



2014 Funding Application

Program Overview

TRAC is responsible for committing development and construction funding towards projects that meet the criteria the of Major New Capacity Program. TRAC Policy defines Major New Capacity as projects that:

- Cost ODOT greater than \$12 million dollars
- Increase roadway capacity or reduce congestion.

Eligibility Criteria

As part of the 2014 application cycle TRAC will accept project funding applications that meet one of the following eligibility criteria:

- 1.) The project is an **existing TRAC project** (Tier I, II or III) seeking additional funds to advance the project to the next stage of development.
- 2.) A **new project**, which has not previously applied for TRAC funding, demonstrating significant impact to jobs in Ohio and statewide/regional economic impact or have significant local funding commitments.

Project Sponsor Agency	<input type="text" value="Butler County Transportation Improvement District"/>		
Project Contact	<input type="text" value="David Spinney, Director"/>	Phone Number	<input type="text" value="513-785-3452"/>
E-mail Address	<input type="text" value="dspinney@bctid.org"/>		

I have read and understand the Program Overview and Eligibility Criteria

Yes No

Project Information



Please complete the information below.

Project Name	<input type="text" value="South Hamilton Railroad Grade Separation and Grand Blvd. Extension"/>		
District	<input type="text" value="08"/>	PID	<input type="text" value="81174"/>
Current TRAC Status	<input type="text" value="Tier II"/>		
Requested TRAC Status	<input type="text" value="Tier I"/>		

Project Type Roadway Transit Freight

Work type(s) associated with this project

- | | |
|--|--|
| <input type="checkbox"/> Interstate or Roadway Widening | <input checked="" type="checkbox"/> Roadway Relocation or New Alingmentt |
| <input type="checkbox"/> Interchange Modification / Construction | <input checked="" type="checkbox"/> Rail Grade Separation |
| <input type="checkbox"/> Freight Capacity Improvement | <input type="checkbox"/> Transit Capacity Improvement |
| <input type="checkbox"/> Other | <input type="text"/> |

Project Description

Replaces an existing hazardous at-grade RR crossing of 4 tracks at Central Ave. and Pleasant Ave. with a grade separation by extending Grand Blvd. over the RR west to University Blvd., connecting SR4 on the east side with US 127 on the west side. Reconfigures Central Ave., Dixie Highway, East Ave., Pleasant Ave., and University Blvd. to connect to new Grand Blvd. Provides direct access from the east to 60+ acre University Commerce Park, Vora Technology Park, and Miami University-Hamilton.

Project Development



Please enter the status of each milestone listed below and the appropriate date.

	<u>Status</u>	<u>Date</u>
Planning Study	<input type="text" value="Complete"/>	<input type="text"/>
Interchange Modification/Justification Study	<input type="text"/>	<input type="text"/>
Preliminary Engineering Studies	<input type="text" value="Complete"/>	<input type="text" value="11/01/11"/>
Environmental / NEPA Approval	<input type="text" value="Complete"/>	<input type="text" value="01/07/14"/>
<i>Please Note: TRAC Policy requires environmental clearance before before requesting Tier 1 status</i>		
Detailed Design	<input type="text" value="In Progress"/>	<input type="text" value="07/06/15"/>
Right of Way Acquisition	<input type="text" value="In Progress"/>	<input type="text" value="08/03/15"/>
Utility Relocation	<input type="text" value="In Progress"/>	<input type="text" value="08/03/15"/>

Transportation Factors



Transportation factors (55 points) includes the analysis of congestion, safety data, truck traffic as well as model derived transportation values such as cost/benefit analysis and air quality. To ensure the project is receiving comprehensive evaluation roadway segments and location data must be included. Applicants must identify the **primary roadway segment** that will be improved by the project.

Your selections indicate this is an exiting TRAC Project. Existing TRAC projects are not required to re-submit project segment information. The information submitted in your most recent application will be used in evaluation and scoring of the application.

Primary Roadway Segment

Roadway Name	<input type="text"/>	ODOT NLFID #	<input type="text"/>
Begin Log Point	<input type="text"/>	End Log Point	<input type="text"/>
Termini Locations	<input type="text"/>		
Begin Latitude	<input type="text"/>	End Latitude	<input type="text"/>
Begin Longitude	<input type="text"/>	End Longitude	<input type="text"/>

[Click here](#) to go to ODOT's Transportation Information Management Systems (TIMS) application to identify the *NLFID* or *Latitude* and *Longitude* beginning and end points for the project.

For instructions on how to locate *NLFID Number* using *TIMS* [Click here](#). For instructions on how to locate *Latitude* and *Longitude* using *TIMS* [Click here](#).

Will this project improve additional roadways other than the primary roadway segment?

- Yes
 No

Secondary Roadway Segments

Secondary Roadway 1	<input type="text"/>	ODOT NLFID #	<input type="text"/>
Begin Log Point	<input type="text"/>	End Log Point	<input type="text"/>
Termini Locations	<input type="text"/>		
Begin Latitude	<input type="text"/>	End Latitude	<input type="text"/>
Begin Longitude	<input type="text"/>	End Longitude	<input type="text"/>
Secondary Roadway 2	<input type="text"/>	ODOT NLFID #	<input type="text"/>
Begin Log Point	<input type="text"/>	End Log Point	<input type="text"/>
Termini Locations	<input type="text"/>		
Begin Latitude	<input type="text"/>	End Latitude	<input type="text"/>
Begin Longitude	<input type="text"/>	End Longitude	<input type="text"/>

Secondary Roadway 3	<input type="text"/>	ODOT NLFID #	<input type="text"/>
Begin Log Point	<input type="text"/>	End Log Point	<input type="text"/>
Termini Locations	<input type="text"/>		
Begin Latitude	<input type="text"/>	End Latitude	<input type="text"/>
Begin Longitude	<input type="text"/>	End Longitude	<input type="text"/>
Secondary Roadway 4	<input type="text"/>	ODOT NLFID #	<input type="text"/>
Begin Log Point	<input type="text"/>	End Log Point	<input type="text"/>
Termini Locations	<input type="text"/>		
Begin Latitude	<input type="text"/>	End Latitude	<input type="text"/>
Begin Longitude	<input type="text"/>	End Longitude	<input type="text"/>
Secondary Roadway 5	<input type="text"/>	ODOT NLFID #	<input type="text"/>
Begin Log Point	<input type="text"/>	End Log Point	<input type="text"/>
Termini Locations	<input type="text"/>		
Begin Latitude	<input type="text"/>	End Latitude	<input type="text"/>
Begin Longitude	<input type="text"/>	End Longitude	<input type="text"/>

Intermodal Connections

Please identify any Intermodal connections affected by this project

Intermodal Connections	<input type="checkbox"/> Freight	Proximity to Intermodal Facility	<input checked="" type="checkbox"/> less than a mile
	<input checked="" type="checkbox"/> Rail		<input type="checkbox"/> 1 to 5 miles
	<input type="checkbox"/> Air		<input type="checkbox"/> 5 to 10 miles
	<input type="checkbox"/> Port		<input type="checkbox"/> greater than 10 miles

Brief summary of connectivity with the project

Removes a railroad at-grade crossing with 4 tracks which currently has a hazard rating of 184, one of the most hazardous (top 3%) in the state. The grade separation will create clear trackage of over 1 mile in the heart of an industrial area in the City of Hamilton which will allow the railroad to operate more efficiently as they perform switching in this yard.

Transit Multi-modal Project Information

Transit Type and Route Name	<input type="text"/>
Peak Hour Ridership	<input type="text"/>
Existing Capacity	<input type="text"/>
Added Peak Hour Capacity	<input type="text"/>
Vehicle Miles Traveled (VMT) Reduction	<input type="text"/>

Freight Multi-modal Project Information

Freight Type and
Route Name

Existing Freight Volume

Existing Facility
Capacity

Volume to Capacity
Ratio

Reduction in Truck Miles
Traveled (TMT)

Freight Capacity
Increase

Economic Performance Factors



Economic Performance Factors (15 Points) includes the evaluation existing jobs and economic distress factors of unemployment and poverty. TRAC will evaluate the number of estimated jobs created and gross state product created by the modeled transportation efficiencies from ODOT's Statewide Transportation Model.

Economic Distress - Poverty & Unemployment Rates

ODOT will use gather county-level unit of analysis as a standard measure poverty and unemployment factors; however, if a project sponsor provides a defensible data a sub-county or census tract level, the TRAC will consider that level of geographic analysis for scoring and evaluation, as its discretion.

Do you want to enter values for a sub-county area to be used in the evaluation of this application?

- Yes - I want to include a specific sub-county area for this analysis**
 No - I want to use the information collected by ODOT for this analysis

County

Butler

Sub-County Poverty Rate (5 year Average)

33.9%

Poverty Rate Data Sources

US Census 2008-2012 American Community Survey 5-Year
Estimates

Sub-County Unemployment Rate (5 year Average)

20.8%

Unemployment Rate Data Sources

US Census 2008-2012 American Community Survey 5-Year
Estimates

Local Investment Factors



Local Investment Factors (15 Points) includes the analysis and evaluation of the dollar value of existing, local built-out attributes such as streets, water, sewer and land use. Local investment factors also includes consideration of the monetized value of public investments or commitments for new, non-project infrastructure and private investments.

For this analysis TRAC has standardized the project area as a one-mile rectangular buffer around the primary roadway segment for the project. Applicants will need to calculate the total estimated project area in acres using the following formula:

$$(\text{Length of the project in miles} + 2 \text{ miles}) \times 2 \text{ Miles} \times 640 \text{ Acres}$$

Total Length of Primary Segment (miles)

Total Estimated Project Area (acres)

Built Out Local Attributes

What is the estimated percentage of acres being served by the local services within the calculated project area?

Local Streets/Roadways

Water and Sewer Service

Electrical Service

What is the estimated square footage for the following building types within the calculated project area?

Light Industrial

Heavy Industrial

Warehouse

Commercial

Institutional

What is the percentage of road route miles served by transit routes (excluding ADA/Para Transit) within the project area?

What is the percentage of existing building square footage that is currently vacant?

New Local Investments

TRAC will consider the monetized value of public investments or commitments for new, non-project infrastructure and private investments in the existing private facilities within in a 5-year time horizon from the date of the TRAC application.

What is the dollar value of committed or recent public investment in new, non-project infrastructure and services?

\$173,051,544.00

What is the present value of private investment in existing private facilities?

\$182,058,000.00

Project Funding Plan



Project Funding Plan (15 Points) includes the evaluation of local sponsor funding commitments towards the project and the number of funding sources/partners.

Local Funding Sources

Will local funding be used in the development or construction of this project?

- Yes
 No

What local funding sources will be used to participate in the development or construction of this project ?

- Metropolitan Planning Organization (MPO)
 Local (County, City, Village, etc...)
 Private Funding
 OWPC Funding
 Other Local funding

What is the total number of individual, local funding sources?

4

Other ODOT Program Funding Sources

Will funding from another ODOT programs or legislative earmarks be used in the development or construction of this project?

- Yes
 No

Ohio Turnpike and Infrastructure Commission Funding

Has Ohio Turnpike and Infrastructure Commission (OTIC) bonds been committed for the construction of this project?

- Yes
 No

Past TRAC Funding Commitments

Has TRAC previously committed funding for the development or construction of this project?

Yes

No

Local Funding Sources

Your selections indicate that the following local funds will be used in the construction or development of the project. Please identify the local funding source and the commitment amount in the corresponding phase. If you do not see a particular funding source go back to the funding questions and identify the desired source.

Funding amounts must be entered in millions (e.g. \$5,000,000 = \$5.0; \$2,500,000 = \$2.5, etc...)

NOTE: These fields will not auto calculate, be sure to check your application.

	PS	PE	DD	RW	CO	Total
MPO Funding Commitments						
OKI				\$2.45		\$2.45
Local (County, City, Village, etc...)						
City of Hamilton		\$0.63	\$0.67	\$3.05	\$6.32	\$10.67
Private Funding Commitments						
CSX Railroad					\$1.00	\$1.00
OPWC Funding						
Other Local Funding						
Butler County TID					\$0.10	\$0.10
Since your project will be using local funding. The phase totals listed to the right will also need to be included in the project funding plan on the next screen					\$7.42	\$14.22

Project Funding Table

Your selections indicate that the following funding sources will be used in the construction or development of the project. Please identify the commitment amount in the corresponding phase. If you do not see a particular funding source go back and identify the desired source.

Funding amounts must be entered in millions (e.g. \$5,000,000 = \$5.0; \$2,500,000 = \$2.5, etc...)

NOTE: These fields will not auto calculate, be sure to check your application.

	Fiscal Year	Local	ODOT Program	OTIC Bonds	Previous TRAC	New TRAC	Future TRAC	Phase Total
Planning Study (PS)								
Preliminary Engineering (PE)	2013	\$0.63						\$0.63
Detailed Design (DD)	2013	\$0.67	\$0.50					\$1.17
Right-of-way (RW)	2014	\$5.50						\$5.50
Construction (CO)	2016	\$7.42				\$14.10		\$21.52
Funding Totals		\$14.22	\$0.50			\$14.10		\$28.82

Tier 1 - Construction Estimate

Projects Requesting Tier 1 status are required to submit a budgetary construction estimate.

Funding amounts must be entered in millions (e.g. \$5,000,000 = \$5.0; \$2,500,000 = \$2.5, etc...)

NOTE: These fields will not auto calculate, be sure to check your application.

Roadway	\$9,364,279.00
Drainage	\$3,641,597.00
Lighting	\$906,954.00
Traffic Control	\$758,228.00
Structures	\$4,086,852.00
Retaining Walls	
Railroad	\$500,000.00
Contingency	\$2,262,552.00
Total Estimate	\$21,520,463.00

Tier 1 Construction estimates must be inflated to the anticipated construction year using ODOT's 2014-2018 Business Plan Inflation Estimator Excel worksheet

[Click Here to go to the 2014-2018 Business Plan Inflation Estimator](#)

Date of Estimate

Estimate Inflation Year

District & MPO Acknowledgement



MPO Acknowledgement

Is this project within the boundaries of a Metropolitan Planning Organization (MPO)?

- Yes
 No

Please identify the respective MPO

Has the MPO been contacted and provided an letter or acknowledgement or support?

- Yes
 No

MPO Contract

MPO E-mail Contract

MPO Contract Phone Number

Date of MPO Acknowledgement / Support

District Acknowledgement

Has the appropriate ODOT District Planning Office been contacted about the development and construction of this project?

- Yes
 No

Has the ODOT District Office provided an acknowledgement for this project?

- Yes
 No

District Contract

District E-mail Contract

District Contract Phone Number

Date of District Acknowledgement

Please identify which project phases have been included in ODOT's Statewide Transportation Improvement Plan (STIP).

	Included in the STIP	Not Included in the STIP
PE	<input type="radio"/>	<input checked="" type="radio"/>
DD	<input checked="" type="radio"/>	<input type="radio"/>
RW	<input checked="" type="radio"/>	<input type="radio"/>
CO	<input type="radio"/>	<input checked="" type="radio"/>

PE Current STIP Year	<input type="text"/>	PE STIP Amount	<input type="text"/>
DD Current STIP Year	<input type="text" value="2014"/>	DD STIP Amount	<input type="text" value="\$850,000"/>
RW Current STIP Year	<input type="text" value="2015"/>	RW STIP Amount	<input type="text" value="\$3,500,000"/>
CO Current STIP Year	<input type="text"/>	CO STIP Amount	<input type="text"/>

Attachments



Map 1 - Project Location Map *(required)*

A project location map must be submitted for each application. Project sponsors can upload a previously generated map or create a project map using ODOT's TIMS application.

[Click here](#) to go to ODOT's TIMS and generate a map. For instructions on how to generate a map in TIMS [Click Here](#).

Map 2 -Economic Development Map *(optional)*

Map 3 - Major Employer Map *(optional)*

Local Funding Commitment Letters *(optional)*

Letters or Resolutions of Support *(optional)*

Crossing Support 5-14.pdf; Vora.pdf;
Hamilton Police.pdf

MPO Letter E-mail of Project Acknowledgement (optional)

OKI Letter of acknowledgement and
support.eml

District Letter or E-mail of Project Acknowledgement (optional)

District 8 Acknowledgement.eml



Have you reviewed your application before submitting to TRAC?

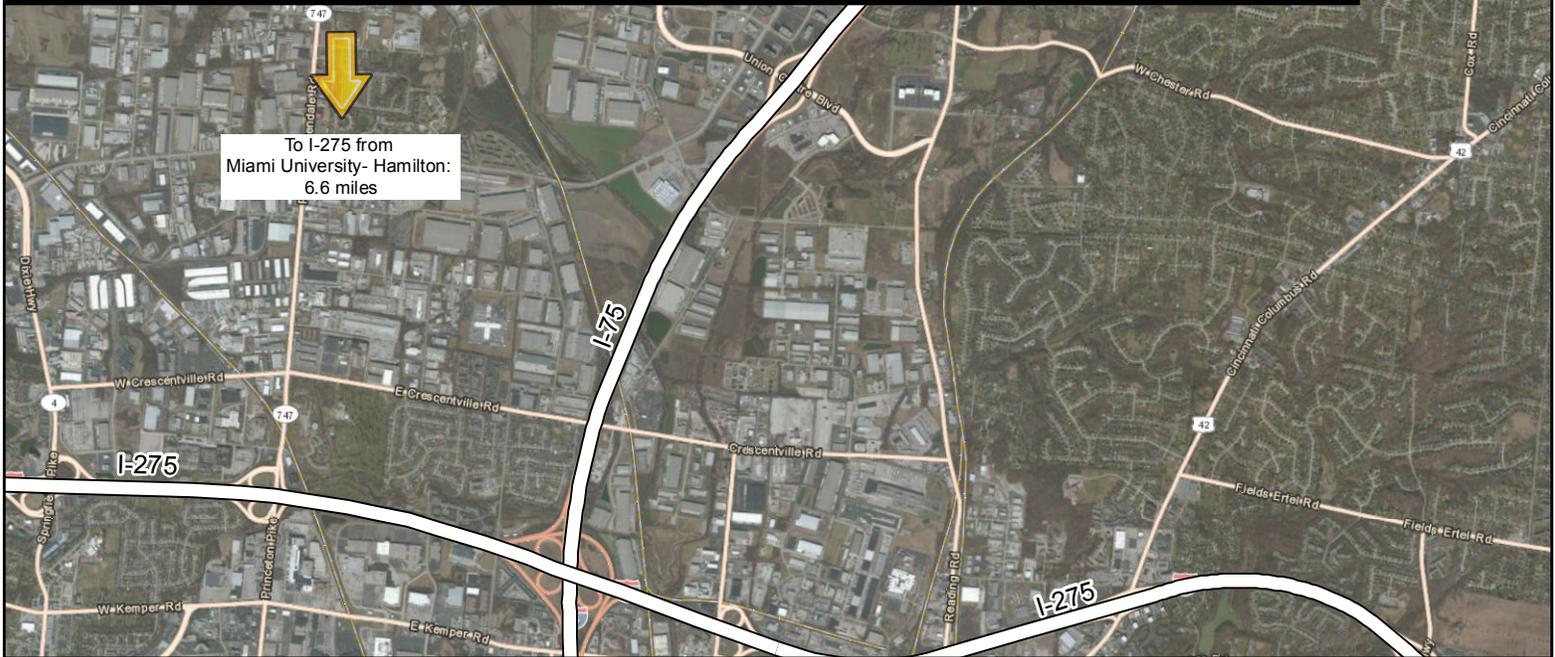
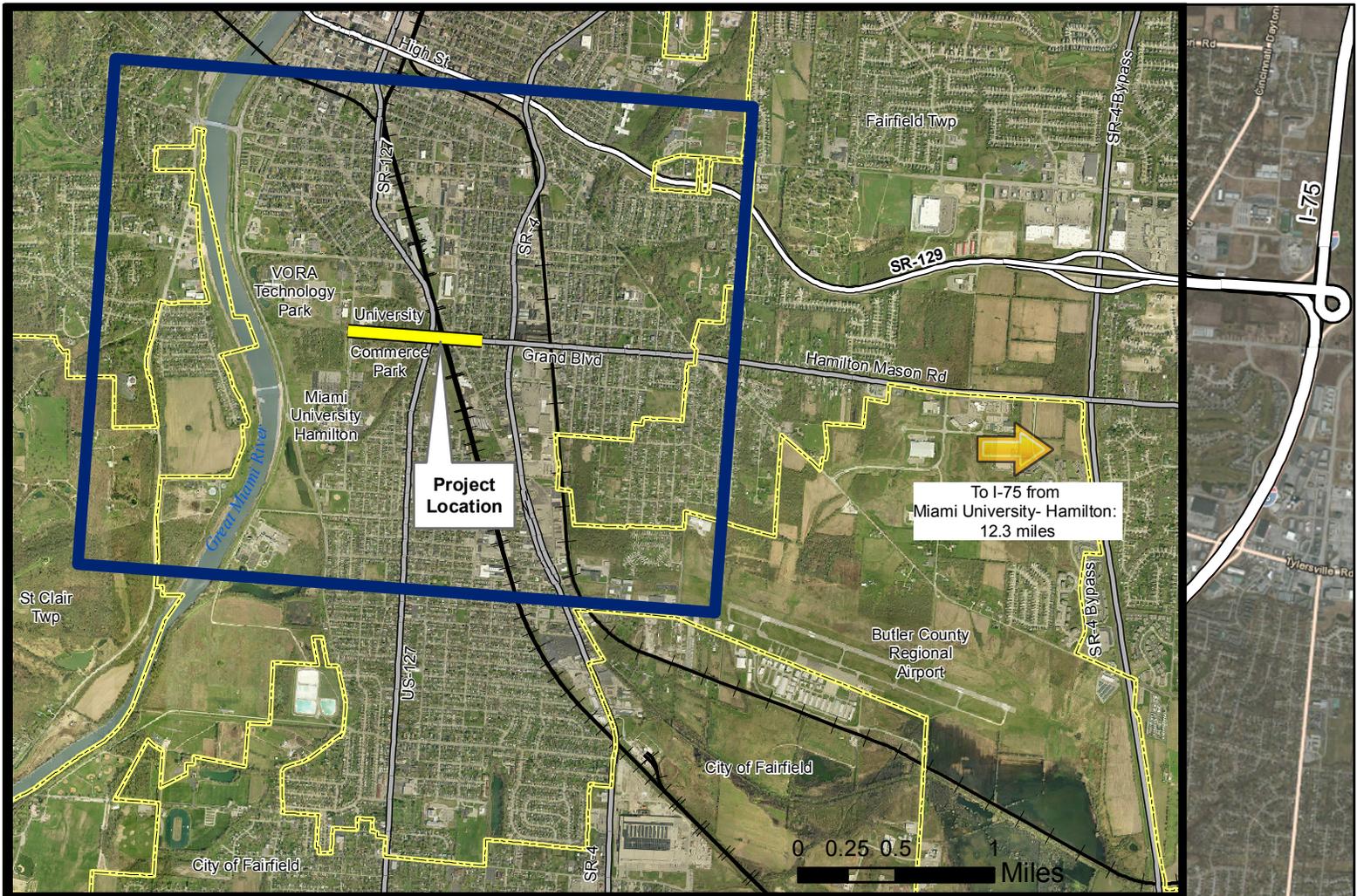
- Yes - I'm ready to submit my application to TRAC !**
- No - I need more time!**
- Help - I have a question!**

Once you submit your application you will receive a confirmation E-mail (Typically within 5 minutes). Applications and attachments will be combined into a single PDF Document and posted on the TRAC website.

If you need more time, click the "Save" Link below. Your application will be saved for a pre-determined amount of time. You will receive an E-mail containing a link to access your application for completion at a later date.

PLEASE NOTE - All applications must be received by Friday May 30, 2014

Please submit your question to TRAC@dot.state.oh.us



- Project Location
- Project Boundary
- Significant Roads
- Railroads
- City Corp Line
- I-275
- I-75

South Hamilton Railroad Grade Separation
Hamilton, Ohio

Map 1
Project Location Map



City of Hamilton

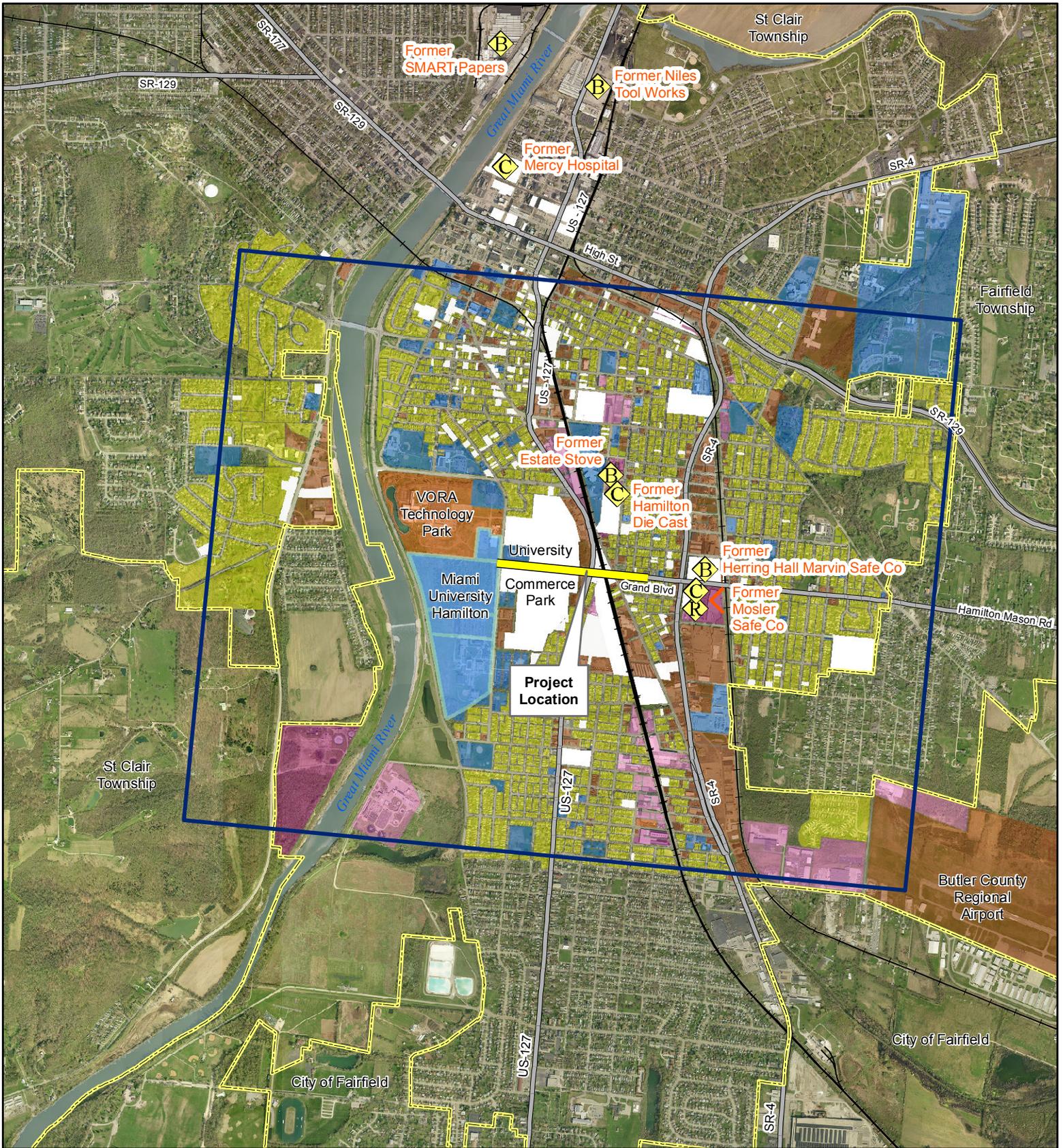


0 0.5 1 2 Miles



N





- | | | | |
|--|-------------------------------|--|-----------------------|
| | Project Location | | Commercial Office |
| | Project Boundary | | Commercial Retail |
| | Significant Roads | | Heavy Industry |
| | Railroads | | Light Industry |
| | City Corp Line | | Mixed Use |
| | Miami University | | Potential Development |
| | Brownfield Site (complete) | | Public |
| | US EPA Brownfield Cleanup RLF | | Residential |
| | Brownfield Sites | | |

South Hamilton Railroad Grade Separation
Hamilton, Ohio

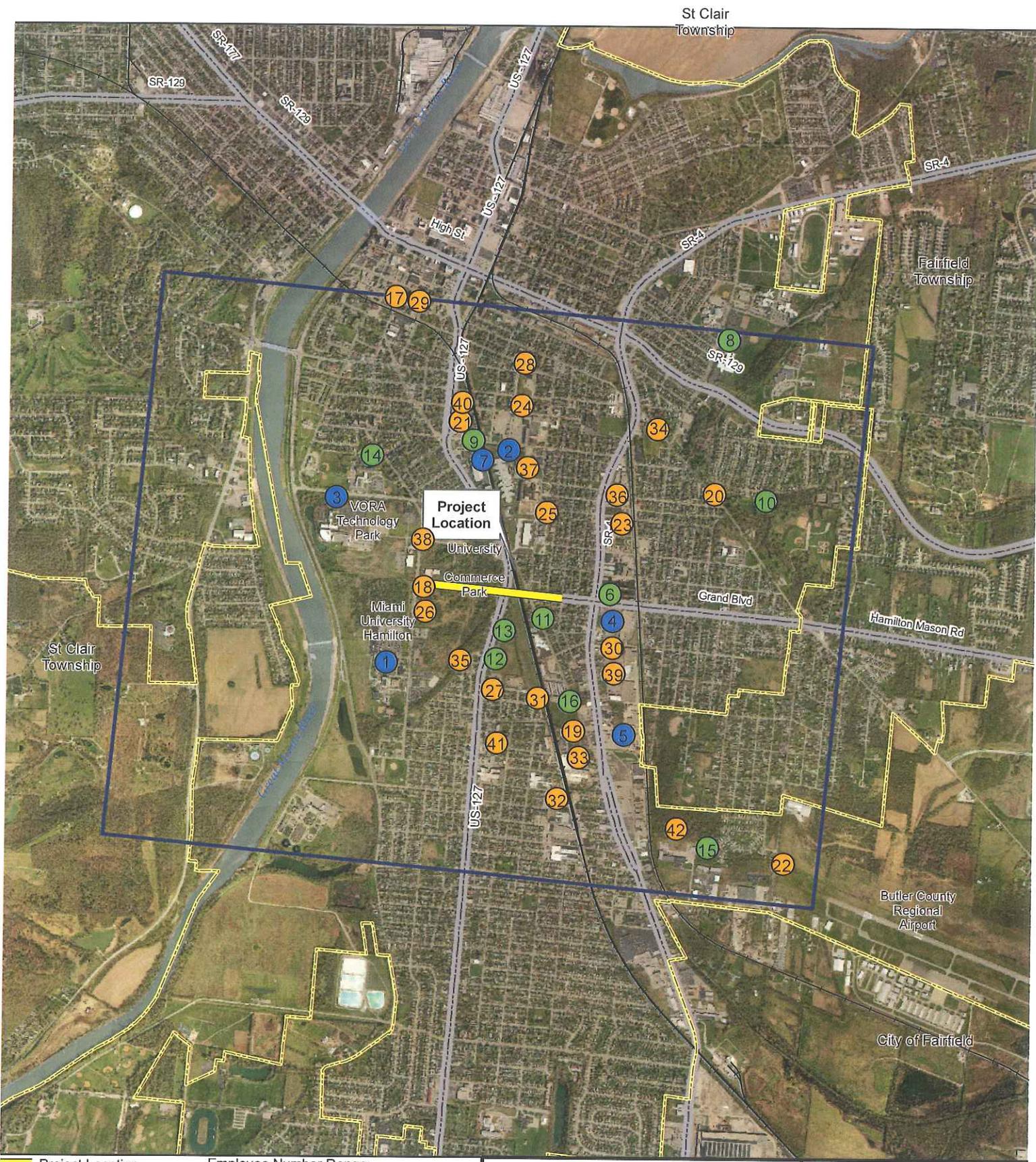
**Map 2
Economic Impact Map**

0 0.25 0.5 1 Miles

N

BUTLER COUNTY
TRANSPORTATION IMPROVEMENT DISTRICT

City of Hamilton



- Project Location
 - Project Boundary
 - Significant Roads
 - Railroads
 - City Corp Line
-
- Employee Number Range**
 - 10-50 Employees
 - 51-100 Employees
 - More Than 100 Employees

South Hamilton Railroad Grade Separation
Hamilton, Ohio

Employment Map



BUTLER COUNTY
TRANSPORTATION IMPROVEMENT DISTRICT

City of Hamilton



Employment Map				
Map #	Business Name	Address	Industry	Employees
1	Miami University	1601 University Blvd	Institutional	410
2	Butler County Sheriff & Jail	705 Hanover St	Government	349
3	Vora Technology Park	101 Knightsbridge Dr	Information Technology	237
	<i>Amstan Logistics</i>			70
	<i>Kroger</i>			70
	<i>Koncert II/Ascendum</i>			35
	<i>Aims</i>			45
	<i>Alpine Health Llc</i>			10
	<i>Vora Technology Park</i>			7
4	Butler, County Of Ohio BMV	1720 S Erie Hwy Ste B	Government	202
	Hamilton Municipal Garage, Public Works, & Utilities	2210 S Erie Hwy	Government	119
5	The Kroger Co	1450 S Erie Hwy	Retail	113
6	J.N. Linrose	1200 Central Ave	Manufacturing	100
7	Garfield Middle School	250 Fair Ave	Education	89
8	Matandy Steel & Metal Products LLC	1200 Central Ave	Manufacturing	80
9	Crawford Woods Elementary School	2200 Hensley Dr	Education	75
10	Hamilton Caster & Mfg Co	1637 Dixie Hwy	Manufacturing	72
11	United Parcel Service, Inc.	1951 Logan Ave	Logistics	72
12	Gemini Advertising Associates	1637 Dixie Hwy	Advertising	65
13	Riverview Elementary School	250 Knightsbridge Dr	Education	65
14	Pepsi Bottling Co	2580 Bobmeyer Rd	Wholesaler	63
15	Butler Processing, Inc.	903 Belle Ave	Manufacturing	50
16	Kaivac	401 S Third St	Maintenance Services	45
17	Hamilton Counseling Ctr	1490 University Blvd # A	Healthcare	40
18	Thompson Metals & Tubing	903 Belle Ave	Manufacturing	35
19	Richard Allen Academy Iii	1206 Shuler Ave	Institutional	30
20	Joseph T Ryerson & Son Inc	1108 Central Ave	Wholesaler	30
21	Hamilton Telephone Answering Service	2190 Tuley Rd	Answering Service	26
22	Applause Talent Presentation Inc	1525 Singer Ave	Dance Studio	25
23	Production Manufacturing, Inc.	870 Hanover St Bldg A	Manufacturing	25
24	Boys' And Girls' Club Of Hamilton, Inc.	958 East Ave	Institutional	22
25	The Western & Southern Life Insurance Company	1502 University Blvd D	Insurance	20
26	Children's Diagnostics Center Inc	2100 Pleasant Ave	Healthcare	20
27	Hamilton Brass & Aluminum Castings Inc	706 S 8th St	Manufacturing	20
28	Valley Janitorial Supply	401 S Third St	Maintenance Services	20
29	Self	1790 S Erie Hwy # Ab	Institutional	20
30	Tri-Mac Manufacturing And Services Company	860 Belle Ave	Manufacturing	17
31	Coolants Plus	2570 Van Hook Ave	Warehousing	17
32	Fabridigm, Inc.	903 Belle Ave	Manufacturing	15
33	Specialty Plastics Fabrications Inc	1600 Irma Ave	Manufacturing	14
34	Major Supply Corporation	1837 Pleasant Ave	Wholesaler	12
35	Premier Auto Mart, Inc.	816 S Erie Hwy	Auto	12
36	Trans-Acc Inc	845 East Ave	Manufacturing	10
37	Lane Public Library	1396 University Blvd	Institutional	10
38	Buck Saver Liquidators, Inc	1775 S Erie Hwy	Business Services	10
39	Progressive Plumbing Company Inc	531 Hanover St	Plumbing	10
40	Kathom Manufacturing	661 Williams Ave	Manufacturing	10
41	Gerdau Long Steel	2175 Schlitchter Dr	Manufacturing	10
42	Small Businesses Total (Less Than Ten Employees)			6,587
	2013 Total Employees			9,063

METHODOLOGY

Community Analyst 2013 data supplemented with inquiries to local businesses which had incomplete data. All businesses within area with 10 or more employees are identified except for those in the SIC codes associated with service industries such as fast food restaurants.

RESOLUTION

Resolution Number 2014-09

BUTLER COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

A resolution authorizing and approving pledge of revenues for the South Hamilton Crossing Project Transportation Improvement Project, in coordination and cooperation with the City of Hamilton

WHEREAS, the BCTID is authorized by ORC Chapter 5540 (1) to finance, construct, maintain, repair, and operate street, highway, and other transportation projects (including, but not limited to, air and rail projects) and (2) to construct, reconstruct, improve, alter, and repair roads, highways, public places, buildings, and other infrastructure;

WHEREAS, the projects undertaken by the BCTID pursuant to ORC Chapter 5540 are essential and will contribute to the improvement of the prosperity, health, safety, and welfare of the people of the County and of the State and are essential governmental functions; and the exercise by the BCTID of the authority granted by ORC Chapter 5540 is necessary for the prosperity, health, safety, and welfare of the County and the State and their people;

WHEREAS, the BCTID was requested by the City of Hamilton, Ohio (“Hamilton”) to designate as a BCTID project, per ORC 5540.01 (C), the transportation improvement project known as the “*South Hamilton Crossing Improvements Project (PID No. 81174)*” (the “Project”) and in coordination with Hamilton, and in cooperation with Ohio Department of Transportation (“ODOT”), the Ohio Kentucky Indiana Regional Council of Governments (“OKI”) and other interested and affected implementation partners and stakeholders, to administer and manage the Project;

WHEREAS, pursuant to Hamilton Resolution No 2010-10-88 and BCTID Resolution No. 2010-07, the Project was designated as a BCTID project, per ORC 5540.01 (C), with Hamilton and the BCTID entering into an intergovernmental agreement, effective November 29, 2010 so as to further define and provide for the Project approach and funding mechanisms, and which was amended effective April 13, 2012 (the “IGA”), specifically to provide for the required additional engineering services to complete Steps 4-9 of the ODOT Project Development Process for Minor Projects (“PDP”), pursuant to the April 23, 2012 consultant services agreement between the TID and B&N, in the form on file with the TID (the “Project Step 4-9 Work”). The Project Step 4-9 Work has accordingly been and is currently being administered and overseen by the TID, in coordination with Hamilton’s Director of Public Works/City Engineer and ODOT;

WHEREAS, furthermore the BCTID, as authorized by Resolution 2013-04 and related agreement with ODOT, has been designated to serve as the Local Public Agency or the “LPA” administering and managing the Project, including, but not limited to, continued planning, development, implementation, engineering, acquisition of right of way, which

includes the coordination and accommodation of utilities, and construction of the Project, in cooperation and collaboration with Hamilton and in coordination and cooperation with the ODOT, OKI and other interested and affected implementation partners and stakeholders, including, but not limited to, the Norfolk and Southern and CSX railroads and the Ohio Rail Commission;

WHEREAS, the BCTID, in its capacity as LPA, is allowed and permitted to receive allocations of federal funds for the Project, as made available through OKI or ODOT, and it is contemplated that the commitment of the related local match required for such federal funding will be provided by Hamilton, in such amounts and as further set forth in the IGA and more specifically in the proposed Second Amended Exhibit A to the IGA, in the form on file with the BCTID and Hamilton (hereinafter referred to as the “2d Amended IGA”);

WHEREAS, the BCTID and Hamilton further acknowledged and agreed, pursuant to Hamilton Resolution No. R2014-4-49 and BCTID Resolution 2014-03 and as provided by the 2nd Amended IGA, that the BCTID, acting as LPA, will incur additional costs and expenses in the course of further administering, managing and performing the Project right-of-way (“ROW”) acquisition, including acquisition of real property interests for ROW or in connection therewith and related administrative and legal/court costs to facilitate the ROW acquisition (the “ROW Acquisition Costs”) and that Hamilton is committed and is to provide the required local match funding as required for the ROW Acquisition Costs in the amounts set forth in the 2nd Amended IGA;

WHEREAS, the BCTID has determined it to be in the best interest of funding and advancing the Project, in accordance with the 2d Amended IGA, Article V., to pledge the amount of \$100,000.00, to be provided from available BCTID funds and applied toward Project construction costs, in the event Project construction funding is procured through available funding sources, including, but not limited to, through the TRAC;

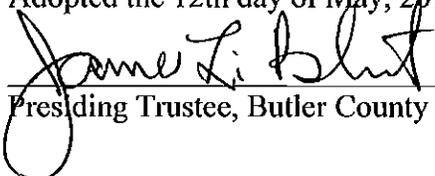
WHEREAS, the BCTID is specifically authorized pursuant to ORC Section 5540.03 to take such actions, receive such funding, and enter into all agreements necessary or incidental to performance of its functions and the execution of its powers to effect its purposes and Projects, and by ORC § 5540.03(A)(10) to receive and accept loans and grants for or in aid of the construction, maintenance, or repair of any project from the federal or any state or local government; including acquisition of real property relating to a transportation project pursuant to ORC §§ 5540.04 and 5540.05, and Hamilton is specifically authorized by ORC § 5540.02(F) to make appropriations from moneys available to the Hamilton and not otherwise appropriated to pay costs incurred by the BCTID in the exercise of its functions under ORC Chapter 5540; and,

NOW, THEREFORE, BE IT RESOLVED, that the BCTID Board of Trustees hereby authorizes and approves, in accordance with the 2d Amended IGA, Article V., a pledge in an amount of \$100,000.00 from available BCTID funds to be provided and be applied toward Project construction costs, contingent upon the procurement of Project construction funding, and that the taking of any such action and the execution and delivery of any such documents or instruments by the BCTID Chairman or Director shall be conclusive evidence of the BCTID Board’s determination that such actions are necessary in order for the BCTID to carry out the purposes of this resolution and of the authorization thereof by the

BCTID Board so as to facilitate and further this joint cooperative effort and undertaking between the BCTID and Hamilton to assist with, manage and advance the development, funding, implementation, engineering and construction of the Project, which will address, in various respects, vital capacity, safety and congestion issues, benefiting the traveling public and residents of the area and the region, as well as the emergency services operations, improving police, fire and EMS response, and significantly facilitate and provide for economic expansion and development in and around the Project areas.

It is found and determined that all formal actions of the Board of Trustees of the BCTID concerning and relating to the adoption of this resolution were adopted in an open meeting of this Board and that all deliberations of this Board that resulted in such formal action were in meetings open to the public, in compliance with the law, including Section 121.22 of the Ohio Revised Code

Adopted the 12th day of May, 2014.



Presiding Trustee, Butler County Transportation Improvement District

Attest: 

Secretary/Treasurer

Motion to pass resolution Ken Bogard Second by Dave Butsch

RESOLUTION NO. R2014-5-57

A RESOLUTION AUTHORIZING AND DIRECTING THE CITY MANAGER TO DOCUMENT THE CITY OF HAMILTON'S INTENT TO PROVIDE UP TO \$6,320,000 IN FUNDING FOR THE SOUTH HAMILTON CROSSING PROJECT FOR INCLUSION IN THE ODOT – TRAC APPLICATION.

WHEREAS, the South Hamilton Crossing Project will replace an existing at-grade railroad crossing on Central Avenue with a railroad overpass created by extending Grand Boulevard to the west and has been determined to be a high priority project for the City of Hamilton; and

WHEREAS, at the present time, construction of the project is estimated to be \$21,920,000 and funding has not been secured; and

WHEREAS, the City and Butler County Transportation Improvement District (BCTID) entered into an intergovernmental agreement to obtain regional support and to leverage federal and state funding with the City and BCTID agreeing to cooperate in the funding, development, coordination, management and implementation of the South Hamilton Crossing Project; and

WHEREAS, the Ohio Department of Transportation (ODOT) will be offering grant funding through the Transportation Review Advisory Council (TRAC); and

WHEREAS, as set forth in the application to ODOT – TRAC, it is proposed that the City finance \$6,320,000 of the cost, and that the remaining \$14,500,000 be requested from ODOT – TRAC; and

WHEREAS, Council, upon recommendation from City Administration, desires to authorize and direct the City Manager to document the City's intent to provide up to \$6,320,000 in funding for the South Hamilton Crossing project for inclusion in the ODOT – TRAC Application;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Hamilton, Ohio:

SECTION I: That Council does hereby authorize and direct the City Manager to document the City's intent to provide up to Six Million Three Hundred Twenty Dollars (\$6,320,000.00) in funding for the South Hamilton Crossing project for inclusion in the ODOT – TRAC Application.

SECTION II: This resolution shall take effect and be in full force from and after the earliest period allowed by law.

PASSED: May 14, 2014



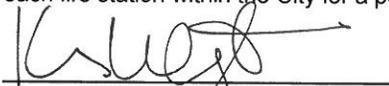
Mayor

Effective Date: Immediately

ATTEST: Krystal Wright
City Clerk

CERTIFICATE

I, Krystal Wright, City Clerk of the City of Hamilton, Butler County, Ohio, hereby certify that the foregoing Resolution No. R2014-5-57 was duly published as provided by Section 113.01 of the Codified Ordinances of the City of Hamilton, Ohio, by posting ten days after passage, a copy thereof in each fire station within the City for a period of ten days. POSTED: May 16, 2014



Krystal Wright, City Clerk
CITY OF HAMILTON, OHIO



May 1, 2014

Ms. Amanda DeCesare
Principal Engineer Public Projects
CSX Transportation
1717 Dixie Highway, Suite 400
Fort Wright, KY 41011

Subject: Hamilton, Butler County, Ohio
South Hamilton Crossing Project
(A) New Bridge Construction – Grand Boulevard Extension over CSXT
(B) Existing Central Avenue At-Grade Crossing Elimination
Agency Reference: BUT-SOUTH HAMILTON CROSSING
PID: 81174
AAR/DOT Nos.: (A) to be assigned; (B) 152 394L
CSXT Reference: Milepost: (A) BE-24.58; (B) BE-27.73
Louisville Division
Cincinnati Terminal Subdivision
OP No.: OH0474

Dear Ms. DeCesare:

I am writing regarding the elimination of a signalized at-grade railroad crossing at Central Avenue in the City of Hamilton, Ohio and its replacement with a grade separation at Grand Boulevard immediately adjacent to the existing crossing. Pursuant to 23 CFR 646.10 I am requesting CSX's consideration of a 5% contribution to the cost of the project, or \$1,242,691. Attached is the Composite Cost Summary and supporting documentation for your review and comment.

The project will eliminate the existing Central Avenue at-grade crossing, and construction of a new grade separation structure over CSX's Cincinnati Terminal Subdivision track. We are currently completing design on the project and have initiated the necessary right-of-way acquisition phase of the project.

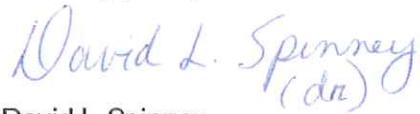
The schedule for construction is still dependent upon fiscal programming by the Ohio Department of Transportation of federal funds but final plan approval and right-of-way clearance is scheduled September of 2015.

I am requesting your review and response so that we may agree upon the appropriate contribution to the project by CSX Transportation to this vital project.

Ms. Amanda DeCesare
May 1, 2014
Page 2

Thank you for your consideration of this request. Should you need any other information or have any other questions or concerns, please do not hesitate to contact me at (513) 785-3452 or dspinney@bctid.org.

Sincerely yours,

A handwritten signature in blue ink that reads "David L. Spinney" with "(da)" written below it.

David L. Spinney
Director
Butler County TID

Attach.



CODE OF FEDERAL REGULATIONS

Title 1 General Provisions

Revised as of January 1, 2012

Containing a codification of documents
of general applicability and future effect

As of January 1, 2012

Published by the Office of the Federal Register
National Archives and Records Administration
as a Special Edition of the Federal Register

Title 23—Highways

	<i>Part</i>
CHAPTER I—Federal Highway Administration, Department of Transportation	1
CHAPTER II—National Highway Traffic Safety Administration and Federal Highway Administration, Department of Transportation	1200
CHAPTER III—National Highway Traffic Safety Administration, Department of Transportation	1313

railroads such as rapid transit, commuter and street railroads.

Utility shall mean the lines and facilities for producing, transmitting or distributing communications, power, electricity, light, heat, gas, oil, water, steam, sewer and similar commodities.

[40 FR 16059, Apr. 9, 1975, as amended at 62 FR 45328, Aug. 27, 1997]

§ 646.206 Types of projects.

(a) Projects for the elimination of hazards, to both vehicles and pedestrians, of railroad-highway crossings may include but are not limited to:

- (1) Grade crossing elimination;
- (2) Reconstruction of existing grade separations; and
- (3) Grade crossing improvements.

(b) Other railroad-highway projects are those which use railroad properties or involve adjustments to railroad facilities required by highway construction but do not involve the elimination of hazards of railroad-highway crossings. Also included are adjustments to facilities that are jointly owned or used by railroad and utility companies.

§ 646.208 Funding.

(a) Railroad/highway crossing projects may be funded through the Federal-aid funding source appropriate for the involved project.

(b) Projects for the elimination of hazards at railroad/highway crossings may, at the option of the State, be funded with the funds provided by 23 U.S.C. 133(d)(1).

[62 FR 45328, Aug. 27, 1997]

§ 646.210 Classification of projects and railroad share of the cost.

(a) State laws requiring railroads to share in the cost of work for the elimination of hazards at railroad-highway crossings shall not apply to Federal-aid projects.

(b) Pursuant to 23 U.S.C. 130(b), and 49 CFR 1.48:

(1) Projects for grade crossing improvements are deemed to be of no ascertainable net benefit to the railroads and there shall be no required railroad share of the costs.

(2) Projects for the reconstruction of existing grade separations are deemed to generally be of no ascertainable net

benefit to the railroad and there shall be no required railroad share of the costs, unless the railroad has a specific contractual obligation with the State or its political subdivision to share in the costs.

(3) On projects for the elimination of existing grade crossings at which active warning devices are in place or ordered to be installed by a State regulatory agency, the railroad share of the project costs shall be 5 percent.

(4) On projects for the elimination of existing grade crossings at which active warning devices are not in place and have not been ordered installed by a State regulatory agency, or on projects which do not eliminate an existing crossing, there shall be no required railroad share of the project cost.

(c) The required railroad share of the cost under § 646.210(b)(3) shall be based on the costs for preliminary engineering, right-of-way and construction within the limits described below:

(1) Where a grade crossing is eliminated by grade separation, the structure and approaches required to transition to a theoretical highway profile which would have been constructed if there were no railroad present, for the number of lanes on the existing highway and in accordance with the current design standards of the State highway agency.

(2) Where another facility, such as a highway or waterway, requiring a bridge structure is located within the limits of a grade separation project, the estimated cost of a theoretical structure and approaches as described in § 646.210(c)(1) to eliminate the railroad-highway grade crossing without considering the presence of the waterway or other highway.

(3) Where a grade crossing is eliminated by railroad or highway relocation, the actual cost of the relocation project, the estimated cost of the relocation project, or the estimated cost of a structure and approaches as described in § 646.210(c)(1), whichever is less.

(d) Railroads may voluntarily contribute a greater share of project costs than is required. Also, other parties may voluntarily assume the railroad's share.

Cost Summary
BUT-South Hamilton Crossing, PID 81174
City of Hamilton, Butler County, Ohio

CSX Louisville Division, Cincinnati Terminal Subdivision
MP BE-24.60
OP No. OH0474

1 crossing to be eliminated at Central Ave. DOT/AAR# 152 394L at MP BE-24.73

Description	Total Cost
Roadway including excavation and Embankment	\$ 1,726,856
Erosion control	\$ 179,457
Drainage	\$ 1,928,142
BMP's	\$ 141,360
Pavement	\$ 1,145,512
Sanitary Sewer	\$ 288,462
Waterwork	\$ 458,877
Gas	\$ 281,900
Electric	\$ 2,655,688
Telephone	\$ 123,805
Lighting	\$ 580,000
Traffic Control	\$ 34,229
Traffic Signals	\$ 292,474
Building Demolition	\$ 498,000
Bridge structure incl. sub- & superstructure	\$ 2,764,113
Maintenance of Traffic	\$ 159,000
Incidentals	\$ 246,450
Subtotal	\$ 13,504,325
10% Contingency	\$ 1,350,433
20% Inflation rate	\$ 2,970,952
Construction total	\$ 17,825,709
Preliminary Engineering	\$ 627,957
Detailed Design	\$ 1,162,003
Right-of-way cost	\$ 5,500,000
Construction Engineering	\$ 738,143
CSX Force Account (estimated)	\$ 500,000
Total Obligated Project Cost	\$ 26,353,812
5% of Total =	\$ 1,317,691



May 12, 2014

Mr. David Spinney
Executive Director
Butler County Transportation Improvement District
1921 Fairgrove Avenue
Hamilton, Ohio 45011

Re: South Hamilton Crossing

Dear Mr. Spinney:

The Butler County Engineer's Office (BCEO) would like to offer our support and endorsement of the South Hamilton Crossing project. Elimination of the current at-grade crossing of Central Avenue at the CSX Rail line is critical to reducing accidents and moving emergency vehicles through the area. A grade separation configuration at this location will also improve general safety and facilitate the movement of goods and services.

As you know, the skewed angle and vertical grade of the current crossing combined with its close proximity to Pleasant Avenue (U.S. 127) make this a hazardous route for motorists. Furthermore, the amount of train traffic causes significant backups numerous times during the day creating particularly dangerous scenarios for traffic along Pleasant Avenue. Many drivers now avoid the area entirely which hurts local businesses and commerce.

From a Countywide perspective and as the authors of the Butler County Thoroughfare Plan, we at the BCEO envision the South Hamilton Crossing as providing an additional east-west artery from I-75, State Route 4, State Route 129, and points east, into southern Hamilton. This is important to establishing a safer, more efficient means to open up large undeveloped tracts of land for commercial development from which the City of Hamilton and Butler County would greatly benefit.

The South Hamilton Crossing project is critical for commuters and commerce in the area. It is imperative that improvements be made in the very near future. As Butler County Engineer, I fully support the TID's request for funding of a grade separation at Central Avenue and the CSX Railroad. This project will enhance the health, safety, and welfare of the traveling public and is a worthy project for the community and surrounding areas.

Thank you for your dedication to this project.

Very truly yours,

A handwritten signature in black ink that reads "Gregory J. Wilkens". The signature is written in a cursive, flowing style.

Gregory J. Wilkens, P.E., P.S.
Butler County Engineer



**Butler County Regional
Transit Authority**

3045 Moser Court
Hamilton, OH 45011
513-785-5237
www.butlercountrta.com

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Brad Williams
City of Fairfield

Executive Director

Carla L. Lakatos

Legal Counsel

Gary Becker
Dinsmore & Shohl, LLP

General Public

Transportation Services

R1 Middletown-Hamilton Shuttle

R2 Middletown-Oxford Shuttle

R3 Hamilton-Oxford Shuttle

Park-And-Ride

Job Shuttle

Shopping Shuttle

Medical Shuttle

Group Shuttle

On-Demand, Curb-to-Curb

Miami University/Oxford Local Service

**Butler County Regional
Transit Authority Mission:**

"To support Butler County's
quality of life and economic
development through public
transportation solutions."

May 14, 2014

Mr. David Spinney
Butler County Transit Improvement District
1921 Fairgrove Avenue
Hamilton, Ohio 45011

Dear Mr. Spinney:

Please accept this letter in strong support of the proposed project to upgrade the South Hamilton railroad crossing in Hamilton, Ohio. As the public transit provider in Butler County, including the City of Hamilton, BCRTA is keenly aware of the benefits associated with this critical improvement. A safer, more efficient crossing would greatly enhance our ability to provide safer, more efficient transportation services.

BCRTA provides general public, fixed route commuter service connecting the Cities of Middletown, Hamilton, and Oxford and providing affordable mobility options for work, education (including connections to Miami University in Oxford, Hamilton, and Middletown), healthcare and other quality of life opportunities. Because of growing public demand and ridership, BCRTA extends the service to the Workforce One location in Fairfield, and to the Cincinnati Metro system in Hamilton County. BCRTA traverses the railroad crossing a number of times throughout a typical weekday. Current conditions can greatly affect service reliability, convenience and safety – all factors in growing a sustainable passenger service.

Additionally, this improvement would directly contribute to BCRTA's mission "to support Butler County's quality of life and economic development through public transportation solutions." BCRTA customers and the local businesses they support as employees, students, shoppers, medical and professional clients, etc. would directly benefit from this project.

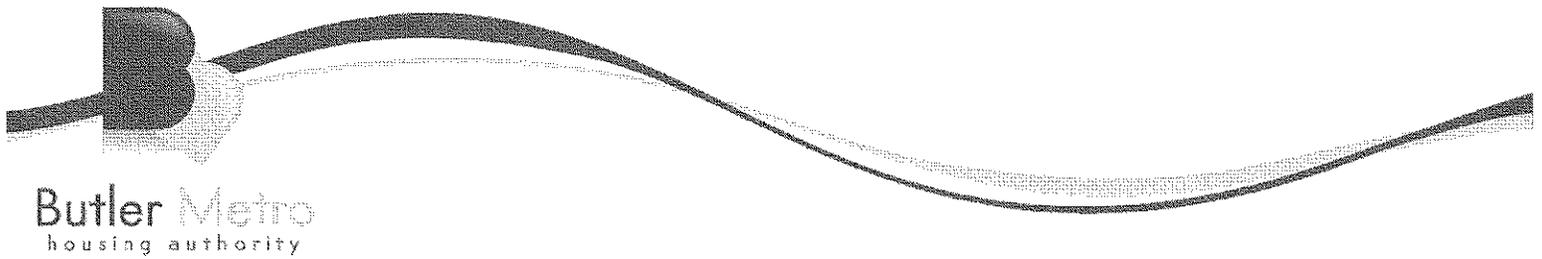
On behalf of BCRTA and its Board of Trustees, I urge funding support of this project which would directly improve mobility options, quality of life, and economic development for the region.

Sincerely,

Carla L. Lakatos
Executive Director

Cc: BCRTA Board of Trustees





May 8, 2014

Dave Spinney
Butler County Transportation Improvement District
1921 Fairgrove Avenue
Hamilton, OH 45011

Dear Mr. Spinney,

I am very pleased to write this letter in support of the South Hamilton Crossing project.

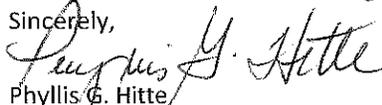
While I have personally experienced this dangerous crossing for many years I wish to speak on behalf of our residents who live in the area. Butler Metropolitan Housing Authority provides low incoming housing for residents of Butler County and a large number of our residents live in close proximity of this crossing. Many of our residents also have little transportation and actually cross these tracks on foot daily to get to businesses such as grocery stores, social agencies such as SELF, and even medical treatment facilities.

The traffic patterns have even proven harmful to employees. One example is an accident that occurred as a result of a maintenance employee getting caught on the track because of the short notice of an oncoming train. Fortunately the employee was not injured but our vehicle was damaged. As a result the actual "arm" at the crossing was damaged leaving the potential for more accidents.

We believe that the project is very worthwhile and long overdue considering the history of accidents and also inconvenience due to long trains staying at the crossing. We also are reminded of the potential delays for emergency equipment due to the numerous tracks in the area.

This project could greatly reduce accidents but also from our perspective create good economic growth that is so desperately needed in the City of Hamilton. Again, many of our residents are looking for employment and we believe the improvements would also open up many economic opportunities.

Please accept this letter of support to the South Hamilton Crossing project. I personally appreciate all the work you are doing to bring improvements to the City of Hamilton and Butler County.

Sincerely,

Phyllis G. Hitte
Executive Director
Butler Metropolitan Housing Authority



Greater Hamilton Chamber of Commerce
201 Dayton Street
Hamilton, OH 45011
513-844-1500
513-844-1999 Fax
www.hamilton-ohio.com

5-14-2014

Mr. Dave Spinney
Butler County Transportation District
1921 Fairgrove Ave.
Hamilton, Ohio 45011

Dear Mr. Spinney,

I am writing to support the effort to acquire funding for the upgrading of the South Hamilton crossing transportation project in Butler County Ohio. The Greater Hamilton Chamber of Commerce is the leading voice of business in the area. For over 104 years we have been committed to removing barriers that prevent existing business from thriving while helping to improve conditions that will spur new business development. We currently represent approximately 600 business members representing over 22,000 jobs. While we believe this transportation project will benefit our region in many ways, its ability to spur economic development is its most important aspect.

We are convinced that an improved South Hamilton Crossing will lead to new business development. A safer, efficient crossing would improve the appeal of large tracts of undeveloped land west of the tracks. This includes empty tracts of land along University Boulevard near the Miami University Hamilton campus. In addition, with the Vora Technology Park and University Commerce Park there is over 100 acres of industrial/commercial prime acreage that will be more accessible for new business development. The Vora Technology Park contains 365,000 square feet of Class A office space. Over the years, we have heard from Vora representatives that many of their new business prospects have sited the problems associated with this at-grade crossing as a detriment to choosing Vora Technology Park in their site selection decisions. With the completion of the South Hamilton Crossing project, we anticipate that over 2,300 high paying jobs will be created in these properties alone.

From a business retention standpoint, we are convinced that the completion of the South Hamilton Crossing project will help retain several thousand jobs in our region. Because local drivers in recent decades have avoided the at-grade crossing, existing businesses in areas on both sides of the busy tracks have declined as potential customers have learned to travel other east-west routes. Over the years, businesses have communicated to us the importance of creating additional east-west routes through the community as an important factor in competing as well as helping to improve business efficiencies. The completion of the South Hamilton Crossing will provide these businesses the needed transportation corridor necessary to retain and grow the current base of their business in the Butler County.

Please consider the above economic development advantages for completing this important transportation project. In addition to the obvious safety considerations involved in this project, we believe the South Hamilton Crossing will create and retain jobs in the City of Hamilton and Butler County for many years to come! We strongly support this project and urge the proper authorities to fund this project for the betterment of the entire region!

Sincerely,

Kenny Craig
President/CEO



Founded 1791

Hamilton Fire Department
Steven A. Dawson, Chief

77 Pershing Avenue
Hamilton, Ohio 45011
513.785.7500
Fax 513.867.7321

May 14, 2014

Mr. Dave Spinney, Director
Butler County Transportation District
1921 Fairgrove Avenue

Dear Mr. Dave Spinney,

As the Chief of the Hamilton Fire Department, I am a strong advocate for the South Hamilton Crossing Project. The South Hamilton Crossing is a central response route for fire and emergency medical vehicles.

This crossing has been and is a significant problem for my department. All too often, this crossing is blocked by trains that increase the response times of fire and emergency medical units. When forced to detour around this blocked crossing, an unacceptable number of minutes are added to the response time. In emergency response, minutes are critical in terms of lives and property damage. Also, a delayed response impacts the safety of firefighters who may have to confront a more advanced fire.

An overpass at the South Hamilton Crossing would improve emergency response times, which would provide better safety for the Citizens of Hamilton.

Sincerely,

Steven A. Dawson, Chief
Hamilton Fire Department



Greater Hamilton Safety Council

400 North Erie Blvd.
Hamilton, Ohio 45011
Phone: (513) 896-5333 Fax: (513) 896-5334

May 14, 2014

Mr. Dave Spinney
Butler County Transportation Improvement
1921 Fairgrove Avenue
Hamilton, OH 45011

Dear Mr. Spinney,

The purpose of this letter is to provide support in the effort to acquire the funding for the upgrading of the South Hamilton Crossing Transportation Project in Hamilton, Ohio.

As the Director of the Greater Hamilton Safety Council, it is my responsibility to promote the education of safety and prevention of accidents. Therefore, I am writing to you relative to the dangers the community faces with the crossing remaining as it now exists.

For over 100 years, the City of Hamilton has sought a grade separation to replace the dangerous at-grade crossing. By replacing this crossing with a grade separation configuration, the rail traffic and vehicle traffic would dramatically reduce the chance for accidents.

As a lifetime resident of Hamilton, I would avoid that crossing because of the danger. All you have to do is drive that intersection and you can see why it is so dangerous.

Additionally, as a former firefighter, paramedic, and Lieutenant with the Hamilton Fire Department, I retired after twenty-five (25) years and have worked many bad accidents at that location. These accidents were often caused by motorists who were confused as to where to drive.

As a paramedic, I witnessed our squads and fire personnel on emergency runs make concentrated efforts to use routes which would circumvent this area. More often than not, the crossing was blocked by freight trains as much as two-miles or more in length. The use of indirect routes adds valuable minutes to emergency response time for both police and fire.

In conclusion, I ask that you please consider the dangers this crossing continues to present to our entire community. The Hamilton Safety Council strongly supports this project and urges the proper authorities to fund this project for the betterment and safety of the entire region. Thank you for your consideration of this project.

Sincerely,

GREATER HAMILTON SAFETY COUNCIL

Kim H. Wentz,
Director



Hamilton Police Department

J. Scott Scrimizzi

Chief of Police

331 S. Front St.

Hamilton, Ohio 45011

513-868-5811 ext 1395 fax 513-867-7317

May 20, 2014

Mr. Dave Spinney, Director
Butler County Transportation Improvement District
1921 Fairgrove Ave.
Hamilton, Ohio 45011

Dear Mr. Spinney,

As Chief of Police for the City of Hamilton, I am writing to express my support for the South Hamilton Crossing Project. Having served with the Hamilton Police Department for thirty years, and being a lifelong resident of the city, I feel that I am well qualified to evaluate the need for the south Hamilton grade crossing to be upgraded from a personal and public safety perspective.

Prior to the High Street overpass project over 30 years ago, a north or south bound train could completely block travel from the east to the west side of the city. Though the High Street project alleviated some traffic issues, it has not alleviated them all and with only one route available in times of emergency, it surely has not alleviated a situation that critically affects public safety.

Currently if the south Hamilton grade crossing is blocked, police units may have to travel several miles to answer a call a block away. The impact on responding to calls for police service, or even traveling through the city was never more apparent than in early 2013 when a tractor trailer was attempting to cross the railroad grade crossing and damaged the safety signals. Due to federal railroad grade crossing guidelines, the crossing had to be closed until the safety devices were repaired, which took over ten days. Ten days with one of two primary east west routes unavailable for emergency travel or even for the convenience of the public.

In addition to the travel issues, the current design of the South Hamilton Crossing is poor at best, and probably one of the most unsafe intersections in the city. Rarely does a week go by when officers do not respond to an accident related to the design of the intersection in some way. Whether it be because of the merging of lanes, traveling across four sets of railroad tracks at a 45 degree angle, or just the general inattention of drivers, accidents abound.

The South Hamilton Crossing project is the most critical traffic and travel improvement program that the city has ever engaged in. Over the last three years, Hamilton has progressed like I have never seen in my life and the improvements to the south Hamilton crossing will only serve to improve the safety of our citizens and the quality of life.

Sincerely,

A handwritten signature in black ink that reads "J. Scott Scrimizzi". The signature is written in a cursive style.

J. Scott Scrimizzi
Chief of Police
Hamilton, Ohio



May 8, 2014

Mr. Dave Spinney, Director
Butler County Transportation District
1921 Fairgrove Ave.
Hamilton, OH 45011

Dear Mr. Spinney:

I write as a local business leader who frequently transits the South Hamilton crossing, and as a spokesperson for a company that is one of the largest generators of truck traffic in the immediate area, the South Hamilton Crossing warrants major improvement for many reasons.

The existing crossing is both unique and awkward. I am unaware of another like it anywhere. The negative slope of the roadway, particularly when crossing to the north to join Pleasant Avenue, seems inherently dangerous. In fact, I understand this to be the reason semi trailers are now banned from crossing. Also, the need for an almost immediate merge from either lane is disconcerting. While I've never been involved in an accident near the crossing, the potential seems much greater than almost anywhere else in Hamilton.

Our plant, located just south of the crossing on Dixie Highway, sees numerous tractor trailers each weekday. Now banned from the crossing, some must navigate well out of their way to either reach us or when departing for their next pick-up/delivery. Most of the roads surrounding our plant are two lane roads. We can all agree that minimizing large truck traffic on two lane roads in Hamilton is a worthy goal for any number of reasons.

Traffic on SR 129 and High/Main through downtown Hamilton seems to be ever-increasing. Another good east/west transportation option simply doesn't exist. An extension westward from Brand Boulevard could become that option. Access to the burgeoning Hamilton branch campus of Miami University and Vora Technology would serve Hamilton well. Who knows the potential for further economic development activity in that part of Hamilton?

For these reasons and more I support the South Hamilton Crossing upgrade project.

David R. Lippert, President
Hamilton Caster & Mfg. Co.



May 9, 2014

Mr. Dave Spinney, Director
Butler County Transportation District
1921 Fairgrove Ave.
Hamilton, OH 45011

Dear Mr. Spinney:

I write as both the City Manager and Director of Public Safety for the City of Hamilton to support the South Hamilton Crossing Project. The project is crucial for both economic development and an essential safety project.

The South Hamilton Crossing Project will open up a number of areas for economic growth. The City of Hamilton has only two business parks available for development and the South Hamilton Crossing project will go through one of them, the 60-acre University Commerce Park (UCP). To date, the City of Hamilton has struggled to attract companies to the business park and access has been a major factor. As acreage is rapidly develops in the other business park, improving access to UCP becomes even more critical to economic development in Hamilton.

Better access is also essential to maximize the economic development potential at Vora Technology Park, one of the most technologically advanced office spaces in southwest Ohio. While working with prospective companies looking at Vora Technology Park, access often becomes a primary concern. On multiple occasions, companies have chosen other locations due to the poor access to Vora Technology Park.

Miami University Hamilton (MUH) will also benefit from better access. MUH is a growing campus with over 4,300 students. As it continues to expand four-year degree options, MUH anticipates continued growth. However, many students are frustrated with poor access to the campus. I am confident improved access to the campus will further boost MUH's growth and will encourage new development around the university to provide a more campus feel through increase residential and commercial activity.

There are many unquantifiable economic consequences to the current traffic configuration in the area. The area surrounding South Hamilton Crossing is one of the busiest manufacturing corridors in Hamilton, yet truck traffic is restricted at the current railroad crossing due to safety concerns. A simpler, more direct route will not only be more attractive to prospective companies, but also result in efficiency improvements for existing businesses, such as Matandy and J.N. Linrose,



which have limited truck traffic options directly linked to the current traffic configuration. South Hamilton Crossing eliminates these limitations.

South Hamilton Crossing will have a tremendous impact on safety in the area as well. There are two main reasons South Hamilton Crossing is necessary to improve safety: police and fire response times and intersection safety. The busy crossing is frequently blocked by train traffic, affecting police, fire, and paramedic response times. When forced to take an alternate route, the detour can be as much as three miles and, on a busy day, add a minimum of ten minutes to response times. These delays can cost lives and result in increased damage or property loss. The overpass at South Hamilton Crossing eliminates this problem for responding apparatus resulting in better response times for the citizens and firefighters alike.

The other primary concern is intersection safety. This intersection is regarded as Hamilton's most treacherous at-grade railroad crossing because Central Avenue passes over the four tracks at an angle which severely limits a driver's view of the tracks. Vehicle traffic from both sides approaches the crossing at an uphill path, also restricting driver visibility of approaching trains. On the west side of the intersection, visibility of even the railroad warning devices is limited.

A consultant's study has noted that "the crash analysis indicates that the crash types are significantly higher than normal in the categories related to poor intersection geometries." The report also said "the crash potential and severity of the crash" are greater at such substandard crossings. The dangerous merge on the west side of the crossing creates driver confusion as traffic approaches the nearby Knightsbridge intersection.

The South Hamilton Crossing project is one of the most crucial projects for the future of Hamilton, both for economic development and safety reasons.

Sincerely,

Joshua Smith, City Manager
City of Hamilton



May 19, 2014

Mr. Dave Spinney
Butler County Transportation Department
1921 Fairgrove Avenue
Hamilton, Ohio 45011

Dear Mr. Spinney:

I am writing to support the effort to acquire funding for the upgrading of the South Hamilton crossing transportation project in Hamilton, Ohio.

The Hamilton City School District has over thirty school buses that use the South Hamilton rail crossing daily when our school district is in session. Each of these school buses crosses the four tracks twice daily and some of them cross eight times per day. This crossing is a safety hazard for our children and employees and is inconvenient for them and for the community.

Each of our buses does a safety procedure lasting 1-2 minutes each time they cross the tracks to make sure they are not stuck by one of the 50-60 freight trains or the passenger train that use these tracks daily. These safety procedures by our school buses easily tie up the South Hamilton crossing two to three hours per day.

Please consider the above safety improvement and school district transportation cost savings advantages when considering the importance of this project.

Sincerely,

Janet Baker, Superintendent
Hamilton City School District

The LANE

Libraries

Hamilton • Fairfield • Oxford

May 14, 2014

Mr. David Spinney
Butler County Transportation Improvement District
1921 Fairgrove Ave.
Hamilton, OH 45011

Dear Mr. Spinney,

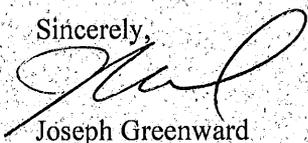
I am writing to you in support of the effort to acquire funding for the South Hamilton crossing transportation project in Hamilton, Ohio. The Lane Public Library has been serving the residents of Hamilton, Ohio for over 140 years, and during that time, the library has been committed to promoting the growth of the community, the success of its residents, and the economic development of the city. It is with these commitments in mind, that the library has identified the South Hamilton crossing project as an important undertaking for the city of Hamilton.

The first, and most obvious, benefit that would be realized as a result of this project would be the improved traffic flow in the area and the subsequent positive effect that would have on public safety. Safety and convenience rank high on anyone's list when considering a place to live, work or start a business, and this project affords the opportunity to address both concerns. Area residents, Miami University Hamilton students, and local businesses and institutions, including the Lane Libraries Administration Center, would all benefit greatly from the more convenient and reliable east-west connection, which would reduce travel time, provide better access to the area, and eliminate the treacherous railroad crossing at Central Avenue. This project would also dramatically decrease police, fire and paramedic response time in the unfortunate circumstance where they would be detoured during an emergency as a result of a blocked crossing.

In addition to the benefits in the areas of convenience and safety, the undertaking of this project would lead to significant economic benefits in both development and retention. First, it would vastly improve the appeal of large tracts of undeveloped land on the west side of the railroad tracks. The improved access will also benefit the Vora Technology Park, which contains 365,000 square feet of office space. As importantly, existing businesses have declined as potential customers have traveled alternative east-west routes in order to avoid the crossing. It is clear that this project would not only attract new businesses to the area as traffic flow improves, but also allow the existing businesses to remain in Hamilton and continue to grow.

For the reasons mentioned above, and Lane Public Library's desire to see a vibrant and growing community in Hamilton, we strongly support this project, and hope that it will receive the necessary funding to make it, and all its intended benefits, a reality.

Sincerely,



Joseph Greenward
Director, Lane Public Library



Steel & Metal Products, L.L.C.

May 8, 2014

Mr. Dave Spinney
Butler County Transportation Improvement District
1921 Fairgrove Avenue
Hamilton, Ohio 45011

Subject: South Hamilton Crossing Upgrade

Dear Mr. Spinney:

On behalf of Matandy Steel & Metal Products and its employees, I am writing to support the effort to petition the State of Ohio for funding of the long overdue grade separation of vehicle traffic and railroad traffic at the South Hamilton crossing in Hamilton, Ohio.

With our facilities and offices being immediately adjacent to the South Hamilton crossing, we have seen 1st hand the dangerous situation that currently exists to motorists and pedestrians, as well as the negative impact on traffic flow the South Hamilton crossing creates due to its unique arrangement and outdated configuration. The unusual approach, angular crossing and merging traffic coupled with limited sight and visibility at this crossing make it very difficult for drivers to navigate safely.

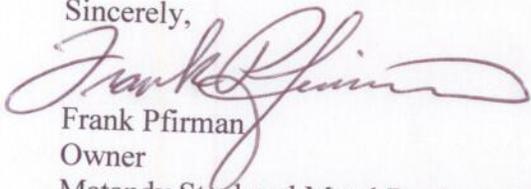
The safety problem with the unique at grade crossing arrangement is compounded significantly when you consider the high volume of rail traffic seen at the South Hamilton crossing due to those rail lines being main line tracks which are heavily used by both CSX and Norfolk Southern. From our facilities, it seems as if we hear the train horn blowing about every 20-30 minutes as it approaches that crossing. Likewise, being the mainline tracks for these two carriers, it is not uncommon for a freight train's length to exceed 2 miles which contributes to traffic delays and backups, not only at this crossing but at other crossings in this general area.

An updated crossing with grade separation would serve the entire community by providing the benefits of greatly improved safety of drivers and pedestrians in addition to convenience by providing a much needed east west route thru the City of Hamilton. The only other east-west crossing with road grade separation in the area is the High Street/St. Route 129 underpass which experiences very heavy traffic patterns and delays due to the intensity of rail road traffic and the City's limited alternate routing patterns.

Additionally, the current crossing is posted with signs stating "No Thru Trucks" and prohibits commercial trucks in both the east and west direction thus forcing them to detour to the north or south which contributes to the congestion and intensity of the other crossings in the area.

As stated above, we are in full support of this project and petition the proper authorities at the State level for their support with the funding of this most needed improvement for the safety and well being of the individuals in our entire community.

Sincerely,

A handwritten signature in dark ink, appearing to read "Frank Pfirman", written in a cursive style.

Frank Pfirman

Owner

Matandy Steel and Metal Products, LLC

May 16, 2014

Dave Spinney, Director
Butler County Transportation Improvement District
1921 Fairgrove Ave.
Hamilton, Ohio 45013

Dear Mr. Spinney,

Last year I wrote to you with great conviction in support of proposed improvements to the South Hamilton railroad crossing located less than a mile east of Miami University's Hamilton campus.

This year I write to you with greater appeal.

The area involved in this proposed improvement is underutilized and underdeveloped. This project would make the entire area east of our campus more attractive to prospective students and prospective developers.

Since I wrote to you in April 2013, Miami has been approached by developers considering construction projects directly east of our campus that would mutually benefit the city and our campus. Specifically, developers are interested in building privately owned and operated residential dormitory-style housing that would attract other new business to the area including grocery, laundry, restaurant and other support businesses serving our student body. We currently have 4,700 students enrolled.

Miami Hamilton is changing. The campus is now a four-year destination where students can earn a Miami University bachelor's degree without having to relocate to Oxford. We also hope to mirror on this campus our successful English Language Learners program at Miami Middletown that is attracting cohorts of international students to that city.

Safety and access are paramount in our negotiations with universities outside of the U.S. and their representative agencies. The South Hamilton crossing project will be an important consideration in determining the feasibility of bringing cohorts of international students to Hamilton.

This project is also important to Miami University as it would provide a direct line of access to Miami's Voice of America Learning Center in West Chester and all points east of the Hamilton campus including the entire West Chester-Liberty-Mason area.

We are heavily recruiting students from those communities but with limited success due to parental concerns about motorist safety and route access.

The grade crossing in its current configuration is dangerous and to be avoided. The crossing was closed for an extended period last year after the signalization was damaged in a serious traffic accident.

A railroad overpass providing direct access to Miami University Hamilton and Vora Technology Park will attract new light industry and residential parcel development all along the proposed route. It will be the catalyst for economic development and provide safer and more convenient access and services to our students, faculty and staff.

This project is absolutely critical to the future growth of Miami University Hamilton.

Sincerely,

A handwritten signature in blue ink, appearing to read "G. Michael Pratt". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

G. Michael Pratt, Ph.D.
Associate Provost and Dean
Miami University
Hamilton Campus

Central Administration

282 N. Fair Avenue
Hamilton, OH 45011

BUTLER COUNTY
Board of
**DEVELOPMENTAL
DISABILITIES**
Supporting Possibilities

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F: 513.820.5081

www.butlerdd.org

May 14, 2014

Dave Spinney, Director
Butler County Transportation Improvement District
1921 Fairgrove Avenue
Hamilton, OH 45011

Dear Mr. Spinney,

As the Superintendent of the Butler County Board of Developmental Disabilities, I am writing in support of the City of Hamilton's "South Hamilton Crossing" project.

The Board provides day to day transportation to and from our facility-based day habilitation program for eligible individuals, and many individual providers also supply this necessary service for their clients. The South Hamilton Crossing is so central to the City of Hamilton, it is necessary for us to utilize this crossing daily. First and foremost, it is a safety concern for us. Our vehicles already have limited access to full range of view and these four tracks cross at an angle which more severely limits the view of our drivers. There are many times that this crossing is blocked by stopped trains and we have found it necessary to find alternate routes, often prolonging already long rides for the people we serve. We have a state rule that individuals cannot be on the vehicle for more than 90 minutes; alternating from our routes either to avoid the crossing or go around the blocked crossing adds time to our overall trip. Our organization has always considered the health and safety of individuals as our first priority.

We also have a number of support coordinators and developmental specialists who would benefit from this improvement as they travel through the city for home visits and meetings with individuals and their families. For these reasons, we strongly encourage your consideration for this important project. Thank you.

Sincerely,



Lisa Guliano
Superintendent



May 8, 2014

Mr. Dave Spinney
Butler County Transportation District
1921 Fairgrove Ave.
Hamilton, OH 45011

Dear Mr. Spinney,

I am writing to convey my ardent support of the effort to acquire funding to upgrade the South Hamilton Crossing transportation project in Hamilton, Ohio. As CEO and Founder of the Vora Technology Park in Hamilton, I am acutely aware of the hindrance the railroad crossing has been to our potential customers. Vora Technology Park provides Class-A office space, a secure state-of-the-art data center, and a professional incubator wing for the use of both established and burgeoning high-technology companies. The absence of the efficient traffic flow to our facility has impeded key corporations from selecting our site for their customer service center, back-office or data center location.

Upgrading the South Hamilton crossing is critical to the economic development of Hamilton as it has proven to be a barrier to bringing jobs into the city.

My second major concern is the safety factor. The safety and well-being of my staff, customer, and colleagues are a primary concern. The uphill and uneven grade of the crossing is a hazard and the angle of the tracks to the roadway severely limits the view of the tracks. Additionally, crossing the tracks onto Route 127 forces the driver to merge onto a busy thoroughfare and risk colliding with oncoming traffic. Moreover, the traffic flow is quickly changing lanes, which increases the possibility of a crash.

I request and recommend your consideration of the safety concerns of the public and of the business community concerning the hazardous South Hamilton crossing and the clear economic development advantages of the City of Hamilton. I am a strong supporter of the project and add my request to countless other who urge your serious consideration of funding the upgrade of South Hamilton crossing.

Sincerely,

A handwritten signature in black ink that reads "Mahendra Vora". The signature is stylized and includes a large, sweeping flourish at the end.

Mahendra Vora
CEO

From: Spinosa, Stefan
To: DSpinney@bctid.org
Cc: Mary, Steve; Smith, Keith; Fluegemann, Andy
Subject: RE: TRAC Application for South Hamilton Crossing
Date: Monday, May 19, 2014 3:50:12 PM

Dave,

Thank you for the information. This email is to acknowledge your coordination with our District.

Stefan C. Spinosa, P.E.
Planning and Engineering Administrator
Ohio Department of Transportation, District 8
505 South SR 741, Lebanon, OH 45036
Phone: 513-933-6639 FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

From: DSpinney@bctid.org [mailto:DSpinney@bctid.org]
Sent: Monday, May 19, 2014 1:50 PM
To: Spinosa, Stefan
Cc: Mary, Steve; Smith, Keith
Subject: TRAC Application for South Hamilton Crossing

Stefan,

The BCTID is again submitting a TRAC application for Tier 1 construction funds for the South Hamilton Crossing Project. We have now passed the hurdle of the environmental approval and have begun the right-of-way acquisition phase.

Just as last year TRAC is requesting the District's acknowledgement of their knowledge of the project. We have been working with numerous members of the District 8 staff as the project moves forward. I have attached a draft of our application for the South Hamilton Crossing for your information. I have not included all of the letters of support but will forward them if you so desire. The District has been very supportive of the project in the past and I ask again for your acknowledgement of the project. Please note that the last page of the attached application requests documentation of a letter of acknowledgement from the District.

Please forward me correspondence to be included in the application which is due next week.

Thank you for your continued support.

David L. Spinney
Director
Butler County Transportation Improvement District
1921 Fairgrove Ave.
Hamilton, Ohio 45011
(513) 785-3452 (office)
(513) 478-9736 (cell)

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Gates, James

From: DSpinney@bctid.org
Sent: Thursday, May 22, 2014 1:24 PM
To: Gates, James
Cc: Allen Messer PE (messera@ci.hamilton.oh.us); Taylor, Melissa
Subject: Re: Form Submission Receipt: 2014 TRAC Funding Application
Attachments: ELLIS v. STIP.eml; Combined estimate modified for TRAC.xlsx

Jim,

I have submitted a TRAC application for funding for the South Hamilton Crossing Project.. As we discussed in our telephone conversation my cost estimate did not go neatly into the online format. I have attached a cost estimate summary that shows how the categories from the ODOT estimator role up into the categories for the TRAC application. The attachment actually has three columns, the first is the total project costs as estimated by our engineer. The second is the TRAC application numbers which are slightly less because there are some electric utility costs that are betterments and not considered eligible costs. The third column is the basis of our request of the RR. Again, some costs have been reduced to reflect what the RR will consider eligible costs. Please ignore the third column.

Also there has been mention of the desire to have the TRAC application numbers line up with ELLIS. I have attached an email from Scott Brown, District 8 that explains potential discrepancies between ELLIS, the STIP and the application.

[David L. Spinney](#)

Director

Butler County Transportation Improvement District

1921 Fairgrove Ave.

Hamilton, Ohio 45011

(513) 785-3452 (office)

(513) 478-9736 (cell)

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Gates, James

From: Brown, Scott <Scott.Brown@dot.state.oh.us>
Sent: Wednesday, May 21, 2014 1:42 PM
Subject: RE: SHX (PID 81174) - match ELLIS to TRAC

Dave,

The \$500,000 shown in ELLIS for PE and DD, are the two \$250,000 TID grants from the Office of Jobs & Commerce (100% state funds). Those grants, since they are 100% state funds, do not need to be included in OKI's TIP or the STIP. So, the PE phase does not show up in the STIP for this project.

We typically do not show an estimate in ELLIS for phases that are entirely locally funded. So, for example, on a typical LPA project where the local is paying for design with their own funds, nothing will show in ELLIS, on the MPO TIP, or the STIP for the PE phase. The TIP/STIP only need to reflect the phases that have federal funding involved for LPA projects.

All of OKI's CMAQ funds are actually shown under the RW phase for this project in ELLIS and on the STIP.

Let me know if you have any other questions about this, I know the TIP/STIP can be a confusing animal.

Thanks,
Scott

Scott A. Brown, P.E.

District 8 LPA Coordinator
Ohio Department of Transportation
505 South SR 741, Lebanon, OH 45036
Email: scott.brown@dot.state.oh.us
Phone: (513)933-6706



From: DSpinney@bctid.org [mailto:DSpinney@bctid.org]
Sent: Wednesday, May 21, 2014 1:28 PM
To: Brown, Scott
Subject: RE: SHX - match ELLIS to TRAC

While were updating, I noticed that the PE in ELLIS is \$500,000, the actual contracts for preliminary engineering and detailed design total \$1,800,000. I am not sure what actually is included in the ELLIS number, Just the money that OKI allocated from the CMAQ funds for preliminary engineering associated with ROW? How do these numbers line up with the STIP?

David L. Spinney

Director

Butler County Transportation Improvement District

1921 Fairgrove Ave.

Hamilton, Ohio 45011

(513) 785-3452 (office)

(513) 478-9736 (cell)

From: "Brown, Scott" <Scott.Brown@dot.state.oh.us>
To: "DSpinney@bctid.org" <DSpinney@bctid.org>,
Cc: "Smith, Keith" <Keith.Smith@dot.state.oh.us>
Date: 05/19/2014 02:51 PM
Subject: RE: SHX - match ELLIS to TRAC

Dave,

I updated the ELLIS construction funding event to reflect the most up to date estimate of \$21.52M. Let me know if you need anything else.

Thanks,
Scott

Scott A. Brown, P.E.

District 8 LPA Coordinator
Ohio Department of Transportation
505 South SR 741, Lebanon, OH 45036
Email: scott.brown@dot.state.oh.us
Phone: (513)933-6706



From: DSpinney@bctid.org [<mailto:DSpinney@bctid.org>]

Sent: Monday, May 19, 2014 2:04 PM

To: Brown, Scott

Cc: Smith, Keith

Subject: Fw: SHX - match ELLIS to TRAC

Scott,

I am attaching two pages from the draft application to TRAC indicating the most recent cost estimates for the project. It is apparently important to have ELLIS updated with the most recent data for the TRAC review. I understand from Keith that you can update ELLIS data appropriately. If you require additional information I will be happy to provide it as the construction cost estimates were provided by B&N using ODOT's estimator software,.

David L. Spinney

Director

Butler County Transportation Improvement District

1921 Fairgrove Ave.

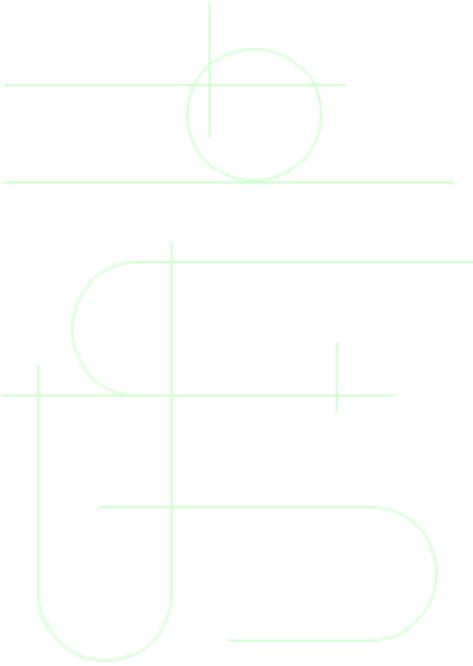
Hamilton, Ohio 45011

(513) 785-3452 (office)

(513) 478-9736 (cell)

----- Forwarded by David Spinney/BCTID on 05/19/2014 01:53 PM -----

From: "Taylor, Melissa" <Melissa.Taylor@dot.state.oh.us>
To: "Smith, Keith" <Keith.Smith@dot.state.oh.us>,
Cc: "Dave Spinney (DSpinney@bctid.org)" <DSpinney@bctid.org>
Date: 05/14/2014 01:24 PM
Subject: SHX - match ELLIS to TRAC



Keith and Dave

You may already have this on your list but Jim Gates said last year he needs Ellis (funds and dates) to match the TRAC app at the time of app submittal. He said it creates problems for them otherwise. I'm aware there are some funding, scope and other changes since the last app. Could you both please make a point to coordinate on this item close to the submittal date? Thanks.

Melissa

Melissa Taylor
Regional Manager, Southwest & Southern Ohio*
Office of Jobs & Commerce
Ohio Department of Transportation

*Jobs & Commerce is a **rapid-response team** working to meet the transportation needs of prospective & expanding Ohio companies.*

Office 513.933.6155
Mobile 513.260.5189

Online



melissa.taylor@dot.state.oh.us

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BUT-South Hamilton Crossing			
Award Date 12/18/2016			
Estimate Date: 4/24/14			
Assumptions: 9% contingency and 21% inflation factor		* - Incl w/ Roadway ** - Incl w/Drainage *** - Incl w/ Traffic Control ****Incl w Contingency † - Incl w/ Structures	
	TOTAL PROJECT COST	TRAC APPLICATION	RR COST SHARE
Construction Estimate			
Roadway	\$ 2,769,835	\$ 9,364,279	\$ 2,072,227
Erosion Control	\$ 271,800	**	\$ 215,348
Drainage	\$ 3,061,490	\$ 3,641,597	\$ 2,313,770
BMP's	\$ 308,308	**	\$ 169,632
Pavement	\$ 2,053,683	*	\$ 1,374,614
Sanitary Sewer	\$ 311,852	*	\$ 346,154
Waterwork	\$ 684,855	*	\$ 550,652
Gas	\$ 359,128	*	\$ 338,280
Electric	\$ 3,857,425	*	\$ 3,186,824
Telephone	\$ -	\$ -	\$ 148,566
Lighting	\$ 906,956	\$ 906,954	\$ 696,000
Traffic Control	\$ 96,363	\$ 758,228	\$ 41,075
Traffic Signals	\$ 389,616	***	\$ 350,969
Building Demolition	\$ 689,700	†	\$ 597,600
Structures	\$ 3,397,152	\$ 4,086,852	\$ 3,316,936
Retaining Walls	\$ -	\$ -	\$ -
Maintenance of Traffic	\$ 272,250	***	\$ 190,800
Railroad	\$ 500,000	\$ 500,000	\$ 500,000
Incidentals	\$ 677,600	*	\$ 295,740
Contingency	\$ 1,462,554	\$ 2,262,552	\$ 1,620,518
Total Construction Cost Estimate	\$ 22,070,568	\$ 21,520,463	\$ 18,325,707
Construction Management	\$ 800,000	****	\$ 800,000
Preliminary Engineering	\$ 627,957	\$ 627,957	\$ 627,957
Engineering Design	\$ 1,172,284	\$ 1,172,284	\$ 1,172,284
Right of Way Relocation costs	\$ 5,500,000	\$ 5,500,000	\$ 5,500,000
Project Total Cost	\$ 30,170,809	\$ 28,820,704	\$ 26,425,948
		5% of Total =	\$ 1,321,297

	Base Est.	Inflation (21%)	Total Est.
Roadway	\$ 2,289,120	\$ 480,715	\$2,769,835
Erosion Control	\$ 224,628	\$ 47,172	\$271,800
Drainage	\$ 2,530,157	\$ 531,333	\$3,061,490
BMP's	\$ 254,800	\$ 53,508	\$308,308
Pavement	\$ 1,697,259	\$ 356,424	\$2,053,683
Sanitary Sewer	\$ 257,729	\$ 54,123	\$311,852
Waterwork	\$ 565,996	\$ 118,859	\$684,855
Gas	\$ 296,800	\$ 62,328	\$359,128
Electric		\$ -	\$0
Lighting	\$ 749,550	\$ 157,406	\$906,956
Traffic Control	\$ 79,639	\$ 16,724	\$96,363
Traffic Signals	\$ 321,997	\$ 67,619	\$389,616
Building Demolition	\$ 570,000	\$ 119,700	\$689,700
Structures	\$ 2,807,564	\$ 589,588	\$3,397,152
Retaining Walls	\$ -	\$ -	\$0
Maintenance of Traffic	\$ 225,000	\$ 47,250	\$272,250
Railroad		\$ -	\$0
Incidentals	\$ 560,000	\$ 117,600	\$677,600
Contingency (9%)	\$ 1,208,722	\$ 253,832	\$1,462,554
Subtotal	\$ 14,638,961		
Total	\$ 17,713,143		\$17,713,143

	Base Est.	Inflation (21%)	Total Est.
Roadway	\$5,666,903	\$1,190,050	\$9,364,279
Roadway	\$2,289,119		
Pavement	\$1,697,259		
Sanitary Sewer	\$257,729		
Waterwork	\$565,996		
Gas	\$296,800		
Incidentals	\$560,000		
Electric	\$2,279,388		\$2,507,326
Drainage	\$3,009,584	\$632,013	\$3,641,597
Erosion Control	\$224,627		
Drainage	\$2,530,157		
BMP's	\$254,800		
Lighting	\$749,549	\$157,405	\$906,954
Traffic Control	\$626,635	\$131,593	\$758,228
Traffic Control	\$79,639		
Traffic Signals	\$321,996		
MOT	\$225,000		
Structures	\$3,377,564	\$709,288	\$4,086,852
Structures	\$2,807,564		
Building Demo	\$570,000		
Retaining Walls		\$0	\$0
Railroad		\$500,000	\$500,000
Contengency	\$1,208,721	\$253,831	\$1,462,552
TOTAL	\$14,638,956		\$20,720,463

	Base Est.	Inflation (20%)	Total Est.
Roadway	\$ 1,726,856	\$ 345,371	\$2,072,227
Erosion Control	\$ 179,457	\$ 35,891	\$215,348
Drainage	\$ 1,928,142	\$ 385,628	\$2,313,770
BMP's	\$ 141,360	\$ 28,272	\$169,632
Pavement	\$ 1,145,512	\$ 229,102	\$1,374,614
Sanitary Sewer	\$ 288,462	\$ 57,692	\$346,154
Waterwork	\$ 458,877	\$ 91,775	\$550,652
Gas	\$ 281,900	\$ 56,380	\$338,280
Electric	\$ 2,655,687	\$ 531,137	\$3,186,824
Telephone	\$ 123,805	\$ 24,761	\$148,566
Lighting	\$ 580,000	\$ 116,000	\$696,000
Traffic Control	\$ 34,229	\$ 6,846	\$41,075
Traffic Signals	\$ 292,474	\$ 58,495	\$350,969
Building Demolition	\$ 498,000	\$ 99,600	\$597,600
Structures	\$ 2,764,113	\$ 552,823	\$3,316,936
Retaining Walls	\$ -	\$ -	\$0
Maintenance of Traffic	\$ 159,000	\$ 31,800	\$190,800
Railroad	\$ -	\$ -	\$0
Incidentals	\$ 246,450	\$ 49,290	\$295,740
Contingency (10%)	\$ 1,350,432	\$ 270,086	\$1,620,518
 Subtotal	 \$ 14,854,756		
 Total	 \$ 17,974,255		 \$17,825,707

2/27/14 Estimate

ROADWAY

		\$	63,600		
#	\$	8.99769	\$	4,868	
#	\$	2.57740	\$	45,981	
#	\$	0.74931	\$	21,639	
#	\$	2.25514	\$	16,896	
			\$	2,408	
#	\$	12.44070	\$	30,567	
			\$	10,616	
#	\$	199.04272	\$	2,986	
#	\$	236.85134	\$	5,684	
			\$	22,664	
			\$	1,292,360	
#	\$	1.08820	\$	26,541	
			\$	1,059	
#	\$	20.00000	\$	4,500	
4	\$	1,840.86134	\$	7,363	
			\$	1,400	
			\$	2,500	
			\$	800	
			\$	101,538	
			\$	4,598	
			\$	35,204	
			\$	1,898	
			\$	3,682	
			\$	1,711,352	\$ 1,726,856

EROSION CONTROL

		\$	110		
			\$	106,185	
#	\$	0.31903	\$	20,349	
#	\$	0.22772	\$	924	
#	\$	0.12015	\$	487	
9	\$	350.30252	\$	3,114	
#	\$	33.85860	\$	446	
#	\$	0.66677	\$	235	
#	\$	1.28436	\$	184	
#	\$	1.83178	\$	2,610	
			\$	7,950	
			\$	31,800	
			\$	174,394	\$ 179,457

DRAINAGE

#	\$	4.85187	\$	52,628	
#	\$	12.40611	\$	10,037	
#	\$	49.82882	\$	15,098	
#	\$	43.25798	\$	19,250	
#	\$	58.62220	\$	31,539	
#	\$	64.95905	\$	10,718	
#	\$	54.17770	\$	11,702	
			\$	9,557	
			\$	10,098	
#	\$	73.25711	\$	29,742	
			\$	5,313	
			\$	90,875	
			\$	964,800	
			\$	117,605	
4	\$	2,680.35370	\$	10,721	
5	\$	1,893.27650	\$	9,466	
6	\$	1,069.43340	\$	6,417	
			\$	1,585	
			\$	52,900	
			\$	104,000	
			\$	354,240	
			\$	1,918,292	\$ 1,928,142

BMP'S

			\$	9,600	
			\$	20,000	
#	\$	140.00000	\$	2,800	
			\$	100,000	
			\$	132,400	\$ 141,360

PAVEMENT

#	\$	2.27720	\$	2,072	
			\$	4,572	
#	\$	108.90668	\$	558,147	
#	\$	35.97118	\$	138,237	
#	\$	1.44385	\$	1,718	
#	\$	2.14355	\$	19,768	
#	\$	119.86369	\$	138,682	
#	\$	200.00000	\$	165,200	
			\$	6,570	
			\$	21,650	

\$ 72,110

\$ 1,128,727

\$ 1,145,512

SANITARY SEWER

# \$	18.14479	\$	22,681
6 \$	514.95307	\$	3,090
		\$	40,200
		\$	137,970
5 \$	3,116.00000	\$	15,580
1 \$	559.90957	\$	560
1 \$	1,057.52760	\$	1,058

\$ 221,138

\$ 288,462

WATERWORK

# \$	5.00000	\$	19,000
		\$	352,440
		\$	4,483
# \$	2,139.98694	\$	34,240
		\$	23,400

\$ 433,563

\$ 458,877

GAS

# \$	10.00000	\$	30,000
		\$	58,920
		\$	25,500
		\$	76,640
		\$	71,920

\$ 262,980

\$ 281,900

LIGHTING

\$ 580,000

\$ 580,000

TRAFFIC CONTROL

\$ 59,730

\$ 34,229

TRAFFIC SIGNALS

\$ 321,997

\$ 292,473

BUILDING DEMO

\$ 498,000

\$ 498,000

STRUCTURES

\$ 2,807,564

\$ 2,764,113

MOT

\$ 159,000

\$ 159,000

INCIDENTALS

\$ 47,700

\$ 75,000

\$ 300,000

\$ 422,700

\$ 246,450

ELECTRIC

\$ 2,655,688

\$ 2,655,688

TELEPHONE

\$ 123,805

\$ 123,805

CONTINGENCY

\$ 1,361,133

\$ 1,350,432

TOTAL COST

\$ 14,972,463

\$ 14,854,756

Contingency

\$ 2,994,493

ESTIMATED TOTAL

\$ 17,966,955

\$ 17,825,710

\$

141,245