
***SCOPE AND COST ESTIMATE ASSUMPTIONS FOR
FT. WASHINGTON WAY, AND RELATED IMPROVEMENTS***

Alternatives 1, 1A, 2, 3-C, 5

**November 22, 1996
Revised January 17, 1997**

Per ODOT, KTC, FHWA, City of Cincinnati, and OKI Workshop

**Scope and Cost Estimate Assumptions for
Ft. Washington Way
Alternatives 1, 1A, 2, 3-C, 5
1/17/97**

Roadway Estimate Includes:

- Pavement, curbs, sidewalks, barriers
- Mobilization, insurance, construction layout
- Landscaping
- Demolition

Drainage Estimate Includes:

- Conduits, catch basins, manholes
- Erosion control
- Flood control

Structures Estimate Includes:

- Bridges
- Retaining walls
- Flood protection

Earthwork Estimate Includes:

- Excavation
- Embankment

Traffic Control Estimate Includes:

- Signing & striping
- Maintenance of Traffic
- Signals
- Lighting

Utilities Estimate Includes:

- Water works
- Sanitary Sewers

Basis for Cost Analysis for Ft. Washington Way Alternatives Analysis 1/17/97

Alternative 1 Cost is Base Case. It includes:

- Full depth pavement rehabilitation of existing Ft. Washington Way in its present configuration and location

Alternative 1A Cost is the TSM Alternative. It includes:

- Full depth rehabilitation of Ft. Washington Way in its present configuration and location, plus the cost of TSM improvement.

Alternative 2 Cost is the ramp alterations and Pete Rose Way alteration. It includes:

- Full depth rehabilitation of Ft. Washington Way in its present configuration and location, plus the cost of the ramp improvements and roadway relocation.

Alternative 3-C Cost is the Ramp and Pete Rose Way relocation, and movement of I-71 NB to the north. It Includes:

- Full depth replacement of Ft. Washington Way in its present location (except for the section of I-71 NB that is relocated to the north), the relocation of Pete Rose Way to the Ft. Washington Way R-O-W, and relocation of I-71 NB further north in the current R-O-W.

Not included in the Alternatives 1, 1A, 2, and 3-C are the costs of adding the improved access package of ramps and lanes for the I-71 SB ramp to 6th Street, widening the existing 6th St. ramp, widening the U.S. 50 EB ramp to I-471 SB, and the ramp from Clay Wade Bailey Bridge to proposed Second St.

Alternative 5 is the narrowed Ft. Washington Way with a new Second St. and a reversed Third St. boulevard concept for local traffic through traffic maintained in a narrowed trench. It includes:

- Narrowing Ft. Washington Way and reconfiguring it for US 50 and I-71 business traffic, creating a one-way paired boulevard using Third St. and a new Second St., adding improved access to the Taylor Southgate and Clay Wade Bailey Bridges, adding new access to the northeastern CBD by adding additional lanes from US 50 WB to Sixth St., and I-471 NB to Sixth St. Optional package of lane and ramp improvements to/from I-471; 6th St. ramps from U.S. 50 and I-71 SB; 9th St. ramp from I-471. NB Bailey to Riverfront not included.

<i>Alternate Name</i>	<i>Description</i>	<i>Assumptions</i>	<i>Base Costs</i>	<i>Optional Ramp Costs</i>	<i>Alternate Cost</i>
1. ¹ No Build	Full depth pavement rehabilitation; safety upgrades	Rehabilitation of FWW as planned	\$26,000,000	0	\$26,000,000

1. Rehabilitation of Ft. Washington Way, as a base, is required for this alternate

<i>Alternate Name</i>	<i>Description</i>	<i>Assumptions</i>	<i>Base Costs</i>	<i>Optional Ramp Costs</i>	<i>Alternate Costs</i>
1A. ^{1,2} No Build + TSM	No Build + TSM Alternative from I-71 Corridor Study	<p>Transportation System Management (TSM) + Planned Rehabilitation of Ft. Washington Way</p> <p>Implement the enhanced bus system, ITS components, and other features of the I-71 Corridor TSM Alternative.</p> <p>Remove the exclusive bus ramps into the Dixie Terminal for TANK buses.</p> <p>Supplement rehabilitated Fort Washington Way with an upgraded east/west urban boulevard at Central Parkway by removing on-street parking. This would increase the number of through-lanes in each direction from three to four. Maintain the current left-turn bays.</p>	\$26,000,000	0	\$26,000,000

1. Rehabilitation of Ft. Washington Way, as a base is required for this alternate.

2. TSM improvements included in I-71 options.

Name	Description	Assumptions	Base Costs	Costs	Costs
2. ¹ Minimum Build	Relocate Pete Rose Way to the north, between Race and Main	<p>Minimum Build (Relocate Pete Rose Way)</p> <p>Implement all the features of Alternative 1A.</p> <p>Reconfigure Pete Rose Way, shifting it approximately 150 feet north and widening it between Race and Main Streets.</p> <p>Maintain existing Pete Rose Way as a two-way service road.</p> <p>Maintain U.S. 50 in Fort Washington Way.</p> <p>Extend downtown street grid.</p> <p>Close/eliminate the following connections:</p> <ul style="list-style-type: none"> • Race Street on-ramp to I-71 northbound • Eastbound and westbound exit ramps from I-71 to the Roebling Suspension Bridge. <p>Under this alternative, there are no direct connections between I-71 and the Suspension Bridge. Indirect connections are provided.</p> <p>Estimate Includes:</p> <ul style="list-style-type: none"> • Resurfacing U.S. 50 within project limits • Repave local streets • Replace pavement I-71 WB & I-71 EB • Replace pavement on ramps • Refurbish bridges & retaining walls 	\$34,000,000	\$14,416,000	\$48,416,000

1. Rehabilitation of Ft. Washington Way, as a base is required for this alternate.
2. Optional package of lane and ramp improvements to/from I-471; 6th St. ramps from US 50 & I-71 SB; 9th St. ramp from I-471. NB Bailey to Riverfront not included.
 - Widened ramp from US 50 EB to I-471 SB
 - Ramp from I-75 NB to 5th St.
 - Ramp from I-71 SB to 6th St.
 - Added lane on existing 6th St. ramp
 - Ramp from I-471 to Ninth St./Eggleston Avenue

\$ 2,400,000
\$ 2,156,000
\$ 4,100,000
\$ 4,000,000
\$ 1,600,000
\$14,416,000

- Ramp from NB Clay Wade Bailey Bridge to Riverfront

Alternate Name	Description	Assumptions	Base Costs	Optional Ramp Costs	Alternate Cost
3C.1 relocated Pete Rose Way	Relocate Pete Rose Way to the north of the floodwall; move I-71 north further north in FWW R-O-W	<p>Relocate Pete Rose Way/Retain I-71 and U.S. 50 in Narrowed Fort Washington Way</p> <p>Implement all the features of Alternative 1A.</p> <p>Maintain both I-71 and U.S. 50/Columbia parkway in Fort Washington Way trench</p> <p>Shift I-71 northbound (eastbound) lanes to the north.</p> <p>Reclaim approximately 100 feet of former Fort Washington Way right-of-way between Race and Main.</p> <p>Maintain Third Street existing width and direction (one-way eastbound).</p> <p>Reconfigure Pete Rose Way, shifting it approximately 250 feet north and widening it between Race and Main Streets.</p> <p>Maintain reconfigured Pete Rose way as a two-way street.</p> <p>Close/eliminate the following connections:</p> <ul style="list-style-type: none"> • Race Street on-ramp to I-71 northbound • Eastbound and westbound exit ramps from I-71 to the Roebling Suspension Bridge • Walnut Street on-ramp to SB I-71 & NB I-71 • Main Street on-ramp to northbound I-71 <p>Under this alternative, there are no direct connections between I-71 and the Suspension Bridge. Indirect connections are provided.</p> <p>Alternative 3C does not preclude the option to connect with a new Madison-Race bridge, proposed under two of the I-71 Corridor Study alternatives.</p> <p>Estimates Include:</p> <ul style="list-style-type: none"> • Moving I-71 EB northbound • Repave local streets • Replace pavement I-71 WB • Replace pavement an ramps • Refurbish bridges and retaining walls 	\$48,000,000	\$14,416,000 ²	\$62,416,000

1. Rehabilitation of Ft. Washington Way, as a base case, is required for this alternate except for the section of I-71 NB moved to the north in the existing Ft. Washington Way R-O-W.

2. Optional package of lane and ramp improvements to/from I-471; 6th St. ramps from US 50 & I-71 SB; 9th St. ramp from I-471. Does not include NB Bailey Bridge ramp to riverfront.

Name	Description	Assumptions	Costs	Int'n. Costs	Totals
5. Narrowed Ft. Washington Way	I-71 business and US 50 in narrowed FWV trench. New 2nd and 3rd Streets create a one-way pair boulevard	<p>Relocate I-71/Retain U.S. 50/Narrow Fort Washington Way (Based on Special FWV Alternatives meeting 10/2/96.</p> <p>Implement all the features of Alternative 1A.</p> <p>Expand Third Street and create a new Second Street, parallel to Pete Rose Way, into a one-way pair of 3-5 lane arterials, with Third Street westbound and Second Street eastbound.</p> <p>Redesign the remaining through movements in Fort Washington Way with four lanes in each direction, reducing the required roadway width.</p> <p>Reclaim approximately 200-300 feet of former Fort Washington Way right-of-way along full width of Cincinnati's CBD.</p> <p>Extend downtown north-south streets across the Fort Washington Way.</p> <p>Signalize every intersection of the new arterials with extended city streets, and synchronize the signals.</p> <p>Improve truck access to Fort Washington Way from the north and south.</p> <p>Add a new ramp from I-75 NB to Fifth Street</p> <p>Add a new ramp from I-471N to Ninth Street</p> <p>Add a new ramp from I-71 SB to Sixth Street</p> <p>Add one lane on U.S. 50 WB ramp to Sixth Street exit</p> <p>Add one lane on US 50 WB to Ft. Washington Way</p> <p>Add one lane on I-471N ramp to Sixth Street exit</p> <p>Maintain westbound CBD-destination Columbia Parkway traffic on Fifth to Fourth Streets.</p> <p>Estimate Includes:</p> <ul style="list-style-type: none"> • Right of way allowance of \$5,000,000 • New I-71 WB & EB • New 3rd Street • New 2nd Street • Repave local streets • New bridges and walls where required • Direct connections to and from I-75 • Connections to Roebling BR. & Pete Rose Way • Existing 6th Street Ramp Widening • 6th Street Ramp from I-71 SB • 9th Street Ramp • Ramp I-71 EB to U.S. 50 EB and to I-471 SB • Ramp from I-75 NB to 5th Street • Clay Way Bailey Bridge ramp to proposed 2nd Street • Improved Broadway, Taylor Southgate Bridge, Pete Rose Way intersection • Elm Street Bridge reconnection at 3rd Street 	\$74,400,000	<p>\$ 4,800,000</p> <p>\$ 4,100,000</p> <p>\$ 1,600,000</p> <p>\$ 2,400,000</p> <p>\$ 2,156,000</p> <p>\$ 1,500,000</p> <p>\$ 1,932,000</p> <p><u>\$ 3,040,000</u></p> <p>\$21,528,000</p>	\$95,928,000

¹ Package of lane and ramp improvements to/from I-471; 6th St. ramps from US 50 & I-71 SB; 9th St. ramp from I-471, Taylor Southgate connection at Broadway; and Elm Street bridge connection to riverfront.