

March 26, 2025

To: Mayor and Members of City Council

202500547

From: Sheryl M. M. Long, City Manager

Subject: Brent Spence Bridge Corridor Queensgate to Downtown Concerns

Reference Document #202402548

The Council at its session on December 18, 2024 referred the following item for review and report.

MOTION, dated 12/10/2024, submitted by Councilmember Owens, WE MOVE that the administration prepare a report within 60 days to address the following concerns that are related to reconnecting Queensgate to Downtown during the design build process of the Brent Spence Bridge Corridor. WE FURTHER MOVE that the administration compare the current proposed local one-way street system across I-75 in Queensgate with the Signature Street Concept attached.

In July 2023, the Brent Spence Bridge Corridor Project's Bi-State Management Team (BSMT) announced Walsh Kokosing as the Design-Build Team (DBT) for Phase 3 of the Brent Spence Bridge Corridor Project (BSB). This kicked off the first phase of the progressive design-build process, the Innovation Phase. The results of the Innovation Phase and the preferred alignment were announced in June 2024. The Department of Transportation and Engineering (DOTE) and the Ohio Department of Transportation (ODOT) presented the innovations to City Council at the Climate, Environment & Infrastructure Committee on June 4, 2024.

The DBT immediately proceeded into detailed design of the preferred alignment, completing 30% plans in January 2025. Design has continued moving forward, with 60% plans scheduled for summer 2025.

The Signature Street Concept includes changes to infrastructure that are both within and outside the BSB project limits. Within the BSB project limits the Signature Street Concept includes proposals to make a connection from 5th Street to 3rd Street on the west side of I-75 and a conversion and realignment of W. 9th Street across I-75. These proposals involve a complete redesign of key aspects of the project, require work and potentially the purchase of additional property that are not included in the project's environmental documents, and add considerable construction costs due to an increase in bridge area. These changes would greatly delay the project, resulting in significantly increased design and construction costs.

It's very unlikely the BSMT would agree to any changes that will require any modifications to the environmental documents or add significant delay to the project. The City may also be required to fund the costs associated with the design changes, construction cost increase and costs associated with the project delay, totaling tens of millions of dollars.

The BSB project is being designed to allow for an expansion of 5th Street to Gest Street and a connection to 3rd Street, if future development desires. The 5th Street bridge could be converted to two-way in the future if it functions with future improvements. All overpasses would be able to be modified to accommodate streetcar rails if desired with future streetcar expansion also. The project also includes aesthetic commitments made by ODOT on the overpass bridges. Those improvements include planters, shared-use paths, pedestrian level lighting and opaque screening to enhance the pedestrian experience when crossing the highway. Renderings of these commitments can be seen in the image below.



6th Street



7th Street



9th Street

Changes proposed in the Signature Street Concept that are outside the BSB project limits can be evaluated by the City for future implementation. Linn Street and W. 9th/8th Street are part of the City's State to Central RAISE Grant project and will be evaluated with that project.

cc: Greg Long, Interim Director, Transportation and Engineering
Bryan Williams, Division Manager, Transportation and Engineering
John Brazina, Interim Assistant City Manger