



Brent Spence Bridge Corridor Project City of Park Hills Meeting Summary December 12, 2022

Introduction

The City of Park Hills (COPH) meeting was held on December 12, 2022, from 7:00 pm to 8:30 pm. The meeting was held at the Garden of Park Hills located at 1622 Dixie Highway in Park Hills, KY. It was publicized through the COPH private Facebook page and the COFM email list (see Attachment 1). The city also announced the neighborhood meeting at a prior City Council meeting, posted flyers at local businesses, shared information about the meeting with local schools, and posted meeting details on a city sign on Dixie Highway. Attendees at the meeting included the Park Hills mayor and City Council members, members of the public, a representative from a local law firm, and the project team.

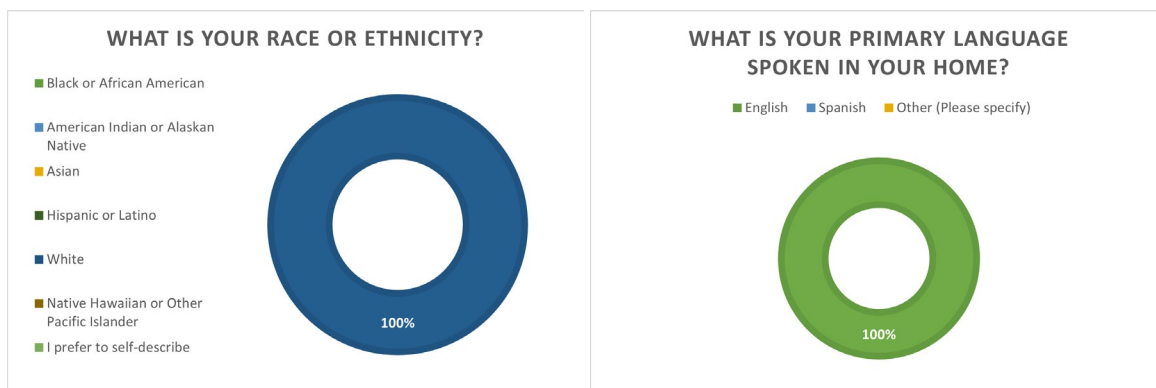
In total, forty-seven (46) people attended the meeting, including forty-three (42) members of the public and four (4) project team members (see Attachment 2). Photographs are included in Attachment 3.

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

Exhibits showing plan views of the project through the COPH and renderings of the proposed bridge were available for viewing before and after the meeting (see Attachment 5). Written comment forms, a demographic survey, and a postcard inviting individuals to visit PublicInput.com/bsbc to review project materials and offer additional feedback were also provided. One (1) comment form and five (5) demographic surveys were returned at the meeting.

Demographics

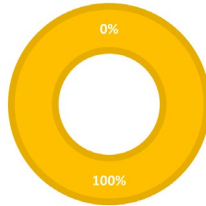
The following is a breakdown of the responses received from the demographic survey.





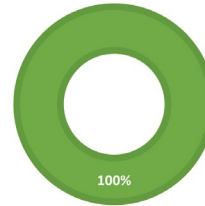
WAS PROJECT INFORMATION TRANSLATED INTO OTHER LANGUAGES APPROPRIATELY?

■ Yes ■ No ■ Not Applicable



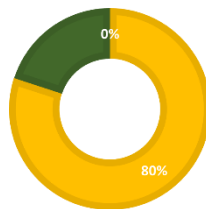
HOW MANY PEOPLE LIVE IN YOUR HOUSEHOLD?

■ 1-2 ■ 3-5 ■ 6+



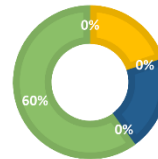
WHAT ARE THE AGE RANGES OF THOSE LIVING IN YOUR HOUSEHOLD?

■ Under 18 ■ 19-44 ■ 45-64 ■ 65+



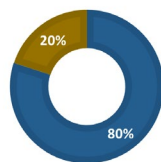
WHAT IS YOUR ANNUAL HOUSEHOLD INCOME?

■ Less than \$10,000 ■ \$10,000 - \$24,000 ■ \$25,000 - \$49,000
 ■ \$50,000 - \$74,999 ■ \$75,000 - \$99,999 ■ \$100,000 - \$149,999
 ■ \$150,000+ ■ Not Answered



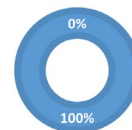
WHAT IS THE HIGHEST LEVEL OF EDUCATION COMPLETED BY MEMBERS OF YOUR HOUSEHOLD?

■ 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



A write-in space was provided to provide suggestions for additional ways ODOT and KYTC can improve the inclusiveness of their public outreach efforts. The only comment received was:

- Most people do not fully understand design and construction terms & processes. A glossary of terms would be helpful. Traffic studies and input from first responders, maintenance crews, etc. would also be good to have publicly accessible.



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:

- Concern over existing and future noise levels.
- Questions regarding access points and the proposed C-D road.
- General questions regarding the project schedule, project length, etc.

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.

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

- Great presentation – great change to make the companion bridge thru traffic only!

Table 1

| Question | Project Team Response |
|--|---|
| When did ROW decision get made? I was told my property would be relocated in 2013, but now I find out refinements were made and that I'm not longer being relocated. | We're here today to reach out to the public and inform the public of the decisions that have been made. When KYTC began the right of way process earlier this year we started to look at using retaining walls to avoid relocations. |
| Noise walls block the sound, but does it lift the sound up and the drop it over the other side of the wall? | The material used absorbs as much of the sound as possible. Also, in the presentation, we will show the results of noise analysis, including the predicted noise levels. |
| The noise problem is caused by jake brakes. Will this project do anything about them? | We cannot regulate jake brakes. They are a safety feature. |
| What's the intention to find funding approval? What is the plan B if it doesn't work? Are tolls still in play? | We have submitted applications for two sources of funding. We continue to move forward and plan on releasing information for contractors soon, although we will not give a contract without securing the funds. Plan B is to keep moving forward with as many options as possible. The project team is committed to looking for any type of funding solution. Also, the Bipartisan Infrastructure Bill is not a one-time option, so there will other funding opportunities in the future. |



| Question | Project Team Response |
|--|--|
| Are tolls still being considered? | No. The project team is committed to pursuing every available opportunity to deliver the project without tolls. |
| If inflation causes the project cost to keep rising, will the team look at making refinements to the project to reduce costs? | We've already pursued opportunities to reduce impacts, but nothing is off the table. |
| So you anticipate a 6-year construction season? | Yes, but that does not mean the entire length of the project will be impacted the whole time. We will work with the design-build team on that. As part of the progressive design-build process, public involvement is not done. When a contractor is on board, the States will work with them to determine the maintenance of traffic. Also, we have already talked to emergency services along the corridor, and we will keep coordinating with them in the future. |
| If I make the wrong decision at the split from the C-D road and the interstate roadway, can I get off at the first exit in Ohio and turn around? | Yes. |
| A new Texas turnaround is almost open. Will it stay in place with this project? | When the Texas turnaround is finished, the existing access point/ramp at West 4 th Street will be used for emergency access only. It will have a gate on it and emergency responders will have the key. When the BSB Corridor project is finished though, it will be opened back up and provide access to all users to the local C-D road. |
| What is progressive design-build? Are contracts let at the same time? | On a design-build project, the contractor gives a price and a proof of concept. With progressive design-build, agencies can select a group based on qualifications. Then, once they're on board, the agencies and the design-build team discuss concepts and develop the plans. The contractor also determines buildable units, and that's when traffic, maintenance of traffic, etc. come into play. |
| I avoid the "cut in the hill" as much as possible when getting on the interstate. Will I still be able to get on the interstate without having to get on Kyles Lane? | Yes. You'll have very similar access to the interstate as you do today. Pike Street accesses the C-D road and then you'll be able to get onto the interstate. |



| Question | Project Team Response |
|--|--|
| Was there consideration for re-routing semi-trucks around I-275? | Yes. This has come up multiple times, and recently an emergency responder stated that they saw an uptick in accidents along the I-275 corridor when this was previously done. From an agency's perspective, our analysis has shown that there is a significant number of trucks with designations within the loop. There would also be an issue with enforcing a ban on through truck traffic. |
| Are the maps presented today going to be online as well? | Yes, the exhibits will be online (PublicInput.com/bsbc) along with tonight's presentation. While the exhibits shown here are catered to tonight's presentation, there will be exhibits from the other meetings on the site as well. |



Attachment 1: Advertising Materials

Julie Alig

From: Kathy Zembrodt
Sent: Saturday, October 29, 2022 10:02 AM
To: Julie Alig
Subject: please print the attached and e mail too
Attachments: 10-27-2022_Invitation Flyer_Park Hills.pdf

From: Sherry Kish [REDACTED]
Sent: Friday, October 28, 2022 4:21 PM
To: Kathy Zembrodt [REDACTED]
Cc: Seth Turner [REDACTED]; Jodi Heflin [REDACTED]
Subject: Brent Spence Bridge Presentation on 12/12/22

Mayor Zembrodt,

Thank you so much for working with us to get a meeting scheduled to allow the Brent Spence Bridge project team to talk with the City of Park Hills residents on December 12th. 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 the meeting opportunity are sent out a minimum of 14 days, preferably sooner, before each meeting.

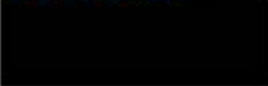
| Media Outlet | Description | Can do this (mark with an X) | Completed? (Please provide date completed for Federal tracking.) |
|---|---|------------------------------|--|
| Prior Meeting Notice | Can you share BSB as an upcoming topic at a previous city/neighborhood meeting? | X | |
| Email list | Can you email a neighborhood wide or citywide email list with information about BSB presentation at the upcoming meeting? | X | |
| Facebook (private to neighborhood/city) | Can you share a Facebook message about BSB presentation? | X | |
| Post a sign at the local coffeehouse or gathering place | Is there a special place in your neighborhood where everyone would see this message? | X | |
| Share with a school PTO/PTA | Is there an elementary school with an active PTO/PTA that might be willing to share this message? | X | |

| | | | |
|--|--|-------------------------|--|
| Other | Is there another outlet you have available to get the word out? | Signable on Dixie Hwy X | |
| Do you need assistance from us with advertising? | We made a flyer for your consideration (attached to this email). | X X | |

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.

* Where else would you like?
Kathy J.



Attachment 2: Sign-In Sheets



BRENT SPENCE BRIDGE CORRIDOR PROJECT

Neighborhood Outreach Meeting – December 12, 2022

| Name | Representing | Address | Phone | Email |
|-----------------------|--------------|---------|-------|-------|
| 1. Jim Pfaller | me | | | |
| 2. Judge Pat Sullivan | | | | |
| 3. DAVID CROTTY | me | | | |
| 4. Nolan Nicaise | self | | | |
| 5. David Schlutman | POCC | | | |
| 6. & Nancy | | | | |
| 7. Bob Black | | | | |
| 8. Rob Butke | Self | | | |
| 9. Mary Amend | Self | | | |
| 10. Susan Williamson | Self | | | |
| 11. Beth Nowak | self | | | |
| 12. Ginger Conway | self | | | |
| 13. Pete Rieder | Self | | | |
| 14. Beth Auerbeck | Self | | | |
| 15. Ken Kipperbrack | Self | | | |
| 16. BART GROENEVELD | SELF | | | |
| 17. Dan Lutz | Self | | | |
| 18. ROBERT DACEY | SELF | | | |
| 19. Kim De Sutter | PA SCENE DR. | | | |
| 20. D. Scott Smith | Self | | | |

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



BRENT SPENCE BRIDGE CORRIDOR PROJECT

Neighborhood Outreach Meeting – December 12, 2022

| Name | Representing | Address | Phone | Email |
|-------------------------------|---------------|---------|-------|-------|
| 1. <u>JOAN VAN HANDEK</u> | <u>MYSELF</u> | | | |
| 2. <u>Lynn Hemmer</u> | <u>Myself</u> | | | |
| 3. <u>Celeste Gallenstein</u> | <u>myself</u> | | | |
| 4. <u>RICHARD ABEL</u> | <u>"</u> | | | |
| 5. <u>Anthony Zieverink</u> | <u>myself</u> | | | |
| 6. <u>BOB ALBERS</u> | <u>MYSELF</u> | | | |
| 7. <u>PAT FLANNERY</u> | <u>MYSELF</u> | | | |
| 8. <u>DEDE RALSTON</u> | <u>MYSELF</u> | | | |
| 9. <u>Teri Morris</u> | <u>SELF</u> | | | |
| 10. <u>JIM JENNING</u> | <u>Self</u> | | | |
| 11. <u>JOSEPH KOWALSKI</u> | <u>"</u> | | | |
| 12. <u>Marc Leggett</u> | <u>self</u> | | | |
| 13. <u>Jeff Hendricks</u> | | | | |
| 14. <u>CHRIS CARLE</u> | <u>SELF</u> | | | |
| 15. _____ | _____ | _____ | _____ | _____ |
| 16. _____ | _____ | _____ | _____ | _____ |
| 17. _____ | _____ | _____ | _____ | _____ |
| 18. _____ | _____ | _____ | _____ | _____ |
| 19. _____ | _____ | _____ | _____ | _____ |
| 20. _____ | _____ | _____ | _____ | _____ |

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



BRENT SPENCE BRIDGE CORRIDOR PROJECT

Neighborhood Outreach Meeting – December 12, 2022

| Name | Representing | Address | Phone | Email |
|-----------------|-------------------|---------|-------|-------|
| 1. JAMIK DAVIS | J. Davis Law Firm | | | |
| 2. ROB HAUTER | | | | |
| 3. WILLIAM BUSH | | | | |
| 4. CAROL BETHEL | resident | | | |
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Please print clearly • Contact information is optional but must be included if you wish to receive updates.



BRENT SPENCE BRIDGE CORRIDOR PROJECT

Neighborhood Outreach Meeting – December 12, 2022

| Name | Representing | Address | Phone | Email |
|----------------------|--------------|---------|-------|-------|
| 1. Eric Maschmeyer | | | | |
| 2. Lee & JOE ADAMAK | SELF | | | |
| 3. Bruno GARCIA MVDI | SELF | | | |
| 4. Michael Leathers | HMB | | | |
| 5. Mark Becherer | HNTB | | | |
| 6. Gary Valentine | KYTC | | | |
| 7. Stacey Hans | KYTC | | | |
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Please print clearly • Contact information is optional but must be included if you wish to receive updates.



Attachment 3: Photographs





Attachment 4: Presentation

BRENT SPENCE
BRIDGE CORRIDOR



Park Hills Meeting (KY)
December 12, 2022



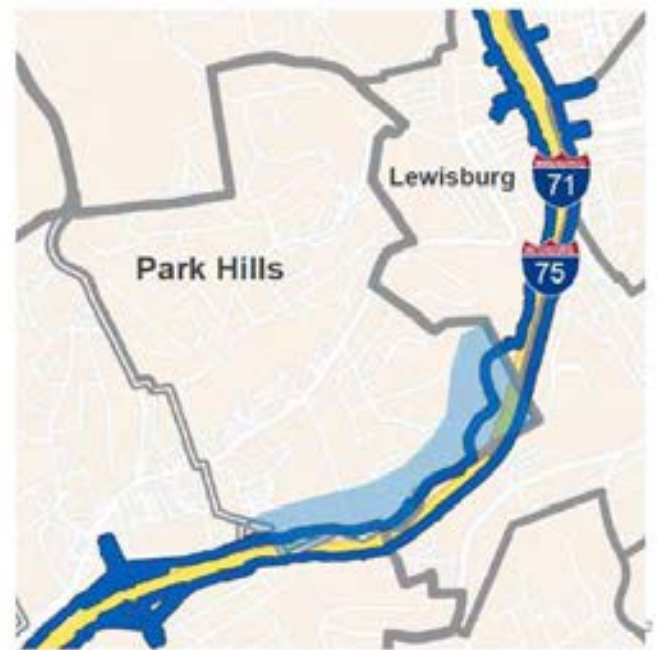
INVESTING IN LOCAL COMMUNITIES. GROWING AMERICA'S ECONOMY.
brentspencebridgecorridor.com



The meeting will open with 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 Park Hills the opportunity to share feedback with the Project Team
- Agenda
 - General project overview
 - Project specifics in the Park Hills area
 - Discussion/feedback from Park Hills 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 Park Hills. Most importantly, tonight we're focusing on hearing from the residents of Park Hills. 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 2022, 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

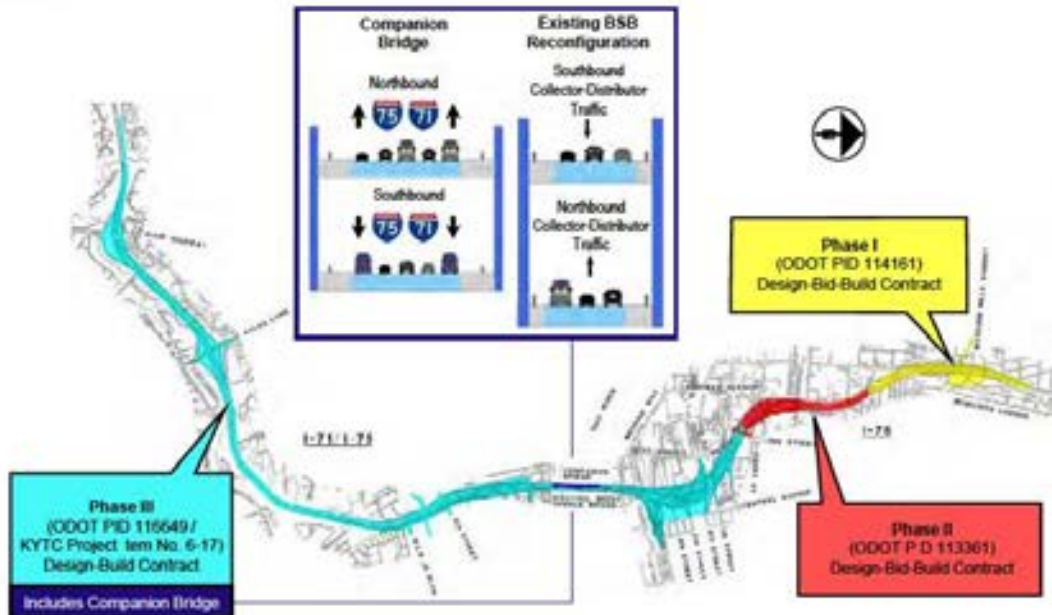
- Reconstruct and widen I-71/I-75
- Rebuild all overpass bridges and interchanges
- Extend frontage roads in Covington
- Construct a collector-distributor system from 12th Street north
- Construct collector-distributor systems between Dixie Highway and Kyles Lane



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



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.

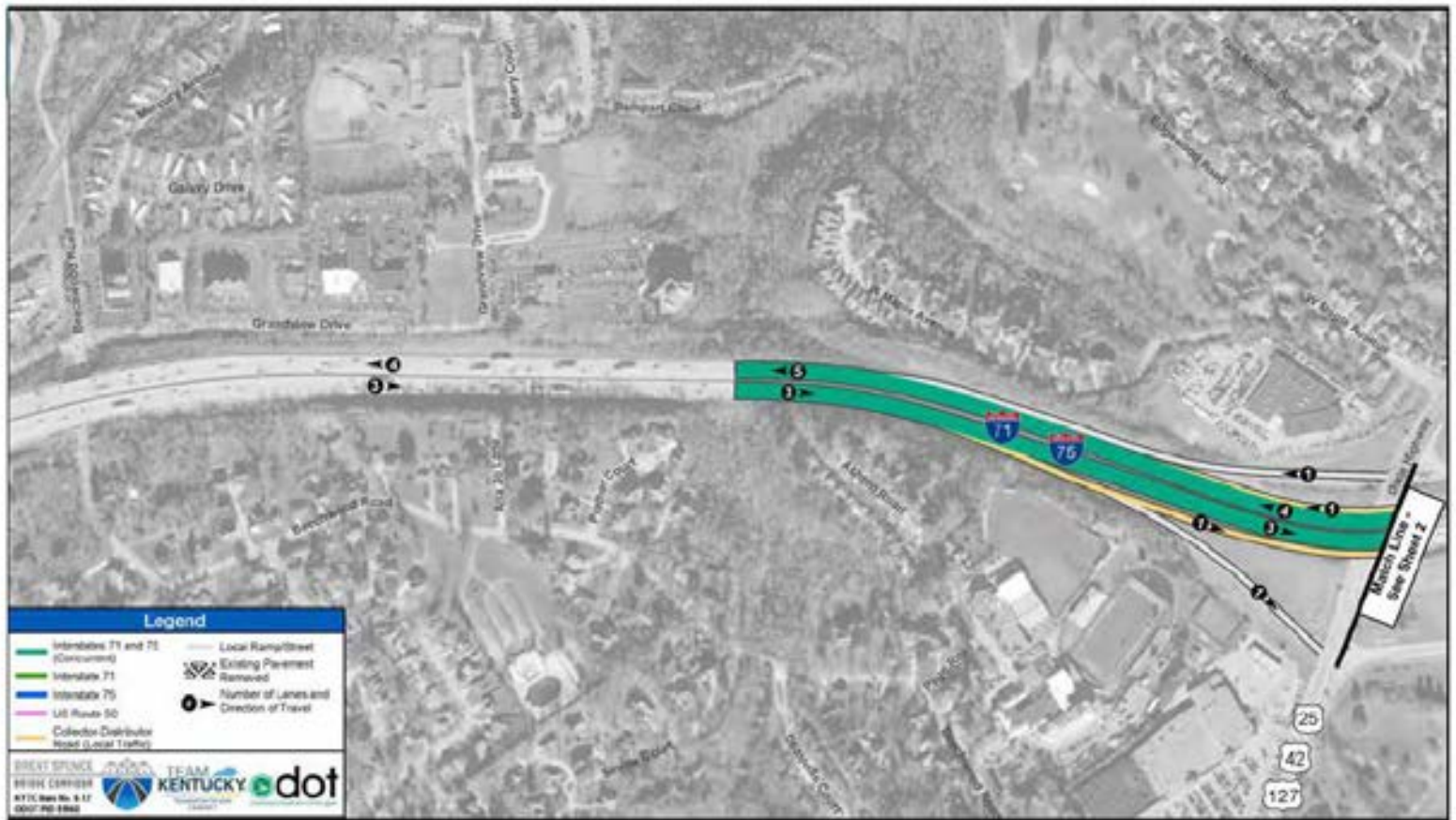
What Has Changed?

- 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 through Fort Mitchell and Fort Wright. The green shows through traffic on the interstate. As shown in the orange, a collector distributor road will start just south of Dixie Highway. The purpose of the collector-distributor road is to reduce the number of places where traffic is entering and exiting the freeway to reduce the number of times vehicles weave in and out of the through travel lanes to access local roads. As shown here, in the northbound direction, traffic traveling to Dixie Highway and Kyles Lane will exit onto the collector-distributor road south of Dixie Highway. Vehicles traveling to Dixie Highway will then leave the collector-distributor road and take a ramp to Dixie Highway (shown in grey). Traffic traveling to Kyles Lane will continue north on the collector-distributor road.

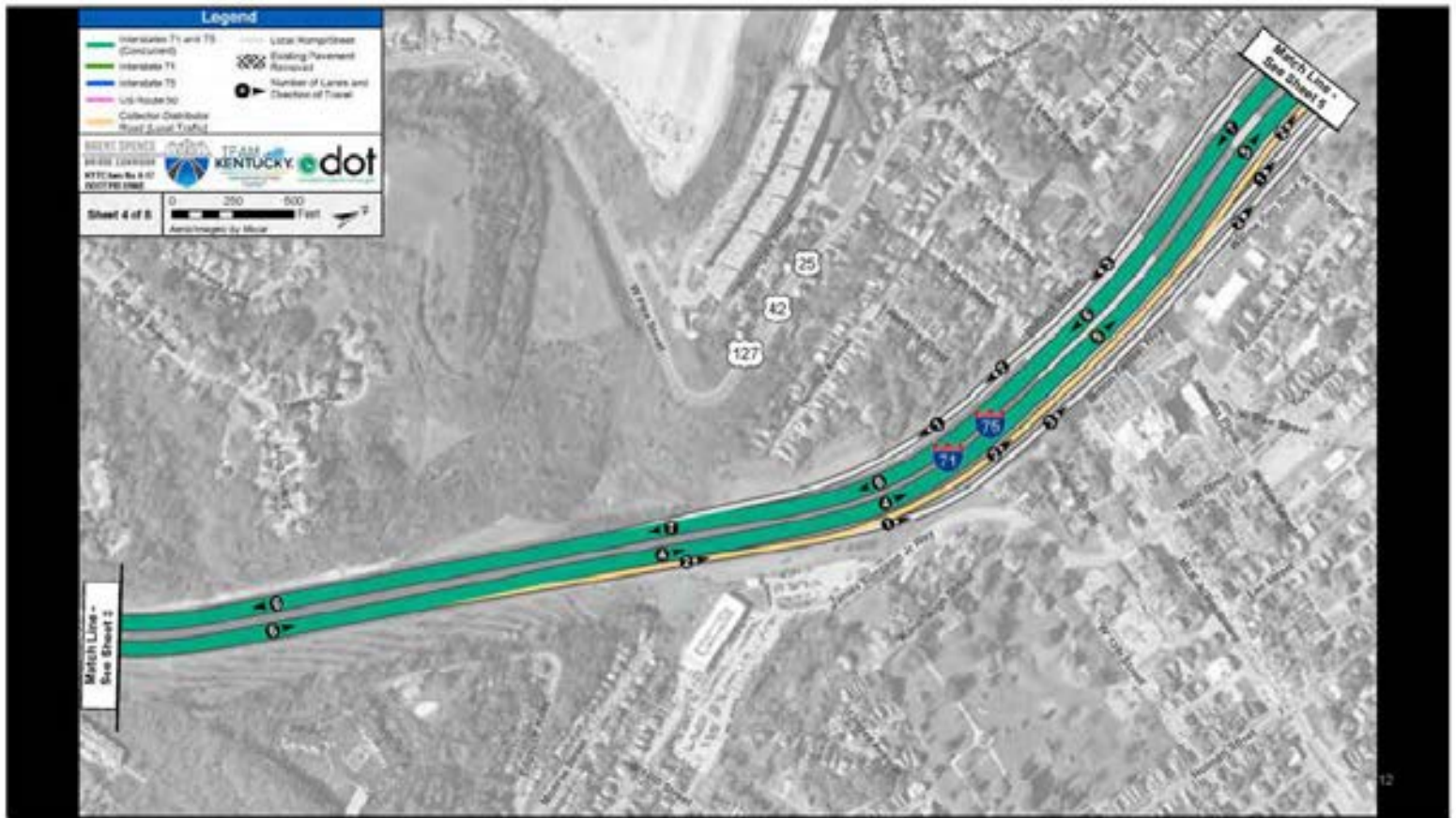


Moving further north, traffic from Dixie Highway will travel down a ramp to enter the northbound collector-distributor road. Next, traffic traveling to Kyles Lane will leave the collector-distributor road and use a ramp to reach Kyles Lane. Northbound traffic will travel through on the collector-distributor road, and more traffic will enter from Kyles Lane.

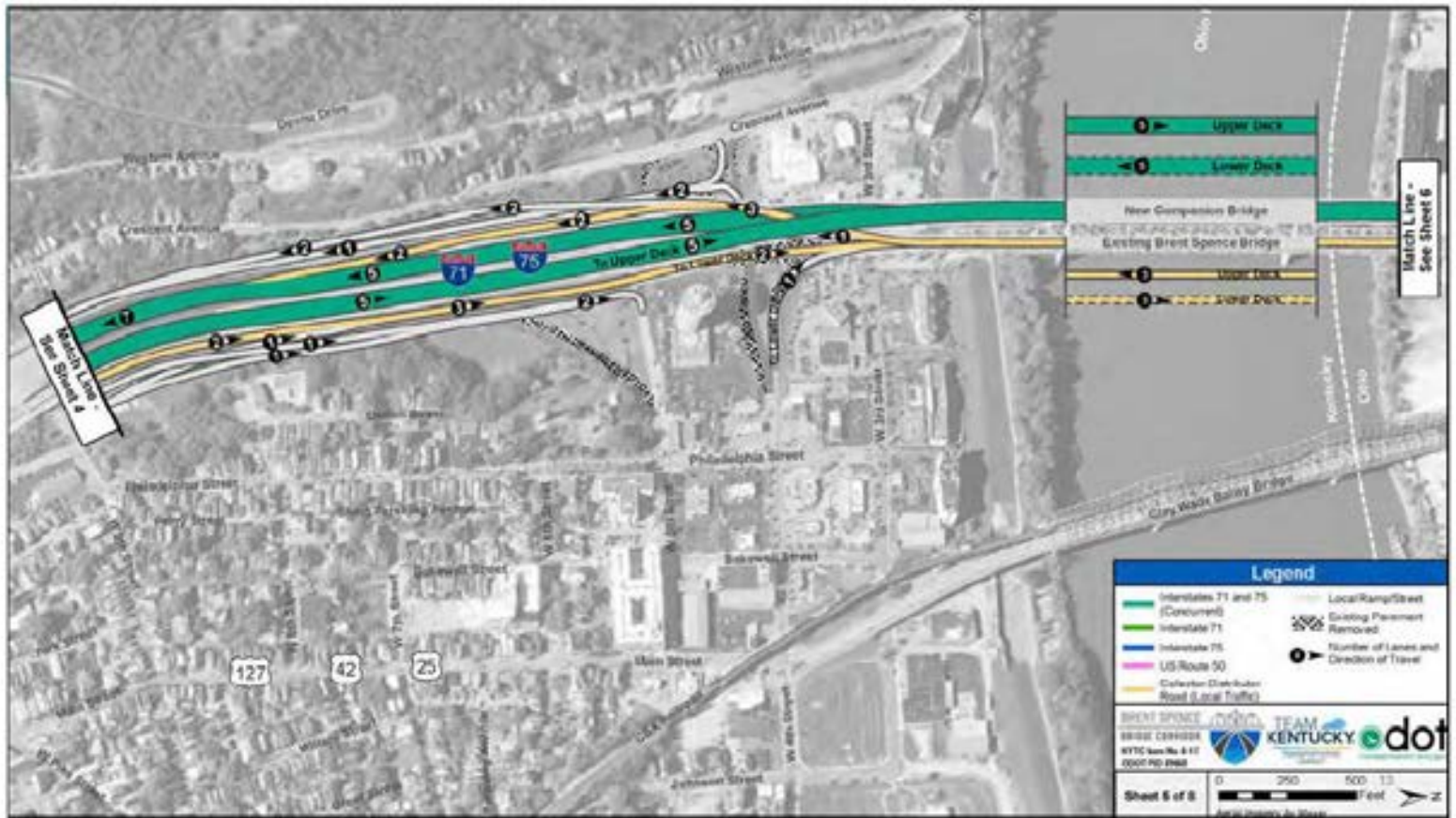


Finally, the traffic on the collector-distributor road will join with traffic from the Kyles Lane ramp and enter the interstate going northbound. Notice that there will be only one northbound exit and one entrance between Dixie Highway and Kyles Lane instead of one exit and one entrance for each road. Consolidating these access points will improve traffic flow and reduce high-speed crashes on the interstate.

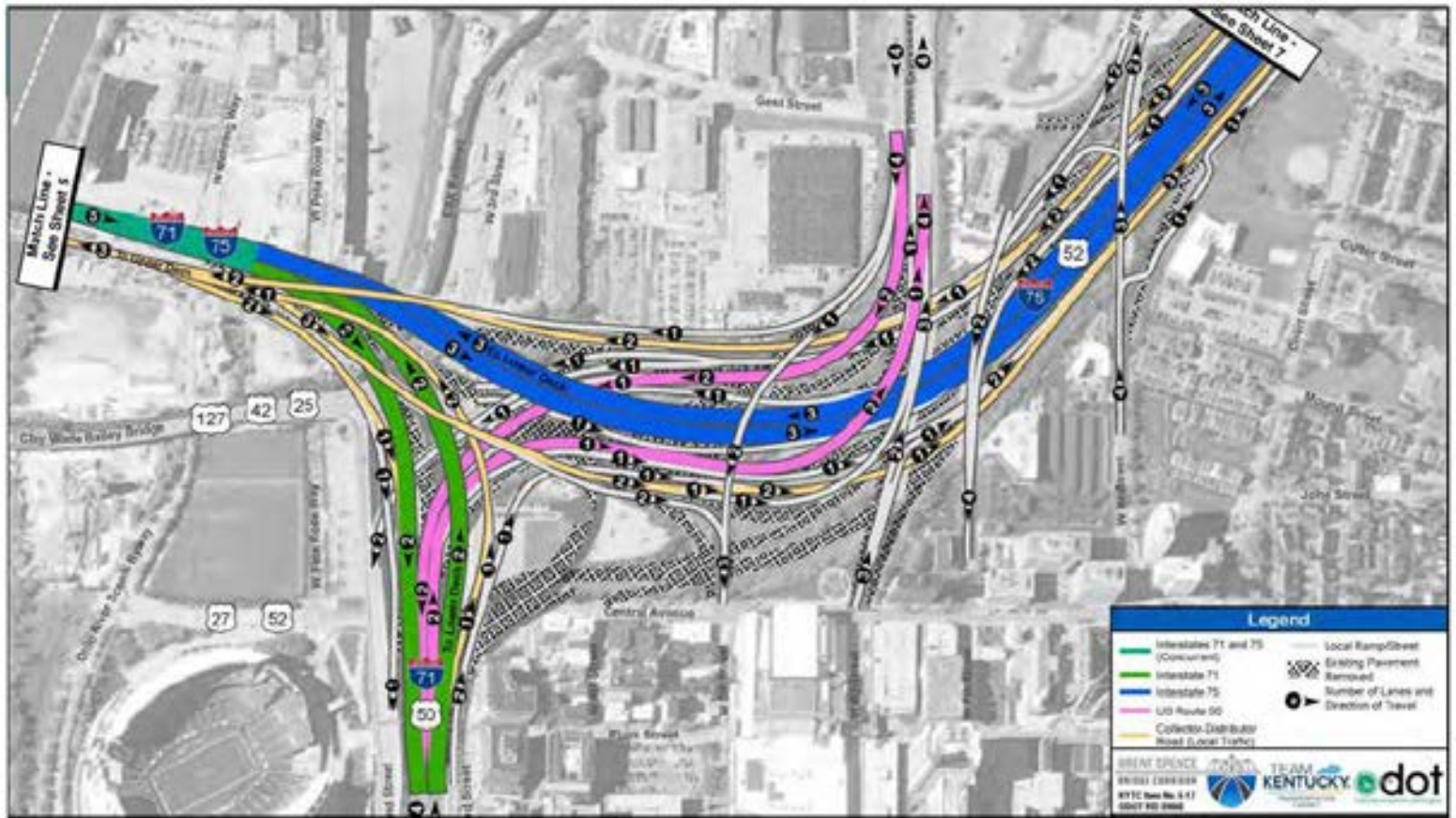
The traffic movements we just walked through will be reversed in the southbound direction, providing the same access scheme and improvements in traffic flow and safety.



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 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 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 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.

What Has Changed?

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



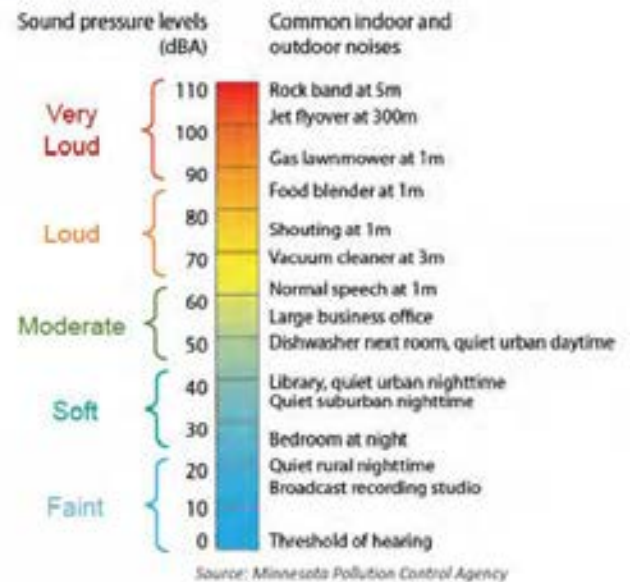
Since 2012, the design has been refined to reduce shoulder widths on I-71, I-75, and collector-distributor roads to 10 feet to match current design standards. Previous design standards were 12 feet.

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 in Covington. 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



Now let's dig into how the project will impact Park Hills, 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:

Scott Jones, Director
Federal Highway Administration

Date

James G. Givens, Secretary
Kentucky Transportation Cabinet

Date

Revised August 1, 2007
Effective 04/12/2007
Revised 04/12/2011
Original July 2001

19

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

- Park Hills

- Noise wall reasonable/feasible per KYTC Noise Policy
- Without noise wall = 68 dBA
- With noise wall = 60 dBA

| Sound pressure levels (dBA) | Common indoor and outdoor noises |
|-----------------------------|--|
| 70 | Vacuum cleaner at 3m |
| 60 | Normal speech at 1m Large business office |



Note: Sound levels represent the average for the area benefitted by the wall.

In Park Hills, one noise wall along the Interstate was found to be reasonable and feasible. It benefits several residences north of Kyles Lane. The average exterior noise levels are predicted to be around 78 decibels without a noise wall and 60 decibels with a noise wall. These sound levels are averages for all the people who will benefit from the walls. The sound levels will vary depending on where each receptor is located. For reference, the average exterior sound levels with the noise wall in Park Hills are predicted to be about what you'd experience in normal conversation.



The red lines on this slide show noise walls that were evaluated as part of the noise study for Fort Wright. The green numbers show the heights of the different sections of the noise walls.



This slide highlights the receptors evaluated as part of the noise analysis for Fort Wright. 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 noise wall. For the receptors, anything with light pink and dark pink have a reduction of 5 decibels and are considered benefitted receptors.

Enhancement Measures

- Developing aesthetic guidelines
 - Landscaping
 - Streetscapes
 - Gateways
 - Treatments for piers, abutments, retaining walls, noise walls, and pedestrian paths

25

KYTC is working to develop plans for landscaping, streetscapes, gateways, and treatments for piers, abutments, retaining walls, noise 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.

Cohesive Interstate Treatments



This slide shows some of the potential locations of the enhancements discussed on the previous slide as it relates to Park Hills. While it is an opportunity for a unique gateway at the Kyles Lane interchange, it is important that those treatments do not conflict with those selected for the Dixie Highway interchange.

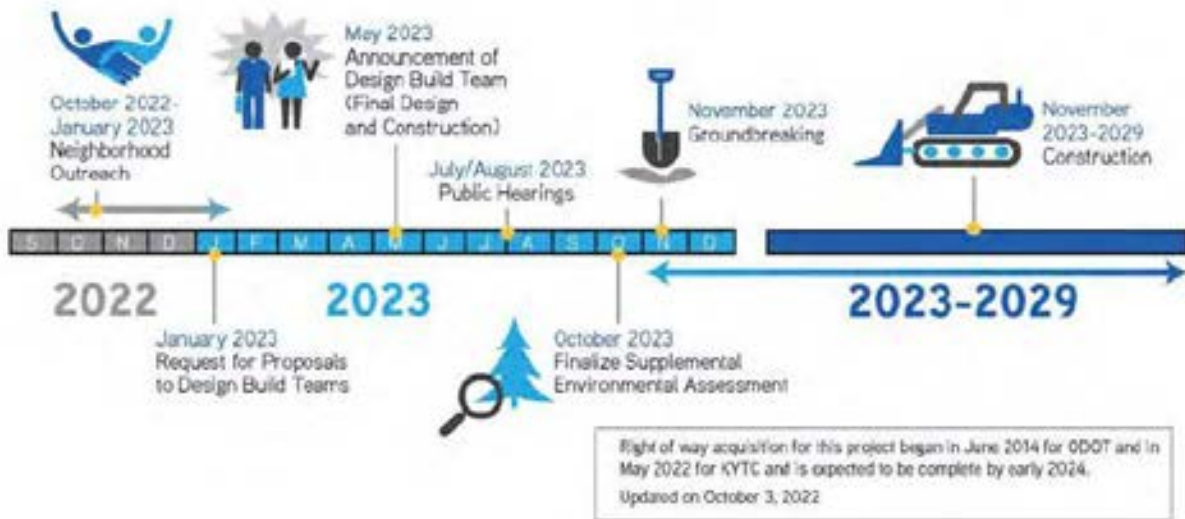


This slide shows what the finished project might look like from Kyles Lane. Notice the noise wall in Park Hills constructed at the top of the slope adjacent to Notre Dame Academy.



This view shows how the finished project might appear when looking north on I-71 and I-75 at towards Kyles Lane. Notice the opportunities for ramp buffer areas and landscaping in open areas for unique gateways.

Schedule



This slide shows the project schedule from today to the completion of construction.



THANK YOU!

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



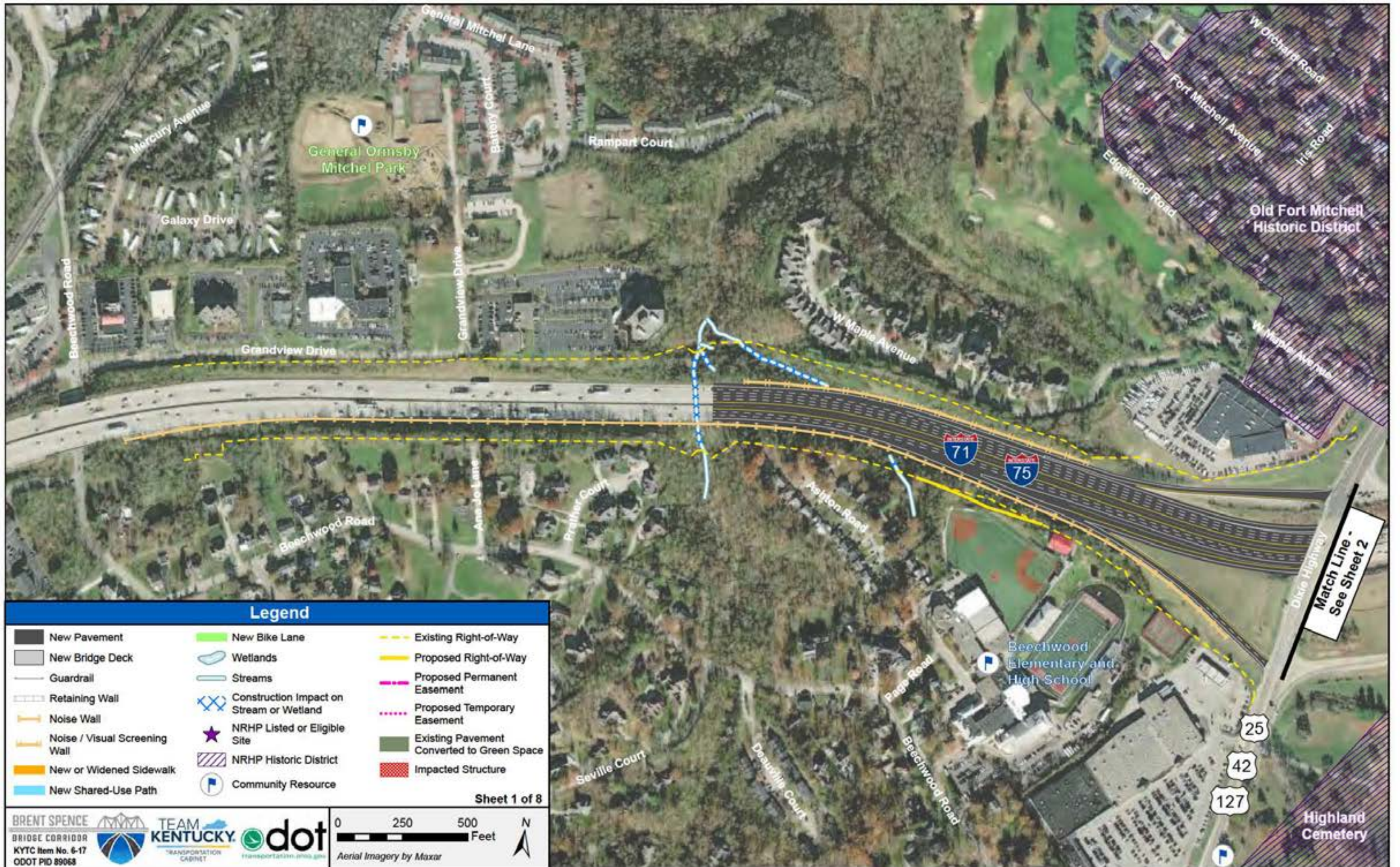
BRENTSPENCEBRIDGECORRIDOR.COM

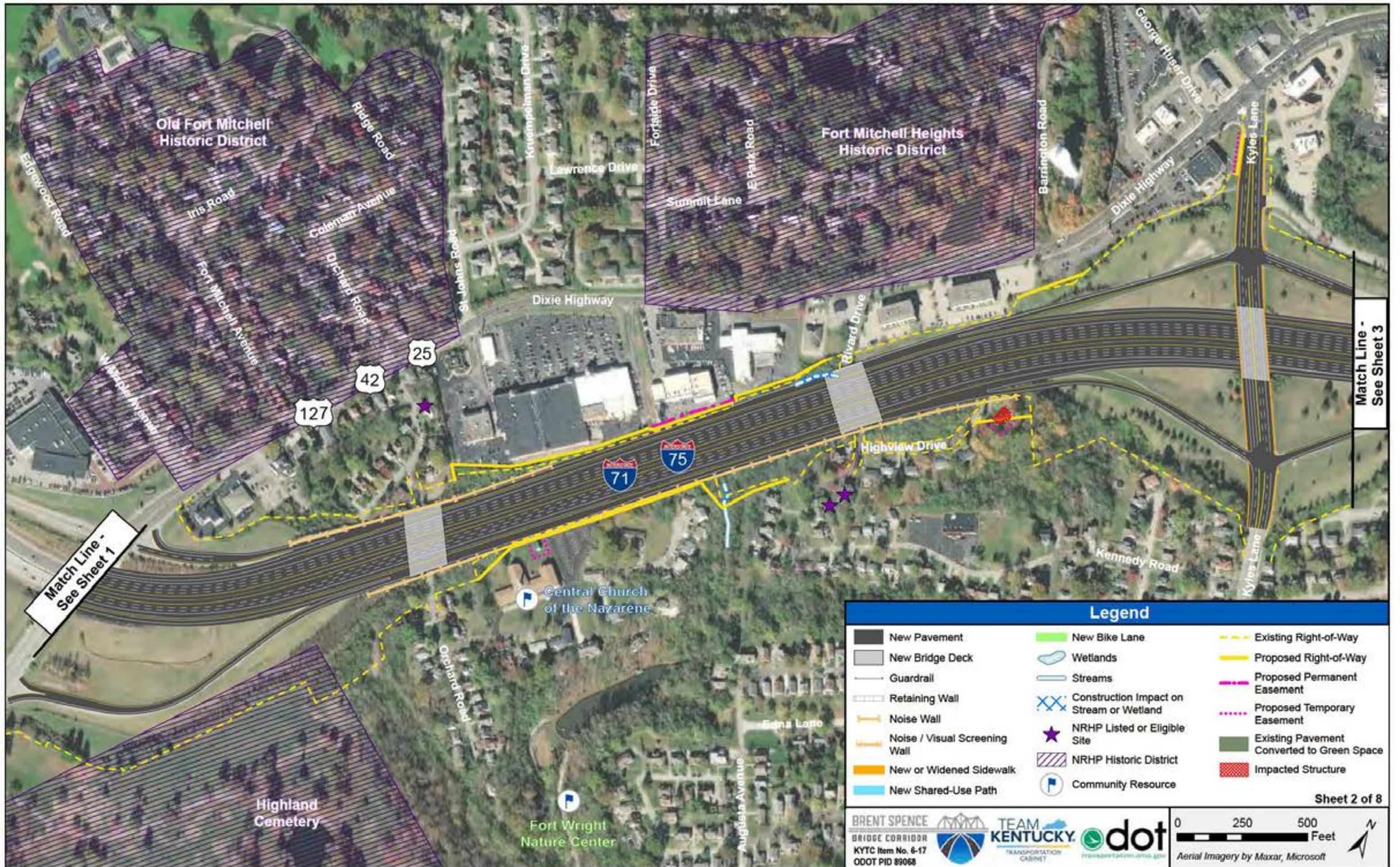


This concludes our formal presentation. We would like to hear your thoughts about the project. You can also visit a PublicInput.com to review information about the project and provide your feedback.



[Attachment 5: Exhibits](#)





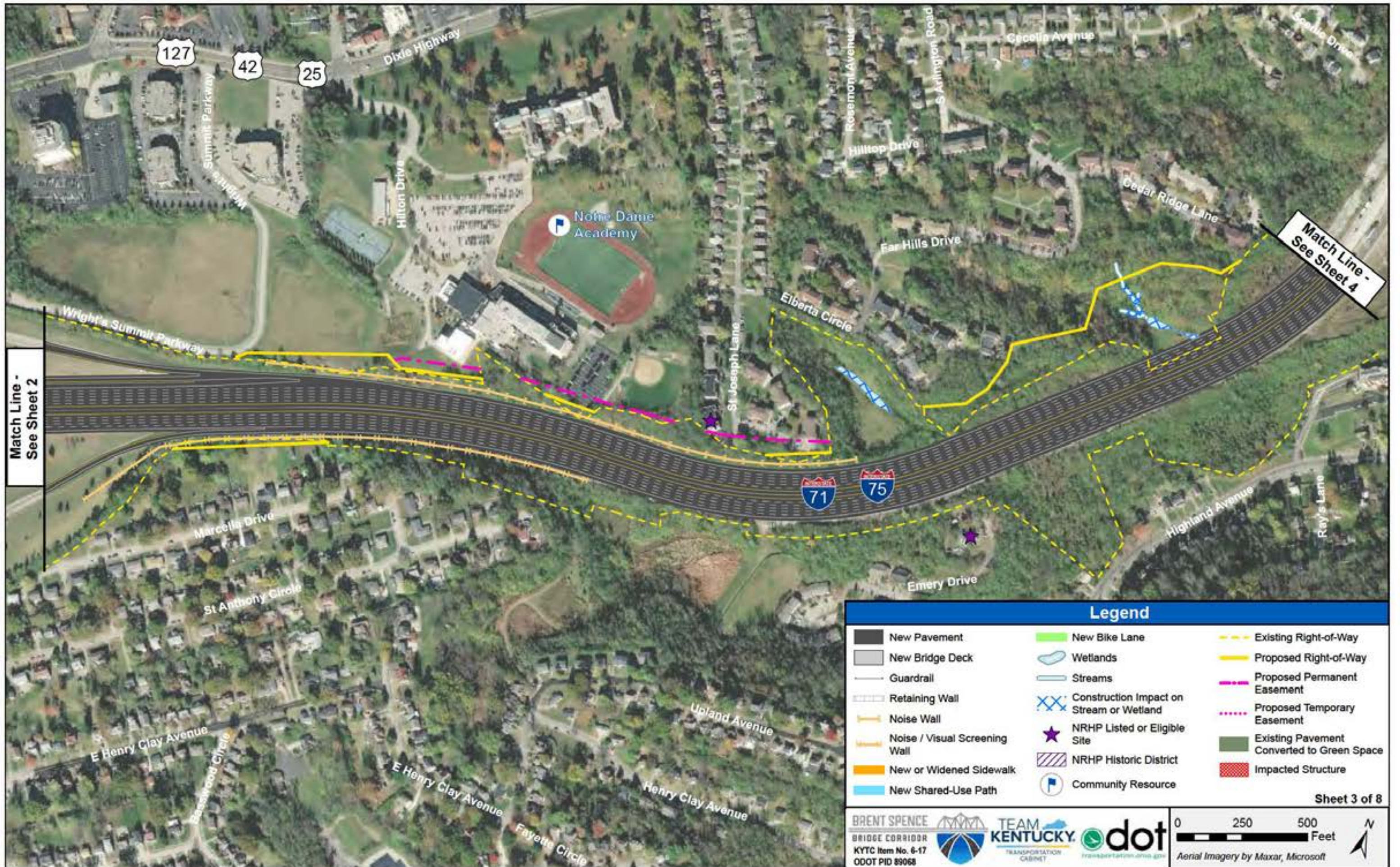
Match Line -
See Sheet 1

Match Line -
See Sheet 3

| 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 | Community Resource | Impacted Structure |
| New or Widened Sidewalk | | |
| New Shared-Use Path | | |

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

0 250 500 Feet
 Aerial Imagery by Maxar, Microsoft



Match Line -
See Sheet 2

Match Line -
See Sheet 4

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

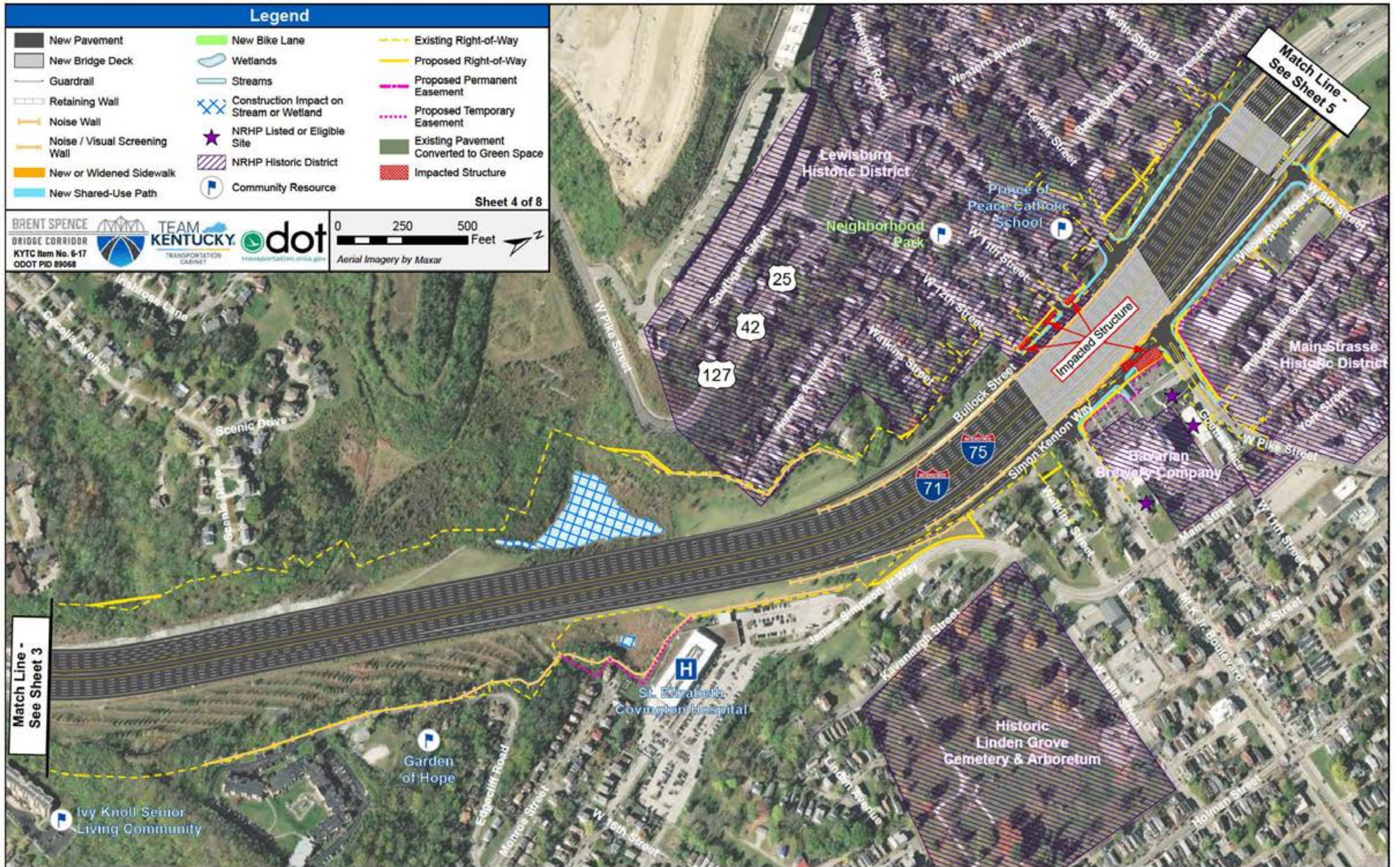
0 250 500 Feet

Aerial Imagery by Maxar, Microsoft

Legend

- | | | | | | |
|--|-------------------------------|--|--|--|--|
| | New Pavement | | New Bike Lane | | Existing Right-of-Way |
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| | New or Widened Sidewalk | | Community Resource | | |
| | New Shared-Use Path | | | | |

Sheet 4 of 8



Match Line - See Sheet 3

Match Line - See Sheet 5



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 |
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| | New Shared-Use Path | | | | |

KYTC Item No. 6-17
 ODOT PID 89068

0 250 500 Feet

Aerial Imagery by Maxar



Brent Spence Bridge Corridor (Looking Northwest from Kentucky)



Brent Spence Bridge Corridor - Kentucky (Looking Southeast)



Attachment 6: Comment Forms

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



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Was project information translated into other languages appropriately?

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 \$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: 2 YEARS OF COLLEGE

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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Was project information translated into other languages appropriately?

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MOST PEOPLE DO NOT FULLY UNDERSTAND DESIGN & CONSTRUCTION
TERMS & PROCESSES. A GLOSSARY OF TERMS WOULD BE HELPFUL.
TRAFFIC SNOOBS & INPUT FROM FIRST RESPONDERS, MAINT. CREWS ETC. WOULD
ALSO BE GOOD TO HAVE PUBLICLY ACCESSIBLE.

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

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Transportation, District 8
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TEAM
KENTUCKY
TRANSPORTATION
CABINET

dot
transportation.ohio.gov

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Lebanon, OH 45036-9518



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):

Great Presentation - Great change to make
Companion Bridge thru traffic only!

**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

