



# OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 8 • 505 S. STATE ROUTE 741 • LEBANON, OHIO 45036 • (513) 932-3030  
JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR • TAMMY K. CAMPBELL, P.E., DISTRICT DEPUTY DIRECTOR

February 26, 2016

Mr. Michael R. Moore, Director  
City of Cincinnati, Department of Transportation & Engineering  
801 Plum Street, Suite 450  
Cincinnati, Ohio 45202

**Re: Proposed I-75 Southbound Ramps at the intersection of Anthony Wayne Avenue & Millsdale Street (Thru the Valley, Phase 5, PID 88132)**

Dear Mr. Moore:

On January 23, 2015, you submitted a request to Acting District Deputy Director, Gary Middleton, to evaluate a potential relocation of the southbound I-75 ramp intersection with Anthony Wayne Avenue. The intent was to move the ramp farther to the north, so that it did not intersect directly across from Millsdale Street, in an effort to discourage any cut-through use of the residential street network. Mr. Middleton responded on February 11, 2015, confirming that ODOT District 8 would investigate the possibility of moving the ramps to the north, and would meet with the Village of Lockland, the City of Cincinnati, and the community of Hartwell.

In the months following this correspondence, ODOT directed its design consultant to prepare an alternative that would relocate the ramps as far north as practical. After completing this effort, ODOT presented the option to the City DOTE and the Village of Lockland for review. After receiving feedback from both, ODOT and City DOTE staff presented this alternative to the Hartwell neighborhood in September of 2015. Later in the fall of 2015, ODOT staff also presented the alternative to other stakeholders, including the City of Wyoming. After considering the feedback provided during these meetings and evaluating the impacts of relocating the ramps, ODOT has determined to proceed with design efforts to locate the ramps opposite the intersection of Millsdale Street at Anthony Wayne Road, as was presented at the May 2010 Public Hearing for the Environmental Assessment (EA) document, which was subsequently approved by the Federal Highway Administration. This determination was made for two key reasons:

- A. ODOT and City Staff presented these options at the September 15, 2015 Hartwell Improvement Association meeting at the Recreation Center located at 8275 Vine Street, Cincinnati, Ohio 45216. At this meeting, ODOT and the City received a number of comments indicating that the proposal to relocate the ramps 200 feet to the north was not sufficient to address their concerns. The comments of the residents held to two general themes:

**Theme 1: Relocate the ramps several thousand feet to the north, closer to the existing Cooper ramps.** After reviewing this request, ODOT has determined that relocating the ramps this far to the north would have significant environmental, property, and cost impacts. The existing I-75 bridge over the Mill Creek would have to be reconstructed, and there would be significant impacts to the existing businesses currently operating to the northwest of this structure.

**Theme 2: Do not build the Anthony Wayne Ramps.** As noted in your January 23, 2015 letter, the regional stakeholders, including ODOT and the City, have concurred that the ramps must be constructed to replace the existing substandard ramps to and from Cooper Road in Lockland. If the Anthony Wayne ramps were not constructed, truck traffic will be more likely to take the Galbraith exit and cut through the Hartwell neighborhood in order to access the industrial sites located along Anthony Wayne in Lockland.

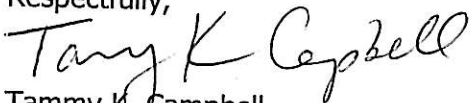
ODOT has determined that these two requests are not feasible and would not satisfy the purpose and need of the Thru the Valley project as sufficiently as the approved alternative. As a result, any modifications needed to address the concerns of the Hartwell neighborhood would involve modifications to the local street network under the jurisdiction of the City of Cincinnati, City of Wyoming, and Village of Lockland.

- B. During coordination with stakeholders, ODOT was made aware of the regional importance associated with development of the vacant commercial properties located along Anthony Wayne in the Village of Lockland. Relocating the ramps to the north would significantly damage the development of these sites, which would significantly increase right of way acquisition costs and decrease the economic potential for the communities in the area.

In summary, ODOT has determined that relocating the Anthony Wayne ramps to the north would not address the concerns expressed regarding cut through traffic and would result in significant impacts to the economic vitality of the area. As a result, ODOT is proceeding with project development and design as originally recommended and approved in the 2010 Environmental Document approved by Federal Highway Administration, by constructing the southbound I-75 ramps to intersect with Anthony Wayne Avenue at Millsdale Street.

Thank you for the opportunity to review this location. ODOT is committed to working with the City and other local stakeholders to deliver the Thru the Valley projects, which are vital for our region.

Respectfully,



Tammy K. Campbell  
ODOT District 8 Deputy Director

c: File - Reading File

Lois Smith, Hartwell Improvement Association  
Martha Kelly, City of Cincinnati  
Lynn Tetley, City of Wyoming  
David Krings, City of Lockland