RESOLUTION NO. 22-22
CITY OF CENTERVILLE, OHIO

SPONSORED BY COUNCILMEMBER JoAnne Rau ON THE 21st DAY OF March, 2022.

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO THE PRIMARY INTERCHANGE PROJECT PHASE II ADDENDUM TO THE 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, which agreement was amended by the First Amendment to 675/Wilmington Pike Interchange Projects Management and Financing Agreement (collectively the "Agreement"); and

WHEREAS, the Parties entered into the Agreement in order to develop a cooperative framework for accomplishing the planning, design, financing, and construction of the infrastructure improvements to more effectively service users of the I-
675/Wilmington Pike Interchange and its related surface roadways; and

WHEREAS, the parties to the Agreement desired 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 I-675/Wilmington Pike Interchange and related surface roadways (the "Interchange Projects"); and

WHEREAS, one of the individual projects included within the broader set of Interchange Projects is the design, engineering, financing, and/or construction of certain improvements to the Interchange itself; and

WHEREAS, The Parties now desire to enter into this Addendum as a Subsequent Phase Addendum under the Agreement in order to proceed to a "Phase II" of the Primary Interchange Project, which will include procuring the design and engineering services necessary to construct the Primary Interchange Project; 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 the Addendum of the joint Management and Financing Agreement with the TID taking the lead to proceed with the Phase II of the Project.

NOW THEREFORE, THE MUNICIPALITY OF CENTERVILLE HEREBY RESOLVES:

SECTION 1: That the City Manager be and is hereby authorized to enter into a the Primary Interchange Project Phase II Addendum to the 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 Addendum is attached hereto and marked as Exhibit "A".

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

PASSED THIS 21st day of March, 2022.

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. 22-22, passed by the Council of the City of Centerville, Ohio on the 21st day of March, 2022.

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"

MONTGOMERY COUNTY
TRANSPORTATION IMPROVEMENT DISTRICT

RESOLUTION NUMBER 2022-26

RESOLUTION APPROVING THE PRIMARY INTERCHANGE PROJECT PHASE II ADDENDUM TO THE PROJECT MANAGEMENT AND FINANCING AGREEMENT WITH GREENE COUNTY AND CITY OF CENTERVILLE FOR I-675/WILMINGTON PIKE INTERCHANGE PROJECT

WHEREAS, by Resolution 2019-74, the Board approved an initial Project Management & Financing Agreement ("PMFA") with the City of Centerville to assist the City with identifying transportation improvements and potential economic development opportunities in the vicinity of the I-675/Wilmington Pike Interchange (the "Interchange"); and

WHEREAS, a portion of the Interchange is located within the boundaries of Greene County and a portion of the Interchange is located within the boundaries of Montgomery County and supports substantial business, retail, residential and recreational users located in both counties; and

WHEREAS, by action of Resolution 2020-84, the Board approved the Interchange Projects and District Services Agreement with Montgomery County and Greene County in accordance with Sections 5540.03 and 5540.18 of the Ohio Revised Code, authorizing the TID to assist with projects located in Greene County if Greene County and Montgomery County enter into an agreement with the TID permitting the TID's involvement; and

WHEREAS, by action of Resolution 2020-97, the Board approved the Phase 1 Project Management & Financing Agreement for the I-675/Wilmington Pike Interchange Project with the City of Centerville, Sugarcreek Township, and Greene County to initiate traffic counting and set forth the framework for subsequent Interchange Projects; and

WHEREAS, by action of Resolution 2021-13, the Board approved the Phase 1 Restated and Amended Project Management & Financing Agreement for the I-675/Wilmington Pike Interchange Project with the City of Centerville, Sugarcreek Township, and Greene County to incorporate an expanded Phase 1 scope and plan among the parties for financing the original and expanded Phase 1 scope; and

WHEREAS, by action of Resolution 2021-15, the TID successfully submitted an application to ODOT for TRAC Tier II funds and was awarded $3,000,000 for preliminary engineering, design, and right-of-way for the modification of the Primary Interchange Project; and

WHEREAS, Greene County and the City of Centerville now desire to enter into the Addendum as a Subsequent Phase Addendum under the PMFA in order to proceed to a "Phase II" of the Primary Interchange Project, which will include procuring the design and engineering services necessary to construct the Primary Interchange Project

WHEREAS, the Executive Director has negotiated the terms of the Phase 2 Addendum to the Project Management and Financing Agreement with Greene County and the City of Centerville to memorialize the responsibilities and commitments of the parties and has recommended the addendum be approved.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Trustees of the Montgomery County Transportation Improvement District that the attached Phase 2 Addendum to the Project Management and Financing Agreement with Greene County and the City of Centerville be and is hereby approved.

BE IT FURTHER RESOLVED by the Board that the Executive Director be and is hereby authorized to execute the agreement, incorporating changes that may be required in final negotiations with Greene County and the City of Centerville, provided that the Executive Director and the General Counsel determine that such changes are not materially detrimental to the TID or the projects.

BE IT FURTHER RESOLVED, by the Board that copies of this resolution be provided to the Executive Director, the Secretary/Treasurer, the General Counsel, the Finance Director, Greene County, and the City of Centerville.

Adopted the 14th day of March, 2022.

_____

Chairperson, Montgomery County Transportation Improvement District

Attest: _____

Secretary/Treasurer

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

- PRIMARY INTERCHANGE PROJECT PHASE II ADDENDUM -

THIS PHASE II ADDENDUM (PRIMARY INTERCHANGE PROJECT) TO I-675/WILMINGTON PIKE INTERCHANGE PROJECTS MANAGEMENT AND FINANCING AGREEMENT (this "**Addendum**") is made and entered into as of the ___ day of _____, 2022, (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**"), and the **CITY OF CENTERVILLE, OHIO** (the "**City**") (the TID, Greene County, and the City 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 and Sugarcreek Township (Greene County), Ohio (the "**PMFA Parties**") entered into that certain I-675/Wilmington Pike Interchange Projects Management and Financing Agreement (the "**Original PMFA**"), which was subsequently amended by that certain First Amendment to I-675/Wilmington Pike Interchange Projects Management and Financing Agreement dated on or about March 8, 2021 (the "**First Amendment**", and together with the Original PMFA, the "**PMFA**");

B. The PMFA Parties entered into the PMFA in order to develop a cooperative framework for accomplishing the planning, design, financing, and construction of infrastructure improvements to more effectively service users of the I-675/Wilmington Pike Interchange (the "**Interchange**") and its related surface roadways (the "**Interchange Projects**");

C. The PMFA provided for a "Phase I" generally applicable to the Interchange Projects, which consisted of the engagement of the TID by the other PMFA Parties to engage a third party professional consultant to perform certain preliminary engineering services and conduct a feasibility study for the Interchange Projects;

D. The Original PMFA also provided that the Interchange Projects may comprise multiple phases, and that phases subsequent to Phase I, if any (each, a "**Subsequent Phase**"), may include the design, financing and/or construction of one or more aspects of an Interchange Project arising from Phase I, and to the extent two or more of the PMFA Parties desire to proceed to a Subsequent Phase, such Parties will negotiate and enter into an addendum to the PMFA to set forth their respective rights and obligations with respect to such Subsequent Phase (a "**Subsequent Phase Addendum**");

E. One of the individual projects included within the broader set of Interchange Projects is the design, engineering, financing, and/or construction of certain improvements to the Interchange itself (the "**Primary Interchange Project**");

F. The Parties now desire to enter into this Addendum as a Subsequent Phase Addendum under the PMFA in order to proceed to a "**Phase II**" of the Primary Interchange Project, which will include procuring the design and engineering services necessary to construct the Primary Interchange Project; and

G. 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 _____, and the TID, acting pursuant to Resolution No. _____ adopted by its Board of Trustees on _____, have each authorized the execution of this Addendum.

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

1. **TID Management Services; Additional Phases**. The TID will provide project planning, project coordination, strategy development, and project supervision services in connection with the Initial Phase II Scope (as defined in Section 2 below) (the "**TID Management Services**"). To the extent two or more of the Parties desire to proceed to one or more additional phases related to the Primary Interchange Project (which may include without limitation the financing and/or construction of the Primary Interchange Project), such Parties will enter into one or more additional Subsequent Phase Addenda, provided, however, that the Parties acknowledge that by executing this Addendum, no Party is committing to enter into any additional Subsequent Phase Addenda.

2. **Initial Phase II Scope**. Phase II of the Primary Interchange Project will include procuring the design and engineering services necessary to construct the Primary Interchange Project (the "**Phase II Scope**"); provided, however that unless and until the TID and one or more of the other PMFA Parties agree to proceed further pursuant to an amendment to this Addendum that will set forth such PMFA Parties' respective rights and obligations with regard thereto, including without limitation funding obligations (an "**Expanded Phase II Scope Amendment**"), the Phase II Scope will be limited to the engagement by the TID of LJB Inc. to produce Stage I Plans pursuant to the proposal attached hereto as Exhibit A, as such proposal may be modified by the TID (which modification may not result in any increase to the Initial Phase II Budget (as defined in Section 4 below)) in connection with final negotiations with LJB Inc. (the "**Initial Phase II Scope**"). The Parties acknowledge that by executing this Addendum, no Party is committing to enter into any Expanded Phase II Scope Amendment.

3. **Initial Phase II Schedule**. The Parties agree to use their reasonable commercial efforts to complete the Initial Phase II Scope by March 31, 2023.

4. **Initial Phase II Budget**. The budget for the Initial Phase II Scope is set forth in Exhibit B attached hereto (the "**Initial Phase II Budget**"). Within thirty (30) days following the Effective Date, each of Greene County and the City (each, a "**Local Jurisdiction**") will make a payment equal to fifty percent (50%) of the total Initial TID Phase II Management Fee (as defined in Section 5.A. below). Thereafter, from time to time the TID will invoice the Local Jurisdictions for the other amounts set forth in the Initial Phase II Budget, and each Local Jurisdiction will pay the invoiced amount within ten (10) business days following receipt of the invoice. Except for the

Initial TID Phase II Management Fee, the TID will use the Initial Phase II Budget funds solely in connection with out-of-pocket costs incurred by the TID in connection with the Initial Phase II Scope. To the extent the TID and one or more of the other PMFA Parties enter into an Expanded Phase II Scope Amendment, such amendment will include a budget related to the activities to be conducted pursuant to such Expanded Phase II Scope Amendment.

5. **TID Management Fees**.

A. The Local Jurisdictions acknowledge that the Initial Phase II Budget includes a fee payable to the TID as compensation for the performance of the TID Management Services (the "**Initial TID Phase II Management Fee**").

B. In addition to the Initial TID Phase II Management Fee, the Local Jurisdictions acknowledge that the TID will be entitled to similar fees for the TID's activities related to an Expanded Phase II Scope Amendment, if any, and/or additional Subsequent Phase Addenda, if any, and to the extent the TID is engaged to manage construction of the Primary Interchange Project in connection with a Subsequent Phase, such fees will include a fee equal to five percent (5%) of the total project costs associated with the construction of such Subsequent Phase.

6. **Specific Funding Provisions.**

A. As a general matter, the Local Jurisdictions will be obligated to fund the entire cost of Phase II, 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 costs as set forth in the applicable budget.

B. As of the Effective Date, the TID has obtained a Tier II allocation to support the Initial Phase II Scope from the Ohio Department of Transportation (ODOT) Transportation Review Advisory Council (TRAC) in the amount of $3,000,000 (the "**TRAC Funding Allocation**"). The TRAC Funding Allocation requires a local match in the aggregate amount of $750,000 (the "**Local Match**"). The Local Match will be provided by the Local Jurisdictions as set forth in the Initial Phase II Budget.

C. Notwithstanding anything in this Addendum to the contrary, the TID will not be obligated to provide for any products or services related to the Primary Interchange Project in excess of the funds actually received by the TID from the Local Jurisdictions or third party funding sources, less any agreed fees payable to the TID.

7. **Miscellaneous.** Except as otherwise expressly provided in this Addendum, the PMFA is hereby ratified in its entirety and remains in full force and effect. Any capitalized word in this Addendum not defined in this Addendum will have the meaning given in the PMFA. This Addendum will be construed under the laws of the State of Ohio. This Addendum 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 Addendum by facsimile, email or other electronic means is effective as delivery of a manually executed counterpart of this Addendum.

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

MONTGOMERY COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

By: _____

Print Name: _____

Title: _____

APPROVED AS TO FORM

By: _____

Print Name: _____

Title: _____

BOARD OF COUNTY COMMISSIONERS OF GREENE COUNTY, OHIO

By: _____

Print Name: _____

Title: _____

APPROVED AS TO FORM

By: _____

Print Name: _____

Title: _____

CITY OF CENTERVILLE, OHIO

By: _____

Print Name: _____

Title: _____

APPROVED AS TO FORM

By: _____

Print Name: _____

Title: _____

Exhibit A

Initial Phase II Scope

(begins on next page)

PRICE PROPOSAL FOR I-675 & WILMINGTON PIKE INTERCHANGE FEASIBILITY STUDY (TRAC FUNDED TASKS)

January 17, 2022

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

January 17, 2022

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

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

Dear Crystal:

Thank you for the opportunity to submit a re-formatted proposal for services originally proposed and dated February 24, 2021, July 6, 2021, and November 5, 2021. Scopes of services are limited to the Feasibility Study of improvements at the Wilmington Pike interchange with I-675. This proposal reflects our understanding of the direction from stakeholders on November 9 to organize all proposals provided by LJB to date in a timeline format to facilitate assignment of scope and fee to ODOT's TRAC funding as well as clarifications from ODOT via email dated December 29, 2021.

This proposal is intended to cover services originally proposed on February 24, 2021 and November 5, 2021 and expected to be initiated and completed after February 2022 except for tasks clarified by ODOT as not being TRAC eligible. Generally, the services provided in this proposal include:

1. Completion of coordination with ODOT to obtain certified traffic.

2. A Feasibility Study deliverable that satisfies ODOT's guidance document for Feasibility Studies as a subset of a regional Transportation Planning Study. The Feasbility Study will include Options 1, 1B, and 2 referenced in the November 5 proposal.

3. Stakeholder public involvement.

4. Project management.

Fees for these services are proposed at $341,059, with an if authorized amount of $10,886. We have based our fees upon our experience with similar projects and ODOT's Consultant Fee Estimating Guidance.

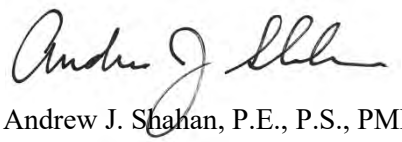
An accounting summary of proposals and authorizations follows for convenience:

SCOPE OF SERVICES	PROPOSAL	NOTICE TO PROCEED	PROPOSAL AMOUNT	JTD INVOICED
Data Collection & Early Coordination Meeting with ODOT M&F	11/13/2020	11/3/2020 *(verbal)* 11/9/2020 *(PSA)*	$50,000	$50,000
Certified Traffic & Feasibility Study	2/24/2021	2/23/2021 *(Certified Traffic Only, email)* 3/8/2021 *(PSA, $50,000 limit)* 7/9/2021 *(Feasibility Study, email)*	$424,479 (If Auth $44,539)	$206,772.11 (through December 31, 2021)
Interchange Concepts Sensitivity Analysis	7/6/2021	Not yet received	$85,672	$0
Certified Traffic – New MVRPC regional model	11/5/2021	Not yet received	$159,587	$0

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
  - October 14, 2021 Meeting Minutes
  - Modeling and Forecasting Early Coordination Checklist
  - Schematic Views of Options 1, 1B & 2
  - Tom Mazza Email dated December 29, 2021
- Appendix B – Subconsultant Proposals (yellow divider)
  - Subconsultant Proposals

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
Project Manager, Infrastructure

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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**		**158.08%**				
Modification No.	0			**Consultant Overhead Rate:**		**170.18%**				
PID No.	115160			**Cost of Money:**		**0.92%**				
Proposal Date	1/17/2022			**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			$55.68	30	$1,671	$2,843	$15	$0	$0	$474	$5,003
TOTAL 1.1 - Project Start-up			$55.68	30	$1,671	$2,843	$15	$0	$0	$474	$5,003
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			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
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				0	$0	$0	$0	$0	$0	$0	$0
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	$0	$0	$0
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	$0	$0	$0
1.3.E - Certified Traffic - No Build Condition			$70.34	2	$141	$239	$1	$0	$0	$40	$421
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	$7,589	$0	$7,589
1.3.H - Develop Purpose & Need			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
TOTAL 1.3 - Existing Data, Research and Analysis				2	$141	$239	$1	$0	$7,589	$40	$8,010
1.4 - Stakeholder Involvement and Public Involvement Plan											
1.4.A - Public Involvement Plan			#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
TOTAL 1.4 - Stakeholder Involvement and Public Involvement Plan				0	$0	$0	$0	$0	$0	$0	$0
1.5 - Project Management for Planning Phase											
1.5.A - Meetings			$54.90	81	$4,447	$7,567	$41	$0	$10,430	$1,262	$23,747
1.5.B - General Oversight			$83.17	80	$6,654	$11,323	$61	$50	$1,748	$1,889	$21,725
1.5.C - Project Set Up			$32.50	10	$325	$553	$3	$0	$1,748	$92	$2,721
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				171	$11,425	$19,443	$105	$50	$13,926	$3,243	$48,193
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				203	$13,236	$22,526	$122	$50	$21,515	$3,758	$61,206

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	$4,768	$0	$4,768
2.1.A.B - Design Criteria		$47.19	52	$2,454	$4,176	$23	$0	$0	$697	$7,349
2.1.A.C - Traffic Analysis		#DIV/0!	0	$0	$0	$0	$0	$43,128	$0	$43,128
2.1.A.D - Safety Analysis		#DIV/0!	0	$0	$0	$0	$0	$18,675	$0	$18,675
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	$12,933	$70	$0	$0	$2,157	$22,760
2.1.A.G - Preliminary Alignment and Profile		$38.98	363	$14,151	$24,081	$130	$0	$0	$4,017	$42,379
2.1.A.H - Cross-Sections		$38.71	200	$7,741	$13,174	$71	$0	$0	$2,198	$23,183
2.1.A.I - Environmental Analysis		#DIV/0!	0	$0	$0	$0	$0	$10,511	$0	$10,511
2.1.A.K - Prepare Feasibility Study		$47.28	43	$2,033	$3,460	$19	$0	$15,615	$577	$21,704
2.1.A.L - Cost Estimate		$42.22	96	$4,053	$6,898	$37	$0	$0	$1,151	$12,139
2.1.A.M - MOT strategy		$47.68	27	$1,287	$2,191	$12	$0	$0	$366	$3,856
2.1.A.N - Right of Way Requirements		$38.87	58	$2,254	$3,837	$21	$0	$0	$640	$6,752
2.1.A.O - Preliminary Geotechnical Assessment		$57.50	2	$115	$196	$1	$0	$0	$33	$344
2.1.A.P - Utility Issues		$42.22	9	$380	$647	$3	$0	$0	$108	$1,138
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	$21,496	$0	$21,496
2.1.A.S - Conclusion		#DIV/0!	0	$0	$0	$0	$0	$4,768	$0	$4,768
2.1.A.T - Mapping		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.J - Stakeholder Public Involvement		$42.34	55	$2,329	$3,963	$21	$25	$17,016	$661	$24,016
TOTAL 2.1 - Develop Preliminary Alternatives			1085	$44,397	$75,555	$408	$25	$135,977	$12,604	$268,967
Total - 2 Preliminary Engineering Phase			1085	$44,397	$75,555	$408	$25	$135,977	$12,604	$268,967
TOTAL AUTHORIZED PARTS			1288	$57,634	$98,081	$530	$75	$157,492	$16,361	$330,173
IF-AUTHORIZED TASKS:										
1.3.F - Capacity Analysis - No Build Condition		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.C - Traffic Analysis (Transmodeler SE)		#DIV/0!	0	$0	$0	$0	$0	$10,886	$0	$10,886
2.1.A.H - Cross-Sections		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
2.1.A.T - Mapping		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0
TOTAL IF-AUTHORIZED PARTS			0	$0	$0	$0	$0	$10,886	$0	$10,886
GRAND TOTAL			1288	$57,634	$98,081	$530	$75	$168,378	$16,361	$341,059

PROPOSED OVERHEAD AND COST OF MONEY RATES

OHIO DEPARTMENT OF TRANSPORTATION

CONSULTANT INDIRECT COST RATE APPROVAL CERTIFICATE NO. 08192021-SPG-③

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, 2020
Effective Date (Approval Date):	August 19, 2021

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:	170.18%
Facilities Capital Cost of Money Rate:	0.92%

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 https://www.transportation.ohio.gov/wps/portal/gov/odot/working/publications/audit-consultant. 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.

Approved 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	

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.	115160	Lanham Engineering									
Proposal Date	1/17/2022										
		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	6		14	4		6			30 $1,671
TOTAL 1.1 - Project Start-up			6	0	14	4	0	6	0	0	30 $1,671
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									0 $0
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	0	0	0	0	0	0	0 $0
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	1		1						2 $141
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			1	0	1	0	0	0	0	0	2 $141
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	21		30			30			81 $4,447
1.5.B - General Oversight		CMT	80								80 $6,654
1.5.C - Project Set Up		CMT						10			10 $325
1.5.D - Non Routine (Soft) Items											0 $0
TOTAL 1.5 - Project Management for Planning Phase			101	0	30	0	0	40	0	0	171 $11,425
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			**108**	**0**	**45**	**4**	**0**	**46**	**0**	**0**	**203 $13,236**
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					20		32				52 $2,454
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					67			133	163		363 $14,151
2.1.A.H - Cross-Sections					33			67	100		200 $7,741
2.1.A.I - Environmental Analysis											0 $0
2.1.A.K - Prepare Feasibility Study				3	21			19			43 $2,033
2.1.A.L - Cost Estimate					32			32	32		96 $4,053
2.1.A.M - MOT strategy					11	11			5		27 $1,287
2.1.A.N - Right of Way Requirements				5		5		16	32		58 $2,254
2.1.A.O - Preliminary Geotechnical Assessment					2						2 $115
2.1.A.P - Utility Issues					3			3	3		9 $380
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											0 $0
2.1.A.J - Stakeholder Public Involvement		LJB			15				40		55 $2,329
TOTAL 2.1 - Develop Preliminary Alternatives			0	8	264	16	32	330	435	0	1085 $44,397
Total - 2 Preliminary Engineering Phase			0	8	264	16	32	330	435	0	1085 $44,397
TOTAL AUTHORIZED PARTS			108	8	309	20	32	376	435	0	1288 $57,634
IF-AUTHORIZED TASKS:											
1.3.F - Capacity Analysis - No Build Condition											0 $0
2.1.A.C - Traffic Analysis (Transmodeler SE)											0 $0
2.1.A.H - Cross-Sections											0 $0
2.1.A.T - Mapping											0 $0
TOTAL IF-AUTHORIZED PARTS			0	0	0	0	0	0	0	0	0 $0
GRAND TOTAL			108	8	309	20	32	376	435	0	1288 $57,634

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.	115160										
Proposal Date	1/17/2022	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											$0.00
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	$25.00
Total - 2 Preliminary Engineering Phase		50	0	0	0	0	0	0	0	0	$25.00
TOTAL AUTHORIZED PARTS		150	0	0	0	0	0	0	0	0	$75.00
IF-AUTHORIZED TASKS:											
1.3.F - Capacity Analysis - No Build Condition											$0.00
2.1.A.C - Traffic Analysis (Transmodeler SE)											$0.00
2.1.A.H - Cross-Sections											$0.00
2.1.A.T - Mapping											$0.00
TOTAL AUTHORIZED PARTS		0	0	0	0	0	0	0	0	0	$0.00
GRAND TOTAL		150	0	0	0	0	0	0	0	0	$75.00

LISTING OF SUBCONSULTANTS

SUBCONSULTANT	WORK CATEGORY	TOTAL AMOUNT PROPOSED	OH%	COM%
Crawford, Murphy, & Tilly	Traffic/Safety	$168,378 *$10,886 IF AUTHORIZED*	166.61%	0.23%
Lanham Engineering	Certified Traffic	$18,624	97.36%	0.00%

PROJECT SCHEDULE

STAGE REVIEW SUBMITTALS	DURATION	SCHEDULED SUBMITTAL	REVIEW TIME
~~Authorization to Proceed~~		~~7/12/2021~~	
~~Project Management Team Meeting #1~~		~~8/3/2021~~	
~~Technical Memo Summary of Alternatives~~	~~7 weeks~~	~~8/30/2021~~	~~7 days~~
~~Concept Study Walk Through With Stakeholders~~		~~9/14/2021~~	
Certified Traffic Approved *(Tentative)*	*2 months*	*TBD after confirming modeling work scope* (ODOT M&F provided updated model to LJB on December 14, 2021) ****(Project Sponsor review of the model output initiated January 10, 2022)*	30 days
List of potential local network projects – (assumes local project identification based upon TDM output available December 15)		April 2022 *Prior to DC Fly In*	Vet in the April PMT
Stakeholders plan meeting to review potential local projects with elected officials/financing team		Late May 2022/Early June 2022	
Implementation Plan for local network projects - DRAFT		July 2022 *In advance of MVRPC apps, may also need to expedite projects for OPWC apps in May*	Vet in the June PMT
Feasibility Study Submitted *(Tentative)*	*5 months*	*TBD after confirming certified traffic schedule*	30 days

**** Critical Path – Feedback from project sponsors requested by January 25, 2022.*

KEY DATES

ODOT Modeling & Forecasting provides new model output to LJB 12/15/2021

Appendix A – Scope of Services

APPENDIX A – SCOPE OF SERVICES

Project Narrative

PROJECT NARRATIVE

Project name: I-675 & Wilmington Pike Interchange Feasibility Study Services after February 2022

Client name: Montgomery County Transportation Improvement District

Date: January 17, 2022

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

This proposal's scope of services is intended to be consistent with services originally proposed dated February 24, 2021 and November 5, 2021. This proposal's scope of services is limited to the Feasibility Study of improvements at the Wilmington Pike interchange with I-675. This proposal reflects our understanding of the direction from stakeholders on November 9 to organize all proposals provided by LJB to date in a timeline format to facilitate assignment of scope and fee to ODOT's TRAC funding as well as clarifications from ODOT via email dated December 29, 2021.

The purpose of this project is to mitigate primary issues related to 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 that satisfies ODOT's guidance document for Feasibility Studies. The supplemental services detailed below generally support consideration of 3 alternatives previously identified by stakeholders:

- Option 1: Conventional safety and capacity improvements through additional lanes on Wilmington Pike, Feedwire Road, and Clyo Road. Interchange improvements include additional lanes to the existing ramps.
- Option 1B: Option 1B will be focused on alternative improvements to the interchange that include a double crossover diamond (DCD/DDI) interchange configuration. Additional lanes contemplated with Option 1 on Wilmington Pike, Feedwire Road, and Clyo Road will also be shown.
- Option 2: Option 2 will include a split interchange with Feedwire Road and Wilmington Pike inclusive of a parallel roadway network. Additional lanes on Wilmington Pike, Feedwire Road, and Clyo Road will also be shown.

Our understanding of the scope of supplemental services for the project are based upon the discussions with local public agency stakeholders at LJB's office on October 12, with ODOT's Office of Roadway Engineering on October 12, with ODOT Modeling & Forecasting on October 14, and with ODOT District 8 on October 22. Generally, services required include:

1. Completion of coordination with ODOT to obtain certified traffic.
2. A Feasibility Study deliverable that satisfies ODOT's guidance document for Feasibility Studies as a subset of a regional Transportation Planning Study. The Feasbility Study will include Options 1, 1B, and 2 referenced above.
3. Stakeholder public involvement.

4. Project management.

Civil engineering

EXISTING DATA, RESEARCH AND ANALYSIS

- 1.3.E Certified Traffic – No Build Condition – This task is to oversee final approve of certified traffic plates by ODOT Modeling & Forecasting.
- 1.3.G Safety Analysis – ArcGIS will be utilized to scrub and analyze crash data and to provide summaries using crash data over a 3-year period (2017-2019). Crash diagrams to be provided for 6 signalized intersections on Wilmington Pike and Feedwire Road corridors.

PUBLIC INVOLVEMENT

- 2.1.A.J Stakeholder Public Involvement – We anticipate participation in two stakeholder and/or public meetings. The first 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 second 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 with preparation of necessary materials to communicate project information at each stakeholder meeting.

DEVELOP PRELIMINARY ALTERNATIVES / 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.
  - 2.1.A.A Alternatives Considered and Dismissed – Alternatives considered and dismissed will include additional Wilm Pike/I-675 interchange configurations such as a SPUI. Assume three BUILD alternatives will achieve acceptable Levels of Service with fewer impacts/ costs.

    A qualitative analysis will also be provided for a new interchange at Swigart Road/ I-675 -- criteria to include ramp spacing and constructibility/ budgetary costs. LJB will document alternatives considered and dismissed.

    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 – Traffic analysis for design year 2050 (AM/PM peak periods) will be performed for the following scenarios:

      1. Existing No Build condition (18 intersections/ 36 iterations)

      2. Alternative 1 (expanded diamond) No Build/ Build condition. This alternative includes capacity upgrades at all existing intersections (18 intersections/ 36 iterations).

      3. Alternative 1b (DDI) No Build/ Build condition. This alternative includes capacity upgrades at 2 intersections within the influence area of the Wilm Pike interchange (2 intersections/ 12 iterations).

      4. Alternative 2 (split interchange) for Build condition (21 intersections/ 42 iterations)

Freeway analysis for design year 2050 (AM/ PM peaks) for 3 scenarios: Existing No Build, Alt 1 Build/ No Build, and Alt 2 Build. Analysis includes 18 Basic Freeway Sections (x2 directions) and 15 diverge/merges on I-675/ Alt 2 ramps (132 freeway scenarios).

Analysis assumes that Opening Day 2030 analyses are not required to evaluate phased construction scenarios. See Crawford, Murphy & Tilly proposal dated November 2, 2021.

Analysis requirements outlined above results for 258 total analysis scenarios plus a 32% increase for iterative analyses (82) to refine the preferred alternative(s).

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

Traffic analysis for design year 2050 of 8 intersections (No Build, Alt 1, Alt 1b and Alt 2) for AM/PM peak periods (64 total scenarios). Limited to study area on the Wilmington Pike and Feedwire corridors where queues may extend to the adjacent signalized intersections.

» 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 work to be identified as part of a future scope of work. The ECAT tool will be used to predict the safety performance of 4 alternatives: Existing No Build, Alternative 1, Alternative 1b and Alternative 2. Each of these alternatives require a unique ECAT model of the network. The network will be limited the 7 intersections for Alternative 1/ 1b and 9 intersections for Alternative 2. Analysis to include benefit/cost ratios of each alternative.

» 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. 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 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 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.

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. 70 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.

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.

» 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, the degree to which they meet primary and secondary purpose and need elements and public involvement.

- 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).

- 2.1.A.K Prepare Feasibility Study – Report will be organized consistent with the ODOT Office of Environmental Services guidance document dated January 2019 for the interchange influence area. The Feasibility Study for the interchange area will be an appendix within the Transportation Planning Study document. The Feasibility Study document will be submitted to ODOT and the Transportation Planning Study will be provided for local stakeholders.
- 2.1.A.R Comparison of Alternatives & 2.1.A.S Conclusion – 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, the degree to which they meet primary and secondary purpose and need elements and public involvement.

Project Management

- 1.1.C Internal Meeting with Project Sponsor and ODOT staff – Six (6) meetings are anticipated with 3 LJB attendees. The consultant team will prepare agendas and meeting summaries. This task includes actual meeting time as well as preparation and debrief with the consultant team.
- 1.5.A Meetings – Twelve (12) meetings are anticipated with the Montgomery County TID and stakeholders with 3 LJB attendees. The consultant team will prepare agendas and meeting summaries. This task includes actual meeting time as well as preparation and debrief with the consultant team. CMT anticipates two (2) meetings per month for 8 months with stakeholders or LJB.
- 1.5.B General Oversight – LJB will execute its Project Management Plan for this scope of services. LJB's project manager will direct project activities in terms of budget and work planning, schedule and staff assignments. 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 work. The duration of the work is anticipated at 8 months.
- 1.5.C Project Setup – This task includes setting up invoice templates, our subconsultant agreements, and the draft project management plan.

IF AUTHORIZED

- 1.3.F Capacity Analysis – No Build

  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.

> 2.1.A.C. Traffic Analysis (Transmodeler)

Traffic analysis for design year 2050 of 8 intersections (No Build, Alt 1, Alt 1b and Alt 2) for AM/PM peak periods (64 total scenarios). Limited to study area on the Wilmington Pike and Feedwire corridors where queues may extend to the adjacent signalized intersections.

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

> Feasibility Study – ODOT's Office of Environmental Services documentation for effective Feasibility Studies will also be followed in preparation of the report.

> The Transportation Planning Study will be prepared and submitted electronically in PDF format.

Plan sets

> LJB will provide 11x17 or roll plan format plans as appendices within the Feasibility Study. For locations on the local roadway network, concept plans will be developed as needed to complement recommendations noted in the report.

PROJECT CONSTRAINTS

These supplemental services are intended to be completed as early in 2022 as is feasible.

ASSUMPTIONS

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

> These supplemental services include some effort that has already been initiated in the development and execution of the scope of services.

> **(IF AUTHORIZED) 2**.1.A.C. TRAFFIC ANALYSIS (TRANSMODELER)

Traffic analysis for design year 2050 of 8 intersections (No Build, Alt 1, Alt 1b and Alt 2) for AM/PM peak periods (64 total scenarios). Limited to study area on the Wilmington Pike and Feedwire corridors where queues may extend to the adjacent signalized intersections.

> 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
- A formal Interchange Modification Study (IMS) confirmed by ODOT via email on 11/2/21.

APPENDIX A – SCOPE OF SERVICES

October 14, 2021 Meeting Minutes
Modeling & Forecasting Early Coordination Checklist
Schematics of Options 1, 1B, & 2
Tom Mazza Email dated December 29, 2021

CMT

MEETING MINUTES
GRE I-675 Wilmington Pike PID 115160

DATE: October 14, 2021

TIME: 1:00 PM

LOCATION: virtual

ATTENDEES:

Tom Mazza, ODOT D8
Tommy Arnold, ODOT D8
Mary Bapu-Tamaskar, ODOT ORE
Josh Kieselbach, ODOT M&F
Zhuojun Jiang, ODOT M&F
Bryan Raderstorf, ODOT M&F
Ana Ramirez, MVRPC
Andy Shahan, LJB
Veena Madineni, LJB
Kristi Norfolk, Lanham Eng
Scott Knebel, CMT

SUBJECT: Rescope OATS/ Certified Traffic work to incorporate Alternative 2 (split interchange) at Feedwire Rd and at Wilmington Pike

A meeting was scheduled with ODOT, MVRPC, and the consultant team to discuss revisions to the scope of work prepared as part of a Feasibility Study proposal dated December 30, 2020. The original scope of work was based on capacity upgrades to the existing roadway network adjacent and including the I-675 and Wilmington Pike intersection. A primary assumption of the original scope of work was that design year BUILD volumes were equal to NO BUILD volumes.

Since the scope of the Feasibility Study was drafted, the key project sponsors (Greene County Engineer, City of Centerville, and Sugarcreek Township) commissioned additional analyses that expanded potential alternatives beyond capacity upgrades to the existing roadway network. One outcome from the interchange concepts sensitivity analysis leveraging historical traffic volumes was consideration of an additional alternative involving a split interchange having I-675 ramps to/from the north at Feedwire Road and I-675 ramps to/from the south at Wilmington Pike.

A conference call was held on 10/12/21 with Mary Bapu-Tamaskar and Gary Harrington of the Office of Roadway Engineering (ORE) to review the most current alternatives and to redefine the analytical requirements of the Feasibility Study. The conference call served as a pre-meeting to the 10/14/21 meeting that included representatives from the ODOT Modeling and Forecasting (M&F) section and MVRPC.

The 10/14/21 meeting reviewed and modified the OATS scope form to address changes to the Feasibility Study scope dated 12/30/20. Key discussion points from the meeting with ODOT M&F and MVRPC are summarized below:

1. The certified traffic plates generated for the Feasibility Study are to include Opening Day and Design Year volumes. No phased improvements, over capacity/ saturated conditions or interim year analyses are anticipated, therefore, no analysis required for Opening Day. Analysis is to be limited to the Design Year.
2. The new ramps at Feedwire Road will increase the footprint of the study area to include all ramps instead of partial ramps at the adjacent interchanges on I-675: SR 48 (not Alex-Bell ramps) and Indian Ripple Road. Analysis not to include signalized intersections at the adjacent interchanges. The expanded study area is due to the future interchange study to be an IJS (or IMS) instead of a smaller scoped Interchange Operations Study (IOS).
3. MVRPC expects that design year NO BUILD volumes will equal BUILD volumes for Alternative 1 (DCD configuration at Wilmington Pike). BUILD volumes will be unique for Alternative 2 (split interchange). Design year analysis scenarios to include the following:
   a. Existing Conditions
   b. Alternative 1A (capacity upgrade to existing network). FHWA typically wants to see a convention solution before expanding into non-traditional solutions
   c. Alternative 1B (Diverging Diamond Interchange or DDI interchange)
   d. Alternative 2
4. Safety analyses requirements including the tool preference (ECAT vs IHSDM software) to be confirmed with Derek Troyer of the ODOT Safety Program.
5. Analysis using Transmodeler is typically used for DDI interchanges although HCS may be sufficient. The Transmodeler analysis should remain as an If Authorized task.

A draft version of the revised OATS scope from the 10/14/21 meeting is attached.

ACTION ITEM SUMMARY

REF #	ACTION ITEM	WHO BY	DUE BY
1.	Confirm the future study type (IMS vs IJS) with FHWA.	Mary/ORE	10/25/21
2.	Confirm requirements/ tools to document safety performance expectations of BUILD alternatives with Derek Troyer	Scott/CMT	10/25/21
3.	Distribute formal changes to the OATS scope document using draft version from working meeting on 10/14/21	Josh/ M&F	10/25/21
4.	Forward DDI analysis from 75/725 interchange to consultant team	Gary/ ORE	DONE
5.	Schedule followup meeting with District Environmental to confirm PI and P&N requirements	Andy/ LJB	10/22/21
6.	Confirm need for Alt 1A analysis using certified traffic volumes	Andy/ LJB	10/22/21

Modeling and Forecasting Early Coordination Checklist

This checklist is to be completed at the time of the early coordination meeting and is meant to help identify potential issues with upcoming PDP path 4&5 (and some path 3) projects and workload responsibilities. This checklist also serves as the meeting minutes.

Date of Meeting: 10/14/2021

Print Minutes

MEETING ATTENDEES

Please list attendee names and the organization they represent below.

Tom Mazza, Tommy Arnold (ODOT D8)
Josh Kieselbach, Bryan Raderstorf, Zhuojun Jiang, Rebekah Anderson(ODOT CO M&F)
Mary Bapu Tamaskar (ODOT CO ORE)
Andy Shahan (LJB), Scott Knebel (CMT), Veena Madineni (LJB)
Joy Lanham, Kristi Norfolk (Lanham Engineering)
Ana Ramirez (MVRPC)

PROJECT DESCRIPTION

Give a brief description of the project below. Include boundaries, build changes, new developments, etc.

As a result of the feasibility study Design Traffic will look at no-build and 2 build alternatives. Alt 1 is an upgrade to existing the interchange and Alt 2 will have a split interchange with access roads connecting from Feedwire Rd to Wilmington Pike. Alt 1 and no-build will be largely the same for modeling purposes. The study area remains as described below from previous meeting (11/19/2020).

Study limit boundaries include Bigger Road (west), Swigart Road (north), Alpha-Bell/ Upper Bellbrook Road (east) an

PROJECT ALTERNATIVES AND STUDY AREA

Does study area encompass minimum traffic analysis study area[1]? (use larger of two)

○ Yes ◉ No

Describe the study area below. Include which roadways will require forecasts (Intersections & Weaves will be covered further down).

Study limit boundaries include Bigger Road (west), Swigart Road (north), Alpha-Bell/ Upper Bellbrook Road (east) and Alex Bell Road/ Franklin (SR725) to the south. Roadways needing traffic forecasts include I-675, Wilmington Pike, Feedwire Rd, Little Sugarcreek Rd, Alpha Bellbrook Rd, Upper Bellbrook Rd, Swigart Rd, and Alex Bell/ Franklin (SR 725). The interchanges of I-675 at Indian Ripple (northeast) and SR-48 (southwest) should be included to cover IMS limits.

How many build alternatives? 2

Describe the individual alternatives below.

Alt 1 will be primarily interchange upgrades and shouldn't require new modeling beyond the existing. Potential for DDI configuration.

Alt 2 is split interchange with ramps on the north side of Feedwire Rd, would have access roadways to existing interchange at Wilmington Pike, then back onto I-675. As part of this alt, Clyo would be shifted to the east to create spacing between intersections.

Will turning movement forecasts be required?

◉ Yes ○ No

List all intersections (existing & new) that require a forecast. If an intersection is new or being removed, indicate which alternative(s) are associated with this change.

Based on diagrams there are 18 existing intersections that would be included in no-build & Alt 1. See Figure 1 of count evaluation tech memo for locations.

Alt 2 will include the existing 18 intersections with the addition of three new intersections at Swigart & Belfast Dr., I-675 & Feedwire Rd (2). Additionally there will be alterations to I-675 at Wilmington Pike, intersections will connect to new intersections at I-675 & Feedwire as part of a split interchange. Also the intersection at Feedwire & Clyo will

Will weave forecasts be required?

○ Yes ◉ No ○ N/A

If yes, list any required weaves below.

Interchange spacing on I-675 greater than 2 miles for the existing condition. GCEO considered Feedwire access to I-675; combined interchange with Wilm Pike likely options that would need to be approved by FHWA. A qualitative analysis will be performed to identify potential impacts and associated costs. A new interchange alternative considered to be beyond the horizon year of the feasibility study (2050).

Do any alternatives substantially change the highway networks[2]?

◉ Yes (modeling) ○ No (probably no modeling, use Model of Record or SHIFT)

Is study area completely contained in an MPO area?

◉ Yes (MPO Model) ○ No (Statewide Model)

Are freight impacts the central driver of the project?

○ Yes (Statewide Model) ◉ No (see above)

If multiple versions of model available, which to use? (coordinate with MPO as needed)

Current MVRPC 2020/2050 MOR for no-build and Alt1, Alt 2 would require a new build model.

Are alternatives complex enough to require traffic microsimulation?

○ Yes ◉ No

If Yes, should refined alternative traffic be generated?

○ Yes ◉ No ○ N/A

Will microsimulation use OD or turn movements?

○ OD (SDE to be used, will add to time requirements) ○ Turns ◉ N/A

Is a no-build alternative needed[3]?

(•) Yes ( ) No

If Yes, list what additional projects (if any) should be included in the no-build and build. (review E+C / LRP maps, check for big volume differences between E+C and LRP)

no known committed projects within study area

Should forecasts be consistent with previous forecasts?

( ) Yes (•) No ( ) N/A

If Yes, list project(s) below.

See 2013 certified traffic plates for the I-675/ Wilmington Pike interchange (MOT-675-7.44 PID 93230), traffic volume estimates from traffic impact studies for the Cornerstone development and the MVH campus. 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

Are there future projects related to or that will be influenced by this project?

( ) Yes (•) No

If yes, should the analysis be expanded to accommodate them now?

( ) Yes ( ) No (•) N/A

If Yes, list the project(s) below and include the same level of information about the project(s) as for the subject project.

Are there physical constraints near this project that will limit the amount of traffic that can reach the project area at least until after the design year?

(•) Yes ( ) No

If Yes, list the locations and capacity constraint conditions.

I-675/Wilmington Pike interchange (SB ramp queues extend onto I-675).
Number of lanes on Wilmington Pike especially SB at Clyo Road intersection
Feedwire Road (EB at Little Sugarcreek Road)

PROPOSED DEVELOPMENT

Is there specific land development associated with the project?

( ) Yes (•) No

Is the development included in or consistent with TAZ map data?

( ) Yes ( ) No (•) N/A

If No, list any differences in the TAZ data modification section

Is the development contingent on the project (i.e. should it be omitted from the no-build)?

( ) Yes (•) No ( ) N/A

If Yes, list development(s) not to be included in the no-build.

no known committed projects within study area other than build out of the Cornerstone development (Wilm Pike/ Feedwire intersection) and the Miami Valley Hospital development (south of Wilm Pike interchange).

Does the model of record TAZ data need to be modified?

(•) Yes ( ) No

If Yes, list any differences between the development(s) and TAZ map data below providing quantifiable amounts and locations.

ODOT to review TIS data and queue data to confirm land use assumptions (previous compared to current assumptions)

If modified, are zone splits (MPO) or focus model (Statewide) needed?

(•) None Needed ( ) Zone Splits ( ) Focus Model

Is the District provided information sufficient to represent in the model?

(•) Yes ( ) No (District will provide specific locations & quantities of development with request)

PROJECT OPENING AND DESIGN YEARS

What are the expected Opening and Design Years?

Opening Year 2030 Design Year 2050

Will revised model years be needed or can model years be interpolated to actual open/design year[4]?

( ) Revise Model Years (•) Interpolate Model Years

Is opening year modeling needed[3]?

( ) Yes (•) No

Are intermediate years needed due to project or development phasing?

( ) Yes (•) No

If Yes, list year(s) below as well as any details regarding portions of project or development that should be phased in by listed dates.

COUNT DATA

What periods will be needed for the project?

☑ Daily ☑ AM ☑ PM ☐ MID

List other considerations such as shoulder hours.

Saturday operations on Feedwire Road near Cornerstone development should be checked

Should independent growth rates be developed for each time period?

(•) No (standard) ( ) Yes (will require additional modeling for each period increasing time required)

If Yes, which period(s)? (check all that apply)

☐ AM ☐ PM ☐ MID

Are counts by lane needed?

( ) Yes (•) No

Will truck factors be needed?

(•) Yes ( ) No

Are there special seasonal or weekend considerations?

(•) Yes ( ) No

If Yes, list them below.

Weekend conditions near the commercial areas along Wilmington Pike and Feedwire Rd should be checked against weekday based improvements

Weekend conditions will not be done for the design traffic

If there are seasonal or weekend considerations is there data available to account for these considerations?

(•) Yes ( ) No (list with additional count data needs below)

Are turning movement counts available at all existing intersections to be included in the forecast?

(•) Yes ( ) No ( ) N/A

If no, list locations needing counts below (or attach map/list of intersections).

Based on review of existing count data and previous studies, can counts meeting the project needs and M & F count guidelines be obtained from existing data or do new/additional counts need to be obtained?

(•) Yes (*all locations covered*) ( ) No (*additional counts needed to cover study area*)

If additional counts are needed list the location and type of count (TMC or tube) below (*or attach map/separate list*).

Are queue counts required for this project?

(•) Yes ( ) No

If Yes, list the locations and any other details below.

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

Is an ATR count in or near the project area required?

( ) Yes (•) No

If an ATR count is required, does one currently exist that meets the needs of the project?

( ) Yes (•) No

If a new ATR count is required, does the timeline allow for the collection of the new count? (typically requires 14 months to place and obtain a full year's worth of data.)

( ) Yes ( ) No (include any special methods to accommodate the shorter time line in the section below)

Are there special considerations for the selection of design hour factors (for example other than 30th highest hour, special methods, 8th highest hour for signal warrants, etc.)?

( ) Yes (•) No

List ATR locations to use/place or other design hour considerations.

An ATR exists on I-675 east of I-75. The ATR reference is #746 (LOC ID #55257) and is currently inactive. Last count was from May 2019 (pre-COVID).

Will count plates be produced? (A Count Evaluation Tech memo is required for Consultant Forecasts)

(•) Yes ( ) No

If count plates are produced list details below (who is making them, are they factored, balanced, when will they be available, etc.).

Provide balanced and unbalanced plates for the Count Evaluation Tech memo. Attach traffic data in spreadsheet and PDF format. Balanced volumes preferred on Wilmington Pike such that volumes may be estimated at minor, unsignalized access points. Include calculated intersection and ramp PHFs on plates.

Will a Growth Evaluation Tech Memo be required?

( ) Yes (•) No

DESIGN TRAFFIC TIME LINE RELATIVE TO PDP (see attached figure)

PDP Step 1.3.C: Traffic counts to be collected as determined above.

PDP Step 1.3.D or PDP Step 1.3.E or pre-PDP traffic for Purpose and Need:

If there is only a single analysis alternative using the model of record then a single design traffic request can be made as PDP Step 1.3.E (skip remaining PDP steps), otherwise planning level (or design)[7] traffic for the no build will be required per PDP Step 1.3.D. No build traffic can also be requested prior to beginning the PDP to establish Purpose and Need.

Type of request to be made at this stage for the No Build Alternative:

( ) None ( ) Planning Level Traffic[5] ( ) Refined Alternative Level (•) Design Traffic[5]

Anticipated date of request?

2/15/2022

PDP Step 2.1.A.A:

If there is a feasibility study then traffic forecasts will be requested here for each alternative (unless obtained in a previous step), by default they will be certified design traffic forecasts, however, if alternatives are numerous enough planning level or refined alternative level traffic forecasts may be used to narrow preliminary alternatives further before developing detailed design traffic forecasts for a subset of alternatives.

Are alternatives specifically well-known ahead to combine this request with 1.3.D?

(•) Yes ( ) No

Type of request to be made at this stage:

( ) None ( ) Planning Level Traffic[5] ( ) Refined Alternative Level (•) Design Traffic[5]

Number of alternatives? 2

Anticipated date of request?

2/15/2022

Who will produce the Design Traffic?

(•) Project consultant or sponsor (discuss boiler plate scope language & any needed modifications)

( ) M&F On-call consultant

( ) M&F

( ) MPO

Details (name of company who is producing Design Traffic if known, how many plates?):

Lanham Engineering as part consultant team

Who will produce the Travel Demand Modeling?

( ) Project consultant or sponsor (discuss boiler plate scope language & any needed modifications)

( ) M&F On-call consultant

( ) M&F

(•) MPO

Details (what specific model runs are needed):

ODOT M&F meeting with MVRPC to confirm model leader, anticipated modeling to be done by or before Dec. 15, 2021.

1. The minimum traffic analysis study area is:
   - The next parallel facility to either side of the project facility
   - Two intersections or interchanges before and after the last one physically impacted by the project and one beyond parallel facilities on cross routes
   - All of the remaining network facilities connected to and bounded by these
2. Substantially Change means:
   - Major New Bridge
   - New Interchange
   - Removal/Addition of Connections for Certain Movements at an Interchange
   - Building New Roads (or closing roads)
   - Increase of 50% or More to the Number of Through Lanes
   - Changes in Transit Service
   - Changes in Toll Rates
   - Implementation of Transportation Demand Management, Managed Lanes or Intelligent Transportation Systems
   - Complex Traffic Operations interactions such as occur in the CBD of a large urban area.
3. The answer should usually be yes if project modeling is needed.
4. Usually model year can be safely interpolated/extrapolated to an opening/design year within 5 unless project and/or development phasing suggest otherwise.
5. The following page summarizes the difference between planning level, refined alternative level and design, it should be further noted that planning level forecasts are daily link volumes, any request for hourly or turn movement level forecasts are by default design or refined alternative level.

Excerpt from "Guidelines for Planning Level Traffic and the Use of Models for Project Traffic Forecasting" detailing difference in forecast types.

2. Planning Level Traffic

Planning level traffic consists of traffic forecasts produced for projects expected to cause traffic diversion (paths 4, 5 and some path 3) and usually involving multiple alternatives using traffic models to quantify that diversion. It is used in the project planning process (PDP Phase 1) and the preliminary engineering process (PDP Phase 2) unless either of the subsequent categories is obtained for this purpose. Planning level traffic uses model output but involves various checks and adjustments as documented in the second part of these guidelines. However, it has not necessarily been refined to produce reasonable values at all locations within the study area. If the checks, refinements, adjustments and volume reporting guidelines in this manual are followed, planning level traffic should be suitable for all decision making in the project planning process and the Feasibility Study (PDP Task 2.1.A) of the preliminary engineering phase (unless refined alternative level traffic is deemed necessary or if more detailed design activities are moved forward as discussed in the next section). In addition, following these procedures will make it much more likely that design traffic and planning level traffic are consistent. **However, it should always be remembered that planning level traffic is designed to answer questions on the order of magnitude of the addition of a general purpose travel lane in a certain location. If more detailed decisions such as location and length of turn lanes, auxiliary lanes, traffic control devices etc. are being made; refined alternative level or design traffic is required.** Generally these types of decisions are deferred until certified design traffic is available, if not, the project manager (or designee) should work with ODOT M&F to identify the appropriate analysis procedures.

3. Refined Alternative Level Traffic

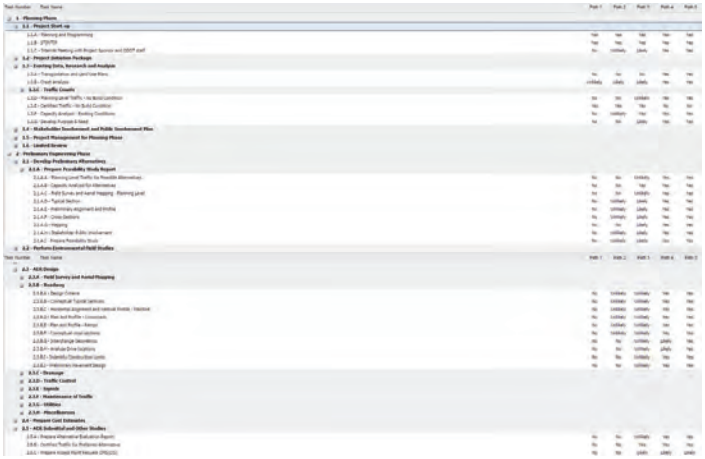
Refined alternative level traffic only occurs in certain rare cases where additional model work beyond the TDF model has occurred for certain types of projects. This model work typically involves using matrix estimation techniques (other techniques are possible as well) to refine travel demand to more precisely match study area traffic counts so that the results are accurate enough for use in operational level traffic models. Since this is extremely labor intensive, this level of traffic is generally only produced for very complex model projects. Before attempting to produce refined alternative level traffic, all of the appropriate checking/ adjusting/ refining procedures documented herein should have been applied first. This traffic is suitable for making more detailed decisions on alternatives in a Feasibility Study (PDP Task 2.1.A) (note, most projects will use Planning Level Traffic for the feasibility study as mentioned previously) and potentially in an Alternative Evaluation Study (PDP Task 2.3) as well.

4. Design Traffic

Design traffic consists of the final traffic forecasts and related information including turn volumes, direction factors, 30th highest hour factors etc. needed to inform the final detailed design of a project. For projects requiring model work, all of the checking/ adjusting/ refining documented herein (as appropriate for the project type) will have been conducted for the feasible alternatives (or just the preferred alternative) to serve as inputs to the design traffic forecasting process. That process involves labor intensive manual checking and adjusting of location specific volumes to produce final forecasts that are consistent both internally and with counts. Design traffic is said to be "certified" when the ODOT Office of Statewide Planning and Research, Modeling & Forecasting Section transmits a certification memo. Design traffic is requested in the Planning Phase (task 1.3.E) for path 1, 2 and most path 3 projects, and for larger projects as part of the Alternatives Evaluation Study (per PDP Task 2.3.B.A) or in the absence of said study (or if it is determined that planning level traffic is suitable for use in the Alternatives Evaluation Study) generated in PDP task 2.5.B for subsequent use in Stage 1 Design (PDP Task 2.7). The production of certified design traffic forecasts is its own topic and will not be discussed further here.

PDP Steps Relevent to Design Traffic

http://pdp.dot.state.oh.us/General/TaskTemplateReader.aspx



Design Traffic Preliminary Coordination Meeting Checklist *(to be reviewed prior to meeting)*

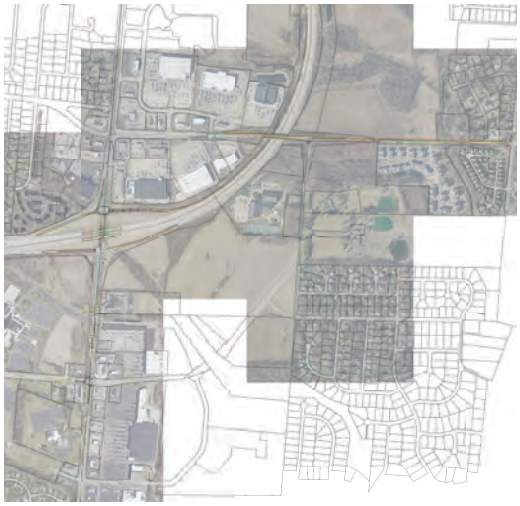
It is assumed that the below pre-meeting checklist will be sent to meeting participants at least a week before the meeting and that all participants will arrive at the meeting with all of the **applicable** items on the below lists.

Pre-meeting Checklist

- Notify District to bring (copies, preferably electronic, should be made available to M&F):
  - Maps of study area showing study area limits, impacted roadways
  - Maps or description of alternatives (to the extent known) including:
    - Proposed alignments/number of lanes
    - Lane additions
    - Ramp/Interchange locations
    - Turn Lanes
    - Traffic Control
    - Speed Limits
  - Maps or description of proposed developments including:
    - Locations
    - Size (square feet or employment or persons or households)
    - Type (usually ITE Trip Gen. categories)
    - Trip rates for specialized developments
    - Driveway locations
    - Development dependent on project?
    - In what years is the proposed development expected?
  - Previous Studies including:
    - Safety
    - TIS
    - Planning
    - Previous Design Traffic, Planning Level Traffic or Modeling
  - Previous Counts (or description/locations)
  - List of future projects related to or that will be influenced by this project

- Prepared by Modeling & Forecasting Section:
  - TAZ Maps[1] of MPO (or statewide) model variables in area including:
    - Population Change (base and forecast annotated)
    - Employment Change (base and forecast annotated)
    - Optional Categorical[2] Employment Change (base and forecast annotated)
  - Map of previous project traffic forecasts with forecast volume annotated
  - Scope Boiler Plates
  - Map or list of existing ATR's near project
  - Map showing projects in model E+C/LRP networks (annotate vol., PID's, color lane changes)
  - Traffic Count Guidance Document
  - PKD Report Tables

1. All TAZ maps to be annotated TAZ maps showing aerial imagery as the background, possibly with employment locations indicated as well.
2. Only include relevant categories, categorize as: N11-42,48-49=Basic, N43-44,71-81=Retail/Service, N61=Education, N62=Health, N51-N56,92=Office



Andy Shahan

From:	Vanessa Glotfelter <vglotfelter@mctid.org>
Sent:	Thursday, December 30, 2021 9:09 AM
To:	Andy Shahan
Cc:	Crystal Corbin
Subject:	FW: MOT/GRE I-675/Wilmington Project (PID 115160) - Project Schedule

EXTERNAL MESSAGE – TREAT LINKS/FILES WITH CARE
FYI

From: Thomas.Mazza@dot.ohio.gov <Thomas.Mazza@dot.ohio.gov>
Sent: Wednesday, December 29, 2021 10:13 AM
To: Vanessa Glotfelter <vglotfelter@mctid.org>
Cc: Tom.Arnold@dot.ohio.gov; Stefan.Spinosa@dot.ohio.gov
Subject: MOT/GRE I-675/Wilmington Project (PID 115160) - Project Schedule

Good morning Vanessa,

After our recent meeting, I wanted to provide some additional information and establish a timeline for the submittal of necessary information to keep the project moving forward.

The TRAC funds are eligible to be used at the below locations as identified in the TRAC application.

- Wilmington Pike from Clyo Rd to Feedwire Rd
- Feedwire Rd from Wilmington Pike to Clyo Rd
- IR 675/Wilmington Pike interchange
- Adjacent IR 675 interchanges (Indian Ripple Rd and SR 48) as required by the study limits of an Interchange Modification Study

ODOT would also like to establish dates for submitting the following documents.

- Public Involvement Plan
- Stakeholder List
- Existing/Futures Conditions Report
  - Traffic analysis in opening year and design year at TRAC eligible locations for the existing conditions. The analysis does not include build conditions.
- Purpose & Need Statement
  - Follow the Developing Purpose and Need Guidance on ODOT's website.
  - An Environet file has been created for this project (PID 115160). The Purpose & Need Statement can be uploaded to Environet. Please also send a copy to me.

If possible, these documents would be submitted prior to authorizing the TRAC funds for expenditure. This would ensure ODOT's Project Development Process is being followed correctly and would better focus the project to maximize the use of the TRAC funds.

Feel free to call me with any questions.
Thanks,

Tom Mazza

Traffic Studies Engineer
ODOT District 8
505 South State Route 741, Lebanon, Ohio 45036
513.933.6591
transportation.ohio.gov

OHIO DEPARTMENT OF TRANSPORTATION

Appendix B – Subconsultant Proposals

CMT

January 17, 2022

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

Re: Wilmington Pike/ I-675 Feasibility Study
ODOT Feasibility Study/ TRAC funded

Dear Mr. Shahan:

CMT is pleased to submit a proposal to assist with preparing a feasibility study that includes the Wilmington Pike and I-675 interchange. The preliminary engineering phase of the study includes the following the following tasks:

1. Safety analyses to improve safety performance and to compare interchange alternatives
2. Refine draft Purpose & Need statement that supports the goals of the project
3. Refine environmental overview and Public Involvement Plan (Options 1A, 1B, and 2)
4. Capacity analysis that is consistent with a future Interchange Modification Study (IMS)
5. Prepare a feasibility study that meets requirements defined by ODOT for intersections within the influence area of the I-675/Wilmington Pike interchange.

Fees estimated to complete the preliminary engineering tasks necessary to complete a feasibility study are equal to $157,492. If Authorized costs ($10,886) are also outlined if the HCS based capacity analysis identifies oversaturated conditions for the 2050 Design Year (Build) condition.

This work is targeted to be completed on or before 9/1/22. Please contact me at 937.776.1040 (cell) / 614.468.1215 (office), or via email at sknebel@CMTengr.com to clarify task narrative and associated fees.

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. 0
Modification No. 4b TRAC funded feasibility study
PID No. 115160
Proposal Date 1/14/2022

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	132	$7,288	$12,142	$17	$0	$0	$2,069	$21,515
Preliminary Engineering Phase								
$0.00	938	$46,058	$76,737	$106	$0	$0	$13,075	$135,977
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	**1070**	**$53,346**	**$88,879**	**$123**	**$0**	**$0**	**$15,144**	**$157,492**
IF-AUTHORIZED TASKS:								
Preliminary Engineering Phase								
$44.97	82	$3,687	$6,144	$8	$0	$0	$1,047	$10,886
TOTAL IF-AUTHORIZED TASKS								
	82	**$3,687**	**$6,144**	**$8**	**$0**	**$0**	**$1,047**	**$10,886**

C-R-S	I-675 & Wilmington Pike	PROPOSAL LABOR SUMMARY									Version: Feb 2017
Consultant:	Crawford, Murphy & Tilly										
Agreement No.											
Modification No.	4b TRAC funded feasibility study										
PID No.	115160										
Proposal Date	1/14/2022										
Task Description		No. of Units	Proj Eng II $74.02	Proj Engr I $63.93	Proj Enviro Specialist $53.84	Senior Engr I $50.47	Senior Tech I $43.74	Engr I $38.69	Tech Mgr I $31.97	Admin $20.19	Total Hours	Total Cost
AUTHORIZED TASKS:												
1 - Planning Phase												
1.1 - Project Start-up												
1.2 - Project Initiation Package												
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 SB I675 ramp/Wilm Pike - No											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											0	$0
1.3.F - Capacity Analysis - No Build Condition											0	$0
1.3.G -Safety Analysis - No Build Condition			8		8			40			56	$2,570
1.3.H - Develop Purpose & Need											0	$0
TOTAL 1.3 - Existing Data, Research and Analysis			8	0	8	0	0	40	0	0	56	$2,570
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			24		24			12			60	$3,533
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	12	0	0	76	$4,717
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			48	0	32	0	0	52	0	0	132	$7,288
2 - Preliminary Engineering Phase												
2.1 - Develop Preliminary Alternatives												
2.1.A -Prepare and Complete Feasibility Study Report												
2.1.AA - Planning Level Traffic for Feasible (Build) Alternatives											0	$0
2.1.AA - Alternatives Considered and Dismissed			8	16							24	$1,613
2.1.AB - Design Criteria											0	$0
2.1.AC - Traffic Analysis (+2 alternatives)			24	24				292			340	$14,854
2.1.AD - Safety Analysis (+1 alternative)			12	56				48			116	$6,505

C-R-S	I-675 & Wilmington Pike	PROPOSAL LABOR SUMMARY									Version: Feb 2017
Consultant:	Crawford, Murphy & Tilly										
Agreement No.											
Modification No.	4b TRAC funded feasibility study										
PID No.	115160										
Proposal Date	1/14/2022										
Task Description		No. of Units	Proj Eng II $74.02	Proj Engr I $63.93	Proj Enviro Specialist $53.84	Senior Engr I $50.47	Senior Tech I $43.74	Engr I $38.69	Tech Mgr I $31.97	Admin $20.19	Total Hours	Total Cost
2.1.AE - Structures											0	$0
2.1.AF - Typical Section											0	$0
2.1.AG - Preliminary Alignment and Profile											0	$0
2.1.AH - Cross-Sections											0	$0
2.1.AI - Environmental Analysis					40				44		84	$3,960
2.1.AK - Prepare Feasibility Study			16	40				40			96	$5,289
2.1.AL - Cost Estimate											0	$0
2.1.AM - MOT strategy											0	$0
2.1.AN - Right of Way Requirements											0	$0
2.1.AO - Preliminary Geotechnical Assessment											0	$0
2.1.AP - Utility Issues											0	$0
2.1.AQ - Aesthetics											0	$0
2.1.AR - Comparison of Alternatives			24	16	24			56	32		152	$7,289
2.1.AS - Conclusion			8	16							24	$1,613
2.1.AT - Mapping											0	$0
2.1.AJ - Stakeholder Public Involvement			36		36			30			102	$5,764
TOTAL 2.1 - Develop Preliminary Alternatives			128	168	100	0	0	466	76	0	938	$46,068
2.2 - Perform Environmental Field Studies												
2.3 - AER Design												
2.4 - Prepare Cost Estimates												
2.5 - AER Submittal and Other Studies												
2.6 - Public Involvement/Coordination												
Total - 2 Preliminary Engineering Phase			128	168	100	0	0	466	76	0	938	$46,068
TOTAL AUTHORIZED PARTS			176	168	132	0	0	518	76	0	1070	$53,346
IF-AUTHORIZED TASKS:												
2.1.A.C - Traffic Analysis (Transmodeler SE)			6	12				64			82	$3,687
TOTAL IF-AUTHORIZED PARTS			6	12	0	0	0	64	0	0	82	$3,687
GRAND TOTAL			182	180	132	0	0	582	76	0	1152	$57,033

C-R-S	I-675 & Wilmington Pike	PROPOSAL COST SUMMARY									Version: Feb 2017
Consultant:	Crawford, Murphy & Tilly			State Average Overhead Rate			156.08%				
Agreement No.				Consultant Overhead Rate:			166.61%				
Modification No.	4b TRAC funded feasibility study			Cost of Money:			0.23%				
PID No.	115160			Net Fee Percentage:			11%				
Proposal Date	1/14/2022										
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											
1.2 - Project Initiation Package											
1.3 - Existing Data, Research and Analysis											
1.3.A - Not Used		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	$0
1.3.B - Crash Analysis		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	$0
1.3.C - Traffic Counts											
1.3.C.A - Turning Movement Counts at SB I675 ramp/Wilm Pike - No		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	$0
1.3.C.B - Machine Counts on Roadways and Ramps - No Build		#DIV/0!	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	$0	$0	$0	$0
1.3.E - Certified Traffic - No Build Condition		#DIV/0!	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	$0
1.3.G -Safety Analysis - No Build Condition		$45.98	56	$2,570	$4,283	$6	$0	$0	$736	$7,595	
1.3.H - Develop Purpose & Need		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL 1.3 - Existing Data, Research and Analysis			56	$2,570	$4,283	$6	$0	$0	$736	$7,595	
1.4 - Stakeholder Involvement and Public Involvement Plan											
1.4.A - Public Involvement Plan		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL 1.4 - Stakeholder Involvement and Public Involvement Plan			0	$0	$0	$0	$0	$0	$0	$0	
1.5 - Project Management for Planning Phase											
1.5.A - Meetings		$58.88	60	$3,533	$5,886	$8	$0	$0	$1,000	$10,430	
1.5.B - General Oversight		$74.02	8	$592	$987	$1	$0	$0	$166	$1,746	
1.5.C - Project Set Up		$74.02	8	$592	$987	$1	$0	$0	$166	$1,746	
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			76	$4,717	$7,860	$11	$0	$0	$1,332	$13,921	
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			132	$7,288	$12,142	$17	$0	$0	$2,068	$21,515	
2 - Preliminary Engineering Phase											
2.1 - Develop Preliminary Alternatives											
2.1.A -Prepare and Complete Feasibility Study Report											
2.1.AA - Planning Level Traffic for Feasible (Build) Alternatives		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	
2.1.AA - Alternatives Considered and Dismissed		$67.29	24	$1,613	$2,691	$4	$0	$0	$450	$4,758	
2.1.AB - Design Criteria		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	
2.1.AC - Traffic Analysis (+2 alternatives)		$42.97	340	$14,604	$24,330	$34	$0	$0	$4,147	$43,125	
2.1.AD - Safety Analysis (+1 alternative)		$54.53	116	$6,325	$10,539	$15	$0	$0	$1,798	$18,675	

C-R-S	I-675 & Wilmington Pike	PROPOSAL COST SUMMARY									Version: Feb 2017
Consultant:	Crawford, Murphy & Tilly			State Average Overhead Rate			156.08%				
Agreement No.				Consultant Overhead Rate:			166.61%				
Modification No.	4b TRAC funded feasibility study			Cost of Money:			0.23%				
PID No.	115160			Net Fee Percentage:			11%				
Proposal Date	1/14/2022										
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.AE - Structures		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	$0
2.1.AF - Typical Section		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	$0
2.1.AG - Preliminary Alignment and Profile		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	$0
2.1.AH - Cross-Sections		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	$0
2.1.AI - Environmental Analysis		$42.38	84	$3,560	$5,930	$8	$0	$1,511	$10,511		
2.1.AK - Prepare Feasibility Study		$55.10	96	$5,289	$8,812	$12	$0	$1,502	$15,615		
2.1.AL - Cost Estimate		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	
2.1.AM - MOT strategy		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	
2.1.AN - Right of Way Requirements		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	
2.1.AO - Preliminary Geotechnical Assessment		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	
2.1.AP - Utility Issues		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	
2.1.AQ - Aesthetics		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	
2.1.AR - Comparison of Alternatives		$47.90	152	$7,281	$12,131	$17	$0	$0	$2,067	$21,496	
2.1.AS - Conclusion		$67.29	24	$1,613	$2,691	$4	$0	$0	$450	$4,758	
2.1.AT - Mapping		#DIV/0!	0	$0	$0	$0	$0	$0	$0	$0	
2.1.AJ - Stakeholder Public Involvement		$56.51	102	$5,764	$9,603	$13	$0	$0	$1,636	$17,016	
TOTAL 2.1 - Develop Preliminary Alternatives			938	$46,068	$76,737	$106	$0	$0	$13,075	$135,977	
2.2 - Perform Environmental Field Studies											
2.3 - AER Design											
2.4 - Prepare Cost Estimates											
2.5 - AER Submittal and Other Studies											
2.6 - Public Involvement/Coordination											
Total - 2 Preliminary Engineering Phase			938	$46,068	$76,737	$106	$0	$0	$13,075	$135,977	
TOTAL AUTHORIZED PARTS			1070	$53,346	$88,879	$123	$0	$0	$15,144	$157,492	
IF-AUTHORIZED TASKS:											
2.1.A.C - Traffic Analysis (Transmodeler SE)		$44.97	82	$3,687	$6,144	$8	$0	$0	$1,047	$10,886	
TOTAL IF-AUTHORIZED PARTS			82	$3,687	$6,144	$8	$0	$0	$1,047	$10,886	
GRAND TOTAL			1152	$57,033	$95,023	$131	$0	$0	$16,191	$168,378	

C-R-S	I-675 & Wilmington Pike					
Consultant:	Crawford, Murphy & Tilly					
Agreement No.	0					
Modification No.	4b TRAC funded feasibility stu					
PID No.	115160					
Proposal Date	1/14/2022					
Task Description		**Consultant**	**ODOT**	**LPA**	**If Authorized**	**Narrative**
1.3.G - Safety Analysis		X				ArcGIS will be utilized to scrub and analyze crash data and to provide summaries using crash data over a 3-year period (2017-2019). Crash diagrams to be provided for 6 signalized intersections on Wilm Pike and Feedwire Road corridors.
1.3.H - Purpose and Need		X				Based on a review of the available planning documents and results of the traffic analysis and stakeholder input, refinements will be made to the draft purpose and need statement as needed.
1.4.A - Public Involvement Plan		X				CMT will prepare a public involvement plan (PIP) 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.
1.5.A - Meetings		X				Two meetings per month for 8 months
1.5.B General Oversight		X				This task includes budgeting/billing activities throughout the duration of the work. The duration of the work is anticipated at 8 months.
2.1.A.A - Alternatives Considered and Dismissed		X				Alternatives considered and dismissed will include additional Wilm Pike/I-675 interchange configurations such as a SPUI. Assume three BUILD alternatives will achieve acceptable Levels of Service with fewer impacts/ costs. A qualitative analysis will also be provided for a new interchange at Swigart Road/ I-675 -- criteria to include ramp spacing and constructibility/ budgetary costs. LJB will document alternatives considered and dismissed.

C-R-S	I-675 & Wilmington Pike					
Consultant:	Crawford, Murphy & Tilly					
Agreement No.	0					
Modification No.	4b TRAC funded feasibility stu					
PID No.	115160					
Proposal Date	1/14/2022					
Task Description		**Consultant**	**ODOT**	**LPA**	**If Authorized**	**Narrative**
2.1.A.C Traffic Analysis		X				Traffic analysis for design year 2050 (AM/PM peak periods) will be performed for the following scenarios: 1. Existing No Build condition (18 intersections/ 36 iterations) 2. Alternative 1 (expanded diamond) No Build/ Build condition. This alternative includes capacity upgrades at all existing intersections (18 intersections/ 36 iterations). 3. Alternative 1b (DDI) No Build/ Build condition. This alternative includes capacity upgrades at 2 intersections within the influence area of the Wilm Pike interchange (2 intersections/ 12 iterations). 4. Alternative 2 (split interchange) for Build condition (21 intersections/ 42 iterations) Freeway analysis for design year 2050 (AM/ PM peaks) for 3 scenarios: Existing No Build, Alt 1 Build/ No Build, and Alt 2 Build. Analysis includes 18 Basic Freeway Sections (x2 directions) and 15 diverge/merges on I-675/ Alt 2 ramps (132 freeway scenarios). Analysis assumes that Opening Day 2030 analyses are not required to evaluate phased construction scenarios. See Crawford, Murphy & Tilly proposal dated November 2, 2021. Analysis of 2030 volumes for the Existing and Future Conditions Report are included as part of Task 1.3.F.B on a separate cost proposal funding by local public agencies. Analysis requirements outlined above results for 258 total analysis scenarios plus a 32% increase for iterative analyses (82) to refine the preferred alternative(s).
2.1.A.D Safety Analysis		X				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 work to be identified as part of a future scope of work. The ECAT tool will be used to predict the safety performance of 4 alternatives: Existing No Build, Alternative 1, Alternative 1b and Alternative 2. Each of these alternatives require a unique ECAT model of the network. The network will be limited the 7 intersections for Alternative 1/ 1b and 9 intersections for Alternative 2. Analysis to include benefit/cost ratios of each alternative.

C-R-S	I-675 & Wilmington Pike					
Consultant:	Crawford, Murphy & Tilly					
Agreement No.	0					
Modification No.	4b TRAC funded feasibility stu					
PID No.	115160					
Proposal Date	1/14/2022					
Task Description		**Consultant**	**ODOT**	**LPA**	**If Authorized**	**Narrative**
2.1.A.I Environmental Analysis		X				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.
2.1.A.K Prepare Feasibility Study		X				Report will be organized consistent with the ODOT Office of Environmental Services guidance document dated January 2019 for the interchange influence area. The Feasibility Study for the interchange area will be an appendix within the Transportation Study document. The Feasibility Study document will be submitted to ODOT and the Transportation Study will be provided for local stakeholders.
2.1.A.R - Comparison of Alternatives		X				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, the degree to which they meet primary and secondary purpose and need elements and public involvement.
2.1.A.J Stakeholder Public Involvement		X				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 with preparation of necessary materials to communicate project information at each stakeholder meeting.

C-R-S	I-675 & Wilmington Pike					
Consultant:	Crawford, Murphy & Tilly					
Agreement No.	0					
Modification No.	4b TRAC funded feasibility stu					
PID No.	115160					
Proposal Date	1/14/2022					
Task Description		**Consultant**	**ODOT**	**LPA**	**If Authorized**	**Narrative**
IF AUTHORIZED						
2.1.A.C Traffic Analysis					X	Traffic analysis for design year 2050 of 8 intersections (No Build, Alt 1, Alt 1b and Alt 2) for AM/PM peak periods (64 total scenarios). Limited to study area on the Wilmington Pike and Feedwire corridors where queues may extend to the adjacent signalized intersections.

Creating Traffic Solutions

November 12, 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 – Proposal #2 (Work after 1/31/22 in interchange area)

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.

General Scope of Services Items in both Proposal #1 and #2

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

1. Final count data including any balancing or COVID adjustments for AM peak, PM peak, and AADT 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. 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.
3. Time will be included for any time required to coordinate with ODOT, MPO, and project team.

Creating Traffic Solutions

Scope of Services Items for Proposal #2 Only

Work will include tasks completed after 1/31/22 and/or in interchange area:

1. Develop Design Traffic for the following alternatives as directed by LJB/CMT using the required ODOT standard files including Excel traffic adjusting spreadsheets and Microstation design plates format.
   - No Build/Build Option 1 – Conventional/DDI (Assumes No Build and Build volumes are the same)
   - Build Option 2 – Split Interchange

   Design Traffic details will include:
   - Opening Year **2030** – AM, PM, 24 hour
   - Design Year **2050** – AM, PM, 24 hour
   - Truck percentages – AM, PM, 24 hour for No Build only
   - Intersections Include:
     - 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
     - Feedwire Rd. at Clinger Ln.
     - Feedwire Rd. at Clyo Rd.
     - Feedwire Rd. at I-675 NB Ramps (Build Alternative)
     - Feedwire Rd. at I-675 SB Ramps (Build Alternative)
     - Feedwire Rd. at Little Sugarcreek Rd.
     - Feedwire Rd. at Bellbrook Middle School Access Road
     - Feedwire Rd. at Upper Bellbrook Rd.
   - Ramps Include:
     - I-675 SB Offramp to SR-48
     - I-675 SB Onramp from SR-48 SB
     - I-675 NB Onramp from SR-48
     - I-675 NB Offramp to SR-48 NB
       - No ramps to/from Alex Bell Road will be included
     - I-675 SB Offramp to Indian Ripple Road

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

Creating Traffic Solutions

   - I-675 SB Onramp from Indian Ripple Road
   - I-675 NB Onramp from Indian Ripple Road WB
   - I-675 NB Onramp from Indian Ripple Road EB
   - I-675 NB Offramp to Indian Ripple Road
2. Create Design Traffic Plates in pdf and Microstation formats for AM peak hour, PM peak hour, and AADT for Opening and Design Years. The No Build/Build Option 1 and Build Option 2 alternatives will be included. Per the Early Coordination Meeting, it is assumed that revisions to the existing I-675 and Wilmington Pike interchange will not have a significant effect on traffic such that No Build traffic is sufficient for that alternative. Truck percentages (AM, PM, 24 hour) will be included on separate plates for No Build only.
3. Prepare a Design Traffic Technical Report to include documentation of work and assumptions (adjustments made, special situations, special land use considerations, model inputs, etc.).

Items to be provided from LJB/CMT team include:

- Traffic count data and plates (AM peak, PM peak, and AADT) for all locations – plates and excel formats
- Travel Demand Modeling from ODOT or MVRPC for No Build/Build Option 1 and Build Option 2

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 60 days of acceptance of sufficient models for both No Build and Build Option 2.

Payment and Billing

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

Creating Traffic Solutions

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.

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 #2

Proposal Date: 11/12/2021
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	2	4	0	0	0					6	$275
Meetings/Calls - 2 w/LJB/CMT, 1 w/ODOT	2	4	0	0	0					6	$275
											$0
Subtotal	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**$550**
Design Traffic Development											
Design Traffic Development											
Review Count Data and Import Volumes	0	0	0	0	0					0	$0
Review Travel Demand Model Inputs/Outputs	0	0	0	0	0					0	$0
Develop Design Traffic for No Build	6	20	12	6	0					44	$1,735
Develop Design Traffic for Build (All int and ramps)	2	14	22	6	0					44	$1,645
Create Plates for No Build	2	14	10	10	0					36	$1,275
Create Plates for Build	2	8	8	8	0					26	$905
Create Plates for Trucks	2	4	4	6	0					16	$545
										0	$0
										0	$0
										0	$0
Subtotal	**14**	**60**	**56**	**36**	**0**	**0**	**0**	**0**	**0**	**166**	**$6,105**
Documentation/Report											
Documentation/Report											
Design Traffic Technical Report	6	20	2	4	0					32	$1,320
Revisions	2	4	0	0	0					6	$275
										0	$0
											$0
Subtotal	**8**	**24**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**38**	**$1,595**
TOTAL	**26**	**92**	**58**	**40**	**0**	**0**	**0**	**0**	**0**	**216**	**$8,250**

ENGINEERING AND TECHNICAL SERVICE COST PRICE PROPOSAL AND LABOR RATES FOR
I-675/Wilmington Interchange Study
Design Traffic Development - Proposal #2

Proposal Date: 11/12/2021
Revised Date:

CONSULTANT: Lanham Engineering, LLC

PROJECT DESCRIPTION: I-675/Wilmington Interchange Study

Average Overhead Rate =	158.08%	(Net Fee Calc.)
Overhead Percentage =	97.36%	
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		$45.83	6	$275	$268	$0	$0	$0	$78	$621
Meetings/Calls - 2 w/LJB/CMT, 1 w/ODOT		$45.83	6	$275	$268	$0	$0	$0	$78	$621
				$0	$0	$0	$0	$0	$0	$0
	Subtotal		**12**	**$550**	**$535**	**$0**	**$0**	**$0**	**$156**	**$1,242**
Design Traffic Development										
Design Traffic Development										
Review Count Data and Import Volumes				$0	$0	$0	$0	$0	$0	$0
Review Travel Demand Model Inputs/Outputs				$0	$0	$0	$0	$0	$0	$0
Develop Design Traffic for No Build		$39.43	44	$1,735	$1,689	$0	$0	$0	$493	$3,917
Develop Design Traffic for Build (All int and ramps)		$37.39	44	$1,645	$1,602	$0	$0	$0	$467	$3,714
Create Plates for No Build		$35.42	36	$1,275	$1,241	$0	$0	$0	$362	$2,878
Create Plates for Build		$34.81	26	$905	$881	$0	$0	$0	$257	$2,043
Create Plates for Trucks		$34.06	16	$545	$531	$0	$0	$0	$155	$1,230
				$0	$0	$0	$0	$0	$0	$0
				$0	$0	$0	$0	$0	$0	$0
				$0	$0	$0	$0	$0	$0	$0
	Subtotal		**166**	**$6,105**	**$5,944**	**$0**	**$0**	**$0**	**$1,733**	**$13,782**
Documentation/Report										
Documentation/Report										
Design Traffic Technical Report		$41.25	32	$1,320	$1,285	$0	$0	$0	$375	$2,980
Revisions		$45.83	6	$275	$268	$0	$0	$0	$78	$621
				$0	$0	$0	$0	$0	$0	$0
				$0	$0	$0	$0	$0	$0	$0
	Subtotal		**38**	**$1,595**	**$1,553**	**$0**	**$0**	**$0**	**$453**	**$3,601**
TOTAL			**216**	**$8,250**	**$8,032**	**$0**	**$0**	**$0**	**$2,342**	**$18,624**

DETAILED BREAKDOWN OF PROPOSED DIRECT COSTS FOR
I-675/Wilmington Interchange Study
Design Traffic Development - Proposal #2

Proposal Date: 11/12/2021
Revised Date:

CONSULTANT: Lanham Engineering, LLC

PROJECT DESCRIPTION: I-675/Wilmington Interchange Study

RATES

Mileage	$0.530
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

Task Description	Mileage	8.5x11 Copies	11x17 Copies	22x34 Copies	Roll Plots	Mounted Exhibits	Hotel	Meals per Diem	Total Direct Costs
I-675/Wilmington Interchange Study									
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 - Proposal #2

CONSULTANT: Lanham Engineering, LLC

Proposal Date: 11/12/2021
Revised Date:

PROJECT DESCRIPTION: I-675/Wilmington Interchange Study

Average Overhead Rate =	**158.08%**	(Net Fee Calc.)
Overhead Percentage =	**97.36%**	
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			216	$8,250	$8,032	$0	$0	$0	$2,342	$18,624
If Authorized			0	$0	$0	$0	$0	$0	$0	$0
TOTAL			**216**	**$8,250**	**$8,032**	**$0**	**$0**	**$0**	**$2,342**	**$18,624**
TOTAL ALL TASKS			**216**	**$8,250**	**$8,032**	**$0**	**$0**	**$0**	**$2,342**	**$18,624**

Exhibit B

Initial Phase II Budget

(begins on next page)

675/WILMINGTON PIKE INTERCHANGE PROJECT - INITIAL PHASE II BUDGET

2/24/2022

SOURCES			**Initial Phase II Budget**	**NOTES**
TRAC Funding Allocation- ODOT 80%		$	3,000,000	PE for Interchange Only - ODOT
Local Match - 20%		$	750,000	PE for Interchange Only - Local Match
Local Jurisdiction's allocated share		$	100,000	50/50 Split (Greene County & City of Centerville)
	TOTALS	**$**	**3,850,000**	

USES			**Initial Phase II Budget**	
Preliminary Engineering		$	3,750,000	
Initial TID Phase II Management Fee		$	90,000	
TID Legal & Accounting		$	10,000	Estimate
	TOTALS	**$**	**3,850,000**	

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 2022 under the foregoing Addendum 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 2022 under the foregoing Addendum 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:_____