



Comments Received from OKI Members regarding the OKI 2040 Regional Transportation Plan's Preliminary DRAFT Project Recommendation List and Disposition/Action Taken 2016 Update

(1)

Email received: Thursday, February 11, 2016 2:40PM

From: Ted Hubbard, Hamilton County Engineer

Comments:

- Project 3339 – The East Sharon Road Access Study was completed in early 2015. The most feasible solution, given the current level of local intergovernmental support, is to realign the existing rail yard access to Sharon Road. This concept would reposition the access to intersect Sharon Road at a 90 degree angle and would shift the access location to the west for improved sight distance. An eastbound deceleration lane is also noted in the concept. The estimated cost is approximately \$310,000 and would require participation from Sharonville and the railroad interests.

Disposition/Action:

Project 3339 text edits made by OKI staff:

- Facility: East Sharon Rd Truck Access Improvement
- Location: From existing NS Sharon Rd Intermodal Yard driveway to Medallion Dr in Sharonville and Evendale
- Description (OKI Staff this text will be shortened before 2040 Plan finalized to be consistent with other project descriptions): Realign existing rail yard driveway to Sharon Rd at 90 degree angle and shift the drive location to the west for improved sight distance. Improvement also includes construction of an eastbound truck deceleration/pull-off-idling lane.

(2)

Email Received: February 12, 2016 at 1:48:55 PM EST

From: Stephen Dana, Oxford City Councilor

Comments:

4901, on the draft of OKI's recommended projects, is a very constructive and potentially helpful project to the City of Oxford's quality of life. I believe that I speak for my colleagues on Council and the broad mass of citizens in saying that:

- Implementation of this project will relieve traffic congestion on one of Oxford's more congested streets---Chesnut Street, one of the entrances to our city.

- The proposed multimodal rail/auto/bike station is exactly the combination of modalities that will address considerably issues that Oxford faces and spur the use of non-vehicular modes of transportation.
- Establishment of this project will indeed enhance the city's level of service, contribute to better air quality, encourage transit and biking, promote safety and have an overall positive environmental impact.
- Miami University students will surely take full advantage of these multiple modalities.
- Only a year or so BCRTA's extension of bus service and, especially its allowance of non-student passengers, has had a favorable impact upon the city's quality of life.
- Is this project in any way connected to a Tiger Grant?

Disposition/Action:

- Project 4901. No changes made. Total score = 54

(3)

Email Received: Wednesday, February 17, 2016 3:12 PM

From: David Mick, Warren County Assistant County Engineer

Comments:

- Is Franklin improvement of SR123 from I-75 southeast to Robinson Vail included?
- ODOT and Warren County TID are considering safety improvements including profile and shoulders on SR63 from SR 741 to SR 123, so should that be included?

Disposition/Action:

- SR123 - The OKI project scoring process for the project was applied and it falls short at this time (41 points). This is still preliminary but we are around the 50 point mark for projects making the Plan. The network coding does not include any improvements for the E+C network (same as existing).
- SR63 shoulders/safety - Shoulder work would not need to be specifically listed in the Plan but lane additions would be. Safety projects are definitely eligible for STP funds and not necessary to be in the Plan.

(4)

Email Received: February 17, 2016 4:39 PM

From: Beth Fennell, city of Newport

Comment:

- Newport is pursuing extending the street car in Cincinnati across to Newport and on to Covington.

Disposition/Action:

- Project 4977 Campbell County. Streetcar extension from Cincinnati to Newport and Covington. Changed Corridor Study/Comp Plan from no status to Med/Low (increased points from 0 to 5), Changed Ridership Impact from Maintain to Increase (increased points from 8 to 15). Overall score increased from 43 to 55.

(5)

Email Received: Friday, February 19, 2016 12:52 PM

From: Allen Messer, City of Hamilton Public Works Senior Engineer

Comments:

The City of Hamilton requests that Project ID 4869, Black Street Bridge, and Project ID 4872, Hamilton Beltline Trail, be added to the Recommendation Project List for the 2040 Plan, 2016 Update. [These two projects] are of greater importance to the City than two other projects within the City that are on the list [Project ID 3609, River Rd (Williams Ave to St Clair Ave) , and Project ID 4867, SR 177 – Main Street (Carmen to Brookwood)].

- The Black Street Bridge project will improve capacity in the roadway network surrounding the proposed Champion Paper Redevelopment. The proposed development will be one of the largest indoor sports complexes in the United States and an important catalyst in Hamilton’s redevelopment efforts. Is a better term to use in the description of the Beltline project, “Multiuse Trail”? If so, please change the description in the spreadsheet accordingly. It definitely has transportation functions, particularly given the proximity of the project to Hamilton High School and Fort Hamilton Hospital. It provides a connection between Millville Avenue (SR 129), Main Street (SR 177), Eaton Avenue, and N B Street thoroughfares, as well as the riverfront and regional trail network.
- Hamilton Beltline Trail will convert an abandon 3 mile rail corridor into a recreational trail that will connect 19,000 residents within a mile radius of the project with the riverfront and Great Miami River Recreational Trail. Black Street bridge was built in 1922 and is in Fair condition according to the 2015 bridge inspection report. The existing 2 lane structure will likely be replaced with a 4 or 5 lane structure. A traffic study is being prepared to determine how many lanes will be needed to accommodate the future traffic projections. The existing structure intersects N B Street at a midblock location. The project would likely include realignment to eliminate unnecessary turning movements. Below is an aerial image of the existing bridge.

Disposition/Action:

- Project 4869 Black Street Bridge. Change Economic Vitality Score from Not Significant to Significant (increase points from 0 to 10). Increase Impact on LOS from low to high (increase points from 0 to 5)
- Project 4872 Beltline Trail – Added 5 points for inclusion in the City’s Comprehensive Plan (was 0). Increase impact on safety from 0 to 5 points. Increased feasibility from 5 to 10 points. Project constructability is high.
- Project 4867 SR-177 Main St. Hamilton. Reduce points awarded for feasibility from moderate to marginal (4 to 2 points). Reduce points for impact on safety from medium to low (5 to 3 points). Changed EJ to negative impact. Points reduced from 5 to 0. Project added to DRAFT list
- Project 4375 Reading Rd. Change AQ from moderate to low, feasibility to low, and impact on safety from medium to low. Project added to DRAFT list
- Project 4376 Reading Rd. Change AQ from moderate to low
- Project 4670 Change feasibility from moderate to marginal (reduce points from 4 to 2)
- Project 4664 added points for transit element of the complete streets score 3+ (add 5 points)

(6)

Email received: Monday, February 22, 2016 3:24 PM

From: Greg Wilkens, Butler County Engineer

Comments:

- Project 3709 will most likely be funded locally
- Project 4857 will most likely be funded locally
- Project 4875, Trenton will be submitting an application this year for this project.
- Project 4859 needs to be included in the fiscal constrained projects because it is necessary for Grand Blvd project (4870) to work efficiently. Also Project 4859, Trenton will be submitting an application this year for this project.
- Project 4852 needs to be constructed with/before interchange is constructed (Project 3662)
- Project 3784 needed to include because major economic growth in the area with the new Liberty Center and all the hospital expansions.

Disposition/Action:

- Project 3709 and 4857: Adjust financial estimates to account for additional local participation (\$10M + \$6M).
- Project 4875 and 4859: Responded to commenter that intersection improvements do not need to be specifically listed in the Plan, but would still be eligible for STP funding.
- Project 4852: Delete and combine with #3662. New description for #3662 reads New interchange and widening Milliken to five lanes from Cin-Day to Butler Warren Rd.
- Combine new I-75 interchange with Milliken widening. Project would occur at same time if advanced.

(7)

Email Received: February 23, 2016 3:23 PM

From: Mark McCormack, Dearborn County Director of Planning & Zoning

Comments:

- Project 4448 is a repetitive project listing which should be encompassed by Projects 3334 and 4964 and eliminated.
- I am unable to find the US 50/State Line Road intersection (to construct a free-flowing right-turn lane from westbound US 50 onto State Line Road...).
- How did Project 3336 score? This is a high priority project to Dearborn County.
- Project 4964 can be listed as one project. We would ask that the OKI cost figures remain as-is (\$19.8M Base Year Cost; \$27.98M Year of Expenditure Cost) and that the project description be amended to: "Rebuilding this segment of SR 1, including realignment, roundabouts, and widening, to alleviate congestion and create more efficient traffic flow." Is there a benefit of separating the bigger project into smaller projects?
- Project 3336 should be noted as a local High-Priority Project. (This was the 'SR 1 Truck Climbing Lane' project. Can we get this project scored and added?

- If the conclusion of the Bright 74 Study results in a changed project description and/or project costs, when would the Dearborn County information for the 2040 Project List be updated?

Disposition/Action:

- Project 3334 delete
- Project 4448 delete
- US 50/State Line Road intersection is a TIP project. No change is needed.
- Project 3336 (SR 1 Truck Climbing Lane). Change local priority from Low to High. Change score from 0 to 10 points.
- Project 4964 SR-1 from US 50 to west of Ridge Rd. Revise description and update cost as \$19.8M. Change Corridor Study score from 6 to 10.
- The Bright 74 Study will be completed after the 2040 Plan is adopted. OKI will amend the Plan as necessary at a later date. Staff consider the current description to encompass a range of potential outcomes.

(8)

Email Received: February 24, 2016 2:29PM

From: Scott Brunka, Deputy City Manager, Lebanon, Ohio

Comment: It does not look like the below projects were scored/included in the 2040 Plan project rankings. We would like these projects considered for inclusion in the plan.

- Lebanon – Countryside YMCA Trail Extension East of Bypass 48 – This project would replace the Bypass 48 Pedestrian Bridge project that is currently included in the plan document. This project consists of re-aligning and extending the existing Lebanon – Countryside YMCA Trail. The trail currently shares the road with Deerfield Road between the Countryside YMCA and the intersection of East St. This section of roadway includes a very steep hill, and is underutilized by bicyclists due to safety concerns. The project will consist of constructing a separate bike trail along this section to get it off of Deerfield road and onto a separate trail. Additionally, the bike trail will be extended from the Countryside YMCA to Turtlecreek Union Road, and then over the existing Bypass 48 overpass to connect with Shattuck Street and the proposed Lebanon Bike Park. Connecting the trail to Shattuck Street provides direct access to the trail for over 1,100 existing residential properties who are currently “cut off” from the trail by Bypass 48. Because non-motorized vehicles are prohibited on Bypass 48, these residents do not have access to the Lebanon Countryside YMCA trail and ultimately the Little Miami Scenic Trail. This project has been recommended in the recently adopted Lebanon – Turtlecreek Township Trails Initiative (LTTI) Plan, and is supported by the Lebanon Parks and Recreation Board. It is identified as a high priority. Attached is a copy of the LTTI plan that shows the proposed project. Please reference Map 3.2 for the proposed alignment. The total length of the new trail is 1.6 miles, with an estimated project cost of \$800,000.
- I-71 and By-Pass 48 Interchange Modification – Modification of the interchange to separate the combined I-71 southbound exit ramp and By-Pass 48 northbound entrance

ramp traffic. Modification would involve the construction of additional ramps to create a full cloverleaf interchange or functional equivalent.

- Intersection of By-Pass 48 & Kingsview Drive Intersection Improvements – Construction of an additional north bound left turn lane on By-Pass 48 at Kingsview Drive and widening of Kingsview Drive from By-Pass 48 to Henkle Drive as a receiving lane for the additional left turn lane. Project would also include replacement of the messenger wire traffic signals to mast arm signals with LED upgrades. \$1,300,000.00
- By-Pass 48 and Turtlecreek Union Road Interchange Modification – Modification of the interchange to provide efficient usage of semi-trucks traveling north on Deerfield Road for entrance onto south bound By-Pass 48 that could consist of round-a-bouts on the west and east sides of By-Pass 48 at the exit and entrance ramps or the relocation of the southbound entrance ramp further south along Deerfield Road.
- By-Pass 48 and SR 63 (Main Street) Interchange Modification – Modification of interchange to remove the conflicts created from left hand turn movements from south bound By-Pass 48 traffic onto SR 123 (Main Street). Modification would involve the construction of additional entrance and exit ramps to create a partial clover/diamond interchange. Modification would also include the replacement of messenger wire traffic signals with mast arm signals with LED upgrades.
- By-Pass 48/US 42/Miller Road Intersection Safety Improvements - Replacement of the messenger wire traffic signal with mast arm signals with LED upgrades with a 12' wide lane addition to southbound US 42 from intersection with By-Pass 48/Miller Road for approximately 540' to the first business access point. Project could also be the construction of a round-a-bout with a 12' wide lane addition to southbound US 42 from intersection with By-Pass 48/Miller Road for approximately 540' to the first business access point with the removal of the traffic signal.

Disposition/Action:

- Countryside YMCA Trail Extension East of Bypass 48 – not many multiuse paths made it into the DRAFT Plan based on a pure application of the prioritization process. We remain open to changes as the process plays out
- Four of the SR 48 projects are included in the DRAFT Project List (3740, 3631, 4811 and 4810)
- We did not score projects ranked as local priority identified as LOW

(9)

Email Received: February 25, 2016 12:02 PM

From: John Gardocki, SORTA

Comment:

- Project 4909 Hamilton County. Change cost from \$1.5M to \$3.5M

Disposition/Action:

- Change made to cost

(10)

Email received: Thursday, February 25, 2016 2:51PM

From: Dennis Gordon, PDS Executive Director

Comments:

- The one project that we have the most difficult time leaving out is KY 177 Freight Connector to Campbell County (Project 4670). This project would help reduce heavy freight traffic in Taylor Mill and Latonia. It would open up the Decoursey Yard area for potential economic development. It would work toward Rec. 5 [Direction 2030 to] “improve east/west connectivity that links Boone, Campbell and Kenton counties.” The issue is it’s a \$53.6M project and \$75.74M in [YOE] dollars. We cannot find a single Kenton County project or multiple projects that we think warrant removal so the Plan can remain fiscally constrained. Since it’s a project that crosses a border there may be some possibility to join forces with Campbell County and have one of their projects removed, but that’s obviously a long shot. The only have 3 projects included for recommendation at this time.
- One major project that does not appear to have been considered is the I-275 westbound ramp to I-71/75 south. This is a high profile project that has a significant impact on local traffic. Unfortunately, it’s also estimated at \$50M, so it’s the same issue as the project above.
- The recommended list is automobile oriented, which isn’t surprising. That said, moving to a more transit based system by including projects like rail ROW acquisition, park and ride lots, bus on shoulder, etc. could help lessen the need for some of these other projects if vehicular traffic is reduced. It should be noted though that while Direction 2030 doesn’t exclude transit, it doesn’t explicitly call for it either.

Disposition/Action:

- Project 4670 did not score high enough to make list. No changes made.
- Project 4657 includes improvements to the I-275 westbound ramp to I-71/75 and is included in the fiscally constrained DRAFT Project List.

(11)

Email Received: February 25, 2016 4:39 PM

From: Kris Knochelmann, Kenton County Judge Executive Knochelmann

Comment:

- Stated support for the intersection improvement at Farrell Drive and Kyles Lane.

Disposition/Action:

- Project 4689 Kenton County. Farrell Drive. Changed Local priority from L/M to High. Points increased from 4 to 10. Changed Feasibility from Marginal to High. Points increased from 2 to 5.

(12)

Email Received: February 25, 2016 3:40 PM

From: City of Cincinnati DOTE

General Comments:

Comment: It seems as though the projects that were ranked HIGH by each agency were included in the listing. Is this the case? Was there any consideration of those ranked MEDIUM?

Disposition/Action: All projects were scored except those with local priority LOW or not ranked.

Comment: “Preservation of the Existing System” is one of the Planning Factors of the 2040 Plan. However, these types of projects do not appear to score well based on the criteria used to rank projects. This has been an issue particularly for bridge improvement projects since there is generally no change in Level Of Service or safety.

Disposition/Action: Staff applied the Board approved Project Prioritization Process. Note that preservation projects that meet Title 23 requirements are consistent with the Plan and are eligible for future funding and are not required to be specifically listed in the Plan.

Comment: FAST Act funding is on the horizon. It prioritizes freight, bridges, rail safety and multimodal projects. In the coming years, will OKI ask its constituent organizations for projects with that focus? Should OKI’s selection criteria (TA, STP, Plan) be modified to reflect potential FAST Act funding? Again, this may help the bridge project scoring.

Disposition/Action: The OKI Board approved Project Prioritization Process can always be improved. The process was amended in September of 2015 to respond to many of the focus areas of MAP-21 that transferred into FAST. While it already was a robust process, pavement and bridge conditions, travel time index and other items were added or improved.

Comment: In regards to trail projects, should OKI consider an entire trail “corridor” as one project, instead of individual segments? (Ohio River Trail West for example.) In this way, segments that are feasible can move forward in the federal funding process.

Disposition/Action: The OKI Board approved Project Prioritization Process gives highest priority to Regional trail network components. Segments on these networks are assigned the highest point value.

Comment: We recognize the importance of freight transportation and related projects. However, with the limited amount of funds, we feel that any freight project should have some direct and demonstrable public benefit.

Disposition/Action: The OKI Board approved Project Prioritization Process gives highest priority to freight projects that improve surface transportation via safety and roadway congestion. All federal projects must demonstrate a public benefit regardless of the mode.

Comment: Is there any significance to the order of scoring in the Plan projects? And how does Hamilton County (Cincinnati) compare with other counties in regards to allocated funding in Ohio?

Disposition/Action: No. The staff applies the scoring process as a tool for the ICC and Board. Ultimately the Board determines the mix of projects. Staff is responsible to assuring that the Plan is fiscally constrained.

Comment: Will OKI take the results of the recent survey it conducted in consideration when considering projects for inclusion into the Plan?

Disposition/Action: Staff will consider a variety of sources of information to gage the regional priorities including the survey and other public input. Staff is preparing a separate summary to document how the Draft Plan List of Recommended Projects addresses the survey comments.

Project Specific Comments/Questions

Comment: If the plan is fiscally constrained, how are the Brent Spence Bridge (Project 4372) and Western Hills Viaduct (Project 3350) included?

Disposition/Action: Fiscal constraint examines the expected available resources versus project costs in terms of year of expenditure for the entire planning period from 2016 - 2040. Inclusion in the 2040 Plan does not guarantee projects in the plan would be funded but indicates the project could be funded.

Comment: Projects 4373 and 4826 – Similar to the general comment above relative to trails, we recommend that the Red Bank Road Corridor projects (mainline and other projects) should be classified as one project in the Plan as the Eastern Corridor Segment I, and then phases can be accomplished as funding becomes available and/or as prioritized by the project sponsor. It seems odd that the Project 4373 has a cost of \$205 million, but the Project 4826 has a cost of \$30 million, which we believe is a phase of the overall corridor plan. Please clarify.

Disposition/Action: Project 4373 is eliminated. Individual projects at Babson & Hetzel and Old Red Bank are included in the scoring process.

Comment: Project 3623 (Eastern Corridor Wasson LRT) - Can you provide your thoughts/assumptions on the western termini of the Wasson Light Rail Transit Corridor (in the vicinity of Xavier)? Would there be another LRT line proposed to the CBD, transfer to BRT/conventional bus, etc.?

Disposition/Action: The project has been reevaluated. Preservation of transit right of way is added to 4844 Wasson Way Trail. Project 4844 (Wasson Way Trail) and 3623 priority is reduced to reflect current local priorities.

Comment: The Wasson Way Trail is a high priority project for the City. Therefore, we request that this project be included in the Plan Status as IN.

Disposition/Action: The project has been reevaluated. As noted above the description is modified to emphasize the preservation of potential future rail transit. Scores for the trail are increased to reflect local priority.

Comment: Project 4918 (Oasis Rail Trail) – The north Oasis rail line track is considered “out of service”. It has not been “abandoned”.

Disposition/Action: Description updated.

Comment: Project 4816 (Railroad Preemption upgrades) – City DOTE has recently received assistance from the railroad and the Ohio Rail Development Commission to develop good cost estimates for this project. Given its multimodal nature (auto, trucks, rail and bike/pedestrian), new Federal standards for traffic signal/rail preemption, and renewed emphasis on rail/freight safety in the FAST Act, we feel that it should be included in the Plan Status as IN.

Disposition/Action: Staff reviewed the scores and suggests no changes.

Comment: Project 995 (Regional Light Rail Planning) – Should this be a Regional Transit Plan that includes bus and rail? Can OKI provide an explanation of this project? Is it a study, preliminary engineering, etc.?

Disposition/Action:

- ID #995 has been removed. Listing of preliminary engineering or study in the capital list of projects is unnecessary.

(13)

Email Received: February 25, 2016 at 4:45:43 PM EST

From: Jeff Earlywine, Boone County Administrator

Comments:

- Project 4418 Boone (KY 338 Richwood Road) is more fully described as “US 25 (Dixie Hwy) to Triple Crown Boulevard – Widen to 5 lanes (less than 0.75 miles in length).” We cannot precisely locate or identify this project. Could OKI staff provide additional information regarding the exact location of this project?
- Project 4665 KY 237 (Gunpowder Rd) KY 536 (Mt. Zion Road) to US 42 “Reconstruct and widen to five lane roadway.” This project was scored lower at a 47 and did not make the final list. At the locale level we rated this project high, especially acknowledging that it connects US 42 (already reconstructed with a 5-lane urban section) and KY 536 (scheduled to be reconstructed to a 5-lane urban section). We would respectfully request that OKI staff revisit the prioritization/scoring formula for this project and perhaps share the results with county staff to better understand the lower score assigned to this project.

Disposition/Action:

- Project 4418 Boone (KY 338 Richwood Road): Staff has reviewed the project and has determined that the primary benefit suggested by this project is already accounted for in the diverging diamond project sponsored by KYTC at the I-75/KY 338 interchange (6-18) and feels this is not needed. Will be deleted. Confirmed by KYTC.
- Project 4665 KY 237 (Gunpowder Rd) KY 536 (Mt. Zion Road) to US 42: Staff reviewed the project and made the following adjustments: Increase local priority from M/H to High (increased points from 8 to 10) changed 2040 LOS to D (increased points from 0 to 1), improved impact on LOS from low to medium (increased points from 0 to 3). Overall point total increased from 47 to 52.

(14)

Email Received: February 26, 2016 10:37 AM

From: Andy Fluegemann, ODOT District 8

Comments:

- Project 4854, 4853, 3735 - The elimination of widening parallel routes to I-75 in Butler County from Bethany to SR 63 is concerning. We view these as viable alternative routes to the interstate system to accommodate local/regional traffic. The new/reconstructed interchanges are fine, but the local roadway network will need improvements to connect.

Disposition/Action:

- Project 4854 reevaluated. Increased 2040 LOS from A to C (score changed from 1 to 3) and Impact on 2040 LOS from low to medium (score changed from 0 to 3).
- Project 4853 reevaluated. Economic score changed from no significant impact to significant impact (score increased from 0 to 10). Impact on safety increased from low to medium (score increased from 3 to 5). Increased 2040 LOS from A to C (score changed from 1 to 3) and Impact on 2040 LOS from low to medium (score changed from 0 to 3).
- Project 3735 Score adjusted to reflect significant economic impact (score changed from 0 to 10)

Comments:

- Project 3651 - this in addition to the NB lane that is being added as part of PID 95282 (OKI STP funds in FY 18)?

Disposition/Action:

- Yes. Project removed.

Comments:

- Was this part to Eastern Corridor Segment 1 projects? We are completing the environmental document for these projects. Since they are called out in an environmental document they should be included in the 2040 plan.

Disposition/Action:

- Project ID#4814 Babsen. LOS score increased to 3. LOS impact increase from low to medium (score increased to 3). Project ID#4815. LOS score increased to 3. LOS impact increase from low to medium (score increased to 3). Feasibility increased to High (score increased to 5).

Comments:

- Does the HAM-71 and Ridge Ave. ramp removal and new ramp to Kennedy Ave need to be added? (I may have just missed it in the OKI Draft report.) ODOT PIDs are 94741/91826 in FY2018.

Disposition/Action:

- No action. Projects are in TIP

Comments:

- Projects 3626, 3746, and 3705 - The elimination of widening parallel routes to I-75 in Butler/Warren County from Bethany to SR 63 is concerning. We view these as viable alternative routes to the interstate system to accommodate local/regional traffic. The new/reconstructed interchanges are fine, but the local roadway network will need improvements to connect.
- Project 3713 - The WAR-63 Scoping Study is looking at the segment between Union and Lebanon.
- Project 4887 This is PID 93964 and is scheduled to sell March 2017.

Disposition/Action:

- More discussion is needed.

Comments:

- Project 4895 - Programmed as PID 82552 - OKI STP funds in FY 20 - will be part of next TIP / STIP - Current construction estimate is \$11.8M

Disposition/Action:

- Project removed from Draft Plan because it is in the TIP as PID 82552.

Comments:

- Project 3713 - Programmed as PID 82557 - OKI STP funds in FY 19 and part of current TIP/STIP - Current construction estimate is \$14M

Disposition/Action:

- Project removed from Draft Plan because it is in the TIP as PID 82557.

Comments

- Project 3703 - The cost estimate seems low knowing the terrain, that this section is bifurcated, and that widening of at least 4 bridges will be involved

Disposition/Action:

- The base year cost estimate is increased from \$20 million to \$40 million.

(15)

Email Received: February 26, 2016 10:40 AM

From: Steve E. Sievers, Anderson Township Assistant Administrator for Operations

Comment:

Neither of these projects are currently "IN" the Plan, though we feel both have tremendous regional transportation benefits:

- Little Miami Trail Bridge (#4916) is the last missing piece to connect the nearly 80 mile long Little Miami Scenic Trail, a portion of the future Ohio-Erie statewide trail, with the Ohio River Trail and the City of Cincinnati. Thus, it is not only part of numerous county or regional plans, but a link of statewide significance.
- Ancor Connector (#3338) represents an important regional transportation and economic development opportunity in the northeast part of our community. The project is identified not only in township and county plans, but OKI's Regional Freight Plan. Further, with ODOT's recent decision not to proceed with a new SR 32 alignment in Segment II of the Eastern Corridor, the Ancor Connector represents an opportunity to create capacity on existing corridors. We understand this to be ODOT's new direction in this area, so with an Ancor Connector, roadways such as Roundbottom Road and State Road 32 would see improved performance.

Disposition/Action:

- Project 4916 LMT Bridge. Change Corridor Study from 0 to 10 points. Change network connector to regional network component. Change point score from 12 to 20.
- Project 3338 Ancor Connector due to removal of Project 3623, Ancor is included in DRAFT Project List.

(16)

Email received: February 26, 2016 3:50 PM

From: David Mick, Assistant Warren County Engineer

Comments:

- There are a number of Warren County projects that are included in the current 2040 Plan "Needed, Non-Fiscally Constrained Project List" (Appendix E) that were not included in this updated draft constrained/non-constrained list. The most notable is US 22_3 from Old Mill Road to West Road [add 1-lane each direction] (listed in the current 2040 Plan Appendix E as US 22_3 from Old Mill Road to Morrow-Cozaddale Road). It may be that the project size was a consideration in this particular case. From the Warren County Engineer's Office perspective, we realize that changes to the LRP are frequently necessary and believe that OKI's draft project list captures the intent of the LRP as well as any other version that we might recommend at this time.

Disposition/Action:

- NO ACTION. The noted project was identified as LOW local priority. Staff only scored projects identified higher than LOW.

(17)

Email Received: February 29, 2016 3:32 PM

From: Carol Callan-Ramler, KYTC District 6

Comments:

- Project 4418 - Out: this is already included in 6-18
- Project 4410 - Out: this is largely a duplication of Project ID 4700.
- Project 4678 - In: this project is in definitive need of replacement. It will not last until 2040. This project was broken into 2 PIFs per CO. Combined Base Yr Cost = \$11.85M, not \$10.3M
- Project 4677 - Edit: Say "KY 16" instead of "Staffordsburg Rd".
- Project 4675 - Edit: Say "KY 16" instead of "Staffordsburg Rd".
- Project 4659 - Out: No perceived need.
- Project 4664 - In: Completes KY 842 Regional Connectivity; Cost is ok.

Disposition/Action:

- Project 4418 – deleted
- Project 4410 – deleted
- Project 4678 Richardson Rd. Changed cost based on KYTC comment. Increased scores to reflect high local priority (10 points), feasibility = high (5 points) and EJ to 5 points.
- Project 4664 Richardson Rd. Increased scores to reflect high local priority (10 points), feasibility = high (5 points) and EJ to 5 points Adjusted completed streets to 3+ modes (vehicle, sidewalks and transit).
- Project 4677 No Change made. Description matches the KY 536 Scoping Study adopted by OKI in 2016.
- Project 4675 No Change made. Description matches the KY 536 Scoping Study adopted by OKI in 2016.
- Project 4659. Score reduced to reflect medium local priority and low feasibility.

(18)

Email Received: March 2, 2016 2:39 PM

From: Daniel Menetrey, KYTC District 6

Comments:

- KYTC is applying for a roadway widening project on US 27 in Campbell County. Do we need to have any sort of AQ conformity done since it is a capacity adding project? Total length of the project is only 450 feet or so. US 27 SB goes from 3 lanes at Marshall Ln, then down to two and then back to three lanes to Johns Hill Rd. The idea was to widen this 450 foot section to three lanes to improve through capacity. Also, does the project then have to be identified in the 2040 Plan Update?

Disposition/Action:

- Project 4981 (US 27 Widening from Nunn Dr to Johns Hill Road) added to the fiscally constrained DRAFT Project List

(19)

Corrections identified by OKI Staff:

- Project 4381 Clermont County. Update base year cost to \$298M Oasis Rail Transit per recent report for Oasis Rail Transit Feb. 2016.
- Project 3624 (Eastern Corridor Wasson Line) removed from fiscally constrained list due to status as a low priority project.
- Removal of high cost Project 3624 enabled the following projects to be added to the fiscally constrained list:
 - Project 3698 added
 - Project 3746 added
 - Project 1554 added
 - Project 4375 added
 - Project 3778 added
 - Project 4867 added
 - Project 3338 added
 - Project 4931 added
 - Project 4932 added
 - Project 1555 added
 - Project 3772 added
 - Project 4933 added
 - Project 3619 added
 - Project 4930 added
 - Project 4905 added
- Project 4853 Butler County Warren Rd (Kyles Station to SR63) and Project 4854 (Bethany to Kyles Station) were removed from the fiscally constrained list and replaced by Project 3626 Butler/Warren/Cox Connector Rd which was a higher local priority project.
- Cost estimate for Ohio ITS projects is increased from \$35 million to \$50 million.