



Revive Cincinnati: Mill Creek Valley and I-75

I-75 Corridor

The I-75 corridor through Cincinnati is a complex urban environment that comprises a key interstate transportation route, major industries, and numerous communities, all within the Mill Creek watershed.

The Ohio Department of Transportation (ODOT) has begun the process of reconstructing more than 17 miles of I-75 from just south of Interstate 275 (Kemper Road) to the Ohio River to improve safety and traffic flow.

Early in the planning process, the Metropolitan Sewer District of Greater Cincinnati (MSD) approached ODOT about coordinating sewer infrastructure improvements during the roadway reconstruction. This collaboration on two major infrastructure efforts, each measured in the billions of dollars, ultimately led to a partnership between the City of Cincinnati and MSD to develop a comprehensive planning document — Revive Cincinnati — to rethink, revitalize and improve communities and business areas along the I-75 corridor.

Revive Cincinnati capitalizes on the Federal Highway Administration's (FHWA) recognition of the importance of roads and transportation to communities and its incorporation of the principles of context sensitive solutions into planning and design. Revive Cincinnati was adopted by Cincinnati City Council in 2010 and incorporated into Cincinnati's Comprehensive Plan.

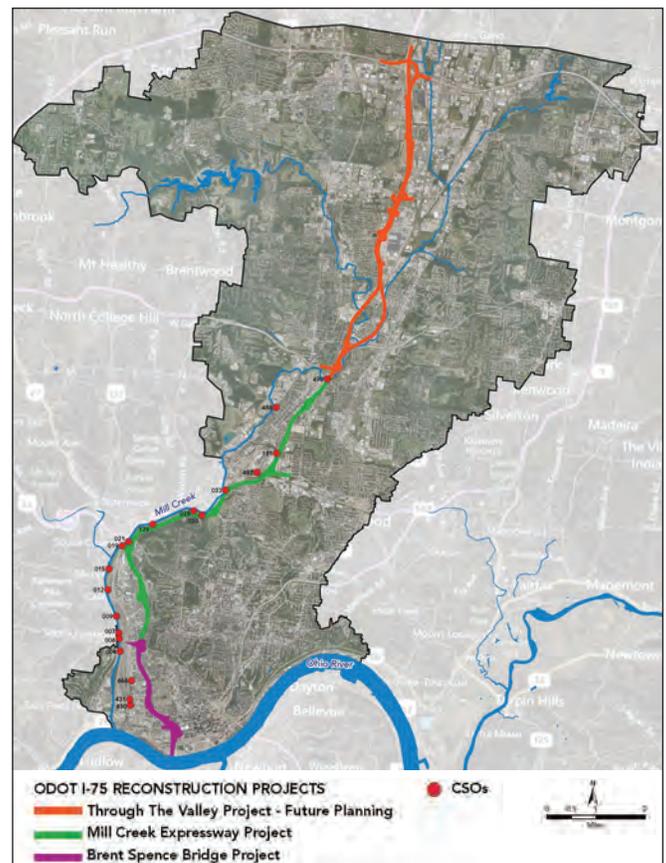
Project Groundwork

During heavy rains, the combined sewer system managed by MSD can overflow, making Cincinnati among the top five communities in the U.S. dealing with combined sewer overflows (CSOs). Project Groundwork is MSD's multi-phased and multi-billion dollar plan for reducing CSOs.

Many of the projects required to be constructed under Project Groundwork are located in the I-75 corridor in the Mill Creek watershed. The Lower Mill Creek watershed, a sub-watershed of Mill Creek, annually contributes more than half of the 11 billion gallons of CSOs in MSD's service area.

Stormwater runoff from I-75 is primarily discharged directly to MSD's combined sewer. There are 19 CSO outfalls along the Mill Creek in the I-75 reconstruction area that contribute nearly 2 billion gallons of CSOs a year. Additionally, I-75 acts as a physical barrier between the Mill Creek and 10,000 acres of upstream urbanized area, which affects MSD's ability to reduce overflows at the CSO outfalls.

MSD is focusing on "source control" to reduce CSOs in this area as opposed to the more traditional approach of constructing larger sewers or underground storage tunnels. This sustainable or green approach focuses on reducing the volume of stormwater entering the combined sewer system through the use of sewer separation and stormwater detention, among other efforts.



Project area

Integrated Planning Approach

In line with the Revive Cincinnati plan, MSD uses an integrated planning approach to develop CSO solutions that also address other needs or challenges over the long term. MSD's collaboration with ODOT on the I-75 corridor seeks to:

- Reduce CSOs by removing highway runoff from MSD's combined sewer system through sewer separation or stormwater detention
- Set the stage for future reduction of CSOs by installing storm sewer crossings under the highway
- Improve the quality of stormwater runoff reaching the Mill Creek
- Achieve significant cost savings through construction coordination versus independent projects
- Identify existing sewer infrastructure that require repair, replacement, relocation or protection
- Promote community and business development opportunities along the I-75 corridor

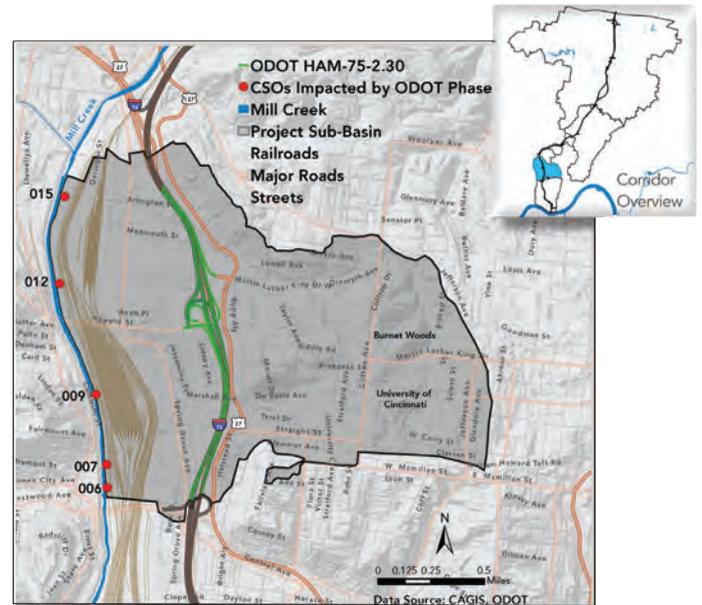
If these projects are not planned today, and up front capital investments are not made, future separation will, at a minimum, be more challenging and, at most, may become cost prohibitive and hence not a viable solution for wet weather problems.

Status of Projects

To date, two MSD stormwater infrastructure projects are currently under construction as part of the I-75 project, incorporating improvements at five CSOs (9, 12, 15, 28 and 30). Five more are in planning and design. Additional projects are planned for the future. Completion of all projects is anticipated over the next 10 years.

Highlight on ODOT HAM-75-2.30 and CSO 12

- ODOT HAM-75-2.30 phase involves reconstruction of I-75 from just north of the Western Hills Viaduct to the Monmouth Overpass. This phase includes complete reconstruction of roadway, addition of a north and southbound lane and reconstruction of the Hopple Street interchange



Reconstruction of I-75 and nearby CSO locations

- This project area includes CSOs 6, 7, 9, 12 and 15 along the Mill Creek
- CSO 12 is located in the Clifton sub-watershed of Lower Mill Creek which is served by a combined sewer system
- I-75 and the CSX railyard act as a barrier to stormwater reaching the Mill Creek
- 250 million gallons of combined flows overflow annually from CSO 12 into the Mill Creek
- ODOT is constructing a storm sewer crossing at the Hopple Street Interchange. This crossing will provide the backbone for MSD sewer separation efforts in the watershed.
- Highway runoff in vicinity of CSOs 9 and 15 will eventually discharge to a storm sewer outfall into the Mill Creek that will be constructed as part of MSD sewer separation efforts.

Need More Information?

For more information contact:

MSD Engineering Customer Service Line at (513) 557-3594

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or visit: **www.projectgroundwork.org**