

MINUTES

COUNCIL-MANAGER BRIEFING

May 23, 2011

Mayor D'Epifanio called the Council-Manager Briefing to order at 6:00 p.m. at the Fairfield Municipal Building, 5350 Pleasant Avenue. The following Councilmembers were present: Marty Judd, Mike Oler, Mitch Rhodus, Terry Senger, Mike Snyder, and Tim Abbott. Staff present: Dave Butsch, Mark Wendling, Angie Johns, Dave Crouch, Art Pizzano, Ben Mann, Carol Mayhall, John Clemmons, and Tim Bachman.

Goal Update: Bypass 4 Educational Video Schedule Update

Public Works Director Dave Butsch discussed the estimated project cost for Bypass 4 was \$9,256,827 with \$8,013,093 in estimated local funding, and the capped amount from OPWC is \$1,243,734. Mr. Butsch explained the initial OPWC amount was roughly \$750,000 and with the stimulus money the state received additional money was funneled in from state. Mr. Butsch explained the start date was July 2010 and the estimated completion date is June 2012. He displayed a picture of the bypass and discussed. He discussed the primary improvements that were done included adding two lanes to the mainline of Bypass 4 north and south bound, construction of a diversion road at Route 4, add additional lanes at the intersection of Bypass 4 and Port Union Roads, and the construction of an additional bridge over the railroad tracks. Mr. Butsch explained with this project all the traffic signals will be upgraded to mast arm, video detection will be added and signage will be illuminated. He stated the signage is a large portion of this project trying to get the traffic through the intersections. Mr. Butsch discussed the key improvements for bypass 4 and Port Union, including on the bypass north and south bound there is an through lane, there will be dedicated right turn lanes going north and south onto Port Union, there will be a double left turn going southbound onto Port Union and on Port Union an additional through lane west bound is being added. Mr. Butsch further explained there will be a dedicated right turn westbound on Port Union going to northbound bypass and a double left turn off Port Union to northbound bypass. He discussed the key turning changes including: Route 4 westbound to Ross road; Route 4 eastbound to northbound on bypass; Bypass southbound to eastbound Route 4; Bypass southbound to westbound Route 4 and Ross Road northbound to westbound Route 4. Mr. Butsch stated each of these intersections are signalized and all three intersections work together. He explained the signals will be timed so that once you start around the diversion you should be able to go uninterrupted through the intersections. Mayor D'Epifanio asked what this will do to the Fairfield Golf Center. Mr. Butsch explained virtually there is no change for this property, the driveway to enter this property is outside the limits of the construction. Ben Mann explained there will be thermoplastic markings similar to the interstate to tell you which lane to be in and advanced overhead signs that will tell you which lane to be in for south and north Route 4. Mr. Mann explained on Route 4 and Bypass there will be advanced overhead signage augmented by typical overhead signage at the intersection. Mr. Butsch displayed an animation of the traffic for the Bypass/Route 4/Diversion Road and discussed. Mr. Butsch explained two lanes will be added to the mainline on bypass 4. He further discussed the "Super Streets" that will be installed at Symmes Road, Tylersville Road and Hamilton Mason Road which started May 2010 and has a completion date of November 2011. He commented the "super streets" may be open this summer, maybe August with the rest of the work to follow a little later. He displayed an animation of the "Super Street" and discussed the expected signage. Mr. Butsch explained rain is delaying the work on the diversion road. Council and staff discussed the involvement with the railroad that is needed. He further explained the next section near Bridgewater falls is being engineered now and they have not yet looked at funding for the last section.

I-275/Gilmore Road Improvements' Video and Schedule Update

City Manager Pizzano explained the original estimate was \$26,014,000 and the 2011 final estimate is \$819,186. Mr. Butsch explained the other funding sources are all fixed so if there is any additional cost we will have to absorb it. Mr. Mann explained this is the final estimate from Burgess and Niple; there will be a final estimate from ODOT. Mr. Pizzano explained that this project was fast tracked by the state. Mr. Butsch explained the OKI grant dropped considerably because it is a percentage of the construction dollars and as the size of the project went down so did the funding. Mr. Pizzano briefly discussed the allocation between the partners: two counties, two cities, a state and a federal agency. Mr. Butsch explained the agreement with Forest Park was that they would try to come up with one million dollars for construction through their local dollars or other outside funding sources which they did. He further explained Forest Park was able to secure \$700,000 from OPWC and also \$100,000 from MRF, so their actual out of pocket will be \$200,000. Mr. Butsch stated the bid date is August 11, 2011 with construction anticipated to begin around October 15, 2011. He stated the completion date is estimated as March 31, 2013 and the estimated cost is just under 10.5 million. Mr. Butsch explained Fairfield had been the lead agency for this project through the study and design and right-of-way. Mr. Pizzano briefly discussed the street fund, which will be used for this project. Mr. Butsch explained the funding partnerships for this project are: \$5,000,000 from ODOT-Highway Safety Program; \$2,562,268 OKI-Surface Transportation Program; \$749,241 OPWC-Butler County; \$700,000 OPWC-Hamilton County; \$316,885 GCWW- Hamilton County; \$100,000 MRF-Hamilton County; \$200,000 City of Forest Park; and \$819,186 for City of Fairfield. He stated anything over this will come out of our pocket. Mr. Pizzano stated the take away is that there are six government agencies working together in record time to pull a project like this off. Mr. Butsch discussed the intersection improvements including adding a right turn lane onto Mack Road; a right turn lane was added going northbound onto Kolb Drive; the dedicated right turn lane into Cincinnati Mills and a lane will be added going north, which will turn into a combination lane as you

approach Kolb, and the bridge will be widened on the east side coming up to the entrance ramp. He further explained at the ramp right now there is a merge as you come off the ramp going westbound and you loop around to go southbound on Winton it merges with the traffic and at this point there will be a traffic signal, so it will split into two lanes and the traffic will be held here as the traffic southbound continues on. He further explained as you come through the intersection you will have to merge over to get into the left turn lane to get on the eastbound ramp and the two lanes that come through will be continuous lanes. He discussed on the northbound side south of the interstate a dedicated right turn lane will be added and the new lane that is added northbound to allow for the three through northbound lanes across the bridge. He displayed and he and staff discussed the bridge design. Mr. Butsch stated the bid let is August 11th and construction is anticipated in mid to late October.

Adjournment

Council/Manager Briefing adjourned at 6:50 p.m.

Respectfully Submitted,

Angela Johns
Clerk of Council