



**Department of
Transportation**
transportation.ohio.gov

Mike DeWine, Governor
Jim Tressel, Lt. Governor
Pamela Boratyn, Director

Update of ODOT Major Projects in the Downtown Cincinnati Area February 23, 2026

Gov. Delivery System: Please register your email on our Gov. Delivery system to receive all traffic advisories and press releases within Hamilton County at the following link: transportation.ohio.gov.

ODOT District 8 Multi-Year Work Plan: ODOT has started our next annual update of the Multi-Year Work Plan (MYWP), which will result in an updated slate of capital projects programmed for FY27-FY32. When the effort is completed in March 2026, the following interactive map will reflect updated project details:
<https://gis3.dot.state.oh.us/d08/MultiYearWorkPlan/>.

Brent Spence Bridge: The Bi-State Management Team (BSMT) of Ohio and Kentucky are working closely together to deliver this historic project in the following three phases:

Phase III (Dixie Highway in KY to Linn Street in OH) - PID 116649

- Description
 - Reconstruct/widen I-75 from Dixie Highway in Kentucky to Linn St. in Ohio.
 - Construct a new companion bridge.
- Status
 - The team is also working to advance various preconstruction activities focused on utility relocation and building demolition. The most notable early work package set to is the partial demolition of Longworth Hall. This work began in December. External demolition will begin in March and require a more extensive lane closure on Pete Rose Way.
 - Major construction is on track to begin this spring.
- Business and Workforce Engagement Updates
 - The WKDBT has created a Brent Spence Bridge Opportunities page at: walshkokosing.com/bsbc-current-opportunities.
 - At the peak, there will be approximately 700 workers needed for the project. The project team is planning a full slate of outreach events in 2026. See the website for more information.

Phase II (Linn to Findlay)

- Description
 - Reconstruct and widen I-75 from just north of the Linn St. overpass to the northern limits of the bridge over Findlay St.
 - Replace the Linn St. overpass with I-75 and reconstruct Gest St. from 7th St. to Freeman Ave. The reconstruction of Gest St. will eliminate the roadway connection from Gest St. to Linn St. The pedestrian access from Gest St. to Linn St. will be replaced.
 - Replace the Ezzard Charles Dr. 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.
 - As part of this project, Gest Street between Freeman Ave. and West Seventh St./West Eighth St. overpass closed February 12 and will remain closed for approximately four years.
 - In addition, the pedestrian bridge connecting Court to Freeman was closed in 2025 due to a recent bridge inspection. It will be rebuilt as part of the project.
 - On Sunday, Feb. 16, the ramp to Winchell Ave. which is accessible from I-75 north, 9th St. and 6th St. closed. The closure went into effect for it reconstruction at Linn St., as well as for the replacement of the pedestrian bridge. The closure will remain in place through May 2029.
 - Linn Street will close in early April to begin bridge replacement work. Linn is scheduled to reopen in the fall 2027.
 - There are two weekend closures in early April. One northbound for a weekend, and one southbound on a separate weekend. Schedule details will be announced once confirmed.
- Status/Schedule
 - This project is going to be split into separate phases. Construction of the first phase (PID 122048) focusing on the Linn St. Bridge was awarded this fall and planned for construction spring 2026.

Phase I (Findlay to Western Hills Viaduct)

- 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 is coordinating closely with the Hamilton County Engineer's Office and Cincinnati Department of Engineering's WHV project.
- The first phase of this work will be awarded by MSD in the spring of 2026.

Please check out the project website and sign up for the newsletter for the latest updates: brentspencebridgecorridor.com.

Mill Creek I-75/I-74 Interchange Reconstruction – Phase 5B (PID 104668): All roadways and ramps are open to traffic in final traffic configuration patterns. Anticipated additional lane closures include drainage inspections and cleanout on I-75 SB to I-74 WB ramp and I-74 EB and the SB Beekman Overpass and potential pavement smoothness corrections.

1. Punch list items – only a few minor items remain except for pavement smoothness corrections which will require nighttime lane closures.
2. Remaining Work
 - a. Elmore Street and Spring Grove underpass lighting power service connections. - completed
 - b. Lewellyn Street and Dreman Avenue power service removals - completed
 - c. Seeding establishment (6 – 12-month period) remains to be evaluated in Spring 2026.
 - d. Drainage conduit repairs – completed. Remaining work includes inspection and cleanout only which will require a short-term I-75 SB to I-74 WB ramp closure on 2/24/2026 from 3 a.m. to 5 a.m. and an I-74 EB nighttime left lane closure.

Original Completion Dates

- Interim: June 1, 2025
- Final: September 1, 2025

Contract Amounts

- Original: \$84.9M
- Current: \$87.55M

Mill Creek Railroad Bridges - Phase 8 (PID 77889): Consists of the construction of new railroad bridges over Prosser Road, I-75, and SR 562 for use by Norfolk Southern Railroad (NSRR).

- Prosser Rd. Railroad Bridge: Bridge completed with only drilled shafts and the southwest wing wall left to finish.

- I-75 Railroad Bridge: Center pier is complete. Currently working the forward abutment and wing walls. Backfilling the rear abutment. Expect beams to be delivered in June of 2026.
- SR 562 Railroad Bridge: This is the only bridge on the project that is being built in phases, with the easterly half of the bridge constructed first. Abutments and pier have been poured in the first phase. Have a change order for the changed condition with existing granular backfill at the abutments and soldier pile lagging wall. Expect beams to be delivered in February 2026. Working on a solution to deal with the existing granular backfill at the abutments and soldier pile lagging wall. Expect beams to be delivered in January of 2026.

Mill Creek Pump Station – Phase 8B (PID 117526): The project consists of the installation of a new pump station, drainage detention and storm sewer, and a combined sewer outflow (CSO) from Paddock Rd. and I-75 to Mill Creek.

- The 48” Sanitary Sewer Headwall at the Millcreek has been constructed. Pipe installation along I-75 SB/City Centre Drive is progressing along with the pipe installation at the Mill Creek bank. CSO Vault construction substantially completed back in March 2025.
- Concrete Steps & CSO Vault parking lot began work in November 2025. The anticipated completion is April 2026.
- Pump Station Controls Building is expected to be completed February 2026 for startup and testing.

Mill Creek North Project – Phase 8C (PID 117525): The project consists of the reconstruction and widening of approximately 1.3 miles of I-75 North and South, from the Millcreek River toward Towne Street. Work will include new concrete ramps at the Paddock Road Interchange; a new pedestrian bridge between Section Road and City Centre Drive; and various upgrades to the ITS, lighting, sewer system, and several noise walls.

- Pre-Phase 1 Work completed August 2025, and project has switched into Phase 1 operations shortly after beginning with pavement removal along existing I-75 SB right lanes. This phasing includes a contraflow lane

pushing the leftmost lane of I-75 SB onto I-75 NB for the duration of the work.

- Phase 1 Cement Stabilization to be performed and new pavement install this Spring/Summer 2026 continuing on what was completed Fall/Winter 2025.
- Ramp D Concrete Pavement placement beginning at the top of the ramp near paddock to be completed in December 2025.
- Existing Pedestrian Bridge Demolition completed December 2025. Rear abutment piling installed December 2025.
- MSE Wall J1 Nearing completion along I-75 SB expected completed by March 2026.
- Wall J3 Completed and curing.
- Wall K Temporary Shoring completed December 2025.
- Wall V began construction in January 2026 to be completed November 2028.
- Wall J3 completed and curing.
- Wall K is temporarily shoring in progress expected to be completed by November 2025.
- Wall V to begin installation in December 2025 to be completed November 2028.

Thru the Valley (multiple phases): I-75 lane addition, resurfacing and interchange work from SR 126/Ronald Reagan Cross County Highway to just south of I-275 (approximately six miles). Began: Spring 2017 - Completion: TBD – Construction Cost: \$400 million to \$500 million.

- ODOT has secured Transportation Review Advisory Council (TRAC) funding to move forward with design of a project that will unify I-75 onto the current southbound I-75 alignment through the Lockland area, significantly reducing project cost and overall impacts. This project is PID 117167. A construction phasing implementation plan is under development.
- ODOT is currently performing a final review of the feasibility study.

Eastern Corridor: Please visit the project website for the latest information at <http://www.easterncorridor.org/>. In addition, here are a few key updates:

- Segment I (Red Bank Corridor):
 - HAM Red Bank Shared-Use Path (PID 86461): ODOT and the city of Cincinnati continue to work together on a project to construct a shared-use path along Red Bank Rd. from Hetzel St. to Duck Creek.

- Segments II & III (Red Bank to I-275/SR-32):
 - HAM Wasson Way to Otto Armleder Park (PID 113603): A feasibility study identifying the preferred alignment for a shared-use path connecting Wasson Way to the Little Miami Scenic Trail via Otto Armleder Park has been completed. ODOT is working on scoping our consultant to proceed with design of the preferred alternative and is working with the city of Cincinnati and other interested stakeholders on funding program opportunities for construction funding.

 - HAM Little Miami Scenic Trail Extension to Ranchvale Dr. (PID 115291): The plan package for this shared-use path connection between Elstun Rd. and Ranchvale Dr. was filed and the project is on schedule to be bid in the first half of 2026.

 - HAM Columbia Connector (PID 114496): Right of way acquisition has been completed, and this project has been filed. ODOT is on track to open bids on 5/7/26, with construction starting the second half of CY 2026 and carrying through 2027.

 - SR 32 Corridor Improvement in the village of Newtown (PID 115976): It is currently in the village of Newtown's "court" to decide if they would like to pursue any improvements along SR 32. The village applied to the Ohio-Kentucky-Indiana Regional Council of Governments for funds in 2024 but were unsuccessful.

 - SR 32 improvement at Wilmer Ave. and Wooster Rd. (PID 113601): ODOT is working with the city of Cincinnati to start development of a project that would make improvements to the Beechmont Circle intersections with Wilmer Ave. and Wooster Rd. Schedule TBD.

 - ODOT met with Tri-State Trails, Columbia Township, the village of Mariemont, and Great Parks of Hamilton County to discuss funding options (including using Eastern Corridor design funds) to complete the remaining gap in the Murray Trail (Plainville Road to Miami Road). The local partners

are considering options and will reconvene soon to confirm a course forward. ODOT will be a resource/support to the partners as needed.