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# Brent Spence Bridge Corridor Project Project Advisory Committee Meeting Summary May 31, 2024

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## Introduction

The Brent Spence Bridge (BSB) Corridor Project Advisory Committee (PAC) meeting was held on May 31, 2024 from 10:00 am to 11:20 am. The meeting was a hybrid format hosted in-person at the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) located at 720 East Pete Rose Way, 4<sup>th</sup> Floor, Cincinnati, Ohio with a virtual option offered via Microsoft Teams. Invitations were sent to PAC members via email on May 24, 2024. A meeting reminder was distributed via email on May 29, 2024. See Attachment 1 for copies of meeting invitations and reminders. Attendees at the meeting included PAC members or their designated representatives and members of the project team from the Kentucky Transportation Cabinet (KYTC), the Ohio Department of Transportation (ODOT), and the Federal Highway Administration (FHWA). The PAC meeting was also open to the general public. A list of attendees is included in Attachment 2.

## Presentation

The meeting began with opening remarks by Tom Arnold, ODOT's Brent Spence Bridge Corridor Project Manager. The remarks were followed by a presentation by Tom Arnold and Stacey Hans, KYTC's Brent Spence Bridge Corridor Project Manager. A copy of the presentation is included in Attachment 3. Major topics addressed in the presentation include:

- Project overview, including purpose and need, project description, and construction sections;
- Environmental decision update;
- Innovation process update, including the process for identifying and evaluating innovations, contract objectives, timeline, and the number of innovations evaluated;
- General overview of recommended innovations;
- Detailed presentation of recommended Kentucky innovations, including vertical profile optimization, Pike Street access optimization, and hillside cut alignment shift;
- Detailed presentation of recommended Ohio innovations, including southbound roadway reconfiguration, combination of 2<sup>nd</sup> and 3<sup>rd</sup> Street connections, US-50 roadway consolidation, and realization of the street grid concept;
- Environmental commitments, including the evaluation of and recommendations for four specific innovation concepts listed in the project's environmental commitments;
- Next steps.



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## Comments and Questions

No public comments were received during the PAC meeting. The following comments and questions were provided by PAC members during and after the presentation:

- Melissa Wegman – Cincinnati Business Alliance: Regarding the street grid concept in Ohio, how many connections will require stops versus free-flow movements, and which routes are one-way versus two-way?
  - Tom Arnold walked through the local connections provided in the street grid concept and provided additional information about each.
- David Okum – Hamilton County Regional Planning Commission: Will the street grid concept in Ohio provide a more direct connection to US-50 West without intersections and stops?
  - Tom Arnold responded that there will be one additional stop for the US-50 west connection.
- Mark Policinski – Ohio-Kentucky-Indiana Regional Council of Governments: The presentation stated that the Bridge Forward concept would result in a 25 to 30 percent cost increase. What does that equate to in dollars?
  - Tom Arnold responded it corresponds to about a \$150 to \$200 million dollar increase.
- Sharmili Reddy – Planning and Development Services of Kenton County: Has any outreach been conducted with Kentucky first responders?
  - Stacey Hans responded that outreach to first responders is anticipated to begin in the late summer of 2024. KYTC will be addressing both the maintenance of traffic and the final condition during those outreach activities.
- Sharmili Reddy – Planning and Development Services of Kenton County: When will details about traffic plans during construction be available?
  - Stacey Hans responded that KYTC and ODOT are in the early feasibility stage of determining details about maintenance of traffic during construction. The project is very complex, and determining details is an iterative process. KYTC and ODOT have dedicated technical teams working through those details. Once traffic details are known, KYTC and ODOT will use the project website, social media, and other methods to let the public know traffic expectations.

Tom Arnold added that the maintenance of traffic details will include provisions for event traffic.



- 
- Steve Hill – Lewisburg Neighborhood: With the closure of West 5<sup>th</sup> Street under the interstate in Covington, is there an opportunity to add pedestrian and bicycle accommodations in that area to provide additional east-west connectivity?
    - Stacey Hans responded that there is not an opportunity to add pedestrian and bicycle facilities in the area where West 5<sup>th</sup> Street will be removed, but KYTC is looking at facilitating those movements on other east-west routes in the project area.



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Attachment 1: Invitations

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**Subject:** Brent Spence Bridge Corridor Project Advisory Committee Meeting  
**Location:** 720 East Pete Rose Way, 4th Floor, Cincinnati, 45202 (OKI, Sawyer Point Building)

**Start:** Fri 5/31/2024 10:00 AM  
**End:** Fri 5/31/2024 12:00 PM  
**Show Time As:** Tentative

**Recurrence:** (none)

**Meeting Status:** Not yet responded

**Organizer:** Jodi Heflin

**Required Attendees:**

**REDACTED**

**Optional Attendees:**

**REDACTED**

**Dear Advisory Committee Member:**

The next meeting of the Brent Spence Bridge Corridor Project Advisory Committee will be held on **Friday, May 31, 2024 from 10:00 AM – Noon**. The meeting will be held in-person at:

Ohio Kentucky Indiana Regional Council of Governments (OKI)  
Sawyer Point Building  
720 East Pete Rose Way, 4<sup>th</sup> Floor  
Cincinnati, Ohio 45202  
(See below for maps and parking details)

While we encourage in-person attendance, a virtual option will also be available using the Microsoft Teams link at the



end of this message.

The purpose of the Project Advisory Committee meeting is to provide a project update, an overview of innovative design refinements that are being evaluated for inclusion in the project, and a discussion of next steps in the project's development. The meeting will also include an opportunity for questions and comments.

Please email Jodi Heflin at **REDACTED** to confirm your attendance. If you are unable to attend, we invite another representative from your organization to attend in your place. If there is a new contact or representative for your organization, please provide the name and contact information for that individual with your response.

Thank you for your involvement on the Project Advisory Committee.

Parking: Complimentary parking in the west lot, directly outside of the building entrance. (If additional parking is needed, building security will assist with the directions to the overflow lot located at the corner at Eggleston and Pete Rose Way.)

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## Microsoft Teams [Need help?](#)

### [Join the meeting now](#)

Meeting ID: 291 695 274 845

Passcode: 5cH3bU

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### Dial in by phone

[+1 816-702-6618,488622938#](#) United States, Kansas City

[Find a local number](#)

Phone conference ID: 488 622 938#

## Join on a video conferencing device

Tenant key: hntb@m.webex.com

Video ID: 111 948 633 2

[More info](#)

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)

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**From:** Jodi Heflin  
**Sent:** Wednesday, May 29, 2024 1:54 PM  
**To:**  
**Subject:** Reminder: Brent Spence Bridge Corridor Project Advisory Committee Meeting

**Dear Advisory Committee Member:**

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[More info](#)

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Attachment 2: Attendees

## BRENT SPENCE BRIDGE CORRIDOR PROJECT | In-Person Attendees

Project Advisory Committee Meeting ~ May 31, 2024

First Name	Last Name	Agency	Checked In
Andrew	Aiello, Chief of Staff	SORTA	
Nathan	Alley	Sierra Club	
Tom	Arnold	ODOT, District 8	X
Jill	Bailey	City of Ft. Wright, KY	
Eric	Beck	Hamilton County Engineer → sent proxy (Todd Long)	
Katie	Blackburn	Cincinnati Bengals → sent proxy (Diane Harvey)	
John	Brazina	City of Cincinnati Dept. of Transportation & Engineering	X
Laura N.	Brunner, President & CEO	Port of Greater Cincinnati Development Authority	
Tammy	Campbell	ODOT, District 8	X
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	X
Gina	Douthat	TANK, General Manager	
Rob	Franxman	Boone County Engineer	
Charles "Chip"	Gerhardt	Government Strategies Group	X
Jason	Gloyd	Governor's Southwest Ohio Regional Liaison	
Chris	Griffin	West End Community Council	
Joel	Gross	Cincinnati Park Board	✓
Stacey	Hans	KYTC, District 6	X
Mayor Dave	Hatter	City of Ft. Wright, KY	
Mayor Jude	Hehman	City of Ft. Mitchell, KY	



# BRENT SPENCE BRIDGE CORRIDOR PROJECT | In-Person Attendees

Project Advisory Committee Meeting ~ May 31, 2024

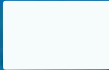
First Name	Last Name	Agency	Checked In
Jake	Hesseling	Cincinnati Business Committee	X
Steve	Hill	Lewisburg Neighborhood Association	X
Tim	Hill	ODOT Office of Environmental Services	
Adam	Johnson	FHWA Ohio	
Matt	Jones	Cincinnati Business Committee	
Katherine	Keough-Jurs	City of Cincinnati City Planning	X
Woody	Keown	National Underground Railroad Freedom Center	
Gene	Kirchner	Northern KY Chamber of Commerce	
Kris	Knochelmann, Judge Exec.	Kenton County Fiscal Court	
Steve	Leeper, President & CEO	3CDC	
Tim	Long	FHWA - OH	
Pete	Metz	Cincinnati USA Regional Chamber	X
Mayor Joseph	Meyer	City of Covington	X
Gary	Moore, Judge Exec.	Boone County Fiscal Court	
Tim	O'Donnell	Cincinnati Reds	X
David	Okum	Hamilton County Regional Planning Commission	
Steve	Pendery, Judge Exec.	Campbell County Fiscal Court	
Elizabeth	Pierce, President & CEO	Cincinnati Museum Center	
Mark	Policinski	Ohio-Kentucky-Indiana Regional Council of Governments	X
Mayor Aftab	Pureval	City of Cincinnati	
Sharmili	Reddy, AICP	Planning and Development Services of Kenton County	X
Alicia	Reece, President of the Board	Hamilton County Commissioners	
Keith	Smith	ODOT, District 8	
Ken	Smith	City of Covington	



# BRENT SPENCE BRIDGE CORRIDOR PROJECT | In-Person Attendees

Project Advisory Committee Meeting ~ May 31, 2024

First Name	Last Name	Agency	Checked In
Amy	Spiller, President	Duke Energy, OH-KY	
Jeffrey L.	Stec, J.D., Director	Citizens for Civic Renewal	
Spencer	Stork	Kenton County Public Works Director	X
Gary	Valentine	KYTC State Highway Engineer's Office	
Will	Weber	SouthBank Partners	
Melissa	Wegman	Queensgate Business Alliance	X
Justin	Weiss	Cincinnati Bulk Terminals, LLC	
Tom	West	City of Covington, Economic Development Director	
David	Whitworth	FHWA, KY	
Melissa	Wideman	Cincinnati/Northern KY International Airport	
Bryan	Williams	City of Cincinnati Dept. of Transportation & Engineering Dept.	X
Robert	Yeager	KYTC, District 6	X
Mayor Kathy	Zembrodt	City of Park Hills, KY	
Keith	Blake	West End Community Council	
Olivia	Tussey	TANK	
Kevin	Thomas	FHWA	X
Erica	Johnson	ANTB	X
Sarah	Lee	ANTB	X
Stacey	Osburn	ANTB	X
Mimi	Razor	<del>ANTB</del> Razor Communication	X
David	Rose	ODOT	X
Amy	Clay	Razor	X
Dan	Prevost	Parsons	X
Todd	Long	Hamilton County Engineer	X



# BRENT SPENCE BRIDGE CORRIDOR PROJECT | In-Person Attendees

Project Advisory Committee Meeting ~ May 31, 2024

First Name	Last Name	Agency	Checked In
Duane	Harvis	Benzets Cincinnati Benzets	X
Kathleen	Fuller	ODOT District 8	X
Mandi	Dilbn	ODOT District 8	X
Naitore	Ajigbenou	KYTC	X

## 1. Summary

Meeting title Brent Spence Bridge Corridor Project Advisory Committee Meeting  
Attended participants 18

## 2. Virtual Participants

<u>Name</u>	<u>Organization</u>
Jodi Heflin	HNTB, Host
Erica Johnson	HNTB, Host
Gary Valentine	KYTC State Highway Engineer's Office
Jill Bailey	City of Fort Wright
Woodrow Keown, Jr.	National Underground Railroad Freedom Center
Olivia Tussey	TANK
Keith Smith	ODOT, District 8
Kevin Thomas	FHWA-OH
Keith Blake	West End Community Council
Rick L. Record	Consultant, City of Covington
Gene Kirchner	Northern Kentucky Chamber of Commerce
Timothy Hill	ODOT Office of Environmental Services
Steve Pendery	Campbell County Fiscal Court
Nathan Alley	Sierra Club
Spencer Stork	Kenton County Public Works Director
Dave Okum	Hamilton County Regional Planning Commission
Kris Knochelmann	Kenton County Fiscal Court
Elizabeth Wetzel	City of Covington



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Attachment 3: Presentation





**BRENT SPENCE  
BRIDGE CORRIDOR**

**Project Advisory Committee Meeting**  
May 31, 2024

Department of Transportation


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

TEAM KENTUCKY  
TRANSPORTATION CABINET

1

### Housekeeping

- Hybrid meeting
- Presentation followed by Q&A
- Virtual attendees type questions in the chat
- Project team will read questions aloud and then provide a response



2

### Agenda

- Project overview
- Environmental decision update
- Innovation process update
- Recommended innovations
- Environmental commitments
- Next steps
- Project Advisory Committee discussion
- Public comment opportunity



3



### Project Overview

4

## Project Overview

### Purpose and Need

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

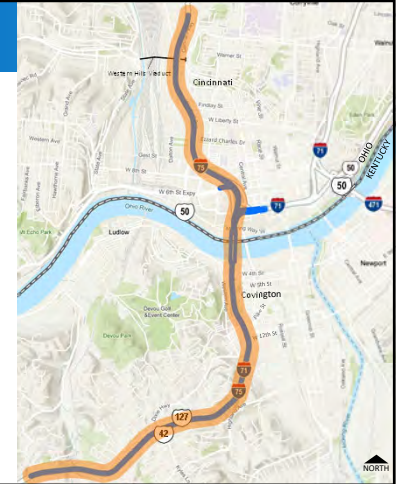


5

## Project Overview

### Project Description

- 8-mile corridor from Dixie Highway (KY) to the Western Hills Viaduct (OH)
  - 5 miles of I-71/I-75 in KY
  - 3 miles of I-75 in OH
- Widen I-71/I-75
- Rebuild all overpass bridges and interchange
- Build a collector-distributor system between Covington and Cincinnati



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## Project Overview

### Project Description

- Update the existing Brent Spence Bridge
  - Rehabilitate the structure
  - 3 lanes on each deck
  - Inside/outside shoulders
  - Carry local traffic
- Build new companion bridge
  - West of existing Brent Spence Bridge
  - 5 lanes on each deck
  - Carry interstate traffic



7

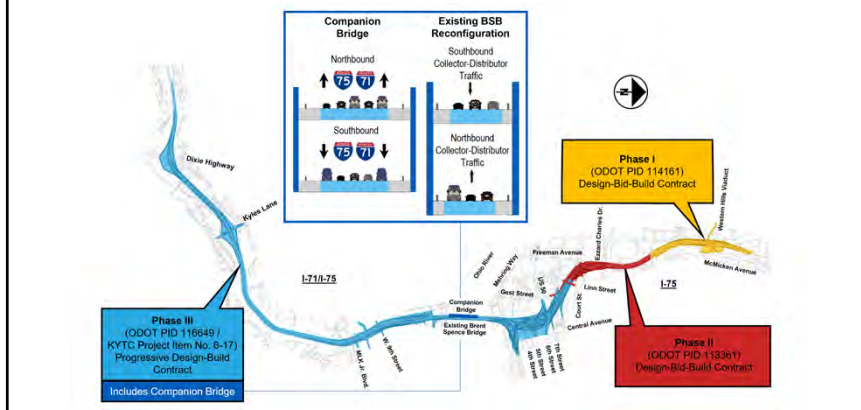
## Project Cost

\$3.6 Billion

(includes planning, design, property acquisition, construction, construction management services, agency labor)

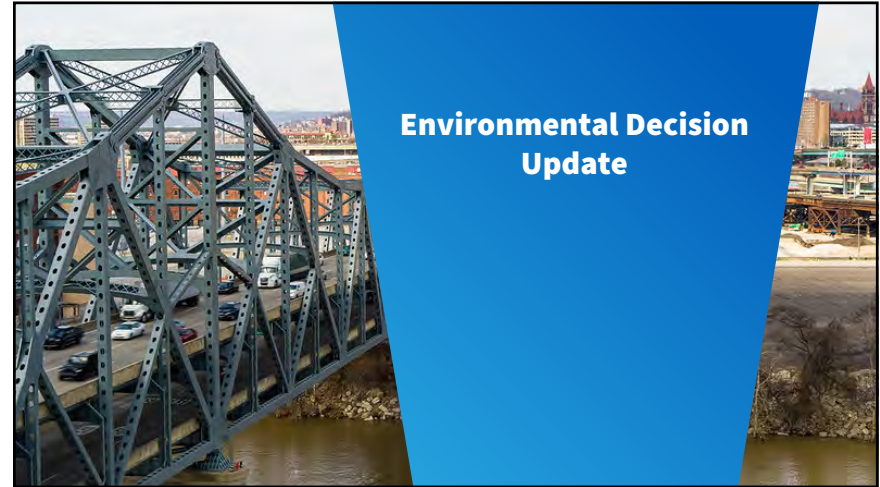
8

## Project Overview



9

## Environmental Decision Update



10

## Environmental Decision Update

- 5 public hearings held in February 2024
  - 209 public comments (165 commenters)
  - 6 federal, state and local agency comments
- Responses prepared for all comments
- Minor updates to the supplemental environmental assessment
- FHWA issued a Finding of No Significant Impact (FONSI) on May 8, 2024
- All documents on project website ([www.brentspencebridgecorridor.com/documents](http://www.brentspencebridgecorridor.com/documents))



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## Innovation Process Update



12

## Innovation Process Update

- Progressive design-build contract (Phase III)
- Supplemental environmental assessment evaluated the base design
- Innovation concepts
  - Improve project quality
  - Reduce costs
  - Shorten schedule
  - Support project goals
  - Support at the local level



Image by snowing on Freepik

13

## Innovation Process Update

### Contract Objectives

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

14



15



16

## Innovation Process Update

### Timeline

Design-build team notice to proceed .....	October 2023
Innovation workshop .....	November 2023
Vet big ideas .....	November 2023 – January 2024
Draft analysis of innovations .....	February 2024
Continue to vet innovations .....	March 2024 - present

17

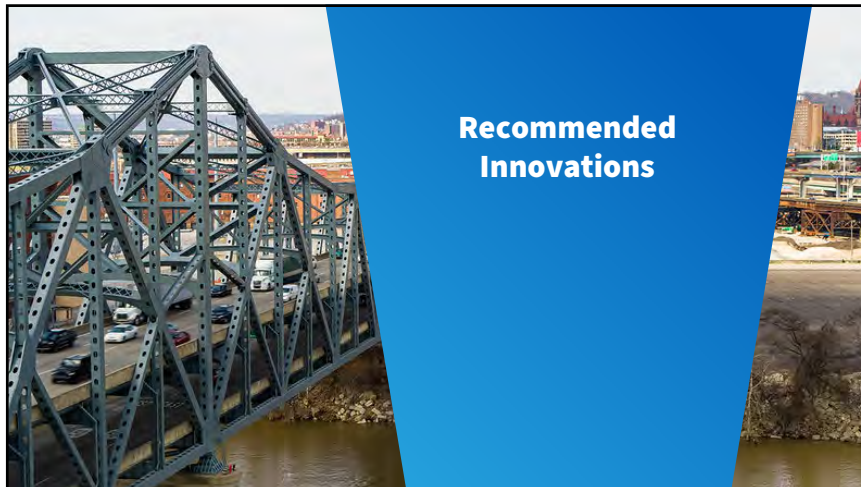
## Innovation Process Update

- 117 refinements evaluated by KYTC and ODOT
- Vetted with local municipalities
- By the numbers
  - 26 recommended
  - 24 dismissed
  - 67 still under review



Image by snowing on Freepik

18



19

## Recommended Innovations

### Kentucky

- 1 Vertical profile optimization
- 2 Pike Street access optimization
- 3 Hillside cut alignment shift


### Ohio

- 1 Southbound roadway reconfiguration
- 2 Combination of 2nd and 3rd Street connections
- 3 US-50 roadway consolidation
- 4 Realization of street grid concept



20


## Kentucky Recommended Innovations




### 1 | Vertical Profile Optimization

- Reconfigure southbound collector-distributor road
- Adjust West 5th Street
- Create gateway at Crescent Avenue/West 3rd Street
- Lower mainline roadway by about 30 feet

Base Design




KY Innovation 1




21

## Kentucky Recommended Innovations




### 1 | Vertical Profile Optimization

Base Design




KY Innovation 1



22

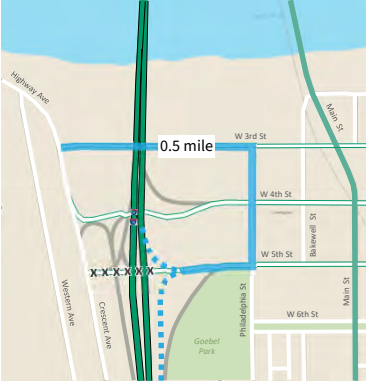
Slide updated following the May 31, 2024 Project Advisory Committee meeting to show the connection from West 4th Street to the southbound collector-distributor system in the KY Innovation 1 graphic above.

## Kentucky Recommended Innovations




### 1 | Vertical Profile Optimization

- West 5th Street closed under I-71/I-75
- Traffic rerouted via Philadelphia and West 3rd Streets



23


## Kentucky Recommended Innovations




### 1 | Vertical Profile Optimization

- Improved viewshed east and west of interstate
- Enhanced West 3rd Street connectivity for all modes of travel
- Provide gateway opportunity and improved integration of West 5th Street traffic into Covington
- Reduced construction and long-term maintenance costs

Base Design




KY Innovation 1



24


## Kentucky Recommended Innovations




### 2 | Pike Street Access Optimization

- Eliminates direct interstate access at West 9th Street
- Maintains existing interstate access at Pike Street
- Maintains frontage road concept

Base Design




KY Innovation 2



25


## Kentucky Recommended Innovations




### 2 | Pike Street Access Optimization

- Maintains residential character of West 9th Street
- Eliminates traffic signals on West 9th Street
- Minimizes physical and visual impacts to the Goebel Park Complex

Base Design




KY Innovation 2



26


## Kentucky Recommended Innovations




### 3 | Hillside Cut Alignment Shift

- Shifts I-71/I-75 east
- Avoids significant rock cut and retaining wall construction
  - o No rock cut or tiered wall west of I-71/I-75
  - o 94,000 square foot reduction in retaining walls

Base Design




KY Innovation 3



27


## Kentucky Recommended Innovations




### 3 | Hillside Cut Alignment Shift

- Substantially reduces costs
- Saves construction time

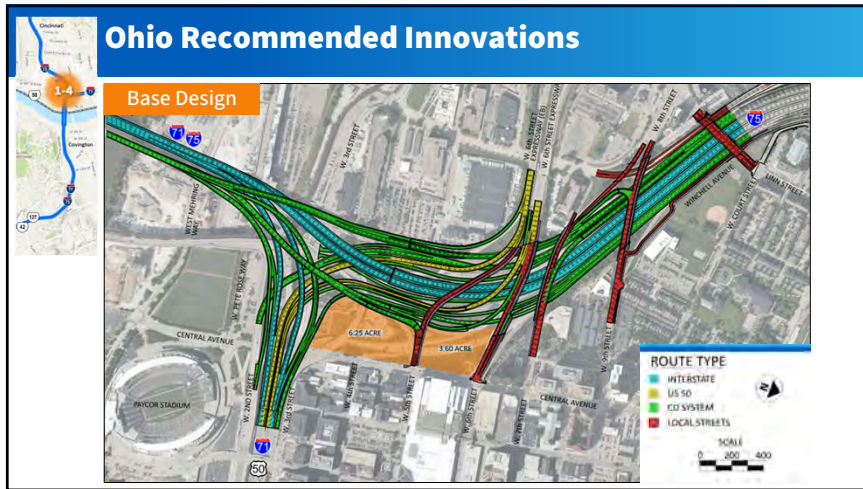
Base Design



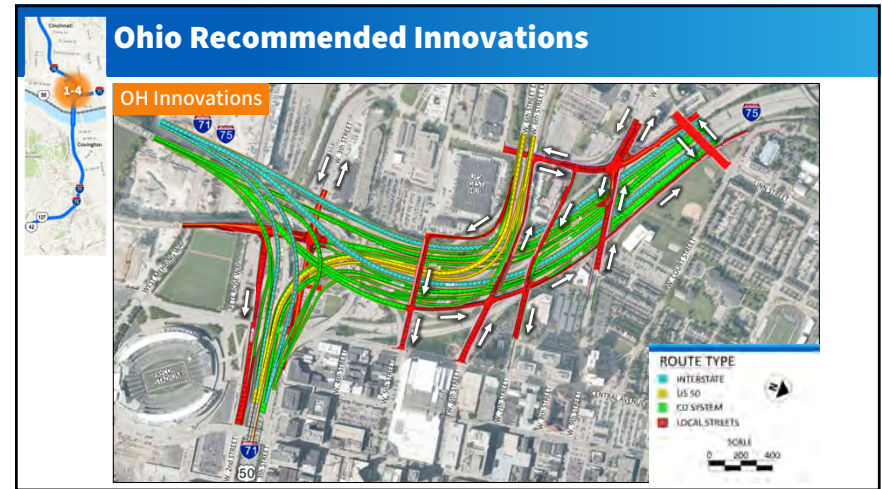
KY Innovation 3



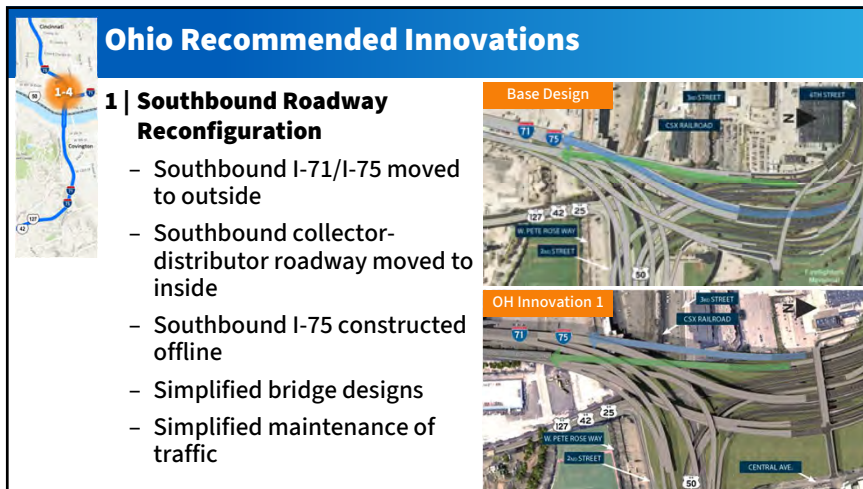
28



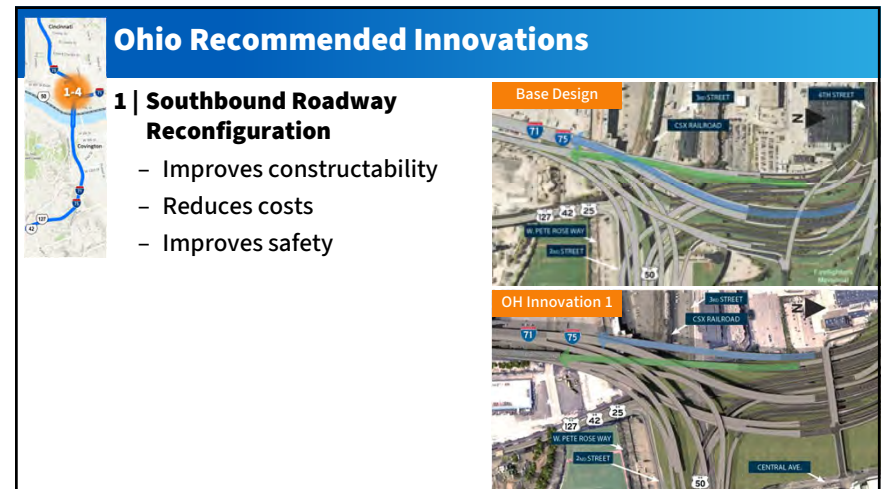
29



30 Slide updated following the May 31, 2024 Project Advisory Committee meeting to show directional arrows on local streets.




31



32

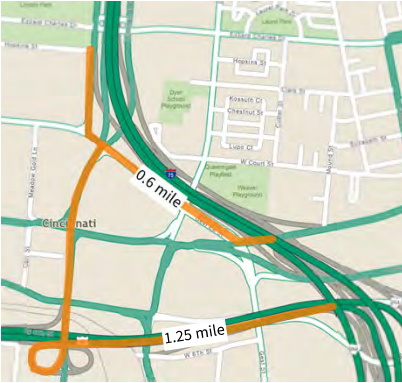


## Ohio Recommended Innovations




### 1 | Southbound Roadway Reconfiguration

- Western Avenue ramp to southbound I-75 removed
- Alternate routes
  - o Proposed 9th Street entrance (+0.6 mile)
  - o Existing Freeman Avenue interchange (+1.25 mile)
- Low volumes
  - o 300 vehicles in PM peak hour



33


## Ohio Recommended Innovations




### 2 | Combination of 2nd and 3rd Street Connections

- Southbound I-75 ramps to 2nd and 3rd Streets
- Traffic rerouted through upgraded at-grade 2nd and 3rd Street intersections
- Reduced vertical design challenges

#### Base Design




#### OH Innovation 2



34


## Ohio Recommended Innovations




### 2 | Combination of 2nd and 3rd Street Connections

- Reduces costs
- Enhances street grid system
- Improves safety at the 2nd Street and Elm Street intersection
- Reduces impacts to city parking lots

#### Base Design




#### OH Innovation 2



35


## Ohio Recommended Innovations




### 3 | US-50 Roadway Consolidation

- Reconfigure US-50 eastbound and westbound to follow a single alignment

#### Base Design



#### OH Innovation 3




36


### Ohio Recommended Innovations

**3 | US-50 Roadway Consolidation**

- Reduces footprint
- Improves geometrics
- Allows for future extension of 5th Street to Gest Street



Base Design



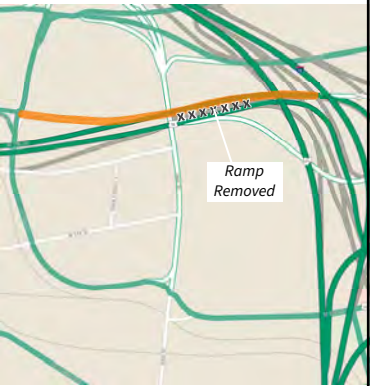
OH Innovation 3

37

### Ohio Recommended Innovations

**3 | US-50 Roadway Consolidation**

- Ramp from westbound US-50 to Gest Street removed
- Traffic rerouted to existing Linn Street exit
- Relatively low volumes
  - o 580 vehicles in the AM peak hour



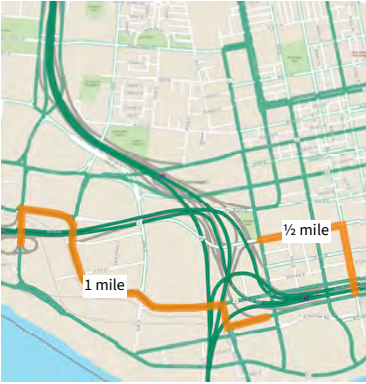
Ramp Removed

38

### Ohio Recommended Innovations

**3 | US-50 Roadway Consolidation**

- Ramp from eastbound US-50 to 2nd Street removed
- Alternate routes
  - o Existing Freeman Avenue exit (+1 mile)
  - o 5th Street exit (+1/2 mile)
- Low volumes
  - o 220 vehicles in AM peak hour
  - o 90 vehicles in PM peak hour



1 mile

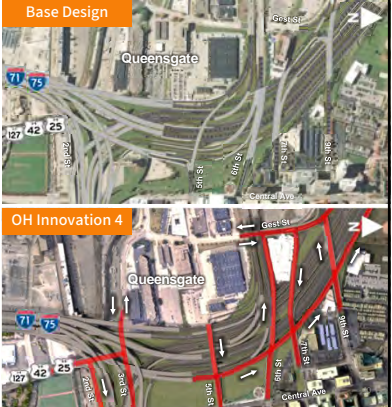
1/2 mile

39

### Ohio Recommended Innovations

**4 | Realization of Street Grid Concept**

- New intersection at Gest and 9th Streets
- Improved intersection at Gest and 7th Streets
- New intersection at Gest and 6th Streets
- 5th Street extended to Queensgate with potential future extension to Gest Street



Base Design

OH Innovation 4

40

Slide updated following the May 31, 2024 Project Advisory Committee meeting to show directional arrows on local streets.

## Ohio Recommended Innovations

1-4

### 4 | Realization of Street Grid Concept

- Improves connections to Queensgate for all modes of travel
- Shortens pedestrian crossing from downtown to Queensgate
- Condenses interchange footprint
- May open up additional developable land

Base Design

OH Innovation 4

41 Slide updated following the May 31, 2024 Project Advisory Committee meeting to show directional arrows on local streets.

## Ohio Recommended Innovations

1-4

### 4 | Realization of Street Grid Concept

Base Design

OH Innovation 4

— Sidewalk  
— Shared-Use Path

42

## Ohio Recommended Innovations

1-4

### 4 | Realization of Street Grid Concept

- Improves east-west connectivity between downtown and Queensgate
- Connects across 3rd, 5th, 6th 7th, and 9th Streets

Existing

OH Innovation 4

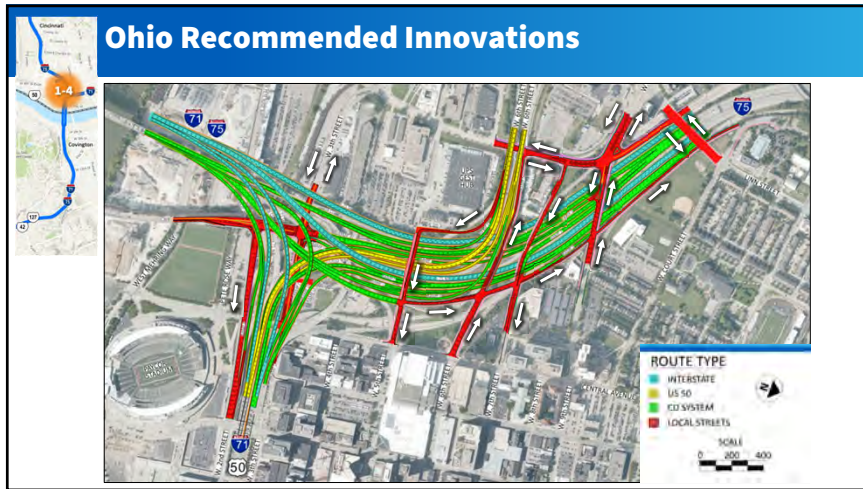
43 Slide updated following the May 31, 2024 Project Advisory Committee meeting to show directional arrows on local streets.

## Ohio Recommended Innovations

1-4

### 4 | Realization of Street Grid Concept

44



45 Slide updated following the May 31, 2024 Project Advisory Committee meeting to show directional arrows on local streets.



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### Environmental Commitments

- Commitments to be carried out by KYTC and ODOT as the project progresses through detailed design and construction
- 62 total environmental commitments
  - Commitment 1: Innovation process
  - Commitment 51: Specific design refinements to be evaluated
  - Commitment 53: Ongoing PAC coordination

**Environmental Commitment 51**  
*The following refinements suggested during public involvement activities will be further evaluated during the innovation process for the Phase III progressive design-build contract:*

- Eliminate the 3rd Street ramp to the northbound collector-distributor system in Cincinnati and redirect traffic to the proposed connection at the end of the Clay Wade Bailey Bridge;
- Reconfigure the lanes on the Clay Wade Bailey Bridge to add bicycle lanes;
- Reconfigure 6th Street in Cincinnati to accommodate two-way traffic; and
- Design concepts submitted by the Bridge Forward Coalition.

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### Environmental Commitments

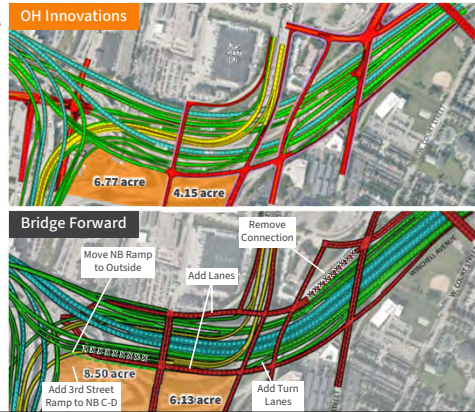
The map shows the same area as slide 45, with callouts for specific environmental commitments:
 

- Env Commitment #51b:** Evaluate bike lanes on Clay Wade Bailey Bridge - *in progress*
- Env Commitment #51a:** Eliminate the 3rd Street ramp - *not recommended*
- Env Commitment #51c:** Reconfigure 6th Street in Cincinnati to accommodate two-way traffic - *recommend one way*
- Env Commitment #51d:** Evaluate design concepts submitted by the Bridge Forward Coalition - *incorporated many elements*

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## Environmental Commitments

- Recommended Ohio innovations and Bridge Forward design accomplish many of the same goals

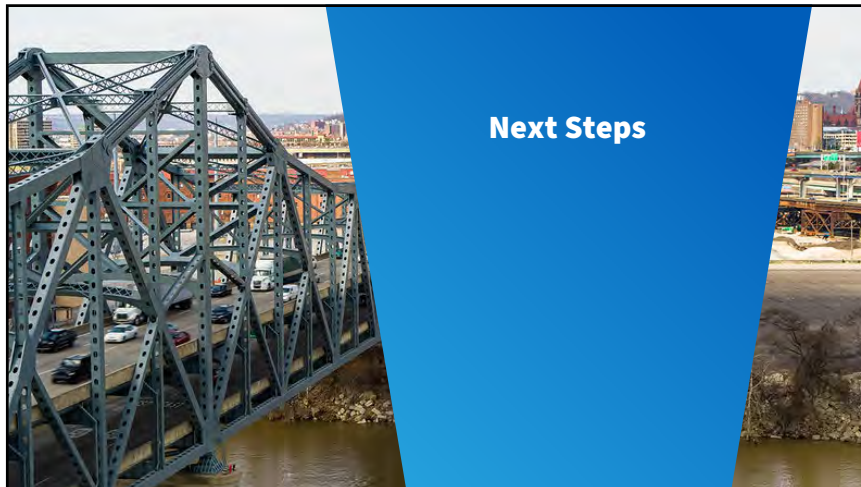


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## Environmental Commitments

	Operation	Reconnecting Communities	Pedestrian Access	Developable Land	Constructability	Safety	Cost	Schedule
MEETS OR EXCEEDS OBJECTIVES	IN	IN	IN	IN	IN	IN	IN	IN
	Similar to base design.	Queensgate connections via 6th, 7th, and 9th. Allows for future extension of 5th.	CBD to Queensgate connection approximately 575ft/460ft along 5th.	11 acres / 14 acres	Larger work area. Less temporary pavement. Reduced traffic impacts during construction.	Less overhead work. Improved safety for motoring public. Contractor preferred for worker safety.	1% decrease	Comparable to base design.
DOES NOT MEET OBJECTIVES	BF				BF	BF	BF	BF
	Cannot function as submitted. Operations fail even with significant design changes.				Constrained work area. Trench work area. Multi-level construction.	Increased worker and motoring public exposure to high-risk traffic conditions.	25-30% increase	Additional 1-2 years.
								Recommended Ohio Innovations IN
								Bridge Forward Concept BF

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## Next Steps

- Conduct outreach to community councils, neighborhood groups, and other stakeholders
- Update and confirm traffic and environmental studies for the recommended innovations
- Proceed to detailed design (Phase III)
  - 30% plans by August 2024
  - Contractual estimate update
  - Identify early work packages



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**Project Advisory Committee Discussion**

- Please state your name and who you represent.
- Type a question or comment in the chat (virtual attendees).

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**Public Comments**

- Please state your name.
- Type a comment in the chat (virtual attendees).

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**THANK YOU!**

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