From: Matthew Loeffler
Sent: Wednesday, February 10, 2021 7:20 AM
To: Timothy Foster; 'Andrea Harth'
Cc: Eric Pottenger; tdawson@WestChesterOH.Org
Subject: RE: Treplus Reynolds Site - Traffic

Good morning, Tim.

Since it appears that there are limited locations to achieve sight distance along Hamilton Mason Road in the vicinity of your development, the proposed site drive where sight distance was shown to be achieved in the field should be more specifically defined in the report. The site plan can be updated with dimensions shown.

TEC may resubmit the report with above information and note mentioning that a sight distance profile will be submitted at later date after field survey and design of proposed access drive is complete to confirm field measured sight distance.

Thank you.

Matthew J. Loeffler, PE
BCEO Traffic Engineer
1921 Fairgrove Avenue (SR 4)
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513-785-4109
www.bceo.org/traffic

From: Timothy Foster <timf@ide-oh.com>
Sent: Tuesday, February 09, 2021 3:57 PM
To: Matthew Loeffler <LoefflerM@bceo.org>; 'Andrea Harth' <aharth@teceng.com>
Cc: Eric Pottenger <PottengerE@bceo.org>; tdawson@WestChesterOH.Org
Subject: RE: Treplus Reynolds Site - Traffic

Hi Matt,

Thank you. We can provide a more detailed response with survey and design info per your condition in this TIS approval. However, until then I want to clarify some info to maybe help you feel less concerned. The location we took the measurement from was shown in Fig 7.2, roughly 35-45 feet east of the culvert and property line. About the note in Figure 7.2 that says "use 1' higher than road at 15' b/c," this was my instruction to TEC since I assumed it'd be too low. I'm guessing this is where you believe we estimated the field elevation of height of eye at proposed drive location. When TEC took these measurements, they told me that existing condition at 15' b/c was fundamentally the same as my proposed 1' above road at 15' b/c, so while my notation in Figure 7.2 was my intent, the TEC ISD used existing ground at 15' b/c.

Hopefully this explains that concern. If TEC should update report now, we can do that, otherwise we'll update later with survey/design.

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

From: Matthew Loeffler <LoefflerM@bceo.org>
Sent: Tuesday, February 9, 2021 3:35 PM
To: Timothy Foster <timf@ide-oh.com>; 'Andrea Harth' <aharth@teceng.com>
Cc: Eric Pottenger <PottengerE@bceo.org>; Timothy Dawson <tdawson@WestChesterOH.Org>
Subject: RE: Treplus Reynolds Site - Traffic

Good afternoon, Tim.

Sorry. I had forgotten I hadn't yet reviewed. Thanks for the reminder. Please see attached approved TIS with conditions. I am a little concerned that we do not have the exact location defined of the "far west end" drive access and the sight distance analysis estimated the field elevation of height of eye at proposed drive location.

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From: Timothy Foster <timf@ide-oh.com>
Sent: Monday, February 08, 2021 3:42 PM
To: Matthew Loeffler <LoefflerM@bceo.org>; 'Andrea Harth' <aharth@teceng.com>
Cc: Eric Pottenger <PottengerE@bceo.org>
Subject: RE: Treplus Reynolds Site - Traffic

Hello Matt,

Have you had a chance to review the 1/5 TIS update we sent on 1/5 below and attached? We tried to address the initial TIS review markups you had sent and we also provided some additional sight distance field-verified data. The primary addition to the TIS was a demonstrated location on the west end of the project where full sight distance is currently available (without roadway modification). Though I believe all parties are looking at ways to modify the roadway in the long run. Still, it would be helpful to know if you have accepted the latest info in order to confirm we could proceed with the current conditions of the roadway as TIS claims. Thanks for any feedback you can provide.

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

From: Timothy Foster <timf@ide-oh.com>
Sent: Tuesday, January 5, 2021 2:50 PM

To: 'Matthew Loeffler' <LoefflerM@bceo.org>; 'Andrea Harth' <aharth@teceng.com>
Cc: 'Eric Pottenger' <PottengerE@bceo.org>
Subject: RE: Treplus Reynolds Site - Traffic

Hello Matt,

See attached for the latest update to the TIS for the Treplus project along Hamilton Mason Rd. We didn't re-measure the eastern entrances for the 3.5' height ISD because the numbers would just get worse, it's clear the eastern entrances won't work without reworking the road. We did remeasure the western entrance and push it even further west (at 3.5' height) and the results are in the TIS, showing that for our westernmost entrance, we can in fact meet the 500' ISD in both directions, based on actual field measurements. I think the developer would still prefer a reworked road and a far east entrance so they are going to continue pushing for Townships and other funding to redo the road to improve the area and have the eastern entrance. However, if this doesn't come together right or ends up hindering their development, the developer MAY choose to go forward with that westernmost entrance.

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

From: Matthew Loeffler <LoefflerM@bceo.org>
Sent: Tuesday, December 29, 2020 3:56 PM
To: Timothy Foster <timf@ide-oh.com>; Andrea Harth <aharth@teceng.com>
Cc: Eric Pottenger <PottengerE@bceo.org>
Subject: RE: Treplus Reynolds Site - Traffic

Good afternoon, Tim and Andrea.

I finished reviewing the TIS for the Treplus development. Please let me know if you have any questions.

Have you had a chance to set up a meeting with Liberty Twp and West Chester Twp?

Have a safe and healthy New Year!

Matthew J. Loeffler, PE
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From: Timothy Foster <timf@ide-oh.com>
Sent: Tuesday, December 22, 2020 10:45 AM
To: Matthew Loeffler <LoefflerM@bceo.org>

Cc: Eric Pottenger <PottengerE@bceo.org>
Subject: RE: Treplus Reynolds Site - Traffic

Hello Matt,

Thanks for your time and allowing us to present the report and give our qualifications and intent. See attached for the TIS. The developer is looking at the possibility of bringing the two townships together to determine any potential improvement of Hamilton Mason that would resolve sight distance concerns and allow a preferred entrance location. However, that may or may not come together. Based on the results of the TIS and sight distance study, can you confirm that it appears utilizing a western entrance C may be approvable by your office if they wanted to pull the trigger on the development as-is? It appears to be the best option for sight distance. We'd have to make the eastern entrance emergency access only due to the sight distance values obtained. Thanks for clarifying that even a less than 1 second dip below the measurement height is not acceptable, so while we might be able to increase our ISD numbers looking west (from the preferred entrance), we can't really improve the SSD numbers at the east entrance without modifying the road. Have a great end of year!

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

From: Timothy Foster <timf@ide-oh.com>
Sent: Thursday, December 17, 2020 11:51 AM
To: 'Matthew Loeffler' <LoefflerM@bceo.org>
Cc: 'Eric Pottenger' <PottengerE@bceo.org>
Subject: Treplus Reynolds Site - Traffic

Hello Matt,

If you recall this project from our virtual meeting back on November 6, Treplus, a senior-living rental apartment complex intends to develop the Reynolds site on the south side of Hamilton Mason Rd. Since November 6, we have been going through concept plan development and TEC has been preparing the traffic study. **We are in a position to share with you a concept plan right now, see attached. We also have a draft TIS ready to discuss**. Included in the TIS is an analysis of "existing" sight distance conditions. We would like to present this TIS to you in a virtual meeting, as there are some photos and discussion items on sight distance that we would like to convey at the same time you see the TIS results. We also want to convey our design intent and our ideas for how we will prove sight distance is met with the proposed design once better survey and civil data is available. We would then share a TIS and IDE memo after the meeting. With the holidays here shortly, I'm not sure the best time, **can you share some times you could be available?** The developer would like to know the driveway location restrictions as soon as possible for due diligence and design reasons, so the sooner we can present this the better, before the holidays?

Thanks,
Tim

Timothy S. Foster, PE, LEED AP
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