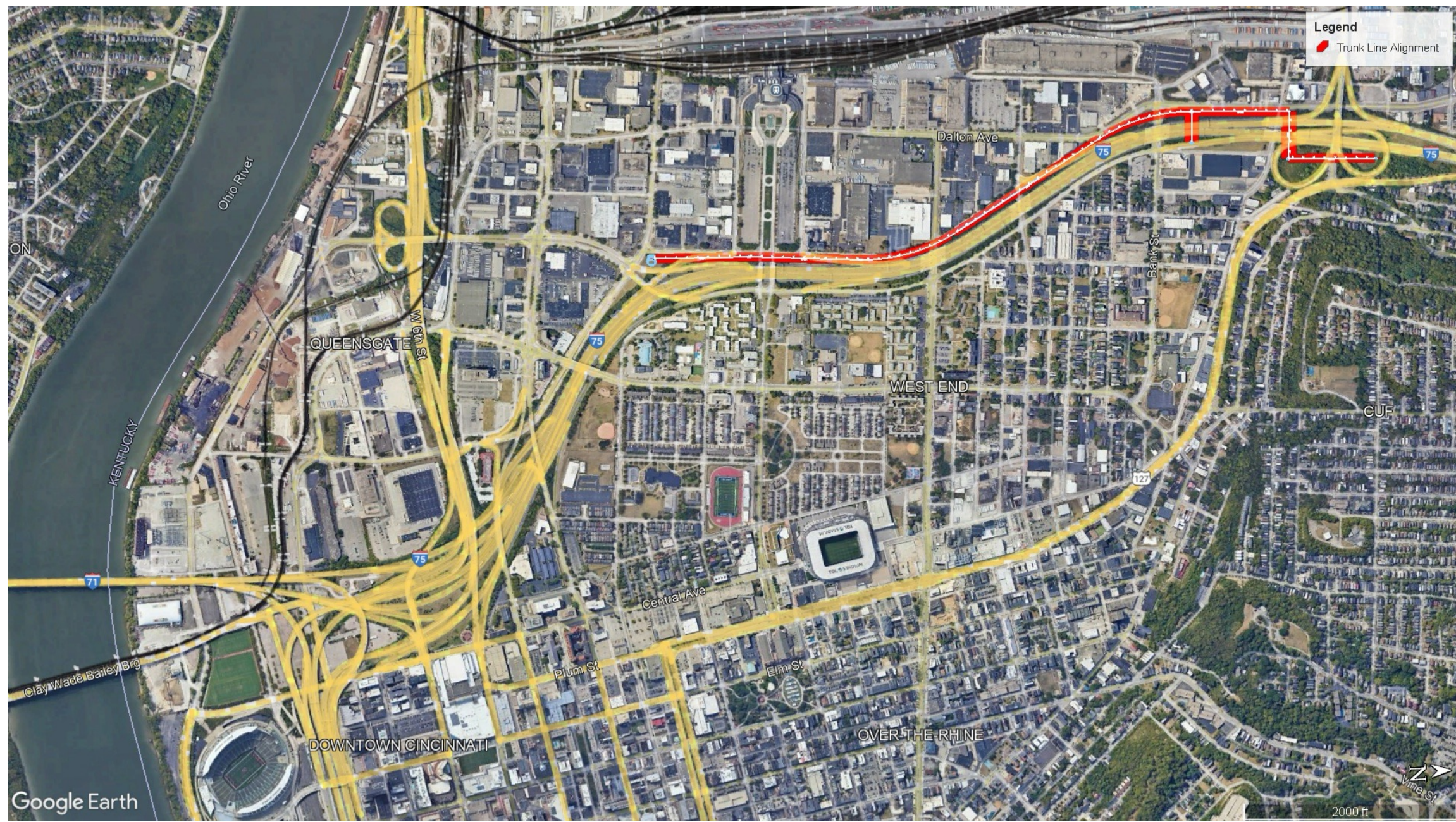


Ohio DOT (ODOT) I-75 Microtunnel Project – LOI to be issued October 23, 2026

Owner's Engineer: Terracon



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PROJECT DESCRIPTION

As part of the Brent Spence Bridge Corridor project in Cincinnati, Ohio, and adjoining corridor improvements, the Ohio Department of Transportation (ODOT) is planning the construction of a stormwater trunk sewer adjacent to the reconfiguration of Interstate 75 (I-75) to remove stormwater flows from the local combined sewers operated by the Metropolitan Sewer District of Greater Cincinnati (MSDGC). The proposed alignment will extend approximately 7,600 linear feet from Gest Street at its downstream (south) end to the Western Hills Viaduct at its upstream (north) end. At the downstream end of the project, the trunk sewer will connect to an 80-ft.-diameter shaft, being installed by MSDGC under a separate contract, where it will connect to a new (yet to be constructed) 108-in.-diameter stormwater tunnel - referred to as the East Branch Ohio River Interceptor (EBORI) that will be owned and operated by MSDGC. Two additional storm sewers will connect to this launch shaft from adjoining projects.

ODOT will be procuring this project following a Multiple Step (LOI/RFQ/RFP), Technically Responsive, Low-Bid Design-Build process. Stipend payments for the preparation of a responsive Technical Proposal will be made available.

TRUNK LINE DETAILS

- 6,350± ft. of 78-in.-diameter (min.) storm sewer with two 1,600-ft.-radius horizontal curves
- 1,250± ft. of 60-in.-diameter (min.) storm sewer
- 450±-ft.-long trenchless crossing of I-75 near Harrison Avenue for the main trunk line
- Downstream Invert El.: 458.2 ft.
- Upstream Invert El.: 495
- Depth of Invert Below Existing Grade: Generally 30-50 ft., except at its upstream end where it is as shallow as 20 ft. deep
- 295±-ft.-long trenchless crossing beneath I-75 to the north of Bank Street for a 30-in.-diameter auxiliary storm sewer

GEOLOGY

- The trunk line alignment is located within a buried valley referred to as the Mill Creek Valley.
- Existing fill varying from around 5 to 50 feet thick generally overlies natural alluvial soils followed by interbedded shale and limestone bedrock.
- The alluvial soils consisted of interlayered fine- and coarse-grained soils.
- Groundwater was generally encountered within granular or silt alluvial soils between El. 450 and 480 feet.

SIGNIFICANT UTILITY CROSSINGS

- 84-in.-diameter reinforce concrete pipe combined sewer near Hopkins Street
- 120-in.-diameter brick combined sewer at West Liberty Street
- 78-in.-diameter brick combined sewer at Bank Street
- 60-in.-diameter brick combined sewer at Harrison Avenue
- 2-ft.-wide telecommunication duct bank near Spring Grove Avenue
- 36-in.-diameter water main
- Numerous other smaller sewers, water mains/lines, gas lines, telecommunication lines, etc.

BIDDING & CONSTRUCTION SCHEDULE

- Issue LOI: October 23, 2026
- LOI Deadline: November 13, 2026
- Advertise RFQ: December 11, 2026
- SOQ Submission: January 15, 2027
- Announce Shortlist: February 9, 2027
- Request for Proposal: February 16, 2027
- One-on-One Meetings: April 2027
- Final Technical & Price Proposals: June 17, 2027
- Proposal Results Announced: July 1, 2027
- Anticipated Award: July 12, 2027
- Construction of HAM-75-1.25: December 2027 - June 2030



Department of
Transportation

BURGESS & NIPLE



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