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# Brent Spence Bridge Corridor Project CBD-Riverfront Meeting Summary November 29, 2022

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## Introduction

The CBD-Riverfront meeting was held on November 29, 2022 from 7:00 pm to 9:00 pm. The meeting was held at First Financial Community at One East Fourth Street in Cincinnati, Ohio. It was publicized through various CBD-Riverfront neighborhood resources including: a newsletter, via an email to all neighborhood members, and an announcement at a prior neighborhood meeting (see Attachment 1). Attendees at the meeting included the City of Cincinnati, the project team, members of the CBD-Riverfront Neighborhood Association, and members of the public. In total, 32 people attended the meeting, including five individuals from the Ohio Department of Transportation and three individuals from the Federal Highway Administration (see Attachment 2). Photographs are included in Attachment 3.

The meeting format included a formal presentation by the Ohio Department of Transportation (see Attachment 4). After the presentation, the project team responded to questions and comments offered by those present.

Exhibits showing the renderings of the Firefighters Memorial, the corridor, bike and pedestrian facilities, a view of the bridges from Ohio, and a view of the bridges from Kentucky were available for viewing before and after the meeting (see Attachment 5). Written comment forms, a demographic survey, and postcard inviting individuals to visit [PublicInput.com/bsbc](https://PublicInput.com/bsbc) to review project materials and offer additional feedback were also provided. One comment form was returned at the meeting; however, no demographic surveys were returned at the meeting.

## Comments

The written comment received at the meeting stated that the project should include planning for passenger trains and expressed opposition to the project due to its dependence on fossil fuels.

Below is a summary of comments/questions received during presentation:

- How does the project impact driving time? Will this project add time to my commute? How does adding extra lanes affect travel time?
  - The travel times at various locations are unknown at this time. The collector-distributor (C-D) system will accommodate and help with moving traffic through the area. The signal timing will also be adjusted to account for the changes associated with the proposed project. ODOT studied the levels of service (LOS) for the project corridor and are correcting LOS deficiencies at locations experiencing LOS E and F. This project is expected to improve the LOS at the locations with LOS E and F to LOS D and E.
- What about the City streets? How are these analyzed?
  - The City staff responded that it reviews the queues at intersections rather than focusing solely on LOS.



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- The project needs to maintain connections walking across the highway. Will there be a shared-use path at 5<sup>th</sup> Street? There needs to be a shared-use path connection around 4<sup>th</sup>/5<sup>th</sup> Street (somewhere south of 6<sup>th</sup> Street).
    - A shared-use path is not currently included on 5<sup>th</sup> Street because the connection from US-50 to the southbound collector-distributor system would need to be crossed. This connection is a 50-mph expressway connection, and pedestrian crossings here would not be as safe as others being provided along 3<sup>rd</sup> Street (existing path) and 6<sup>th</sup> Street (proposed shared-use path). ODOT will further examine what is being requested.
  - How does the project change if we removed all of the connections? Would this require more right-of-way? How much has the project footprint changed?
    - The proposed project improves a corridor, and all changes in access would need to reconsider impacts along the entire corridor. Changing access in one location may result in an impact somewhere else. Evaluating all these factors is how we arrived at the current preferred alternative. The project footprint has been reduced, including 10 acres of excess ODOT property adjacent to Cincinnati's Central Business District that will be transferred to the City of Cincinnati upon the project's completion. ODOT will investigate development of an overlay of the 2013 vs. 2022 changes for the public.
  - When was the last traffic analysis completed? Did the traffic forecasting take into COVID and post-COVID?
    - The last traffic analysis was completed in 2015, with some additional analysis done in 2019 and 2020. ODOT is in the process of updating traffic forecasts and will be reviewing this data and validating lanes are needed as shown. ODOT relies on the MPO's regional travel demand model. ODOT is balancing transportation needs with current developments and has seen traffic is coming back to predicted levels after the pandemic and anticipates the corridor will reach the projected 2050 traffic levels.
  - The City's Master Plan doesn't document the need nor includes the Brent Spence Bridge Corridor project in the plan. What about a mass transit plan?
    - The major investment study completed by Ohio-Kentucky-Indiana Regional Council of Governments (OKI), The North South Transportation Plan ([North South Transportation Plan - OKI Regional Council of Governments](#)), did identify the need for the Brent Spence Bridge project. A mass transit plan was identified as part of a long-term solution for the I-75 corridor, and this part of the solution would need to be driven by regional entities. The Brent Spence Bridge Project is only addressing the highway component of the overall solution presented in OKI's plan.
  - Can we eliminate the 6<sup>th</sup> Avenue connection? What about US-50 going through the downtown area? Can US-50 be eliminated?
    - Connections to US-50 need to be maintained. US-50 is part of the National Highway System and is designated an intermodal connector. A primary goal of the project is to maintain connections to key regional and national corridors, and the east-west connection for US-50 is one of these corridors.
  - Will there be pedestrian traffic or transit on the bridges between Ohio and Kentucky?
    - Pedestrian traffic will not be allowed on the bridges. Currently, there is no plan for additional mass transit on the bridges.



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- Did the previous traffic projections meet the 2020 estimates?
    - Yes.
  - The best option is the No Build Option. This area does not need to be fixed.
    - Comment noted.
  - What are the maintenance costs on the existing bridges?
    - These costs are not readily available at the meeting. However, ODOT did perform some operation and maintenance cost development as part of previous efforts associated with tolling [[Options Analysis.pdf \(brentspencebridgecorridor.com\)](#)].
  - What is the project cost, and how was it determined?
    - The current estimated cost is about \$3.6 billion. A meeting between KYTC, ODOT, and the Federal Highway Administration estimated the cost between \$3.0 to \$3.8 billion.
  - Can we reduce lanes at exits?
    - The proposed project is a long project, and all changes in access would need to reconsider impacts along the entire corridor. Changing access in one location may result in an impact somewhere else. Evaluating all these factors is how we arrived at this alternative. There are other communities involved with this project, and the overall project needs to take into consideration all of these communities.
  - How will the grade at the Brent Spence Bridge be addressed in Kentucky?
    - The grades associated with the finished project will be very similar what exists today.
  - The east-west pedestrian connection is hostile. Please make it safer.
    - Comment noted.
  - This project does not help with climate change and putting more cars on the road.
    - As part of the environmental process, an air quality analysis has been completed and coordinated with the Environmental Protection Agency. This agency did not find the project affects air pollutants in the region and may improve air pollutants since there will be less stop-and-go.
  - This project supports more traffic moving through the downtown area. Should we do this?
    - This project is improving a long corridor, and the needs of the entire corridor must be considered. ODOT studied the Level of Service (LOS) for the project corridor and are correcting LOS deficiencies in locations experiencing LOS E and F. This project is expected to improve the LOS at the locations with a LOS E and F to a LOS D and E.
  - Please listen to the public and let us know the changes made. The responses to public comments are inadequate. The public wants to work with ODOT as the project moves forward.
    - Comment noted.
  - What other types of meetings are planned?
    - There are a series of neighborhood meetings in Ohio and Kentucky, and some have already occurred. These meetings are focused on the neighborhoods in which they are occurring. Additionally, a public hearing will occur in July/August 2023 in Ohio and Kentucky where the entire public may attend.
  - Can community input still affect the design of the bridge or the project?
    - While a preferred alternative for the Brent Spence Bridge Corridor has been identified, there are opportunities to refine the design in response to community concerns. There are a series of neighborhood meetings in Ohio and Kentucky, and some have already occurred.



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- Why are some of the pedestrian crossings so long (Note: This question pertained to the pedestrian bridge connection near Freeman)?
    - All pedestrian crossings need to be ADA compliant, and the development of necessary ramp connections increase the length.
  - Is any part of the project set in stone?
    - The project needs to address the identified purpose and need. ODOT considers the current alternative to be the best way to meet the project purpose and need. If the individual provides a written comment with details for modifications, ODOT can evaluate and react to it.
  - Can the City make changes to US-50? Can the City request changes for fewer ramps?
    - Changes to US-50 are not part of this project and would need to be pursued by the City as part of another project. The ramps are part of the highway system and administered by ODOT and the FHWA.
  - Is the C-D system part of ODOT?
    - Yes, the C-D system would be part of the highway and, therefore, part of ODOT.
  - If we remove the ramps would there still be a need for a new bridge?
    - Yes. The new bridge will help keep vehicles moving through the area.
  - Can we toll for vehicles using the bridge?
    - No. Kentucky law does not allow tolls.
  - Can we restripe the bridge to three lanes?
    - Restriping the bridge to three lanes would not improve the congestion and safety along the project corridor.
  - Can the new proposed 3<sup>rd</sup> Street ramp to the northbound collector-distributor be eliminated and have traffic on 3<sup>rd</sup> Street enter the proposed connection at the end of the Clay Wade Bailey Bridge?
    - This is possible pending further traffic analysis and can be looked at as part of the final traffic analysis.
  - Can Western Avenue and Winchell Avenue be raised?
    - The project team can evaluate raising Winchell Avenue between 9<sup>th</sup> Street and Ezzard Charles Drive.

Most of the questions asked during and after the presentation were answered by the project team. In general, the comments revolved around:

- Opposition to the project;
- Requests to modify connections into and out of the City consistent with concepts previously submitted as part of other public comments; and
- Existing and projected traffic volumes.

The comment sheet returned at the meeting is included in Attachment 6. All written comments will be documented in the project public comment and response summary. All comments and responses will be posted to the project website ([www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)) in January 2023. Individuals who provide contact information will be notified when the comments and responses are made publicly available.



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## Attachment 1: Advertising Materials

## Seth Turner

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**From:** Sherry Kish  
**Sent:** Monday, October 31, 2022 9:26 AM  
**To:** Seth Turner; Jodi Heflin  
**Subject:** FW: Brent Spence Bridge Presentation on 11/29/22

FYI

### Sherry R. Kish

Manager Business Development

**Office:** (614) 493-5510

**Cell:** (614) 507-0504

**Email:** [skish@hntb.com](mailto:skish@hntb.com)

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**From:** Alan Bunker <[alanbunker@yahoo.com](mailto:alanbunker@yahoo.com)>  
**Sent:** Friday, October 28, 2022 6:02 PM  
**To:** Sherry Kish <[skish@HNTB.com](mailto:skish@HNTB.com)>  
**Subject:** Re: Brent Spence Bridge Presentation on 11/29/22

Hi, Sherry!

We can do the first three items and the last item. We have no school in the Central Business District. I will make the announcement at our November 8th membership meeting as well as send an eblast with the announcement to all the members more than two weeks before the meeting and a reminder a few days before the meeting.

Alan

On Friday, October 28, 2022 at 03:58:45 PM EDT, Sherry Kish <[skish@hntb.com](mailto:skish@hntb.com)> wrote:

Alan,

Thank you so much for working with us to get a meeting schedule allowing the Brent Spence Bridge project team to talk with the CBD Riverfront Neighborhood on November 29<sup>th</sup>. Jim Curtis was **wonderful** to work with to schedule the meeting. As you know, the project team wants to share information about the project and create a community conversation where your residents can share their questions and comments on the upcoming project. To ensure that all of your residents know about this opportunity, we wanted to walk through what options you have available for marketing the meeting and whether you need assistance in getting the word out. Below is a table with a list of ideas of how to communicate the opportunity – many of these come from the neighborhood representatives we are working with on these meetings. If you would be kind enough to let us know what capabilities you have and what assistance you might need, we can be helpful bolstering your existing outreach.

Our goal is to be sure all notifications about the meeting opportunity are sent out a minimum of 14 days, preferably sooner, before each meeting.

Media Outlet	Description	Can do this (mark with an X)	Completed? (Please provide date completed for Federal tracking.)
Prior Meeting Notice	Can you share BSB as an upcoming topic at a previous neighborhood meeting?		
Email list	Can you email a neighborhood wide or citywide email list with information about BSB presentation at the upcoming meeting?		
Facebook (private to neighborhood)	Can you share a Facebook message about BSB presentation?		
Post a sign at the local coffeehouse or gathering place	Is there a special place in your neighborhood where everyone would see this message?		
Share with a school PTO/PTA	Is there an elementary school with an active PTO/PTA that might be willing to share this message?		
Other	Is there another outlet you have available to get the word out?		
Do you need assistance from us with advertising?	We made a flyer for your consideration (attached to this email).		

As we move forward towards the meeting, Seth Turner (copied here) will be your point of contact for outreach assistance. He has been helping on broader outreach efforts for BSB so we wanted to bring him in to assist on our neighborhood specific meetings.

Thanks!  
Sherry

**Sherry R. Kish**

Office: (614) 493-5510

Cell: (614) 507-0504

Email: [skish@hntb.com](mailto:skish@hntb.com)

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## Seth Turner

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**From:** Alan Bunker <alanbunker@yahoo.com>  
**Sent:** Monday, November 28, 2022 3:27 PM  
**To:** Seth Turner  
**Subject:** Re: Brent Spence Bridge Presentation

Hi, Seth!

Here it is!

*Hello!*

*As was announced at our November membership meeting last Tuesday evening, the Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) are conducting a series of neighborhood outreach meetings about the Brent Spence Bridge Project. A meeting for the residents and businesses of the Central Business District (CBD) and Riverfront Neighborhood will be held on Tuesday, November 29, 2022, at 7:00 p.m., at the First Financial Center at 4th and Vine Streets. Although it will be held at the location of our DRC meetings, the meeting is not a DRC-sponsored event. I am simply informing you as I do with other announcements of interest. Further information about this meeting is on the attached flyer.*

*Regards,*

*Alan Bunker, DRC President*

[Brent Spence Bridge Invitation Flyer CBD Riverfront.pdf](#)

Alan

On Wednesday, November 2, 2022 at 03:19:27 PM EDT, Seth Turner <sturner@hntb.com> wrote:

Hi Alan,

Yeah that'd be great if you could copy me on the e-blast, I appreciate that!

Thank you,

**Seth Turner**

Transportation Engineer I

**Direct** (216) 377-5836 **Tel** (614) 228-1007 Ext. 75836 **Email** [sturner@hntb.com](mailto:sturner@hntb.com)

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**From:** Alan Bunker <alanbunker@yahoo.com>  
**Sent:** Wednesday, November 2, 2022 10:55 AM  
**To:** Seth Turner <sturner@HNTB.com>  
**Subject:** Re: Brent Spence Bridge Presentation

Hi, Seth!

I send an e-blast to our 300 or so members announcing the meeting several weeks before the meeting. I also will announce it at our November membership meeting. I can send you a copy of the e-blast for your records, if you like. Just let me know.

Alan

On Wednesday, November 2, 2022 at 08:40:08 AM EDT, Seth Turner <[sturner@hntb.com](mailto:sturner@hntb.com)> wrote:

Good Morning Alan,

Thank you for your help in getting the word out about the Brent Spence Bridge project. You may of seen an earlier email from Sherry Kish stating that I'll be the new point of contact for outreach assistance. If there is anything I can do that would make advertising to your community easier, please let me know.

When you get a chance, could you please drop me an email letting me know how you advertised so we can be sure to include a record in the environmental documentation we're preparing for the project?

Thank you,  
**Seth Turner**

Transportation Engineer I

Direct (216) 377-5836 Tel (614) 228-1007 Ext. 75836 Email [sturner@hntb.com](mailto:sturner@hntb.com)

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## Upcoming Events

### **Brent Spence Bridge Meeting**

**7 pm Nov 29, 2022**

First Financial Bank, 4th and Vine

The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) are conducting a series of neighborhood outreach meetings about the Brent Spence Bridge Project. A meeting for the residents and businesses of the Central Business District (CBD) and Riverfront Neighborhood will be held on Tuesday, November 29, 2022, at 7:00 p.m., at the First Financial Center at 4th and Vine Streets. Although it will be held at the location of the DRC meetings, the meeting is not a DRC-sponsored event.

### **Annual Holiday Party**

**6 pm Dec 05, 2022**

Prime, Sixth and Walnut

Open to all DRC members and their guests (there is a fee for guests), the annual Holiday Party offers a great opportunity to meet and enjoy our downtown neighbors! This party is in place of the usual monthly meeting.

### **DRC Monthly Meeting**

**6 pm Jan 10, 2023**

First Financial Bank, 4th & Vine

Please join us for our regularly scheduled monthly meeting. We will meet on the first floor in the bank's Innovation Room, which seats around 70. We will hear reports describing recent downtown activities as well as from Cincinnati police regarding safety issues downtown.





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Attachment 2: Sign-In Sheets



## BRENT SPENCE BRIDGE CORRIDOR PROJECT

Neighborhood Outreach Meeting

Name	Representing	Address	Phone	Email
1. Kathleen Fuller	ODOT			
2. Ryan Minnich	Cincinnati Citizens			
3. VINCE TERRY	MOODY WOLSTENHOLME INC.			
4. ALAN BUNKER	DOWNTOWN RES. CO.			
5. Joe Bredestage	Bridge Forward			
6. Kay Sunderman	DRC			
7. Michael Moline	mm/vc			
8. Mike James				
9. Brian Bland	Bridge Forward			
10. Jeff Dui	ODOT			
11. Jeff Worden	Self			
12. MACH BECHER	KENTR			
13. Alex Browne	Over the Rhine			
14. DYLAN LURK	CRD			
15. Alex Wainwright	CRD			
16. ADAM PLAKER	Self			
17. Matt Brunny	ODOT			
18. Erica Schneide	ODOT			
19. Jacque Annarino	"			
20. Tim Hill	"			

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

page 1 of 1



## BRENT SPENCE BRIDGE CORRIDOR PROJECT

Neighborhood Outreach Meeting

Name	Representing	Address	Phone	Email
1. <del>Kevin Shaw</del> Kevin Shaw	Self	[Redacted]	[Redacted]	[Redacted]
2. John Wettersel	Bridge Forward			
3. James McEnroe	Bridge Forward / UWB			
4. Casey Klein	Self			
5. CHRISTOPHER WYATT	—			
6. Jonah Snyder	Self			
7. Megan Conburn	FHWA			
8. Tim Long	FHWA			
9. Melissa Toni	FHWA			
10. Richard Wendel	Self			
11. Douglas L. Hunt	Bridge Forward			
12. Anthony Isaacs	Self			
13.				
14.				
15.				
16.				
17.				
18.				
19.				
20.				

Please print clearly • Contact information is optional but must be included if you wish to receive updates.



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## Attachment 3: Photographs

**CBD-Riverfront Neighborhood Meeting**

**November 29, 2022**



Photograph 1. CBD-Riverfront Neighborhood Meeting held on November 29, 2022.



Photograph 2. CBD-Riverfront Neighborhood Meeting held on November 29, 2022.



## CBD-Riverfront Neighborhood Meeting

November 29, 2022



Photograph 3. CBD-Riverfront Neighborhood Meeting held on November 29, 2022.



Photograph 4. CBD-Riverfront Neighborhood Meeting held on November 29, 2022.

**CBD-Riverfront Neighborhood Meeting**

**November 29, 2022**



Photograph 5. CBD-Riverfront Neighborhood Meeting held on November 29, 2022.



Photograph 6. CBD-Riverfront Neighborhood Meeting held on November 29, 2022.



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Attachment 4: Presentation

**BRENT SPENCE**  
**BRIDGE CORRIDOR**



# CBD Riverfront Neighborhood Meeting (OH)

November 29, 2022



INVESTING IN LOCAL COMMUNITIES. GROWING AMERICA'S ECONOMY.  
[brentspencebridgecorridor.com](http://brentspencebridgecorridor.com)



The meeting will open with remarks by the City of Cincinnati (5 min) and introductions of the Project Team in attendance (2 min).

# Welcome

- Meeting purpose
  - Share updates on the Brent Spence Bridge (BSB) Corridor Project
  - Offer individuals in the CBD Riverfront neighborhood the opportunity to share feedback with the Project Team
- Agenda
  - General project overview
  - Project specifics in the CBD Riverfront area
  - Discussion/feedback from the CBD Riverfront



The reason we're here tonight is to give a brief overview of the Brent Spence Bridge Corridor Project both for those of you who aren't familiar with the project and for those of you who have been following the progress over the past decade. We're also here to give specific details about what the project will look like in and near the CBD Riverfront. Most importantly, tonight we're focusing on hearing from the individuals in CBD Riverfront. We're here to answer your questions and to listen to your feedback about the project.

# Project History



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For those of you who haven't been following the project for the last 15 years, let's go over a quick history.

In 2004, ODOT and KYTC formally began studying ways to improve 7.8 miles of I-71 and I-75 in Kentucky and Ohio. In Ohio, that includes I-75 from the Brent Spence Bridge to just north of the Western Hills Viaduct. Through a series of preliminary engineering and planning studies, we developed several potential alternatives for improving the corridor. We completed preliminary engineering and evaluated the impacts of each alternative. We also held several public meetings to gather feedback on the alternatives. The whole process led to the development of an Environmental Assessment (which is abbreviated "EA" on this slide) that compared the benefits and impacts of the alternatives and recommended one alternative – called the preferred alternative - to move forward into detailed design and construction. After reviewing the EA and gathering more feedback through public hearings, the Federal Highway Administration issued a decision called a "Finding of No Significant Impact" (also called a FONSI, as shown on this slide), which marked the formal approval the project and allowed the preferred alternative – Alternative I – to move into the next stages of design.

Since the approval of the FONSI in 2012, ODOT has been studying ways to improve the design, simplify the construction, reduce costs, reduce impacts, and incorporate additional enhancements into the project. These studies resulted in several refinements to Preferred Alternative I, which we are referring to as "Concept I-W" and what we will be presenting to you tonight.

Also since 2012, ODOT has purchased most of the land needed to build the project. In addition, we've begun detailed design from Linn Street to the northern project limits.

# Project Description

## Ohio

- Widen I-75
- Rebuild all overpass bridges and interchanges
- Build a collector-distributor system
- Tie into Mill Creek Expressway-Hopple Street Interchange project
- Tie into the Western Hills Viaduct project
- Add a northbound exit to Ezzard Charles Drive
- Connect to I-71 and US-50E



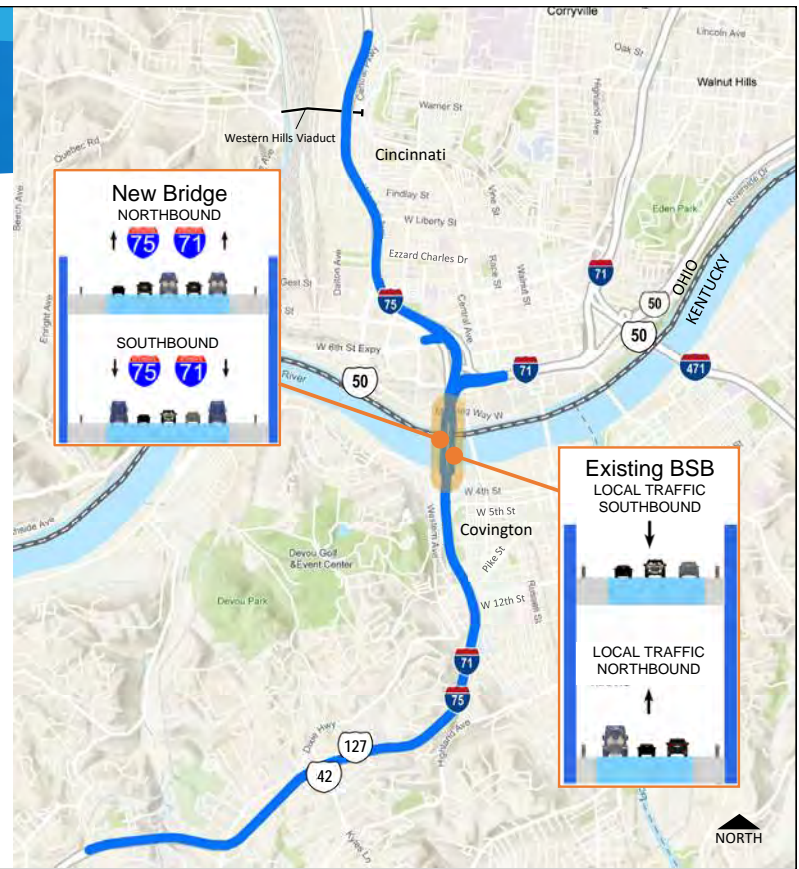
Note: Individual project elements will come in with click (marked by #).

In Ohio, the project will add one lane in each direction to I-75, remove left exits, and rebuild all bridges and interchanges. (#) Beginning near Ezzard Charles Drive, a collector-distributor system will be added to connect I-75 traffic to and from the local street network and US-50 West. (#) In the north, it will tie into the recently completed Mill Creek Expressway-Hopple Street Interchange project. (#) The project will rebuild the I-75 interchange at the Western Hills Viaduct and tie into the new bridge replacement project being developed by the City of Cincinnati and Hamilton County. (#) A new northbound exit will be built at Ezzard Charles Drive to improve access to Union Terminal, TQL Stadium, and Over-the-Rhine. Lastly, it will connect to I-71 and US-50 East.

# Project Description

## Brent Spence Bridge

- New double-decker companion bridge
  - 5 lanes each deck
  - Carry through (interstate) traffic
- Rehabilitate and reconfigure existing bridge
  - Three lanes each deck
  - Increased inside/outside shoulders
  - Carry local traffic



Note: Bridge details will come in with click (marked by #).

Let's move south to the Brent Spence bridge crossing. The project will build a new double decker companion bridge with five lanes on each deck west of the existing BSB. The new bridge will carry through (interstate) traffic. (#)

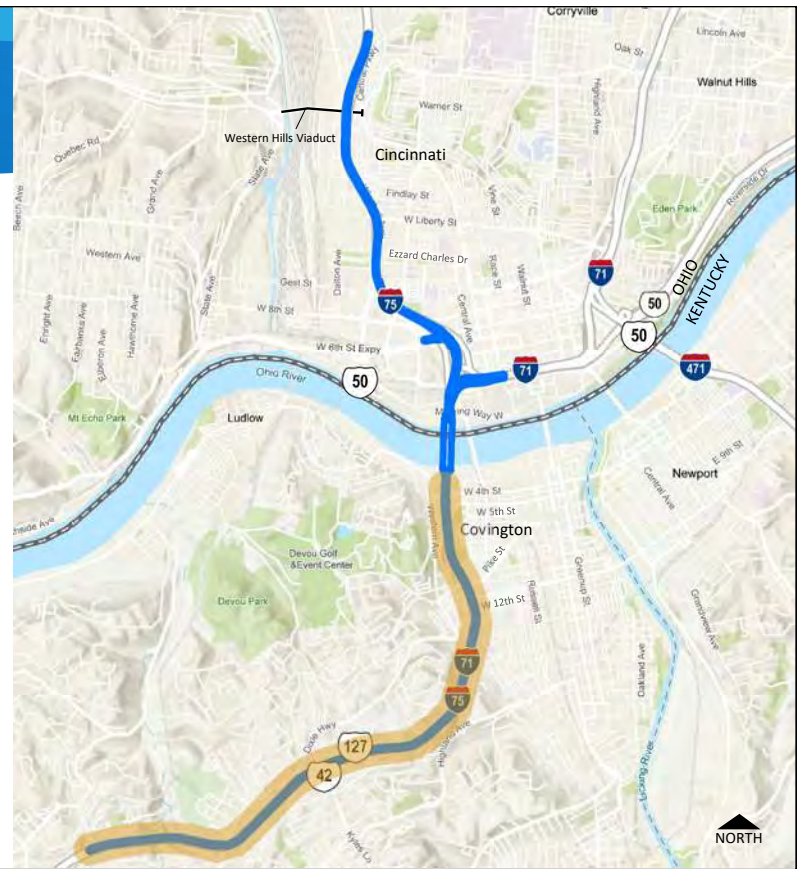
The existing double-decker Brent Spence bridge will be rehabilitated and reconfigured to reduce the number of lanes on each deck from four to three and increase inside and outside shoulder widths. The existing bridge will carry local traffic only.



# Project Description

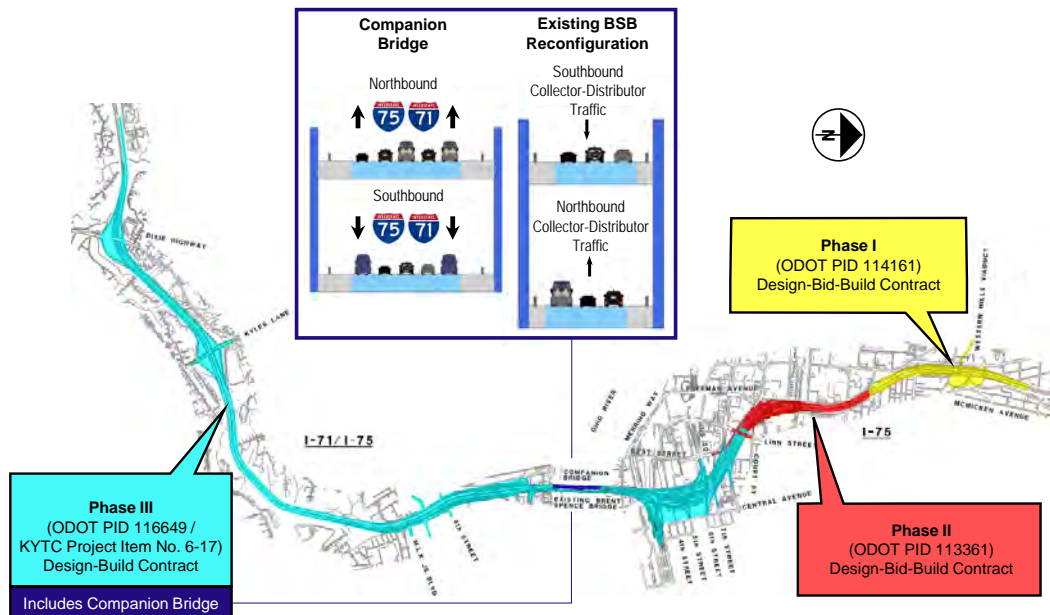
## Kentucky

- Widen I-71/I-75
- Rebuild all overpass bridges and interchanges
- Extend frontage roads in Covington
- Construct collector-distributor systems in Covington and Ft. Mitchell/Ft. Wright



In Kentucky, the project will widen I-71 and I-75 and rebuild all overpass bridges and interchanges. The project will also extend existing frontage roads to improve connectivity in Covington. A collector-distributor system will also be built beginning in Covington to connect interstate traffic to and from the local street network. Lastly, collector-distributor ramps will be built in Fort Mitchell and Fort Wright to reduce the need for traffic to weave between ramps and the through lanes on the interstate.

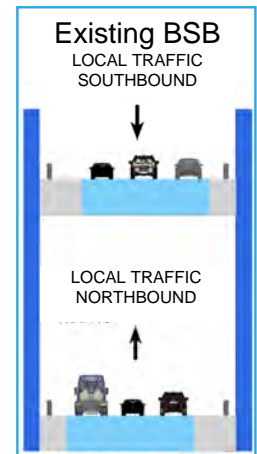
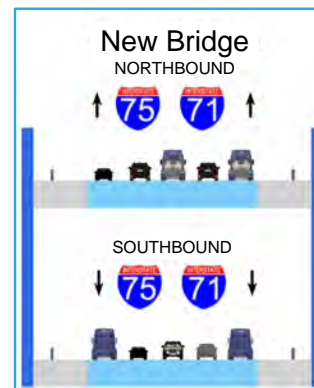
# Project Description



The project is going to be built in three phases. Phase I (shown in yellow) will stretch from Findlay Street to the north. Phase II (shown in red) will stretch from Linn Street to Findlay Street. Phase III (shown in blue) will build everything else, including the new companion bridge. Phase I is currently under design with construction expected to begin in 2028. Although, the construction time frame may adjust based on on-going coordination with the City's Western Hills Viaduct Project. Phase II is also under design with construction expected to begin in 2025. Phase III, which includes the portions in CBD Riverfront, will be built under a progressive design-build contract which will begin in 2023.

# What Has Changed?

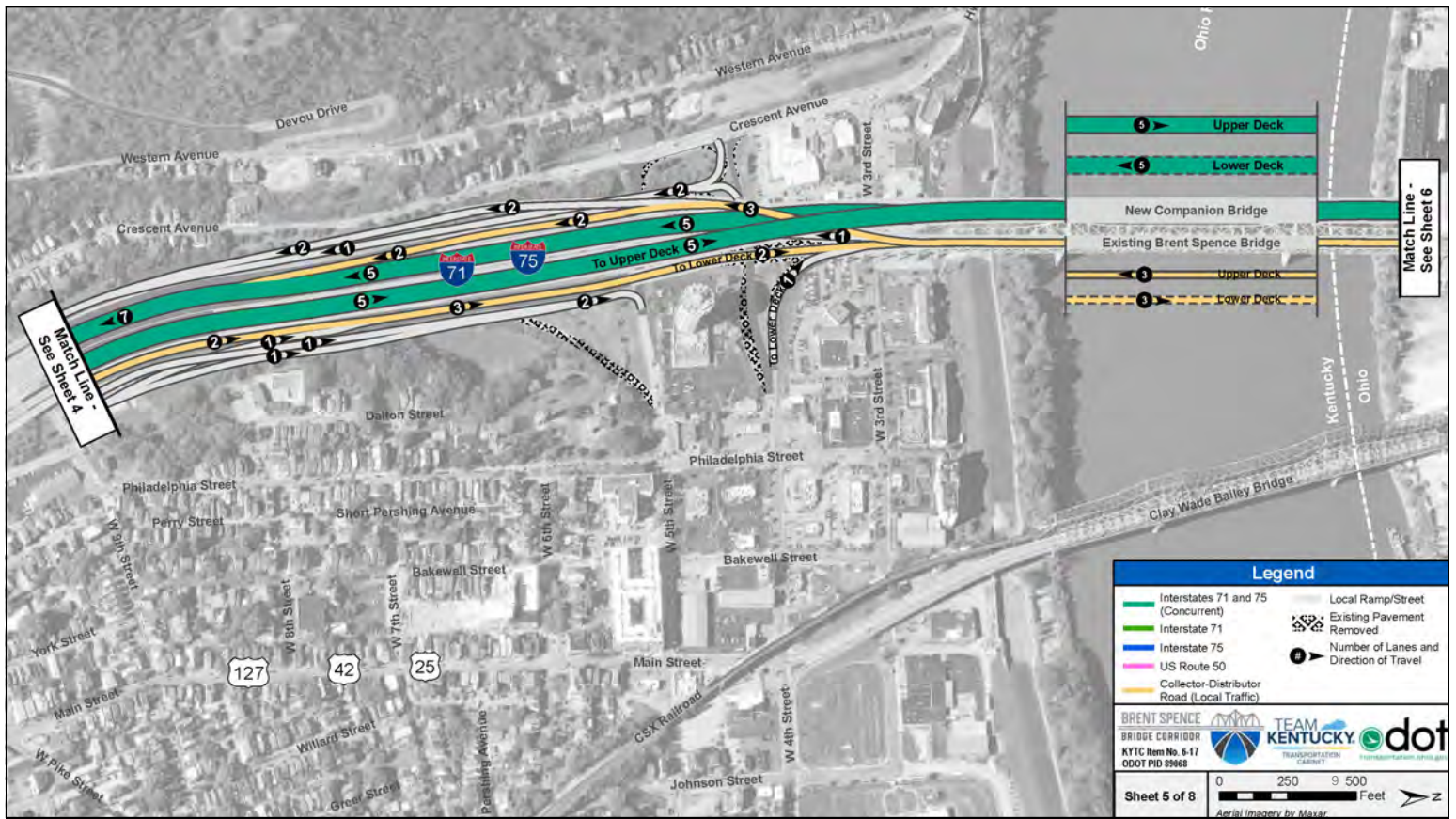
- Reconfigured how traffic travels across the Ohio River
  - Companion bridge carries through (interstate) traffic
  - Existing bridge carries local traffic
  - All northbound and southbound traffic on one deck
  - Width of companion bridge substantially reduced



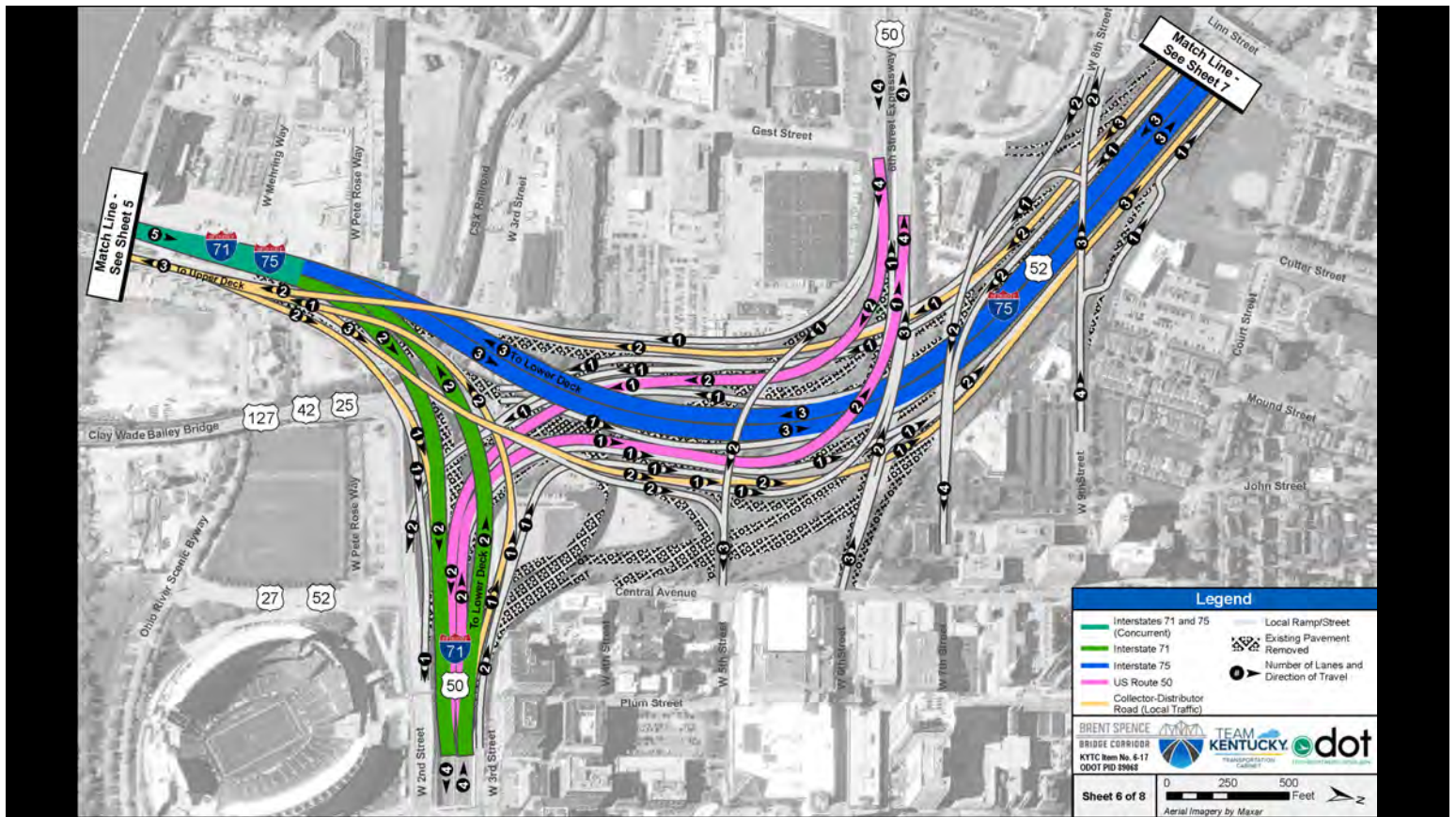
8

As mentioned earlier, since the 2012 EA and FONSI, ODOT has been studying ways to improve the design, simplify the construction, reduce costs, reduce impacts, and incorporate additional enhancements. One of the biggest changes is how traffic will travel across the Ohio River. The Preferred Alternative identified in 2012 mixed local and interstate traffic on both bridges. The 2012 design also placed northbound and southbound traffic on the same bridge decks, which required additional width for a median to safely separate opposing traffic.

Concept I-W carries all interstate traffic on the new companion bridge and all local traffic on the existing Brent Spence Bridge. In addition, all northbound and southbound traffic is grouped on their own bridge decks. As a result, the width of the companion bridge was reduced from 172 feet to 107 feet, substantially reducing the cost of the bridge. This configuration will also improve traffic flow and safety by separating through and local traffic.



This slide shows how traffic will move across the Ohio River. Interstate traffic (shown in green) will use the companion bridge and stay on the interstate corridor to travel through Covington and Cincinnati. Local traffic will use ramps and the collector-distributor system to travel to destinations in Cincinnati and Covington.



This slide shows how traffic will through Cincinnati. The blue lines show how I-75 traffic will travel to and from the companion bridge. The green lines show how traffic on I-71 will be routed to and from the companion bridge. The orange lines show the collector-distributor system that will funnel traffic to and from local roadways and ramps. The grey lines show ramps connecting directly to local streets. Finally, the pink lines show how traffic will flow on US 50.

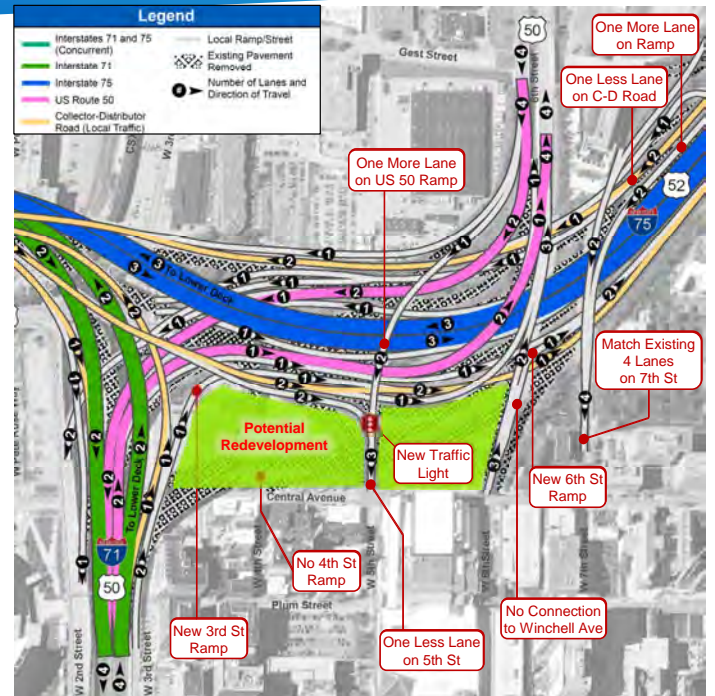
Other changes since 2012 include reducing shoulder widths on I-71, I-75, and collector-distributor roads to 10 feet to match current design standards. Previous design standards were 12 feet. In addition, the design speeds on I-71, I-75, and the collector-distributor roads were adjusted to match the posted speed limits – which is 55mph for the interstate and 45 mph for the collector-distributor roads. This is 5 mph less than the 2012 design and allows us to reduce the overall area needed to build the roadways. We also reduced the number of lanes on some of the frontage roads in Kentucky.



This drawing shows what the new companion bridge and the existing Brent Spence Bridge might look like after the project is built. Please note that the final design of the companion bridge will not be complete for a few years. It is possible it could be a cable-stayed design.

# What Has Changed?

- Reconfigured Downtown Cincinnati Ramps



**Note: Click to walk through ramp changes (marked by #)** | Another change is the layout of the ramps in Downtown Cincinnati. First, ODOT optimized the interchange layout to use land formerly occupied by the Dunnhumby building. More recently, the City asked ODOT to evaluate ramp changes to open up additional land for redevelopment. (#) Based on the City's request, the 4th street ramp to NB I-75 was removed. (#) To provide access for traffic that would have used 4th Street, a new entrance ramp to NB I-75 was added to 3rd Street. (#) The SB exit to 5th Street was removed, which also resulted in fewer lanes on the SB collector-distributor road and at the Central Avenue intersection. The 7th Street exit was also widened to provide additional lanes for traffic that would have used the 5th Street exit. (#) The NB exit to 5th Street was moved closer to the highway to intersect the US 50 ramp at a traffic light, and one more lane was added to the US 50 ramp to make sure all traffic could move smoothly through the light. (#) The 6th Street connection to Winchell Avenue was removed and replaced with a new connection between 6th Street and the NB collector-distributor road. (#) All these changes will open up about 9.5 acres of land for redevelopment, which has been a consistent comment we've been hearing from the public in the last several months.



This drawing shows what the Downtown interchange area might look like once the project is built.



# What Has Changed?

- Northbound I-75 entrance ramp moved from Freeman to Winchell
- One Ezzard Charles Drive bridge
- Minimize work along Winchell



Note: Changes will come in with click (marked by #).

Another change ODOT's made since 2012 involves moving the northbound entrance ramp to I-75 from its existing location at (#) Freeman Avenue (south of Ezzard Charles Drive) (#) to Winchell Avenue (north of Ezzard Charles Drive). Also, (#) the two existing one-way bridges on Ezzard Charles Drive will be replaced with one, two-way bridge. These changes were also made in coordination with the City of Cincinnati to reduce project impacts and costs and improve local access to the interstate.

We've also refined the roadway layouts so that work will not occur along Winchell Avenue beyond what is needed to build the northbound entrance ramp shown in this drawing.

# What Has Changed?

- Interchange at the Western Hills Viaduct

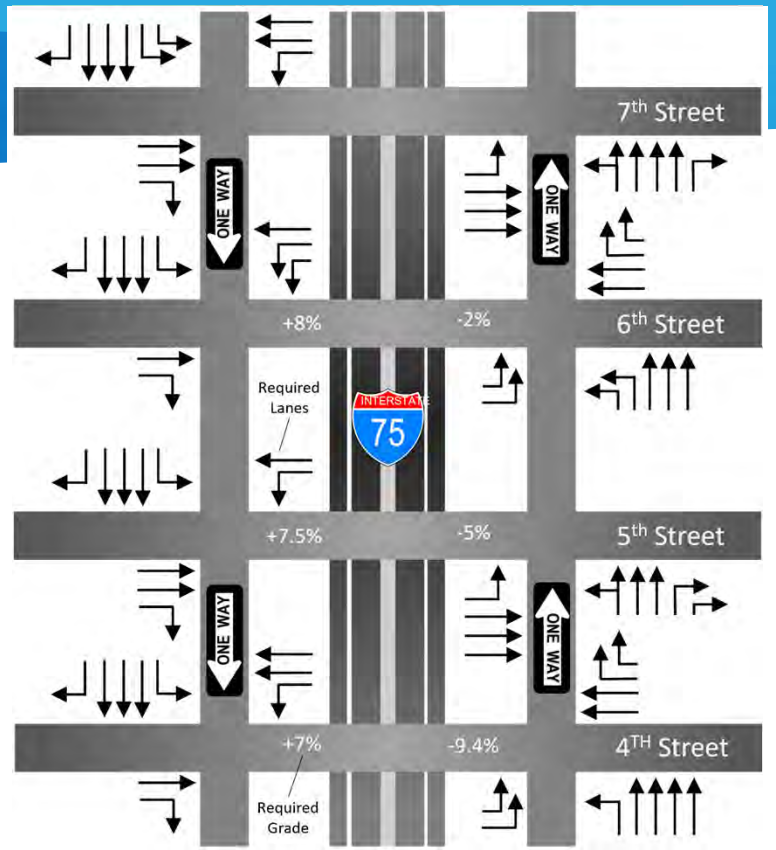


In addition, the layout of the project has been refined to tie into the new Western Hills Viaduct, which is a separate, stand-alone project being developed by the City and County. The existing ramps at the I-75 interchange will be removed and replaced with new ramps that will provide direct access to and from the new Western Hills Viaduct bridge. The ramps will also connect I-75 to the local street system at Findlay Street for southbound traffic and Bank Street for northbound traffic.

## Other Concepts

Additional changes were evaluated but not incorporated into the design

- Depressing I-75 and extending downtown streets to form an urban street grid
  - Cannot meet current design criteria
  - Introduces safety concerns due to steep grades



ODOT has also received several comments about depressing I-75 through downtown Cincinnati similar to Fort Washington Way. This graphic illustrates schematically what that concept would look like. I-75 would be depressed, and the downtown streets would be reworked so that the east-west streets connected across the highway. Two, one-way frontage roads would be built on either side of the highway to move north-south traffic. The combination of these north-south frontage roads and the east-west streets would form a grid, also called an “urban street grid.”

ODOT supports concepts like this when the site conditions lend themselves to this type of design. However, the conditions on and around I-75 do not support this type of design. Just north of the Ohio River, I-75 must over a railroad, and it would require very steep grades (around 8%) in order to be depressed through downtown. This doesn't meet current design standards which state the maximum grade must be 5%. In addition, such steep grades would introduce safety concerns, particularly given the large number of trucks that travel on I-75.

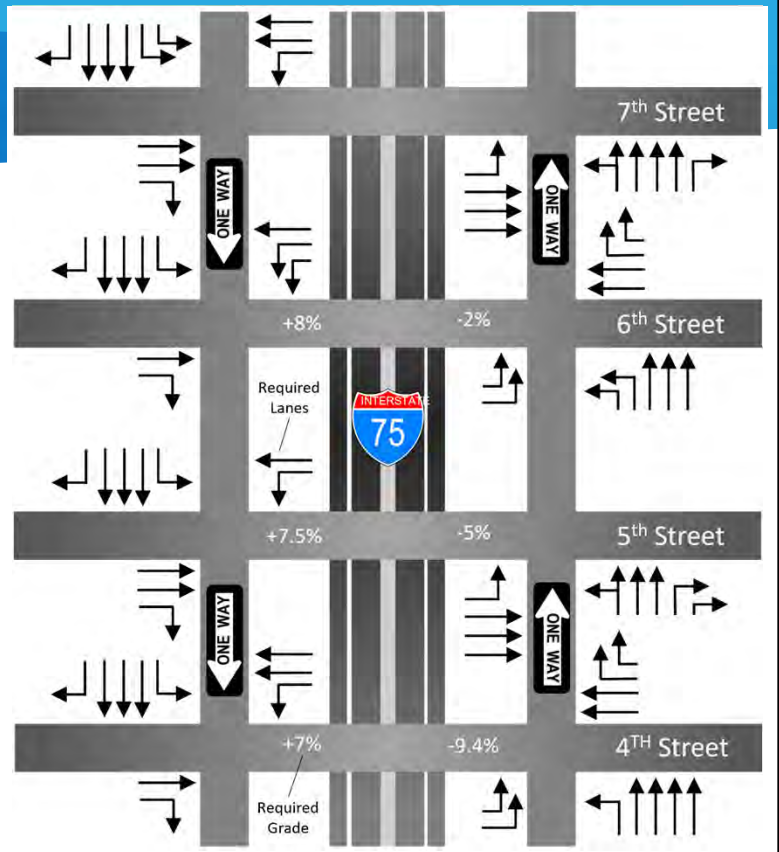


Any design must accommodate a complicated system of mainline and ramp movements to pass over the railroad and provide local access and continuity along I-71, I-75, and US 50. Weaving these ramps through the project area requires a complex tiered bridge system with the highest tier rising over 50 feet above the ground. To meet these geometric constraints, the preferred alternative for the BSB Corridor Project currently descends toward downtown Cincinnati at a 4- to 5.5-percent grade. Depressing the roadway any further would require substantially steeper roadway grades (8% or more). For reference, ODOT's *Location and Design Manual, Volume 1* lists the maximum grade for urban interstates in similar terrain as 6 percent.

## Other Concepts

Additional changes were evaluated but not incorporated into the design.

- Depressing I-75 and extending downtown streets to form an urban street grid
  - Cannot meet current design criteria
  - Introduces safety concerns due to steep grades
  - Increases project footprint with steep local streets
  - Increases traffic through downtown Covington



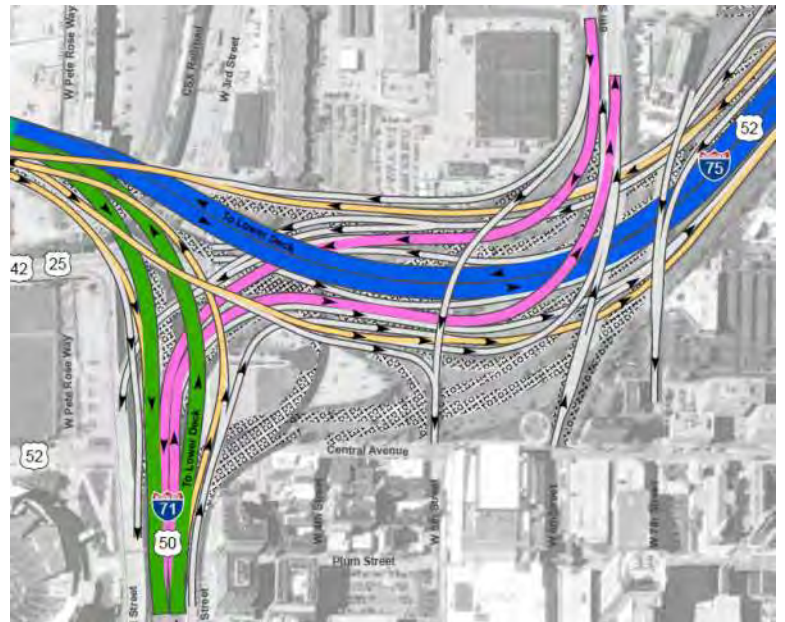
Since I-75 cannot be lowered, local streets would need to be raised to form an urban street grid across I-75. This would increase the project footprint because the east-west streets would need to be rebuilt well beyond where they intersect the highway. This additional footprint would result in new impacts to existing businesses and potential developable land. For example, the elevated cross streets would create steep slopes that do not meet design criteria for local streets (as shown in this graphic) and would negatively affect potential development opportunities for urban, street-facing development on 2.5 to 3.0 acres of land east of I-75 that is currently slated to be transferred to the City of Cincinnati once the project is completed.

Moving all local traffic to an urban street grid as opposed to the collector-distributor system currently included in Concept I-W would also substantially increase traffic on the local streets in Covington.

## Other Concepts

Additional changes were evaluated but not incorporated into the design.

- Depressing I-75 and extending downtown streets to form an urban street grid
  - Cannot meet current design criteria
  - Introduces safety concerns due to steep grades
  - Increases project footprint with steep local streets
  - Increases traffic through downtown Covington
  - Does not maintain through traffic on US 50



Finally, building an urban street grid would not allow US 50 – which is shown in pink above – to remain where it is today. To make room for the new “grid,” US 50 would have to start and stop on both sides of I-75. ODOT’s also received several comments about improving north-south connections and east-west connections across I-75. However, as illustrated by this graphic, Concept I-W maintains north-south connectivity through the collector-distributor system shown in orange. East-west connectivity across I-75 is provided by local streets shown in grey and US 50 shown in pink.

# Aesthetics

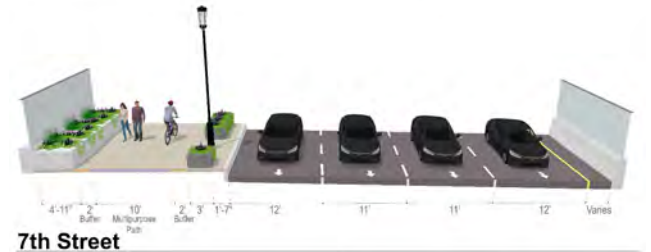
- Corridor-wide aesthetic treatments
  - Ashlar stone treatments for abutments, piers, and walls
  - Decorative bridge parapets
  - Translucent screen walls and planters on bridges
  - Other features (lighting, sidewalks, etc.) to match City standards



ODOT has worked with the City and the project Aesthetic Committee to develop an Aesthetic Design Checklist that will guide what the Brent Spence Bridge Corridor will look like. For example, ODOT will add aesthetic treatments in a pattern called “Ashlar Stone” too all bridge abutments, parapets, and piers. Retaining walls and the extended traffic safety barriers we just discussed will also have ashlar stone treatments. Overhead bridge parapets will have end treatments with the bridge identification name, construction completion data, and rustification design features. Examples of similar bridge parapets are shown in the images on this slide. In addition, overpass bridges will have wide sidewalks or shared-use paths, planters, and translucent screen walls. Other features throughout the corridor will match City aesthetic standards, including lighting, sidewalks, tree lawns, and others. We will show some examples of what specific locations in the project area will look like in just a few slides.

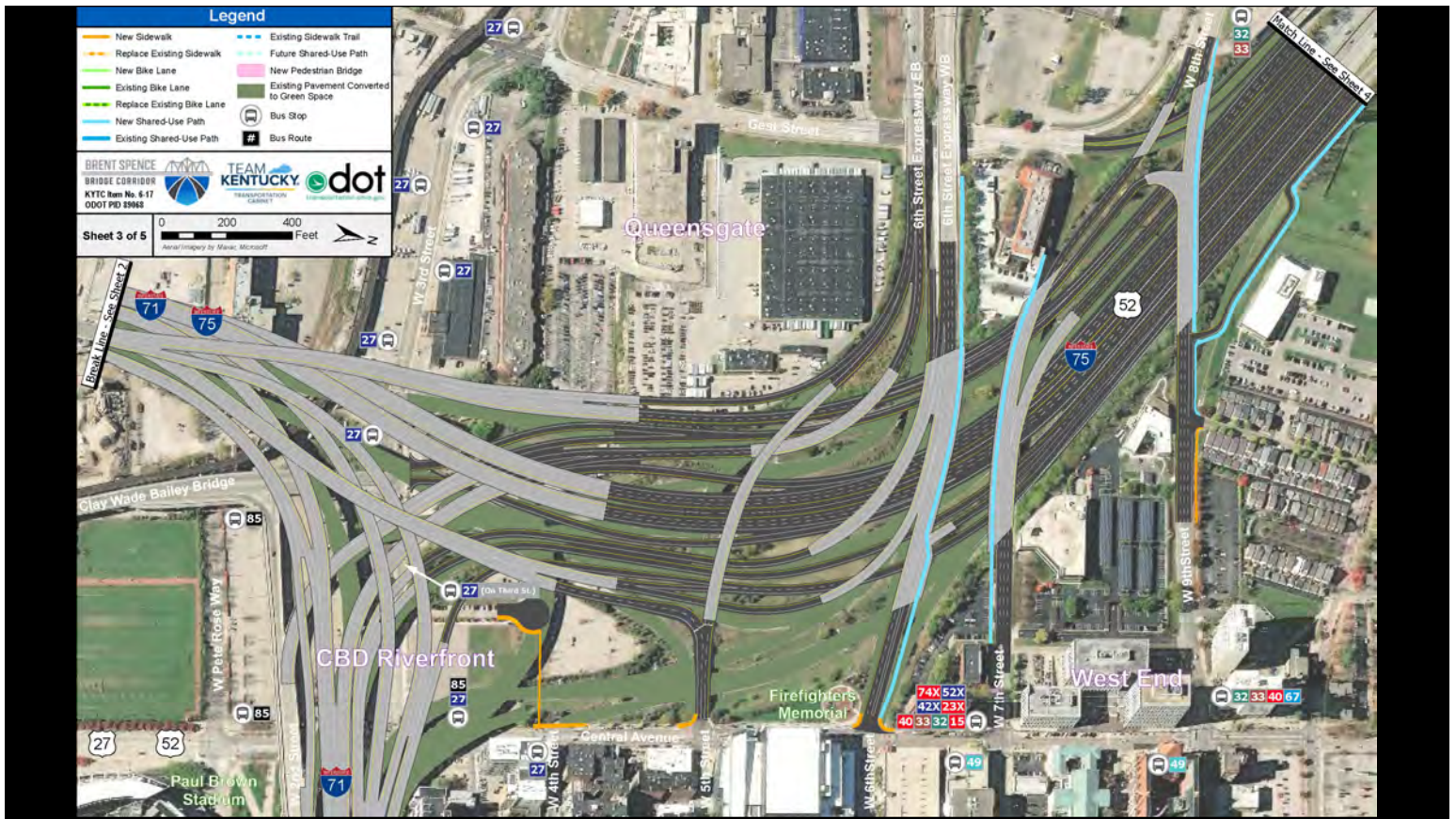
# Pedestrians and Bicycles

- Connections across I-75
  - Sidewalks
  - Shared use paths
  - Bike lanes
- New shared use path along Winchell Avenue
- Improved connections to local destinations

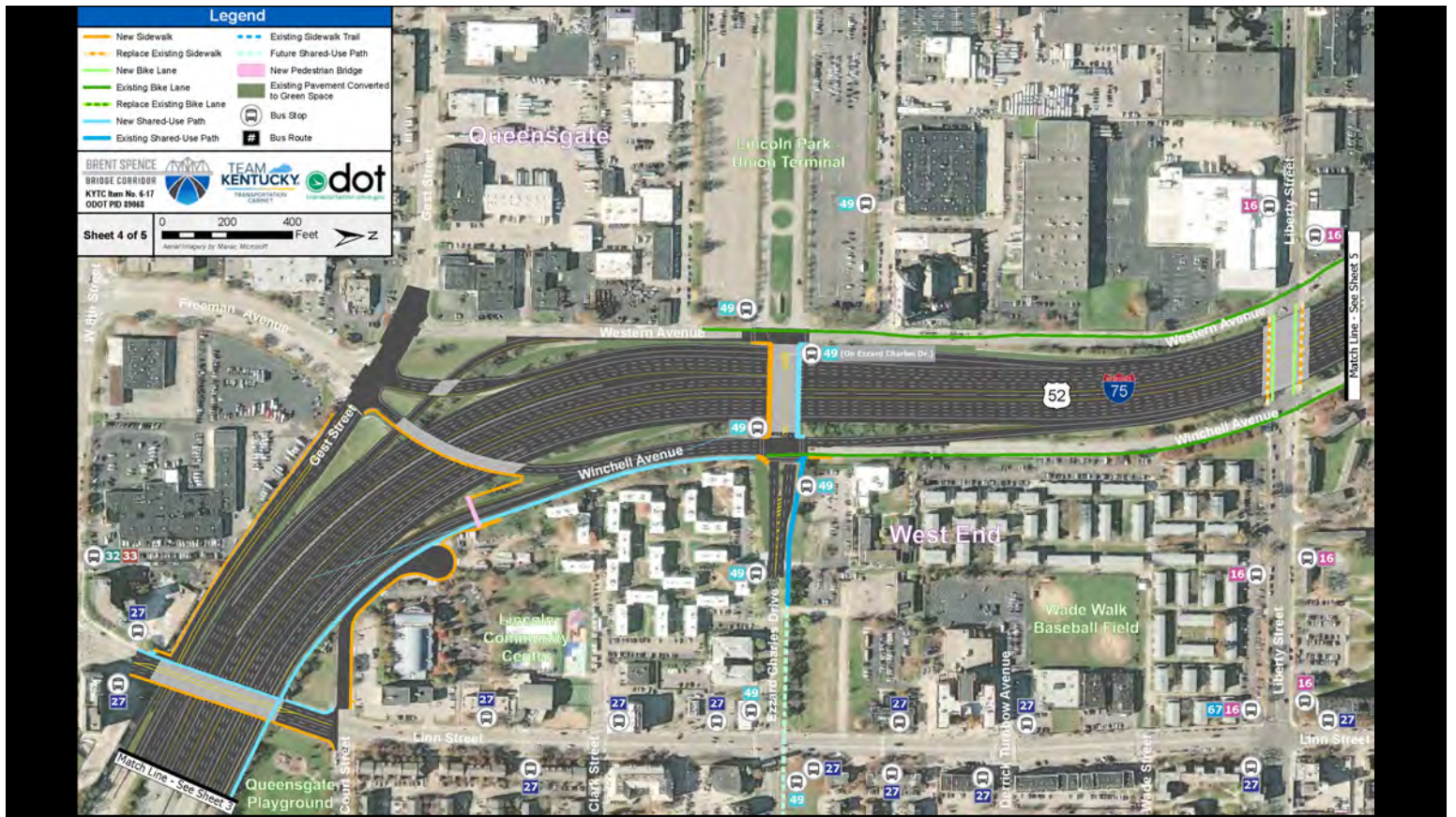


The project will install bicycle and pedestrian infrastructure on connections across I-75 like what is shown here for 6th, 7th, and 9th streets. Pedestrian and bicycle connections will also be provided on Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban intersections in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will improve connectivity to transit, employment, healthcare, cultural, recreational, and commercial destinations.





This exhibit shows some of the planned pedestrian and bicycle facilities near CBD Riverfront. Note the new shared use paths on 6th, 7th, and 9th streets and Winchell Avenue and new sidewalk connections on 9th.



Continuing north, we see how the new shared use path on Winchell Avenue continues all the way to Ezzard Charles Drive. Also notice new shared use paths on Linn Street and Ezzard Charles Drive, new sidewalks along Guest Street, Court Street, Freeman, and Ezzard Charles, a new pedestrian bridge connection over Winchell Avenue, and new bike lanes on Liberty Street.



As we move further north, notice the new bike lanes on Findlay Street, the new shared use path on Harrison Avenue, and the replaced sidewalks on Harrison, Bank, and Findlay. These will tie into the existing bike lanes on Western, Winchell, and Bank. Throughout the corridor the new and improved pedestrian and bicycle facilities will provide connections to existing transit stops.



This is a view of what the Firefighters Memorial will look like when the project is built. Notice the highway and ramps in the background and the ashlar stone treatments on the retaining walls. Also notice the areas currently shown as green space that are opened up for potential development.



This view shows what the new, two-way bridge on Ezzard Charles Drive will look like. Notice the wide shared use path on the right and the sidewalk on the left. Also notice the planters, screenwall, and decorative lighting on the bridge. The bridge lights and traffic signal supports will be black and meet City aesthetic standards.



This view shows what the finished project will look like from Ezzard Charles Drive looking north. Notice the ashlar stone treatments on the retaining walls.



# THANK YOU!

For more detailed information or to provide feedback visit:  
[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)



[BRENTSPENCEBRIDGECORRIDOR.COM](http://BRENTSPENCEBRIDGECORRIDOR.COM)



This concludes our formal presentation. We would like to hear your thoughts about the project. You can also visit a [PublicInput.com](http://PublicInput.com) to review information about the project and provide your feedback.



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## Attachment 5: Exhibits





Match Line -  
See Sheet 5

Match Line -  
See Sheet 7

Legend					
	New Pavement		New Bike Lane		Existing Right-of-Way
	New Bridge Deck		Wetlands		Proposed Right-of-Way
	Guardrail		Streams		Proposed Permanent Easement
	Retaining Wall		Construction Impact on Stream or Wetland		Proposed Temporary Easement
	Noise Wall		NRHP Listed or Eligible Site		Existing Pavement Converted to Green Space
	Noise / Visual Screening Wall		NRHP Historic District		Impacted Structure
	New or Widened Sidewalk		Community Resource		
	New Shared-Use Path				

KYTC Item No. 6-17  
 ODOT PID 89068

0 250 500 Feet

Aerial Imagery by Maxar, Microsoft, Maxar

### Legend

- |  |                               |  |  |  |  |
|--|-------------------------------|--|--|--|--|
|  | New Pavement                  |  | New Bike Lane                            |  | Existing Right-of-Way                      |
|  | New Bridge Deck               |  | Wetlands                                 |  | Proposed Right-of-Way                      |
|  | Guardrail                     |  | Streams                                  |  | Proposed Permanent Easement                |
|  | Retaining Wall                |  | Construction Impact on Stream or Wetland |  | Proposed Temporary Easement                |
|  | Noise Wall                    |  | NRHP Listed or Eligible Site             |  | Existing Pavement Converted to Green Space |
|  | Noise / Visual Screening Wall |  | NRHP Historic District                   |  | Impacted Structure                         |
|  | New or Widened Sidewalk       |  | Community Resource                       |  |  |
|  | New Shared-Use Path           |  |  |  |  |

Sheet 7 of 8

**BRENT SPENCE**  
BRIDGE CORRIDOR  
KYTC Item No. 6-17  
ODOT PID 89068

**TEAM KENTUCKY**  
TRANSPORTATION CABINET

**dot**  
transportation.ohio.gov

0 250 500 Feet

Aerial Imagery by Maxar, Microsoft, Maxar





## Brent Spence Bridge Corridor (Looking North from Kentucky)





## Brent Spence Bridge Corridor (Looking Northwest from Kentucky)



## Firefighters Memorial (Looking Southwest) - Ohio

# Legend

- New Sidewalk
- - - Replace Existing Sidewalk
- New Bike Lane
- - - Existing Bike Lane
- - - Replace Existing Bike Lane
- New Shared-Use Path
- - - Existing Shared-Use Path
- - - Existing Sidewalk Trail
- - - Future Shared-Use Path
- New Pedestrian Bridge
- Existing Pavement Converted to Green Space
- Bus Stop
- # Bus Route

KYTC Item No. 6-17  
 ODOT PID 89068

Sheet 1 of 5

0 200 400 Feet

Aerial Imagery by Maxar, Microsoft



Path location to be determined

Match Line - See Sheet 2

**Legend**

- New Sidewalk
- - - Replace Existing Sidewalk
- New Bike Lane
- - - Existing Bike Lane
- - - Replace Existing Bike Lane
- New Shared-Use Path
- - - Existing Shared-Use Path
- - - Existing Sidewalk Trail
- - - Future Shared-Use Path
- New Pedestrian Bridge
- Existing Pavement Converted to Green Space
- Bus Stop
- # Bus Route


**BRENT SPENCE BRIDGE CORRIDOR**  
 KYTC Item No. 6-17  
 ODOT PID 89068



Sheet 2 of 5

0 200 400 Feet

Aerial Imagery by Maxar, Microsoft




Match Line - See Sheet 1

Path location to be determined

Break Line - See Sheet 3

# Legend

- New Sidewalk
- - - Replace Existing Sidewalk
- New Bike Lane
- - - Existing Bike Lane
- - - Replace Existing Bike Lane
- New Shared-Use Path
- - - Existing Shared-Use Path
- - - Existing Sidewalk Trail
- - - Future Shared-Use Path
- New Pedestrian Bridge
- Existing Pavement Converted to Green Space
- Bus Stop
- # Bus Route

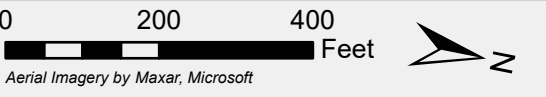
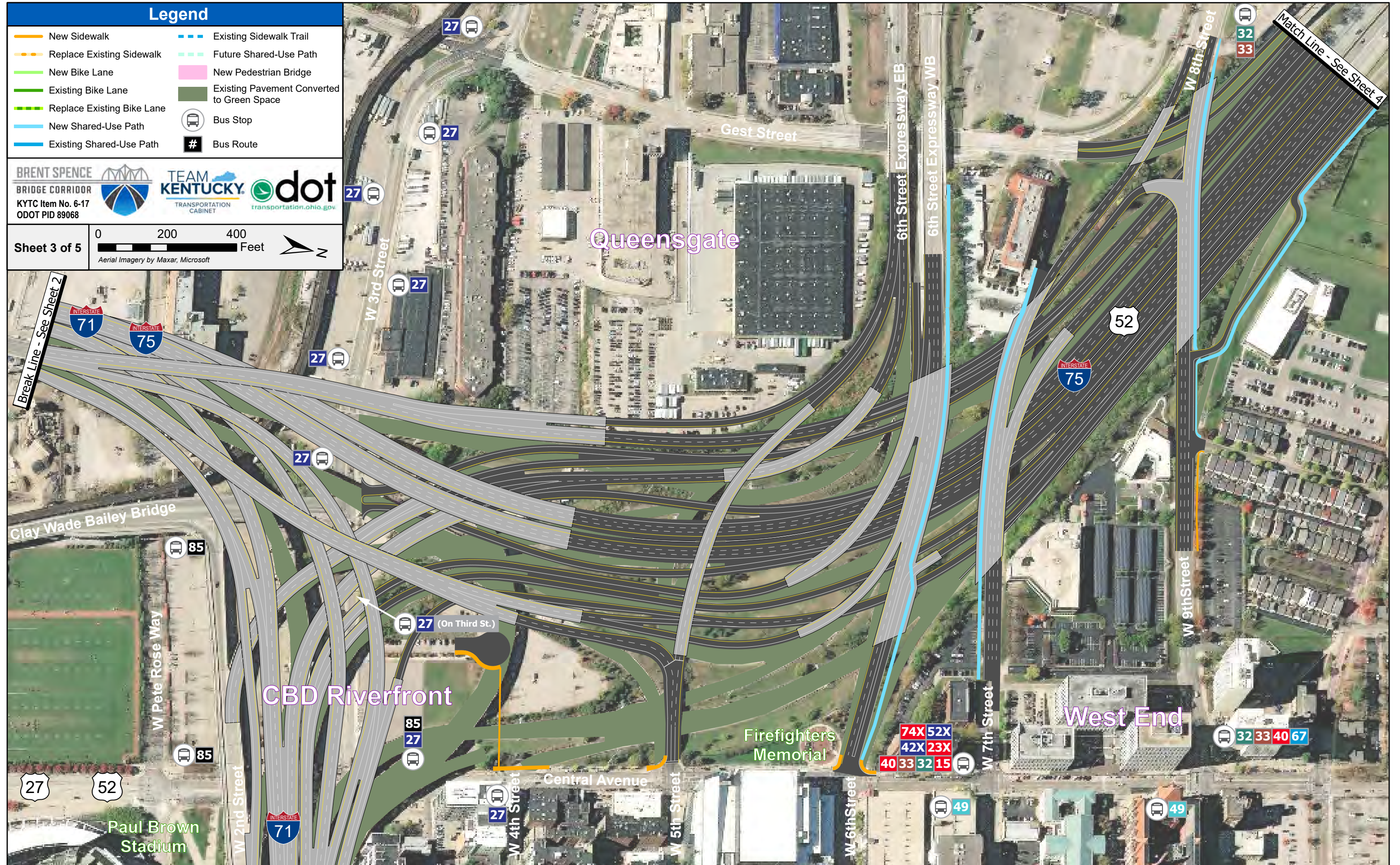
**BRENT SPENCE**  
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ODOT PID 89068



Sheet 3 of 5

0 200 400 Feet

Aerial Imagery by Maxar, Microsoft



# Legend

- New Sidewalk
- Replace Existing Sidewalk
- New Bike Lane
- Existing Bike Lane
- Replace Existing Bike Lane
- New Shared-Use Path
- Existing Shared-Use Path
- Existing Sidewalk Trail
- Future Shared-Use Path
- New Pedestrian Bridge
- Existing Pavement Converted to Green Space
- Bus Stop
- Bus Route

**BRENT SPENCE**  
BRIDGE CORRIDOR  
KYTC Item No. 6-17  
ODOT PID 89068

**TEAM KENTUCKY**  
TRANSPORTATION CABINET

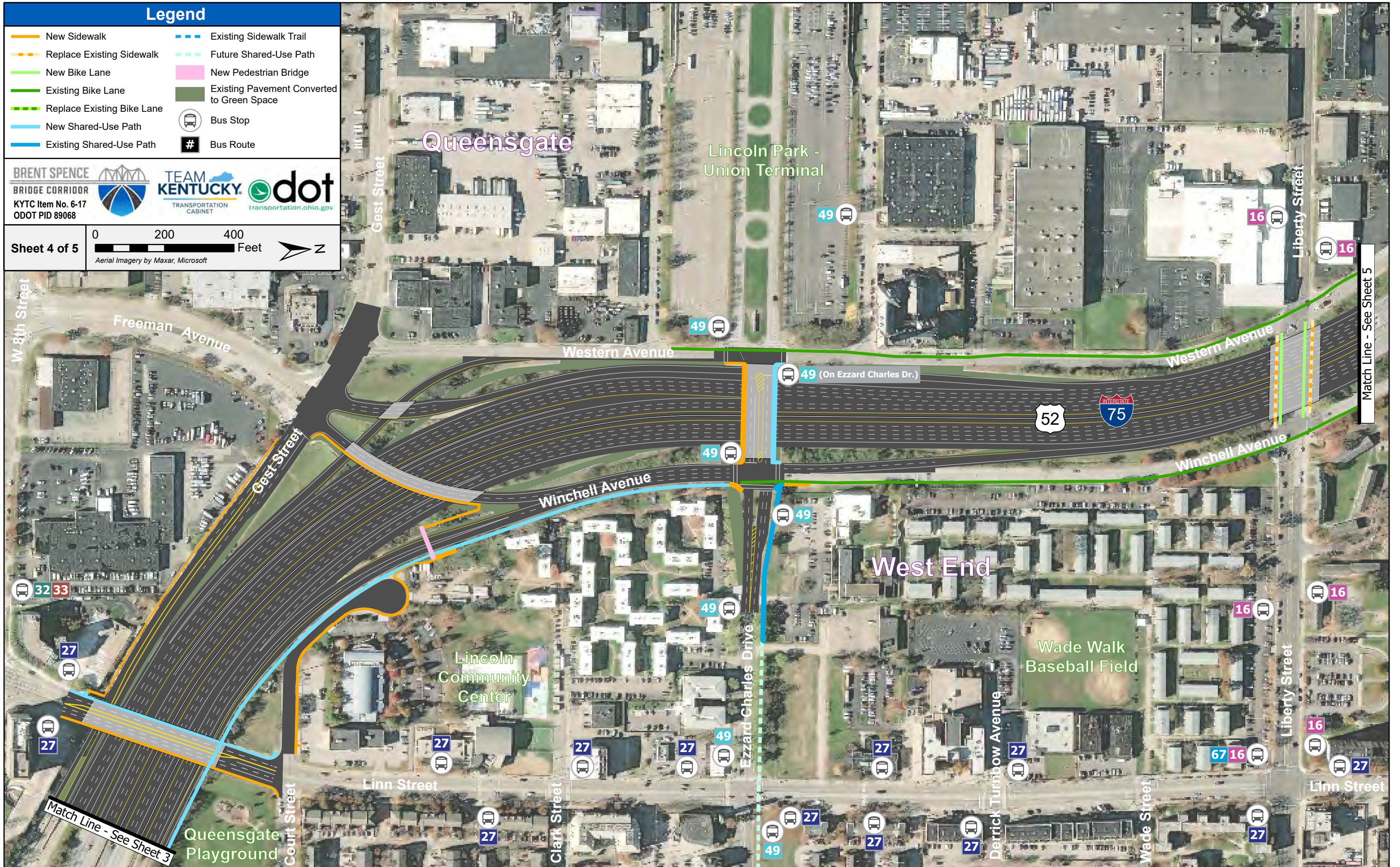
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transportation.ohio.gov

Sheet 4 of 5

0 200 400 Feet

Aerial Imagery by Maxar, Microsoft

North Arrow



# Legend

- New Sidewalk
- - - Replace Existing Sidewalk
- New Bike Lane
- - - Existing Bike Lane
- - - Replace Existing Bike Lane
- New Shared-Use Path
- - - Existing Shared-Use Path
- - - Existing Sidewalk Trail
- - - Future Shared-Use Path
- New Pedestrian Bridge
- Existing Pavement Converted to Green Space
- Bus Stop
- # Bus Route

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TRANSPORTATION CABINET

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Sheet 5 of 5

0 200 400 Feet

Aerial Imagery by Maxar, Microsoft

N



# Legend

- New Sidewalk
- - - Replace Existing Sidewalk
- New Bike Lane
- - - Existing Bike Lane
- - - Replace Existing Bike Lane
- New Shared-Use Path
- - - Existing Shared-Use Path
- - - Existing Sidewalk Trail
- - - Future Shared-Use Path
- New Pedestrian Bridge
- Existing Pavement Converted to Green Space
- Bus Stop
- # Bus Route


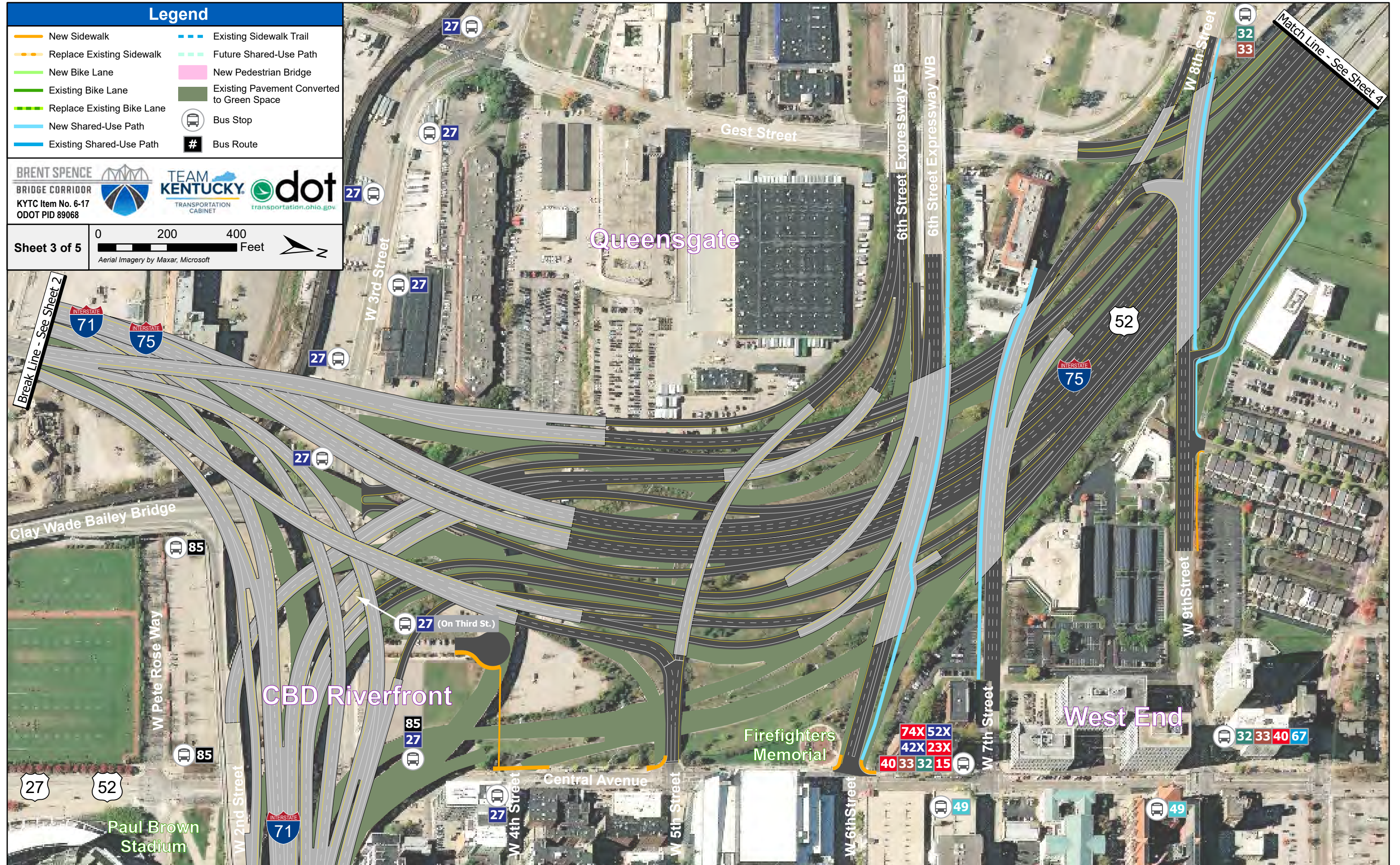
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KYTC Item No. 6-17  
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Sheet 3 of 5

0 200 400 Feet

Aerial Imagery by Maxar, Microsoft

Queensgate

CBD Riverfront

West End

27 52

Paul Brown Stadium

Firefighters Memorial

74X 52X  
42X 23X  
40 33 32 15

32 33 40 67

49

49

Break Line - See Sheet 2

Match Line - See Sheet 4



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Attachment 6: Comment Form

# COMMENT FORM

BRENT SPENCE  
BRIDGE CORRIDOR



Contact information is not required but will ensure you receive a response, should one be required.

Name: Mike James

Mailing address (or nearest cross streets): [REDACTED]

Email address: [REDACTED] Phone: [REDACTED]

Business/Organization Name: \_\_\_\_\_

Business/Organization Address: \_\_\_\_\_

What is your interest in the proposed project? (Select all that apply.)

- Area Resident     Area business owner or employee     Commuter  
 Other: \_\_\_\_\_

General Comments (Please attach additional pages, if needed):

If this projects intended strategy is to plan for the year 2050 and does not include planning for trains then it has entirely missed the mark. It is clearly working on behalf of fossil fuel industry directives and all of the work that has been done is irrelevant and waste ful  
Scrap your entire plan and start over. o

**COMMENTS DUE BY  
January 5, 2023**

- Comments may be submitted:
- Verbally or in writing after the meeting
  - By email at [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov)
  - By telephone at 1-800-831-2142
  - Online at [PublicInput.com/bsbc](http://PublicInput.com/bsbc)
  - By mail using address on back



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