

PORT UNION ROAD AT LE SAINT DRIVE ROUNDBABOUT IMPROVEMENT



WEST CHESTER TOWNSHIP
BUTLER COUNTY, OHIO



VICINITY MAP

PROJECT
SITE

HSIP FUNDING APPLICATION



Butler County - Port Union Rd at LeSaint Dr

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DATE 6/6/2025

Project Information:

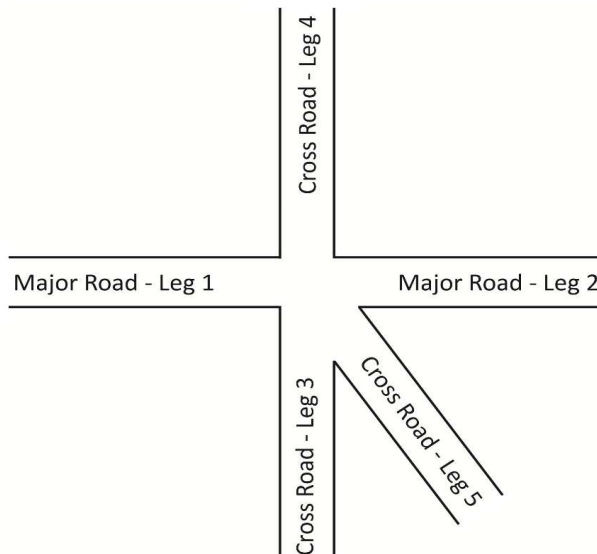
COUNTY Butler County

LOCATION TYPE Intersection

PROJECT SERVICE LIFE 20 years

SEGMENT INFORMATION

ROUTE	
BEGIN SLM	
END SLM	
PRESENT YEAR ADT	
FUTURE YEAR ADT	



INTERSECTION INFORMATION

	Major Road - Leg 1	Major Road - Leg 2	Cross Road - Leg 3	Cross Road - Leg 4	Cross Road - Leg 5
ROUTE NUMBER (or NAME)	Port Union Rd	Port Union Rd	LeSaint Dr	LeSaint Dr	
SLM	2.59	2.59	1.21	1.21	
PRESENT YEAR ADT	9,700	9,700	3,500	3,700	
FUTURE YEAR ADT	10,913	10,913	3,938	4,163	

*When analyzing an intersection, an ADT must be provided for each Cross Street Leg.

CRASH INFORMATION

Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes	Fatalities	Incapacitating Injuries
0	9	17	26	0	2

*Blue cells will be filled out automatically if you use the CAMTool layout on the Crashes Worksheet

Ohio Strategic Highway Safety Plan	
Emphasis Area	Serious Crash Types
Emphasis Area Subcategory	Intersection

HSIP FUNDING APPLICATION



Butler County - Port Union Rd at LeSaint Dr

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Project Administration: (Select One)

LETTING TYPE Local Let

Funding:*

FISCAL YEAR REQUESTED	FY30	
Design Cost	\$99,891.30	
Right-of-Way Cost	\$30,000.00	
Construction Cost	\$998,913.00	
TOTAL COST ESTIMATE	\$1,128,804.30	HSIP COST ESTIMATE \$799,130.40

*1. Submit cost estimate in current year dollars and 10% CE funding for projects under \$1 millions or 7% CE funding for projects \$1 millions or more.

*2. Requested year and Estimated Costs may differ from the actual approved by the CSTP/LBR Committee

*3. HSIP funds are for construction phase only. Therefore, the HSIP Cost Estimate is base on 80% of the construction cost dollar amount

Describe Existing Roadway Conditions and Existing Crash Problem(s) at Project Location

Port Union Road and LeSaint Drive is a signalized intersection located in an industrial area in West Chester Township in southeast Butler County. Port Union Road is a three-lane, major collector county road that runs east-west with a posted legal speed limit of 55 MPH. Port Union Road carries approximately 9,700 vpd. LeSaint Drive is a two-lane, major collector road that runs north-south connecting the City of Fairfield and West Chester Township. The legal, posted speed limit on LeSaint Drive is 35 mph south of Port Union Road and 25 mph north of Port Union Road. LeSaint Drive carries approximately 3,500 vpd south of Port Union Road and 3,700 vpd north of Port Union Road.

During the 5-year study period between 2019-2023, the dominant crash types are rear end and angle crashes at 46.15% and 26.92% respectively. The main contributing factor involved vehicles following too closely due to the signalized intersection at 46.15% (12 of 26). Ten of 26 crashes (38.46%) either ran a red light or failed to yield. (Only three crashes were documented as running red light but three were documented as 'none' and one was documented as 'not discernible' due to conflicting statements.)

Injury crashes make up 34.6% of the 26 crashes at the intersection. Two crashes resulted in serious injuries.

Describe Proposed Countermeasures to Address the Crash Pattern

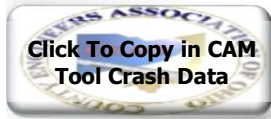
The proposed countermeasure to reduce crash frequency and crash severity is to remove the existing traffic signal to construct a single-lane modern roundabout. In the previous five years (2019-2023), seven crashes have likely been the result of vehicles running a red light. Red light running is becoming more prevalent. This type of high impact crash is eliminated at a roundabout intersection. The BCEO has observed tremendous success at reducing overall crashes and eliminating injury-type crashes at intersections converted to single-lane roundabouts. Butler County has 43 total roundabouts and seven of those have replaced traffic signals. Before and after data at the signalized intersections converted to single lane roundabouts have resulted in 52% reduction in overall crashes, 69% reduction in injury crashes, and 100% reduction in serious injury crashes. Single-lane roundabouts reduce the frequency of angle crashes and drastically lessen the severity of all crashes due to speed calming characteristics and shallowing the angle of vehicle entry. Overall, BCEO's single-lane modern roundabouts have reduced crashes by 60%, reduced injury crashes by 80%, and eliminated severe injury crashes by 94%.

Countermeasure 1	Conversion of signalized intersection into single- or multi-lane roundabout - Urban
Countermeasure 2	
Countermeasure 3	
Countermeasure 4	

NAME OF PERSON COMPLETING APPLICATION

Matthew J. Loeffler, PE

County: Butler County Main Roadway: Port Union Rd Begin SLM: 2.585 End SLM: _____
 Intersecting Roadway: LeSaint Dr
 Prepared by: Matthew J. Loeffler, PE Date: 6/6/2025 Crash Bdate: 1/1/2019 Crash Edate: 12/31/2023



HYPERLINK	ACCIDENTS_POINTS_N	LOCAL_REPORT_NB	INLF ID	3POINT_SLM_I	CRASH_DT	STREET1	STREET2_REF	DAY_OF_WEEK	HOUR	LIGHT_CC	TYPE_OF
	20196049751	2019000377	CBUTCR00116**C	2.57	20190403	Port Union RD	LeSaint DR	(4) Wedne	12	Daylight	Rear End
	20196150934	2019000895	CBUTCR00116**C	2.585	20190805	Port Union RD	Le Saint DR	(2) Monda	19	Daylight	Angle
	20196180671	2019000918	CBUTCR00116**C	2.585	20190809	LESAINTE DR	PORT UNION R	(6) Friday	15	Daylight	Angle
	20206009638	2020000093	CBUTCR00116**C	2.557	20200120	Port Union RD	Le Saint RD	(2) Monda	17	Daylight	Rear End
	20206086357	2020000482	CBUTCR00116**C	2.58	20200603	PORT UNION R	LESAINTE DR	(4) Wedne	17	Daylight	Angle
	20206153559	2020000797	CBUTCR00116**C	2.584	20200915	Port Union RD	Le Saint DR	(3) Tuesda	11	Daylight	Angle
	20206173082	2020000907	CBUTCR00116**C	2.584	20201013	Port Union RD	Le Saint DR	(3) Tuesda	18	Daylight	Angle
	20206195456	2020001011	CBUTCR00116**C	2.572	20201110	PORT UNION R	LESAINTE DR	(3) Tuesda	9	Daylight	Rear End
	20206202861	2020001030	CBUTCR00116**C	2.63	20201115	Port Union RD	Le Saint DR	(1) Sunday	6	Dark - Roa	Fixed Obje
	20213261973	2021004962	CBUTCR00116**C	2.585	20211230	PORT UNION R	LE SAINT DR	(5) Thursd	15	Daylight	Angle
	20216020317	2021000156	CBUTCR00116**C	2.586	20210210	PORT UNION R	W LESAINTE DR	(4) Wedne	19	Dark - Ligh	Left Turn
	20216052299	2021000316	CBUTCR00116**C	2.59	20210330	Port Union RD	Le Saint DR	(3) Tuesda	18	Daylight	Rear End
	20216064822	2021000401	CBUTCR00116**C	2.584	20210422	Port Union RD	Le Saint DR	(5) Thursd	11	Daylight	Rear End
	20216122297	2021000686	CBUTCR00116**C	2.601	20210708	PORT UNION R	LESAINTE DR	(5) Thursd	17	Daylight	Rear End
	20216169575	2021000886	TBUTTR02222**C	1.208	20210909	Le Saint DR	Port Union RD	(5) Thursd	10	Daylight	Backing
	20223093273	2022002461	CBUTCR00116**C	2.584	20220524	Port Union RD	Le Saint DR	(3) Tuesda	21	Dark - Roa	Left Turn
	20223109761	2022002786	CBUTCR00116**C	2.58	20220615	PORT UNION R	LE SAINT DR	(4) Wedne	17	Daylight	Rear End
	20223147558	2022003756	CBUTCR00116**C	2.577	20220811	PORT UNION R	LE SAINT DR	(5) Thursd	14	Daylight	Rear End
	20223184575	2022004657	TBUTTR02222**C	1.196	20221003	LESAINTE DR	PORT UNION R	(2) Monda	8	Daylight	Backing
	20223232342	2022005687	CBUTCR00116**C	2.617	20221201	PORT UNION R	LE SAINT DR	(5) Thursd	16	Dawn/Dust	Rear End
	20223248226	2022006015	TBUTTR02222**C	1.189	20221220	LE SAINT DR	PORT UNION R	(3) Tuesda	22	Dark - Ligh	Backing
	20233020783	2023000613	CBUTCR00116**C	2.62	20230208	Port Union RD	Le Saint DR	(4) Wedne	15	Daylight	Rear End
	20233122511	2023003353	CBUTCR00116**C	2.623	20230717	PORT UNION R	LE SAINT DR	(2) Monda	12	Daylight	Rear End
	20233122629	2023003346	CBUTCR00116**C	2.585	20230717	Port Union RD	Le saint DR	(2) Monda	7	Daylight	Angle
	20233128930	2023003499	CBUTCR00116**C	2.585	20230722	PORT UNION R	LE SAINT DR	(7) Saturda	15	Daylight	Fixed Obje
	20233150616	2023004177	CBUTCR00116**C	2.56	20230831	PORT UNION R	LE SAINT DR	(5) Thursd	10	Daylight	Rear End

RATE OF RETURN - ECONOMIC ANALYSIS WORKSHEET

Cells in Green Require User Review

County Butler County Main Roadway Port Union Rd Begin SLM 2.59 End SLM _____
 Intersecting Roadway LeSaint Dr
 Prepared by Matthew J. Loeffler, PE Date 6/6/2025 Crash BDate 1/1/2019 Crash EDate 12/31/2023



Year	TIME OF DAY						ROADWAY CONDITION						CRASH TYPE																		TOTAL			
	DAY		DAWN/DUSK		DARK		DRY		WET		SNOW / ICE		REAR END		LEFT		RIGHT		ANGLE		HEAD ON		SS PASS		FIXED OBJ		RAN OFF RD		PEDESTRIAN				OTHER	
	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F		
2019	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	
2020	4	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4	2	
2021	3	2	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	3	
2022	2	1	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	1	
2023	3	2	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	3	2	
TOTAL	14	7	0	0	0	0	0	0	0	0	0	0	7	5	1	1	0	0	5	2	0	0	0	0	1	1	0	0	0	0	3	0	17	9
AVG.	2.8	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.0	0.2	0.2	0.0	0.0	1.0	0.4	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.6	0.0	3.4	1.8

--The "TOTAL" and "AVERAGE" row formulas are set to only use 2016-2020 crash data. If the crash data is not for these five years, the formulas must be modified by the user to calculate the associated year data.

RECOMMENDED IMPROVEMENTS		CRASH TYPE	PDO CRASHES							INJ. - FAT. CRASHES								
	Select Countermeasures		R1	R2	R3	R4	RT	AVG PDO	EST. RED.	R1	R2	R3	R4	RT	AVG INJ-FAT	EST. RED.		
R1	Conversion of signalized intersection into single- or multi-lane roundabout - Urban	LEFT	0.35	0	0	0	0.35	0.20	0.07	0.74	0	0	0	0.74	0.20	0.15		
R2		RIGHT	0.35	0	0	0	0.35	0.00	0.00	0.74	0	0	0	0.74	0.00	0.00		
R3		ANGLE	0.35	0	0	0	0.35	1.00	0.35	0.74	0	0	0	0.74	0.40	0.30		
R4		REAR END	0.35	0	0	0	0.35	1.40	0.49	0.74	0	0	0	0.74	1.00	0.74		
		HEAD ON	0.35	0	0	0	0.35	0.00	0.00	0.74	0	0	0	0.74	0.00	0.00		
		SS PASS	0.35	0	0	0	0.35	0.00	0.00	0.74	0	0	0	0.74	0.00	0.00		
		FIXED OBJ	0.35	0	0	0	0.35	0.20	0.07	0.74	0	0	0	0.74	0.20	0.15		
		RAN OFF RD	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00		
		OTHER	0.35	0	0	0	0.35	0.60	0.21	0.74	0	0	0	0.74	0.00	0.00		
		NIGHT	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00		
		WET	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00		
		PEDESTRIAN	0.35	0	0	0	0.35	0.00	0.00	0.74	0	0	0	0.74	0.00	0.00		
			ESTIMATED PDO CRASH REDUCTION =							1.19	ESTIMATED INJ. - FAT. CRASH REDUCTION =							1.33

HSIP FUNDING APPLICATION

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County: Butler County Main Roadway: Port Union Rd Begin SLM: 2.585 End SLM: _____
 Intersecting Roadway: LeSaint Dr
 Prepared by : Matthew J. Loeffler, PE Date: 6/6/2025 Crash Bdate: 1/1/2019 Crash Edate: 12/31/2023

RSI Value = **41,354**

Cells in Green Require User Review

Fill in the Number of Crashes by Crash Type				
Crash Type	Number of Crashes	Crash Type Severity Calc	Crash Type #	Rural Non-Freeway*
Not Stated	0	\$0	0	\$15,518
Head On	0	\$0	1	\$147,339
Rear End	12	\$398,916	2	\$33,243
Backing	3	\$45,773	3	\$15,258
Sideswipe - Meeting	0	\$0	4	\$464,598
Sideswipe - Passing	0	\$0	5	\$29,447
Angle	7	\$452,828	6	\$64,690
Parked Vehicle	0	\$0	7	\$22,728
Pedestrian	0	\$0	8	\$325,162
Animal	0	\$0	9	\$12,455
Train	0	\$0	10	\$193,468
Pedalcycles	0	\$0	11	\$197,370
Other Non-Vehicle	0	\$0	12	\$257,549
Fixed Object	2	\$91,996	13	\$45,998
Other Object	0	\$0	14	\$19,050
Falling From Or In Vehicle	0	\$0	15	\$1,818,576
Overtaking	0	\$0	16	\$82,686
Other Non-Collision	0	\$0	17	\$23,113
Left Turn	2	\$85,700	18	\$42,850
Right Turn	0	\$0	18	\$24,351
Totals	26	\$1,075,213		

*Costs based on
2023 crash data

HSIP FUNDING APPLICATION

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County: Butler County Main Roadway: Port Union Rd
 Intersecting Roadway: LeSaint Dr
 Prepared by : Matthew J. Loeffler, PE Date: 6/6/2025

Begin SLM: 2.585 End SLM: _____
 Crash Bdate: 1/1/2019 Crash Edate: 12/31/2023

	Intersection	Rural Non-Freeway				
Location	Location Type	Facility Type	Begin Log	End Log	Length	ADT Used for Calculations
Port Union Rd at Le	Intersection	Rural Non-Freeway	2.585		1	13,300

Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes	Fatalities	Incapacitating Injuries	# of Years
0	9	17	26	0	2	5

Rate of Return: **34.85%**

Safety Project Scoring

Crash Rate (20)		Rate of Return (20)		RSI (20)	
Value	Score	Value	Score	Value	Score
1.07	2	34.85%	20	41,354	8

EPDO Value (20)		Funding Request (20)	
Value	Score	Value	Score
75.77	6	\$799,130.40	15

Total Score

51

CRASH DIAGRAM

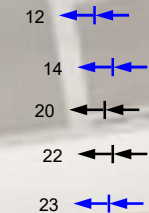
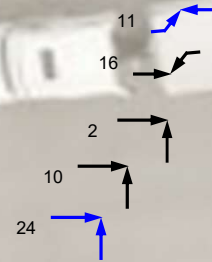
Port Union Rd @ LeSaint Dr
West Chester Twp, Butler County
2019 - 2023

Crashes By Year

2019: 3
2020: 6
2021: 6
2022: 6
2023: 5

LeSaint Dr

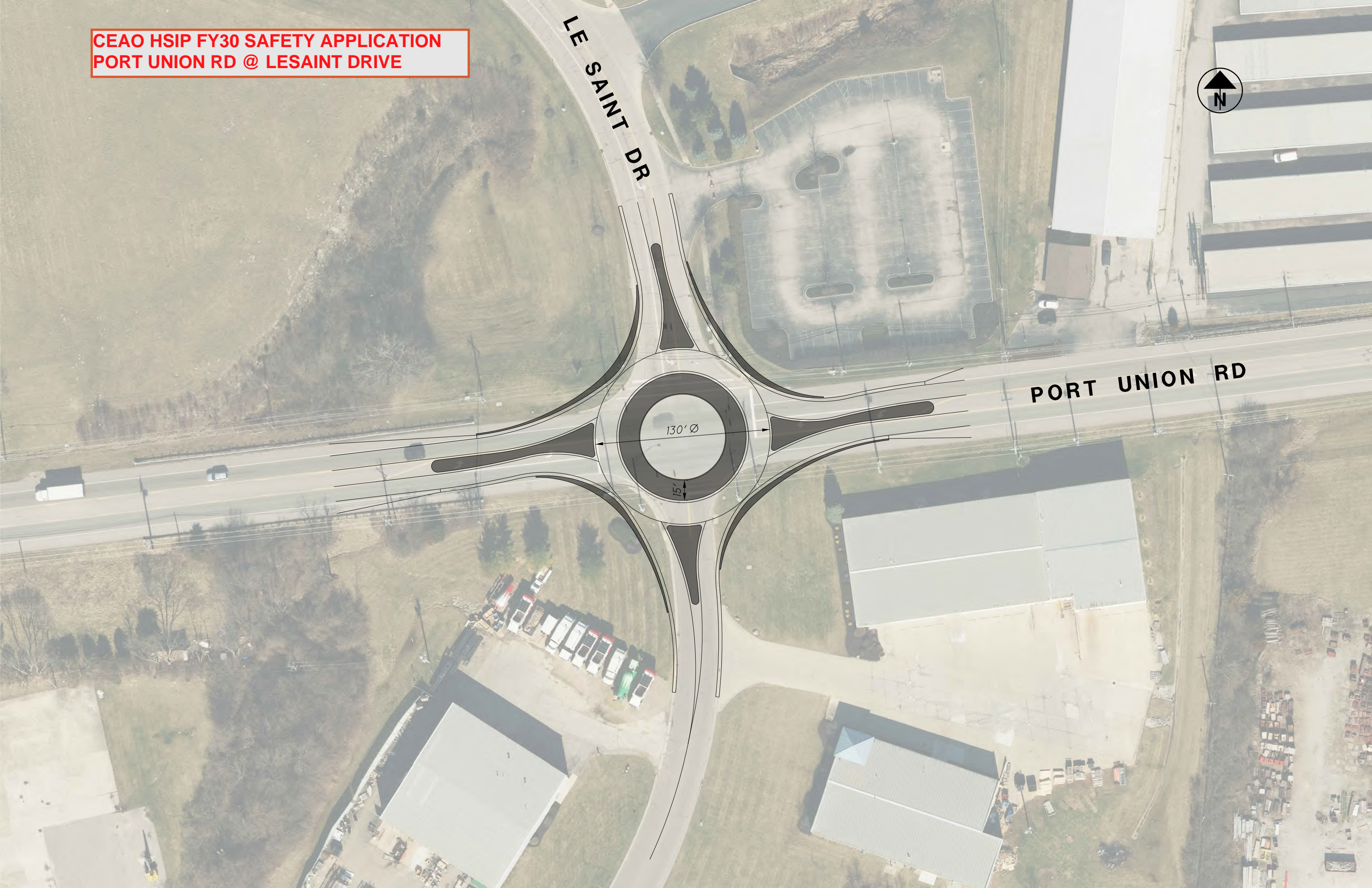
Port Union Rd



Legend:	
Symbols	Types of Collisions
	Other
	Backing Vehicle
	Pedestrian
	Parked Vehicle
	Fixed Object
	Fatal Crash
	Injury Crash
	Signal
	Street Name
	Stop Sign
	Animal
	Rear End
	Head On
	Side-Swipe Passing
	Side-Swipe Meeting
	Out-of-Control
	Angle
	Angle
	Left Turn
	Right Turn
	Right Turn

19000115			24	Other / Unkno			No			2	34	7	10								
ROW ID	CRASH SEVERITY	TYPE OF CRASH	CRASH DT	HOUR	DAY	LIGHT CONDITION	ROAD CONDITION	CONTRIBUTING FACTOR1	ACTION1	DIRECTION FROM1	DIRECTION TO1	DRIVER ALCOHOL1	CONTRIBUTING FACTOR2	ACTION2	DIRECTION FROM2	DIRECTION TO2	ROAD CONTOUR	ACCIDENT NBR	LOCAL REPORT NBR	NLFID	LOGPOINT
1	Injury Crash	Rear End	20190403	12	(4) Wednesday	Daylight	Dry	Following Too Closely/ACI	Straight Ahead	West	East	No	None	Slowing or Stopped In	West	East	Straight Level	20196049751	2019000377	CBUTCR00116**	2.57
2	PDO	Angle	20190805	19	(2) Monday	Daylight	Dry	Not Discernible	Straight Ahead	West	East	No	Not Discernible	Straight Ahead	South	North	Straight Level	20196150934	2019000895	CBUTCR00116**	2.585
3	PDO	Angle	20190809	15	(6) Friday	Daylight	Dry	None	Making Left Turn	East	South	No	None	Making Left Turn	North	East	Straight Level	20196180671	2019000918	CBUTCR00116**	2.585
4	PDO	Rear End	20200120	17	(2) Monday	Daylight	Dry	Following Too Closely/ACI	Straight Ahead	West	East	No	None	Slowing or Stopped In	West	East	Straight Grade	20206009638	2020000093	CBUTCR00116**	2.557
5	Injury Crash	Angle	20200603	17	(4) Wednesday	Daylight	Dry	Ran Red Light	Straight Ahead	North	South	No	None	Making Left Turn	East	South	Straight Level	20206086357	2020000482	CBUTCR00116**	2.58
6	PDO	Angle	20200915	11	(3) Tuesday	Daylight	Dry	None	Straight Ahead	South	North	No	None	Straight Ahead	East	West	Straight Level	20206153559	2020000797	CBUTCR00116**	2.584
7	PDO	Angle	20201013	18	(3) Tuesday	Daylight	Dry	Ran Red Light	Straight Ahead	East	West	No	None	Straight Ahead	North	South	Straight Level	20206173082	2020000907	CBUTCR00116**	2.584
8	PDO	Rear End	20201110	9	(3) Tuesday	Daylight	Dry	Following Too Closely/ACI	Slowing or Stopped In	West	East	No	None	Slowing or Stopped In	West	East	Straight Level	20206195456	2020001011	CBUTCR00116**	2.572
9	Injury Crash	Fixed Object	20201115	6	(1) Sunday	Dark - Roadwa	Wet	Drove off Road	Straight Ahead	West	East	No	None	Slowing or Stopped In	West	East	Straight Grade	20206202861	2020001030	CBUTCR00116**	2.63
10	PDO	Angle	20211230	15	(5) Thursday	Daylight	Dry	Ran Red Light	Straight Ahead	South	North	No	None	Straight Ahead	West	East	Straight Level	20213261973	2021004962	CBUTCR00116**	2.585
11	Injury Crash	Left Turn	20210210	19	(4) Wednesday	Dark - Lighted	Snow	Failure to Yield	Making Left Turn	West	North	No	None	Straight Ahead	East	West	Straight Grade	20216020317	2021000156	CBUTCR00116**	2.586
12	Injury Crash	Rear End	20210330	18	(3) Tuesday	Daylight	Dry	Following Too Closely/ACI	Straight Ahead	East	West	No	None	Slowing or Stopped In	East	West	Straight Level	20216052299	2021000316	CBUTCR00116**	2.59
13	PDO	Rear End	20210422	11	(5) Thursday	Daylight	Dry	Following Too Closely/ACI	Straight Ahead	West	East	No	None	Slowing or Stopped In	West	East	Straight Level	20216064822	2021000401	CBUTCR00116**	2.584
14	Injury Crash	Rear End	20210708	17	(5) Thursday	Daylight	Dry	Following Too Closely/ACI	Straight Ahead	East	West	No	None	Slowing or Stopped In	East	West	Straight Level	20216122297	2021000686	CBUTCR00116**	2.601
15	PDO	Backing	20210909	10	(5) Thursday	Daylight	Dry	Improper Backing	Backing	North	South	No	None	Slowing or Stopped In	South	North	Straight Level	20216169575	2021000886	TBUTTR02222**	1.208
16	PDO	Left Turn	20220524	21	(3) Tuesday	Dark - Roadwa	Dry	Failure to Yield	Making Left Turn	East	South	No	None	Straight Ahead	West	East	Straight Level	20223093273	2022002461	CBUTCR00116**	2.584
17	Injury Crash	Rear End	20220615	17	(4) Wednesday	Daylight	Dry	Following Too Closely/ACI	Straight Ahead	West	East	No	None	Slowing or Stopped In	West	East	Straight Level	20223109761	2022002786	CBUTCR00116**	2.58
18	PDO	Rear End	20220811	14	(5) Thursday	Daylight	Dry	Following Too Closely/ACI	Straight Ahead	West	East	No	None	Slowing or Stopped In	West	East	Straight Level	20223147558	2022003756	CBUTCR00116**	2.577
19	PDO	Backing	20221003	8	(2) Monday	Daylight	Dry	Improper Backing	Backing	North	South	No	None	Slowing or Stopped In	South	North	Straight Level	20223184575	2022004657	TBUTTR02222**	1.196
20	PDO	Rear End	20221201	16	(5) Thursday	Dawn/Dusk	Dry	Following Too Closely/ACI	Straight Ahead	East	West	No	None	Slowing or Stopped In	East	West	Straight Level	20223232342	2022005687	CBUTCR00116**	2.617
21	PDO	Backing	20221220	22	(3) Tuesday	Dark - Lighted	Dry	Improper Backing	Backing	North	South	No	None	Slowing or Stopped In	South	North	Straight Level	20223248226	2022006015	TBUTTR02222**	1.189
22	PDO	Rear End	20230208	15	(4) Wednesday	Daylight	Dry	Following Too Closely/ACI	Straight Ahead	East	West	No	None	Slowing or Stopped In	East	West	Straight Level	20233020783	2023000613	CBUTCR00116**	2.62
23	Injury Crash	Rear End	20230717	12	(2) Monday	Daylight	Dry	Following Too Closely/ACI	Straight Ahead	East	West	No	None	Straight Ahead	East	West	Straight Grade	20233122511	2023003353	CBUTCR00116**	2.623
24	Injury Crash	Angle	20230717	7	(2) Monday	Daylight	Dry	Failure to Yield	Straight Ahead	West	East	No	None	Straight Ahead	South	North	Straight Level	20233122629	2023003346	CBUTCR00116**	2.585
25	PDO	Fixed Object	20230722	15	(7) Saturday	Daylight	Other / Unkno	None	Making Left Turn	West	North	No	None	Slowing or Stopped In	West	East	Curve Level	20233128930	2023003499	CBUTCR00116**	2.585
26	PDO	Rear End	20230831	10	(5) Thursday	Daylight	Dry	Following Too Closely/ACI	Straight Ahead	West	East	No	None	Slowing or Stopped In	West	East	Straight Level	20233150616	2023004177	CBUTCR00116**	2.56

CEAO HSIP FY30 SAFETY APPLICATION
PORT UNION RD @ LESANT DRIVE



PRELIMINARY ESTIMATE
Port Union at Le Saint Roundabout

Sheet 1 of 3
Date: 6/8/2025

ITEM NO	ITEM DESCRIPTION	UNIT	TOTAL	UNIT PRICE	AMOUNT
201	CLEARING AND GRUBBING	LS	1	5,000.00	\$5,000
202	PAVEMENT REMOVED, ASPHALT	SY	1,500	20.00	\$30,000
202	CURB AND GUTTER REMOVED	FT	740	17.50	\$12,950
202	PIPE REMOVED, 24" AND UNDER	FT	200	25.00	\$5,000
202	CATCH BASIN REMOVED	EACH	5	350.00	\$1,750
202	WALK REMOVED	SF	530	15.00	\$7,950
203	EXCAVATION	CY	200	35.00	\$7,000
203	EMBANKMENT	CY	200	30.00	\$6,000
204	PROOF ROLLING	HOUR	4	100.00	\$400
204	SUBGRADE COMPACTION	SY	1,700	5.00	\$8,500
204	EXCAVATION OF SUBGRADE	CY	305	35.00	\$10,675
204	GEOTEXTILE FABRIC	SY	916	2.50	\$2,290
204	12" GRANULAR MATERIAL, TYPE C	CY	305	75.00	\$22,875
253	ROADWAY MISC.: PAVEMENT REPAIR, AS PER PLAN	SY	75	200.00	\$15,000
254	PAVEMENT PLANING (1.5")	SY	2,900	10.00	\$29,000
255	SAWCUT ASPHALT	LF	1,800	4.00	\$7,200
301	6" ASPHALT CONCRETE BASE	CY	100	275.00	\$27,500
304	6" AGGREGATE BASE	CY	280	90.00	\$25,200
407	NON-TRACKING TACK COAT	GAL	400	4.00	\$1,600
441	1.75" - 4" VARIABLE DEPTH INTERMEDIATE ASPHALT TYPE 2	CY	200	300.00	\$60,000
441	1.5" SURFACE ASPHALT TYPE 1	CY	140	350.00	\$49,000
451	9" REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	SY	420	190.00	\$79,800
451	REINFORCED CONCRETE PAVEMENT, MISC.:SAMPLE (STAMPED), AS PER PLAN	SY	3	500.00	\$1,500
605	6" BASE PIPE UNERDRAINS W/ GEOTEXTILE FABRIC	LF	1,400	14.00	\$19,600
608	5" CONCRETE WALK	SF	800	15.00	\$12,000
608	CURB RAMP	SF	100	35.00	\$3,500
608	DETECTABLE WARNING	SF	80	40.00	\$3,200
609	COMBINATION CURB AND GUTTER, TYPE 2	LF	885	35.00	\$30,975
609	CURB, TYPE 6	LF	205	45.00	\$9,225
609	COMBINATION CURB AND GUTTER, TYPE 9	LF	310	35.00	\$10,850
609	9" CONCRETE TRAFFIC ISLAND	SY	440	140.00	\$61,600
611	18" CONDUIT, TYPE B	LF	200	150.00	\$30,000
611	4" CONDUIT, TYPE F	LF	100	8.00	\$800
611	6" CONDUIT, TYPE F	LF	100	10.00	\$1,000
611	CATCH BASIN, NO. 2-3	EACH	2	3,500.00	\$7,000

PRELIMINARY ESTIMATE
Port Union at Le Saint Roundabout

Sheet 2 of 3
Date: 6/6/2025

611	CATCH BASIN, NO. 3	EACH	2	6,000.00	\$12,000
614	MAINTAINING TRAFFIC	LS	1	10,000.00	\$10,000
619	FIELD OFFICE, TYPE B	MONTH	3	1,250.00	\$3,750
621	RAISED PAVEMENT MARKERS	EACH	50	100.00	\$5,000
623	CONSTRUCTION LAYOUT STAKES AND SURVEYING	LS	1	12,500.00	\$12,500
624	MOBILIZATION	LS	1	20,000.00	\$20,000
802	CONTINGENCIES	EACH	1	90,000.00	\$90,000
625	CONDUIT, 3"	LF	500	30.00	\$15,000
625	TRENCH	LF	500	25.00	\$12,500
625	PULL BOX, 18", INSTALL ONLY	EACH	4	2,000.00	\$8,000
625	PLASTIC CAUTION TAPE	LF	500	2.00	\$1,000
625	LIGHTING, MISC.: EACH	EACH	25,000	1.00	\$25,000
630	SIGNAGE (SIGNS & POSTS)	LS	1	12,500.00	\$12,500
632	REMOVAL OF TRAFFIC SIGNAL INSTALLATION	LS	1	10,000.00	\$10,000
644	EDGE LINE, 4"	MI	0.06	25,000.00	\$1,500
644	CENTERLINE	MI	0.26	8,000.00	\$2,080
644	CHANNELIZING LINE, 8"	LF	140	4.00	\$560
644	CROSSWALK LINE	LF	224	15.00	\$3,360
644	YIELD LINE, SHARK TEETH	LF	70	30.00	\$2,100
644	TRANSVERSE/DIAGONAL LINE	LF	400	10.00	\$4,000
644	DOTTED LINE, 8"	LF	140	4.00	\$560
659	SEEDING AND MULCHING, AS PER PLAN	SY	1,500	3.00	\$4,500
659	REPAIR SEEDING AND MULCHING	SY	75	3.00	\$225
659	INTERSEEDING	SY	75	3.00	\$225
659	COMMERCIAL FERTILIZER	TON	0.20	750.00	\$150
659	WATER	MGAL	8	20.00	\$160
659	4" TOPSOIL	CY	167	50.00	\$8,350
659	LIME	ACRE	0.31	300.00	\$93
659	SOIL ANALYSIS TEST	EACH	2	250.00	\$500
671	EROSION CONTROL MAT, TYPE B (CENTER OF RAB)	SY	355	10.00	\$3,550
832	TEMPORARY EROSION CONTROL	LS	1	15,000.00	\$15,000
832	STORMWATER POLLUTION PREVENTION PLAN INSPECTIONS	LS	1	5,000.00	\$5,000
832	STORMWATER POLLUTION PREVENTION PLAN, INSPECTION, SOFTWARE	LS	1	5,000.00	\$5,000
878	INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	LS	1	8,000.00	\$8,000
SUBTOTAL					\$908,103

PRELIMINARY ESTIMATE
Port Union at Le Saint Roundabout

Sheet 3 of 3
 Date: 6/6/2025

	10% CE	LS	1		\$90,810
TOTAL COST					\$998,913
PROJECT DESCRIPTION: INTERSECTION IMPROVEMENT (IMPLEMENTING A ROUNDABOUT)					
Approved by: MATT BRUBAKER, P.E. (BUTLER COUNTY DESIGN ENGINEER)					
	I HEREBY CERTIFY THAT THIS PROJECT WILL HAVE A USEFUL LIFE OF TWENTY YEARS.				
	NOTE: PREVAILING WAGES WILL BE PAID ON THIS PROJECT				

