

APPENDIX B

CORRESPONDENCE



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 8, 505 South S.R. 741, Lebanon, OHIO 45036-9518

(513) 932-3030 or 1-800-831-2142

TRANSPORTATION PLANNING & PROGRAMS DEPARTMENT

March 24, 2005

Robert W. Koehler, P.E.
Ohio-Kentucky-Indiana Regional
Council of Governments
720 Pete Rose Way, Suite 420
Cincinnati, OH 45202

Re: Uptown Study Area

Dear Mr. Koehler:

Thank you for submitting the study area for "Task B" of the Uptown Study (PID 77628). I have forwarded a copy of that study area for review to several ODOT entities including the Office of Roadway Engineering Services, the Office of Urban & Corridor Planning, the Office of Environmental Services, and the Major Program Manager. After reviewing the study area, there are no comments, and the study area is approved for "Task B".

Again, thank you for the submittal of the study area. If you need any additional information or have any questions, please contact me at 513-933-6588.

Respectfully,

Tommy Arnold
ODOT Project Manager

ETA:eta

c: Mark Locker
Dave Wormwald
File
Reading File

Uptown Transportation Study

04-00-00
04-01-00
JT
04-06-04
05-07-01

From: Tom Arnold [mailto:Tom.Arnold@dot.state.oh.us]
Sent: Tuesday, July 05, 2005 3:41 PM
To: Robert Koehler
Cc: Diana Martin; Jay Hamilton; dave_wormald@urscorp.com; Allen Freeman
Subject: Fw: HAM - Uptown PIP

Bob,

The Community Involvement Plan for the Uptown Study is hereby approved.

Thanks,

Tommy Arnold, E.I.
Transportation Engineer
District 8 Planning Department
513.933.6588

----- Forwarded by Tom Arnold/Planning/D08/ODOT on 07/05/2005 03:38 PM -----
Mark Locker/UrbPlanning/CEN/ODOT
07/05/2005 02:37 PM

To: Tom Arnold/Planning/D08/ODOT@ODOT
cc

Subject HAM - Uptown PIP

Tommy,

The Hamilton County Uptown Community Involvement Public Plan (PIP) has been reviewed by the Office of Urban & Corridor Planning and found to be acceptable. The plan appears to be extensive and inclusive of Title IV communities utilizing a wide variety of methods. As per the PDP Step 1 it is approved for the study area.

Thank for the opportunity to review and comment .

Mark

Mark A. Locker, AICP
The Ohio Dept. of Trans, Office of Urban & Corridor Planning
1980 West Broad St., Columbus, OH. 43223
Phone: (614) 466-2347 Fax: (614) 728-9358
email: Mark.Locker@dot.state.oh.us



Leigh Oesterling
 <Leigh.Oesterling@dot.state.oh.us>
 12/14/2005 02:17 PM

To Dave_Wormald@URSCorp.com
 cc dick_mcguinness@URSCorp.com, James McQuirt
 <James.McQuirt@dot.state.oh.us>, Jay.Hamilton@dot.state.oh.us, Mark Byram
 bcc
 Subject Re: Traffic Analysis Methodology for OKI Uptown
 Transportation Study

History: This message has been forwarded.

Dave,

Thanks for the spreadsheets and for analyzing the ARTMIS data. The Office of Technical Services has no further comments and believes the method described for forecasting traffic is suitable for the planning level analyses.

Respectfully,

Leigh A. Oesterling, Transportation Planner
 Modeling & Forecasting Section
 Office of Technical Services
Ohio Department of Transportation
Leigh.Oesterling@dot.state.oh.us
 PH: 614-752-5747 FAX: 614-752-8646

Feedback: www.dot.state.oh.us/techservsite/offceorg/urbanstudies/customer_survey.htm

Dave_Wormald@URSCorp.com

12/14/2005 11:52 AM

To Leigh Oesterling <Leigh.Oesterling@dot.state.oh.us>
 cc dick_mcguinness@URSCorp.com, James McQuirt <James.McQuirt@dot.state.oh.us>, Mark Byram <Mark.Byram@dot.state.oh.us>, Peggy Siddle <Peggy.Siddle@dot.state.oh.us>, rkoehler@oki.org, Tom Arnold <Tom.Arnold@dot.state.oh.us>, Jay.Hamilton@dot.state.oh.us
 Subje Re: Traffic Analysis Methodology for OKI Uptown Transportation Study
 ct

Leigh:

Thanks for your clarification of the derivation of the Design Hour Factor utilized for the HAM-75 2.30 project. I did not clearly understand the procedure based on that project's technical memo text.

See the attached derivation of a design hour factor we propose to use for the I-71 LOS determinations. This derivation is based on 2004 data from a

pair of directional ARTIMIS ATR stations located just north of Blair Ave. SLM 4.20. These stations were chosen since they are in the same highway segment as a 48-hr field count conducted by OKI's traffic counting consultant during July 2005. The peak hour volumes are balanced north and south based on the adjusted peak hour volumes from this OKI field count.

Please review and comment on the derivation prior to our performing updated the HCS analysis and revision of the draft technical memo submitted for review on 9/15/05. Please note that there are several ARTIMIS ATR stations within the study area that could be included in the analysis but we feel that given our current scope budget and schedule that the use of a single pair of ATR's is sufficient at this time.

The use of this design hour factor applied to the peak hour counts vs. the mean weekday K factor derived from 2002 ARTIMIS ATRs applied to the daily volumes should not change the previously provided LOS for the basic freeway segments.

(See attached file: 071062 - 071063 COMBINED TOTALS.xls)

The spread sheet is linked to multiple files so you do not need to update the links when opening nor do you need to enable the macros that may be incorporated into the file.

Feel free to contact me at any time with questions or comments

David L. Wormald, P.E.
Senior Project Engineer
URS Corporation
Architects, Engineers and Planners
36 E. 7th Street, Suite 2300
Cincinnati, OH 45202-4434
Voice: (513) 419-3497
Fax (513) 651-3452
dave_wormald@urscorp.com

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071062 - 071063 COMBINED TOTALS.xls



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 8 * 505 S. ST. RT. 741 * LEBANON, OH 45036 * (800) 831-2142

BOB TAFT, OHIO GOVERNOR * GORDON PROCTOR, ODOT DIRECTOR

TRANSPORTATION PLANNING & PROGRAMS DEPARTMENT

August 16, 2006

Robert W. Koehler, P.E.
Ohio-Kentucky-Indiana Regional
Council of Governments
720 Pete Rose Way, Suite 420
Cincinnati, OH 45202

Re: Uptown Existing & Proposed Conditions Report

Dear Mr. Koehler:

Thank you for submitting the Existing and Proposed Conditions Report for "Task B" of the Uptown Study (PID 77628). I have forwarded a copy of that study area for review to several ODOT entities including the Office of Environmental Services. After reviewing the document, there are no comments, and the Existing and Proposed Conditions Report is approved for "Task B."

Again, thank you for the submittal of this report. If you need any additional information or have any questions, please contact me at 513-933-6588.

Respectfully,

E. Thomas Arnold, Jr., E.I.
ODOT Project Manager

ETA:eta

c: Martin
File
Reading File

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

October 23, 2006

Mr. Robert Koehler, P.E.
Deputy Executive Director
Ohio-Kentucky-Indiana Regional Council of Governments
720 Pete Rose Way, Suite 420
Cincinnati, OH 45202

RE: *I-71 Access Improvement Feasibility Study*

Dear Mr. Koehler:

The Hamilton County Engineer's Office has participated as a member of the Implementation Partners (IP) for the Uptown Transportation Study since November 2004. During this time, the IP has considered numerous alternatives for improving the Uptown transportation system.

The IP developed and adopted the purpose of the I-71 Access Improvement Feasibility Study as follows:


"The purpose of the I-71 Interstate Access Improvement Feasibility Study is to develop a preferred alternative to improve access between I-71 and the Uptown area of Cincinnati to reduce travel times, reduce complexity of wayfinding and promote economic vitality."

Following the review of numerous access configurations, the IP has identified six feasible alternatives for improved access from I-71 to Uptown worthy of more detailed study. These alternatives include one option for improved access at Taft/McMillan, two options that provide new access at ML King only and three options that include full interchanges at ML King and Taft/McMillan. It is understood that a no-build option is required to be advanced as well.

Further analysis is required to more thoroughly evaluate the impacts of each of the configurations. The Hamilton County Engineer's Office fully concurs with and endorses the recommendation that these alternatives be advanced for further evaluation. We believe that this improved access to I-71 will most effectively promote the economic vitality of the Uptown area and support the continued growth of the greater Cincinnati region.

Sincerely,


WILLIAM W. BRAYSHAW, P.E.-P.S.
HAMILTON COUNTY ENGINEER


Timothy P. Gilday, P.E.-P.S.
Planning & Design Engineer

WWB/TPG/cgl
Cc: Ted Hubbard
Office File



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 8 * 505 S. ST. RT. 741 * LEBANON, OH 45036 * (800) 831-2142

BOB TAFT, OHIO GOVERNOR * GORDON PROCTOR, ODOT DIRECTOR

TRANSPORTATION PLANNING & PROGRAMS DEPARTMENT

October 11, 2006

Robert Koehler, P.E., Deputy Executive Director
Ohio-Kentucky-Indiana Regional Council of Governments
720 Pete Rose Way, Suite 420
Cincinnati, OH 45202

Re: IR71 Access Improvement Feasibility Study

Dear Mr. Koehler:

ODOT District 8 has participated as a member of the Implementation Partners (IP) for the Uptown Transportation Study since November 2004. During this time, the IP has considered numerous alternatives for improving the Uptown Transportation System.

The IP developed and adopted the purpose of the IR 71 Access Improvement Feasibility Study as follows:

“The purpose of the IR 71 Uptown Study is to develop a set of feasible alternatives to improve access between IR 71 and the Uptown area of Cincinnati to reduce travel times, reduce complexity of wayfinding, and promote economic vitality.”

Following the review of numerous access configurations, the IP has identified multiple conceptual alternative solutions for improved access from IR 71 to Uptown worthy of more detailed study. These alternatives include improving access at Taft/McMillan, providing new access at ML King only, and three options that provide full access at ML King and Taft/McMillan. It is understood that a no-build option is required to be advanced as well.

Further analysis is required to more thoroughly evaluate the impacts of each of the configurations. ODOT District 8 fully concurs with and endorses the recommendation that these alternatives be advanced for further evaluation. We believe that this improved access to IR 71 will effectively support the continued growth of Uptown.

Respectfully,

E. Thomas Arnold, Jr., E.I.
Traffic Engineer

ETA:eta

c: Martin; Hamilton; File; Reading File

Uptown Transportation Study

7 of 12

11/2006

2006 OCT 13 PM 1:50

September 29, 2006

Mr. Robert Koehler, P.E.
Deputy Executive Director
Ohio-Kentucky-Indiana Regional Council of Governments
720 Pete Rose Way, Suite 420
Cincinnati, OH 45202

RE: I-71 Access Improvement Feasibility Study

Dear Mr. Koehler:

Cincinnati Children's Hospital Medical Center has participated as a member of the Implementation Partners (IP) for the Uptown Transportation Study since November 2004. During this time, the IP has considered numerous alternatives for improving the Uptown transportation system.

The IP developed and adopted the purpose of the I-71 Access Improvement Feasibility Study as follows:

“The purpose of the I-71 Interstate Access Improvement Feasibility Study is to develop a preferred alternative to improve access between I-71 and the Uptown area of Cincinnati to reduce travel times, reduce complexity of wayfinding and promote economic vitality.”

Following the review of numerous access configurations, the IP has identified six feasible alternatives for improved access from I-71 to Uptown worthy of more detailed study. These alternatives include one option for improved access at Taft/McMillan, two options that provide new access at ML King only and three options that include full interchanges at ML King and Taft/McMillan. It is understood that a no-build option is required to be advanced as well.

Further analysis is required to more thoroughly evaluate the impacts of each of the configurations. Cincinnati Children's Hospital Medical Center fully concurs with and endorses the recommendation that these alternatives be

advanced for further evaluation. We believe that this improved access to I-71 will most effectively promote the economic vitality of the Uptown area and support the continued growth of Cincinnati Children's.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Anderson', with a long horizontal flourish extending to the right.

David Anderson
Vice President
Family & Community Relations



Adventure • Conservation • Education

September 27, 2006

Mr. Robert Koehler, P.E.
Deputy Executive Director
Ohio-Kentucky-Indiana Regional Council of Governments
720 Pete Rose Way, Suite 420
Cincinnati, OH 45202

RE: I-71 Access Improvement Feasibility Study

Dear Mr. Koehler:

The Cincinnati Zoo and Botanical Garden has participated as a member of the Implementation Partners (IP) for the Uptown Transportation Study since November 2004. During this time, the IP has considered numerous alternatives for improving the Uptown transportation system.

The IP developed and adopted the purpose of the I-71 Access Improvement Feasibility Study as follows:

“The purpose of the I-71 Interstate Access Improvement Feasibility Study is to develop a preferred alternative to improve access between I-71 and the Uptown area of Cincinnati to reduce travel times, reduce complexity of wayfinding and promote economic vitality.”

Following the review of numerous access configurations, the IP has identified six feasible alternatives for improved access from I-71 to Uptown worthy of more detailed study. These alternatives include one option for improved access at Taft/McMillan, two options that provide new access at ML King only and three options that include full interchanges at ML King and Taft/McMillan. It is understood that a no-build option is required to be advanced as well.

Further analysis is required to more thoroughly evaluate the impacts of each of the configurations. The Cincinnati Zoo and Botanical Garden fully concurs with and endorses the recommendation that these alternatives be advanced for further evaluation. We believe that this improved access to I-71 will most effectively promote the economic vitality of the Uptown area and support the continued growth of the Cincinnati Zoo.

Sincerely,

A handwritten signature in cursive script that reads "Thane Maynard".

Thane Maynard, Interim Director

uptown crossings

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September 27, 2006

Mr. Robert Koehler, P.E.
Deputy Executive Director
Ohio-Kentucky-Indiana Regional Council of Governments
720 Pete Rose Way, Suite 420
Cincinnati, OH 45202

RE: I-71 Access Improvement Feasibility Study

Dear Mr. Koehler:

The Uptown Crossings Community Urban Redevelopment Corporation has participated as a member of the Implementation Partners (IP) for the Uptown Transportation Study since November 2004. During this time, the IP has considered numerous alternatives for improving the Uptown transportation system.

The IP developed and adopted the purpose of the I-71 Access Improvement Feasibility Study as follows:

“The purpose of the I-71 Interstate Access Improvement Feasibility Study is to develop a preferred alternative to improve access between I-71 and the Uptown area of Cincinnati to reduce travel times, reduce complexity of wayfinding and promote economic vitality.”

Following the review of numerous access configurations, the IP has identified six feasible alternatives for improved access from I-71 to Uptown worthy of more detailed study. These alternatives include one option for improved access at Taft/McMillan, two options that provide new access at ML King only and three options that include full interchanges at ML King and Taft/McMillan. It is understood that a no-build option is required to be advanced as well.

Further analysis is required to more thoroughly evaluate the impacts of each of the configurations. The Uptown Crossings CURC fully concurs with and endorses the recommendation that these alternatives be advanced for further evaluation. We believe that this improved access to I-71 will most

Community Urban Redevelopment Corporation

3234 Jefferson Avenue | Cincinnati, OH 45219 | Ph:513.703.0123 | Fx:513.562-8722

email: kathy@downtowncincinnati.com

effectively promote the economic vitality of the Uptown area and support the continued growth of our community.

Uptown Crossings CURC *is* a public/private partnership with the Communities of Clifton, Corryville and Avondale, the Cincinnati Zoo, the University of Cincinnati, Cincinnati Children's Medical Center, the U.S. Environmental Protection Agency, the U.S. VA Medical Center, the Cincinnati Park Board and Metro/SORTA. The partnership's goal is to jumpstart redevelopment in the Uptown area of Cincinnati, specifically in Cincinnati's Corryville neighborhood.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kathy Schwab', with a long horizontal flourish extending to the right.

Kathy Schwab, Executive Director