



Update of ODOT Major Projects in the Downtown Cincinnati Area April 25, 2022

Gov.Delivery System

You can register your email on our Gov.Delivery system to receive all traffic advisories and press releases within Hamilton County at the following link, (shown at the bottom center of the page):

transportation.ohio.gov

Bipartisan Infrastructure Bill Update

In an effort to assist ODOT district offices and our local partners, ODOT's offices of Planning and Communications have developed a BIL webpage (transportation.ohio.gov/bil).

There are a couple of key pieces of info on this page:

- A downloadable report that provides funding levels and details for each grant program in BIL
- A listing of all the current *open* solicitations for grants along with application deadlines.

ODOT regularly receives requests from applicants to provide letters of support to accompany grant applications. Please be advised of the following requirements for these requests:

- All requests for support letters should be made to District 8 staff, who will route these requests to Central Office Planning for the Director's signature.
- Before ODOT can provide a support letter we must receive a draft copy of the application the local intends to submit. Although the application may not be final and missing some elements, the draft must include:
 - A project description
 - Location map
 - A list what support the locals are expecting from ODOT (i.e., project funding, donated right-of-way, staff time, etc.).
- Requests for support letters are due to Central Office Planning no less than 14 days before the application deadline. Please coordinate requests with district 8 accordingly.

ODOT District 8 Multi-Year Work Plan:

ODOT has completed its annual update of the Multi-Year Work Plan, which includes an updated slate of capital projects programmed 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.

- Phase 3 of the I-74 EB to I-75 SB bridge deck is complete and bridge painting of the structural steel on the first five spans is complete. The remainder of the bridge painting will be performed this spring.
- Earthwork, median concrete wall construction, highway lighting and ARTIMIS work on I-75 is ongoing.
- 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 has started and is scheduled to end in the summer of 2025.
 - Work has started on Prang Street, Powers Street, Borden Place, and King Place.
 - In addition to work on the city streets, 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
 - Following two public meetings (one virtual, one in person), ODOT will decide between moving forward with this alternative vs. proceeding with the originally planned phases of 4, 5, and 6.
- Public involvement update
 - Thank you to all agencies helping get the word out about this public involvement effort.
 - The public comment period ended on 4/1/2022, and ODOT is currently in the process of providing responses to all comments.

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 April 11, 2022, the bridge work is continuing to progress. All the new girders have been set, the new watermain is being installed, as well as other related bridge activities. Bridge work will continue through 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

- This project will remove the signals at Glen Este, Bach Buxton, and Old 74 and will construct an interchange at Bach Buxton. Construction is ongoing and is scheduled to be complete in late summer of 2024.