



BRENT SPENCE BRIDGE CORRIDOR

PROJECT MANAGEMENT PLAN



CITY OF CINCINNATI BSBC PROJECT MANAGEMENT PLAN (PMP)

The purpose of this document is to provide the history and a high-level description of the Brent Spence Bridge Corridor (BSBC) Project, state the project goals and objectives, provide the status on funding, design, and construction, and define the City of Cincinnati's goals and objectives, team members and their roles and responsibilities. The Project Management Plan is a living document to be updated as opportunities are identified, as procedures are modified or added, or as significant changes on the project occur. The City Project Team is committed to making this project a success for the city and the region.

John S. Brazina, Director of Transportation and Engineering

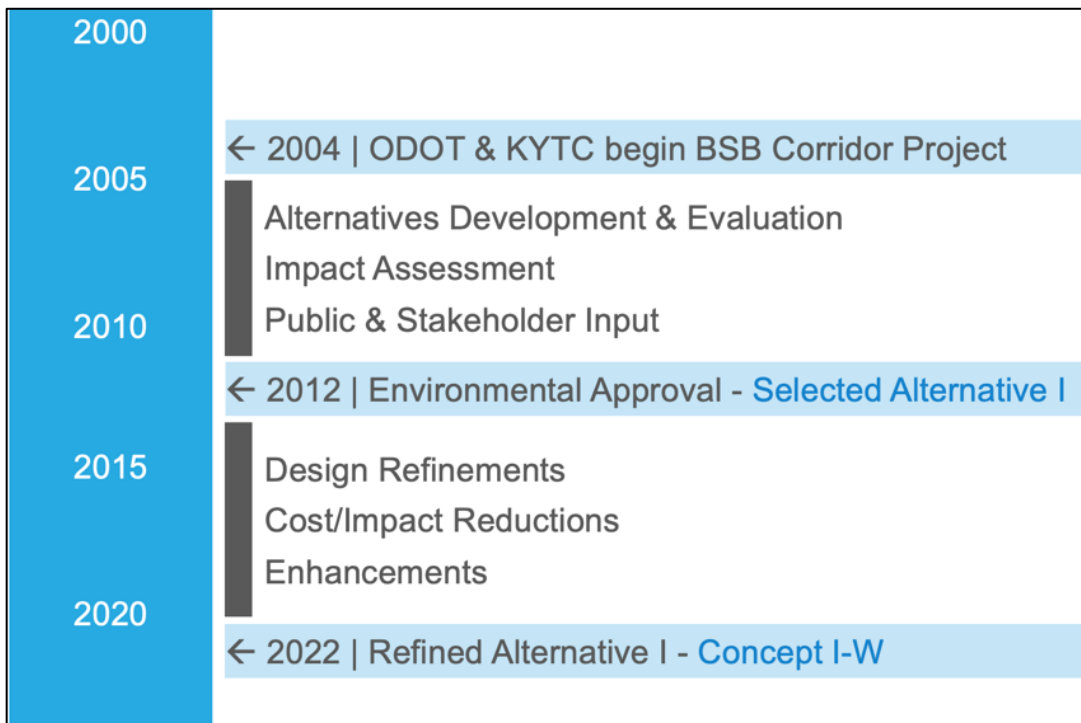
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I. PROJECT HISTORY



On October 14, 2004, the Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) recognized the need to improve the Brent Spence Bridge corridor and formally entered into an agreement to jointly develop and deliver a project to replace the existing Brent Spence Bridge. That agreement has been updated and modified five times from 2004 to the present, including a supplement dated December 12, 2012, that established a Bi-State Management Team (BSMT) to focus on procurement, financing, and project communications. Project delivery procedures and process and the roles and responsibilities of the BSMT are detailed in the BSBC Project Management Plan, adopted June 29, 2023.



In October 2005, a Public Involvement Plan was developed to guide the alternatives development and evaluation process. Preliminary engineering and planning studies coupled with extensive public and stakeholder involvement were documented in the project's Environmental Assessment (EA) completed in March 2012. On August 9, 2012, FHWA issued a Finding of No Significant Impact (FONSI) identifying Alternative I as the selected alternative for the BSBC Project. Alternative I contemplates a new Companion Bridge, just west of the existing Brent Spence Bridge. Since 2012, KYTC and ODOT have worked to identify and evaluate measures to reduce the cost of the project and to improve the design and constructability. In 2022 Concept I-W was accepted where all I-71 and I-75 interstate traffic will be on the new companion bridge and local connectivity will be accommodated via the existing Brent Spence Bridge. This refined concept reduces cost, is more constructible and improves the local connectivity for both Ohio and Kentucky.

FHWA has approved two prior NEPA reevaluations of the BSBC Corridor Project. In the first reevaluation, completed on February 11, 2015, FHWA determined that the potential to toll I-71/I75 would require the preparation of a Supplemental EA (SEA) to evaluate the additional impacts associated with tolling. However, studies pertaining to tolling were stopped in 2015, and no action was taken to prepare the SEA. In the second reevaluation, completed on March 15, 2018, FHWA determined that the environmental resource studies were more than five years old and would require additional review to ensure the NEPA decision remained valid based on the possibility of new, changed, or additional regulatory requirements. Both reevaluations concluded that until KYTC and ODOT committed to any potential changes in project scope and the required reevaluation was completed, the existing FONSI dated August 9, 2012, would remain valid.

In a letter to FHWA on July 22, 2021, KYTC and ODOT provided project updates and committed to preparing a supplemental EA. The SEA is anticipated to be approved in May 2024. ODOT and KYTC are continuing to coordinate with FHWA to accelerate the SEA approval date.

A Project Advisory Committee (PAC) was formed early in the project development process to better align the project with regional and community needs and to facilitate regional, local and community input. PAC members include representatives from government agencies, community groups, and local businesses. The role of the PAC is to review various components of the project and offer feedback to allow the views of the community and local organizations to be addressed as the project is developed and implemented. The PAC members act as liaisons between their respective organizations and communities and the project team. The PAC also assists with distributing information provided by the project team. Participants in the PAC have been updated throughout the course of the project to reflect the most current stakeholder groups present in the area and to reflect current staff positions. City of Cincinnati members on the PAC are the Mayor, the Director of the Department of Community and Economic Development, the Director of the Department of Transportation and Engineering (DOTE), the Cincinnati Park Board, and the Director of the Department of the City Planning.

A sub-group of the PAC, referred to as the Aesthetics Committee, was formed to evaluate aesthetic treatments through the corridor, including structure type and corridor theme. Meetings of the Aesthetics Committee are planned to discuss opportunities to incorporate aesthetic treatments into the project. City of Cincinnati members on the Aesthetics Committee are the Department of Transportation and Engineering and the Parks Department.

II. PROJECT GOALS AND OBJECTIVES



The primary project goals identified as part of the Brent Spence Corridor NEPA decision are the following:

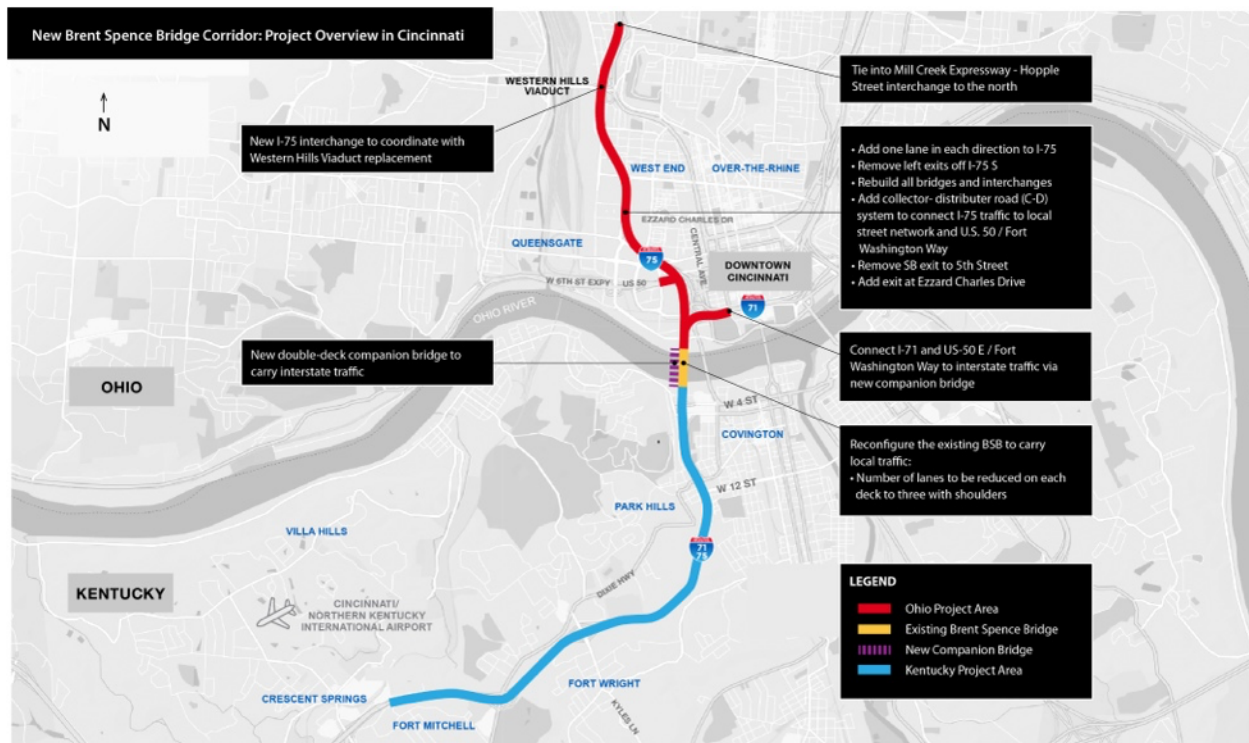
- A. Improve traffic flow and level of service,
- B. Improve safety,
- C. Correct geometric deficiencies, and
- D. Maintain connections to key regional and national transportation corridors.

The Project objectives were developed with input from the PAC. They are as follows:

- A. Maximize the Project scope within the programmed funding amounts through innovation, design optimization and effective risk mitigation,
- B. Build a project with a context sensitive design that fits within the community,
- C. Maximize the public investment in the Project by minimizing the footprint,
- D. Minimize the footprint of the interstate system to maximize potential developable space,
- E. Improve neighborhood connectivity across the interstate,
- F. Minimize traffic disruption during construction, with minimal detours or diversion of traffic to the local streets,

- G. Provide opportunities for Workforce Development and DBE utilization,
- H. Provide strong aesthetic value along the Project corridor,
- I. Achieve effective project delivery,
- J. Minimize physical intrusion and impact,
- K. Create best environmental outcomes,
- L. Design for sustained quality of life,
- M. Improve the local road aesthetics when crossing the interstate, and
- N. Open the traffic on the new Companion Bridge by July 15, 2029.

III. PROJECT DESCRIPTION



The BSBC Project will reconstruct approximately 5 miles of I-71/I-75 in Kentucky and 3 miles of I-75 in Ohio and will include construction of a new Companion Bridge over the Ohio River just to the west of the existing Brent Spence Bridge. The Project limits are from just south of the Dixie Highway Interchange in Kentucky north to Marshall Ave in Ohio with the interstate being widened by one additional lane in each direction throughout the corridor. The estimated cost of the total project design and construction is currently estimated at \$3.6 billion.

The preferred design of the Project, Concept I-W, contemplates that all interstate traffic for I-71 and I-75 will be accommodated via the new Companion Bridge, and all local connectivity will be accommodated via the existing Brent Spence Bridge. The design of the new Companion Bridge type is anticipated to be an arch or cable-stayed bridge.

The Project will include the rehabilitation and reconfiguration of the existing Brent Spence Bridge, reducing the number of lanes on each deck from four lanes to three lanes and significantly increasing the inside and outside shoulder widths. Two “Collector-Distributor (CD) Road” systems will be constructed with the Project; one CD Road to connect I-71/I-75 traffic to and from the local street network between West 12th Street (southbound at 5th Street) in Covington, Kentucky and Ezzard Charles Drive in Cincinnati, Ohio, and one CD Road between south of Dixie Highway and north of Kyles Lane in both directions, allowing for upgraded interchanges.

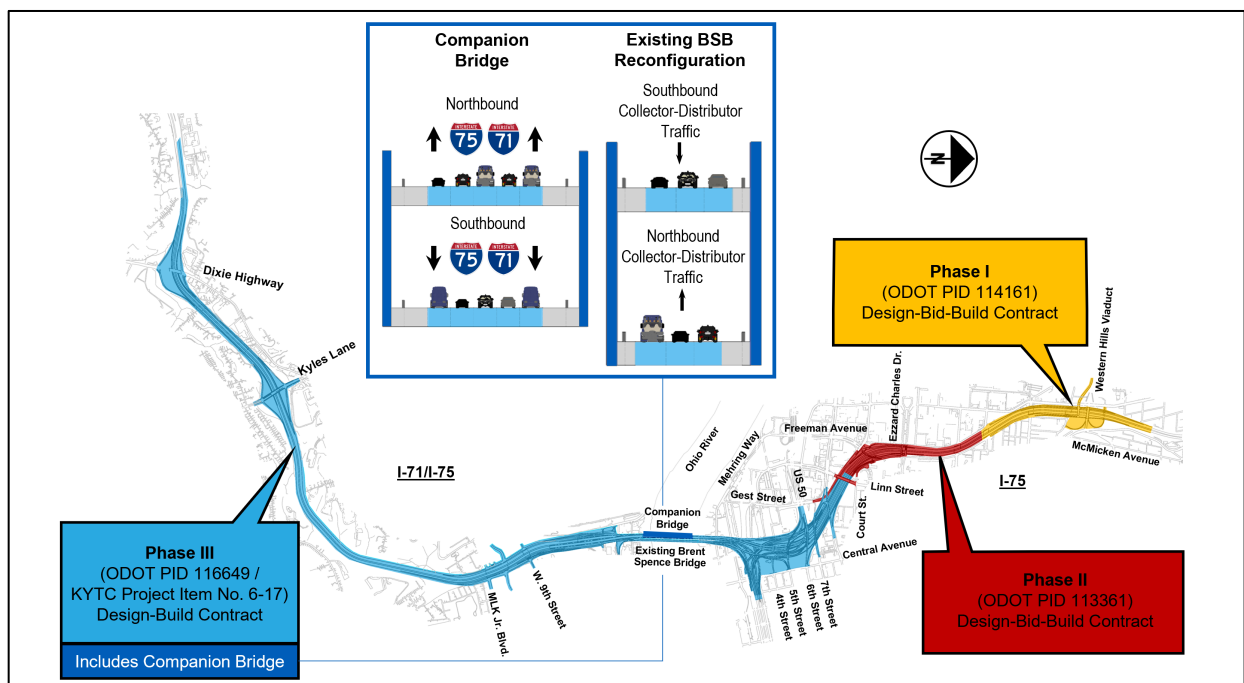
Local connectivity in Covington will be improved by extending frontage roads to connect 5th Street and Pike Street going northbound and 4th Street and Pike Street going southbound.

The Project, including design of the new Companion Bridge, will include aesthetic features for which detailed specifications will be developed.

The Completion Deadline for the Companion Bridge to be completed and open to traffic Milestone will be July 15, 2029. The Substantial Completion Deadline for the Project will be September 15, 2030.

IV. PROJECT PHASING

The Project is split into three phases:



- **Phase I:** Brent Spence Bridge Corridor (Ohio) is I-75 from Findlay Street to Marshall Avenue, including a new Western Hills Viaduct (WHV) interchange. The new Western Hills Viaduct is not part of the BSBC project and is being managed by the City of Cincinnati. The design and construction of the new interchange is part of the BSBCP and needs to be designed and constructed in harmony with the new WHV. Phase I of the BSB Corridor Project will be procured using a traditional Design-Bid-Build (DBB) delivery method.
- **Phase II:** Brent Spence Bridge Corridor (Ohio) is I-75 from Linn Street to Findlay Street. Phase II is also a traditional Design-Bid-Build (DBB) delivery method.
- **Phase III:** Brent Spence Bridge and New Companion Bridge will construct approximately five miles of I-71/I-75 in Kentucky and one mile of I-75 in Ohio, a new Companion Bridge over the Ohio River just to the west of the existing Brent Spence Bridge and rehabilitate the existing Brent Spence Bridge. Due to the size and complexity of this scope, the BSMT selected to use a Progressive Design-Build delivery method for this phase.

The process for the design and construction of Phase III will be as follows:

Progressive Design-Build delivery method



Phase III - Phase 1A Proof of Concept.

The DBT will collaborate with the BSMT to create or confirm the project’s basis of design. This begins with the innovation process. The DBT 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 DBT, and local agency (including DOTE) experts review innovations for fatal flaws. Recommendations are shared with the Project Advisory Committee. This is the chance to provide feedback on the refined design options. KYTC, ODOT, FHWA, and the DBT will address the feedback received. KYTC, ODOT and FHWA will make final decisions about recommended innovations. The DBT will prepare a final summary report, and the public is notified of accepted innovations.

Phase III - Phase 1B Project Development

The DBT incorporates accepted innovations into the project design and the design is advanced to approximately 60 to 70 percent. The DBT will then provide a formal proposal (including pricing) for the Final Design and Construction Phase.


Phase III - Phase 2 – Final Design and Construction

Once the BSMT and DBT agree upon terms (including the project’s scope, price, and schedule), the DBT will complete the design and begin construction. Construction is accelerated by completing the design of smaller pieces of the project called buildable units and constructing them before the entire project is designed. Local agencies will be asked to provide comments for each buildable unit when the work is within their jurisdiction. DOTE has a team of experts in their respective fields to review and provide comments on each buildable unit. DOTE will provide comments to ODOT. The BSMT will approve each buildable unit and construction will begin. The BSMT will perform construction quality assurance and inspection for all work. DOTE will do construction oversight for the work on city streets and assets to assure the work is completed per City Standards.

V. PROJECT FUNDING, DESIGN AND CONSTRUCTION

In 2021, ODOT secured the funding to complete detailed design and prepare contract plans for Phases I and II of the project. ODOT also secured the funding to construct Phase II beginning in 2025. In November 2021, the United States Congress passed Infrastructure Investment and Jobs Act – also known as the “Bipartisan Infrastructure Law” – which created new programs to fund key infrastructure priorities and create more funding opportunities for local governments. KYTC and ODOT received federal funding grants worth \$1.635 billion for the remaining elements of the BSBC Corridor Project and have developed detailed funding plans for the remaining portions of their project costs. With funding secured, the BSMT announced in August of 2023, a design-build team (DBT) consisting of Walsh-Kokosing was awarded the progressive design-build contract to design and build Phase III of the project.

V. PROJECT DIVERSITY AND INCLUSION



WORK WITH US

THIS HISTORIC \$3.6 BILLION INFRASTRUCTURE INVESTMENT CREATES MULTIPLE OPPORTUNITIES FOR BOTH BUSINESSES AND INDIVIDUALS. THE PROJECT TEAM IS COMMITTED TO DIVERSITY AND INCLUSIVITY IN WORKFORCE AND BUSINESS ENGAGEMENT.

It is the policy of the ODOT that Disadvantaged Business Enterprises (DBEs) shall have equal opportunity to compete for and perform work as subcontractor or subconsultants on contracts awarded by ODOT. The specific DBE goal for each contract is defined by ODOT.

The DBE goal will be defined by ODOT for the Phase I and II construction contracts. Traditional goals (typically around 7% of the contract price) will be determined based on final plans and specifications.

The BSBC Phase III progressive design build contract goal is to ensure the contractors, consultants, subconsultants, and subcontractors comply with the stated project goals and objectives. The Contractor, consultants, subconsultants, and subcontractors are required to implement a proactive DBE program that is consistent with the Project DBE Program and will achieve each state's project DBE expenditure goal. The DBE goal for the preconstruction phase of Phase III is 9% of the Contract Price. ODOT is targeting a DBE goal of at least 7% of the contract price for the final contract amount.



ODOT also emphasizes that opportunities for on-the-job training and inclusion of diverse work force is important for the success of this project. The DBT will develop a Workforce Development Plan to assist candidates seeking employment in the transportation industry or related infrastructure projects. The plan may include, but should not be limited to, opportunities to engage elementary, middle, and high school students in STEM opportunities or the Project, apprenticeship programs, and veteran employment programs. The City's Department of Economic Inclusion will work with ODOT to maximize opportunities to increase diversity in the project workforce.

To promote participation of Disadvantaged Business Enterprises, opportunities for on-the-job training and inclusion of work force diversity a BSBC Corridor Diversity & Inclusion Outreach Committee (DIOC) was formed. The Mayor and Director of the City's Department of Economic Inclusion are members of this committee.

VI. CITY OF CINCINNATI PROJECT GOALS AND OBJECTIVES



The Department of Transportation and Engineering (DOTE) is the lead agency for the City of Cincinnati for this project. DOTE is working with ODOT to ensure that the project goals and objectives are being addressed as related to the city's interests.



The City's primary project goals and objectives align with the project's and are:

- *The project is built on-time*
 - Minimize traffic disruption during construction, with minimal detours or diversion of traffic to the local street
 - Minimize the impacts to the access of the Downtown Cincinnati and the Central Riverfront during construction
- *Reclaim land for development*
 - Minimize the footprint of the interstate system
 - Create contiguous land, ideal for development

- Update to the Revive Cincinnati: Lower Mill Creek Valley plan will recommend zoning/land-use of developable land
- *Reconnect communities*
 - Improve connections from Queensgate and West End across the interstate
 - Create safe, inviting crossing for pedestrians and cyclists
- *Build a project with a context sensitive design*
 - Protected pedestrian and bike facilities
 - Interstate crossing should include streetscape elements and feel like city streets, not bridges crossing a highway
 - Traffic calming features
 - Creation of greenspace
- *Create opportunities for Workforce Development and DBE utilization,*
- *Climate Equity for the affected Neighborhoods.*

DOTe has formed a local Brent Spence Bridge Advisory Committee (BSBAC) made up of Community, Business and Regional representatives directly affected by the Project within the city limits. DOTe can quickly share information and obtain feedback throughout the planning, design, and construction of the project. DOTe will evaluate the feedback as to meeting the City's goals. DOTe will provide updates to the Mayor and City Council as needed. DOTe will work with ODOT to address the BSBAC concerns.

Members of the BSBAC include:

<i>Cynthia Kearns</i>	Camp Washington Business Association
<i>Paul Grilli</i>	Camp Washington Community Council
<i>Spencer Deutsch</i>	Camp Washington Business Association
<i>Brenden Regan</i>	CHCURC
<i>Tony Walsh</i>	CUF Neighborhood Association
<i>Andrew Naab</i>	Downtown Residents Council (DRC)
<i>Steve Leeper</i>	3CDC - Convention Center
<i>Eric Beck</i>	Hamilton County Engineer
<i>Melissa Wegman</i>	Queensgate Business Alliance
<i>Matt Jones</i>	Cincinnati Regional Business Committee (CRBC)
<i>Pete Metz</i>	Cincinnati USA Regional Chamber
<i>Steve Kenat</i>	Bridge Forward
<i>Philip Denning</i>	Port Authority
<i>Chris Griffin</i>	West End Community Council
<i>Nick Johnson</i>	West End Business Association

VII. CITY OF CINCINNATI PROJECT MANAGEMENT TEAM MEMBERS ROLES AND RESPONSIBILITIES

The City's project management team consists of DOTE staff and other City agencies' staff required to support this project. The city is not a funding partner or is responsible for any of the construction costs, however, DOTE has been allotted a minimal amount of funding for staff to support this project.

Members of the city team and their roles are:

Mayor, Aftab Pureval

- Primary point person for public communications related to any major decisions on the planning and design of the project
- Work closely with DOTE to set the city's goals and objectives
- Member of the Project Advisory Committee
- Member of the project Diversity & Inclusion Outreach Committee

DOTe Director, John Brazina

- Primary point of contact between ODOT and the City
- Provide Project updates to the Mayor and City Council
- Oversee and provide guidance to the City's Project team
- Member of the Project Advisory Committee

DOTe Division Head/BSBC Project Manager (BSBCPM), Bryan Williams

- Primary point of contract between ODOT, the DB Team and the City for planning and design comments
- Oversee and provide guidance to the DOTE team members
- Member of the Project Advisory Committee
- Chair of the local BSBPAC
- Manage DOTE's BSBC project budget
- Coordinate the city's review and provide detailed comments to ODOT and the DBT for all buildable units
- Provide project updates to the DOTE Director
- Update the PMP as needed
- Co-manage the Plan Cincinnati: Neighborhoods of the Lower Mill Creek Valley plan

Department of City Planning and Engagement Director, Katherine Keough-Jurs

- Member of the Project Advisory Committee
- Co-manage the Plan Cincinnati: Neighborhoods of the Lower Mill Creek Valley plan

Department of Community and Economic Development, Markiea Carter

- Member of the Project Advisory Committee

Parks Department Division Head of Planning and Design, Joel Gross

- Member of the Project Advisory Committee
- Member of the Project Aesthetics Committee

Department of Economic Inclusion Interim Director, Laura Castillo

- Member of the Project Diversity & Inclusion Outreach Committee

DOTe Division Head of Development, Permits and Urban Design, Angie Strunc

- Member of the Project Aesthetics Committee
- Provide detailed comments to the BSBCPM for buildable unit reviews for City streets as related to City complete street standards, aesthetic, and bicycle and pedestrian facilities
- Provide BSBCPM graphic support
- Approve and issue street closure and nighttime noise waiver permits for work on City streets
- Provide review comments to the BSBCPM on preliminary designs related to economic development, neighborhood improvements and connectivity opportunities

DOTe Division Head Traffic Engineering, Curtis Hines

- Provide detailed comments to the BSBCPM for buildable unit reviews for city streets as related to traffic control and wayfinding signage, traffic control signals and devices and street lighting
- Provide feedback to the BSBCPM on planned street lane closures and restrictions

DOTe Principal Engineer Structures/WHV Project Manager, Bill Shefcik

- Provide detailed comments to the BSBCPM on buildable unit reviews for city streets as related to city owned or maintained bridges and retaining walls
- Coordinate the design and construction of the WHV Project with the BSBC Project

DOTe Principal Engineer Transportation Design, Chris Ertel

- Provide detailed comments to the BSBCPM on buildable unit reviews for city streets as related to DOTe street design standards
- Update DOTe's asset management database for any changes made to DOTe assets

DOTe Principal Engineer Construction Management, Joe Hinzman

- Provide detailed comments to the BSBCPM on buildable unit reviews for city streets for constructability
- Provide construction engineering and inspection oversight for work on city streets and assets

DOTe Administrative Specialist, Ursula Miller

- Provide assistance for public involvement and outreach

DOTe Supporting Staff Members. The following list of DOTE staff supports the BSBCPM, and the Division and Section managers in the tasks assigned to them.

DOTe Development, Permits and Urban Design Principal Architect, Jeff Stines

DOTe Construction Management Senior Engineer, Lisa Rowell

DOTe Structures Supervising Engineer, Brandon Lecrone

DOTe Traffic Engineering Supervising Engineer, Ryan Kirk

DOTe Traffic engineering Supervising Engineer, Andy Carter

IX. DETAILED DESIGN CRITERIA AND DESIGN STANDARDS FOR CITY STREETS

The DBT shall cause all Design and Construction Work on city streets to comply with the applicable local agency standards.

The Project design speeds and legal speeds for the City of Cincinnati streets shall meet the minimum speeds as shown in Table below.

Roadway	Functional classification	Design/ Legal Speed
W. 2 nd St.	Urban Principal Arterial	25/25
W. 3 rd St.	Urban Principal Arterial	25/25
W. 5 th St.	Urban Collector Street	25/25
W. 6 th St.	Urban Collector Street	25/35
W. 7 th St.	Urban Principal Arterial	25/25
W. 8 th St.	Urban Principal Arterial	25/25
W. 9 th St.	Urban Principal Arterial	25/25
Winchell Avenue	Urban Minor Arterial	25/25

**Design of the Collector-distributor Street system is intended to calm traffic and lower speeds as vehicles enter the urban core and connect the local street network.*

DOTe Design Standards for City Streets:

- City of Cincinnati Supplement to State of Ohio Department of Transportation Construction and Material Specifications
- City of Cincinnati Standard Drawings Department of Public Works Division of Engineering
- City of Cincinnati Department of Transportation and Engineering – Subdivision and Development Street Manual
- City of Cincinnati Traffic Safety Handbook (Blue Book) City of Cincinnati
- Sidewalk Regulations Book
- City of Cincinnati Stormwater Management Rules and Regulations, Stormwater Management Utility (SMU)
- City of Cincinnati SMU Design Manual
- City of Cincinnati SMU Standard Drawing

- NACTO Urban Street Design Guide
- NACTO Global Street Design Guide
- NACTO Urban Bikeway Design Guide
- AASHTO A Guide for Transportation Landscape and Environmental Design
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- AASHTO Guide for the Development of Bicycle Facilities

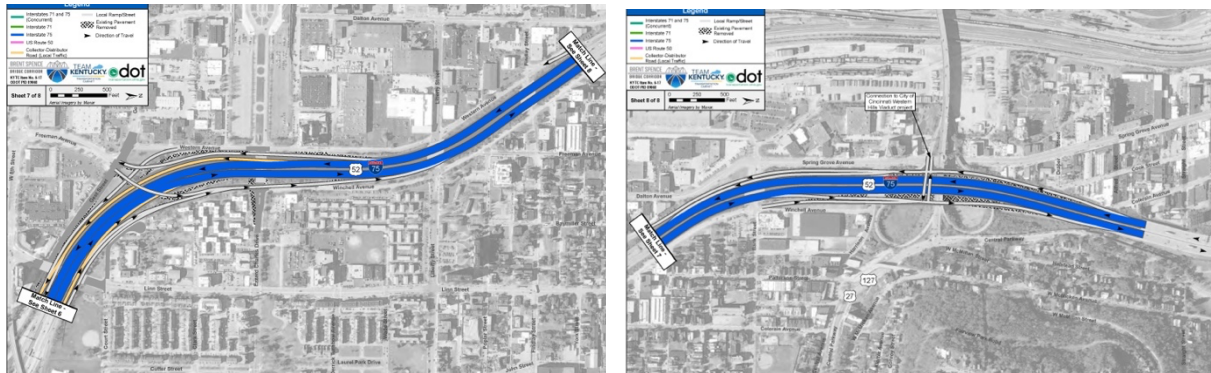
X. CITY OF CINCINNATI UTILITIES

The Cincinnati Metropolitan Sewer District (MSD), Greater Cincinnati Water Works and Cincinnati Stormwater Management are considered utilities. Any new, relocations or alterations to their systems will be done in accordance with ODOT's and the Local Agency's rules and regulations and standards.

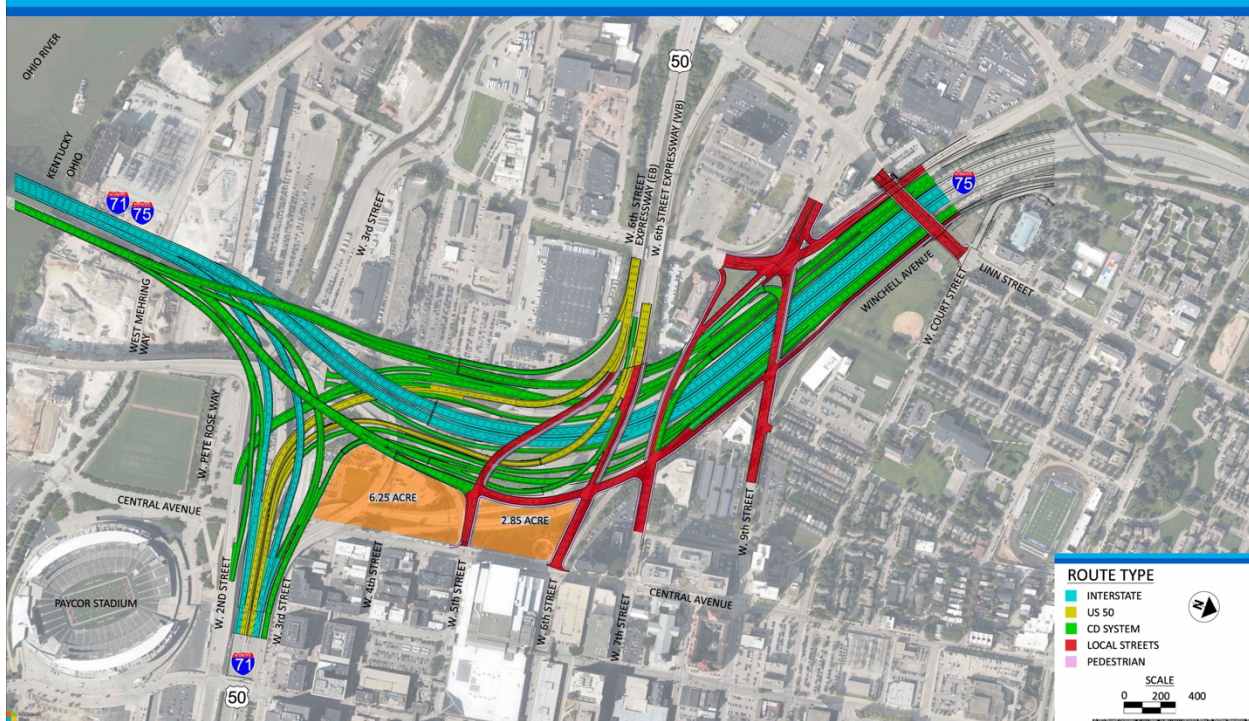
ODOT is committed to causing minimal impacts and do improvements where they can be achieved because of the work required for the project. The following technical specification is included in the DBT contract. To date The Project is committed to removing 113 acres from the MSD combined sewer system.

- The Contractor shall not increase stormwater runoff to the individual existing MSD sewer inlets or pipes that currently receive stormwater from the roadways as a result of the work on the Project. The Contractor needs to be aware that MSD has an old system of conduits and are concerned with increased flows as well as the structural integrity of their system if additional fill, live load, or static load will be added in the vicinity of their pipes. The Contractor shall be required to adequately demonstrate minimization of any impacts to existing system to MSD and ODOT for approval. If the Contractor's design adequately addresses this provision, it is not anticipated that any further analysis of MSD's combined sewer network will be required. However, if the Contractor's design does increase stormwater runoff to an inlet or pipe or increases live load or static load or if the Contractor wishes to make a new connection to MSD's storm sewer or combined sewer network, the Contractor shall be responsible for addressing any necessary analysis requirements and upgrades to the system needed to meet hydraulic capacity requirements per MSD and ODOT Governing Regulations.

IX. CURRENT STATUS AND REFINEMENTS



BRENT SPENCE BRIDGE CORRIDOR PROJECT - CONCEPT I-W - NB STREET GRID GESSERT INTERSECTION
 ODOT PID 116649 & KYTC KENTON COUNTY 6-17



DOTe has been working with ODOT to refine the design to better align with the city’s goals for the project.

The status of each phase along with accepted design refinements are.

Phase I

The design is funded and ODOT has committed to funding construction when it’s needed. Design and related environmental service contracts are currently awarded and ongoing in preparation for the development of contract documents. Current design contracts were procured through the established ODOT Request for Proposal (RFP) processes which follow and adhere to federal requirements. The BSBC

Phase I design of the WHV interchange is being coordinated with the City of Cincinnati WHV Project. ODOT has committed to constructing the interchange along with the City's WHV project. The process of selection of a contractor by traditional competitive bid will begin later in 2028. The construction will coordinate with the WHV project.

The BSBC Phase I is reconstructing and widening approximately 0.8 miles of I-75 from Findlay Street to just south of Marshall Avenue at the northern end of the BSBC corridor. It will replace Bank Street and Harrison Avenue bridges over I-75, construct a new Interchange on I-75 to connect to the new WHV, and build pedestrian and bicycle facilities under I-75 on Bank Street and Harrison Avenue. Refinements within the limits of Phase I were made in coordination with the City of Cincinnati to reduce project impacts and costs and to improve local access to I-75.

The refinements incorporated into the Phase I design include:

- Shifting the I-75 alignment west of the alignment for Alternative I at the connection to Phase II (ODOT PID 113361) to minimize work along Winchell Avenue;
- Accommodating all movements to and from I-75 via the bottom deck of the new WHV. The TUDI design from the 2012 EA/FONSI accommodated Interstate movements from the bottom deck and local movements from the top deck of the existing WHV;
- Providing indirect westbound access from Spring Grove Avenue to the bottom deck of the new WHV via the proposed ramp at Bank Street. The TUDI design from the 2012 EA/FONSI provided a ramp connecting Spring Grove Avenue directly to the top deck of the existing WHV; and
- Providing a connection traveling eastbound from the new WHV to westbound Harrison Avenue off the east end of the WHV interchange at the northbound ramp intersection. The original TUDI design provided access via a ramp from the top deck of the existing WHV.

Phase II

The design and construction are funded. Design and related environmental services are currently ongoing in preparation for the development of contract documents. Current design contracts were procured through the established ODOT Request for Proposal (RFP) processes which follow and adhere to federal requirements. The process of selection of a contractor through a traditional competitive bid will begin later in 2026.

Refinements within the limits of Phase II were made in coordination with the City of Cincinnati to reduce project impacts and costs and to improve local access to I-75.

The refinements incorporated into the Phase II design include:

- 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); Reducing the project footprint by adjusting the alignment of the southbound C-D roadway to run closer to I-75;
- Reducing the project footprint by narrowing the inside shoulder widths along I-75.;
- Widening the outside shoulders on southbound I-75 near Findlay Street and Liberty Street to accommodate maintenance of traffic during construction;

- Replacing two existing one-way bridges on Ezzard Charles Drive with a combined two-way bridge over I-75 to reduce wrong-way crashes; and
- Adjusting the horizontal and vertical alignments of I-75 to match the current design speed of 55 mph (reduced from 60 mph), provide required sight distances, increase the separation between I-75 and Court Street, and provide proper vertical clearances at cross streets.

Phase III

The design and construction are funded. The DBT is under contract and the BSMT is negotiating a detailed scope and price to begin the proof-of-concept and project development phase. A NTP is expected in late September 2023. Once a NTP is issued, DOTE will work with ODOT and the DBT to create additional refinements or confirm the project's basis of design, including the Bridge Forward proposed design changes. The BSMT has also awarded a contract to Michael Baker and Associates for Design Quality Management and to WSP for Construction, Engineering, and Inspection.

Prior to the proof-of-concept phase with the DBT, DOTE has reviewed the current I-W design and shared comments with ODOT. The city's comments are geared towards maximizing the potential development space and supporting those sites by having the potential to create access that supports any type of development that would be constructed on these sites. ODOT is currently evaluating the City's comments. Many of the city's comments share the same goal as the Bridge Forward concepts and if deemed to meet the overall project goals, ODOT has agreed to consider them.

DOTE has a very good working relationship with ODOT on this project. ODOT is willing to address the city's comments and incorporate changes when they meet the project goals. Many of DOTE's detailed requests have been included in the design such as, improving the pedestrian and bicycle connections over the interstate with opaque screening, wide share paths with pedestrian level lighting and plantings as a buffer from traffic. DOTE will continue to work with ODOT and the DBT to develop additional ideas and concepts that refine the design to advance achieving the city's goals.