



OHIO DEPARTMENT OF TRANSPORTATION

District Eight, 505 South S.R. 741, Lebanon, Ohio 45036-9518
(513) 932-3030 or 1-800-831-2142

District 8 Production Administration

October 31, 2006

Honorable Catherine L. Barrett
State Representative 32nd House District
Ohio House of Representatives
5300 Hamilton Avenue, 18C
Cincinnati, Ohio 45224

Dear Representative Barrett:

Thank you for your letter of October 20, 2006 to Hans Jindal in regards to ODOT's Millcreek Expressway project. As you are aware, we took comments through October 30, 2006 on the recommended alternatives to reduce congestion and improve safety within the Interstate 75 corridor from the Western Hills Viaduct through the interchange at Paddock Road. A major component of this project is improvements to the I-74/75 interchange that is adjacent to the Northside Community.

Based on crash data from 2001-2003, the I-74 portion of the interchange ranks first on ODOT's High Crash Location Identification System. In addition, numerous sections of I-75 are also listed among the top 100 locations on this list. As the project team identified potential solutions to this significant safety problem, the local access ramps at the I-74/75 interchange were impacted. An alternative to maintain some of the local connections was included in the evaluation; however, this was not recommended for advancement into subsequent stages of design.

One of the primary goals of our public involvement effort is to make recommendations and have the community provide the decision makers with the potential problems these recommendations cause to their community. This is what has taken place. The project team has met with the Northside Business Association and the Northside Community Council to discuss the alternatives for the project, and has continued to receive feedback from the community. In addition, this feedback has already led the project team to undertake additional studies to address some of the perceived problems the recommended alternative will have on the region and on Northside in particular.

The project team is finalizing the recommendations for the project during the month of November based on the public comments and the design and environmental activities completed to date. The team will be submitting their recommendations to the FHWA and ODOT's leadership in December. It is ODOT's goal to identify the best solutions to the transportation problems we face, and the benefits and impacts to all parties are considered during the decision making process.

Again, I want to thank you for your interest in this vital transportation project through Hamilton County. If I can be of any further assistance, please do not hesitate in contacting me. I can be reached at 513-933-6639 or by electronic mail at stefan.spinosa@dot.state.oh.us.

Respectfully,

Stefan C. Spinosa
Technical Services Engineer

SCS:scs

c: file



OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE, P.O. BOX 899, COLUMBUS, OHIO 43216-0899

November 2, 2006

Honorable Steve Chabot
Congressman, First District, Ohio
441 Vine Street, Room 3003
Cincinnati, Ohio 45202

Dear Congressman Chabot:

Thank you for your letter of October 16, 2006 in regards to ODOT's Millcreek Expressway project. We accepted comments through October 30, 2006 on the recommended alternatives to reduce congestion and improve safety within the Interstate 75 corridor from the Western Hills Viaduct through the interchange at Paddock Road. A major component of this project is improvements to the I-74/75 interchange that is adjacent to the Northside Community.

Based on Crash data from 2001-2003, the I-74 portion of the interchange ranks first on ODOT's High Crash Location Identification System. In addition, numerous sections of I-75 are also listed among the top 100 locations on this list. As the project team identified potential solutions to this significant safety problem, the local access ramps at the I-74/75 interchange were impacted. An alternative to maintain some of the local connections was included in the evaluation; however, this was not recommended for advancement into subsequent stages of design.

One of the primary goals of our public involvement effort is to make recommendations and have the community provide the decision makers with the potential problems these recommendations cause to their community. This is what is currently taking place. Our project team has met with the Northside Business Association and the Northside Community Council to discuss the alternatives for the project, and has continued to receive feedback from the community. In addition, this feedback has already led the project team to undertake additional studies to address some of the perceived problems the recommended alternative will have on the region and on Northside in particular.

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Congressman Steve Chabot
Page 2 of 2
November 2, 2006

Again, I want to thank you for your interest in this vital transportation project through Hamilton County. If I can be of any further assistance, please do not hesitate in contacting me.

Respectfully,

Gordon Proctor
Director


GP:MCF:RAD:SCS

Stefan
Spinosa/Contracts/D08/ODOT

To district31@ohr.state.oh.us

cc

10/17/2006 12:21 PM

bcc

Subject Millcreek Expressway Comment

Representative Driehaus:

Thank you for your letter dated October 16, 2006 concerning the ramps at the I-74/75 interchange. I will insure your letter is included in the project documentation.

Should you have any questions, please give me a call.

Stefan C. Spinosa, P.E., Technical Services Engineer
Ohio Department of Transportation, District 8
505 South SR 741, Lebanon, OH 45036
Phone: 513-933-6639 FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us



OHIO DEPARTMENT OF TRANSPORTATION

District Eight, 505 South S.R. 741, Lebanon, Ohio 45036-9518

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

District 8 Production Administration

October 30, 2006

Mr. Steve Driehaus
Minority Whip, 31st House District
Ohio House of Representatives
1018 Benz Avenue
Cincinnati, Ohio 45238

Dear Representative Driehaus:

Thank you for your letter of October 16, 2006 to Michael Flynn in regards to ODOT's Millcreek Expressway project. As you are aware, we are currently taking comments through October 30, 2006 on the recommended alternatives to reduce congestion and improve safety within the Interstate 75 corridor from the Western Hills Viaduct through the interchange at Paddock Road. A major component of this project is improvements to the I-74/75 interchange that is adjacent to the Northside Community.

Based on crash data from 2001-2003, the I-74 portion of the interchange ranks first on ODOT's High Crash Location Identification System. In addition, numerous sections of I-75 are also listed among the top 100 locations on this list. As the project team identified potential solutions to this significant safety problem, the local access ramps at the I-74/75 interchange were impacted. An alternative to maintain some of the local connections was included in the evaluation; however, this was not recommended for advancement into subsequent stages of design.

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Again, I want to thank you for your interest in this vital transportation project through Hamilton County. If I can be of any further assistance, please do not hesitate in contacting me. I can be reached at 513-933-6639 or by electronic mail at stefan.spinosa@dot.state.oh.us.

Respectfully,


Stefan C. Spinosa
Technical Services Engineer

SCS:scs

c: Flynn, file

Stefan
Spinosa/Contracts/D08/ODOT

To Eileen Enabnit

cc

10/17/2006 12:22 PM

bcc

Subject Millcreek Expressway Comment

Eileen:

Thank you for your letter dated October 13, 2006 concerning the ramps at the I-74/75 interchange. I will insure your letter and Resolution 42-2006 are included in the project documentation.

Should you have any questions, please give me a call.

Stefan C. Spinosa, P.E., Technical Services Engineer
Ohio Department of Transportation, District 8
505 South SR 741, Lebanon, OH 45036
Phone: 513-933-6639 FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us



OHIO DEPARTMENT OF TRANSPORTATION

District Eight, 505 South S.R. 741, Lebanon, Ohio 45036-9518
(513) 932-3030 or 1-800-831-2142

October 31, 2006

Mr. Paul Green, President
Northside Community Council
P.O. Box 23324
Cincinnati, Ohio 45223-0324

Dear Mr. Green:

Thank you for your letter of October 26, 2006 in regards to ODOT's Millcreek Expressway project. As you are aware, we took comments through October 30, 2006 on the recommended alternatives to reduce congestion and improve safety within the Interstate 75 corridor from the Western Hills Viaduct through the interchange at Paddock Road. A major component of this project is improvements to the I-74/75 interchange that is adjacent to the Northside Community.

Based on crash data from 2001-2003, the I-74 portion of the interchange ranks first on ODOT's High Crash Location Identification System. In addition, numerous sections of I-75 are also listed among the top 100 locations on this list. As the project team identified potential solutions to this significant safety problem, the local access ramps at the I-74/75 interchange were impacted. An alternative to maintain some of the local connections was included in the evaluation; however, this was not recommended for advancement into subsequent stages of design.

One of the primary goals of our public involvement effort is to make recommendations and have the community provide the decision makers with the potential problems these recommendations cause to their community. This is what is currently taking place. The project team has met with the Northside Business Association and the Northside Community Council to discuss the alternatives for the project, and has continued to receive feedback from the community. In addition, this feedback has already led the project team to undertake additional studies to address some of the perceived problems the recommended alternative will have on the region and on Northside in particular.

The project team is finalizing the recommendations for the project during the month of November based on the public comments and the design and environmental activities completed to date. The team will be submitting their recommendations to the FHWA and ODOT's leadership in December. It is ODOT's goal to identify the best solutions to the transportation problems we face, and please be assured that the benefits and impacts to all parties will be considered during the decision making process.

Again, I want to thank you for your interest in this vital transportation project through Hamilton County. If I can be of any further assistance, please do not hesitate in contacting me.

Respectfully,

Michael C. Flynn
District Deputy Director

MCF:SCS

c: file

**Mill Creek Expressway Project
Northside Business Association
October 2, 2006**

ODOT's mission is to provide a world-class transportation system that links Ohio to a global economy while preserving the state's unique character and enhancing its quality of life.

1. Project Purpose and Need. The project team is tasked with identifying the best solution to meet the goals of the project.

Reduce Congestion – I-75 through the study area currently is severely congested. As traffic volumes increase over time, this condition will get worse.

Eliminate Design Deficiencies – The I-75 corridor contains several features that do not meet current design standards, such as short ramp merge areas, tight curves, and poor stopping sight distance.

Improve Safety – The I-75 corridor has been consistently listed near the top of ODOT's Hot Spot list of the worst safety and congestion locations and the Highway Safety Program listing. The I-75/I-74 interchange in particular was ranked Number 4 in the state on the Highway Safety Program Listing.

2. Constraints on Proposed Solutions. The solutions to the problems need to adhere to several criteria. A few of the basic criteria are listed below. There are many others relating to stopping sight distance, distance between curves, degree of curvature, and superelevation (banking of roadway). Some of these criteria are guidelines while others are minimum design standards that cannot be compromised.

Definitions:

- System ramp – ramp that connects two freeways
- Directional roadway – a system ramp that has two or more lanes
- Service ramp – ramp that connects freeway to local street
- Weave – a segment of freeway where traffic crisscrosses from one lane to another between an entrance ramp and an exit ramp
- Gore – portion of ramp that meets freeway with painted markings delineating ramp nose
- Stopping sight distance (SSD) – sum of the 1) distance traversed by a vehicle from the instant a driver sights object and applies the brakes, and 2) the distance needed to stop the vehicle and is computed in a standard manner
- Grade – Slope of road in direction of travel either uphill (upgrade) or downhill (downgrade)

Typical Design Standards:

- Ramp Spacing:
 - Entrance to entrance and exit to exit is 1000-ft
 - Exit to entrance is 500-ft
 - Service ramp entrance or exit onto directional ramp is 800-ft from directional ramp nose
 - Entrance to exit (weave) system ramp to service ramp 2000-ft
 - Entrance to exit (weave) service ramp to service ramp 1600-ft
 - Spacing must also be analyzed for proper operation given vehicle volumes irregardless of spacing
 - High-speed two-lane entrance and exit ramps generally require approximately 3000-ft to gain/lose one lane and 5000-ft to gain/lose two lanes

- Freeway entrance ramps:
 - Acceleration length is controlled by speed of curve and grade just before gore
 - Minimum length high-speed entrance terminal is 1250-ft

- Freeway exit ramps:
 - Deceleration length is controlled by speed of curve just after terminal and approach grade
 - Minimum length of high-speed exit terminal is 800-ft

- Maximum vertical grades:
 - For directional roadways (system ramps), maximum upgrade is 4%
 - For service ramps, maximum upgrade is 5%

- Ramp speeds:
 - For directional ramps, upper range is 60 MPH and mid range is 45 MPH
 - For service ramps, upper range is 60 MPH, mid range is 45 MPH, low range is 30 MPH
 - Speed dictates sharpness of curves and length of superelevation transitions

3. Impacts of the Proposed Changes. Help us understand the problems we would create with the proposed changes. Then, let us focus on the solutions to those problems.

What problems would be created by the recommended alternative to improve the I-74 / I-75 Interchange?

The Mill Creek Expressway Project Team collected information on the Project Study Area in the Fall of 2004. What is new to Northside since then that we need to know about?

4. How to give us feedback:

ODOT, District 8
Attention: Hans Jindal
505 South SR 741
Lebanon, OH
Phone: (513) 933-6594
Fax: (513) 932-9366
hans.jindal@dot.state.oh.us

or through the project website:
<http://www.i75millcreekexpressway.com/>



OHIO DEPARTMENT OF TRANSPORTATION

District Eight, 505 South S.R. 741, Lebanon, Ohio 45036-9518

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

District 8 Production Administration

November 6, 2006

Mr. Douglas A. Heesten
V.P. for Institutional Advancement
Cincinnati State Technical and Community College
3520 Central Parkway
Cincinnati, Ohio 45223-2690

Dear Mr. Heesten:

Thank you for your letter of October 30, 2006 to Michael Flynn in regards to ODOT's Millcreek Expressway project. As you are aware, we took comments through October 30, 2006 on the recommended alternatives to reduce congestion and improve safety within the Interstate 75 corridor from the Western Hills Viaduct through the interchange at Paddock Road. A major component of this project is improvements to the Hopple Street interchange and the I-74/75 interchange that are near Cincinnati State Technical and Community College.

Based on crash data from 2001-2003, the I-74 portion of the I-74/75 interchange ranks first on ODOT's High Crash Location Identification System. In addition, numerous sections of I-75 are also listed among the top 100 locations on this list. As the project team identified potential solutions to this significant safety problem, the local access ramps at the I-74/75 interchange were impacted. An alternative to maintain some of the local connections was included in the evaluation; however, this was not recommended for advancement into subsequent stages of design.

One of the primary goals of our public involvement effort is to make recommendations and have the community provide the decision makers with the potential problems these recommendations cause to their community. This is what has taken place. The project team has met with the Northside Business Association and the Northside Community Council to discuss the alternatives for the project, and has continued to receive feedback from the community. In addition, this feedback has already led the project team to undertake additional studies to address some of the perceived problems the recommended alternative will have on the region and on Northside in particular. Additionally, after reviewing the public comments and holding discussions with personnel from ODOT's Office of Roadway Engineering and the Ohio Office of the Federal Highway Administration (FHWA), the full movement alternative at the Colerain Avenue interchange will become part of the recommendations made by the project team.

The project team is finalizing the recommendations for the entire project during the month of November based on the public comments and the design and environmental activities completed to date. The team will be submitting their recommendations to the FHWA and ODOT's leadership in December. It is ODOT's goal to identify the best solutions to the transportation problems we face, and the benefits and impacts to all parties are considered

Mr. Douglass A. Heesten
Page 2 of 2
November 6, 2006

during the decision making process. We will be presenting these recommendations to the Advisory Committee and the public early in calendar year 2007.

Again, I want to thank you for your interest in this vital transportation project through Hamilton County. If I can be of any further assistance, please do not hesitate in contacting me. I can be reached at 513-933-6639 or by electronic mail at stefan.spinosa@dot.state.oh.us.

Respectfully,



Stefan C. Spinosa
Technical Services Engineer

SCS:scs

c: Flynn, file



OHIO DEPARTMENT OF TRANSPORTATION

District Eight, 505 South S.R. 741, Lebanon, Ohio 45036-9518
(513) 932-3030 or 1-800-831-2142

November 1, 2006

Mr. Mark Policinski
Executive Director
OKI Regional Council of Governments
720 East Pete Rose Way, Suite 420
Cincinnati, Ohio 45202

Dear Mr. Policinski:

Thank you for your email of October 27, 2006 to Hans Jindal in regards to ODOT's Millcreek Expressway project. As you are aware, we took comments through October 30, 2006 on the recommended alternatives to reduce congestion and improve safety within the Interstate 75 corridor from the Western Hills Viaduct through the interchange at Paddock Road. A major component of this project is improvements to the I-74/75 interchange that is adjacent to the Northside Community.

The Millcreek Expressway has continued on with the work produced by the Ohio-Kentucky-Indiana Regional Council of Governments in the North-South Transportation Initiative (NSTI). Through the work of OKI, the NSTI presented a strong foundation of alternatives to improve the I-75 corridor not only in Hamilton County but for the region as a whole. The NSTI recommended the I-74/75 interchange be improved to provide connections between I-74 and I-75 only with subsequent improvements to the Colerain Avenue interchange. During the preliminary engineering and environmental efforts this recommendation by OKI was validated, and is what was recommended by the project team at the public meeting held on September 28, 2006.

There have been several areas of confusion with respect to the recommended alternative for the I-74/75 interchange area presented by the project team, and we have been working to clarify these issues to the local communities and local agencies. It is apparent by your email, that you too have been affected by this confusion. ODOT has and continues to insure that the recommendations out of the NSTI are addressed. It has been construed that no improvements to the Colerain Avenue interchange would be part of the Millcreek Expressway project. In fact, the project team did realize work at this interchange was required by the loss of the local access ramps at the I-74/75 interchange. The improvements recommended were to address the lost movements, and to insure acceptable alternative routes could be accommodated at the Colerain Avenue interchange. It was found during the operational analysis that improving the Colerain Avenue interchange to a full movement interchange did not provide any benefit to the Millcreek Expressway Project's purpose and need to improve the I-75 corridor; therefore, the full movement alternatives at the Colerain Avenue interchange were not recommended for further advancement as part of the improvements to I-75. The other areas of confusion tend to be a misconception that the Hopple Street and Mitchell Avenue interchanges with I-75 will not see any improvements. In actuality, both of these interchanges will receive extensive modification to improve the levels of service and safety.

Mr. Mark Policinski
Page 2 of 3
November 1, 2006

Based on crash data from 2001-2003, the I-74 portion of the interchange ranks first on ODOT's High Crash Location Identification System. In addition, numerous sections of I-75 are also listed among the top 100 locations on this list. As the project team identified potential solutions to this significant safety problem, the local access ramps at the I-74/75 interchange were impacted. An alternative to maintain some of the local connections was included in the evaluation; however, this was not recommended for advancement into subsequent stages of design. This again validates the recommendation included as part of the NSTI.

Improvements to correct design deficiencies, reduce congestion, and improve safety at the I-74/75 interchange are required to address the purpose and need of the project. Any solutions that do not adequately address these concerns will prevent improvements to the remaining portions of the I-75 corridor from being implemented because the purpose and need would not be satisfied. We are in a situation where selecting improvements to some locations while not addressing others violates the purpose and need, and will not satisfy the NEPA requirements of logical termini.

We value your role and in particular OKI's ability to work with the regional and local communities to insure the best solutions for the region's transportation problems are addressed. With projects as large as the Millcreek Expressway it is very difficult to satisfy the desires of every affected entity. It is our goal to reach a consensus among stakeholders that the solution eventually selected is the best one to solve the problems.

One of the primary goals of our public involvement effort is to make recommendations and have the community provide the decision makers with the potential problems these recommendations cause to their community. This is what has taken place. The project team has met with the Northside Business Association and the Northside Community Council to discuss the alternatives for the project, and has continued to receive feedback from the community. In addition, this feedback has already led the project team to undertake additional studies to address some of the perceived problems the recommended alternative will have on the region and on Northside in particular. Additionally, after reviewing the public comments and holding discussions with personnel from ODOT's Office of Roadway Engineering and the Ohio Office of the FHWA, the full movement alternative at the Colerain Avenue interchange will become part of the recommendations made by the project team.

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Again, I want to thank you for your interest in this vital regional transportation project through Hamilton County. OKI's continued support in reaching consensus amongst all parties is greatly

Mr. Mark Policinski
Page 3 of 3
November 1, 2006

needed, and I am sure you will continue to strive toward this consensus in the most constructive of manners. If I can be of any further assistance, please do not hesitate in contacting me.

Respectfully,

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

Stefan C. Spinosa
Technical Services Engineer

SCS:scs

c: Flynn, Martin, Dickey, Jindal, file

OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 8
PLANNING & PROGRAMS DEPARTMENT

FACSIMILE TRANSMITTAL SHEET

TO:	<i>Supam</i>	FROM:	<i>HANS JINDAL</i>
COMPANY:	<i>Senator Volnovich's office</i>	DATE:	<i>11/1/06</i>
FAX NUMBER:	<i>202-228-0500</i>	TOTAL NO. OF PAGES INCLUDING COVER:	<i>3</i>
SENDER'S PHONE NUMBER:	<i>513-933-6594</i>	SENDER'S FAX NUMBER:	513-932-9366
RE:	<i>I-75/I-74 Interchange</i>		

URGENT FOR REVIEW PLEASE COMMENT PLEASE REPLY PLEASE RECYCLE

NOTES/COMMENTS:

*Thanks. If you need more info, please don't
hesitate to call.
Hans.*

C: Spinoza, file.