



Update of ODOT Major Projects in the Downtown Cincinnati Area September 27, 2021

Transportation Review Advisory Council (TRAC) Updates

TRAC adopted a draft list of approved projects on August 25, 2021. All applications that were submitted in District 8 are recommended to receive partial or full funding. The list is available to review online at

<https://www.transportation.ohio.gov/wps/portal/gov/odot/programs/trac/resources/project-information>. TRAC is anticipated to vote to approve the list at the September meeting.

ODOT District 8 Multi-Year Work Plan:

ODOT has completed 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. Two lanes in each direction are being maintained. 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 is in its final configuration.

Began: Spring 2018 – Completion: **October 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, approach slabs and parapet walls on EB I-74 over Beekman and Elmore is complete.
- Most of the work for the new I-74 EB to I-75 SB bridge deck is complete. Bridge painting of the structure has begun.
- 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 and approach slabs have been placed. The parapet walls are scheduled to be poured by the end of September. Southbound traffic is moved into a contraflow configuration onto the new northbound structure. It is anticipated the contraflow configuration will be removed near the end of September.
- Earthwork, pipe work, cement stabilization, median concrete wall construction and asphalt paving on I-75 is ongoing.

- 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, and design is underway
 - Public involvement is anticipated to occur in the fall 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**) – Widen for a fourth lane on I-75 NB and SB, and auxiliary lanes from Sharon Road to Glendale Milford Road, and from Sharon Road to I-275. Work includes improving the capacity at the Sharon Road interchange, and the intersection of Sharon Road/Chester Road.
- Construction cost: \$45 million – Began: July 29, 2021 - Completion scheduled for Spring/Summer 2025.
- Work in the first couple of months will include temporary pavement on mainline I-75 from mm 14.5 to 16.5 (basically Glendale-Milford to Kemper Road overpass), with the ramp traffic shifted on the Sharon Road interchange. Sharon Road will undergo temporary traffic pattern shift this fall. Work on the I-75 bridges NB and SB atop Sharon Road will start in late September, once all I-75 traffic lanes have been shifted. Work on mainline I-75, the ramps at Sharon Road and Sharon Road itself will be under construction.

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): ODOT performing final inspection.

- Began: spring 2017 – **Completed July 16, 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).

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 on 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. Embankment work has been completed, Abutments have been constructed on each side, as well as, pier 1, pier 4 footer, and a causeway has been installed to construct piers 3 and 4. In October the SR 32 ramp to WB 125 will close for 30 days to construct a box culvert that will serve as a tunnel for bikers to travel on the bike path. A soil-nail retaining wall has been constructed on the SR 32 ramps to EB 125, and the overhead structure is being painted in sections.

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. This project was awarded on Aug. 5, 2021 to a design build Team led by Great Lakes Construction Company. Construction is anticipated to begin in the spring of 2022 and end in the summer of 2025.

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>.