
**Brent Spence Bridge Corridor Project
Project Advisory Committee Meeting Summary
June 29, 2022**

Brent Spence Bridge Corridor Project Advisory Committee Meeting Summary

Brent Spence Bridge (BSB) Corridor Project Advisory Committee (PAC) meeting was held on June 29, 2022 from 10:00 am to 12:00 pm. The meeting was held at the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) located at 720 East Pete Rose Way, Suite 420 in Cincinnati, Ohio. Invitations to the meeting were sent to PAC members via email on June 2, 2022. Attendees at the meeting included PAC members, the project team, and members of the public.

The meeting format included a formal presentation by Stefan Spinosa (ODOT District 8), Stacey Hans (KYTC District 6), Gary Valentine (KYTC State Highway Engineer's Office), and Mark Becherer (HNTB). The project team responded to questions posed by PAC members throughout the presentation. In addition, two members of the public offered comments at the end of the presentation.

Exhibits showing through and local traffic movements for Preferred Alternative I (Concept I-W), renderings of the project in the vicinity of the Ohio River, the project phasing, and a project schedule were also available for viewing before and after the meeting.

A summary of the presentation, questions, responses, and public comments is provided below.

1. Welcome and Introductions
 - a. Mark Policinski (OKI) and Mark Becherer (HNTB) welcomed the members and other attendees to the meeting.
 - b. All committee members shared their name and organization they were representing.
2. Project History
 - a. 25 alternatives considered beginning in 2005, 1.5-2 years
 - b. Alternative E and Alternative I identified as two feasible alternatives in 2009
 - c. 2012 Environmental Finding of No Significant Impact (FONSI) based on Alternative I
 - d. Value Engineering concepts developed in 2012
 - e. Ohio begins ROW acquisition in 2013
 - f. Initial cost estimate of \$2B (now \$2.96B)
 - g. FHWA re-evaluations 2015 and 2018
3. Current Project Status
 - a. Design and project cost
 - i. Value engineering concepts (I-M and I-W) developed to reduce impacts and costs; I-M discarded

-
- ii. Project estimate being updated in coming weeks
 - b. Traffic
 - i. Updating modeling as appropriate based on latest data
 - ii. 2050 design year
 - c. Funding and financing
 - i. 60% federal grants, 13% ODOT/KYTC federal funding, 27% ODOT/KYTC state funding
 - d. Grant applications
 - i. Discussed Multimodal Project Discretionary Grant (MPDG) application that was submitted on May 23, 2022
 - ii. **Question: Is there another grant application? (Nan Cahall)** Yes. Additional grant (Large Bridge Project) application due August 9, 2022
 - iii. Decision on initial grant (MPDG) application expected in fall (September)
 - e. Environmental re-evaluation
 - i. New field surveys/investigations will be complete by the end of 2022
 - ii. Additional hearings planned for early 2023 with re-evaluation complete in Q1 2023
 - f. Outreach
 - i. **Question: What are the expectations of advisory committee? (Sharmili Reddy)** Expectations include two-way communication with the intent of soliciting feedback, providing information, and collaborating to reach consensus on how to best meet project goals; members can help the project by educating, communicating with, and advocating for the project with their groups, organizations, and/or constituencies
 - ii. **Question: Is the cost estimate for Phase 1 or the entire corridor? Adam Johnson** The entire corridor.
 - iii. **Question: Please discuss the NEPA process, including importance of timing, potential issues with approval, and time constraints for funding. (Nan Cahall)** To be competitive in the grant process, it is critical for an applicant to demonstrate project readiness. While the original NEPA decision is a decade old, it was re-evaluated in 2015 and 2018. The project team has outlined a plan to evaluate project impacts based on updated regulations and minimal design refinements to confirm previous NEPA decisions. This process is scheduled for completion in the first quarter of 2023. Significant changes to the project could dictate a new decision, jeopardizing our ability to successfully receive the grant funding imperative to moving this project forward.
 - 1. Grants do have requirements for completion of the work in specified time periods.
 - g. Pre-procurement

-
- i. **Question: What is the timeline and procurement process for Phases I and II?** Phases I and II will be procured via traditional design-bid-build; Phase II construction is scheduled to begin in 2025, Phase I construction is scheduled to begin 2028
 - ii. ODOT and KYTC acknowledge that workforce labor is a project risk; agencies are planning workforce development outreach; ODOT and KYTC have signed a DBE reciprocity agreement
 - iii. **Question: Is there risk to the cost estimate and will an independent cost estimator be involved?** Yes, cost risk is acknowledged and included in risk assessments being developed or updated. An independent cost estimator (ICE) will be used, if necessary, based on the type of procurement. Using traditional design-bid-build delivery or a more traditional design-build delivery won't necessarily require an ICE.
 - iv. For a sense of project scale: In the past year, ODOT has let 950 projects for \$2.1B; KYTC has let projects totaling \$1B in the last year.
4. Cost Savings / Concept Overview
 - a. Alternative I was developed to separate interstate thru traffic from local traffic
 - b. Concept I-W refined Concept I by separating local and interstate traffic between bridges, with interstate thru traffic only on companion bridge; this resulted in a narrower companion bridge and reduced costs
 - c. **Question: How is traffic impacted from Concept I to Concept I-W?** Traffic flow is similar and slightly improved by Concept I-W
5. Upcoming Tasks / Timeline Review
 - a. Value-based scoring in procurement process will seek to reward footprint minimization
 - b. Best value to be announced October 2023
 - c. Construction to begin in earnest in 2024 following November 2023 groundbreaking
 - d. **Question: How will construction be initiated and phased following award?** Construction will proceed incrementally based on buildable units; construction will initiate with tasks generally requiring lower design or review effort, such as clearing; at the peak of construction, estimates include 500 workers and \$60M monthly payments for work completed
 - e. For the knowledge of the group: Of the \$3B project cost estimate, Kentucky highway/approach work, Ohio highway/approach work, and the main river crossing will each account for approximately \$1B
6. Committee Next Steps
 - a. **Question: When will the website be updated and how will traffic impacts (and other information) be communicated – using the website or advisory committee? (Phil Castellini)** Project information and graphics are currently being updated and

finalized; the website will grow with more content as procurement and the project progress; e-newsletters will serve as the primary communication method with pertinent information being uploaded to the website as well

7. Committee General Questions/Comments

- a. **Question: What is the status of right-of-way acquisition and how will residents be impacted? (Mayor Kathy Zembrodt)** In Ohio, 70 of 79 parcels have been acquired; KY is initiating its acquisition process and will begin in earnest following NEPA approval; in KY, no residential relocations will occur in Park Hills; one residential relocation will be required on the southeast side of the Kyles Lane interchange; the original NEPA document proposed 120 relocations, but refinement of concepts and the overall footprint has reduced the number of required relocations to four (with three in Covington and one south of 12th Street)
- b. **Question: There is only one public hearing in January of 2023 on the timeline. Why have so few public hearings been held? (Sharmili Reddy)** Hearings have occurred at each step of the process throughout the project development dating back to 2012 and including the next public hearing scheduled for January; communication via e-newsletters and the website will increase as the procurement and project progress; demonstrated project readiness – which includes public outreach and refinement of project details – has been a significant component of the grant application process
- c. **Question: Does the workforce analysis account for city, county, and smaller bridge projects? (Eric Beck)** The project team acknowledges the existence of the Western Hills Viaduct project and other concurrent projects; available workforce has been identified as a project risk and attempts to address or mitigate this through outreach are ongoing

8. Public Comments

a. Craig Fischer (Fischer Homes)

- i. Being a member of the advisory committee is a privilege
- ii. Engagement in the project development process by advisory committee members and meeting attendees is highly encouraged and members should be very involved owners and should give feedback on the project for today's needs.
- iii. Interested in Route 50 on-ramp at 75 south – suggested the members should get really engaged in the details
- iv. Post Meeting Discussion: Was very interested in traffic numbers and analysis. Specifically requested numbers on US 50

b. Brian Boland (Bridge Forward)

- i. This is a once in a lifetime project
- ii. Is the original design still relevant or applicable to the changed Cincinnati/Covington areas (rhetorical)?

- iii. Involvement by the advisory committee members is encouraged to update the bridge and overall project based on changes to the area in the past decade since the original project development
- iv. Asked Advisory committee to be thought leaders and to tell the project team what is planned is no longer suitable
- v. Redevelopment; reconnecting of land
- vi. Build back better
- vii. Not against this project but pushing for an update on what is needed now

Attachments:

- Email invitation
- Agenda
- Sign-in sheets
- Presentation
- Exhibits (low resolution)

Dear Advisory Committee Member:

I am excited to announce that the Brent Spence Bridge Advisory Committee is being reconvened. The next meeting of the Advisory Committee will be held from 10:00 AM – Noon on June 29, 2022, at:

OKI Regional Council of Governments
720 East Pete Rose Way
Suite 420
Cincinnati, Ohio 45202

The purpose of the Advisory Committee Meeting is to provide an overall project update. The Project Team will present a project history and update, the current status of the grant efforts, a discussion on upcoming focus and activities, a review of the schedule, and provide an opportunity for questions and comments. We ask that you act as liaisons between your interested groups and the Project Team.

We look forward to seeing you; in person on Wednesday, June 29, 2022, at OKI Regional Council of Governments. Please email Sherry Kish at skish@hntb.com to confirm your attendance. If you are unable to come, we invite you to send another representative from your organization in your place.

If there is a new contact or representative for your organization, please provide the update with the response. You can also call Sherry at 614.493.5510, or me at 414.559.8900 with any questions. Thank you for your involvement on the Advisory Committee.

Sincerely,



Mark Becherer, PE
Vice President
HNTB Corporation

Advisory Committee Meeting Agenda

June 29, 2022

1. Welcome and Introductions
Wifi: OKI-Guest
Password: #R1verBØat
2. Project History
3. Current Project Status
4. Cost Savings Concept Overview
5. Upcoming Tasks / Timeline Review
6. Committee Next Steps
7. Public Comments

This is a working meeting of the Project Team and the Advisory Committee. As such, participation from the general public during the meeting will be limited to the portion of the agenda designated for public comment.

Committee

Name	Organization	Confirmed?	Attended Meeting
Adam Johnson	FHWA Ohio	C	X
Alexis Kidd	West End Community Council	C	
Amy Spiller	Duke Energy, OH-KY	C	
Andrew Aiello	TANK	C	
Brent Cooper	Northern Kentucky Chamber of Commerce	C	
Bryan Williams	City of Cincinnati		
Caroline Blackburn	Cincinnati Bengals	C	
Chip Gerhardt	Government Strategies Group	C	
Cindy France	Cincinnati Park Board	C	
David Okum	Hamilton County Regional Planning Commission	C	
Elizabeth Pierce	Cincinnati Museum Center	C	
Eric Beck	Hamilton County Engineer	C	
Gary Moore, Judge Exec.	Boone County Fiscal Court	C	
Gary Valentine	KYTC State Highway Engineer's Office	C	
Jack Weiss	Cincinnati Bulk Terminals, LLC	C	
Jason Gloyd	Governor's SW Ohio Regional Liaison	C	
Jeffrey L. Stec	Citizens for Civic Renewal	C	
Jill P. Meyer	Cincinnati USA Regional Chamber	C	
John Brazina	City of Cincinnati	C	
Keith Smith	ODOT, District 8	C	
Ken Smith	City of Covington	C	
Kevin Randall	HNTB	C	
Kris Knochelmann, Judge Exec.	Kenton County Fiscal Court		
Laura N. Brunner	The Port <i>Todd Castellini, VP</i>	C	
Lee Crume	Northern Kentucky Tri-Ed	C	
Leland Bennett	SouthBank Partners	C	
Lloyd MacAdam	ODOT Central Office	C	
Lorrie Platt	OKI	C	
Mark Becherer	HNTB	C	
Mark Policinski	OKI	C	
Markiea Carter	City of Cincinnati	C	
Matt Jones	Cincinnati Business Committee	C	
Mayor Aftab Pureval	City of Cincinnati		
Mayor Dave Hatter	City of Ft. Wright, KY		
Mayor Joseph U. Meyer	City of Covington	C	
Mayor Jude Hehman	City of Ft. Mitchell, KY		
Mayor Kathy Zembrodt	City of Park Hills, KY	C	
Melissa Wideman	Cincinnati/Northern KY International Airport	C	
Michael Loyselle	FHWA Kentucky	C	

Nan Cahall	Senator Portman's Office	C	x
Nathan Alley	Sierra Club	C	X
Nick Hendrix	Kenton County Engineer		
Phil Castellini	Cincinnati Reds	C	x
Rob Franxman	Boone County Engineer	C	X
Robert Yeager	KYTC, District 6	C	
Scott Stone	FHWA Ohio	C	x
Shannon Ratterman	Center for Great Neighborhoods	C	X
Sharmili Reddy	Planning & Devt Services of Kenton County	C	X
Sherry Kish	HNTB	C	x
Stacey Hans	KYTC, District 6	C	X
Stefan Spinosa	ODOT, District 8	C	x
Stephanie Dumas, President	Hamilton County Commissioners	C	
Steve Hill	Lewisburg Neighborhood Association	C	x
Steve Leeper	3CDC		
Steve Pendery, Judge Exec.	Campbell County Fiscal Court	C	X
Tammy Campbell	ODOT, District 8	C	X
Tom Arnold	ODOT, District 8	C	X
Tom West	City of Covington	C	X
Woody Keown	Nat'l. Underground Railroad Freedom Center	C	X

Keith Blake	West End Community Council (next time Chris Griffin)		X
Mour Dior	FHWA - Ky		x
Tim Long	FHWA - OH		x
Charlie Rowe	ODOT - OH		x

~~Kathy Zembrodt~~ name on 1st page

Public Sign-in

Print Name	Organization Represented	Email	Add me to Newsletter
Brian Poland	Bridge Forward	poland@fuse.net	✓
Betty Hull	Razor		
Gres Fischer	Fischer Homes	gfischer@fischerhomes.com	
Dana Martin	Fiske Plan	dmartrin@r1records.com	✓
Laura Tenfelde	PDS Kenton Co	ltenfelde@pdskc.org	✓
Giuseppe Rocco Giuseppe Rocco	City	Giuseppe.Rocco@Cincinnati-oh.gov	✓



**BRENT SPENCE
BRIDGE CORRIDOR**

**PROJECT ADVISORY COMMITTEE
June 29, 2022**


WiFi: OKI-Guest
Password: #R1verBøat

 INVESTING IN LOCAL COMMUNITIES. GROWING AMERICA'S ECONOMY.
brentspencebridgecorridor.com 

1

AGENDA

- OKI Welcome/Housekeeping
- Introductions
- Project History
- Current Project Status
- Cost Savings Concept I-W Overview
- Upcoming Tasks/Timeline Review
- Committee Next Steps
- Public Comments

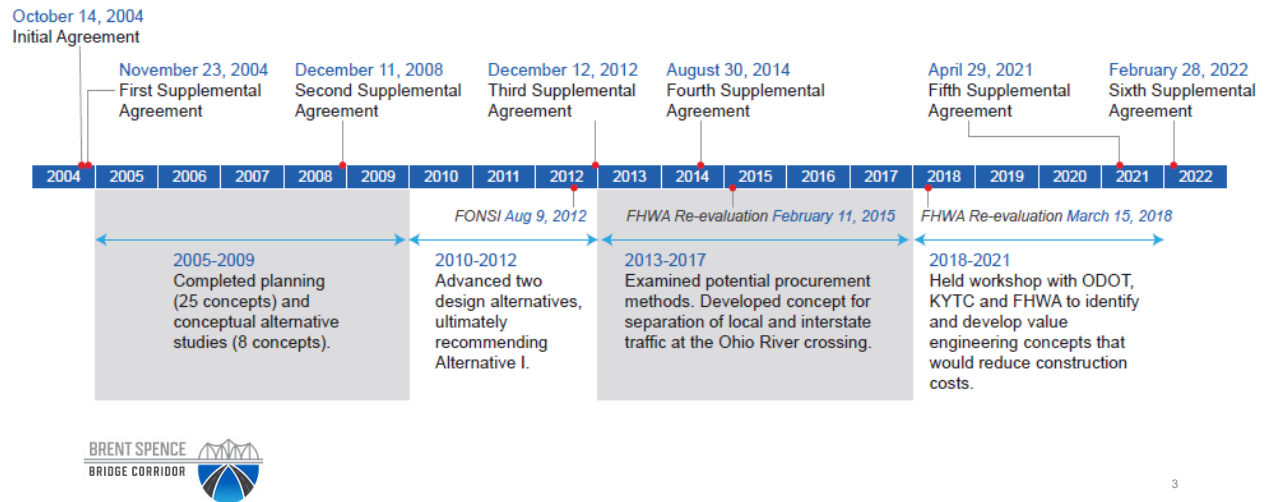


The map shows the project area in Cincinnati, Ohio, and Covington, Kentucky. The project area is outlined in red, and the project corridor is outlined in blue. The state border between Ohio and Kentucky is shown as a dashed line. The map includes labels for various streets and landmarks, such as the Ohio River, Over the Rhine, and the Brent Spence Bridge. A legend in the bottom right corner identifies the Project Area, Project Corridor, and State Border. A north arrow is also present.

**BRENT SPENCE
BRIDGE CORRIDOR**

2

PROJECT HISTORY



3

CURRENT PROJECT STATUS

- Design and Project Cost
- Traffic
- Funding/Financing
- Grant Applications
- Environmental Re-Evaluation
- Outreach
- Pre-Procurement



4

DESIGN and PROJECT COST

- Developed conceptual design for Value Engineering (VE) Concepts (I-W and I-M) to reduce project impacts and costs
- Coordinated with the traffic modeling process to accommodate changes and revisions to support traffic operations
- Reviewed Conceptual Signing Plan prepared for preferred FONSI Alternative to verify it works for the VE concepts
- Reviewed all VE recommendations for approval, rejection, or pending status
- Right of Way acquisition occurring in Kentucky
- Developed project costs for the VE Concepts (I-W and I-M)
 - Each within \$30M of one another
 - Overall project cost estimate for Value Engineering Concept I-W is \$2.9B
- Preparing Design Summary Report

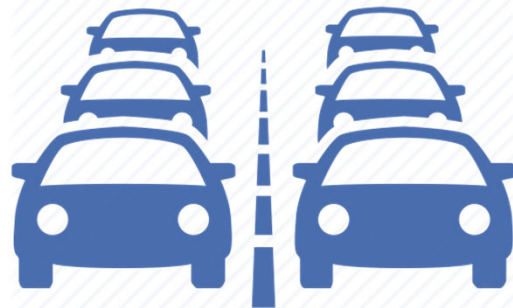


5

5

TRAFFIC

- Worked with ODOT/KYTC/OKI to validate the OKI regional model for the project area
- Prepared design year 2050 AM and PM peak period planning level traffic forecasts for the study network
- Utilized traffic simulation to analyze and inform design updates for the two Value Engineering Concepts: I-W and I-M
- Prepared Traffic Operations Report that summarizes the traffic modeling and analysis process and results



6

6

FUNDING/FINANCIAL

- Determined the capacity and potential use of state funding for both Ohio and Kentucky
- Evaluated the capacity and potential use of federal funding, including grant programs
- Determined the potential yearly funding needs and the potential sources of funding in each of those years (including grants)
- Preparing final funding/financing technical memorandum

	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total	%
Federal Grants	\$40	\$444	\$600	\$575	\$0	\$0	\$1,660	60%
KYTC Federal	\$33	\$36	\$40	\$15	\$7	\$0	\$131	13%
ODOT Federal	\$13	\$0	\$94	\$0	\$0	\$129	\$236	
KYTC State	\$137	\$176	\$67	\$58	\$2	\$0	\$441	27%
ODOT State	\$3	\$0	\$24	\$0	\$244	\$32	\$303	
TOTAL	\$226	\$657	\$825	\$648	\$253	\$161	\$2,771	
% Federal								73%

**Sources of Project Funds
(Funding by Fiscal Year, in
millions)**

Note: Totals may not add due to rounding.



7

7

GRANT APPLICATIONS

- Determined to pursue two grant programs:
 - Multimodal Project Discretionary Grant - MPDG (MEGA and INFRA)
 - Large Bridge Project Grant (part of the Bridge Investment Program)
- Prepared and submitted MPDG grant on May 23, 2022
- Currently preparing Large Bridge Project grant – Due August 9, 2022



8

8

ENVIRONMENTAL RE-EVALUATION

- Assessing changes in the corridor that have occurred since the last Environmental Re-Evaluation
- Performing field surveys
 - Ecological
 - Endangered Species
 - Noise
- Submitting a Supplemental Environmental Assessment for review and concurrence by FHWA
- Will hold public hearing in early 2023

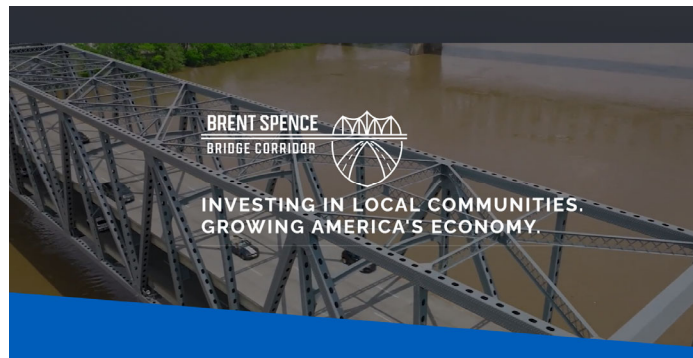


9

9

OUTREACH

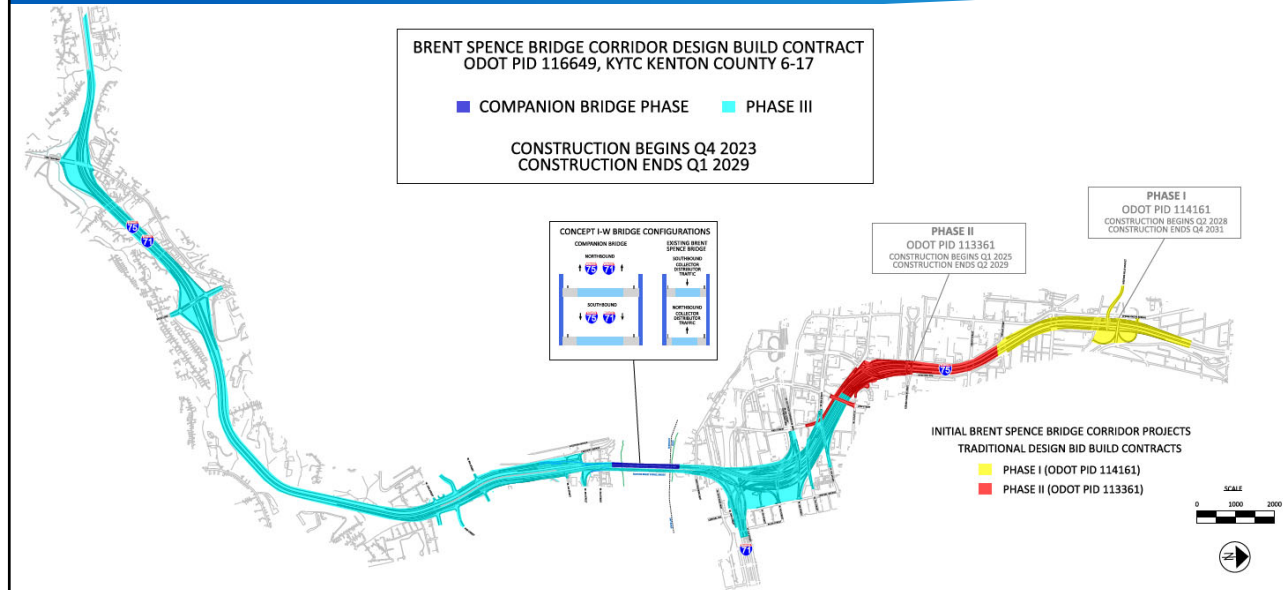
- Updated the Corridor Website – www.brentspencebridgecorridor.com
- Held individual meetings with Covington and Cincinnati
- Distributed two project newsletters and plan to distribute monthly moving forward
- Reconvening this committee



10

10

CORRIDOR PROJECT PHASING



11

PRE-PROCUREMENT

- Beginning pre-procurement process for a design build project delivery
- Held outreach meeting with the Construction and Engineering community in Covington on June 7, 2022
 - Over 250 attendees
 - Held one on one meetings with seven construction firms/teams
- Preparing risk assessment and additional information in preparation of a fall RFQ



12

12

CONCEPT I-W OVERVIEW

- Developed value engineering concepts
 - Based on performance-based design concepts
 - Local traffic (CD) on existing bridge
 - Each deck has all traffic in the same direction
- Same access Point as Alternative I – Major difference is at the River Crossing
- Current Estimated Project Cost is \$2.96B

ALTERNATIVE I
(Current Preferred Alternative)

CONCEPT W

13

UPCOMING TASKS / TIMELINE

2022

- June 2022: Project Advisory Committee Meeting
- August 9, 2022: Large Bridge Project Federal Grant Application Due
- July 2022: Complete Value Engineering Process

2023

- January 2023: Request for Proposals to Design Build Teams
- January 2023: Public Hearing
- February 2023: Complete Supplemental EA and Update FONSI
- October 2023: Announcement of Design Build Team (Final Design and Construction)
- November 2023: Groundbreaking

2024-2029

- November 2023-2029: Construction

14

BRENT SPENCE
BRIDGE CORRIDOR






COMMITTEE NEXT STEPS

15

COMMITTEE NEXT STEPS

- Send feedback to ODOT/KYTC
- Share this information within your organization(s) and others
- Sign up for the e-newsletter
- Write a support letter for future grants
- Attend future meetings



BRENT SPENCE
BRIDGE CORRIDOR



16

16

BRENT SPENCE
BRIDGE CORRIDOR



PUBLIC COMMENTS

17

BRENT SPENCE
BRIDGE CORRIDOR



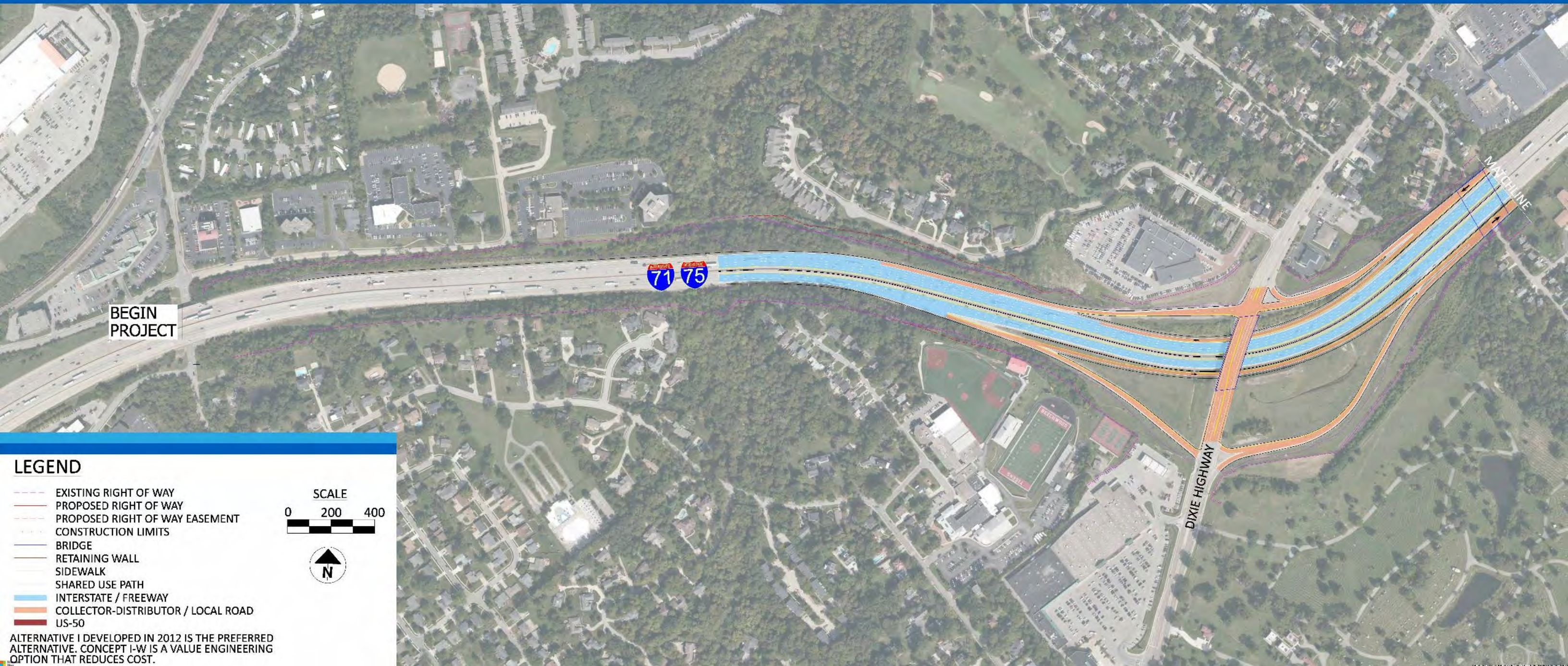
PROJECT TEAM CONTACTS

Stefan Spinosa
ODOT – D8
stefan.spinosa@dot.ohio.gov

Stacee Hans
KYTC – D06
stacee.hans@ky.gov

Mark Becherer
HNTB
mbecherer@HNTB.com

18

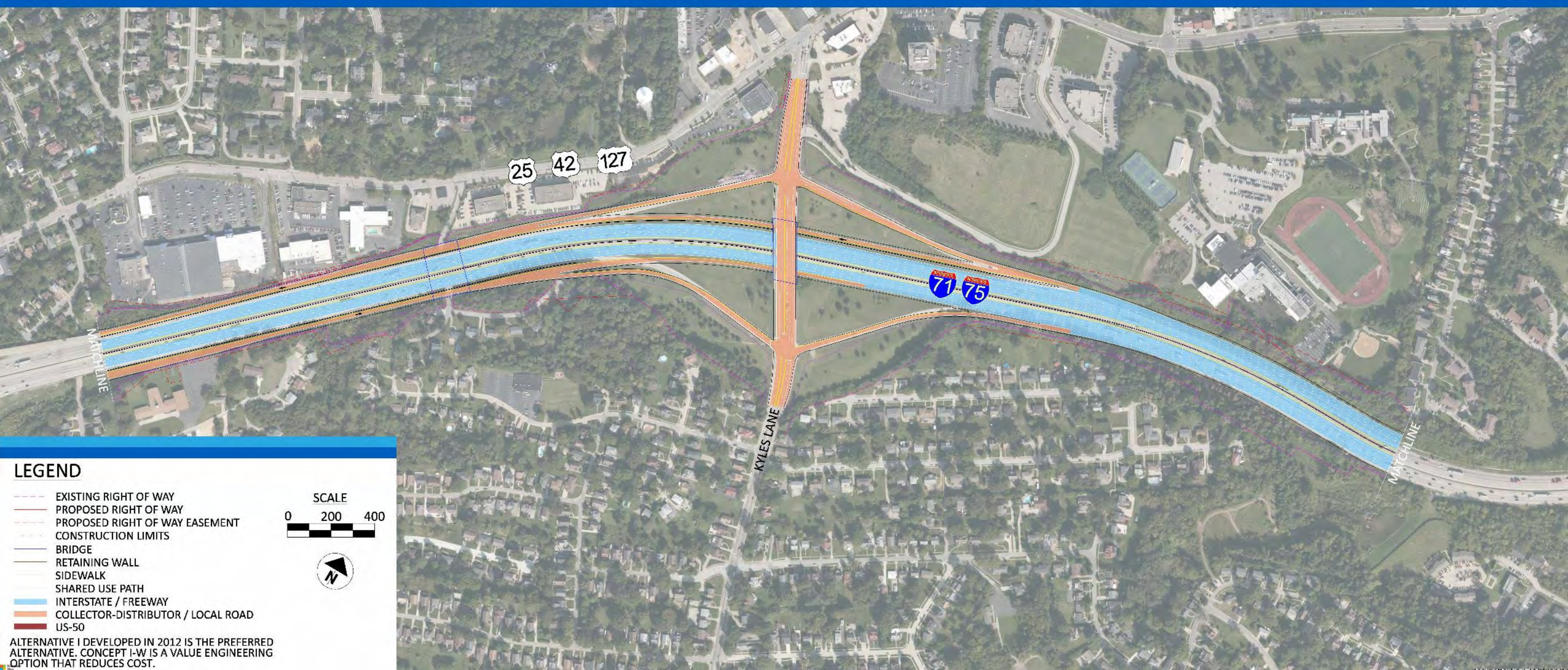


LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED RIGHT OF WAY EASEMENT
- CONSTRUCTION LIMITS
- BRIDGE
- RETAINING WALL
- SIDEWALK
- SHARED USE PATH
- INTERSTATE / FREEWAY
- COLLECTOR-DISTRIBUTOR / LOCAL ROAD
- US-50



ALTERNATIVE I DEVELOPED IN 2012 IS THE PREFERRED ALTERNATIVE. CONCEPT I-W IS A VALUE ENGINEERING OPTION THAT REDUCES COST.

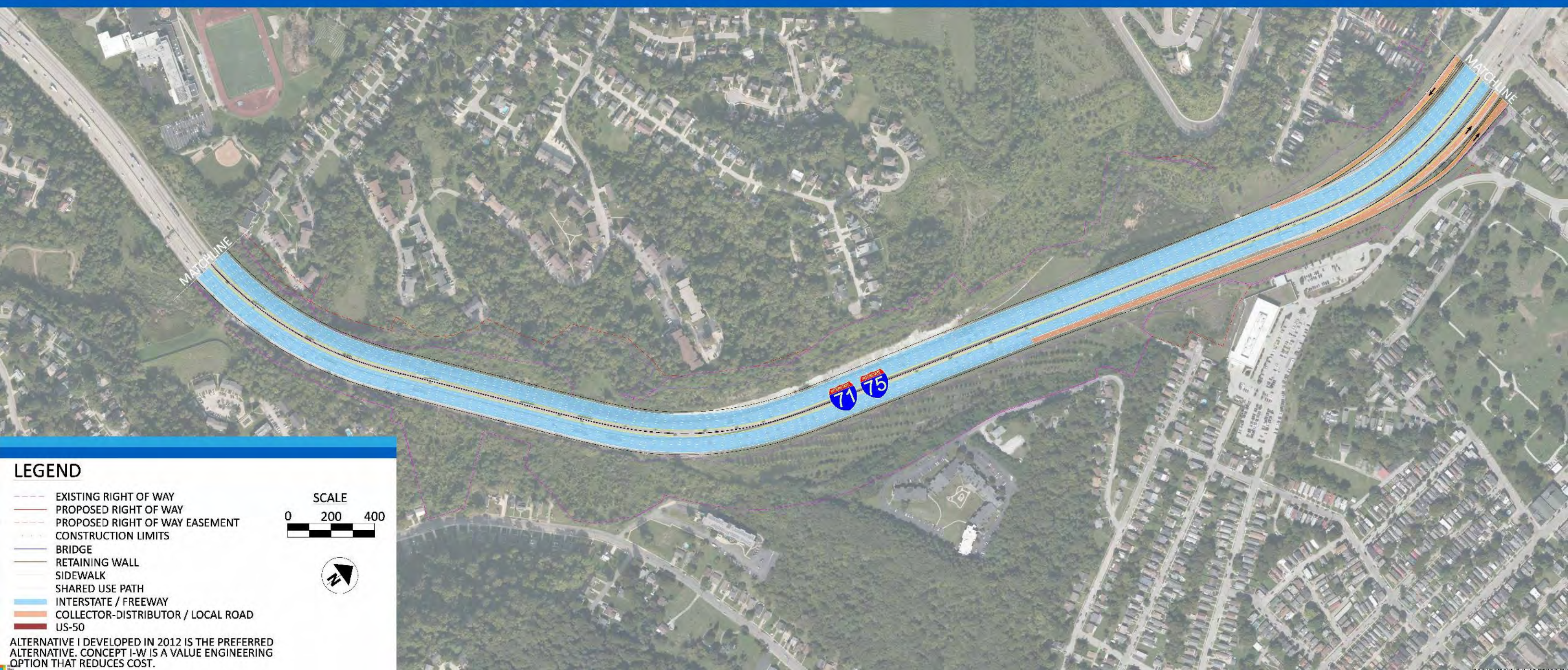


LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED RIGHT OF WAY EASEMENT
- CONSTRUCTION LIMITS
- BRIDGE
- RETAINING WALL
- SIDEWALK
- SHARED USE PATH
- INTERSTATE / FREEWAY
- COLLECTOR-DISTRIBUTOR / LOCAL ROAD
- US-50



ALTERNATIVE I DEVELOPED IN 2012 IS THE PREFERRED ALTERNATIVE. CONCEPT I-W IS A VALUE ENGINEERING OPTION THAT REDUCES COST.

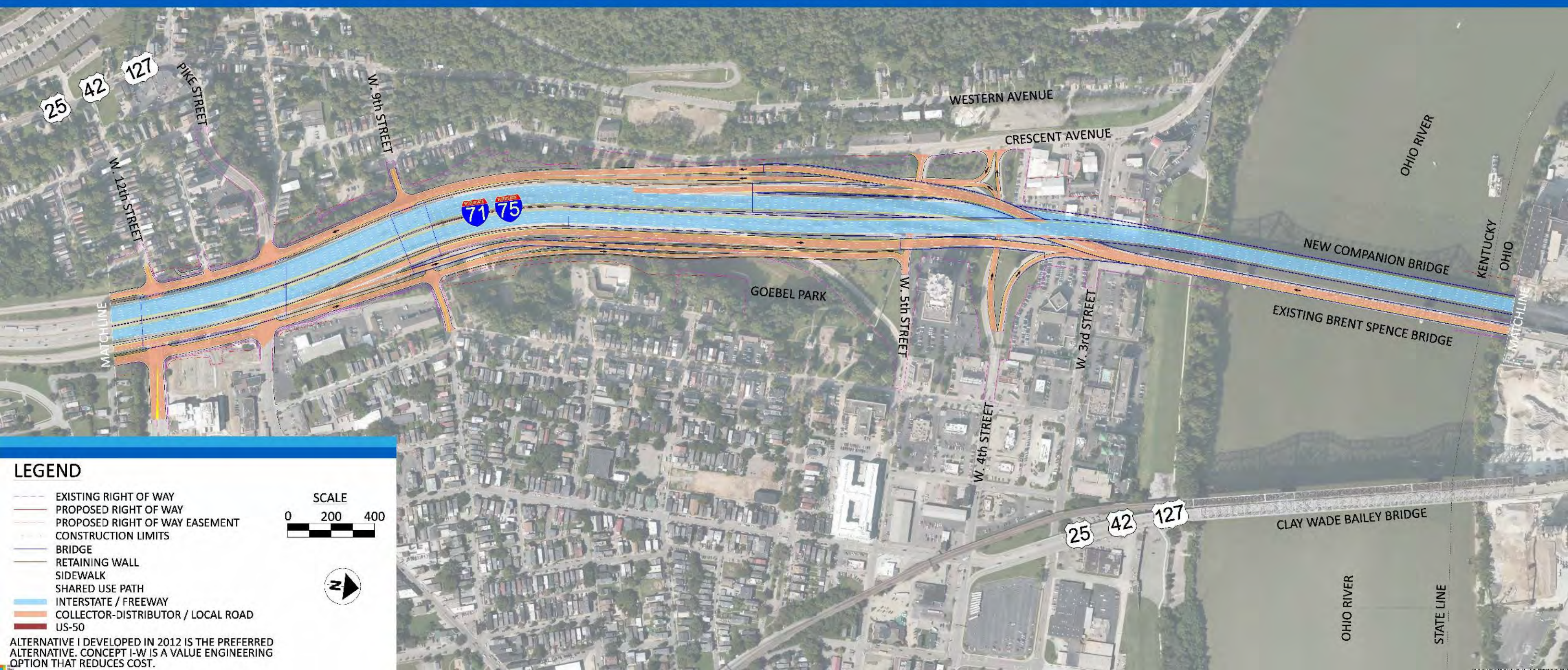


LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED RIGHT OF WAY EASEMENT
- CONSTRUCTION LIMITS
- BRIDGE
- RETAINING WALL
- SIDEWALK
- SHARED USE PATH
- INTERSTATE / FREEWAY
- COLLECTOR-DISTRIBUTOR / LOCAL ROAD
- US-50



ALTERNATIVE I DEVELOPED IN 2012 IS THE PREFERRED ALTERNATIVE. CONCEPT I-W IS A VALUE ENGINEERING OPTION THAT REDUCES COST.



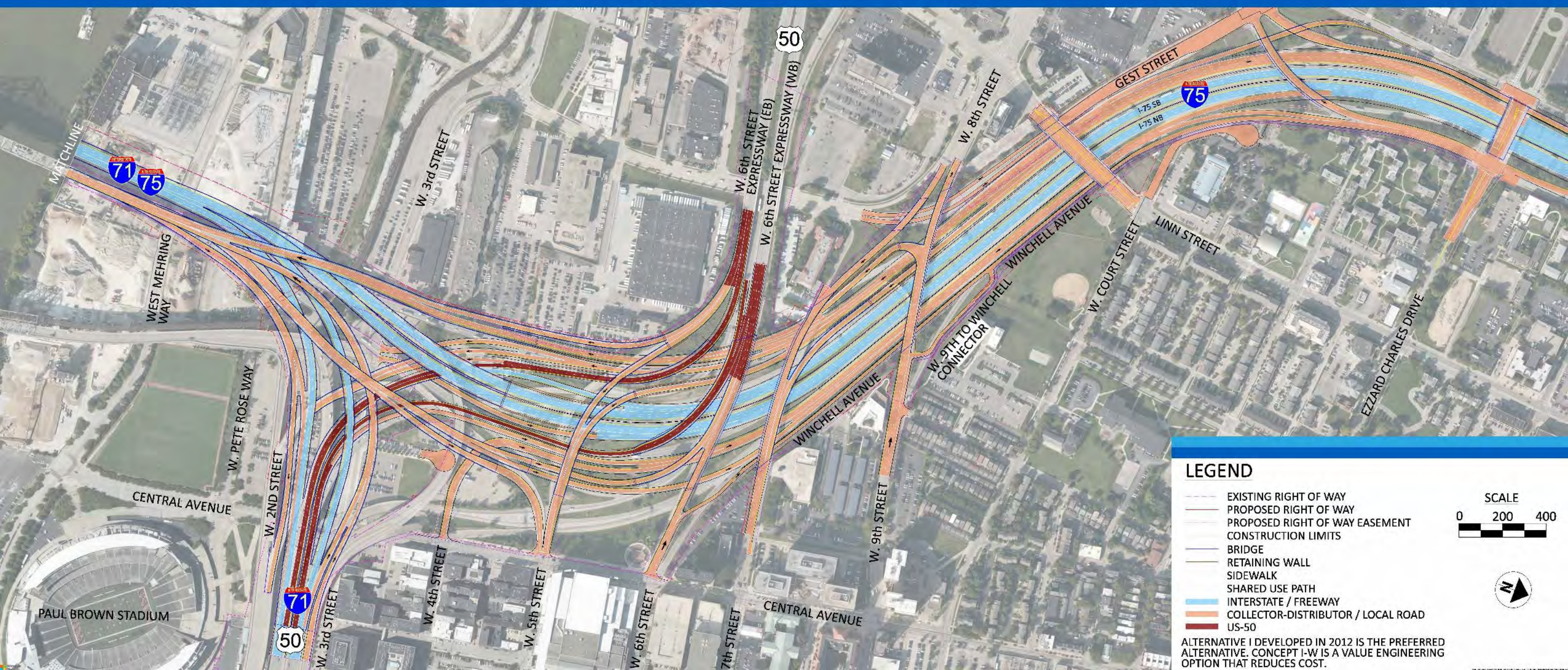
LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED RIGHT OF WAY EASEMENT
- CONSTRUCTION LIMITS
- BRIDGE
- RETAINING WALL
- SIDEWALK
- SHARED USE PATH
- INTERSTATE / FREEWAY
- COLLECTOR-DISTRIBUTOR / LOCAL ROAD
- US-50

SCALE
0 200 400



ALTERNATIVE I DEVELOPED IN 2012 IS THE PREFERRED ALTERNATIVE. CONCEPT I-W IS A VALUE ENGINEERING OPTION THAT REDUCES COST.

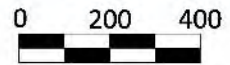



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED RIGHT OF WAY EASEMENT
- CONSTRUCTION LIMITS
- BRIDGE
- RETAINING WALL
- SIDEWALK
- SHARED USE PATH
- INTERSTATE / FREEWAY
- COLLECTOR-DISTRIBUTOR / LOCAL ROAD
- US-50












ALTERNATIVE I DEVELOPED IN 2012 IS THE PREFERRED ALTERNATIVE. CONCEPT I-W IS A VALUE ENGINEERING OPTION THAT REDUCES COST.

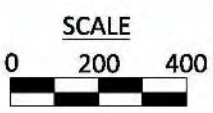
SCALE

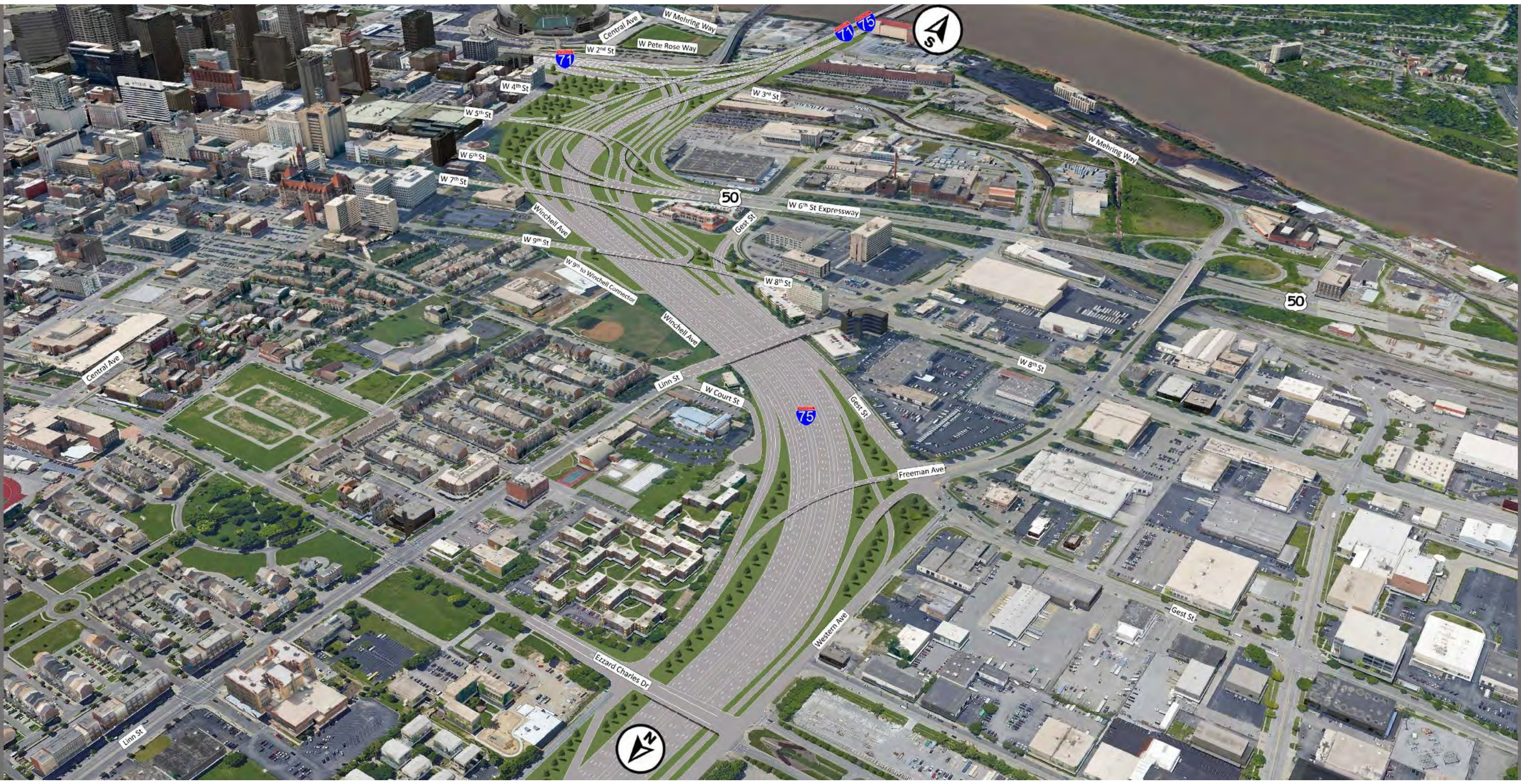


LEGEND

-  EXISTING RIGHT OF WAY
-  PROPOSED RIGHT OF WAY
-  PROPOSED RIGHT OF WAY EASEMENT
-  CONSTRUCTION LIMITS
-  BRIDGE
-  RETAINING WALL
-  SIDEWALK
-  SHARED USE PATH
-  INTERSTATE / FREEWAY
-  COLLECTOR-DISTRIBUTOR / LOCAL ROAD
-  US-50



ALTERNATIVE I DEVELOPED IN 2012 IS THE PREFERRED ALTERNATIVE. CONCEPT I-W IS A VALUE ENGINEERING OPTION THAT REDUCES COST.





BRENT SPENCE BRIDGE CORRIDOR PROJECT PHASING

BRENT SPENCE BRIDGE CORRIDOR DESIGN BUILD CONTRACT
ODOT PID 116649, KYTC KENTON COUNTY 6-17

■ COMPANION BRIDGE PHASE ■ PHASE III

CONSTRUCTION BEGINS Q4 2023
CONSTRUCTION ENDS Q1 2029

CONCEPT I-W BRIDGE CONFIGURATIONS

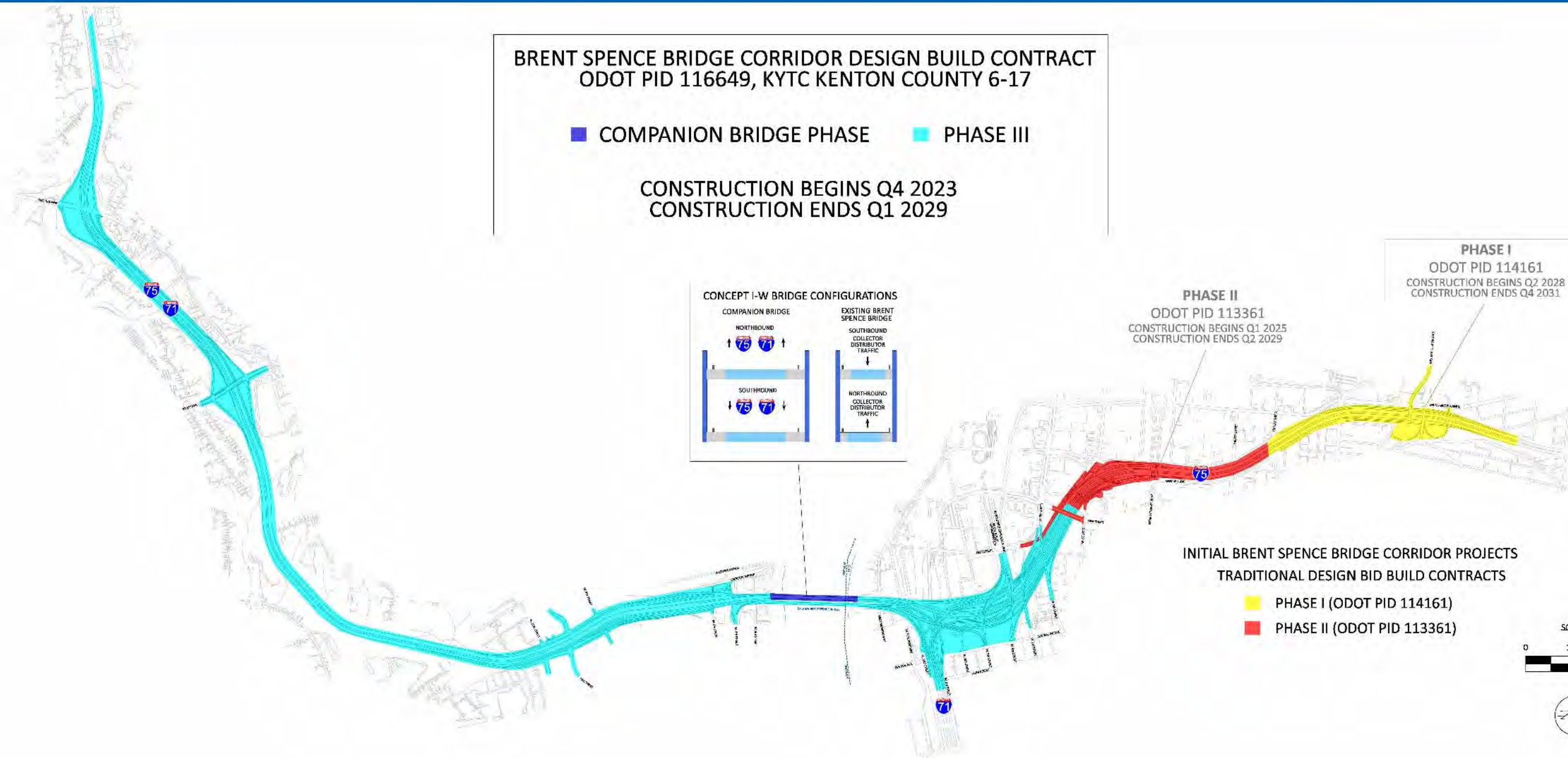
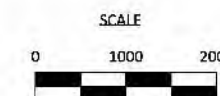


PHASE II
ODOT PID 113361
CONSTRUCTION BEGINS Q1 2025
CONSTRUCTION ENDS Q2 2029

PHASE I
ODOT PID 114161
CONSTRUCTION BEGINS Q2 2028
CONSTRUCTION ENDS Q4 2031

INITIAL BRENT SPENCE BRIDGE CORRIDOR PROJECTS
TRADITIONAL DESIGN BID BUILD CONTRACTS

- PHASE I (ODOT PID 114161)
- PHASE II (ODOT PID 113361)





DRAFT DELIVERY TIMELINE

BRENT SPENCE BRIDGE CORRIDOR DESIGN BUILD PROJECT
ODOT PID 116649 & KYTC KENTON COUNTY 6-17

