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# Brent Spence Bridge Corridor Project Project Advisory Committee Meeting Summary August 21, 2023

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## Introduction

The Brent Spence Bridge (BSB) Corridor Project Advisory Committee (PAC) meeting was held on August 21, 2023 from 10:00 am to 11:30 am. The meeting was held at the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) building located at 720 Pete Rose Way, Suite 420, Cincinnati, Ohio. Invitations to the meeting were sent to PAC members via email on July 25, 2023 (see Attachment ). Attendees at the meeting included PAC members or their designated representatives and members of the project team from the Federal Highway Administration (FHWA), the Kentucky Transportation Cabinet (KYTC), the Ohio Department of Transportation (ODOT), the design-build team, and other consultants. The PAC meeting was open to the general public, although no members of the public attended. A list of attendees is included in Attachment 2.

## Presentation

The meeting began with opening remarks by Stacey Hans (KYTC) and an introduction of Tom Arnold as ODOT project manager for the construction phase and members of the Walsh-Kokosing design-build team. The remarks were followed by a presentation by Tom Arnold (ODOT) and Stacey Hans. A copy of the presentation is included in Attachment 3. Major topics addressed in the presentation include:

- Project history;
- Purpose and need;
- Construction phases and schedules;
- Project overview, including discussion of the new companion bridge and a flyover animation;
- Progressive design-build, including description, request for proposal process, contract objectives, selected design-build team, schedule, and innovation process;
- Public outreach update, including on-going public outreach activities and diversity and inclusion opportunities; and
- Environmental update, including potential environmental impacts, proposed mitigation and enhancement measures, and schedule.

## Comments and Questions

No members of the general public attended the PAC meeting, and no public comments were received. The following comments and questions were provided by PAC members after the presentation:

- Brent Cooper – Northern Kentucky Chamber of Commerce: Are there opportunities to advance construction and build the project sooner?



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- Several factors influence the construction schedule, such as the need to maintain traffic during construction. KYTC and ODOT will continue to explore opportunities to reduce schedule during the progressive design-build process.
  - Tom West – City of Covington, Economic Development Director: Has the project team considered reflective sound from noise walls to make sure they don't increase noise on the opposite side of the highway?
    - The noise analyses fully considered how noise walls would impact the overall noise and acoustic environment. KYTC is also exploring the use of transparent noise walls to preserve views in Covington based on neighborhood feedback.
  - Woody Keown – National Underground Railroad Freedom Center: Is ODOT aware of erosion along the bank of the Ohio River (on the Ohio side) that was recently addressed in a Park Foundation meeting/presentation? Has ODOT connected with the Parks Foundation?
    - The project team is not aware of these activities. Additional information can be sent to Tom Arnold at ODOT.
  - Brent Cooper – Northern Kentucky Chamber of Commerce: Please confirm the groundbreaking will occur next year.
    - The groundbreaking for the overall project (heavy dirt activity) will be next year. There are several on-going project activities that are occurring now and will continue, including right-of-way acquisition in Kentucky and Ohio. KYTC is also looking at an opportunity for a pilot project with transparent noise walls in the near future.
  - Elizabeth Pierce – Cincinnati Museum Center: The museum center is interested in more information about the timing for the construction of the Ezzard Charles Drive bridge, which provides access to the center. The Museum Center is also interested in partnering with the project team to showcase various aspects of the project, such as the engineering and science involved or the environmental impacts.
    - The Ezzard Charles Drive bridge will be reconstructed during Phase II of the project, which is scheduled to start in 2026. KYTC and ODOT welcome the opportunity to work with the Museum Center to showcase the project.
  - Gary Moore – Boone County Fiscal Court Judge Executive: Will there be dedicated truck/freight lanes on the cut-in-the-hill? Will the project accommodate transit?
    - The project will not include dedicated truck/freight lanes, but I-71/I-75 will be six lanes on the cut-in-the-hill, which will allow traffic to flow better and experience fewer slowdowns. The project will not preclude future transit opportunities and improvements. The additional lanes will improve traffic flow for existing transit that uses I-71/I-75. The shoulders will be built full depth, which would allow bus on shoulder if that is implemented in the future.



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- Sharmili Reddy – Planning and Development Services of Kenton County: Has the project team considered a virtual option for the upcoming public meetings?
    - Because the upcoming meetings are open house format and there are not formal meeting proceedings to broadcast, a virtual option is not being offered. The exhibits and handouts for the meetings are posted on the project website. KYTC and ODOT are also preparing a pre-recorded presentation that will play at the open house meetings, which will also be posted on the project website when it is finalized.
  - Nathan Alley – Sierra Club: Please confirm the environmental schedule. Sierra Club recently received information that the environmental documents would be available in February 2024.
    - The dates shared at today's meeting are the most current. KYTC and ODOT are targeting late 2023 for the environmental documents to be made available for public review and comment.

## Exhibits

Exhibits prepared for the upcoming open house project status update meetings were available for review by attendees, see Attachment 4. Members of the project team were present to answer any questions. Photographs from the PAC meeting are provided in Attachment 5.



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Attachment 1: Invitations

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**Subject:** Brent Spence Bridge PAC Meeting -- August 21, 2023  
**Location:** OKI Regional Council of Governments; 720 East Pete Rose Way; Suite 420

**Start:** Mon 8/21/2023 10:00 AM  
**End:** Mon 8/21/2023 12:00 PM  
**Show Time As:** Tentative

**Recurrence:** (none)

**Meeting Status:** Not yet responded

**Organizer:** Mark Becherer

**Required Attendees**



**Optional Attendees**



**Dear Advisory Committee Member:**

The next meeting of the Advisory Committee will be held from 10:00 AM – Noon on August 21, 2023, 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; including the current project status, a discussion of the progressive design build process, a review of the overall project schedule, updates on the upcoming public meetings, and provide an opportunity for questions and comments. We ask that you share the information provided at the meeting and continue to act as liaisons between your interested groups and the Project Team.

We look forward to seeing you on Monday, August 21, 2022, at OKI Regional Council of Governments. Please email Mark Becherer a [REDACTED] to confirm your attendance. If you are unable to attend, we invite you to send another representative from your organization in your place.

If you are sending another representative; or if there is a new contact or representative for your organization; please provide the name and contact information with your response. You can also call me at [REDACTED] with any questions. Thank you for your involvement on the Advisory Committee.

Sincerely,

**Mark Becherer**  
Vice President

[REDACTED]

**HNTB CORPORATION**

 **100+ YEARS OF INFRASTRUCTURE SOLUTIONS**



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We look forward to seeing you on Monday, August 21, 2022, at OKI Regional Council of Governments. Please email Mark Becherer at [mbecherer@hntb.com](mailto:mbecherer@hntb.com) to confirm your attendance. If you are unable to attend, we invite you to send another representative from your organization in your place.

If you are sending another representative; or if there is a new contact or representative for your organization; please provide the name and contact information with your response. You can also call 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

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## **Advisory Committee Meeting Agenda August 21, 2023**

1. Welcome and Introductions
2. Current Project Status
3. Progressive Design Build Status & Process
4. Current Project Overall Timeline/Schedule
5. Project Status Update Public Meeting
6. 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.*





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Attachment 2: Attendees

## BRENT SPENCE BRIDGE CORRIDOR PROJECT

Project Advisory Committee Meeting ~ August 21, 2023

First Name	Last Name	Agency	Checked In
Andrew	Aiello, Chief of Staff	SORTA/Metro	✓
Nathan	Alley	Sierra Club	✓
Tom	Arnold	ODOT, District 8	✓
Mark	Becherer	HNTB	✓
Eric	Beck	Hamilton County Engineer	✓
Leland	Bennett	SouthBank Partners	
Caroline	Blackburn	Cincinnati Bengals	
Katie	Blackburn	Cincinnati Bengals	✓
Keith	Blake	Stand in for West End Community Council	
John	Brazina	City of Cincinnati Dept. of Transportation & Engineering Dept.	✓
Laura N.	Brunner, President & CEO	Port of Greater Cincinnati Development Authority	✓
Nan	Cahall	Senator Portman's Office	
Tammy	Campbell	ODOT, District 8	
Markiea	Carter	City of Cincinnati Community and Economic Development	
Phil	Castellini	Cincinnati Reds	
Brent	Cooper	Northern Kentucky Chamber of Commerce	✓
Lee	Crume	Northern Kentucky Tri-Ed	
Brendon	Cull, President & CEO	Cincinnati USA Regional Chamber	
Mour	Diop	FHWA - KY	
Gina	Douthat	TANK, Deputy General Manager	✓
Stephanie	Dumas	Hamilton County Commissioners	
Cindy	France	Cincinnati Park Board	
Rob	Franxman	Boone County Engineer	
Kathleen	Fuller	ODOT	



## BRENT SPENCE BRIDGE CORRIDOR PROJECT

Project Advisory Committee Meeting ~ August 21, 2023

First Name	Last Name	Agency	Checked In
Charles "Chip"	Gerhardt	Government Strategies Group	
Jason	Gloyd	Governor's Southwest Ohio Regional Liaison	✓
Chris	Griffin	West End Community Council	
Joel	Gross	Cincinnati Park Board	
Stacey	Hans	KYTC, District 6	✓
Mayor <del>Dave</del> Jill Bailey	Hatter	City of Ft. Wright, KY	✓
Jodi	Heflin	HNTB	✓
Mayor Jude	Helman	City of Ft. Mitchell, KY	
Nick	Hendrix	Kenton County Engineer	
Steve	Hill	Lewisburg Neighborhood Association	
Adam	Johnson	FHWA Ohio	✓
Matt	Jones	Cincinnati Business Committee	
Katherine	Keough-Jurs	City of Cincinnati City Planning	✓
Woody	Keown	National Underground Railroad Freedom Center	✓
Alexis	Kidd	West End Community Council	
Sherry	Kish	HNTB	
Kris	Knochelmann, Judge Exec.	Kenton County Fiscal Court	
Steve	Leeper, President & CEO	3CDC	
Tim	Long	FHWA - OH	✓
Michael	Loyselle	FHWA Kentucky	
Pete	Metz	Cincinnati USA Regional Chamber	✓
Jill P.	Meyer	Cincinnati USA Regional Chamber	
Mayor Joseph U.	Meyer	City of Covington	✓
Gary	Moore, Judge Exec.	Boone County Fiscal Court	✓

## BRENT SPENCE BRIDGE CORRIDOR PROJECT

Project Advisory Committee Meeting ~ August 21, 2023

First Name	Last Name	Agency	Checked In
David	Okum	Hamilton County Regional Planning Commission	✓
Steve	Pendery, Judge Exec.	Campbell County Fiscal Court	
Elizabeth	Pierce, President & CEP	Cincinnati Museum Center	✓
Lorrie	Platt	OKI	
Mark	Policinski	OKI	✓
Mayor Aftab	Pureval	City of Cincinnati	
Kevin	Randall	HNTB	
Mimi	Rasor	RASOR	✓
Shannon	Ratterman	Center for Great Neighborhoods	✓
Sharmili	Reddy, AICP	Planning and Development Services of Kenton County	✓
Alicia	Reece, President of the Board	Hamilton County Commissioners	
Charlie	Rowe	ODOT	
Joe	Shields	City of Park Hills, KY	
Keith	Smith	ODOT, District 8	
Ken	Smith	City of Covington	
Amy	Spiller, President	Duke Energy, OH-KY	
Stefan	Spinosa	ODOT, District 8	✓
Jeffrey L.	Stec, J.D., Director	Citizens for Civic Renewal	
Scott	Stone	FHWA Ohio	✓
Gary	Valentine	KYTC State Highway Engineer's Office	✓
Will	Weber	SouthBank Partners	
Melissa	Wegman	Queensgate Business Alliance	✓
Jack	Weiss	Cincinnati Bulk Terminals, LLC	✓
Tom	West	City of Covington, Economic Development Director	✓





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[Attachment 3: Presentation](#)



1

## Welcome

- Meeting purpose
  - Share updates on the Brent Spence Bridge (BSB) Corridor Project
  - Keep the PAC informed to allow you to be a conduit to keep the community informed
- Agenda
  - Project history and overview
  - Progressive design-build process
  - Public Outreach and Environmental update



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## Project History

2000	
2004	← 2004   ODOT & KYTC begin BSB Corridor Project
2005	Alternatives Development & Evaluation
	Impact Assessment
	Public & Stakeholder Input
2010	
2012	← 2012   Environmental Approval - Selected Alternative I
2015	Design Refinements
	Cost/Impact Reductions
	Enhancements
2020	
2022	← 2022   Refined Alternative I - Concept I-W

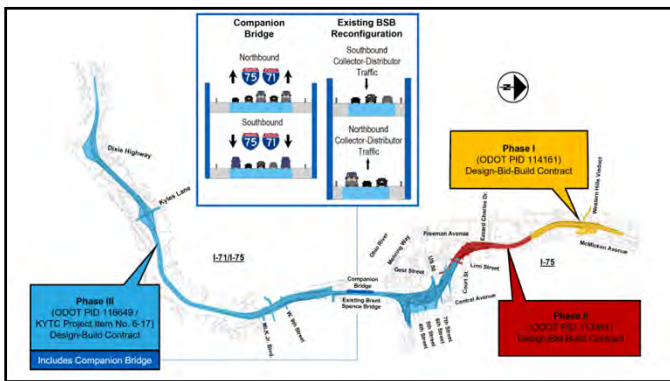
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## Purpose and Need

- Improve traffic flow and level of service
- Improve safety
- Correct geometric deficiencies
- Maintain connections to key regional and national transportation corridors



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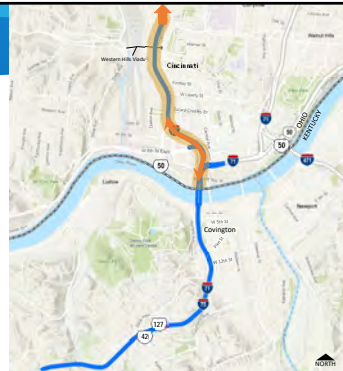


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## Project Description

Ohio

- Widen I-75
- Rebuild all overpass bridges and interchanges
- Build a collector-distributor system
- Tie into the Mill-Creek Expressway-Hopple Street Interchange Project




6

### Project Description

Ohio

- Tie into the Western Hills Viaduct project
- Add a northbound exit to Ezzard Charles Drive
- Connect to I-71 and US-50E




7

### Project Description

Kentucky

- Reconstruct and widen I-71/I-75
- Rebuild all overpass bridges and interchanges




8

### Project Description

Kentucky

- Extend frontage roads in Covington
- Construct a collector-distributor system from 12th Street north
- Construct collector-distributor systems between Dixie Highway and Kyles Lane




9

### Project Description

Brent Spence Bridge

- Rehabilitate and reconfigure existing bridge
  - Three lanes each deck
  - Inside/outside shoulders
  - Carry local traffic




10

### Project Description

Brent Spence Bridge

- New double-decker companion bridge
  - 5 lanes each deck
  - Carry through (interstate) traffic



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### Project Description

New Companion Bridge

- Innovative and cost-effective design
- Arch or Cable-Stayed bridge type
- Iconic and aesthetically pleasing
- On-going coordination with the project Aesthetics Committee



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Progressive Design-Build

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### Progressive Design-Build Process

Progressive Design-Build

- Selection based on qualifications and pricing approach
- Offsets construction market uncertainties
  - Inflation
  - Supply chain
  - Availability of materials

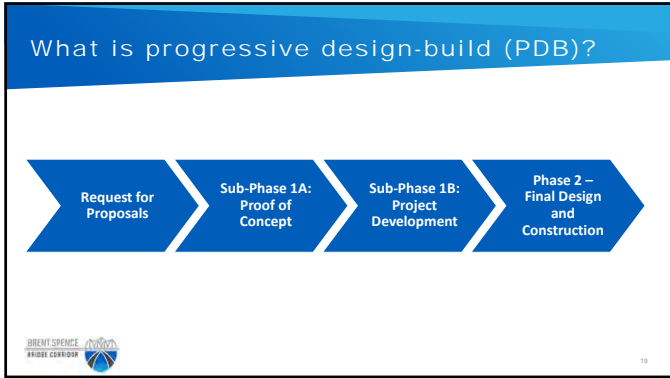
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### Progressive Design-Build Process

Progressive Design-Build

- Prices materials closer to construction
- Allows for innovation concepts
- Provides more opportunities for outreach
  - Local agency coordination
  - Traffic and incident management
  - Aesthetics

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- ### Procurement Highlights
- What's in the RFP?
- Instructions to Offerors
  - Contract
  - Technical Requirements
    - Contract Objectives
    - Higher level design-build scope
    - Innovation Period
    - Diversity and Inclusion Outreach Plan (DIOP)
  - Limited Negotiations
- IRENT SPENCE  
KOKOSING  
WALSH

20

- ### Contract Objectives
- Maximize the Project scope within the programmed funding amounts through innovation, design optimization and effective risk mitigation;
  - Build the Project with a context sensitive design that fits within the community;
  - Maximize the public investment in the Project by minimizing the footprint;
  - Minimize the footprint of the interstate system to maximize potential developable space;
  - Improve neighborhood connectivity across the interstate;
  - Minimize traffic disruption during construction, with minimal detours or diversion of traffic to local streets;
  - Provide opportunities for Workforce Development and DBE utilization;
  - Provide strong aesthetic value along the Project corridor;
  - Achieve effective project delivery;
  - Minimize physical intrusion and impact;
  - Create best environmental outcomes;
  - Design for sustained quality of life;
  - Improve the local road aesthetics when crossing the interstate; and
  - Open the new companion bridge to traffic by July 15, 2029.
- IRENT SPENCE  
KOKOSING  
WALSH

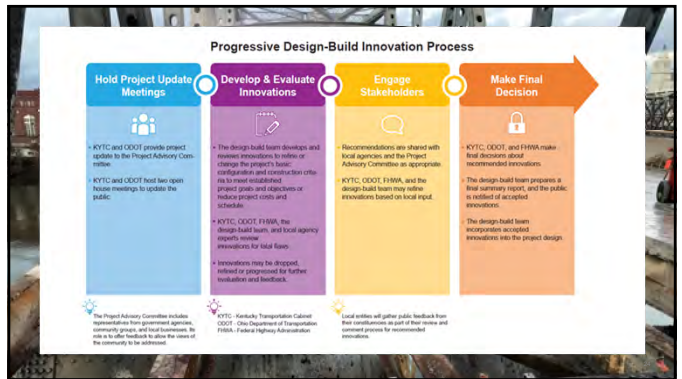
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- ### Progressive Design-Build Team Selection
- Contractors – Joint Venture
- Walsh Construction Company II, LLC
  - Kokosing Construction company, Inc
- Design Consultants
- AECOM Technical Services, Inc
    - Lead design firm
    - Lead designer Kentucky segment
  - Jacobs Technical Services, Inc.
    - Lead designer Ohio Segment
    - Independent companion bridge engineer
  - Parsons Engineering Group, Inc
    - Independent design quality firm
  - WEB Ventures, LLLC
    - Diversity, inclusion, and outreach firm
- 
- IRENT SPENCE  
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WALSH

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- ### Draft Schedule
- August: Preconstruction Notice to Proceed
  - 60-day Innovation Period
  - Spring of 2024: Proof of Concept
  - Spring of 2025: Phase 1 Complete
- 
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KOKOSING  
WALSH

23



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**Develop & Evaluate Innovations**

- The design-build team develops and reviews innovations to refine or change the project's basic configuration and construction criteria to meet established project goals and objectives or reduce project costs and schedule.
- KYTC, ODOT, FHWA, the design-build team, and local agency experts review innovations for fatal flaws.
- Innovations may be dropped, refined or progressed for further evaluation and feedback.

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**Engage Stakeholders**

- Recommendations are shared with local agencies and the Project Advisory Committee as appropriate.
- KYTC, ODOT, FHWA, and the design-build team may refine innovations based on local input.

26

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**Engage Stakeholders**

- Recommendations are shared with local agencies and the Project Advisory Committee as appropriate.
- KYTC, ODOT, FHWA, and the design-build team may refine innovations based on local input.

**Make Final Decision**

- KYTC, ODOT, and FHWA make final decisions about recommended innovations.
- The design-build team prepares a final summary report, and the public is notified of accepted innovations.
- The design-build team incorporates accepted innovations into the project design.

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**Design & Construction**

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**Public Outreach & Environmental Update**

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**Public Outreach Since Last PAC Meeting**

Neighborhood Meetings

- Thirteen neighborhood meetings
- Project open house in both Ohio and Kentucky

In addition:

- Held over 75 meetings with individuals/groups, communities, and organizations
- Received over 630 Public Comments (neighborhood meetings and website)

Upcoming Project Status Update Open House

- August 23 in Kentucky
- August 24 in Ohio

**BRENT SPENCE BRIDGE CORRIDOR**

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### Landmark Diversity and Inclusion Opportunity

Historic federal investment in our region with guidelines and requirements for:


- Disadvantaged Business Enterprise (DBE) participation
- Workforce development




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### Landmark Diversity and Inclusion Opportunity

- Diversity & Inclusion Outreach Committee
- DBE outreach events
- Workforce development events



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### Environmental Process Update

Potential Environmental Impacts

- Right-of-way
- Parks
- Historic properties
- Noise
- Wetlands, streams, rivers, and floodplains
- Threatened and endangered species
- Temporary construction impacts




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### Environmental Process Update

Mitigation Measures

- Noise walls
- Park improvements
- Management of temporary construction impacts
- Investments in historic resources
- Off-site improvements for wetlands, streams, and threatened and endangered species




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### Environmental Process Update

Enhancement Measures

- Aesthetic treatments
- Pedestrian and bicycle improvements
- Noise/visual screening walls
- Separating highway runoff
- Land for potential redevelopment
- Workforce development and training




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### Environmental Process Update

- Supplemental EA available for public review – late 2023
- Public hearings – late 2023
- Expected environmental approval – early 2024




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Comments?

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# THANK YOU!

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



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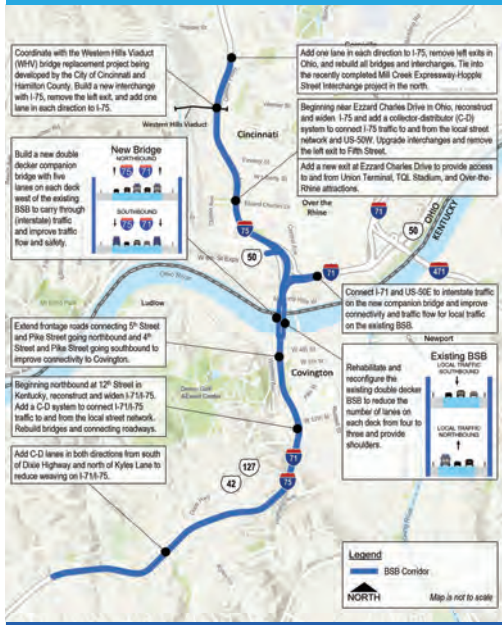
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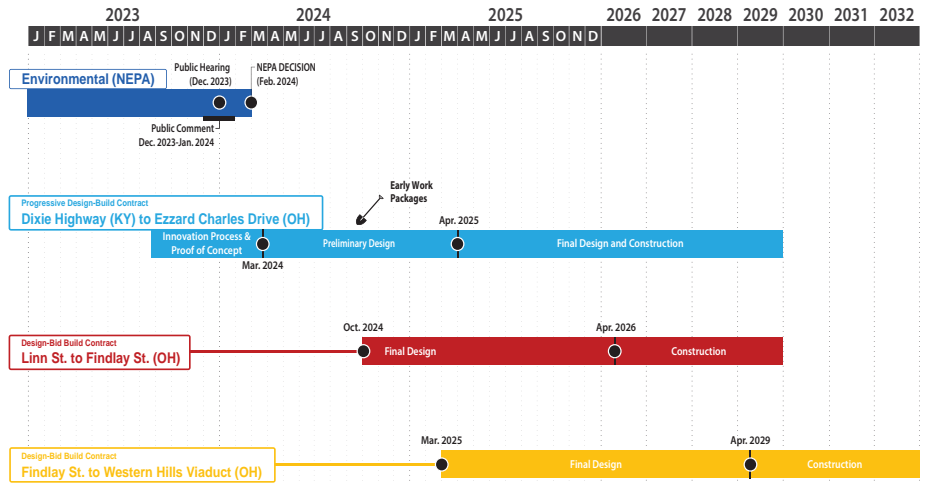
Attachment 4: Exhibits

## Brent Spence Bridge Corridor Project Proposed Improvements



KYTC Item No. 6-17 | ODOT PID 89068

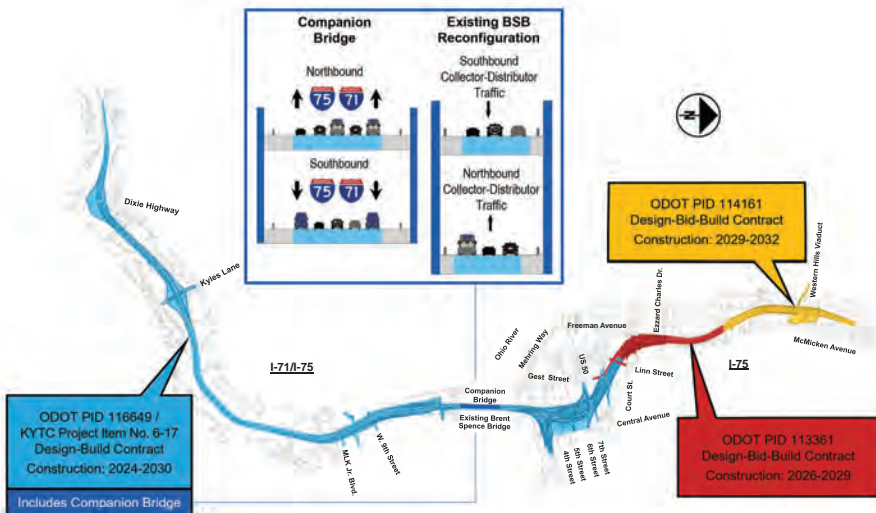
## Project Schedule



## Brent Spence Bridge Corridor Project

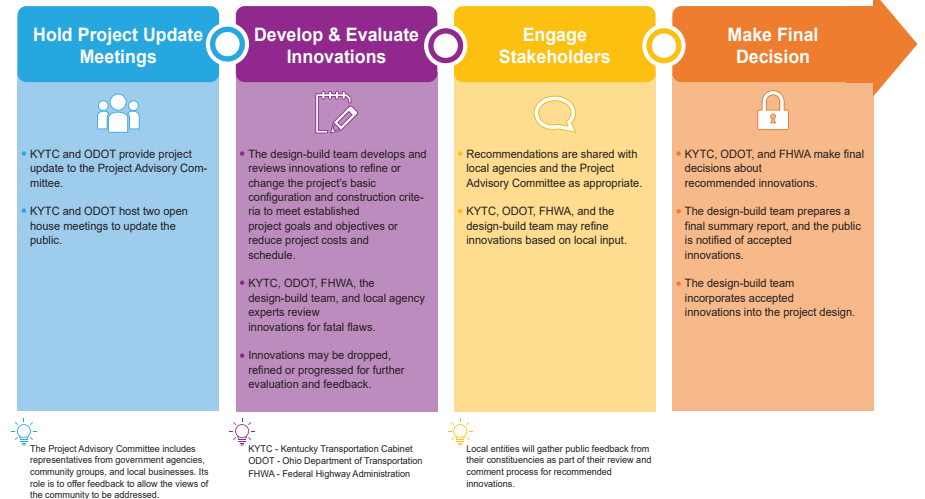


KYTC Item No. 6-17 | ODOT PID 89068



The Brent Spence Bridge Corridor Project will be delivered in three phases, which are shown in blue, red, and yellow above.

## Progressive Design-Build Innovation Process



## Brent Spence Bridge Corridor Project Construction Phases



KYTC Item No. 6-17 | ODOT PID 89068



## Brent Spence Bridge Corridor Project



KYTC Item No. 6-17 | ODOT PID 89068

## Enhancing the Community and Offsetting Potential Impacts

Environmental commitments are being developed to enhance the community and address permanent and temporary impacts.

Corridor-wide aesthetic enhancements

New and improved pedestrian and bicycle connections on local streets that are parallel to or cross I-71/I-75

Reduced flooding and combined sewer overflows by separating interstate stormwater runoff and improving existing drainage systems in Kentucky and Ohio

10 acres of land opened up for potential redevelopment in downtown Cincinnati

Disadvantaged business enterprise participation, on-the-job training, and workforce development during the progressive design-build contract

Mitigating potential noise impacts and proposing additional noise/visual screening walls above and beyond state policy

Measures to manage potential temporary traffic, dust, noise, and air quality impacts during construction, including coordination with local agencies and the public

Minimization and mitigation for potential wetland and stream impacts

Avoidance, minimization, and mitigation for potential impacts to threatened and endangered species

Mitigation for potential impacts to the Goebel Park Complex, Queensgate Playground and Ball Field, Lewisburg Historic District, and Longworth Hall



## Potential Impact Summary

Environmental Resource	Original (2012) Impacts	Current Potential Impacts
Land Use	53.4 acres <sup>1</sup>	51.2 acres
Neighborhood and Community Cohesion	<ul style="list-style-type: none"> <li>Minor impacts</li> <li>Pedestrian/bicycle access at limited, select locations</li> </ul>	<ul style="list-style-type: none"> <li>Impacts avoided</li> <li>Enhanced pedestrian/bicycle access and improved walkability on local streets that cross I 71/I-75 and at intersections</li> </ul>
Goebel Park Complex	<ul style="list-style-type: none"> <li>2.59 acres (2.4 acres new land returned to park)</li> <li>360 feet of walking trail</li> <li>Basketball court and parking lot</li> <li>Proximity impacts to outdoor pool</li> </ul>	<ul style="list-style-type: none"> <li>2.84 acres<sup>2</sup> (2.23 acres new land returned to park)</li> <li>360 feet of walking trail</li> <li>Basketball court and associated resources</li> <li>Proximity impacts to outdoor pool</li> </ul>
Queensgate Playground and Ball Field	0.9 acres	0.72 acres
Relocations	-80 residential units <sup>3</sup> -30 commercial <sup>4</sup>	4 residential units 27 full, 1 partial commercial
Historic Longworth Hall	204 feet removed	204 feet removed
Lewisburg Historic District	21 full acquisitions 7 partial acquisitions	3 full acquisitions 8 partial acquisitions (strip right-of-way)
Low-income and minority populations	Minor Impacts	Reduced impacts and increased benefits
Wetlands	1.38 acres – no high quality	2.38 acres – no high quality
Streams and Rivers	3,340+ feet – no exceptional	1,368 feet – no exceptional
Floodplains	New pier construction	Same as original
Threatened/Endangered Species Habitat	52 acres (typical for 1 bat species)	90 acres (typical for 3 bat species)
Noise	Impacts throughout Kentucky and in some locations in Ohio	Currently under study
Air Quality	Currently under study	Currently under study
Construction Impacts	Normal temporary impacts <sup>5</sup>	Normal temporary impacts <sup>5</sup>

1. Total includes 22.01 acres of property owned by the City of Cincinnati that was not quantified in the original impacts.

2. Increased impacts due to the extension of Simon Kenton Way and new stormwater facilities. Additional mitigation will occur to offset these impacts.

3. Total includes estimated number of relocated households. The original impacts counted apartment buildings as one unit and would have relocated a substantially greater number of households.

4. Total includes commercial tenants relocated in Longworth Hall. The original impacts counted the demolition of 204 feet of Longworth Hall as one commercial relocation.

5. Construction of the project may result in temporary noise, air quality, and access impacts.



### Brent Spence Bridge Corridor Project



KYTC Item No. 6-17 | ODOT PID 89068



### Brent Spence Bridge Corridor Project



KYTC Item No. 6-17 | ODOT PID 89068



Brent Spence Bridge Corridor  
(Looking Northeast from Kentucky – Cable Stayed Option)



KYTC Item No. 6-17 | ODOT PID 89068

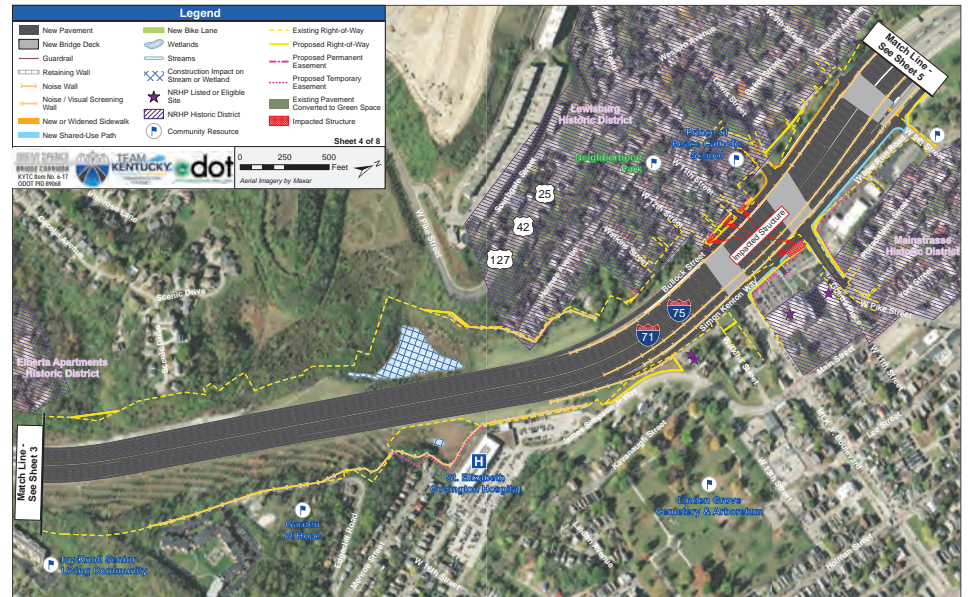
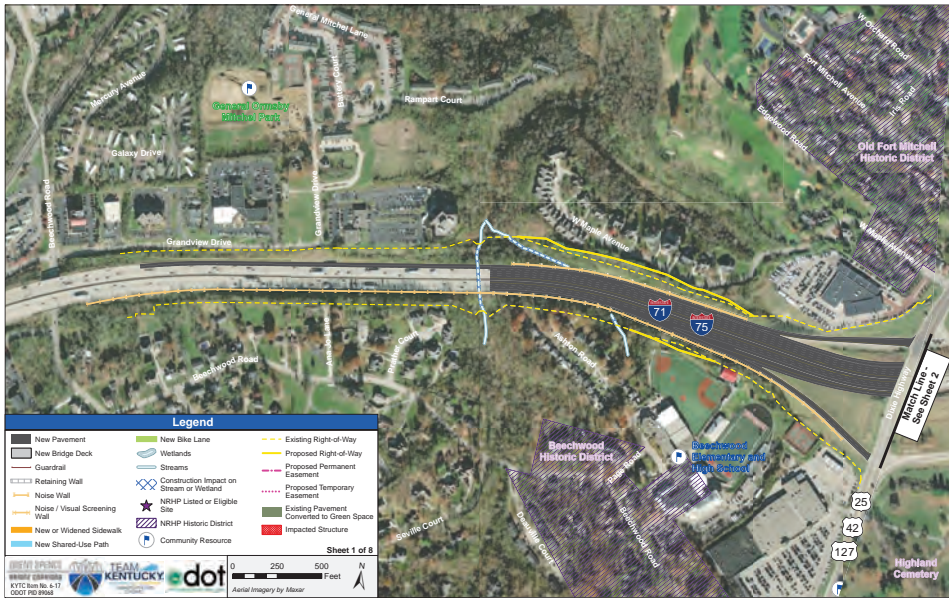


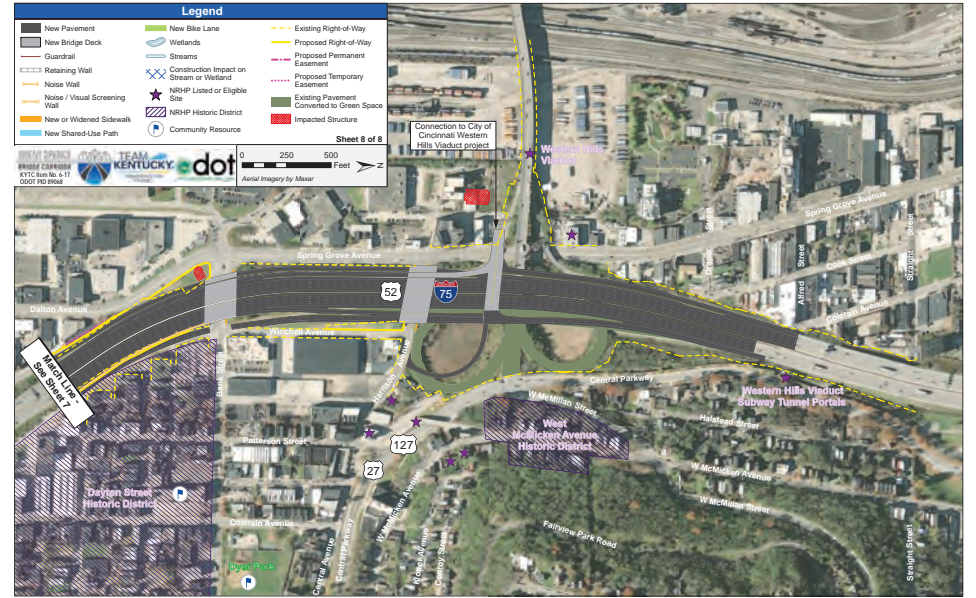
Brent Spence Bridge Corridor  
(Looking Northeast from Kentucky – Arch Bridge Option)

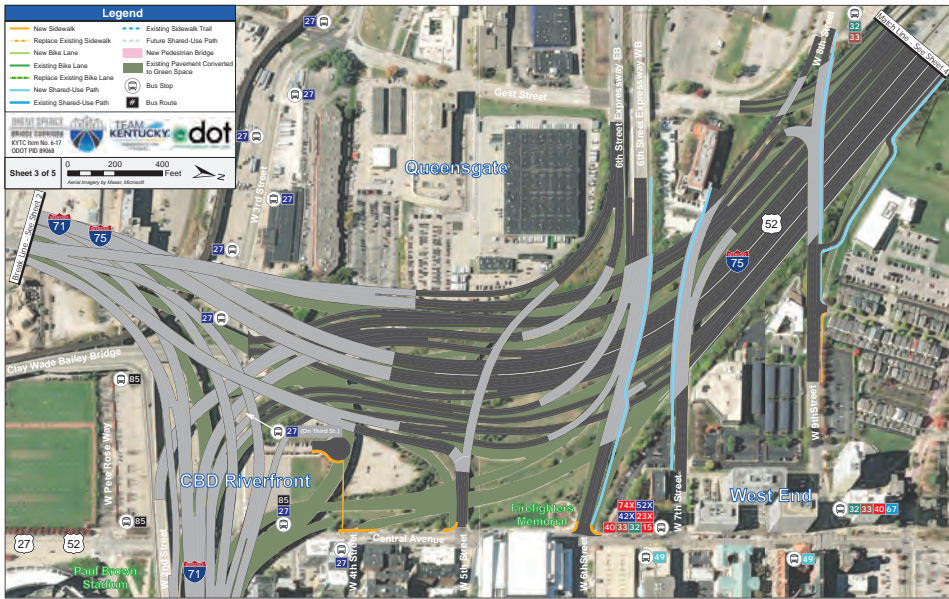


KYTC Item No. 6-17 | ODOT PID 89068













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## Attachment 5: Photographs



