



Brent Spence Bridge Corridor Project Kentucky Broad Neighborhood Meeting Summary December 14, 2022

Introduction

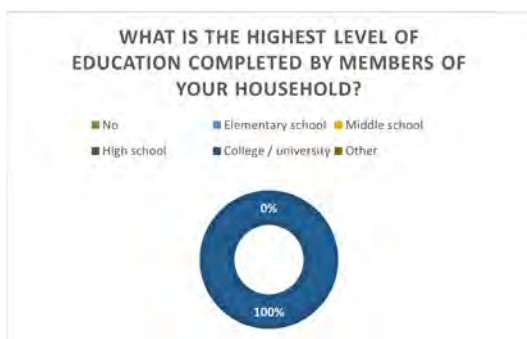
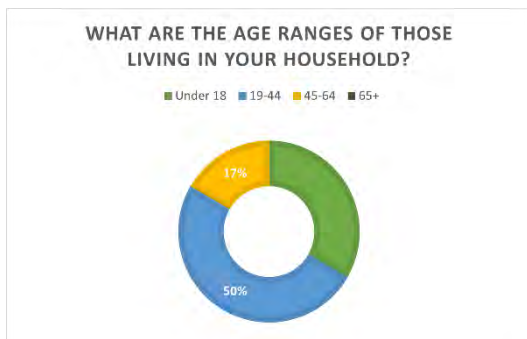
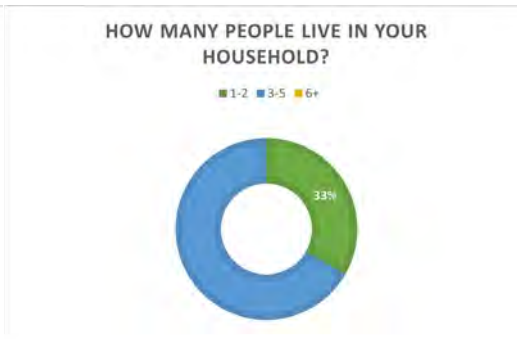
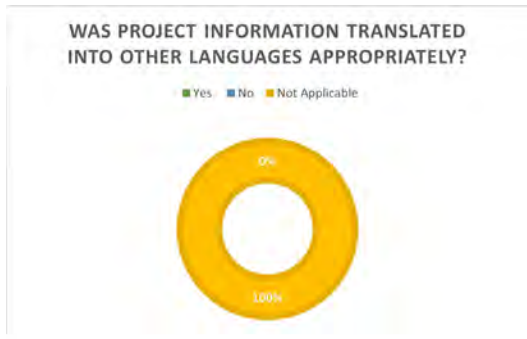
The Kentucky broad neighborhood meeting was held on December 14, 2022, at two times, from 12:00 pm to 2:00 pm and 5:00 pm to 7:00 pm, at the Kenton County Fiscal Court (1840 Simon Kenton Way, Covington, KY). The Kentucky Transportation Cabinet (KYTC) advertised the meeting via the project website (www.brentspencebridgecorridor.com); the December 2022 project e-newsletter; an article in the Northern Kentucky Tribune; social media posts on Facebook, Nextdoor, and Twitter; and local media coverage on the day of the meetings (Attachment 1). In addition, flyers advertising the meeting were emailed to representatives of the following neighborhood organizations: Licking Riverside, Helentown, Austinburg, Wallace Woodds, Monte Casino, and Newport. In total, forty-five (45) members of the public attended the early meeting, and thirty-six (36) members of the public attended the later meeting (Attachment 2). Representatives from KYTC, the Ohio Department of Transportation, the City of Covington, the Federal Highway Administration, and the project team were also in attendance at one or both meetings. 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 KYTC (Attachment 4) followed. After 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 portion of the meetings.

Exhibits showing the corridor and various renderings were available for viewing during the meeting (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. Four (4) comment forms and three (3) demographic forms were returned at the meetings (Attachment 6).

Demographics

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



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:

- Door knocking of every neighbor impacted.

Comments

The written comments received at the meeting included the following:

- The noise walls are depressing. They will be a target for graffiti. Why can't they be living walls? Why can't they have plants, vines that will enhance the living environment (birds, butterflies, etc.) and be soothing in contrast to more concrete.
- I want the noise wall in my area! It would bring the noise level down tremendously!
- Adding lanes does not solve traffic. Houston, LA have expanded highways and nothing but gridlock. Please do not spend 3 Billion on moving traffic through my city. I want people to live and enjoy it.
- Noise Barriers for ALL borders. Potential Beautification of Noise Barriers - similar to those murals along the river in Cov [Covington]. Consider impacts to local traffic and our ease of use and time. Greenup and Scott should remain 1 way unless there are plans to improve Madison prior to this project. It being convenient to get around (anywhere in 15 min) is a big part of the reason to live in Covington.

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

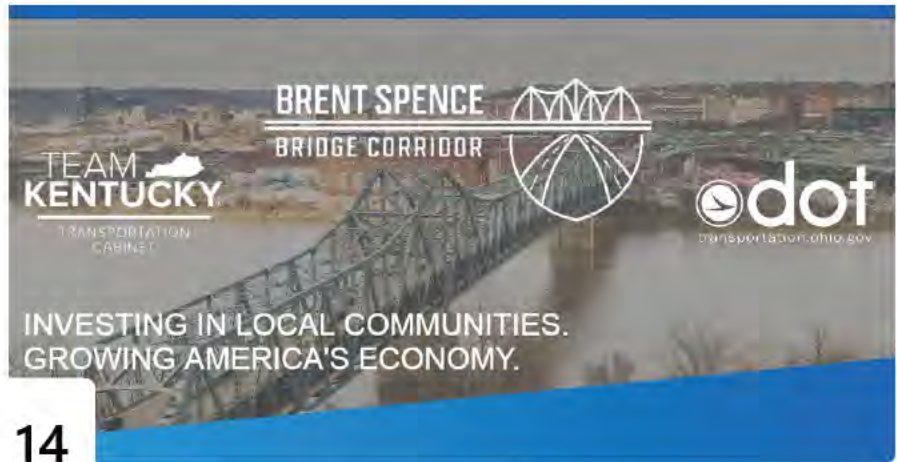
Events

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



WEDNESDAY, DECEMBER 14, 2022 AT 12:00 PM – 7:00 PM EST

Brent Spence Bridge Corridor Neighborhood Outreach

1840 Simon Kenton Way, Covington, KY 41011

Details

- 163 people responded
- Event by KYTC District 6
- 1840 Simon Kenton Way, Covington, KY 41011
- 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

Guests

See All


20
GOING

143
INTERESTED

Host



Brent Spence Bridge Project Neighborhood Meetings Twitter Advertisements








Brent Spence Bridge Corridor @BSBCorridor · 10h Dec 14 ⋮

We want to hear from you. Join us today!

Daytime: noon – 2pm (30-minute presentation at 12:30pm)
Evening: 5pm – 7pm (30-minute presentation at 5:30pm)

Kenton County Fiscal Court (Riedlin Schott Community Room)
1840 Simon Kenton Way, Covington, KY
[@KYTCDistrict6](#) [@KYTC](#)

   1 







Brent Spence Bridge Corridor @BSBCorridor · Dec 13 ⋮

And tomorrow:
Our next Kentucky meeting is Weds., Dec. 14

Daytime: noon – 2pm (30-minute presentation at 12:30pm)
Evening: 5pm – 7pm (30-minute presentation at 5:30pm)

Kenton County Fiscal Court (Riedlin Schott Community Room)
1840 Simon Kenton Way, Covington, KY
[@KYTCDistrict6](#)

  3  

[Show this thread](#)



Brent Spence Bridge Corridor @BSBCorridor · Dec 13 ⋮

Reminder, we have another Ohio meeting tonight from 5pm - 7pm (with a 30-minute presentation at 5:30pm)

Lincoln Recreation Center
1027 Linn Street, Cincinnati
[@ODOT_Cincinnati](#)

 1   2 

[Show this thread](#)



Brent Spence Bridge Corridor @BSBCorridor · Dec 12



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](#)



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
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."



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](#)

© 2022 Brent Spence Bridge Corridor. All Rights Reserved.

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

[Unsubscribe jheflin@hntb.com](mailto:jheflin@hntb.com)

[Update Profile](#) | [Constant Contact Data Notice](#)

Sent by info@brentspencebridgecorridor.com powered by





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 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 IM](#)

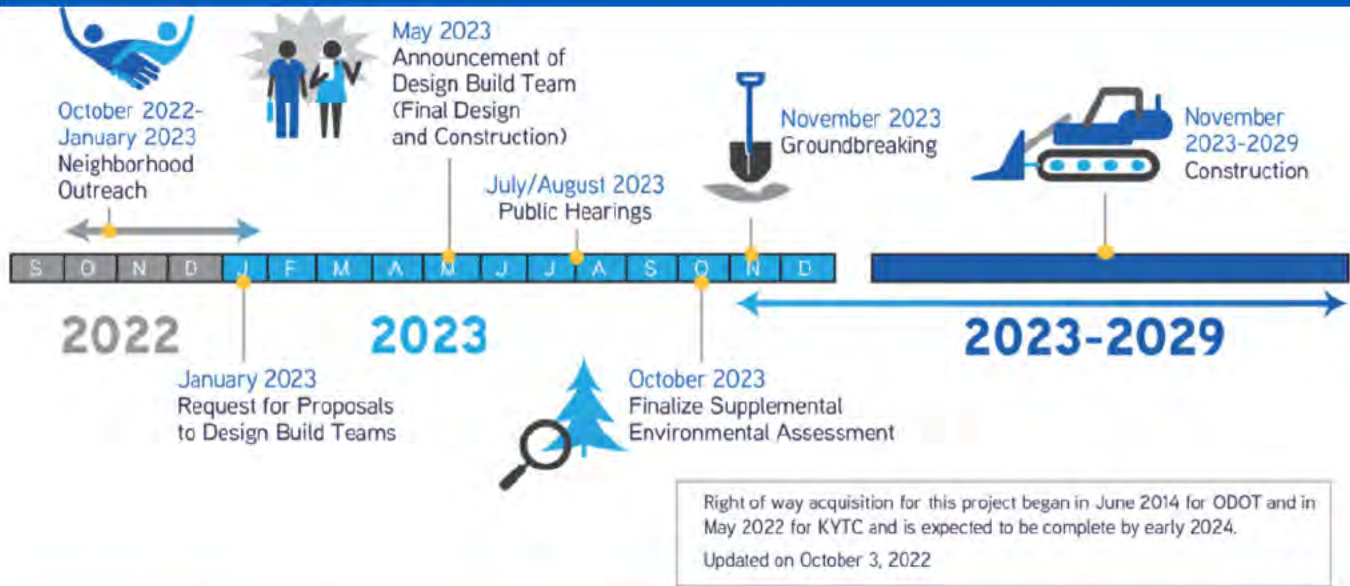
Privacy - Terms



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

[Privacy](#) [Terms](#)

[SUBMIT](#)



CONTACT US



Si desea asistencia traduciendo esta sitio web a español, contacte a Domingo I. 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

A nonprofit publication of the **Kentucky Center for Public Service Journalism**



Home Featured **KYTC, ODOT plan events to provide information, gather feedback on Brent Spence Bridge project**

Sign up for NKyTribune News Updates (with Facebook and Twitter icons)

KYTC, ODOT plan events to provide information, gather feedback on Brent Spence Bridge project

Dec 9th, 2022 · 0 Comment

NewsMatch Community-funded. Community-driven. Community-focused. Click here to support the Northern Kentucky Tribune today and double your impact!



Brent Spence Bridge Corridor (Looking Northwest from Kentucky)



Are you curious how (and where) a revamped Brent Spence Bridge and its completely new companion span will separate local commuters from pass-through travelers?

Do you have thoughts and/or strong feelings about noise barriers, landscaping, pedestrian walkways, and the "look" of the piers and abutments?

Both questions and opinions will be welcome when transportation officials from Kentucky and Ohio host two community engagement events next week to gather feedback from Covington residents and businesses.

The fundamental design of the \$3 billion to \$3.8 billion Brent Spence Bridge Corridor revamp is essentially finished. But many aesthetic elements and other considerations of how the new bridge and its approaches fit within the surrounding community are still being figured out.

"KYTC values public feedback as an important part of the project development process," said Stacey Hans, project manager for the Kentucky Transportation Cabinet (KYTC). "Input from the people who live in and near the corridor will help the project team design the Brent Spence Bridge Corridor in a way that complements local communities."

Hans said the community outreach meetings are focused on a specific audience — the broader Covington community.

A series of previous and pending outreach meetings more narrowly targeted neighborhoods in Covington that abut the project: MainStrasse Village, Westside, Peaselburg, Mutter Gottes/Central Business District, and Botany Hills/Lewisburg. Other events have been held or will be held in Fort Wright, Fort Mitchell, Park Hills, and north of the river in Ohio.

Covington Mayor Joe Meyer said Covington’s residents and businesses should use this opportunity to learn about the project and understand both the short-term impact of its construction and its long-term impact on the local, regional, and national transportation network.

“This is one of the biggest infrastructure projects in the history of the region, and with its proximity to our community, Covington has a vested interest in continuing to shape its size and look,” Meyer said. “I encourage every resident to familiarize themselves with the project and weigh in on issues that are still being sorted out.”

Meyer praised KYTC for being open-minded and flexible to concerns about the project, including how it’s to be funded, its size, and its impact on Covington. As explained in this June, 2022 release from the City — “State, Covington reach monumental agreement on Brent Spence Bridge” – Covington has seats on committees that are still making decisions related to noise and air pollution; impact on historic structures; traffic; and aesthetic design of retaining walls, bridge facades, landscaping, and bicycle/pedestrian amenities.

About the meetings

- Noon to 2 p.m. and 5 p.m. to 7 p.m.
- Wednesday, Dec. 14.
- Kenton County Building (Riedlin Schott Community Room), 1840 Simon Kenton Way, Covington.
- Open-house format, show up at any time, short presentations will be made at 12:30 p.m. and 5:30 p.m.
- Registration is not necessary.

Before and after the presentations, attendees can browse exhibits, review project information, ask questions of staff members, and give one-on-one feedback.

Anybody who can’t make the events can also review project information and leave feedback at [Brent Spence Bridge engagement](#).

About the project

The long-discussed Brent Spence Bridge Project aims to improve safety and alleviate highway congestion on Interstates 71-75 as they cross the Ohio River on the double-decker Brent Spence. The bridge was built in 1963 to carry 80,000 vehicles a day but currently carries about double that. Backups affect not only commuters but also trucks carrying freight, since about 3 percent of the nation’s gross domestic product crosses the bridge every year. The bridge also lacks shoulders.

Details of the project can be found at [Brent Spence Bridge Corridor](#). Generally, it involves:

- Repairs to the existing bridge will reduce the number of its lanes to three in each direction.
- Construction of a new, companion bridge to the west that would include five lanes in each direction.
- Separation of traffic based on the destination, diverting local traffic to the existing bridge and through traffic to the new bridge.
- Redesigning and upgrading 7.8 miles of I-71/75 from Fort Mitchell, Ky., to just north of the Western Hills viaduct in Cincinnati.
- Three phases, two of which are entirely in Ohio. The Kentucky phase includes the bridges themselves and will follow a design-build process that begins in 2023.

City of Covington

Related Posts



Levi Strauss gets zoning ok to move ahead on largest building ever in Boone County — 1.26 million sq. ft.

12/9/2022 · 0 Comment

U.S. District Court Judge in New York denies all Michael Hild’s new trial motions; Dusing exonerated

12/8/2022 · 0 Comment




Affiliations

- Institute for Nonprofit News
- Online News Association
- N. Ky. Chamber of Commerce
- Covington Business Council

Archives

Select Month ▾

LOCAL 12  43° 99° 52°

Search Site



T Mobile **FREE SMARTPHONES FOR NEW LINES** **Get yours now**

if you cancel service before 24 credits, credits will be forfeited. See terms at tmobile.com. Offer ends 12/31/22. Offer available while supplies last. See store for details. © 2022 T-Mobile USA, Inc. All rights reserved.

Here's how you can provide input on the Brent Spence Bridge project

by Chelsea Sick, WKRC
Wednesday, December 14th 2022




WKRC

COVINGTON, Ky. (WKRC) - Ohio and Kentucky transportation officials invite residents to attend public forums Wednesday about the Brent Spence Bridge project.

Two meetings will be held in Kenton County and those transportation officials will be asking for public input about the project. The overall design of the bridge is essentially finished, but now they need the public's help deciding on aesthetic elements, like landscaping and pedestrian walkways.

This  billion. Exactly where that funding is coming from is still being worked out, as Ohio and Kentucky government officials are still working on funding.

The goal of the project is to alleviate congestion on 71/75 as drivers cross over the bridge. It was built in 1963 to carry 80 thousand vehicles a day, construction officials say it currently carries about double that.

Sponsored Links

The major details have been decided, including reducing the number of lanes to three in each direction and a new companion bridge will be built to the west that would include five lanes in each direction.

Now it's time to make decisions about noise barriers, landscaping, pedestrian walkways, and the look of the piers and abutments.

Local 12 spoke to Covington Mayor Joe Meyer about the importance of the public's participation in these meetings.

"No transportation project in Covington history has had or will have more impact than the Brent Spence Bridge Corridor Project," Mayor Meyer said. "This is a project that will affect our community for the next 50 to 75 years and it is really time for people to take this seriously, understand it, offer their suggestions for improvement."

The meetings are from noon to 2 p.m. and 5 p.m. to 7 p.m. on Wednesday. They will be held at the Kenton County Building. Short presentations will be made at 12:30 and 5:30.

Mayor Meyer explains why what seems like small details could be big for the residents that live near the bridge.

"This is an area where popular input is going to have a lot of influence," Mayor Meyer said. "Noise barriers are big, they will block views, and so one of the decisions that our community will have to make, do we want to block the view, or do we want to eliminate the noise? And that question can be answered either way, and there's not a wrong answer, it's just what our people want."

It's an open-house format - so you can show up at any time, and you do not need to register.

If you can't attend, you can learn more about the project and tell project leaders what you think, [here](#).



Attachment 2: Sign-In Sheet



BRENT SPENCE BRIDGE CORRIDOR PROJECT

Neighborhood Outreach Meeting – December 14, 2022

12-2pm

Name	Representing	Address	Phone	Email
1. JERRY VON TANDORE	SRF			
2. Matt Evangelman				
3. Chuck Seal				
4. ED RATTERMAN				
5. SHAWN KELLY				
6. GREG BESECKER	CC FISCAL COURT			
7. Jim Benton	CC CONSERVATION			
8. Jim Carmichael				
9. Nate Weyand-Beise	Resident of COV			
10. Anonymous	preferred not to sign			
11. Connie + Ray Kingsburg	Self			
12. Thomas Gamel	Self			
13. BRIAN VALENZ	CORNINGTON POLICE			
14. Paul Kaplan	Self			
15. John Scruggs	Scruggs Construction			
16. Brittany Pittman	Scruggs Construction Inc			
17. Marilyn Gerber				
18. MARIAN OSSWALD	HURCA SELF			
19. JOHN SCOTT	self			
20. Kenton Hornbeck	LINK nky			

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

page ___ of ___



BRENT SPENCE BRIDGE CORRIDOR PROJECT

Neighborhood Outreach Meeting – December 14, 2022

12-2 pm

Name	Representing	Address	Phone	Email
1. John				
2. Tom KENNEDY	Nate Done Acoustic			
3. John Ahlbrand	Dusty Boots Rest			
4. Steve Hensley	Kenton County			
5. Ron WASHINGTON	CITY OF COVINGTON			
6. Matt Blawit				
7. COOPER, DAVID, O.	Kenton Co., Independence, Kentucky			
8. Army Clay	Resident			
9. Kareem Simpson	Covington Resident			
10. Nick Swartzell	WVXU 91.7			
11. Ken Dew				
12. John Cole	Ryland Heights City			
13. Ken	Performance Auto.			
14. Don Brown				
15. Jim Southward				
16. Louis Huu	PDS			
17. Mike Emory				
18. Margaret Minzer				
19. Susan Smith	City of Covington			
20. Don Brassard				

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 14, 2022

Name	Representing	Address	Phone	Email
1. <u>Sandy & Mike Smith</u>	<u>Smith Muffler</u>	12-2pm		
2. <u>Jodi Hefflin</u>	<u>HNTB</u>			
3. <u>Mark Becker</u>	<u>HNTB</u>			
4. <u>Stacey Hans</u>	<u>KYTC</u>			
5. <u>Gary Valentine</u>	<u>KYTC</u>			
6. <u>Buddy Whetley</u>	<u>Kentucky House</u>			
7. <u>Stefan Spinosa</u>	<u>AAOT</u>			
8. <u>Lora Boller</u>	<u>HNTB</u>			
9. <u>Pat Irwin</u>	<u>Covington Business Assoc</u>			
10. <u>Daniel Penphue</u>				
11. <u>Bill Keller</u>	<u>_____</u>			
12. <u>Steve Hull</u>	<u>Lewisburg</u>			
13. _____				
14. _____				
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 14, 2022

12-2pm

Name	Representing	Address	Phone	Email
1. <u>Mark Pumphrey</u>	<u>_____</u>			
2. <u>Angela Feeney</u>	<u>_____</u>			
3. <u>PJ Lonneman</u>	<u>_____</u>			
4. <u>Jeanine Bell Smith</u>	<u>Crescent Springs</u>			
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				
16.				
17.				
18.				
19.				
20.				

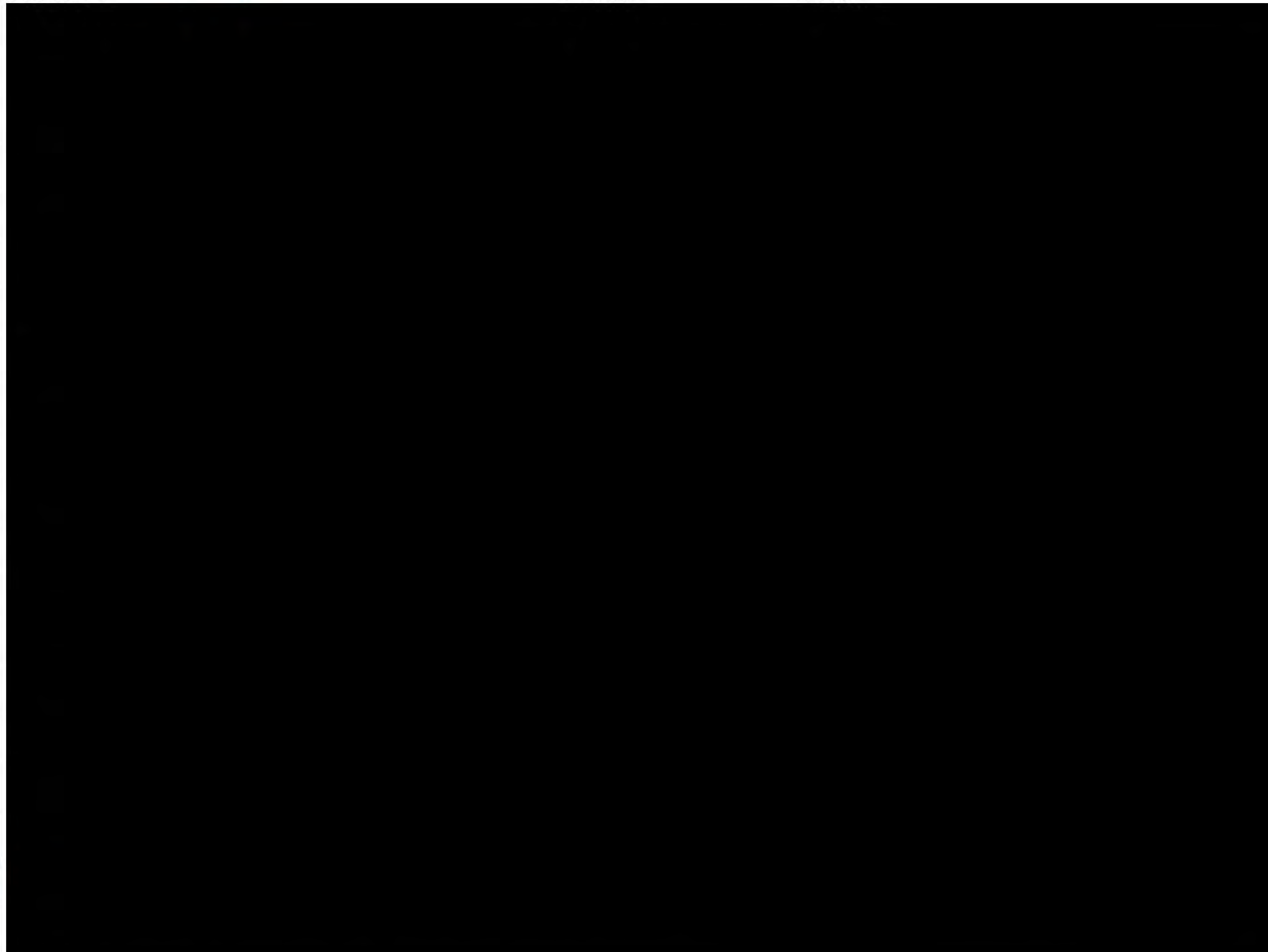
Please print clearly • Contact information is optional but must be included if you wish to receive updates.

BRENT SPENCE BRIDGE CORRIDOR PROJECT

Neighborhood Outreach Meeting → December 14, 2022

5-7 pm

Name	Representing
1. Mour Diop	FHWA - KY
2. Lisa McCormick	
3. Ben Merrill	
4. Regina Estes	
5. William Taylor	
6. Terrell Danner	Altchans Properties
7. Daniel Berger	Austinburg Neighborhood ACSN
8. Susan Studer	3Fopm
9. DAVID GRAY	Resident
10. JOHN FLESH	CON RESIDENT
11. Charles Wood	Resident
12. Mich Orlikowski	Resident
13. Jade Garate	4 / Business
14. DAVID WORMALD	AECOM
15. Amy ZBORZSKI	THE VIEWS
16. Ben Lehinger	Wallace Woods
17. Jeff Wallace	CT Consultants
18. Kevin Bass	
19. Billy Matthews	Senator Rand Paul
20. Beth Wood	



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 14, 2022

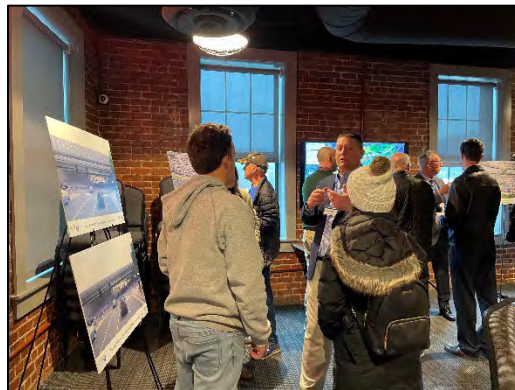
Name	Representing	Address	Phone	Email
1. Bob Flaherty	Self			
2. MARK C Briffith	Self			
3. Tony Mizban	Self			
4. Dale Freeman				
5. Jeff Beyer	Me			
6. E. K.	Me			
7. Chuck Schept	self			
8. Julie G. Schepel	Self			
9. John Saxton	Self			
10. EDWIN CLEMENTS	self			
11. Andrew Heoch	Self			
12. Jose' Muñoz	self			
13. Natalie Leverone	self			
14. DEVON LUCAS	self			
15. Michele Weitemeyer	self			
16. Mark + Jodi	HNTB			
17. Stacey + Gary	KYTC			
18. Stefan	ODOT			
19. Michael	HMB			
20. STEVE BRASS	Self			

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

page ___ of ___



Attachment 3: Photographs





Attachment 4: Presentation



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 neighborhoods surrounding the project the opportunity to share feedback with the Project Team
- Agenda
 - General project overview
 - Changes since 2012
 - Noise
 - Stormwater drainage
 - Aesthetics
 - Pedestrian 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. Most importantly, tonight we're focusing on hearing from the 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 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 of the project and allowed the preferred alternative – Alternative I – to move into the next stages of design.

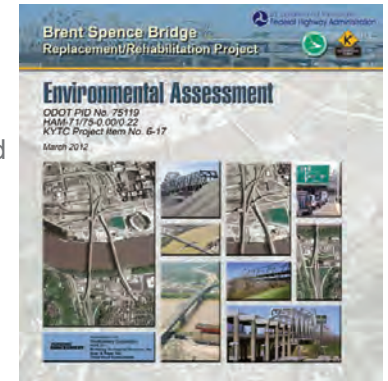
Since the approval of the FONSI in 2012, KYTC has been studying ways to improve the design, simplify the construction, reduce costs, reduce impacts, and incorporate additional enhancements into the project. These studies resulted in several refinements to Preferred Alternative I, which we are referring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

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

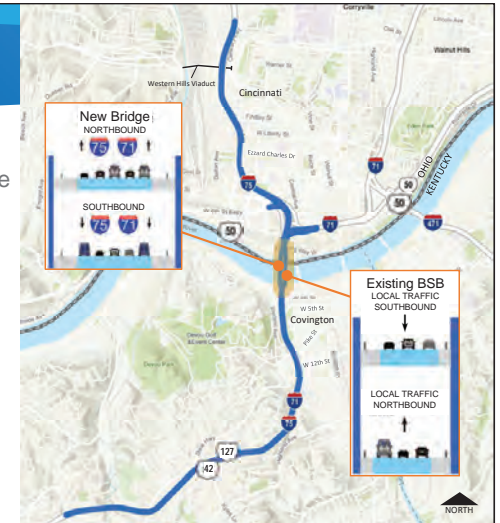


In Ohio, the project will add one lane in each direction to I-75, remove left exits, and rebuild all bridges and interchanges. (#) Beginning near Ezzard Charles Drive, a collector-distributor system will be added to connect I-75 traffic to and from the local street network and US-50 West. (#) In the north, it will tie into the recently completed Mill Creek Expressway-Hopple Street Interchange project. (#) The project will rebuild the I-75 interchange at the Western Hills Viaduct and tie into the new bridge replacement project being developed by the City of Cincinnati and Hamilton County. (#) A new northbound exit will be built at Ezzard Charles Drive to improve access to Union Terminal, TQL Stadium, and Over-the-Rhine. Lastly, it will connect to I-71 and US-50 East.

Project Description

Brent Spence Bridge

- New double-decker companion bridge
 - 5 lanes each deck
 - Carry through (interstate) traffic
- Rehabilitate and reconfigure existing bridge
 - Three lanes each deck
 - Increased inside/outside shoulders
 - Carry local traffic



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

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

The existing double-decker Brent Spence bridge will be rehabilitated and reconfigured to reduce the number of lanes on each deck from four to three and increase inside and outside shoulder widths. The existing bridge will carry local traffic only.

Project Description

Kentucky

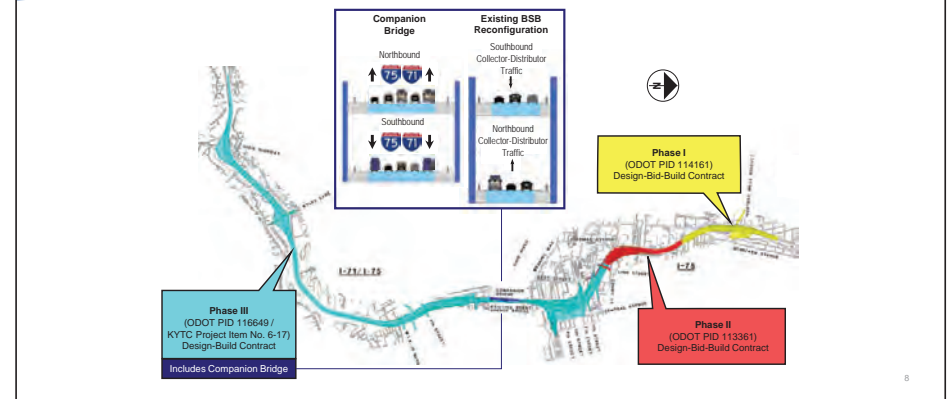
- Reconstruct and widen I-71/I-75
- Rebuild all overpass bridges and interchanges
- Extend frontage roads in Covington
- Construct a collector-distributor system from 12th Street north
- Construct collector-distributor systems between Dixie Highway and Kyles Lane



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.

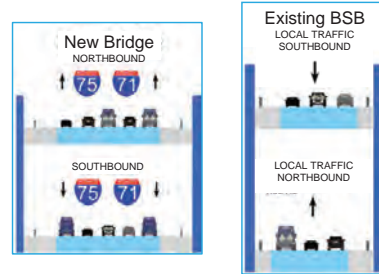
Project Description



The project is going to be built in three phases. 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?

- 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



9

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.

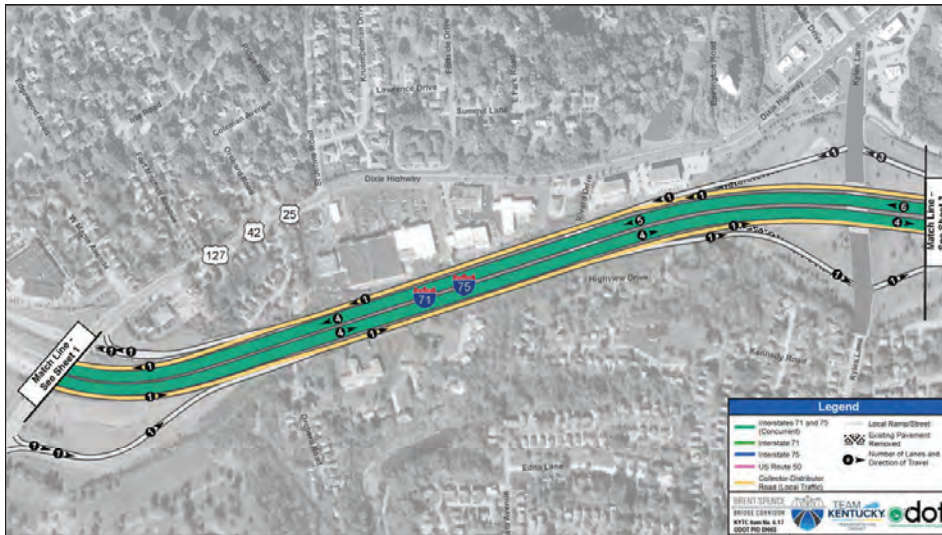
Concept I-W carries all interstate traffic on the new companion bridge and all local traffic on the existing Brent Spence Bridge. In addition, all northbound and southbound traffic is grouped on their own bridge decks. As a result, the width of the companion bridge was reduced from 172 feet to 107 feet, substantially reducing the cost of the bridge. This configuration will also improve traffic flow and safety by separating through and local traffic.

9



This slide shows how traffic will move through Fort Mitchell and Forth 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.

10

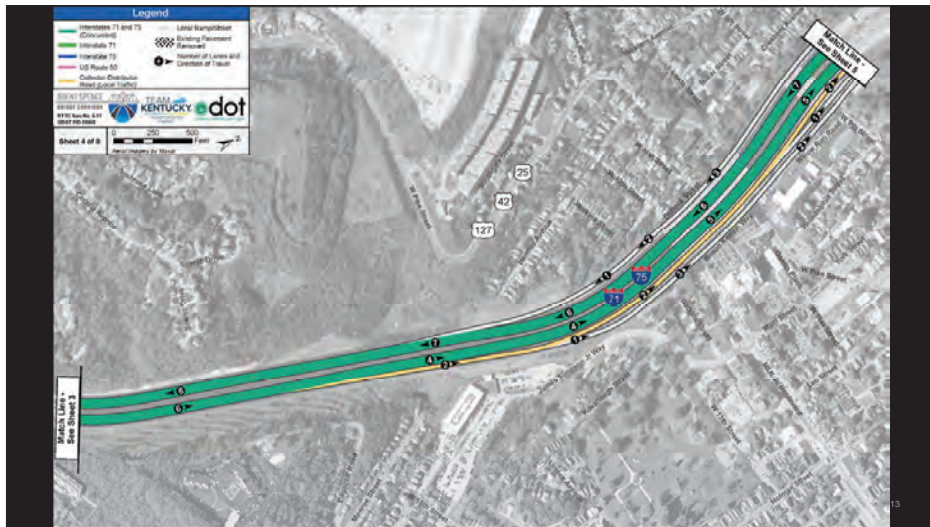


Moving further north, traffic from Dixie Highway will travel down a ramp to enter the northbound collector-distributor road. Next, traffic traveling to Kyles Lane will leave the collector-distributor road and use a ramp to reach Kyles Lane. Northbound traffic will travel through on the collector-distributor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

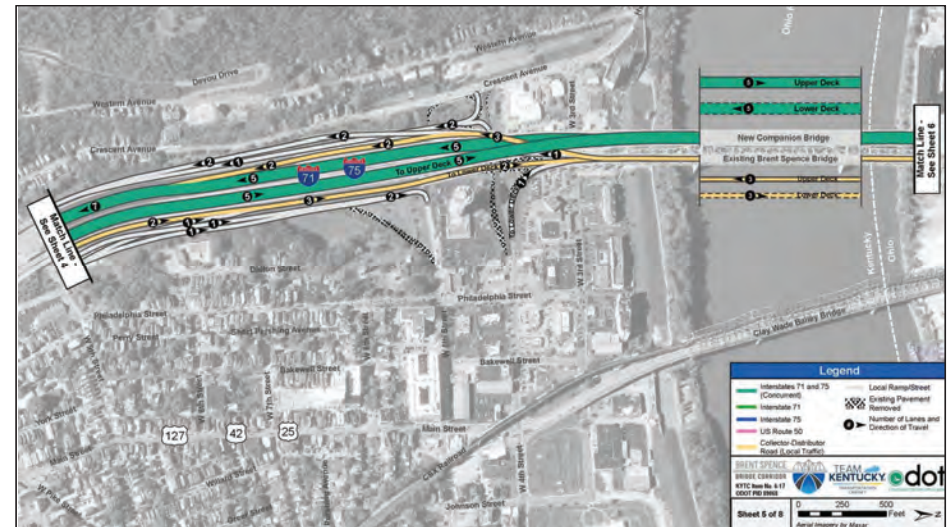


Finally, the traffic on the collector-distributor road will join with traffic from the Kyles Lane ramp and enter the interstate going northbound. Notice that there will be only one northbound exit and one entrance between Dixie Highway and Kyles Lane instead of one exit and one entrance for each road.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

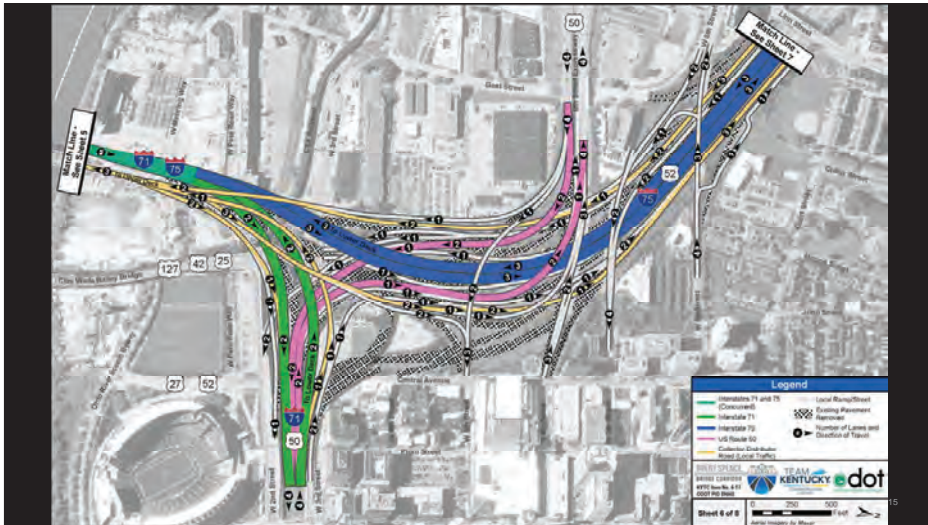
The traffic movements we just walked through will be reversed in the southbound direction, providing the same access scheme and improvements in traffic flow and safety.



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 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?

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



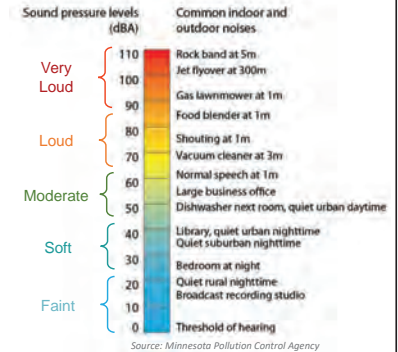
Since 2012, the design has been refined to reduce shoulder widths on I-71, I-75, and collector-distributor roads to 10 feet to match current design standards. Previous design standards were 12 feet. In addition, the design speeds on I-71, I-75, and the collector-distributor roads were adjusted to match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

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.

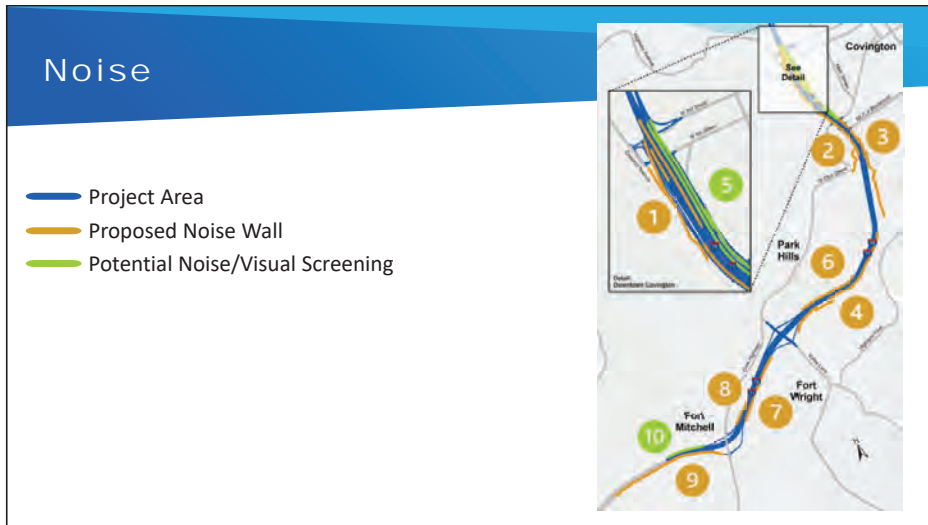


KYTC has a formal Noise Policy that was developed in partnership with the Federal Highway Administration that guides how traffic noise is evaluated for transportation projects. The first thing we examine is whether there are areas where people congregate outside. This could include someone's yard, a 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.

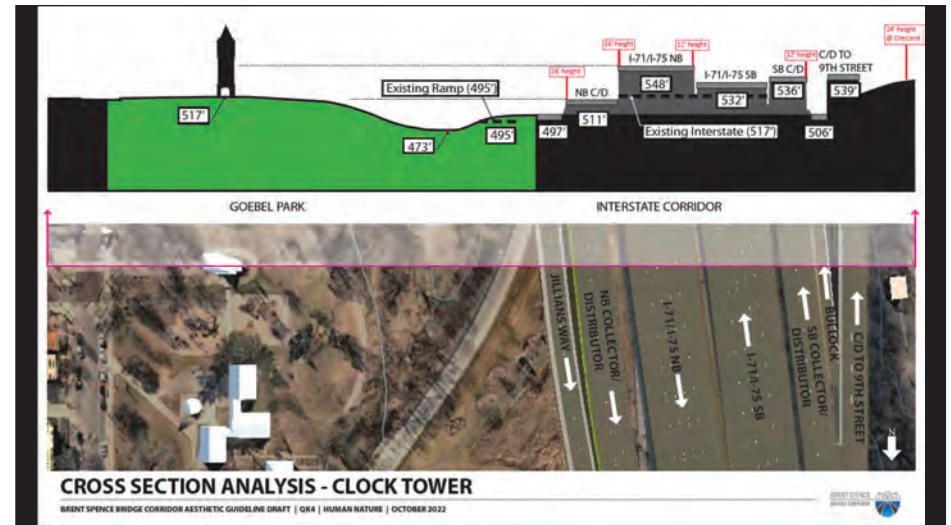
If a noise barrier is found to be both feasible and reasonable, then KYTC will ask the people who will benefit from it if they actually want it. If they agree, a noise barrier will be built.



KYTC evaluated several noise walls and noise wall systems in throughout the corridor. Some of them were warranted based on KYTC's Noise Policy. These include in Botany Hills and Lewisburg shown by #1 on this slide and the Lewisburg Historic District shown by #2. Another system of noise walls was found to be reasonable and feasible in Westside and northern Peaselsburg, shown by #3. Another noise wall system shown by #4 was found to be warranted east of the highway from Highland Pike to Kyles Lane and covering portions of southern Peaselsburg and Fort Wright. On the west side of the highway, another noise wall was warranted north of Kyles Lane covering portions of Park Hills and Fort Wright. Between Dixie Highway and Kyles Lane on the east in Fort Wright, see #7. In Fort Mitchell, noise walls were warranted west of I-71/I-75 north of Dixie Highway and east of the interstate south of Dixie Highway as shown in #8 and #9.

However, in Mainstrasse, a noise wall system was found to be feasible but not reasonable because it was not cost effective and did not meet design goals for overall noise reduction. This noise wall system is shown as #5. Similarly, in Fort Mitchell, a noise wall south of Dixie Highway near West Maple Avenue was not found to be cost effective, see #10.

Recognizing that traffic noise is a concern, KYTC is currently conducting a technical study to further evaluate noise/visual screening walls to help provide noise reduction for residences in Mainstrasse and along West Maple Avenue and to shield views of the highway. KYTC will document their decision about this noise wall system in a technical memo based on the technical feasibility and public comments. Comments received as a result of this meeting will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.



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

Noise



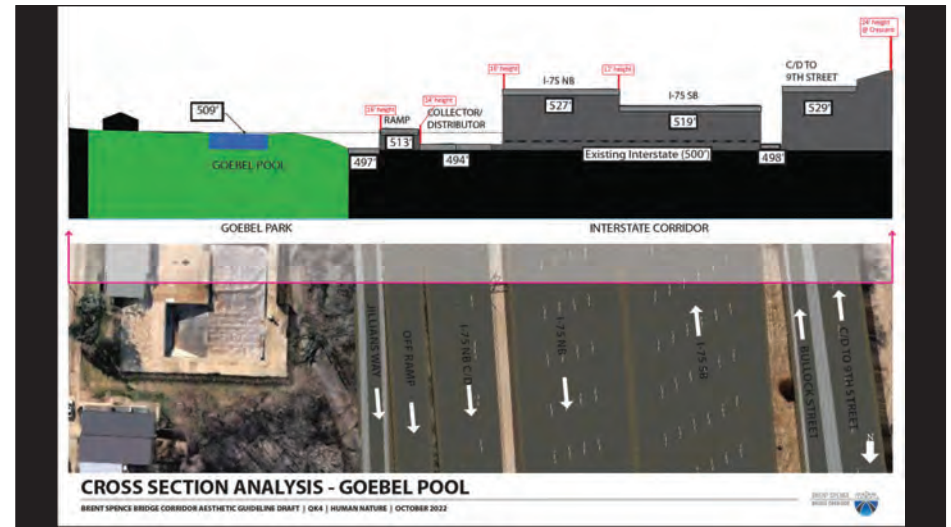
Goebel Park Clock Tower
(looking west)



Goebel Park Clock Tower with Noise Wall
(looking west)

21

The graphic to the left shows the finished project might look like from the Goebel Park Clock Tower without noise walls. The graphic to the right shows what the finished project might look like if noise walls are built. These views are looking west. Other exhibits available at the open-house show what other locations along the corridor might look like with and without noise walls.



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

Willow Run Watershed Drainage Improvements

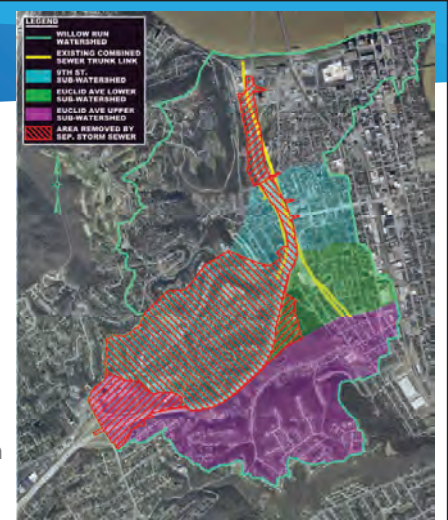
- Project team working with the City of Covington and Sanitation District No. 1
- Euclid Avenue drainage/flooding issues
- Goal
 - Construct a new interstate storm sewer system to remove stormwater runoff from the Willow Run combined sewer system
- Benefits
 - Reduce flooding problems in the Euclid Avenue area and Goebel Park
 - Reduce combined sewer overflows



KYTC is working with the City of Covington and Sanitation District No. 1 to address drainage issue in the project area. Existing highway runoff flows in the combined sewer system in Covington, and overflow events negatively affect residents, particularly in the Euclid Avenue area and also in Goebel Park. KYTC is committed to separating the highway drainage from the combined sewer systems as part of the project.

Willow Run Watershed Drainage Improvements

- New separated storm sewer system along interstate
- Removes drainage areas from the combined Willow Run sewer in the following sub-basins:
 - Euclid Avenue upper basin – 70 acres
 - Euclid Avenue lower basin – 22 acres
 - West 9th Street basin – 375 acres
- Replace portion of Willow Run trunk line with new 120-inch pipe from hospital to W. 9th Street
- Modeling of the system shows reduction in flooding events



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

As part of the Brent Spence Bridge Corridor Project, KYTC will be a new separated storm sewer system along the reconstructed interstate. We are not just stiving to separate additional runoff from the combined sewer systems, but we are working to separate all runoff in in Covington, which will substantially reduce overflow events.

The yellow line shows the existing combined storm sewer, and the teal line shows the Willow Run watershed which feeds the sewer. (#) The blue, green, and purple show the Euclid Avenue upper and lower and the West 9th Street sub-basins, which feed the Willow Run sewer. (#) When the new storm sewer system is built, it will remove the red hatched area from the combined Willow Run system.

In addition, portions of the Willow Run trunk line will be replaced with a larger 120-inch pipe from Saint Elizabeth Hospital to West 9th Street. Modeling of the system shows a reduction in flooding events in the Euclid Avenue and Goebel Park areas.

Goebel Park

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



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

Enhancement Measures

- Working with local cities to develop aesthetic guidelines
 - Landscaping
 - Streetscapes
 - Gateways
 - Treatments for piers, abutments, retaining walls, and pedestrian paths

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

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



This is a view of what Goebel Park might look like once the highway improvements are constructed, the new shared use paths are built, and agreed upon landscaping is in place. The storm water improvements will also reduce the number of flooding events in Goebel Park. Note the interstate highway as the top tier of the roadway system to the left, the collector-distributor road as the middle tier, and the local connector road as the surface-level street.

Enhancement Measures

- Pedestrians and Bicycles
 - Connections across I-71 and I-75
 - New shared use paths
 - New and rebuilt sidewalks

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

Corridor Flyover Animation

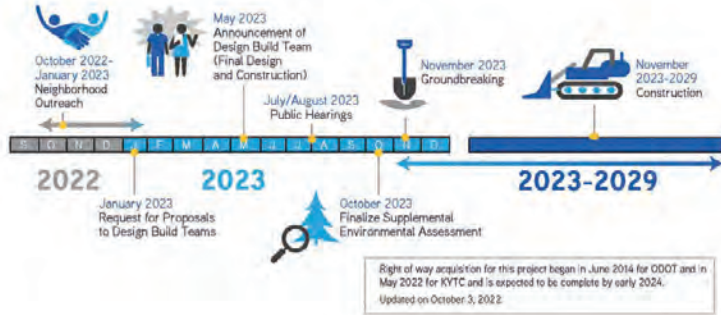
31

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.

Schedule



33

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

THANK YOU!

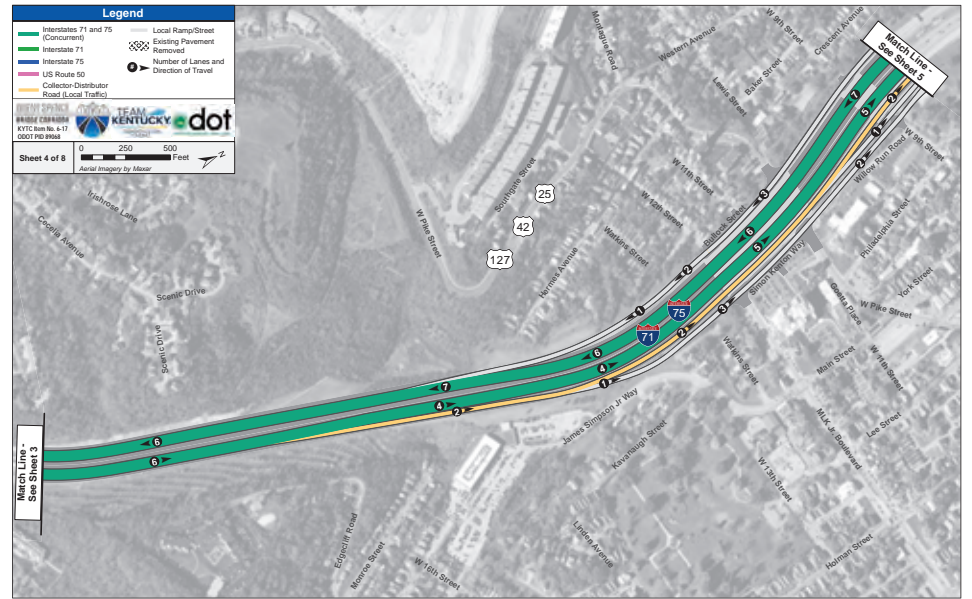
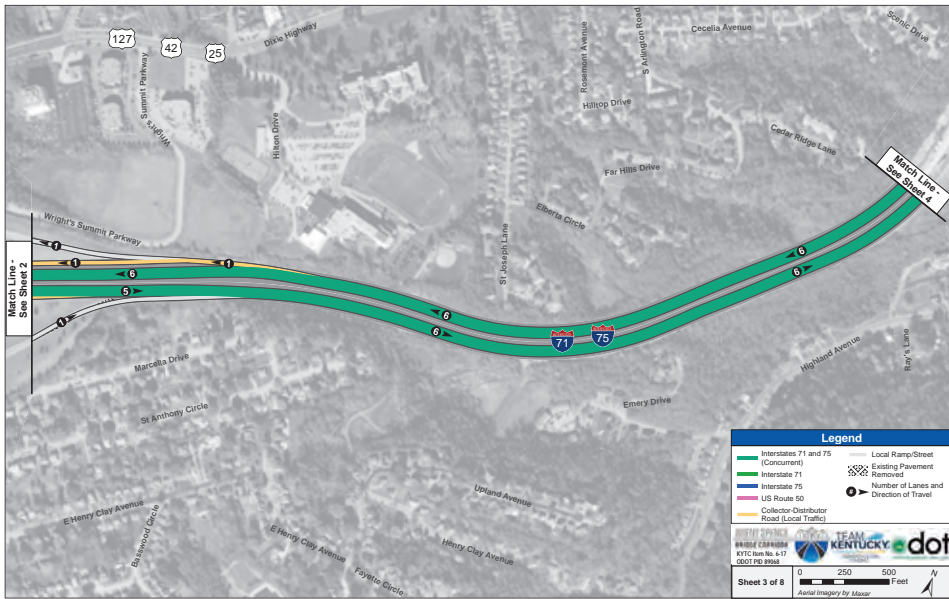
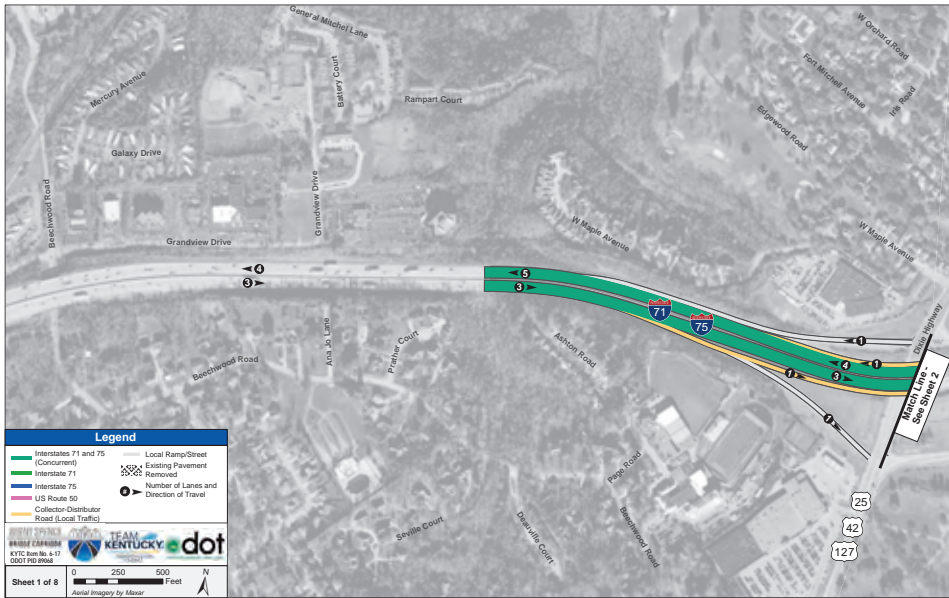
For more detailed information or to provide feedback visit:
www.PublicInput.com/bsbc

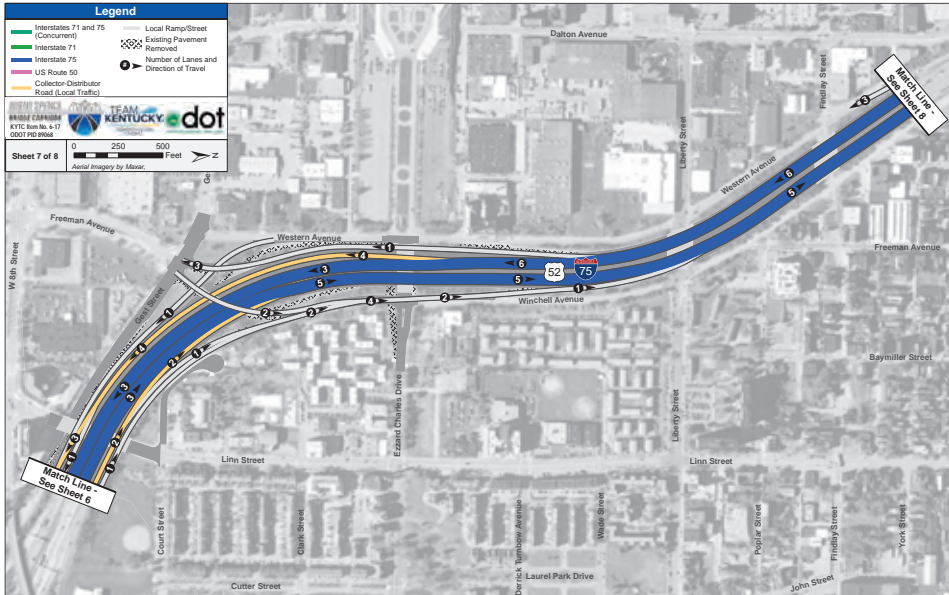
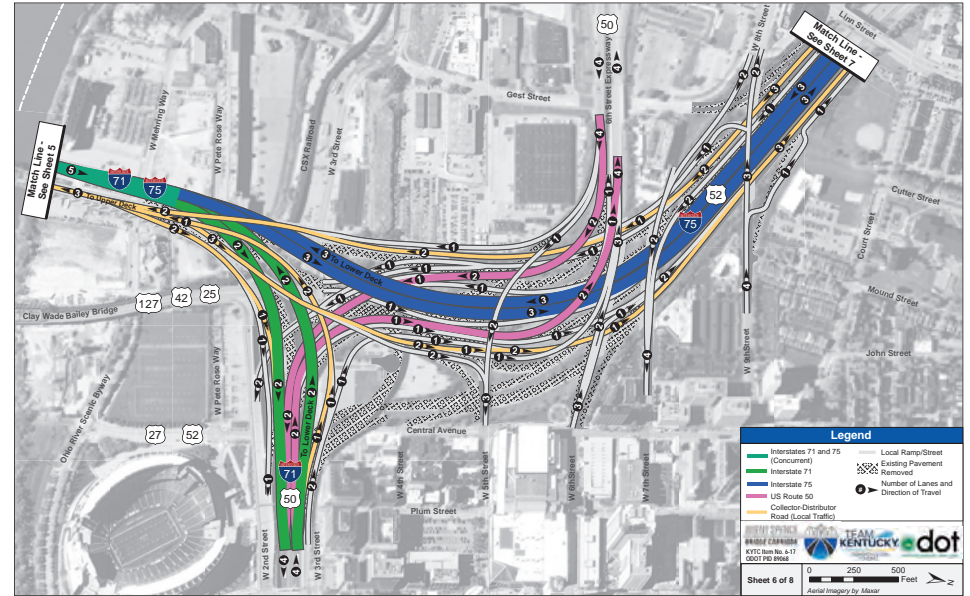
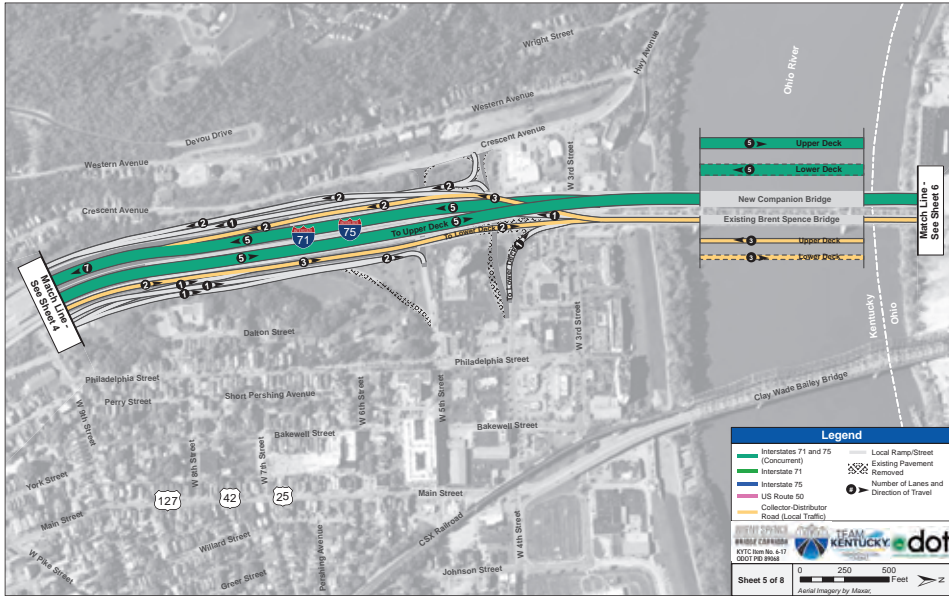


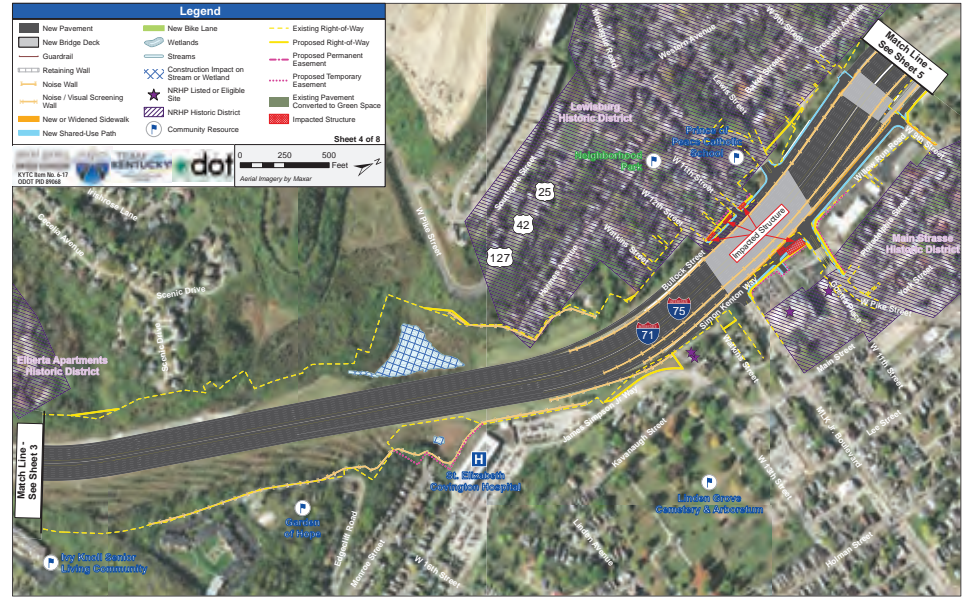
This concludes our formal presentation. We would like to hear your thoughts about the project. You can also visit a PublicInput.com to review information about the project and provide your feedback.



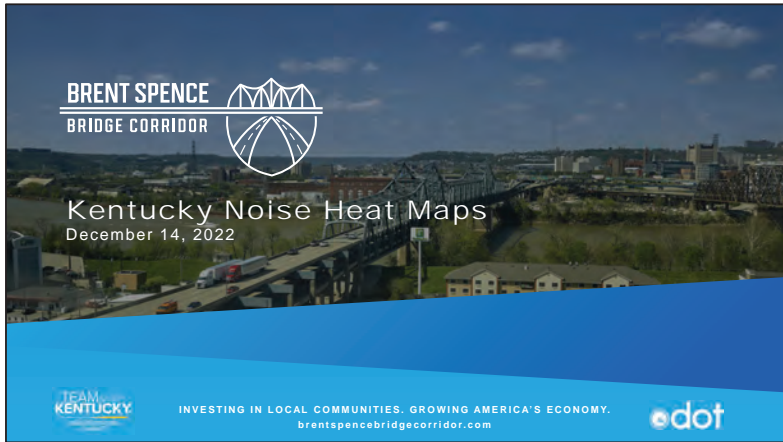
[Attachment 5: Exhibits](#)













BRENT SPENCE
BRIDGE CORRIDOR



Kentucky Noise Heat Maps
December 14, 2022

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



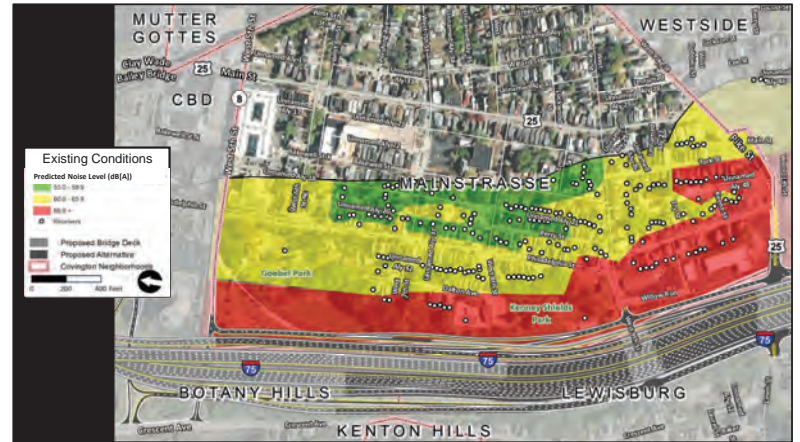
BRENT SPENCE
BRIDGE CORRIDOR



Mainstrasse Neighborhood



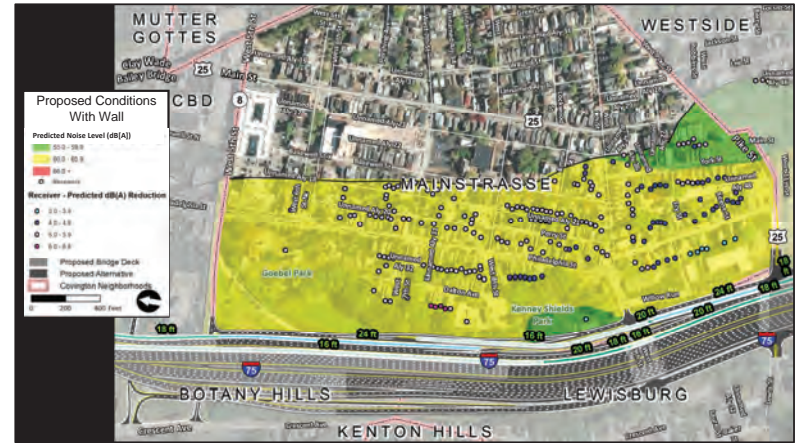
The red lines on this slide show noise walls that were evaluated as part of the noise study for Mainstrasse. The green numbers show the heights of the different sections of the noise walls.



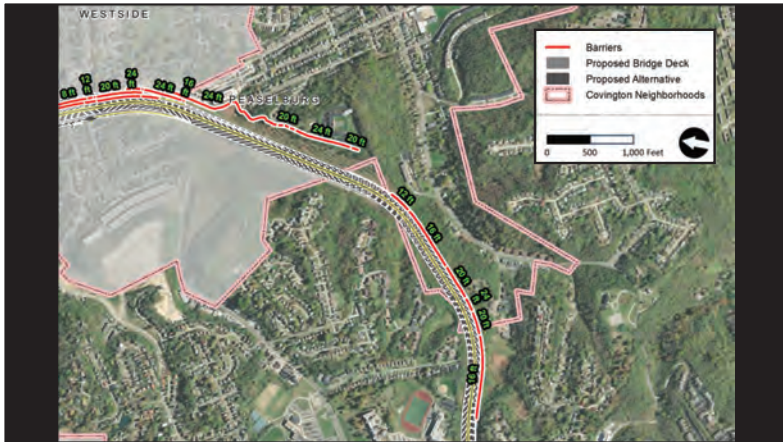
This slide highlights the receptors evaluated as part of the noise analysis. The color gradient indicates existing noise readings, with red representing areas with higher sound levels and green representing quieter areas.



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



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



The red lines on this slide show noise walls that were evaluated as part of the noise study for northern Peaselburg. 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 northern Peaseburg. The color gradient indicates existing noise readings, with red representing areas with higher sound levels and green representing quieter areas.



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



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





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



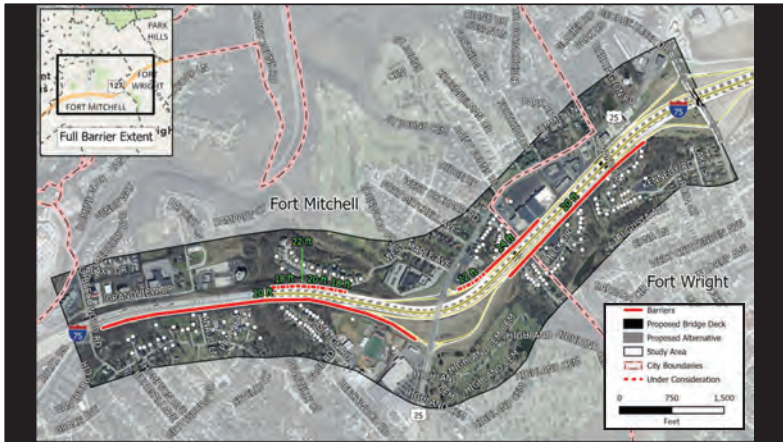
This slide highlights the receptors evaluated as part of the noise analysis. The color gradient indicates existing noise readings, with red representing areas with higher sound levels and green representing quieter areas.



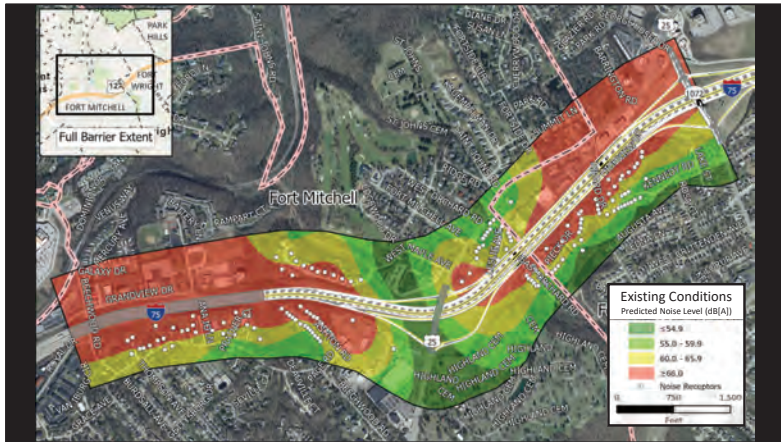
This slide shows how sound conditions are projected to change for the evaluated receptors by the year 2050 after the project is built. The color gradient indicates predicted noise levels, with red representing areas with higher sound levels and yellow representing moderate sound levels.



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.



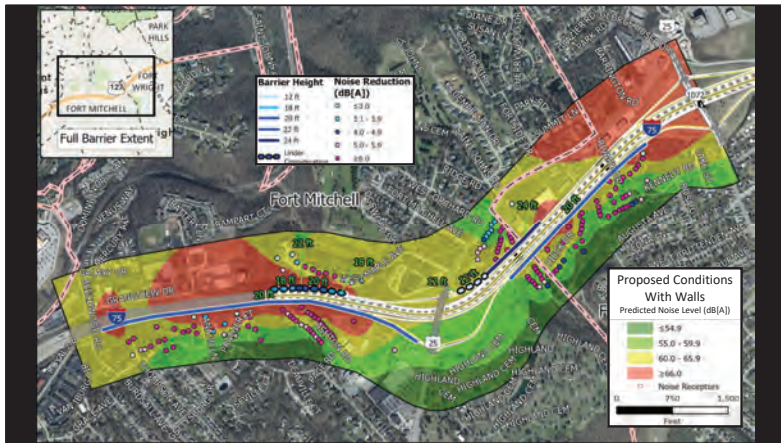
The red lines on this slide show noise walls that were evaluated as part of the noise study Fort Mitchell. The green numbers show the heights of the different sections of the noise walls.



This slide highlights the receptors evaluated as part of the noise analysis for Fort Mitchell. 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.

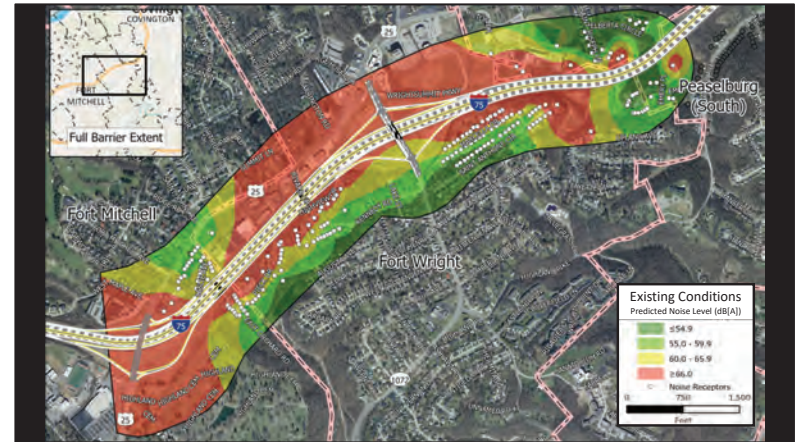


This slide shows predicted noise levels for the evaluated receptors under proposed (2050) conditions with construction of a noise wall. For the receptors, anything with light pink and dark pink have a reduction of 5 decibels and are considered benefitted receptors.

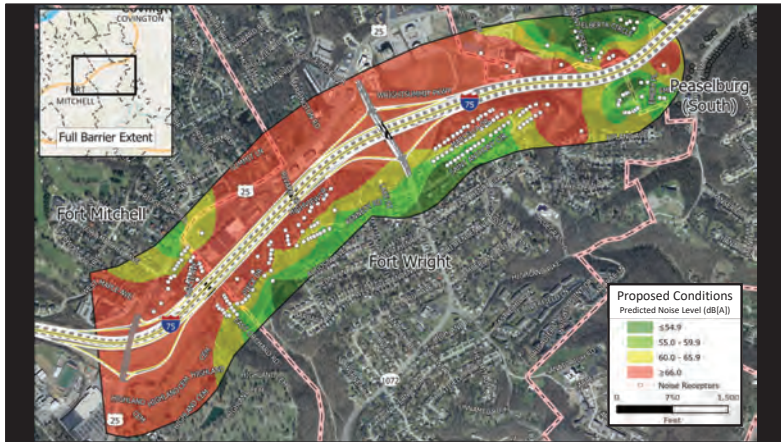




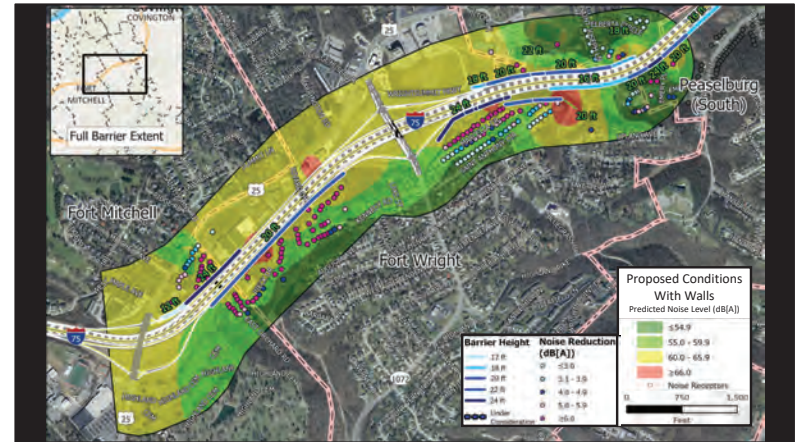
The red lines on this slide show noise walls that were evaluated as part of the noise study for Fort Wright. The green numbers show the heights of the different sections of the noise walls.



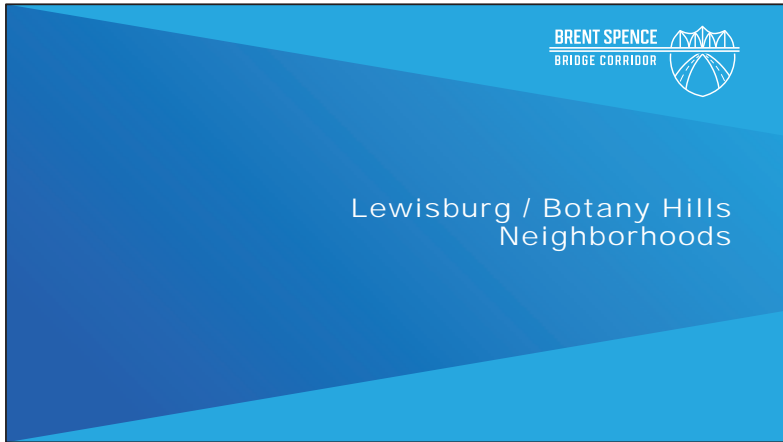
This slide highlights the receptors evaluated as part of the noise analysis for Fort Wright. The color gradient indicates existing noise readings, with red representing areas with higher sound levels and green representing quieter areas.



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.



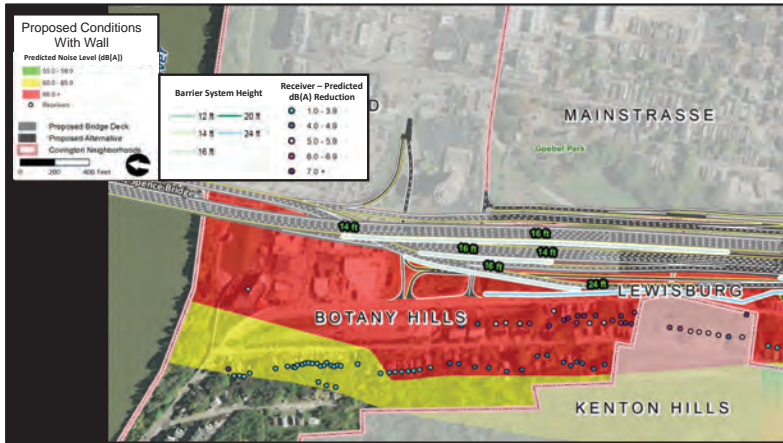
The red lines on this slide show noise walls that were evaluated as part of the noise study for northern Lewisburg and Botany Hills. The green numbers show the heights of the different sections of the noise walls.



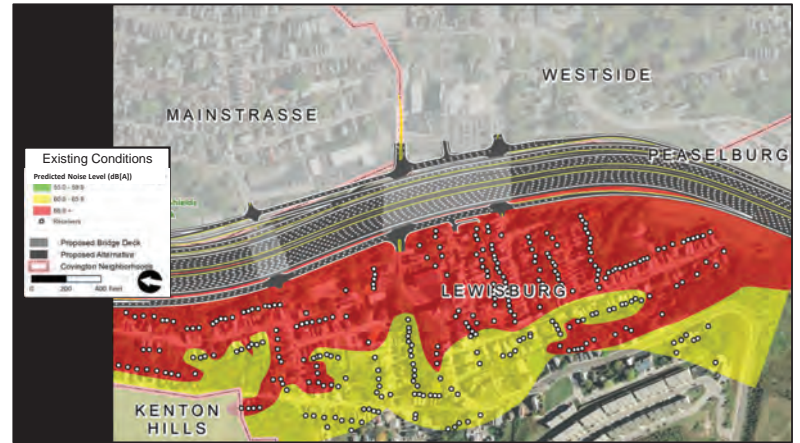
This slide highlights the receptors evaluated as part of the noise analysis. The color gradient indicates existing noise readings, with red representing areas with higher sound levels and green representing quieter areas.



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



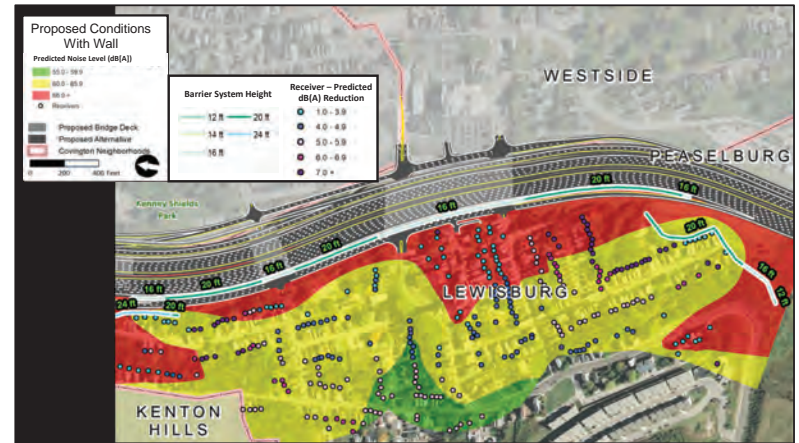
This slide shows predicted noise levels for the evaluated receptors under proposed (2050) conditions with construction of a barrier wall. For the receptors, anything with light pink and dark pink have a reduction of 5 decibels and are considered benefitted receptors.



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



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



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



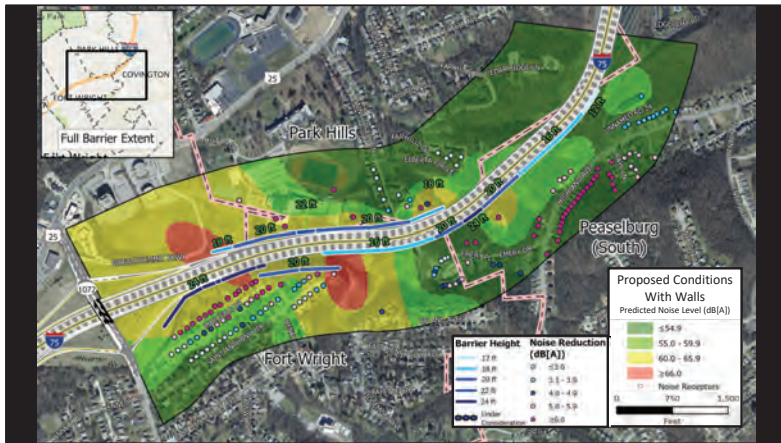
The red lines on this slide show noise walls that were evaluated as part of the noise study for Park Hills. The green numbers show the heights of the different sections of the noise walls.



This slide highlights the receptors evaluated as part of the noise analysis for Park Hills. 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.



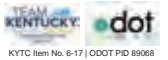
This slide shows predicted noise levels for the evaluated receptors under proposed (2050) conditions with construction of a noise wall. For the receptors, anything with light pink and dark pink have a reduction of 5 decibels and are considered benefitted receptors.



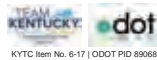
**Brent Spence Bridge Corridor
(Looking Northwest from Kentucky)**



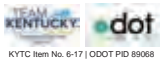
**Brent Spence Bridge Corridor - Kentucky
(Looking Southeast)**



Pike Street With Noise Walls (Looking Northwest) - Kentucky

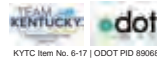


Pike Street Without Noise Wall (Looking West) - Kentucky





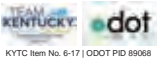
Pike Street With Noise Wall (Looking West) - Kentucky



KYTC Item No. 6-17 | ODOT PID 89068



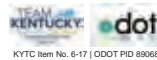
Pike Street Without Noise Wall (Looking East) - Kentucky



KYTC Item No. 6-17 | ODOT PID 89068



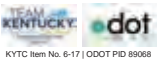
Pike Street With Noise Wall (Looking East) - Kentucky



KYTC Item No. 6-17 | ODOT PID 89068



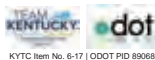
Goebel Park (Looking North) - Kentucky



KYTC Item No. 6-17 | ODOT PID 89068



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



KYTC Item No. 6-17 | ODOT PID 89068



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



KYTC Item No. 6-17 | ODOT PID 89068



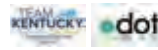
**Crescent Avenue Without Noise Wall - Kentucky
(Looking South)**



KYTC Item No. 6-17 | ODOT PID 89068



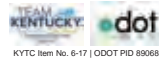
**Crescent Avenue With Noise Wall - Kentucky
(Looking South)**



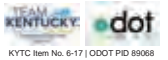
KYTC Item No. 6-17 | ODOT PID 89068



**Crescent Avenue Without Noise Wall - Kentucky
(Looking North)**



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





Attachment 6: Comment Forms

COMMENT FORM

BRENT SPENCE
BRIDGE CORRIDOR



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):

Noise Barriers for All borders

Potential Beautification of Noise Barriers
↳ similar to those along the river in Cov
mills

Consider impacts to local traffic &
our ease of ~~driving~~ time.

↳ GreenUp of Scott should remain 1 way
unless there are plans to improve Madison
prior to this project.

* It being convenient to get around (anywhere in 15 min) is a
big part of the reason to live in Covington

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

BRENT SPENCE
BRIDGE CORRIDOR



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):

Adding lanes does not solve traffic.

Houston, LA have expanded highways
and nothing but gridlock.

Please do not spend 3 Billion

on moving traffic through my city.

I want people to live and enjoy it

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: 

Mailing address (or nearest cross streets): 

Email address:  one: 

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):

I want the noise wall
in my area! It would
bring the noise level down
tremendously!

**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



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):

The noise walls are depressing. They will be a target for graffiti.

Why can't they be living walls? Why can't they have plants, vines that will enhance the living environment (birds, butterflies, etc.) and be soothing in contrast to more concrete?

**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



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



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.

Door knocking of every neighbor impacted.

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

