OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 8 • 505 SOUTH STATE ROUTE 741 • LEBANON, OH 45036

JOHN KASICH, GOVERNOR • JERRY WRAY, DIRECTOR • STEVE MARY, DISTRICT 8 DEPUTY DIRECTOR

January 14, 2014

RECEIVED

JAN 14 2014

BY:

Wardell L. Wilcox, PTP
Bayer & Becker

Re:
Crossings of Becket TIS
BUT-747&Tylersville Road

Wardell,

This letter approves the final TIS compliance comments were sent to ODOT on March 19th, 2013. This final letter was postponed until ODOT received final notice that the development would proceed forward, as confirmed in your letter dated January 10th, 2014.

The agreed traffic capacity improvements within State of Ohio Right-of-Way will consist of the following:

1. Proposed Site Drive A, a full movement access on SR 747 (Princeton-Glendale Road) opposite the proposed West Chester Drive D, approximately 1270 ft. north of Hutzelman Way and approximately 900 ft. south of Proposed Access B (measured from center to center)
2. Proposed Site Drive B, a right turn in/right turn out/left turn in access on SR 747 (Princeton-Glendale Road), approximately 900' north of Proposed Site Drive A and approximately 800 ft. south of Tylersville Road (center to center).

Note: the following work will be off State of Ohio ROW

3. Proposed Site Drive C, a right turn in/right turn out access on Tylersville Road, opposite Wethersfield Drive, approximately 590 ft. west of Beckett Road and approximately 840 ft. east of SR 747 (Princeton-Glendale Road) (center to center).
4. Proposed Site Drive D, a full movement access on Beckett Road, approximately 680 ft. south of Tylersville Road and approximately 845 ft. north of Park Place Circle (center to center.

On page 63 and 64 of the TIS report subtitled "Build Traffic Conditions", please provide detail design drawings that match the stated requirements in terms of turn lane type, length, restriping, etc.

Please submit detail plan drawings of the above described traffic capacity improvements, according to the ODOT 2013 C&MS (Construction and Material Specifications) or latest manual. Please expect a 30 day review period for the Office of Permits to review and return any review comments per each submittal.

All roadway improvements along SR 747 must be in place opening day based on the 20 year design outlook.

bayer becker

Where Creativity Meets Functionality

Civil Engineers | Transportation Engineers | Landscape Architects | Planners | Land Surveyors

January 10, 2014

Mr. Tom Makris, P.E.
District 8 -Permits Department
Ohio Department of Transportation
505 South S.R. 741
Lebanon, Ohio 45036

RECEIVED
JAN 13 2014
BY:

Re: Crossings of Beckett TIS
ODOT Review Comment Response

Dear Mr. Makris,

Bayer Becker (BB) appreciates receiving comments from ODOT Central Office dated March 7, 2013 and we submit the following responses:

Comment #1 – A full movement at Drive B is not acceptable. Table 8 of the TIS, shows a LOS "F" with an unacceptably high delay for the WB left turn movement. Allowing a Left Egress movement at this location, would create an unsafe condition. Drive B should be updated in the TIS to show to a Right-In, Right-out, & Left-In. The Left-Egress traffic volume at Drive B should be diverted to the other site access points.

Response #1 – We Concur.

Comment #2 – Drive A is acceptable as a full movement, signalized intersection, given that it was previously identified as such in an earlier SR 747 Access Management Plan.

Response #2 – We Concur.

Comment #3 – All roadway improvements on SR 747 should be in place opening day (based on 20yr. design).

Response #3 – We Concur.

Please do not hesitate to contact me at 336-6600, if you have any questions or require additional information.

Sincerely,

Wardell L. Wilcox, PTP

cc: Tim Burgoyne – Silverman and Company
Brian Behrman – West Chester Township
Matthew Loeffler – Butler County Engineer's Office

6900 Tylersville Road, Suite A
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318 South College Avenue
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March 19, 2013

RECEIVED
MAR 20 2013
BY:

Mr. Tom Makris, P.E.
District 8 -Permits Department
Ohio Department of Transportation
505 South S.R. 741
Lebanon, Ohio 45036

Re: Crossings of Beckett TIS
ODOT Review Comment Response

Dear Mr. Makris,

Bayer Becker (BB) appreciates receiving comments from ODOT and we submit the following responses:

Comment #1 – A full movement at Drive B is not acceptable. Table 8 of the TIS, shows a LOS "F" with an unacceptably high delay for the WB left turn movement. Allowing a Left Egress movement at this location, would create an unsafe condition. Drive B should be updated in the TIS to show to a Right-In, Right-out, & Left-In. The Left-Egress traffic volume at Drive B should be diverted to the other site access points.

Response #1 – We Concur. Enclosed with this letter is the revised analysis.

Comment #2 – Drive A is acceptable as a full movement, signalized intersection, given that it was previously identified as such in an earlier SR 747 Access Management Plan.

Response #2 – We Concur.

Comment #3 – All roadway improvements on SR 747 should be in place opening day (based on 20yr. design).

Response #3 – We Concur.

Enclosed with this letter are 3 hard copies of the updates to our traffic report based on the revisions to Site Drive B. Please do not hesitate to contact me at 336-6600, if you have any questions or require additional information.

Sincerely,

Wardell L. Wilcox, P.T.P.
Enclosures
cc: Tim Burgoyne – Silverman and Company
Lisa Ammons – Kroger Corporation
Brian Behrman – West Chester Township
Tommy Arnold – ODOT, District 8
Matthew Loeffler – Butler County Engineer's Office

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inter-office communication

To:	Steve Mary, P.E., District 8 Deputy Director
Attention:	Tom Makris., P.E., District 8 Permits
From:	Michael Bline, P.E., Administrator of Office of Roadway Engineering
By:	Mary Bapu-Tamaskar, P.E., Studies Engineer
Date:	March 7, 2013
Subject:	BUT-747, Crossings of Beckett Development, TIS & Access Variance

The Office of Roadway Engineering has reviewed the Access Variance and Traffic Impact Study for the Crossings of Beckett in Butler County and offers the following review comments.

1. A full movement at Drive B is not acceptable. Table 8 of the TIS, shows a LOS "F" with an unacceptably high delay for the WB left turn movement. Allowing a Left Egress movement at this location, would create an unsafe condition. Drive B should be updated in the TIS to show to a Right-In, Right-Out, & Left-In. The Left-Egress traffic volume at Drive B should be diverted to the other site access points.

2. Drive A is acceptable as a full movement, signalized intersection, given that it was previously identified as such in an earlier SR747 Access Management Plan.

3. All roadway improvements on SR747 should be in place opening day (based on 20yr. design).

Please revise the TIS accordingly. If you have any questions, please call Mary Bapu-Tamaskar at (614) 644-7888.

MSB

MSB:MBT

c: S. Mary (D-8) - J. Vogel (D-8) – A. Fluegemann (D-8) – T. Arnold (D-8) - Reading File - File