

APPENDIX F

FIELD REVIEW DISCUSSION AND STAKEHOLDER COMMENTS

RED FLAG SUMMARY REPORT

HAM-32F-0.00

PID 86461

RELOCATED SR-32 SEGMENT 1

RED BANK CORRIDOR IMPROVEMENTS

EASTERN CORRIDOR MULTIMODAL PROJECTS

HAMILTON COUNTY, OHIO



URS Corporation
564 White Pond Dr.
Akron, OH 44320

RED FLAG FIELD REVIEW ATTENDANCE LIST

HAM 32 0.00F

PID 86461

RELOCATED SR-32 SEGMENT I

REDBANK CORRIDOR IMPROVEMENTS

January 13, 2011

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MEMORANDUM

DATE: January 10, 2011
TO: Scott Buchanan
FROM: David L Wormald, PE, and AICP
RE: HAM 32.00F
PID 86461
Relocated SR-32 Segment 1 Redbank Corridor Improvements

Red Flag Summary Field Review Discussion Items

General Items

- **Project limits I-71 to Fair Lane**
- **Includes Cross Streets and local network, Madison Rd, Duck Creek Rd, Brotherton/Erie, Virginia & Hetzel Ave.**
- **Posted Speed 35/45 mph on mainline (Design Speed 55 mph?)**

Environmental Items

Community Facilities

- **Schools, Seven Hills, Parker Elementary**
- **Post Office**
- **Several Churches, Retirement Centers, Cincinnati Children's' Home**
- **Historic Districts in Mariemont and Madison/Stewart Rd (primarily outside project limits)**
- **Potential sensitive noise receptors**

Hazardous Materials

- **ESA Sites – Numerous sites located within the project area,**
- **Major sites include Nutone, Former Ford Factory (Walmart and surrounding new development), Ford WWTP and Schulte Metal (Charlemar Dr just west of old drive-in)**



- **Historic City Dump at Corsica Hollow north of I&O Railroad**

FEMA Floodplains and Wetlands

- **Portion of the project area in FEMA 100-year floodplain between I&O Railroad and Brotherton Ct.**
- **Detention basin on NW quadrant of Madison Rd. and Redbank Expressway**
- **Good quality wetland (Cat 2) in old Duck Creek remnant channel west of Red Bank Rd / south of Fair Lane (access from parking lot on old Swallens site) – associated with USCOE flood control project**

Roadway Geometrics

- **The existing roadway includes several design exceptions for 55 mph design speed**
- **Lane widths and shoulder widths are substandard north of Erie**
- **Intersection improvements are underway and planned at Madison and Red Bank Intersection**

Geotechnical Issues

- **Deep Foundations Required for Structures**

Structures

- **Four bridges and major culvert within the study area, Bridges are in good to fair condition with exception of Red Bank Road over I&O Railroad. City has asked for it to be removed.**
- **I&O RR over Red Bank Expressway could be a constraint to adding additional capacity.**
- **Major Culvert under Madison and Redbank – Good Condition but constraint on lowering roadbed and future structures.**

Utilities

- **High Voltage Transmission Lines and Substation**
- **Water/Sewer – Located along Madison and at Various Intersections – See Mapping for additional details.**



- **Gas line crossing at southern portion of the project area**
- **RR Coordination with SORTA-Oasis, (NS and I&O Railroads)**

Landuse

Recent and Ongoing Developments

- **Madison Circle**
- **Medpace**
- **Corsica Hollow**
- **Red Bank Village**
- **Red Bank Crossings**

FIELD REVIEW COMMENTS

1. E-mail from Tammy Campbell – ODOT D-8, dated 1-14-11

Scott and Keith,

I have no further comments on the red flag document. The traffic items will have to be addressed as the final alignment is determined as stated in the red flag.

Thanks.

Tammy K. Campbell, P.E.
District 8 Traffic Maintenance Engineer
513-933-6694
tammy.campbell@dot.state.oh.us

2. E-mail from Martha Kelly – City of Cincinnati, dated 1-27-11

Scott,

Thank you for the reminder! I did not have any comments relative to the red flag site visit or those types of issues in the document. However, I did notice some references to the design speed being 55 mph. It has been the City's position that the speed of Red Bank Expressway within the City (and in Fairfax due to similar land use conditions) would be no higher than 45 mph. It is planned that sidewalk would be installed on one side of the roadway and a shared path on the other, with a reasonable tree lawn separation. Since your staff will be considering alternatives and doing preliminary engineering, it is important that we all agree to a design speed for that portion being designed under your contract.

Please let me know if you would all like to discuss further.

Martha

3. E-mail from Caroline Duffy – Barr & Prevost, dated 2-3-11

Here is a summary of the discussion held at the kickoff meeting:

A discussion was held at the kickoff meeting for the HAM-32F-0.00 project held on January 13, 2011 concerning the location of the local area network (LAN). The Village of Fairfax representative was not able to stay for the entire meeting, so I relayed their concerns. The Virginia Avenue business owners are opposed to a connection of Virginia Avenue into a LAN as they feel it is not needed. Those business owners are preparing a formal document stating these oppositions and will be submitted soon to the team.

In addition, a discussion was held on how to provide for limited access on the new Red Bank Road from Erie Avenue to the new interchange at Columbia Parkway. Historical discussions included the scenario where the existing signals/intersections on Red Bank at the Wal*Mart and on Red Bank at Fair Lane

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Red Bank Corridor Improvements
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would be closed. This traffic would be redirected to the existing intersection of Red Bank Road and Shannon Way and that intersection would be signalized. The intersection of Fair Lane and Ford Circle would become a four-legged intersection with the new north leg connecting to Shannon Way to provide access to Fair Lane and Ford Circle. In addition, the currently undeveloped Gorilla Glue site and possibly the former Velva Sheen/QuebecCor World site could be connected through to Ford Circle from the new Red Bank Road by the existing ColBank Ramp and provide a Lower Access Road to the Wal*Mart site. In this case, perhaps a Virginia Avenue connection would not be warranted.

In any case, no decisions can be made until the traffic modeling is completed and typical sections and alignments can be determined. If the new Red Bank Road has numerous access points, there will be congestion and the businesses might suffer the fail due to that congestion.

Thanks,
Caroline

Caroline Duffy, PE
Senior Traffic Engineer

Barr & Prevost
Engineering | Testing | Surveying

4. E-mail from Keith Smith – ODOT D-8 dated 2-7-11

We have discussed this issue with Rebekah Anderson of Central Office. She, Jay Hamilton, Andy Fluegemann and myself are all in agreement that the Design Speed should be 45 mph for this project. Martha Kelly's email of 1/27/11 expresses the same.

Thanx,

Keith

Keith Smith, P.E.
Environmental Engineer/Team Leader, ODOT D-8
Keith.Smith@dot.state.oh.us
1-800-831-2142 or 513-933-6590

5. E-mail from Dave Wormald – URS, dated 2-8-11

During the project Red Flag Field Review on January 13th 2011 the following significant items were discussed by representatives of the project design team and staff from the City of Cincinnati, Hamilton County Engineers office and Village of Fairfax. These items represent potentially significant red flags which should be considered in subsequent steps of project development.

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Potential Improvements to Virginia Avenue

There was discussion concerning the recommendations for a new connection from Virginia Avenue to US-50 and/or Red Bank Road made in the 2006 Eastern Corridor Planning Study. Based upon the current conditions, landuses and traffic/accident data it does not appear that significant improvements are required to address congestion or safety issues. Generally representatives of the local governments felt that identification of existing issues should be closely coordinated with property and businesses owners along Virginia Ave. Virginia Avenue Business is working to establish a group to coordinate with the project development collectively. As the project proceeds ODOT and the design team will engage the Virginia Ave Business community representatives .

Railroad Owned Bridge (Old Red Bank Road over Indiana and Ohio Railroad SFN 3160947)

There is an existing railroad owned bridge closed in 1997 due to deterioration of the superstructure) which conveys Old Red Bank Road over the Indiana and Ohio Railroad. The City has requested that the railroad repair, replace or removed the existing structure but has not received a response. The 2006 Eastern Corridor Planning Study recommended improvements to Old Red Bank Road in the vicinity to act as a local circulator route. If Old Red Bank road is improved to provide alternative connectivity north and south of the Indiana and Ohio Railroad it will be necessary to replace this structure. It is assumed that any future structure will be owned and maintained by the City of Cincinnati. Formal railroad coordination has not commenced on this project at this time. The disposition of this bridge will be the subject of future railroad coordination and could be a limiting factor for improvements to Old Red Bank road to provide north-south connectivity.

Local Public Circulation Medpace Development

The 2006 Eastern Corridor Planning Study recommended the potential extension of Amanda Pl. north to Madison Rd. Given the current redevelopment of the area for the Medpace development this scenario is no longer feasible. The City and developer have had ongoing discussions regarding site plan circulation and public access. Primary drives and access points are intended to become public streets. The developer is interested in the future disposition of the “Old” Red Bank Road right of way south of Madison Rd. and how the this property may be impacted by potential future improvements at Red Bank Expressway and Madison Rd. ODOT and the design team will need to closely coordinate project development with the City and Developer in the near team as the project is built out.