

Highway design team flying high in Dayton

The Transportation Business Group, after completing a study on modernizing an Ohio interstate interchange where traffic is expected to increase 65 percent in the next 20 years, recently wrapped up the design of the \$145 million three-phase overhaul.

The modernization study, which was completed in 1998, was CH2M HILL's first-ever transportation project in Ohio. After its completion, the firm was awarded sole source the design contract for Phase 1 and subsequently was awarded contracts for phases 2 and 3. All combined, it is the largest project by District 7 of the Ohio Department of Transportation.

"When the project is completed, the I-70/75 interchange will be one of the safest interstate crossroads in the country," reported the *Dayton Daily News*.

In addition to the interstate interchange, the project entails reconstruction of several bridges, including a railroad bridge, retaining walls, as well as several intersections and connecting roadways.

Phase 1 of the project, the Benchwood/Wyse interchange, is a replacement service intersection one mile south of the I-70/I-75 interchange. CH2M HILL's Rick Splawinski was the project manager. Construction was recently completed and the interchange was opened to the public Dec. 9.

"To the Federal Highway Administration's knowledge, the Benchwood/Wyse interchange is nationally unique in that

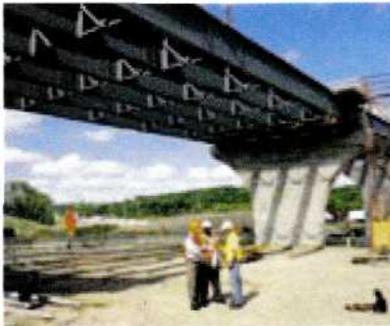
ODOT was successful in completely closing an existing interchange along an interstate highway that was responsible for significant safety and operational problems," said CH2M HILL's chief highway engineer Tim Neuman. "The solution: build a new interchange in a better, safer location, with the support of all stakeholders."

The modernization project replaces 1960-era highway designs and has been lauded by the local business community as an enhancement to the community and a potential boost to the economy.

"The Benchwood/Wyse interchange is a modern, tight diamond that provides superior traffic operational performance at a lower construction cost compared to the better-known single-point diamond form," Neuman said. "The location of this new interchange supports local economic development and land-use objectives. With the opening of Benchwood/Wyse and elimination of the Little York Road interchange, ODOT can move ahead with completing the entire reconstruction of the I-70/I-75 interchange, a nationally prominent project."

Phase 2 of the project, managed by Daniel Baah, includes the reconstruction of four of the eight ramps, and a major portion of the I-70 mainline. This phase is currently under construction and its main feature—a new, two-lane, half-mile-long directional flyover ramp from northbound to westbound—will be open to traffic in the fall of 2005. (cont.)

The project includes the construction of several bridges, intersections and connecting roadways (below).



Because Dayton is the birthplace of aviation, images such as the Wright "B" Flyer are featured along the highway's retaining walls.

Below is an aerial view of the project's two-lane, half-mile-long flyover, which will be completed later this year.



—→ Phase 3, also managed by Baah, completes the I-70/I-75 interchange project. It includes completion of four highway ramps, the two interstate approaches to the interchange, eight bridges, drainage, utilities, and landscaping. That project has been designed and construction bids were recently submitted. Construction will start in the spring and will be complete by the fall of 2008.

On the heels of the I-70/I-75 project, CH2M HILL was awarded another major interstate design project in Dayton, which is part of a 10-year, \$5 billion statewide interstate improvement initiative. The Transportation Business Group is now working on the final design of a \$158 million I-75 reconstruction project in downtown Dayton.

“It’s been very gratifying to be able to see the successful results of the hard work, technical expertise, and outstanding client service our team has provided to the Ohio Department of Transportation over the past seven or eight years,” said CH2M HILL’s Steve Wanders. The trust the Department has in CH2M HILL has allowed us to grow our business from our humble beginning to where we are today, working on a wide variety of projects throughout the state, with a dedicated staff in Dayton and Columbus, supported by many others from around the firm.”

For more information on this I-70/I-75 project, go to ODOT’s project web site at: <http://www.dot.state.oh.us/dist7/70%2075%20interchange/default.asp>