



Update of ODOT Major Projects in the Downtown Cincinnati Area November 22, 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):

- All work complete

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): All work is complete. Any punch-list items will have minimal impacts to traveling public.

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.
- Phase 3 of the I-74 EB to I-75 SB bridge deck is complete. Bridge painting of the structural steel on the first five spans is complete. The remainder of the bridge painting will be performed next spring.
- Work on the new structure for I-75 over I-74 WB is continuing, the new southbound deck and approach slabs are complete, and the parapet wall will be finished by the end of November.
- Earthwork, pipe work, median concrete wall construction, and asphalt paving on I-75 is ongoing.
- I-75 traffic is pushed to the outside in order to complete the work in the median. The goal is to have traffic in its final configuration by the end of the year.
- Full depth reconstruction of WB I-74 between NB I-75 and the entrance ramp from SB I-75 continues under the single lane closure, which is scheduled to be removed before Thanksgiving.
- 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.

I-75/I-74 Interchange Reconstruction – Phase 5B of Mill Creek Expressway (PID 104668)

- 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.

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.

TTV Phases 1 and 2 (I-75, Shepherd/Glendale-Milford) (PID 82288): All work is complete. Any punch-list items will have minimal impacts to the traveling public.

TTV Phase 8 (I-75, Kemper Road/Glendale-Milford) (PID 76256)

- Reconstruction of I-75 from Glendale-Milford Road to the Kemper Road overpass, adding a fourth lane in each direction and adding capacity at the Sharon Road interchange and at East Sharon Road/Chester Road.
- Began: fall 2021 – Completion: spring 2025 – Construction cost: \$45 million

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>

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.

As of Friday November 12, 2021, the ramp from SR 32 to WB 125 will be reopened after a 30-day closure with adjustments due to inclement weather. This allowed for the box culvert to be built underneath it. Work will continue to be completed on piers 2 and 3 in the river. Beams will be erected on the structure throughout the winter on the bridge. A new traffic configuration will be in place on

SR 125 WB. A lane closure will be in place to allow continuous flow of traffic from the SR 32 to WB 125 traffic to improve traffic flows and the temporary signal has been removed.

Intermittent lane closures on SR 125 will continue to occur to allow for work to be completed as necessary from the hours of 10AM-4PM. The project is currently on schedule to complete in August of 2022.

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>.