



Update of ODOT Major Projects in the Downtown Cincinnati Area July 26, 2021

Transportation Review Advisory Council (TRAC) Updates

TRAC Presentations were completed earlier this spring/summer and the draft list of TRAC recommendations is anticipated to be released on 7/21/2021.

ODOT District 8 Multi-Year Work Plan:

ODOT has recently completed an update of our Multi-Year Work Plan (FY22-FY27). Please visit the following link for an interactive map that includes project details.

<https://gis3.dot.state.oh.us/d08/MultiYearWorkPlan/>

KYTC - Brent Spence Bridge - I-71/75 Southbound/Northbound (191.3 - 191.8 marker):

- A maintenance project to clean and paint the Brent Spence Bridge started March 1. The project requires various lane and ramp closures that provide access to the bridge. Currently, traffic is reduced to two lanes in each direction on the bridge. **After 5 a.m. Sunday, July 18, traffic will be in a new pattern until August 29:**
- **The far-left lane on I-71/75 northbound will be open for drivers to access I-75 northbound in Ohio.**
- **The far-right lane on I-71/75 northbound will be open for drivers to access I-71 northbound in Ohio.**
- **The two center lanes will be CLOSED. Changing lanes on the bridge will not be possible. If you are in the left lane, you will proceed to I-75; if you are in the right lane, you will proceed to I-71.**

The project is expected to be complete by Nov. 15, 2021.

ODOT is moving forward with design on two improvements related to the Brent Spence Bridge:

- **PID 113361**
 - Description
 - Reconstruct and widen I-75 from just north of the Linn Street overpass to the northern limits of the bridge over Findlay Street.

- Replace the Linn St. overpass with I-75 and reconstruct Gest Street from Freeman Avenue to US 50. The reconstruction of Gest Street will eliminate the roadway connection from Gest St. to Linn St. The pedestrian access from Gest to Linn St. shall be replaced.
 - Replace the Ezzard Charles Drive overpass over I-75, reconstruct portions of Western Ave., cul-de-sac West Court St., and construct new I-75 ramps to and from Freeman Ave., Western Ave., and Ninth St.
 - Status/Schedule
 - Funding has been secured for design and construction
 - ODOT has selected a consultant team led by Burgess & Niple and is in the process of finalizing the scope and negotiating the fee
 - Design is anticipated to begin in the fall of 2021
 - Construction is scheduled to begin in the spring of 2025
- **PID 114161**
 - Description
 - Reconstruction of I-75 from Findlay St. to just south of Marshall Ave. This is the northern end of the Brent Spence Bridge Corridor Project. Project includes the construction of a new interchange on I-75 to connect to the new Western Hills Viaduct (WHV). The WHV project is being developed by the City of Cincinnati.
 - Status/Schedule
 - ODOT funding has been secured for preliminary engineering only at this time
 - ODOT has selected a consultant team led by EMH&T and is in the process of finalizing the scope and negotiating the fee
 - Design is anticipated to begin in the fall of 2021
 - Construction is scheduled to begin in the spring of 2025

I-71 resurfacing from the RR bridge north of SR 562 to south of I-275 (PID 91826):

Repaving and bridge deck replacement of Stewart Bridge and rehab of other bridges from RR bridge north of SR 562/Norwood Lateral to SR 126/Ronald Reagan Cross County Highway (approximately 5.5 miles). Also includes widening to three continuous through lanes between the SR 562/Norwood Lateral interchange and Red Bank Expressway, removes the northbound Ridge exit and adds a NB I-71 exit to Kennedy.

Northbound I-71 will be switched into final configuration at the end of July.

- On April 26, the Kennedy Avenue ramp to I-71 North was closed for up to 90 days for paving work. The closure is in effect through **mid-August**, and motorists are detoured via Duck Creek Road and Red Bank Expressway to I-71 North.

Began: Spring 2018 – Completion: **September 2021**. Construction Cost: \$36 million.

I-75 widening – Phase 5A of Mill Creek Expressway (PID 104667): Widen I-75 to four lanes connecting the improvements from Hopple and Mitchell projects. Additional improvements to the connection of EB I-74 to I-75.

- The new bridge from EB I-74 to NB I-75 is open.
- Phase 2 of the replacement of the bridge decks and approach slabs on EB I-74 over Beekman and Elmore is complete. The median parapet walls on the I-74 East bridges over Beekman are

complete. The median parapet wall on the I-74 bridge over Elmore is scheduled to be complete by the end of July.

- Work has begun on Phase 3 of the I-74 EB to I-75 SB bridge deck. The deck is scheduled to be poured by the end of July. The existing girders that are no longer required are scheduled to be removed within the next month. Bridge painting of the structural steel is scheduled to start within the next month.
- Work on the new structure for I-75 over I-74 WB is continuing, and work on the new southbound structure has begun. The new southbound structure's deck is scheduled to be poured by the end of July. Southbound traffic is moved into a contraflow configuration onto the new northbound structure.
- Earthwork, pipe work, cement stabilization, median concrete wall construction and asphalt paving on I-75 is ongoing.
- Three lanes of I-75 South are shifted into a contraflow pattern until the end of summer.
- Widening work on the outside of I-75 South and North is complete. Currently working on full depth reconstruction of south I-75 from Ludlow to Monmouth overpasses and median of I-75 north of Ludlow overpass.
 - Began: Fall 2018 – Completion: Sept. 2022. Cost: \$87 million.

Thru the Valley (7 phases): I-75 lane addition, resurfacing and interchange work from SR 126/Ronald Reagan Cross County Highway to just south of I-275 (approximately 8 miles).

- Began: spring 2017 – Completion: TBD – Cost: \$500 million to \$600 million.
- ODOT is moving forward with a study of a new alternative that could save tens of millions of dollars (**PID 113687**) compared to current plan for Phases 4, 5, and 6:
 - Description
 - Evaluate an alternative that would place both I-75 NB and SB on the existing SB I-75 alignment
 - Status/Schedule
 - ODOT has selected a consultant team that will be led by Mead and Hunt
 - Design is underway
 - Public involvement is anticipated to occur in the summer of 2021
 - At that time, ODOT will decide between moving forward with this alternative vs. proceeding with the originally planned phases of 4, 5, and 6.
- Phase 8 (**PID 76256**) was recently moved back into FY2021 and is slated to begin construction in the spring of 2021.

For the latest information, visit ODOT's website at

<https://www.transportation.ohio.gov/wps/portal/gov/odot/projects/mega-projects/mega-projects/75-valley>

Phases 1 and 2 (I-75, Shepherd/Glendale-Milford) (PID 82288):

- Began: spring 2017 – Completion: **late-June/mid-July 2021** – Construction cost: \$96 million
 - **Phase 1:** I-75 widening and resurfacing between Shepherd and Glendale Milford, redesign Shepherd interchange, remove collector distributor system, and improve the Glendale Milford interchange.

- Phase 2: Construct local connection between Shepherd and Glendale Milford thru GE (Neumann Way).

Contractor(s) will return in spring 2021 to finish the following remaining work:

- I-75 SB asphalt surface course placement
- Complete the remaining sealing of concrete surfaces
- Complete bridge painting
- Remaining signal and ITS work and testing requirements
- Final pavement markings I-75 SB (Thermo – Raised Pavement Markings - Rumbel Strips)
- Corrective work on all concrete interstate ramps and as needed

S.R. 32 Little Miami Scenic Trail/Beechmont Bridge Connector (PID 107295)

- Began: spring 2021 – Completion: fall 2022 – Construction cost: \$7.9 million

Construction of a new segment of the Little Miami Scenic Trail started last week at state Route 32 and Beechmont Avenue. Known as the Beechmont Bridge Connector, the project includes constructing a new, half-mile segment of the Little Miami Scenic Trail from the existing trail along S.R. 32 north of Beechmont Avenue to Lunken Trail, west of the Little Miami River.

As part of the Great Parks of Hamilton County's Little Miami Scene Trail, this is the final extension of the trail, and it will allow trail users to safely travel from the Little Miami Scenic Trail to the Ohio River Trail for the first time.

Currently, a temporary traffic signal located on the SR 32 ramp to WB 125, and on WB 125, is active and will remain in place until the conclusion of the project in August of 2022. Traffic has been shifted over and portable barrier is installed on EB 125 on the bridge. In addition, the prime contractor is completing abutment construction for the bridge expansion and building the new embankments necessary for the bridge expansion. Later this summer and in early fall, the contractor will install a box culvert under the SR 32 ramp to WB 125, this will close the ramp for a few weeks. Also, the contractor will begin to push out into the river to begin construction of the piers.

I-75/I-74 Interchange Reconstruction (PID 104668): This is Phase 5B of the Mill Creek Expressway I-75 corridor projects. This phase addresses work on I-74 as part of the I-74/75 interchange reconstruction from just west of the Colerain Avenue interchange with I-74 to I-75. In addition, the project will improve the I-75 ramps to I-74 WB. The TRAC approved funding November 6, 2019, and we are currently working through the two-step design build process. The teams have been shortlisted, and the project is scheduled to be sold in July 2021 (date is delayed from original May 2021 date).

Eastern Corridor: ODOT is currently working to update the current project website at <http://www.easterncorridor.org/> as well as the ODOT site <https://www.transportation.ohio.gov/wps/portal/gov/odot/projects/mega-projects/mega-projects/eastern-corridor>.

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