



## Update of ODOT Major Projects in the Downtown Cincinnati Area September 26, 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](https://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](https://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 (e.g., 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:**

On May 23, Ohio Governor Mike DeWine and Kentucky Governor Andy Beshear jointly submitted an application requesting nearly \$2 billion in federal funding to make much-needed improvements to the Brent Spence Bridge Corridor that runs through Northern Kentucky and the City of Cincinnati. An update to the project website will be completed in the first quarter of 2022: [Brent Spence Bridge Corridor Project | Brent Spence Bridge Corridor](#).

**UPDATE:** On August 10, Kentucky Governor Andy Beshear and Ohio Governor Mike DeWine announced that a second federal funding application was submitted jointly by the two states to support bridge and roadway improvements along the eight-mile Brent Spence Bridge Corridor from the Western Hills Viaduct in Ohio to Dixie Highway in Kentucky.

The current funding request is through the Bridge Investment Program, which follows the May funding request through the Multimodal Projects Discretionary Grant Program. Ohio and Kentucky articulated in both applications that a total of \$1.66 billion in federal grant funding is needed regardless of which discretionary grant program awards funds to the project. The states are applying to multiple grant programs to give themselves the best chance of receiving maximum funding, in keeping with the pledges of Govs. DeWine and Beshear to pursue every available federal dollar.

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 NB bridge painting for this structure is complete.
- Earthwork, concrete sealing, misc. conduit work, installation of permanent signage, placement of RPM's, permanent stripping and ARTIMIS work on I-75 is ongoing.
- Punch list items of work for this Project are ongoing.
- Placement of surface course asphalt is completed on mainline I-75 SB and NB.
- I-75 traffic is in final configuration.
  - Began: Fall 2018 – Completion: Sept. 2022. Cost: \$87 million.

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

Widen I-74 WB to three lanes from Elmore to west of North Beekman Street. Construct new Ramp from I-75 SB to I-74 WB and realign exit ramp from I-74 WB to Beekman Street.

- A Maintenance of Traffic Phase continues in an I-74WB contraflow configuration to maintain two lanes in each direction on I-74.
- Work **completed on:**
  - the asphalt base and intermediate asphalt courses at Prang Street, Powers Street, Borden Place, and King Place with the local streets now open to traffic. Remaining work includes asphalt surface course, permanent pavement markings, signage, and permanent seeding to be completed by October 15, 2022.
  - the existing I-74 westbound bridge over Elmore Street with initial demolition of the outside parapet/deck, backwall/wingwall, and fascia girder. (Br. Ham-74-1892)
  - the new pedestrian bridge to include installation of piers, abutment, concrete deck, and parapets on the south side of I-74. (Br. Ham-74-1875)
  - the single slope barrier and guardrail construction along the south side of the ramp from NB Beekman to I-74 WB.
  - installation of wick drains at the MSE Wall for the west/rear abutments of the I-75 NB and SB exit ramps to I-74 WB/NB Beekman bridges over Elmore Street (Br. Ham-74-1893 and 1909)
  - asphalt milling on I-74 WB west of NB Beekman Street
- Work **continues on:**
  - the new pedestrian bridge HAM-74-1875 to include abutment construction and installation of approach span falsework/decking on the north side of I-74.
  - the construction of the MSE Retaining Walls at both approaches to the Pedestrian Bridge (Ham-74-1875, MSE Walls 4 & 5), the MSE Wall at the rear abutment of the I-75 NB and SB to I-74WB/NB Beekman Street Ramp bridges over Elmore Street (Br. Ham-74-1893 and 1909, MSE Wall Retaining 7), and the MSE Wall along the north side of I-74WB between Elmore and Beekman Streets (MSE Retaining Wall 6).

- mainline embankment construction along the north side of I-74 west of Beekman.
  - the existing I-74 westbound bridge over NB Beekman Street with deck demolition, pier and abutment widening activities (Br. Ham-74-1852).
  - the existing I-74 westbound bridge over SB Beekman Street with pier and abutment widening activities (Br. Ham-74-1840).
  - the construction of a soldier pile and lagging wall extension along I-75 SB north of the Ludlow Street overpass (SPL Wall 13).
  - embankment along the west side of I-75 SB for the forward abutment of the new I-75 SB to I-74 WB/Beekman Street exit ramp flyover bridge (Br. Ham-74-1909)
- Work **began on:**
    - pier foundation construction for the new I-75 SB to I-74 WB/Beekman Street exit ramp flyover bridge (Br. Ham-74-1909)
    - excavation for the east/forward abutment of the I-75 NB ramp to I-74 WB/NB Beekman Bridge over Elmore Street (Ramp S, Br. Ham-74-1893, MSE Retaining Wall 8)
    - excavation for the MSE Retaining Wall between the I-74 WB bridge over Spring Grove west/rear abutment (Br. Ham-74-1908, MSE Retaining Wall 10) and the I-74 WB bridge over Elmore Street east/forward abutment (Br. Ham-74-1893, MSE Retaining Wall 8.)
  - In addition to work already mentioned, the following work is upcoming or currently taking place: CSX signal truss relocation, design, and submittal activities, and clearing and grubbing.
    - Began: Spring 2022 – Completion: June 2025. Cost: \$84 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
    - 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
  - 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 started 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. Traffic on mainline interstate will remain shifted to the right in both directions throughout late summer and all of fall with expected traffic shift at end of fall 22’.
- 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):**

- 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 September 21, the project is open to pedestrian traffic and travel. All major work has been completed.** Construction crews will still be on-site for the next few weeks cleaning up the work areas. Pedestrians and travelers are reminded to be mindful of construction workers on the trail.
- Intermittent lane closures on S.R. 125 will continue to occur to allow for work to be completed as necessary from the hours of 5 a.m. to 4 p.m.
  - Began: Spring 2021 – Completion: Fall 2022 – Construction cost: \$7.9 million

### **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.