

STEVE CHABOT
MEMBER OF CONGRESS
FIRST DISTRICT, OHIO

INCLUDES MOST OF HAMILTON COUNTY
AND ALL OF WARREN COUNTY

DEAN OF THE OHIO
REPUBLICAN DELEGATION



COMMITTEES:
SMALL BUSINESS
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SUBCOMMITTEE ON MIDDLE EAST,
NORTH AFRICA, AND INTERNATIONAL TERRORISM
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AND HOMELAND SECURITY
SUBCOMMITTEE ON COURTS, INTELLECTUAL
PROPERTY, AND THE INTERNET

Congress of the United States
House of Representatives
Washington, DC 20515

April 23, 2021

The Honorable David Price
Chairman
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
U.S. House of Representatives Committee on Appropriations
2358-A Rayburn House Office Building
Washington, DC 20515

The Honorable Mario Diaz-Balart
Ranking Member
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
U.S. House of Representatives Committee on Appropriations
2358-A Rayburn House Office Building
Washington, DC 20515

Dear Chairman Price and Ranking Member Diaz-Balart,

I am writing you today regarding important policies for the Transportation, Housing and Urban Development, and Related Agencies Appropriations bill for FY2022. As you draft the bill, I ask you to consider my request to include \$500,000 for the State Route 63 project in my district.

State Route 63 in Warren County, Ohio is part of the Federal-Aid Highway System and needs to be widened from Union Road to State Route 741 in Turtlecreek Township.

Approximately 2.4 miles of SR 63 will be widened from its existing two (2) lanes to four (4) lanes between Union Road and east side of SR 741. State Route 63 is a critical east-west regional connector between Interstates 75 and 71. Public and private investments have continually increased along both interstate corridors. The current traffic demands far exceed the existing roadway conditions which were established in the 1950s. Crash rates are more than double the statewide average for similar facilities. Increasing capacity along State Route 63, from two to four though lanes, will dramatically improve safety.

Today, travel demand exceeds the nominal roadway capacity by 80%, and crash rates are twice the statewide average for similar facilities. Heavy trucks and commercial vehicles have become a significant traffic component, averaging now 8% of average daily traffic (and with daytime

hourly peaks of up to 15%), a significant fraction with regional or national origins and destinations. The mix of vehicles, trip purposes, vehicle capabilities and driver attributes, along with a narrow, overloaded roadway with strong vertical grades, combine to create long platoons of "following" traffic, with at least some fraction of impatient, frustrated, risk taking or inattentive drivers that contribute to the high crash rates on the roadway. With all the shortcomings of the roadway in the face of steep travel and traffic increases, the current level of service (LOS) often degrades to "D" (Poor) or worse during the extended peak periods typical of the travel shed.

The project is scheduled for design to begin in July and construction to begin shortly after that process is completed. The County is asking for \$500,000 to help complete the design part of the project. The total cost of the project is \$33 million and has strong state and local support. The project is also included on the STIP.

Thank you for considering this request, and please let me or my office know if you have any questions.

Sincerely,



Steve Chabot
Member of Congress