

Fayette County Engineer's Office

STEVEN G. LUEBBE, P.E., P.S.
FAYETTE COUNTY ENGINEER

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May 10, 2010

Mr. Jonathon Gemmen
Austin Consulting
6095 Parkland Blvd.
Cleveland, OH 44124

RE: Fayette County Mega-site
ODOD Grant ECDD 07-198

Dear Mr. Gemmen:

Pursuant to your request, this office is providing the following narrative regarding the transportation infrastructure as it affects the Fayette County Mega-site. In particular it will address items 4.2.1 through 4.2.8 of the Ohio Department of Developments's Certification Checklist.

4.2.1 - Within the past 2 years State Route 729 was resurfaced and received new pavement markings. Although no other improvements have been completed within the previous 2 years, several significant improvements were completed in the prior 5 years. Those include:

Widening of Interstate 71 to 6 lanes from the county line to just above Jeffersonville (project length of about 10 miles). The mega-site is adjacent to the widened section.

Construction of US 35, a 4 lane divided highway, between the County line and Washington Courthouse. One of the last sections to be constructed that completes the highway between Dayton, Ohio and West Virginia.

Reconstruction and widening of State Route 41 Bridge over Interstate 71 to 3 lanes with the potential to re-mark to 4 lanes.

4.2.2. - There are no weight limitations/restrictions on any of the routes to the interstate. Based on the existing condition, we would expect none to be implemented.

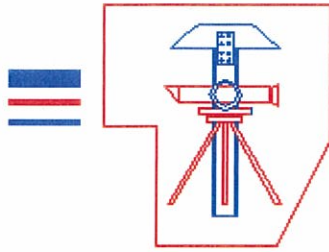
4.2.3 - Considering that the area is rural in nature, there is not a significant amount of traffic on the surrounding roadways. None of the roads are near capacity. It should be noted that the surrounding roadways are state routes, and as such are capable of carrying the loading from a structural standpoint. There is one existing township road that runs through the site. This road is narrow, structurally deficient and in poor condition. Our expectation is that this road (or large sections of the road) will not be part of the overall development plan for the site and that is not worth salvaging.

4.2.4 - There are no impact fees levied at the local level and none are currently contemplated.

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4.2.5 - We are not aware of any traffic studies in the area, although ODOT can provide traffic counts on all of the surrounding roads.

4.2.6 - It is expected that this site will be developed into a large manufacturing operation and have a regional impact. As such, the developer can expect to be required to provide traffic studies at any access points to the existing system.

4.2.7 - Based on 4.2.6, the results of the traffic study will dictate the scope of improvements that will be necessary to facilitate the development. The costs and the timing of the improvements will likely be negotiated. We anticipate the need for significant roadway improvements to properly develop the site.

4.2.8 - Since no more improvements are yet planned with respect to the site, there is no need for the STIP.

Please feel free to call me if you have questions or require additional information.

Sincerely,

Steven G. Luebbe, P.E., P.S.
Fayette County Engineer