
Brent Spence Bridge Corridor Project Ohio Broad Neighborhood Meeting Summary December 13, 2022

Introduction

The Ohio broad neighborhood meeting was held on December 13, 2022 at two times, from 12:00 pm to 2:00 pm and 5:00 pm to 7:00 pm, at the Lincoln Recreation Center (1027 Linn Street in Cincinnati, Ohio). The Ohio Department of Transportation advertised the meeting via its District 8 Events page; the project website (www.brentspencebridgecorridor.com); the December 2022 project e-newsletter; and social media posts on Facebook, Nextdoor, and Twitter (Attachment 1). In addition, flyers advertising the meeting were emailed to representatives of the following neighborhood community councils: Lower Price Hill, Mount Auburn, Mount Auburn-Walnut Hills, Over-the-Rhine, and Pendleton. Attendees at the meeting included the Federal Highway Administration, the Kentucky Transportation Cabinet, the Ohio Department of Transportation, the City of Cincinnati, the project team, and members of the public. In total, six (6) members of the public attended the early meeting and six (6) members of the public attended the later meeting (Attachment 2). Photographs are included in Attachment 3.

These meetings followed an open-house format. The meeting format began with a 30-minute period for the public to view exhibits and speak to the agencies and the project team. A formal presentation by the Ohio Department of Transportation (Attachment 4) followed. Following the presentation, the open-house format resumed. Members of the project team were present to answer questions and respond to feedback during the open-house portions of the meetings.

Exhibits showing the corridor and various renderings were available for viewing during the meeting (Attachment 5). A noise analysis information sheet, 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. Two comment forms and one demographic form were returned at the meeting (Attachment 6).

Comments

The written comments received at the meeting included the following:

- Glad to see access to Spring Grove is addressed in the current iteration of the project.
- Have we considered moving the land bridges north (5th to 8th, 9th, 9th to Ezzard Charles)?
- The connection between Queensgate and the West End need to be strengthened, not separated. Sound walls/barriers will make this worse than it already is.

In addition, a general comment regarding a concern for all of the construction occurring in the area was raised during the presentation in the early meeting. ODOT responded they are aware of other construction activities, and the Brent Spence Bridge Corridor construction schedule was provided later during the presentation.

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

Events

Search Events

Home

Categories

-  Classics
-  Comedy
-  Crafts
-  Dance
-  Drinks
-  Fitness & Workouts
-  Foods
-  Games
-  Gardening
-  Health & Medical
-  Healthy Living & Self-Care
-  Home & Garden
-  Music & Audio
-  Parties







TUESDAY, DECEMBER 13, 2022 AT 12:00 PM – 7:00 PM EST

Brent Spence Bridge Corridor Neighborhood Outreach

Lincoln Center

Details

-  32 people responded
-  Event by Ohio Department of Transportation - Cincinnati District 8
-  Lincoln Center
-  Duration: 7 hr
-  Public - Anyone on or off Facebook

The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) are holding neighborhood outreach meetings for the Brent Spence Bridge (BSB) Corridor Pr... [See more](#)

Causes

Lincoln Center
1027 Linn St, Cincinnati, OH, Cincinnati, OH



Log In

Guests

[See All](#)

1
GOING

31
INTERESTED

Host



Ohio Department of Transportation - Cincinnati District 8

Facebook Event Metrics

 BSBC Dec 13 Meeting

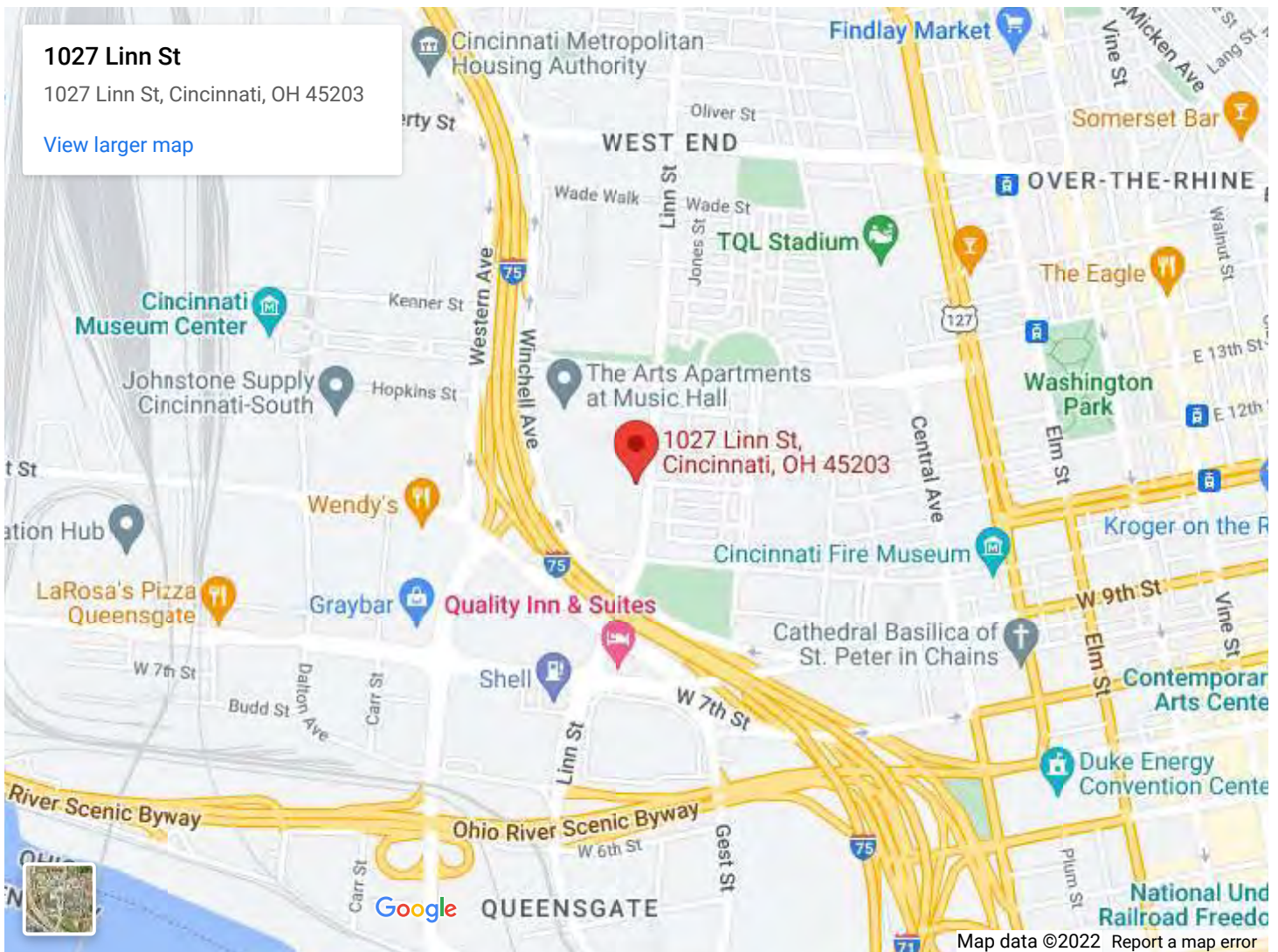
Report Period: Dec 1, 2022 - Dec 13, 2022

Gender	Age	Reach	Impressions	Reporting starts	Reporting ends
female	65+	898	2106	2022-12-01	2022-12-13
male	55-64	822	1923	2022-12-01	2022-12-13
female	55-64	786	1910	2022-12-01	2022-12-13
male	65+	716	1870	2022-12-01	2022-12-13
male	45-54	578	1637	2022-12-01	2022-12-13
female	45-54	562	1495	2022-12-01	2022-12-13
male	35-44	552	1471	2022-12-01	2022-12-13
female	35-44	512	1226	2022-12-01	2022-12-13
male	25-34	442	1175	2022-12-01	2022-12-13
female	25-34	360	1038	2022-12-01	2022-12-13
male	18-24	52	76	2022-12-01	2022-12-13
female	18-24	32	66	2022-12-01	2022-12-13
unknown	25-34	28	75	2022-12-01	2022-12-13
unknown	35-44	20	51	2022-12-01	2022-12-13
unknown	55-64	14	32	2022-12-01	2022-12-13
unknown	45-54	12	22	2022-12-01	2022-12-13
unknown	65+	4	17	2022-12-01	2022-12-13
unknown	18-24		17	2022-12-01	2022-12-13
		6390	16207	2022-12-01	2022-12-13



Please
Enter Your
Location

Brent Spence Bridge Corridor Neighborhood Outreach



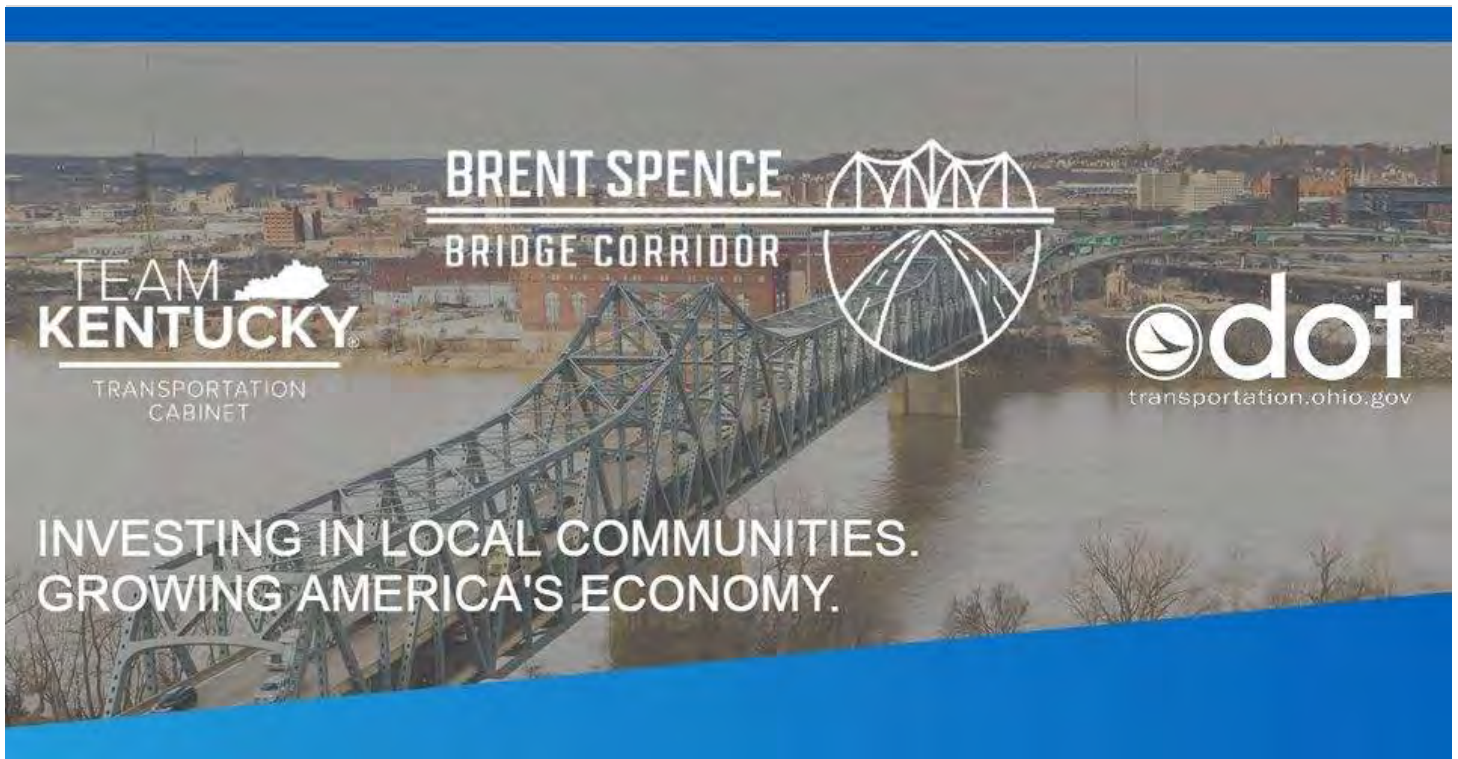
**DEC
13**

Tuesday, December 13, 2022

12:00 PM - 7:00 PM

Lincoln Recreation Center

1027 Linn St, Cincinnati, OH 45203

 Add to Calendar

The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) are holding neighborhood outreach meetings for the Brent Spence Bridge (BSB) Corridor Project.

Daytime (12pm - 2pm) and evening (5pm - 7pm) open-house-style meetings allow residents to browse exhibits, review project information, ask questions, and offer feedback one-on-one with the project team.

A short presentation will take place 30 minutes after the beginning of each meeting.

You may also leave feedback by visiting <https://www.publicinput.com/bsbc>

Si desea que los materiales para esta reunión son traducidos a español, contacte a Domingo Martinez tan pronto que sea posible a Domingo.Martinez@dot.ohio.gov o por teléfono a (513) 933-6136.

Public participation is solicited without regard to race, color, sex, age, national origin, or disability. The Ohio Department of Transportation is committed to providing access and inclusion and reasonable accommodation in its services, activities, programs, and employment opportunities in accordance with the Americans with Disabilities Act (ADA) and other applicable laws. To request a reasonable accommodation due to a disability, or language interpretation or translation services to participate in this meeting please contact Keith Smith, (513) 933-6590 or Keith.Smith@dot.ohio.gov as soon as possible.

Brent Spence Bridge Corridor Neighborhood Outreach
Nextdoor.com

nextdoor

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- Notifications
- Messages

+ Post

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S What's on your mind, neighbor?



Ohio Department of Transportation ✓

Press Secretary Matt Bruning • Edited 4 days ago



Brent Spence Bridge Corridor Neighborhood Outreach. The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) are holding neighborhood outreach meetings for the Brent Spence Bridge (BSB) Corridor Project on Tuesday, December 13 at the Lincoln Recreation Center (1027 Linn St, See more...



Brent Spence Bridge Corridor Neighborhood Outreach
transportation.ohio.gov

📍 1027 Linn Street, Cincinnati, OH

➦ Share

ODOT

Twitter.com



ODOT Cincinnati ✓
@ODOT_Cincinnati



Hope to see you there!

 **Brent Spence Bridge Corridor** @BSBCorridor · 17h

Hear the latest. Join us for our next Ohio meeting:

Tuesday, Dec. 13

Daytime: noon – 2pm (30-minute presentation at 12:30pm)

Evening: 5pm – 7pm (30-minute presentation at 5:30pm)

Lincoln Recreation Center
1027 Linn Street, Cincinnati
@ODOT_Cincinnati

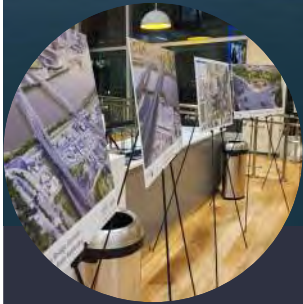




CONTACT US



PUBLIC INVOLVEMENT AND COMMENTS



LEARN MORE ABOUT HOW THE BRENT SPENCE BRIDGE CORRIDOR PROJECT TEAM IS WORKING WITH THE COMMUNITY TO ENSURE STAKEHOLDER VOICES ARE HEARD AND COMMUNITY NEEDS ARE INTEGRATED INTO THE PROJECT PLAN.

The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) are fully committed to robust public involvement to gain insights and receive feedback as part of the project development process. The project team has been working closely with local partners to ensure communities surrounding the project area have the opportunity to provide feedback.

If you have a comment or question for the project team, please provide your feedback in the link at the bottom of the page.

PUBLIC COMMENTS

Below are responses from the project team to specific public comments that have been received to date.

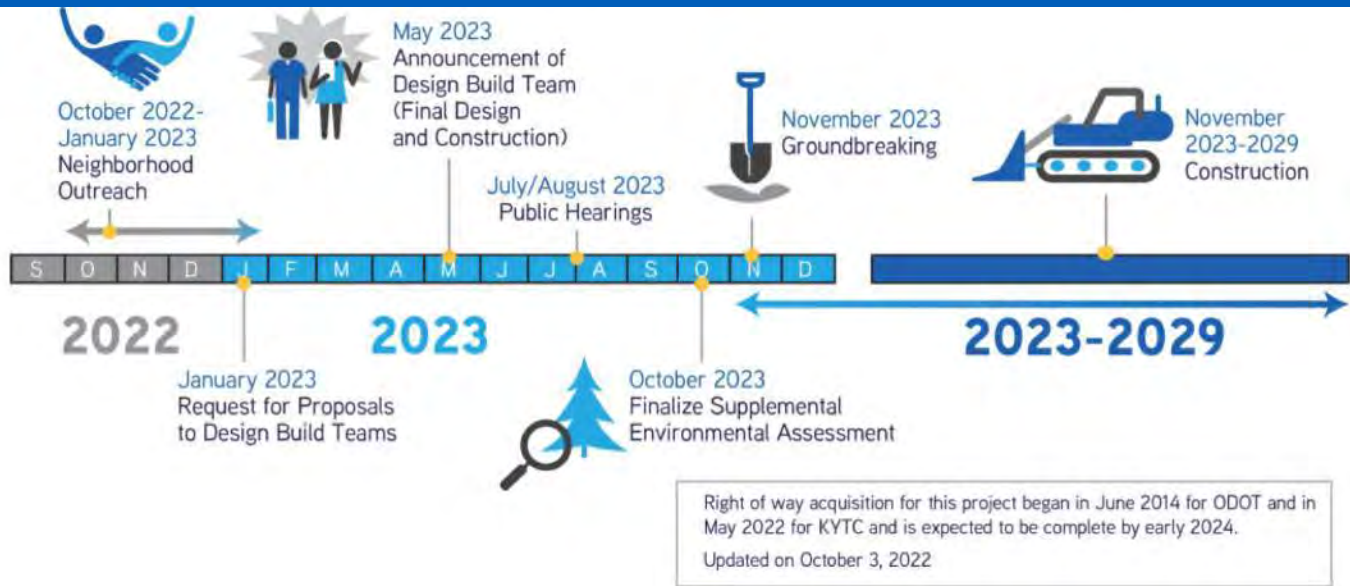
- Response to public comment – [WORKING POSITION PAPER: REDESIGN OF THE BRENT SPENCE BRIDGE PROJECT](#)
- Response to public comment – [BRENT SPENCE BRIDGE PROJECT – RECONNECTING CINCINNATI WESTWAY DESIGN IMPROVEMENTS](#)

Privacy - Terms

Below are summaries of comments received by the project team, including responses to each.

- [General Public Comment and Response Summary \(updated monthly\)](#)
- [Neighborhood Meeting Survey Comment and Response Summary \(coming in January 2023\)](#)

PROJECT SCHEDULE



PROJECT AREA MAPS

Below are detailed maps of the project corridor, including an overall map, a multimodal map including paths for pedestrians and bicyclists, a traffic flow map, and project renderings with illustrations of how the corridor could look when complete.

- [Project Corridor Map](#)
- [Multimodal Map](#)
- [Traffic Flow Map](#)
- [Project Renderings](#)

NEIGHBORHOOD OUTREACH MEETINGS



To more thoroughly engage communities within the project for those residents. These events feature a presentation by survey, and offer feedback one-on-one with the project team.

[CONTACT US](#)

DOT have been holding and allow residents to

KENTUCKY NEIGHBORHOOD MEETINGS

- Mainstrasse, 11/21/2022
- Friends of Peaselburg, 11/28/2022
- Westside Covington, 11/29/2022
- Fort Mitchell, 11/30/2022
- Fort Wright, 12/1/2022
- Mutter Gotes/CBD, 12/5/2022
- Lewisburg/Botany Hills, 12/6/2022
- Park Hills – 7-8:30 p.m., 12/12/2022, Garden of Park Hills, 1622 Dixie Highway, Park Hills, KY

KENTUCKY BROAD NEIGHBORHOOD OPEN HOUSE MEETING

Wednesday, December 14, 2022, 12-2 p.m. and 5-7 p.m.
 (presentations at 12:30 p.m. and 5:30 p.m.)
 Kenton County Fiscal Court (Riedlin Schott Community Room)
 1840 Simon Kenton Way, Covington, KY

OHIO NEIGHBORHOOD MEETINGS

- CUF, 11/15/2022
- West End – 6 p.m., 12/20/2022, Lincoln Recreational Center, 1027 Linn St., Cincinnati
- CBD Riverfront, 11/29/2022
- Camp Washington – 7p.m., 12/12/2022, Camp Washington Urban Revitalization Corp., 2951 Sidney Ave

OHIO BROAD NEIGHBORHOOD OPEN HOUSE MEETING

Tuesday, December 13, 2022, 12-2 p.m. and 5-7 p.m.
 (presentations at 12:30 p.m. and 5:30 p.m.)
 Lincoln Recreation Center
 1027 Linn Street, Cincinnati, OH

PUBLIC HEARINGS



Public hearings will be held in July/August of 2023, once the Supplemental Environmental Impact Statement (SEIS) is made publicly available. The Supplemental EA and information and exhibits about the project and its expected impacts on the environment will be available for review at the hearings and in the document center on the project website.

[CONTACT US](#)

EA) is made publicly available. The Supplemental EA and information and exhibits about the project and its expected impacts on the environment will be available for review at the hearings and in the document center on the project website.



One public hearing will be scheduled in each state, and a virtual public hearing will also be offered. Dates, times, and locations for public hearings have not been determined yet. You can be notified when the meetings are scheduled by signing up for project updates.

GET IN TOUCH

Thank you for visiting the Brent Spence Bridge Corridor website. If you have a question or comment for the project team, please complete the form below.

NAME

EMAIL

MESSAGE

ZIP CODE

SIGN UP FOR UPDATES

Please enter your contact information to receive periodic updates, including notification of upcoming public meetings.

NAME

EMAIL

[SIGN UP](#)

protected by reCAPTCHA
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Si desea asistencia traduciendo esta sitio web a español, contacte a Domingo M. Martinez@dot.ohio.gov teléfono a 513-933-6136.



Ohio Department of Transportation | 1980 W Broad St | Columbus, OH 43223



Kentucky Transportation Cabinet | 200 Mero St | Frankfort, KY 40622

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From: Brent Spence Bridge Corridor <info@brentspencebridgecorridor.com>
Sent: Monday, December 5, 2022 3:58 PM
To:
Subject: Brent Spence Bridge Corridor Project Update - DBE Matchmaker Event

Brent Spence Bridge Corridor December 5, 2022 eNewsletter



DBE MATCHMAKER EVENT TAKING PLACE DEC. 7

*Small, Minority and Women-Owned Businesses Encouraged to Learn
about Potential Work Opportunities*

The Brent Spence Bridge Corridor project will offer unprecedented opportunities for small, minority, and women-owned businesses in our region. To support the inclusion of Disadvantaged Business Enterprise (DBE) consultants and contractors on the Brent Spence Bridge Corridor Project, the Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) will host two events Wednesday, Dec. 7 at the Anderson Pavilion, 8 Mehring Way, in Cincinnati.

From 9 a.m. to noon, representatives from ODOT and KYTC will provide an overview of the project for DBE firms. The presentation will include details about prequalification requirements for the project and support services available to DBE consultants and contractors.

From 1:30 to 4:30 p.m., ODOT and KYTC will conduct a “matchmaker” event in which DBE firms can meet one-on-one with prime contractors and firms who work directly with the government and manage subcontractors and consultants.

“This is a great opportunity for the industry,” said ODOT’s Tom Arnold of the afternoon event. “Each DBE gets 15 minutes to present their capabilities and work experience to a number of

prime contractors. Our goal is to help our prime design and construction firms understand how many great small businesses they can work with to meet our project inclusion goals.”

Arnold, a member of the project’s Diversity and Inclusion Outreach Committee, added ODOT and KYTC plan to issue a request for proposals for the project’s prime contractor early next year. Construction is scheduled to begin late next year or early 2024.

“We strongly recommend DBE firms [preregister](#) for both events because we want to help make as many connections as possible,” Arnold said. He also recommended DBE firms follow ODOT’s Outreach [webpage](#) for additional updates and events.

Schedule of DBE Events

Wednesday, Dec. 7 | Anderson Pavilion
8:30 to 9 a.m.: Registration
9 a.m. to Noon: Project Overview
1:30 to 4:30 p.m.: Matchmaker Event with Prime Contractors

ODOT AND KYTC CONTINUE ROBUST PUBLIC OUTREACH THROUGH NEIGHBORHOOD MEETINGS

Public Invited to Attend to Ask Questions and Share Feedback

The joint project team from ODOT and KYTC continues to gather valuable feedback from communities surrounding the Brent Spence Bridge Corridor project area through a public meeting and listening tour. Suggestions gathered during these sessions will enhance the overall project, including opportunities to reconnect neighborhoods, improve bike and pedestrian safety, and reduce the project’s footprint.

Through the end of 2022 and into 2023, the project team will continue meeting one-on-one with directly affected communities to answer questions and gather ideas.

As the project gets under way, ODOT and KYTC will continue to explore ways to improve pedestrian access, improve safety, and support better access to business districts while reclaiming public land for local use.

During the eight meetings conducted to date, residents and local officials have identified opportunities that are now part of the plan, including enhanced streetscape amenities, aesthetic treatments, and bicycle and pedestrian infrastructure. All will improve connectivity to transit, jobs, health care, cultural, recreational and commercial destinations.

In addition to the neighborhood meetings, the public will be provided the opportunity to review project materials and provide formal comments at public hearings currently scheduled for July/August 2023.



KENTUCKY'S UPCOMING NEIGHBORHOOD MEETING SCHEDULE

Neighborhood	Meeting Date	Meeting Time	Meeting Location
Mutter Gottes/CBD	December 5, 2022	7:00 p.m.-8:00 p.m.	Kenton County Public Library 502 Scott Street, Covington
Lewisburg/Botany Hills	December 6, 2022	7:00 p.m.-8:00 p.m.	Holiday Inn Express & Suites 200 Crescent Avenue, Covington
Park Hills	December 12, 2022	7:00 p.m.-8:30 p.m.	Garden of Park Hills 1622 Dixie Highway, Park Hills
Broad Neighborhood Meeting	December 14, 2022	12:00 p.m.-2:00 p.m. 5:00 p.m.-7:00 p.m.	Kenton County Fiscal Court (Riedlin Schott Community Room) 1840 Simon Kenton Way, Covington
Public Hearing	TBD July/August 2023	TBD	TBD

OHIO'S UPCOMING NEIGHBORHOOD MEETING SCHEDULE

Neighborhood	Meeting Date	Meeting Time	Meeting Location
Camp Washington	December 12, 2022	7:00 p.m.-8:30 p.m.	Camp Washington Urban Revitalization Corporation 2951 Sidney Avenue, Cincinnati
Broad Neighborhood Meeting	December 13, 2022	12:00 p.m.-2:00 p.m. 5:00 p.m.-7:00 p.m.	Lincoln Recreation Center 1027 Linn Street, Cincinnati
West End	December 20, 2022	6:00 p.m.-8:00 p.m.	Lincoln Recreation Center 1027 Linn Street, Cincinnati
Public Hearing	TBD July/August 2023	TBD	TBD

REVISED PROJECT DESIGN RETURNS 10 ACRES TO CINCINNATI CENTRAL BUSINESS DISTRICT

In its continuing collaboration with Cincinnati’s elected officials and community leaders, the Brent Spence Bridge Corridor Project team redesigned plans for the area immediately west of the Duke Energy Convention Center, freeing up 10 acres for future development.

Last summer the city and the Cincinnati USA Regional Chamber submitted comments and requested changes to the Ohio side of the corridor to enlarge the central business district, which were approved by the Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC).

This creates “some really exciting opportunities for large-scale investments,” said Cincinnati Mayor Aftab Pureval at a news conference last month. “We want to be a city that’s growing, and these 10 acres right in the middle of our downtown” will be like pouring “gasoline on that effort.”

Changes include refinements to the entrance and exit ramps on Third, Fourth, Fifth, and Sixth streets to better integrate them into the city’s street network. The revised plan also removes one exit ramp from Interstate 75 South.

Though the city has no definite plans for the reclaimed area, Pureval said he envisions creating a place where people “can either work or enjoy retail and restaurants.” He added the 10 acres has an estimated value of \$20 million and could generate more than \$500,000 a year in taxes.

Brendon Cull, president of the chamber, said adding 10 acres in downtown Cincinnati represents a significant economic opportunity for the city and region. “Our goal all along has been to make sure that the Brent Spence Bridge gets done and gets done in a way that maximizes opportunity for our region,” he said. “This successful effort will create more economic opportunity for the people who live here and work here, and that’s what matters.”



Image from Spectrum News 1

[Read more here.](#)

Stay Connected

There are several ways to stay connected with the Brent Spence Bridge Corridor Project.

[Visit our website](#)

[Sign up for updates](#)

[Submit a comment](#)

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Brent Spence Bridge Corridor | 505 South State Route 741, Lebanon, OH 45036

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BRENT SPENCE
BRIDGE CORRIDOR



TEAM KENTUCKY
TRANSPORTATION
CABINET



**INVESTING IN LOCAL COMMUNITIES.
GROWING AMERICA'S ECONOMY.**

You're Invited

The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) are holding **neighborhood outreach meetings** for the Brent Spence Bridge (BSB) Corridor Project

- 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
- Format:** Daytime and evening open-house-style meetings to allow residents to browse exhibits, review project information, ask questions, and offer feedback one-on-one with the project team.
[A short presentation will take place 30 minutes after the beginning of each meeting.](#)
- Day:** Tuesday | December 13, 2022
- Times:** Daytime | 12:00pm – 2:00pm (30-minute presentation at 12:30pm)
Evening | 5:00pm – 7:00pm (30-minute presentation at 5:30pm)
- Where:** Lincoln Recreation Center
1027 Linn Street, Cincinnati, OH 45203

You may also leave feedback by scanning the code at right or visiting www.PublicInput.com/bsbc.

Si desea que los materiales para esta reunión son traducidos a español, contacte a Domingo Martinez tan pronto que sea posible a Domingo.Martinez@dot.ohio.gov o por teléfono a (513) 933-6136.



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Attachment 2: Sign-In Sheets

(12 pm to 2 pm meeting)

BRENT SPENCE
BRIDGE CORRIDOR



TEAM
KENTUCKY



SIGN-IN SHEET

BRENT SPENCE BRIDGE CORRIDOR PROJECT

Neighborhood Outreach Meeting

Name	Representing	Address	Phone	Email
1. Dorothy Bush	SFCC			
2. Maddie Tzianus	DK Architects			
3. Margo Aug	St. Joseph Church			
4. Gregory Lang	LPH Bus. Alliance			
5. Sebastian Avila	M/SP H			
6. FATHER PET TAYLOR	GOD			
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Please print clearly • Contact information is optional but must be included if you wish to receive updates.

page 1 of 1

(5 pm to 7 pm meeting)

BRENT SPENCE
BRIDGE CORRIDOR



TEAM
KENTUCKY



SIGN-IN SHEET

BRENT SPENCE BRIDGE CORRIDOR PROJECT

Neighborhood Outreach Meeting

Name	Representing	Address	Phone	Email
1. DAVID JONES	Cincinnati			
2. Sara Jones	Cincinnati			
3. Bridget Patton	Cincinnati			
4. Bill Shefak	Cincinnati			
5. Monica Windholtz	"			
6. Anthony Ignas	myself			
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Please print clearly • Contact information is optional but must be included if you wish to receive updates

page 1 of 1



Attachment 3: Photographs

Ohio Broad Neighborhood Meeting

December 13, 2022



Photograph 1. Ohio Broad Neighborhood Meeting held on December 13, 2022.



Photograph 2. Ohio Broad Neighborhood Meeting held on December 13, 2022.

Ohio Broad Neighborhood Meeting

December 13, 2022



Photograph 3. Ohio Broad Neighborhood Meeting held on December 13, 2022.



Photograph 4. Ohio Broad Neighborhood Meeting held on December 13, 2022.

Ohio Broad Neighborhood Meeting

December 13, 2022



Photograph 5. Ohio Broad Neighborhood Meeting held on December 13, 2022.



Attachment 4: Presentation



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 neighborhoods surrounding the project the opportunity to share feedback with the Project Team
- Agenda
 - General project overview
 - Changes since 2012
 - Noise
 - Aesthetics
 - Pedestrians and bicycles

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. Most importantly, tonight we're focusing on hearing from residents. We're here to answer your questions and to listen to your feedback about the project, which you can do one-on-one with the project team during the open house portion of this meeting, following the presentation.

Project History

2000

2005

2010

2015

2020

← 2004 | ODOT & KYTC begin BSB Corridor Project

Alternatives Development & Evaluation
Preliminary Engineering
Impact Assessment
Public & Stakeholder Input

← 2012 | EA & FONSI - Preferred Alternative I

Design Refinements
Cost/Impact Reductions
Enhancements
Property Acquisition
Funding Identification

← 2022 | Concept I-W

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 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.

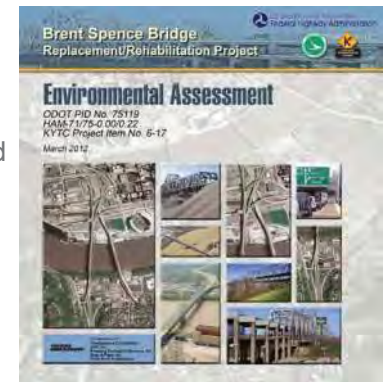
Since the approval of the FONSI in 2012, ODOT has been studying ways to improve the design, simplify the construction, reduce costs, reduce impacts, and incorporate additional enhancements into the project. These studies resulted in several refinements to Preferred Alternative I, which we are referring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

3

Purpose and need

- Improve traffic flow and level of service
- Improve safety
- Correct geometric deficiencies
- Maintain connections to key regional and national transportation corridors



4

The project purpose and need was established early in the project development and has not changed since the 2012 EA/FONSI.

4

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



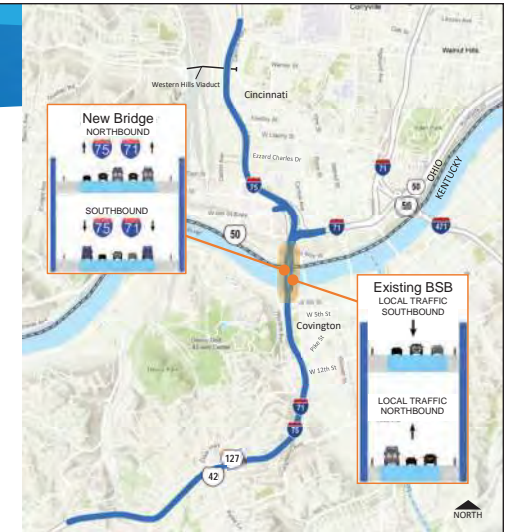
Note: Individual project elements will come in with click (marked by #).

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-50E.

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

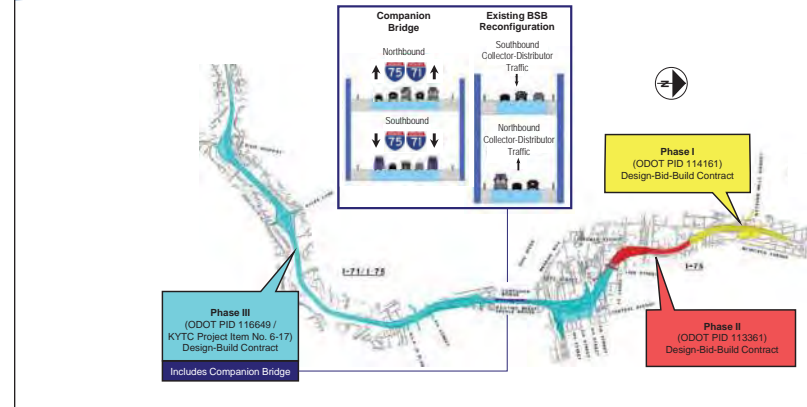
Kentucky

- 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



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 is currently under design with construction expected to begin in 2028. Although, the construction time frame may adjust based on on-going coordination with the City's Western Hills Viaduct Project. Phase II is also under design with construction expected to begin in 2025. Phase III will be built under a progressive design-build contract which will begin in 2023.

What Has Changed?

- Reduced shoulders
- Reduced design speeds
- Reduced lanes on Kentucky frontage roads
- Reduced relocations
 - Residential | 40+ then vs. 4 now
 - Commercial | 14 then vs. 13 now

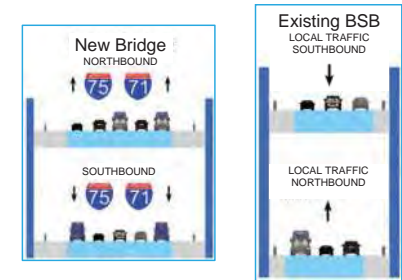


As mentioned earlier, since the 2012 EA and FONSI, ODOT and KYTC have been studying ways to improve the design, simplify the construction, reduce costs, reduce impacts, and incorporate additional enhancements. The design has been refined to reduce shoulder widths on I-71, I-75, and collector-distributor 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 55 mph 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 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 residences 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.

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

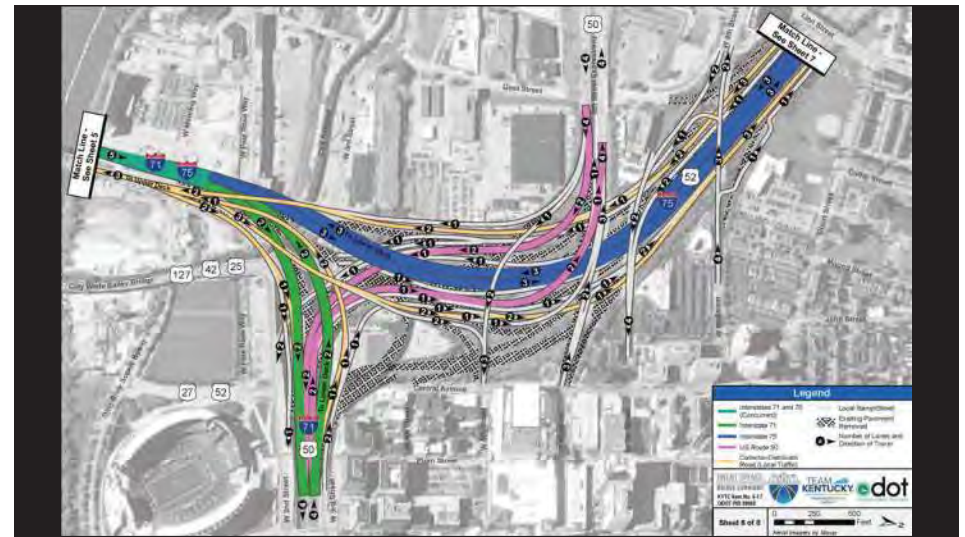


One of the biggest changes is how traffic will travel across the Ohio River. The Preferred Alternative identified in 2012 mixed local and interstate traffic on both bridges. The 2012 design also placed northbound and southbound traffic on the same bridge decks, which required additional width for a median 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.



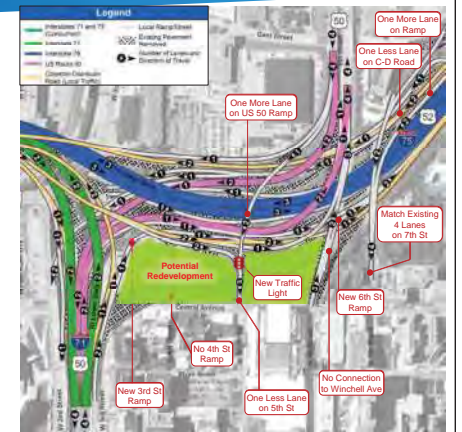
This slide shows how traffic will through Cincinnati. The blue lines show how I-75 traffic will travel to and from the companion bridge. The green lines show how traffic will on I-71 will be routed to and from the companion bridge. The orange lines show the collector-distributor system that will funnel 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.



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



Note: Click to walk through ramp changes (marked by #) | Another change is the layout of the ramps in Downtown Cincinnati. The smaller companion bridge reduced the project footprint and ODOT optimized the interchange layout to use land formerly occupied by the Dunnhumby building, allowing more land to be given back to the City of Cincinnati. 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.



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

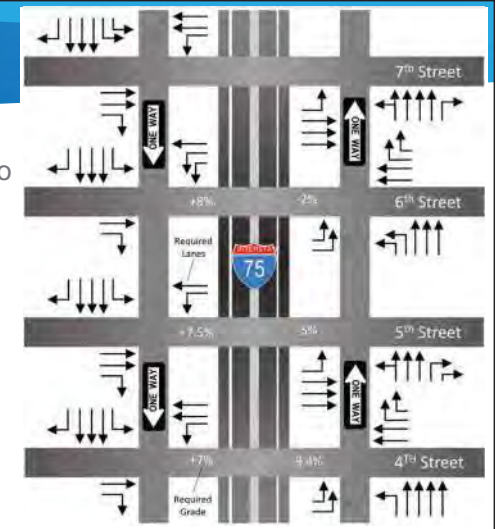


In addition, the layout of the project has been refined to tie into the new Western Hills Viaduct, which is a separate, stand-alone project being developed by the City and County. The existing ramps at the I-75 interchange will be removed and replaced with new ramps that will provide direct access to 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.

Other Concepts

Additional changes were evaluated but not incorporated into the design

- Depressing I-75 and extending downtown streets to form an urban street grid
 - Cannot meet current design criteria
 - Introduces safety concerns due to steep grades



ODOT has also received several comments about depressing I-75 through downtown Cincinnati similar to Fort Washington Way. This graphic illustrates schematically what that concept would look like. I-75 would be depressed, and the downtown streets would be reworked so that the east-west streets connected across the highway. Two, one-way frontage roads would be built on either side of the highway to move north-south traffic. The combination of these north-south frontage roads and the east-west streets would form a grid, also called an "urban street grid."

ODOT supports concepts like this when the site conditions lend themselves to this type of design. However, the conditions on and around I-75 do not support this type of design. Just north of the Ohio River, I-75 must over a railroad, and it would require 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.



Any design must accommodate a complicated system of mainline and ramp movements to pass over the railroad and provide local access and continuity along I-71, I-75, and US 50. Weaving these ramps through the project area requires a complex tiered bridge system with the highest tier rising over 50 feet above the ground. To meet these geometric constraints, the preferred alternative for the BSB Corridor Project currently descends toward downtown Cincinnati at a 4- to 5.5-percent grade. Depressing the roadway any further would require substantially steeper roadway grades (8% or more). For reference, ODOT's *Location and Design Manual, Volume 1* lists the maximum grade for urban interstates in similar terrain as 6 percent.

Other Concepts

Additional changes were evaluated but not incorporated into the design.

- Depressing I-75 and extending downtown streets to form an urban street grid
 - Cannot meet current design criteria
 - Introduces safety concerns due to steep grades
 - Increases project footprint with steep local streets
 - Increases traffic through downtown Covington

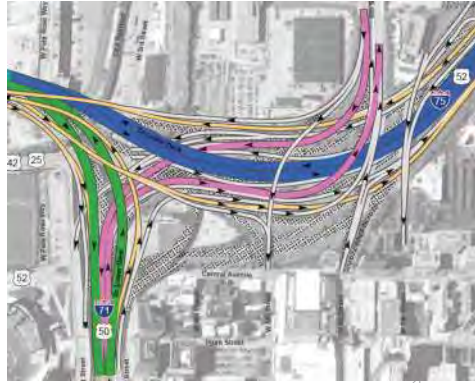
Since I-75 cannot be lowered, local streets would need to be raised to form an urban street grid across I-75. This would increase the project footprint because the east-west streets would need to be rebuilt well beyond where they intersect the highway. This additional footprint would result in new impacts to existing businesses and potential developable land. For example, the elevated cross streets would create steep slopes that do not meet design criteria for local streets (as shown in this graphic) and would negatively affect potential development opportunities for urban, street-facing development on 2.5 to 3.0 acres of land east of I-75 that is currently slated to be transferred to the City of Cincinnati once the project is completed.

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.

Other Concepts

Additional changes were evaluated but not incorporated into the design.

- Depressing I-75 and extending downtown streets to form an urban street grid
 - Cannot meet current design criteria
 - Introduces safety concerns due to steep grades
 - Increases project footprint with steep local streets
 - Increases traffic through downtown Covington
 - Does not maintain through traffic on US 50



Finally, building an urban street grid would not allow US 50 – which is shown in pink above – to remain where it is today. To make room for the new “grid,” US 50 would have to start and stop on both sides of I-75. ODOT’s also received several comments about improving north-south connections and east-west connections across I-75. However, as illustrated by this graphic, Concept I-W maintains north-south connectivity through the collector-distributor system shown in orange. East-west connectivity across I-75 is provided by local streets shown in grey and US 50 shown in pink.

Noise

ODOT 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

Noise Analysis Manual



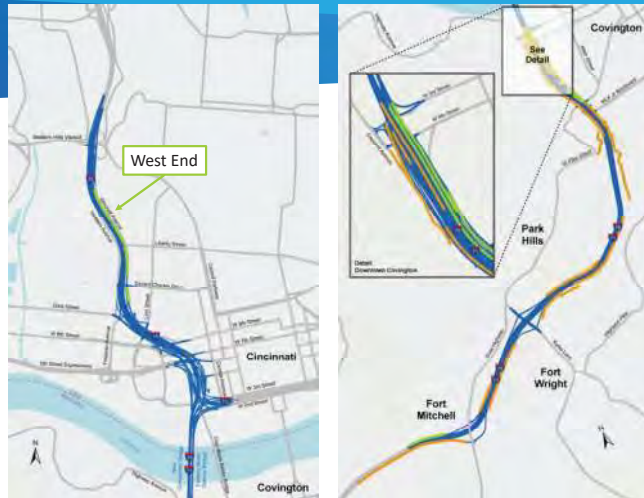
ODOT has a formal Noise Policy that guides how traffic noise is evaluated for transportation projects, which was developed in partnership with the Federal Highway Administration. The first thing we examine is whether there are areas where people congregate outside. This could include someone’s yard, a patio, 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. We also determine if there is a substantial 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 addition, the barrier must not pose any overriding engineering, constructability, safety, or maintenance issues.

If a barrier is found to be feasible, then ODOT 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. A noise wall must be found to be BOTH feasible AND reasonable in order to be built.

Noise

- Project Area
- Proposed Noise Wall
- Proposed Noise/
Visual Screening



In Ohio, noise was not evaluated for areas west of I-75, because there were too few receptors, and they are located far apart from one another. A noise wall north of the Western Hills Viaduct and east of I-75 was not feasible because it could not provide a minimum 5dBA reduction for 40% of the impacted receptors. It also could not meet the cost effectiveness criteria for reasonability. In the West End neighborhood, noise walls were not found to be feasible because there were not areas of frequent human exterior use next to the highway. For example, the existing apartment complexes and buildings don't have outdoor patios or other similar areas. In addition, a noise wall along the Queensgate Playground and Ballfields did not meet the cost effectiveness criteria for reasonability.

Noise – West End (OH)

Noise walls not reasonable/feasible per ODOT Noise Policy

- Tire pavement noise = major traffic noise contributor
- Noise reducing measures proposed:
 - 57-inch median and bridge barrier
 - 8-foot-tall extended traffic safety barrier
- Provide substantial noise reduction
- Provide visual screening of highway



In 2012, ODOT stated that it would build noise walls between Freeman Avenue and Bank Street based on the noise analyses that were conducted at that time. Even though these noise walls are no longer warranted according to ODOT's noise policy, ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build 8-foot-tall extended traffic safety barriers along the I-75 shoulders from south of Ezzard Charles Drive to Bank Street. Some examples of what these walls will look like are pictured on this slide.

The 8-foot-tall barriers will provide a substantial reduction in noise levels. Research has shown that 8-foot-tall concrete traffic barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments to help them fit into the community and will help to provide visual screening between I-75 and the West End neighborhood.

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” to 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.

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
- Improved connections between local communities



The project will install bicycle and pedestrian infrastructure on connections across I-75 like what is shown here for 6th, 7th, and 9th streets. Pedestrian and bicycle connections will also be provided on 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. Note the new shared use paths on 6th, 7th, and 9th streets and Winchell Avenue and new sidewalk connections on 9th.



Continuing north, we see how the new shared use path on Winchell Avenue continues all the way to Ezzard Charles Drive. Also notice new shared use paths on Linn Street and Ezzard Charles Drive, new sidewalks along Guest Street, Court Street, Freeman, and Ezzard Charles, a new pedestrian bridge over Winchell Avenue, and new bike lanes on Liberty Street.



As we move further north, notice the new bike lanes on Findlay Street, the new shared use path on Harrison Avenue, and the replaced sidewalks on Harrison, Bank, and Findlay. These will tie into the existing bike lanes on Western, Winchell, and Bank. Throughout the corridor the new and improved pedestrian and bicycle facilities will provide connections to existing transit stops.



This is a view of what the Firefighters Memorial will look like when the project is built. Notice the highway and ramps in the background and the ashlar stone treatments on the retaining walls. Also notice the areas currently shown as green space that are opened up for potential development.



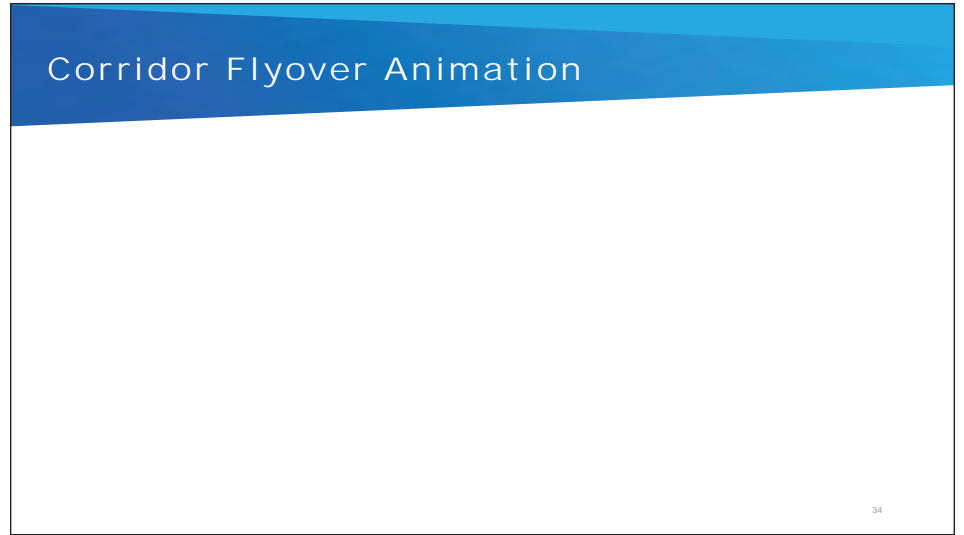
This view shows what the finished project will look like from Ezzard Charles Drive looking north. Notice the 8-foot-tall extended traffic safety barriers for noise reduction. Also notice the ashlar stone treatments on the retaining walls.



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.



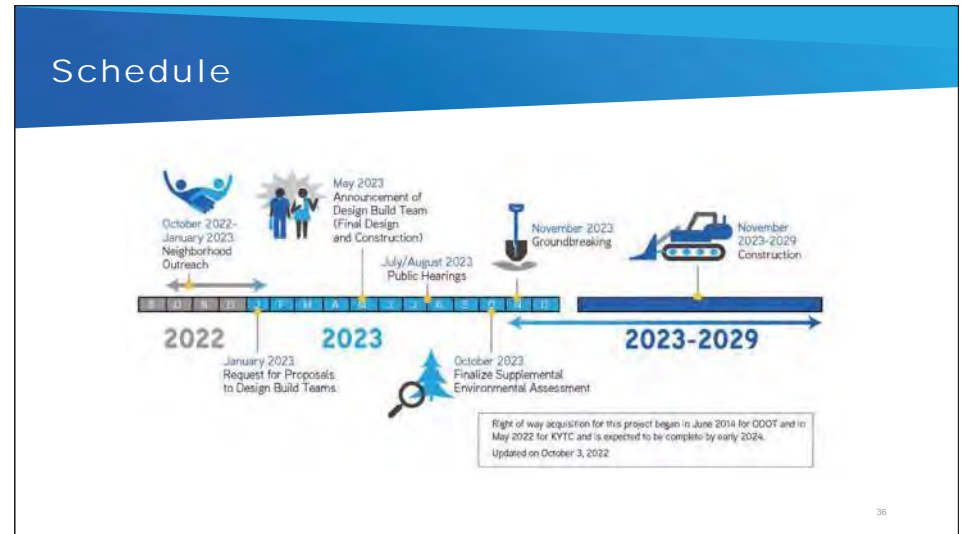
This is a view of what Findlay Street will look like when the project is built. Notice the 57-inch barrier on the I-75 bridge and the 8-foot extended traffic safety barriers on both sides of the bridge to reduce traffic noise. This also shows what the barriers and bridge walls will look like with the ashlar stone treatment. Also notice the rebuilt sidewalks, added bike lanes, and underpass lighting.



This is a flyover animation of what the finished corridor might look like from Dixie Highway in Kentucky to the Western Hills Viaduct in Ohio.



This is a flyover animation of what the finished corridor might look like from Dixie Highway in Kentucky to the Western Hills Viaduct in Ohio.



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: Handouts and Exhibits](#)



INVESTING IN LOCAL COMMUNITIES.
GROWING AMERICA'S ECONOMY.

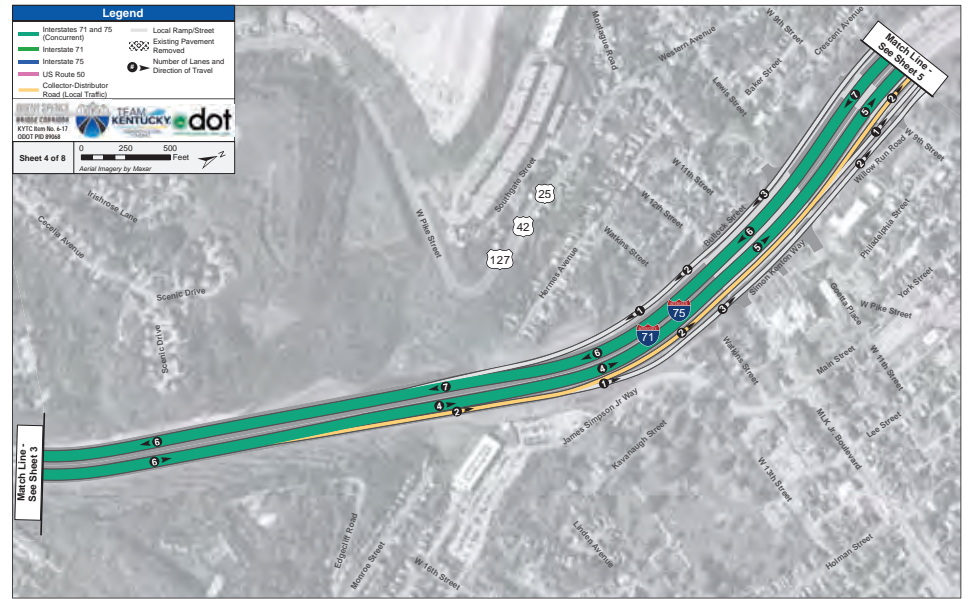
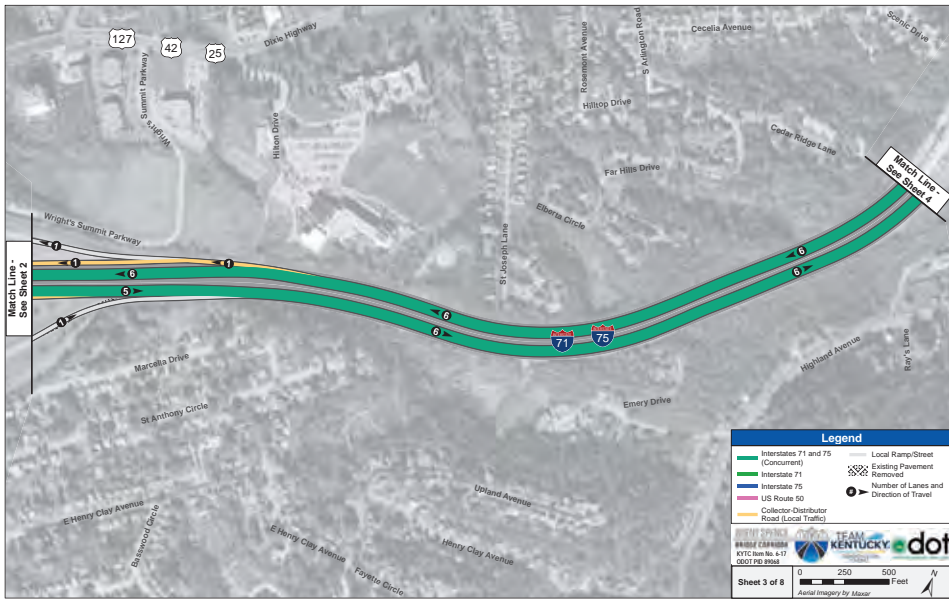
Noise Analysis

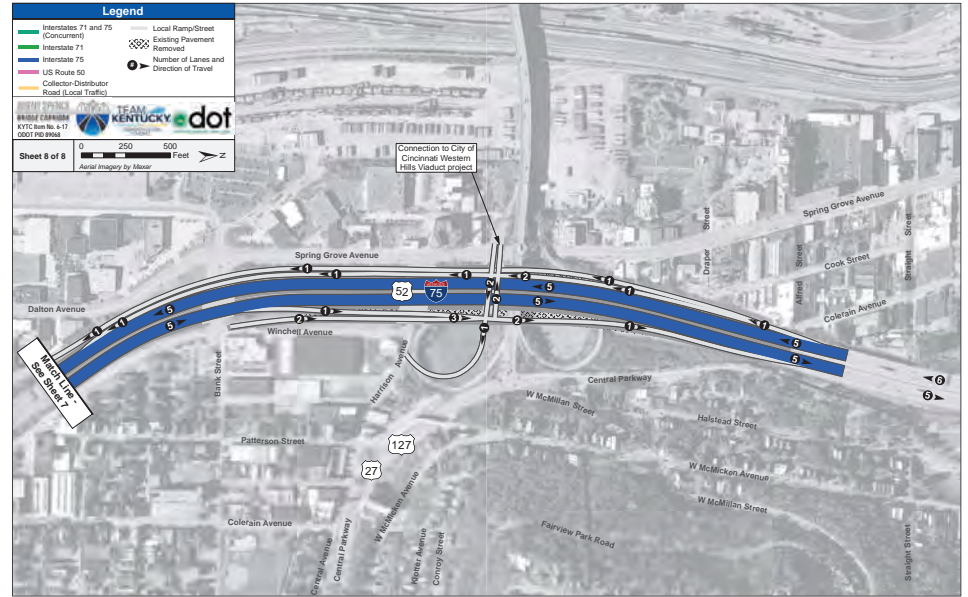
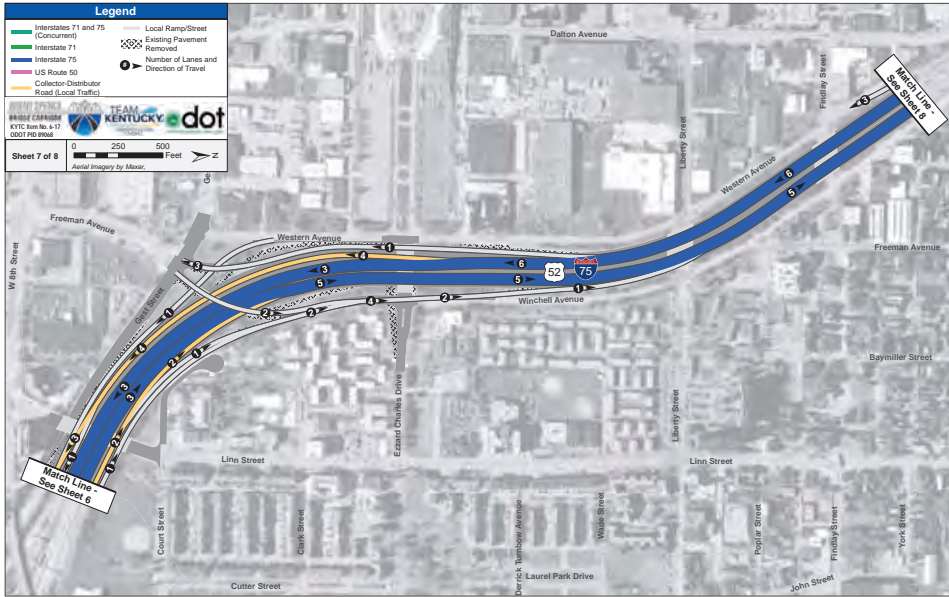
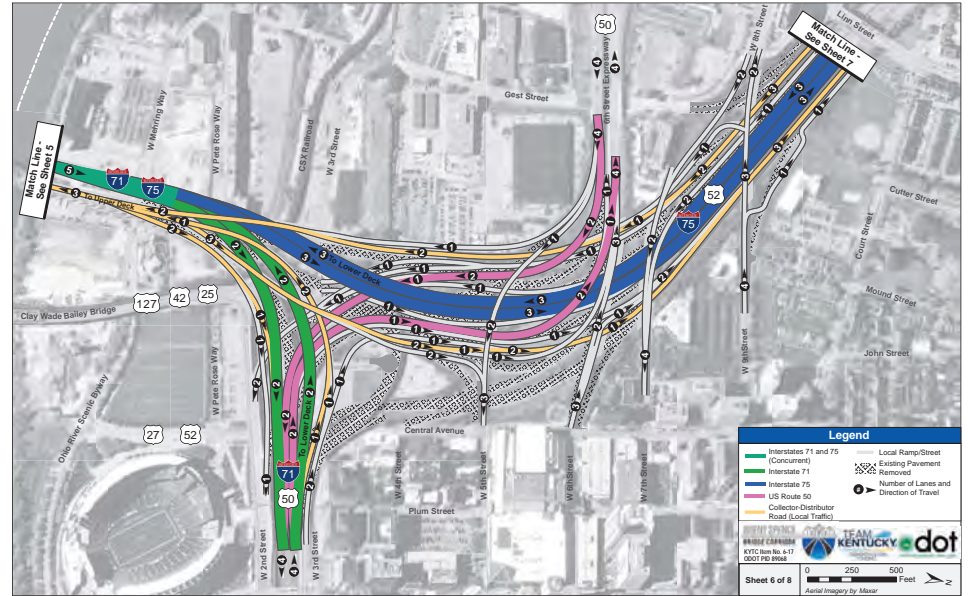
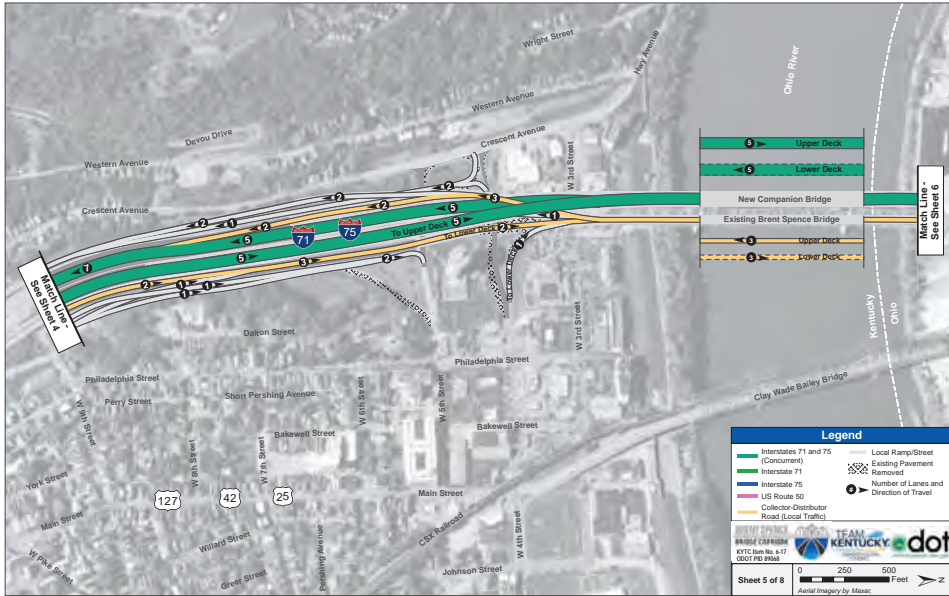
The Ohio Department of Transportation (ODOT) is currently preparing a Supplemental Environmental Assessment of the Brent Spence Bridge Project. Given the length of time since the original noise analysis was conducted, ODOT is required to prepare an updated noise analysis, which was completed in August 2022. While the 2011 noise analysis recommended noise walls along the east side of I-75, the results of the 2022 noise analysis indicated that no further noise analysis or abatement is warranted for the Ohio side of the Brent Spence Bridge project. Federal noise regulations state that noise analysis and any subsequent noise walls must be based on frequent human exterior use. Multi-family housing units with no outdoor patios or outdoor common use areas are not subject to noise analysis since they do not have a frequent exterior use. The multi-family housing along the corridor on the Ohio side does not have a frequent exterior use and is therefore, not subject to noise analysis. These criteria were inadvertently applied differently in 2011 resulting in the previous finding.

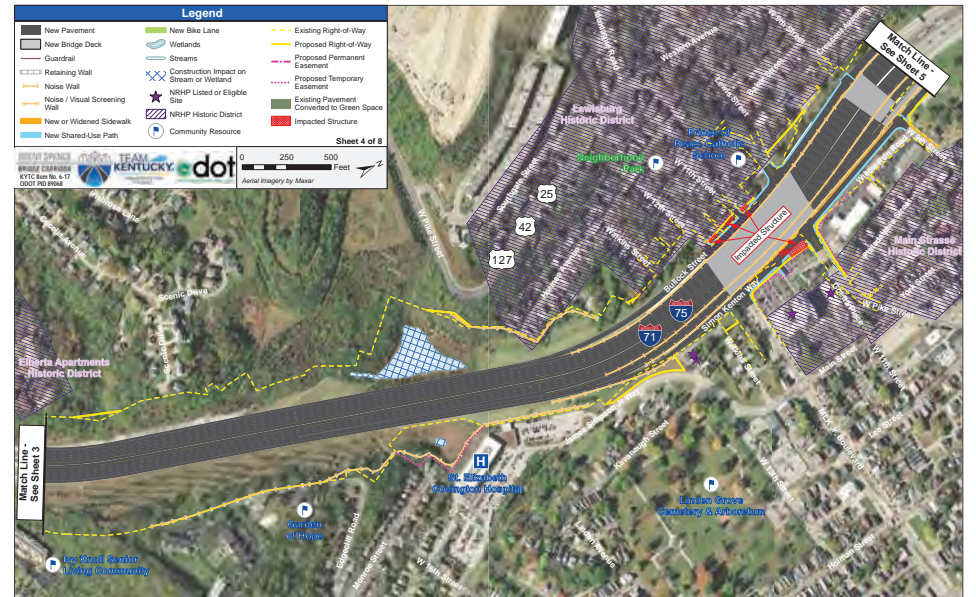
Regarding the Queensgate Playfield where a noise wall was recommended in the 2011 noise analysis, this site was reanalyzed in the 2022 analysis and it was determined that a noise wall for the site did not meet ODOT criteria because the budget is well above ODOT's threshold for cost per location that would benefit from a noise wall.

Although ODOT cannot offer noise barriers on the Ohio side, we recognize the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT plans to construct 4.75-ft tall concrete safety barriers wherever possible within the corridor. ODOT's standard concrete safety barriers are 3.5-ft high. The 4.75-ft tall concrete safety barriers are the tallest safety barriers available for use in Ohio and much taller than what most states use across the country. Because the majority of traffic noise comes from tire noises on the surface of the road, traffic noise research has shown that 4.75-ft tall safety barriers result in a noticeable if not substantial reduction in noise levels. ODOT proposes that the 4.75-ft tall safety barriers be constructed instead of metal guardrails and on bridges and in the center of the overall freeway. These taller safety barriers will block much of the noise from the southbound lanes of I-75.

ODOT is also planning to construct special 8-ft tall concrete traffic barriers on concrete retaining walls on the northbound side of I-75 where the apartment communities exist. The 8-ft tall concrete traffic barrier will result in a substantial reduction in noise levels. Research has shown that 8-ft tall concrete traffic barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do.











**Brent Spence Bridge Corridor
(Looking North from Kentucky)**



KYTC Item No. 6-17 | ODOT PID 89068



**Brent Spence Bridge Corridor
(Looking Northeast from Kentucky)**



KYTC Item No. 6-17 | ODOT PID 89068



**Brent Spence Bridge Corridor
(Looking Northwest from Kentucky)**



KYTC Item No. 6-17 | ODOT PID 89068



**Brent Spence Bridge Corridor
(Looking Southeast from Ohio)**



KYTC Item No. 6-17 | ODOT PID 89068



Brent Spence Bridge Corridor - Kentucky
(Looking Southeast)



KYTC Item No. 6-17 | ODOT PID 89068



Pike Street With Noise Walls (Looking Northwest) - Kentucky



KYTC Item No. 6-17 | ODOT PID 89068



Pike Street Without Noise Wall (Looking East) - Kentucky



KYTC Item No. 6-17 | ODOT PID 89068



Pike Street With Noise Wall (Looking East) - Kentucky



KYTC Item No. 6-17 | ODOT PID 89068



Goebel Park (Looking North) - Kentucky



I-71/I-75 Corridor Without Noise Walls – Kentucky
(Looking West from Goebel Park Clock Tower)



I-71/I-75 Corridor With Noise Walls – Kentucky
(Looking West from Goebel Park Clock Tower)



Crescent Avenue Without Noise Wall - Kentucky
(Looking North)





**Crescent Avenue With Noise Wall - Kentucky
(Looking North)**



Firefighters Memorial (Looking Southwest) - Ohio



**Brent Spence Bridge Corridor - Ohio
(Looking North Near Ezzard Charles Drive)**



Ezzard Charles Drive (Looking West) - Ohio





Findlay Street (Looking West) - Ohio



[Attachment 6: Comment and Demographic Forms](#)

COMMENT FORM



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

Name: Dorothy Bush

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

Email address: [REDACTED] Phone: [REDACTED]

Business/Organization Name: Smith Fairmount Community Council

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):

Glad to see that access to Spring Grove is addressed in the current iteration of the project.

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



COMMENT FORM



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

Name: Gregory Lang

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

Email address: [REDACTED] Phone: [REDACTED]

Business/Organization Name: River West, LPH Bus. Alliance

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):

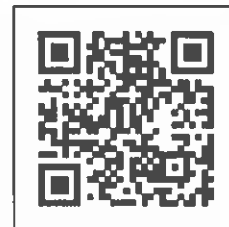
The land bridges seem to be ruled out because of elevation differences. Have you considered moving them North - 5th to 8th, 9th, 9th to Ezzard Charles.

Connection between Queensgate & the West End need to be strengthened, not further separated. Sound walls / barriers will make this worse than it already is

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

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

