



Update of ODOT Major Projects in the Downtown Cincinnati Area April 24, 2023

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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 of 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.

TRAC approves draft list of major-new projects - <https://transportation.ohio.gov/about-us/news/>

ODOT District 8 Multi-Year Work Plan:

ODOT has launched its annual update of the Multi-Year Work Plan, which includes an updated slate of capital projects programmed for FY24-FY29. Please visit the following link for an interactive map that includes project details:

Brent Spence Bridge:

The President and U.S. Department of Transportation formally announced on January 4 that the Brent Spence Bridge Corridor project received a \$1.385 billion grant from the Bridge Investment Program. The project team was also informally notified it will receive a \$250 million grant from the National Infrastructure Project Assistance (MEGA) program for a total of \$1.635 billion awarded to the project. The original grant application the project team submitted was for \$1.66 billion.

Project updates can be found on the project website: [Brent Spence Bridge Corridor Project | Brent Spence Bridge Corridor](#).

Kentucky and Ohio have put the call out to firms interested in building the Brent Spence Bridge Corridor – just one month after Govs. Andy Beshear of Kentucky and Mike DeWine of Ohio joined bipartisan leaders to celebrate a historic \$1.635 billion federal investment to move the project forward.

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.

- Earthwork, misc. conduit work and installation of permanent signage (which are on backorder) for I-75 is ongoing.
- Punch list items of work for this Project are ongoing.
 - Began: Fall 2018 – Completion: Spring 2023 - 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 a new Ramp from I-75 SB to I-74 WB and realign exit ramp from I-74 WB to Beekman Street.

- Maintenance of Traffic Phase 3 continues in an I-74WB contraflow configuration to maintain two lanes in each direction on I-74.
- Work **completed on:**
 - the asphalt base, intermediate, and surface asphalt courses, permanent pavement markings, and permanent seeding at Prang Street, Powers Street, Borden Place, and King Place with the local streets open to traffic. The only remaining work includes signing, concrete barrier, sidewalks, and a small amount of curb.
 - 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 north and 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 and east/forward 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)
 - mainline embankment construction along the north side of I-74 west of Beekman.
 - 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)
 - asphalt milling on I-74 WB west of NB Beekman Street
 - Br. Ham-74-1840 Pier Composite Fiber Wrap System
 - CSX signal truss relocation
 - Br. Ham-74-1852 Structural Steel Girder placement for deck widening activities.
 - the construction of the MSE Retaining Walls at both approaches to the Pedestrian Bridge (Ham-74-1875, MSE Walls 4 & 5)
 - the Temporary Access Fill/Causeway on the east and west banks of the Mill Creek for construction of Br. Ham-74-1909 Piers.
 - Duke power service relocation for CSX facilities
 - Wick Drain installation for designed foundation settlement for MSE Walls 8 and 10 between Elmore Street and Spring Grove Ave. for Ramp S (I-75 NB to Beekman Ave. Exit Ramp)

- 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.)
 - MSE Walls 7, 8, and 12 Surcharge and related settlement periods.
 - Structural Steel Retrofits for Br. Ham-74-1840 and Br. Ham-74-1852 (Structural Steel Web Repairs remain.)
 - Br. Ham-74-1875, Pedestrian Bridge substructure (except I74 median pier), Approach Deck Concrete and Sidewalks at the MSE Walls 4 and 5.
 - Br. Ham-74-1840 Structural Steel Girder placement for deck widening activities.
 - MSE Wall 2 between Br. Ham-74-1840 and Ham-74-1852 (I74 WB Bridges over Beekman Ave.) for I-74 WB pavement widening.
 - the existing I-74 westbound bridge over SB Beekman Street with Phase 3 pier and abutment widening and deck demolition activities (Br. Ham-74-1840).
 - moment slab placement at MSE Wall 2 between Br. Ham-74-1840 and Ham-74-1852 (I74 WB Bridges over Beekman Ave.) for I-74 WB pavement widening.
- Work **continues on:**
 - 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).
 - the existing I74 westbound bridge over NB Beekman Street with superstructure and approach work activities (Br. Ham-74-1852).
 - the existing I-74 westbound bridge over SB Beekman Street with superstructure and approach work 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/drainage construction along the west side of I-75 SB, abutment and pier foundations, and substructure units (pier columns and caps) for the new I-75 SB to I-74 WB/Beekman Street exit ramp flyover bridge (Br. Ham-74-1909/Ramp O)
 - select granular material placement 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 select granular and MSE Wall Panel placement for the I-74 WB bridge over Elmore Street east/forward abutment (Br. Ham-74-1893, MSE Retaining Wall 8.) This work was paused for the required surcharge and related settlement period MSE Wall 8. The surcharge will be removed on or about 2/20/2023.
 - MSE Wall 3 at the forward abutment east end of the I74 WB Bridge over NB Beekman (Br. Ham 74 1852).
 - drainage construction along the north side of I74 including a jack and bore conduit under I74.
 - mainline embankment construction along the north side of I-74 between Elmore and Beekman Streets and between SB Beekman Street to the west.
 - erection of structural steel beginning at Elmore Street (Span 2) and extending east to Spring Grove Avenue (Span 4) for the new I-75 SB to I-74 WB/Beekman Street exit ramp flyover bridge (Br. Ham-74-1909/Ramp O).

Work **began on:**

- Construction of Crash Wall for the rear abutment of the new flyover bridge adjacent to the CSX/NS tracks along I75 (Br. Ham-74-1909/Ramp O)
 - moment slab placement at MSE Wall 3 between Ham-74-1852 (I74 WB Bridge over NB Beekman Ave.) and NB Beekman exit gore for I-74 WB pavement widening.
 - Overhead Sign Foundations on I74 WB
 - Noise Wall layout and vegetation clearing along the north and south sides of I-74
- **Project Administration:** In addition to the work already mentioned, the following administrative work is ongoing.
 - design submittals
 - construction engineering/working drawing submittals.
 - CSX/NSR Coordination.
 - **Project Schedule and Cost:**
 - Began: Spring 2022
 - Completion: June 2025
 - Original Bid Amount: \$84.9 million
 - Current Contract Amount: \$85.2 million
 - Total Paid to Date: \$ 42.2 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.

- Traffic on I-75 North and South, between south of Crescentville Road and north of Glendale-Milford Road, is switched to the median (center) lanes.
- 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 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>

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: SR-32 & Eight Mile Green T intersection east of Newtown. Scheduled to be complete in Summer 2024.
 - 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 has secured OKI funding for construction.
 - 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 113601: this project will evaluate 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 the 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.