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

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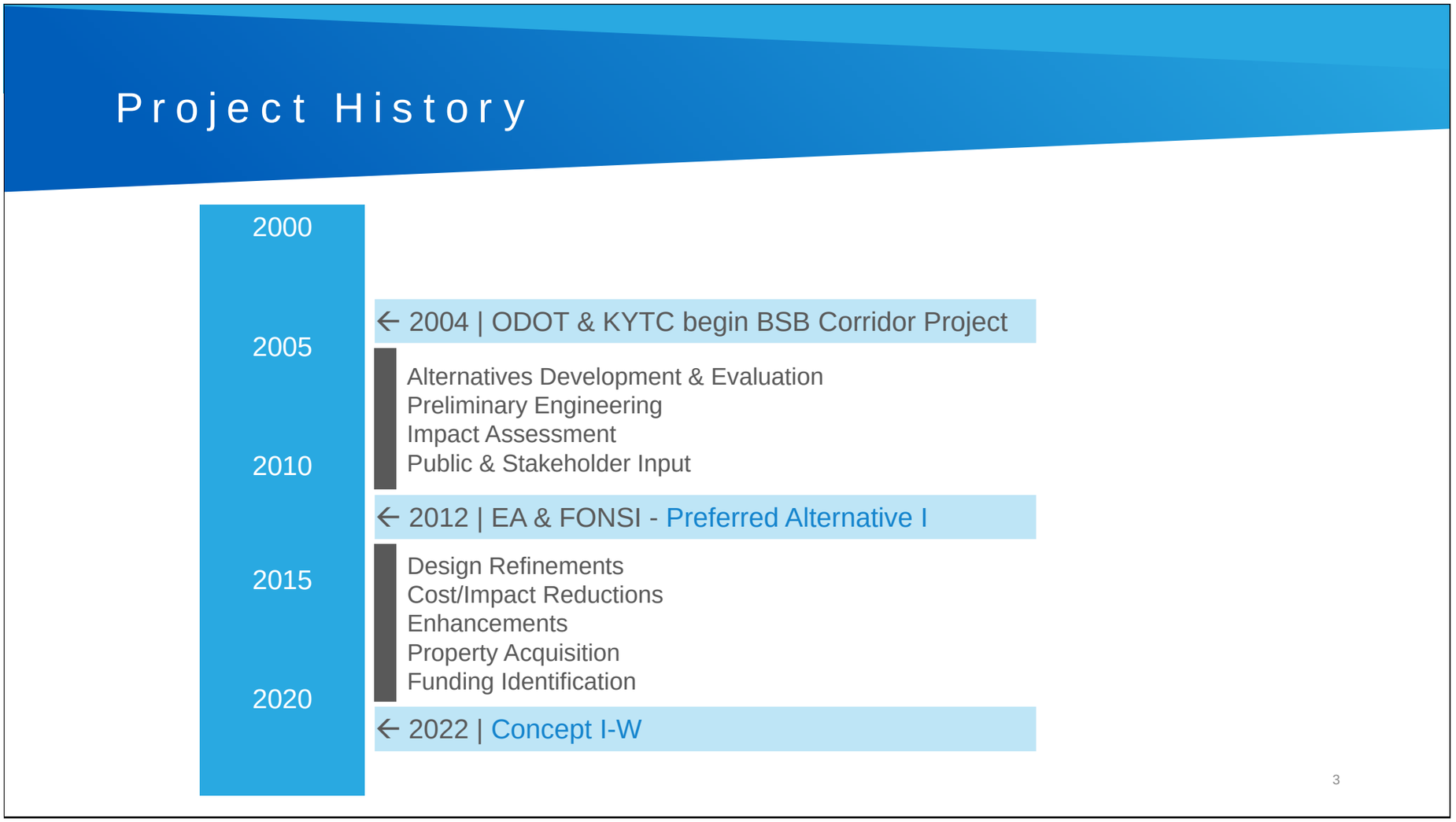
The reason we're here tonight is to give a brief overview of the Brent Spence Bridge Corridor Project both for those of you who aren't familiar with the project and for those of you who have been following the progress over the past decade. We're also here to give specific details about what the project 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.



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.

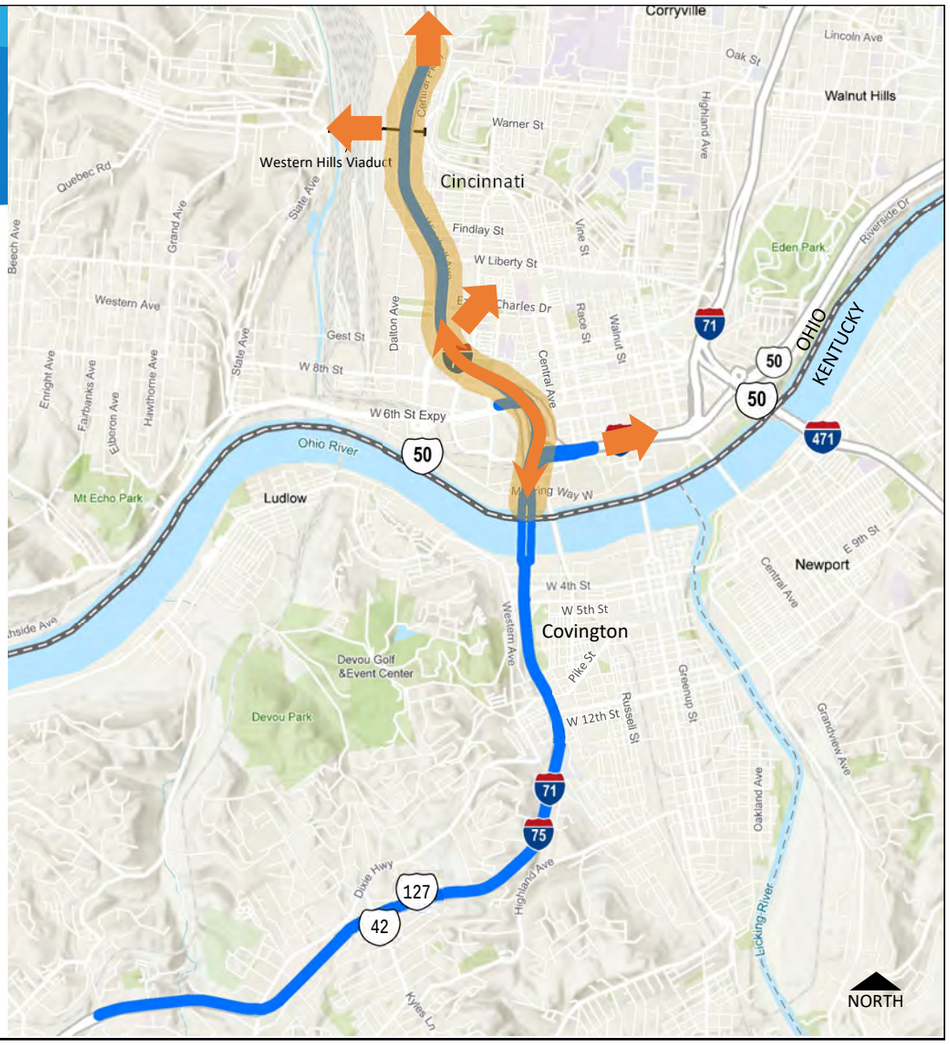
Since the approval of the FONSI in 2012, ODOT has been studying ways to improve the design, simplify the construction, reduce costs, reduce impacts, and incorporate additional enhancements into the project. These studies resulted in several refinements to Preferred Alternative I, which we are referring 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



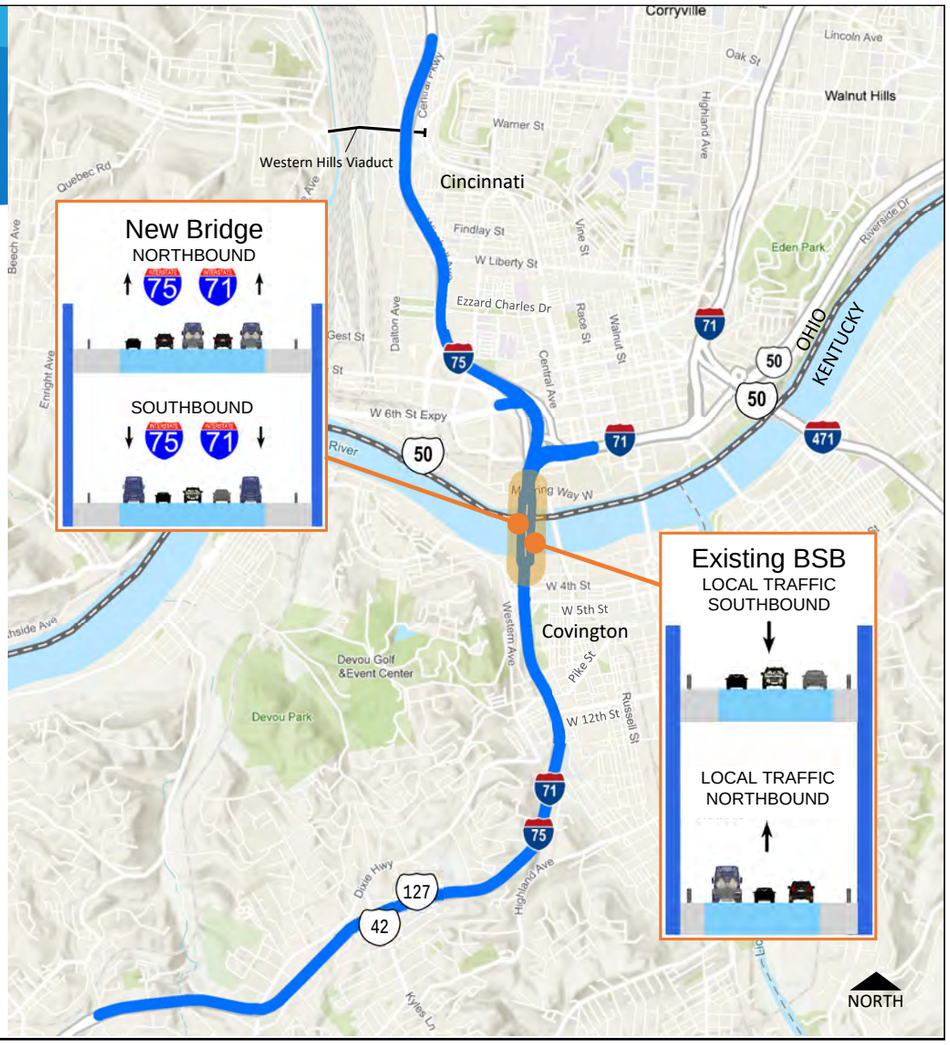
Note: Individual project elements will come in with click (marked by #).

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 #).

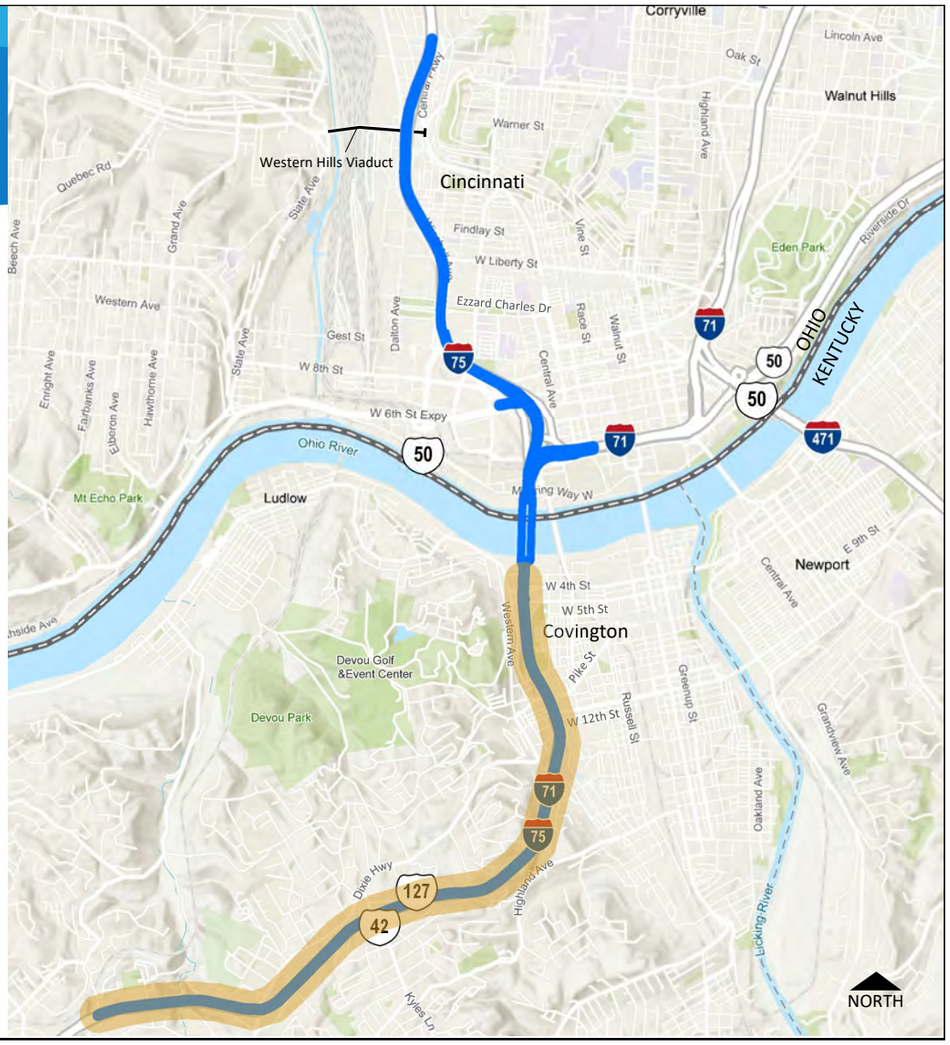
Let's move south to the Brent Spence bridge crossing. The project will build a new double decker companion bridge with five lanes on each deck west of the existing BSB. The new bridge will carry through (interstate) traffic. (#)

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

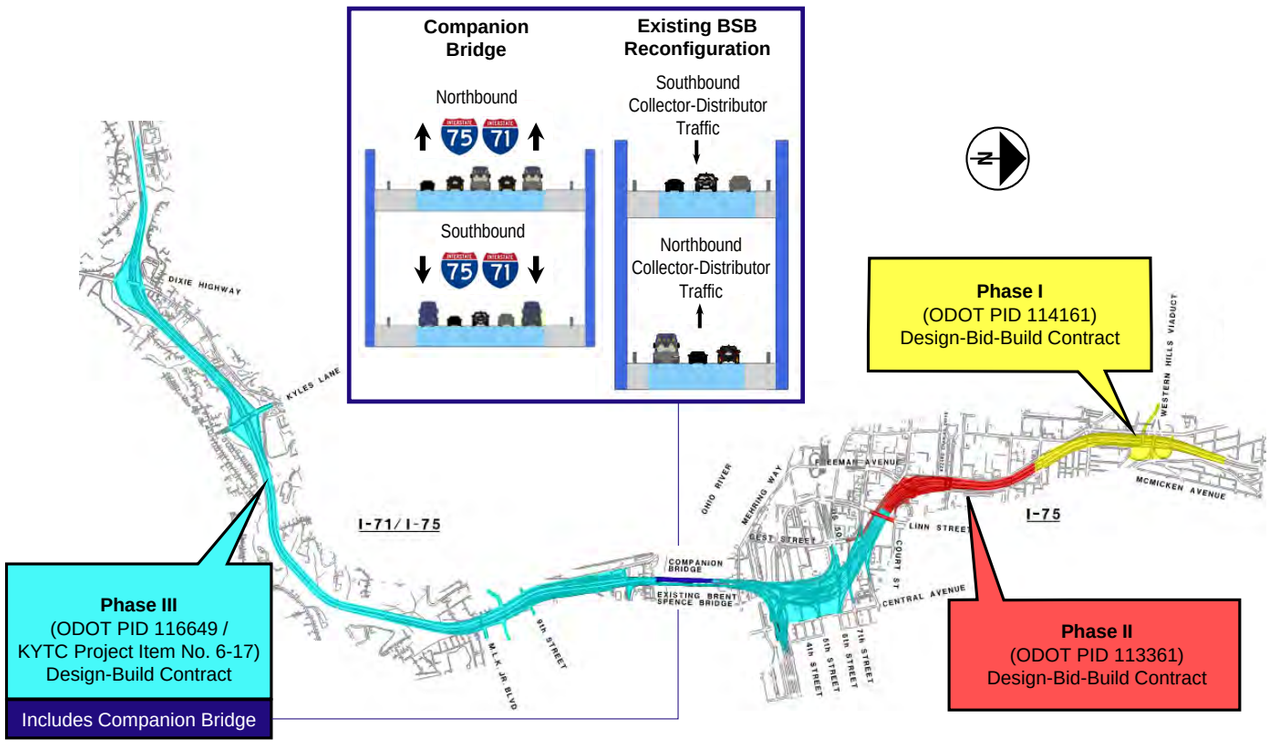
Kentucky

- 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



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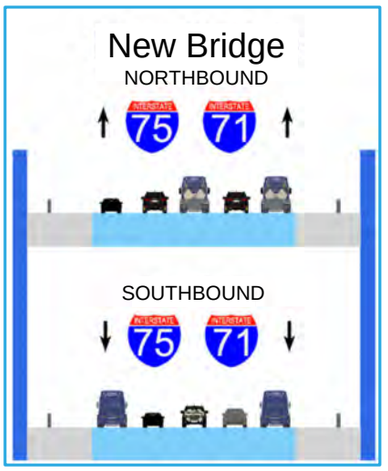
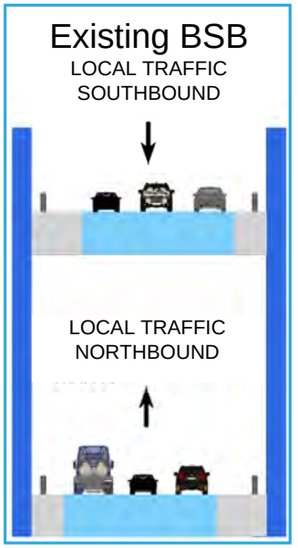
The project is going to be built in three phases. Phase I (shown in yellow) will stretch from Findlay Street to the north. Phase II (shown in red) will stretch from Linn Street to Findlay Street. Phase III (shown in blue) will build everything else, including the new companion bridge. Phase I is currently 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 though (interstate) traffic
  - Existing bridge carries local traffic
  - All northbound and southbound traffic on one deck
  - Width of companion bridge substantially reduced





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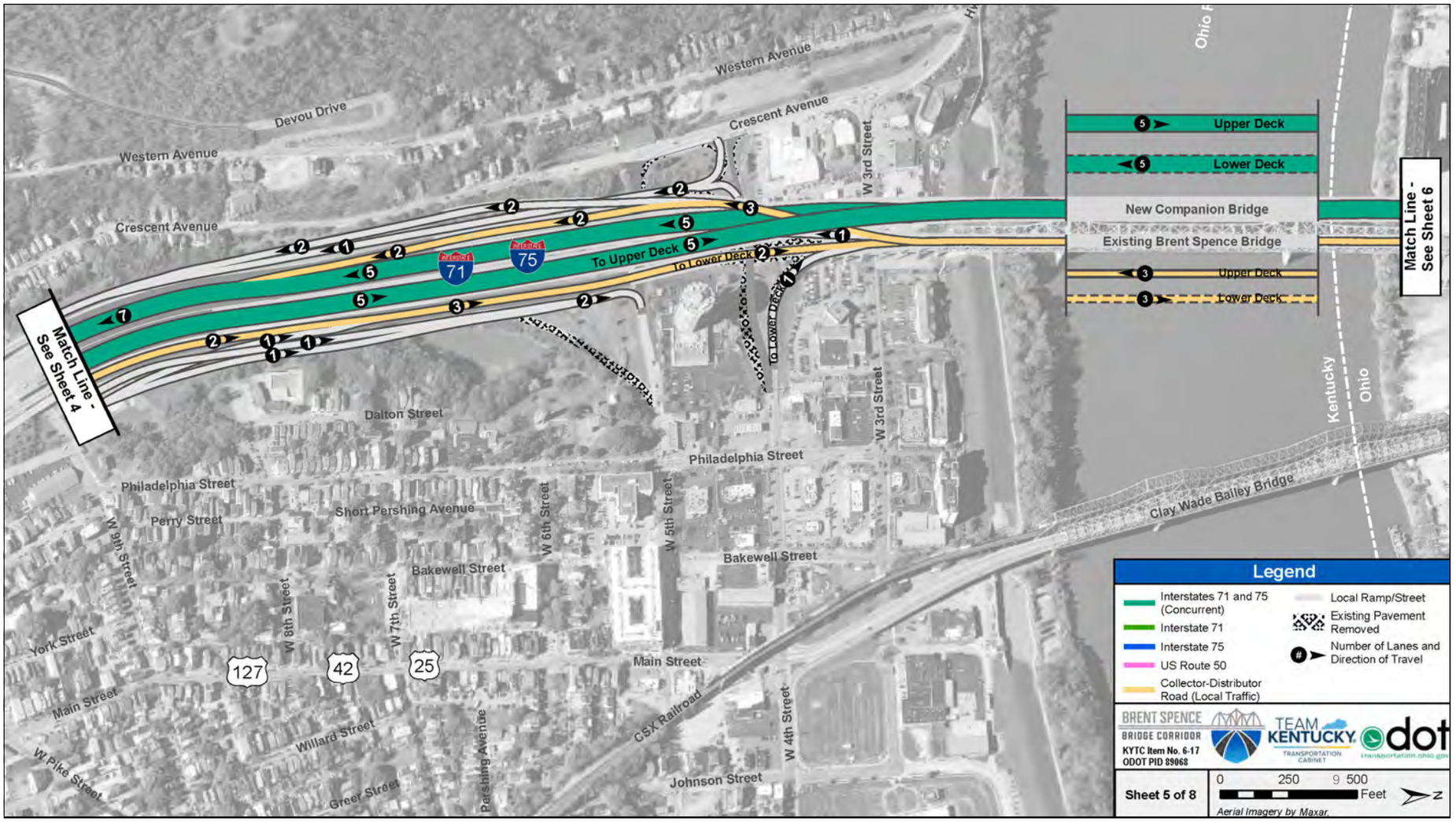
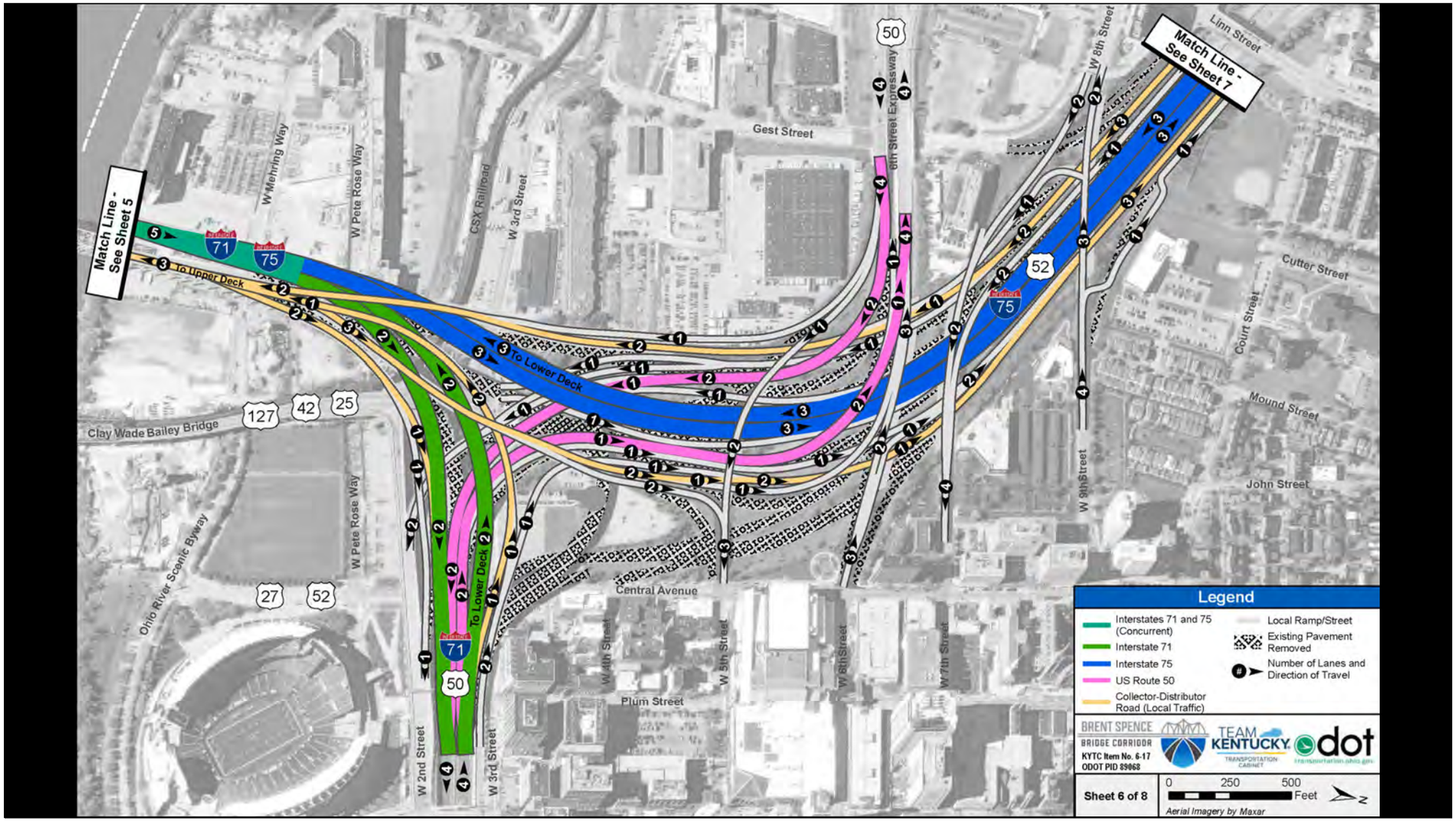
As mentioned earlier, since the 2012 EA and FONSI, ODOT has been studying ways to improve the design, simplify the construction, reduce costs, reduce impacts, and incorporate additional enhancements. One of the biggest changes is how traffic will travel across the Ohio River. The Preferred Alternative 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.



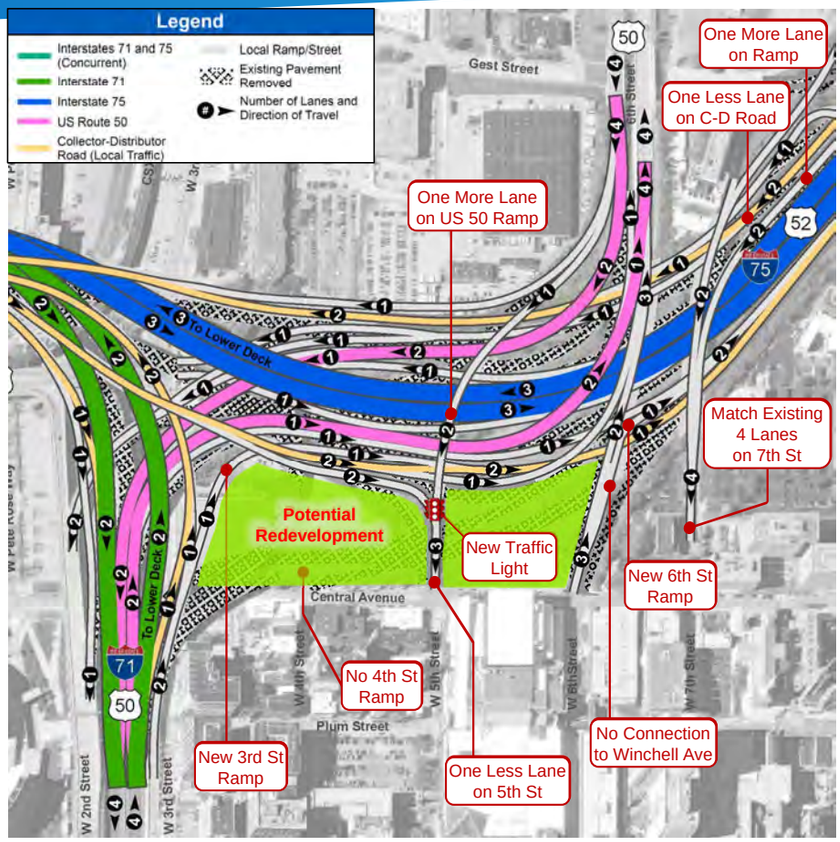
This slide shows how traffic will through Cincinnati. The blue lines show how I-75 traffic will travel to and from the companion bridge. The green lines show how traffic will on I-71 will be routed to and from the companion bridge. The orange lines show the collector-distributor system that will funnel 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

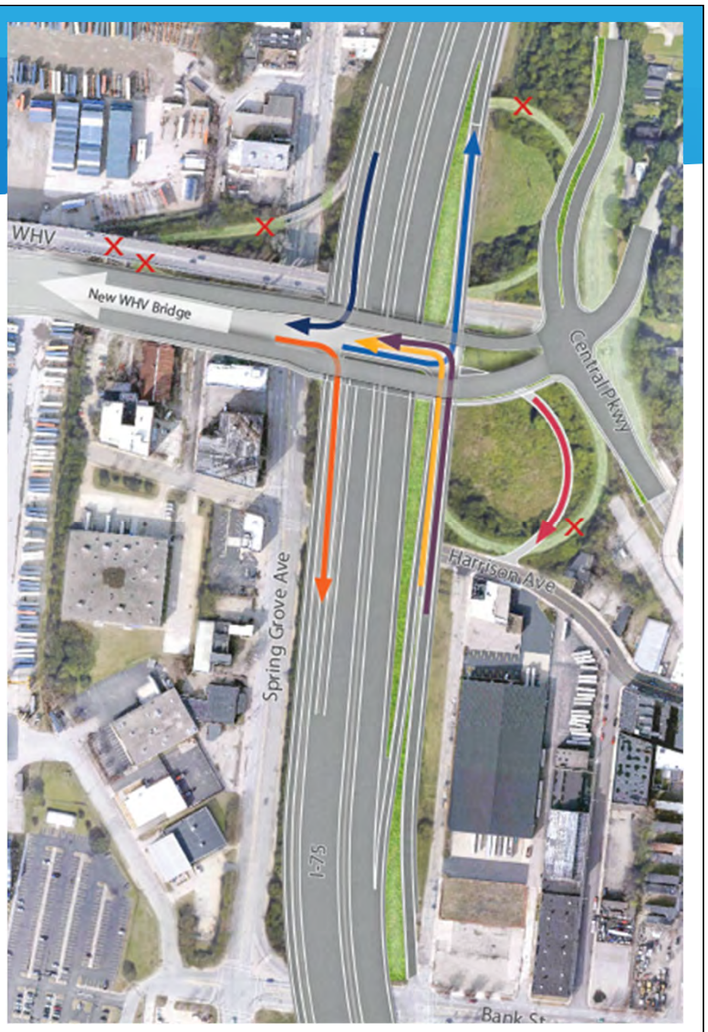
Note: Changes will come in with click (marked by #).

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

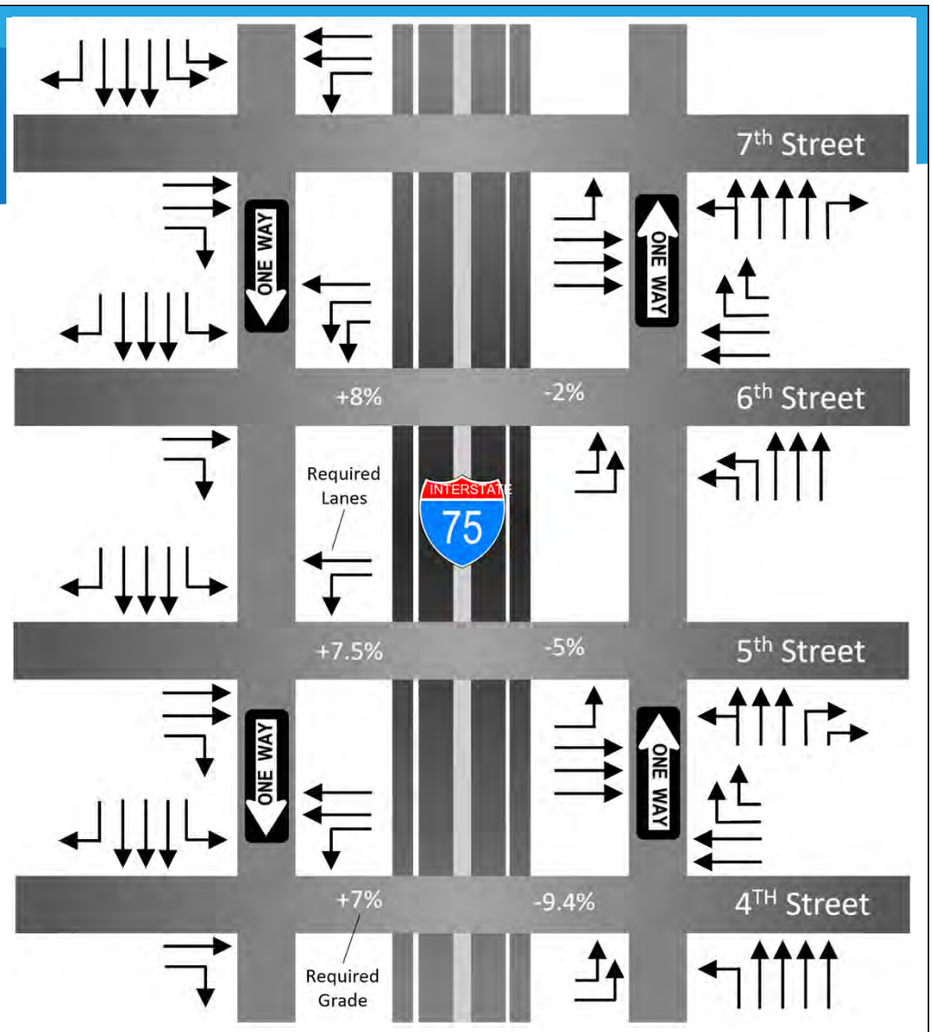


In addition, the layout of the project has been refined to tie into the new Western Hills Viaduct, which is a separate, stand-alone project being developed by the City and County. The existing ramps at the I-75 interchange will be removed and replaced with new ramps that will provide direct access to 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.”

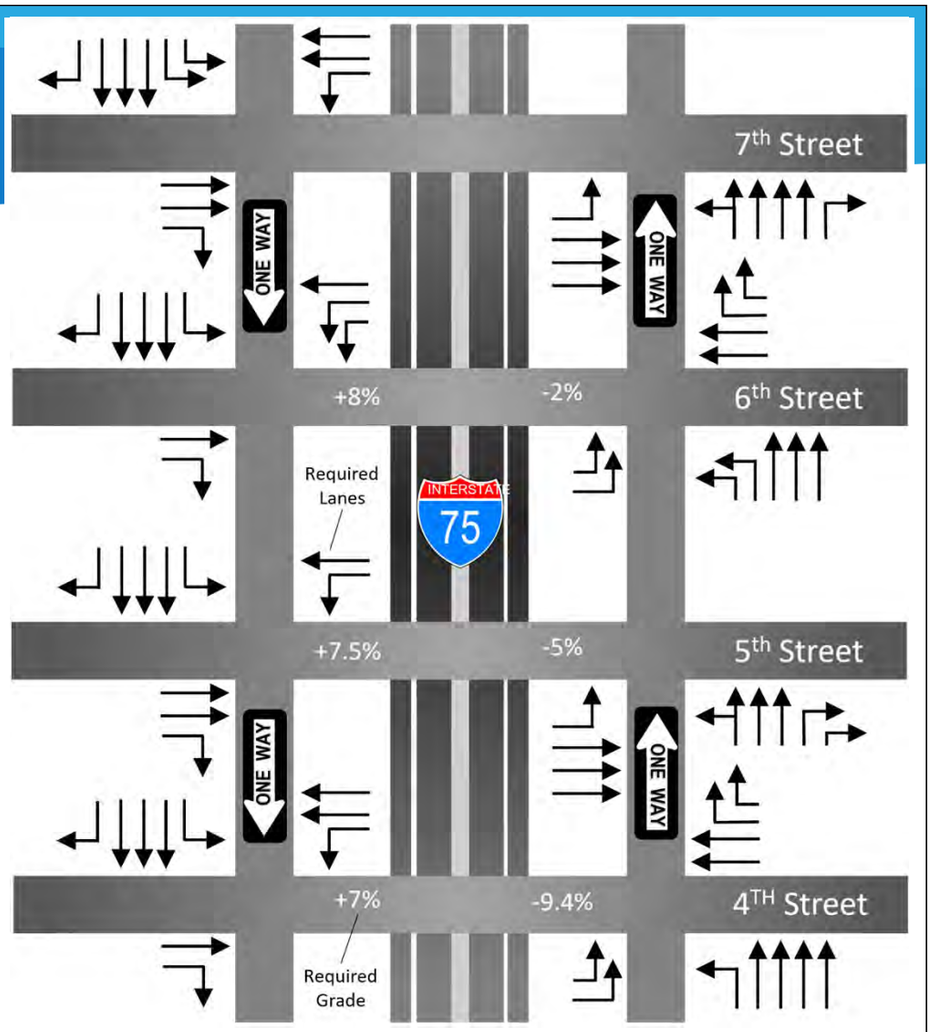
ODOT supports concepts like this when the site conditions lend themselves to this type of design. However, the conditions on and around I-75 do not support this type of design. Just north of the Ohio River, I-75 must over a railroad, and it would require very steep grades (around 8%) in order to be depressed 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



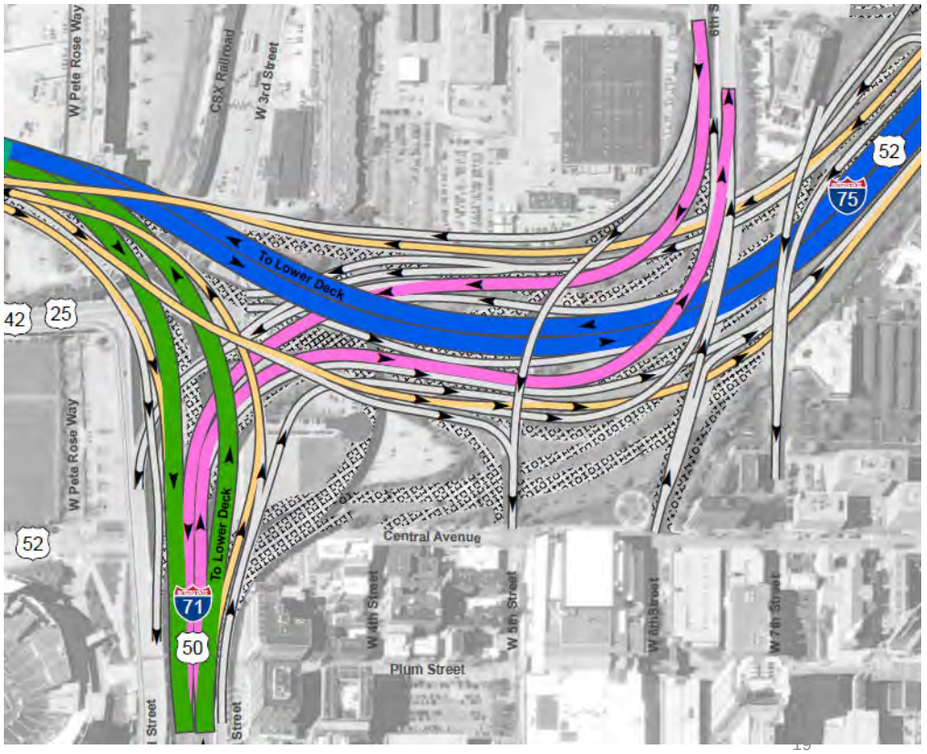
Since I-75 cannot be lowered, local streets would need to be raised to form an urban street grid across I-75. This would increase the project footprint because the east-west streets would need to be rebuilt well beyond where they intersect the highway. This additional footprint would result in new impacts 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.

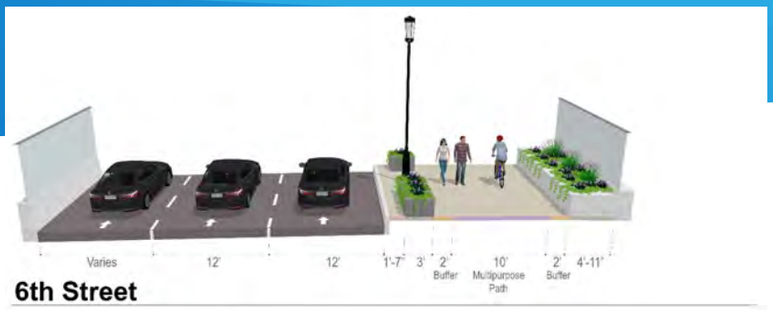
Aesthetics

- 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

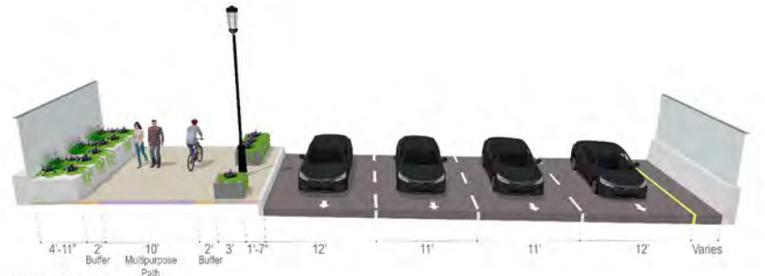
ODOT has worked with the City and the project Aesthetic Committee to develop an Aesthetic Design Checklist that will guide what the Brent Spence Bridge Corridor will look like. For example, ODOT will add aesthetic treatments in a pattern called “Ashlar Stone” too all bridge abutments, parapets, and piers. 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

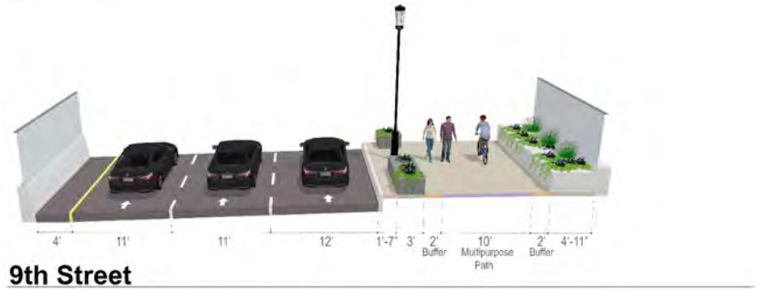
- Connections across I-75
  - Sidewalks
  - Shared use paths
  - Bike lanes
- New shared use path along Winchell Avenue
- Improved connections to local destinations



6th Street

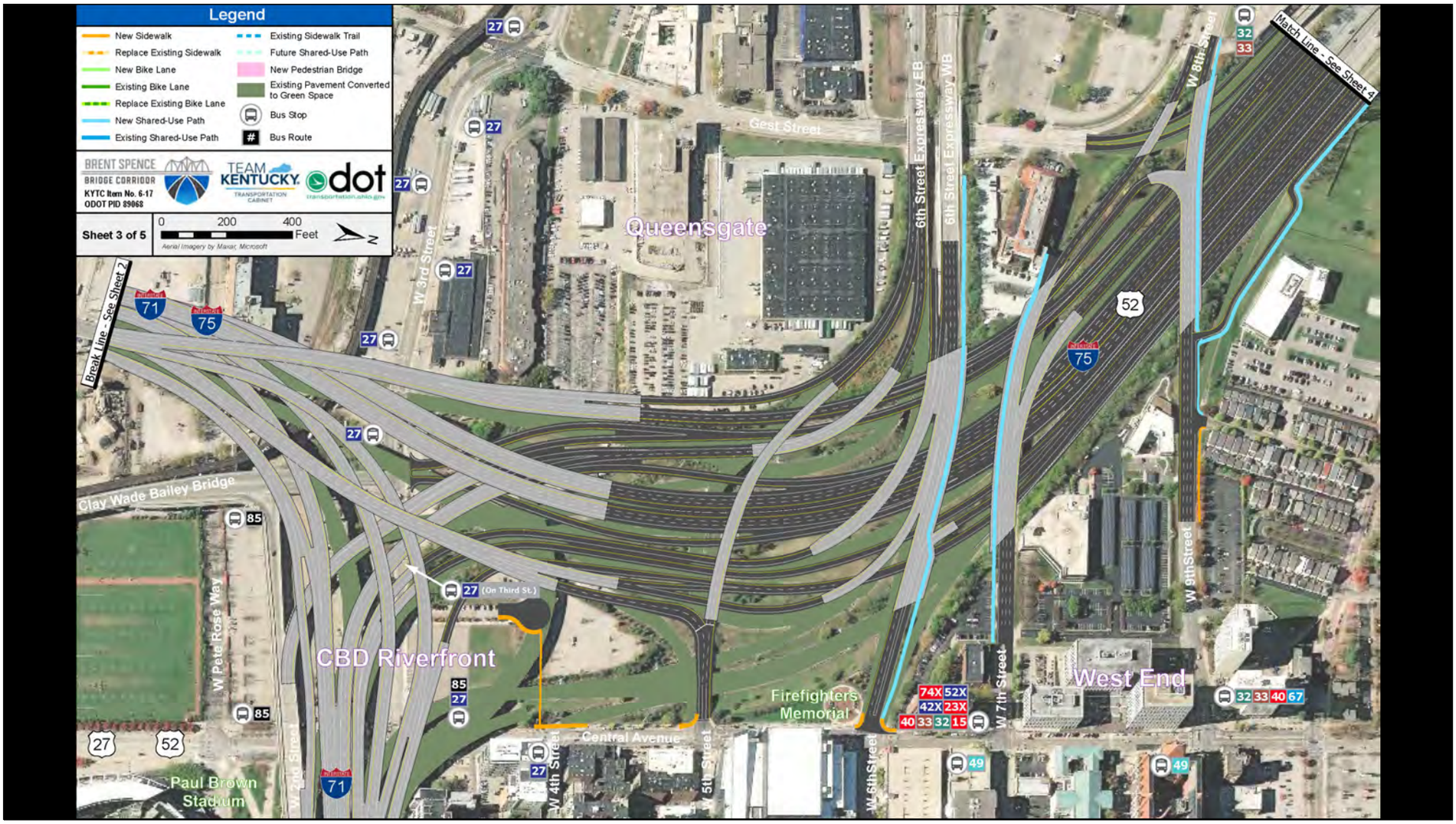


7th Street

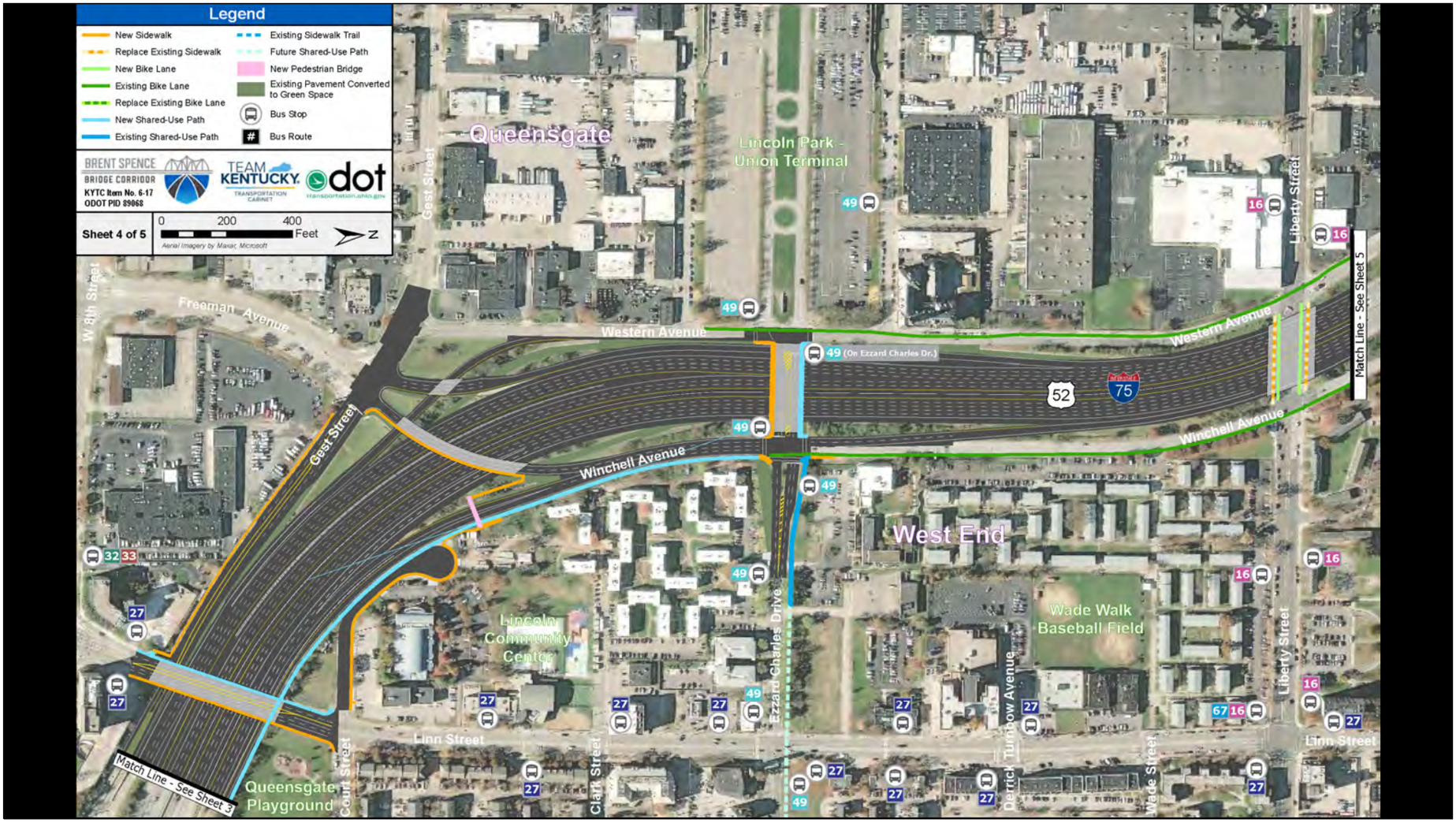


9th Street

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.

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