the traffic influence area to the Wilmington Pike interchange with I-675. Our understanding is that this proposal includes tasks consistent with the Planning and Preliminary Engineering phases of the ODOT Project Development Process. After discussion with your office on February 19, this proposal reflects shifting some tasks to If Authorized and inclusion of Task 1.3.E Certified Traffic for the No Build condition.

We have based our fees upon our experience with similar projects and discussions with your office and stakeholders over the past 4 months.

Included is the following information:

- Proposal Cost Summary
- Proposed Overhead and Cost of Money Rates
- Proposed Hours
- Non-Labor Direct Cost Summary
- Listing of Subconsultants
- Project Schedule
- Appendix A – Scope of Services Documents (blue divider)
  - Project Narrative
  - Study Area Map
- Appendix B – Subconsultant Proposals (yellow divider)
  - Subconsultant Proposal

If you have any questions or require additional information, please contact me at (937) 259-5180 or ashahan@LJBinc.com.

We look forward to working with you to achieve a successful completion of this project.

Sincerely,
LJB Inc.

Andrew J. Shahan, P.E., P.S., PMP
Principal and Project Manager

TABLE OF CONTENTS

PROPOSAL COST SUMMARY

C-R-S	I-675 & Wilmington Pike	PROPOSAL COST SUMMARY								Version: Feb 2017
Consultant:	LJB Inc.									
Agreement No.	0			**State Average Overhead Rate**		**157.26%**				
Modification No.	0			**Consultant Overhead Rate:**		**182.61%**				
PID No.	0			**Cost of Money:**		**0.42%**				
Proposal Date	2/24/2021			**Net Fee Percentage:**		**11%**				
Task Description		**No. of Units**	**Average Hourly Rate**	**Total Hours**	**Labor Costs**	**Overhead Costs**	**Cost of Money**	**Direct Costs**	**Subcon Costs**	**Net Fee**	**Total Cost**
AUTHORIZED TASKS:											
1 - Planning Phase											
1.1 - Project Start-up											
1.1.A - Planning and Programming			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.1.B - STIP/TIP			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.1.C - Internal Meeting with Project Sponsor and ODOT staff			$60.26	16	$964	$1,761	$4	$0	$1,760	$273	$4,762
TOTAL 1.1 - Project Start-up			$60.26	16	$964	$1,761	$4	$0	$1,760	$273	$4,762
1.2 - Project Initiation Package											
1.2.A - Define Study Area and Logical Termini			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.B - Conduct Field Review (walk through)			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.C - Identify Discipline Specific Issues for Project Initiation Package											
1.2.C.A - Identify Design Issues			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.C.B - Identify Geotechnical Issues			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.C.C - Identify Environmental Issues			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.C.D - Identify Utility Issues			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.C.E - ITS (Traffic Surveillance) Project Determination			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.C.F - Transportation and Land Use Plans			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.C.G - Identify Safety Priorities			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.D - Project Initiation Package Preparation and Submittal			$39.89	36	$1,436	$2,622	$6	$0	$3,040	$406	$7,511
1.2.E - Aerial/Base Mapping Coordination with ODOT			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.F - Concept, Scope and Budget Estimates			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
TOTAL 1.2 - Project Initiation Package				36	$1,436	$2,622	$6	$0	$3,040	$406	$7,511
1.3 - Existing Data, Research and Analysis											
1.3.A - Not Used			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.3.B - Crash Analysis			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.3.C - Traffic Counts											
1.3.C.A - Turning Movement Counts at Intersections - No Build			#DIV/0!	0	$0	$0	$0	$0	$4,828	$0	$4,828
1.3.C.B - Machine Counts on Roadways and Ramps - No Build			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.3.D - Planning Level Traffic - No Build Condition			#DIV/0!	0	$0	$0	$0	$0	$2,720	$0	$2,720
1.3.E - Certified Traffic - No Build Condition			$70.34	8	$563	$1,028	$2	$0	$19,129	$159	$20,881
1.3.F - Capacity Analysis - No Build Condition			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.3.G -Safety Analysis - No Build Condition			#DIV/0!	0	$0	$0	$0	$0	$13,880	$0	$13,880
1.3.H - Develop Purpose & Need			#DIV/0!	0	$0	$0	$0	$0	$6,641	$0	$6,641
TOTAL 1.3 - Existing Data, Research and Analysis				8	$563	$1,028	$2	$0	$47,198	$159	$48,950
1.4 - Stakeholder Involvement and Public Involvement Plan											
1.4.A - Public Involvement Plan			#DIV/0!	0	$0	$0	$0	$0	$7,401	$0	$7,401
TOTAL 1.4 - Stakeholder Involvement and Public Involvement Plan				0	$0	$0	$0	$0	$7,401	$0	$7,401
1.5 - Project Management for Planning Phase											
1.5.A - Meetings			$64.09	96	$6,152	$11,234	$26	$0	$10,040	$1,741	$29,193
1.5.B - General Oversight			$83.17	140	$11,644	$21,263	$49	$50	$1,760	$3,295	$38,060
1.5.C - Project Set Up			$57.84	20	$1,157	$2,112	$5	$0	$1,760	$327	$5,361
1.5.D - Non Routine (Soft) Items			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
TOTAL 1.5 - Project Management for Planning Phase				256	$18,953	$34,609	$80	$50	$13,560	$5,363	$72,615
1.6 - Limited Review											
1.6.A - QA/QC for Limited Review			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
TOTAL 1.6 - Limited Review				0	$0	$0	$0	$0	$0	$0	$0
TOTAL 1- Planning Phase				316	$21,916	$40,020	$92	$50	$72,959	$6,202	$141,239

2 - Preliminary Engineering Phase										
2.1 - Develop Preliminary Alternatives										
2.1.A -Prepare and Complete Feasibility Study Report										
2.1.A.A - Planning Level Traffic for Feasible (Build) Alternatives		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.A - Alternatives Considered and Dismissed		#DIV/0!	0	$0	$0	$0	$0	$4,800	$0	$4,800
2.1.A.B - Design Criteria		$47.19	104	$4,908	$8,962	$21	$0	$0	$1,389	$15,280
2.1.A.C - Traffic Analysis		#DIV/0!	0	$0	$0	$0	$0	$19,838	$0	$19,838
2.1.A.D - Safety Analysis		#DIV/0!	0	$0	$0	$0	$0	$6,040	$0	$6,040
2.1.A.E - Structures		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.F - Typical Section		$42.22	180	$7,600	$13,878	$32	$0	$0	$2,151	$23,660
2.1.A.G - Preliminary Alignment and Profile		$38.96	544	$21,195	$38,704	$89	$0	$0	$5,998	$65,986
2.1.A.H - Cross-Sections		$38.75	300	$11,624	$21,227	$49	$0	$0	$3,289	$36,189
2.1.A.I - Environmental Analysis		#DIV/0!	0	$0	$0	$0	$0	$6,881	$0	$6,881
2.1.A.K - Prepare Feasibility Study		$48.69	80	$3,895	$7,113	$16	$0	$0	$1,102	$12,126
2.1.A.L - Cost Estimate		$42.22	144	$6,080	$11,102	$26	$0	$0	$1,720	$18,928
2.1.A.M - MOT strategy		$47.48	40	$1,899	$3,468	$8	$0	$0	$537	$5,913
2.1.A.N - Right of Way Requirements		$39.07	88	$3,438	$6,278	$14	$0	$0	$973	$10,703
2.1.A.O - Preliminary Geotechnical Assessment		$57.50	2	$115	$210	$0	$0	$0	$33	$358
2.1.A.P - Utility Issues		$42.22	12	$507	$925	$2	$0	$0	$143	$1,577
2.1.A.Q - Aesthetics		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.R - Comparison of Alternatives		#DIV/0!	0	$0	$0	$0	$0	$12,200	$0	$12,200
2.1.A.S - Conclusion		#DIV/0!	0	$0	$0	$0	$0	$1,760	$0	$1,760
2.1.A.T - Mapping		$39.03	148	$5,777	$10,549	$24	$1,560	$0	$1,635	$19,545
2.1.A.J - Stakeholder Public Involvement		$44.48	64	$2,846	$5,198	$12	$25	$12,570	$805	$21,457
TOTAL 2.1 - Develop Preliminary Alternatives			1706	$69,883	$127,614	$294	$1,585	$64,089	$19,776	$283,241
Total - 2 Preliminary Engineering Phase			1706	$69,883	$127,614	$294	$1,585	$64,089	$19,776	$283,241
TOTAL AUTHORIZED PARTS			2022	$91,799	$167,634	$386	$1,635	$137,048	$25,978	$424,479
IF-AUTHORIZED TASKS:										
1.3.F - Capacity Analysis - No Build Condition		#DIV/0!	0	$0	$0	$0	$0	$6,999	$0	$6,999
2.1.A.C - Traffic Analysis		#DIV/0!	0	$0	$0	$0	$0	$7,919	$0	$7,919
2.1.A.H - Cross-Sections		$38.75	90	$3,487	$6,368	$15	$0	$0	$987	$10,857
2.1.A.T - Mapping		$39.03	148	$5,777	$10,549	$24	$780	$0	$1,635	$18,765
TOTAL IF-AUTHORIZED PARTS			238	$9,264	$16,917	$39	$780	$14,918	$2,622	$44,539
GRAND TOTAL			2260	$101,063	$184,551	$424	$2,415	$151,966	$28,599	$469,019

PROPOSED OVERHEAD AND COST OF MONEY RATES

OHIO DEPARTMENT OF TRANSPORTATION

CONSULTANT INDIRECT COST RATE APPROVAL CERTIFICATE NO. 1972020-SPG-01

Based on ODOT's audit risk assessment procedures, we have performed a limited review of your company's cost submission. ODOT approves use of the following rate(s) on contracts that are partially or fully reimbursed using the cost-plus-fixed-fee contract type.

Company Name:	**LJB, Inc.**
Based on Actual Costs Incurred for Company's Year Ended:	December 31, 2019
Effective Date (Approval Date):	July 15, 2020

APPROVAL TYPE:
This approval is granted based on a limited, correspondence desk review of your company's cost submission, including the computation of indirect cost rate(s) and Facilities Capital Cost of Money (FCCM) rate(s), if applicable. This approval does not constitute an audit or cognizant review, and ODOT reserves the right to make further inquiries regarding submitted costs and to perform more extensive review procedures or audit testing at any time.

CONCLUSION. The following rates: ☐ Were accepted as submitted.
☒ Are shown net of adjustments we made during our review. (See details below.)

Corporate Indirect Cost Rate:	182.61% (as submitted).
FCCM Rate:	0.42% (shown net of a -0.06% review adjustment).

Note: The approved rates should be used for billings and cost proposals on contracts funded by the State of Ohio and/or Federal sources, including projects for ODOT and Ohio Local Public Agencies (LPAs). The above rates are based on the most recent cost information your Company submitted to ODOT. As more current cost information becomes available, it must be electronically submitted to the ODOT Office of External Audits via email (DOT.CostSubmissions@dot.ohio.gov). The submission is due no later than ***six months*** after the close of your Company's fiscal year (July 1 for all companies with a December 31 fiscal year end). See detailed requirements at http://www.dot.state.oh.us/Divisions/Finance/Auditing/Pages/Consultants.aspx. Failure to submit timely may result in the loss of your ODOT prequalification.

Overtime Premium. Based on the information submitted by your company:

☒ Project-related overtime premium is allocated to direct cost objectives and is allowable as a direct charge to applicable contracts. Overtime premium that is not project related is included in the indirect cost pool.

☐ All overtime premium is allocated to the indirect cost pool; accordingly, overtime premium is not eligible as a direct charge to contracts.

☐ No overtime premium was incurred during the audit period.

☐ Your company has not established a policy for allocating and billing these costs. As your company works toward establishing an indirect cost rate compliant with Part 31 of the Federal Acquisition Regulation, you must establish a policy for allocating and billing overtime premium.

Please send a return message to confirm receipt of this certificate. Thank you for your assistance during this review.

Manager approval by:

Scot P. Gormley

Scot P. Gormley

Financial Program Manager
ODOT Office of External Audits
1980 W. Broad St., Mail Stop 2140, Columbus, OH 43223
614.644.0384
transportation.ohio.gov

For ODOT Use Only

Posted to Master Schedule:	☒
CSS Database Updated:	☒
OEA Auditor: ☒ SPG ☐ LH ☐ TE	
RA Tier: ☒ 1 ☐ 2 ☐ 3	

PROPOSED HOURS

C-R-S	I-675 & Wilmington Pike	PROPOSAL LABOR SUMMARY								Version: Feb 2017	
Consultant:	LJB Inc.	Tasks Not Anticipated									
Agreement No.		LJB									
Modification No.		Crawford, Murphy & Tilly (CMT)									
PID No.		Lanham Engineering									
Proposal Date	2/24/2021										
		No. of Units	Prof. IX	Prof. VIII	Prof. VII	Prof. IV	Prof. III	Prof. I	Designer IV	Survey Technician	Total
Task Description			$83.17	$69.38	$57.50	$42.88	$40.75	$32.50	$36.66	$30.50	Hours / Cost
AUTHORIZED TASKS:											
1 - Planning Phase											
1.1 - Project Start-up											
1.1.A - Planning and Programming										0	$0
1.1.B - STIP/TIP										0	$0
1.1.C - Internal Meeting with Project Sponsor and ODOT staff		CMT	4		8	4				16	$964
TOTAL 1.1 - Project Start-up			4	0	8	4	0	0	0	0	16	$964
1.2 - Project Initiation Package											
1.2.A - Define Study Area and Logical Termini										0	$0
1.2.B - Conduct Field Review (walk through)										0	$0
1.2.C - Identify Discipline Specific Issues for Project Initiation Package											
1.2.C.A - Identify Design Issues										0	$0
1.2.C.B - Identify Geotechnical Issues										0	$0
1.2.C.C - Identify Environmental Issues										0	$0
1.2.C.D - Identify Utility Issues										0	$0
1.2.C.E - ITS (Traffic Surveillance) Project Determination										0	$0
1.2.C.F - Transportation and Land Use Plans										0	$0
1.2.C.G - Identify Safety Priorities										0	$0
1.2.D - Project Initiation Package Preparation and Submittal		CMT			4	16		16		36	$1,436
1.2.E - Aerial/Base Mapping Coordination with ODOT										0	$0
1.2.F - Concept, Scope and Budget Estimates										0	$0
TOTAL 1.2 - Project Initiation Package			0	0	4	16	0	16	0	0	36	$1,436
1.3 - Existing Data, Research and Analysis											
1.3.A - Not Used										0	$0
1.3.B - Crash Analysis										0	$0
1.3.C - Traffic Counts											
1.3.C.A - Turning Movement Counts at Intersections - No Build										0	$0
1.3.C.B - Machine Counts on Roadways and Ramps - No Build										0	$0
1.3.D - Planning Level Traffic - No Build Condition										0	$0
1.3.E - Certified Traffic - No Build Condition		LJB	4		4					8	$563
1.3.F - Capacity Analysis - No Build Condition										0	$0
1.3.G -Safety Analysis - No Build Condition										0	$0
1.3.H - Develop Purpose & Need										0	$0
TOTAL 1.3 - Existing Data, Research and Analysis			4	0	4	0	0	0	0	0	8	$563
1.4 - Stakeholder Involvement and Public Involvement Plan											
1.4.A - Public Involvement Plan										0	$0
TOTAL 1.4 - Stakeholder Involvement and Public Involvement Plan			0	0	0	0	0	0	0	0	0	$0
1.5 - Project Management for Planning Phase											
1.5.A - Meetings		CMT	48		24			24			96	$6,152
1.5.B - General Oversight		CMT	140								140	$11,644
1.5.C - Project Set Up		CMT	10					10			20	$1,157
1.5.D - Non Routine (Soft) Items											0	$0
TOTAL 1.5 - Project Management for Planning Phase			198	0	24	0	0	34	0	0	256	$18,953
1.6 - Limited Review											
1.6.A - QA/QC for Limited Review										0	$0
TOTAL 1.6 - Limited Review			0	0	0	0	0	0	0	0	0	$0
TOTAL 1- Planning Phase			206	0	40	20	0	50	0	0	316	$21,916

2 - Preliminary Engineering Phase											
2.1 - Develop Preliminary Alternatives											
2.1.A -Prepare and Complete Feasibility Study Report											
2.1.A.A - Planning Level Traffic for Feasible (Build) Alternatives										0	$0
2.1.A.A - Alternatives Considered and Dismissed										0	$0
2.1.A.B - Design Criteria				40		64				104	$4,908
2.1.A.C - Traffic Analysis										0	$0
2.1.A.D - Safety Analysis										0	$0
2.1.A.E - Structures										0	$0
2.1.A.F - Typical Section				60			60	60		180	$7,600
2.1.A.G - Preliminary Alignment and Profile				100			200	244		544	$21,195
2.1.A.H - Cross-Sections				50			100	150		300	$11,624
2.1.A.I - Environmental Analysis										0	$0
2.1.A.K - Prepare Feasibility Study			8	40			32			80	$3,895
2.1.A.L - Cost Estimate				48			48	48		144	$6,080
2.1.A.M - MOT strategy				16	16			8		40	$1,899
2.1.A.N - Right of Way Requirements			8		8		24	48		88	$3,438
2.1.A.O - Preliminary Geotechnical Assessment				2						2	$115
2.1.A.P - Utility Issues				4			4	4		12	$507
2.1.A.Q - Aesthetics										0	$0
2.1.A.R - Comparison of Alternatives										0	$0
2.1.A.S - Conclusion										0	$0
2.1.A.T - Mapping			8	24		8		36	72	148	$5,777
2.1.A.J - Stakeholder Public Involvement	LJB			24				40		64	$2,846
TOTAL 2.1 - Develop Preliminary Alternatives		0	24	408	24	72	468	638	72	1706	$69,883
Total - 2 Preliminary Engineering Phase		0	24	408	24	72	468	638	72	1706	$69,883
TOTAL AUTHORIZED PARTS		206	24	448	44	72	518	638	72	2022	$91,799
IF-AUTHORIZED TASKS:											
1.3.F - Capacity Analysis - No Build Condition										0	$0
2.1.A.C - Traffic Analysis										0	$0
2.1.A.H - Cross-Sections				15			30	45		90	$3,487
2.1.A.T - Mapping			8	24		8		36	72	148	$5,777
TOTAL IF-AUTHORIZED PARTS		0	8	39	0	8	30	81	72	238	$9,264
GRAND TOTAL		206	32	487	44	80	548	719	144	2260	$101,063

NON-LABOR DIRECT COST SUMMARY

C-R-S	I-675 & Wilmington Pike	DIRECT COSTS									Version: Feb 2017
Consultant:	LJB Inc.										
Agreement No.	0										
Modification No.	0										
PID No.	0										
Proposal Date	2/24/2021	mileage	prints	Unmanned Aerial Vehicle Technology Charge / Day	Direct Cost 4	Direct Cost 5	Direct Cost 6	Direct Cost 7	Direct Cost 8	Direct Cost 9	**Total**
Task Description	Unit Cost:	$0.50	$0.10	$250.00							
AUTHORIZED TASKS:											
1 - Planning Phase											
		Units	Units	Units	Units	Units	Units	Units	Units	Units	$
1.1 - Project Start-up											
1.1.A - Planning and Programming											$0.00
1.1.B - STIP/TIP											$0.00
1.1.C - Internal Meeting with Project Sponsor and ODOT staff											$0.00
TOTAL 1.1 - Project Start-up		0	0	0	0	0	0	0	0	0	$0.00
1.2 - Project Initiation Package											
1.2.A - Define Study Area and Logical Termini											$0.00
1.2.B - Conduct Field Review (walk through)											$0.00
1.2.C - Identify Discipline Specific Issues for Project Initiation Package											
1.2.C.A - Identify Design Issues											$0.00
1.2.C.B - Identify Geotechnical Issues											$0.00
1.2.C.C - Identify Environmental Issues											$0.00
1.2.C.D - Identify Utility Issues											$0.00
1.2.C.E - ITS (Traffic Surveillance) Project Determination											$0.00
1.2.C.F - Transportation and Land Use Plans											$0.00
1.2.C.G - Identify Safety Priorities											$0.00
1.2.D - Project Initiation Package Preparation and Submittal											$0.00
1.2.E - Aerial/Base Mapping Coordination with ODOT											$0.00
1.2.F - Concept, Scope and Budget Estimates											$0.00
TOTAL 1.2 - Project Initiation Package		0	0	0	0	0	0	0	0	0	$0.00
1.3 - Existing Data, Research and Analysis											
1.3.A - Not Used											$0.00
1.3.B - Crash Analysis											$0.00
1.3.C - Traffic Counts											
1.3.C.A - Turning Movement Counts at Intersections - No Build											$0.00
1.3.C.B - Machine Counts on Roadways and Ramps - No Build											$0.00
1.3.D - Planning Level Traffic - No Build Condition											$0.00
1.3.E - Certified Traffic - No Build Condition											$0.00
1.3.F - Capacity Analysis - No Build Condition											$0.00
1.3.G -Safety Analysis - No Build Condition											$0.00
1.3.H - Develop Purpose & Need											$0.00
TOTAL 1.3 - Existing Data, Research and Analysis		0	0	0	0	0	0	0	0	0	$0.00
1.4 - Stakeholder Involvement and Public Involvement Plan											
1.4.A - Public Involvement Plan											$0.00
TOTAL 1.4 - Stakeholder Involvement and Public Involvement Plan		0	0	0	0	0	0	0	0	0	$0.00
1.5 - Project Management for Planning Phase											
1.5.A - Meetings											$0.00
1.5.B - General Oversight		100									$50.00
1.5.C - Project Set Up											$0.00
1.5.D - Non Routine (Soft) Items											$0.00
TOTAL 1.5 - Project Management for Planning Phase		100	0	0	0	0	0	0	0	0	$50.00
1.6 - Limited Review											
1.6.A - QA/QC for Limited Review											$0.00
TOTAL 1.6 - Limited Review		0	0	0	0	0	0	0	0	0	$0.00
TOTAL 1- Planning Phase		100	0	0	0	0	0	0	0	0	$50.00

2 - Preliminary Engineering Phase										
2.1 - Develop Preliminary Alternatives										
2.1.A -Prepare and Complete Feasibility Study Report										
2.1.A.A - Planning Level Traffic for Feasible (Build) Alternatives										$0.00
2.1.A.A - Alternatives Considered and Dismissed										$0.00
2.1.A.B - Design Criteria										$0.00
2.1.A.C - Traffic Analysis										$0.00
2.1.A.D - Safety Analysis										$0.00
2.1.A.E - Structures										$0.00
2.1.A.F - Typical Section										$0.00
2.1.A.G - Preliminary Alignment and Profile										$0.00
2.1.A.H - Cross-Sections										$0.00
2.1.A.I - Environmental Analysis										$0.00
2.1.A.K - Prepare Feasibility Study										$0.00
2.1.A.L - Cost Estimate										$0.00
2.1.A.M - MOT strategy										$0.00
2.1.A.N - Right of Way Requirements										$0.00
2.1.A.O - Preliminary Geotechnical Assessment										$0.00
2.1.A.P - Utility Issues										$0.00
2.1.A.Q - Aesthetics										$0.00
2.1.A.R - Comparison of Alternatives										$0.00
2.1.A.S - Conclusion										$0.00
2.1.A.T - Mapping	120		6							$1,560.00
2.1.A.J - Stakeholder Public Involvement	50									$25.00
TOTAL 2.1 - Develop Preliminary Alternatives	50	0	0	0	0	0	0	0	0	$1,585.00
Total - 2 Preliminary Engineering Phase	50	0	0	0	0	0	0	0	0	$1,585.00
TOTAL AUTHORIZED PARTS	150	0	0	0	0	0	0	0	0	$1,635.00
IF-AUTHORIZED TASKS:										
										$0.00
										$0.00
										$0.00
2.1.A.T - Mapping	60		3							$780.00
TOTAL AUTHORIZED PARTS	60	0	3	0	0	0	0	0	0	$780.00
GRAND TOTAL	210	0	3	0	0	0	0	0	0	$2,415.00

LISTING OF SUBCONSULTANTS

SUBCONSULTANT	WORK CATEGORY	TOTAL AMOUNT PROPOSED	OH%	COM%
Crawford, Murphy, & Tilly	Traffic/Safety	$117,915 ($14,919 If Authorized)	168.38%	0.52%
Lanham Engineering, LLC.	Traffic	$19,129	137.96%	0.00%

PROJECT SCHEDULE

STAGE REVIEW SUBMITTALS	DURATION	SCHEDULED SUBMITTAL	REVIEW TIME
Authorization to Proceed		2/26/2021	
Certified Traffic Approved	3 months	5/28/2021	30 days
Feasibility Study Submitted	4 months	9/30/2021	

KEY DATES

Kick-off meeting – week of March 1, 2021

Appendix A – Scope of Services

APPENDIX A – SCOPE OF SERVICES

Project Narrative

PROJECT NARRATIVE

Project name: Cost Proposal for I-675 & Wilmington Pike Feasibility Study

Client name: Montgomery County Transportation Improvement District

Date: February 24, 2021

LJB Inc. has developed a detailed scope of services including project understanding, deliverables, exclusions, assumptions and project constraints. This document is based on the information known on the date of preparation and may be modified to reflect additional data received throughout the project process, if required.

PROJECT SCOPE OF SERVICES

Our understanding of the project is based on scope discussions with stakeholders between October and December 2020. The purpose of this project is address safety and congestion in the area of the I-675 and Wilmington Pike interchange while planning improvements to support economic development. The project involves preparing a Feasibility Study.

Civil engineering

PROJECT INITIATION PACKAGE

> 1.2.D Project Initiation Package Preparation and Submittal – LJB will collaborate with Crawford, Murphy & Tilly to prepare the PIP which will be used for clarifying the scope of work for the PE through FE phases of project development. See Crawford, Murphy & Tilly proposal dated December 30, 2020.

EXISTING DATA, RESEARCH AND ANALYSIS

> 1.3.C.A Turning Movement Counts at Intersections No Build –

- Data collection documenting lane utilization and queues on 7 critical approaches:
  - EB Feedwire Road at Costco/Home Depot
  - WB left at Wilmington Pike/Feedwire Road
  - WB left and NB through at Wilmington Pike/SB I-675 ramps
  - EB left and SB through at Wilmington Pike/NB I-675 ramp
  - SB Wilmington Pike/Clyo Road

See Task 1.3.C.A of Crawford, Murphy & Tilly proposal dated December 30, 2020.

> 1.3.D Planning Level Traffic No Build – Review Traffic Count Information – A draft Count Evaluation Tech memo will be prepared to document methodology for COVID factors, seasonal factors, and volume balancing of raw traffic data. Memo to include methodology used to develop certified traffic plates. See Task 1.3D of Crawford, Murphy & Tilly proposal dated December 30, 2020.

> 1.3.E Certified Traffic (No Build Condition) – ODOT/ MVRPC to perform modeling for the No Build condition by updating the existing TDM with new traffic volume and land use information. Consultant to refine model output to achieve certified No Build volumes for alternative analysis. Design year improvements assumed to not induce additional traffic to the study area thus No Build volumes to equal Build volumes. Certified volume assumption that No Build volumes equal Build volumes is consistent with the Nov 2013 plates used for the MOT-675-7.44 (PID 93230) project. *This scope of services will be included under a*

separate scope and fee proposal once we have concurrence from ODOT Modeling & Forecasting on the early coordination meeting minutes. LJB will be engaging Lanham Engineering to prepare certified traffic.

> 1.3.F Capacity Analysis – No Build **(IF AUTHORIZED)**

Transmodeler software may be used if HCS intersection analysis from Task 2.1.A.C results in oversaturated movements, the 95th queues exceeding the available storage, and the queues spill over to other intersections.

Calibration and validation required for Transmodeler software for modeling of closely spaced intersections having queues extend to adjacent signalized intersections. Metrics to compare existing conditions to model output include average operating speeds/ free flow operating speeds; lane utilization on critical movements; queue lengths.

Average Speed & Bottlenecks Analysis: Inrix or Streetlight analytics will be utilized to measure average speed and bottlenecks by direction along the corridor. Findings from the capacity analysis will also be utilized. A summary of the analysis will be provided.

See Crawford, Murphy & Tilly proposal dated December 30, 2020.

> 1.3.G Safety Analysis – No Build – A total of 1,156 crashes occurred within the study area over a 3-year period (2017-2019) not including animal, vehicle equipment crashes, and debris strikes. The crash data will be scrubbed for coding errors and summarized by the top 10 locations. Note that crashes on SB I-675 attributed to queues extending from Wilmington Pike will be coded as intersection related crashes. Crash diagrams will be developed for key locations on the Wilmington Pike and Feedwire Road corridors (6 total intersections) to assist with the identification of contributing factors. See Crawford, Murphy & Tilly proposal dated December 30, 2020.

FEASIBILITY STUDY

- 2.1.A.K Prepare Feasibility Study – Report will be organized consistent with the ODOT Office of Environmental Services guidance document dated January 2019.
  - 1.3.H Develop Purpose & Need – Based on a review of the available planning documents, results of the traffic analysis and stakeholder input, a draft purpose and need statement will be developed for MCTID and ODOT District 8 review. See Task 1.3.H of Crawford, Murphy & Tilly proposal dated December 30, 2020.
  - 2.1.A.A Alternatives Considered and Dismissed – Alternatives considered and dismissed will include additional Wilmington Pike/I-675 interchange configurations such as a SPUI, a tight diamond or directional ramps. Assume two BUILD alternatives will achieve acceptable Levels of Service with fewer impacts/ costs.
    - A qualitative analysis will also be provided for a new interchange at Feedwire Road/ I-675 -- criteria to include ramp spacing and constructability/ budgetary costs. Qualitative evaluation includes concept plan of split diamond configuration with C-D roadway. See Crawford, Murphy & Tilly proposal dated December 30, 2020.
  - Key Issues
    - 2.1.A.C Traffic Analysis
      a. Capacity Analysis: Traffic analysis for design year 2045 of 20 intersections (No Build, Alt 1, and Alt 2) for AM/PM peak periods (120 total scenarios).

Freeway analysis for design year 2045 of 18 BFS, diverge, merges on I-675 for AM/ PM peak periods (36 total scenarios). See Crawford, Murphy & Tilly proposal dated December 30, 2020.

» 2.1.A.C. Traffic Analysis **(TRANSMODELER – IF AUTHORIZED)**

Traffic analysis for design year 2045 of 8 intersections (No Build, Alt 1, and Alt 2) for AM/PM peak periods (48 total scenarios). Limited to study area on the Wilmington Pike and Feedwire corridors where queues may extend to the adjacent signalized intersections. See Crawford, Murphy & Tilly proposal dated December 30, 2020.

b. 2.1.A. D Safety Analysis: Safety countermeasures to be identified for high crash locations. Analysis does not include a formal study or application for safety funding at this time. *Additional safety related scope of services to be identified later in project development and included in a future scope and fee proposal*. See Crawford, Murphy & Tilly proposal dated December 30, 2020.

» Roadway Design Issues

a. 2.1.A.B Design criteria – Design criteria will be confirmed for I-675, all ramps, and local roadway segments included in build alternative analyses. Opportunities for PBPD and design exceptions will be evaluated.

b. 2.1.A.F Typical sections – Typical sections for I-675, 4 ramps, Wilmington Pike, Feedwire Road, Little Sugarcreek Road, Upper Bellbrook Road, and SR 725 will be developed for No Build and two Build alternatives. Up to thirty (30) typical sections are anticipated.

c. 2.1.A.G Horizontal alignments – Up to four (4) ramp alignments for two (2) separate interchange alternatives (8 total) will be evaluated – this includes intersections at Wilmington Pike/Feedwire Rd and Wilmington Pike/Miami Valley Dr. Up to two (2) Build alternative alignments for local roadway intersections/segments included in the build alternative analysis will be evaluated for feasible alternatives. For purposes of this scope of services, local roadway Build alternatives will be evaluated at Brown Rd/Wilmington Pike, Feedwire Rd/Charles Ln, Feedwire Rd/Clyo Rd, Feedwire Rd/Little Sugarcreek Rd, Feedwire Rd/Upper Bellbrook Rd, Wilmington Pike/Clyo Rd, and Wilmington Pike/SR 725. Potential alternatives include different design speed variations, alternatives that could require varying amounts of new right of way, impacting varying amounts of environmental resources, or impacting structures adjacent to and within the interchange. Horizontal alignments will be developed utilizing UAS imagery collected with task 2.1.A.T and supplemented by current statewide imagery available through OGRIP. Deliverable will include plan views of each feasible alternative on local roadways and an overall interchange schematic plan and conceptual plan and profile sheets for each ramp.

d. 2.1.A.G Vertical alignments – Up to four (4) ramp alignments for two (2) separate interchange alternatives (8 total) will be evaluated. Up to two (2) Build alternative alignments for Feedwire Road and Wilmington Pike roadway segments included in the build alternative analysis will be evaluated for feasible alternatives. Vertical alignments for Upper Bellbrook Road, Alpha Bellbrook Road, Little Sugarcreek Road, or SR 725 are not anticipated with this scope of services. Vertical alignments will be developed utilizing UAS imagery collected with task 2.1.A.T and supplemented by utilizing

current statewide LiDAR contours. Deliverable for the ramp alternatives will include conceptual plan over profile sheets. Deliverable for local roadway alternatives will include plan view only, unless a new vertical alignment is proposed with the feasible alternatives at each location.

e. 2.1.A.H Cross sections – Critical cross sections will be developed to evaluate probable construction limits, earthwork, and potential new right of way acquisition needs for each of the feasible alternatives. Cross sections will be presented on sheets at approximately 200-feet interval. 100 cross sections are anticipated.

f. **(IF AUTHORIZED)** 2.1.A.H Cross sections – Critical cross sections will be developed to evaluate probable construction limits, earthwork, and potential new right of way acquisition needs for the feasible alternatives at Upper Bellbrook/Alpha Bellbrook/Feedwire Roads intersections, Wilmington Pike/Brown Road intersection, and Wilmington Pike/SR 725 intersections. Cross sections will be presented on sheets at approximately 200-feet interval. 30 cross sections are anticipated.

» 2.1.A.M Maintenance of Traffic

a. MOT strategy – LJB will evaluate the feasibility of construction at the interchange under the permissible lane closure hours and determine the influence of any needed variations to project costs. Deliverable includes a narrative describing the anticipated approach to MOT in order to determine influence on the evaluation of a preferred alternative for a funding application. It is anticipated that local roadway improvements will be constructed part-width and will not factor into selection of a preferred alternative.

b. An MOTAA is not anticipated with this scope of services.

c. Detours – LJB will evaluate the need for closure and detour on interchange ramps. Deliverable is a narrative discussion of recommended closures and the influence of the PLCP on costs. Closure and detour local roadway segments are not anticipated.

» 2.1.A.N Right of Way Requirements

a. Conceptual right of way – LJB will identify and quantify permanent right of way needs enough to compare feasible alternatives in acreage impacts.

b. RW Cost Estimate – A right of way cost estimate using Auditor tax assessment values will be developed for each feasible alternative.

» 2.1.A.O Preliminary Geotechnical Assessment – LJB will assume deep foundations and chemical stabilization for all alternatives. Research into historical borings is not anticipated.

» 2.1.A.P Utility Issues – LJB will identify significant utility corridors within the interchange area by field observation and an Ohio 811 OUPS design ticket. Detailed utility coordination is not anticipated.

» 2.1.A.I Environmental Analysis

a. An overview of the environmental resources within the project area will be prepared to facilitate alternatives evaluation in the FS. All analysis will be based on a review of available secondary source data and no field studies are proposed. These will include streams and wetlands, floodplains, threatened and endangered species, cultural resources, Section 4(f)/Section 6(f) resources, air quality, noise, drinking water, farmland, regulated materials,

underserved populations and stakeholder input. The potential for mitigation requirements under these categories or any with possible schedule implications will also be discussed. See Task 2.1.A.I of Crawford, Murphy & Tilly proposal dated December 30, 2020.

- 2.1.A.Q Aesthetics – Aesthetics is not anticipated to be a criterion upon which to evaluate alternatives. This will not be addressed in the Feasibility Study.
- 2.1.A.L Cost Estimate – Cost estimates will be prepared for all feasible alternatives to accompany concept plans developed. These estimates will be developed with high-level quantity calculations for major cost drivers.
- 2.1.A.R Comparison of alternatives – Concept plans for each feasible alternative and a matrix with evaluation criteria will be prepared.

  Comparison of alternatives to evaluate operational and safety performance to a set of criteria which may include safety performance, delay reduction, queue reduction, multi-modal accommodations, cost, environmental impacts, and public involvement. See Task 2.1.A.R of Crawford, Murphy & Tilly proposal dated December 30, 2020.
- 2.1.A.S Conclusion – LJB will provide a recommendation for a preferred alternative, or determination for need to further assess alternatives in an alternative evaluation report (AER).

Public Involvement

- 1.4.A Public Involvement Plan – A public involvement plan (PIP) will be prepared in coordination with MCTID. The plan will be prepared in accordance with OES guidelines for a PIP and will include techniques for inclusion of any Underserved Populations within the project area as necessary. Contingencies for virtual meeting formats will be included. The PIP will include draft stakeholder and public mailing lists. The PIP will be provided to ODOT District 8 for approval prior to proceeding with the public involvement activities. See Task 1.4.A of Crawford, Murphy & Tilly proposal dated December 30, 2020.

- 2.1.A.J Stakeholder Public Involvement – We anticipate participation in three stakeholder and/or public meetings. The first meeting will be limited to stakeholders and will be used to assist the design team with the identification of alternatives. The second meeting will be a stakeholder and initial public involvement meeting to present the results of the alternatives analysis and to obtain feedback on the selection of preliminary preferred alternatives. The third meeting would be to select the preferred alternative with stakeholder input and using the feedback from the public meeting. Using the approved PIP as a guide, Crawford, Murphy & Tilly will assist LJB with preparation of necessary materials to communicate project information at each stakeholder meeting. See Crawford, Murphy & Tilly proposal dated December 30, 2020.

Surveying

- 2.1.A.T Mapping – The basemap will be a compilation of data acquired from new UAS (Unmanned Aerial System) flight data and existing data from OGRIP (Ohio Geographically Referenced Imagery Program) inside the influence area. The resulting map will be based on Ohio State Plane South Ground coordinates using the ODOT CORS VRS network. Control for the project will be set according to ODOT guidelines for permanent survey control and utilized on future survey work as the project evolves into design and construction. The accuracy of the basemap will be the standards set forth in the ODOT Surveying and Mapping Specifications for DTM and Class II planimetric data. Specifically, the accuracies expected for the basemap will be within 0.2’ vertical in soft areas (grass, field, vegetation) and 0.08’

vertical in paved areas within the new flight areas. Horizontal accuracies are expected to be within 0.04'. All other areas will be accurate based on the date and quality of the imagery. All UAS data collection will be collected within the guidelines of the ODOT UAS data collection policy. This includes flying under Policy 15-010(P) Privacy Statement and ODOT Supplement 1132 - UAS flight within ODOT R/W. GIS-level mapping of utilities will be researched and overlaid upon aerial imagery as available.

Four (4) ODOT Type A monuments and eight (8) ODOT Type B monuments will be set.

- **(IF AUTHORIZED)** 2.1.A.T Mapping – See the Survey Limits Map for areas that will be mapped as an If Authorized task.

Project Management

- 1.1.C Internal Meeting with Project Sponsor and ODOT staff – One (1) meeting is anticipated with 3 LJB attendees. LJB will prepare a meeting summary.
- 1.5.A Meetings – Six (6) meetings are anticipated with the Montgomery County TID. Three (3) LJB staff will attend. LJB will prepare agendas and meeting summaries.
- 1.5.B General Oversight – LJB will execute its Project Management Plan for the PL and PE phases of the PDP. LJB's project manager will direct project activities in terms of budget and work planning, schedule and staff assignments for this phase of the PDP. Project management processes that will be implemented include initiating, planning, monitoring and controlling, and closing out the scope of work. This task includes budgeting/billing activities throughout the duration of the phase. The duration of the PL and PE phases is anticipated at 8 months.
- 1.5.C Project Set Up – This task includes setting up invoice templates, our subconsultant agreements, and the draft project management plan.

PROJECT DELIVERABLES

The deliverables for this project will include:

Standards

- The deliverables for this project will follow ODOT L&D and CADD Engineering Manual standards.

Reports

- The Feasibility Study will be prepared and submitted electronically in PDF format. No hard copies will be provided.

Plan sets

- LJB will provide 11x17 or roll plan format plans as appendices within the Feasibility Study.

PROJECT CONSTRAINTS

The Feasibility Study is planned to support funding applications in 2021.

ASSUMPTIONS

In preparing this scope of services, LJB has made the following assumptions:

- 2.1.A.Q Aesthetics – Aesthetics is not anticipated to be a criterion upon which to evaluate alternatives. This will not be addressed in the Feasibility Study.

- 1.3.E Certified Traffic (No Build Condition) will be proposed under separate scope and fee proposal.
- 2.1.A.E Structural Design Issues
  - No time has been included for this task specific to structure type studies and it is expected that a range of costs for each structure will be developed as part of Task 2.1.A.L. The study will evaluate the I-675 mainline structures over Wilmington Pike for feasible alternatives at the interchange specific only to typical section of Wilmington Pike. The Feedwire Road structures over I-675 and over the Little Sugar Creek will be evaluated for feasible alternatives to Feedwire Road specific only to typical section on Feedwire Road.
    - Retaining walls are not anticipated to be investigated with this feasibility study.

EXCLUSIONS

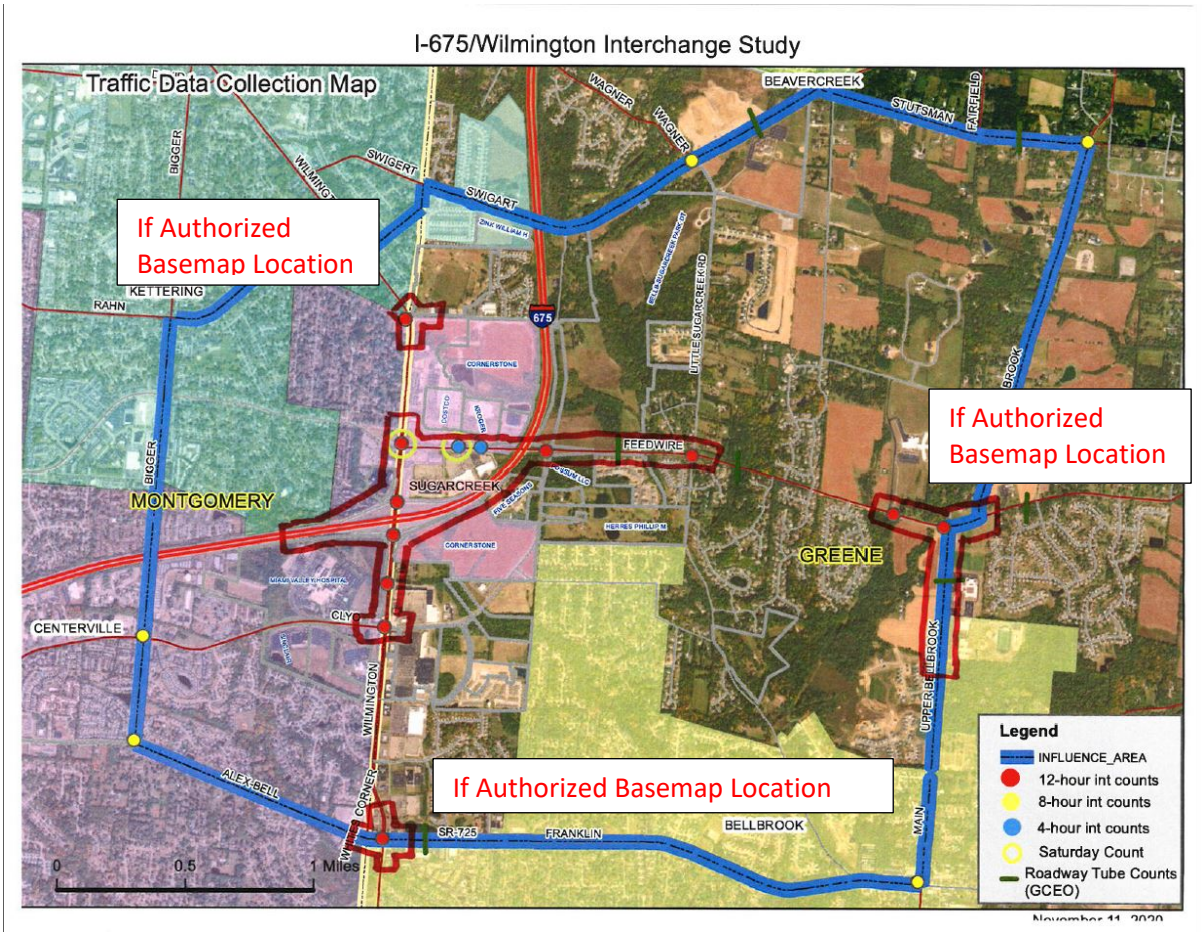
LJB has excluded the following items in our scope of services:

- Field Survey
- Soil borings
- Cost of permits

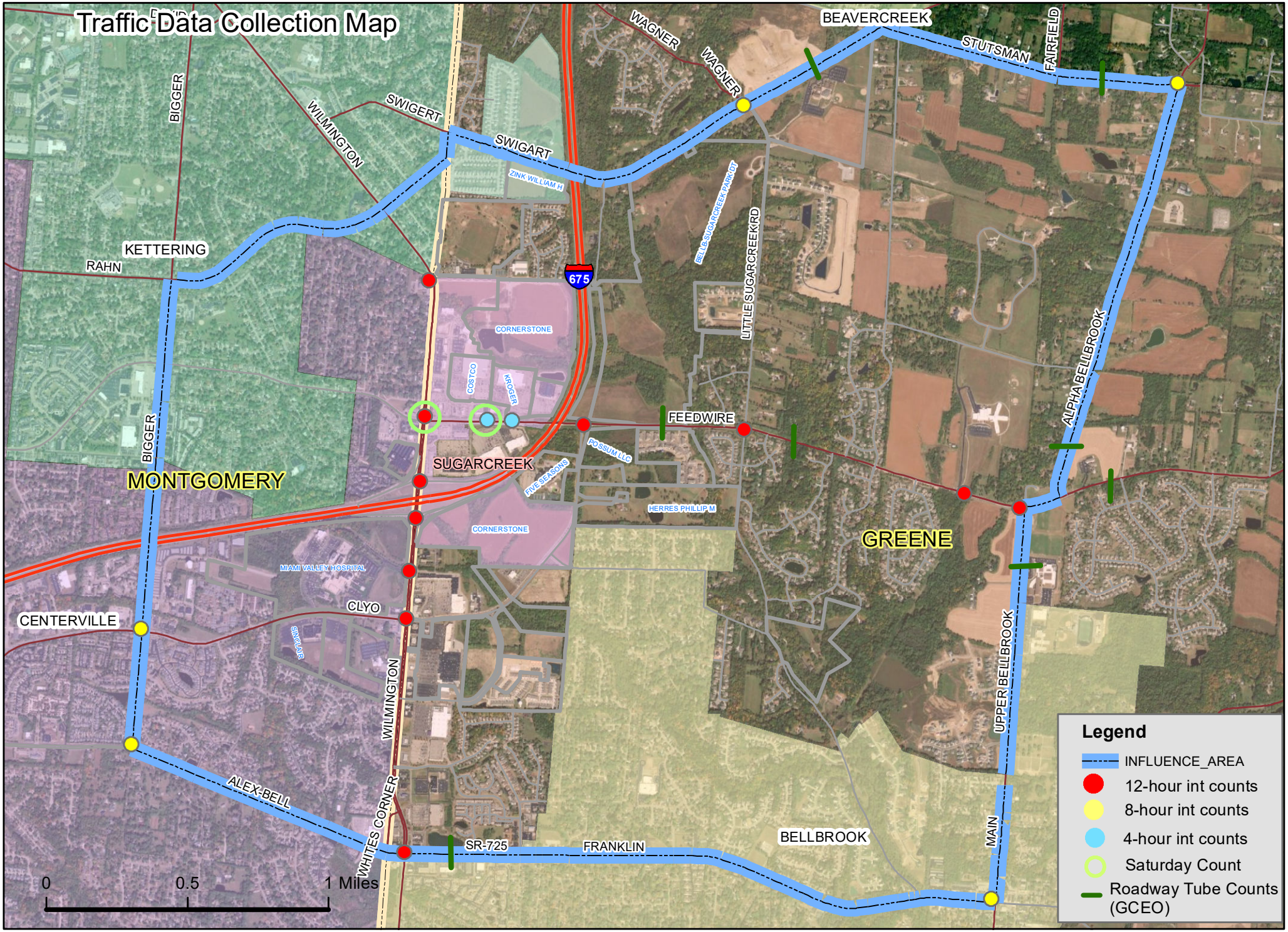
Task 2.1.A.T Mapping
Red outlined areas below will be included in the UAS flight and unique basemaps created.

If Authorized locations include the intersections:

- Wilmington Pike/Brown Road
- Upper Bellbrook Road/Feedwire Road/Alpha Bellbrook Road
- Wilmington Pike/SR 725



I-675/Wilmington Interchange Study



November 11, 2020

Appendix B – Subconsultant Proposal

December 30, 2020

Mr. Andy Shahan
LJB Inc
2500 Newmark Drive
Miamisburg, OH 45342

Re: Wilmington Pike/ I-675 Feasibility Study
Planning/ Prelim Eng phases

Dear Mr. Shahan:

CMT is pleased to submit a proposal to assist with developing a feasibility study that includes the Wilmington Pike and I-675 interchange. The initial steps include the following tasks:

1. Safety analysis and countermeasure development
2. Capacity analysis
3. Environmental overview and Public Involvement Plan
4. Coordinate with ODOT Modeling & Forecasting (M&F) to obtain an updated model of the 2045 No Build condition.

Fees estimated to complete key elements of the feasibility study are equal to $117,915. If Authorized costs ($14,919) are also provided if the HCS based capacity analysis identifies oversaturated conditions for the 2045 Design Year (Build) condition.

This work is targeted to be completed on or before 9/1/21.Please contact me at 937.776.1040 (cell) / 614.468.1215 (office), or via email at sknebel@CMTengr.com to discuss the disposition of comments.

Sincerely,

Scott A. Knebel, PE
Vice President

cc: Shelby Ingle, CMT
Heather Lacey, CMT
Roger Driskell, CMT
file

SUMMARY OF STEPS

C-R-S **I-675 & Wilmington Pike**
Consultant: Crawford, Murphy & Tilly
Agreement No. SOW 0117953A02-1
Modification No. 2
PID No. 0
Proposal Date 12/30/2020

Average Hourly Rate	Total Hours	Labor Costs	Overhead Costs	Cost of Money	Direct Costs	Subcon Costs	Net Fee	Total Cost
AUTHORIZED TASKS:								
Planning Phase								
$0.00	410	$18,075	$30,435	$94	$108	$0	$5,115	$53,828
Preliminary Engineering Phase								
$0.00	454	$21,564	$36,309	$112	$0	$0	$6,102	$64,087
Environmental Engineering Phase								
$0.00	0	$0	$0	$0	$0	$0	$0	$0
Final Engineering Phase								
$0.00	0	$0	$0	$0	$0	$0	$0	$0
Construction Engineering Phase								
$0.00	0	$0	$0	$0	$0	$0	$0	$0
TOTAL AUTHORIZED TASKS								
$0.00	**864**	**$39,639**	**$66,744**	**$206**	**$108**	**$0**	**$11,217**	**$117,915**
IF-AUTHORIZED TASKS:								
Planning Phase								
$45.29	52	$2,355	$3,966	$12	$0	$0	$666	$6,999
Preliminary Engineering Phase								
$44.41	60	$2,665	$4,487	$14	$0	$0	$754	$7,919
TOTAL IF-AUTHORIZED TASKS								
	112	**$5,020**	**$8,452**	**$26**	**$0**	**$0**	**$1,421**	**$14,919**

C-R-S	I-675 & Wilmington Pike	PROPOSAL LABOR SUMMARY										Version: Feb 2017
Consultant:	Crawford, Murphy & Tilly											
Agreement No.	SOW 0117953A02-1											
Modification No.	2											
PID No.												
Proposal Date	12/30/2020											
		No. of Units	**Proj Eng II**	**Proj Eng I**	**Proj Enviro Specialist**	**Sen Eng I**	**Sen Tech I**	**Eng I**	**Tech Mgr I**	**Admin**	**Total**	
Task Description			$74.02	$63.93	$53.84	$50.47	$43.74	$38.69	$31.97	$20.19	**Hours**	**Cost**
AUTHORIZED TASKS:												
1 - Planning Phase												
1.1 - Project Start-up												
1.1.A - Planning and Programming											0	$0
1.1.B - STIP/TIP											0	$0
1.1.C - Internal Meeting with Project Sponsor and ODOT staff			8								8	$592
TOTAL 1.1 - Project Start-up			8	0	0	0	0	0	0	0	8	$592
1.2 - Project Initiation Package												
1.2.A - Define Study Area and Logical Termini											0	$0
1.2.B - Conduct Field Review (walk through)											0	$0
1.2.C - Identify Discipline Specific Issues for Project Initiation Package												
1.2.C.A - Identify Design Issues											0	$0
1.2.C.B - Identify Geotechnical Issues											0	$0
1.2.C.C - Identify Environmental Issues											0	$0
1.2.C.D - Identify Utility Issues											0	$0
1.2.C.E - ITS (Traffic Surveillance) Project Determination											0	$0
1.2.C.F - Transportation and Land Use Plans											0	$0
1.2.C.G - Identify Safety Priorities											0	$0
1.2.D - Project Initiation Package Preparation and Submittal			8		8						16	$1,023
1.2.E - Aerial/Base Mapping Coordination with ODOT											0	$0
1.2.F - Concept, Scope and Budget Estimates											0	$0
TOTAL 1.2 - Project Initiation Package			8	0	8	0	0	0	0	0	16	$1,023
1.3 - Existing Data, Research and Analysis												
1.3.A - Not Used											0	$0
1.3.B - Crash Analysis											0	$0
1.3.C - Traffic Counts												
1.3.C.A - Turning Movement Counts at Intersections - No Build			2	8				24			34	$1,588
1.3.C.B - Machine Counts on Roadways and Ramps - No Build											0	$0
1.3.D - Planning Level Traffic - No Build Condition			4					16			20	$915
1.3.E - Certified Traffic - No Build Condition											0	$0
1.3.F - Capacity Analysis - No Build Condition											0	$0
1.3.G -Safety Analysis - No Build Condition			8	8				40		100	156	$4,670
1.3.H - Develop Purpose & Need					32				16		48	$2,234
TOTAL 1.3 - Existing Data, Research and Analysis			14	16	32	0	0	80	16	100	258	$9,408
1.4 - Stakeholder Involvement and Public Involvement Plan												
1.4.A - Public Involvement Plan					32				24		56	$2,490
TOTAL 1.4 - Stakeholder Involvement and Public Involvement Plan			0	0	32	0	0	0	24	0	56	$2,490

C-R-S	I-675 & Wilmington Pike	PROPOSAL LABOR SUMMARY										Version: Feb 2017
Consultant:	Crawford, Murphy & Tilly											
Agreement No.	SOW 0117953A02-1											
Modification No.	2											
PID No.												
Proposal Date	12/30/2020											
		No. of Units	**Proj Eng II**	**Proj Eng I**	**Proj Enviro Specialist**	**Sen Eng I**	**Sen Tech I**	**Eng I**	**Tech Mgr I**	**Admin**	**Total**	
Task Description			$74.02	$63.93	$53.84	$50.47	$43.74	$38.69	$31.97	$20.19	**Hours**	**Cost**
1.5 - Project Management for Planning Phase												
1.5.A - Meetings			24		24			8			56	$3,378
1.5.B - General Oversight			8								8	$592
1.5.C - Project Set Up			8								8	$592
1.5.D - Non Routine (Soft) Items											0	$0
TOTAL 1.5 - Project Management for Planning Phase			40	0	24	0	0	8	0	0	72	$4,562
1.6 - Limited Review												
1.6.A - QA/QC for Limited Review											0	$0
TOTAL 1.6 - Limited Review			0	0	0	0	0	0	0	0	0	$0
TOTAL 1- Planning Phase			**70**	**16**	**96**	**0**	**0**	**88**	**40**	**100**	**410**	**$18,075**
2 - Preliminary Engineering Phase												
2.1 - Develop Preliminary Alternatives												
2.1.A -Prepare and Complete Feasibility Study Report												
2.1.A.A - Planning Level Traffic for Feasible (Build) Alternatives											0	$0
2.1.A.A - Alternatives Considered and Dismissed			8	16							24	$1,615
2.1.A.B - Design Criteria											0	$0
2.1.A.C - Traffic Analysis			8	8				144			160	$6,675
2.1.A.D - Safety Analysis			8	8				24			40	$2,032
2.1.A.E - Structures											0	$0
2.1.A.F - Typical Section											0	$0
2.1.A.G - Preliminary Alignment and Profile											0	$0
2.1.A.H - Cross-Sections											0	$0
2.1.A.I - Environmental Analysis					24				32		56	$2,315
2.1.A.K - Prepare Feasibility Study											0	$0
2.1.A.L - Cost Estimate											0	$0
2.1.A.M - MOT strategy											0	$0
2.1.A.N - Right of Way Requirements											0	$0
2.1.A.O - Preliminary Geotechnical Assessment											0	$0
2.1.A.P - Utility Issues											0	$0
2.1.A.Q - Aesthetics											0	$0
2.1.A.R - Comparison of Alternatives			8	16	8			40	16		88	$4,105
2.1.A.S - Conclusion			8								8	$592
2.1.A.T - Mapping											0	$0
2.1.A.J - Stakeholder Public Involvement			24		24			30			78	$4,229
TOTAL 2.1 - Develop Preliminary Alternatives			64	48	56	0	0	238	48	0	454	21563.74
2.2 - Perform Environmental Field Studies												
TOTAL 2.2 - Perform Environmental Field Studies			0	0	0	0	0	0	0	0	0	0

C-R-S	I-675 & Wilmington Pike	PROPOSAL LABOR SUMMARY										Version: Feb 2017
Consultant:	Crawford, Murphy & Tilly											
Agreement No.	SOW 0117953A02-1											
Modification No.	2											
PID No.												
Proposal Date	12/30/2020											
		No. of Units	**Proj Eng II**	**Proj Eng I**	**Proj Enviro Specialist**	**Sen Eng I**	**Sen Tech I**	**Eng I**	**Tech Mgr I**	**Admin**	**Total**	
Task Description			$74.02	$63.93	$53.84	$50.47	$43.74	$38.69	$31.97	$20.19	**Hours**	**Cost**
TOTAL 2.3 - AER Design			0	0	0	0	0	0	0	0	0	0
TOTAL 2.4 - Prepare Cost Estimates			0	0	0	0	0	0	0	0	0	0
TOTAL 2.5 - AER Submittal and Other Studies			0	0	0	0	0	0	0	0	0	0
2.6 - Public Involvement/Coordination												
2.6.A - Public Involvement / Coordination											0	$0
TOTAL 2.6 - Public Involvement/Coordination			0	0	0	0	0	0	0	0	0	0
Total - 2 Preliminary Engineering Phase			64	48	56	0	0	238	48	0	454	$21,564
TOTAL AUTHORIZED PARTS			**134**	**64**	**152**	**0**	**0**	**326**	**88**	**100**	**864**	**$39,639**
IF-AUTHORIZED TASKS:												
1.3.F - Capacity Analysis - No Build Condition			4	8				40			52	$2,355
2.1.A.C - Traffic Analysis			4	8				48			60	$2,665
TOTAL IF-AUTHORIZED PARTS			**8**	**16**	**0**	**0**	**0**	**88**	**0**	**0**	**112**	**$5,020**
GRAND TOTAL			**142**	**80**	**152**	**0**	**0**	**414**	**88**	**100**	**976**	**$44,659**

C-R-S	I-675 & Wilmington Pike	PROPOSAL COST SUMMARY									Version: Feb 2017
Consultant:	Crawford, Murphy & Tilly										
Agreement No.	SOW 0117953A02-1			**State Average Overhead Rate**			**157.26%**				
Modification No.	2			**Consultant Overhead Rate:**			**168.38%**				
PID No.	0			**Cost of Money:**			**0.52%**				
Proposal Date	12/30/2020			**Net Fee Percentage:**			**11%**				
Task Description		**No. of Units**	**Average Hourly Rate**	**Total Hours**	**Labor Costs**	**Overhead Costs**	**Cost of Money**	**Direct Costs**	**Subcon Costs**	**Net Fee**	**Total Cost**
AUTHORIZED TASKS:											
1 - Planning Phase											
1.1 - Project Start-up											
1.1.A - Planning and Programming		0	#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.1.B - STIP/TIP		0	#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.1.C - Internal Meeting with Project Sponsor and ODOT staff		0	$74.02	8	$592	$997	$3	$0	$0	$168	$1,760
TOTAL 1.1 - Project Start-up			$74.02	8	$592	$997	$3	$0	$0	$168	$1,760
1.2 - Project Initiation Package											
1.2.A - Define Study Area and Logical Termini			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.B - Conduct Field Review (walk through)			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.C - Identify Discipline Specific Issues for Project Initiation Package											
1.2.C.A - Identify Design Issues			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.C.B - Identify Geotechnical Issues			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.C.C - Identify Environmental Issues			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.C.D - Identify Utility Issues			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.C.E - ITS (Traffic Surveillance) Project Determination			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.C.F - Transportation and Land Use Plans			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.C.G - Identify Safety Priorities			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.D - Project Initiation Package Preparation and Submittal			$63.93	16	$1,023	$1,722	$5	$0	$0	$289	$3,040
1.2.E - Aerial/Base Mapping Coordination with ODOT			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.2.F - Concept, Scope and Budget Estimates			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
TOTAL 1.2 - Project Initiation Package				16	$1,023	$1,722	$5	$0	$0	$289	$3,040
1.3 - Existing Data, Research and Analysis											
1.3.A - Not Used			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.3.B - Crash Analysis			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.3.C - Traffic Counts											
1.3.C.A - Turning Movement Counts at Intersections - No Build			$46.71	34	$1,588	$2,674	$8	$108	$0	$449	$4,828
1.3.C.B - Machine Counts on Roadways and Ramps - No Build			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.3.D - Planning Level Traffic - No Build Condition			$45.76	20	$915	$1,541	$5	$0	$0	$259	$2,720
1.3.E - Certified Traffic - No Build Condition			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
1.3.F - Capacity Analysis - No Build Condition			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0

C-R-S	I-675 & Wilmington Pike	PROPOSAL COST SUMMARY									Version: Feb 2017
Consultant:	Crawford, Murphy & Tilly										
Agreement No.	SOW 0117953A02-1			**State Average Overhead Rate**			**157.26%**				
Modification No.	2			**Consultant Overhead Rate:**			**168.38%**				
PID No.	0			**Cost of Money:**			**0.52%**				
Proposal Date	12/30/2020			**Net Fee Percentage:**			**11%**				
Task Description		**No. of Units**	**Average Hourly Rate**	**Total Hours**	**Labor Costs**	**Overhead Costs**	**Cost of Money**	**Direct Costs**	**Subcon Costs**	**Net Fee**	**Total Cost**
1.3.G -Safety Analysis - No Build Condition			$29.94	156	$4,670	$7,864	$24	$0	$0	$1,322	$13,880
1.3.H - Develop Purpose & Need			$46.55	48	$2,234	$3,762	$12	$0	$0	$632	$6,641
TOTAL 1.3 - Existing Data, Research and Analysis				258	$9,408	$15,841	$49	$108	$0	$2,662	$28,068
1.4 - Stakeholder Involvement and Public Involvement Plan											
1.4.A - Public Involvement Plan			$44.47	56	$2,490	$4,193	$13	$0	$0	$705	$7,401
TOTAL 1.4 - Stakeholder Involvement and Public Involvement Plan				56	$2,490	$4,193	$13	$0	$0	$705	$7,401
1.5 - Project Management for Planning Phase											
1.5.A - Meetings			$60.32	56	$3,378	$5,688	$18	$0	$0	$956	$10,040
1.5.B - General Oversight			$74.02	8	$592	$997	$3	$0	$0	$168	$1,760
1.5.C - Project Set Up			$74.02	8	$592	$997	$3	$0	$0	$168	$1,760
1.5.D - Non Routine (Soft) Items			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
TOTAL 1.5 - Project Management for Planning Phase				72	$4,562	$7,682	$24	$0	$0	$1,291	$13,560
1.6 - Limited Review											
1.6.A - QA/QC for Limited Review			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
TOTAL 1.6 - Limited Review				0	$0	$0	$0	$0	$0	$0	$0
TOTAL 1- Planning Phase				410	$18,075	$30,435	$94	$108	$0	$5,115	$53,828
2 - Preliminary Engineering Phase											
2.1 - Develop Preliminary Alternatives											
2.1.A -Prepare and Complete Feasibility Study Report											
2.1.A.A - Planning Level Traffic for Feasible (Build) Alternatives			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.A - Alternatives Considered and Dismissed			$67.29	24	$1,615	$2,719	$8	$0	$0	$457	$4,800
2.1.A.B - Design Criteria			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.C - Traffic Analysis			$41.72	160	$6,675	$11,239	$35	$0	$0	$1,889	$19,838
2.1.A.D - Safety Analysis			$50.80	40	$2,032	$3,422	$11	$0	$0	$575	$6,040
2.1.A.E - Structures			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.F - Typical Section			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.G - Preliminary Alignment and Profile			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.H - Cross-Sections			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.I - Environmental Analysis			$41.34	56	$2,315	$3,898	$12	$0	$0	$655	$6,881

C-R-S	I-675 & Wilmington Pike	PROPOSAL COST SUMMARY									Version: Feb 2017
Consultant:	Crawford, Murphy & Tilly										
Agreement No.	SOW 0117953A02-1			**State Average Overhead Rate**			**157.26%**				
Modification No.	2			**Consultant Overhead Rate:**			**168.38%**				
PID No.	0			**Cost of Money:**			**0.52%**				
Proposal Date	12/30/2020			**Net Fee Percentage:**			**11%**				
Task Description		**No. of Units**	**Average Hourly Rate**	**Total Hours**	**Labor Costs**	**Overhead Costs**	**Cost of Money**	**Direct Costs**	**Subcon Costs**	**Net Fee**	**Total Cost**
2.1.A.K - Prepare Feasibility Study			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.L - Cost Estimate			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.M - MOT strategy			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.N - Right of Way Requirements			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.O - Preliminary Geotechnical Assessment			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.P - Utility Issues			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.Q - Aesthetics			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.R - Comparison of Alternatives			$46.65	88	$4,105	$6,912	$21	$0	$0	$1,162	$12,200
2.1.A.S - Conclusion			$74.02	8	$592	$997	$3	$0	$0	$168	$1,760
2.1.A.T - Mapping			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.J - Stakeholder Public Involvement			$54.22	78	$4,229	$7,121	$22	$0	$0	$1,197	$12,570
TOTAL 2.1 - Develop Preliminary Alternatives				454	$21,564	$36,309	$112	$0	$0	$6,102	$64,087
2.2 - Perform Environmental Field Studies											
TOTAL 2.2 - Perform Environmental Field Studies				0	$0	$0	$0	$0	$0	$0	$0
TOTAL 2.3 - AER Design				0	$0	$0	$0	$0	$0	$0	$0
TOTAL 2.4 - Prepare Cost Estimates				0	$0	$0	$0	$0	$0	$0	$0
TOTAL 2.5 - AER Submittal and Other Studies				0	$0	$0	$0	$0	$0	$0	$0
2.6 - Public Involvement/Coordination											
2.6.A - Public Involvement / Coordination			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
TOTAL 2.6 - Public Involvement/Coordination				0	$0	$0	$0	$0	$0	$0	$0
Total - 2 Preliminary Engineering Phase				454	$21,564	$36,309	$112	$0	$0	$6,102	$64,087
TOTAL AUTHORIZED PARTS				**864**	**$39,639**	**$66,744**	**$206**	**$108**	**$0**	**$11,217**	**$117,915**
IF-AUTHORIZED TASKS:											
1.3.F - Capacity Analysis - No Build Condition			$45.29	52	$2,355	$3,966	$12	$0	$0	$666	$6,999
2.1.A.C - Traffic Analysis			$44.41	60	$2,665	$4,487	$14	$0	$0	$754	$7,919
TOTAL IF-AUTHORIZED PARTS				**112**	**$5,020**	**$8,452**	**$26**	**$0**	**$0**	**$1,421**	**$14,919**
GRAND TOTAL				**976**	**$44,659**	**$75,197**	**$232**	**$108**	**$0**	**$12,638**	**$132,834**

C-R-S	I-675 & Wilmington Pike	DIRECT COSTS									Version: Feb 2017
Consultant:	Crawford, Murphy & Tilly										
Agreement No.	SOW 0117953A02-1										
Modification No.	2										
PID No.	0										
Proposal Date	12/30/2020										
		mileage	prints	Direct Cost 3	Direct Cost 4	Direct Cost 5	Direct Cost 6	Direct Cost 7	Direct Cost 8	Direct Cost 9	**Total**
Task Description	Unit Cost:	$0.45	$0.10								
AUTHORIZED TASKS:											
1 - Planning Phase											
		Units	Units	Units	Units	Units	Units	Units	Units	Units	$
1.1 - Project Start-up											
1.1.A - Planning and Programming											$0.00
1.1.B - STIP/TIP											$0.00
1.1.C - Internal Meeting with Project Sponsor and ODOT staff											$0.00
TOTAL 1.1 - Project Start-up		0	0	0	0	0	0	0	0	0	$0.00
1.2 - Project Initiation Package											
1.2.A - Define Study Area and Logical Termini											$0.00
1.2.B - Conduct Field Review (walk through)											$0.00
1.2.C - Identify Discipline Specific Issues for Project Initiation Package											
1.2.C.A - Identify Design Issues											$0.00
1.2.C.B - Identify Geotechnical Issues											$0.00
1.2.C.C - Identify Environmental Issues											$0.00
1.2.C.D - Identify Utility Issues											$0.00
1.2.C.E - ITS (Traffic Surveillance) Project Determination											$0.00
1.2.C.F - Transportation and Land Use Plans											$0.00
1.2.C.G - Identify Safety Priorities											$0.00
1.2.D - Project Initiation Package Preparation and Submittal											$0.00
1.2.E - Aerial/Base Mapping Coordination with ODOT											$0.00
1.2.F - Concept, Scope and Budget Estimates											$0.00
TOTAL 1.2 - Project Initiation Package		0	0	0	0	0	0	0	0	0	$0.00
1.3 - Existing Data, Research and Analysis											
1.3.A - Not Used											$0.00
1.3.B - Crash Analysis											$0.00
1.3.C - Traffic Counts											
1.3.C.A - Turning Movement Counts at Intersections - No Build		240									$108.00
1.3.C.B - Machine Counts on Roadways and Ramps - No Build											$0.00
1.3.D - Planning Level Traffic - No Build Condition											$0.00

C-R-S	I-675 & Wilmington Pike	DIRECT COSTS									Version: Feb 2017
Consultant:	Crawford, Murphy & Tilly										
Agreement No.	SOW 0117953A02-1										
Modification No.	2										
PID No.	0										
Proposal Date	12/30/2020										
		mileage	prints	Direct Cost 3	Direct Cost 4	Direct Cost 5	Direct Cost 6	Direct Cost 7	Direct Cost 8	Direct Cost 9	**Total**
Task Description	Unit Cost:	$0.45	$0.10								
1.3.E - Certified Traffic - No Build Condition											$0.00
1.3.F - Capacity Analysis - No Build Condition											$0.00
1.3.G -Safety Analysis - No Build Condition											$0.00
1.3.H - Develop Purpose & Need											$0.00
TOTAL 1.3 - Existing Data, Research and Analysis		0	0	0	0	0	0	0	0	0	$108.00
1.4 - Stakeholder Involvement and Public Involvement Plan											
1.4.A - Public Involvement Plan											$0.00
TOTAL 1.4 - Stakeholder Involvement and Public Involvement Plan		0	0	0	0	0	0	0	0	0	$0.00
1.5 - Project Management for Planning Phase											
1.5.A - Meetings											$0.00
1.5.B - General Oversight											$0.00
1.5.C - Project Set Up											$0.00
1.5.D - Non Routine (Soft) Items											$0.00
TOTAL 1.5 - Project Management for Planning Phase		0	0	0	0	0	0	0	0	0	$0.00
1.6 - Limited Review											
1.6.A - QA/QC for Limited Review											$0.00
TOTAL 1.6 - Limited Review		0	0	0	0	0	0	0	0	0	$0.00
TOTAL 1- Planning Phase		0	0	0	0	0	0	0	0	0	$108.00
2 - Preliminary Engineering Phase											
2.1 - Develop Preliminary Alternatives											
2.1.A -Prepare and Complete Feasibility Study Report											
2.1.A.A - Planning Level Traffic for Feasible (Build) Alternatives											$0.00
2.1.A.A - Alternatives Considered and Dismissed											$0.00
2.1.A.B - Design Criteria											$0.00
2.1.A.C - Traffic Analysis											$0.00
2.1.A.D - Safety Analysis											$0.00
2.1.A.E - Structures											$0.00

C-R-S	I-675 & Wilmington Pike	DIRECT COSTS									Version: Feb 2017
Consultant:	Crawford, Murphy & Tilly										
Agreement No.	SOW 0117953A02-1										
Modification No.	2										
PID No.	0										
Proposal Date	12/30/2020										
		mileage	prints	Direct Cost 3	Direct Cost 4	Direct Cost 5	Direct Cost 6	Direct Cost 7	Direct Cost 8	Direct Cost 9	**Total**
Task Description	Unit Cost:	$0.45	$0.10								
2.1.A.F - Typical Section											$0.00
2.1.A.G - Preliminary Alignment and Profile											$0.00
2.1.A.H - Cross-Sections											$0.00
2.1.A.I - Environmental Analysis											$0.00
2.1.A.K - Prepare Feasibility Study											$0.00
2.1.A.L - Cost Estimate											$0.00
2.1.A.M - MOT strategy											$0.00
2.1.A.N - Right of Way Requirements											$0.00
2.1.A.O - Preliminary Geotechnical Assessment											$0.00
2.1.A.P - Utility Issues											$0.00
2.1.A.Q - Aesthetics											$0.00
2.1.A.R - Comparison of Alternatives											$0.00
2.1.A.S - Conclusion											$0.00
2.1.A.T - Mapping											$0.00
2.1.A.J - Stakeholder Public Involvement											$0.00
TOTAL 2.1 - Develop Preliminary Alternatives		0	0	0	0	0	0	0	0	0	$0.00
2.2 - Perform Environmental Field Studies											
TOTAL 2.2 - Perform Environmental Field Studies		0	0	0	0	0	0	0	0	0	$0.00
TOTAL 2.3 - AER Design		0	0	0	0	0	0	0	0	0	$0.00
TOTAL 2.4 - Prepare Cost Estimates		0	0	0	0	0	0	0	0	0	$0.00
TOTAL 2.5 - AER Submittal and Other Studies		0	0	0	0	0	0	0	0	0	$0.00
2.6 - Public Involvement/Coordination											
2.6.A - Public Involvement / Coordination											$0.00
TOTAL 2.6 - Public Involvement/Coordination		0	0	0	0	0	0	0	0	0	$0.00
Total - 2 Preliminary Engineering Phase		0	0	0	0	0	0	0	0	0	$0.00
TOTAL AUTHORIZED PARTS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$108.00**
IF-AUTHORIZED TASKS:											

C-R-S	I-675 & Wilmington Pike	DIRECT COSTS									Version: Feb 2017
Consultant:	Crawford, Murphy & Tilly										
Agreement No.	SOW 0117953A02-1										
Modification No.	2										
PID No.	0										
Proposal Date	12/30/2020										
		mileage	prints	Direct Cost 3	Direct Cost 4	Direct Cost 5	Direct Cost 6	Direct Cost 7	Direct Cost 8	Direct Cost 9	**Total**
Task Description	Unit Cost:	$0.45	$0.10								
1.3.F - Capacity Analysis - No Build Condition											$0.00
2.1.A.C - Traffic Analysis											$0.00
TOTAL AUTHORIZED PARTS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0.00**
GRAND TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$108.00**

OHIO DEPARTMENT OF TRANSPORTATION

CONSULTANT INDIRECT COST RATE APPROVAL CERTIFICATE NO. 10162020-SPG-①

Based on ODOT's audit risk assessment procedures, we have performed a limited review of your company's cost submission. ODOT approves use of the following rate(s) on contracts that are partially or fully reimbursed using the cost-plus-fixed-fee contract type.

Company Name:	**CRAWFORD MURPHY, & TILLY, INC.**
Based on Actual Costs Incurred for Company's Year Ended:	December 31, 2019
Effective Date (Approval Date):	October 16, 2020

APPROVAL TYPE:
This approval is granted based on a limited, correspondence desk review of your company's cost submission, including the computation of indirect cost rate(s) and Facilities Capital Cost of Money (FCCM) rate(s), if applicable. This approval does not constitute an audit or cognizant review, and ODOT reserves the right to make further inquiries regarding submitted costs and to perform more extensive review procedures or audit testing at any time.

CONCLUSION. The following rates were accepted as submitted.

Corporate Indirect Cost Rate:	168.38%
Facilities Capital Cost of Money Rate:	0.52%

Note: The approved rates should be used for billings and cost proposals on contracts funded by the State of Ohio and/or Federal sources, including projects for ODOT and Ohio Local Public Agencies (LPAs). The above rates are based on the most recent cost information your Company submitted to ODOT. As more current cost information becomes available, it must be electronically submitted to the ODOT Office of External Audits via email (DOT.CostSubmissions@dot.ohio.gov). The submission is due no later than **six months** after the close of your Company's fiscal year (July 1 for all companies with a December 31 fiscal year end). See detailed requirements at http://www.dot.state.oh.us/Divisions/Finance/Auditing/Pages/Consultants.aspx. Failure to submit timely may result in the loss of your ODOT prequalification.

Overtime Premium. Based on the information submitted by your company:

☒ Project-related overtime premium is allocated to direct cost objectives and is allowable as a direct charge to applicable contracts. Overtime premium that is not project related is included in the indirect cost pool.

☐ All overtime premium is allocated to the indirect cost pool; accordingly, overtime premium is not eligible as a direct charge to contracts.

☐ No overtime premium was incurred during the audit period.

☐ Your company has not established a policy for allocating and billing these costs. As your company works toward establishing an indirect cost rate fully compliant with Part 31 of the Federal Acquisition Regulation, you must establish a policy for allocating and billing overtime premium.

Please send a return message to confirm receipt of this certificate. Thank you for your assistance during this review.

Manager approval by:

Scot P. Gormley

Scot P. Gormley

Financial Program Manager
ODOT Office of External Audits
1980 W. Broad St., Mail Stop 2140, Columbus, OH 43223
614.644.0384
transportation.ohio.gov

For ODOT Use Only

Posted to Master Schedule:	☒
CSS Database Updated:	☒
OEA Auditor: ☒ SPG ☐ LH ☐ TE	
RA Tier: ☒ 1 ☐ 2 ☐ 3	

Lanham
ENGINEERING LLC
Creating Traffic Solutions

January 14, 2021

LJB, Inc.
Andrew J. Shahan, P.E., P.S., PMP
2500 Newmark Drive
Miamisburg, OH 45342

Re: I-675/Wilmington Interchange Study
Design Traffic Development

Dear Mr. Shahan,

I am pleased to submit the following cost proposal and scope of services to prepare design traffic for the above mentioned project.

Scope of Services

Lanham Engineering, LLC will prepare design traffic for certification in accordance with the Ohio Design Traffic Manual and ODOT preferences in files and formatting.

Work will include the following tasks:

1. Final count data including any balancing or COVID adjustments will be furnished by LJB (or project partner CMT) in both plate and spreadsheet formats. LJB/CMT team is responsible for ensuring that counts are consistent with the ODOT Count Guidelines. No additional counts will be taken or processed by, nor will a Count Evaluation Memo be prepared by Lanham Engineering.
2. Review travel demand model inputs (including networks, zonal data and zone structure) and outputs (including traffic volumes by time-of-day and turning movements). Input recommendations to the revised model will be made if discrepancies are identified in the outputs. No revisions to the modeling will be included in this scope, and will need to be done by others.

3. Develop Design Traffic as directed by LJB/CMT using the required ODOT standard files including Excel traffic adjusting spreadsheets and Microstation design plates format.

   Design Traffic details will include:
   - Opening Year 2025 – AM, PM, 24 hour
   - Design Year 2045 – AM, PM, 24 hour
   - Truck percentages – AM, PM, 24 hour
   - Intersections Include:
     - Bigger Rd. at Clyo Rd.
     - Bigger Rd. at SR-725
     - SR-725 at Wilmington Pike
     - SR-725 at Main St.
     - Wilmington Pike at Clyo Rd.
     - Wilmington Pike at Miami Valley Dr.
     - Wilmington Pike at I-675 NB Ramps
     - Wilmington Pike at I-675 SB Ramps
     - Wilmington Pike at Feedwire Rd./E. Whipp Rd.
     - Wilmington Pike at Brown Rd.
     - Feedwire Rd. at Charles Dr.
     - Feedwire Rd. at Clinger Ln.
     - Feedwire Rd. at Clyo Rd.
     - Feedwire Rd. at Little Sugarcreek Rd.
     - Feedwire Rd. at Bellbrook Middle School Access Road
     - Feedwire Rd. at Upper Bellbrook Rd.
     - Swigart Rd. at Little Sugarcreek Rd./Wagner Rd.
     - Swigart Rd. at Future Extension of Bellfast Dr.
     - Stutsman Rd. at S. Alpha Bellbrook Rd.
     - Up to one additional intersection TBD
4. Create Design Traffic Plates in pdf and Microstation formats for AM peak hour, PM peak hour, and AADT for Opening and Design Years. No Alternatives will be included per Early Coordination Meeting assumption that No Build equals Build. Truck percentages (AM, PM, 24 hour) will be included on separate plates.

5. Prepare a Design Traffic Technical Report to include documentation of work and assumptions (adjustments made, special situations, special land use considerations, model inputs, etc.).
6. All deliverables will be electronic, no paper copies will be provided. PDF printouts for NCHRP files will not be included, just the electronic excel format files.
7. Time will be included for any time required to coordinate with ODOT, MPO, and project team.

Items to be provided from LJB/CMT team include:

- Traffic count data and plates for all locations – plates and excel formats
- Travel Demand Modeling from ODOT or MVRPC for No Build

Tasks explicitly excluded from our scope of work include:

- Traffic count data collection
- Count Evaluation Memo – Prepared by LJB/CMT
- Growth Evaluation Technical Memo
- Weaving Volumes
- Any traffic simulations or capacity analysis

All project management activities will be incorporated into these tasks including correspondence, coordination, and invoicing. Final deliverables will be completed within 30 days of Notice to Proceed, or receipt of sufficient items to be provided by LJB/CMT, whichever comes later.

Payment and Billing

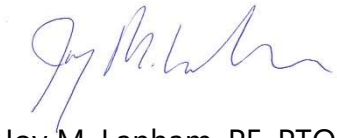
Engineering services rendered will be billed per current ODOT invoicing requirements on a cost plus net fee basis including reimbursable expenses such as mileage, lodging, and meals for out-of-town trips. Itemized invoices will be sent monthly and are payable upon receipt. Anticipated costs are included on the attached printouts.

Lanham Engineering, LLC will not begin services until official Notice to Proceed has been received.

Lanham
ENGINEERING LLC
Creating Traffic Solutions

Thank you for the opportunity to work with you on this project, and feel free to contact me if there is further information needed.

Sincerely,



Joy M. Lanham, PE, PTOE
President/CEO

Lanham Engineering, LLC 2421 Reginald Ct Powell, OH 43065
joy@lanhamengineering.com 614-216-0448
www.lanhamengineering.com

DETAILED BREAKDOWN OF PROPOSED TOTAL HOURS, PERSONNEL CATEGORIES, AND LABOR RATES FOR
I-675/Wilmington Interchange Study
Design Traffic Development

Proposal Date: 1/14/2021
Revised Date:

CONSULTANT: Lanham Engineering, LLC

PROJECT DESCRIPTION: I-675/Wilmington Interchange Study

HOURLY RATES

PM/Senior Eng	$	52.50
Senior Eng	$	42.50
Project Eng	$	37.50
Technician	$	20.00
Clerical	$	26.50

Task Description	PM/Senior Eng	Senior Eng	Project Eng	Technician	Clerical					Overall Total Hours	Labor Costs
Project coordination											
Project coordination											
Project Management/Coordination with LJB	8	4	0	0	0					12	$590
Meetings/Calls - 2 w/JLB/CMT, 1 w/ODOT	4	4	0	0	0					8	$380
											$0
Subtotal	**12**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**$970**
Design Traffic Development											
Design Traffic Development											
Review Count Data and Import Volumes	2	4	0	0	0					6	$275
Review Travel Demand Model Inputs/Outputs	2	4	0	0	0					6	$275
Develop Design Traffic for No Build	8	30	16	8	0					62	$2,455
Create Plates for No Build	4	20	16	16	0					56	$1,980
Create Plates for Trucks	2	4	4	6	0					16	$545
	0	0	0	0	0					0	$0
	0	0	0	0	0					0	$0
										0	$0
										0	$0
										0	$0
Subtotal	**18**	**62**	**36**	**30**	**0**	**0**	**0**	**0**	**0**	**146**	**$5,530**
Documentation/Report											
Documentation/Report											
Design Traffic Technical Report	4	20	0	4	0					28	$1,140
Revisions	2	4	0	0	0					6	$275
										0	$0
											$0
Subtotal	**6**	**24**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**34**	**$1,415**
TOTAL	**36**	**94**	**36**	**34**	**0**	**0**	**0**	**0**	**0**	**200**	**$7,915**

ENGINEERING AND TECHNICAL SERVICE COST PRICE PROPOSAL
AND LABOR RATES FOR
I-675/Wilmington Interchange Study
Design Traffic Development

Proposal Date: 1/14/2021

CONSULTANT: Lanham Engineering, LLC

Revised Date:

PROJECT DESCRIPTION: I-675/Wilmington Interchange Study

Average Overhead Rate =	157.26%	(Net Fee Calc.)
Overhead Percentage =	113.38%	
Net Fee Percentage =	11.00%	
Cost of Money =	0.00%	

Task Description		Hourly Rate	Total Hours	Labor Costs	Overhead Costs	Cost of Money	Direct Costs	Subcon Costs	Net Fee	Total Cost
Project coordination										
Project coordination										
Project Management/Coordination with LJB		$49.17	12	$590	$669	$0	$0	$0	$167	$1,426
Meetings/Calls - 2 w/JLB/CMT, 1 w/ODOT		$47.50	8	$380	$431	$0	$0	$0	$108	$918
				$0	$0	$0	$0	$0	$0	$0
	Subtotal		**20**	**$970**	**$1,100**	**$0**	**$0**	**$0**	**$274**	**$2,344**
Design Traffic Development										
Design Traffic Development										
Review Count Data and Import Volumes		$45.83	6	$275	$312	$0	$0	$0	$78	$665
Review Travel Demand Model Inputs/Outputs		$45.83	6	$275	$312	$0	$0	$0	$78	$665
Develop Design Traffic for No Build		$39.60	62	$2,455	$2,783	$0	$0	$0	$695	$5,933
Create Plates for No Build		$35.36	56	$1,980	$2,245	$0	$0	$0	$560	$4,785
Create Plates for Trucks		$34.06	16	$545	$618	$0	$0	$0	$154	$1,317
				$0	$0	$0	$0	$0	$0	$0
				$0	$0	$0	$0	$0	$0	$0
				$0	$0	$0	$0	$0	$0	$0
				$0	$0	$0	$0	$0	$0	$0
				$0	$0	$0	$0	$0	$0	$0
	Subtotal		**146**	**$5,530**	**$6,270**	**$0**	**$0**	**$0**	**$1,565**	**$13,365**
Documentation/Report										
Documentation/Report										
Design Traffic Technical Report		$40.71	28	$1,140	$1,293	$0	$0	$0	$323	$2,755
Revisions		$45.83	6	$275	$312	$0	$0	$0	$78	$665
				$0	$0	$0	$0	$0	$0	$0
				$0	$0	$0	$0	$0	$0	$0
	Subtotal		**34**	**$1,415**	**$1,604**	**$0**	**$0**	**$0**	**$400**	**$3,420**
	TOTAL		**200**	**$7,915**	**$8,974**	**$0**	**$0**	**$0**	**$2,240**	**$19,129**

DETAILED BREAKDOWN OF PROPOSED DIRECT COSTS FOR
I-675/Wilmington Interchange Study
Design Traffic Development

Proposal Date: 1/14/2021
Revised Date:

CONSULTANT: Lanham Engineering, LLC

PROJECT DESCRIPTION: I-675/Wilmington Interchange Study

RATES	
Mileage	$0.520
8.5x11 Copies	$1.00
11x17 Copies	$2.00
22x34 Copies	$8.00
Roll Plots	$15.00
Mounted Exhibits	$50.00
Hotel	$142.00
Meals	$57.00

I-675/Wilmington Interchange Study

Task Description	Mileage	8.5x11 Copies	11x17 Copies	22x34 Copies	Roll Plots	Mounted Exhibits	Hotel	Meals per Diem	Total Direct Costs
Field review	0	0	0	0	0	0	0	0	$0
Overnight stay	0	0	0	0	0	0	0	0	$0
Meals	0	0	0	0	0	0	0	0	$0
Draft report (electronic)	0	0	0	0	0	0	0	0	$0
Final report (electronic)	0	0	0	0	0	0	0	0	$0
Meetings	0	0	0	0	0	0	0	0	$0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**

SUMMARY OF COSTS FOR ALL TASKS
I-675/Wilmington Interchange Study
Design Traffic Development

CONSULTANT: Lanham Engineering, LLC

Proposal Date: 1/14/2021
Revised Date:

PROJECT DESCRIPTION: I-675/Wilmington Interchange Study

Average Overhead Rate =	**155.27%**	(Net Fee Calc.)
Overhead Percentage =	**137.96%**	
Net Fee Percentage =	**11.00%**	
Cost of Money =	**0.00%**	

Task Description	No.	Hourly Rate	Total Hours	Labor Costs	Overhead Costs	Cost of Money	Direct Costs	Subcon Costs	Net Fee	Total Cost
I-675/Wilmington Interchange Study			200	$7,915	$8,974	$0	$0	$0	$2,240	$19,129
If Authorized			0	$0	$0	$0	$0	$0	$0	$0
TOTAL			**200**	**$7,915**	**$8,974**	**$0**	**$0**	**$0**	**$2,240**	**$19,129**
TOTAL ALL TASKS			**200**	**$7,915**	**$8,974**	**$0**	**$0**	**$0**	**$2,240**	**$19,129**

Exhibit B

Amended and Restated Phase I Budget

(begins on next page)

I-675/WILMINGTON INTERCHANGE AREA PRELIMINARY ENGINEERING & FEASIBILITY STUDY PROJECT

EXHIBIT B - Amended & Restated Budget

COST ELEMENT	ORIGINAL SCOPE	EXPANDED SCOPE	TOTAL	NOTES
LJB Professional Services	$ 50,000	$ 470,000	$ 520,000	Includes $424,500 for expanded base scope & $44,500 if authorized.
TID Project Management	$ 25,000	$ 50,000	$ 75,000	To be drawn from SIB Loan.
TID Legal & Accounting	$ 15,000	$ 5,000	$ 20,000	To be drawn from SIB Loan.
TOTALS	**$ 90,000**	**$ 525,000**	**$ 615,000**	**33.33%/party, County and Township shares of final borrowing amount to be reduced equally based on amount of Greene County CIC Grant to County and Township**

Exhibit C

SIB Application

(begins on next page)

STATE INFRASTRUCTURE BANK

Initial Project Application

Revised 1/2012

1. BORROWER INFORMATION

Montgomery County Transportation Improvement District		
Legal Name		
County Administration Building – 10th Floor, 451 West 3rd Street		
Street Address		
Dayton	Montgomery	45422
City	County	Zip Code
Steve Stanley		Executive Director
Contact Person		Title
937-673-3852		sstanley@mctid.org
Telephone Number	Fax Number	Email Address

2. PROJECT MANAGER CONTACT

Crystal Corbin		Deputy Director
Contact Person		Title
614-530-0884		ccorbin@mctid.org
Telephone Number	Fax Number	Email Address

3. GUARANTOR INFORMATION (if different from above Borrower Information)

Greene County, City of Centerville, and Sugarcreek Township (see attached sheet)		
Legal Name		
Street Address		
City	County	Zip Code
Contact Person		Title
Telephone Number	Fax Number	Email Address

4. PROJECT INFORMATION

A. General Information

Project Name: I-675/Wilmington Interchange Area Improvement Project

County-Route-Section: Multiple roadways including Interstate 675 and Wilmington Pike.

PID #:

Location of Project: See attached map.

City/Village/Township: The project area is located in ODOT Districts 7 & 8, Greene & Montgomery Counties, the City of Centerville, and Sugarcreek Township.

Estimated Construction Start Date: 7/1/2024

Estimated Completion Date: 6/31/2026

B. Type of Project:

☑ Highway ○ New
○ Reconstruction
○ Preservation

☑ Local ☐ Rail ☐ Aviation

☐ Intermodal ☐ Transit ☐ Other (Specify):

C. System Identification (Functional Classification) of the Roadway:

☑ Federal Road ☑ State Road

☑ Local Road ☐ Other (Specify):

D. Functional classification of the Roadway: 1

To determine classification please follow this link

E. Is this project included in the:

☐ Transportation Improvement Plan (TIP) TIP # :

☐ State Transportation Improvement Plan (STIP) STIP #:

☐ Transportation Review Advisory Council:

TRAC Funding:

Date request submitted to TRAC: 3/22/2021

TRAC Approved Date: Click here to enter a date.

Contact Person: Steve Stanley, Executive Director

F. Is this loan to be repaid with federal funds? If so please identify source: NO

☐ MPO ☐ CEAO ☐ Large City

G. Detailed description of the project (attach map):

The I-675/Wilmington Pike interchange serves major employment and commercial centers, residential and recreational users in the vicinity of the interchange and surrounding roadway network supporting the City of Centerville, Greene County and Sugarcreek Township. Growing congestion issues, along with continued opportunity for economic growth in the area, has prompted local interests to consider improvements to the arterial street network and the I-675/Wilmington Pike interchange.

The stakeholder team, consisting of the Greene County Engineer's Office, the City of Centerville and Sugarcreek Township, have worked with the Montgomery County Transportation Improvement District and an engineering consultant to develop a scope of work to provide a Feasibility Study. The purpose of the study is to provide a comprehensive analysis of the existing and projected traffic, evaluation of alternatives and a master document to prioritize projects for the next several years. In addition to improvements within the interchange area, the study will explore access and capacity improvements along corridors and at intersections within the influence area.

It is important to note that the project crosses the jurisdictional boundaries of Montgomery and Greene Counties and includes important coordination with ODOT Districts 7 & 8 to undertake efforts to support transportation and other infrastructure improvements to more effectively service the area.

H. Status of Project Planning

	Completed:		Date:
Technical Feasibility Study	○ Yes	◉ No	Click here to enter a date.
Preliminary Design/Engineering	○ Yes	◉ No	Click here to enter a date.
Major Investment Study	○ Yes	◉ No	Click here to enter a date.
Traffic Study	○ Yes	◉ No	Click here to enter a date.
Final Design	○ Yes	◉ No	Click here to enter a date.
Environmental Clearance	○ Yes	◉ No	Click here to enter a date.
Right of Way Acquisition	○ Yes	◉ No	Click here to enter a date.

I. Project Status (brief description):

Work on the project has already begun. It is the intent of the stakeholders to fund the Feasibility Study locally through a loan from the SIB Fund, showing shared support for this important

project. The loan will allow all three local stakeholders to participate as decision makers in setting local priorities and funding strategies. Additionally, the team will submit a TRAC Tier II application to ODOT in March to advance the study to the next stage of development, engineering design. The collaboration of the stakeholders, their willingness to contribute to the study, and any matching grant funds will make this project attractive for a TRAC request.

5. PROJECT FINANCING REQUEST

☑ LOAN ☐ BOND

Click here for Bond/Loan Matrix

Project Sources & Uses

SOURCES		AMOUNT
A. SIB Request	$	$ 615,000
B.	$	
C.	$	
D.	$	
E.	$	
TOTAL SOURCES	$	$ 615,000

USES		AMOUNT
A. Preliminary Engineering	$	$ 520,000
B. Environmental	$	
C. Right-of-Way Acquisition	$	
D. Construction (Specify)	$	
E. Other (TID Project Management)	$	$ 75,000
F. Other (Legal & Accounting)	$	$ 20,000
TOTAL USES	$	$ 615,000

Term of SIB Loan or Bond Requested (Loan, 1 – 10 years), (Bond, 1 – 20 years)	10 years
Estimated Initial drawdown of SIB funds	April 15, 2021
Estimated last disbursement date of SIB funds: Note: Date can not exceed one year past completion date (Reference to question 4A)	

Please provide a detailed breakdown of the Sources & Uses of Funds:

Uses (1)	Date Mo/Yr (2)	Sources (3) 1. SIB	2.	3.	4.	5.	Total
Preliminary Eng.	4/15/21		$	$	$	$	$ 520,000
Environmental			$	$	$	$	$
Right of Way		$	$	$	$	$	$
Construction		$	$	$	$	$	$
TID PM Fee	4/15/21	$	$	$	$	$	$ 75,000
TID Legal & Acct.	4/15/21	$	$	$	$	$	$ 20,000
TOTAL		**$615,000**	**$**	**$**	**$**	**$**	**$ 615,000**

(1) Uses are the same as specified in Section 5 above.
(2) Provide the date when each event will first occur.
(3) Sources are the same as specified in Section 5 above.

6. DEDICATED REPAYMENT SOURCE FOR SIB LOAN:

Please list the specific sources of revenue you intend to pledge to repay the SIB loan and provide evidence, if available, of these revenues, i.e. financial statements highlighting applicable revenues. Examples of revenue sources include but are not limited to, Tax-Increment Payments, State Gas Tax, Vehicle Registration Fees, Tolls, Private Donations, Local Sales Tax, Non-Tax Revenues, General Obligation, Grants, etc.

Repayment Source (Specify)	Historical Annual Average (Received)		Projected Annual Average (Expected)		
	Past 2 Years		Year 1	Year 2	Year 3
Greene County	$	$	$	$	$
Sugarcreek Township					
City of Centerville					
Total Revenue Source	**$**	**$**	**$**	**$**	**$**

Does the applicant have any outstanding debt secured by the repayment source? ○ Yes ○ No

If yes, please specify the debt and amount: _____

7. APPLICATION DOCUMENTATION CHECKLIST

Project Map	◉ Yes	○ No
Legislation passed by local entity	◉ Yes	○ No
Evidence of Bond Rating	○ Yes	◉ No
Bond Rating: _____		
Approved letter from grantor if a grant is noted as a project funding source	○ Yes	◉ No
Audited Financial Statements (2 years)	◉ Yes	○ No
Proof of Environmental Clearance	○ Yes	◉ No
Projected Construction Disbursement Schedule	○ Yes	◉ No

8. SIGNATURES

A completed Initial Project Application and all applicable attachments may be submitted to the following for initiation of the approval process:

Brenna Smathers
State Infrastructure Bank
Ohio Department of Transportation
1980 West Broad Street
Columbus, Ohio 43223
(614) 752-0416
(614) 887-4117 *fax*
http://www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx

Please sign and return to the address above.

_____
Applicant/Borrower Signature *

_____
Applicant/Borrower Printed Name

_____
Title of person signing application

_____
Date

* The representative signing this application must be authorized by law to bind the borrower to an agreement

Greene County Fiscal Officer Certificate

The undersigned fiscal officer of Greene County, Ohio (the "**County**") hereby certifies that the monies required to meet the County's obligations during the year 2020 under the foregoing Amendment have been appropriated lawfully for that purpose, and are in the treasury of the County or in the process of collection to the credit of an appropriate fund, free from any previous encumbrances. Pursuant to Section 5705.44 of the Ohio Revised Code, the fiscal officer of the County covenants that any requirement herein of an expenditure of the County's money in any future fiscal year shall be included in the annual appropriation measure for that future fiscal year as a fixed charge. These certifications are in compliance with Section 5705.41 and 5704.44 of the Ohio Revised Code.

GREENE COUNTY, OHIO
FISCAL OFFICER

Date:_____

By: _____
Name: _____
Title:_____

Centerville Fiscal Officer Certificate

The undersigned fiscal officer of the City of Centerville, Ohio (the "**City**") hereby certifies that the monies required to meet the City's obligations during the year 2020 under the foregoing Amendment have been appropriated lawfully for that purpose, and are in the treasury of the City or in the process of collection to the credit of an appropriate fund, free from any previous encumbrances. Pursuant to Section 5705.44 of the Ohio Revised Code, the fiscal officer of the City covenants that any requirement herein of an expenditure of the City's money in any future fiscal year shall be included in the annual appropriation measure for that future fiscal year as a fixed charge. These certifications are in compliance with Section 5705.41 and 5704.44 of the Ohio Revised Code.

CITY OF CENTERVILLE, OHIO
FISCAL OFFICER

Date:_____

By: _____
Name: _____
Title:_____

Sugarcreek Township Fiscal Officer Certificate

The undersigned fiscal officer of Sugarcreek Township (Greene County), Ohio (the "**Township**") hereby certifies that the monies required to meet the Township's obligations during the year 2020 under the foregoing Amendment have been appropriated lawfully for that purpose, and are in the treasury of the Township or in the process of collection to the credit of an appropriate fund, free from any previous encumbrances. Pursuant to Section 5705.44 of the Ohio Revised Code, the fiscal officer of the Township covenants that any requirement herein of an expenditure of the Township's money in any future fiscal year shall be included in the annual appropriation measure for that future fiscal year as a fixed charge. These certifications are in compliance with Section 5705.41 and 5704.44 of the Ohio Revised Code.

SUGARCREEK TOWNSHIP
(GREENE COUNTY), OHIO
FISCAL OFFICER

Date:_____

By: _____
Name: _____
Title:_____

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