

ALUM CREEK DRIVE

(STATE ROUTE 317 TO
GROVEPORT ROAD)

RAISE Discretionary Grant Application

February 28, 2023





DTOS59-23-RA-RAISE FY 2023 NATIONAL INFRASTRUCTURE INVESTMENTS ALUM CREEK DRIVE (S.R. 317 TO GROVEPORT ROAD)

PROJECT DESCRIPTION

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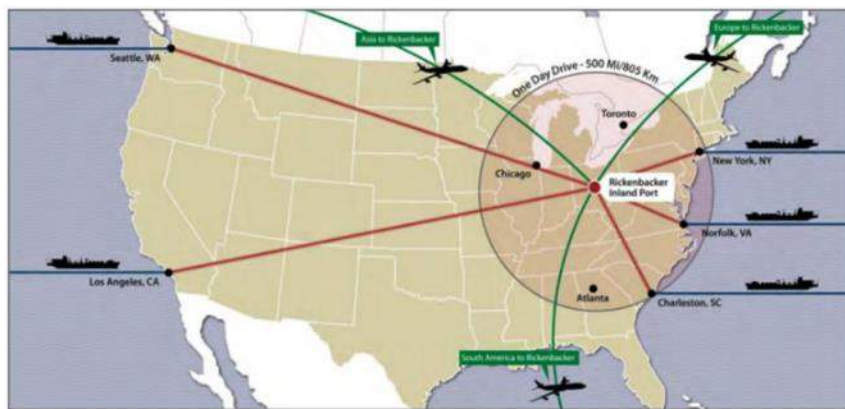
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General Location and Description

They may call the Midwest flyover country, but they aren't flying over Rickenbacker – they're landing here in Franklin County. Rickenbacker International Airport and the surrounding area supply a vital link in America's freight network that keeps the country running. This airport is the foundation of an international intermodal hub and appeals to businesses that capitalize on its strategic location and advantages as a cargo-focused airport.

Fewer than a dozen miles southeast of downtown Columbus, Ohio, Alum Creek Drive connects Rickenbacker International Airport to Interstate 270 and the Interstate Highway System. Given its importance beyond that of many county roads, Alum Creek Drive is part of both the National Highway System and the National Primary Freight Highway System.

One of Ohio's greatest assets — its network of roadways and bridges — gets a lot of use thanks to Ohio's central location. Central Ohio is within 600 miles (a day's drive) of 60% of the population in the U.S. and Canada. Ohio has the fifth largest interstate network in the U.S., with eight major interstates. Nationally, Ohio is sixth in the number of miles traveled, second in the total number of bridges, and has the sixth largest volume of freight, according to the Ohio Department of Transportation (ODOT).



Source: CRAA

Figure 1 - General Project Location in Ohio

Detailed Location

Franklin County, located in central Ohio at the crossroads of Interstate 70 and Interstate 71, is home to Columbus, the state capital and fourteenth largest city in the country and The Ohio State University, the state's flagship university. Here, the Franklin County Engineer's Office (FCEO) maintains 259 miles of roadway and 357 bridges. Alum Creek Drive is a primary north/south principal arterial roadway in the southeast region of Franklin County. This roadway is currently a four-lane divided roadway within the jurisdictions of Franklin County and the City of Obetz. Per ODOT recent traffic counts, the Average Daily traffic volume on this section of Alum Creek Drive is approximately 36,000 vehicles per day with 17.6% of that coming from truck traffic.



Figure 2 - Detailed Project Location

This project will make a transportation investment via an additional through travel lane in each direction between State Route 317 and Groveport Road. This is a length of 2.7 miles (approximately 14,000 feet). The two bridges just north of Bixby Road that carry Alum Creek Drive over the Big Walnut Creek (a greenway and blueway in central Ohio) will be replaced. An investment will be made in multiple modes of transportation as well, since the project will construct a sidewalk and a shared-use path as well as improvements to the existing transit facilities in the corridor.

This portion of Alum Creek Drive is located in the following federal and Ohio districts:

District	Current Representative
U.S. Senate	Senator Sherrod Brown
U.S. Senate	Senator J.D. Vance
U.S. Congressional District 15	Congressman Mike Carey
Ohio House District 5	Representative Richard Brown
Ohio Senate District 3	Senator Michele Reynolds

This project is in the Columbus, Ohio urbanized area. This project is located in three census tracts: 95.9, 94.95 and 103. Alum Creek Drive is the boundary of Census Tract 103 which is an area of Persistent Poverty. There are no Historically Disadvantaged tracts.

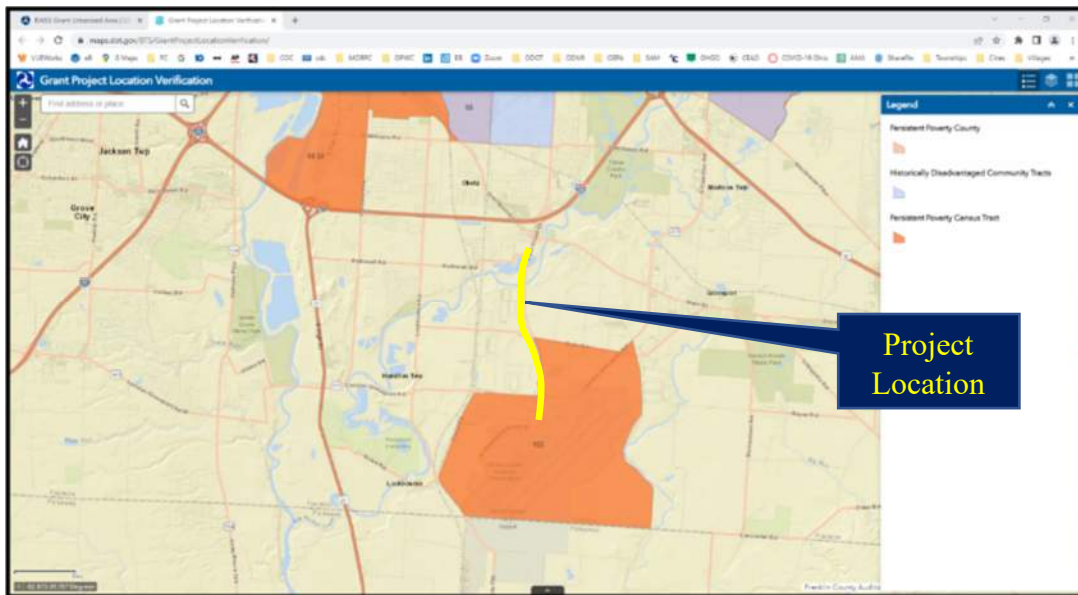


Figure 3 - Project Location on USDOT Grant Project Location Verification Map

Alum Creek Drive is the boundary of two - Ohio Qualified Opportunity Zones: 39049009590 and 39049010300. Also, this roadway provides access to two CDBG Eligible Block Groups as designated by Franklin County: 95.5 and 103.

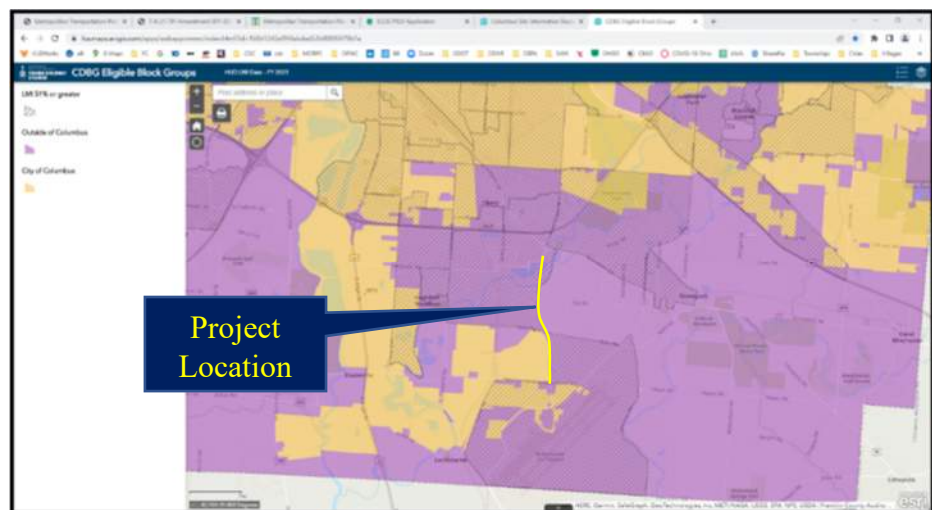


Figure 4 - Project Location on Franklin County CDBG Block Map

Importance of Alum Creek Drive

Alum Creek Drive provides the primary connection of the Rickenbacker International Airport, Norfolk Southern Intermodal Terminal, and USDOT's Primary Freight Highway System. This roadway provides the primary access to the roadway and highway systems from these points of cargo entry. This is the first and last mile for millions of tons of cargo entering and leaving the Midwest. This connection to the supply chain is vital to the region's economy.

Alum Creek Drive is also identified as a segment in the ODOT Strategic Transportation System, as well as being designated as part of the National Highway System (NHS).

This project was added to the statewide Transportation Improvement Plan (TIP) on June 3, 2021, with Resolution T-6-21 by the Transportation Policy Committee with Mid-Ohio Regional Planning Commission (MORPC). It was given a MORPC ID of 3856 on the TIP. This project is on the MORPC Metropolitan Transportation Plan (MTP) under Project ID 1182. The project is identified with ODOT as PID 115792.

This project is on the MORPC Competitive Advantage Projects (CAP) with the Rickenbacker Area Access projects. (This project listing can be found at https://morpc.org/2023/wp-content/uploads/2023/01/FRA_Rickenbacker_Area_Access.pdf)

Challenges of the Corridor

The Alum Creek Drive area is primarily developed with warehouses and distribution centers with a significant amount of undeveloped property in the area. As development continues to occur, congestion and delays in the corridor are increasing. The amount of traffic congestion contributes to more crashes. Also of note is the higher-than-average truck traffic along Alum Creek Drive. The statewide average in Ohio on urban principal arterials is 4.41% for truck traffic, while Alum Creek Drive routinely accommodates 17.6% truck traffic.

The FCEO has been monitoring this corridor for several years and performed a study in 2017 to determine the needed improvement investment for the corridor based on crash history at that time. This project was considered in the Rickenbacker Area Study finalized in 2018 by MORPC.

In the interim, the FCEO and other organizations have invested in and upgraded several of the intersections along the Alum Creek Drive corridor to manage the safety and congestion problems at these locations.

Location	Project Type	Agency	Cost
Alum Creek Drive at Groveport Road	Intersection	FCEO	\$13,000,000
Alum Creek Drive at Bixby Road	Intersection	FCEO	\$100,000
Alum Creek Drive at Toy Road and Creekside Parkway	Intersection	FCEO	\$2,450,000
Alum Creek Drive at Global Court	Intersection	Private Developer	\$1,500,000
Alum Creek Drive at Rohr Road	Intersection	FCEO	\$3,360,000
Alum Creek Drive Connected Vehicle Environment Improvement	ITS	City of Columbus	\$1,360,000
Alum Creek Drive at State Route 317	Intersection	City of Columbus	\$1,000,000 (est.)
I-270 at Alum Creek Drive	Interchange	ODOT	\$7,100,000
Total			\$28,520,000

Improvements to the links between the intersections are needed to realize the full potential of these sunk investment costs and for the roadway to optimally operate with the pronounced truck traffic, increased supply chain freight transport, passenger vehicles, public transit, bicyclists, and pedestrians.

The investment in the Alum Creek Drive corridor will reinforce the many economic development initiatives occurring in Ohio that are supporting not only the regional economy, but the national economy. Keeping the materials, supplies, equipment, products that enter from the cargo centers of the Rickenbacker International Airport and Norfolk Southern Intermodal Terminal moving to and from their companies and factories is vital.



Figure 5 - Looking south on Alum Creek Drive at Rathmell Road

The efficient movement of people and goods along the Alum Creek Drive corridor between Rickenbacker and I-270 is critical to our region's, as well as our country's, growing economy. This transportation infrastructure investment is essential to maintain a level of service to all road users, multiple mobility options, and businesses in the Rickenbacker Area, whether they are in the City of Columbus, the City of Obetz, the City of Groveport, or unincorporated Franklin County.

Technical Specifications

The typical section for Alum Creek Drive project will have 3 12-foot lanes, a 5-foot concrete sidewalk, a 10-foot asphalt shared-use path, and 4-foot paved shoulders. All geometry will be designed per ODOT specifications for a 55 mph roadway as that is the posted and design speed.

The two bridges over the Big Walnut Creek carry the widened typical section including the pedestrian and bicyclist facilities over a length of 292 feet with 4 spans. They are skewed at 25 degrees.

Current Design Status

Due to federal funding awarded by ODOT via their Transportation Review Advisory Council (TRAC), ODOT has assigned this project a PID of 115792 and project name FRA-CR122-0.00. This project has been designated at Tier 2 project by TRAC.

This project will follow Path 3 of the ODOT Project Development Process (PDP). Since we have initiated Preliminary Engineering, the project is at the second phase of the five phases of the path. This phase will conclude with the finalization of the Stage 1 construction drawings and preliminary right of way plans. The next phase is Environmental Engineering. This project will require a C2 Environmental document.

The FCEO frequently coordinates with ODOT as a Local Partnering Agency (LPA) on transportation projects. The construction of this project will be a standard design-bid-build project.



DTOS59-23-RA-RAISE FY 2023 NATIONAL INFRASTRUCTURE INVESTMENTS ALUM CREEK DRIVE (S.R. 317 TO GROVEPORT ROAD)

PROJECT BUDGET

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This project will be the costliest project that the Franklin County Engineer's Office (FCEO) has designed and constructed. With an overall project cost of nearly \$60,000,000, the FCEO cannot advance this project without funding assistance from other sources. The FCEO commissioned a feasibility study in 2017 that outlined the needed improvements to the corridor and provided preliminary cost estimates. This initial preliminary estimate was higher than any of our other projects and prompted the need to seek funding partners.

Current Cost Estimate

The FCEO is working with the following budget for the Alum Creek Drive Investment project. These costs were developed based on the feasibility study and early Stage 1 (approximately 30%) design efforts in January 2023.

Alum Creek Drive Widening (SR 317 to Groveport Road)

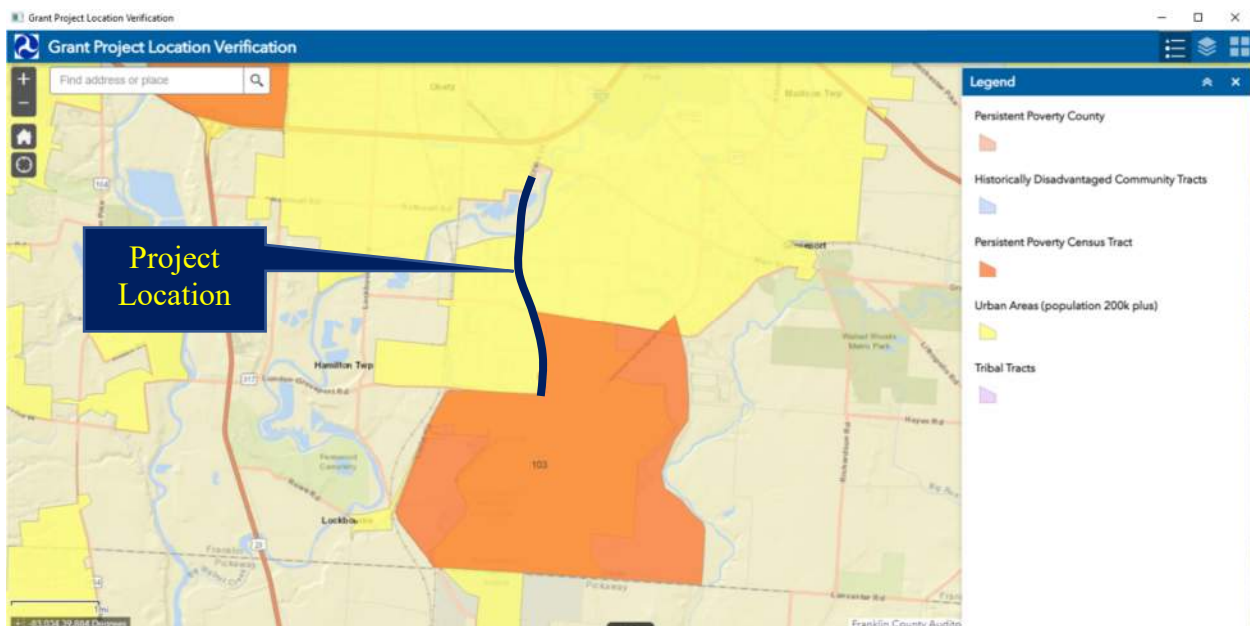
Costs		State/Federal	%	Local	%
Engineering Fees					
Preliminary Engineering	\$1,532,161	\$1,225,729	80	\$306,432	20
Detailed Design	\$4,486,952	\$3,589,562	80	\$897,390	20
Subtotals	\$6,019,113	\$4,815,290	80	\$1,203,823	20
Construction					
Construction	\$41,450,000	\$33,160,000	80	\$8,290,000	20
Inspection Fees	\$3,297,000	\$2,637,600	80	\$659,400	20
Contingency (20%)	\$6,484,200	\$5,187,360	80	\$1,296,840	20
Subtotals	\$51,231,200	\$40,984,960		\$10,246,240	
Right of Way	\$1,220,000	\$976,000	80	\$244,000	20
Total Costs	\$58,470,313	\$46,776,250	80	\$11,694,063	20

The table above describes the total cost of the Alum Creek Drive project. Additionally, the FCEO has a consultant contract for preliminary engineering and has incurred costs of \$100,793 thus far. The FCEO is not requesting RAISE funding for these expenditures or any engineering fees. The RAISE grant request is for the construction phase only and no construction costs have been incurred to date. Preliminary engineering and detailed design will be complete by obligation.

This project is along the boundary of three Census tracks and the split of the projects costs between these tracts is shown in the following table:

Census Tract(s)	Project Costs per Census Tract
95.9	\$17,895,638.07
94.95	\$18,813,579.04
103	\$21,761,095.89
Total Project Cost:	\$58,470,313.00

Census Tract 103 is a tract with Persistent Poverty.



Funding Sources

The FCEO is actively pursuing the available avenues to develop a funding plan to ensure that this vital link in the movement of cargo freight in the Midwest U.S region is realized as the country pursues investment in domestic manufacturing. The following is the summary of the funding sources as they are known today.

The FCEO is requesting \$25,000,000 from the RAISE program to assist with the construction of this project. This investment will be transformational for this project and the largest grant that the FCEO has ever received.

Funding Source	Roadway Project	Total Funding
	Funding Amount	
RAISE Funds:	\$25,000,000.00	\$25,000,000.00
Other Federal Funds:	\$11,808,363.20	\$11,808,363.20
Non-Federal Funds:	\$21,661,950.00	\$21,661,950.00
Total:	\$58,470,313.20	\$58,470,313.20

Federal Funding Sources

In 2021, the FCEO sought preliminary engineering funding from ODOT’s Transportation Review Advisory Council (TRAC) as this project’s cost exceeded their \$12 million minimum criteria for construction cost. TRAC did award the preliminary engineering request and provided \$1,700,000 (80% of the need) for this effort. The FCEO performed a competitive selection process to engage a consultant for these services. Fortunately, the consultant’s proposal was \$1,632,954.00; less than originally estimated. This equates to a federal share of \$1,308,363.20 and a local share of \$326,590.80. These funds were awarded for encumbrance in SFY23 (July 2022 to July 2023). This has already occurred and is not a restriction on the project. The FCEO will apply to TRAC again for additional assistance with funding this project.

Since Franklin County is part of the MORPC planning area, the Franklin County Transportation Improvement District (FCTID) was able to apply “MORPC-Attributable Funds” for the Alum Creek Drive Investment project. This application was recommended for funding on both right of way acquisition activities and construction. These Attributable Funds come from four different federal programs, one of which will be utilized for the Alum Creek Drive Investment project: the Surface Transportation Block Grant Program (STBG). The FCTID will receive a total of \$10,500,000. These funds are currently allocated for encumbrance in SFY25 and SFY28, for right of way and construction respectively. MORPC routinely monitors the progress of the projects to which they award funding. MORPC can typically adjust the timing of the encumbrance if warranted by the development of the project.

Local Funding Sources

The FCEO’s portion of the local share will be from the FCEO Road and Bridge Fund, which is funded from Motor Vehicle Registration and Gas User fees. The Engineer’s funding from these sources is not keeping pace with the needs of the infrastructure the FCEO maintains. The gas tax is fixed and does not fluctuate with the per gallon cost of gas. Because hybrid and electric vehicles pay little or no gas tax, those vehicle owners pay an additional registration fee of \$100 for hybrid vehicles and \$200 for electric vehicles that goes toward roadway maintenance. The FCEO only sees a portion of this registration fee. As vehicles become more fuel-efficient, and hybrid and electric vehicles become more prevalent, the amount of gas purchased is declining. This is great for the environment but means less money to maintain the transportation infrastructure. With construction costs increasing and gas consumption decreasing, other avenues have to be pursued to invest in the upkeep of the transportation system infrastructure.

The City of Obetz has maintenance responsibility for approximately 0.80 miles of Alum Creek Drive north of Bixby Road. The FCEO has coordinated with Obetz on this project. The City of

Obetz has agreed to contribute \$3,500,000 towards the construction of the project. The City realizes that participating financially in this project allows their investment to see a larger return in terms of both amount of construction and economic development benefits. The City has committed to make this contribution at the time of construction.

With the robustness of the economic engine surrounding Alum Creek Drive, Madison Township, Franklin County, has also agreed to contribute \$100,000 to the project. The Township has maintenance responsibilities for Alum Creek Service Drive at the southern end of the project. This roadway serves several residential homes that are within the township jurisdiction. This commitment will be made at the time of construction. The Township has committed to make this contribution at the time of construction.

The Central Ohio Transit Authority (COTA) will participate in the project with the enhancement of two existing transit stops (Stop IDs 6947 and 7064), located near the Alum Creek Drive and Groveport Road intersection. The total amount of COTA's contribution to the Alum Creek Drive Investment project is \$126,500.

The FCTID is also providing \$200,000 towards the advancement of the Alum Creek Drive Investment project. The board made a motion and approved this expenditure at their February 3, 2023, meeting. This contribution will be made at the time of construction.

When developers are pursuing projects in the area around Alum Creek Drive, the traffic impacts of their projects are reviewed by the local agencies with maintenance responsibilities for the roadways surrounding their projects. The developer is responsible for mitigating the impacts of their project on the roadway network. The FCEO has determined that the development underway by Toy Road, LLC will have an impact on Alum Creek Drive at and along Toy Road. The FCEO requested that the FCTID hold the contribution of \$216,705.46 from the developer to apply it towards to the larger Alum Creek Drive Investment project as the proposed improvements will be included in that project. The funds have already been deposited with the FCTID which can make them available when needed by the project.

In summary, the following outlines the local contributions committed to date for this project and is less than half of what will be needed to fund the local share of the project:

Local Contributions to Date	
Entity	Amount
City of Obetz	\$3,500,000
Madison Township	\$100,000
FCTID	\$200,000
FCEO	\$326,591
Toy Road, LLC	\$216,705
COTA	\$126,500
Total	\$4,469,796

Cost Overruns and Contingency

The FCEO is well versed in the management of the design and construction of roadway transportation projects. These types of projects continually face cost fluctuations as determined by forces outside of the agency's control. A 20% contingency is currently included in the construction cost estimate. This provides a reasonable amount of cushion to the estimate. Any cost overruns that occur during construction will be managed by the local agencies participating in the project.

Typically, MORPC can provide up to an additional 10% of their funding award if the situation that caused the increase warrants the need. MORPC regularly monitors the project process to understand the project needs to forecast a funding modification. The additional funding would need approval by the MORPC Executive Committee. Typically, the changes funded include items like scope additions for other modes of transportation, unusual cost escalations (like steel costs recently), or scope changes due to efficiency of construction.

ODOT provides 8% as the guideline for construction engineering and inspection for projects that are over \$1 million and within a large MPO area. This has been included in the current cost estimate as well.

Supporting documentation can be found at this location:
<https://www.franklincountyengineer.org/future-projects/>



**DTOS59-23-RA-RAISE
FY 2023 NATIONAL INFRASTRUCTURE INVESTMENTS
ALUM CREEK DRIVE (S.R. 317 TO GROVEPORT ROAD)**

FUNDING COMMITMENT DOCUMENTATION

Agency	Document	Amount
ODOT (TRAC)	LPA Agreement 37364	\$1,360,000
FCEO	LPA Agreement 37364	\$340,000
MORPC	Letter of Commitment	\$10,500,000
City of Obetz	Letter of Commitment	\$3,500,000
Madison Township	Letter of Commitment	\$100,000
FCTID	Letter of Commitment	\$200,000
COTA	Letter of Commitment	\$125,600
Toy Road, LLC	Agreement	\$216,705
Total		\$16,342,305

CFDA 20.205

LPA FEDERAL LOCAL-LET PROJECT AGREEMENT

THIS AGREEMENT is made by and between the State of Ohio, Department of Transportation, hereinafter referred to as ODOT, 1980 West Broad Street, Columbus, Ohio 43223 and the **Franklin County Engineer** acting by and through the **Franklin County Commissioners**, hereinafter referred to as the LPA, 970 Dublin Road, Columbus, OH 43215.

1. PURPOSE

- 1.1 The National Transportation Act has made available certain Federal funding for use by local public agencies. The Federal Highway Administration (hereinafter referred to as FHWA) designated ODOT as the agency in Ohio to administer FHWA's Federal funding programs.
- 1.2 Section 5501.03 (D) of the **Ohio Revised Code** (hereinafter referred to as ORC) provides that ODOT may coordinate its activities and enter into contracts with other appropriate public authorities to administer the design, qualification of bidders, competitive bid letting, construction, inspection, and acceptance of any projects administered by ODOT, provided the administration of such projects is performed in accordance with all applicable Federal and State laws and regulations with oversight by ODOT.
- 1.3 **FRA-CR122-0.00 (Alum Creek Drive), PID Number 115792** (hereinafter referred to as the PROJECT) is a transportation activity eligible to receive Federal funding, and which is further defined in the PROJECT scope.
- 1.4 The purpose of this Agreement is to set forth requirements associated with the Federal funds available for the PROJECT and to establish the responsibilities for the local administration of the PROJECT.

2. LEGAL REFERENCES AND COMPLIANCE

- 2.1 This Agreement is authorized and/or governed by the following statutes and/or policies, which are incorporated, by reference, in their entirety:
 - a. National Transportation Act, Title 23, U.S.C.; 23 CFR 635.105;
 - b. Federal Funding Accountability and Transparency Act of 2006 (FFATA);
 - c. 2 CFR Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
 - d. ODOT Locally Administered Transportation Projects, Manual of Procedures; and
 - e. State of Ohio Department of Transportation Construction and Material Specifications Manual (applicable to dates of PROJECT).
- 2.2 The LPA shall comply with all applicable Federal and State laws, regulations, executive orders, and applicable ODOT manuals and guidelines. This obligation is in addition to compliance with any law, regulation, or executive order specifically referenced in this Agreement.
- 2.3 The LPA shall have on file a completed and approved Local-let Participation Requirement Review Form before the first required submission of the Project's Stage Plan Set. Failure to comply will result in the delay of the Federal Authorization, for Construction, until the Form has been completed

and approved. Failure to submit a completed Form will result in the Project reverting to ODOT-let and the LPA will be prohibited from participating in the Local-let Program, until the Form is completed and approved by the Department.

3. FUNDING

3.1 The total cost for the PROJECT is estimated to be **\$1,700,000** as set forth in Attachment 1. ODOT shall provide to the LPA the following: **one-hundred percent (100%)** of the eligible costs, up to a maximum of **\$1,700,000.00 for the Preliminary-Engineering/Detailed Design phase** in Federal/State funds. This maximum amount reflects the funding limit for the PROJECT set by the applicable Program Manager. Unless otherwise provided, funds through ODOT shall be applied only to the eligible costs associated with the actual construction of the transportation project improvements and construction engineering/inspection activities.

3.2 The LPA shall provide all other financial resources necessary to fully complete the PROJECT, including all 100 percent Locally-funded work, cost overruns and contractor claims.

4. PROJECT DEVELOPMENT AND DESIGN

4.1 The LPA and ODOT agree that the LPA is qualified to administer this PROJECT and is in full compliance with all LPA participation requirements.

4.2 The LPA and ODOT agree that the LPA has received funding approval for the PROJECT from the applicable ODOT Program Manager having responsibility for monitoring such projects using the Federal funds involved.

4.3 The LPA shall design and construct the PROJECT in accordance with a recognized set of written design standards. The LPA shall make use of ODOT's Location and Design Manual (L&D), or the appropriate AASHTO publication). Even though the LPA may use its own standards, ODOT may require the LPA to use a design based on the L&D Manual for projects that contain a high crash rate or areas of crash concentrations. Where the LPA has adopted ODOT standards for the PROJECT, the LPA shall be responsible for ensuring that any ODOT standards used for the PROJECT are current and/or updated. The LPA shall be responsible for periodically contacting the ODOT District LPA Coordinator or through the following Internet website for any changes or updates: [ODOT's Office of Local Programs](#)

4.4 The LPA shall either designate an LPA employee, who is a registered professional engineer, to act as the Project Design Engineer and serve as the LPA's principal representative for attending to project responsibilities or engage the services of a pre-qualified ODOT consultant, who has been chosen using a Qualification-Based Selection (QBS) process, as required pursuant to ORC Sections 153.65 through 153.71. The pre-qualified list is available on the ODOT website at: www.dot.state.oh.us/DIVISIONS/Engineering/CONSULTANT

4.5 If Federal funds are used for a phase of project development and the LPA executes an agreement with a consultant prior to the receipt of the "Authorization" notification from ODOT, ODOT may terminate this Agreement and cease all Federal funding commitments.

4.6 ODOT reserves the right to move this PROJECT into a future sale year if the LPA does not adhere to the established PROJECT schedule, regardless of any funding commitments.

5. ENVIRONMENTAL RESPONSIBILITIES

- 5.1 In the administration of this PROJECT, the LPA shall be responsible for conducting any required public involvement events, for preparing all required documents, reports and other supporting materials needed for addressing applicable environmental assessment, for clearance responsibilities for the PROJECT pursuant to the National Environmental Policy Act and related regulations, including the requirements of the National Historic Preservation Act; and for securing all necessary permits.
- 5.2 If the LPA does not have the qualified staff to perform any or all of the respective environmental responsibilities, the LPA shall hire an ODOT Pre-Qualified Consultant through a QBS process. The pre-qualified list is available on the ODOT web page at [ODOT's Office of Contracts](#). If the LPA hires a pre-qualified consultant, the LPA shall be responsible for monitoring the consultant's activities and ensuring that the consultant is following all Federal and State laws, regulations, policies, and guidelines.
- 5.3 ODOT shall be responsible for the review of all environmental documents and reports and shall complete all needed coordination activities with State and Federal regulatory agencies toward securing environmental clearance.
- 5.4 The LPA shall be responsible for assuring compliance with all commitments made as part of the PROJECT's environmental clearance and/or permit requirements during the construction of the PROJECT.
- 5.5 The LPA shall require its consultant, selected to prepare a final environmental document pursuant to the requirements of the National Environmental Policy Act, to execute a copy of a disclosure statement specifying that the consultant has no financial or other interest in the outcome of the PROJECT.
- 5.6 The LPA shall submit a NOI to Ohio EPA to obtain coverage under the National Pollution Discharge Elimination System (NPDES) Construction General Permit for all projects where the combined Contractor and Project Earth Disturbing Activity (EDA) are one acre or more. If the LPA chooses not to use ODOT's L&D Vol. 2 on Local-Let LPA projects, they may use an alternative post-construction BMP criterion with Ohio EPA approval.

6. RIGHT OF WAY/ UTILITIES/ RAILROAD COORDINATION

- 6.1 All right-of-way acquisition activities shall be performed by the LPA in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646) as amended by 49 CFR Part 24 (hereinafter referred to as Uniform Act), any related Federal regulations issued by the FHWA, and State rules, policies and guidelines issued by ODOT.
- 6.2 If existing and newly-acquired right of way is required for this PROJECT, the LPA shall certify that the all right of way has been acquired in conformity with Federal and State laws, regulations, policies, and guidelines. Per ODOT's Office of Real Estate, any LPA staff who perform real estate functions shall be prequalified. If the LPA does not have the qualified staff to perform any or all of the respective right of way functions, the LPA shall hire an ODOT Pre-qualified Consultant through a QBS process. The LPA shall not hire the same consultant to perform both the appraisal and appraisal review functions. Appraisal review shall be performed by an independent staff or fee reviewer and shall be hired directly by the LPA. Likewise, a consultant hired to perform right of way acquisition work is not permitted to perform both the relocation and relocation review functions. Relocation review shall be performed by an independent staff or fee reviewer.

- 6.3 If the LPA hires a pre-qualified consultant, the LPA shall be responsible for monitoring the consultant's activities and ensuring that the consultant is following all Federal and State laws, regulations, policies, and guidelines.
- 6.4 All relocation assistance activities shall be performed by the LPA in conformity with Federal and State laws, including the Uniform Act, and any related Federal regulations issued by the FHWA, and State rules, policies and guidelines issued by ODOT. The LPA shall not hire a consultant to perform both the relocation and relocation review functions nor shall the LPA hire a sub-consultant for relocation and another sub-consultant for relocation review. Relocation review shall be performed by an independent staff person or independent fee reviewer and shall be hired directly by the LPA.
- 6.5 The LPA shall provide the ODOT District Office with its certification that all right of way property rights necessary for the PROJECT are under the LPA's control, that all right of way has been cleared of encroachments, and that utility facilities have been appropriately relocated or accounted for so as not to interfere with project construction activities. ODOT shall make use of the LPA's Right of Way Certification, as well as evaluate the LPA's and/or consultant's performance of the project real estate activities under Titles II and III of the Uniform Act, and, as appropriate, certify compliance to the FHWA. The LPA shall be liable to repay to ODOT all of the Federal funds disbursed to it under this Agreement if the certification of the LPA is found to be in error or otherwise invalid.
- 6.6 In the administration of this PROJECT, the LPA agrees to follow all procedures described in the ODOT Utilities Manual and 23 CFR Part 645. When applicable, the LPA shall enter into a utility relocation agreement with each utility prior to the letting of construction. No reimbursable construction costs shall be incurred by the LPA prior to the receipt of the "Authorization to Advertise" notification from ODOT. If such costs are incurred, ODOT may terminate this Agreement and cease all Federal funding commitments.
- 6.7 The LPA shall submit all subsequent modifications to the design of the PROJECT and/or any disposal of property rights acquired as part of the PROJECT to ODOT and FHWA for approval.
- 6.8 The LPA shall be responsible for any necessary railroad coordination and agreements. The LPA shall comply with the provisions of Title 23 of the Code of Federal Regulations and applicable chapters of the ORC regarding all activities relating to Railroad-Highway projects.
- 6.9 Consistent with Sections 10.1 and 10.4 of this Agreement, the LPA shall assure that, if any property acquired for this PROJECT is subsequently sold for less than fair market value, all Title VI requirements are included in the instrument which transfers the property. Consistent with sections 10.1 and 10.4 of this Agreement, the LPA shall assure that if the LPA grants a permit or license for the property acquired for this PROJECT that the license or permit require the licensee or permit holder to adhere to all Title VI requirements.
7. ADVERTISING, SALE AND AWARD
- 7.1 The LPA **shall not** advertise for bids prior to the receipt of the "Authorization to Advertise" notification from ODOT. Should advertising or work commence prior to the receipt of the "Authorization to Advertise" notification, ODOT shall immediately terminate this Agreement and cease all Federal funding commitments.
- 7.2 Any use of sole source or proprietary bid items must be approved by the applicable ODOT district. All sole source or proprietary bid items should be brought to the attention of the LPA Coordinator as soon as possible so as not to cause a delay in the plan package submission process. Bid items for traffic signal and highway lighting projects must be in conformance with ODOT's Traffic Engineering Manual.

- 7.3 Once the LPA receives Federal authorization to advertise, the LPA may begin advertising activities. Whenever local advertisement requirements differ from Federal advertisement requirements, the Federal requirements shall prevail. The period between the first legal advertising date and the bid opening date shall be a minimum of twenty-one (21) calendar days. The LPA shall submit to ODOT any addendum to be issued during the advertisement period that changes estimates or materials. ODOT shall review and approve such addendum for project eligibility. All addenda shall be distributed to all potential bidders prior to opening bids and selling the contracts.
- 7.4 The LPA must incorporate ODOT's LPA Bid Template in its bid documents. The template includes Form FHWA-1273, Required Contract Provisions, a set of contract provisions and proposal notices that are required by regulations promulgated by the FHWA and other Federal agencies, which must be included in all contracts as well as appropriate subcontracts and purchase orders.
- 7.5 The LPA shall require the contractor to be enrolled in, and maintain good standing in, the Ohio Bureau of Workers' Compensation Drug-Free Safety Program (DFSP), or a similar program approved by the Bureau of Workers' Compensation, and the LPA must require the same of any of its subcontractors.
- 7.6 Only pre-qualified contractors are eligible to submit bids for this PROJECT. Pre-qualification status must be in effect/current **at the time of award**. For work types that ODOT does not pre-qualify, the LPA must still select a qualified contractor. Subcontractors are not subject to the pre-qualification requirement. In accordance with FHWA Form 1273 Section VII and 23 CFR 635.116, the "prime" contractor must perform no less than 30 percent of the total original contract price. The 30-percent prime requirement does not apply to design-build contracts.
- 7.7 In accordance with ORC Section 153.54, et. seq., the LPA shall require that the selected contractor provide a performance and payment bond in an amount equal to at least 100 percent of its contract price as security for the faithful performance of its contract. ODOT shall be named an obligee on any bond. If the LPA has 100 percent locally-funded work product within this Agreement, the LPA must allocate the correct percent of the performance and payment bond cost to the 100 percent locally-funded work product.
- 7.8 Before awarding a contract to the selected contractor, the LPA shall verify that the contractor is not subject to a finding for recovery under ORC Section 9.24, that the contractor has taken the appropriate remedial steps required under ORC Section 9.24, or that the contractor otherwise qualifies under the exceptions to this section. Findings for recovery can be viewed on the Auditor of State's website at <https://ohioauditor.gov/findings.html> . If the LPA fails to so verify, ODOT may immediately terminate this Agreement and release all Federal funding commitments.
- 7.9 Before awarding a contract to the selected contractor, the LPA shall verify that the contractor is an active registrant on the Federal System for Award Management (SAM). Pursuant to 48 CFR 9.404, contractors that have an active exclusion on SAM are excluded from receiving Federal contracts, certain subcontracts, and certain Federal financial and nonfinancial assistance and benefits. If the LPA fails to so verify, ODOT may immediately terminate this Agreement and release all federal funding commitments.
- 7.10 The LPA is prohibited from imposing any geographical hiring preference on any bidder in the LPA's bid documents or on any successful contractor in the LPA's award or contract for the construction of the PROJECT.
- 7.11 After analyzing all bids for completeness, accuracy, and responsiveness, per ORC 153.12, the LPA shall approve the award of the contract in accordance with laws and policies governing the LPA within 60 days after bid opening. Within 45 days of that approval, the LPA shall submit to ODOT notification of the project award by submitting a bid tabulation, a copy of the ordinance or resolution, and direct payment information as required in Attachment 2 of this Agreement, if applicable.

8. CONSTRUCTION CONTRACT ADMINISTRATION

- 8.1 The LPA shall provide and maintain competent and adequate project management covering the supervision and inspection of the development and construction of the PROJECT. The LPA shall bear the responsibility of ensuring that construction conforms to the approved plans, surveys, profiles, cross sections and material specifications. If a consultant is used for engineering and/or inspection activities, the LPA must use a QBS process as required pursuant to ORC Sections 153.65 through 153.71. Any construction contract administration or engineering costs incurred by the LPA or their consultant prior to the construction contract award date will not be eligible for reimbursement under this Agreement.
- 8.2 The LPA must maintain a project daily diary that is up-to-date and contains the following information: all work performed, list of equipment utilized, project personnel and hours worked, pay quantities, daily weather conditions, special notes and instructions to the contractor, and any unusual events occurring on or adjacent to the PROJECT. Additionally, the LPA is responsible for documenting measurements, calculations, material quality, quantity, and basis for payment; change orders, claims, testing and results, traffic, inspections, plan changes, prevailing wage, EEO and DBE, if applicable. The LPA is responsible for ensuring all materials incorporated into the PROJECT comply with ODOT's Construction and Material Specifications and meet the requirements of Appendix J in the LATP Manual of Procedures.
- 8.3 The LPA shall certify both the quantity and quality of material used, the quality of the work performed, and the amount of construction engineering cost, when applicable, incurred by the LPA for the eligible work on the PROJECT, as well as at the completion of construction. The LPA shall certify that the construction is in accordance with the approved plans, surveys, profiles, cross sections and material specifications or approved amendments thereto.
- 8.4 The Federal-aid Highway Program operates on a reimbursement basis, which requires that costs actually be incurred and paid before a request is made for reimbursement. The LPA shall review and/or approve all invoices prior to payment and prior to requesting reimbursement from ODOT for work performed on the PROJECT. If the LPA requests reimbursement, it must provide documentation of payment for the project costs requested. The LPA shall ensure the accuracy of any invoice in both amount and in relation to the progress made on the PROJECT. The LPA must submit to ODOT a written request for either current payment or reimbursement of the Federal/State share of the expenses involved, attaching copies of all source documentation associated with pending invoices or paid costs. To assure prompt payment, the measurement of quantities and the recording for payment should be performed on a daily basis as the items of work are completed and accepted.
- 8.5 ODOT shall pay, or reimburse, the LPA or, at the request of the LPA and with concurrence of ODOT, pay directly to the LPA's construction contractor ("Contractor"), the eligible items of expense in accordance with the cost-sharing provisions of this Agreement. If the LPA requests to have the Contractor paid directly, Attachment 2 to this Agreement shall be completed and submitted with the project bid tabulations, and the Contractor shall be required to establish Electronic Funds Transfer with the State of Ohio. ODOT shall pay the Contractor or reimburse the LPA within thirty (30) days of receipt of the approved Contractor's invoice from the LPA.
- 8.6 The LPA shall notify ODOT of the filing of any mechanic's liens against the LPA's Contractor within three (3) business days of receipt of notice of lien. Failure to so notify ODOT or failure to process a mechanic's lien in accordance with the provisions of Chapter 1311 of the ORC may result in the termination of this Agreement. Upon the receipt of notice of a mechanic's lien, ODOT reserves the right to (1) withhold an amount of money equal to the amount of the lien that may be due and owing to either the LPA or the Contractor; (2) terminate direct payment to the affected Contractor; or (3) take both actions, until such time as the lien is resolved.

- 8.7 Payment or reimbursement to the LPA shall be submitted to:

*Brent Welch
Franklin County Engineer's Office
970 Dublin Road
Columbus, Ohio 43215*

- 8.8 If, for any reason, the LPA contemplates suspending or terminating the contract of the Contractor, it shall first seek ODOT's written approval. Failure to timely notify ODOT of any contemplated suspension or termination, or failure to obtain written approval from ODOT prior to suspension or termination, may result in ODOT terminating this Agreement and ceasing all Federal funding commitments.
- 8.9 If ODOT approves any suspension or termination of the contract, ODOT reserves the right to amend its funding commitment in paragraph 3.1 and, if necessary, unilaterally modify any other term of this Agreement in order to preserve its Federal mandate. Upon request, the LPA agrees to assign all rights, title, and interests in its contract with the Contractor to ODOT to allow ODOT to direct additional or corrective work, recover damages due to errors or omissions, and to exercise all other contractual rights and remedies afforded by law or equity.
- 8.10 Any LPA right, claim, interest, and/or right of action, whether contingent or vested, arising out of, or related to any contract entered into by the LPA for the work to be performed by the Contractor on this PROJECT (the Claim), may be subrogated to ODOT, and ODOT shall have all of the LPA's rights in/to the Claim and against any other person(s) or entity(ies) against which such subrogation rights may be enforced. The LPA shall immediately notify ODOT in writing of any Claim. The LPA further authorizes ODOT to sue, compromise, or settle any such Claim. It is the intent of the parties that ODOT be fully substituted for the LPA and subrogated to all of the LPA's rights to recover under such Claim(s). The LPA agrees to cooperate with reasonable requests from ODOT for assistance in pursuing any action on the subrogated Claim including requests for information and/or documents and/or to testify.
- 8.11 After completion of the PROJECT, and in accordance with Title 23 United States Code 116 and applicable provisions of the ORC, the LPA shall maintain the PROJECT to design standards and provide adequate maintenance activities for the PROJECT, unless otherwise agreed to by ODOT. The PROJECT must remain under public ownership and authority for 20 years unless otherwise agreed to by ODOT. If the PROJECT is not being adequately maintained, ODOT shall notify the LPA of any deficiencies, and if the maintenance deficiencies are not corrected within a reasonable amount of time, ODOT may determine that the LPA is no longer eligible for future participation in any Federally-funded programs.
- 8.12 The LPA must provide the final invoices, and final report (Appendix P located in the Construction Chapter of the LPA Manual) along with all necessary closeout documentation within 6 months of the physical completion date of the PROJECT. All costs must be submitted within 6 months of the established completion date. Failure to submit final invoices along with the necessary closeout documentation within the 6-month period may result in closeout of the PROJECT and loss of eligibility of any remaining Federal and or State funds.
- 8.13 LPA's exercising their option to retain funds, must do so in strict accordance with the rules outlined in sections [153.12](#) and [153.14](#) of the Ohio Revised Code, and pursuant to 49 CFR 26.29(b)(3). LPAs shall also monitor the return of retainage and may only withhold retainage by selecting one of three specified methods outlined in 49 CFR 26.29(b)(3).
- 8.14 The LPA shall be responsible for verifying that a C92 GoFormz has been completed by the prime contractor for each subcontractor and material supplier working on the project, prior to starting work. This requirement will be routinely monitored by the District Construction Monitor to ensure compliance.

9. CERTIFICATION AND RECAPTURE OF FUNDS

- 9.1 This Agreement is subject to the determination by ODOT that sufficient funds have been appropriated by the Ohio General Assembly to the State for the purpose of this Agreement and to the certification of funds by the Office of Budget and Management, as required by ORC Section 126.07. If ODOT determines that sufficient funds have not been appropriated for the purpose of this Agreement or if the Office of Budget and Management fails to certify the availability of funds, this Agreement or any renewal thereof will terminate on the date funding expires.
- 9.2 Unless otherwise directed by ODOT, if for any reason the PROJECT is not completed in its entirety or to a degree acceptable to ODOT and FHWA, the LPA shall repay to ODOT an amount equal to the total funds ODOT disbursed on behalf of the PROJECT. In turn, ODOT shall reimburse FHWA an amount equal to the total sum of Federal dollars it has received for the PROJECT. If the LPA has not repaid ODOT in full an amount equal to the total funds ODOT disbursed on behalf of the PROJECT, any funds recovered from the performance and payment bond as required under section 7.7 shall be used to offset the Federal dollars reimbursed to FHWA.

10. NONDISCRIMINATION

- 10.1 In carrying out this Agreement, the LPA shall not discriminate against any employee or applicant for employment because of race, religion, color, sex (including pregnancy, gender identity and sexual orientation), national origin, ancestry, age, disability as that term is defined in the American with Disabilities Act, military status (past, present, or future), or genetic information. The LPA shall ensure that applicants are hired and that employees are treated during employment without regard to their race, religion, color, sex (including pregnancy, gender identity and sexual orientation), national origin, ancestry, age, disability, military status, or genetic information. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.
- 10.2 The LPA agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provisions of this nondiscrimination clause, and in all solicitations or advertisements for employees placed by it, state that all qualified applicants shall receive consideration for employment without regard to race, religion, color, sex (including pregnancy, gender identity and sexual orientation), national origin, ancestry, age, disability, military status, or genetic information. The LPA shall incorporate this nondiscrimination requirement within all of its contracts for any of the work on the PROJECT (other than subcontracts for standard commercial supplies or raw materials) and shall require all of its contractors to incorporate such requirements in all subcontracts for any part of such project work.
- 10.3 The LPA shall ensure that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR Part 26, will have an equal opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided in conjunction with this Agreement. To meet this requirement, subcontractors who claim to be DBEs must be certified by ODOT. The LPA shall require that all contracts and other agreements it enters into for the performance of the PROJECT contain the following specific language:

Disadvantaged Business Enterprise (DBE) Requirement. DBE participation goals (subcontracts, materials, supplies) have been set on this PROJECT for those certified as DBEs pursuant to Title 23, U.S.C. section 140(c) and 49 CFR, Part 26, and where applicable qualified to bid with ODOT under Chapter 5525 of the ORC.

ODOT shall supply the percentage goal to the LPA upon review of the Engineer's Estimate. Prior to executing the contract with the contractor, and in order for ODOT to encumber the Federal/State funds, the contractor must demonstrate compliance with the DBE Utilization Plan and Good Faith Efforts requirements.

GOOD FAITH EFFORTS

In the event that the DBE contract goal established by ODOT is not met on a project, the Contractor shall demonstrate that it made adequate good faith efforts to meet the goal, even though it did not succeed in obtaining enough DBE participation to do so.

The Contractor shall demonstrate its Good Faith Effort(s) (GFEs) by submitting information including but not limited to the following to the LPA:

- (1) All written quotes received from certified DBE firms;
- (2) All written (including email) communications between the Contractor and DBE firms;
- (3) All written solicitations to DBE firms, even if unsuccessful;
- (4) Copies of each non-DBE quote when a non-DBE was selected over a DBE for work on the contract;
- (5) Phone logs of communications with DBE firms.

The LPA will send the GFE documentation including their recommendation to ODOT at the following address:

Office of Small & Disadvantaged Business Enterprise
The Ohio Department of Transportation
1980 West Broad Street, Mail Stop 3270
Columbus, Ohio 43223

ODOT shall utilize the guidance set forth in 49 CFR §26.53 Appendix A in determining whether the Contractor has made adequate good faith efforts to meet the goal. ODOT will review the GFE documentation and the LPA's recommendation and issue a written determination on whether adequate GFEs have been demonstrated by the Contractor.

The Contractor may request administrative reconsideration within two (2) days of being informed that it did not perform a GFE. The Contractor must make this request in writing to the following official:

Ohio Department of Transportation
Division of Chief Legal Counsel
1980 West Broad Street, Mail Stop 1500
Columbus, Ohio 43223

The reconsideration official will not have played any role in the original determination that the Contractor did not document sufficient good faith effort.

As part of this reconsideration, the Contractor will have the opportunity to provide written documentation or an argument concerning the issue of whether it met the goal or made adequate good faith efforts to do so. ODOT will send the Contractor a written decision on reconsideration explaining the basis for finding that the Contractor did or did not meet the goal or make adequate good faith efforts. The result of the reconsideration process is not administratively appealable.

ODOT may issue sanctions if the Contractor fails to comply with the contract requirements and/or fails to demonstrate the necessary good faith effort. ODOT may impose any of the following sanctions:

- (a) letter of reprimand;
- (b) contract termination; and/or

- (c) other remedies available by law including administrative suspension.

Factors to be considered in issuing sanctions include, but are not limited to:

- (a) the magnitude and the type of offense;
- (b) the degree of the Consultant's culpability;
- (c) any steps taken to rectify the situation;
- (d) the Contractor's record of performance on other projects including, but not limited to:
 - (1) annual DBE participation over DBE goals;
 - (2) annual DBE participation on projects without goals;
 - (3) number of complaints ODOT has received from DBEs regarding the Contractor; and,
 - (4) the number of times the Contractor has been previously sanctioned by ODOT; and,
- (e) Whether the Contractor falsified, misrepresented, or withheld information.

10.4 During the performance of this contract, the LPA, for itself, its assignees and successors in interest agrees as follows:

- (a) **Compliance with Regulations:** The LPA will comply with the regulations relative to nondiscrimination in Federally-assisted programs of the United States Department of Transportation (hereinafter "U.S. DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the "Regulations"), which are herein incorporated by reference and made a part of this contract.

In addition, the LPA will comply with the provisions of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, FHWA Guidance, and any other Federal, State, and/or local laws, rules and/or regulations (hereinafter referred to as "ADA/504").

- (b) **Nondiscrimination:** The LPA, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin, sex (including pregnancy, gender identification and sexual orientation), age, disability, low-income status or limited English proficiency in the selection and retention of contractors or subcontractors, including procurements of materials and leases of equipment. The LPA will not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations, as well as the ADA/504 regulations.
- (c) **Solicitations for Contractors or Subcontractors, including Procurement of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the LPA for work to be performed under a contract or subcontract, including procurements of materials or leases of equipment, each potential contractor, subcontractor, or supplier will be notified by the LPA of the LPA's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, national origin, sex (including pregnancy, gender identification and sexual orientation), age, disability, low-income status or limited English proficiency.
- (d) **Information and Reports:** The LPA will provide all information and reports required by the Regulations or directives issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the STATE or FHWA to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of the LPA is in the exclusive possession of another who fails or refuses to furnish this information, the LPA will so certify to the STATE or FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.

- (e) **Sanctions for Noncompliance:** In the event of the LPA's noncompliance with the nondiscrimination provisions of this contract, the STATE will impose such contract sanctions as it or FHWA may determine to be appropriate, including, but not limited to:
 - (1) withholding of payments to the LPA under the contract until the LPA complies, and/or
 - (2) cancellation, termination or suspension of the contract, in whole or in part.
- (f) **Incorporation of Provisions:** The LPA will include the provisions of paragraphs 10.4 (a) through (e) above in every contract or subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The LPA will take such action with respect to any contractor or subcontractor procurement as the STATE or FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance; provided, however, that, in the event the LPA becomes involved in, or is threatened with, litigation with a contractor, subcontractor, or supplier as a result of such direction, the LPA may request the STATE to enter into such litigation to protect the interests of the STATE, and, in addition, the LPA may request the United States to enter into such litigation to protect the interests of the United States.

11. DATA, PATENTS AND COPYRIGHTS - PUBLIC USE

- 11.1 The LPA shall ensure that any designs, specifications, processes, devices or other intellectual properties specifically devised for the PROJECT by its consultants or contractors performing work become the property of the LPA, and that when requested, such designs, specifications, processes, devices or other intellectual properties shall become available to ODOT and FHWA with an unrestricted right to reproduce, distribute, modify, maintain, and use. The LPA's consultants and contractors shall not seek or obtain copyrights, patents, or other forms of proprietary protection for such designs, specifications, processes, devices or other intellectual properties, and in providing them to the PROJECT, shall relinquish any such protections should they exist.
- 11.2 The LPA shall not allow its consultants or contractors to utilize within the development of the PROJECT any copyrighted, patented or similarly protected design, specification, process, device or other intellectual property unless the consultant or contractor has provided for such use by suitable legal agreement with the owner of such copyright, patent or similar protection. A consultant or contractor making use of such protected items for the PROJECT shall indemnify and save harmless the LPA and any affected third party from any and all claims of infringement on such protections, including any costs, expenses, and damages which it may be obliged to pay by reason of infringement, at any time during the prosecution or after the completion of work on the PROJECT.
- 11.3 In the case of patented pavements or wearing courses where royalties, licensing and proprietary service charges, exacted or to be exacted by the patentees, are published and certified agreements are filed with the LPA, guaranteeing to prospective bidders free unrestricted use of all such proprietary rights and trademarked goods upon payment of such published charges, such patented pavements or wearing courses may be specifically designated in the proposal and competition secured upon the item exclusive of the patent or proprietary charges.

12. TERMINATION; DEFAULT AND BREACH OF CONTRACT

- 12.1 Neglect or failure of the LPA to comply with any of the terms, conditions, or provisions of this Agreement, including misrepresentation of fact, may be an event of default, unless such failure or neglect are the result of natural disasters, strikes, lockouts, acts of public enemies, insurrections, riots, epidemics, civil disturbances, explosions, orders of any kind of governments of the United States or State of Ohio or any of their departments or political subdivisions, or any other cause not reasonably within the LPA's control. If a default has occurred, ODOT may terminate this Agreement with thirty (30) days written notice, except that if ODOT determines that the default can be

remedied, then ODOT and the LPA shall proceed in accordance with sections 12.2 through 12.4 of this Agreement.

- 12.2 If notified by ODOT in writing that it is in violation of any of the terms, conditions, or provisions of this Agreement, and a default has occurred, the LPA shall have thirty (30) days from the date of such notification to remedy the default or, if the remedy will take in excess of thirty (30) days to complete, the LPA shall have thirty (30) days to satisfactorily commence a remedy of the causes preventing its compliance and curing the default situation. Expiration of the thirty (30) days and failure by the LPA to remedy, or to satisfactorily commence the remedy of, the default whether payment of funds has been fully or partially made, shall result in ODOT, at its discretion, declining to make any further payments to the LPA, or in the termination of this Agreement by ODOT. If this Agreement is terminated, the LPA may be liable to repay to ODOT all of the Federal funds disbursed to it under this Agreement.
- 12.3 The LPA, upon receiving a notice of termination from ODOT for default, shall cease work on the terminated activities covered under this Agreement. If so requested by ODOT, the LPA shall assign to ODOT all its rights, title, and interest to any contracts it has with any consultants or contractors. Otherwise, the LPA shall terminate all contracts and other agreements it has entered into relating to such covered activities, take all necessary and appropriate steps to limit disbursements and minimize any remaining costs. At the request of ODOT, the LPA may be required to furnish a report describing the status of PROJECT activities as of the date of its receipt of notice of termination, including results accomplished and other matters as ODOT may require.
- 12.4 No remedy herein conferred upon or reserved by ODOT is intended to be exclusive of any other available remedy, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given under this Agreement or now or hereafter existing at law or in equity. No delay or omission to exercise any right or option accruing to ODOT upon any default by the LPA shall impair any such right or option or shall be construed to be a waiver thereof, but any such right or option may be exercised from time to time and as often as may be deemed expedient by ODOT.
- 12.5 This Agreement and obligation of the parties herein may be terminated by either party with thirty days written notice to the other party. In the event of termination, the LPA shall cease work, terminate all subcontracts relating to such terminated activities, take all necessary or appropriate steps to limit disbursements and minimize costs, and furnish all data results, reports, and other materials describing all work under this contract, including without limitation, results accomplished, conclusions resulting therefrom, and such other matters as ODOT may require.
- 12.6 In the event of termination for convenience, the LPA shall be entitled to compensation, upon submission of a proper invoice, for the work performed prior to receipt of notice of termination, less any funds previously paid by or on behalf of ODOT. ODOT shall not be liable for any further claims, and the claims submitted by the LPA shall not exceed the total amount of consideration stated in this Agreement. In the event of termination, any payments made by ODOT in which services have not been rendered by the LPA shall be returned to ODOT.
13. THIRD PARTIES AND RESPONSIBILITIES FOR CLAIMS
- 13.1 Nothing in this Agreement shall be construed as conferring any legal rights, privileges, or immunities, or imposing any legal duties or obligations, on any person or persons other than the parties named in this Agreement, whether such rights, privileges, immunities, duties, or obligations be regarded as contractual, equitable, or beneficial in nature as to such other person or persons. Nothing in this Agreement shall be construed as creating any legal relations between the Director and any person performing services or supplying any equipment, materials, goods, or supplies for the PROJECT sufficient to impose upon the Director any of the obligations specified in section 126.30 of the ORC.

- 13.2 The LPA hereby agrees to accept responsibility for any and all damages or claims for which it is legally liable arising from the actionable negligence of its officers, employees or agents in the performance of the LPA's obligations made or agreed to herein.

14. **NOTICE**

- 14.1 Notice under this Agreement shall be directed as follows:

If to the LPA:

If to ODOT:

Matthew Rehfus, P.E., S.I.	Brian Davidson
Franklin County Engineer's Office	Ohio Department of Transportation
970 Dublin Road	400 E. William St.,
Columbus, OH 43215	Delaware, OH 43015
MRehfus@franklincountyengineer.org	Brian.Davidson@dot.ohio.gov

15. **GENERAL PROVISIONS**

- 15.1 *Recovery of LPA's allocable project Direct Labor, Fringe Benefits, and/or Indirect Costs:*

To be eligible to recover any costs associated with the LPA's internal labor forces allocable to this PROJECT, the LPA shall make an appropriate selection below: *[LPA official must initial the option selected.]*

☐

1. No cost recovery of LPA's project direct labor, fringe benefits, or overhead costs.

- (A) The LPA **does not** currently maintain an ODOT approved federally compliant time-tracking system¹, **and**
- (B) The LPA **does not** intend to have a federally compliant time-tracking system developed, implemented, and approved by ODOT prior to the period of performance of this PROJECT, **and/or**
- (C) The LPA **does not** intend to pursue recovery of these project direct labor, fringe benefits, or overhead costs during the period of performance of this PROJECT Agreement.

¹ A "federally compliant time-tracking system" is supported by a system of internal controls and record-keeping that accurately reflects the work performed; which provides reasonable assurance that the time being charged is accurate, allowable, and properly allocated; is incorporated in official records such as payroll records; reasonably reflects the employee's total activity; provides a time or percentage breakdown on all activities, both Federally funded and non-Federally funded for the employee and complies with the LPA's pre-established accounting practices and procedures.



2. Direct labor plus indirect costs calculated using the Federal 10% De Minimis Indirect Cost Rate.²

- (A) The LPA currently maintains, or intends to develop and implement prior to the period of performance of this PROJECT, an ODOT approved federally compliant time-tracking system, **and**
- (B) The LPA **does not** currently have, and **does not** intend to negotiate, an ODOT approved fringe benefits rate prior to the period of performance of this PROJECT.



3. Direct labor, plus fringe benefits costs calculated using the LPA's ODOT approved Fringe Benefits Rate, plus indirect costs calculated using the Federal 10% De Minimis Indirect Cost Rate.³

- (A) The LPA currently maintains, or intends to develop and implement prior to the period of performance of this PROJECT, an ODOT approved federally compliant time-tracking system, **and**
- (B) The LPA currently has, or intends to negotiate, an ODOT approved fringe benefits rate prior to the period of performance of this PROJECT.



4. Direct labor, plus fringe benefits costs calculated using the LPA's ODOT approved Fringe Benefits Rate, plus indirect costs calculated using the LPA's ODOT approved Indirect Cost Rate.⁴

- (A) The LPA currently maintains, or intends to develop and implement prior to the period of performance of this PROJECT, an ODOT approved federally compliant time-tracking system, **and**
- (B) The LPA currently has, or intends to negotiate, an ODOT approved fringe benefits rate prior to the period of performance of this PROJECT, **and**
- (C) Instead of using the Federal 10% De Minimis Indirect Cost Rate, the LPA currently has, or intends to negotiate, an ODOT approved indirect cost rate prior to the period of performance of this PROJECT.

For any allocable project labor costs to be eligible for reimbursement with Federal and/or State funds, the LPA must maintain compliance with all timekeeping requirements specified in 2 CFR Part 200 and the ODOT LPA Cost Recovery Guidance, including ODOT Questions and Answers and related supplementary guidance, as applicable. Additionally, if the LPA elects to recover fringe

² [Also be sure to read footnote # 1] The De Minimis Indirect Cost Rate is 10 percent of modified total direct costs (MTDC) per 2 CFR §200.414. The definition of MTDC is provided in the regulation at 2 CFR §200.68. Any questions regarding the calculation of MTDC for a specific project should be directed to the Office of Local Programs. Further, regardless of whether the LPA subrecipient negotiates overhead rates with ODOT or uses the 10-percent de minimis rate, LPAs are required to maintain Federally-compliant time-tracking systems. Accordingly, LPAs are permitted to bill for labor costs, and then potentially associated fringe/indirect costs, only if the labor costs are accumulated, tracked, and allocated in accordance with compliant systems. Before an LPA is eligible to invoice ODOT for and recover the 10% de minimis indirect cost rate on any project, the LPA's time-tracking system and methods for tracking other project costs must be reviewed and approved by the ODOT Office of External Audits. A non-Federal entity that elects to charge the de minimis rate must meet the requirements in 2 CFR 200 Appendix VII Section D, Part 1, paragraph b.

³ [Also be sure to read footnotes # 1 and 2] The fringe benefits rate billed to this project must be determined in accordance with the Rate Agreement periodically negotiated with and approved by the ODOT Office of External Audits. The fiscal period when the LPA's direct labor costs are paid will be matched with the ODOT approved rate for that fiscal year to determine which rate is applicable. Accordingly, the fringe benefits rate applicable to different fiscal years throughout the period of performance of the project may fluctuate to match changes to the ODOT approved rate.

⁴ [Also be sure to read footnote # 1] The fringe benefits and indirect cost rates billed to this project must be determined in accordance with the Rate Agreement periodically negotiated with and approved by the Office of External Audits. The fiscal period when the LPA's direct labor costs are paid will be matched with the ODOT approved rates for that fiscal year to determine which rates are applicable. Accordingly, the rates applicable to different fiscal years throughout the period of performance of the project may fluctuate to match changes to the ODOT approved rates.

and/or indirect costs, the LPA shall maintain compliance with Appendix VII of 2 CFR Part 200 and the LATP Manual of Procedures.

- 15.2 If the LPA decides to change its indirect cost recovery option, the change shall not become effective until this Agreement is amended pursuant to section 15.12 below to reflect the indirect cost recovery option utilized by the LPA on the PROJECT.
- 15.3 *Financial Reporting and Audit Requirements:* One or more phases of this Agreement include a sub award of Federal funds to the LPA. Accordingly, the LPA must comply with the financial reporting and audit requirements of 2 CFR Part 200.

All non-federal entities, including ODOT's LPA sub recipients, that have aggregate federal awards expenditures from all sources of \$750,000 or more in the non-federal entity's fiscal year must have a Single Audit, or program-specific audit, conducted for that year in accordance with the provisions of 2 CFR Part 200.

Federal and State funds expended to or on behalf of a sub recipient must be recorded in the accounting records of the LPA subrecipient. The LPA is responsible for tracking all project payments throughout the life of the PROJECT in order to ensure an accurate Schedule of Expenditures of Federal Awards (SEFA) is prepared annually for all *Applicable Federal Funds*. *Applicable Federal Funds* are those that are identified with the various project phases of this Agreement as a subaward. *Applicable Federal Funds* include not only those LPA project expenditures that ODOT subsequently reimburses with Federal funds, but also those Federal funds project expenditures that are disbursed directly by ODOT upon the request of the LPA.

The LPA must separately identify each ODOT PID and/or Project and the corresponding expenditures on its SEFA. LPAs are responsible for ensuring expenditures related to this PROJECT are reported when the activity related to the Federal award occurs. Further, the LPA may make this determination consistent with Section 2 CFR §200.502 and its established accounting method to determine expenditures including accrual, modified accrual or cash basis.

When project expenditures are not accurately reported on the SEFA, the LPA may be required to make corrections to and republish the SEFA to ensure Federal funds are accurately reported in the correct fiscal year. An ODOT request for the restatement of a previously published SEFA will be coordinated with the Ohio Auditor of State.

- 15.4 *Record Retention:* The LPA, when requested at reasonable times and in a reasonable manner, shall make available to the agents, officers, and auditors of ODOT and the United States government, its records and financial statements as necessary relating to the LPA's obligations under this Agreement. All such books, documents, and records shall be kept for a period of at least three years after FHWA approves the LPA's final Federal voucher for reimbursement of project expenses. In the event that an audit-related dispute should arise during this retention period, any such books, documents, and records that are related to the disputed matter shall be preserved for the term of that dispute. The LPA shall require that all contracts and other agreements it enters into for the performance of the PROJECT contain the following specific language:

As the LPA, ODOT or the United States government may legitimately request from time to time, the contractor agrees to make available for inspection and/or reproduction by the LPA, ODOT or United States government, all records, books, and documents of every kind and description that relate to this contract.

Nothing contained in this Agreement shall in any way modify the LPA's legal duties and obligations to maintain and/or retain its records under Ohio public records laws.

- 15.5 *Ohio Ethics Laws:* LPA agrees that they are currently in compliance and will continue to adhere to the requirements of Ohio Ethics law as provided by Section 102.03 and 102.04 of the ORC.
- 15.6 *State Property Drug-Free Workplace Compliance:* In accordance with applicable State and Federal laws, rules, and policy, the LPA shall make a good faith effort to ensure that its employees and its contractors will not purchase, transfer, use, or possess alcohol or a controlled substance while working on State property.
- 15.7 *Trade:* Pursuant to the federal Export Administration Act and Ohio Revised Code 9.76(B), the LPA and any contractor or sub-contractor shall warrant that they are not boycotting any jurisdiction with whom the United States and the State of Ohio can enjoy open trade, including Israel, and will not do so during the term of this Agreement.



The State of Ohio does not acquire supplies or services that cannot be imported lawfully into the United States. The LPA certifies that it, its Contractors, subcontractors, and any agent of the Contractor or its subcontractors, acquire any supplies or services in accordance with all trade control laws, regulations or orders of the United States, including the prohibited source regulations set forth in subpart 25.7, Prohibited Sources, of the Federal Acquisition Regulation and any sanctions administered or enforced by the U.S. Department of Treasury's Office of Foreign Assets Control. A list of those sanctions by country can be found at <https://www.treasury.gov/resource-center/sanctions/Programs/Pages/Programs.aspx>. These sanctions generally preclude acquiring any supplies or services that originate from sources within, or that were located in or transported from or through Cuba, Iran, Libya, North Korea, Syria, or the Crimea region of Ukraine.

- 15.8 *Lobbying:* Byrd Anti-Lobbying Amendment, 31 U.S.C. 1352, as amended by the Lobbying Disclosure Act of 1995, PL 104-65 (2 U.S.C. §1601, et seq.). LPA agrees that it will not use any funds for Lobbying, 49 CFR part 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S. C. 1352. Each tier shall comply with Federal statutory provisions or the extent applicable prohibiting the use of Federal assistance funds for activities designed to influence congress to a State legislature on legislation or appropriations, except through proper official channels. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-Federal funds with respect to that Federal contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient.
- 15.9 *Debarment.* LPA represents and warrants that it is not debarred from consideration for contract awards by the Director of the Department of Administrative Services, pursuant to either R.C. 153.02 or R.C. 125.25 or by the Federal Government pursuant to 2 CFR Part 1200 and 2 CFR Part 180.
- 15.10 *Governing Law.* This Agreement and any claims arising out of this Agreement shall be governed by the laws of the State of Ohio. Any provision of this Agreement prohibited by the laws of Ohio shall be deemed void and of no effect. Any litigation arising out of or relating in any way to this Agreement or the performance thereunder shall be brought only in the courts of Ohio, and the LPA hereby irrevocably consents to such jurisdiction. To the extent that ODOT is a party to any litigation arising out of or relating in any way to this Agreement or the performance thereunder, such an action shall be brought only in a court of competent jurisdiction in Franklin County, Ohio.
- 15.11 *Assignment:* Neither this Agreement nor any rights, duties, or obligations described herein shall be assigned by either party hereto without the prior express written consent of the other party.
- 15.12 *Merger and Modification:* This Agreement and its attachments constitute the entire Agreement between the parties. All prior discussions and understandings between the parties are superseded

by this Agreement. Unless otherwise noted herein, this Agreement shall not be altered, modified, or amended except by a written agreement signed by both parties hereto.

- 15.13 *Severability:* If any provision of this Agreement is held to be invalid or unenforceable by a court of competent jurisdiction, such holding shall not affect the validity or the ability to enforce the remainder of this Agreement. All provisions of this Agreement shall be deemed severable.
- 15.14 *Signatures:* Any person executing this Agreement in a representative capacity hereby represents that he/she has been duly authorized by his/her principal to execute this Agreement on such principal's behalf.
- 15.15 *Facsimile Signatures:* Any party hereto may deliver a copy of its counterpart signature page to this Agreement via fax or e-mail. Each party hereto shall be entitled to rely upon a facsimile or electronic signature on any other party delivered in such a manner as if such signature were an original.

The parties hereto have caused this Agreement to be duly executed as of the day and year last written below.

LPA: Franklin County Engineer's Office	STATE OF OHIO OHIO DEPARTMENT OF TRANSPORTATION
By: 	By:  /ACT
Cornell R. Robertson, P.E., P.S. Franklin County Engineer	Jack Marchbanks, Ph.D. Director
Date: 2/9/2022	Date: 2/9/22

Attachment 2

COUNTY-ROUTE-SECTION

PID NUMBER

AGREEMENT NUMBER

DUNS NUMBER

DIRECT PAYMENT OF CONTRACTOR

At the direction of the LPA and upon approval of ODOT, payments for work performed under the terms of the Agreement by the LPA's contractor shall be paid directly to the contractor in the pro-rata share of Federal/State participation. The invoice package shall be prepared by the LPA as previously defined in this Agreement, and shall indicate that the payment is to be made to the contractor. In addition, the invoice must state the contractor's name, mailing address and OAKS Vendor ID. Separate invoices shall be submitted for payments that are to be made to the contractor and those that are to be made to the LPA.

When ODOT uses Federal funds to make payment to the contractor, all such payments are considered to be expenditures of Federal funds received and also expended by the LPA (sub recipient). Accordingly, the LPA is responsible for tracking the receipts and payments and reporting the payments Federal (Receipts) Expenditures on the Schedule of Expenditures of Federal Awards (SEFA). An LPA that fails to report these funds accurately and timely may be required to restate the SEFA to comply with Federal reporting requirements.

We (INSERT NAME OF LPA) request that all payments for the Federal/State share of the construction costs of this Agreement performed by (CONTRACTOR'S NAME) be paid directly to (CONTRACTOR'S NAME).

VENDOR Name:	Error! Reference source not found.
Oaks Vendor ID:	0000000000
Mailing Address:	Error! Reference source not found.
	Error! Reference source not found.
LPA signature:	

LPA Name:	Error! Reference source not found.
Oaks Vendor ID:	0000000000
Mailing Address:	Error! Reference source not found.
	Error! Reference source not found.
ODOT Approval signature:	



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty Street, Suite 100
Columbus, Ohio 43215
morpc.org

T. 614. 228.2663
TTY. 1.800.750.0750
info@morpc.org

February 27, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: Alum Creek Drive Widening (State Route 317 to Groveport Road)

Dear Secretary Buttigieg:

We are pleased to provide this letter of support and financial contribution commitment for the Franklin County Engineer's federal funding application on the Alum Creek Drive Widening (State Route 317 to Groveport Road) project. This project will improve 2.6 miles of Alum Creek Drive, including a third through lane in each direction to existing Alum Creek Drive. Pedestrian facilities (sidewalk on one side and a shared-use-path on the other) will also be installed. The existing Alum Creek Drive bridges over Big Walnut Creek will be replaced.

Transportation infrastructure drives the economic engine of any region by providing safe and efficient movement of people and goods from place to place. Alum Creek Drive is a principal arterial for both freight and passenger traffic and provides primary access from I-270 to Rickenbacker International Airport and Rail Intermodal, which supports the City of Columbus, Franklin County, the State of Ohio, and beyond. This project will increase the capacity of the roadway and implement complete street facilities to accommodate pedestrians and bicyclists in the corridor.

MORPC's 2020-2050 Metropolitan Transportation Plan (MTP) sets a goal to promote Central Ohio to attract and retain economic opportunity to prosper as a region and compete globally. A key component of supporting economic opportunity in our region is to support the growth of the already economically robust Rickenbacker area, and the MTP identifies the widening of Alum Creek Drive as a key component in supporting this growth.

MORPC has long recognized the importance of transportation infrastructure improvements in the Rickenbacker area. In 2018 MORPC completed the Rickenbacker Area Study, which sought to help this portion of our region accommodate the more than 25,000 jobs which existed in the Rickenbacker area, and additionally prepare for the forecasted doubling of employment in the area by 2040. This study identified the Alum Creek Drive Widening as a priority for accommodating this growth and promoting economic development. The project is included in the 2020-2050 Metropolitan Transportation Plan and is included in the Transportation Improvement Program as project development activities are well underway.

The additional capacity will allow the existing transit routes to continue playing an essential role in the efficient movement of supply chain materials, will maintain access to existing businesses, and support additional development in the region, which in turn will create new employment centers.

February 27, 2023

The Honorable Peter Buttigieg

Re: Alum Creek Drive Widening (State Route 317 to Groveport Road)

MORPC has determined that we can contribute \$10,500,000 of MORPC sub-allocated federal STBG funding to the Alum Creek Drive Widening project to support these needed transportation improvements as well as the associated economic impacts. If you would like any additional information on how this project will impact our area, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, reading "Nicholas T. Gill". The signature is fluid and cursive, with the first name "Nicholas" being more prominent and the last name "Gill" following in a similar style.

Nicholas T. Gill, PE
Transportation Director



CITY OF OBETZ



4175 Alum Creek Dr. Obetz, OH 43207

P: (614) 491-1080

<https://obetz.oh.us>

Michael F. Corbitt, P.E., LEED AP

Deputy City Administrator

City Engineer

mcorbitt@obetz.oh.us

(614) 409-4406

February 23, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Alum Creek Drive Investment (State Route 317 to Groveport Road) in Franklin County, Ohio

Dear Secretary Buttigieg:

The City of Obetz is pleased to provide this letter of support and financial contribution commitment for the Franklin County Engineer's federal funding application on the Alum Creek Drive Investment (State Route 317 to Groveport Road) project in Franklin County, Ohio. This project will equitably improve 2.6 miles of Alum Creek Drive by adding another through lane in each direction to existing Alum Creek Drive, a sidewalk on one side, a shared-use-path on the other, and public transit bus stops along both sides. Also, the existing Alum Creek Drive bridges over Big Walnut Creek will be replaced, as they have passed their service capacity due to increased traffic volumes and heavier vehicles in the area.

Transportation infrastructure drives the economic engine of any region by providing safe and efficient movement of people and goods from place to place. Alum Creek Drive is a principal arterial for both freight and passenger traffic and provides primary access from I-270 to Rickenbacker International Airport and Norfolk Southern Intermodal Terminal, all of which support the City of Columbus, the City of Obetz, the City of Groveport, Franklin County, the State of Ohio, and beyond. This project will sustainably increase the safety and capacity of the roadway and implement complete streets facilities to accommodate pedestrians, bicyclists, and bus riders along the corridor in an equitable way.

The additional capacity will allow the existing route to continue playing an essential role in the safe, efficient movement of supply chain materials. It will also maintain access to existing businesses and support additional development in the region, which in turn will create new employment centers. The City of Obetz has determined that we can contribute \$3,500,000 to the local share of the Alum Creek Drive Investment project to support these needed transportation improvements as well as the associated economic impacts. If you would like any additional information on how this project will essentially help rebuild America's infrastructure, please feel free to contact me.

Sincerely,

Michael F. Corbitt, P.E., LEED AP
City of Obetz
Deputy City Administrator / City Engineering



Madison Township
4575 Madison Lane Groveport, Ohio 43125
Telephone (614) 836-5308 Fax (614) 836-5370
www.madisontownship.org



February 22, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Alum Creek Drive Investment (State Route 317 to Groveport Road) in Franklin County, Ohio

Dear Secretary Buttigieg:

We are pleased to provide this letter of support and financial contribution commitment for the Franklin County Engineer's federal funding application on the Alum Creek Drive Investment (State Route 317 to Groveport Road) project in Franklin County, Ohio. This project will equitably improve 2.6 miles of Alum Creek Drive by adding another through lane in each direction to existing Alum Creek Drive, a sidewalk on one side, a shared-use path on the other, and public transit bus stops along both sides. Also, the existing Alum Creek Drive bridges over Big Walnut Creek will be replaced, as they have passed their service capacity due to increased traffic volumes and heavier vehicles in the area.

Transportation infrastructure drives the economic engine of any region by providing safe and efficient movement of people and goods from place to place. Alum Creek Drive is a principal arterial for both freight and passenger traffic. It provides primary access from I-270 to Rickenbacker International Airport and Norfolk Southern Intermodal Terminal, all supporting the City of Columbus, the City of Obetz, the City of Groveport, Franklin County, the State of Ohio, and beyond. This project will sustainably increase the safety and capacity of the roadway and implement complete street facilities to accommodate pedestrians, bicyclists, and bus riders along the corridor equitably.

The additional capacity will allow the existing route to continue playing an essential role in the safe, efficient movement of supply chain materials. It will also maintain access to existing businesses and support additional regional development, creating new employment centers. Madison Township has determined that we can contribute \$100,000.00 to the local share of the Alum Creek Drive Investment project to support these needed transportation improvements and the associated economic impacts. If you would like any additional information on how this project will essentially help rebuild America's infrastructure, please feel free to contact me.

On behalf of the Madison Township Board of Trustees,

A handwritten signature in blue ink, reading "Susan Brobst".

Susan Brobst
Administrator

FRANKLIN COUNTY TRANSPORTATION IMPROVEMENT DISTRICT

February 27, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Alum Creek Drive Investment (State Route 317 to Groveport Road) in Franklin County, Ohio

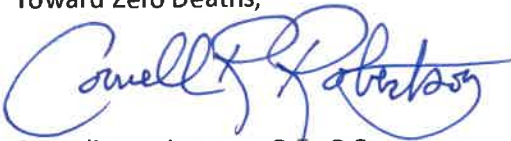
Dear Secretary Buttigieg:

We are pleased to provide this letter of support and financial contribution commitment for the Franklin County Engineer's federal funding application on the Alum Creek Drive Investment (State Route 317 to Groveport Road) project in Franklin County, Ohio. This project will equitably improve 2.6 miles of Alum Creek Drive by adding another through lane in each direction to existing Alum Creek Drive, a sidewalk on one side, a shared-use-path on the other, and public transit bus stops along both sides. Also, the existing Alum Creek Drive bridges over Big Walnut Creek will be replaced, as they have passed their service capacity due to increased traffic volumes and heavier vehicles in the area.

Transportation infrastructure drives the economic engine of any region by providing safe and efficient movement of people and goods from place to place. Alum Creek Drive is a principal arterial for both freight and passenger traffic and provides primary access from I-270 to Rickenbacker International Airport and Norfolk Southern Intermodal Terminal, all of which support the City of Columbus, the City of Obetz, the City of Groveport, Franklin County, the State of Ohio, and beyond. This project will sustainably increase the safety and capacity of the roadway and implement complete streets facilities to accommodate pedestrians, bicyclists, and bus riders along the corridor in an equitable way.

The additional capacity will allow the existing route to continue playing an essential role in the safe, efficient movement of supply chain materials. It will also maintain access to existing businesses and support additional development in the region, which in turn will create new employment centers. The Franklin County Improvement District has voted to contribute \$200,000 to the local share of the Alum Creek Drive Investment project to support these needed transportation improvements as well as the associated economic impacts. If you would like any additional information on how this project will essentially help rebuild America's infrastructure, please feel free to contact me.

Toward Zero Deaths,



Cornell R. Robertson, P.E., P.S.

Chair of the Franklin County Transportation Improvement District



33 N. High St.
Columbus, Ohio 43215
614-228-1776



February 27, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Alum Creek Drive Investment (State Route 317 to Groveport Road) in Franklin County, Ohio

Dear Secretary Buttigieg:

On behalf of the Central Ohio Transit Authority (COTA), we are pleased to provide this letter of support for the Franklin County Engineer's federal funding application on the Alum Creek Drive investment project in Franklin County, Ohio (State Route 317 to Groveport Road). This project will equitably improve the safety and efficiency of 2.6 miles of Alum Creek Drive by adding another through lane in each direction to existing Alum Creek Drive, a sidewalk on one side, a shared-use path on the other, and potential future public transit bus stops along both sides. Also, the existing Alum Creek Drive bridges over Big Walnut Creek will be replaced, as they have passed their service capacity due to increased traffic volumes and heavier vehicles in the area.

Central Ohio Transit Authority is the Columbus Ohio region's mobility solutions provider, driven each day to connect people to prosperity through innovation, dedication, and teamwork. By utilizing technology and data, establishing community partnerships, and applying sustainability principles, COTA provides equitable access to jobs, healthcare, and education. COTA serves a region of more than 1.4 million people and provides fixed-route transit, paratransit and microtransit service.

Transportation infrastructure fuels the economic engine of any region by providing safe and efficient movement of people and goods from place to place. Alum Creek Drive is a principal arterial for both freight and passenger traffic and provides primary access from I-270 to Rickenbacker International Airport and Norfolk Southern Intermodal Terminal, all of which support the City of Columbus, the City of Obetz, the City of Groveport, Franklin County, the State of Ohio, and beyond. This project will sustainably increase the safety and capacity of the roadway and implement complete streets facilities to accommodate pedestrians, bicyclists, and transit riders along the corridor in an equitable way.

In partnership with the Franklin County Engineer, COTA would like to participate in the project by enhancing two existing transit stops (Stop IDs 6947 and 7064), located near the Alum Creek Drive and Groveport Road intersection. Each stop will include new sidewalks, ADA accessible loading pads, signage, a covered shelter, benches, and trash receptacles. COTA will provide, install, and maintain new shelters and receptacles at these locations as in-kind services. The total anticipated cost of these improvements is approximately \$25,600.



We understand that the Franklin County Engineer will acquire right-of-way and make related infrastructure improvements that will result in a safer configuration for the transit stops as part of their overall roadway improvement project. COTA agrees to reimburse the Franklin County Engineer for 50 percent, up to \$100,000, for the costs directly attributable to the transit stop improvements. The total amount of COTA's contribution to the Alum Creek Drive Improvement Project is anticipated to be an amount not to exceed \$125,600 and is contingent upon the successful application to the RAISE Discretionary Grants Program and a satisfactory agreement between the Franklin County Engineer and COTA.

In addition, COTA is investing in the area with our \$21 million Rickenbacker Area Mobility Center. The Center will serve as an end of line meeting point for not only COTA mobility services, but also rural county workforce transportation shuttles and others. It will be a catalyst for additional economic development activity, with commercial office space devoted to providing new ways for area employees and residents to access childcare, health care and workforce development and training. In addition, it will support food access through a partnership with the Mid-Ohio Food Collective on a 7,500 sq. ft. facility. Construction is tracking to begin August of this year with completion by end of 2024.

This additional capacity will allow this route to continue to play an essential role in the safe, efficient movement of supply chain materials and the supporting workforce. It will also maintain access to existing businesses and support additional development in the region, which in turn will create new employment centers. We urge your consideration of this application.

Sincerely,



Joanna M. Pinkerton
President/CEO
Central Ohio Transit Authority

JMP: cb/ke/jr

xc: Andrew Biesterveld, Chief Engineer & Mechanical Officer
Kim Sharp, Sr. Director, Development
Patrick Harris, VP, External Relations
Garth Weithman

**FRANKLIN COUNTY ENGINEER
PROJECT CONTRIBUTION & FUNDING AGREEMENT**

This Agreement, to provide funding for certain roadway improvements for the *Alum Creek Drive (SR-317 to Groveport Road)*, as hereinafter defined, ("*Agreement*"), is made and entered into as of October 27, 2022 (the "*Effective Date*"), by and between the **Toy Road LLC**, a Ohio Limited Liability Company ("*Toy Road*") and the **Franklin County Engineer** ("*Engineer*").

Recitals:

WHEREAS, the Franklin County Engineer's Office (the "*Engineer*"), is advancing various roadway improvements along Alum Creek Drive from SR-317 to Groveport Road including, but not limited to, roadway, drainage, and pedestrian infrastructure improvements, as further developed and set forth in plans and documents on file with the Engineer (referred to hereafter as "*Alum Creek Drive (SR-317 to Groveport Road) Improvement Project*" or the "*Project*"), which Project is comprised of improvements to be advanced in various phases or segments as determined appropriate and feasible by the Engineer as further developed and in accordance with documents and plans on file with the Engineer, including, but not limited to, the "*Alum Creek Drive (SR-317 to Groveport Road)*" if warranted by future conditions as determined by the FCEO, and as further set forth and described in in Exhibit A *Bixby Road Widening (Molto Warehouse Development) Engineer's Opinion of Probable Construction Cost* attached hereto.

WHEREAS, Toy Road is developing or causing to be developed, approximately 19.45 acres of property between Bixby Road and Toy Road; and

WHEREAS, Bixby Road along the frontage of the area to be developed by Toy Road does not meet current County standards, and in accordance with a zoning requirement and agreed to among the Engineer, the improvement of Bixby Road consisting of the widening of the south side of Bixby Road to meet the current County typical section and a half-width mill and overlay resurfacing (the "*Improvements*"), has been determined to be necessary; and

WHEREAS, in lieu of Toy Road constructing the Improvements, Toy Road will commit to provide funding to the Engineer for the Project in the amount equal to the estimated cost of the Improvements, and the Engineer will provide the required engineering and construction services for the Project, with a portion of the Project costs incurred by the Engineer to be paid with funding provided to the Engineer from Toy Road.

NOW, THEREFORE, in consideration of the premises and the mutual representations and agreements in this Agreement, with the foregoing Recitals and Exhibit A incorporated herein by reference and expressly made a binding and integral part of this Agreement, Toy Road and the Engineer agree and intend to be legally bound, as follows:

I. The Engineer will design and construct the Project as determined appropriate and feasible by the Engineer, and the Engineer agrees to do so in accordance and compliance with all applicable laws and regulations and the project plans and documents.

II. To fulfill its obligations and commitment hereunder in relation to its activities in the Project area and relating to the required Improvements, Toy Road will provide funding to the Engineer as follows: A lump sum amount of **\$216,705.46** which shall be deposited with the Engineer within seven (7) days of the execution of the agreement on behalf of Toy Road, and no further payments will be due and owing by Toy Road for The Improvement, as further set forth and described in in Exhibit A attached hereto and made part hereof and in plans and documents on file with the FCEO relative to these Improvements, or as otherwise required by the Engineer for Project costs it incurs relating to the Improvements or otherwise relative to the Project.

III. MISCELLANEOUS

A. This Agreement shall be binding upon, and shall inure to the benefit of, the Parties and their respective successors and assigns; *provided, however*, that neither Party may assign this Agreement, in whole or in part, voluntarily or involuntarily, by operation of law, or otherwise, without the prior written consent of the other, which consent shall not unreasonably be withheld.

B. This Agreement may not be altered or amended, or any rights hereunder waived, except by an instrument in writing executed by both Parties.

C. Only the Parties shall have any rights under this Agreement. No other persons or entities shall have any rights under this Agreement or be deemed to be third-party beneficiaries of this Agreement.

D. This Agreement sets forth all understandings between the Parties with respect to the subject matter of this transaction, and all prior agreements, understandings, and representations, whether oral or written, representing this subject matter are merged into and superseded by this written Agreement. No covenant, obligation, representation or agreement shall be deemed to be a covenant, obligation, representation or agreement of any person other than the Engineer in their official capacity and the Engineer shall not be liable personally under this Agreement or be subject to any personal liability or accountability by reason of this Agreement or by reason of issuance thereof.

E. Any controversy or claim, whether based upon contract statute, tort, fraud, misrepresentation or other legal theory, related directly or indirectly to the Agreement, whether between the parties or any parties' employees, agents or volunteers will be resolved under the laws of the State of Ohio, in an appropriate court in Franklin County, Ohio.

F. All notices contemplated by this Agreement shall be in writing and deemed sufficient if actually received or if hand-delivered or sent by recognized, overnight delivery service or by certified mail, postage pre-paid and return receipt requested, to the following addresses:

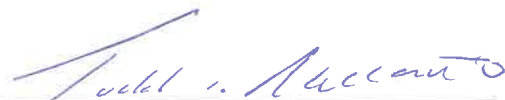
1. Franklin County Engineer
c/o Chief Deputy of Engineering
970 Dublin Road
Columbus, OH 43215
2. Toy Road LLC
c/o Todd A. Naccarato, Managing Principal
18W140 Butterfield Road
One Lincoln Center, Suite 700
Oakbrook Terrace, Illinois 60181

G. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same instrument. It shall not be necessary in proving this Agreement to produce or account for more than one of those counterparts. The Parties further agree that facsimile and scanned signatures by the Parties shall be binding to the same extent as original signatures.

IN WITNESS WHEREOF, Toy Road and the Franklin County Engineer have set their hands by their authorized representatives as of the Effective Date written above.

Toy Road LLC
By: Molto Properties Fund III LLC, its sole
member
By: Molto Properties Fund III GP LLC, its
managing member

FRANKLIN COUNTY ENGINEER


Todd A. Naccarato, Managing Principal

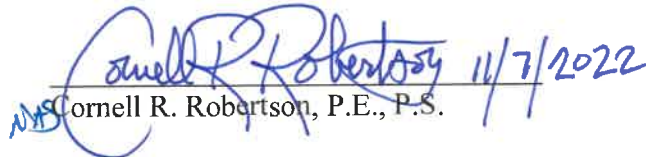

Cornell R. Robertson, P.E., P.S. 11/7/2022

EXHIBIT A

Bixby Road Widening (Molto Warehouse Development) Engineer's Opinion of Probable Construction Cost

PRELIMINARY COST ESTIMATE BIXBY ROAD WIDENING					3/28/2022
ITEM	QUANTITY	UNIT	DESCRIPTION	UNIT COST	TOTAL
ROADWAY					
201	1	LS	CLEARING AND GRUBBING	\$ 2,000.00	\$ 2,000.00
203	703	CY	EXCAVATION*	\$ 20.00	\$ 14,053.33
203	408	CY	EMBANKMENT*	\$ 20.00	\$ 8,160.00
659	3750	SY	SEEDING & MULCHING	\$ 2.00	\$ 7,500.00
605	881	LF	4" BASE PIPE UNDERDRAIN WITH GEOTEXTILE FABRIC	\$ 10.00	\$ 8,810.00
251	1316	SY	MILLING	\$ 5.00	\$ 6,580.00
653	208	CY	2" TOPSOIL FURNISHED AND PLACED	\$ 50.00	\$ 10,400.00
EROSION CONTROL					
832	1	LS	EROSION & SEDIMENT CONTROL**	\$ 7,000.00	\$ 7,000.00
PAVEMENT					
204	612	SY	SUBGRADE COMPACTION	\$ 2.00	\$ 1,224.00
252	681	LF	FULL DEPTH PAVEMENT SAWING	\$ 3.00	\$ 2,043.00
SPEC	612	SY	REINFORCED GEOGRID GLASS GRID	\$ 22.00	\$ 13,464.00
304	153	CY	8" AGGREGATE BASE	\$ 70.00	\$ 10,710.00
302	135	CY	6" ASPHALT CONCRETE BASE	\$ 120.00	\$ 16,156.80
442	30	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 mm TYPE A, (448)	\$ 205.00	\$ 8,150.00
442	80	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 mm TYPE A, (448)	\$ 235.00	\$ 18,800.00
407	300	GAL	NON-TRACKING TACK COAT	\$ 2.00	\$ 600.82
SPEC	378	SY	GLASS GRID FABRIC	\$ 22.00	\$ 8,316.00
TRAFFIC CONTROL					
644	1362	LF	6" SOLID WHITE EDGE LINE	\$ 0.60	\$ 817.20
644	797	LF	6" SOLID DOUBLE LINE	\$ 1.50	\$ 1,195.50
INCIDENTALS					
103	1	LS	PERFORMANCE BOND	\$ 5,000.00	\$ 5,000.00
614	1	LS	MAINTAINING TRAFFIC	\$ 5,000.00	\$ 5,000.00
623	1	LS	CONSTRUCTION LAYOUT STAKES AND SURVEYING	\$ 5,000.00	\$ 5,000.00
624	1	LS	MOBILIZATION	\$ 4,000.00	\$ 4,000.00
MISCELLANEOUS UTILITIES					
SPEC	1	LS	UNDERGROUND UTILITY RELOCATION	\$ 10,000.00	\$ 10,000.00
SPEC	1	LS	CATCH BASIN RELOCATION	\$ 3,000.00	\$ 3,000.00
SPEC	84	LF	12" STORM CPP PIPE RELOCATION	\$ 75.00	\$ 6,300.00
SPEC	5	LF	18" STORM CPP PIPE RELOCATION	\$ 85.00	\$ 425.00
				SUBTOTAL	\$ 180,705.46
				10.0% ENGINEERING	\$ 18,000.00
				10% CONTINGENCY	\$ 18,000.00
				TOTAL	\$ 216,705.46

* 2' deep frontage assumed

** Includes Dandy Bags, Drop Inlet Protection Sediment Fence, Stabilized Construction Entrance, & Temporary Seeding

Note: This Engineer's Conceptual Opinion of Probable Construction Cost is provided by Kimley Horn. The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.



DTOS59-23-RA-RAISE FY 2023 NATIONAL INFRASTRUCTURE INVESTMENTS ALUM CREEK DRIVE (S.R. 317 TO GROVEPORT ROAD)

MERIT CRITERIA

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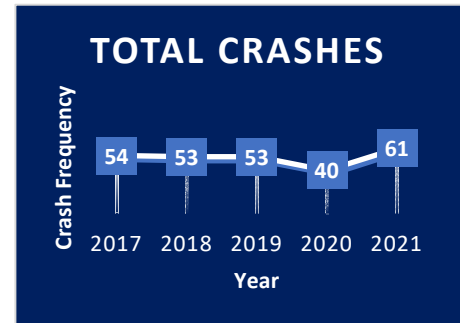
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SAFETY

The goal of the roadway network is to move people and goods safely. Alum Creek Drive is a high volume, multi-lane and divided roadway. Per 2022 traffic counts, the average daily traffic (ADT) is 36,004 just north of Rathmell Road and 15,636 just north of State Route 317, approximately 17.6% of that being trucks. When the average urban principal arterial carries 4.41% truck traffic in Ohio, the significance of this corridor for freight movement is evident.

Per the Rickenbacker Area Study, the ADT along the corridor is anticipated to increase by 20% by 2040 to over 43,000 vehicles daily. (The Rickenbacker Area Study can be found at <https://www.morpc.org/program-service/rickenbacker-area-study/>.)

This project will enhance safety for the many drivers and users of Alum Creek Drive. The Franklin County Engineer's Office (FCEO) processed crash data for the last five complete calendar years (2017-2021) from the Ohio Department of Public Service (ODPS) along Alum Creek Drive between State Route 317 and Groveport Road. Over the 2.6-mile length of the roadway, there were 261 crashes. Of these crashes, eight were responsible for serious injury and two resulted in a fatality.



There are three major crash types along the corridor that made up over 70% of the crashes: Rear End (most common), Sideswipe – Passing, and Angle crashes. The proposed project will increase capacity, resulting in a reduction of stopped traffic, and the number of rear-end crashes.

Total Crashes	Crash Severity					Grand Total
Crash Type	(1) Fatal	(2) Serious Injury Suspected	(3) Minor Injury Suspected	(4) Injury Possible	(5) PDO/No Injury	
Rear End	0	0	8	14	53	75
Angle	1	4	7	17	29	58
Sideswipe - Passing	0	1	7	9	36	53
Fixed Object	0	0	4	5	12	21
Right Turn	0	0	2	4	13	19
Left Turn	1	1	5	2	8	17
Head On	0	1	4	3	0	8
Other Non-Collision	0	0	0	0	2	2
Backing	0	0	0	0	2	2
Overturning	0	0	1	0	1	2
Unknown	0	0	0	0	1	1
Pedestrian	0	1	0	0	0	1
Parked Vehicle	0	0	0	0	1	1
Bicycles	0	0	1	0	0	1
Grand Total	2	8	39	54	158	261



Both fatal crashes (one in 2018 and one in 2021) occurred at the intersection of Alum Creek Drive and Rathmell Road. This is currently a stop-controlled intersection with long delays on the side street. This leads to driver impatience. Ultimately, drivers are attempting to enter Alum Creek Drive via smaller gaps, which results in high-speed angle crashes. This project will address the safety concerns at this intersection with the installation of a traffic signal or converting the intersection to right in – right out access only.

There was one crash involving a vulnerable road user that resulted in an injury at the intersection of Alum Creek Drive and Spiegel Drive. The implementation of complete streets will protect non-motorized travelers from safety risks. There will be sidewalk and shared use path available to allow physical separation of the vulnerable users from the traveling vehicles. These facilities will increase mode shift and reduce the number of personal vehicles on the roadway. Intersections will be equipped with high-visibility crosswalks and pedestrian countdown timers, which reduce vehicle-pedestrian crashes by 40% and 8.8% respectively.

Fatal crashes along the segments and at the intersections along this part of the Alum Creek Drive corridor are higher than the state average in Ohio. This data is from the Ohio Department of Transportation (ODOT) Crash Analysis Module (CAM) Tool used to perform crash analysis.

Crash Severity	Site Average		Statewide Average
	Total (2017-2021)	Total (%)	Total (%)
Fatal Crash	2	0.77%	0.36%
Serious Injury Suspected Crash	8	3.07%	2.02%
Minor Injury Suspected Crash	39	14.94%	11.25%
Injury Possible Crash	54	20.69%	11.60%
Property-Damage-Only	158	60.54%	74.76%
Total	261		

Figure 1 – Segment

Crash Severity	Site Average		Statewide Average
	Total (2017-2021)	Total (%)	Total (%)
Fatal Crash	2	0.77%	0.19%
Serious Injury Suspected Crash	8	3.07%	1.69%
Minor Injury Suspected Crash	39	14.94%	13.05%
Injury Possible Crash	54	20.69%	14.74%
Property-Damage-Only	158	60.54%	70.33%
Total	261		

Figure 2 - Intersection

This project is identified on the Franklin County Engineer's 10-Year Capital Improvement Program and the Franklin County Engineer's Local Road Safety Plan. Three intersections along this corridor are identified on the Engineer's Crash Location Priority List, as part of the FCE's Local Road Safety Plan. Alum Creek Drive at Rohr Road, Toy Road/Creekside Parkway, and Spiegel Drive rank #1, #10, and #15, respectively. It is also on the 2022 County Road High Crash Locations map for Franklin County produced by ODOT as part of the Highway Safety Improvement Program (HSIP) funding program.

The National Roadway Safety Strategy has five objectives to build overlapping layers to address the factors that contribute to increasing the safety of our roadway system: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care.

- Safer People: The recent Commercial Driver's License training changes will aid in increasing the safety along Alum Creek Drive as the percent of commercial truck traffic is much higher

than average. Also, providing the parallel and separated pedestrian and bicycle facilities will provide a safe alternative to those that need to access this area without a vehicle.

- **Safer Roads:** This project will incorporate separated facilities for pedestrians with the installation of a sidewalk and a shared-use path. COTA has a route along Alum Creek Drive. The Freight Priority Signal system in this corridor coordinates the signal timing to reduce the number of times the trucks need to stop, which will minimize potential crashes.
- **Safer Vehicles:** Additional lanes and wider shoulders will provide flexibility to manage disabled vehicles and the need for other vehicles to continue to use the roadway in a safe manner during an emergency event.
- **Safer Speeds:** Alum Creek Drive is posted at 45 mph in the northern area of Obetz jurisdiction and 55 mph in the jurisdiction of Franklin County. Fifteen of the crashes in the five-year period were speed related. As design is advanced, consideration will be given to speed reduction along the corridor. With the connected vehicle environment, fiber installation along the corridor, cameras (with reliable connectivity) can be installed to closely monitor traffic in real time.
- **Post-Crash Care:** The additional lane of traffic and wider shoulders will allow for quicker response times from first responders. Management of crashes will be safer as well.

ENVIRONMENTAL SUSTAINABILITY

The impact from this project extends far beyond Franklin County. However, the FCEO is aware of the negative impacts that a project of this size can cause, especially in historically disadvantaged communities. The FCEO is committed to ensuring that this project leaves everyone in Franklin County better off. While this project has several advantages, namely that this is not greenfield construction and that there are no known concerns about sensitive land or species, the FCEO is proud to incorporate low-carbon construction, congestion reduction, multimodal benefits, and a study of noise impacts on a disadvantaged community.

Low-Carbon Construction

The FCEO's consideration for sustainability begins with construction. The twin bridges over Big Walnut Creek will be the FCEO's first project to require E5 Internal Cure and E5 Liquid Fly Ash (LFA) in their design. These will be some of the first bridges in the state of Ohio to do so. Internal cure and LFA will be added to the concrete of the bridge deck, reducing carbon dioxide emissions from a material whose conventional formula is responsible for 8% of humanity's carbon dioxide emissions globally. (<https://cen.acs.org/materials/inorganic-chemistry/Alternative-materials-shrink-concretes-giant/98/i45>)

Internal cure and LFA reduce carbon emissions by replacing limestone in the manufacturing process for cement, one of the main ingredients in concrete. Limestone releases carbon dioxide at the high temperatures used during manufacturing. Using these materials in the construction of the bridge decks will reduce carbon dioxide emissions by nearly 119,000 pounds. Internal cure also eliminates the need for water in the curing process, meaning that there is no water runoff that must be contained, accelerating construction and making it more environmentally sustainable.

The benefits aren't limited to production and construction though. The addition of internal cure and LFA hardens concrete and reduces its permeability, making it more durable and increasing the useful life. Cracking is reduced by up to 75% without the need for applying white pigment curing

compound at the end of a project, which serves that function in a typical build. The elimination of white curing compound alone saves 283 pounds of carbon dioxide from entering the atmosphere.

These innovative materials will reduce the bridges' carbon footprint while streamlining construction and reducing the need for long-term maintenance.

Stormwater and Waterway

This project will be designed to comply with both the FCEO Stormwater Design Manual and the requirements of the City of Obetz. We will also employ the necessary best management practices for erosion and sediment control during construction. These practices will include silt fence, inlet protection, and temporary seeding. Daily stormwater management inspections will be a requirement of certified construction management engineers and inspectors assigned to the project.

The bridge crossings over the Big Walnut Creek will entail a mussel survey as per NEPA requirements. However, the Big Walnut Creek is anticipated to be a Group 1 stream, where federally listed mussel species are not expected. The Reese Road bridge over the Big Walnut Creek, the next bridge downstream, was recently classified as Group 1.

Congestion Reduction

One of the best ways to show the necessity of two additional lanes on Alum Creek Drive is to look at the current congestion issues. As previously explained, Alum Creek Drive is currently congested, and traffic will increase. With two new lanes on Alum Creek Drive, the Mid-Ohio Regional Planning Commission (MORPC) calculates that the project will reduce congested VMT by 1.5% in 2050. In fact, congestion will be sufficiently reduced that emissions are projected to stay the same, despite the added capacity on the road. Though this serves the entire region, the most immediate beneficiaries will be the nearby residents, including those from Census Tract 103, an area of persistent poverty.

Walkable Development and Modal Shift

The transit improvements and construction of sidewalks and shared-use paths will contribute to the sustainability of our region as the residents of Franklin County become less reliant on driving.

The project is building 2.6 miles of sidewalk and 2.6 miles of shared-use path where there are currently no dedicated facilities for pedestrians or bicyclists. This is in line with the Engineer's Complete Streets policy, adopted by the Franklin County Commissioners in January 2019. Beyond that, workers in the area who arrive via transit will be able to complete their commutes safely. As walking, biking, and riding transit are made both easier and safer, congestion and emissions will continue to decrease.

The FCEO is also working with both Central Ohio Transit Authority (COTA) and the Groveport Rickenbacker Employee Access Transit (GREAT) workforce transportation program to ensure that through construction, transit riders will reach their destination and after completion, they will experience the



same benefits of reduced congestion. As part of construction, we plan to upgrade transit stops with concrete pads, sidewalk connections, and new shelters. Please see our letter of support from COTA for additional information.

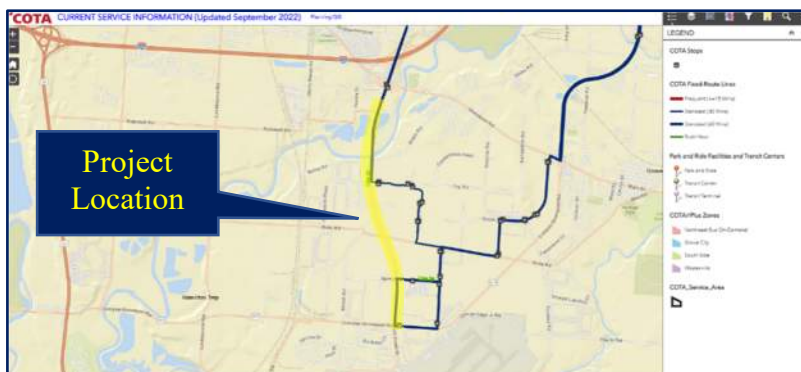
Noise Pollution

Though congestion is projected to decrease, the project is adding capacity, so the Engineer's Office is evaluating noise pollution impacts and the need for mitigation. The focus of the noise study is the 18 residential parcels along Alum Creek Service Road (south of Spiegel Drive). Some of these homes are located within Census Tract 103, a persistent poverty tract. The FCEO is prepared to construct 1,900 feet of noise wall, if necessary, working together with the residents. This would mark the first time that the FCEO would construct noise walls with one of its projects.

This is a comprehensive project that looks beyond additional lanes. The FCEO is building vehicle lanes, but also sidewalks, shared-use paths, and transit stops in a currently congested area that will gain options beyond the single-occupancy vehicle. The Engineer's Office is also ensuring that this project does not reduce any resident's quality of life by studying the potential noise effects in, or adjacent to, an area of persistent poverty.

QUALITY OF LIFE

The proposed improvements along Alum Creek Drive will increase travel mode choices in the area. A shared-use path and a sidewalk will be installed along the length of the project. This will add 5.2 miles of pedestrian facilities to the area. These facilities will also allow increased use of the transit routes

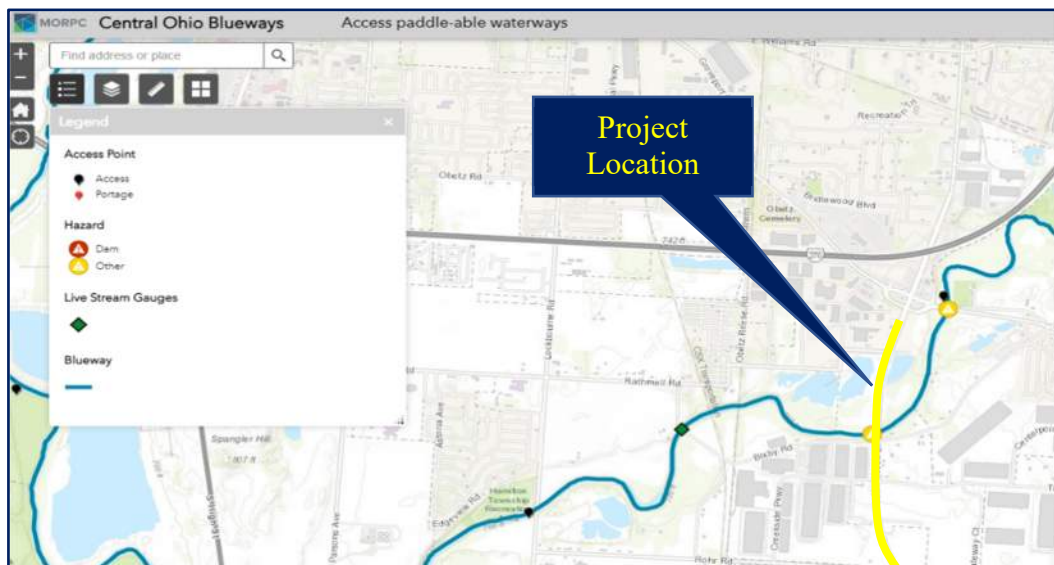


that serve the area as well as the proposed COTA Rickenbacker Mobility Center. This Center will be located at the southern end of the project near the intersection of Alum Creek Drive with State Route 317. It will provide a stop for the COTA fixed routes and service as a transit hub with last-mile shuttle service to the many employers near the Rickenbacker airport. COTA plans to offer childcare at the facility and possible health care services, as well as food from the Mid-Ohio Food Collective.

Alum Creek Drive has been identified as a roadway with poor comfort for bike riding on the roadway. The project will increase the comfort level of cyclists in the area with the construction of the separated shared-use path by providing a choice of where to ride. Also, the shared-use path and sidewalk will provide a place for employees of the surrounding businesses a place to safely exercise during their time in the area that doesn't currently exist. They will also provide access to the other service businesses located along Alum Creek Drive such as convenience stores and restaurants.

The additional lanes will increase the capacity and decrease the travel delays along Alum Creek Drive. This will provide continued efficiency in access to the surrounding employers for both their employees and the truck traffic that utilize their facilities.

Also, this project supports the Regional Sustainability Agenda's goal established by MORPC of improving the quality of life for all residents by providing access to the future Big Walnut



Regional Greenway trail (shared-use path) and to a Central Ohio Blueway trail. The Greenway trail access will occur near the bridges over Big Walnut Creek that are being replaced with the project. The new bridges will allow continued access to the Big Walnut Creek Blueway trail in assuring that boating activities can continue to pass under Alum Creek Drive.

MOBILITY AND COMMUNITY CONNECTIVITY

Traffic demand on Alum Creek Drive is increasing and requires additional capacity. In addition to improvements for vehicles and freight, the Engineer's Office is, concurrently, improving conditions for other modes. This project accomplishes the dual achievement of improving intermodal freight movement while increasing accessibility for transit riders, bicyclists, and pedestrians.

Active Transportation Improvements

This section of Alum Creek is currently a 2.6-mile gap in the bicyclist and pedestrian networks, with no dedicated facilities for either. With an average daily traffic volume of over 36,000 vehicles and speeds over 50 miles per hour, the Federal Highway Administration states that any bikeway should be separated from traffic. Currently, bicyclists and pedestrians have no choice but to share the road. This is despite trucks making up 1 in 5 vehicles on the corridor and a pressing need for first-mile, last-mile access for transit passengers.

By constructing sidewalk on one side and a shared-use path on the other side of the roadway, this project will add 5.2 miles of bicyclist and pedestrian infrastructure that is compliant with the Americans with Disabilities Act (ADA). This will eliminate a large gap in the pedestrian infrastructure in the area. Once built, the sidewalk will connect to existing sidewalks on Groveport Road (at the northern limit), Toy Road, Rohr Road, and Spiegel Drive. The shared-use path will connect to over 4 miles of existing shared-use path along Rickenbacker Parkway, which wraps around Rickenbacker International Airport. To be compliant with ADA, handicap accessible ramps, crosswalks, and pedestrian call buttons on the traffic signals will be included with the project.

In addition, future projects to build out the Central Ohio Greenways will link the area to the Big Walnut Trail, a shared-use path that will extend more than 40 miles upon completion. The twin bridges crossing over Big Walnut Creek will also accommodate the future Big Walnut Trail underneath.



Figure 3 - Southern part of the Central Ohio Greenways Trail system

Surmounting Barriers

Given that the last major work on the Big Walnut bridges occurred over 60 years ago, now is the ideal time to reconstruct bridges that can accommodate pedestrians and bicyclists. The current bridges provide a narrow shoulder between vehicle lanes and the guardrail, creating a pinch point with little tolerance for error. Pedestrians and bicyclists navigating the corridor, currently, must do so only inches away from high-speed traffic – 20% of which are trucks. FCEO Bridge department staff members have specifically noted that this is a difficult bridge to inspect because of the high traffic volume and speed.

Transit Improvements

The COTA has two bus routes that serve Alum Creek Drive and connect to three first-/last-mile shuttle routes provided for workforce by Groveport Rickenbacker Employee Access Transit (GREAT) workforce transportation program. Two additional bus pull-offs will be constructed for the combined COTA and GREAT stop on Rohr Road, just east of Alum Creek Drive. Additionally, COTA stops will receive additional improvements, including ADA pads and shelters, benches, and small sidewalk connections where needed. COTA fully supports, and is a financial partner, on the project. The improved pedestrian and bicyclist infrastructure offers a safe option for riders to complete their first and last miles safely.

ECONOMIC COMPETITIVENESS AND OPPORTUNITY

Alum Creek Drive is on the Primary Freight Highway System. This is the network of highways identified as the most critical highway portions of the U.S. freight transportation network. Upon leaving the Interstate System, freight must travel on local arterials, mixing with local traffic. Investment in managing the traffic



on these adjacent streets, such as Alum Creek Drive, is vital to continued reliability of freight movement. This project will support the supply chain by minimizing disruptions due to delays or crashes, which will aid in maintaining lower costs to families and managing inflation on goods and services.

Alum Creek Drive provides roadway access between the freeway system and the Norfolk Southern Rickenbacker Intermodal Terminal, the CSX Columbus Intermodal and the Rickenbacker International Airport. These facilities are a one-day truck drive to nearly 60% of the United States population and one-third of the Canadian population. Rickenbacker International Airport is one of the world's only cargo-focused airports and provides U.S. importers and exporters worldwide access. It is a vital component of the North American International Freight Center, a collection of world-class logistics assets in the Columbus Region.



The area surrounding Alum Creek Drive is part of the Rickenbacker Global Logistics Park. This consists of five campuses that offer more than 80 million square feet of distribution space and capacity to expand an additional 30 million square feet. Rickenbacker International Airport handled 153,600 metric tons of cargo in 2021, setting new records for both annual tonnage and widebody all-cargo aircraft handled. The airport's international tonnage handled

was up 44% year-over-year, with the export portion of that volume up 122% (from logistically speaking 2002, Edition 1). There are 35 logistics providers operating in the Rickenbacker area. These include DHL Global Forwarding, Crane Worldwide Logistics, EASE Logistics, Mast Global and XPO Logistics. Some of the best ground transportation companies in the industry operate in the Rickenbacker area. Forward Air, AGX Inc., Pappas Trucking and ODW Logistics, Inc. and Ryan Logistics, Inc. are examples of these companies.

Rated among the top 10 Foreign-Trade Zones (FTZ) in the country, FTZ 138 helps businesses in the zone's 25-county Central Ohio area retain jobs, lower their costs, and boost profits by deferring, reducing and eliminating customs duties.



Both of these entities, Rickenbacker International Airport and FTZ 138, provide essential services to many top companies in Ohio and the United States. Amazon has facilities along Alum Creek Drive as well as a Cardinal Health distribution center. Both of these companies are Fortune 100 companies. Many companies utilize this area to receive materials for manufacturing and to distribute their products. It is anticipated that the new Intel semi-conductor plant located in Licking County (just east of Franklin County) will utilize Rickenbacker International Airport and Intermodal to receive the materials they need to manufacture the chips. The trucks that need to move this material from the airport and intermodal will use Alum Creek Drive to deliver them to the plant site.

Per the Rickenbacker Area Study, employment growth in the area is expected to grow by 7,700 jobs between 2017 and 2040. These jobs will be in warehousing and manufacturing and related

office. This project will allow the people in these jobs to efficiently and reliably get to their place of employment. Also, the addition of the pedestrian facilities provides ease of choosing alternative modes of transportation.

The continued use of the coordinated corridor will assist in managing the flow of the all the forms of traffic that utilize Alum Creek Drive. Also, providing the extra lane allows traffic to navigate around the transit system using the outside lanes and wider shoulders to access the stops. The proposed improvements will provide congestion relief for many years to come.

STATE OF GOOD REPAIR

The mission of the FCEO is to provide safe and efficient movement of people and goods from place to place by designing, building, and maintaining Franklin County's roads, bridges and infrastructure for multiple modes of transportation. We have talented hands-on staff that provide immediate non-complex repairs to both roads and bridges. This allows us to proactively work to keep the infrastructure in our care in a well-maintained state.



The pavement of Alum Creek Drive was evaluated by ODOT staff in November of 2021. The pavement condition rating (PCR) south of Bixby Road was determined to be a 65 (out of 100) North of Bixby Road the PCR was a 59. The weighted PCR is 64 (based on length). These ratings are generally considered fair to poor, indicating that an evaluation is needed to determine what repairs may be needed. Due to these ratings and our commitment to maintain our roadways, the FCEO invested in the corridor again in 2022 and resurfaced Alum Creek Drive.

The twin two-lane bridges currently support traffic on Alum Creek Drive over Big Walnut Creek. These bridges were constructed in 1958. They are 65 years old now and will be over 70 years old in 2028 when construction is anticipated. Each structure contains four spans with lengths of 63.45 feet, 80 feet, 80 feet, and 64 feet. The center pier is within the waterway of Big Walnut Creek. The superstructure consists of five continuous 33WF200 steel beam sections with a 7 1/4" non-composite concrete deck. The beams consist of cover plates with fatigue prone details that have fully exhausted their useful life. Because of this, the FCEO is currently limiting superload permits across the structure. Extensive increase in heavy truck traffic since the original construction has caused yearly expansion joint repairs. In 1987 and 2002, the decks of both bridges were replaced.



FCEO bridges are inspected annually as required by the State of Ohio. In 2022, the general assessment of both bridges rated a score of 7 and the decks are rated a 6, as they have not been replaced in 20 years. Some concrete spalling is starting to occur as well as erosion around the piers and abutments. The FCEO has elected to replace the bridges completely, due to the ongoing maintenance concerns, as part of the project, providing a completely new structure that will ensure a much longer lifecycle for the infrastructure.

SFN	Location	Feature Intersected	Treatment	Deck Area	Length (ft.)	Insp. Date	GA	Suff. Rating	SDFO
2530325	FRA-CR122-1.850	Big Walnut (Alum Creek Dr)	403 – Structure Replacement	9344	292.0	11/4/2022	7	097.2	0
2530333	FRA-CR122-1.860	Big Walnut (Alum Creek Dr)	403 – Structure Replacement	9344	292.0	11/4/2022	7	092.2	0

The proposed increased capacity of the corridor will require widening the footprint of the bridges to accommodate 3 lanes of traffic and facilities for pedestrians and bicyclists. In addition, the project will accommodate clearance for the future Big Walnut Trail (part of the Central Ohio Greenways system) along with preserving the navigable Blueway canoe/kayak path below. The need to maintain two lanes of southbound traffic and one lane of northbound traffic at all times during construction will require innovative design and construction techniques. The Engineer's Office intend to incorporate innovative materials (such as E5 Internal Cure and Liquid Fly Ash) into the bridge deck to improve long-term maintenance, reduce carbon footprint, and streamline construction.

There are several signalized intersections in the corridor. The FCEO has been proactively improving these intersections with turn lanes and signal upgrades to manage the delays along the corridor. The right of way needed for the additional lanes has already been acquired at these signalized intersections. This minimizes the right of way acquisition needs to the links between the signalized intersections. The existing traffic signal equipment will be reused at these intersections as they have been placed with the knowledge that the additional lanes were intended in the future. New traffic signal equipment may be needed at the intersection of Rathmell Road and Alum Creek Drive. Any new traffic signal will be connected to the existing connect vehicle environment and integrated into the corridor coordination. This existing connected vehicle environment equipment and fiber will be maintained along Alum Creek Drive.



Maintenance of infrastructure built with the project

The FCEO is responsible for the maintenance of Alum Creek Drive from State Route 317 to Bixby Road as well as the bridges over Big Walnut Creek. The FCEO receives annual revenue from Gas User and Motor Vehicle Registration Fees to provide routine maintenance for this infrastructure.

Professional engineers are assigned to routinely perform pavement evaluations and will monitor the condition of Alum Creek Drive after this project as well as the pedestrian facilities. The FCEO has staff that monitor the condition of the traffic signals and associated equipment. Without this project, the FCEO will incur an annual maintenance cost of approximately \$145,000.

This annual cost will increase to approximately \$220,000 with the project. The FCEO commits to include this annual cost in its operating budget.

The FCEO has several certified bridge inspectors on staff as well as maintenance staff who can conduct most repairs unless the cost is above \$101,702, at which point the project will be bid. As with the existing bridges and the deck replacements that occurred in 1987 and 2002, the FCEO will monitor by annual inspections the condition of the new bridges. The new bridges will be maintained to a general assessment level of a 6 or higher over their life.

The City of Obetz is responsible for the maintenance of Alum Creek Drive north of Bixby Road. Obetz has an annual budget of \$1,350,000 for roadway maintenance and 7 maintenance employees on staff.



PARTNERSHIP AND COLLABORATION

The Alum Creek Drive project illustrates the collaborative atmosphere of Franklin County. This project is bringing together local government partners, state agencies, private businesses and more to bring diverse benefits to people across Franklin County and Ohio.

Collaboration with Public Agencies

This section of Alum Creek Drive is maintained by the FCEO and the City of Obetz. The City of Obetz, with a population of 5488 at the 2020 census, is contributing \$3,500,000 to this project.



Alum Creek Service Drive, located just west of Alum Creek Drive and south of Spiegel Drive, is maintained by Madison Township. The township has committed \$100,000 to the project.

The Franklin County Transportation Improvement District (FCTID) has also committed to be a financial partner on this project in the amount of \$200,000. (More on the FCTID under Innovative Financing below.)



The Central Ohio Transit Authority (COTA) will participate in the project with the enhancement of two existing transit stops (Stop IDs 6947 and 7064), located near the Alum Creek Drive and Groveport Road intersection. The total amount of the COTA's contribution to the Alum Creek Drive Improvement Project is \$126,500.



The Mid-Ohio Regional Planning Commission (MORPC), central Ohio's metropolitan planning organization, has been involved in planning in the area of Alum Creek Drive for years. In 2018, MORPC published the Rickenbacker Area Study to evaluate business attraction and retention, workforce mobility and safe, freight routing and access, resiliency and technology innovation, and quality of life. The analysis placed the improvements to Alum Creek Drive currently under consideration in the highest priority category. In 2023, MORPC's Attributable Funds Committee, recommended that Alum Creek Drive receive an award of \$10,500,000 (through the FCTID) from their allocation of STBG and CMAQ funding. Please see the attached letter of commitment.



ODOT is also a collaborative partner with the Engineer's Office on this project. In 2021, Franklin County received \$1,300,000 through ODOT's Transportation Review Advisory Council (TRAC) grant program for preliminary engineering on this project. The FCEO intends to collaborate with ODOT through the TRAC program on future phases of this project.

Collaboration with the Private Sector

With the aid of the FCTID, the FCEO has worked with private developers on the corridor to help fund the project. Toy Road, LLC has provided \$216,705.46 toward the improvements on Alum Creek Drive. As private development continues in the Rickenbacker area, prospective developers will be required to assess their impact to the surrounding road network. Additional private financial contributions to the project are anticipated.

Area businesses are in support of the improvements also. The FCEO is in communication with them through the Rickenbacker Employer Assistance Network, an organization of 75 companies in vicinity. On behalf of those companies, REAN provided a letter of support that is included with this application.

Equity Lens

The FCEO incorporates equity throughout the lifecycle of its projects. The Franklin County Engineer's Equitable Business Program (FCE EBE) for Locally Funded Projects was initiated in 2020. This program was initiated to foster nondiscrimination in the award of and administration of locally funded projects, help remove barriers to the participation of disadvantaged businesses in locally funded projects and assist in the development of firms that can compete successfully in the marketplace outside the EBE program. The percentage of funding invested in eligible businesses has increased every year since its founding in 2020, as seen in the table.

	Total Agency Expenditures	Certified EBE	Percent
2020	\$34,718,504.1	\$2,434,720.46	7.01%
2021	\$26,038,376.1	\$3,112,474.39	11.95%
2022	\$39,768,871.8	\$5,889,988.34	14.81%

As part of the FCE EBE, engineering and design related service agreements with sub-consulting opportunities typically have a minimum 10% participation goal. For the Preliminary Engineering contract, the consultant has partnered with three certified subconsultants that will provide services totaling \$317,775.33 of the total contract amount of \$1,632,954.00. This is 19.46% of the contract.

As part of the Local-Let Program, ODOT will set a Disadvantaged Business Enterprise (DBE) goal for the construction contract on this project. This will be included as part of the bidding documents advertised for solicitation of bids. The prime construction contractor is then responsible for developing and executing a plan to engage DBE certified businesses on the project. Previous FCEO projects constructed through this process have had goals set between 8 and 10 percent. This could equate to close to \$4 million dollars to support Disadvantaged Business Enterprises not only in Ohio but in the surrounding states.



The investment in Alum Creek Drive, while incorporating funding from many sources, still occurs through the lens of equity. In the planning phase, our Diversity and Inclusion Coordinator has reached out to the Far South Area Commission, which includes part of Census Tract 103, a persistent poverty census tract as identified by the U.S. DOT.

The noise study associated with this project also includes homes located in Census Tract 103. As residents in disadvantaged communities have historically been vulnerable to negative impacts, we are prepared to work with residents to ameliorate the increased noise. If necessary, noise walls would be constructed, which would be a first for the FCEO.

Union Partnership

At the FCEO, 89 of our teammates work in positions represented by the Local 954 and American Federation of State, County and Municipal Employees (AFSCME) Ohio Council 8, AFL-CIO. These include the bridge utility workers, equipment operators, highway maintenance workers, and mobility workers, among others. After construction, these teammates would be responsible for maintenance on Alum Creek Drive, the bridges over the Big Walnut Creek, the shared-use path, and the sidewalk. Maintenance tasks would include snow and ice removal, sign and signal maintenance, and others.

INNOVATION

With a project cost of nearly \$60,000,000, this project will affect over 36,000 vehicles that drive on it daily, over 16,000 jobs located within one mile of the project, and many residents. Fittingly with a project that is the first of its size, the FCEO pursuing a variety of new technologies and techniques to make this project as efficient, effective, and long-lasting as possible.

Innovative Technologies

As part of the long-term strategy for promoting the efficient flow of people and goods on Alum Creek Drive, in 2021, the FCEO and the City of Columbus implemented connected vehicle deployment through the installation of fiber optic cable, Dedicated Short Range Communication

(DSRC) roadside units, and upgraded traffic signal controllers. These efforts were made possible through the U.S. DOT-funded Smart Columbus project.

Part of the connected vehicle environment (CVE) was Freight Signal Priority (FSP), which used vehicle-to-infrastructure (V2I) wireless communications to make the traffic signal system aware of trucks approaching properly equipped intersections. The system can then adjust signal phase timing to assign priority to freight trucks, smoothing traffic flows for freight and reducing stop/start cycles (which in turn reduces emissions). Trucks are given priority where feasible and only if there is no other overriding priority, for example, an emergency vehicle. FSP was installed at 7 intersections, including 5 within the scope of this project (Alum Creek Drive's intersections with Spiegel Drive, Rohr Road, Toy Road, Global Court, and State Route 317). This project will maintain FSP through construction and afterward.

The Engineer's Office is incorporating innovative materials into the bridge deck to improve long-term maintenance, reduce carbon footprint, and streamline construction as discussed previously in the Environmental Sustainability section. This is the first project where the use of E5 internal cure and LFA will be required.

Innovative Project Delivery

The additional lanes, sidewalk, and shared-use path on the corridor will require widening the footprint of the two bridges crossing Big Walnut Creek. The FCEO Bridge Department is planning to continuously maintain 2 lanes of southbound traffic and 1 lane of northbound traffic during construction. The FCEO is investigating innovative phasing that may be used to minimize road user costs. Multiple phases of construction will be considered, including but not limited to a potential bridge slide to expand the southbound lanes to manage traffic during construction, a technique that has not been deployed in Franklin County before.

Innovative Financing

The Ohio legislature created Transportation Improvement Districts (TIDs) to facilitate public-private cooperation and flexibility in financing and constructing transportation projects. The FCTID was created in March 2019 by the Franklin County Board of Commissioners. The district was established at the request of Franklin County Engineer Cornell Robertson and with the support of regional transportation, mobility, and public safety partner organizations. Authorized by Ohio Revised Code Chapter 5540, Transportation Improvement Districts (TIDs) promote intergovernmental and public-private cooperation of transportation resources and investments. Counties throughout the state have used this tool to develop transportation projects using innovative finance and innovative approaches.

The FCTID also intends to seek additional funding for this project through ODOT Jobs and Commerce TID funding and could leverage bonds if deemed necessary. Ohio House Bill 74 Section 203.40 approved by the 134th Ohio General Assembly provides \$4.5M in funding each fiscal year of the biennium. TID program funding can be used on all publicly owned roadways in Ohio. The funding provided for each project is limited to \$500,000 per fiscal year.

Supporting documentation can be found at this location:
<https://www.franklincountyengineer.org/future-projects/>



DTOS59-23-RA-RAISE FY 2023 NATIONAL INFRASTRUCTURE INVESTMENTS ALUM CREEK DRIVE (S.R. 317 TO GROVEPORT ROAD)

PROJECT READINESS

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Environmental Risk

Ohio is one of the few states that has a Memorandum of Understanding with FHWA which assigns ODOT the responsibility for compliance with all environmental laws, rules and orders, interagency consultation and any other environmental related actions for transportation projects in Ohio with federal funding. ODOT's staff guides LPAs through the environmental review process on each project. Since this project has been funded by TRAC, ODOT staff have been engaged from the start of the project and will assist the FCEO staff with successfully completing all necessary elements of the project including the approval of the environmental documents.

Detailed Project Schedule

The Engineer's Office has already initiated the Preliminary Engineering effort on this project and fully expect that the FCEO can enter into an agreement with the DOT before June 30, 2027.

Due to the length of the project and the reconstruction of the two bridges, the construction is anticipated to be performed over two construction seasons. The bid award will be made in the Summer of CY2027 so that the long-lead time materials (including bridge beams, traffic signal components, streetlight components, etc.) can be ordered. The in-the-field construction would start in the Spring of CY2028 and be complete by the end of CY2029.

Right of way acquisition will follow the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646) as amended by 49 CFR Part 24. The acquisition activities will start upon authorization from ODOT and will be completed before construction begins.

The following table outlines the current project schedule.

Milestone	Date
Consultant Authorization	6/15/2022
Submittal of Alternative Evaluation Report or Feasibility Study	3/31/2023
Preferred alternative approval	5/12/2023
Stage 1 design plan submittal	7/28/2023
Preliminary ROW plan submittal	4/26/2024
Stage 2 design plan submittal	6/7/2024
Environmental document approval (NEPA)	7/19/2024
Final ROW plan submittal	11/08/2024
ROW authorization	2/3/2025
Stage 3 design plan submittal	7/1/2025
ROW acquisition complete	5/1/2026
Final plans and bid package submittal to ODOT	3/5/2027
Award contract	7/1/2027
Construction (in the field begins)	3/1/2028
Construction ends	11/30/2029

Required Approvals

This project was added to the statewide Transportation Improvement Plan (TIP) on June 3, 2021, with Resolution T-6-21 by the Transportation Policy Committee with Mid-Ohio Regional Planning Commission (MORPC). It was given a MORPC ID of 3856 on the TIP. This project is on the MORPC Metropolitan Transportation Plan (MTP) under Project ID 1182. The project is identified with ODOT as PID 115792.

The FCEO will follow the ODOT Project Development Process, which guides projects through all of the necessary approval steps. This process is especially for Local Public Agencies (LPA) such as the FCEO. The Alum Creek Drive project is a Path 3 project and is currently in the Preliminary Engineering Phase.

This project will require a Categorical Exclusion (CE) 2 document for NEPA approval. The work on these documents will begin once the construction drawings developed during Stage 1 are approved. Environmental approval is anticipated in the summer of 2024. ODOT staff will ensure that all the elements of the CE 2 are met before they provide the environmental document approval. The CE 2 document requires that the public is engaged with the project. The FCEO plans to do this in several ways: giving presentations at a Rickenbacker Employer Assistance Network meeting and at a Far South Columbus Area Commission meeting, issuing letters requesting comments to the businesses along the corridor and a hosting public meeting. The FCEO will also host webpage where the public can submit comments and questions regarding the project. These efforts will provide the public several avenues to engage the FCEO staff on the project and get their questions answered and concern addressed.



The FCEO will coordinate with the City of Columbus, the City of Obetz, the City of Groveport, Madison Township, and Hamilton Township for their review of the roadways within their

jurisdictions. ODOT will also review the construction plans as to ensure compliance with applicable standards for the roadway design and the right of way acquisition.

The Central Ohio Transit Authority (COTA) is partnering with FCEO on this project. They wish to enhance two existing stops near the intersection of Alum Creek Drive and Groveport Road as well as assist with additional transit stop improvements. The FCEO will coordinate incorporating this work into the construction plans with COTA and verify that COTA approves the planned work. Also, FCEO will coordinate with COTA during the construction phase not only with the improvements to the transit stops, but during the maintenance of traffic phases over the life of the construction so that COTA can continue excellent service to their ridership.

Project Risks and Mitigation Strategies

One of the typical project risks is potential delays in material supplies. For example, the steel beams for the bridges could be delayed at the manufacturer due to their schedule of production or issues with material supplies. They will monitor the progress of the construction plans to ensure that the design contains materials that the agency thinks can be procured without delay. The FCEO staff also has relationships with several steel fabricators and will engage them in discussions about fabrication timelines when the types of beams that are needed is determined during the design. This same process will be done with other elements of the project such as traffic signal and streetlight components. The FCEO will include the Buy American provisions in the bidding documentation.

The continuation of the project with unfunded local needs is also a risk. The FCEO will continue to pursue other funding sources. This will include INFRA application, Bridge Investment Program application, additional TRAC applications, TID Jobs and Commerce grants, Ohio Public Works Commission application, and the continued discussions with other benefitting local agencies.

Procurement of the land necessary for a project is always a risk for a transportation project. As part of the Stage 1 design development, the needed right of way will be identified. The FCEO has lessened the need for right of way acquisition on this project as the agency has routinely worked with the developers of the property along the corridor to donate the right of way needed for Alum Creek Drive in its ultimate width as approved on the Franklin County Thoroughfare Plan. Also, right of way needs are greatest typically greatest at the intersections of a roadway project. The FCEO has already installed the signals and pavement needed for the widened condition at the majority of the intersections along this corridor. This lessens the need for right of way acquisition with this project. The Stage 1 submission of construction documents will contain the preliminary right of way needs on the project. Until this is received, a compensation plan has not been developed. The fluctuating nature of land prices is also a typical risk on a roadway transportation project. Following the ODOT acquisition project will aid in reducing this risk as two appraisals are required (an initial appraisal and a review appraisal) so that the fair market value is established according to industry standards. Roadway transportation projects in Ohio can utilize the eminent domain process, if necessary, when the two parties cannot agree to a price. The FCEO staff is well versed in these process and will proactively engage as to minimize the time involved in acquiring the needed right of way. This will also aid to minimize the need to adjust costs with real estate acquisition.

Technical Capacity

The FCEO currently has fifteen projects that have federally funding allocated to them. This includes roadway, bridge, and mobility projects. The FCEO actively seeks funding so that the agency can further the return of investment with the public's dollars entrusted to the agency.

The FCEO has a close working relationship with ODOT District 6 and Central Office staff that are tasked with ensuring that the federal funds are spent on the projects as awarded. The FCEO has engineering staff (15 Professional Engineers), dedicated and pre-qualified right of way acquisition staff, and construction staff who are trained in the project processes necessary to complete these transportation projects. Per the LPA requirements, several staff members are pre-qualified with ODOT (requires training and testing) to manage the design, land acquisition, and construction of a project. The FCEO has received Highway Safety Improvement Program funding, bridge formula funding, Surface Transportation Block Grant Program funds, and Congestion Mitigation & Air Quality Improvement Program federal funds for many projects in the past.

ODOT requires, via their LPA agreements, that the projects are carried out without discrimination. They require the LPA to follow prevailing wage laws, ensure that Disadvantaged Business Enterprises (DBEs) will have an equal opportunity to participate in the project, to require Civil rights compliance, to have previous experience with DOT discretionary grant awards, and the resources to deliver the project and include American with Disabilities Act (ADA) facilities when appropriate. For the DBE participation, ODOT determines the goal that is to be met with our construction projects. Below is a summary of the Franklin County Engineer's accomplishments with this on several recent projects:

**ODOT Overall Highway
DBE Goal for Federal
Fiscal Years 2023-2025**

15.7%

Project	DBE Goal %	Realized %
Morse Road at Babbitt Road Roundabout (PID 109494)	8	14.66
Winchester Pike 0.87 over Georges Creek (PID 105761)	10	15.60
Agler Road 1.52 over Alum Creek (PID 105741)	10	10.99

Economic Analysis (Benefit-Cost Analysis)

The narrative and calculation files for the Benefit-Cost Analysis are included in the files provided separately as required by the Notice of Funding Opportunity.

Supporting documentation can be found at this location:
<https://www.franklincountyengineer.org/future-projects/>



DTOS59-23-RA-RAISE FY 2023 NATIONAL INFRASTRUCTURE INVESTMENTS ALUM CREEK DRIVE (S.R. 317 TO GROVEPORT ROAD)

BENEFIT-COST ANALYSIS

Prepared for: **Franklin County, Ohio** || Prepared by: **TRANSYSTEMS**

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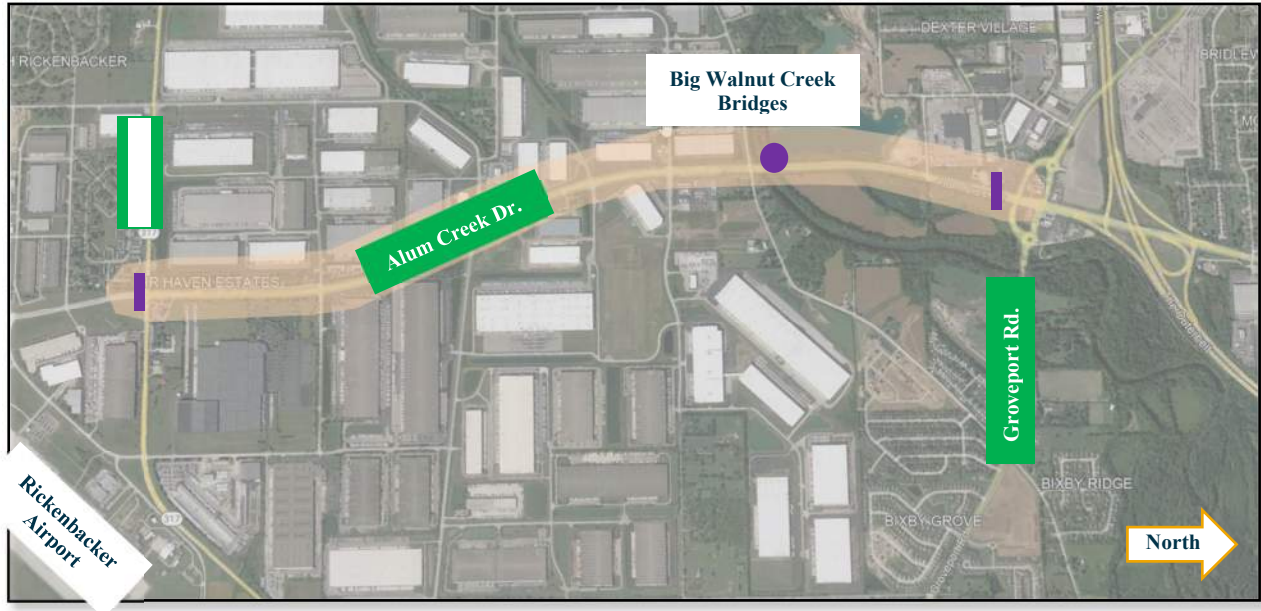
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1. Project Description

This roadway project will include the addition of a third through lane in each direction to the existing Alum Creek Drive between State Route 317 and Groveport Road. This project will also implement pedestrian facilities by constructing a sidewalk on one side and a shared-use path on the other. In addition, the existing bridges over Big Walnut Creek will be replaced. The length of the project is approximately 2.7 miles. The project limits are shown in **Figure 1**.

Figure 1. Project Limits

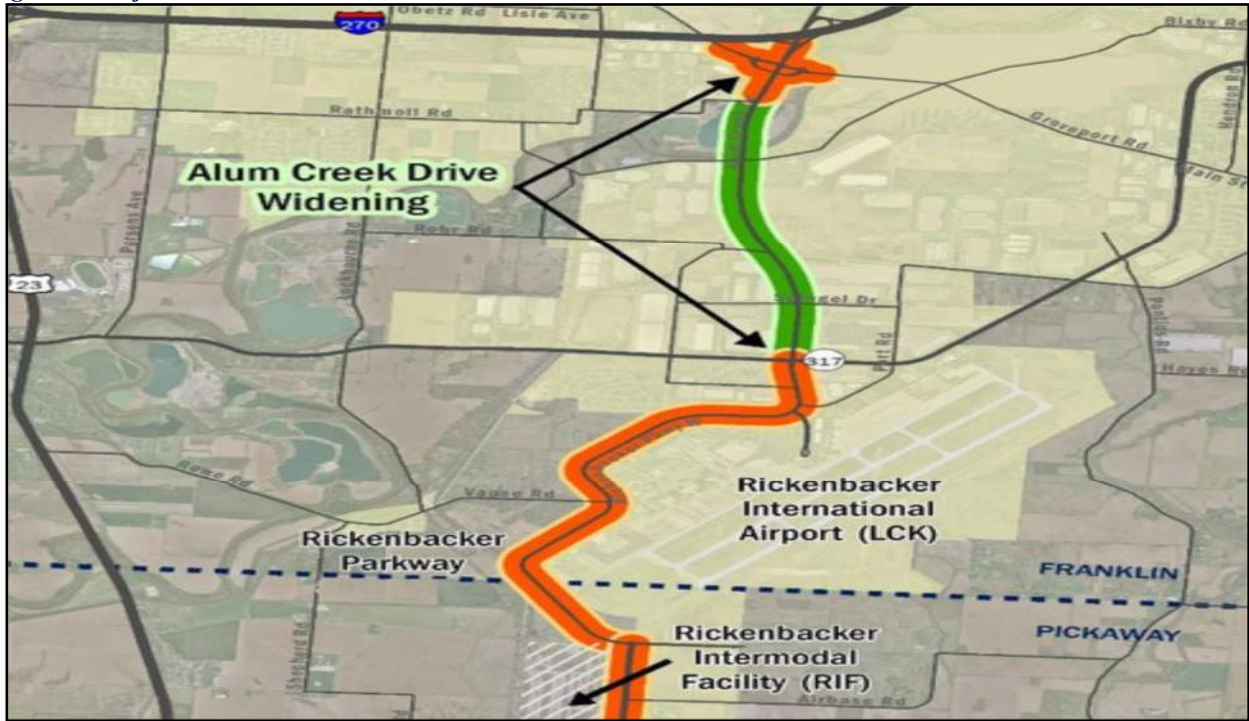


Alum Creek Drive is a principal arterial, servicing both freight and passenger traffic and providing primary access to Rickenbacker Airport and Inland Port (Intermodal). This portion of Alum Creek Drive is part of the National Highway System and U.S. DOT Primary Freight Highway System and is maintained by Franklin County and the City of Obetz. Alum Creek Drive hosts the Connected Vehicle Environment, which allows remote signal monitoring and the deployment of various burgeoning vehicle technologies. This corridor is also part of the Columbus Traffic Signal System, which will be maintained under the project.

2. Project Location

The project is located in the urbanized area of the City of Columbus, Ohio. Alum Creek Drive passes through the cities of Columbus, Groveport, and Obetz. **Figure 2** displays the project location.

Figure 2. Project Location



Alum Creek Drive links Rickenbacker International Airport and Norfolk Southern Intermodal Facility to the interstate system. It is part of the National Highway System and the U.S. DOT Primary Freight Highway System. The project is in Foreign Trade Zone 138. Alum Creek Drive currently carries an AADT of 36,000 with approximately 17.6% truck traffic. By 2040, traffic volumes within project limits are anticipated to grow by 20%. The local economy in the area is projected to add an additional 7,700 jobs by 2040. The project area is within one day's drive of 60% of the entire U.S. population.

3. Purpose

The purpose of this BCA is to quantify and compare the net benefits and costs of the Alum Creek Drive project, which is to say, the costs and benefits in the “Build” and “No Build” scenarios. This project implements the following changes over the No Build scenario:

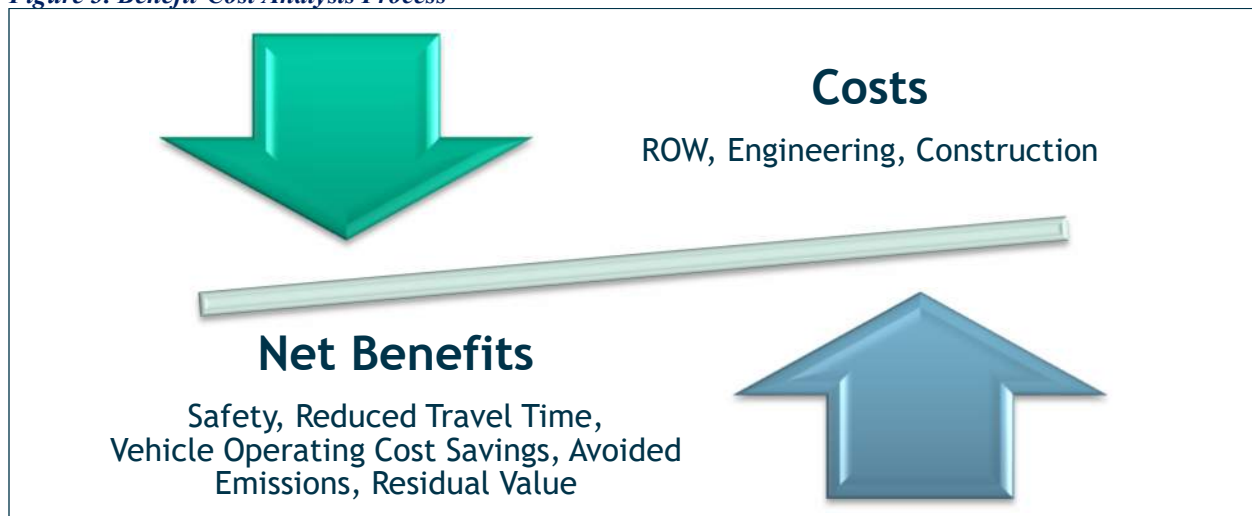
1. Builds an additional through lane in each direction on Alum Creek Drive;
2. Replaces the two existing bridges over Big Walnut Creek; and
3. Implements Complete Streets standards by installing a shared-use path on one side and a sidewalk on the other in an area that currently lacks any adequate bicycle and pedestrian facilities.

This BCA outlines the project’s costs and benefits, estimates the costs, details benefit calculations, and calculates the overall benefit-cost ratio (BCR) and net present value (NPV) associated with the project. See **Figure 3** for a summary of the BCA process.

The costs associated with the project include not only the cost of the infrastructure itself but also additional right-of-way (ROW), environmental review, and engineering design. The project's total construction cost is \$41.787 million (in 2021 dollars), which includes a 20% contingency on construction costs.

The project’s benefits quantified here are partially offset by additional costs (“disbenefits”) related to infrastructure maintenance and delays caused by estimated construction phasing, traffic detours, or other delays. Although the proposed construction would undoubtedly create traffic delays, the preliminary project concept is insufficient to quantify this disbenefit accurately. However, these disbenefits are expected to be minor, so they are mentioned but not quantified, monetized, or directly incorporated in this BCA.

Figure 3. Benefit-Cost Analysis Process



All monetary values are stated in 2021 dollars, as directed by the U.S. Department of Transportation (USDOT) in its January 2023 version of *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*. USDOT guidelines for BCAs were followed, including valuing

travelers' time and injuries, discounting future cash flows, and calculating the benefit-cost ratio (BCR). This BCA estimates benefits over the 20-year period beyond the five years to complete the design and construct the project.

This Benefit-Cost Analysis (BCA) illustrates the benefits of the Alum Creek Drive project compared to the costs over the analysis period, as summarized in **Table 1**.

Table 1. Benefit-Cost Analysis Summary (2021 Dollars in Thousands)

Description	Estimate	Discounted (7%)*
Net Benefits	\$62,923	\$18,949
Costs	\$41,737	\$26,341
Benefit-Cost Ratio (BCR)		0.72
Net Present Value (NPV)		(\$7,392)

*Except for CO₂ emissions, which are discounted at 3%, as per USDOT guidelines.

The most significant benefit associated with the project is enhanced safety from a reduction in crashes involving fatalities, injuries, and property damage only (PDO) – primarily through the widening of Alum Creek Drive from 4 to 6 lanes and other project elements, such as the installation of a sidewalk and share-use path. The next greatest benefit is a state of good repair, mostly resulting from replacing two existing bridges that are approaching the end of their useful life. The third greatest benefit is the project's residual value (in other words, the infrastructure's remaining useful life beyond the analysis period.) The project is also expected to receive benefits from promoting active transportation modes and a disbenefit of increased roadway maintenance costs. Other project benefits, including travel time savings, vehicle operating cost (VOC) savings, and emission reductions, were not estimated due to limited information. See **Table 2** for a breakdown of benefits and disbenefits by type.

Table 2. Project Benefits Summary (2021 Dollars in Thousands)

Description	Benefit/ (Disbenefit)	PV at 7%
Safety	\$29,034	\$8,801
Cyclist	\$2,373	\$712
Pedestrian	\$6,613	\$1,985
Operation and Maintenance	(\$2,036)	(\$628)
State of Good Repair	\$13,957	\$6,125
Residual Value	\$12,982	\$1,953
Total Benefits	\$62,923	\$18,949

4. Project Costs

A planning-level project cost estimate was developed for the Alum Creek Drive project. The cost estimate, in 2028 dollars, was adjusted to 2021 dollars first by eliminating future inflation between 2023 and 2028, then by using both Ohio Department of Transportation (ODOT) Highway Construction Cost Index, ODOT's "most likely" forecast for 2023 inflation, and Gross Domestic Price (GDP) Indices from the Bureau of Economic Analysis. **Table 3** summarizes the costs and timeframe associated with the project.

Table 3. Project Costs (Dollars in Thousands)

Year	(2023 \$) ¹	(2021 \$)	2023 & Earlier	2024	2025	2026	2027	2028	2029
Engineering	\$5,059	\$4,645	\$50	\$1,414	\$1,414	\$1,414	\$353	\$0	\$0
Environ.	\$585	\$537	\$0	\$269	\$269	\$0	\$0	\$0	\$0
ROW	\$1,008	\$926	\$0	\$0	\$600	\$326	\$0	\$0	\$0
Construction	\$41,754	\$35,678	\$0	\$0	\$0	\$0	\$3,000	\$17,973	\$14,705
Total	\$48,406	\$41,787	\$50	\$1,683	\$2,283	\$1,740	\$3,353	\$17,973	\$14,705

¹ Franklin County, Alum Creek Drive Project Cost Estimate Summary, February 2023, prepared by Stantec Consulting Services.

5. Benefits and Disbenefits

This project's most significant quantified benefit is the estimated reduction in crashes that result in fatalities, injuries, and PDO brought about by widening the existing roadway to include an additional lane in each direction and by installing a sidewalk and shared-use path along the corridor. The next greatest benefit calculated in this analysis is the project's state of good repair value, stemming from the avoidance of major repairs and replacement of existing bridges. Other quantified benefits include health and amenity benefits for pedestrians and cyclists, roadway maintenance (a disbenefit), and residual value. Other major benefits that will materialize under the project but were not considered in the comparison of benefits and costs include travel time savings, reduction of shippers' delay costs, vehicle operating cost savings, and emission savings. All benefits are expected to accrue after the completion of project expenditures in 2029 and when the project is fully operational in 2030.

Safety Benefits

The project will substantially enhance safety along Alum Creek Drive by widening the existing roadway while installing a sidewalk and shared-use path through the corridor. The primary safety countermeasure implemented under the project is widening the existing roadway from 4 to 6 lanes, providing a crash reduction factor of 15% (a crash modification factor, CMF, of 0.85.) **Table 4** displays the safety countermeasures to be implemented by the project and their respective crash modification factors (CMF).

Table 4. Safety Countermeasures Implemented by the Project

#	Countermeasures	CMF Value – All Severity
1	Widening from 4-lane to 6-lane	0.85 ²
2	Install sidewalk*	0.598 ³
3	Install shared-use path**	0.75 ⁴

*Applicable to Pedestrian crashes only

**Applicable to Bicycle crashes only

² Park, J., et al. (2015). *Assessment of Safety Effects for Widening Urban Roadways in Developing Crash Modification Functions Using Nonlinearizing Link Functions*, accessed via FHWA's Crash Modification Factors Clearinghouse.

³ Abou-Senna, H, et al. (2022). *Investigating the Correlation Between Sidewalks and Pedestrian Safety*. Accident Analysis and Prevention, Vol. 166, accessed via FHWA's Crash Modification Factors Clearinghouse.

⁴ Alluri, Priyanka, et al. (May 2017). *Statewide Analysis of Bicycle Crashes*. Florida Department of Transportation, , accessed via FHWA's Crash Modification Factors Clearinghouse.

Between 2017 and 2021, excluding crashes involving pedestrians and bicycles, 259 roadway crashes occurred within the corridor. Of these, two (2) resulted in fatalities, with seven (7) resulting in incapacitating injuries.

Calculations for the safety benefit due to crash reductions utilize the values for KABCO levels, shown in **Table 5**, as suggested in the USDOT's 2023 edition of *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*. CMFs are applied to the average annual number of crashes to estimate the project's safety benefit. The 0.85 CMF for roadway widening is applied to all crashes along the corridor not involving pedestrians or cyclists, while the other CMFs are applied only to pedestrian and bicycle-related crashes, as applicable. The safety analysis assumes that the *number of crashes* for No Build conditions will remain the same throughout future years, and the number of crashes will increase proportionally to traffic growth. Future traffic along the corridor is expected to grow by 1% annually.⁵

Table 5. Value of Fatalities, Injuries, and Property Damage Only (PDO)

KABCO Level	Monetized Value (base)	Fatalities per Crash	Injuries per Crash	Adjusted Value
K – Killed	\$11,800,000	1.09	0.86	\$13,046,800
A – Incapacitating Injury	\$564,300	N/A	1.44	\$812,600
B – Non-incapacitating Injury	\$153,700	N/A	1.44	\$221,300
C – Possible Injury	\$78,500	N/A	1.44	\$113,000
O – No Injury	\$4,800	N/A	N/A	\$9,700 ⁶
U – Injured (Severity Unknown)	\$213,900	N/A	1.44	\$307,800

The BCA estimates the crash rate for the project area between 2017 and 2021 as follows:

$$CR_{\text{No Build}} = C \div Y$$

$$CR_{\text{Build}} = CR_{\text{No Build}} \times \text{CMF}$$

$$AC_{\text{Year X}} = CR \times (1 + r)^{(\text{Year X} - 2021)}$$

$$AC_i = AC \times SD_i$$

Where:

$CR_{\text{No Build}}$ = the historical, annual crash rate

C = the number of crashes in the project area over Y number of years

⁵ Kimley Horn (October 17, 2022), Memorandum: *PID 115792 - Alum Creek Drive Certified Traffic Forecasts*.

⁶ Estimate adjusts per vehicle value of \$4,800 provided by USDOT for the average number of vehicles per crash, assumed to be 2.03 vehicles (representing the average number of vehicles per crash in 2017-2021 crash data for the project area.)

AC = the number of predicted annual crashes

Y = the number of years in which crash data were available

r = the rate of traffic growth

AC_i = the number of predicted annual crashes by historical KABCO severity distribution

i = denoting KABCO severity level (i.e., K, A, B, C, O, or U)

SD_i = the project area crash distribution by KABCO severity

The number of annual crashes by KABCO severity level is then multiplied by USDOT-provided valuation factors for KABCO severity, as shown in **Table 5**. In the Build Scenario, after full construction is complete (Analysis Years 1-20), updated crash rates were calculated for the reduction in crashes related to the roadway widening.

Additionally, between 2017 and 2021, two (2) crashes occurred within the project limits pertaining to pedestrians/bicyclists along Alum Creek Drive. Of these crashes, the pedestrian crash resulted in an incapacitating injury, while the bicycle crash resulted in a non-incapacitating injury.

The BCA estimates future pedestrian and bicycle crashes the same as it does for roadway crashes, except for the calculation of the number of crashes expected. In the case of pedestrian and bicycle crashes, the expected number of crashes is assumed to grow proportionately with both motorized traffic and with the number of pedestrians/bicyclists in the Build and No Build scenarios. (See the Pedestrians and Cyclists section for how these numbers were estimated.)

The BCA estimates the number of pedestrian and bicycle crashes for the project area between 2017-2021 as follows:

$$AC_{\text{Year } X} = CR \times (1 + r)^{(\text{Year } X - 2021)} \div \# \text{ ped}_{2022} \times \# \text{ ped}_{\text{Year } X}$$

$$AC_{\text{Year } X} = CR \times (1 + r)^{(\text{Year } X - 2021)} \div \# \text{ cyclist}_{2022} \times \# \text{ cyclist}_{\text{Year } X}$$

In the Build scenario, the reduced crash rates are more than offset by the marked increase in the number of pedestrians and bicyclists on the Alum Creek Drive corridor, which the introduction of a sidewalk and a shared-use path is expected to prompt. Counterintuitively, the number of accidents involving pedestrians and cyclists is expected to increase in the Build scenario despite adding countermeasures that tend to decrease accidents. The increase in pedestrians and cyclists discussed later in this report will generate other benefits that exceed the value of increased accidents.

Pedestrians and Cyclists

The existing corridor lacks adequate pedestrian and bicycle-friendly facilities, limiting the ability of non-motorized users to walk or cycle between destinations. To address this, the project installs a 10-foot shared-use path (SUP) along one side of Alum Creek Drive for the length of the project and a 5-foot concrete sidewalk along the other side. Accordingly, the project will bring about pedestrian and cyclist benefits, including related health benefits related to active transportation (i.e., reduced mortality) and improved trip quality based on pedestrian and cyclist's preference for a dedicated path and sidewalk and marked crosswalks (i.e., amenities).

The project corridor traverses a highly industrialized area of Franklin County. While there are residential areas near the north and south ends of the project limits, the bulk of the area around Alum Creek Drive south of Groveport Road and north of State Route 317 is filled with warehouses, distribution centers, and other businesses serving the trucking and logistics industries. The shared-use path and sidewalk will help connect residential areas at the periphery of the project area and beyond to numerous employers in the project area (the "Rickenbacker area"). Since Central Ohio Transit Authority (COTA) operates and has multiple bus stops in the project's vicinity, the proposed infrastructure will also provide safe "first- and last-mile" travel options for transit riders. Due to the nature of the area and the high traffic volumes of both personal vehicles and commercial trucks, existing pedestrians and cyclists are all assumed to be commuters to the local employers' places of business. None are assumed to be recreational walkers or cyclists, even in the Build scenario.

Calculations for pedestrian and cyclist benefits depend largely on the number of people walking and biking. These volumes are estimated using the following information and assumptions:

- Based on "Streetlight" counts, there are currently an average of 48 pedestrians and 17 bicyclists per day using the project corridor.⁷
- These counts are expected to grow proportionately with the number of employees in the Rickenbacker area, from 24,100 in 2017 and projected to be 31,800 in 2040,⁸ an annual growth rate of 1.21%. For conservatism, the BCA does not assume additional employee growth after 2040.
- In the Build scenario, the number of pedestrians and cyclists will be three (3) times that in the No Build scenario. In general, a new bicycling path can be expected to grow the commuting rate by that mode to match the region's average (on the low end) up to three

⁷ Franklin County, Ohio

⁸ Ibid.

(3) times that average on the high end.⁹ The BCA's assumption results in rates for Rickenbacker area commuters traveling to work by walking and biking well below the average for the Columbus, Ohio, metropolitan area (2.1% and 0.4%, respectively).¹⁰

- Because the employers in the Rickenbacker area operate every day, annual pedestrians and cyclist counts assume 365 days per year.

Calculations are as follows:

$$\text{Ped Trips/day}_{\text{No Build Year } X} = \text{Ped Trips/day}_{\text{No Build 2022}} \times (1 + \text{Growth Rate})^{(\text{Year } X - 2022)}$$

$$\text{Ped Trips/day}_{\text{Build Year } X} = \text{Ped Trips/day}_{\text{No Build Year } X} \times 3$$

$$\text{Induced Ped Trips/day} = \text{Ped Trips/day}_{\text{Build}} - \text{Ped Trips/day}_{\text{No Build}}$$

$$\text{Bike Trips/day}_{\text{No Build Year } X} = \text{Bike Trips/day}_{\text{No Build 2022}} \times (1 + \text{Growth Rate})^{(\text{Year } X - 2022)}$$

$$\text{Bike Trips/day}_{\text{Build Year } X} = \text{Bike Trips/day}_{\text{No Build Year } X} \times 3$$

$$\text{Induced Bike Trips/day} = \text{Bike Trips/day}_{\text{Build}} - \text{Bike Trips/day}_{\text{No Build}}$$

Pedestrian and Cyclist Health Benefits

“Active transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling.”¹¹ Construction of the shared-use path and sidewalk will “promote walking and bicycling by providing safer places to achieve physical activity through transportation.”¹²

The health benefits can be calculated using estimated active trips, discussed above, and the following information and assumptions:

- All pedestrians and cyclists along Alum Creek Drive in the project area are commuters.
- The age distribution for workers in the project vicinity is 23.9% 29 years old or younger, 55.0% ages 30 to 54, and 21.1% 55 years or older.¹³

⁹ Pedestrian and Bicycle Information Center, *Translating Demand and Benefits Research into Guidelines*, https://www.pedbikeinfo.org/bikecost_x/docs/Translating%20Demand%20and%20Benefits%20Research%20into%20Guidelines.pdf, accessed 2/23/2023.

¹⁰ Best Places, *Commuting in Columbus Metro Area, Ohio*, <https://www.bestplaces.net/transportation/metro/ohio/columbus>, accessed 2/23/2023.

¹¹ CDC, *Strategies for Health-Oriented Transportation Projects and Policies: Promote Active Transportation*, https://www.cdc.gov/healthyplaces/transportation/promote_strategy.htm, October 19, 2011.

¹² USDOT (Aug. 24, 2015), *Complete Streets*, <https://www.transportation.gov/mission/health/complete-streets>.

¹³ U.S. Census Bureau, *On the Map, Work Area Profile Analysis*, [OnTheMap \(census.gov\)](https://onthemap.census.gov), accessed 2/23/2023.

- Assuming that all workers are at least 16 years of age and evenly distributed in age within the “16 to 29” category, four (4) out of every 14 workers 29 or younger (29%) would be 19 or younger. That equates to 7% of the total workforce (29% of 23.9%).
- All workers in the “55 and older” group are assumed to be 74 years old or younger.
- 20 percent of workers in the “55 and older” group are assumed to be older than 64, or 4% of employees (20% of 21.1%).
- Based on the data above, the percent of pedestrians ages 20-74 is 93 percent (100% of commuters less 7% of ages 16-19).
- The percent of bicyclists ages 20-64 of 89 percent (100% of commuters, less 7% of ages 16-19, and less 4% of age 65 or older).
- The mortality reduction value per induced walking trip (for pedestrians ages 20-74) is \$7.20, and \$6.42 per induced bicycling trip (for cyclists ages 20-64).¹⁴
- Percent of induced active transportation trips converted from inactive transportation is 100 percent since, as previously stated, the corridor is not conducive to recreational use.

Calculations for the health benefits of active transportation are as follows:

$$\text{Relevant Induced Ped Trips/day} = \text{Induced Ped Trips/day} \times \% \text{ Ages 20-74 (93\%)} \\ \times \% \text{ Converted from Inactive Travel (100\%)}$$

$$\text{Relevant Induced Ped Trips/year} = \text{Relevant Induced Ped Trips/day} \times 365 \text{ days/year}$$

$$\text{Health Benefit}_{\text{Ped}} = \text{Relevant Induced Ped Trips/year} \times \text{Value/trip} (\$7.20)$$

$$\text{Relevant Induced Bike Trips/day} = \text{Induced Bike Trips/day} \times \% \text{ Ages 20-64 (89\%)} \times \\ \% \text{ Converted from Inactive Travel (100\%)}$$

$$\text{Relevant Induced Bike Trips/year} = \text{Relevant Induced Bike Trips/day} \times 365 \text{ days/year}$$

$$\text{Health Benefit}_{\text{Biking}} = \text{Relevant Induced Bike Trips/year} \times \text{Value/trip} (\$6.42)$$

Pedestrian and Cyclist Amenity Benefits

Pedestrians’ and bicyclists’ enjoyment of a trip varies by the conditions of the route. For instance, a walk on a busy street with no sidewalk is valued less favorably than one on a sidewalk or a path shared with bicyclists. Pedestrians’ enjoyment of a walking trip varies by the amenities along the route. The BCA considers the following pedestrian amenities, the associated valuations, and additional assumptions in its calculation of pedestrian amenities benefits:

- The project will increase sidewalk width from none to five (5) feet and increase shared-use path width from none to ten (10) feet for the 2.7 miles from Groveport Road to State

¹⁴ USDOT (January 2023). *Benefit-Cost Analysis Guidance for Discretionary Grants*, page 47.

Route 317. Assuming an equal distribution of pedestrians on each, the average increase in width is 7.5 feet.

- The value of walking on a sidewalk of \$0.11 per foot of expansion per mile walked.¹⁵
- The project area already has marked crosswalks at most major intersections, but not at Bixby Road and Spiegel Drive. All major intersections, including Bixby Road and Spiegel Drive, will have marked crosswalks in the Build scenario, an increase of two (2).
- The value of walking over a marked crosswalk is \$0.18 per use for roadways with an ADT of 10,000 or greater.¹⁶
- Alum Creek Drive has ADT of over 10,000 on all segments of the project, and traffic is expected to grow.¹⁷
- On average, a walking trip is assumed to cover one-third (33%) of the project length (0.89 miles) and will entail crossing one (1) of the two (2) new crosswalks.

The value of pedestrian journey quality is calculated separately for existing users and users induced by the project, as well as for each amenity separately. Calculations are as follows:

For Sidewalk Expansion (SE):

$$\text{Ped. Trips/year}_{\text{Existing Users}} = \text{Ped. Trips/day}_{\text{No Build}} \times 365 \text{ Days/year}$$

$$\text{Pedestrian Miles Traveled}_{\text{Existing Users}} (\text{PMT}) = \text{Ped Trips/year}_{\text{Existing Users}} \times \text{Path Miles (2.7)} \times \% \text{ Path Traveled (33\%)}$$

$$\text{Ped. Amenity(SE)}_{\text{Existing Users}} = \text{Annual PMT}_{\text{Existing Users}} \times \text{Feet of Expansion (7.5)} \times \text{Value/ft } (\$0.11)$$

$$\text{Ped Trips/year}_{\text{New Users}} = \text{Induced Ped Trips/day} \times 365 \text{ Days/year}$$

$$\text{PMT}_{\text{New Users}} = \text{Ped Trips/year}_{\text{New Users}} \times \text{Path Miles (2.70)} \times \% \text{ Path Traveled (33\%)}$$

$$\text{Ped. Amenity(SE)}_{\text{New Users}} = \text{Annual PMT}_{\text{New Users}} \times \frac{1}{2} \times \text{Feet of Expansion (7.5)} \times \text{Value/ft } (\$0.11)$$

$$\text{Ped. Amenity(SE)} = \text{Ped. Amenity(SE)}_{\text{Existing Users}} + \text{Ped. Amenity(SE)}_{\text{New Users}}$$

For Incremental Crosswalks (XWalk):

$$\text{Xwalk Uses/year}_{\text{Existing Users}} = \text{Ped. Trips/year}_{\text{Existing Users}} \times \# \text{ Xwalks (2)} \times 50\% \text{ Applicable}$$

$$\text{Ped. Amenity(Xwalk)}_{\text{Existing Users}} = \text{Xwalk Uses/year}_{\text{Existing Users}} \times \text{Value/use } (\$0.18)$$

$$\text{Xwalk Uses/year}_{\text{New Users}} = \text{Ped. Trips /year}_{\text{New Users}} \times \# \text{ Xwalks (2)} \times 50\% \text{ Applicable}$$

$$\text{Ped. Amenity(Xwalk)}_{\text{New Users}} = \text{Xwalk Uses/year}_{\text{New Users}} \times \frac{1}{2} \times \text{Value/use } (\$0.18)$$

$$\text{Ped. Amenity(XWalk)} =$$

¹⁵ USDOT (January 2023), *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, p. 42.

¹⁶ Ibid.

¹⁷ Kimley Horn (October 17, 2022), Memorandum: *PID 115792 - Alum Creek Drive Certified Traffic Forecasts*.

$$\text{Ped. Amenity(XWalk)}_{\text{Existing Users}} + \text{Ped. Amenity(XWalk)}_{\text{New Users}}$$

Like pedestrians, bicyclists' enjoyment of a biking trip varies by the amenities along the route. For instance, a trip on a roadway lane shared with motorized vehicles is valued less favorably than one that is ridden on a dedicated cycling path. The BCA considers the following cyclist amenity, the associated valuations, and additional assumptions in its calculation of cyclist amenities benefits:

- The proposed shared-use path will constitute a cycling path with at-grade crossings.
- The quality value of traveling on such a path is \$1.49 per cycling mile.¹⁸
- Cyclists are assumed to travel 50% of the new path on average, or 1.35 miles.

The value of cycling amenities is calculated separately for existing users and users induced by the project, using values previously discussed, as follows:

$$\begin{aligned} \text{Bike Trips/year}_{\text{Existing Users}} &= \text{Bike Trips/day}_{\text{No Build}} \times 365 \text{ Days/year} \\ \text{Bike Miles Traveled}_{\text{Existing Users}} \text{ (BMT)} &= \text{Bike Trips/year}_{\text{Existing Users}} \times \\ &\quad \text{Path Miles (2.70)} \times \% \text{ Path Traveled (50\%)} \\ \text{Bike Amenity}_{\text{Existing Users}} &= \text{Annual BMT}_{\text{Existing Users}} \times \text{Bike Path Value/mi } (\$1.49) \end{aligned}$$

Calculations for new users are similar, but factor in the “rule of half” to account for the fact that new users might not materialize but for the introduction of the new cycling facility:

$$\begin{aligned} \text{Bike Trips/year}_{\text{New Users}} &= \text{Bike Trips/day}_{\text{Induced}} \times 365 \text{ Days/year} \\ \text{BMT}_{\text{New Users}} &= \text{Bike Trips/year}_{\text{Induced}} \times \text{Path Miles (2.70)} \times \% \text{ Path Traveled (50\%)} \\ \text{Bike Amenity}_{\text{New Users}} &= \text{Annual BMT}_{\text{New Users}} \times \frac{1}{2} \times \text{Bike Path Value/mi } (\$1.49) \end{aligned}$$

$$\text{Total Bike Amenity Benefit} = \text{Bike Amenity}_{\text{Existing Users}} + \text{Bike Amenity}_{\text{New Users}}$$

Maintenance

Cities and counties incur annual maintenance for roadways, including repairs to paving, striping, and signs. Additional maintenance costs stemming from greater lane miles of roadway were calculated based on the difference in annual maintenance costs under the project (\$443,000 in 2023 dollars) and the annual maintenance costs without the project (\$308,000 in 2023 dollars).¹⁹ These costs are then adjusted downwards to 2021 dollars. The net annual maintenance cost disbenefit associated with the project is \$101,800 in 2021 dollars.

¹⁸ USDOT (January 2023), *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, p. 43.

¹⁹ Annual maintenance costs estimated by the Franklin County Engineer.

State of Good Repair

In addition to basic roadway maintenance, structures require regular inspection and repair, as needed, to ensure they remain in a state of good repair.

The bridges over Big Walnut Creek were constructed in 1958 and are 65 years old. They are approaching the end of their useful life. Both are currently in need of some significant repairs, and both will need to be replaced at the end of their 75-year life, assumed to occur over a 2-year construction period in 2033 and 2034. In the No Build scenario, this heavier maintenance is assumed to occur in 2023 and repeated in 2028. In the Build scenario, the required heavy maintenance will still be done in 2023 but can be avoided in 2028 since the project's bridges will be under construction to replace the existing structures. The proposed new structures in both the No Build and Build scenarios should require virtually no maintenance in the first 20 years of service, only the inspections. For purposes of the BCA, maintenance and inspections are estimated as follows:

- **Structures Inspection:** Routine inspections of the structures in the project area will run \$5,300 every 24 months²⁰ for both the No Build and Build scenarios, though the timing of inspections can differ based on the proposed replacements in both scenarios.
- **Structures Repairs:** Franklin County has identified the following critical issues with the bridges, followed by likely repairs needed and a rough dollar estimate prepared by TranSystems bridge engineers:
 - The weld details of the existing steel beams are past useful service life. The proposed solution is 60 moment plate retrofits at an estimated cost of \$175,000 (2023\$).
 - The expansion joints need frequent replacement due to the high volume of heavy truck traffic. Replacement cost is estimated at \$144,000 (2023\$) and should last for five (5) years.
 - The bearings are deteriorated. Replacement of the existing abutment bearings with elastomeric bearings is suggested at a cost of \$60,000 (2023\$).
 - Total of above is \$379,000 plus a 35% contingency, bringing the repair total to \$512,000 (2023\$) for repairs suggested.
 - Using ODOT Construction Cost Indices for structures, the needed repairs are adjusted to \$469,000 in 2021 dollars.
- **Structures Replacement:** Replacement of the existing 2-lane bridges is expected in 2033-2034. The project's proposed 3-lane bridges are estimated to cost \$12,714,635 (2021\$).

²⁰ TranSystems' bridge team estimate.

When factoring in a 20% contingency, 1.5% for environmental, 13% for engineering, and 7% for construction observation, the total cost of project bridges is \$17,991,208. The cost of 2-lane bridges was estimated at 75 percent of this cost, or \$13,493,000. This cost is estimated to be incurred 60% in 2033 and 40% in 2034 in the No Build scenario.

State of Good Repair = Structures Inspection + Structures Repairs + Structures Replacement

Residual Value

Many of the project's assets will have useful lives well beyond the BCA's 20-year analysis period, as shown in Error! Reference source not found., over which benefits are quantified. The residual value represents the project's remaining useful life past the analysis period and is deemed a benefit in the final year of the analysis.

Table 6. Useful Life of Project Assets

Item Description	Useful Life ²¹ (ul)
Roadway	30 years
Erosion Control	20 years
Drainage	75 years
Pavement	35 years
Traffic Control	10 years
Signals	15 years
Street Lighting	20 years
Structures	75 years
Utilities	30 years
Land	Infinite
Others: Engineering, environmental, miscellaneous, and contingency (weighted average of above)	53 years

This BCA calculates a residual value for land and assets with useful lives past the 20 years in quantified benefits. The residual value of the land is deemed to be the original cost (oc). Due to uncertainties over the timing and estimated cost of replacing assets with useful lives of less than 20 years, the BCA conservatively omits any residual value for them. As stated in the State of Good

²¹ TranSystems' engineering estimate for utilities, roadway, and drainage; Franklin County's estimates for traffic signals, lighting, pavement, structures, and signs.

Repair Section, the No Build scenario assumes the replacement of the existing bridges at the end of their useful lives (in 2033-2034), so it, too, will have a residual value.

The calculation of residual value (RV) is shown below.

$$RV_{\text{land}} = OC_{\text{land}}$$

$$RV_{\text{util}} = OC_{\text{util}} \div ul_{\text{util}} \times rl_{\text{util}}$$

$$RV_{\text{road}} = OC_{\text{road}} \div ul_{\text{road}} \times rl_{\text{road}}$$

$$RV_{\text{pave}} = OC_{\text{pave}} \div ul_{\text{pave}} \times rl_{\text{pave}}$$

$$RV_{\text{drain}} = OC_{\text{drain}} \div ul_{\text{drain}} \times rl_{\text{drain}}$$

$$RV_{\text{struct}} = OC_{\text{struct}} \div ul_{\text{struct}} \times rl_{\text{struct}}$$

$$RV_{\text{other}} = OC_{\text{other}} \div ul_{\text{other}} \times rl_{\text{other}}$$

$$RV = RV_{\text{land}} + RV_{\text{util}} + RV_{\text{road}} + RV_{\text{pave}} + RV_{\text{drain}} + RV_{\text{struct}} + RV_{\text{other}}$$

Summary of Net Benefits

Error! Reference source not found. illustrates the value of each benefit over the entire 20-year analysis period. A detail of the specific benefits by year is found in the attachment to the report.

Table 7. Summary and Present Value of Project Benefits (Dollars in Thousands)

Description	Benefit/ (Disbenefit)	PV at 7%
Safety	\$29,034	\$8,801
Cyclist	\$2,373	\$712
Pedestrian	\$6,613	\$1,985
Operation and Maintenance	(\$2,036)	(\$628)
State of Good Repair	\$13,957	\$6,125
Residual Value	\$12,982	\$1,953
Total Benefits	\$62,923	\$18,949

6. Benefit-Cost Analysis

Error! Reference source not found. shows the costs and benefits associated with the project by year. See the attachment to this BCA, which details the costs and annual benefits related to the “No Build” and “Build” scenarios over the 20-year analysis period. The difference in the cash flows (and cash equivalents) between the two scenarios constitutes the benefits and costs of the project.

Table 8. Net Costs and Benefits (Dollars in Thousands)

Year	Discount Year	Benefits Discounted at 7%	Costs Discounted
2023	2	\$0	\$44
2024	3	\$0	\$1,373
2025	4	\$0	\$1,741
2026	5	\$0	\$1,240
2027	6	\$0	\$2,235
2028	7	\$292	\$11,193
2029	8	\$0	\$8,559
2030	9	\$898	\$0
2031	10	\$841	\$0
2032	11	\$799	\$0
2033	12	\$4,344	\$0
2034	13	\$2,948	\$0
2035	14	\$667	\$0
2036	15	\$633	\$0
2037	16	\$593	\$0
2038	17	\$563	\$0
2039	18	\$528	\$0
2040	19	\$501	\$0
2041	20	\$470	\$0
2042	21	\$445	\$0
2043	22	\$418	\$0
2044	23	\$396	\$0
2045	24	\$372	\$0
2046	25	\$352	\$0
2047	26	\$330	\$0
2048	27	\$313	\$0
2049	28	\$2,246	\$0
Total		\$18,949	\$26,341

Table 9 summarizes the costs and the net benefits of the project. It displays the benefit-to-cost ratio (BCR) at a discount rate of 7%, as has been requested by USDOT for discretionary grant applications.

Table 9. Benefit-Cost Analysis Summary (Dollars in Thousands)

Description	Estimate	Discounted (7%)
Net Benefits	\$62,923	\$18,949
Costs	\$41,737	\$26,341
Benefit-Cost Ratio (BCR)		0.72
Net Present Value (NPV)		(\$7,392)

7. Additional Qualitative Benefits and Disbenefits

Due to the unavailability of data surrounding the project, and especially the absence of a traffic model that estimates the travel times or delays associated with the roadway widening, this BCA significantly underestimates the true benefits of the project. Qualitative assessments are provided for these benefits, such as travel time savings, shippers' delay savings, vehicle operating costs savings, and emission reduction savings. It is reasonable to assume that once key inputs to analyzing these benefits are provided, a more comprehensive evaluation of project benefits can be performed and will likely result in a significantly higher benefit-cost ratio.

Time Travel Savings (Benefit)

Travel time savings measures the monetary value of reduced travel times and delays for all transportation system users. For this type of roadway project, the reduction in travel time delays experienced by passengers and truck drivers comprises the greatest benefit and is the primary objective of this project. The project will implement improvements intended to increase capacity through the addition of one lane in each direction, which will allow for increased average speeds during peak periods when congestion is most severe and, therefore, lead to decreased travel times.

The new pedestrian and bicycle facilities implemented by the project will further reduce vehicular delays due to congestion by promoting a modal shift to active transportation modes.

The travel time savings benefit is, by and large, expected to be the primary benefit of the project. As such, if the monetized travel time savings benefit were to be incorporated into this analysis, there is a strong likelihood that the project's quantified benefits would easily exceed its costs.

Shippers' Delay Savings (Benefit)

Traffic along Alum Creek Drive is approximately 20% commercial trucks. Accordingly, travel time savings along Alum Creek Drive will not only impact drivers and passengers, but also the shippers whose products are trucked in and out of the project vicinity. Congestion delays can cost shippers in multiple ways, including excess inventory holding costs, production disruptions, and even lost sales.

Construction Delay (Disbenefit)

At least one travel lane is anticipated to remain open in each direction during the construction of the project. As such, forced traffic detours are not expected during the project's construction, though travel delays are. However, the current project concept is insufficient to accurately quantify delays related to construction and related detours. As such, this disbenefit is only mentioned but not directly incorporated or quantified as part of this BCA.

Emission Reduction Savings (Benefit)

The project will reduce the time that vehicles are forced to idle at traffic signals and due to delays caused by crashes, reducing fuel consumption and its related emissions. With lower fuel

consumption, emissions of greenhouse gases (CO₂), nitrogen oxides (NO_x), particulate matter (PM), and sulfur oxides (SO_x) will also be reduced. Emission savings are also expected from higher travel speeds, i.e., more efficient fuel consumption rate, along the Alum Creek Drive segment, as well as a larger region due to additional capacity provided to a critical bottleneck location of the region. However, due to limited information available, emission reduction saving is not calculated.

Vehicle Operating Costs Savings (Benefit)

Vehicle Operating Costs (VOC) Savings include benefits from reduced fuel and vehicle maintenance related to less time spent idling in traffic, more consistent travel speeds, fewer delays, etc. Although VOC savings were not calculated as part of this BCA, the Alum Creek Drive project will reduce vehicle hours traveled (VHT) by providing additional capacity for traffic that often diverts to other routes due to severe traffic congestion experienced along Alum Creek Drive.

Transit (Benefit)

Central Ohio Transit Authority (COTA) operates Line 22 (the “Rickenbacker and OSU” route) bus service directly on Alum Creek Drive through the project area. The Project will substantially improve accommodation for walking and bicycling options for the “first- and last-mile” of transit riders’ trips to and from the Rickenbacker area and support mitigating roadway congestion in which buses operate and, as such, can be expected to induce additional transit trips. Increased transit use will yield several benefits, including reduced VMT, enhanced safety, reduced fuel consumption, savings from avoided emissions, and transit amenity benefits. Because COTA has not yet projected ridership related to the project, these benefits are not calculated.

HONORABLE MIKE CAREY
15TH DISTRICT OF OHIO



CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, D.C. 20515

February 28, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Alum Creek Drive Investment (State Route 317 to Groveport Road) in Franklin County, Ohio

Dear Secretary Buttigieg:

I am providing this letter of support for the Franklin County Engineer's federal funding application for the Alum Creek Drive Investment (State Route 317 to Groveport Road) project in Franklin County, Ohio. This project will improve the safety and efficiency of 2.6 miles of Alum Creek Drive by adding another through lane in each direction to existing Alum Creek Drive, a sidewalk on one side, a shared-use-path on the other, and public transit bus stops along both sides. In addition, the existing Alum Creek Drive bridges over Big Walnut Creek will be replaced, as they have passed their service capacity due to increased traffic volumes and heavier vehicles in the area.

Transportation infrastructure drives the economic engine of any region by providing safe and efficient movement of people and goods from place to place. Alum Creek Drive is a principal arterial for both freight and passenger traffic and provides primary access from I-270 to Rickenbacker International Airport and Norfolk Southern Intermodal Terminal, all of which support the City of Columbus, the City of Obetz, the City of Groveport, Franklin County, the State of Ohio, and beyond. This project will sustainably increase the safety and capacity of the roadway and implement complete streets facilities to accommodate pedestrians, bicyclists, and bus riders along the corridor in an equitable way.

The additional capacity will allow the existing route to continue playing an essential role in the safe and efficient movement of supply chain materials. It will also maintain access to existing businesses and support additional development in the region, which in turn will create new employment centers. If you would like any additional information on how this project will essentially help rebuild America's infrastructure, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Carey".

Mike Carey
Member of Congress



February 28, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Alum Creek Drive Investment (State Route 317 to Groveport Road) in Franklin County, Ohio

Dear Secretary Buttigieg:

We are pleased to provide this letter of support for the Franklin County Engineer's federal funding application on the Alum Creek Drive Investment (State Route 317 to Groveport Road) project in Franklin County, Ohio. This project will equitably improve the safety and efficiency of 2.6 miles of Alum Creek Drive by adding another through lane in each direction to existing Alum Creek Drive, a sidewalk on one side, a shared-use-path on the other, and public transit bus stops along both sides. Also, the existing Alum Creek Drive bridges over Big Walnut Creek will be replaced, as they have passed their service capacity due to increased traffic volumes and heavier vehicles in the area.

Transportation infrastructure drives the economic engine of any region by providing safe and efficient movement of people and goods from place to place. Alum Creek Drive is a principal arterial for both freight and passenger traffic and provides primary access from I-270 to Rickenbacker International Airport and Norfolk Southern Intermodal Terminal, all of which support the City of Columbus, the City of Obetz, the City of Groveport, Franklin County, the State of Ohio, and beyond. This project will sustainably increase the safety and capacity of the roadway and implement complete streets facilities to accommodate pedestrians, bicyclists, and bus riders along the corridor in an equitable way.

The additional capacity will allow the existing route to continue playing an essential role in the safe, efficient movement of supply chain materials. It will also maintain access to existing businesses and support additional development in the region, which in turn will create new employment centers. If you would like any additional information on how this project will essentially help rebuild America's infrastructure, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard D. Brown".

Richard D. Brown
State Representative, Ohio House District 5



OHIO DEPARTMENT OF TRANSPORTATION

Mike DeWine, Governor

Jack Marchbanks, Ph.D., Director

1980 W. Broad Street, Columbus, OH 43223

614-466-7170

transportation.ohio.gov

February 7, 2023

The Honorable Pete Buttigieg
Secretary, US Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Subject: Franklin County Alum Creek Drive Widening RAISE Application

Dear Secretary Buttigieg:

The Ohio Department of Transportation is pleased to support Franklin County's Alum Creek Drive Widening application for the FY23 RAISE Program. The project will add additional through lanes in both directions and replace the bridges over Big Walnut Creek.

Transportation infrastructure drives the economic engine of any region by providing safe and efficient movement of people and goods from place to place. Alum Creek Drive is a principal arterial for both freight and passenger traffic and provides primary access from I-270 to Rickenbacker International Airport and Rail Intermodal. This project will increase the capacity of the roadway and implement complete street facilities to accommodate additional users of the corridor. The additional capacity will also allow transit routes to continue to operate efficiently which is vital to maintaining a high level of service.

The improvements to the corridor will also continue excellent access to the existing businesses in the corridor as well as support additional development in the region. This means retention of existing jobs and the potential of creating new employment centers.

I respectfully request consideration of this beneficial project for the citizens of Ohio.

Respectfully,

Jack Marchbanks, Ph.D.
Director

Excellence in Government

ODOT is an Equal Opportunity Employer and Provider of Services

February 28, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Alum Creek Drive Investment (State Route 317 to Groveport Road) in Franklin County, Ohio

Dear Secretary Buttigieg:

We are pleased to provide this letter of support for the Franklin County Engineer's federal funding application on the Alum Creek Drive Investment (State Route 317 to Groveport Road) project in Franklin County, Ohio. This project will equitably improve the safety and efficiency of 2.6 miles of Alum Creek Drive by adding another through lane in each direction to existing Alum Creek Drive, a sidewalk on one side, a shared-use-path on the other, and public transit bus stops along both sides. Also, the existing Alum Creek Drive bridges over Big Walnut Creek will be replaced, as they have passed their service capacity due to increased traffic volumes and heavier vehicles in the area.

Transportation infrastructure drives the economic engine of any region by providing safe and efficient movement of people and goods from place to place. Alum Creek Drive is a principal arterial for both freight and passenger traffic and provides primary access from I-270 to Rickenbacker International Airport and Norfolk Southern Intermodal Terminal, all of which support the City of Columbus, the City of Obetz, the City of Groveport, Franklin County, the State of Ohio, and beyond. This project will sustainably increase the safety and capacity of the roadway and implement complete streets facilities to accommodate pedestrians, bicyclists, and bus riders along the corridor in an equitable way.

Commissioners
John O'Grady
Kevin L. Boyce
Erica Crawley

373 South High Street
26th Floor
Columbus, Ohio 43215

t_ 614 525 3322
f_ 614 525 3300

The additional capacity will allow the existing route to continue playing an essential role in the safe, efficient movement of supply chain materials. It will also maintain access to existing businesses and support additional development in the region, which in turn will create new employment centers. If you would like any additional information on how this project will essentially help rebuild America's infrastructure, please feel free to contact us.

Thank you for your consideration of this project.

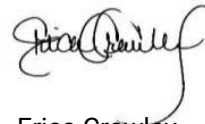
Sincerely,

A handwritten signature in blue ink, appearing to read "John O'Grady".

John O'Grady
Board President

A handwritten signature in blue ink, appearing to read "Kevin L. Boyce".

Kevin L. Boyce
Commissioner

A handwritten signature in blue ink, appearing to read "Erica Crawley".

Erica Crawley
Commissioner



February 15, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Alum Creek Drive Widening (State Route 317 to Groveport Road)

Dear Secretary Buttigieg:

On behalf of the Columbus Regional Airport Authority (CRAA) I am pleased to provide this letter of support for the Franklin County Engineer's federal funding application on the Alum Creek Drive Widening (State Route 317 to Groveport Road) project. This project will improve 2.6 miles of Alum Creek Drive, including a third through lane in each direction to existing Alum Creek Drive. Pedestrian facilities (sidewalk on one side and a shared-use-path on the other) will also be installed. In addition, the existing Alum Creek Drive bridges over Big Walnut Creek will be replaced.

CRAA manages a system of three airports in Central Ohio, including Rickenbacker International Airport. Alum Creek Drive is a principal arterial for both freight and passenger traffic and provides primary access from I-270 to Rickenbacker International Airport as well as to the Rickenbacker Intermodal Terminal, which supports the City of Columbus, Franklin County, the State of Ohio, and beyond. This project will increase the capacity of the roadway and implement complete street facilities to accommodate pedestrians and bicyclists in the corridor.

These improvements will help ensure that the Rickenbacker Area's transportation infrastructure is providing safe and efficient movement of people and goods from place to place. The additional capacity of this project will also allow the existing transit routes to continue playing an essential role in the efficient movement of supply chain materials, will maintain access to existing businesses, and support additional development in the region, which in turn will create new employment centers.

If you would like any additional information on how this project will impact our agency, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph R. Nardone". The signature is fluid and cursive, with a large loop at the end.

Joseph R. Nardone
President & CEO



150 South Front St. Suite 200
Columbus, OH 43215
T (614) 225.0500
F (614) 225.9300
www.columbusregion.com

February 22, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Secretary Buttigieg:

I am writing today to express One Columbus' strong support for the Franklin County Engineer's Office's RAISE Grant Program funding application for the Alum Creek Drive Widening project.

One Columbus is the economic development organization for the 11-county Columbus Region. Working with local and state partners, One Columbus serves as the business location resource for companies across Central Ohio and around the world as they grow, innovate and compete within the global economy. Our experienced team has worked with hundreds of companies and helped to secure over \$10 billion in capital investment, over 50,000 direct jobs and more than \$2 billion of new payroll across the Columbus Region. Transportation infrastructure fuels the economic engine of Columbus by providing for the safe and efficient movement of people and goods across the 11-county Region. Ensuring that this essential infrastructure is safe and equitable for the Region's 2.2 million residents is therefore a top priority for our organization.

This project will improve 2.6 miles of Alum Creek Drive, including a third through lane in each direction to existing Alum Creek Drive. Pedestrian facilities (a sidewalk on one side and a shared-use-path on the other) will also be installed. The existing Alum Creek Drive bridges over Big Walnut Creek will also be replaced. Alum Creek Drive is a principal arterial for both freight and passenger traffic and provides primary access from I-270 to Rickenbacker International Airport and Rail Intermodal, which supports the City of Columbus, Franklin County, the State of Ohio and beyond. This project will increase the capacity of the roadway and implement complete street facilities to accommodate pedestrians and bicyclists in the corridor.

One Columbus' mission is to lead a comprehensive regional growth strategy that develops and attracts the world's most competitive companies, grows a highly adaptive workforce, prepares our communities for the future and inspires corporate, academic and public innovation throughout the Columbus Region. This mission is impossible to successfully achieve without a strong regional transportation infrastructure system. In metro areas like Columbus that drive the American economy, solid transportation infrastructure is critical to attracting employers, sustaining economic growth and ensuring that all workers can safely access jobs. By increasing the capacity of Alum Creek Drive, this project will play an essential role in the efficient movement of supply chain materials, maintain access to existing businesses and support additional economic development in the Region for years to come.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Patton".

Mark Patton
Executive Vice President and General Manager



February 26, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: Alum Creek Drive Widening (State Route 317 to Groveport Road)

Dear Secretary Buttigieg:

The Columbus Recreation and Parks Department is pleased to provide this letter of support for the Franklin County Engineer's RAISE funding application on the Alum Creek Drive Widening (State Route 317 to Groveport Road) project. This project will improve 2.6 miles of Alum Creek Drive, including a third through lane in each direction to existing Alum Creek Drive. Pedestrian and bicycle facilities will also be installed.

We're an active partner in our region's transportation infrastructure. Not only does it serve the overall vital economic resilience of our city by providing safe and efficient movement of people and goods, it has a measurable impact for the people we serve. Alum Creek Drive is a principal arterial for both freight and passenger traffic, and provides primary access from I-270 to Rickenbacker International Airport and Rail Intermodal, which supports the City of Columbus, Franklin County, the State of Ohio, and beyond. This project will increase the capacity of the roadway and implement complete street facilities to accommodate pedestrians and bicyclists in the corridor.

For many years our Department has collaborated directly with the Franklin County Engineers on providing significant walking and biking improvements all around our region. The results are paying big dividends for many neighborhoods in Columbus, and we are encouraging your full support of this far-reaching investment.

If you would like any additional information, please don't hesitate to contact me.

Sincere regards,

Bernita A. Reese
Director



February 27, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Alum Creek Drive Investment (State Route 317 to Groveport Road) in Franklin County, Ohio

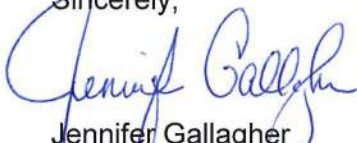
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The additional capacity will allow the existing route to continue playing an essential role in the safe, efficient movement of supply chain materials. It will also maintain access to existing businesses and support additional development in the region, which in turn will create new employment centers. If you would like any additional information on how this project will essentially help rebuild America's infrastructure, please feel free to contact me.

Sincerely,



Jennifer Gallagher
Director



February 27, 2023

Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Alum Creek Drive Investment (State Route 317 to Groveport Road) in Franklin County, Ohio

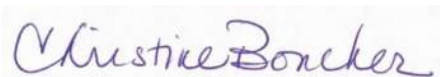
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Sincerely,



Christine Boucher

Director, Columbus Region Logistics Council (CRLC)
Columbus Chamber
150 S Front Street Suite 200, Columbus, OH 43215
www.columbus.org
O: (614)225-6061

www.columbus.org

150 South Front St, Suite 220, Columbus, OH 43215



FRANKLIN COUNTY SHERIFF'S OFFICE

Sheriff Dallas Baldwin

Patrol Bureau

February 22, 2023

Mrs. Barbara Cox
Planning and Program
Franklin County Engineer's Office
970 Dublin Road
Columbus OH 43215

Dear Mrs. Cox:

On behalf of the Franklin County Sheriff's Office, I am writing to show our full support of the Franklin County Engineer's Office proposed improvement project to add another through lane in each direction to existing Alum Creek Drive, a sidewalk on one side, a shared-use-path on the other, and public transit bus stops along both sides.

This roadway is patrolled by the Franklin County Sheriff's Office.

Sincerely,

A handwritten signature in black ink, appearing to be "J. Gilbert", with a long horizontal stroke extending to the right.

Chief Deputy Jim Gilbert



HAMILTON TOWNSHIP

FRANKLIN COUNTY

6400 LOCKBOURNE ROAD | LOCKBOURNE, OHIO 43137
TEL. (614) 491-3963 | FAX (614) 491-1320

TRUSTEES

CHARLES C. HANN
TODD BLACKSTONE
GARY ARMSTRONG

FISCAL OFFICER

LISA SHIRKEY

January 22, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Alum Creek Drive Investment (State Route 317 to Groveport Road) in Franklin County, Ohio

Dear Secretary Buttigieg:

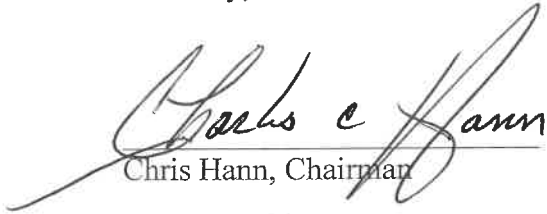
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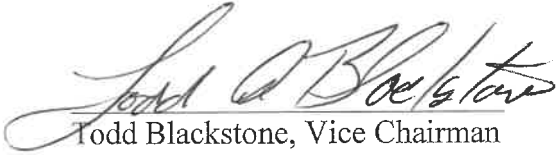
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employment centers. If you would like any additional information on how this project will essentially help rebuild America's infrastructure, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Hann", written over a horizontal line.

Chris Hann, Chairman

A handwritten signature in black ink, appearing to read "Todd Blackstone", written over a horizontal line.

Todd Blackstone, Vice Chairman

A handwritten signature in blue ink, appearing to read "Gary Armstrong", written over a horizontal line.

Gary Armstrong, Trustee



February 10, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: Alum Creek Drive Widening (State Route 317 to Groveport Road)

Dear Secretary Buttigieg:

The Rickenbacker Employer Assistance Network (REAN) is pleased to provide this letter of support for the Franklin County Engineer's federal funding application for the Alum Creek Drive Widening (State Route 317 to Groveport Road) project. This project will widen a 2.6-mile portion of Alum Creek Drive that has become a bottle neck. This corridor is critical for the movement of freight and employees in the area. It is imperative that sidewalks and shared-use paths be installed for safety.

Transportation infrastructure drives the economic engine of any region by providing safe and efficient movement of people and goods from place to place. Alum Creek Drive is a principal artery for both freight and passenger traffic and provides primary access from I-270 to Rickenbacker International Airport and the Norfolk Southern Rail Intermodal, which supports the City of Columbus, Franklin County, the State of Ohio, and beyond. This project will increase the capacity of the roadway and implement complete street facilities to accommodate pedestrians and bicyclists in the corridor.

The additional capacity will allow the existing transit routes to continue playing an essential role in the efficient movement of supply chain materials, will maintain access to existing businesses, and support additional development in the region, which in turn will create new employment centers.

If you would like any additional information on how this project will impact the Rickenbacker area, please feel free to contact me.

Sincerely,

Angie Atwood
REAN Coordinator

REAN MEMBER COMPANIES

1-800-FLOWERS	Ignite Industrial Professionals
A.O. Smith	IMI Logistics
AllRite Logistics LLC	Innotrac
American Signature	Integra Beauty
Amerisource Bergen	KDC-One
Art.com	Komar Industries
Baker Creative	Kubota Tractor Corporation
Baesman	Lululemon
Bath & Body Works	Luxottica Optical Manufacturing
Bell Incorporated	Macy's Backstage
Boar's Head Brands	Mast Global Logistics
Build-A-Bear Workshop	Menasha Packaging
Bunzl	NFI
Caastle	Norfolk Southern Corporation
Cardinal Health	ODW Logistics Inc.
Cheryl & Co.	PacSun (formerly Eddie Bauer)
Cintas	Paper Barn
City of Groveport	PetSmart
DHL Supply Chain	Pilot Freight
Essilor of America	Port Logistics Group
Exel Logistics North America	Prologistix
Expo Freight Logistics	Restaurant Equippers
FARO Logistics Solutions, Inc.	Restoring Vision
FedEx Express LCK	Ryder Integrated Logistics
FedEx Ground	Saddle Creek Logistics Services
FedEx Supply Chain	Sam's Club
First Service Federal Credit Union	Shaklee
Fluvitex	Sherwin Williams
Forward Air Inc.	Shiseido
Franklin International Inc.	SK Food Group
Freight Expeditors	Specialized Bicycle Components
Gap Inc.	Stella & Dot
Griffin Wheel	UPS Inc.
HFI, Inc.	WalMart Distribution
Honeywell	Welch Packaging Group
Huckberry	XPO Global Logistics
Hyperlogistics Group	Zenni Optical
HyTek Material Handling Inc.	Zulily



cardinalhealth.com

2/23/2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: Alum Creek Drive Widening (State Route 317 to Groveport Road)

Dear Secretary Buttigieg:

We are pleased to provide this letter of support for the Franklin County Engineer's federal funding application on the Alum Creek Drive Widening (State Route 317 to Groveport Road) project. We understand that this project will improve 2.6 miles of Alum Creek Drive, including (1) a third through-lane in each direction to existing Alum Creek Drive; (2) installation of pedestrian facilities; and (3) replacement of existing Alum Creek Drive bridges over Big Walnut Creek.

Headquartered in Dublin, Ohio, Cardinal Health, Inc. is a distributor of pharmaceuticals, a global manufacturer and distributor of medical and laboratory products, and a provider of performance and data solutions for healthcare facilities. We are a crucial link between the clinical and operational sides of healthcare, delivering end-to-end solutions and data-driving insights that advance healthcare and improve lives every day. Cardinal Health currently manages a nationwide network of pharmaceutical, medical and laboratory products with a variety of storage, distribution, and delivery options to a national network of tens of thousands of healthcare providers, including pharmacies, hospital systems, alternative care sites, health clinics, and doctors' offices, as well to patients directly in their homes.

While we are a national company, we have significant distribution operations in Central Ohio, including the Alum Creek Drive area. Our National Logistics Center in Groveport serves as a single-entry point to our pharmaceutical supply chain, creating efficiencies that leverage our dedicated transportation network, enabling quick response to customer demand variation to ensure high customer service level. Our new 575,000 square foot medical distribution center at Rickenbacker Global Logistics Park in Columbus increases our ability to store, distribute and deliver products throughout the Central Ohio region and beyond. Operations at these facilities utilize Alum Creek Drive, relying on direct access to highways, Rickenbacker International Airport and the rail intermodal terminal for Norfolk Southern.

Our business and the healthcare systems we support depend on safe and efficient movement of people and goods from place to place. We believe that this project will play an essential role in the efficient movement of supply chain materials, including the critical healthcare products that we distribute and produce.

If you would like any additional information on how this project will impact our agency, please feel free to contact me.

Sincerely,

A handwritten signature in black ink that reads "Rebecca McGuthrie".

SVP, Government Relations and Public Policy



Boar's Head Brand[®]

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: Alum Creek Drive Widening (State Route 317 to Groveport Road)

Dear Secretary, Buttigieg:

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Transportation infrastructure drives the economic engine of any region by providing safe and efficient movement of people and goods from place to place. Alum Creek Drive is a principal arterial for both freight and passenger traffic and provides primary access from I-270 to Rickenbacker International Airport and Rail Intermodal, which supports the City of Columbus, Franklin County, the State of Ohio, and beyond. This project will increase the capacity of the roadway and implement complete street facilities to accommodate pedestrians and bicyclists in the corridor.

The additional capacity will allow the existing transit routes to continue playing an essential role in the efficient movement of supply chain materials, will maintain access to existing businesses, and support additional development in the region, which in turn will create new employment centers.

If you would like any additional information on how this project will impact our agency, please feel free to contact me.

Sincerely,

Trish Miller
Plant Manager

CaaStle

A New Economy For Apparel

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: Alum Creek Drive Widening (State Route 317 to Groveport Road)

Dear Secretary Buttigieg:

We are pleased to provide this letter of support for the Franklin County Engineer's federal funding application on the Alum Creek Drive Widening (State Route 317 to Groveport Road) project. This project will improve 2.6 miles of Alum Creek Drive, including a third through lane in each direction to existing Alum Creek Drive. Pedestrian facilities (sidewalk on one side and a shared-use-path on the other) will also be installed. The existing Alum Creek Drive bridges over Big Walnut Creek will be replaced.

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The additional capacity will allow the existing transit routes to continue playing an essential role in the efficient movement of supply chain materials, will maintain access to existing businesses, and support additional development in the region, which in turn will create new employment centers.

If you would like any additional information on how this project will impact our agency, please feel free to contact me.

Sincerely,



Robert A. Christian III
CaaStle
OHDC General Manager
5650 C Green Pointe Drive N.
Groveport, OH 43125
(229)200-0331

2/9/2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: Alum Creek Drive Widening (State Route 317 to Groveport Road)

Dear Secretary Buttigieg:

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The additional capacity will allow the existing transit routes to continue playing an essential role in the efficient movement of supply chain materials, will maintain access to existing businesses, including ours and those of our service providers, and support additional development in the region, which in turn will create new employment centers.

If you would like any additional information on how this project will impact our company, please feel free to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Lance Radebaugh". The signature is written in dark ink and is positioned above the printed name and title.

Lance Radebaugh
District Manager, Expeditors Columbus



February 24, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: Alum Creek Drive Widening (State Route 317 to Groveport Road)

Dear Secretary Buttigieg:

We are pleased to provide this letter of support for the Franklin County Engineer's federal funding application on the Alum Creek Drive Widening (State Route 317 to Groveport Road) project. This project will improve 2.6 miles of Alum Creek Drive, including a third through lane in each direction to existing Alum Creek Drive. Pedestrian facilities (sidewalk on one side and a shared-use-path on the other) will also be installed. The existing Alum Creek Drive bridges over Big Walnut Creek will be replaced.

Transportation infrastructure drives the economic engine of any region by providing safe and efficient movement of people and goods from place to place. Alum Creek Drive is a principal arterial for both freight and passenger traffic, and provides primary access from I-270 to Rickenbacker International Airport and Rail Intermodal, which supports the City of Columbus, Franklin County, the State of Ohio, and beyond. This project will increase the capacity of the roadway and implement complete street facilities to accommodate pedestrians and bicyclists in the corridor.

The additional capacity will allow the existing transit routes to continue playing an essential role in the efficient movement of supply chain materials and will hence our ability to attract employees who rely on the Alum Creek Drive corridor to come into, and out of, our location near the Rickenbacker Airport.

If you would like any additional information on how this project will impact our company, please feel free to contact me.

Sincerely,

A handwritten signature in black ink that reads 'Bill Smith'.

Bill Smith
Director, Human Resources
Hyperlogistics Group, Inc.



February 27, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Alum Creek Drive Investment (State Route 317 to Groveport Road) in Franklin County, Ohio

Dear Secretary Buttigieg:

We are pleased to provide this letter of support for the Franklin County Engineer's federal funding application on the Alum Creek Drive Investment (State Route 317 to Groveport Road) project in Franklin County, Ohio. This project will equitably improve the safety and efficiency of 2.6 miles of Alum Creek Drive by adding another through lane in each direction to existing Alum Creek Drive, a sidewalk on one side, a shared-use-path on the other, and public transit bus stops along both sides. Also, the existing Alum Creek Drive bridges over Big Walnut Creek will be replaced, as they have passed their service capacity due to increased traffic volumes and heavier vehicles in the area.

Transportation infrastructure drives the economic engine of any region by providing safe and efficient movement of people and goods from place to place. Alum Creek Drive is a principal arterial for both freight and passenger traffic and provides primary access from I-270 to Rickenbacker International Airport and Norfolk Southern Intermodal Terminal, all of which support the City of Columbus, the City of Obetz, the City of Groveport, Franklin County, the State of Ohio, and beyond. This project will sustainably increase the safety and capacity of the roadway and implement complete streets facilities to accommodate pedestrians, bicyclists, and bus riders along the corridor in an equitable way.

The additional capacity will allow the existing route to continue playing an essential role in the safe, efficient movement of supply chain materials. It will also maintain access to existing businesses and support additional development in the region, which in turn will create new employment centers. If you would like any additional information on how this project will essentially help rebuild America's infrastructure, please feel free to contact me.

Sincerely,

Prologis

A blue ink signature of Ben Struewing, written over a horizontal line.

Name: Ben Struewing
Title: Senior Vice President

Prologis

A blue ink signature of John Underman, written over a horizontal line.

Name: John Underman
Title: VP/Market Officer