



Brent Spence Bridge Corridor Project Camp Washington Meeting Summary December 12, 2022

Introduction

The Camp Washington meeting was held on December 12, 2022 from 7:00 pm to 8:30 pm at the Camp Washington Urban Revitalization Corporation (2951 Sidney Avenue in Cincinnati, Ohio). It was publicized through the Camp Washington Community Council email distribution list (Attachment 1). Attendees at the meeting included the City of Cincinnati, the project team, members of the Camp Washington Community Council, and members of the public. In total, nine people from the public attended the meeting (Attachment 2), as well as multiple individuals from the Ohio Department of Transportation (ODOT), the City of Cincinnati, and the project team. The presentation was also available for virtual viewing via Zoom. Photographs are included in Attachment 3.

The meeting format included a formal presentation by ODOT (Attachment 4). After the presentation, the project team responded to questions and comments offered by those present.

Exhibits showing the renderings of Ezzard Charles Drive and the corridor were available for viewing before and during the meeting (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. One comment form was returned at the meeting (Attachment 6). No demographic surveys were returned at the meeting.

Comments

The written comment received at the meeting asked whether project will leave Camp Washington roads destroyed once construction is complete and sought a commitment that these roads will be restored. The comment also asked about the tree canopy removal at Western Hills Viaduct and along the loop ramp that will be removed.

Below is a summary of comments/questions received during presentation:

- What are the traffic volumes for the project corridor?
 - The exact traffic volumes were unavailable during the presentation. ODOT is currently updating the traffic volumes for the corridor to reflect the design year 2049. That data will be made available to the public once it is complete.
- How many interchanges will there be near the neighborhood?
 - There will be one interchange, but the project will provide connection into and out of the city.
- Will there be any changes getting onto I-75 at Ezzard Charles Drive?
 - The only change is the ramp from Freeman Avenue will not be available. It will be replaced with a ramp from Ezzard Charles Drive.



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- Is the Bridge Forward concept dead? What are the challenges associated with this concept?
 - ODOT has reached out to Bridge Forward to schedule a working session to discuss their concepts. The primary challenge is the project cannot extend beyond the environmental footprint that has already been cleared. The original concepts showed I-75 west of its existing location. Grades on I-75 are an issue, too.
 - How will the Western Hills Viaduct at I-75 function? Will there be an elevation difference compared to current configuration? Will the on and off ramps be demolished? Will the Brent Spence Bridge Corridor project impact the Western Hills Viaduct project?
 - The Western Hills Viaduct will function much the same as it does today. There will not be much of an elevation difference with the new configuration. The existing ramps will be demolished, and the new ramps will connect to the new Western Hills Viaduct. Construction of the Brent Spence Bridge Corridor and the Western Hills Viaduct projects are being coordinated to lessen the impact to the traveling public. The Western Hills Viaduct project may begin before the Brent Spence Bridge Corridor project.
 - What are the environmental and design changes since 2012?
 - The environmental document is undergoing updates to reflect the design changes. The design changes are not significant and are more about value engineering. Changes included modifying the configuration of the I-75 Interchange with the Western Hills Viaduct, moving the northbound exit ramp to I-75 from Freeman Avenue to Winchell Avenue, reducing shoulder widths, reconfiguring the Ezzard Charles bridge over I-75, lowering design speeds, reconfiguring the existing BSB and the new companion bridge, reducing the number of lanes on frontage roads in Kentucky, and reconfiguring the ramps in downtown Cincinnati, among others.

In addition, project costs have been reduced, relocations have been reduced by over 90-percent, and land impacts in Kentucky have been substantially reduced. Land impacts in Ohio have been refined to include property owned by the City of Cincinnati which was not accounted for in the 2012 EA/FONSI.

The public hearing will cover the environmental and design changes. This material will be available at the public hearing.

- Can significant changes to the design be made?
 - The number of lanes won't change in the design; however, the collector-distributor system and some of the other details can be looked at based on the public comments.
- This seems to be a fast moving project considering there hasn't been much done since 2012.
 - We have been progressing since 2012 by studying the alternatives and updating the environmental studies.
- Can the community request changes (such as noise walls, signing, trees, and aesthetics) at the I-75 and Western Hills Viaduct interchange?
 - Noise walls are not an option in this location because they do not meet the requirements of ODOT's noise policy. The aesthetics committee is studying the other items and will present the results at the public hearing.



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- How is the right-of-way maintained for the parcels already acquired? There is concern about camping in right-of-way in the Camp Washington neighborhood.
 - The buildings on those parcels have been demolished. ODOT's mowing policies have been established to minimize harm to the environment and maintain its system. This limits mowing to a few times a year.
 - Can Colerain Avenue be reconnected from southeast of the Western Hills Viaduct interchange to northwest of the Western Hills Viaduct in Camp Washington?
 - There have been no discussions with the City to reconnect Colerain. Colerain is not a continuous roadway to the north. Additionally, there are historic subway tunnels near this location that could constrain construction activities. If the individual can provide specifics in a written comment, ODOT can evaluate it. Drawings can be submitted to Keith Smith at ODOT District 8.
 - How many structures will/have been demolished? Any at Ezzard Charles and Winchell Avenue?
 - A total of eight commercial properties are impacted in Ohio. Some property has been purchased along Western Avenue near the Findlay Street exit ramp. This property was limited to parking lots.
 - What is the proposed traffic pattern at Colerain and Spring Grove Avenue during construction?
 - The maintenance of traffic is currently being developed to minimize impacts to the travelling public.
 - There will be an increase of traffic during construction around Camp Washington.
 - There will be an official detour that will be provided to the public. However, we'll work with communities later in the process as the maintenance of traffic is developed. This is approximately 6 to 9 months from now.
 - Is there a way to trench I-75 after the Brent Spence Bridge?
 - The elevation of the road is fixed at this location due to the required clearances over the existing railroad north of the Ohio River. Preliminary engineering has shown at least an 8-percent grade is needed to accomplish this. For reference, the cut-in-the-hill is 5-percent.
 - Please use road tattoos and signage so the travelling public knows which lanes to use.
 - ODOT can investigate road tattoos during final design. Tattoos were used on I-71 because the tunnel obscured the sight-distance to the overhead signs.
 - What is the level of service of the roadways?
 - The traffic operations report is available for review on the project website (brentspencebridgecorridor.com). ODOT is updating the traffic models, and this data will also be available on the project website. In urban areas, ODOT designs to LOS E during peak periods in the design year with the understanding that operations will be better during off-peak periods.
 - What is the percentage of local traffic across the Brent Spence Bridge?
 - The exact percentages were not available at the meeting. Generally speaking, one-third of the traffic uses local roads, one-third stays on I-75, and one-third stays on I-71. At the river crossing, the project is providing three lanes in each direction for the local connections, three lanes for I-75, and two lanes for I-71.



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- What other types of meetings are planned?
 - There are a series of neighborhood meetings in Ohio and Kentucky, and some have already occurred. These meetings are focused on the neighborhoods in which they are occurring. Additionally, a public hearing will occur in July/August 2023 in Ohio and Kentucky where the entire public will be invited to attend.

The comment sheet returned at the meeting is 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.



Attachment 1: Advertising Materials

From: Camp Washington Community Council <communitycouncil@camp-washington.org>
Sent: Saturday, December 10, 2022 7:40 AM
To: Camp Washington Community Council
Subject: Camp Washington Community Council Meets Monday, Dec. 12 (7pm) at CWURC Offices

Good morning,

The Camp Washington Community Council will meet **in-person*** at the CWURC Office (2951 Sidney Ave, 45225) at 7 p.m. on Monday, Dec. 12. We encourage members to attend in-person, if possible.

[Monday's agenda](#) has several important items for the Community Council, including:

Brent Spence Bridge Engagement

A presentation on the Brent Spence Bridge from HNTB and the Ohio Department of Transportation. This will be an important opportunity for our community to engage directly on the design of the new Brent Spence Bridge.

2023-2024 Community Council Board Nominating Committee

Monday we will also be seeking three volunteers for the Nomination Committee for the 2023-2024 Camp Washington Community Council Board. Those interested in serving on the nomination committee must be Camp Washington residents. Please note, members of the nomination committee can not run for the Board of the Community Council.

After the Nomination Committee is formed on Monday, the nominating period will be open until January 3rd.

The slate of candidates will be announced at the January 9th, 2023 Community Council meeting with elections taking place at the February 13th, 2023 Community Council Meeting.

Those interested in running for a position on the Board must have attended 6 of the 12 Community Council meetings between January 2022 and December 2023.

The full agenda for Monday's meeting can be accessed here:

 [Dec. 2022 Camp Washington Community Council Age...](#)

**A Zoom option is provided at the bottom of this email but due to technical constraints, the ability to participate might be limited virtually. Audio and video may also be limited.*

Zoom: <https://zoom.us/j/97509884756>

Camp Washington Community Council Meeting Agenda
Dec 12, 2022 7PM

Meeting will be held in-person

At 2951 Sidney Ave, CWURC Offices

Please keep in mind:

- The building is not ADA accessible
- Masks are Optional



Zoom: <https://zoom.us/j/97509884756>

- Due to technical constraints, audio, video and participation via Zoom might be limited. We encourage you members to attend in-person, if possible.

Agenda:

1. Call to Order
2. Approval of Nov. Minutes
3. Community Updates
 - a. Police
 - b. River City Correction
 - c. Talbert House
 - d. Cincinnati Recreation Commission
 - e. Welcome Project/Wavepool
4. Treasury – Joyce Smith
5. CWURC Updates – Sidney Nation
6. Old Business
 - a. Pedestrian Safety - No new updates
 - b. Totems – No new updates
 - c. Neighborhood Safety Plan – No new updates
 - d. District 5 HQ – No new updates
 - e. WH Viaduct – No new updates
 - f. Crosley – No new updates
 - g. Website – No new updates
 - h. Neighborhood Gardens - No new updates
 - i. Community Budget Requests – No new updates
7. New Business
 - a. Call for Nominating Committee for 2023-2024 Board Elections
 - i. Elections will be held at January Community Council Meeting
 - b. **Voting Item:** Support for Safe and Clean Grant
 - c. Brent Spence Bridge - Stefan Spinosa - ODOT's Brent Spence Bridge Project Manager
8. Adjourn

Following Month General Council Meeting: Jan 9, 2023 7PM (tentatively zoom and in-person, location TBD)

Please register to join the community council at <https://camp-washington.org/join/>



Attachment 2: Sign-In Sheet



BRENT SPENCE BRIDGE CORRIDOR PROJECT

Neighborhood Outreach Meeting

Name	Representing	Address	Phone	Email
1. K. Fulen Fuller	ODOT DS			
2. Cratia Banta				
3. Paul Grill	CWCC			
4. Tom Manning	CWCC			
5. Mimi Rook	CWCC			
6. Adam Nixon				
7. Ryan Minnich				
8. Tom Plawa				
9. Mary Bartlett				
10. Sidney Nation	CWURC			
11.				
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19.				
20.				

Please print clearly • Contact information is optional but must be included if you wish to receive updates.



Attachment 3: Photographs

Camp Washington Neighborhood Meeting

December 12, 2022



Photograph 1. Camp Washington Neighborhood Meeting held on December 12, 2022



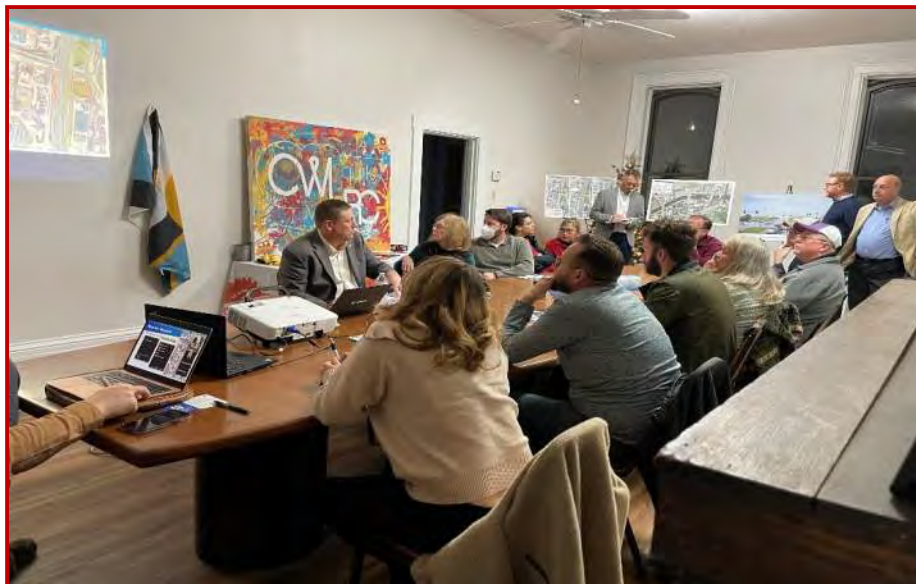
Photograph 2. Camp Washington Neighborhood Meeting held on December 12, 2022

Camp Washington Neighborhood Meeting

December 12, 2022



Photograph 3. Camp Washington Neighborhood Meeting held on December 12, 2022



Photograph 4. Camp Washington Neighborhood Meeting held on December 12, 2022

Attachment 4: Presentation

BRENT SPENCE
BRIDGE CORRIDOR



Camp Washington Neighborhood Meeting (OH)

December 12, 2022



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



The meeting will open with remarks by the City of Cincinnati (5 min) and introductions of the Project Team in attendance (2 min).

Welcome

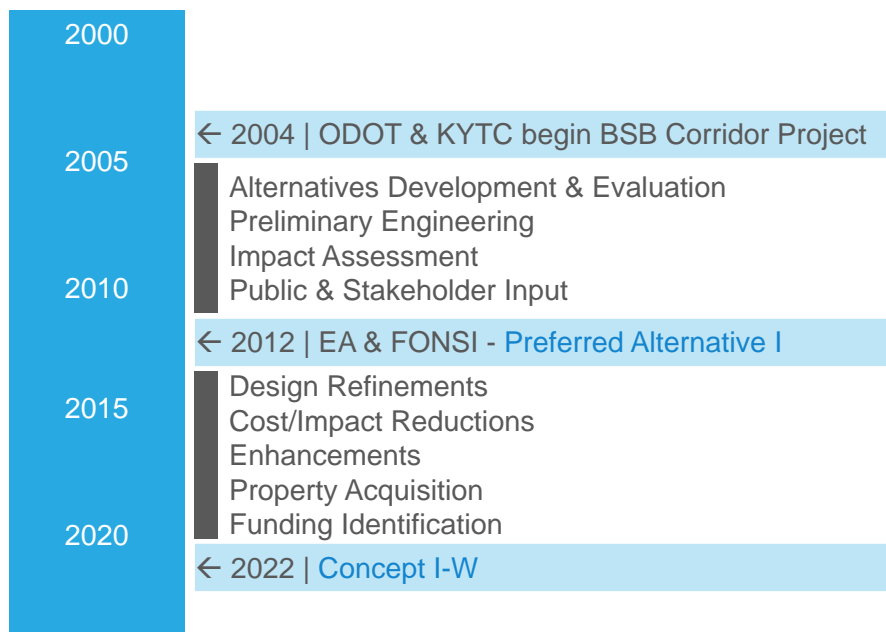
- Meeting purpose
 - Share updates on the Brent Spence Bridge (BSB) Corridor Project
 - Offer residents in the Camp Washington neighborhood the opportunity to share feedback with the Project Team
- Agenda
 - General project overview
 - Project specifics in the Camp Washington area
 - Discussion/feedback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



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

Project History



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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.

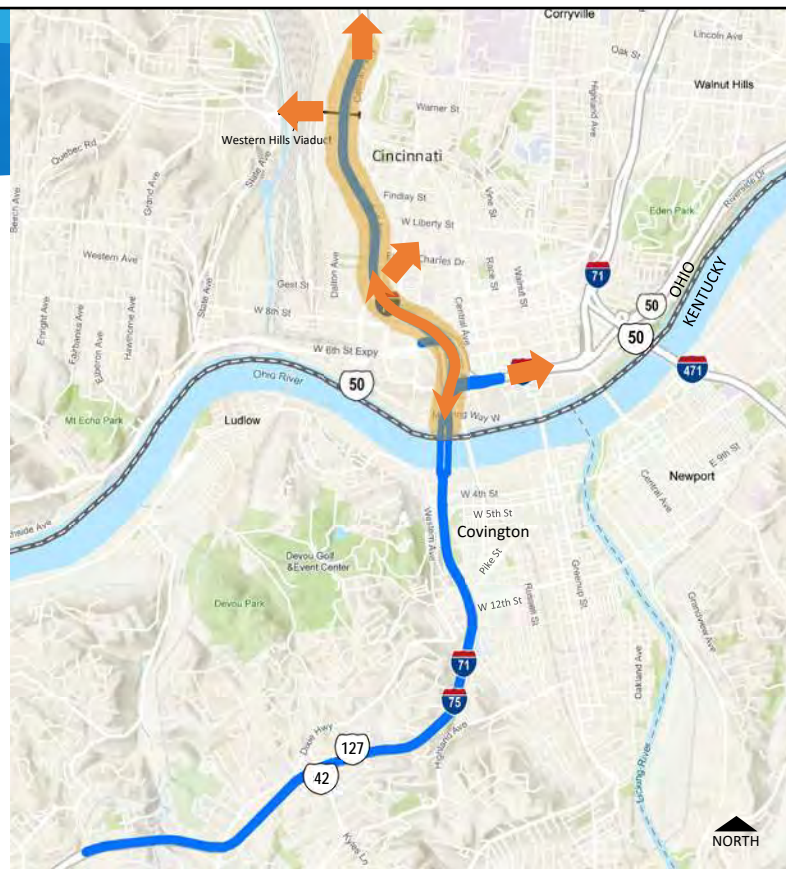
Since the approval of the FONSI in 2012, ODOT has been studying ways to improve the design, simplify the construction, reduce costs, reduce impacts, and incorporate additional enhancements into the project. These studies resulted in several refinements to Preferred Alternative I, which we are referring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



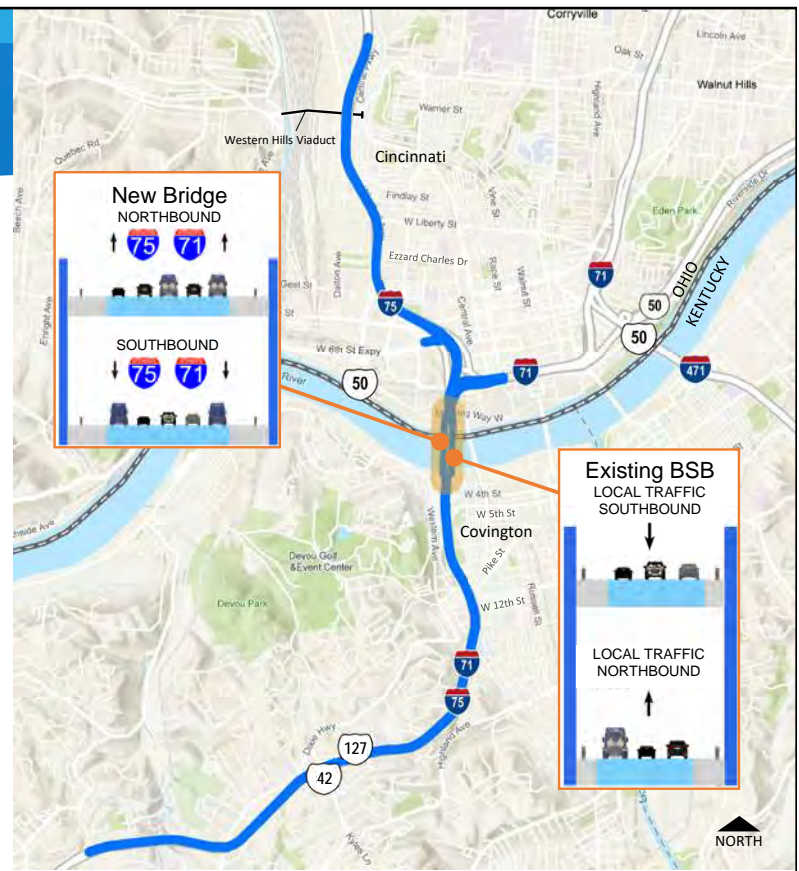
Note: Individual project elements will come in with click (marked by #).

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 #).

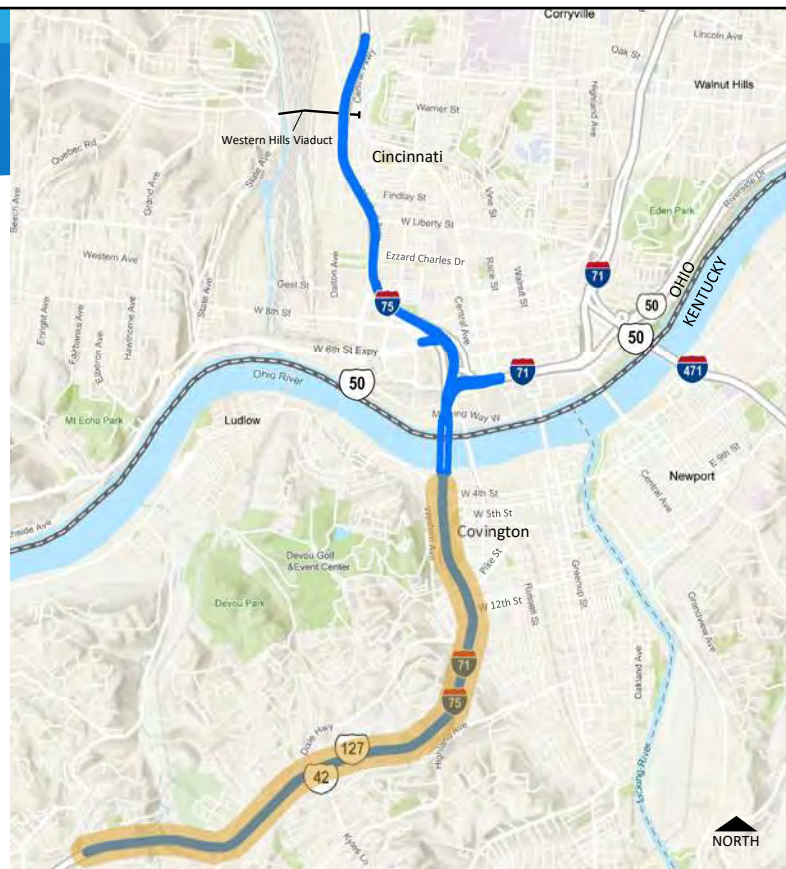
Let's move south to the Brent Spence bridge crossing. The project will build a new double decker companion bridge with five lanes on each deck west of the existing BSB. The new bridge will carry through (interstate) traffic. (#)

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

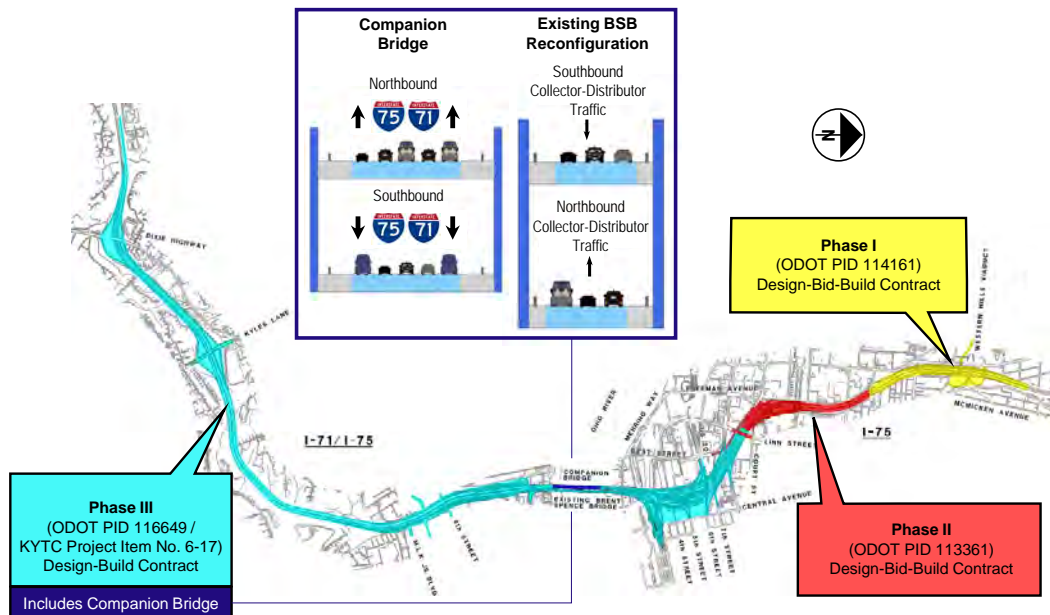
Kentucky

- 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

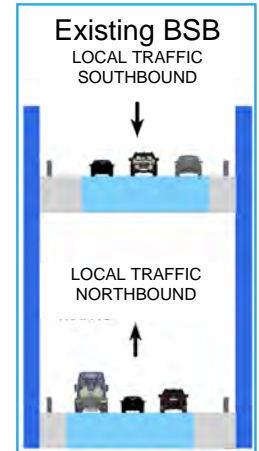
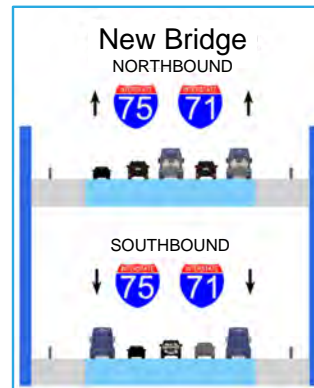


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The project is going to be built in three phases. Phase I (shown in yellow) will stretch from Findlay Street to the north. Phase II (shown in red) will stretch from Linn Street to Findlay Street. Phase III (shown in blue) will build everything else, including the new companion bridge. Phase I, which is closest to Camp Washington is currently under design with construction expected to begin in 2028. The construction time frame may adjust based on ongoing coordination with the City's Western Hills Viaduct Project.

What Has Changed?

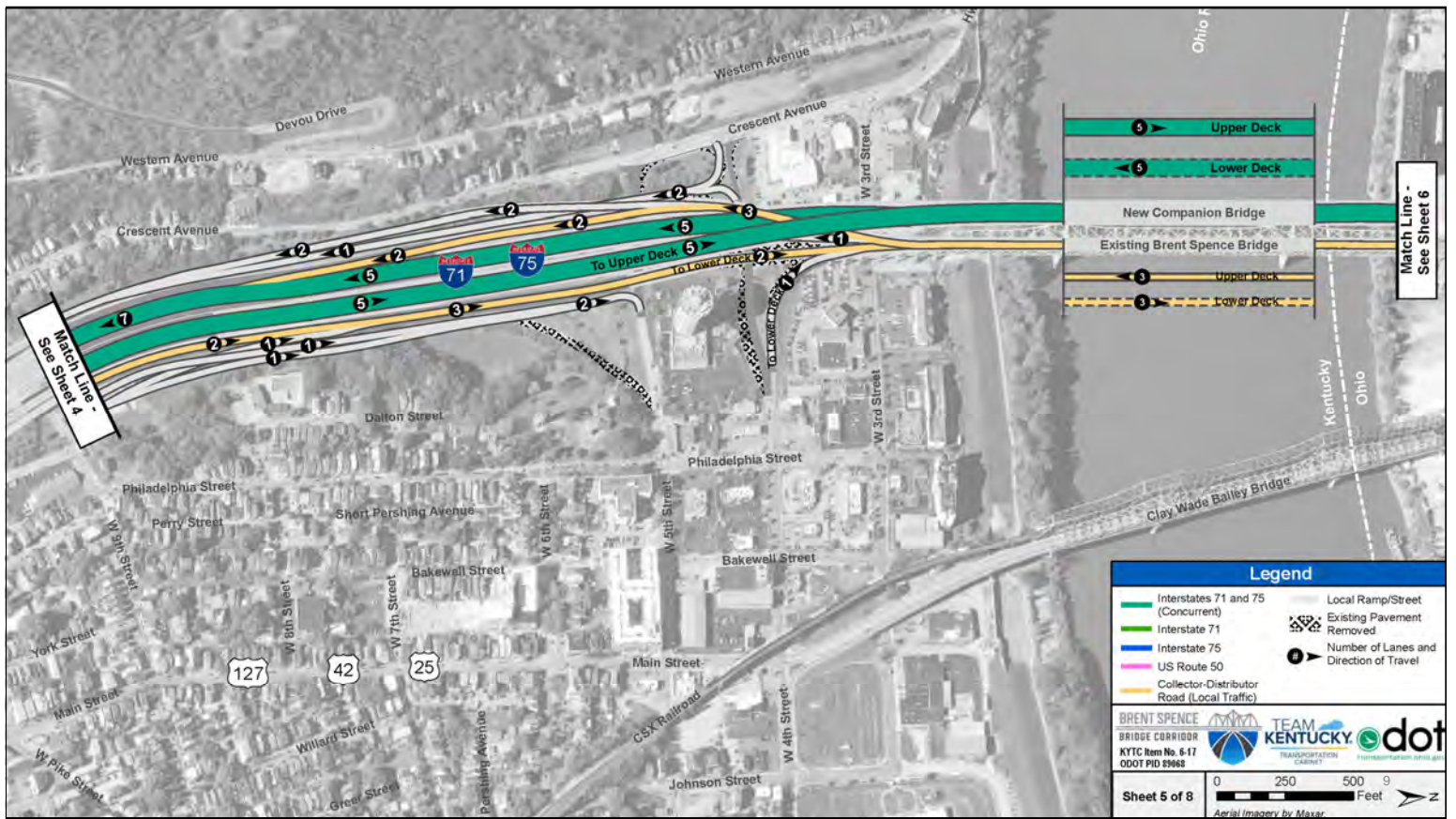
- Reconfigured how traffic travels across the Ohio River
 - Companion bridge carries through (interstate) traffic
 - Existing bridge carries local traffic
 - All northbound and southbound traffic on one deck
 - Width of companion bridge substantially reduced



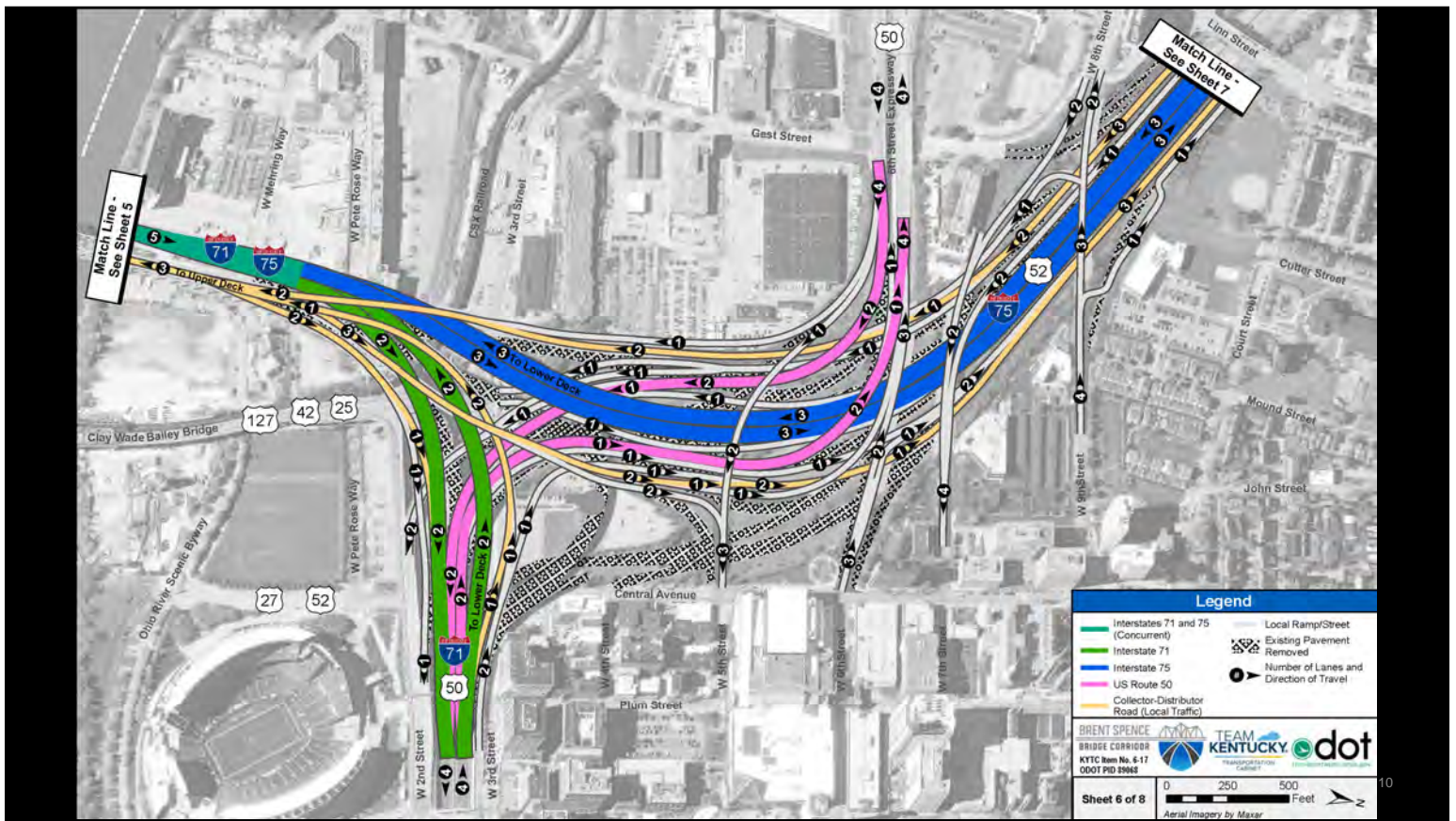
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As mentioned earlier, since the 2012 EA and FONSI, ODOT has been studying ways to improve the design, simplify the construction, reduce costs, reduce impacts, and incorporate additional enhancements. One of the biggest changes is how traffic will travel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



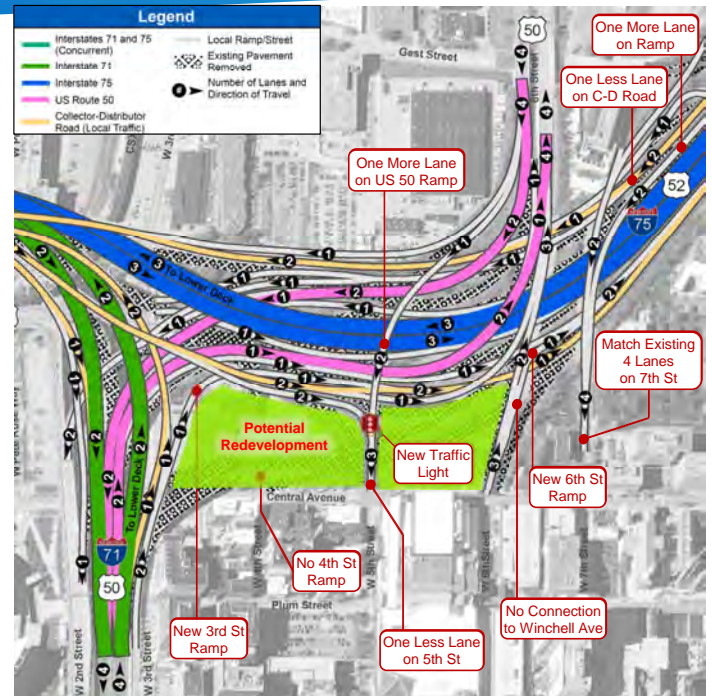
This drawing shows what the new companion bridge and the existing Brent Spence Bridge might look like after the project is built. Please note that the final design of the companion bridge will not be complete for a few years. It is possible it could be a cable-stayed design.

What Has Changed?

- Reconfigured Downtown Cincinnati Ramps

Additional changes evaluated

- Depressing I-75 and extending downtown streets to form an urban street grid
 - Cannot meet current design criteria
 - Safety concerns due to steep grades
 - Increased project footprint
 - Continuity along US 50 not maintained
 - Increase traffic in Covington



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.

ODOT has also received several comments about depressing I-75 through downtown Cincinnati and extending downtown streets to form an urban street grid similar to Fort Washington Way. Because I-75 first passes over the railroad, it would have to descend at 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. Since I-75 cannot be lowered, local streets would need to be raised to form an urban street grid across I-75, which would increase the project footprint. Finally, building an urban street grid would require starting and ending US 50 on either side of I-75. 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.



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



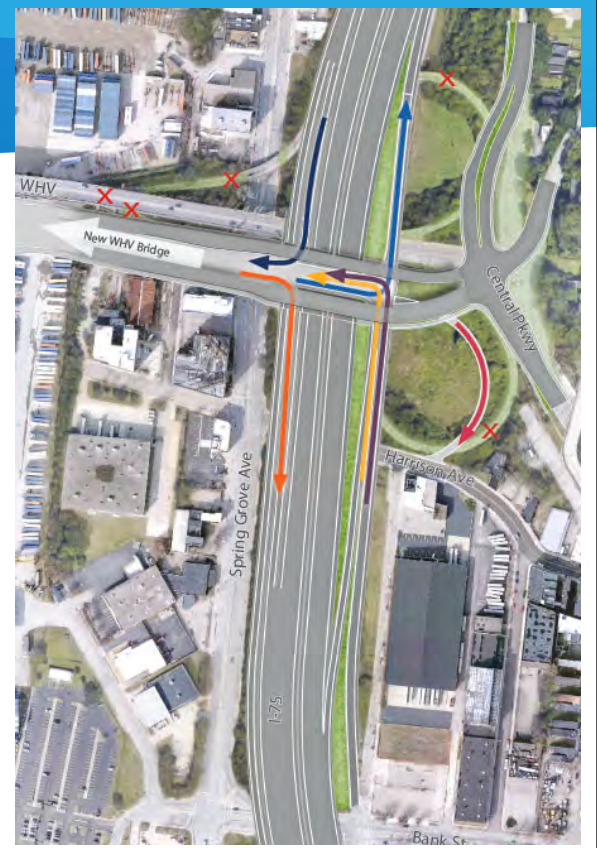
Note: Changes will come in with click (marked by #).

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



Turning our focus to the areas closest to Camp Washington, 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.

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 near Camp Washington 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



The project will install bicycle and pedestrian infrastructure on connections across I-75 like what is shown here for 9th Street. Pedestrian and bicycle connections will also be provided on 6th Street, 7th Street, 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 Camp Washington. Note the new shared use path on Harrison Avenue, the new bike lanes on Findlay Street, and the replaced sidewalks on Harrison, Bank, and Findlay. These will tie into the existing bike lanes on Western, Winchell, and Bank and connect to existing transit stops.



This is a view of what Findlay Street will look like when the project is built. Notice the rebuilt sidewalks, added bike lanes, and underpass lighting.



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 toward Camp Washington. Notice the ashlar stone treatments on the retaining walls.



THANK YOU!

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



BRENTSPENCEBRIDGECORRIDOR.COM



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

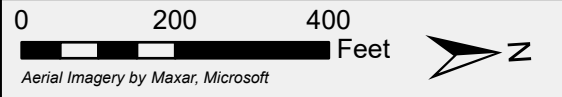
Legend

- 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 5 of 5



Aerial Imagery by Maxar, Microsoft



Connection to City of Cincinnati Western Hills Viaduct project

Match Line - See Sheet 4

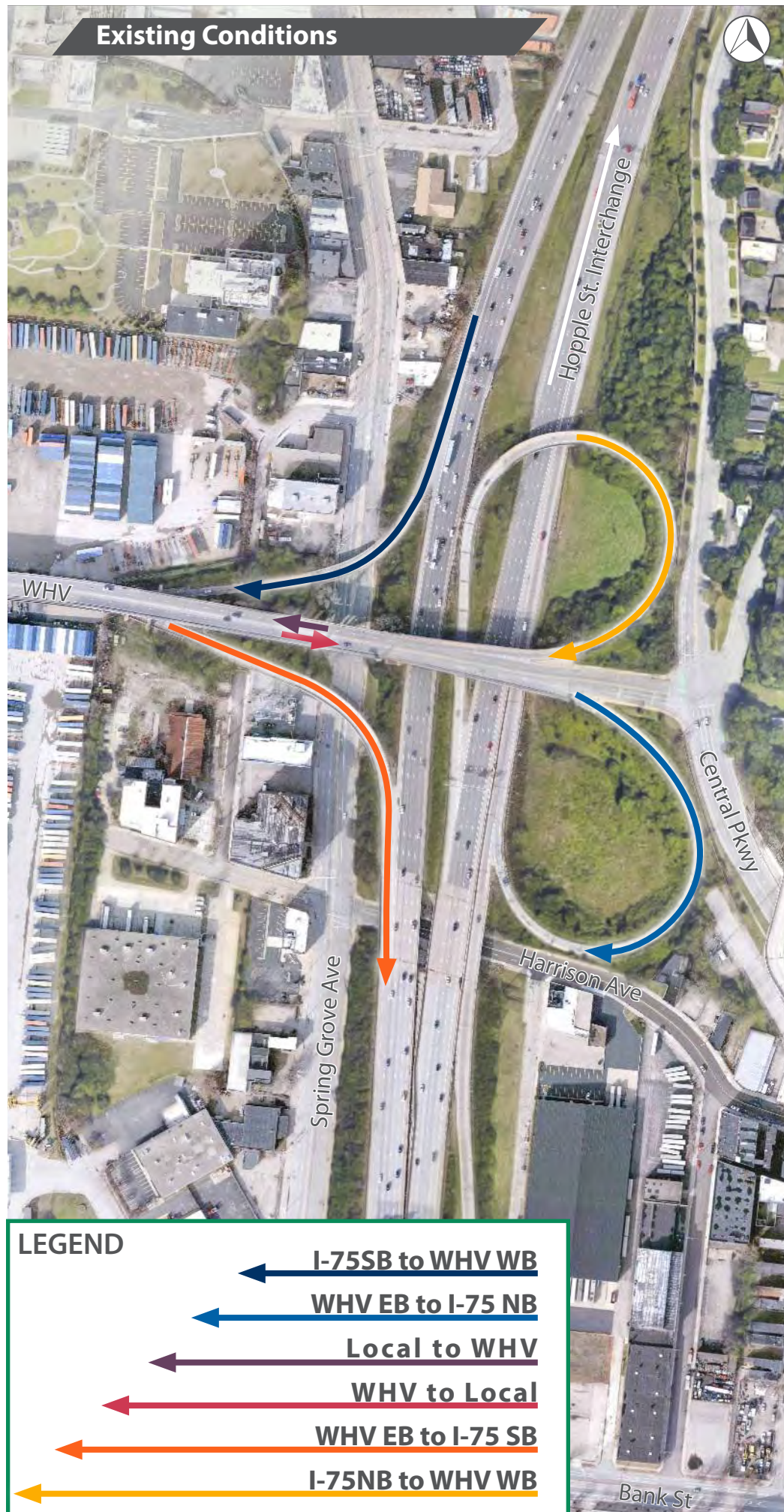
West End

Dyer Park



Ezzard Charles Drive (Looking West) - Ohio

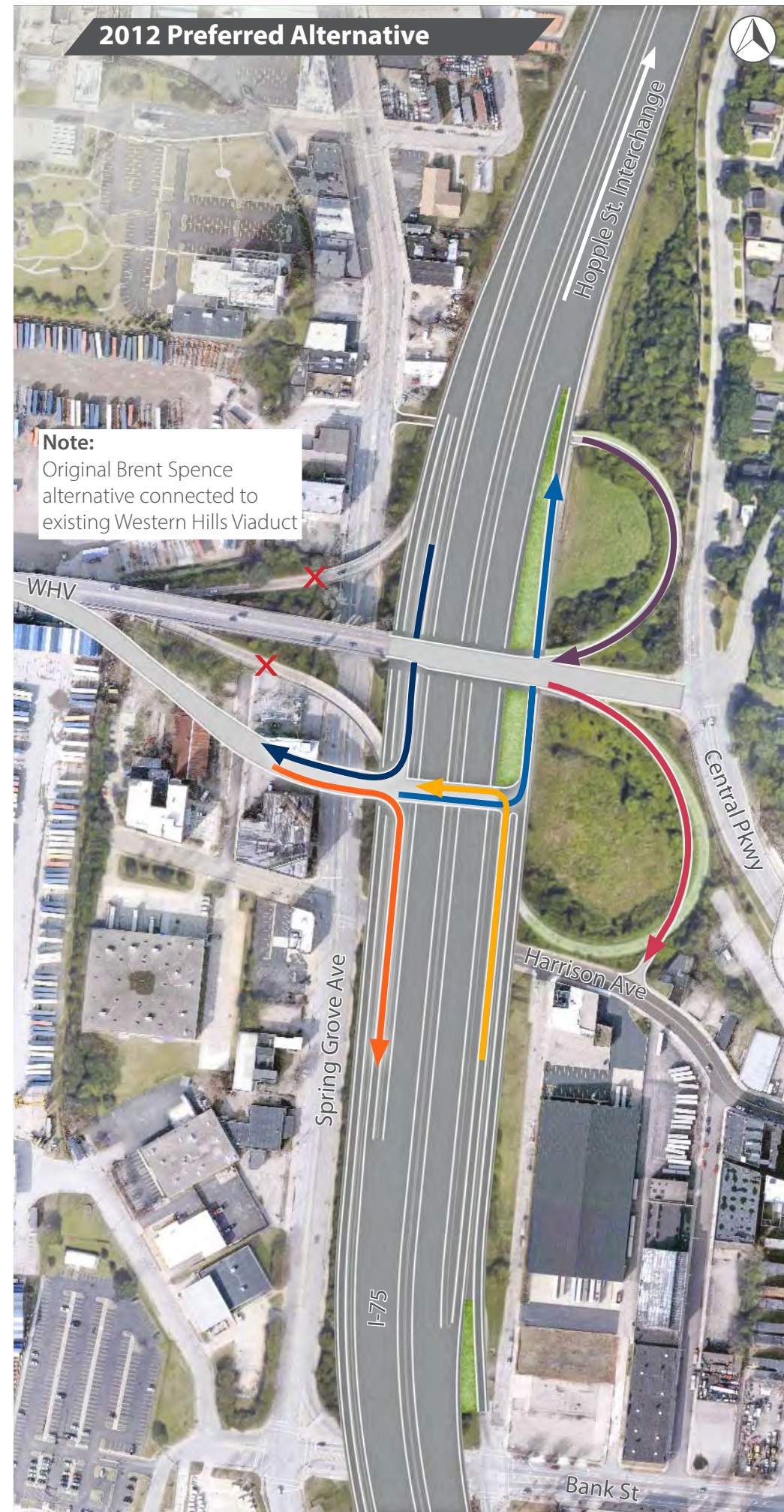
Existing Conditions



LEGEND

- I-75SB to WHV WB
- WHV EB to I-75 NB
- Local to WHV
- WHV to Local
- WHV EB to I-75 SB
- I-75NB to WHV WB

2012 Preferred Alternative



Note:
Original Brent Spence
alternative connected to
existing Western Hills Viaduct

2022 Recommended Alternative



I-75 Interchange with Western Hills Viaduct (WHV)



Attachment 6: Comment Form

COMMENT FORM

BRENT SPENCE
BRIDGE CORRIDOR



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

Name: Sidney Nation

Mailing address (or nearest cross streets): [REDACTED]

Email address: [REDACTED] Phone: [REDACTED]

Business/Organization Name: Camp Washington Urban Revitalization Corporation

Business/Organization Address: "same as above"

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

- Area Resident Area business owner or employee Commuter
 Other: Community development corporation director

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

• the impact of Colerain and Spring Grove when traffic gets rerouted.
↳ will this leave Camp Washington roads destroyed once construction is complete.
↳ can we get a commitment (in writing!) that these roads will be restored.

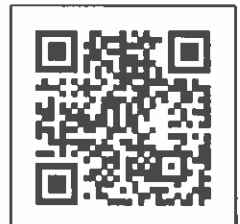
another comment:

• tree canopy @ Western Mills roadcut and along loop removal.
↳ please continue to present to the neighborhood.

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



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