



Update of ODOT Major Projects in the Downtown Cincinnati Area February 28, 2022

ODOT District 8 Multi-Year Work Plan:

ODOT is in the process of completing the annual update of the Multi-Year Work Plan. This year will include programming projects for FY23-FY28. Please visit the following link for an interactive map that includes project details:

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

Brent Spence Bridge:

Ohio and Kentucky are coordinating to determine a plan to pursue funding opportunities that may arise with the passing of the recent infrastructure bill. An update to the project website will be completed in the first quarter of 2022: [Brent Spence Bridge Corridor Project | Brent Spence Bridge Corridor](#).

In addition, 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 has authorized design to begin.
 - 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 has authorized design to begin.
 - Construction is scheduled to begin in the spring of 2025

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 this spring.
- Work on the new structure for I-75 over I-74 WB is continuing, the new southbound deck, approach slabs and parapet walls are complete.
- Earthwork, median concrete wall construction, asphalt paving and ARTIMIS work on I-75 is ongoing through winter.
- I-75 traffic is pushed to the outside to complete the work in the median.
 - 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 last August 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.
 - Work is expected to start on Prang Street, Powers Street, Borden Place, and King Place in March 2022.
 - The following work is currently taking place: utility relocations, design soil borings and clearing/grubbing.

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
 - There are two upcoming public involvement meetings for the study:

Virtual Meeting:

- ~~Thursday, February 17, 2022 – 12:00 (Noon)~~
- ~~To participate online, visit www.publicinput.com/I75Improvement~~
- ~~To participate via telephone, call 855-925-2801, enter code 2998 when prompted~~

In-person Meeting:

- Tuesday, March 1, 2022, 5:30 – 7:30 p.m.
- Sharonville Convention Center
- 11355 Chester Road, Cincinnati, Ohio 45246
- The same information and materials will be presented at each meeting.
- Following this outreach effort, ODOT will decide between moving forward with this alternative vs. proceeding with the originally planned phases of 4, 5, and 6.

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. Work on the interior phases of I-75 NB and SB (inside) bridges at Sharon Road are underway; all four ramps are in shifted patterns and will remain in this configuration through late spring/early summer, after which ramp traffic will be shifted again, along with NB and SB I-75. At that point, I-75 NB and SB will have three lanes shifted in each direction. Interstate widening will begin in June.
- All four ramps at the I-75/Sharon Road interchange are being maintained with reduced lane widths, to allow the phased construction of the new permanent concrete ramps.
- Contractor will be performing temporary pavement construction on I-75 North and South, to prepare for the traffic shift reducing lane width configuration of permanent pavement widening within the median for the project length.
- Contractor working on the new interior halves of the I-75 mainline structures over Sharon 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 in the spring of 2021 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 February 17, the bridge work is continuing to progress. The new piers have been constructed. Girders are being placed on the new piers. Once the girders are set, construction will begin on the new bridge deck. The box culvert and retaining walls will continue to be worked on throughout the winter in preparation of the trail construction in the spring. Traffic will remain in its current configuration unchanged, except for one week when the ramp from SR 32 to EB SR 125 will close to complete drainage and structure work in the ramp lane.

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:

Please visit the project website for the latest information 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>. In addition, here are a few key updates:

Segment I

- PID 86461: ODOT and the City are working together to scope a project that will construct a multi-use trail along Red Bank Road from Madison to Duck Creek.

Segment II/III

- ODOT recently authorized Stantec to move forward with the following projects:
 - PID 110991: Finalizing detailed design on the SR-32 & Eight Mile Green T intersection east of Newtown, scheduled to begin construction in the fall of 2022.
 - PID 113602: Anderson Township is sponsoring a project that will extend the Little Miami Scenic Trail at SR-32 & SR-125 east to the intersection at Elstun.
 - PID 115291 represents the section of trail that would extend along SR-125 from Elstun to Ranchvale. The City is working to identify funding for right of way and construction before working with ODOT to scope this project to move forward with further design.
 - PID 113600: this feasibility study will evaluate an intersection improvement at Red Bank & Colbank, including improvements at the US-50 ramps.
 - PID 113603: this feasibility study will evaluate alternatives to connect Wasson Way to the Little Miami Scenic Trail via the existing trail network in Otto Armleder.

- PID 114496: this feasibility study will look at providing a connection from the eastern Mariemont Corp. to the Little Miami Scenic Trail where it currently ends east of Walton Creek.
- PID 112171: this project will implement low-cost signal and signing improvements and is slated for construction in the spring of 2022.
- PID 113601: this project will implement pedestrian improvements in the vicinity of SR-32 & Wooster/Wilmer. The city is currently reaching out to SORTA for input before we finalize the scope and move forward with a feasibility study.
- PID 86462 is now PID 115976 and focuses on improving SR-32 in the Village of Newtown. ODOT and the village need to move forward with scoping Stantec to coordinate with the railroad in the area before moving forward with completing preliminary engineering.

Segment IV

- ODOT is getting traffic counts at a few key intersections to determine next steps on long term plans at SR-32 from Bells to Eastgate.

Segment IVa

- The main project (PID 103954) has been awarded! This project will remove the signals at Glen Este, Bach Buxton, and Old 74 and will construct an interchange at Bach Buxton. Construction is slated to begin this spring and complete in late summer of 2024.