



**PIQUA CITY COMMISSION REGULAR MEETING**

**TUESDAY, OCTOBER 7, 2025**

**5:00 PM**

**COMMISSION CHAMBER - 2ND FLOOR**

**201 WEST WATER STREET**

**PIQUA, OHIO 45356**

**CALL TO ORDER**

**THE PLEDGE OF ALLEGIANCE**

**ROLL CALL**

**ADJOURNMENT TO EXECUTIVE SESSION**

- 1) To consider confidential information related to economic development as further defined by Ohio Revised Code Section 121.22(G)(8) or as amended;
- 2) To consider pending or imminent litigation.

**EXECUTIVE SESSION**

**ADJOURNMENT FROM EXECUTIVE SESSION**

**ROLL CALL**

**MOTION TO APPROVE BUSINESS AGENDA**

- 1) Rules of Conduct

**CONSENT AGENDA**

- 1) **Approval of Minutes**  
Approval of the Minutes from the September 16, 2025, Regular City Commission Meeting
- 2) **Proclamation**  
Public Power Week October 5 through 11, 2025
- 3) **Proclamation**  
Omega Psi Phi Achievement Week November 16 through 22, 2025.

**OLD BUSINESS**

**NEW BUSINESS**

- 1) **Resolution No. R-106-25**  
A Resolution to set ward boundaries for annexations within the City of Piqua.
- 2) **Resolution No. R-107-25**

A Resolution Authorizing the Renewal of Lease of 8620 N. County Rd. 25A

**3) Resolution No. R-108-25**

A Resolution Authorizing a Contract with D&B Construction Group for a Meter Replacement Program

**4) Resolution No. R-109-25**

A Resolution Authorizing the Submittal of Applications for Federal IIJA Funds and authorizing the City Manager to submit the applications to the Miami Valley Regional Planning Commission

**5) Resolution No. R-110-25**

A resolution authorizing the approval of a new liquor permit to St Amand Co., Piqua Mall, 987 E. Ash St, Ste. 111, Piqua, OH

**CITY MANAGER'S REPORT**

**COMMISSIONERS COMMENTS**

**NON-AGENDA PUBLIC COMMENT**

(This is an opportunity for citizens to address the City Commission on Non-agenda items after the adjournment of the Business Agenda. Comments will be limited to seven (7) minutes.)

# **PROCEDURAL RULES AND RULES OF CONDUCT FOR CITY COMMISSION MEETINGS**

## **BUSINESS AGENDA**

1. Commission meetings shall be called to order by the mayor or presiding officer of the meeting. The clerk shall call the roll of the Commissioners.
2. The mayor or presiding officer shall thereafter lead the Commission in the Pledge of Allegiance.
3. Upon roll call being completed, the Business Meeting of the Commission shall commence.
4. The Commission shall, if necessary, add or remove items to the Business Agenda and approve the agenda once it is established.
5. After approval of the agenda, the Commission shall vote on approval of the minutes of prior meetings.
6. After the establishment of the agenda, the Commission shall permit public comment by the citizens of Piqua as required by Section 4 of the Piqua Charter on any approved agenda item. Any person providing public comment shall provide his or her name and street address prior to making any comments.
7. Any non-citizen may also participate in public comment if an ordinance or resolution made part of the agenda affects his or her business located within the city of Piqua or utility service they receive within the city of Piqua. Any non-citizen shall state his or her name and either what business he or she operates that is being affected by an ordinance or resolution, or what property address inside the city limits that he or she is receiving utility service.
8. Any person providing public comment may speak once for up to a total of five minutes on each resolution and ordinance made part of the agenda. No person shall be permitted to comment twice on an agenda item.
9. Once public comment is completed, the Commission shall immediately begin debate and deliberate on each agenda item. No public comments from the public shall be permitted during the debate and/or deliberation of ordinances and resolutions by the commission.

10. After deliberation on ordinances and resolutions, votes on ordinances shall be recorded by roll call and votes on resolutions may be recorded by voice vote; if a commissioner wishes to have a roll call vote on a resolution, any commissioner may request the clerk to call the roll to record the vote. The Clerk of Commission shall record the vote tally for each ordinance and resolution.
11. During the Business Agenda, only city employees including department heads and guests of department heads to discuss matters affecting the city, the Piqua Chamber Director, the Main Street Piqua Director, may make presentations during the Business Agenda part of the meeting.
12. At the completion of the Business Agenda, the mayor may or may not permit commissioners to address the community for the good of the city. Afterwards, the commissioners shall call the business meeting of the commission to a close and city staff may be excused.

### **NON-AGENDA PUBLIC COMMENT**

13. Non-agenda public comment sessions may, upon the discretion of the Commission, commence after the regular business meeting of the commission adjourns.
14. Any non-agenda public comment shall not begin after 9 p.m. and shall not continue after 9 p.m.
15. Comments by the public shall be addressed to the Commission and mayor and shall be limited to a seven-minute period per person. Under no circumstances should the Commission or mayor interrupt any person's seven-minute time period unless the individual violates the Rules of Conduct or the individual commenting requests interactive dialogue. If a Commission member or the mayor comment during an individual's allotted time, the time taken for any comment by Commission members or the mayor shall not be deducted from the individual's allotted seven minutes so that they receive their full allotted time to speak. No person may speak more than one time during any non-agenda public comment session.
16. All comments shall be related to city business or activities.
17. The Clerk of Commission shall not be under any obligation to keep minutes of the non-agenda public comment session.

18. Public comment time shall be only afforded to persons who live within the City of Piqua city limits, Springcreek Township, Washington Township and/or Miami County or own property within the city or own a business within the city limits.
19. Any person providing public comment shall provide his or her name and street address prior to making any comments.
20. Any individual attending the Non-Agenda Public Comment period of the City Commission meeting may have signs that do not exceed 8 ½ x 11 in size. Such signs shall not be displayed in a way that obstructs the view of any other individual attending the meeting or any camera recording the meeting.

## **RULES OF CONDUCT**

Recognizing that the city has a compelling and significant interest in conducting its meetings in an efficient manner, the following Rules of Conduct shall be enforced during the Commission Business Meeting and the Non-Agenda Public Comment session:

1. Obscene comments, physically threatening remarks, and disruptive conduct are prohibited;
2. Profanity that is disruptive is prohibited;
3. Racist and hate-filled epithets are prohibited;
4. Loud and boisterous conduct or comments are prohibited;
5. Cheering, jeering or clapping, unless for ceremonial purposes as determined by the mayor, are prohibited;
6. Noisemakers are prohibited;
7. All persons shall remain seated during commission meetings unless they are leaving the Commission Chambers or are addressing the Commission from the podium;
8. Any person desiring to make a public comment shall complete a public comment request card provided by the Clerk of Commission and shall deposit the card in the public comment request box. The box will be monitored throughout public comment

sessions and cards will be given to the mayor or presiding officer by the commission's designee during public comment sessions;

9. The mayor shall call the persons requesting to make public comment during the appropriate public comment periods;
10. When called by the mayor to address the Commission, the individual called shall address the Commission from the commission podium unless the person so called has a medical condition that prevents the individual from doing so; in such case, the mayor will make every attempt to accommodate the individual so his or her comments are heard by the public;
11. If during the non-agenda public comment session, the public comment cards have not all been called prior to the end of the meeting, the individuals not called will be placed at the top of the list for presenting comments at the next scheduled meeting;
12. If during the non-agenda public comment session, the public comment cards have been exhausted and the meeting has not been concluded, individuals who have not spoken may request to do so until the conclusion of the meeting.

**Any individual violating a commission rule shall be warned by the mayor or presiding officer of the violation, and if such individual does not cease the activity so warned, he or she shall be asked to leave city hall. If an individual refuses to comply with the mayor or presiding officer's directive to leave city hall, the individual may be charged criminally for his or her conduct.**

**PIQUA CITY COMMISSION REGULAR MEETING MINUTES  
TUESDAY, SEPTEMBER 16, 2025**

**CALL TO ORDER**

**THE PLEDGE OF ALLEGIANCE**

**ROLL CALL**

**ADJOURNMENT TO EXECUTIVE SESSION**

A motion was made by Commissioner Hohman to adjourn to Executive Session to discuss pending or imminent litigation. Commissioner Simmons seconded. All in favor. Motion carried.

**EXECUTIVE SESSION**

The Executive Session is to discuss pending or imminent litigation.

**ADJOURNMENT FROM EXECUTIVE SESSION**

Mayor Lee asked for a Motion to adjourn from Executive Session. Commissioner Hohman made the motion. Commissioner Vetter seconded. All in favor. Motion carried.

**ROLL CALL**

**MOTION TO APPROVE BUSINESS AGENDA**

Commissioner Hohman made a motion to amend the Agenda to add Resolution No. R-105-25 a resolution accepting the suspension of the Commissioners Committee on the Fire Training Facility. Commissioner Debrosse seconded the motion. Motion carries. Resolution R-105-25 to be added to the end of New Business. Next, a motion was made to approve the Business Agenda as amended by Commissioner Hohman. Seconded by Commissioner Debrosse. All in favor. Motion carries.

- 1) Rules of Conduct for City Commission Meetings

**CONSENT AGENDA**

Mayor Lee read the Proclamation recognizing National Adult Education and Family Literacy week September 15 through 19, 2025. A motion was made by Commissioner Vetter to approve the Consent Agenda. Seconded by Commissioner Hohman. All in favor. Motion carries.

**1) Approval of Minutes**

Approval of the Minutes from the September 02, 2025 Regular City Commission Meeting

**2) Proclamation**

National Adult Education and Family Literacy Week September 15 through 19, 2025

**OLD BUSINESS**

**1) Ordinance No. O-9-25 (Third Reading)**

An Ordinance Enacting And Adopting A Supplement To The Code Of Ordinances For The City Of Piqua.

A motion was made by Commissioner Hohman to amend Ordinance O-9-25 to include S-72 and S-73 included in SEC. 1., and to add language "That future updates to American Legal Publishing of Cincinnati shall occur yearly no later than March to include updates from the prior calendar year and shall occur every year thereafter".

Kim Heisler made a request to do this every 6 months.

Commissioner Simmons made a motion to add this be every December as a housekeeping task. Mayor Lee seconded. Law Director Jessica Stiltner pointed out that may not be possible as there is often a delay in American Legal processing the updated legislation.

Commissioner Hohman asked how specific the language be. Law Director and Commissioner Hohman agreed to move lines three and four. Add in a new section 4. Commissioner Hohman made a motion recommending it be no later March starting in 2026 and every year thereafter. Mayor Lee seconded. Commissioner Simmons withdrew his motion. A new motion to pass Ordinance O-9-25 with the recommended changes was initiated by Commissioner Hohman and seconded by Mayor Lee passed. Roll was call. All in favor. Motion carries.

**2) Ordinance No. O-11-25 (Third Reading)**

An ordinance to amend Chapter 32: Boards and Commissions

This is the third reading to update and remove outdated language. Commissioner DeBrosse thanked assistant city manager for red lining the changes made to this ordinance. Solei Larken very upset that public comment not allowed at all public meetings. Asked who is running the meeting? Questioning the timing of the release of the agenda packets. Stated the people of the city are not coming to the meetings but there are things going on behind the scenes and the citizens are violently disagreeing about the running of the city. Commissioner Hohman responded that the use of violently disagreeing was inappropriate. Kim Heisler reiterated that what Solei was talking about was violently speaking. Questioned why the commissioners meet with the city manager two at a

time as they may not all be getting the same information. Agenda packet comments that were accidentally released in the red lined copy. Finds all of this unacceptable. Asked where the citizen rights for public comment will be posted. City Manager responded that each of the boards and committees will be adopting a policy then it will be on their minutes. A motion to approve was made by Commissioner Hohman. Seconded by Commissioner Vetter. Roll was called. All in favor. Motion carries.

**3) Ordinance No. O-12-25 (Third Reading)**

An amended Ordinance to make appropriations for the City of Piqua, Ohio for the year 2025

There was a change in section 14. The funds were originally in capital and are now in operations and maintenance. This is a change from the second meeting. Commissioner DeBrosse asked where the revenues for police and fire come from. Jerry answered that it comes from encumbrances from the previous year. Kim Heisler asked about section 1 maintenance or planning for chamber improvements. Curious about what those improvements are. Called out Commissioner Hohman for previous comments about the violent speech. Asked to elaborate on the project regarding Piqua Battery property and what is 123 W Water St acquisition ( the garage next to Town and Country)? Commissioner Hohman explained that in light of the current violent nature of politics it is out of line to suggest violence either physical or speech, and to suggest the commission does not listen when an ordinance was immediately amended during this meeting. Mayor Lee asked City Manager Paul Oberdorfer to explain what the improvements for the building are. They would be the fire detector behind the flag located where the commissioners sit it must be visible. It would also entail regular maintenance to the building and some costs associated with the rebranding. Next what is the Piqua Battery property in question? The Piqua Battery property is the current store located at 200 S Main St. It is proposed that it will be relocated to make room for future housing. Commissioner Hohman made a motion to approve. Commissioner Vetter seconded. Roll was called. All in favor. Motion carries.

**4) Ordinance No. O-13-25 (Third Reading)**

An ordinance authorizing the issuance of not to exceed two million eight hundred thirty thousand dollars (\$2,830,000) of notes in anticipation of bonds for the purpose of paying the costs of construction, acquisition and equipping of, park improvements, facilities and all appurtenances relating thereto, refunding outstanding notes previously issued in anticipation of such bonds and paying the related costs of issuance thereof, and declaring an emergency.

There are no changes from previous reading. Lock 9 will pay down 970,000 principal and 123,000 in interest. Emergency status only relates to waiving the 10-day waiting period. No commissioner comments. Solei Larkson suggests that this money was allocated in an unplanned and unacceptable manner. Wanted to clarify her previous comment about violent speak. Referenced the Sunshine Laws to address Commissioner Hohman responding to previous comments about violent speaking and that the commission does not have the right to say bad things about the citizens. Wants to see a detailed breakdown of how the funds are to be repaid and why there was no money for the pavillion. Mayor Lee asked if there is a detailed plan to repay the balance. Jerry said there is no amortization schedule as the funds have been available and the city is paying itself

back. The plan was to pay off as much as possible in order to have to borrow as little as possible in order to save the city paying interest. Commissioner DeBrosse apologized if he cut her off at the last meeting but stands by his previous comments about praising the city for paying the money for Lock 9 before having to borrow. Commissioner Vetter made a motion to approve. Commissioner Debrosse seconded. Roll was called. Commissioner Simmons voted against. Vote 4-1. Motion passed.

**5) Ordinance No. O-14-25 (Third Reading)**

An ordinance authorizing the establishment of the 2025 Bonds Capital Projects Fund.

This ordinance establishes the fund to put the bond for the previous ordinance once the bonds are issued. This only gives consent to open a bank account. Commissioner DeBrosse asked if there is allocation language in this ordinance? Jerry replied no. That will be done as a separate ordinance brought before the commission. Commissioner Debrosse asked the city manager about the work sessions. City Manager Paul Oberdorfer responded that they are open to the public and have a published agenda. It is to discuss go over a proposed five-year plan. Commissioner Debrosse asked about the Park Board and Utility Board making recommendations at that meeting as well. Mr. Oberdorfer responded that, yes they do every year. Kim Heisler asked if the city couldn't use the existing bank accounts? In reference to the work session as it is open to the public can the public speak? The special account is for organization reasons. As for the public comments at a work session no they cannot. Commissioner Hohman made a motion to pass. Seconded by Commissioner Vetter. Roll called. All in favor. Motion carries.

**6) Ordinance No. O-15-25 (Second Reading)**

An ordinance to amend Chapter 56: Stormwater Management

This is a second reading. No changes from first reading. Mayor Lee clarified the rates are going down. Commissioner Hohman asked about the replacement of manhole covers. Commissioner Hohman made motion to waive the three reading rule. Mayor Lee seconded. Roll was called. All in favor of waiving the third reading. No public comments. Commissioner Hohman made a motion to passed with a waived third reading. Commissioner Debrosse seconded. Roll called. All in favor. Motion carries.

**NEW BUSINESS**

**1) Resolution No. R-104-25**

A resolution authorizing the purchase of a grass truck chassis for the Piqua Fire Department

Replace a 1 ton pickup truck purchased in 1993. Commissioner Vetter asked about coming in under budgeted amount. The expenditure for this is 43,360. but the will be an additional cost of approximately 18,000 to complete the build. Commissioner DeBrosse asked about coming back for the remainder of the purchase on the vehicle if there are any other vehicle plans for this year. Nothing further this year. In future purchase projections fire truck a ladder truck and an ambulance are being looked at in 2026. Commissioner Debrosse made a motion to approve. Commissioner Hohman seconded. All in favor. Motion carries.

## **2) Resolution No. R-105-25**

A Resolution Accepting the suspension of the Commissioners Committee on the Fire Training Facility

This resolution was presented by Attorney Jessica Stiltner and brought forth at the request of Commissioner Hohman to recognize the Commissioners Committee on the Fire Training Facility decision to suspend their activities at this time and to make provision to pay the final bill for their attorney fees. The final bill for attorney fees is \$8549.00. Commissioner Debrosse wanted to reiterate that this resolution is to acknowledge the committee's decision to suspend their activities and pay their attorney fees and therefore we have fulfilled our obligation. Ms. Stiltner agreed. No public comment. Commissioner Hohman expressed his gratitude to the committee. Commissioner Debrosse made a motion to approve. Commissioner Hohman seconded. Roll was called at the request of Commissioner Debrosse. All in favor. Motion carries.

## **CITY MANAGER'S REPORT**

Rock Piqua Music Fest is this weekend. This will be the last of the series for the summer. There will be food trucks.

Next there is a Touch a Truck on October 11 from 10-11 am at Public Works Facility.

## **COMMISSIONERS COMMENTS**

Commissioner Hohman waived further comments.

Commissioner Vetter spoke about stray dogs now being a problem. Reminded that bulk pickup items need to be wrapped properly. Feels a conversation is needed about the Mote Park building. Commissioner Debrosse asked Mr. Oberdorfer about doing an event with Neighbors Helping Neighbors to get the word out about volunteer opportunities.

Secondly, about an increase in truck traffic on Park Avenue. What are the results of the traffic study? Mr. Oberdorfer said that it appears the increased traffic is the result of delivery trucks and a possible solution is to post signs warning off trucks in those areas. All commissioners agreed that is the best course of action.

Commissioner Simmons On October 4 at 8:30 there will be a 5k from Lock 9 down the bike path to Peterson and back. Operation Veteran Caregiver and Support. It's called Hero and Harvest.

September 29 there will be a concert at Stonebridge Church.

Mayor Lee lost to the Troy mayor a bet on the Troy VS Piqua football game. Mayor Lee has to wear a Troy shirt and have his picture taken in it. Lehman football is 4-0.

## **ADJOURNMENT**

Commissioner Hohman made a motion to adjourn to meeting. Commissioner Vetter seconded. All in favor. Motion carries.

Meeting adjourned to Public comment.

## **NON-AGENDA PUBLIC COMMENT**

(This is an opportunity for citizens to address the City Commission on Non-agenda items after the adjournment of the Business Agenda. Comments will be limited to seven (7) minutes.)

\_\_\_\_\_  
KRIS LEE, MAYOR

PASSED:

ATTEST:

\_\_\_\_\_  
COMMISSION CLERK

**PROCLAMATION RECOGNIZING PUBLIC POWER WEEK**

**OCTOBER 5-11, 2025**

**WHEREAS**, the citizens of Piqua place high value on the benefits of local control of utility services and therefore operates a community-owned, not-for-profit electric utility; and

**WHEREAS**, Piqua Municipal Power System provides our homes, businesses, schools, and social service and local government agencies with safe, reliable and efficient electricity and employs sound business practices designed to ensure the best possible service at not-for-profit rates; and

**WHEREAS**, Piqua Municipal Power System is a part of a mutual aid network that spans the surrounding states and country, providing invaluable support during times of natural disasters while maintaining life-saving electricity to homes and businesses; and

**WHEREAS**, Piqua Municipal Power System is a dependable and trustworthy institution whose local operation provides many consumer protections and continues to make our community a better place to live and work; and

**NOW, THEREFORE BE IT RESOLVED**: that Piqua Municipal Power System will continue to work to bring safe, reliable electricity to community homes and businesses just as it has since 1933, the year when the utility was created to serve all the citizens of Piqua; and

**BE IT FURTHER RESOLVED**: that the week of Oct. 5-11 be designated Public Power Week to recognize Piqua Municipal Power System for its contributions to the community and to educate customer-owners, policy makers, and employees on the benefits of public power; and

**BE IT FURTHER RESOLVED**: that our community joins hands with over 81 municipal power systems in Ohio and more than 2,000 other public power systems in the United States in this celebration of public power, which is best for consumers, business, the community and the nation.

*NOW, THEREFORE, I, Kris Lee, Mayor, recognize October 5-11, 2025 as*

***Public Power Week***

***IN WITNESS WHEREOF***, I have hereunto set my hand and caused to be affixed the Seal of the City of Piqua, Ohio, this 7th of October 2025.

X

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KRIS LEE, MAYOR

**PROCLAMATION**

**WHEREAS**, the Omega Psi Phi Fraternity was established on November 17, 1911 by three Howard University undergraduate students and their faculty advisor; and

**WHEREAS**, the Omega Psi Phi Fraternity has grown to over 700 chapters and approximately 120,000 members world-wide; and

**WHEREAS**, the name Omega Psi Phi Fraternity was derived from the initials of the Greek phrase meaning “friendship is essential to the soul”; and

**WHEREAS**, the cardinal principles of the Omega Psi Phi Fraternity are manhood, scholarship, perseverance and uplift, to aid and assist the communities in which we reside; and

**WHEREAS**, the XI Iota Iota Chapter of the Omega Psi Phi Fraternity has embarked on such endeavors as giving scholarships to youth in the community to pursue further education, adopting a school, being positive role models for our youth, having various programs to assist the needy, helping the handicapped, Junior Achievement and other programs; and

**WHEREAS**, the members of the Omega Psi Phi Fraternity are the host of the 34th Achievement Week Scholarship Program the evening of November 14, 2025, with Brother James “JT” Thomas, 37th fourth district representative, as our guest speaker for this wonderful event.

**NOW, THEREFORE**, I, Kris Lee, Mayor of the City of Piqua, Ohio, do hereby proclaim the week of November 16<sup>th</sup> through November 22<sup>nd</sup> 2025 as:

**OMEGA PSI PHI ACHIEVEMENT WEEK**

and urge all citizens to pay special tribute and render all due support to honor the many contributions made to our community by the Omega Psi Phi Fraternity.

**IN WITNESS WHEREOF**, I have hereunto set my hand and caused to be affixed the Seal of the City of Piqua, Ohio, this 7th day of October, 2025.

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KRIS LEE, MAYOR

# City of PIQUA

## COMMISSION AGENDA STAFF REPORT

K.1.

|                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |     |
|-----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| <b>MEETING DATE</b>                                                   | October 7, 2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |     |
| <b>REPORT TITLE</b>                                                   | <b><u>Resolution No. R-106-25</u></b><br>A Resolution to set ward boundaries for annexations within the City of Piqua.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |     |
| <b>SUBMITTED BY</b>                                                   | Kyle Hinkelman , Director<br>Community Services                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |     |
| <b>AGENDA CLASSIFICATION</b>                                          | Resolution                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |     |
| <b>BACKGROUND</b>                                                     | <p>When parcels are annexed into the City of Piqua, the Ohio Revised Code and the Piqua City Charter require certain updates automatically to those parcels, including changing the taxing authority and regulatory body to the City of Piqua. In reviewing annexations, it was noted that parcels had not had their ward boundaries specifically designated within the annexation language, and this would be necessary to have completed.</p> <p>This resolution designates the ward for each parcel that has been annexed into the City of Piqua since 2021, which is the last time the ward boundaries were modified, based on the census. The next ward boundary is scheduled to occur in 2031 with the completion of the 2030 census. All future annexation resolutions will include a specific ward designation within the WHEREAS section of the resolution.</p> |     |
| <b>BUDGET/FINANCIAL IMPACT</b><br>(Project costs and funding sources) | Budgeted \$:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A |
|                                                                       | Expenditure \$:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | N/A |
|                                                                       | Source of Funds:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | N/A |
|                                                                       | Narrative:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | N/A |
| <b>ATTACHMENTS</b>                                                    | 1. EXHIBIT A - Ward Boundaries                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |     |

**Resolution No. R-106-25**

**A Resolution to set ward boundaries for annexations within the City of Piqua.**

WHEREAS, the City of Piqua, under Section 705.73 of the Ohio Revised Code, redivides its municipal ward boundaries based on population every ten years, after a new census is certified; and

WHEREAS, parcels have been annexed into the City of Piqua since 2021, which have not been given clear ward boundary designations, which are necessary and proper; and

WHEREAS, the City of Piqua has designated which ward the non-designated parcels shall be located within Exhibit A attached; and

NOW, THEREFORE, BE IT RESOLVED by the Commission of the City of Piqua, Miami County, Ohio, the majority of all members elected thereto concurring that:

SEC. 1: Exhibit A attached shall formally designate the specific wards for each parcel noted.

SEC. 2: This resolution shall take effect and be in force from and after the earliest period allowed by law.

\_\_\_\_\_  
KRIS LEE, MAYOR

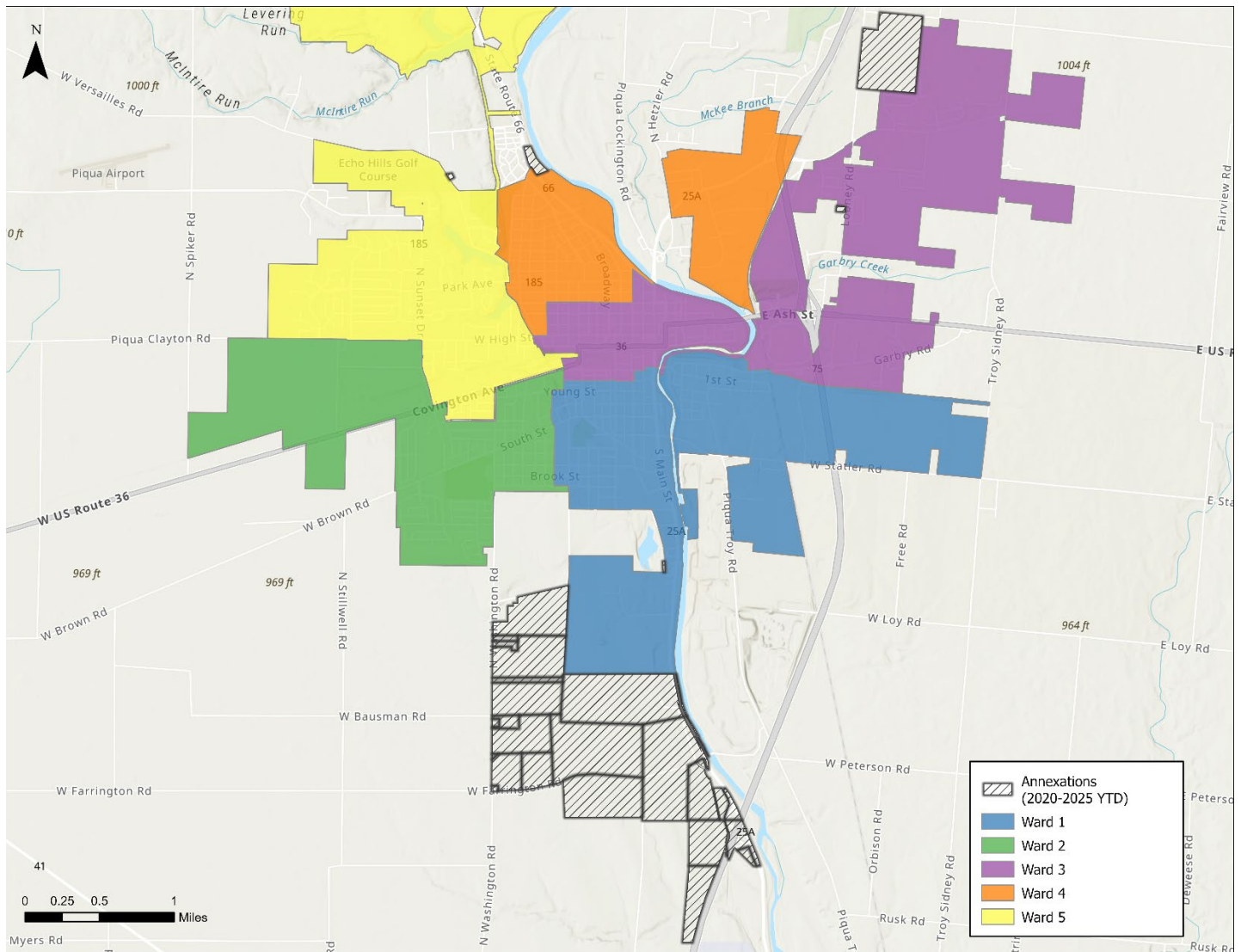
PASSED: \_\_\_\_\_

ATTEST: \_\_\_\_\_  
CLERK OF COMMISSION

The Motion to adopt the foregoing Resolution was offered by None, seconded by None, and on roll call the following vote ensued:

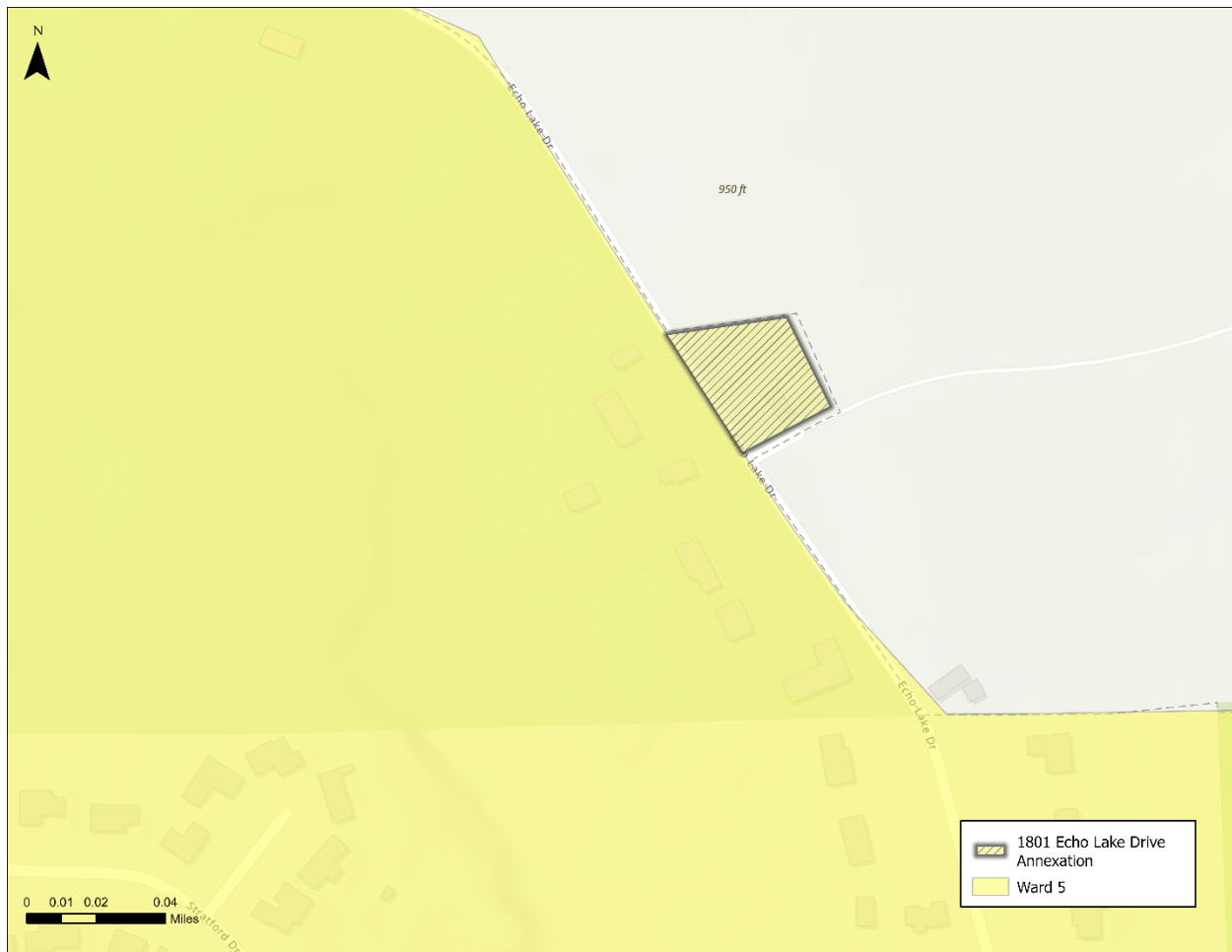
|                             |       |
|-----------------------------|-------|
| Mayor Kris Lee              | _____ |
| Commissioner Jim Vetter     | _____ |
| Commissioner Paul Simmons   | _____ |
| Commissioner Thomas Hohman  | _____ |
| Commissioner Frank DeBrosse | _____ |

## EXHIBIT A: Ward Boundary Modifications



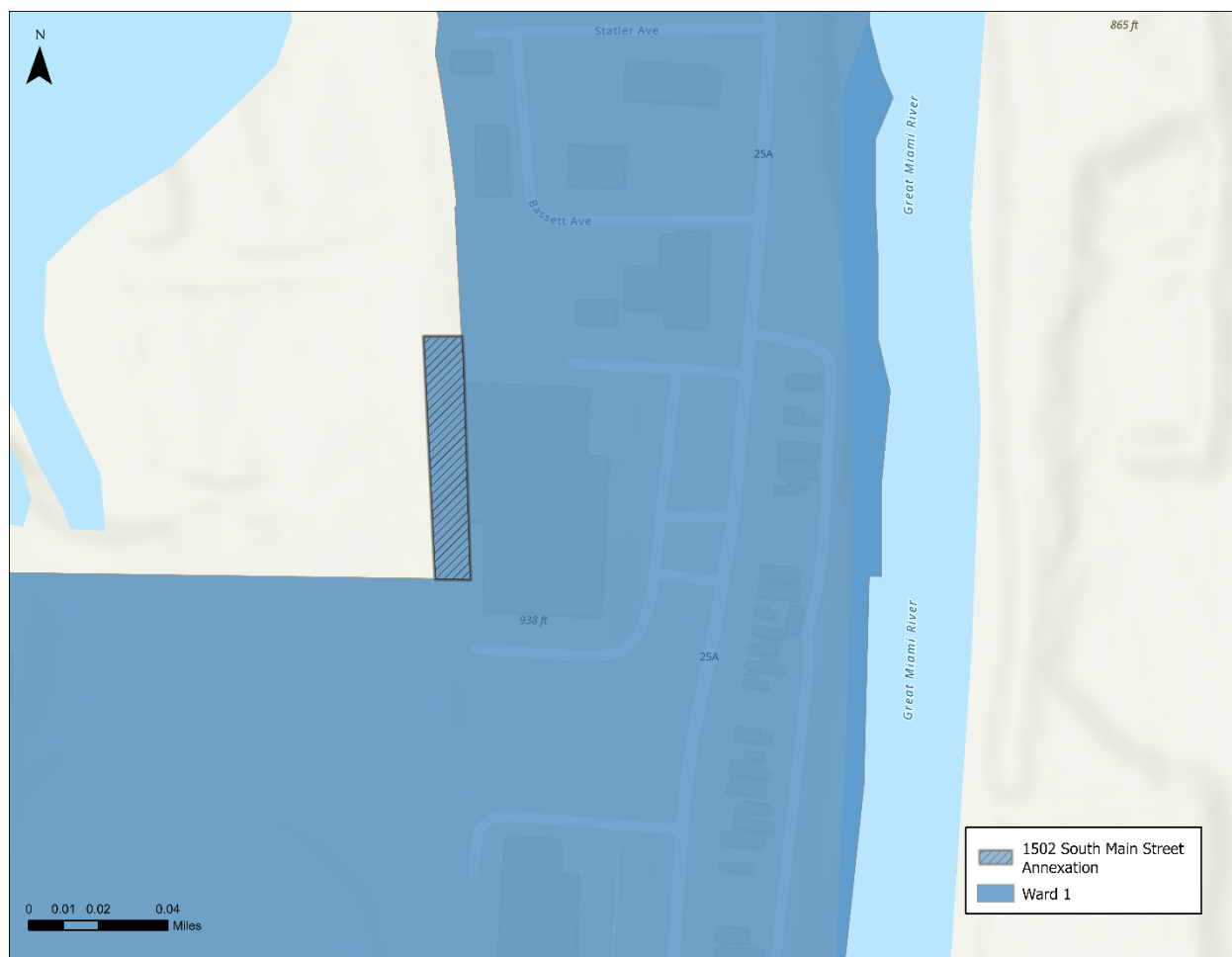
| Parcel ID (Current)                                                                                                                | Address               | Acreage | Yr. Annexed | Res. #   | Ward |
|------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------|-------------|----------|------|
| N44-101574                                                                                                                         | 1801 Echo Lake        | 0.6630  | 2021        | R-65-21  | 5    |
| N44-073308                                                                                                                         | 1502 S. Main          | 0.455   | 2021        | R-66-21  | 1    |
| N44-101576                                                                                                                         | 8665 SR66             | 7.298   | 2021        | R-67-21  | 4    |
| N44-101768, N44-101798,<br>N44-101778, N44-101780,<br>N44-101784, N44-101782,<br>N44-101768, N44-101770,<br>N44-101766, N44-101772 | No Address            | 662.035 | 2022        | R-88-22  | 1    |
| N44-101776                                                                                                                         | Co. Rd. 25-A N        | 1.605   | 2022        | R-88-22  | 1    |
| N44-101790                                                                                                                         | Looney Road           | 1.24    | 2023        | R-86-22  | 3    |
| N44-101808                                                                                                                         | Snodgrass / Looney Rd | 119.17  | 2023        | R-119-22 | 3    |
| N44-101822, N44-101836,<br>N44-101838, N44-101824,<br>N44-101826, N44-101828,<br>N44-101830, N44-101832,<br>N44-101834             | Washington Road       | 329.842 | 2025        | R-8-25   | 1    |
| N45-000100                                                                                                                         | No Address            | 38.654  | 2025        | R-27-25  | 1    |
| N44-101848, N44-101846,<br>N44-101844                                                                                              | Washington Road       | 31.150  | 2025        | R-59-25  | 1    |
| N44-101850                                                                                                                         | 4985 Washington Road  | 1.5     | 2025        | R-60-25  | 1    |

## Exhibit A-1



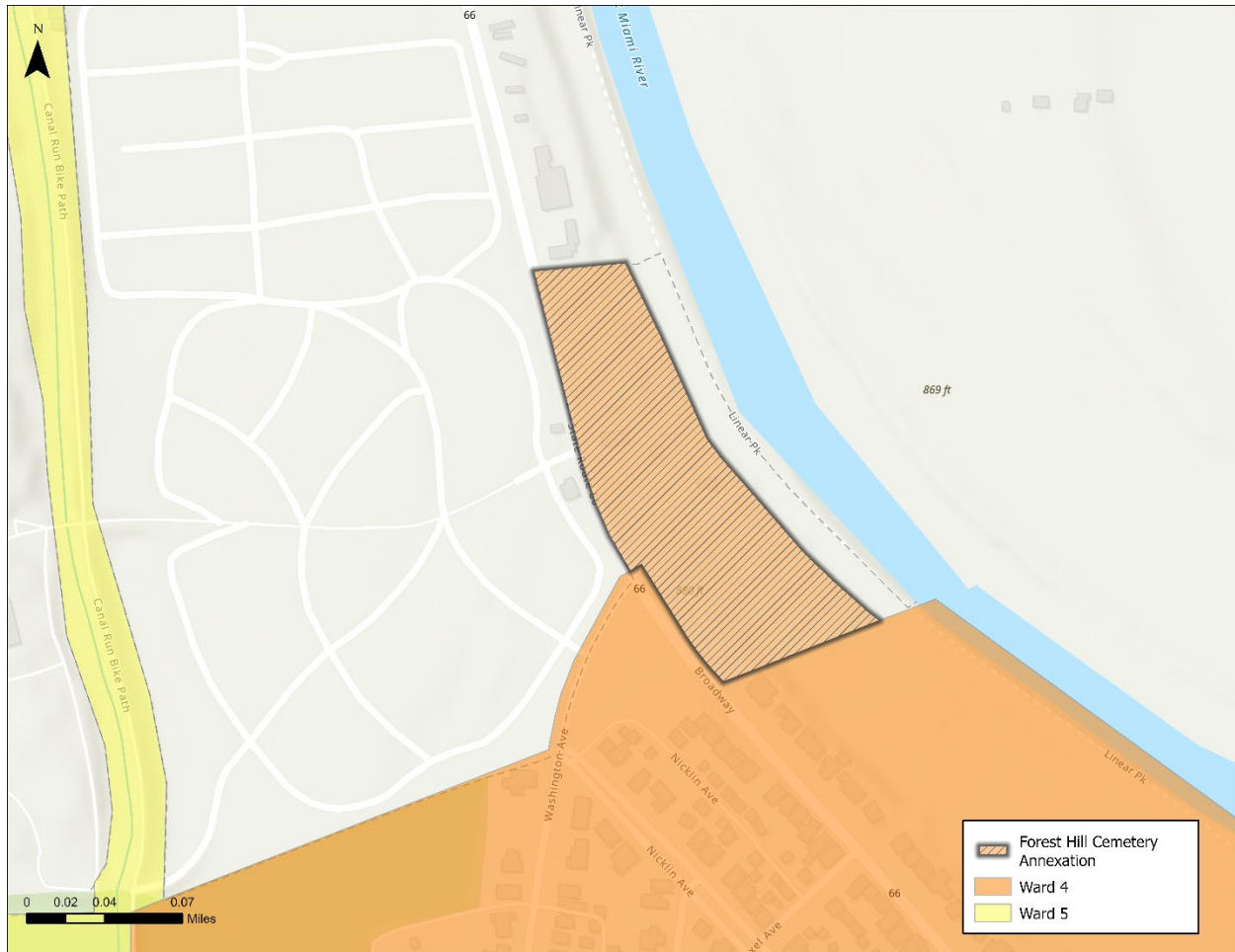
| Parcel ID (Current) | Address        | Acreage | Yr. Annexed | Res. #  | Ward |
|---------------------|----------------|---------|-------------|---------|------|
| N44-101574          | 1801 Echo Lake | 0.6630  | 2021        | R-65-21 | 5    |

## Exhibit A-2



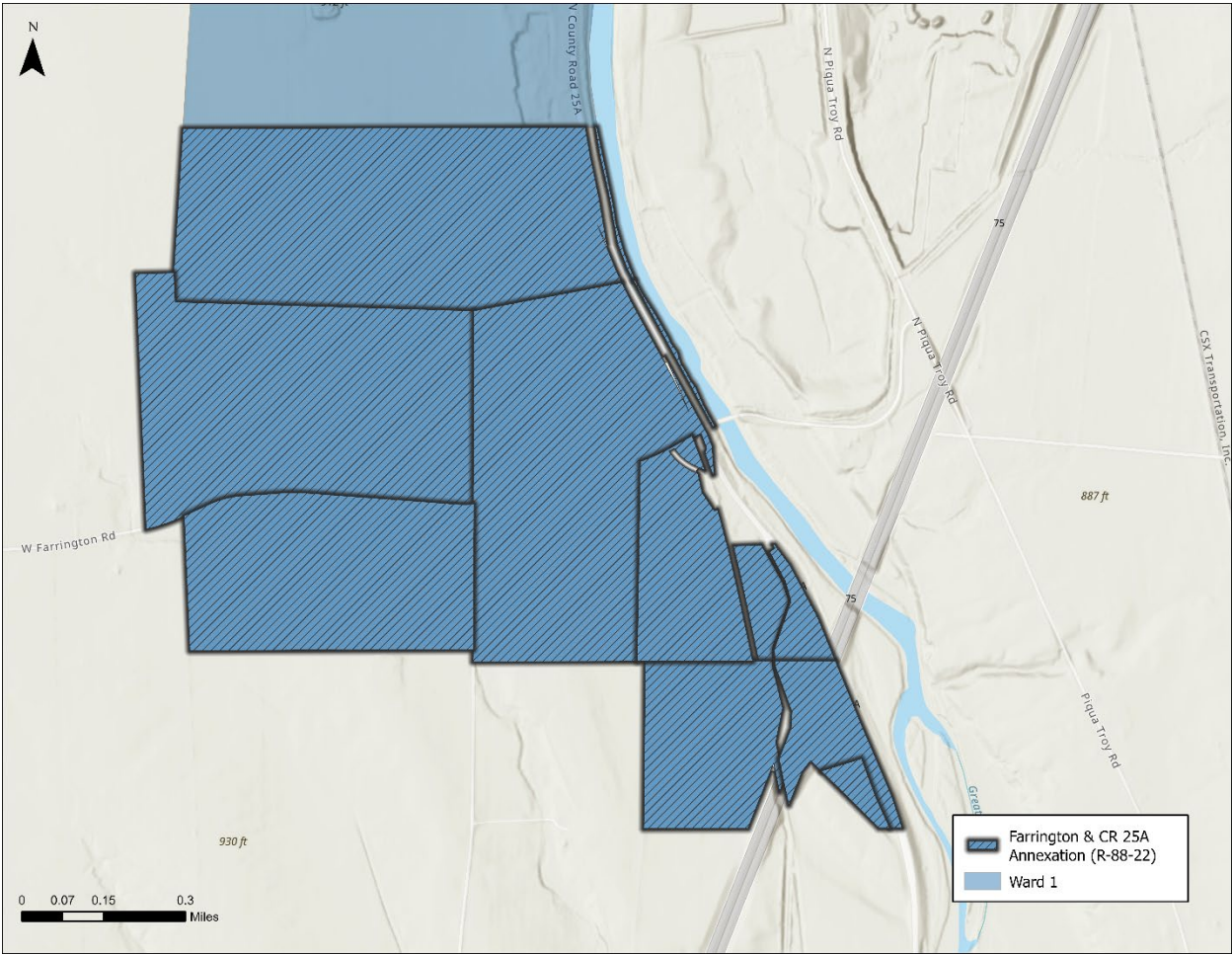
| Parcel ID (Current) | Address      | Acreage | Yr. Annexed | Res. #  | Ward |
|---------------------|--------------|---------|-------------|---------|------|
| N44-073308          | 1502 S. Main | 0.455   | 2021        | R-66-21 | 1    |

## Exhibit A-3



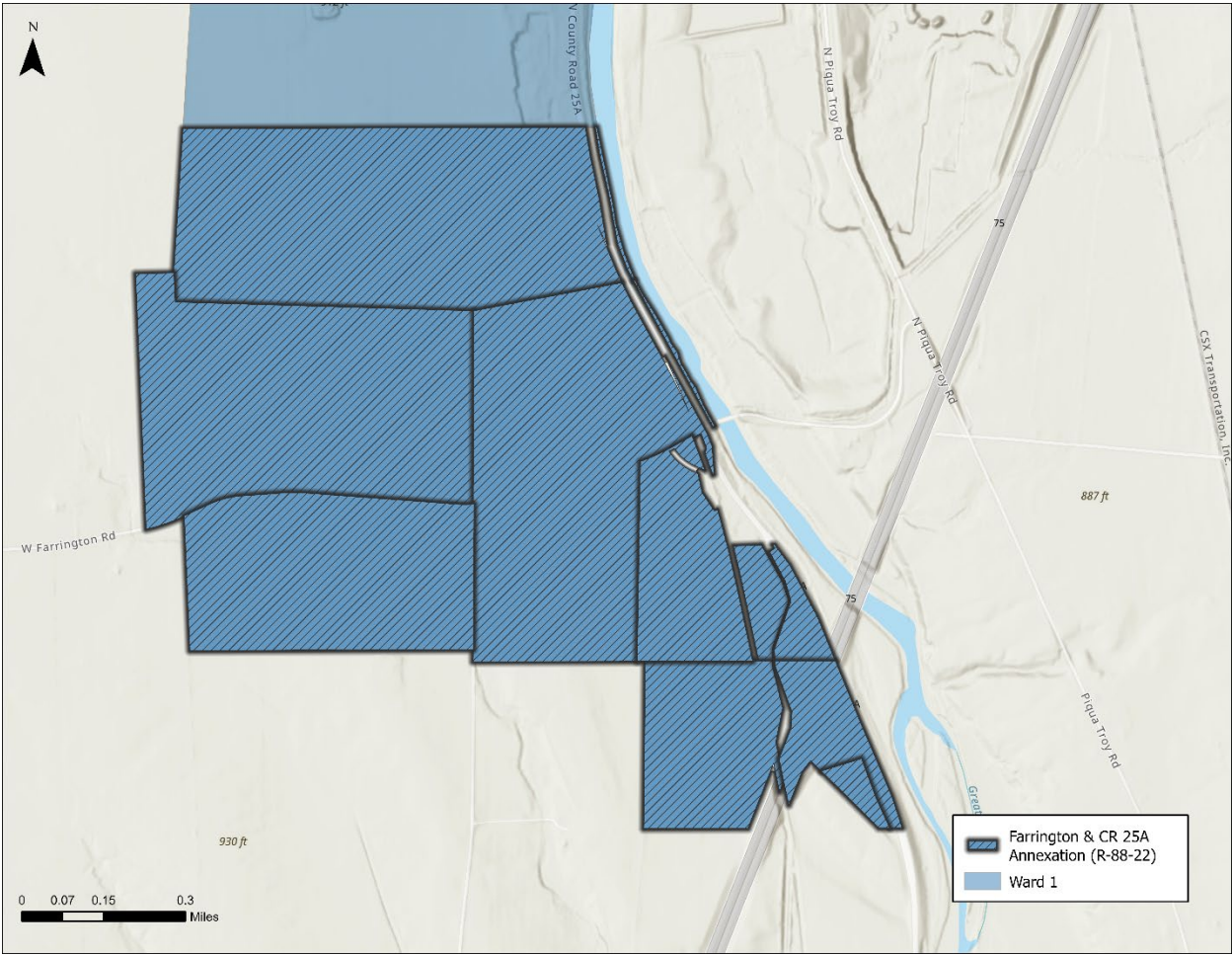
| Parcel ID (Current) | Address   | Acreage | Yr. Annexed | Res. #  | Ward |
|---------------------|-----------|---------|-------------|---------|------|
| N44-101576          | 8665 SR66 | 7.298   | 2021        | R-67-21 | 4    |

Exhibit A-4



| Parcel ID (Current)                                                                                                                | Address    | Acreage | Yr. Annexed | Res. #  | Ward |
|------------------------------------------------------------------------------------------------------------------------------------|------------|---------|-------------|---------|------|
| N44-101768, N44-101798,<br>N44-101778, N44-101780,<br>N44-101784, N44-101782,<br>N44-101768, N44-101770,<br>N44-101766, N44-101772 | No Address | 662.035 | 2022        | R-88-22 | 1    |

Exhibit A-5



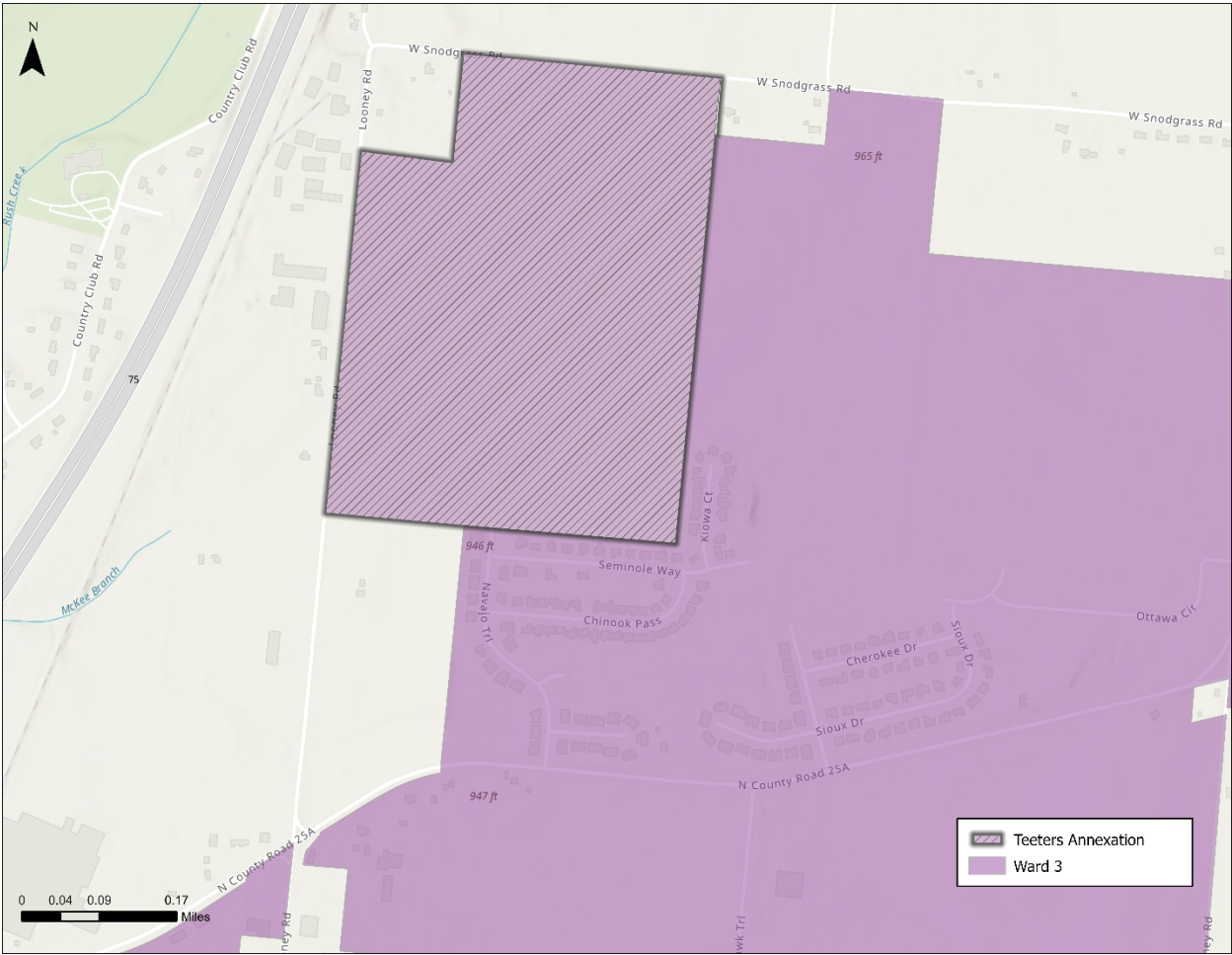
| Parcel ID (Current) | Address        | Acreage | Yr. Annexed | Res. #  | Ward |
|---------------------|----------------|---------|-------------|---------|------|
| N44-101776          | Co. Rd. 25-A N | 1.605   | 2022        | R-88-22 | 1    |

Exhibit A-6



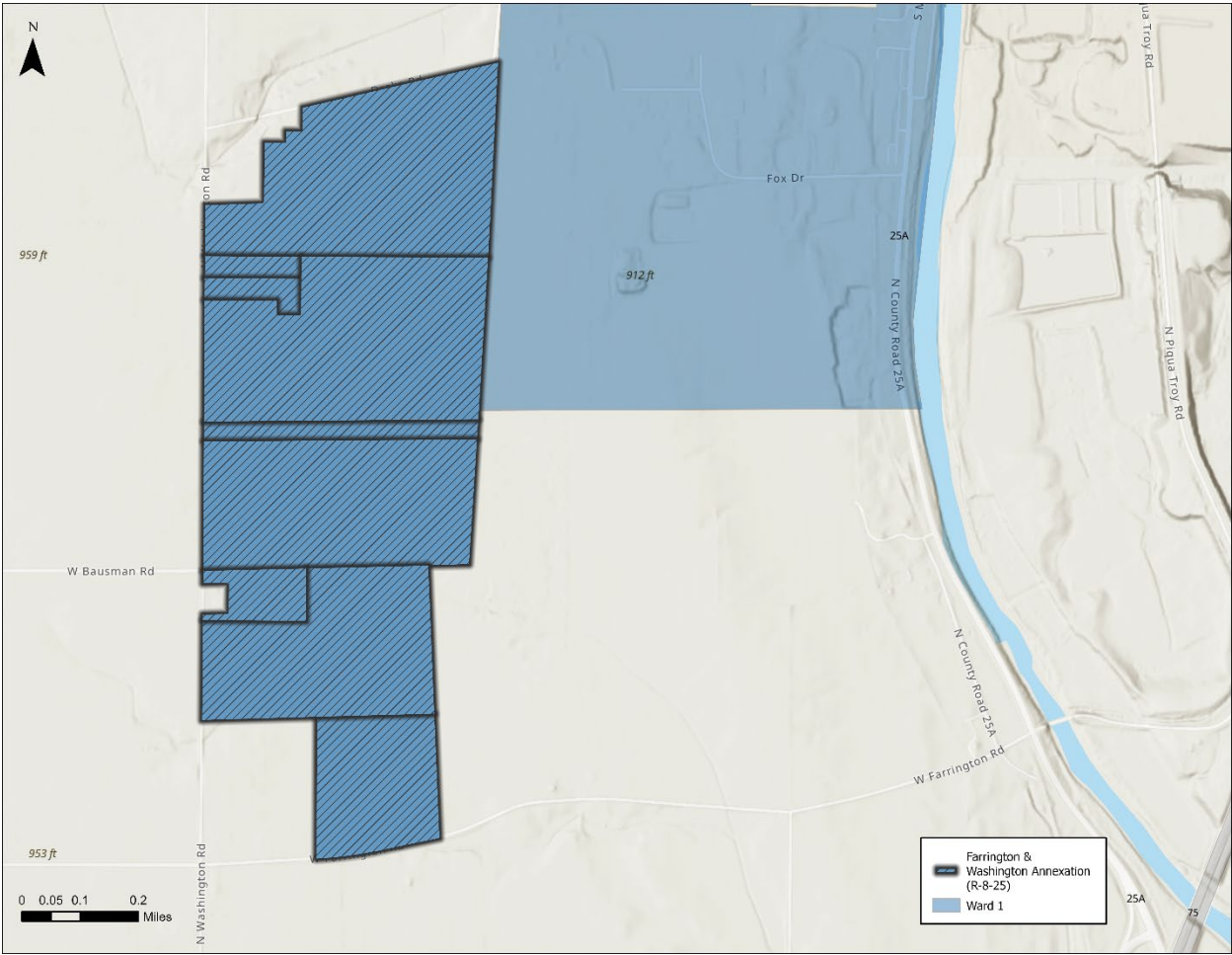
| Parcel ID (Current) | Address     | Acreage | Yr. Annexed | Res. #  | Ward |
|---------------------|-------------|---------|-------------|---------|------|
| N44-101790          | Looney Road | 1.24    | 2023        | R-86-22 | 3    |

Exhibit A-7



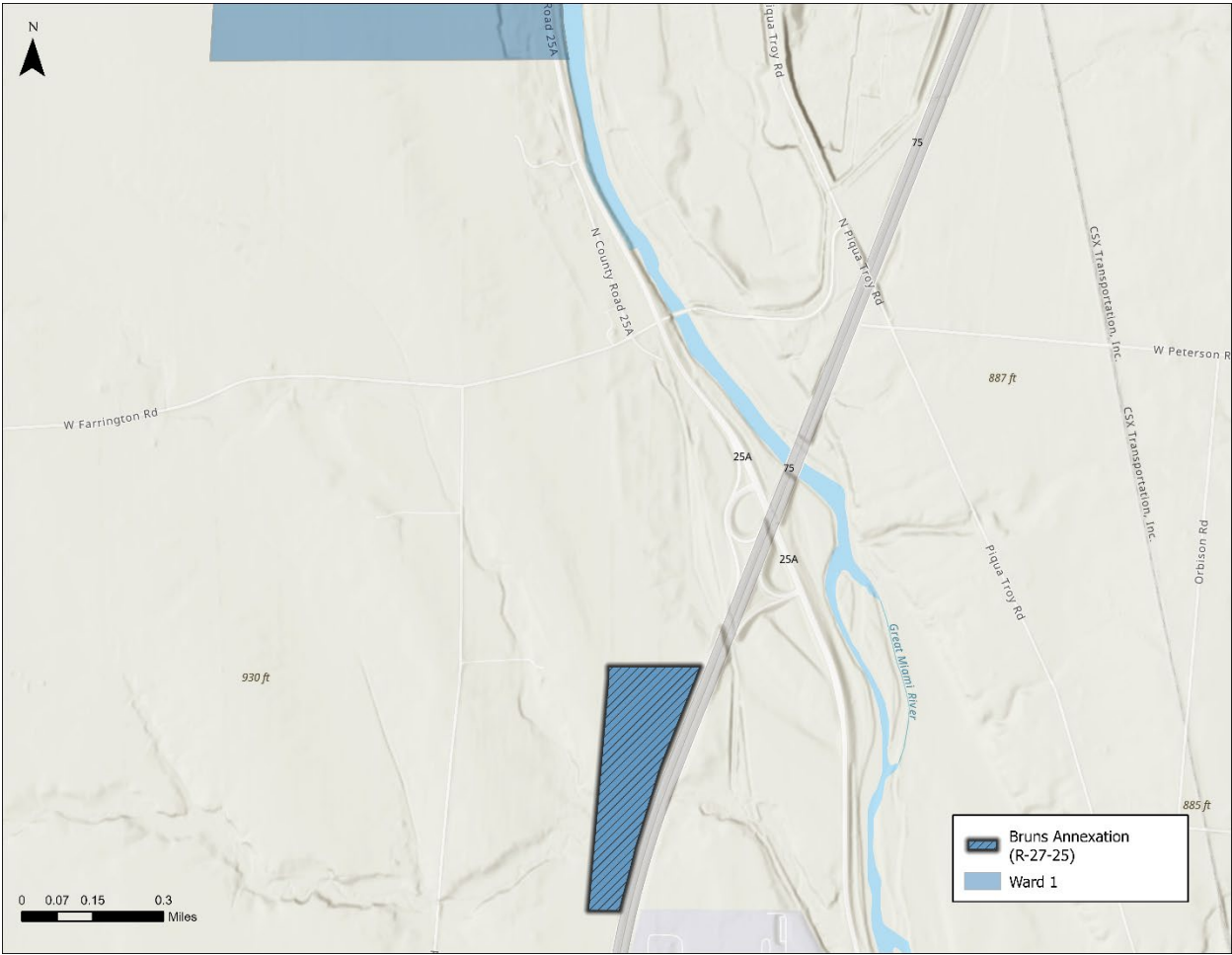
| Parcel ID (Current) | Address               | Acreage | Yr. Annexed | Res. #   | Ward |
|---------------------|-----------------------|---------|-------------|----------|------|
| N44-101808          | Snodgrass / Looney Rd | 119.17  | 2023        | R-119-22 | 3    |

Exhibit A-8



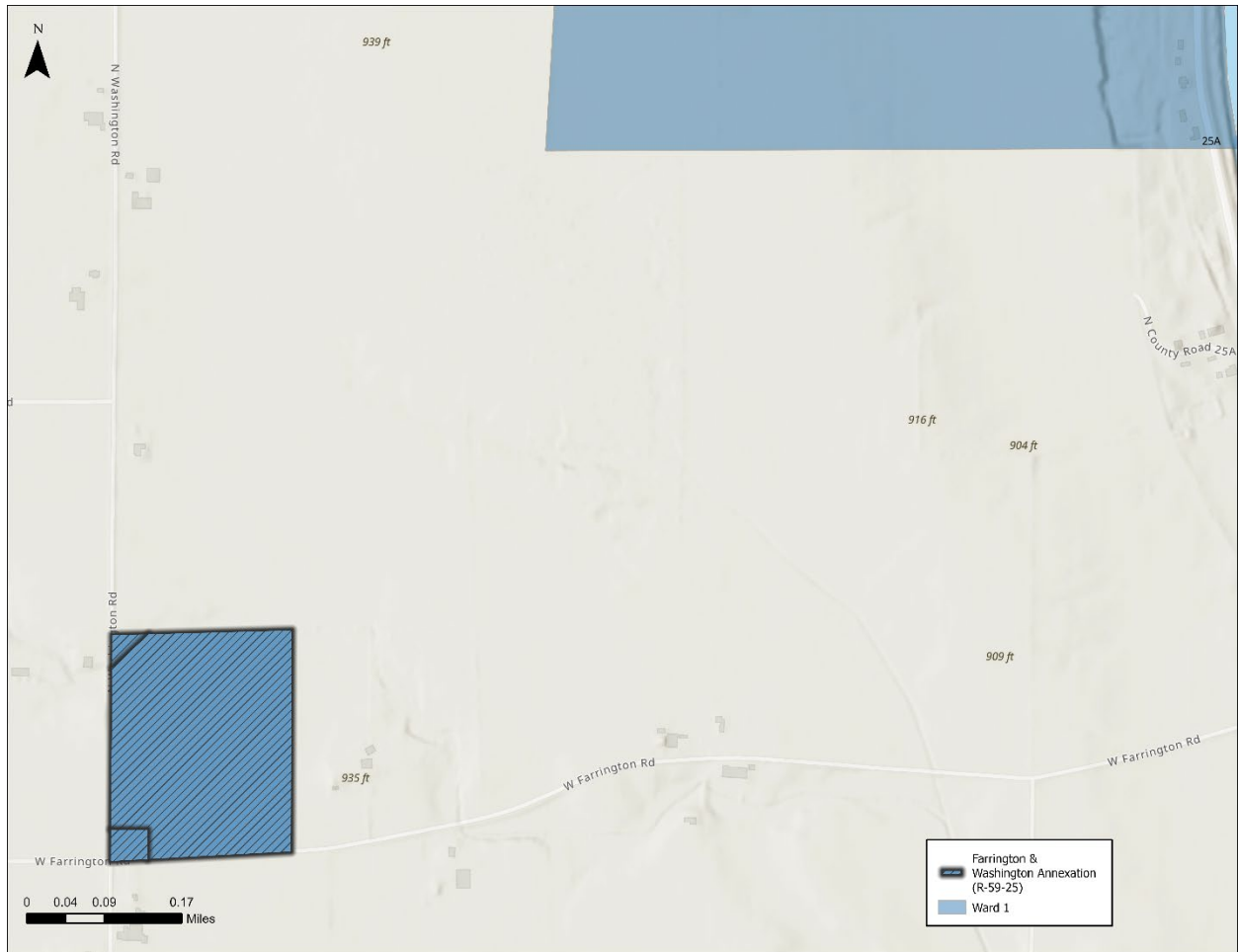
| Parcel ID (Current)                                                                                        | Address         | Acreage | Yr. Annexed | Res. # | Ward |
|------------------------------------------------------------------------------------------------------------|-----------------|---------|-------------|--------|------|
| N44-101822, N44-101836, N44-101838, N44-101824, N44-101826, N44-101828, N44-101830, N44-101832, N44-101834 | Washington Road | 329.842 | 2025        | R-8-25 | 1    |

Exhibit A-9



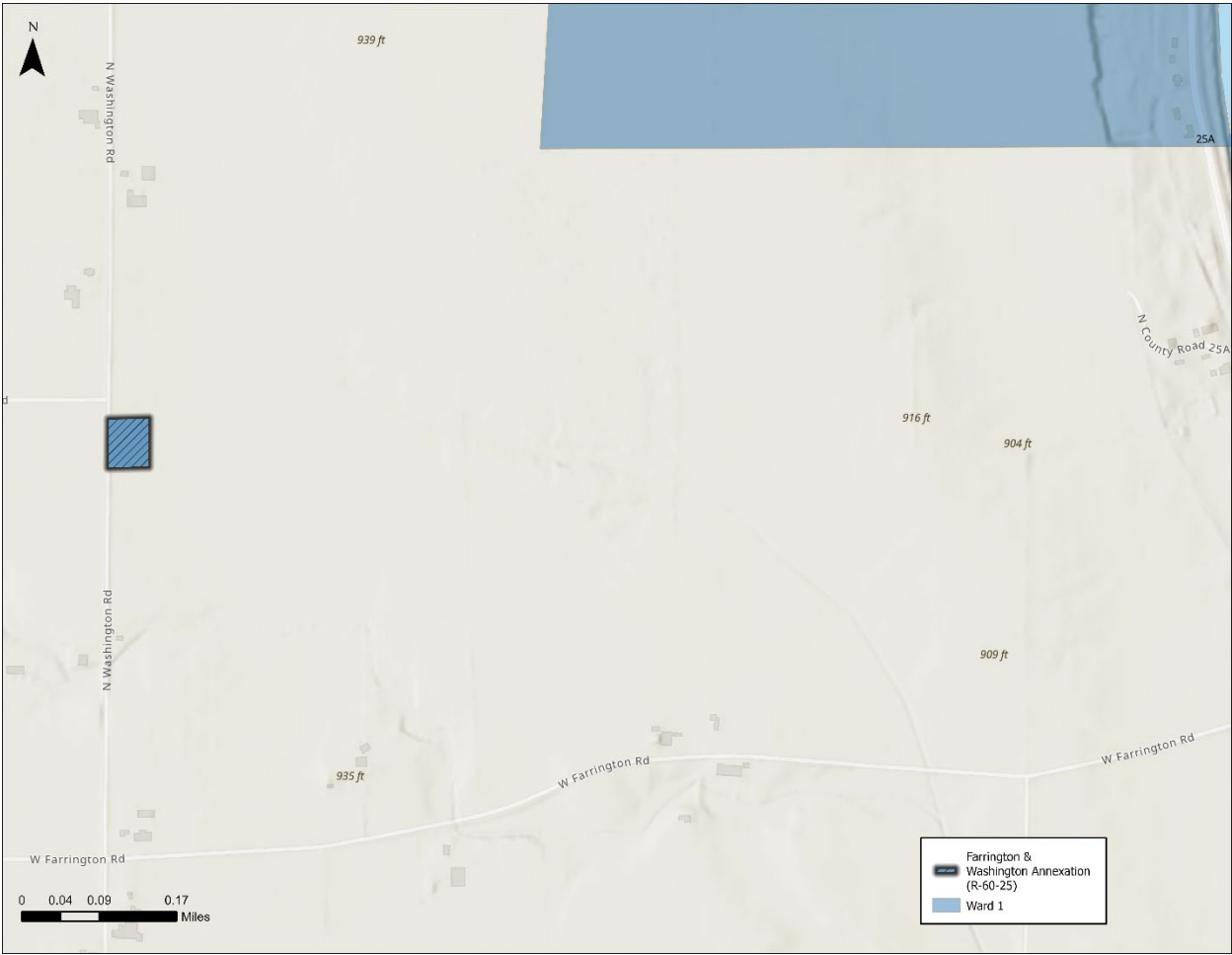
| Parcel ID (Current) | Address    | Acreage | Yr. Annexed | Res. #  | Ward |
|---------------------|------------|---------|-------------|---------|------|
| N45-000100          | No Address | 38.654  | 2025        | R-27-25 | 1    |

## Exhibit A-10



| Parcel ID (Current)                | Address         | Acreage | Yr. Annexed | Res. #  | Ward |
|------------------------------------|-----------------|---------|-------------|---------|------|
| N44-101848, N44-101846, N44-101844 | Washington Road | 31.150  | 2025        | R-59-25 | 1    |

Exhibit A-11



| Parcel ID (Current) | Address              | Acreage | Yr. Annexed | Res. #  | Ward |
|---------------------|----------------------|---------|-------------|---------|------|
| N44-101850          | 4985 Washington Road | 1.5     | 2025        | R-60-25 | 1    |

# City of PIQUA

## COMMISSION AGENDA STAFF REPORT

K.2.

|                                                                       |                                                                                                                                                                                                                                                                                                                                    |                                        |
|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| <b>MEETING DATE</b>                                                   | October 7, 2025                                                                                                                                                                                                                                                                                                                    |                                        |
| <b>REPORT TITLE</b>                                                   | <b><u>Resolution No. R-107-25</u></b><br>A Resolution Authorizing the Renewal of Lease of 8620 N. County Rd. 25A                                                                                                                                                                                                                   |                                        |
| <b>SUBMITTED BY</b>                                                   | Kevin Krejny, Director<br>Purchasing & Contracts                                                                                                                                                                                                                                                                                   |                                        |
| <b>AGENDA CLASSIFICATION</b>                                          | Resolution                                                                                                                                                                                                                                                                                                                         |                                        |
| <b>BACKGROUND</b>                                                     | The subject property has been a suitable location for the Underground Utilities Dept. for the past 8 years. We are requesting to renew the lease for the occupied areas at 8620 N. County Rd. 25A. The new lease amount beginning in January will be \$6,320 per month for the occupancy of @10,913 sq. ft. and 45 parking spaces. |                                        |
| <b>BUDGET/FINANCIAL IMPACT</b><br>(Project costs and funding sources) | Budgeted \$:                                                                                                                                                                                                                                                                                                                       |                                        |
|                                                                       | Expenditure \$:                                                                                                                                                                                                                                                                                                                    | 75,840.00 per year for 2 years         |
|                                                                       | Source of Funds:                                                                                                                                                                                                                                                                                                                   | Water, Wastewater and Stormwater Funds |
|                                                                       | Narrative:                                                                                                                                                                                                                                                                                                                         | 403 - 40%, 404-40%, 411-20%            |
| <b>ATTACHMENTS</b>                                                    | 1. Lease Agreement 2026-2027                                                                                                                                                                                                                                                                                                       |                                        |

**Resolution No. R-107-25**

**A Resolution Authorizing the Renewal of Lease of 8620 N. County Rd. 25A**

WHEREAS, the Underground Utilities Dept. has occupied the location of 8620 N. County Rd. 25A since 2017; and

WHEREAS, the said Department is requesting to renew the lease for portions of 8620 N. County Rd. 25A for the years 2026 and 2027 as shown on Exhibit A; and

WHEREAS, portions of the building owned by ATM Investments, LLC will accommodate the needs of the Underground Utilities Dept.

NOW, THEREFORE, BE IT RESOLVED by the Commission of the City of Piqua, Miami County, Ohio, the majority of all members elected thereto concurring that:

SEC. 1: The City Manager is hereby authorized to lease a portion of the property at 8620 N. County Rd. 25A for an amount not to exceed \$6,320.00 monthly, substantially in accordance with the attached Lease Agreement for a period of two years.

SEC. 2: This Resolution shall take effect and be in force from and after the earliest period allowed by law.

\_\_\_\_\_  
KRIS LEE, MAYOR

PASSED: \_\_\_\_\_

ATTEST: \_\_\_\_\_  
CLERK OF COMMISSION

The Motion to adopt the foregoing Resolution was offered by None, seconded by None, and on roll call the following vote ensued:

Mayor Kris Lee \_\_\_\_\_  
Commissioner Jim Vetter \_\_\_\_\_  
Commissioner Paul Simmons \_\_\_\_\_

Commissioner Thomas Hohman  
Commissioner Frank DeBrosse

\_\_\_\_\_  
\_\_\_\_\_

## AGREEMENT OF LEASE

This Agreement of Lease ("Lease") is made and entered into this \_\_\_\_\_ day of October, 2025, by and between **ATM INVESTMENTS LLC**, an Ohio limited liability company ("ATM") and the **CITY OF PIQUA, OHIO** ("City").

### RECITALS:

- A. ATM owns real estate in Miami County, Ohio, the legal description for which is attached hereto as Exhibit "B".
- B. ATM desires to lease to the City, and the City has agreed to lease from ATM, a portion of the real estate.

NOW, THEREFORE, in consideration of the terms and conditions herein contained, the parties agree as follows:

1. Description. ATM hereby leases to the City that portion of the real estate described on Exhibit "B" containing approximately 10,913 square feet, plus forty-five (45) parking spaces as depicted on Exhibit "A" attached hereto. The foregoing leased property shall hereinafter be referred to as the "Premises." The Premises are the same area and offices occupied by the City prior to the term of this Lease.
2. Term. The term of this Lease shall be for a period of two (2) years, commencing on the 1<sup>st</sup> day of January, 2026 and terminating on the 31<sup>st</sup> day of December, 2027.
3. Rent. During the term of this Lease, the City agrees to pay to ATM rent at the rate of six thousand three hundred twenty Dollars (\$6,320) per month, payable in equal monthly installments, in advance, commencing on the 1<sup>st</sup> day of January, 2026, and on the 1<sup>st</sup> day of each month thereafter during the term of this Lease.
4. Early Termination. The City may terminate this Lease as of December 31, 2026, provided the City gives written notice to ATM of the termination of the Lease no later than August 31, 2026.
5. Security Deposit. ATM shall retain as a security deposit for the faithful performance of the City to the terms and conditions of this Lease the sum of Three Thousand One Hundred Dollars (\$3100) which the City paid to ATM upon execution of an Agreement of Lease dated November 21, 2017.
6. Use of Premises. The City shall use and occupy the Premises for commercial business use as office space and storage of equipment, together with such ancillary functions as are required, and for no other purpose unless authorized in writing by ATM.
7. Taxes and Assessments. ATM shall be responsible for all installments of real estate taxes and assessments for the Premises which become due and payable during the term of this Lease.

The City shall pay all taxes with respect to any business conducted on the Premises or any personal property used in connection with the Premises or any such business.

8. Compliance with Laws. In its use and occupancy of the Premises, The City shall comply with all applicable laws, regulations and orders of governmental entities having jurisdiction thereof.

9. Fire and Physical Damage Insurance. ATM shall maintain insurance on the building and structural components of the Premises insured against loss by fire and all other risks and perils usually covered by an extended coverage endorsement to a policy of insurance upon property comparable to the Premises in an amount as determined by ATM. ATM and the City shall be named insured under the terms of the policy as their interests may appear.

The City shall be responsible and liable for the loss of and damage to the contents of the Premises.

10. Public Liability and Property Damage. The City shall be responsible for any and all loss, damage, expense, liabilities, demands and causes of action, resulting from injury or death of persons, or damage to property, arising from the negligent acts or omissions of the City, its employees, agents, and tenants, occurring in or about the Premises growing out of or in connection with the use, or occupancy of the Premises or any part thereof by the City or any tenant holding under the City.

The City shall keep in effect, at its sole expense, satisfactory, commercial general liability insurance covering the Premises, issued on an occurrence basis as opposed to a claims-made basis and providing coverage with maximum limits of liability of not less than One Million Dollars (\$1,000,000) for bodily injury to one person, One Million Dollars (\$1,000,000) for bodily injury to any group of persons as a result of one accident, and Five Hundred Thousand Dollars (\$500,000) for property damage. Such policy shall name ATM as an additional insured, and a certificate of such insurance shall be delivered to ATM.

11. Repairs and Maintenance. The City acknowledges that it has inspected the Premises and accepts the Premises in their present condition.

The City shall provide at its own expense all interior maintenance and all maintenance for the heating and air conditioning systems exclusively serving the Premises, which maintenance shall include light bulb replacement and furnace filter replacement. The City shall also be responsible for snow removal from the Premises

ATM shall provide at its own expense roof repairs and maintenance and structural maintenance so long as such maintenance was not caused by any act of the City. ATM further agrees to provide lawn mowing adjacent to the Premises.

12. Alterations and Improvements. Provided it has obtained the prior written consent of ATM, the City, at its sole expense, may make improvements and alterations to any of the improvements located on the Premises, provided that such additions and alterations are constructed of good materials in a good and workmanlike manner. If the City makes any such additions or alteration, there shall be no increase in the rent payable under this Lease by reason

thereof, but every such addition or alteration (except the City's trade fixtures) shall become the property of ATM and, for all purposes of this Lease, shall constitute a part of the Premises.

13. The City's Trade Fixtures, Machinery and Equipment. All trade fixtures, machinery, equipment, furniture, signs or other personal property of whatever kind and nature kept or installed on the Premises by the City shall not become the property of ATM or a part of the real property no matter how installed or affixed to the Premises and may be removed by the City at any time and from time to time during the term or any renewal term of this Lease. The City shall repair all injury and damage to the Premises caused by the City's removal of such property.

14. Entry for Inspection. ATM and ATM's agents shall have the right to enter upon the Premises at all reasonable times for the purposes of inspecting the condition of the Premises and making such repairs, alterations, additions or improvements to the Premises as ATM may deem necessary or desirable.

15. Utilities. ATM shall furnish and pay for electricity and heat for the Premises. The City shall furnish and pay for telephone and rubbish disposal used on, or in connection with, the Premises during the term of this Lease and the City shall save and keep harmless ATM from any expense in connection therewith.

16. Signs. The placement or erection of any signs on or in connection with the City's business operation shall be only with the prior written consent of ATM. Any such signs shall comply with all regulations and shall be erected and maintained at the expense of the City.

17. Quiet Enjoyment. ATM covenants that if, and so long as, the City pays the rent and any additional expenses as herein provided, and performs the covenants hereof, the City shall peaceably and quietly have, hold, and enjoy the Premises for the term herein mentioned, subject to the provisions of this Lease.

18. Surrender of Possession. The City shall, upon termination of this Lease by lapse of time or otherwise, surrender up and deliver the Premises together with all improvements made thereon by the City in as good order and repair as when first received or constructed by it, reasonable wear and use thereof and damaged by the elements excepted and except for any repair and / or maintenance which is / are the obligation of ATM under the provisions of Section 11 hereof.

19. Damage or Destruction of Premises. In case the Premises shall be partially damaged by fire or other catastrophe, but not rendered untenable as determined by the City, the rent shall abate proportionately, and the same shall be repaired with all proper speed at the expense of the ATM, but if the damage shall be so extensive that the Premises are rendered unfit for occupancy by the City, then, and in that event, ATM shall have the option of canceling this Lease or repairing the damage to the Premises if such damage can be repaired, within a period of ninety (90) days from the occurrence of the damage, and thereafter continue this Lease. ATM shall give the City written notice of its exercise of its option within ten (10) days from the occurrence of the damage. It is expressly agreed between ATM and the City that in the latter case, if ATM should elect to repair the Premises, the rent herein reserved shall cease from the time of the occurrence of the damage and shall be again payable from the date such repairs shall

be completed within such time as herein set forth. In the event such damage or destruction occurs within the last twelve (12) months of the term of this Lease, or any extension thereof, the City must extend the Lease for an additional term of one (1) year prior to ATM being obligated to commence repairs of the Premises.

20. Holding Over and Surrender of Premises. A holding over beyond the expiration of the term of this Lease shall operate as an extension of this Lease from month to month and such extended term may be terminated either by ATM or the City by giving thirty (30) days written notice to the other.

At the expiration of the term of this Lease, the City shall yield the Premises to ATM in good order and repair, ordinary wear and tear excepted.

21. Waiver of Subrogation. Neither party shall be liable to the other for any insurable loss or damage caused by fire, or any of the risks enumerated in standard fire and extended coverage insurance policies. ATM and the City each agree that their fire and extended coverage policies, if any, will include a waiver of subrogation endorsement in favor of the others so long as the same shall be obtainable and so long as no prejudice will result to any insured thereby.

22. Default. If the City fails to pay any installment of rent within twenty (20) days after it becomes due hereunder, or if the City fails to observe or perform any of the other terms or conditions of this Lease required to be performed by the City and such default continues for sixty (60) days (with the exception of the failure to pay rent for which the additional cure shall be ten (10) days) after ATM gives written notice to the City specifying the default and demanding that it be cured, or if the City abandons or vacates the Premises at any time during the term of this Lease, or if the City makes an assignment for the benefit of creditors or enters into a composition agreement with creditors, or if the interest of the City in the Premises is attached, levied upon, or seized by legal process, or if a receiver is appointed for the City by any court of competent jurisdiction, or if a bankruptcy or insolvency proceeding is filed by the City, or the City is adjudged a bankrupt, or if this Lease is assigned or terminated by operation of law; in any such event, then or at any time thereafter, without prior notice to or demand upon the City, at the option of ATM, ATM shall have the right to immediately re-enter and take possession of the Premises and either (a) declare this Lease to be rescinded, in which event this Lease, all rights of the City, except to withdraw its property, and all duties of ATM shall immediately cease and terminate and ATM may possess and enjoy the Premises as though this Lease had never been made, without prejudice, however, to any and all rights of action against the City having at the time of such rescission accrued to ATM for rent, damages, or breach of covenant, or (b) relet the Premises on behalf of the City and for the highest rent reasonably obtainable in the judgment of ATM, which event shall not be considered as a surrender of acceptance-back of the Premises or a termination of this Lease, and recover from the City any deficiency between the amount received as rent upon such reletting and the amount of rent payable under this Lease plus any reasonable expenses incurred by ATM in connection with such reletting, including, without limitation, the expenses of any decorating, repairs, or alterations that ATM deems necessary or appropriate to make in connection with such reletting.

23. Right to Assign and Sublease. The City shall not assign or sublet all or any portion of the Premises without the prior written approval of ATM. Any attempted assignment or subletting without ATM's prior written approval shall be void and of no effect.

24. Subordination to Mortgage. This Lease shall be subject and subordinate to the lien of existing mortgages, if any, and mortgages which hereafter may be made a lien on the Premises.

25. Liens for Improvements by the City. The City shall indemnify and defend ATM against any mechanic's lien or other lien arising out of the making of any alteration, improvement, repair or addition to the Premises by the City.

26. Notices. When notices or mailings are required, until changed, notices shall be addressed as follows:

ATM Investments LLC  
12877 Kirkwood Road  
Sidney, Ohio 45365

City of Piqua, Ohio  
201 W. Water Street  
Piqua, OH 45356

27. Construction. This agreement shall be governed by, interpreted and construed in accordance with the laws of the State of Ohio.

28. Benefit. This agreement shall be binding upon and inure to the benefit of the respective parties hereto, their respective and permitted successors and assigns.

29. Entire Agreement. It is understood by and between the parties hereto that all agreements and understandings of any character heretofore made between them are embodied in this agreement and no changes shall be made herein unless the same shall be in writing and duly signed by the parties hereto in the same manner and form as this Lease has been executed.

30. Memorandum of Lease. ATM and the City agree, upon the written request of either party hereto, to execute a Memorandum of Lease in recordable form and in accordance with the provisions of Section 5301.251 of the Ohio Revised Code.

IN WITNESS WHEREOF, the parties have executed this Lease as of the date and year first above written

ATM Investments LLC

City of Piqua, Ohio

By: \_\_\_\_\_  
T. Adam Baker, Managing Partner

By: \_\_\_\_\_  
Its: \_\_\_\_\_

STATE OF OHIO                    )  
COUNTY OF MIAMI                )ss:

Before me, a Notary Public in and for said County and State, personally appeared **ATM INVESTMENTS LLC**, an Ohio limited liability company, by T. Adam Baker, its Managing Partner, who acknowledged the signing thereof to be his voluntary act and deed, and the voluntary act and deed of said company.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Notarial seal this \_\_\_\_\_ day of October, 2025.

\_\_\_\_\_  
Notary Public

STATE OF OHIO                    )  
COUNTY OF MIAMI                )ss:

Before me, a Notary Public in and for said County and State, personally appeared **CITY OF PIQUA, OHIO**, by \_\_\_\_\_, its \_\_\_\_\_, who acknowledged the signing thereof to be his voluntary act and deed, and the voluntary act and deed of said company.

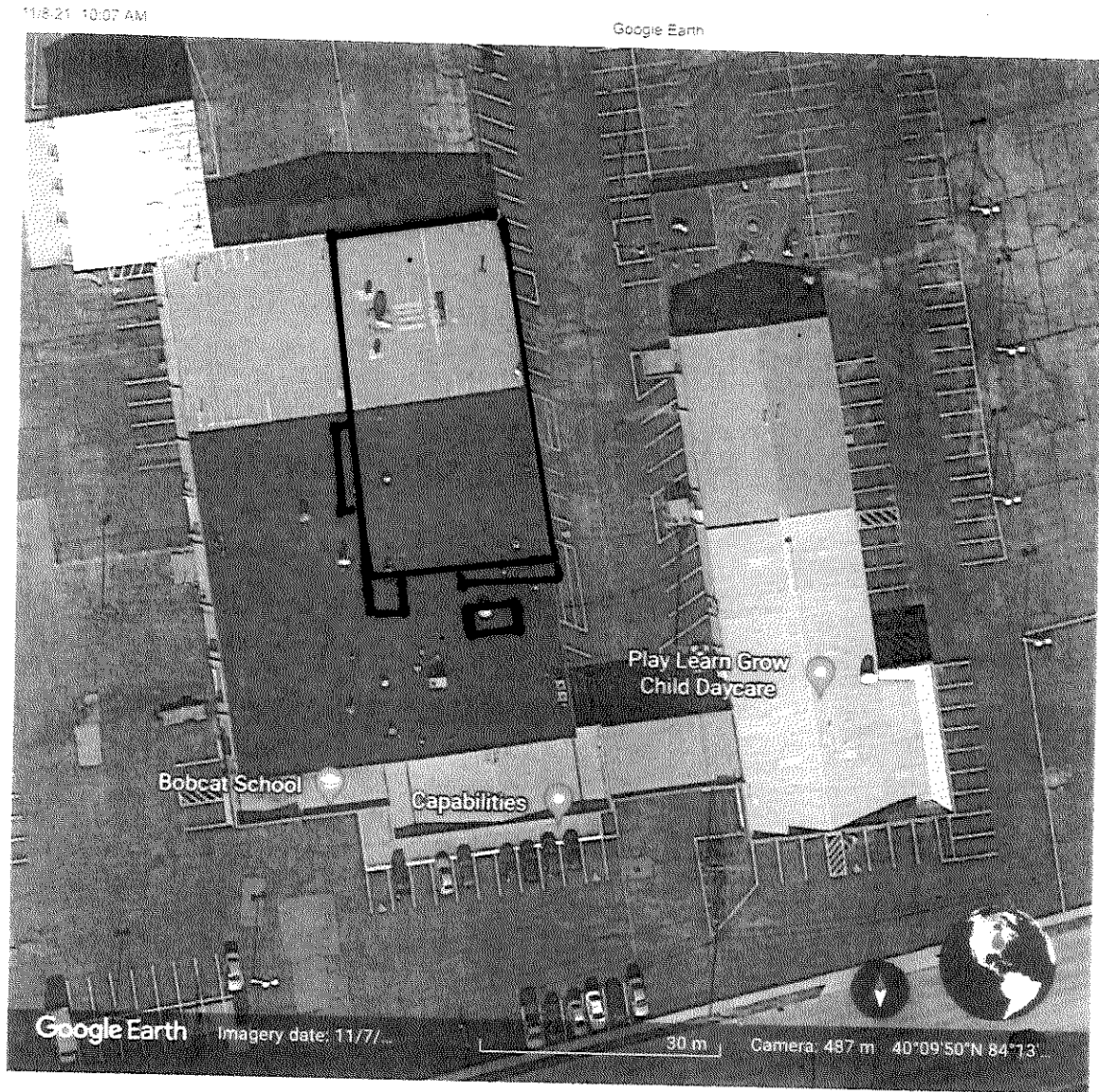
IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Notarial seal this \_\_\_\_\_ day of October, 2025.

\_\_\_\_\_  
Notary Public

This instrument prepared by: FAULKNER, GARMHAUSEN, KEISTER & SHENK, A Legal Professional Association, Courtview Center, Suite 300, 100 South Main Avenue, Sidney, OH 45365 (937) 492-1271.

X:\Files\ATM Investments LLC\Agr of Lease - City of Piqua 12-1-21.doc

## EXHIBIT "A"



<https://earth.google.com/web/@40.16391818,-84.23227232,276.44994352a,210.30581845d,35y,-0h,0t,0r>

1-1

## EXHIBIT "B"

### PARCEL I:

SITUATED IN THE CITY OF PIQUA, COUNTY OF MIAMI, STATE OF OHIO AND BEING LOT 7417 OF THE CONSECUTIVE NUMBERS OF LOTS ON THE REVISED PLAT OF THE SAID CITY OF PIQUA.

### PARCEL II:

SITUATED IN THE CITY OF PIQUA, COUNTY OF MIAMI, STATE OF OHIO AND BEING INLOT 7418 AS SHOWN IN MIAMI COUNTY RECORDS PLAT BOOK 13, PAGE 31.

### EXCEPTING THEREFROM:

SITUATE IN THE NORTHWEST QUARTER OF SECTION 25, TOWN 1, RANGE 12 MRS, CITY OF PIQUA, MIAMI COUNTY, OHIO AND BEING PART OF INLOT 7418 OF SAID CITY, MORE PARTICULARLY DESCRIBED AS FOLLOW:

BEGINNING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SECTION 25, THENCE N 80° 19' 00" W WITH THE NORTH LINE OF SAID SECTION 25 A DISTANCE OF 1037.0 FEET, THENCE S 1° 12' 00" E A DISTANCE OF 640.57 FEET TO THE CENTERLINE OF COUNTY ROAD 25-A, THENCE S 63° 47' 00" W WITH SAID CENTERLINE A DISTANCE OF 683.40 FEET TO AN ANGLE POINT IN SAID ROAD, THENCE S 79° 10' 00" W CONTINUING WITH SAID CENTERLINE A DISTANCE OF 120.99 FEET TO THE SOUTHEAST CORNER OF INLOT 7420 OF SAID CITY, THENCE N 3° 27' 00" W A DISTANCE OF 248.10 FEET TO THE NORTHEAST CORNER OF INLOT 7420 AND THE SOUTHEAST CORNER OF INLOT 7418 OF SAID CITY AND THE POINT OF BEGINNING OF THE HEREINAFTER DESCRIBED TRACT OF LAND;

THENCE FROM SAID POINT OF BEGINNING S 79° 10' 00" W WITH THE NORTH LINE OF INLOT 7420 AND THE SOUTH LINE OF INLOT 7418 A DISTANCE OF 69.61 FEET TO AN IRON PIN; THENCE N 7° 47' 06" W A DISTANCE OF 124.14 FEET TO AN IRON PIN IN THE NORTH LINE OF INLOT 7418 AND THE SOUTH LINE OF INLOT 7429; THENCE N. 79° 10' 00" E WITH SAID COMMON INLOT LINE A DISTANCE OF 79.07 FEET TO AN IRON PIPE AT THE NORTHEAST CORNER OF SAID INLOT 7418; THENCE S 3° 72' 00" E WITH THE EAST LINE OF SAID INLOT 7418 A DISTANCE OF 125.00 FEET TO THE PLACE OF BEGINNING, CONTAINING 0.212 ACRES, MORE OR LESS.

BEARING BASIS: SOUTH LINE OF LAND SURVEY, VOL. 29, PAGE 59.

### PARCEL III:

BEING LOT NUMBER SEVEN THOUSAND FOUR HUNDRED NINETEEN (7419) IN THE CITY OF PIQUA, MIAMI COUNTY, OHIO.

### PARCEL IV:

SITUATE IN THE NORTHWEST QUARTER OF SECTION 25, TOWN 1, RANGE 12 MRS, CITY OF PIQUA, MIAMI COUNTY, OHIO AND BEING PART OF INLOT 7420 OF SAID CITY, MORE PARTICULARLY DESCRIBED AS FOLLOW:

BEGINNING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SECTION 25, THENCE N 80° 19' 00" W WITH THE NORTH LINE OF SAID SECTION 25 A DISTANCE OF 1037.0 FEET, THENCE S 1° 12' 00" E A DISTANCE OF 640.57 FEET TO THE CENTERLINE OF COUNTY ROAD 25-A, THENCE S 63° 47' 00" W WITH SAID CENTERLINE A DISTANCE OF 683.40 FEET TO AN ANGLE POINT IN SAID ROAD, THENCE S 79° 10' 00" W CONTINUING WITH SAID CENTERLINE A DISTANCE OF 196.53 FEET TO THE SOUTHWEST CORNER OF INLOT 7420 OF SAID CITY AND THE POINT OF BEGINNING OF THE

HEREIN DESCRIBED TRACT OF LAND;

THENCE FROM SAID POINT OF BEGINNING N 9° 58' 08" W WITH THE WEST LINE OF SAID INLOT 7420, PASSING AN IRON PIN AT 30.00 FEET, A DISTANCE OF 246.07 FEET TO AN IRON PIN AT THE NORTHWEST CORNER OF SAID LOT; THENCE N 79° 10' 00" E WITH THE NORTH LINE OF SAID LOT A DISTANCE OF 34.80 FEET TO AN IRON PIN; THENCE S 7° 47' 06" E A DISTANCE OF 246.39 FEET TO A P.K. NAIL IN THE CENTERLINE OF COUNTY ROAD 25-A; THENCE S 79° 10' 00" W WITH SAID CENTERLINE A DISTANCE OF 25.41 FEET TO THE PLACE OF BEGINNING, CONTAINING 0.170 ACRES, MORE OR LESS.

BEARING BASIS: SOUTH LINE OF LAND SURVEY VOL. 29, PLAT 68.

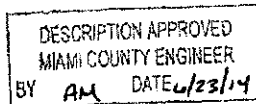
PARCEL V:

SITUATE IN THE NORTHWEST QUARTER OF SECTION 25, TOWN 1, RANGE 12 MRS, CITY OF PIQUA, MIAMI COUNTY, OHIO AND BEING PART OF INLOT 7429 OF SAID CITY, MORE PARTICULARLY DESCRIBED AS FOLLOW:

BEING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SECTION 25, THENCE N 80° 19' 00" W WITH THE NORTH LINE OF SAID SECTION 25 A DISTANCE OF 1037.0 FEET, THENCE S 1° 12' 00" E A DISTANCE OF 640.57 FEET TO THE CENTERLINE OF COUNTY ROAD 25-A, THENCE S 63° 47' 00" W WITH SAID CENTERLINE A DISTANCE OF 683.40 FEET TO AN ANGLE POINT IN SAID ROAD, THENCE S 79° 10' 00" W CONTINUING WITH SAID CENTERLINE A DISTANCE OF 171.12 FEET TO A POINT, THENCE N 7° 47' 06" W A DISTANCE OF 370.53 FEET TO AN IRON PIN IN THE SOUTH LINE OF INLOT 7429 AND THE NORTH LINE OF INLOT 7418 OF SAID CITY A DISTANCE OF 79.07 FEET WEST OF THE NORTHEAST CORNER OF SAID INLOT 7418, SAID IRON PIN BEING THE POINT OF BEGINNING OF THE HEREIN DESCRIBED TRACT OF LAND;

THENCE FROM SAID POINT OF BEGINNING S 79° 10' 00" W WITH THE COMMON LINE OF INLOT 7418 AND INLOT 7429 A DISTANCE OF 269.54 FEET TO AN IRON PIPE AT THE SOUTHWEST CORNER OF INLOT 7429 AND A POINT IN THE EAST LINE OF INLOT 7417; THENCE N 3° 30' 00" W WITH THE COMMON LINE OF INLOT 7429 AND INLOT 7417 A DISTANCE OF 100.68 FEET TO AN IRON PIN; THENCE N 79° 10' 00" E A DISTANCE OF 262.00 FEET TO AN IRON PIN; THENCE S 7° 47' 06" E A DISTANCE OF 100.00 FEET TO THE PLACE OF BEGINNING, CONTAINING 0.609 ACRES, MORE OR LESS.

AS SHOWN ON LOT SURVEY VOLUME 18, PAGE 45.



# City of PIQUA

## COMMISSION AGENDA STAFF REPORT

K.3.

|                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                  |  |
|----------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|--|
| MEETING DATE                                                   | October 7, 2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                  |  |
| REPORT TITLE                                                   | <u>Resolution No. R-108-25</u><br>A Resolution Authorizing a Contract with D&B Construction Group for a Meter Replacement Program                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                  |  |
| SUBMITTED BY                                                   | Kevin Krejny, Director<br>Purchasing & Contracts                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                  |  |
| AGENDA CLASSIFICATION                                          | Resolution                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                  |  |
| BACKGROUND                                                     | The City of Piqua has approximately 8,700 residential water meters and in 2016, we upgraded all meters to a poly-bodied nutating disc with a SSR register. In the past year, the City has seen failure in some of these water meters. We plan to hire D&B Construction Group to replace 1,000 meters by December 15, 2025. This will allow us to restore customers' billable usage prior to the end of the year. The proposal received from D&B Construction Group will also allow the City to continue with the meter replacement program into 2026 as needed. |                                                                  |  |
| BUDGET/FINANCIAL IMPACT<br>(Project costs and funding sources) | Budgeted \$:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | \$100,000                                                        |  |
|                                                                | Expenditure \$:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | \$99,968 for 2025, with an option to renew in 2026 for \$100,000 |  |
|                                                                | Source of Funds:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Water Fund (403) and Sewer Fund (404)                            |  |
|                                                                | Narrative:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | We have funds set aside for this scope of work.                  |  |
| ATTACHMENTS                                                    | 1. RFP 2525 List of Proposers<br>2. RFP 2525 Final Scoring Tally<br>3. 20251002072702353                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                  |  |

**Resolution No. R-108-25**

**A Resolution Authorizing a Contract with D&B Construction Group for a Meter Replacement Program**

WHEREAS, The Underground Utilities Department desires to enter into a contract with D&B Construction Group for a city-wide meter replacement program for 2025, with an option to renew in 2026;

WHEREAS, the City properly advertised a Request for Proposals (RFP) for this project and received eight proposals which were reviewed by our selection committee. The RFP scoring tally is attached hereto for your reference;

NOW, THEREFORE, BE IT RESOLVED by the Commission of the City of Piqua, Miami County, Ohio, the majority of all members elected thereto concurring that:

- SEC. 1:      The City Manager is hereby authorized to enter into a contract with D&B Construction Group for a meter replacement program for 2025, with an option to renew in 2026 for an amount not to exceed \$100,000 each year, in accordance with their proposal received;
- SEC. 2:      The Finance Director certifies and warrants that the funds are available for the 2025 phase of the project in the Water Fund (403) and Sewer Fund (404);
- SEC. 3:      This Resolution shall take effect and be in force from and after the earliest period allowed by law.

\_\_\_\_\_  
KRIS LEE, MAYOR

PASSED: \_\_\_\_\_

ATTEST: \_\_\_\_\_  
CLERK OF COMMISSION

The Motion to adopt the foregoing Resolution was offered by None, seconded by None, and on roll call the following vote ensued:

Mayor Kris Lee

Commissioner Jim Vetter

Commissioner Paul Simmons

Commissioner Thomas Hohman

Commissioner Frank DeBrosse

City of Piqua, OH

RFP #2525

Water Meter Replacements

Opened 9/24/25 @ 2:00 p.m.

List of Responders:

| Company Name                        | Address                      | City, State, Zip                | Contact Person    | Email                                                                                  | Phone Number   |
|-------------------------------------|------------------------------|---------------------------------|-------------------|----------------------------------------------------------------------------------------|----------------|
| Black Cap Electric                  | 3155 Elbee Rd Ste 200B       | Moraine, OH 45439-2049          | Arick Mittler     | <a href="mailto:arickmittler@blackapelectric.com">arickmittler@blackapelectric.com</a> | (937) 684-6158 |
| Buckeye Metering Co                 | 366 Cloverhill Dr            | Galloway, OH 43119-8120         | Tyler Beemer      | <a href="mailto:beemer@yahoo.com">beemer@yahoo.com</a>                                 | (419) 860-4179 |
| D&B Construction Group (Manual Bid) | 2309 North Shields Dr        | Austin, TX 78727-3145           | Kyle Schuetze     | <a href="mailto:kyle@dbconstructiongroup.co">kyle@dbconstructiongroup.co</a>           | (509) 778-2012 |
| FlowPros LLC                        | 605 Sheridan Rd Ste 100      | Noblesville, IN 46060-1333      | Michael Schrenker | <a href="mailto:michael.schrenker@flowpros.co">michael.schrenker@flowpros.co</a>       | (606) 517-5080 |
| HydroCorp Inc                       | 5700 Crooks Rd Ste 100       | Troy, MI 48098-2826             | Alex Eliopolo     | <a href="mailto:aeliopolo@hydrocorpinc.com">aeliopolo@hydrocorpinc.com</a>             | (844) 493-7646 |
| Keystone Utility Systems            | 99 Parry St                  | Luzerne, PA 18709-1041          | Chris Motta       | <a href="mailto:chrismotta@keystoneutilities.com">chrismotta@keystoneutilities.com</a> | (570) 550-2232 |
| Utilities One, Inc.                 | 300 W Somerdale Road Suite 5 | Voorhees Township, NJ 08043     | Kevin Brophy      | <a href="mailto:kevinb@utilitiesone.com">kevinb@utilitiesone.com</a>                   | (484) 431-7497 |
| HST Utility, Inc. (Manual Bid)      | 7901 4th St N. Ste 300       | Saint Petersburg, FL 33702-4399 | Matt Sadowski     | <a href="mailto:msadowski@hstutility.com">msadowski@hstutility.com</a>                 | (800) 899-4399 |

| Water Meter Replacements<br>RFP #2525<br>Opened 9/24/25            |     | City of Piqua, Ohio |                     |                                         |               |                          |                     |                                |         |  |
|--------------------------------------------------------------------|-----|---------------------|---------------------|-----------------------------------------|---------------|--------------------------|---------------------|--------------------------------|---------|--|
|                                                                    |     | Black Cap Electric  | Buckeye Metering Co | D&B Construction Group (M; FlowPros LLC | HydroCorp Inc | Keystone Utility Systems | Utilities One, Inc. | HST Utility, Inc. (Manual Bid) |         |  |
| Scoring Summary                                                    |     | Weight              |                     |                                         |               |                          |                     |                                |         |  |
| Price of Installation                                              | 25% | 32<br>8             | 28<br>7             | 20<br>5                                 | 12<br>3       | 20<br>5                  | 5<br>1.25           | 7<br>1.75                      | 20<br>5 |  |
| Strength/Experience of Assigned Staff,<br>Including Subcontractors | 20% | 18                  | 4                   | 28                                      | 11            | 24                       | 25                  | 11                             | 23      |  |
|                                                                    |     | 3.6                 | 0.8                 | 5.6                                     | 2.2           | 4.8                      | 5                   | 2.2                            | 4.6     |  |
| Contractor's Past Performance                                      | 20% | 16                  | 7                   | 30                                      | 15            | 25                       | 22                  | 10                             | 19      |  |
|                                                                    |     | 3.2                 | 1.4                 | 6                                       | 3             | 5                        | 4.4                 | 2                              | 3.8     |  |
| Current Workload/Availability of<br>Personnel                      | 25% | 18                  | 19                  | 30                                      | 24            | 7                        | 20                  | 13                             | 12      |  |
|                                                                    |     | 4.5                 | 4.75                | 7.5                                     | 6             | 1.75                     | 5                   | 3.25                           | 3       |  |
| Project Implementation                                             | 10% | 18                  | 8                   | 32                                      | 15            | 15                       | 26                  | 12                             | 18      |  |
|                                                                    |     | 1.8                 | 0.8                 | 3.2                                     | 1.5           | 1.5                      | 2.6                 | 1.2                            | 1.8     |  |
| Grand Total Points                                                 |     | 102                 | 66                  | 140                                     | 77            | 91                       | 98                  | 53                             | 92      |  |
| Grand Total Weighted Score                                         |     | 21.1                | 14.75               | 27.3                                    | 15.7          | 18.05                    | 18.25               | 10.4                           | 18.2    |  |



## **DB Utility**

### **Proposal for City of Piqua, OH Meter Replacement Project**

Submitted: September 2025  
Contract and Purchasing Manager  
City of Piqua  
201 West Water Street  
Piqua, OH 45356

Dear City of Piqua selection committee,

DB Utility is pleased to submit this proposal in response to the City of Piqua's RFP #2525 for the 2025 Phase II Water Meter Replacement Project. DB Utility brings a proven, scalable, and fully compliant solution to the City of Piqua. Our company specializes exclusively in water meter and AMI endpoint installations, having replaced more than 87,000 meters nationwide in the last 24 months, including multiple Aclara-compatible AMI systems. We have a demonstrated track record of zero call-backs, rigorous QA/QC, and high-volume pit installations for municipal utilities across the country.

For the City of Piqua, we propose to remove and replace approximately 1,000 residential pit-set water meters and program each to the existing Aclara AMI network by December 15, 2025. Leveraging our proprietary Fieldman platform, DB Utility will provide real-time tracking of every installation, GPS-verified data capture, photo documentation, and a secure dashboard for City staff. This system ensures that no installation is closed without complete documentation and connectivity verification, supporting both quality assurance and prevailing wage reporting.

Our crews will operate at an average of 80 meters per day using our efficient leap-frog method. A three-stage process of pit preparation, meter changeout, and QA/restoration; supported by our own vacuum excavation equipment (IF NEEDED) to handle obstructed pits without delay. This approach minimizes disruption to residents while ensuring accuracy and accountability at every step.

DB Utility is fully insured and in compliance with Ohio's prevailing wage laws. We also maintain a Ohio Bureau of Workers' Compensation policy and are registered as a contractor with the City of Piqua/Miami County as required to perform this work. If the City requires bid, performance, or payment bonds, DB Utility stands ready to furnish them promptly.

With our Aclara experience, pit-installation expertise, and integrated QA/QC platform, DB Utility is uniquely qualified to deliver a seamless, high-quality meter replacement program for the City of Piqua; on time, on budget, and with complete transparency.

Sincerely,

**Trevor Beck**

Owner, DB Utility

trevor@dbconstructiongroup.co

www.dbconstructiongroup.co

---

DB Utility understands the City of Piqua's intent to restore billing accuracy and operational efficiency by replacing failed water meters and programming them to the Aclara AMI network. This proposal outlines a proven, scalable approach to pit-set residential meter changeouts with emphasis on:

- Precision and data integrity in endpoint programming
- Resident satisfaction and clear communications
- Real-time progress tracking through our proprietary Fieldman system

An experienced operations leader specializing in large-scale water infrastructure projects. Kyle has overseen many complex meter installations and collector deployments across multiple states. His leadership ensures consistent QA/QC performance, scheduling efficiency, and on-time delivery.

- Title: Head of Operations

## **Proposed Method to Accomplish Work**

### *(Scope of Work)*

DB Utility will provide all labor, equipment, and management necessary to complete the 2025 Phase II Water Meter Replacement Project in accordance with the City of Piqua's specifications. Our scope of work includes:

### **Meter Removal & Installation**

- Remove approximately 1,000 existing 5/8" x 3/4" residential pit-set meters provided by the City of Piqua.
- Transfer the brass hand wheel from each old meter to the new meter as required.
- Install new water meters furnished by the City, ensuring proper orientation and seal.
- Connect endpoint wiring and program each new meter to the Aclara AMI endpoint using the Utility-provided mobile programmer.

### **Gasket & Valve Work**

- Replace the rubber gaskets in the angle valve (shut-off) and hand wheel at each installation.
- Inspect and verify curb stop/angle valve function before leaving the site.

### **Photo Documentation & QA/QC**

- Take pre- and post-installation photos at each location showing the meter assembly, serial numbers, and final reads using the Utility-provided tablet.
- Attach photos to the digital work order within our Fieldman platform to create a complete record for the City's QA/QC process.
- Tag removed meters with date, address, final reading, and technician initials. Place removed meters back in their shipping boxes, label each box with date range and installer initials, and return to the Underground Utilities Department.

### **Data Capture & Reporting**

- GPS-tag each installation location and record all required data fields: existing meter info, new meter serial, EID, and new read.

- Verify endpoint activation and ensure successful Aclara AMI integration before leaving the site.
- Provide daily progress reports to the City by 9:00 a.m. the following business day, including photos, serials, reads, and endpoint IDs.

## **Leap-Frog Installation Method**

To maximize efficiency and maintain quality, DB Utility will deploy a three-phase leap-frog process:

- Prep Crew: Opens pits, vacuums if needed, confirms access, pre-loads data.
- Install Crew: Performs meter changeouts, gasket replacement, wiring, and programming.
- QA/Restoration Crew: Performs photo verification, GPS tagging, curb stop check, restoration, and closes out the work order in Fieldman.

## **Resident Communication**

- Provide City-approved door hangers and knock-on-door procedure to notify customers of temporary outages or pit access, **if requested**.
- Offer a dedicated DB Utility liaison for real-time updates to the City and residents.

## **Compliance & Safety**

- Perform all work during daylight hours, Monday–Friday, in accordance with City requirements.
- Comply with all Federal, State, and Local laws and regulations, including Ohio’s prevailing wage laws.
- Ensure all personnel are uniformed, clearly identified, and carry name badges at all times on site.

## **Project Timeline & Approach**

### **Total Project Duration:**

From Notice to Proceed (October 20, 2025) through Substantial Completion (December 15, 2025).

### **Daily Install Target:**

DB Utility will install an average of **80 residential pit-set meters per day** across multiple leap-

frog crews. This production rate includes endpoint programming, photo documentation, gasket replacement, and restoration.

**Vacuum Equipment Capability:**

If any pits require cleaning or vacuuming to safely access the meter assembly, DB Utility maintains its own vacuum excavation equipment and trained operators. This allows us to handle obstructed or sedimented pits without delaying the installation schedule or requiring additional City resources.

**Pre-Construction Phase (Weeks 1–2)**

- **Kickoff Meeting & Site Walkthrough:** Meet with City of Piqua staff to review routing maps, staging areas, and AMI programming procedures.
- **Crew Training:** Train and refresh all DB Utility crew leads on City of Piqua's Aclara AMI procedures, use of the mobile programmer, and QA/QC workflows.
- **Routing & Sequencing:** Upload the City's service addresses into our Fieldman system to optimize routes and sequence neighborhoods for minimal disruption.
- **Equipment & Inventory Prep:** Confirm meter pickup and return protocols at the City's designated storage area; mobilize vacuum equipment for pit cleaning if required.
- **Pilot Zone:** Complete a small pilot of ~50 meters to validate data capture, photo documentation, and endpoint programming workflow.

**Production Phase (Weeks 3–8)**

- **Leap-Frog Installation Method:**
  - **Prep Crew:** Opens pits, confirms access, vacuums or cleans as needed, and pre-loads data into Fieldman.
  - **Install Crew:** Removes old meter, transfers brass hand wheel, replaces rubber gaskets, installs new meter, connects endpoint wires, and programs the new meter to the Aclara AMI system.
  - **QA/Restoration Crew:** Performs photo verification, GPS tagging, curb stop check, site restoration, and closes out the work order in Fieldman.
- **Daily Reporting:** DB Utility will submit daily progress reports to the City by 9:00 a.m. the following business day, including photos, serials, reads, EIDs, and any issues encountered.

- **Resident Notifications:** Provide City-approved door hangers and knock-on-door procedure to notify customers of temporary outages or access requirements, if requested.
- **Quality Audits:** Supervisors perform random audits (minimum 10% of installs) and review Fieldman data for completeness before a work order can be closed.

### **Closeout Phase (Weeks 9–9½)**

- Complete remaining punchlist installations and coordinate any difficult-access or no-entry sites with City staff.
- Conduct final site restoration audits across all work areas.
- Cross-check Fieldman records, meter slips, and Excel logs against the City's master list.
- Deliver a complete project closeout package to the City, including:
  - Excel database of all installations
  - Full photo archive tied to meter records
  - Meter serial number and size mapping
  - Daily logs and completion certificates

**Final QA/QC Review:** Hold a closeout meeting with the City's Project Manager to review installation quality, data accuracy, and endpoint activation success rates.

### **Contingency & Flexibility**

- Our scheduling includes a buffer for weather and access delays to ensure the project finishes ahead of or on schedule.
- Additional crews and vacuum equipment can be mobilized to maintain the 80-meter/day target if conditions change or scope expands.

## **References**

Reference #1 – City of Englewood, CO

- **Role:**  
DB Utility served as the subcontractor under Core & Main, the prime contractor and distributor on the project.

## Submitting a Proposal

Sealed proposals are to be returned via hard copy mail or electronically using Bid Express. The submission deadline is 2:00 PM EST September 24, 2025. Mail to:

**Shane Johnson, Underground Utilities Superintendent**  
**City of Piqua – RFP #2525**  
**201 W. Water St.**  
**Piqua, OH 45356**

Responses received after 2:00 PM EST on the response due date will not be considered.

## Proposal Evaluation

Submitted proposals will be evaluated on a pre-determined point scale to determine the lowest and best proposer to perform the work.

## Pricing Table – Water Meter Replacement & Installation

Please complete the table below with unit costs and total estimates for 2025. All prices should be in U.S. dollars. Respondents must provide a detailed pricing schedule for water meter replacement change out with endpoint. Pricing should be itemized and submitted in the following format:

| Item Description                         | Unit Price       | Estimated Quantity      | Extended Price      |
|------------------------------------------|------------------|-------------------------|---------------------|
| Standard Residential Meter (5/8"–3/4")   | \$ <u>70.00</u>  | <u>1000</u> units       | \$ <u>70,000.00</u> |
| Meter Removal and Disposal               | \$ <u>5.00</u>   | <u>1000</u> units       | \$ <u>5,000.00</u>  |
| Ancillary Materials (fittings, adapters) | \$ <u>5.00</u>   | <u>1000</u> units       | \$ <u>5,000.00</u>  |
| Travel/Mobilization Fee (per day/site)   | \$ <u>178.00</u> | <u>56</u> days/sites    | \$ <u>9,968.00</u>  |
| Optional Services (specify below)        | \$ <u>10.00</u>  | <u>1000</u> units/hours | \$ <u>10,000.00</u> |

**Optional Contract Term Pricing Summary (include assumptions on volume)**

| <b>Contract Term</b>       | <b>Estimated Total Cost</b> | <b>Discounts or Escalations</b> | <b>Notes</b>                                                         |
|----------------------------|-----------------------------|---------------------------------|----------------------------------------------------------------------|
| One-Year Term (2026)       | \$ 100,000.00               |                                 | Assumption includes a minimum of 1000 meters needed to be exchanged. |
| Two-Year Term (2026 -2027) | \$                          |                                 |                                                                      |

**Optional Services**

Please list pricing for any optional services offered, such as:

- Meter data integration with AMI/AMR systems
- Customer notification services
- Post-installation inspection or verification

*All pricing must be valid for a minimum of 90 days from the proposal submission deadline. The City of Piqua reserves the right to negotiate final pricing based on scope and budget.*

# City of PIQUA COMMISSION AGENDA STAFF REPORT

K.4.

|                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                            |
|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| <b>MEETING DATE</b>                                                   | October 7, 2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                            |
| <b>REPORT TITLE</b>                                                   | <b><u>Resolution No. R-109-25</u></b><br>A Resolution Authorizing the Submittal of Applications for Federal IIJA Funds and authorizing the City Manager to submit the applications to the Miami Valley Regional Planning Commission                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                            |
| <b>SUBMITTED BY</b>                                                   | Kenton Kiser, Engineering Manager<br>Community Services                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                            |
| <b>AGENDA CLASSIFICATION</b>                                          | Resolution                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                            |
| <b>BACKGROUND</b>                                                     | <p>This resolution would allow for the City of Piqua to file an application with the Miami Valley Regional Planning Commission (MVRPC) for funding for the Washington Road and Farrington Road Intersection Improvements Project.</p> <p>Due to the city limits now extending to this intersection, the City of Piqua has an interest in improving the safety of this intersection. In August 2025, a Feasibility and Safety Study was conducted by ODOT and Miami County, highlighting the need to make improvements at this intersection. In this study, it is stated that the intersection was ranked #66 on the 2024 Rural Intersection Highway Safety Improvement Program (HSIP) Priority Locations list, making it a priority for both ODOT and the City of Piqua.</p> |                                                                            |
| <b>BUDGET/FINANCIAL IMPACT</b><br>(Project costs and funding sources) | Budgeted \$:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | N/A                                                                        |
|                                                                       | Expenditure \$:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | N/A                                                                        |
|                                                                       | Source of Funds:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                            |
|                                                                       | Narrative:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | This resolution is necessary for the City of Piqua to apply for the grant. |
| <b>ATTACHMENTS</b>                                                    | 1. Exhibit A - Feasibility and Safety Study                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                            |

**Resolution No. R-109-25**

**A Resolution Authorizing the Submittal of Applications for Federal IIJA Funds and authorizing the City Manager to submit the applications to the Miami Valley Regional Planning Commission**

WHEREAS, the Miami Valley Regional Planning Commission (MVRPC) has solicited local government entities to submit new transportation projects for funding consideration in the Transportation Improvement Program (TIP); and

WHEREAS, the City of Piqua has committed to a timely project development schedule; and

WHEREAS, the City of Piqua will commit the necessary resources to support the estimated local cost portion of the projects and the following list of projects will be submitted to MVRPC, shown in order of the City of Piqua's priority:

1. Washington Road and Farrington Road Intersection Improvements - Estimated Local Share \$2,407,500

WHEREAS, the City of Piqua requests the following exemptions from MVRPC's Complete Streets Policy for the proposed project funding applications:

1. Washington Road and Farrington Road Intersection Improvements - None

NOW, THEREFORE, BE IT RESOLVED by the Commission of the City of Piqua, Miami County, Ohio, the majority of all members elected thereto concurring that:

SEC. 1: This Resolution shall serve to authorize the transmittal and submittal of applications for the following transportation projects to MVRPC for funding consideration in the Transportation Improvement Program (TIP):

1. Washington Road and Farrington Road Intersection Improvements

SEC. 2: The City Manager is hereby authorized to sign on behalf of the City the application for funds as referred to in Section I of this Resolution.

SEC. 3: The City Manager is hereby directed and authorized to take or cause to be taken all other action necessary and proper to secure the funding sought by the application referred to herein, and provide any additional information sought by reviewing agencies during the time the application is under reviewed. The City Manager is further directed and authorized to cause compliance will all reporting requirements required by the Miami Valley Regional Planning Commission (MVRPC) as required as part of the funding process

SEC. 4: Upon application approval, the City hereby states its commitment to the local

contribution for the project as identified in these applications, including local contribution of costs exceeding the current estimates or subsequent revised estimates as accepted by the MVRPC.

SEC. 5: It is hereby found and determined that all formal actions of this Council concerning and relating to the adoption of this Resolution were adopted in an open meeting of this Council, and that any and all deliberations of this Council and any of its committees that resulted in such formal action were in meetings open to the public, in compliance with all legal requirements, including, but not limited to Section 121.22 of the Ohio Revised Code.

SEC. 6: This resolution shall take effect and be in force from and after the earliest period allowed by law.

\_\_\_\_\_  
KRIS LEE, MAYOR

PASSED: \_\_\_\_\_

ATTEST: \_\_\_\_\_  
CLERK OF COMMISSION

The Motion to adopt the foregoing Resolution was offered by None, seconded by None, and on roll call the following vote ensued:

|                             |       |
|-----------------------------|-------|
| Mayor Kris Lee              | _____ |
| Commissioner Jim Vetter     | _____ |
| Commissioner Paul Simmons   | _____ |
| Commissioner Thomas Hohman  | _____ |
| Commissioner Frank DeBrosse | _____ |

**MIA-CR35-4.49**

PID No. 123237

**ODOT, DISTRICT 7**

**Feasibility Study**

August 4, 2025



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The intersection of Washington Road (County Route 35) and Farrington Road (County Route 31) is located in Washington Township, Miami County, Ohio between the cities of Piqua and Troy. The Miami County Engineer's Office has jurisdiction over this intersection. Washington Road provides direct access into Troy's primary retail area, including Meijer and Walmart. Farrington Road starts at SR-41 to the west and ends at CR-25A to the east; this is the third intersection to the northwest from the IR-75/CR-25A (Exit 78) interchange. There are residences in the northeast and southeast corners of the intersection. Otherwise, most of the land use in the area is agricultural. A project location map is provided in **Figure 1**. A study area map is provided in **Figure 2**.

*Figure 1 – Project Location*

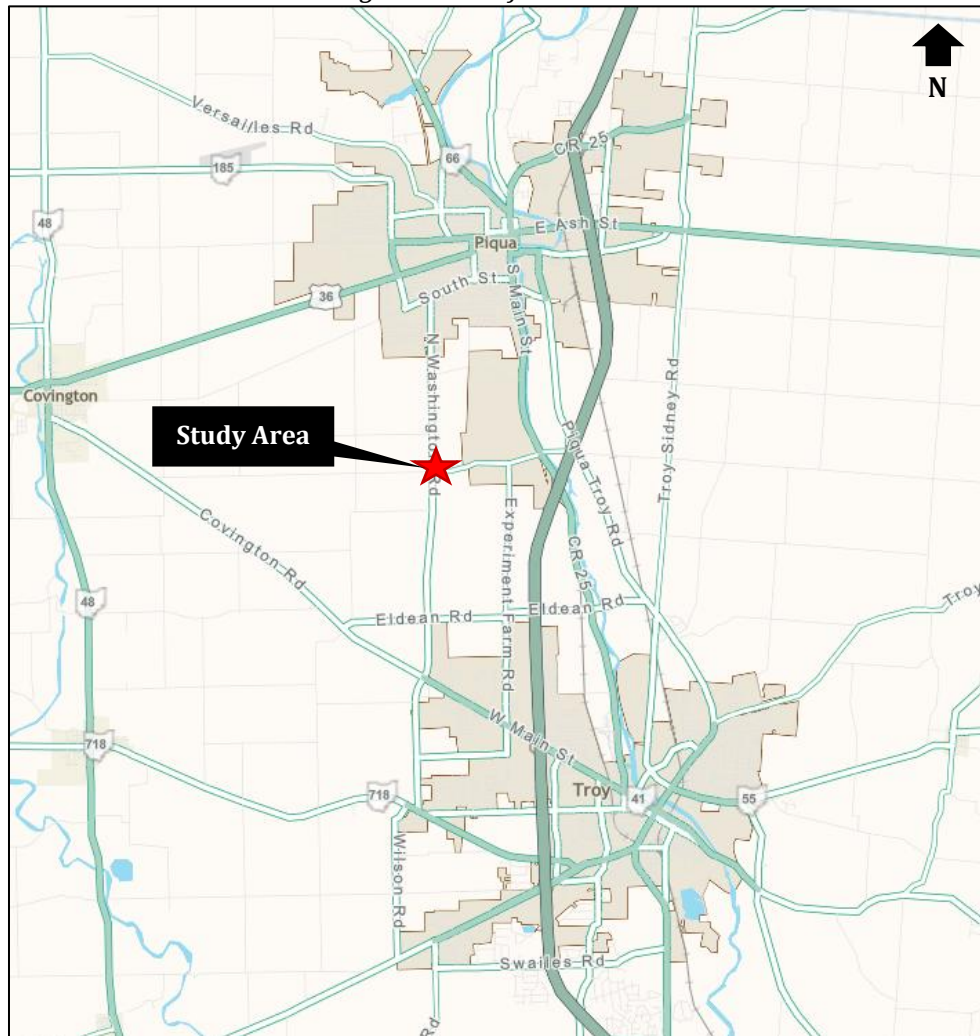


Figure 2 – Study Area Map



## II. Purpose and Need

The purpose and need of this study is to identify potential countermeasures to reduce crash frequency and severity. The intersection was ranked #66 on the 2024 Rural Intersection Highway Safety Improvement Program (HSIP) Priority Locations list.

Each year, the ODOT develops a prioritized list of state highway locations for the HSIP. The list is based on ODOT criteria and crash data, highlighting areas with the highest expected rates of fatal and injury crashes. The HSIP list includes up to 500 top locations per category, ranked by crash severity and frequency per year and per mile. Categories include rural, urban, or suburban intersections, non-freeway segments, and freeway segments.

This intersection has a long crash history with many injuries being reported. Most of the crashes at the intersection are either angle crashes due to vehicles failing to yield when stopped on Farrington Road or left turn crashes due to vehicles turning left from Washington Road to travel east on Farrington Road.

From a 2023 Safety Study (see **Appendix A**) prepared by ODOT District 7, between 2018 to 2022, there were 28 crashes at the intersection, including 12 (43%) resulting in injury and 16 (57%) in property damage only. There were 16 (57%) angle crashes, six (21%) left turn crashes, five (18%) rear end crashes, and one (4%) sideswipe crash. Ten (36%) of the crashes occurred in wet or icy pavement conditions. Crashes have continued to occur at the intersection from 2023-2024, following the previous safety study. Four crashes were reported, with one of those crashes resulting in injuries. Temporary conversion to all-way stop-control (AWSC) with a long-term countermeasure of a roundabout was recommended in the 2023 Safety Study. However, neither countermeasure has been implemented.

In addition to the above identified need elements (reduce crash frequency and severity), feasible alternatives will also be evaluated with respect to the key issue of Level-of-Service (LOS) and other considerations including construction cost, benefit-cost ratio, impacts to cultural resources, right-of-way (R/W) impacts, and utility impacts.

### III. Existing Conditions

#### A. Roadway Conditions

##### Washington Road

Washington Road generally serves as a north-south roadway connecting the City of Piqua to SR-41 and SR-718 in the City of Troy. It is classified as a Rural Major Collector, has a two-lane typical section, and a posted speed limit of 55 MPH.

Each through lane is approximately 11' wide with shoulders ranging from approximately 1' paved to unpaved. The roadway has no raised pavement markers (RPMs), rumble stripes/strips, guardrail, curb, gutter, sidewalk, or lighting.

##### Farrington Road

Farrington Road serves as an east-west roadway connecting SR-41 to CR-25A. It is classified as a Rural Minor Collector east of Washington Road and a Rural Local Road west of Washington Road. It has a two-lane typical section and a posted speed limit of 55 MPH. Each through lane is approximately 11' wide and shoulders range from 1-3' wide. No RPMs, rumble stripes/strips, guardrail, curb, gutter, sidewalk, or lighting are present.

#### B. Intersection Conditions

The Washington Road at Farrington Road intersection is a four-leg intersection with single-lane approaches. The intersection configuration can be seen in **Figure 2**.

The intersection currently operates as two-way stop control (TWSC) with the eastbound and westbound approaches under stop-control. Each approach has 48" stop signs with signpost reflectors on both sides of the road. On the right side of both approaches, a 'Cross Traffic Does Not Stop' sign is also mounted with the stop sign. Dual Stop Ahead signs with post reflectors are located approximately 750' from each approach stop line.

The northbound and southbound approaches have intersection warning signs with a street name plaque and a 35 MPH advisory speed plaque located on the right side of the road in the approaching direction. The signs are located approximately 550' south of the intersection and approximately 390' north of the intersection. A utility line crosses over the road on the north leg of the intersection, connecting to a utility pole in the northwest corner of the intersection. No intersection lighting is present. The intersection conditions can be seen in **Figure 3**.

*Figure 3 – Intersection Conditions (on east leg looking west)*



## IV. Alternatives Considered

### A. Alternative 1 - No Build

This alternative does not make any adjustments to the intersection as it was described in the above section.

### B. Alternative 2 - AWSC

This alternative considers replacing the existing TWSC operation with AWSC.

### C. Alternative 3 - Install Left Turn Lanes on Washington Road (NBL, SBL)

This alternative considers the addition of a northbound and a southbound left turn lane.

### D. Alternative 4 - Install Left Turn Lanes on Washington Road and a Westbound Right Turn Lane on Farrington Road (NBL, SBL, WBR)

This alternative builds upon Alternative 3 (left turn lanes on Washington Road) by adding an additional turn lane for the westbound right turning movement.

### E. Alternative 5 - Install a Single-Lane Roundabout

This alternative would replace the current TWSC operation with a 130' diameter single-lane roundabout. The proposed center of the roundabout was moved approximately 25' due west of the existing intersection along the Washington Road alignment to avoid impacts on the single-family homes to the east.

## F. Alternative 6 - Install Traffic Signal

This alternative considers the implementation of a traffic signal. Note, traffic signals can only be installed using ODOT funds if signal warrants are met. This is further discussed in this report.

## G. Alternative 7 - Short-Term Improvements

This alternative considers the implementation of short-term, low-cost improvements including upgrading the existing stop signs to flashing LED signs, installing transverse rumble strips, updating the stop line pavement markings, adding dual (left-side) intersection warning signs, and/or upsizing existing intersection warning signs.

# V. Key Issues

## A. Crash Analysis

The 2012-2023 (available in September of 2023) crash data from the 2023 Safety Study was obtained from the District. A total of 47 crashes occurred during that period.

Additional crashes were obtained from ODOT Transportation Information Mapping System (TIMS) for 2024 and remaining 2023 data. A total of two crashes occurred during that period. The OH-1 report for each documented crash was reviewed to correct information, where necessary, and properly locate crashes within the study limits.

**Table 1** shows a summary of all crash data for the 2012-2024 period. A crash diagram with the 2012-2023 data from the 2023 Safety Study can be seen in **Appendix A**. The two additional crashes identified in this study were not added to this diagram.

*Table 1 – 2012-2024 Crash Statistics*

| Crash Year | Number | Percent |
|------------|--------|---------|
| 2012       | 3      | 6.1%    |
| 2013       | 2      | 4.1%    |
| 2014       | 4      | 8.2%    |
| 2015       | 2      | 4.1%    |
| 2016       | 4      | 8.2%    |
| 2017       | 2      | 4.1%    |
| 2018       | 4      | 8.2%    |
| 2019       | 7      | 14.3%   |
| 2020       | 2      | 4.1%    |
| 2021       | 8      | 16.3%   |
| 2022       | 7      | 14.3%   |
| 2023       | 2      | 4.1%    |
| 2024       | 2      | 4.1%    |

| Crash Severity        | Number | Percent |
|-----------------------|--------|---------|
| Property Damage Crash | 33     | 67.3%   |
| Injury Crash          | 16     | 32.7%   |

| Crash Type          | Number | Percent |
|---------------------|--------|---------|
| Angle               | 18     | 36.7%   |
| Left Turn           | 12     | 24.5%   |
| Rear End            | 9      | 18.4%   |
| Fixed Object        | 4      | 8.2%    |
| Right Turn          | 3      | 6.1%    |
| Sideswipe – Passing | 2      | 4.1%    |
| Head On             | 1      | 2.0%    |

| Road Condition | Number | Percent |
|----------------|--------|---------|
| Dry            | 30     | 61.2%   |
| Wet            | 14     | 28.6%   |
| Snow           | 2      | 4.1%    |
| Ice            | 2      | 4.1%    |
| Other/Unknown  | 1      | 2.0%    |

## **Probable Causes**

### **Angle**

Angle crashes are the most prevalent crash type at the study intersection. A total of 18 angle crashes were reported with seven resulting in minor injuries, and two with possible injury. Angle crashes represent 36.7% of the total crashes, higher than the statewide average of 29.64%. In general, the crashes are summarized as follows:

- Five crashes between a westbound and northbound vehicle, with the westbound vehicle at-fault due to failure to yield
- Four crashes between a westbound and southbound vehicle, with the westbound vehicle at-fault due to failure to yield
- Three crashes between an eastbound and southbound vehicle, with the eastbound vehicle at-fault due to failure to yield
- Three crashes between an eastbound and northbound vehicle, with the eastbound vehicle at-fault due to failure to yield

The frequency of this crash type is likely caused by delay experienced on Farrington Road. Drivers may misjudge how much of a gap is available in traffic or may be choosing to accept a smaller gap than normal, making a risky movement due to long delays. There is also a high proportion of turning movements paired with high approach speeds.

### **Left Turn**

Left turn crashes are the second most prevalent crash type at the study intersection. A total of 12 left turn crashes were reported with two resulting in minor injuries and two with possible injury. Left turn crashes represent 24.5% of the total crashes, higher than the statewide average of 8.95%. In general, the crashes are summarized as follows:

- 10 crashes with a southbound left turning at-fault vehicle striking a northbound vehicle
- Two crashes with a westbound left turning vehicle striking an eastbound through vehicle
- One crash in which the eastbound through vehicle was found to be at-fault for failing to yield

The frequency of this crash type is likely caused by the delay experienced by the southbound left turning vehicle. Southbound left turning vehicles may misjudge how much of a gap is available in northbound traffic or may be choosing to accept a smaller gap than normal, making a risky turn due to long delays for the southbound left turn movement.

## **B. Safety Analysis**

The Highway Safety Manual (HSM) predictive method for rural two-lane, two way intersections was applied to the study area to determine the potential for safety improvement using the ODOT Economic Crash Analysis Tool (ECAT). The results presented in **Table 2** show the expected crash frequency calculated using HSM predictive method with cleaned crash data and existing conditions for the study area elements.

*Table 2 - HSM Results for Existing Conditions for All Crashes (shown in crashes/year)*

|                                                               |        |
|---------------------------------------------------------------|--------|
| <b>Predicted Average Crash Frequency</b>                      | 3.2028 |
| <b>Expected Average Crash Frequency – Existing Conditions</b> | 3.3829 |
| <b>Expected Excess Crashes</b>                                | 0.1801 |
| <b>Potential for Improvement</b>                              | Yes    |

The results conclude the expected crash frequency is greater than the predicted crash frequency for the study intersection. This suggests the intersection experiences more average crashes per year than its peers and has a potential to reduce crashes based on HSM methodology. HSM output reports are provided in **Appendix B**.

In general, the HSM analysis of the proposed conditions for each alternative was compared to the existing conditions. Crash modification factors (CMF) were applied for the proposed improvements. This analysis does not account for all recommended improvements, rather only countermeasures that have CMF values. CMFs utilized for the alternatives include:

- Alternative 2 (AWSC): This is a standard Part D CMF offering in ECAT.
- Alternatives 3 (NBL, SBL) and 4 (NBL, SBL, WBR): Two left turn lanes were added on uncontrolled approaches. This is a standard site CMF offering. Note, there is no offering for the addition of the westbound right turn lane on the stop-controlled approach. Therefore, for the purposes of this safety analysis, Alternative 3 and 4 are identical.
- Alternative 5 (Roundabout): The proposed roundabout has a dedicated site type in ECAT, which was utilized for the proposed conditions analysis.
- Alternative 6 (Signal): The proposed traffic signal has a dedicated site type in ECAT, which was utilized for the proposed conditions analysis.
- Alternative 7 (Short-Term): A CMF of 0.585 was applied to all angle crashes for the short-term improvement of installing flashing signs. This CMF was obtained from the FHWA CMF Clearinghouse and has a four-star quality rating. The CMF is provided in **Appendix B**. Note, a CMF is not provided for the addition of other short-term improvements considered since this is expected to be the most optimal CMF of the improvements listed.

**Table 3** summarizes the expected average crash frequency and annual crash adjustment of each alternative. Detailed reports from ECAT are included in **Appendix B**.

*Table 3 – Annual Crash Adjustment of Each Alternative (crashes/year)*

| Alternative              | Expected Average Crash Frequency |                           |                 |                      |        | Annual Crash Adjustment |
|--------------------------|----------------------------------|---------------------------|-----------------|----------------------|--------|-------------------------|
|                          | Fatal & Incapacitating Injury    | Non-Incapacitating Injury | Possible Injury | Property Damage Only | Total  |                         |
| 1<br><i>No Build</i>     | 0.2362                           | 0.5720                    | 0.3809          | 2.1938               | 3.3829 | -                       |
| 2<br><i>AWSC</i>         | 0.0543                           | 0.1316                    | 0.0876          | 0.6452               | 0.9187 | -2.464                  |
| 3 & 4<br><i>NBL, SBL</i> | 0.1228                           | 0.2974                    | 0.1981          | 1.1408               | 1.7591 | -1.624                  |
| 5<br><i>Roundabout</i>   | 0.0046                           | 0.0391                    | 0.0486          | 1.0696               | 1.1619 | -2.041                  |
| 6<br><i>Signal</i>       | 0.1626                           | 0.6909                    | 0.8734          | 5.2196               | 6.9465 | +3.744                  |
| 7<br><i>Short-Term</i>   | 0.1797                           | 0.4504                    | 0.3105          | 1.9110               | 2.8516 | -0.531                  |

Alternative 1 (No Build) would not address the existing safety issues present at the intersection.

Alternative 2 (AWSC) would be expected to result in an overall crash reduction and a reduction in crash severity. However, the alternative would also be expected to increase the frequency of rear end crashes and still has a continued potential (geometrically) for high-speed, high-angle crashes.

Alternatives 3 (NBL, SBL) and 4 (NBL, SBL, WBR) would be expected to result in an overall crash reduction and address the rear end crash trend on the southbound approach. However, these alternatives would not address the failure to yield crash trends for both side street approaches or the southbound to eastbound left turning crashes.

Alternative 5 (Roundabout) would be expected to result in an overall crash reduction and would address the failure to yield crash trends for both left turn crashes and angle crashes. The alternative would also result in the highest reduction of fatal and serious injury crashes compared to other alternatives.

Alternative 6 (Signal) would be expected to result in an overall crash increase. However, the alternative would be expected to reduce fatal and serious injury crashes.

Alternative 7 (Short-Term) would be expected to result in an overall crash reduction and a reduction in crash severity. However, the alternative would not address the primary crash type of failure to yield angle crashes.

### **C. LOS and Traffic Analysis**

The District provided turning movement count data collected at the study intersection from 6-9 AM and 12-7 PM on Wednesday, September 20, 2023. An AM peak hour of 7:15-8:15 and a PM peak hour of 4:30-5:30 was utilized for analysis. 2022 peak hour to design hour volume (DHV) factors were applied to the 2023 turning movement count data to produce adjusted 2023 volumes. The Miami Valley Regional Planning Commission (MVRPC) provided a growth factor of 1.25 (between model years 2020 and 2050). This growth factor produced a study linear annual growth rate of 0.83%, which was applied to the adjusted 2023 count data to develop Opening Year (2030) and Design Year (2050) AM, PM, and average daily traffic (ADT) volumes. Volumes were also rounded to the nearest 10 with a minimum of 10 vehicles for all allowable movements. The ODOT partial count factor form (PCFF) was used to extrapolate ADT data from the 10 hours of data provided. The count data, DHV factor table, growth rate correspondence, PCFF, relevant adjustment tables, and volume calculations are provided in **Appendix C**.

#### **Turn Lane Warrant Analysis**

A turn lane length analysis was conducted using the warrant graphs, figures 401-5b and 401-6b, discussed in Section 401.6 of the ODOT Location and Design (L&D) Manual. Design speeds equal to the posted speed limits, 55 MPH, were utilized for turn lane calculations for all approaches.

2050 and 2030 volumes for the AM and PM peaks were used to evaluate left and right turn lane warrants along Washington Road assuming the existing TWSC intersection condition. Analysis shows that only the southbound left turn lane met warrants. A 300' southbound left turn lane is warranted in both the Opening and Design years. Although the northbound left turn lane is not warranted, both turn lanes were considered for installation with Alternatives 3 (SBL, NBL) and 4 (SBL, NBL, WBR) to provide adequate sight lines.

Based on capacity analysis for Alternative 4 (NBL, SBL, WBR), the turn lane length was calculated for a westbound right turn lane, assuming the existing TWSC intersection condition. Based on 2050 volumes, the westbound right turn lane would need to be 300' long.

The full turn lane analysis can be found in **Appendix D**.

### **Signal and AWSC Warrant Analysis**

Signal and AWSC warrant analysis was conducted in the 2023 Safety Study using the same count data which was utilized in this study. Per the previous analysis, traffic signal warrants 1 (eight-hour vehicular volume), 2 (four-hour vehicular volume), 3 (Peak Hour Volume), and 7 (Crash Experience) were evaluated and none were satisfied. In accordance with the Traffic Engineering Manual (TEM), these were evaluated based on 100% warranting values. However, even if 70% criteria were applied, none of the traffic signal warrants would be satisfied. Traffic signals can only be installed using ODOT funds if signal warrants are met. For these reasons, Alternative 6 (Signal) was dismissed, which is further discussed in the next section.

AWSC warrants were also reviewed. The minimum volumes are met for the major street but not for the minor street. However, AWSC could be justified based on either crash history or the need to control left turn conflicts. Per the OMUTCD, AWSC is used where the volume of traffic on the intersecting roads is approximately equal. This is not true for the study intersection. Therefore, the application of AWSC would not meet driver expectation. This is especially true for vehicles traveling along CR-35, as they do not have a stop condition at any other intersection for over two miles to the north or south. Alternative 2 (AWSC) could serve as a low-cost, minimal impact, temporary condition to be considered for implementation while waiting for a long-term alternative to be implemented, if necessary. The signal and AWSC warrant analysis are provided in **Appendix E**.

### **Capacity Analysis**

Highway Capacity Software (HCS) version 2024 was used to analyze capacity at the study intersection. AM and PM peak hour volumes were analyzed for 2023 (Existing Year), 2030 (Opening Year), and 2050 (Design Year).

Existing conditions (Alternative 1 – No Build) capacity analysis results with 2023, 2030, and 2050 traffic volumes are provided in **Table 4**. Capacity analysis results for Alternatives 2-5 with 2030 and 2050 traffic volumes are provided in **Tables 5 and 6**. Capacity analysis for Alternative 6 (Signal) was not developed, as signal warrants were not met. Additionally, capacity analysis was not developed for Alternative 7 (Short-Term), as the improvements do not impact capacity and results would be identical to Alternative 1 (No Build).

In general, a minimum LOS of D for each intersection approach and LOS of E for each movement, volume to capacity (V/C) ratios less than one for all movements (0.93 or less preferred), and queue storage ratios (QSR) less than one were also considered acceptable, per the ODOT Analysis and Traffic Simulation (OATS) Manual section 5.9. Full capacity analysis results are provided in **Appendix F**.

Table 4 – Existing Conditions (Alternative 1 – No Build) Capacity Analysis Results

| Analysis Period | Approach/Movement | 2023     |             |      |     |                               | 2030     |             |      |     |                          | 2050     |             |      |     |                               |
|-----------------|-------------------|----------|-------------|------|-----|-------------------------------|----------|-------------|------|-----|--------------------------|----------|-------------|------|-----|-------------------------------|
|                 |                   | LOS      | Delay       | V/C  | QSR | 95 <sup>th</sup> % Queue (ft) | LOS      | Delay       | V/C  | QSR | 95 <sup>th</sup> % Queue | LOS      | Delay       | V/C  | QSR | 95 <sup>th</sup> % Queue (ft) |
| AM              | EBL/T/R           | C        | 21.9        | 0.37 | -   | 43                            | D        | 27.9        | 0.48 | -   | 31                       | D        | 25.3        | 0.67 | -   | 108                           |
|                 | <b>EB Total</b>   | <b>C</b> | <b>21.9</b> | -    | -   | -                             | <b>D</b> | <b>27.9</b> | -    | -   | -                        | <b>D</b> | <b>25.3</b> | -    | -   | -                             |
|                 | WBL/T/R           | B        | 13.1        | 0.28 | -   | 30                            | C        | 16.6        | 0.38 | -   | 48                       | D        | 28.1        | 0.49 | -   | 70                            |
|                 | <b>WB Total</b>   | <b>B</b> | <b>13.1</b> | -    | -   | -                             | <b>C</b> | <b>16.6</b> | -    | -   | -                        | <b>D</b> | <b>28.1</b> | -    | -   | -                             |
|                 | NBL/T/R           | A        | 7.5         | 0.00 | -   | 0                             | A        | 7.5         | 0.01 | -   | 0                        | A        | 7.5         | 0.01 | -   | 0                             |
|                 | <b>NB Total</b>   | <b>A</b> | <b>0.2</b>  | -    | -   | -                             | <b>A</b> | <b>0.7</b>  | -    | -   | -                        | <b>A</b> | <b>0.4</b>  | -    | -   | -                             |
|                 | SBL/T/R           | A        | 7.9         | 0.14 | -   | 13                            | A        | 7.9         | 0.15 | -   | 13                       | A        | 8.1         | 0.18 | -   | 18                            |
|                 | <b>SB Total</b>   | <b>A</b> | <b>5.5</b>  | -    | -   | -                             | <b>A</b> | <b>5.5</b>  | -    | -   | -                        | <b>A</b> | <b>5.0</b>  | -    | -   | -                             |
| PM              | EBL/T/R           | C        | 17.8        | 0.14 | -   | 13                            | E        | 45.7        | 0.27 | -   | 25                       | E        | 39.8        | 0.43 | -   | 48                            |
|                 | <b>EB Total</b>   | <b>C</b> | <b>17.8</b> | -    | -   | -                             | <b>E</b> | <b>45.7</b> | -    | -   | -                        | <b>E</b> | <b>39.8</b> | -    | -   | -                             |
|                 | WBL/T/R           | C        | 23.2        | 0.63 | -   | 113                           | C        | 21.0        | 0.70 | -   | 141                      | F        | 77.5        | 1.00 | -   | 317                           |
|                 | <b>WB Total</b>   | <b>C</b> | <b>23.2</b> | -    | -   | -                             | <b>C</b> | <b>21.0</b> | -    | -   | -                        | <b>F</b> | <b>77.5</b> | -    | -   | -                             |
|                 | NBL/T/R           | A        | 7.5         | 0.01 | -   | 0                             | A        | 7.6         | 0.01 | -   | 0                        | A        | 7.6         | 0.02 | -   | 0                             |
|                 | <b>NB Total</b>   | <b>A</b> | <b>0.5</b>  | -    | -   | -                             | <b>A</b> | <b>0.6</b>  | -    | -   | -                        | <b>A</b> | <b>0.7</b>  | -    | -   | -                             |
|                 | SBL/T/R           | A        | 8.0         | 0.12 | -   | 10                            | A        | 8.0         | 0.14 | -   | 13                       | A        | 8.3         | 0.16 | -   | 15                            |
|                 | <b>SB Total</b>   | <b>A</b> | <b>5.0</b>  | -    | -   | -                             | <b>A</b> | <b>5.6</b>  | -    | -   | -                        | <b>A</b> | <b>5.2</b>  | -    | -   | -                             |

Table 5 – AM Peak Capacity Analysis Results

| Alternative              | Approach/<br>Movement | 2030     |             |      |     |                                     | 2050     |             |      |     |                                     |
|--------------------------|-----------------------|----------|-------------|------|-----|-------------------------------------|----------|-------------|------|-----|-------------------------------------|
|                          |                       | LOS      | Delay       | V/C  | QSR | 95 <sup>th</sup> %<br>Queue<br>(ft) | LOS      | Delay       | V/C  | QSR | 95 <sup>th</sup> %<br>Queue<br>(ft) |
| 2<br>AWSC                | EBL/T/R               | B        | 10.1        |      | -   | 20                                  | A        | 9.9         |      | -   | 28                                  |
|                          | <b>EB Total</b>       | <b>B</b> | <b>10.1</b> | -    | -   | -                                   | <b>A</b> | <b>9.9</b>  | -    | -   | -                                   |
|                          | WBL/T/R               | B        | 10.2        |      | -   | 30                                  | B        | 13.6        |      | -   | 38                                  |
|                          | <b>WB Total</b>       | <b>B</b> | <b>10.2</b> | -    | -   | -                                   | <b>B</b> | <b>13.6</b> | -    | -   | -                                   |
|                          | NBL/T/R               | A        | 9.8         |      | -   | 21                                  | B        | 12.0        |      | -   | 23                                  |
|                          | <b>NB Total</b>       | <b>A</b> | <b>9.8</b>  | -    | -   | -                                   | <b>B</b> | <b>12.0</b> | -    | -   | -                                   |
|                          | SBL/T/R               | B        | 13.4        |      | -   | 74                                  | B        | 14.5        |      | -   | 109                                 |
|                          | <b>SB Total</b>       | <b>B</b> | <b>13.4</b> | -    | -   | -                                   | <b>B</b> | <b>14.5</b> | -    | -   | -                                   |
| 3<br>SBL,<br>NBL         | EBL/T/R               | D        | 27.3        | 0.47 | -   | 61                                  | C        | 24.9        | 0.66 | -   | 106                                 |
|                          | <b>EB Total</b>       | <b>D</b> | <b>27.3</b> | -    | -   | -                                   | <b>C</b> | <b>24.9</b> | -    | -   | -                                   |
|                          | WBL/T/R               | C        | 16.4        | 0.38 | -   | 46                                  | D        | 27.4        | 0.48 | -   | 67                                  |
|                          | <b>WB Total</b>       | <b>C</b> | <b>16.4</b> | -    | -   | -                                   | <b>D</b> | <b>27.4</b> | -    | -   | -                                   |
|                          | NBL                   | A        | 7.5         | 0.01 | -   | 0                                   | A        | 7.5         | 0.01 | -   | 0                                   |
|                          | <b>NB Total</b>       | <b>A</b> | <b>0.6</b>  | -    | -   | -                                   | <b>A</b> | <b>0.3</b>  | -    | -   | -                                   |
|                          | SBL                   | A        | 7.9         | 0.15 | -   | 13                                  | A        | 8.1         | 0.18 | -   | 18                                  |
|                          | <b>SB Total</b>       | <b>A</b> | <b>5.0</b>  | -    | -   | -                                   | <b>A</b> | <b>4.4</b>  | -    | -   | -                                   |
| 4<br>SBL,<br>NBL,<br>WBR | EBL/T/R               | D        | 27.3        | 0.47 | -   | 61                                  | C        | 24.9        | 0.66 | -   | 106                                 |
|                          | <b>EB Total</b>       | <b>D</b> | <b>27.3</b> | -    | -   | -                                   | <b>C</b> | <b>24.9</b> | -    | -   | -                                   |
|                          | WBL/T                 | C        | 23.6        | 0.23 | -   | 24                                  | D        | 26.8        | 0.31 | -   | 35                                  |
|                          | WBR                   | A        | 9.6         | 0.14 | -   | 13                                  | B        | 11.1        | 0.17 | -   | 16                                  |
|                          | <b>WB Total</b>       | <b>B</b> | <b>14.0</b> | -    | -   | -                                   | <b>C</b> | <b>16.5</b> | -    | -   | -                                   |
|                          | NBL                   | A        | 7.5         | 0.01 | -   | 0                                   | A        | 7.5         | 0.01 | -   | 0                                   |
|                          | <b>NB Total</b>       | <b>A</b> | <b>0.6</b>  | -    | -   | -                                   | <b>A</b> | <b>0.3</b>  | -    | -   | -                                   |
|                          | SBL                   | A        | 7.9         | 0.15 | -   | 13                                  | A        | 8.1         | 0.18 | -   | 18                                  |
|                          | <b>SB Total</b>       | <b>A</b> | <b>5.0</b>  | -    | -   | -                                   | <b>A</b> | <b>4.4</b>  | -    | -   | -                                   |
| 5<br>Roundabout          | EBL/T/R               | A        | 5.2         | 0.15 | -   | 13                                  | A        | 4.3         | 0.19 | -   | 18                                  |
|                          | <b>EB Total</b>       | <b>A</b> | <b>5.2</b>  | -    | -   | -                                   | <b>A</b> | <b>4.3</b>  | -    | -   | -                                   |
|                          | WBL/T/R               | A        | 4.8         | 0.17 | -   | 16                                  | A        | 6.8         | 0.19 | -   | 19                                  |
|                          | <b>WB Total</b>       | <b>A</b> | <b>4.8</b>  | -    | -   | -                                   | <b>A</b> | <b>6.8</b>  | -    | -   | -                                   |
|                          | NBL/T/R               | A        | 5.4         | 0.15 | -   | 13                                  | A        | 5.5         | 0.18 | -   | 16                                  |
|                          | <b>NB Total</b>       | <b>A</b> | <b>5.4</b>  | -    | -   | -                                   | <b>A</b> | <b>5.5</b>  | -    | -   | -                                   |
|                          | SBL/T/R               | A        | 5.4         | 0.28 | -   | 31                                  | A        | 5.7         | 0.33 | -   | 38                                  |
|                          | <b>SB Total</b>       | <b>A</b> | <b>5.4</b>  | -    | -   | -                                   | <b>A</b> | <b>5.7</b>  | -    | -   | -                                   |

Table 6 – PM Peak Capacity Analysis Results

| Alternative              | Approach/<br>Movement | 2030     |             |      |     |                                     | 2050     |             |      |     |                                     |
|--------------------------|-----------------------|----------|-------------|------|-----|-------------------------------------|----------|-------------|------|-----|-------------------------------------|
|                          |                       | LOS      | Delay       | V/C  | QSR | 95 <sup>th</sup> %<br>Queue<br>(ft) | LOS      | Delay       | V/C  | QSR | 95 <sup>th</sup> %<br>Queue<br>(ft) |
| 2<br>AWSC                | EBL/T/R               | B        | 11.0        |      | -   | 10                                  | B        | 10.9        |      | -   | 13                                  |
|                          | <b>EB Total</b>       | <b>B</b> | <b>11.0</b> | -    | -   | -                                   | <b>B</b> | <b>10.9</b> | -    | -   | -                                   |
|                          | WBL/T/R               | B        | 11.2        |      | -   | 74                                  | C        | 18.7        |      | -   | 123                                 |
|                          | <b>WB Total</b>       | <b>B</b> | <b>11.2</b> | -    | -   | -                                   | <b>C</b> | <b>18.7</b> | -    | -   | -                                   |
|                          | NBL/T/R               | B        | 10.5        |      | -   | 43                                  | B        | 14.8        |      | -   | 66                                  |
|                          | <b>NB Total</b>       | <b>B</b> | <b>10.5</b> | -    | -   | -                                   | <b>B</b> | <b>14.8</b> | -    | -   | -                                   |
|                          | SBL/T/R               | C        | 16.8        |      | -   | 76                                  | C        | 18.5        |      | -   | 109                                 |
|                          | <b>SB Total</b>       | <b>C</b> | <b>16.8</b> | -    | -   | -                                   | <b>C</b> | <b>18.5</b> | -    | -   | -                                   |
| 3<br>SBL,<br>NBL         | EBL/T/R               | E        | 43.6        | 0.26 | -   | 25                                  | E        | 38.4        | 0.42 | -   | 48                                  |
|                          | <b>EB Total</b>       | <b>E</b> | <b>43.6</b> | -    | -   | -                                   | <b>E</b> | <b>38.4</b> | -    | -   | -                                   |
|                          | WBL/T/R               | C        | 20.5        | 0.70 | -   | 138                                 | F        | 73.3        | 0.99 | -   | 310                                 |
|                          | <b>WB Total</b>       | <b>C</b> | <b>20.5</b> | -    | -   | -                                   | <b>F</b> | <b>73.3</b> | -    | -   | -                                   |
|                          | NBL                   | A        | 7.6         | 0.01 | -   | 0                                   | A        | 7.6         | 0.02 | -   | 0                                   |
|                          | <b>NB Total</b>       | <b>A</b> | <b>0.6</b>  | -    | -   | -                                   | <b>A</b> | <b>0.6</b>  | -    | -   | -                                   |
|                          | SBL                   | A        | 8.0         | 0.14 | -   | 13                                  | A        | 8.3         | 0.16 | -   | 15                                  |
|                          | <b>SB Total</b>       | <b>A</b> | <b>5.1</b>  | -    | -   | -                                   | <b>A</b> | <b>4.6</b>  | -    | -   | -                                   |
| 4<br>SBL,<br>NBL,<br>WBR | EBL/T/R               | E        | 43.6        | 0.26 | -   | 25                                  | E        | 38.4        | 0.42 | -   | 48                                  |
|                          | <b>EB Total</b>       | <b>E</b> | <b>43.6</b> | -    | -   | -                                   | <b>E</b> | <b>38.4</b> | -    | -   | -                                   |
|                          | WBL/T                 | D        | 32.4        | 0.42 | -   | 51                                  | E        | 46.8        | 0.66 | -   | 105                                 |
|                          | WBR                   | A        | 9.8         | 0.28 | -   | 28                                  | B        | 11.8        | 0.33 | -   | 36                                  |
|                          | <b>WB Total</b>       | <b>C</b> | <b>16.1</b> | -    | -   | -                                   | <b>C</b> | <b>24.7</b> | -    | -   | -                                   |
|                          | NBL                   | A        | 7.6         | 0.01 | -   | 0                                   | A        | 7.6         | 0.02 | -   | 0                                   |
|                          | <b>NB Total</b>       | <b>A</b> | <b>0.6</b>  | -    | -   | -                                   | <b>A</b> | <b>0.6</b>  | -    | -   | -                                   |
|                          | SBL                   | A        | 8.0         | 0.14 | -   | 13                                  | A        | 8.3         | 0.16 | -   | 15                                  |
|                          | <b>SB Total</b>       | <b>A</b> | <b>5.1</b>  | -    | -   | -                                   | <b>A</b> | <b>4.6</b>  | -    | -   | -                                   |
| 5<br>Roundabout          | EBL/T/R               | A        | 5.9         | 0.07 | -   | 5                                   | A        | 4.6         | 0.08 | -   | 8                                   |
|                          | <b>EB Total</b>       | <b>A</b> | <b>5.9</b>  | -    | -   | -                                   | <b>A</b> | <b>4.6</b>  | -    | -   | -                                   |
|                          | WBL/T/R               | A        | 5.1         | 0.33 | -   | 36                                  | A        | 8.1         | 0.41 | -   | 51                                  |
|                          | <b>WB Total</b>       | <b>A</b> | <b>5.1</b>  | -    | -   | -                                   | <b>A</b> | <b>8.1</b>  | -    | -   | -                                   |
|                          | NBL/T/R               | A        | 6.0         | 0.22 | -   | 23                                  | A        | 6.2         | 0.27 | -   | 28                                  |
|                          | <b>NB Total</b>       | <b>A</b> | <b>6.0</b>  | -    | -   | -                                   | <b>A</b> | <b>6.2</b>  | -    | -   | -                                   |
|                          | SBL/T/R               | A        | 5.9         | 0.28 | -   | 31                                  | A        | 6.3         | 0.32 | -   | 36                                  |
|                          | <b>SB Total</b>       | <b>A</b> | <b>5.9</b>  | -    | -   | -                                   | <b>A</b> | <b>6.3</b>  | -    | -   | -                                   |

As can be seen from the capacity analysis results, Alternative 1 (No Build) will continue to degrade and will have LOS F by 2050. Alternative 3 (SBL, NBL) shows minimal improvement compared to Alternative 1 (No Build), but the westbound approach still has LOS F in the 2050 PM peak. Alternative 4 (SBL, NBL, WBR) shows minimal improvement in 2030 and 2050 overall LOS as compared to Alternative 1 (No Build), and more notably no LOS F for the westbound approach.

Alternative 2 (AWSC) and Alternative 5 (Roundabout) show significant improvement in LOS as compared to Alternative 1 (No Build) in both analysis years, with Alternative 5 (Roundabout) having lower delays than Alternative 2 (AWSC).

### **Sight Distance Analysis**

Intersection sight distance exhibits were created for the northbound and southbound approaches to determine if sight distance is obstructed in the existing conditions. ODOT intersection sight distance standards were utilized. The exhibits show that neither approach is expected to have any sight distance obstructions in the existing conditions. The intersection sight distance exhibits can be found in **Appendix G**.

However, if a westbound right turn lane is constructed as proposed in Alternative 4 (NBL, SBL, WBR), the presence of two vehicles stopped side-by-side on the westbound approach would be expected to block the sight lines of oncoming vehicles for each other.

## **VI. Alternatives Considered and Dismissed**

### **A. Alternative 1 - No Build**

This alternative was dismissed since it does not meet the project's purpose and need of addressing safety. Additionally, failing LOS is expected on the westbound approach with 2050 PM peak traffic volumes.

### **B. Alternative 3 - Install Left Turn Lanes on Washington Road**

This alternative would address the rear end crash trend on the southbound approach. However, this alternative was dismissed as it would not address the failure to yield crash trends for both side street approaches or southbound to eastbound left turning crashes. Additionally, this countermeasure would not address the failing LOS expected on the westbound approach with 2050 PM peak traffic volumes.

### **C. Alternative 6 - Install Traffic Signal**

As previously described, none of the traffic signal warrants are satisfied. Additionally, while the alternative would be expected to decrease fatal and incapacitating injury crashes, it would also be expected to increase overall crash rates at the intersection. As such, signalization of the intersection was dismissed as an alternative.

### **D. Alternative 7 - Short-Term Improvements**

This alternative considers the implementation of short-term, low-cost improvements including upgrading the existing stop signs to flashing LED signs, installing transverse rumble strips, updating the stop line pavement markings, adding dual (left-side) intersection warning signs, and/or upsizing existing intersection warning signs. The existing stop signs are already dual, oversized signs on each approach. These low-cost improvements were dismissed as they are not expected to

mitigate the primary crash type of failure to yield angle crashes. While these improvements would better communicate to drivers that an intersection is coming and possibly reduce failure to stop angle crashes, these improvements are not expected to reduce failure to yield angle crashes.

## VII. Other Considerations

This section primarily covers Alternatives 4 (NBL, SBL, WBR) and 5 (Roundabout). Alternative 2 (AWSC) was also carried forward for comparison but is much less costly and impactful compared to Alternatives 4 (NBL, SBL, WBR) and 5 (Roundabout). As previously described, Alternatives 1 (No Build), 3 (NBL, SBL), 6 (Signal), and 7 (Short-Term) were considered dismissed and not carried forward for comparison.

### A. R/W Impacts

Alternatives 4 (NBL, SBL, WBR) and 5 (Roundabout) both require additional R/W acquisition for construction. Alternative 5 (Roundabout) will have a slightly greater impact on R/W. See **Table 7** for anticipated, planning-level, permanent R/W impacts for both Alternative 4 (NBL, SBL, WBR) and 5 (Roundabout). In Alternative 5 (Roundabout) the roundabout is shifted west to avoid impacts on the single-family homes to the east. Since the value of the properties with the homes is higher than the surrounding properties, taking less R/W from this property will reduce costs.

*Table 7 – Permanent R/W (acres)*

| Parcel ID    | Owner                | Auditor's Parcel # | Alternative 4 (NBL, SBL, WBR) Permanent R/W | Alternative 5 (Roundabout) Permanent R/W |
|--------------|----------------------|--------------------|---------------------------------------------|------------------------------------------|
| 1            | Phillip Wanye Miller | M40-011800         | 0.166                                       | 0.166                                    |
| 2            | Phillip Wanye Miller | M40-011900         | 0.103                                       | 0.129                                    |
| 3            | AG Knechtion LLC     | M40-011300         | 0.162                                       | 0.261                                    |
| 4            | Opal E Holfinger     | M40-012100         | 0.261                                       | 0.160                                    |
| 5            | Dennis Cox           | M40-011200         | 0.178                                       | 0.276                                    |
| <b>Total</b> |                      |                    | <b>0.797</b>                                | <b>0.883</b>                             |

### B. Utility Impacts

Alternatives 4 (NBL, SBL, WBR) and 5 (Roundabout) both require multiple utility relocations. There are multiple utility poles with power and communication lines and a buried fiber optic line which require relocation for both alternatives. Water, gas, or sanitary conflicts also need to be considered.

### C. Roadway Design Issues

Alternatives 4 (NBL, SBL, WBR) and 5 (Roundabout) meet the required roadway design criteria. Design exceptions are not required, and roadway design issues will not impact the preferred alternative. See **Appendix H** for the concept plans for both alternatives.

### D. Maintenance of Traffic

Alternative 5 (Roundabout) maintenance of traffic (MOT) requires closure of the intersection and a detour for two of the approaches. The detour would utilize Bausman Road, Stillwell Road, and Washington Concord Road for the north and south approaches. The east and west approaches

would utilize Stillwell Road, Washington Concord Road, Eldean Road, and Experiment Farm Road. The closure duration for Alternative 5 (Roundabout) would be approximately 90 days.

Alternative 4 (NBL, SBL, WBR) MOT could be completed using part-width construction, shifting the traffic to one side of the road while the other is being constructed. This may require temporary pavement.

## **E. Drainage**

Due to the widening of the intersection for both Alternatives 4 (NBL, SBL, WBR) and 5 (Roundabout), updates to the existing drainage structures and ditches at the intersection are required. Alternative 4 (NBL, SBL, WBR) drainage will use re-graded roadside ditches to meet existing drainage patterns.

Alternative 5 (Roundabout) has a couple of drainage options. Typically, curbed roundabouts use a closed storm sewer system. However, due to the relatively flat grade, curb cuts that outlet directly into ditches may need to be considered. Existing ditches may not be deep enough to provide a proper outlet from a closed system.

## **F. Environmental Evaluation**

The following is a summary of environmental resources with the project area and anticipated involvement with those resources under the build alternatives:

### **Streams and Wetlands**

An unnamed stream crosses under Washington Road approximately 1100 feet north of the intersection. Under all build alternatives, construction activities are not expected to impact this stream.

### **Floodplain**

A designated special flood hazard area (Zone A) is associated with the stream discussed above. None of the proposed build alternatives intersect the designated special flood hazard area.

### **Threatened and Endangered Species**

Miami County is within the known habitat ranges of the Indiana bat, northern long-eared bat, tri-colored bat, the bald eagle, and the rayed bean & snuffbox mussels. Habitat for these species is not present within the corridor and none of the build alternatives will affect these species.

A review of the ODNR Natural Heritage Database did not identify any records of state-listed species within the project area.

### **Cultural Resources**

Within the project area, there are no National Historic Landmarks or sites that have been determined eligible for the National Register of Historic Places.

An older farmstead (4400 Washington Road, c.1920) is located near the project's southern limits and is associated with the agricultural land in the southwest quadrant. This house appears to retain much of its original construction.

An older farmstead (2910 West Farrington Road), likely dating to the late 1800s, is present in the southeast quadrant. The Auditor's office reports the age as 1920, but this appears inconsistent of the building style and foundation. There have been multiple additions and modifications to the house. Both the house and out-buildings appear to be common construction types.

A 1950s farmstead (2909 West Farrington Road) is associated present in the northeast corner. Alternative 4 (SBL, NBL, WBR) and Alternative 5 (Roundabout) will require closure of the residential drive from Washington Road; this property has alternate accesses from both Farrington Road and Washington Road.

As all farmsteads are over 50 years old, additional consideration of these properties will be required under Section 106 of the National Historic Preservation Act of 1966 if Alternative 4 (SBL, NBL, WBR) or 5 (Roundabout) are advanced as the preferred alternatives. Based on the concept plans, the relative potential for impacts to cultural resources of Alternative 4 (SBL, NBL, WBR) and Alternative 5 (Roundabout) appear similar.

If Alternative 4 (SBL, NBL, WBR) or 5 (Roundabout), an archaeological investigation will likely be required. Based on the location, it is unlikely archaeological resources, if found, will require preservation in place.

#### **Recreational Section 4(f)/6(f) Resources**

There are no publicly-owned recreational facilities or facilities funded with Land & Water Conservation Funds within the project limits.

#### **Air Quality**

As a safety improvement program, all build alternatives are expected to be exempt from analysis for mobile source air toxics. The project is not located in an area that is currently in non-attainment for criteria air pollutants under the National Ambient Air Quality Standards.

#### **Noise Levels**

Under Alternative 4 (SBL, NBL, WBR) and Alternative 5 (Roundabout), travel lanes will shift modestly closer to residential properties. However, these alternatives will not more than halve the existing distance between the travel lanes and the homes. Under all build alternatives, a noise analysis is not expected to be required under current guidance.

#### **Drinking Water Resources**

The project is not located within the boundaries of a designated sole source aquifer. However, the project is in an area served by private wells. Under all build alternatives, a plan note to protect groundwater resources will be included in the project plans. Based on available information none of the build alternatives will require removal of private wells or septic systems.

#### **Farmland**

Under all build alternatives, the project is not expected to require acquisition of three acres or more to allow for intersection improvements and will not require coordination under the Farmland Protection Policy Act. Additionally, acquisition under this project will not exceed the coordination thresholds of ORC 929.05.

## **Regulated Materials**

A review of ODOT Ohio Regulated Properties Search Tool did not identify any records associated with adjacent properties. The commercial-style garage is associated with 2909 West Farrington Road. Additional evaluation of this property, to determine if regulated materials management notes are needed, may be required if Alternative 4 (NBL, SBL, WBR) or Alternative 5 (Roundabout) is selected as the preferred alternative, due to permanent R/W acquisition from this property under those alternatives.

## **Public Involvement**

Public involvement will be undertaken and public input will be considered, prior to advancing a build alternative to detailed design, consistent with ODOT's public involvement guidance.

## **G. Cost Estimates**

Planning-level cost estimates were prepared for Alternatives 2 (AWSC), 4 (NBL, SBL, WBR), and 5 (Roundabout). The construction cost estimates for Alternatives 4 (NBL, SBL, WBR) and 5 (Roundabout) assume the following:

- 25% engineering design
- 25% contingency
- 10% environmental, geotechnical, federal requirements
- 22.4% inflation rate based a midpoint construction date of 7/1/2030
- R/W costs
- Utility relocation costs are not included

The estimated cost for each alternative is summarized in **Table 8**. Detailed cost estimates are included in **Appendix I**.

*Table 8 – Cost Estimates*

| <b>Build Alternative</b> | <b>Total</b> |
|--------------------------|--------------|
| 2 - AWSC                 | \$24,000     |
| 4 - SBL, NBL, WBR        | \$2,375,300  |
| 5 - Roundabout           | \$3,386,900  |

## **H. Benefit-Cost Analysis**

Benefit-cost analysis is a tool used to determine the financial benefits of a project by comparing the project cost to the expected dollar value of safety benefits in terms of crashes prevented. Benefit-cost values greater than one indicate a positive return on the original investment. Preferred countermeasures are those having the highest value of safety benefits. A benefit-cost analysis for Alternatives 2 (AWSC), 4 (SBL, NBL, WBR), and 5 (Roundabout) was prepared using ECAT.

**Table 9** summarizes the benefit-cost analysis results. Detailed benefit-cost analysis reports from ECAT are included in **Appendix J**.

Table 9 - Benefit-Cost Analysis

|                                  | Build Alternative |                    |                 |
|----------------------------------|-------------------|--------------------|-----------------|
|                                  | 2<br>AWSC         | 4<br>SBL, NBL, WBR | 5<br>Roundabout |
| Expected Annual Crash Adjustment | -2.464            | -1.624             | -2.041          |
| Value of Safety Benefit          | \$1,164,562.98    | \$1,258,755.45     | \$2,482,250.93  |
| Benefit-Cost Ratio               | 50.70             | 0.65               | 0.90            |

While Alternative 2 (AWSC) has the highest benefit-cost ratio, Alternative 5 (Roundabout) results in the highest value of safety benefit overall.

## VIII. Comparison of Alternatives

| Key Issue                                   | Alternative*                                                                                |                                                                                               |                                                                                                    |                                                                                                    |
|---------------------------------------------|---------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
|                                             | 1<br>No Build                                                                               | 2<br>AWSC                                                                                     | 4<br>SBL, NBL, WBR                                                                                 | 5<br>Roundabout                                                                                    |
| <b>Safety Analysis:<br/>Reduce Severity</b> | <br>0      | <br>-0.1819  | <br>-0.1134     | <br>-0.2316     |
| <b>Safety Analysis:<br/>Reduce Crashes</b>  | <br>0      | <br>-2.464   | <br>-1.624      | <br>-2.041      |
| <b>LOS**</b>                                | <br>D/F    | <br>B/C      | <br>D/E         | <br>A/A         |
| <b>Planning Level<br/>Construction Cost</b> | <br>\$0    | <br>\$24,000 | <br>\$2,375,300 | <br>\$3,386,900 |
| <b>Benefit-Cost Ratio</b>                   | <br>N/A    | <br>50.70    | <br>0.65        | <br>0.90        |
| <b>Impacts to Cultural<br/>Resources</b>    | <br>       | <br>         | <br>            | <br>            |
| <b>R/W Impacts</b>                          | <br>0 ac | <br>0 ac   | <br>0.797 ac  | <br>0.883 ac  |
| <b>Utility Impacts</b>                      | <br>     | <br>       | <br>          | <br>          |

\*Alternatives 3 (SBL & NBL), 6 (Signal), and 7 (Short-Term) are not included in this table as they were previously dismissed. While the No Build Alternative was also previously dismissed, it was still included in this table for baseline comparison purposes.

\*\*Worst Design Year approach LOS provided as AM/PM

### Legend

|                                                                                     |                |                                                                                     |      |
|-------------------------------------------------------------------------------------|----------------|-------------------------------------------------------------------------------------|------|
|  | Poor           |  | Fair |
|  | Unsatisfactory |  | Good |
|  | Satisfactory   |                                                                                     |      |

# City of PIQUA

## COMMISSION AGENDA STAFF REPORT

K.5.

|                                                                       |                                                                                                                                                                |  |  |
|-----------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| <b>MEETING DATE</b>                                                   | October 7, 2025                                                                                                                                                |  |  |
| <b>REPORT TITLE</b>                                                   | <b>Resolution No. R-110-25</b><br>A resolution authorizing the approval of a new liquor permit to St Amand Co., Piqua Mall, 987 E. Ash St, Ste. 111, Piqua, OH |  |  |
| <b>SUBMITTED BY</b>                                                   | Law                                                                                                                                                            |  |  |
| <b>AGENDA CLASSIFICATION</b>                                          | Resolution                                                                                                                                                     |  |  |
| <b>BACKGROUND</b>                                                     | Type background info here.                                                                                                                                     |  |  |
| <b>BUDGET/FINANCIAL IMPACT</b><br>(Project costs and funding sources) | Budgeted \$:                                                                                                                                                   |  |  |
|                                                                       | Expenditure \$:                                                                                                                                                |  |  |
|                                                                       | Source of Funds:                                                                                                                                               |  |  |
|                                                                       | Narrative:                                                                                                                                                     |  |  |
| <b>ATTACHMENTS</b>                                                    | 1. St Amand Liquor Application                                                                                                                                 |  |  |

**Resolution No. R-110-25**

**A resolution authorizing the approval of a new liquor permit to St Amand Co., Piqua Mall, 987 E. Ash St, Ste. 111, Piqua, OH**

WHEREAS, Chapter 4303 of the Ohio Revised Code authorizes the Ohio Division of Liquor Control to issue liquor permits within the State of Ohio; and

WHEREAS, Chapter 4303 of the Ohio Revised Code authorities, the legislative authority of a municipal corporation to object to the issuance, transfer, or renewal of a liquor permit within the limits of such municipal corporation and request a hearing thereon, and

WHEREAS, the Piqua City Commission has received from the Ohio Division of Liquor Control an application for a new liquor permit to be held by St. Amand Co., Piqua Mall, 987 E. Ash St., Ste. 111, Piqua OH 45356.

NOW, THEREFORE, BE IT RESOLVED by the Commission of the City of Piqua, Miami County, Ohio, the majority of all members elected thereto concurring that:

- SEC. 1: The City Commission of the City of Piqua has no objection to this liquor permit and does not request a hearing.
- SEC. 2: The legislative notice shall be sent by the Clerk of Commission to the Ohio Division of Liquor Control no later than October 10, 2025.
- SEC. 3: This resolution shall take effect and be in force from and after the earliest period allowed by law.

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KRIS LEE, MAYOR

PASSED: \_\_\_\_\_

ATTEST: \_\_\_\_\_  
CLERK OF COMMISSION

The Motion to adopt the foregoing Resolution was offered by None, seconded by None, and on roll call the following vote ensued:

|                             |       |
|-----------------------------|-------|
| Mayor Kris Lee              | _____ |
| Commissioner Jim Vetter     | _____ |
| Commissioner Paul Simmons   | _____ |
| Commissioner Thomas Hohman  | _____ |
| Commissioner Frank DeBrosse | _____ |



NOTICE TO LEGISLATIVE AUTHORITY

TO

|                             |             |                                                                                                                    |
|-----------------------------|-------------|--------------------------------------------------------------------------------------------------------------------|
| 10006442-1<br>PERMIT NUMBER | NEW<br>TYPE | St. Amand Co. LLC<br>Piqua Mall<br>987 E. Ash Street<br>Suite 111<br>Piqua OH 45356<br><br>Muni/Village/Twp: Piqua |
| ISSUE DATE                  |             |                                                                                                                    |
| 7/29/2025                   |             |                                                                                                                    |
| FILING DATE                 |             |                                                                                                                    |
| D-5B D-6                    |             |                                                                                                                    |
| PERMIT CLASSES              |             |                                                                                                                    |
| 55077<br>TAX DISTRICT       | JUN         | RECEIPT NO                                                                                                         |

FROM 8/20/2025

|                |            |  |
|----------------|------------|--|
| PERMIT NUMBER  | TYPE       |  |
| ISSUE DATE     |            |  |
| FILING DATE    |            |  |
| PERMIT CLASSES |            |  |
| TAX DISTRICT   | RECEIPT NO |  |
|                |            |  |

MAILED

08/25/2025

RESPONSES MUST BE POSTMARKED NO LATER THAN

IMPORTANT NOTICE

10/24/2025

PLEASE COMPLETE AND RETURN THIS FORM TO THE DIVISION OF LIQUOR CONTROL WHETHER OR NOT  
THERE IS A REQUEST FOR A HEARING.

REFER TO THIS NUMBER IN ALL INQUIRIES: JUN NEW 10006442-1

(TRANSACTION & NUMBER)

(MUST MARK ONE OF THE FOLLOWING)

WE REQUEST A HEARING ON THE ADVISABILITY OF ISSUING THE PERMIT AND REQUEST THAT THE HEARING  
BE HELD ☐ IN OUR COUNTY SEAT ☐ IN COLUMBUS

WE DO NOT REQUEST A HEARING ☐

DID YOU MARK A BOX? IF NOT, THIS WILL BE CONSIDERED A LATE RESPONSE.

PLEASE SIGN BELOW AND MARK THE APPROPRIATE BOX INDICATING YOUR TITLE:

(Signature)

(Title) - ☐ Clerk of County Commissioner

(Date)

☐ Clerk of City Council

☐ Township Fiscal Officer

CLERK OF PIQUA CITY COUNCIL  
201 W WATER ST  
PIQUA OH 45356