

# STP/SNK Roadway Projects

Project Name	S.R. 129 / Liberty Way Modification, Phase 2
Applicant Name	Butler County Engineer's Office
Applicant Title	
Email	singhk@bceo.org
Address	1921 Fairgrove Avenue
Contact Name	Dale Schwieterman, P.E., P.S., Engineering Deputy
Phone	5137854110

Project Information	<p>This project is Phase 2 of a larger plan to reduce congestion and improve safety at the Liberty Interchange by eliminating weaving patterns and separating interstate (system) traffic from local (service) traffic. Phase 1 has already been approved with a previous OKI grant for Fiscal Year 2021. Phase 2 would be paid with a 50% local match by Butler County.</p> <p>This project “ located in Liberty Township, Butler County, Ohio “ includes construction of new ramps from the eastern terminus of S.R. 129 to the local roadway network at Cox Road (approximately 1,500 feet to the east), allowing for removal of nearby S.R. 129 connections to Liberty Way and eliminating issues with weaving that ODOT has deemed a safety concern as traffic has increased in the corridor. A portion of the new ramps will be on raised structure(s) over other ramps / roadways. The project also includes construction of a new modern roundabout intersection where Cox Road forms the north and south intersection legs, the new S.R. 129 on-ramp / off-ramp lanes will form the west leg, and a future collector road will form the east leg.</p>
Upload Project Location Map	<a href="http://funding.oki.org/wp-content/uploads/ninja-forms/4/Project-Location-Map-1.pdf">http://funding.oki.org/wp-content/uploads/ninja-forms/4/Project-Location-Map-1.pdf</a>
design FY	
designrequested	
design local match	
Design Total	\$0.00
Design Match Percent	0%
PE fiscal Year	
perequested	
pematch	
PE Total	\$0.00

PE Match Percent	0%
Right-of-Way FY	
rowrequested	
rowmatch	
Rowltal	\$0.00
Row Match Percent	0%
utilitesFY	
utilitiesrequested	
utilitiesmatch	
Utilities Total	\$0.00
Utilities Match Percent	0%
constructionfiscalyear	2022
constructionrequested	5961500
constructionmatch	5961500
Construction Total	\$11,923,000.00
Construction Match Percent	50.00%

All Requested Totals	\$5,961,500.00
All Match Totals	\$5,961,500.00
All Project Total	\$11,923,000.00
All Match Percent	50.00%
Bike Fiscal Year	
bicyclerequested	
Bike Total Match	
All bike Total	0.00
Add KYTC "State Forces" oversight charge of 10% of design cost or minimum \$5000 to total design amount. Attach a certified cost estimate.	<a href="http://funding.oki.org/wp-content/uploads/ninja-forms/4/Cost-Estimate.pdf">http://funding.oki.org/wp-content/uploads/ninja-forms/4/Cost-Estimate.pdf</a>
An adopted ADA Transition Plan is in place for our jurisdiction.	yes
Date of Adoption, if applicable	
An adopted Title VI Plan is in place.	yes
Date of Adoption, if applicable Copy	

<p>I understand that non-federal match is required as a condition of receiving federal funds and hereby pledge those funds for this project.</p>	<p>yes</p>
<p>I understand that as the applicant, I am responsible for providing funds for cost overruns. If additional federal funds are received our jurisdiction will provide non-federal funds as match.</p>	<p>yes</p>
<p>I understand that if we accept federal funds and cancel or delay the project that future applications to OKI may be subject to penalty as described in the application.</p>	<p>yes</p>
<p>I understand that as a condition of receiving federal funds, I hereby pledge to maintain the federal investment in a reasonable and prudent manner through its useful life.</p>	<p>yes</p>
<p>Name</p>	<p>Greg Wilkens, P.E., P.S.</p>
<p>Title</p>	<p>Butler County Engineer</p>
<p>Organization</p>	<p>Butler County Engineer's Office</p>
<p>Date</p>	<p>5/30/18</p>

What is the existing safety crash rate for the project area?	more-than-1000-crashes-per-hmvm
Improvement Type	Improve Interchange
With a Crash Reduction Factor:	10
ADT	39780
Source of ADT Data	Certified Traffic from SR129/I-75 IMS
What is the Travel Time Index?	less-than-1-2
What is the impact of your project on Travel Time?	medium
What are the truck traffic volumes in the project area? Trucks/day.	3180
% of ADT	8%
Source	OKI PAA
Pavement Condition	IRI=128.6
Bridge Condition	N/A
Complete Streets: Which modes will be accommodated in the completed project? Check all that apply.	motor-vehicle, five

<p>What is the current status of the project?</p>	<p>Request for construction and ROW funding</p>
<p>Will your project have any impact(s) on any of the following OKI identified Environmental Justice groups? Check all that apply.</p>	<p>elderly</p>
<p>Describe any direct or indirect permanent benefits of your project on the identified EJ groups?</p>	<p>The current configuration of the Liberty Interchange can be confusing to drivers, especially elderly drivers. The project allows for the removal of multiple weaving areas and separates the system interchange traffic from traffic coming to/from the local roadway system. The project also provides more direct access from S.R. 129 to the Cox Road corridor. The Cox Road corridor is home to an increasing number of hospital / health care facilities, which are heavily utilized by the region's elderly population including Christ Hospital, University Hospital, and the groundbreaking of TriHealth Hospital.</p>
<p>During the implementation phase, will the project have a temporary or permanent negative impact on any of the OKI identified EJ groups listed above? If yes, please describe the impact and how it will be mitigated:</p>	<p>The project will have no more negative impact on the elderly population than any other typical construction project. General construction activity, temporary lane closures, and shifting traffic patterns may cause additional confusion for elderly drivers during project implementation.</p>

<p>Will the completed project have a negative impact on any of the OKI identified EJ groups? If yes, please describe the permanent negative impact(s) and how it will be mitigated:</p>	<p>The project may have permanent negative impacts on elderly drivers identified as an Environmental Justice group. Since our project includes the use of a modern roundabout, there is a concern that elderly drivers may find roundabout driving confusing. Butler County currently has 12 roundabouts at major intersections and 8 more in the design process. To help elderly drivers understand how to navigate roundabouts, we have added a link to the front page of our website (<a href="http://www.bceo.org">www.bceo.org</a>) that gives a person information on roundabouts and how to properly navigate them. Since the elderly may be less efficient with using the internet, we also have developed an informational pamphlet, Roundabout : General Information and Driving Tips for Motorists (<a href="http://www.bceo.org/departments/engineering/Traffic-Roundabout-SingleLane_2017.pdf">http://www.bceo.org/departments/engineering/Traffic-Roundabout-SingleLane_2017.pdf</a>), We have also started the public involvement process by dropping the pamphlets with Barrington of West Chester (retirement community) and Thrive at West Chester (assisted living facility).</p>
<p>Please outline your communication plan with any of the OKI identified EJ groups related to the project. (i.e. public meetings, bilingual information, develop community liaisons):</p>	<p>The project is located within Liberty Township, Butler County. EMH&amp;T has been contracted with our office for both Phase1 and Phase 2 of the interchange modification. We have already been in communication with Brian Behrmann (Liberty Township Director of Planning and Zoning) and identified him as our community liaison. He is assisting our office in identifying any impacts to the elderly EJ group and all OKI identified EJ groups in localized areas not captured by the US Census. As the public involvement process is continuing, we are in the process of identifying the stake holders list. Because of the elderly EJ group identified in the area, we increased our area of public involvement and included Barrington of West Chester (retirement community) and Thrive at West Chester (assisted living facility), even though these communities are located outside our original study limits,</p>

<p>Employment, Employment Bonus and Investment Bonus: How does the project provide economic vitality in the project area?</p>	<p>The project is located directly within Liberty Township's rapidly growing central business district where both commercial and healthcare development projects are continuing to bolster the local economy.</p> <p>The service ramps being constructed with this project will provide efficient and safe access from S.R. 129 to the new Christ Hospital medical facility, which brought 300 jobs to the area. Future expansion and related development of neighboring parcels is expected to bring hundreds of additional jobs to the area immediately adjacent to the S.R. 129 interchange.</p> <p>The opening of the \$350-million Liberty Center mixed-use development in 2015 brought 3,500 jobs to the region and significantly increased traffic volumes on the already congested Liberty Interchange, despite widening and related improvements to the existing interchange configuration. In anticipation of and following the construction of The Liberty Center, numerous other retail, dining, and related commercial establishments have also been constructed on surrounding parcels.</p> <p>Moving forward, with over 200 acres of available land surrounding the Liberty Interchange currently in some stage of development planning or construction, the demand for an upgraded transportation infrastructure in this area is clear. Christ Hospital is already constructed and TriHealth Hospital is currently slated to start construction this summer. The reduction in traffic congestion provided by this project and the related program of projects at the Liberty Interchange location are critical to sustainability and economic growth in the region.</p>
<p>Air Quality/Energy: Will the project reduce Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT) or both?</p>	<p>vht-reduced</p>
<p>Please explain:</p>	<p>The project will reduce Vehicle Hours Traveled by reducing congestion delays at the interchange and surrounding intersections. According to the I-75 at S.R. 129 IMS, without improvements, the ramp intersections along Liberty Way will fail within the design horizon, causing significant increases in travel time. This project removes vehicles from those intersections and provides the needed capacity increases for vehicles to more efficiently access the highway system from the local roadway network and vice versa.</p>

Does this project create new or enhance existing intermodal connections?	no
If yes, please describe:	N/A
% replacement	60%
% expansion	40%
Please Explain	The new S.R. 129 service interchange ramps will replace (allow for the removal of) the existing S.R. 129 ramps currently connecting to Liberty Way and are considered as replacement. Construction of the new roundabout intersection on Cox Road will expand the current infrastructure.
Please indicate all that apply	is-the-project-located-in-a-town-neighborhood-center-or-downtown-area, is-the-project-located-in-an-area-with-a-mix-of-uses-with-a-central-focus, is-the-project-located-along-a-functionally-classified-major-collector-or-higher-roadway-with-urban-development-characteristics, Is the project located in an area that is experiencing strong growth pressures and expected and/or planned to develop into a mixed use/multi modal center?
Explain:	This project is the primary transportation hub for economic development activities in Liberty Township's central business district.
Will this project serve brownfield or greyfield properties, or areas where infrastructure is underutilized?	no
Explain:	The majority of growth in this area is greenfield development.

<p>Are efforts to avoid, minimize or offset/compensate for environmental impacts planned as part of this project (e.g. wetlands, forests, streams, noise)?</p>	<p>yes</p>
<p>Explain:</p>	<p>EMH&amp;T has been contracted by our office to start the environmental process for Phase 1 and Phase 2 of the interchange modification. A Purpose and Need has already been submitted to ODOT for approval and environmental studies for this project are forthcoming. EMH&amp;T has commenced their field work and they will assess the environmental impacts / mitigation needs according to federal guidelines.</p>
<p>Are green infrastructure strategies planned as part of this project (e.g. contiguous corridors to reduce habitat fragmentation, innovative stormwater runoff techniques)?</p>	<p>yes</p>
<p>Explain:</p>	<p>As EMH&amp;T gets further along in the plan development process, modern best management practices for handling stormwater runoff will be incorporated into the design of the improvements.</p>
<p>Does this project abut or directly impact any potentially sensitive environmental resources (as identified in state conservation plans, maps or inventories)?</p>	<p>no</p>

Explain:	At this point in the project development process, no apparent sensitive environmental resources have been identified within the project limits. EMH&T has commenced field surveying and if further environmental studies reveal sensitive environmental resources, the project team will coordinate with the appropriate agencies to ensure that they are protected and/or that impacts are mitigated to protect the environment.
Comprehensive Plan (or other): Is the project consistent with the jurisdiction's comprehensive plan?	yes
Title of Plan:	2013 Comprehensive Vision Plan, Liberty Township, Butler County, Ohio
Date Adopted:	February 4, 2014
Contact Person:	Bryan Behrmann
Page Number(s) where project is identified and/or referenced:	24, 26, 54, 56, 59
Planning Area: Please identify the planning area (location) in relation to the proposed transportation project.	N/A
Public Participation: Generally describe the public participation process for the plan (Include page references to specific examples, where applicable).	N/A

<p>Core Contents: Generally describe the contents of the applicable plan related to the following elements: transportation, land use, economic development, public facilities, housing, natural resources, recreation, intergovernmental coordination and capital improvements. For example, are each of these elements included in the plan? Was appropriate inventory and analysis completed for these elements? Were goals objectives and policies set for these elements? If not, why not (e.g., resource limitations, characteristics of the jurisdictions)?</p>	<p>N/A</p>
<p>Land Use/Transportation Relationship: Generally describe the relationship between land use and the proposed transportation project as set forth in the plan? For example, is new development in the area creating need for the project? Is new development planned for/expected that the project will serve? (Include page references to specific examples).</p>	<p>N/A</p>
<p>Local Match: How much additional local match is being provided OVER the required match?</p>	<p>30</p>

<p>Project Delivery History: Has the applicant had any programmed projects miss their originally programmed date?</p>	<p>no</p>
<p>Specify projects: (see application instructions for negative points associated with this factor)</p>	<p>At the Butler County Engineers Office, we pride ourselves on being a good partner and appreciate the importance of delivering projects on time.</p>
<p>Technology: Describe elements of your project that encourage the implementation of new technologies, automation, advance materials, etc, in transportation.</p>	<p>The Butler County Engineer's Office continues to utilize advancements in materials for our infrastructure. In the construction of bridges in this project, we plan to make changes to the concrete mix to extend the longevity of the bridge structures. We intend on using polypropylene fibers in our concrete mix to control shrinkage and temperature cracking, while increasing tensile strength and impact resistance. We also will be adding corrosion inhibitors and micro-silica to our mix to combat deterioration affects from salt applications.</p>
<p>Supplemental Information Provided by the Applicant Insert Links or supplemental information as appropriate (maximum 5 pages please)</p>	<p><a href="http://funding.oki.org/wp-content/uploads/ninja-forms/4/Proposed-Conceptual-Improvements.pdf">http://funding.oki.org/wp-content/uploads/ninja-forms/4/Proposed-Conceptual-Improvements.pdf</a>, <a href="http://funding.oki.org/wp-content/uploads/ninja-forms/4/Liberty-Interchange-support-letter-Commish.pdf">http://funding.oki.org/wp-content/uploads/ninja-forms/4/Liberty-Interchange-support-letter-Commish.pdf</a>, <a href="http://funding.oki.org/wp-content/uploads/ninja-forms/4/Liberty-Interchange-support-letter-Liberty.pdf">http://funding.oki.org/wp-content/uploads/ninja-forms/4/Liberty-Interchange-support-letter-Liberty.pdf</a>, <a href="http://funding.oki.org/wp-content/uploads/ninja-forms/4/Liberty-Interchange-support-letter-Steiner.pdf">http://funding.oki.org/wp-content/uploads/ninja-forms/4/Liberty-Interchange-support-letter-Steiner.pdf</a></p>