



Brent Spence Bridge Corridor Project Mainstrasse (ROMA) Neighborhood Meeting Summary November 21, 2022

Introduction

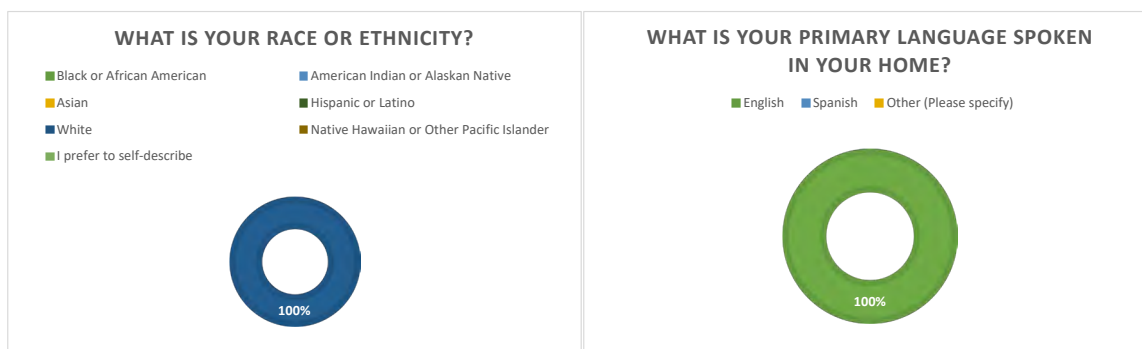
The Mainstrasse (ROMA) Neighborhood Meeting was held on November 21, 2022 from 6:00 pm to 8:00 pm. The meeting was held at the Center for Great Neighborhoods located at 321 West 12th Street in Covington, Kentucky. It was publicized through the ROMA Facebook page and the ROMA email list (see Attachment 1). Attendees at the meeting included the City of Covington, the project team, and members of the public. In total, 19 people attended the meeting, including 7 individuals from the city and the project team (see Attachment 2). Photographs are included in Attachment 3.

The meeting format included a formal presentation by Stacey Hans (KYTC) (see Attachment 4). During the presentation, the project team responded to questions and comments offered by those present.

Exhibits showing noise wall renderings, lane configurations, and a rendering of Goebel Park were available for viewing before and after the meeting (see Attachment 5). Written comment forms, a demographic survey, and postcard inviting individuals to visit PublicInput.com/bsbc to review project materials and offer additional feedback were also provided. Four (4) comment forms and seven (7) demographic surveys were returned at the meeting.

Demographics

The following is a breakdown of the responses received from the demographic survey.





A write in space was available to provide suggestions for additional ways ODOT and KYTC can improve the inclusiveness of their public outreach efforts. Comments included:

- I appreciate they reached out to our neighborhood. Perhaps Facebook page or Instagram?
- Thank you Stacie (sic - Stacee) – great job!

Comments

Attendees posed a number of questions during the course of the presentation / meeting. Table 1 is provided as a summary of the questions and answers. Common themes from the questions include:

- Clarification / understanding of local versus through traffic and ramp connections.
- Concern over traffic congestion / backup in their neighborhood during bridge closures and / or incidents.
- Clarification / understanding of the process for noise evaluation and discussion of impacts with / without noise wall.
- Drainage for low lying areas, particularly in Goebel Park.
- Clarification of timeline and staging of construction.

The comment sheets returned at the meeting are included in Attachment 6. All written comments will be documented in the project public comment and response summary. All comments and responses will be posted to the project website (www.brentspencebridgecorridor.com) in January 2023. Individuals who provide contact information will be notified when the comments and responses are made publicly available.

Comments noted on the survey forms returned at the meeting include:

- Include the noise walls (two comments).
- No extension of public road from Pike to 5th Street.
- Traffic mitigation and enforcement during construction.

Table 1: Q & A from Session

Question	Project Team Response
Is the object of this meeting to tell us what you are going to do or is it still in design stage?	Here to solicit feedback from the community. Some things are already decided based on engineering and traffic. But some are open for refinement based on feedback from the neighborhood.
Collector-Distributor – like a local / express?	Yes – like Chicago
Will the current bridge be the only one to get on I-71? Trying to figure out how to go west to east.	Discussed points of origin and which bridge to use to travel to different destinations..
Is Buttermilk Pike to Dixie going to be continuous?	The project does not go all the way to Buttermilk Pike and will match the existing number of lanes south of Dixie Highway.



Question	Project Team Response
Time frame?	KYTC applied for federal grants and expects to hear about funding by the end of the year. The progressive design / build contract will be awarded around June 2023. Construction will begin in late 2023 / early 2024.
Are you going to be able to give back to the park? Note the park has a lower elevation.	Enhancing Goebel Park is an area for opportunity in the project. KYTC is coordinating with the City of Covington regarding this.
What do we think the air quality will be in that area?	KYTC is studying air quality as part of the environmental process. The air quality will likely be similar to what it is today.
Can you still get on to Pike – how can you do that? Currently, travelers get on the highway at Pike and 4 th , cross the old bridge and then decide which way to go.	All local movements to and from the highway will occur through the collector-distributor system. Local traffic will function similar to how it does today.
Will the existing entrance for 4 th be for emergency access only?	The ramp project is scheduled to open by Christmas. West 5 th Street will be open, but West 4 th Street will be for emergency access only. Once the Brent Spence Bridge Corridor Project is built, the West 4 th Street ramp will be opened up for full access.
Differences that will affect ROMA will be all the collector-distributor lanes and the effect of extra traffic during construction.	The new companion bridge introduces resiliency in the system to provide an alternative route if there is an incident to reduce traffic rerouting to the local street network.
Will the route be adequately signed for through and local traffic?	First decision point – interstate or local destinations – will be signed on the highway. Then, additional signage will be provided on the collector-distributor system. Decisions on the collector-distributor system will occur at lower speeds.
Trucks? Main to 5 th is an issue. If there is an issue on interstate – does not take many trucks to back up on local roads.	Both the companion bridge and potentially the local West 9 th Street to West 5 th Street connector will give more options to traffic during incidents, which should reduce traffic rerouting to Main Street.
Design looks great but how are (ROMA) going to be impacted during construction?	KYTC will develop a Traffic Management Plan & Incident Management Plan during construction and will work with the city, first responders, and enforcement when developing the plans. These plans will apply lessons learned from the recent closure for emergency repairs, such as protecting the Roebling Bridge.



Question	Project Team Response
How to address pedestrians (legally blind) and need to walk everywhere? There is zero enforcement when traffic is backed up into local system.	The addition of the second bridge should help with incident management and reduce the effects of traffic backups to the local network.
What is the construction timeline, and will it coincide with work on the Clay Wade Bailey Bridge?	KYTC and the city will coordinate during construction to avoid all river crossings being under construction at the same time.
How does access work locally when rehab work is done on the existing bridge. Concern that residents of Covington will be impacted rather than those in suburbs.	Although construction details will be finalized by the design / build team, KYTC anticipates that the companion bridge will be built first. Once traffic is transferred to the new bridge, then the existing bridge will be rehabilitated. KYTC does not anticipate a full closure of the river crossing during construction.
Will the new T-intersection at the West 5 th Street ramp have a light?	The decision about whether or not the intersection will have a traffic light will be made during the design / build process.
How did KYTC determine noise levels at receptors?	The noise study did not take measurements at all receptors. They took field measurements in select locations to verify their model. Once they were satisfied with the model, they used it to develop the noise levels for all scenarios.
What are relative differences between the wall height and the street? Will there be breaks in the walls?	Reviewed cross sections from presentation. At the clock tower, the highway will be approximately 31 feet higher than the existing interstate, and the noise walls will be 16 feet above that. At Goebel Pool, the highway will be about 27 feet higher, and the noise wall will be 16 feet above that. There will be breaks in the walls for the collector-distributor system.
Are noise walls reasonable or feasible?	In Mainstrasse, a noise wall system was found to be feasible but not reasonable because it was not cost effective and did not meet design goals. KYTC is going a step further to ask residents if they want noise walls and are willing to consider building them as an enhancement that goes above and beyond their noise policy.



Question	Project Team Response
Concern about water collection at the low point at Goebel Park.	Runoff from the interstate currently goes into the combined system for Sanitation District No. 1. When the project is built, all interstate drainage will go into a separate storm sewer system, which should reduce flooding in Goebel Park, although some of the flooding occurs due to backwater from the Ohio River.
What about people that don't want the walls because of their visual impact? Will they benefit? Personally, I would rather see a tall wall and benefit from the reduced sound.	KYTC is specifically seeking feedback from the neighborhoods that will benefit from the walls in their decision-making process.
Going back to when data was taken for noise? Summer or winter as the leaves make a huge difference.	The noise data was gathered in late spring / early summer. Official policy does note that foliage is not a recognized buffer.
What about the view of St. John's Church with a noise wall?	The church will not be visible from the east side of the highway with a noise wall.
With walking path being near Jillian – is it coming in a little east – but goes through a gully that floods. What are you doing? Are you looking to raise elevation? Concerned about safety in park – will all the roads going through the park be elevated and able to walk through? Want to minimize walking path interacting with underpass.	Team is looking at opportunities for reconnecting paths in Goebel Park and providing lighting under bridges to provide safe passage.
Question on speed of local streets? 25?	The city would have jurisdiction over speeds on local streets.
9 th to 5 th Street connector – would still have noise wall? Personal opinion would be nice but does not impact his property.	Yes, a noise wall could still be built if the West 9 th Street to West 5 th Street connector is built as the noise wall is actually on the Collector-Distributor and 5 th Street Exit Ramp in this area.
Will team reach out to neighborhoods about the larger neighborhood meetings?	The project team will forward a flyer about the larger neighborhood meetings to Mainstrasse.



Attachment 1: Advertising Materials

Seth Turner

From:
Sent: Wednesday, October 26, 2022 3:56 PM
To:
Cc:
Subject: Re: Brent Spence Bridge Presentation on November 21st

Follow Up Flag: Follow up
Flag Status: Completed

Thanks for this information. I have the following updates for our neighborhood group Residents of MainStrasse Association (ROMA).

I have reserved a large conference room for Monday, 11/21/22 at 6pm with the Center for Great Neighborhoods at 321 W 12th St in Covington. That room has plenty of room for easels. There is a projector and laptop hookup for presentations. We have not used virtual capabilities to a great extent but might be open to suggestions on how to best use that.

As for publicizing, we can post to our ROMA Facebook page and can send out to our email list. Given we have many no - residents on our page (folks who work in the village or that live nearby and frequent the village) I would want to emphasize this meeting is intended for residents primarily. We also have an events page we can add this to. I appreciate any wording you can provide to help us communicate this meeting so I welcome your email text and could also print/post fliers if that's also something you can provide.

Andi

Sent from my iPhone

On Oct 25, 2022, at 3:41 PM, > wrote:

Andi and Brian,

Thank you so much for allowing the Brent Spence Bridge project team to attend the Mainstrasse/ROMA meeting you are setting up on November 21st. As you know, the project team wants to share information about the project and create a community conversation where your residents can share their questions and comments on the upcoming project. To ensure that all of your residents know about this opportunity, we wanted to walk through what options you have available for marketing the meeting and whether you need assistance in getting the word out. Below is a table with a list of ideas of how to communicate the opportunity – many of these come from the neighborhood representatives we are working with on these meetings. If you would be kind enough to let us know what capabilities you have and what assistance you might need, we can be helpful bolstering your existing outreach.

Our goal is to be sure all notifications about meeting opportunity are sent out a minimum of 14 days, preferably sooner, before each meeting.

Media Outlet	Description	Can do this (mark with an X)	Completed? (Please provide date completed for Federal tracking.)
Prior Meeting Notice	Can you share BSB as an upcoming topic at a previous neighborhood meeting?		
Email list	Can you email a neighborhoodwide or citywide email list with information about BSB presentation at the upcoming meeting?		
Facebook (private to neighborhood)	Can you share a Facebook message about BSB presentation?		
Post a sign at the local coffeehouse or gathering place	Is there a special place in your neighborhood where everyone would see this message?		
Share with a school PTO/PTA	Is there an elementary school with an active PTO/PTA that might be willing to share this message?		
Other	Is there another outlet you have available to get the word out?		
Do you need assistance from us with advertising?	Do you need the meeting information as an email or flyer?		

As we move forward towards the meeting, Seth Turner (copied here) will be your point of contact for outreach assistance. He has been helping on broader outreach efforts for BSB so we wanted to bring him in to assist on our neighborhood specific meetings.

Thanks!
Sherry

Sherry R. Kish

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This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments. Thank you.

Seth Turner

From: Andi Fehr
Sent: Monday, November 21, 2022 4:46 PM
To: Seth Turner
Subject: Fwd: Brent Spence Bridge Meeting Update/Feedback November 21st 6:00 PM

This was the first email we sent to our distribution list

Sent from my iPhone

Begin forwarded message:

From: ROMA
Date: November 9, 2022 at 1:37:50 PM EST
To: ANDIFEHR
Subject: Brent Spence Bridge Meeting Update/Feedback November 21st 6:00 PM
Reply-To: ROMA



The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) are conducting a series of neighborhood outreach

meetings for the Brent Spence Bridge (BSB) Corridor Project. Details for the meeting with residents of MainStrasse are listed below.

Purpose: To share updates on the BSB Corridor Project and to offer residents in surrounding neighborhoods the opportunity to share feedback with the Project Team.

When: Monday, November 21, 2022 at 6:00pm.

Where: Large community conference room at The Center for Great Neighborhoods of Covington, 321 West 12th Street, Covington, KY 41011.

Hope to see you there!

If you need assistance attending this meeting, please call Stacey Hans at (859) 341-2700.

View the most recent project newsletter at the following link:



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Residents of MainStrasse Association · 321 W. 12th Street · Covington, KY 41011-1369 · USA



Seth Turner

From: Andi Fehr
Sent: Monday, November 21, 2022 4:30 PM
To: Seth Turner
Subject: Fwd: Reminder Brent Spence Bridge Meeting tomorrow November 21st 6:00 PM

Here's the email reminder that went out this weekend.

Sent from my iPhone

Begin forwarded message:

From: ROMA
Date: November 20, 2022 at 11:12:23 AM EST
To: ANDIFEHR
Subject: Reminder Brent Spence Bridge Meeting tomorrow November 21st 6:00 PM
Reply-To: ROMA



A quick reminder that we've arranged a meeting tomorrow Monday, November 21, at 6pm at The Center for Great Neighborhoods of Covington to

discuss the Brent Spence Bridge project with representatives from the Ohio Department of Transportation (ODOT) and the Kentucky Transportation Department.

We will be receiving an update on the project, and what potential impact it could have on our neighborhood. Do you have questions or concerns about the project? This will be an opportunity for you to express those concerns. If you are unable to attend, but would have a question or concern, please let us know and we will try to make sure your voice is heard.

Location: Large community conference room at The Center for Great Neighborhoods of Covington, 321 West 12th Street, Covington, KY 41011

Hope to see you there!



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ROMA Neighborhood Association Facebook Page

Facebook.com

ROMA - Residents of MainStrasse Association

**Andi Fehr**
Admin Top contributor · +1 · November 15 at 7:33 AM · 🌐

A quick reminder that we've arranged a meeting on Monday, November 21, at 6pm at 📍 The Center for Great Neighborhoods of Covington to discuss the Brent Spence Bridge project with representatives from the Ohio Department of Transportation (ODOT) and the Kentucky Transportation Department.

Location: Large community conference room at The Center for Great Neighborhoods of Covington, 321 West 12th Street, Covington, KY 41011

Hope to see you there!

👍❤️ 20 2 Comments

👍 Like 💬 Comment 📧 Send

Write a comment...

Kelly Bellisle
Hi neighbors, commenting again to boost this visibility. I am hoping to be at the meeting, but planning our life is easier said than done this days. Very interested to hear more about the impacts on our neighborhood. 👍 2

John Saxton
Just want to add to **Andi Fehr's** post. This was a meeting scheduled specifically for Mainstrasse residents and not one of the city planned town hall meetings about the bridge. Even if you don't live next to the highway the project is going to have a mas... [See more](#) 👍 7

About

Residents of Mainstrasse Association
A group of committed residents dedicated to establishing & maintaining a safe, thriving, beautiful neighbor... [See more](#)

🔒 **Private**
Only members can see who's in the group and what they post.

👁️ **Visible**
Anyone can find this group.

📍 **Covington, Kentucky**

[Learn more](#)


Topics in this group

#ittakesavillage 📌
Pinned by admin · 13 posts

#lovethcov 📌
Pinned by admin · 11 posts

#readreadycovingtonupdate 📌
Pinned by admin · 1 post


Upcoming events

 **WED, DEC 21 AT 6:30 PM AND 1 MORE**
Holly Jolly Days: S'mores and More
Behringer-Crawford Museum
Crafts · Shared to ROMA - Residents of MainStrasse Association


[See all](#)



Attachment 2: Sign-In Sheet



TEAM KENTUCKY
TRANSPORTATION



SIGN-IN SHEET

BRENT SPENCE BRIDGE CORRIDOR PROJECT
Neighborhood Outreach Meeting – November 21, 2022

#	Name	Representing	Address	Phone	Email
1.	ANDI FEHR	RESIDENTS OF MAINSTRASSE			
2.	Mour Diop	ETHIOPIA - KY			
3.	Brian Gorkov	RESIDENTS OF MAINSTRASSE			
4.	Shane Hill				
5.	Barbara Juliana Morrey	RESIDENTS OF MAINSTRASSE			
6.	John Saxton	FOMA			
7.	Michael Schilling	ROMA			
8.	Jeff & Crystal Nussstein	ROMA			
9.	Kevin Lammeman	ROMA			
10.	Emily Herrera	ROMA			
11.	Alberto Herrera	ROMA			
12.	PJ Connehan	"			
13.	John Warner	ROMA			
14.	Dot Helms	ASIB			
15.	Mark Beckwith	11-15			
16.	Andrea Wilkoff	Livingston			
17.	Linosay Wance	MTB			
18.	Stacey Haas	KYTC			
19.	Gary Valetta	KYTC			
20.					

Please print clearly • Contact information is optional but must be included if you wish to receive updates.
page ___ of ___
KYTC Item No. 6-17 | ODOT PID 89068



Attachment 3: Photographs





Attachment 4: Presentation

BRENT SPENCE

BRIDGE CORRIDOR



Mainstrasse Neighborhood Meeting (KY)

November 21, 2022



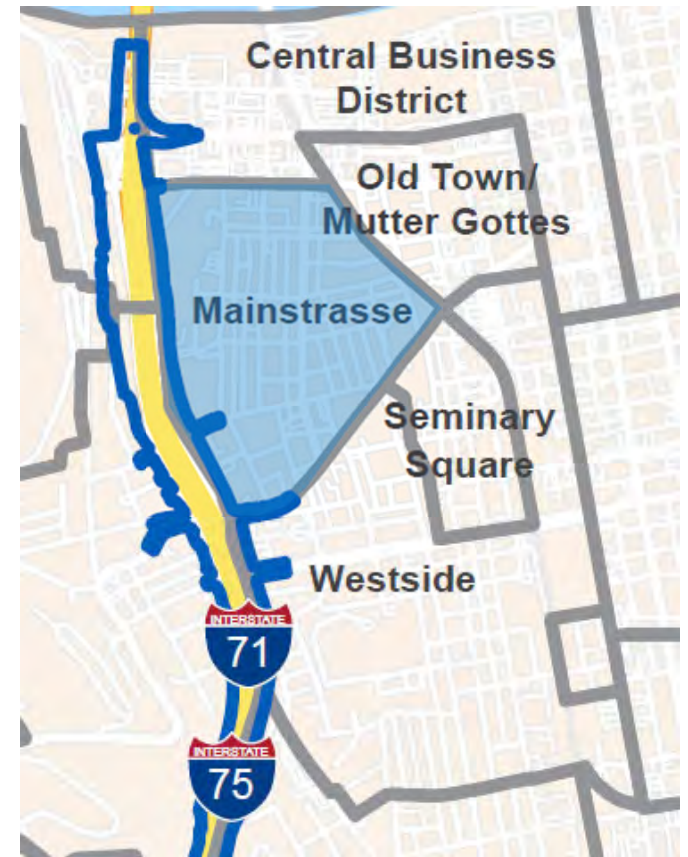
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brentspencebridgecorridor.com



The meeting will open introductions of the Project Team in attendance (2 min).

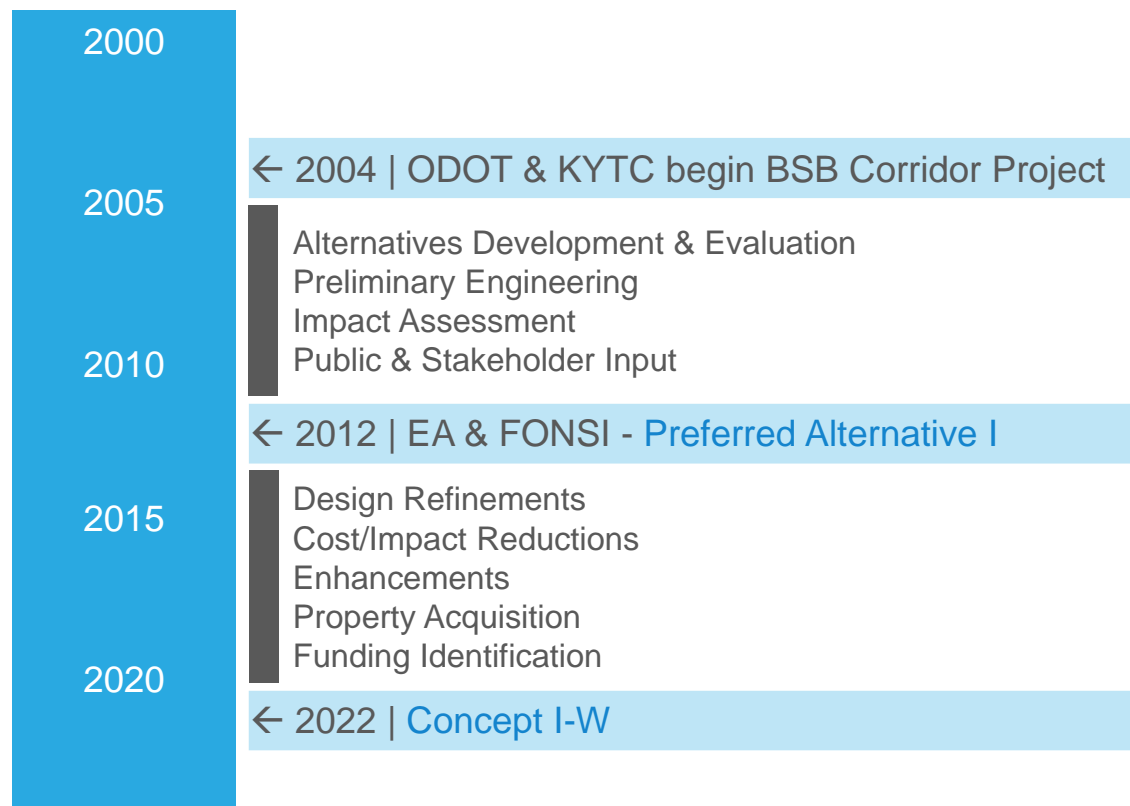
Welcome

- Meeting purpose
 - Share updates on the Brent Spence Bridge (BSB) Corridor Project
 - Offer residents in the Mainstrasse neighborhood the opportunity to share feedback with the Project Team
- Agenda
 - General project overview
 - Project specifics in the Mainstrasse area
 - Discussion/feedback from Mainstrasse residents



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 Mainstrasse neighborhood. Most importantly, tonight we're focusing on hearing from the residents of Mainstrasse. We're here to answer your questions and to listen to your feedback about the project.

Project History



3

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 Kentucky, that includes I-71 and I-75 from just south of Dixie Highway to the Brent Spence Bridge. 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, KYTC 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, KYTC has begun purchasing the land needed to build the project.

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

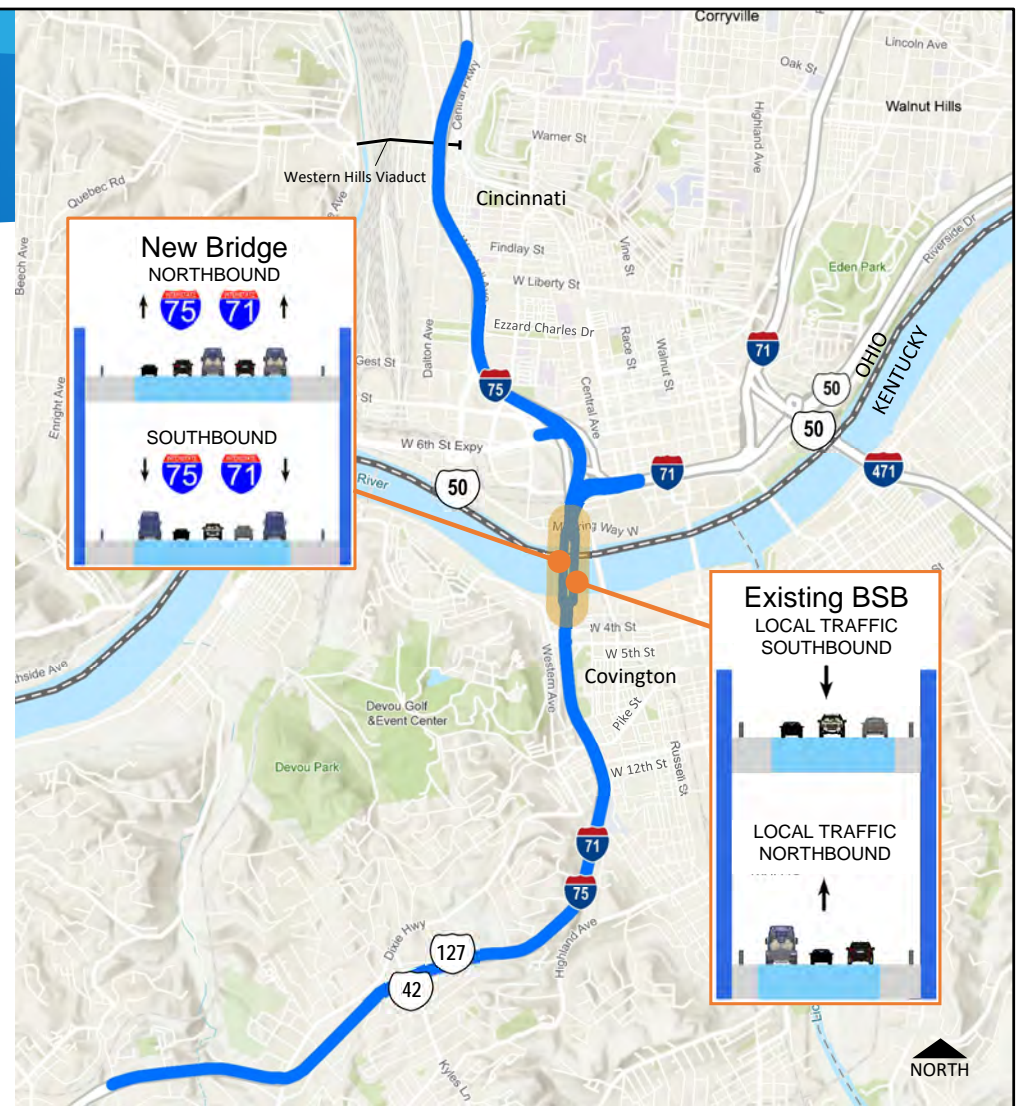


In Ohio, the project will add one lane in each direction to I-75, remove left exits, and rebuild all bridges and interchanges. A collector-distributor system will also be added to connect I-75 traffic to and from the local street network and US-50 West.

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 #).

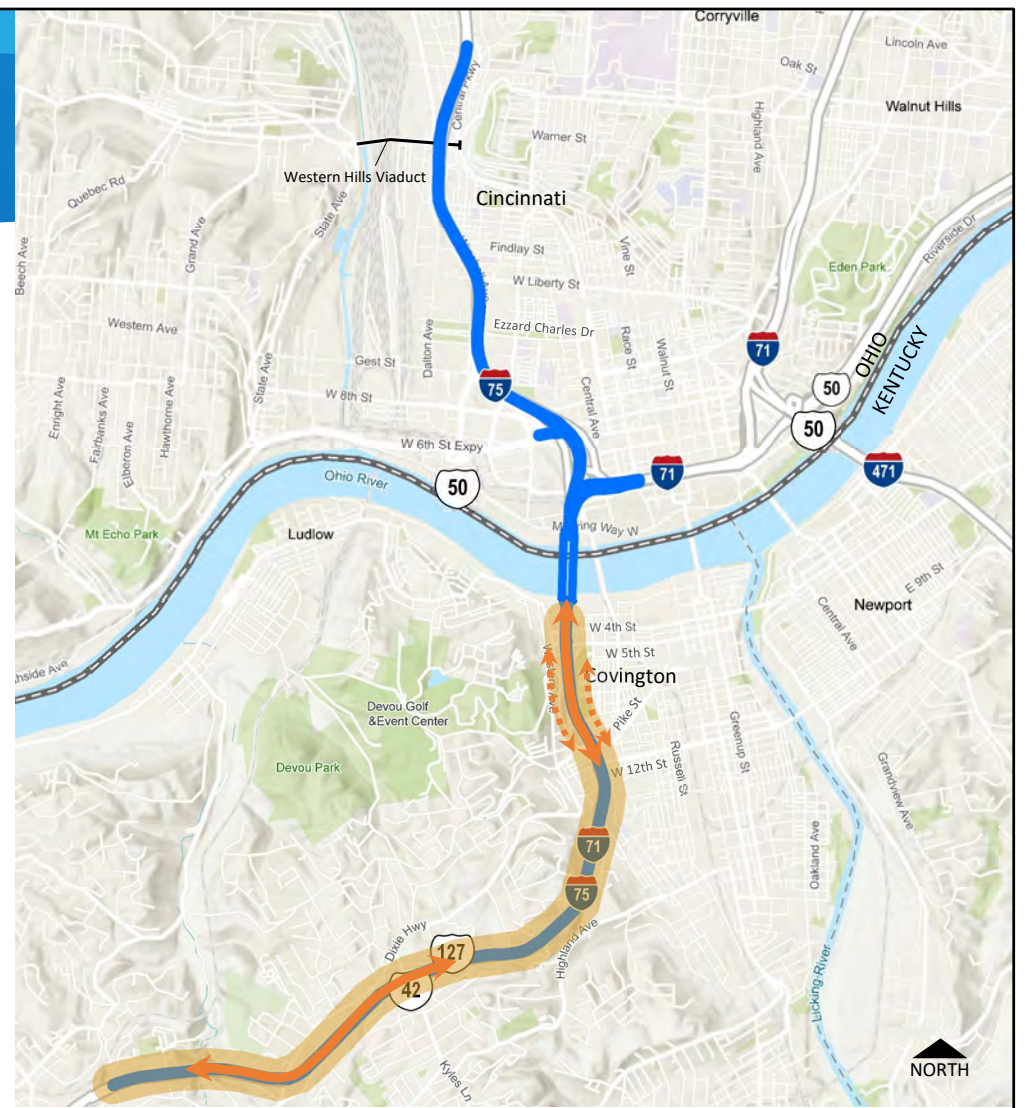
Let's move south to the Brent Spence bridge crossing. The project will build a new double decker companion bridge with five lanes on each deck west of the existing BSB. The new bridge will carry through (interstate) traffic. (#)

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

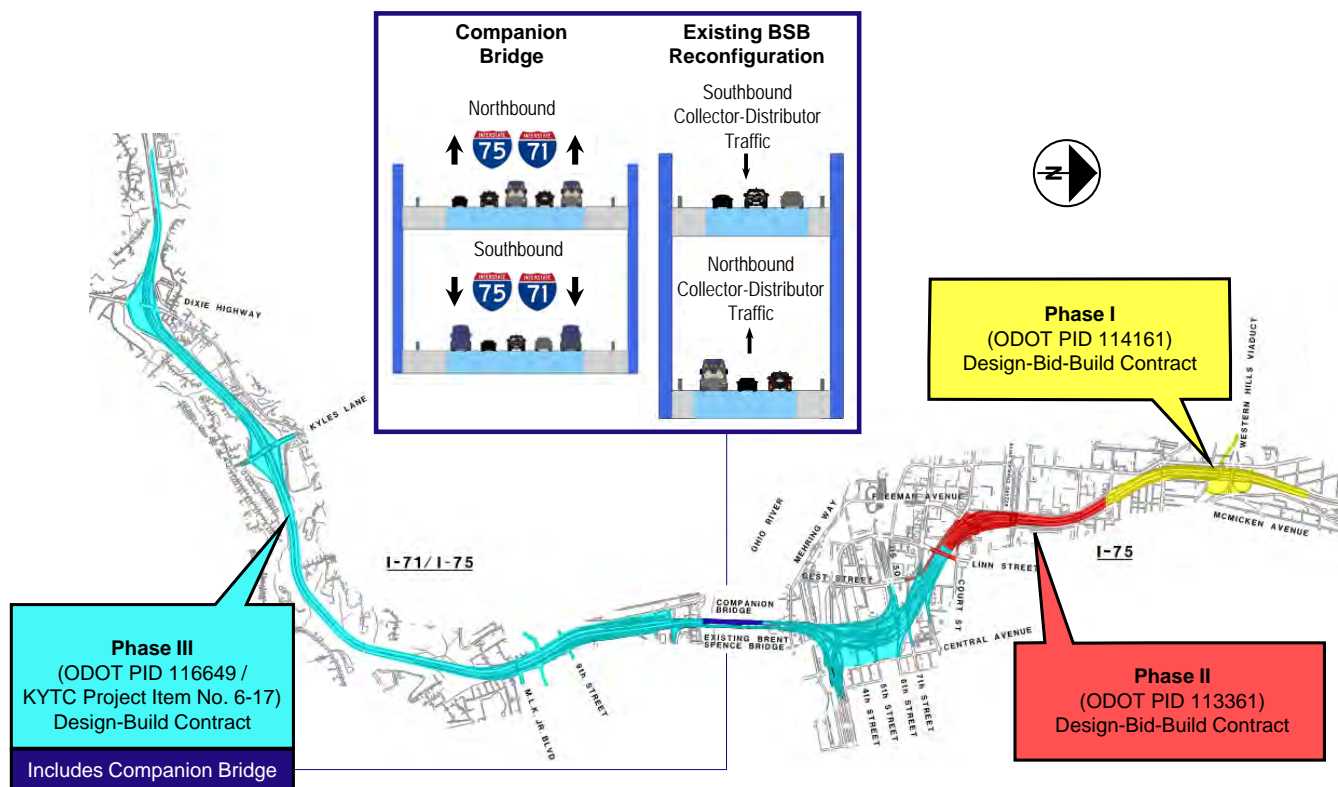
- Reconstruct and widen I-71/I-75
- Rebuild all overpass bridges and interchanges
- Extend frontage roads in Covington
- Construct a collector-distributor system from 12th Street north
- Construct collector-distributor systems between Dixie Highway and Kyles Lane



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

In Kentucky, the project will reconstruct and widen I-71 and I-75 and rebuild all overpass bridges and interchanges. (#) The project will also extend existing frontage roads connecting 5th Street and Pike Street going northbound and 4th Street and Pike Street going southbound to improve connectivity in Covington. (#) A collector-distributor system will also be built beginning northbound at 12th Street to connect interstate traffic to and from the local street network. (#) Lastly, collector-distributor lanes will be built from south of Dixie Highway and north of Kyles Lane to reduce the need for traffic to weave between ramps and the through lanes on the interstate.

Project Description

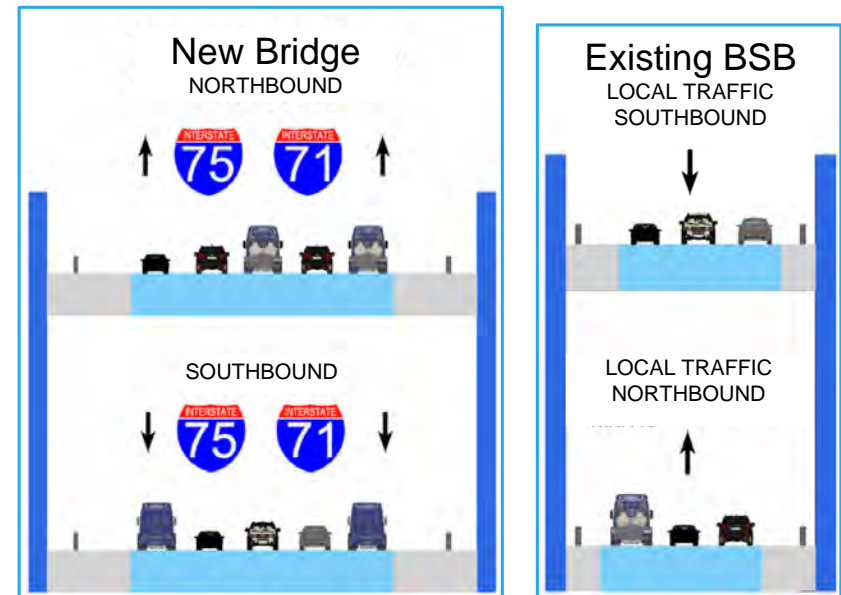


7

The project is going to be built in three phases. Phases I and II (shown in yellow and red) will be built in Ohio. Phase III (shown in blue) will build everything else, including the new companion bridge. The entire Kentucky corridor will be built in Phase III, which is following a progressive design-build process that will begin in 2023.

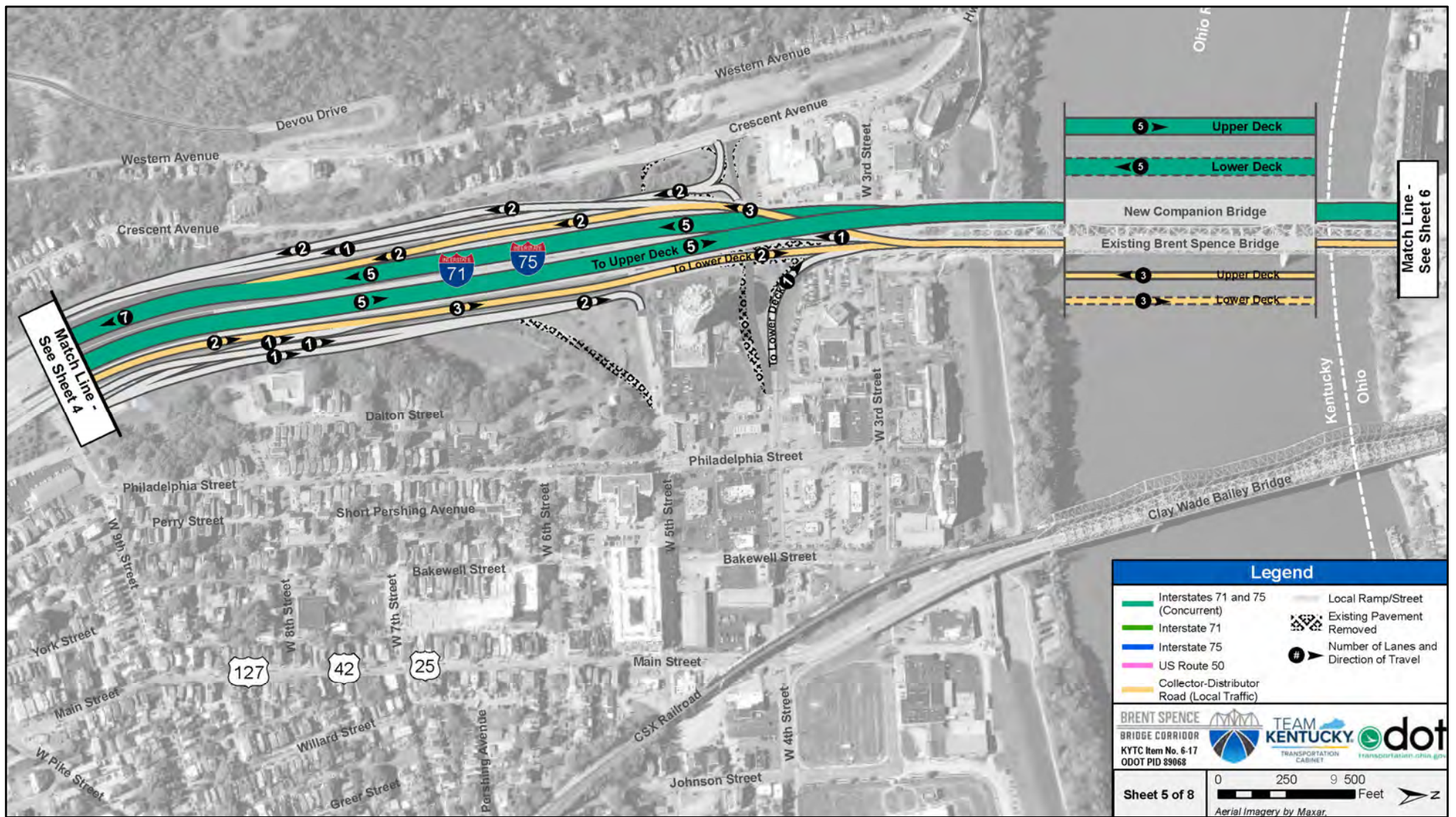
What Has Changed?

- Reconfigured how traffic travels across the Ohio River
 - Companion bridge carries through (interstate) traffic
 - Existing bridge carries local traffic
 - All northbound and southbound traffic on one deck
 - Width of companion bridge substantially reduced

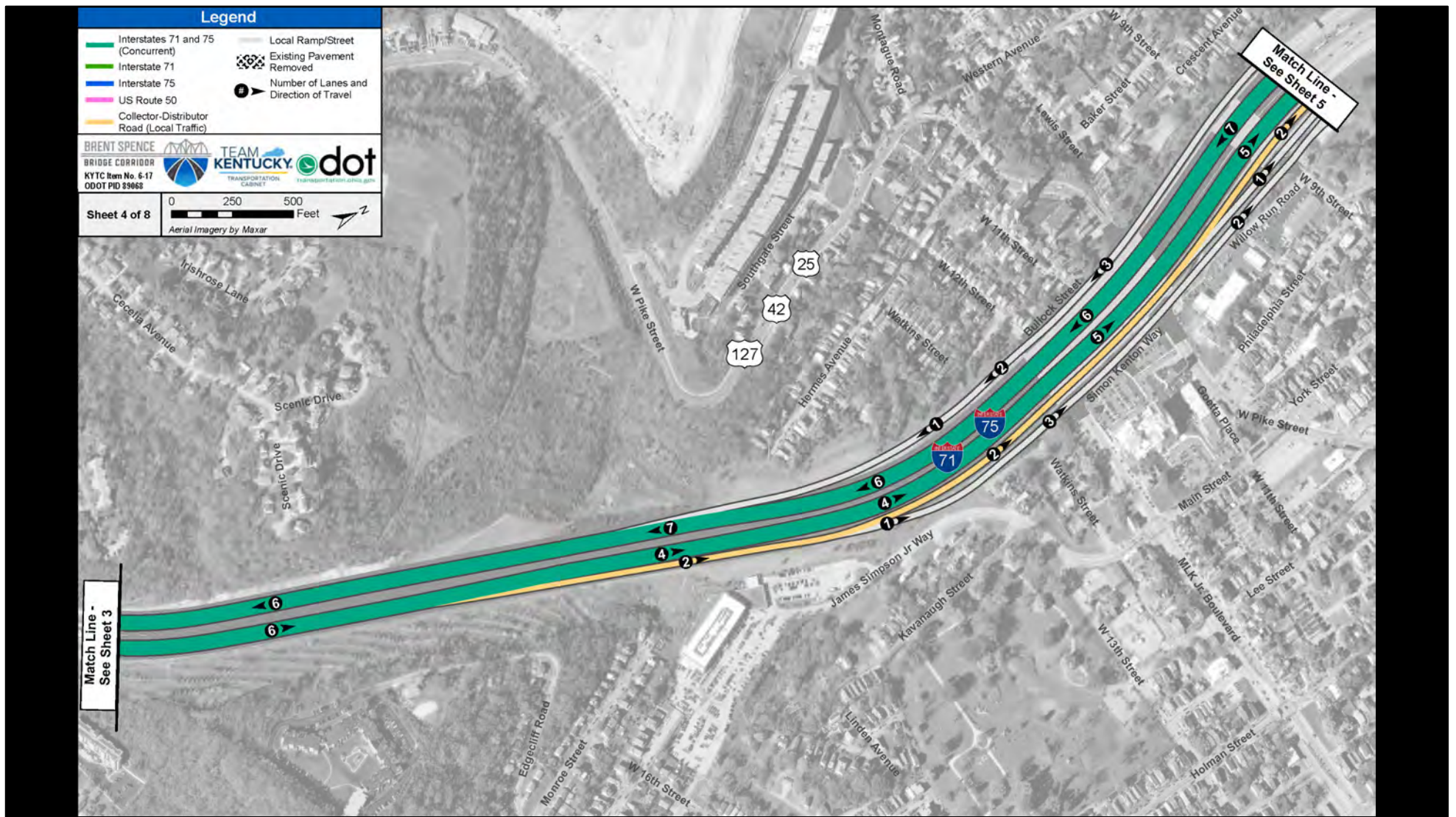


As mentioned earlier, since the 2012 EA and FONSI, KYTC has been studying ways to improve the design, simplify the construction, reduce costs, reduce impacts, and incorporate additional enhancements. One of the biggest changes is how traffic will travel across the Ohio River. The Preferred Alternative 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 move in southern Covington. The teal lines show I-71 and I-75 traffic. 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.



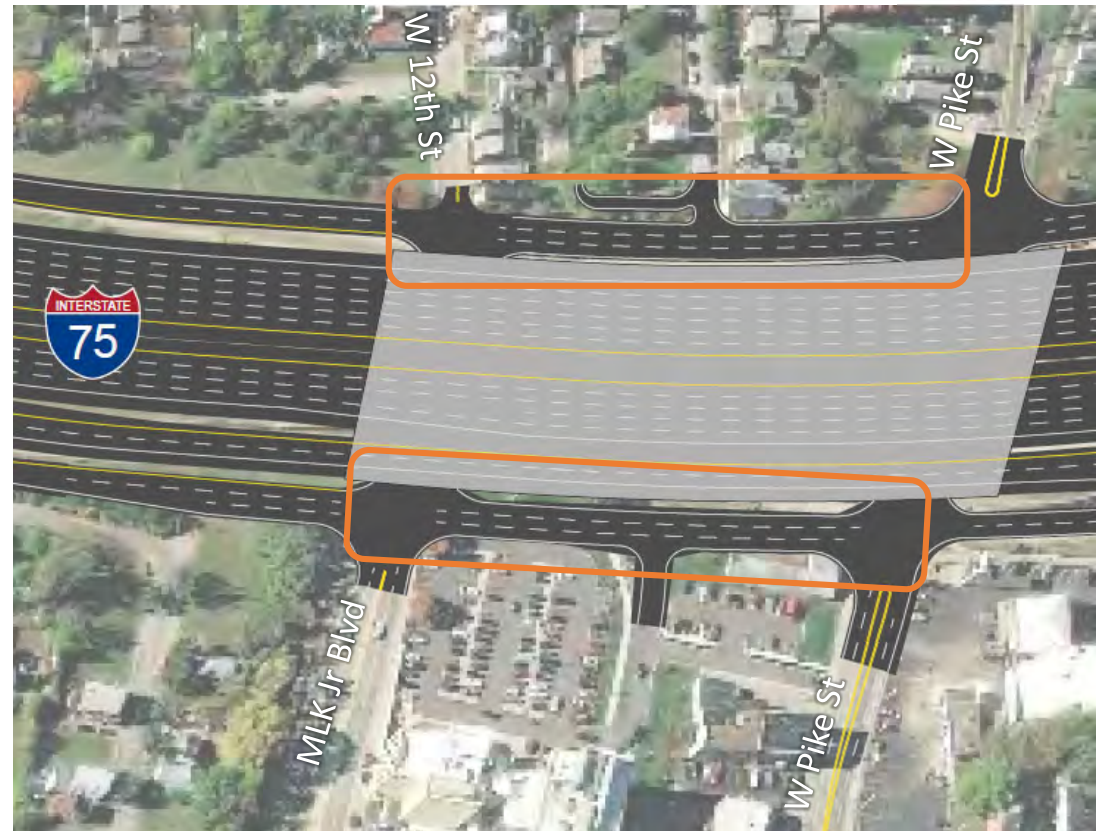
This drawing shows what the new companion bridge and the existing Brent Spence Bridge might look like after the project is built. Please note that the final design of the companion bridge will not be complete for a few years. It is possible it could be a cable-stayed design.



Here's another view from Covington near Mainstrasse.

What Has Changed?

- Reduced shoulders
- Reduced design speeds
- Reduced lanes on frontage roads
- Reduced relocations
 - Residential | 4 vs. 40+
 - Commercial | 5 vs. 6



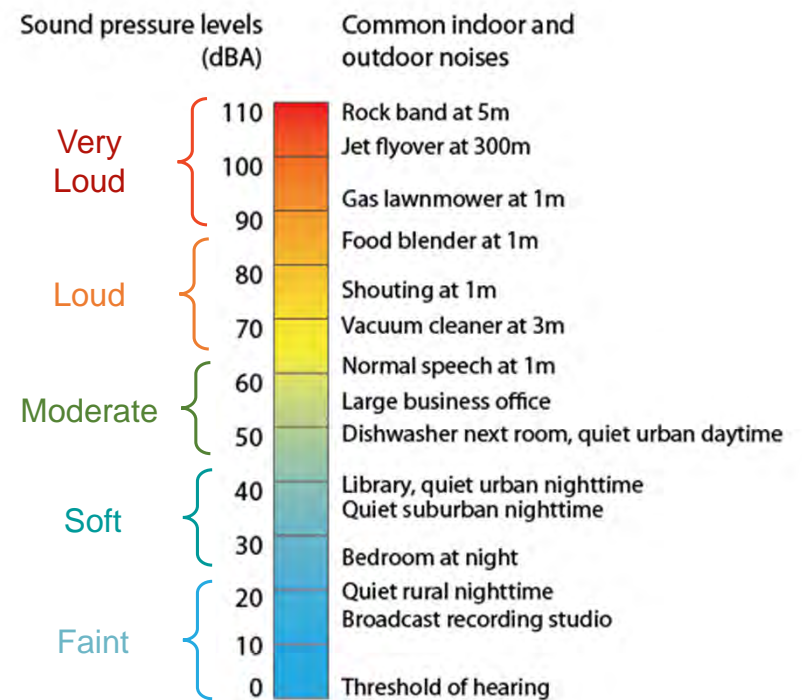
Since 2012, the design has been refined to reduce shoulder widths on I-71, I-75, and collector-distributor roads to 10 feet to match current design standards. Previous design standards were 12 feet.

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. We also completed additional traffic analyses and were able to reduce the number of lanes on the frontage roads between West 12th Street and Pike Street. There were originally 5 lanes northbound and 4 lanes southbound, and we were able to reduce both directions to 3 lanes.

These changes coupled with additional refinements to the design have substantially reduced the overall area needed to build the project in Kentucky. As a result, we've been able to substantially reduce the number of residents who will need to be relocated to build the project. In 2012, we estimated that over 40 residences would need to be relocated. Today, only 4 residences need to be relocated. In 2012, we estimated 6 businesses would need to be relocated. Now that number is 5.

Noise

- Noise: Unwanted sound.
- Decibel (dB): Used to measure the intensity of a sound.
- A-weighted decibel (dBA): Gives a scale for noise levels as perceived by the human ear.
 - Change in 1 dBA = barely perceptible
 - Change in 10 dBA = doubling or halving of sound



Source: Minnesota Pollution Control Agency

Now let's dig into how the project will impact Mainstrasse, starting with noise. To give some context, let's take a moment to go over some noise fundamentals. It's fairly obvious that noise is unwanted sound, but how do we measure it? Many of us have heard of a decibel, which is the unit we use to measure the intensity of sound – similar to how we use a foot to measure distance or a pound to measure weight. For highway noise analysis, we use an A-weighted decibel, which measures how sound is perceived by the human ear. The chart to the right gives a feel for the A-weighted decibels associated with common sound sources. For example, when you are right next to a gas-powered lawn mower or near the stage at a rock concert, it will be very loud – with A-weighted decibels in the 90-110 range. When you are vacuuming or making that smoothie in the morning, you are experiencing loud sounds in the range of 70 to 85 decibels. Your normal daily activities like having a conversation and working at your desk expose you to moderate sound levels in the range of 50-65 decibels. As you can see, sound levels fall off quickly from there. An important thing to note is that sound is measured on a logarithmic scale. We won't go into all the math behind that, but it is good to know that a difference of 1 decibel is barely perceptible to the human ear, and a change of 10 decibels is about equal to a doubling or a halving of the noise you hear.

Noise

- KYTC Noise Policy
- Developed in partnership with FHWA
- Define thresholds for whether a noise barrier is feasible and reasonable
 - Are areas of frequent human exterior use present?
 - Does the noise level exceed certain established thresholds?
 - Does the noise level substantially increase?
 - Can a barrier effectively block noise?
 - Does a barrier provide enough noise reduction to justify cost?
 - Does the community want a noise barrier?
- Noise walls must meet all feasible and reasonable thresholds.

Kentucky Transportation Cabinet
Department of Highways
Division of Environmental Analysis



NOISE ANALYSIS AND ABATEMENT POLICY

APPROVED BY:

Todd Jeter, Division Administrator
Federal Highway Administration

Date

James Gray, Secretary
Kentucky Transportation Cabinet

Date

Revised August 1, 2022
EFFECTIVE DATE JULY 1, 2020
Revised July 1, 2015
Original July 2011

KYTC has a formal Noise Policy that was developed in partnership with the Federal Highway Administration that guides how traffic noise is evaluated for transportation projects. The first thing we examine is whether there are areas where people congregate outside. This could include someone's yard, a picnic area, or a recreation area, among others. The second thing we examine is whether the predicted noise level approaches or exceeds certain thresholds for different uses, which we call receptors. For example, the threshold for a hotel or office receptor is 72 dbA, while the threshold for a house receptor is 67 dbA. We also determine if there is a substantial increase – specifically a 10 dbA increase - in the predicted noise level when compared to what existed before the project. If the noise level is predicted to approach or exceed the established thresholds or to have a substantial increase, that area is considered to have a noise impact.

If a noise impact is identified, we evaluate if a barrier is feasible, or, "Can it effectively block noise?" In Kentucky, that means determining if a barrier can provide a minimum 5 dbA reduction for three of the impacted receptors. In addition, the barrier must not pose any overriding engineering, constructability, safety, or maintenance issues.

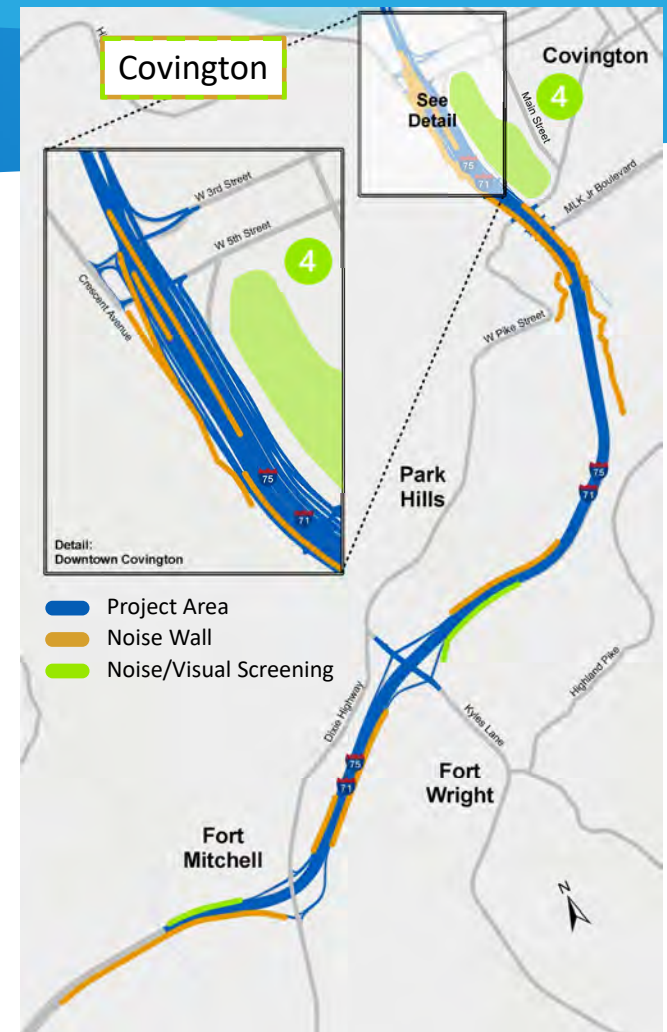
If a barrier is found to be feasible, then KYTC evaluates whether it is reasonable to construct the barrier. When evaluating if a barrier is reasonable, we look at whether a barrier meets certain noise reduction design goals and if it is cost effective. Specific criteria for evaluating these factors are spelled out in KYTC's noise policy. A noise wall must be found to be BOTH feasible AND reasonable in order to be built.

If a noise barrier is found to be both feasible and reasonable, then KYTC will ask the people who will benefit from it if they actually want it. If they agree, a noise barrier will be built.

Noise

Noise walls not reasonable/feasible per KYTC Noise Policy

- 4 • W. 5th St to Pike St (Mainstrasse)
 - Feasible
 - Not cost effective
 - Did not meet design goals
 - KYTC is evaluating further

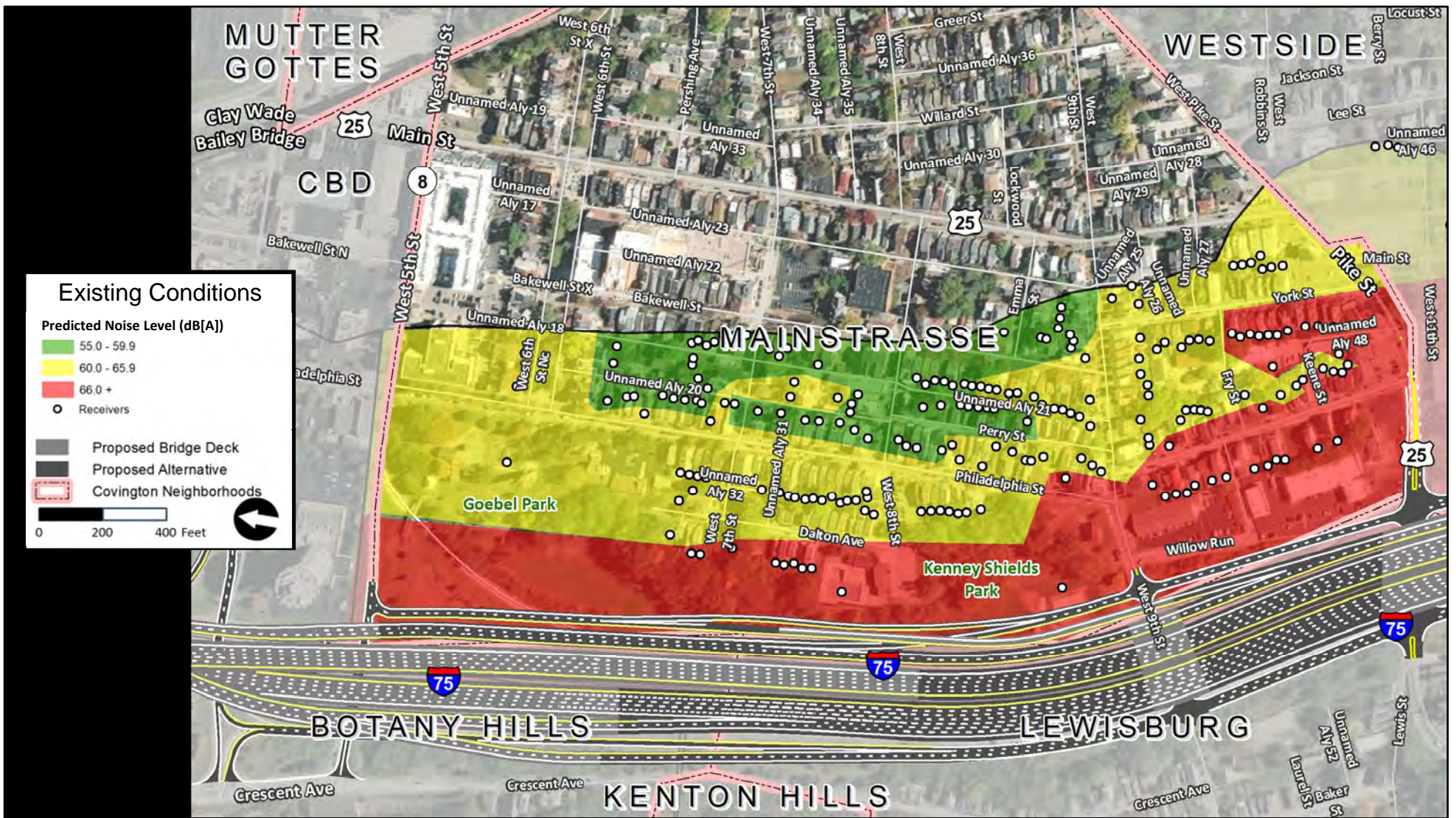


Now that we've provided some noise background, let's review how KYTC is addressing traffic noise in the areas in Mainstrasse. KYTC evaluated several noise walls and noise wall systems in Covington. Some of them met the feasible and reasonable criteria we just discussed. However, in Mainstrasse, a noise wall system benefitting the area labeled with the number 4 was found to be feasible but not reasonable because it was not cost effective and did not meet design goals.

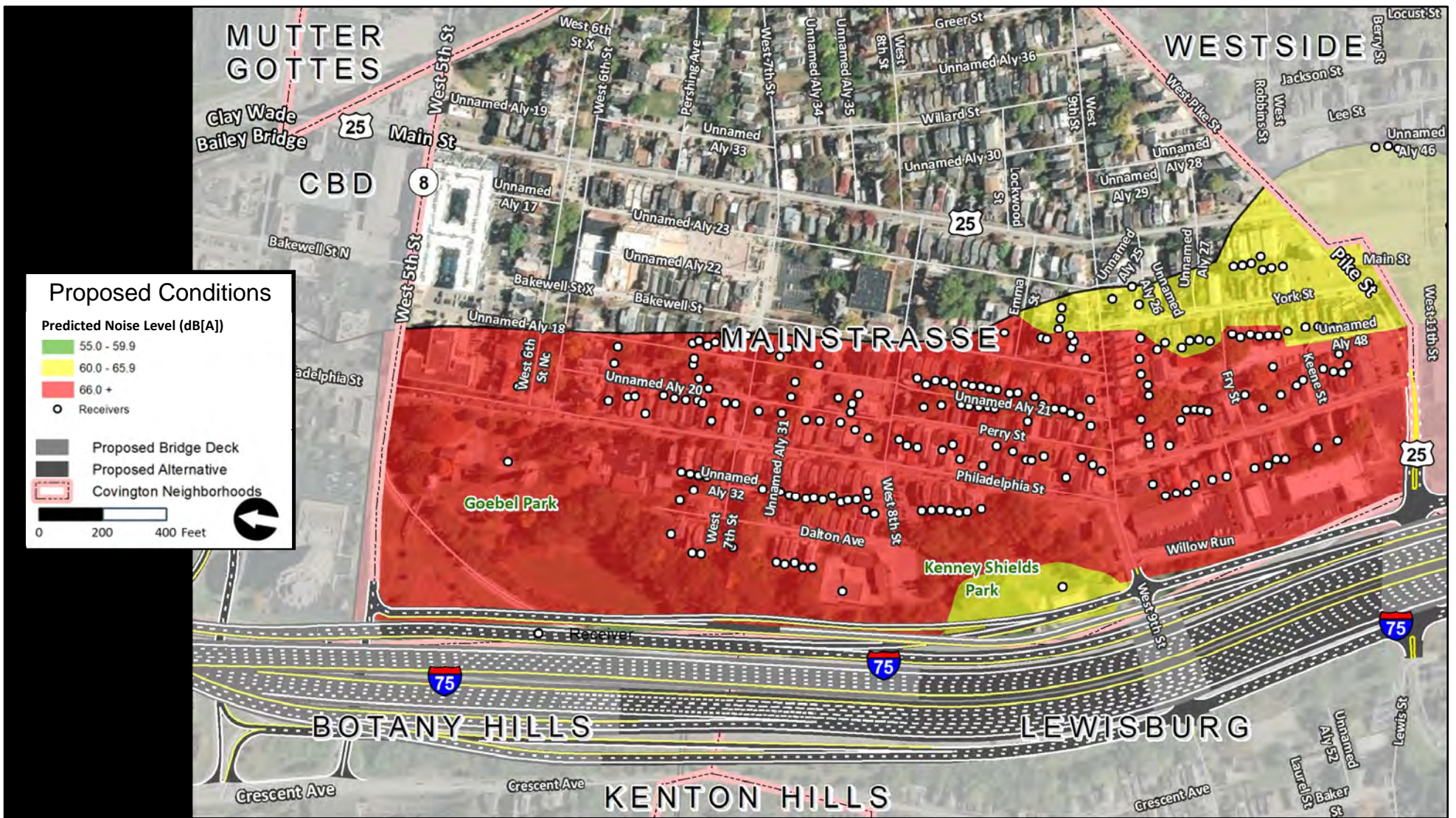
Recognizing that traffic noise is a concern, KYTC is currently conducting a technical study to further evaluate a system of noise/visual screening walls to help provide some noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will document their decision about this noise wall system in a technical memo based on the technical feasibility and comments received during this meeting and other outreach activities.



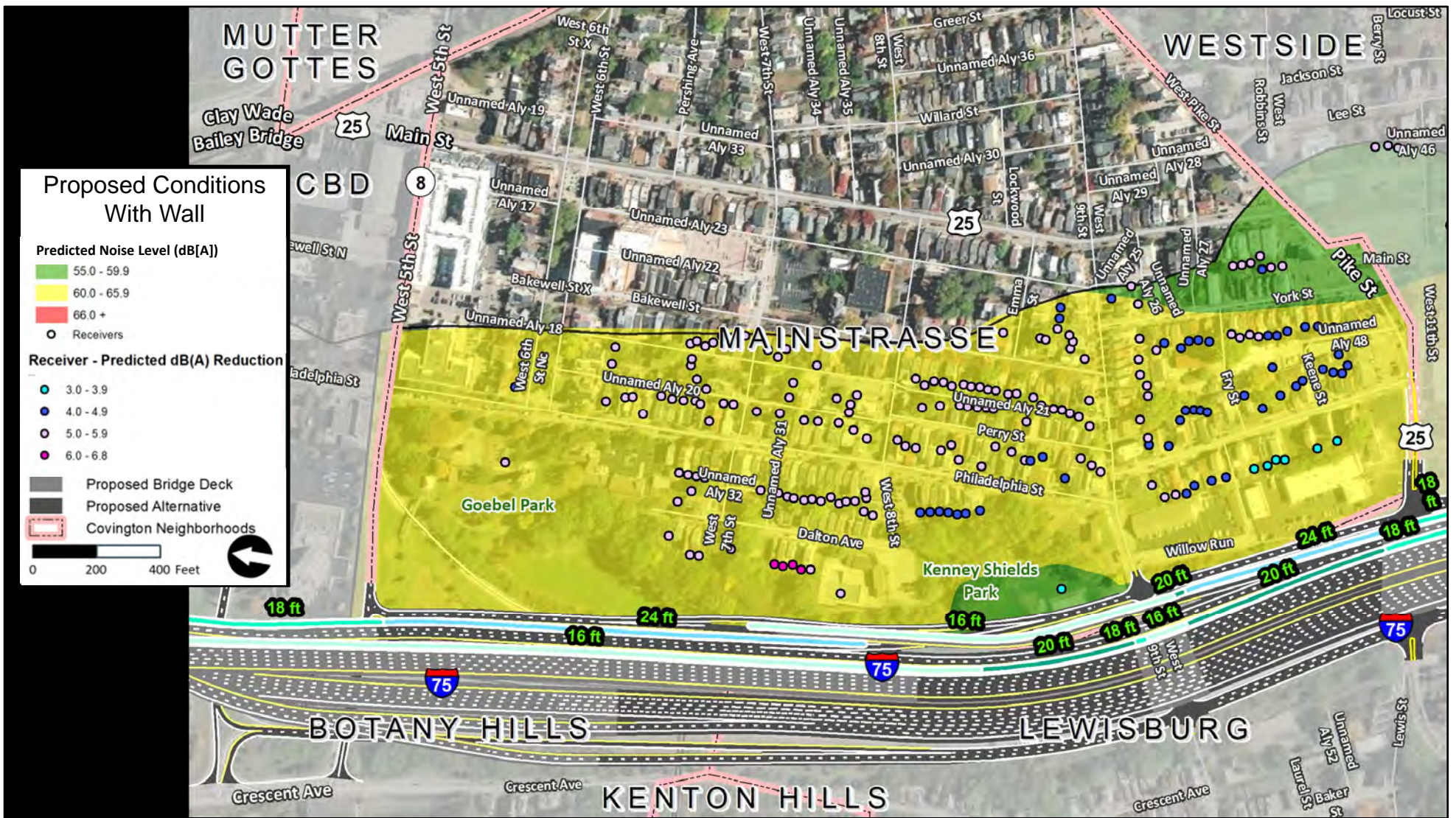
Now let's discuss some specifics from that technical noise study in the vicinity of Mainstrasse.



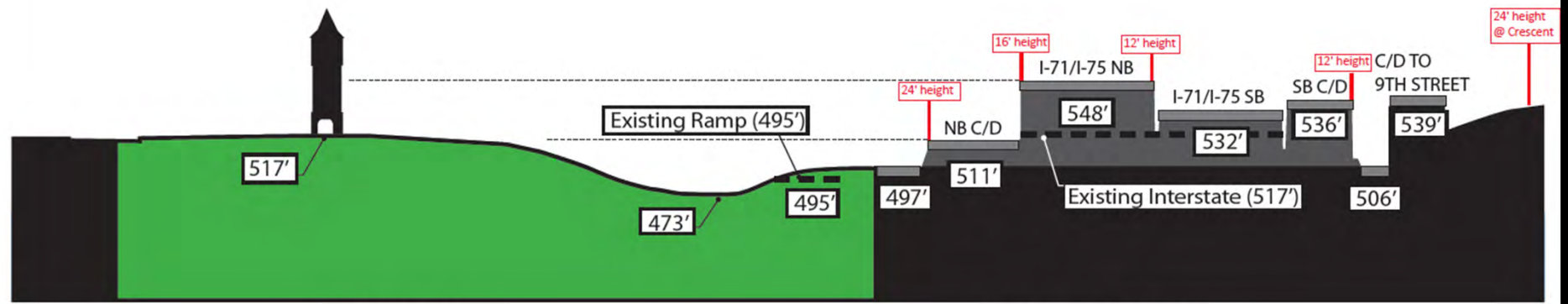
This slide highlights the receptors evaluated as part of the noise analysis. The color gradient indicates existing noise readings, with red representing areas with higher sound levels and green representing quieter areas.



This slide shows how sound conditions are projected to change for the evaluated receptors by the year 2050 after the project is built. The color gradient indicates predicted noise levels, with red representing areas with higher sound levels and yellow representing moderate sound levels.



This slide shows predicted noise levels for the evaluated receptors under proposed (2050) conditions with construction of a barrier wall. For the receptors, anything with light pink and dark pink have a reduction of 5 decibels and are considered benefitted receptors.



GOEBEL PARK

INTERSTATE CORRIDOR

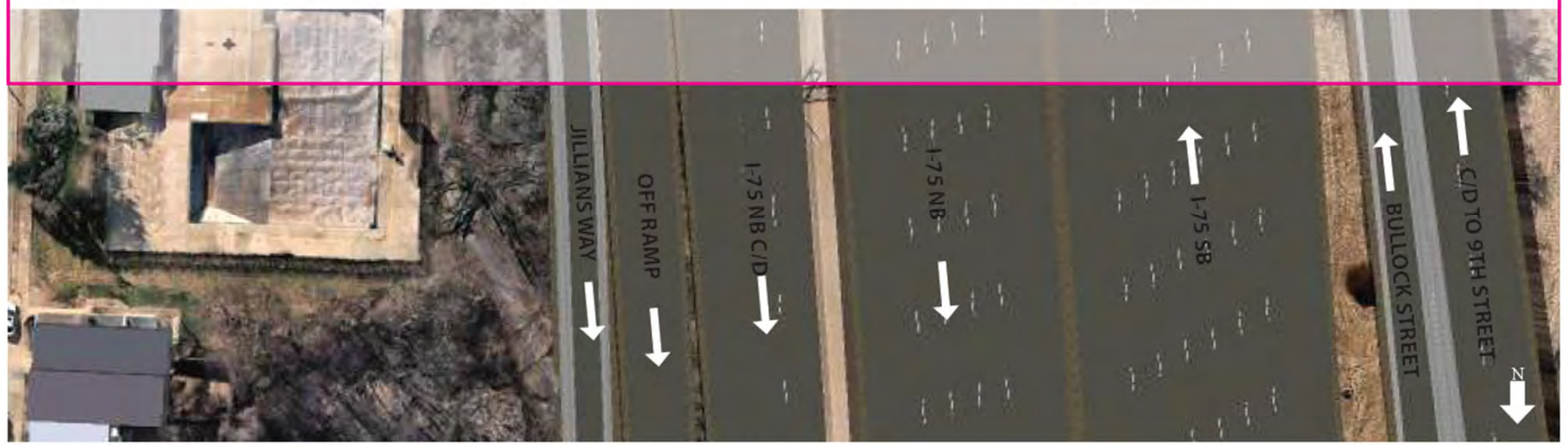
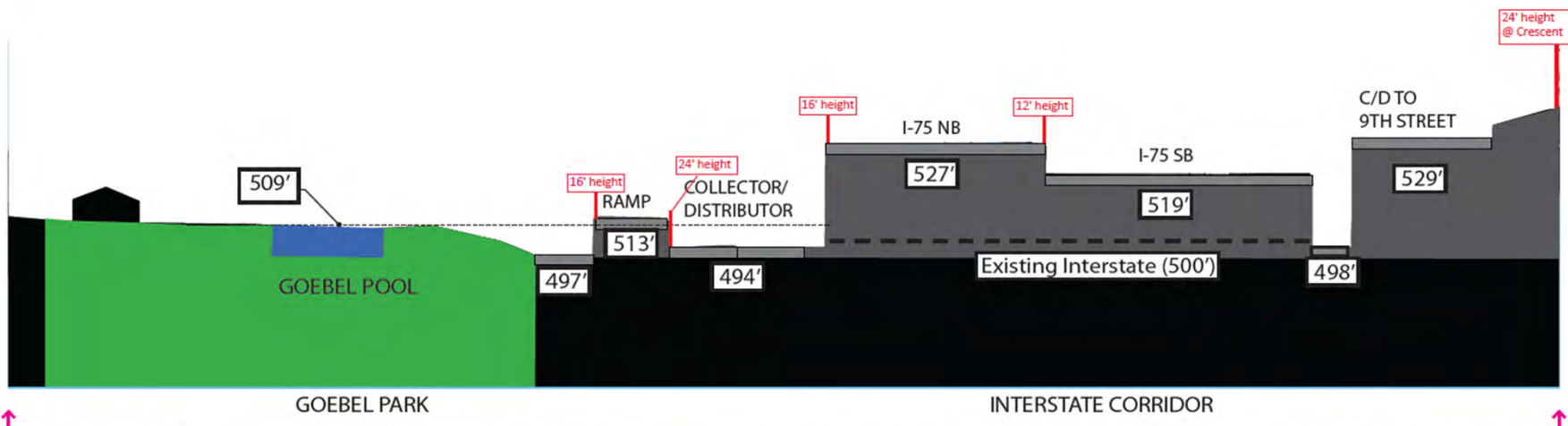


CROSS SECTION ANALYSIS - CLOCK TOWER

BRENT SPENCE BRIDGE CORRIDOR AESTHETIC GUIDELINE DRAFT | QK4 | HUMAN NATURE | OCTOBER 2022



This slide shows a cross-section of the roadway and noise barriers at the clock tower to demonstrate the overall schematic of the roadway and the height of potential noise walls.



CROSS SECTION ANALYSIS - GOEBEL POOL

BRENT SPENCE BRIDGE CORRIDOR AESTHETIC GUIDELINE DRAFT | QK4 | HUMAN NATURE | OCTOBER 2022



This slide shows a cross-section of the roadway and noise barriers at the Goebel pool to demonstrate the overall schematic of the roadway and the height of potential noise walls.

Noise



Pike Street Without Noise Wall (looking west)
67 dBA (average)



Pike Street With Noise Wall (looking west)
63 dBA (average)

To the left is a drawing showing what the finished project might look like from Pike Street if a noise wall is not built. To the right is a drawing showing what Pike Street will look like with a noise wall. These photos are looking west on Pike Street.

Goebel Park

- Land required for roadway construction
- Additional land added near West 5th Street
- Adding shared use paths



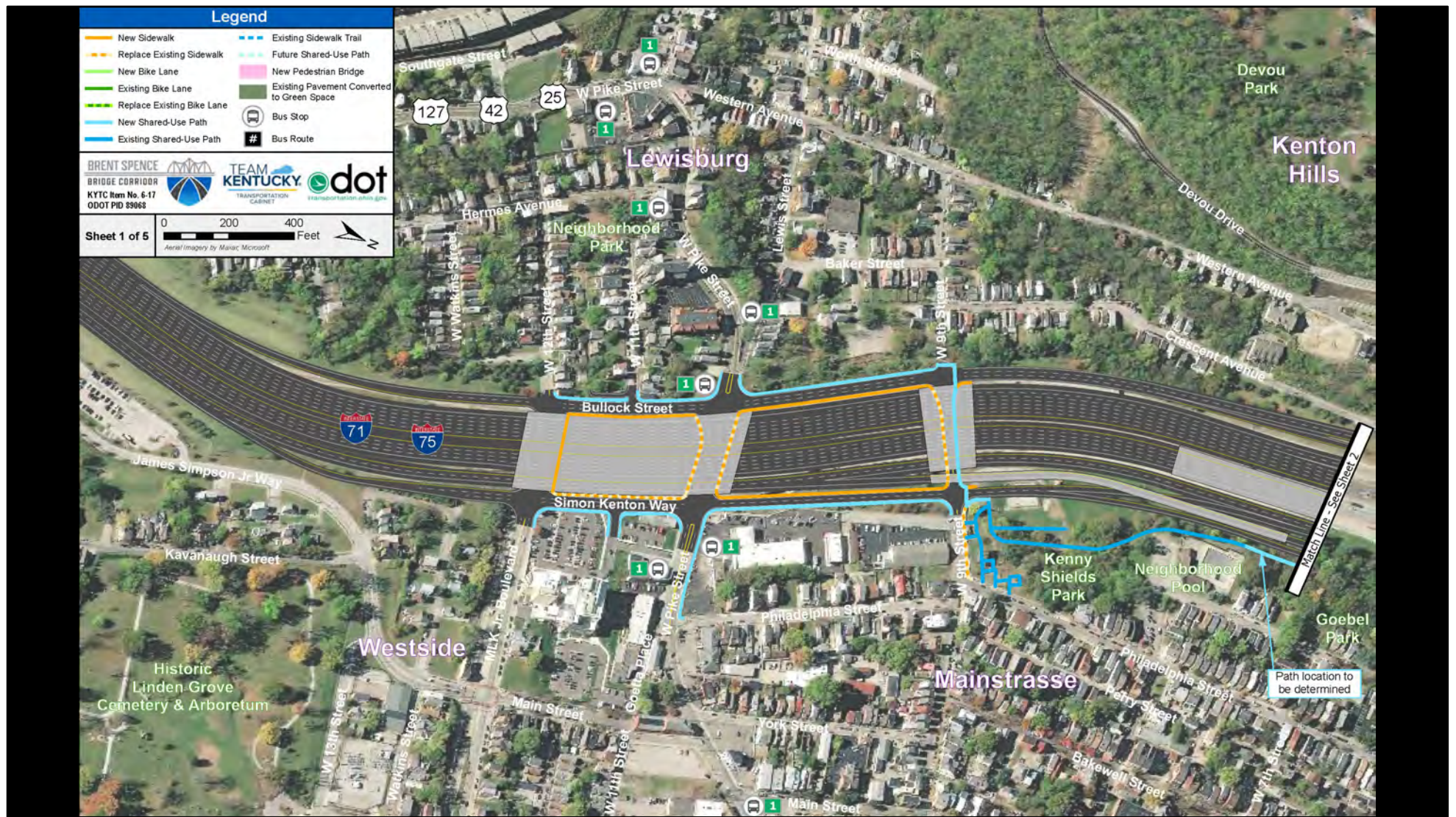
The project will require about 3.2 acres of land from Goebel Park to widen I-71 and I-75 and to build the collector-distributor roads and ramps. As you can see in this drawing, the West 5th Street ramp will be reworked and will be much closer to the interstate. KYTC plans on giving back about 2.2 acres of land that was previously occupied by the West 5th Street ramp back to Goebel Park. In addition, KYTC has been coordinating with the Covington to determine additional enhancement measures that can be incorporated into the park to mitigate impacts from the project. As we discussed earlier, KYTC is also evaluating a system of noise walls to potentially reduce noise and provide visual screening between Goebel Park and the highway.

Enhancement Measures

- Working with Covington to develop aesthetic guidelines
 - Landscaping
 - Streetscapes
 - Gateways
 - Treatments for piers, abutments, retaining walls, and pedestrian paths
- Pedestrians and Bicycles
 - Connections across I-71 and I-75
 - New shared use paths
 - New and rebuilt sidewalks

In addition to coordinating work in Goebel Park, KYTC is also working with Covington to develop plans for landscaping, streetscapes, gateways, and treatments for piers, abutments, retaining walls, and pedestrian paths throughout the Brent Spence Bridge Corridor. An aesthetics committee was formed to provide input on the design and aesthetic appearance of the Brent Spence Bridge and roadway corridor. The role of this group is to evaluate aesthetic treatments through the corridor, including structure type and corridor theme. Multiple aesthetics group meetings will be planned throughout the design process to discuss opportunities to balance aesthetic design goals with a desire to encourage innovation in design and construction of the new bridge.

KYTC is also working with Covington to identify areas to add new shared use paths and sidewalks to improve pedestrian and bicycle connectivity across the I-71 and I-75.



This exhibit shows some of the planned pedestrian and bicycle facilities near Mainstrasse. Note the new shared use paths and sidewalks along the frontage roads. Also notice the new and rebuilt sidewalks under the MLK/West 12th, Pike, and West 9th Street bridges. A new shared use path will be built under the West 9th Street bridge, which will tie into the shared use paths in Goebel Park.



Moving north, note the new shared use path in Goebel Park and under the West 5th Street bridge. The shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river. Also notice the new and rebuilt sidewalks along West 5th and West 3rd streets. Throughout Covington, the shared use paths and sidewalks will improve connections to existing transit stops.

GOEBEL PARK EXISTING AND PROPOSED PROPERTY MAP WITH 9th TO 5th ST. CONNECTOR



28

The next topic of discussion is to gather feedback from the community regarding connectivity in Goebel Park. As currently designed, the project includes a local street connector from West 9th Street to West 5th Street in the northbound direction to provide an enhanced local street network. This roadway is indicated by the blue line.

Also on the diagram:

Red Line: West 5th Street off ramp from the collector-distributor road

Green Line: West 9th Street on ramp to the collector-distributor road

Yellow Line: Collector-distributor system

GOEBEL PARK EXISTING AND PROPOSED PROPERTY MAP WITHOUT 9th TO 5th ST. CONNECTOR



29

This graphic shows what the project would look like without the connector between West 9th Street and West 5th Street.

Still shown on the diagram:

Red Line: West 5th Street off ramp from the collector-distributor road

Green Line: West 9th Street on ramp to the collector-distributor road

Yellow Line: Collector-distributor system



This is a view of what Goebel Park might look like once the highway improvements are constructed, the new shared use paths are built, and agreed upon landscaping is in place.



This view shows how the finished project might appear when looking across I-71 and I-75 toward Mainstrasse.

BRENT SPENCE
BRIDGE CORRIDOR



THANK YOU!

For more detailed information or to provide feedback visit:
www.PublicInput.com/bsbc



BRENTSPENCEBRIDGECORRIDOR.COM



TEAM
KENTUCKY
TRANSPORTATION
CABINET

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.



[Attachment 5: Exhibits](#)



Brent Spence Bridge Corridor - Kentucky (Looking Southeast)





Pike Street With Noise Walls (Looking Northwest) - Kentucky



Pike Street Without Noise Wall (Looking West) - Kentucky



Pike Street With Noise Wall (Looking West) - Kentucky



Pike Street Without Noise Wall (Looking East) - Kentucky



Pike Street With Noise Wall (Looking East) - Kentucky



Goebel Park (Looking North) - Kentucky

Legend

- New Sidewalk
- - - Replace Existing Sidewalk
- New Bike Lane
- - - Existing Bike Lane
- - - Replace Existing Bike Lane
- New Shared-Use Path
- - - Existing Shared-Use Path
- - - Existing Sidewalk Trail
- - - Future Shared-Use Path
- New Pedestrian Bridge
- Existing Pavement Converted to Green Space
- Bus Stop
- # Bus Route

KYTC Item No. 6-17
 ODOT PID 89068

Sheet 1 of 5

0 200 400
 Feet

Aerial Imagery by Maxar, Microsoft



Path location to be determined

Legend

- New Sidewalk
- - - Replace Existing Sidewalk
- New Bike Lane
- - - Existing Bike Lane
- - - Replace Existing Bike Lane
- New Shared-Use Path
- - - Existing Shared-Use Path
- - - Existing Sidewalk Trail
- - - Future Shared-Use Path
- New Pedestrian Bridge
- Existing Pavement Converted to Green Space
- Bus Stop
- # Bus Route


BRENT SPENCE BRIDGE CORRIDOR
 KYTC Item No. 6-17
 ODOT PID 89068



Sheet 2 of 5

0 200 400 Feet

Aerial Imagery by Maxar, Microsoft




Match Line - See Sheet 1

Break Line - See Sheet 3



Match Line -
See Sheet 4

Match Line -
See Sheet 6

Area to be
incorporated into
Goebel Park

Legend

	New Pavement		New Bike Lane		Existing Right-of-Way
	New Bridge Deck		Wetlands		Proposed Right-of-Way
	Guardrail		Streams		Proposed Permanent Easement
	Retaining Wall		Construction Impact on Stream or Wetland		Proposed Temporary Easement
	Noise Wall		NRHP Listed or Eligible Site		Existing Pavement Converted to Green Space
	Noise / Visual Screening Wall		NRHP Historic District		Impacted Structure
	New or Widened Sidewalk		Community Resource		
	New Shared-Use Path				

KYTC Item No. 6-17
 ODOT PID 89068

0 250 500 Feet

Aerial Imagery by Maxar



Attachment 6: Comment Forms

COMMENT FORM



Contact information is not required but will ensure you receive a response, should one be required.

Name: _____

Mailing address (or nearest cross streets): _____

Email address: _____ Phone: _____

Business/Organization Name: _____

Business/Organization Address: _____

What is your interest in the proposed project? (Select all that apply.)

- Area Resident
- Area business owner or employee
- Commuter
- Other: _____

General Comments (Please attach additional pages, if needed):

**COMMENTS DUE BY
January 5, 2023**

- Comments may be submitted:
- Verbally or in writing after the meeting
 - By email at Keith.Smith@dot.ohio.gov
 - By telephone at 1-800-831-2142
 - Online at PublicInput.com/bsbc
 - By mail using address on back



KYTC Item No. 6-17 | ODOT PID 89068



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Name: _____

Mailing address (or nearest cross streets): _____

Email address: _____ Phone: _____

Business/Organization Name: _____

Business/Organization Address: _____

What is your interest in the proposed project? (Select all that apply.)

- Area Resident Area business owner or employee Commuter
 Other: _____

General Comments (Please attach additional pages, if needed):

- Please include the noise walls in the plan!
- Please no extension of public road from Pike to 5th St.

**COMMENTS DUE BY
January 5, 2023**

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Email address: _____ Phone: _____

Business/Organization Name: _____

Business/Organization Address: _____

What is your interest in the proposed project? (Select all that apply.)

- Area Resident Area business owner or employee Commuter
 Other: _____

General Comments (Please attach additional pages, if needed):

Top concerns:
- Want noise walls!
- Traffic mitigation and enforcement during construction

**COMMENTS DUE BY
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KYTC Item No. 6-17 | ODOT PID 89068



DEMOGRAPHICS FORM

Thank you for taking a few minutes to complete this survey. Answering the following questions is optional, but your response will be extremely helpful in ensuring the fairness and equity of ODOT's and KYTC's public involvement process. Submissions will be kept confidential and separate from any personally identifiable information so that respondents will remain anonymous. These questions are not listed in any particular order.

What is your race or ethnicity?

- Black or African American American Indian or Alaskan Native Asian Hispanic or Latino
 White Native Hawaiian or Other Pacific Islander
 I prefer to self-describe: _____

What is the primary language spoken in your home?

- English Spanish Other (Please specify): _____

Was project information translated into other languages appropriately?

- Yes No Not Applicable

How many people live in your household?

- 1 - 2 3 - 5 6 +

What are the age ranges of those living in your household? (Check all that apply.)

- Under 18 19 - 44 45 - 64 65 +

What is your annual household income?

- Less than \$10,000 \$10,000 - \$24,999 \$25,000 - \$49,999 \$50,000 - \$74,999
 \$75,000 - \$99,999 \$100,000 - \$149,999 \$150,000 +

What is the highest level of education completed by members of your household?

- No Elementary school Middle school High school College/university
 Other: MBA

Do any individuals living in your home have a physical or mental impairment which substantially limits one or more major life activities?

- Yes No

Please suggest additional ways you think ODOT and KYTC can improve the inclusiveness of their public outreach efforts.

I APPRECIATE THEY REACHED OUT TO OUR NEIGHBORHOOD, PERHAPS
FACEBOOK PAGE OR INSTAGRAM?

Thank you for helping ODOT and
KYTC improve their public
involvement practices!

Please submit this page only:

Email to: Keith.Smith@dot.ohio.gov
Mail to: Ohio Department of
Transportation, District 8
ATTN: Keith Smith, P.E.
505 South State Route 741
Lebanon, OH 45036-9518

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- Yes No Not Applicable

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Thank you Steve great job!

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 \$75,000 - \$99,999 \$100,000 - \$149,999 \$150,000 +

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- No Elementary school Middle school High school College/university
 Other: Graduate

Do any individuals living in your home have a physical or mental impairment which substantially limits one or more major life activities?

- Yes No

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Lebanon, OH 45036-9518



DEMOGRAPHICS FORM

Thank you for taking a few minutes to complete this survey. Answering the following questions is optional, but your response will be extremely helpful in ensuring the fairness and equity of ODOT's and KYTC's public involvement process. Submissions will be kept confidential and separate from any personally identifiable information so that respondents will remain anonymous. These questions are not listed in any particular order.

What is your race or ethnicity?

- Black or African American American Indian or Alaskan Native Asian Hispanic or Latino
 White Native Hawaiian or Other Pacific Islander
 I prefer to self-describe: _____

What is the primary language spoken in your home?

- English Spanish Other (Please specify): _____

Was project information translated into other languages appropriately?

- Yes No Not Applicable

How many people live in your household?

- 1 - 2 3 - 5 6 +

What are the age ranges of those living in your household? (Check all that apply.)

- Under 18 19 - 44 45 - 64 65 +

What is your annual household income?

- Less than \$10,000 \$10,000 - \$24,999 \$25,000 - \$49,999 \$50,000 - \$74,999
 \$75,000 - \$99,999 \$100,000 - \$149,999 \$150,000 +

What is the highest level of education completed by members of your household?

- No Elementary school Middle school High school College/university
 Other: _____

Do any individuals living in your home have a physical or mental impairment which substantially limits one or more major life activities?

- Yes No

Please suggest additional ways you think ODOT and KYTC can improve the inclusiveness of their public outreach efforts.

Thank you for helping ODOT and
KYTC improve their public
involvement practices!

Please submit this page only:

Email to: Keith.Smith@dot.ohio.gov
Mail to: Ohio Department of
Transportation, District 8
ATTN: Keith Smith, P.E.
505 South State Route 741
Lebanon, OH 45036-9518

