From: Timothy Foster
Sent: Tuesday, June 08, 2021 1:11 PM
To: Matthew Loeffler
Cc: Eric Pottenger
Subject: RE: Treplus Reynolds Site - Road Improvement

Hi Matt and Eric, sorry for multiple emails,

In addition, according to TEC, while our development alone doesn't require a third lane (for turning), TEC believes that any new development on the north side of Hamilton Mason would require a turn lane or a third lane addition to Hamilton Mason Road. Therefore, while we agree that we don't want to do tons of new infrastructure (lanes, walks, walls, curbs) which would need to be demolished when the 5-lane system comes along, there may be a real benefit going with at least a section of extended 3-lane now especially to our site's eastern driveway. Without any extension of 3-lane, any new development on the north side would either be limited or denied due to the need for road improvements, which may require reworking the street again just after we've done our bare-bones only modifications. If the 5-lane project is far enough in the future, it seems the best interim step would be the 3-lane to a certain point so that we aren't limiting the north side or requiring multiple successive road improvement projects for turn lanes. The increase to construction costs for extending the 3-lane for a portion of the length when we're already replacing all the roadway, this is a minimal increase to the overall cost. Please advise if this or the below information affects your decision.

Thanks,
Timothy @ **IDE**
(513) 671-8144 x105

From: Timothy Foster <timf@ide-oh.com>
Sent: Tuesday, June 8, 2021 10:15 AM
To: 'Matthew Loeffler' <LoefflerM@bceo.org>
Cc: 'Eric Pottenger' <PottengerE@bceo.org>; 'Jeff Molony' <jeffm@ide-oh.com>; 'Jim Hahn (jhahn@ide-oh.com)' <jhahn@ide-oh.com>
Subject: Treplus Reynolds Site - Road Improvement

Hello Matt and Eric,

We've been working on several options for the road improvement work at the Hamilton Mason Rd site as we discussed back in May. From our meeting, your office made it clear that instead of doing a full 3-lane extension with new curb and infrastructure all the way west to reduce down to the mousehole, we should tailor our road improvement to be as bare-bones as possible to focus solely on the vertical profile fix for sight distance and avoid expanding the roadway or putting in walls/curbing that would need to be removed later if/when the 5-lane design moves forward. However, for safety reasons there may be justification for a slightly greater plan that extends the 3-lane section a portion of the way west. See attached modified exhibit. This shows the current end of 3-lane section and the current transition from 3-lane to 2-lane, and it shows that there is already curb and gutter to a point in front of our east entrance and since we are having to replace curb and gutter already, would the County be willing to entertain a middle-of-the-road road improvement that extends the 3-lane section

about 450 feet west to the planned east entrance of our development and then transitions back to 2-lanes west of that point, a total road modification of about 800 feet. The primary change would be to the vertical profile as shown in the other attached PDFs. Would the county entertain this option? Is there room to have a discussion of why extending the 3-lane at least part of the way west would provide a benefit at very little additional expense to the project, as compared with ONLY replacing the current transitioning road section and not making any road width changes?

Thanks,
Tim

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