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# Brent Spence Bridge Corridor Project

## West End Meeting Summary

### December 20, 2022

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#### Introduction

The West End meeting was held on December 20, 2022 from 6:00 pm to 8:30 pm at the Lincoln Recreation Center (1027 Linn Street in Cincinnati, Ohio). Invitation flyers were sent to the West End Community Council. The presentation was also advertised via the agenda for the December 20<sup>th</sup> meeting, which was emailed to the members of the West End Community Council. In addition, the meeting date was published on the project website and the December project newsletter (Attachment 1). Attendees at the meeting included the City of Cincinnati, the project team, members of the West End Community Council, and members of the public. In total, 24 people attended in person, as well as multiple individuals from the Ohio Department of Transportation (ODOT), the City of Cincinnati, and the project team. Sign-in sheets are available in Attachment 2; however, many individuals opted not to formally sign in. The meeting was also available virtually via a Google Meet, and 18 people attended online. Photographs are included in Attachment 3.

The meeting format included a formal presentation by ODOT as part of the regularly scheduled meeting of the West End Community Council (Attachment 4). After the presentation, the project team responded to questions and comments offered by those present.

Exhibits showing the renderings of Ezzard Charles Drive, Findlay Street, and drawings of the planned improvements in the vicinity of West End were available for viewing before and after the meeting (Attachment 5). Written comment forms, a demographic survey, and a postcard inviting individuals to visit [PublicInput.com/bsbc](https://PublicInput.com/bsbc) to review project materials and offer additional feedback were also provided. No comment forms or demographic surveys were submitted at the meeting.

#### Comments

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

- How was it determined that the noise walls were not reasonable in this neighborhood?
  - ODOT's noise policy outlines criteria for analyzing noise. One requirement is that there must be locations of frequent human exterior use. A cost-benefit analysis is also completed during the noise investigation. A noise analysis has been completed, and noise walls are not recommended in West End because they do not meet the requirements of ODOT's noise policy. However, the current design will include eight-foot screening walls to reduce tire pavement noise. The noise analysis will be located online for review, and comments can be submitted on the project website.



- 
- What due diligence has been done to evaluate the Bridge Forward proposal and incorporate changes into the current project?
    - ODOT prepared a detailed response to comments submitted by Bridge Forward, which is available on the project website. In addition, ODOT has reached out to Bridge Forward to schedule a working session to discuss their concepts.
  - Why can't we cap or trench the interstate?
    - I-75 has to meet vertical height requirements over the Ohio River and the railroad, which prevents I-75 from being trenched. The first place where a trench would be feasible would be around 5<sup>th</sup> Street. ODOT looked at extending streets over I-75, but the local roads would have to be raised to go over the interstate, and it would end up creating humps on the local roads.
  - We are concerned about the dust during construction.
    - The project contract will include conditions to minimize dust during construction and contact information will be provided if there are any concerns.
  - Is the funding in place for the project? And when will construction start?
    - The state funding for the Kentucky portion is already secured. Ohio is still reviewing the budget, and a decision will be made soon. The project team is also waiting on decisions on some federal grant money. Construction is scheduled to start in late 2023 or early 2024 and will last approximately five years.
  - The residents near Linn Street and Court Street would like a noise barrier built in this section of the neighborhood and would like the Community Council to draft a resolution for the City of Cincinnati to write a formal letter requesting that ODOT construct one in this location.
    - A noise analysis has been completed and noise walls are not recommended in this location because they do not meet the requirements of ODOT's noise policy.
  - What greenery or trees will be included in this section of the project?
    - Most of the topography of the existing land in this section of the project slopes down, and there is a baseball field in one area. No trees are planned to be planted in these areas due to the existing landscape. However, ODOT is working with the city of Cincinnati to incorporate additional green spaces wherever possible.

Following the question-and-answer session, the Community Council voted to pass a resolution urging the City of Cincinnati to formally request that noise walls be included from Queensgate Playground and Ballfields to the northern limits of the West End neighborhood.

All comments and responses will be posted to the project website ([www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)) in January 2023. Individuals who provide contact information will be notified when the comments and responses are made publicly available.



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## Attachment 1: Advertising Materials

**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 conducting a series of **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

**When:** December 20, 2022 | 6:00pm  
(As part of the regularly scheduled West End meeting)

**Where:** Lincoln Recreation Center  
1027 Linn Street, Cincinnati, OH 45203

## Hope to see you there!

If you need assistance attending this meeting, please call Keith Smith at [\(513\) 933-6590](tel:5139336590).

View the most recent project newsletter at the following link:  
<https://mailchi.mp/aae28ef3744d/brent-spence-bridge-e-newsletter-16606655>

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](mailto:Domingo.Martinez@dot.ohio.gov) o por teléfono a (513) 933-6136.

AGENDA for WECC Meeting

December 20, 2022 at 6 PM

To join the video meeting, click this link:<https://meet.google.com/yto-wwzx-jki>,  
Otherwise, to join by phone, dial +1 216-930-9717 and enter this PIN: 937 555 095#  
To view more phone numbers, click this link: <https://tel.meet/inx-iziy-wjk?hs=5>

Guests: CPD Update

Guests: ODOT - Brent Spence Bridge Presentation

Guests: Cincinnati DOTE- Morgan Kolks/ Linn St Project

Guests: Chauncey Walker - CW Developments

Guest: Cincinnati Library

Guest: Joe Berta: CRC

Guest: Cincinnati Museum Center

Minutes for November Meeting

Corresponding Secretary's report

Treasurer's Report

Financial Secretary's Report

Finance Committee: Keith Blake

Standing Committee Reports

Education: Angel Griffin

Safety: Keith Blake

Beautification: Fannie Shaw

Planning and Development: Sherri Barber

Youth: Larry Collins

Business Committee: Matt King

Old Business:

New Business : Non-Resident Membership

Next WECC Meeting: January 2023

Announcements:



# 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.

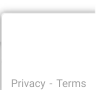
The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) are fully committed to robust involvement to gain insights and receive feedback as part of the project development process. The project team has been working closely with local partners to ensure communities surrounding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



**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**

<b>Neighborhood</b>	<b>Meeting Date</b>	<b>Meeting Time</b>	<b>Meeting Location</b>
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

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

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

Sent by [info@brentspencebridgecorridor.com](mailto:info@brentspencebridgecorridor.com) powered by



- [Response to public comment – CITY OF CINCINNATI BSB CORRIDOR CONCEPT I-WA MINIMIZATION](#)

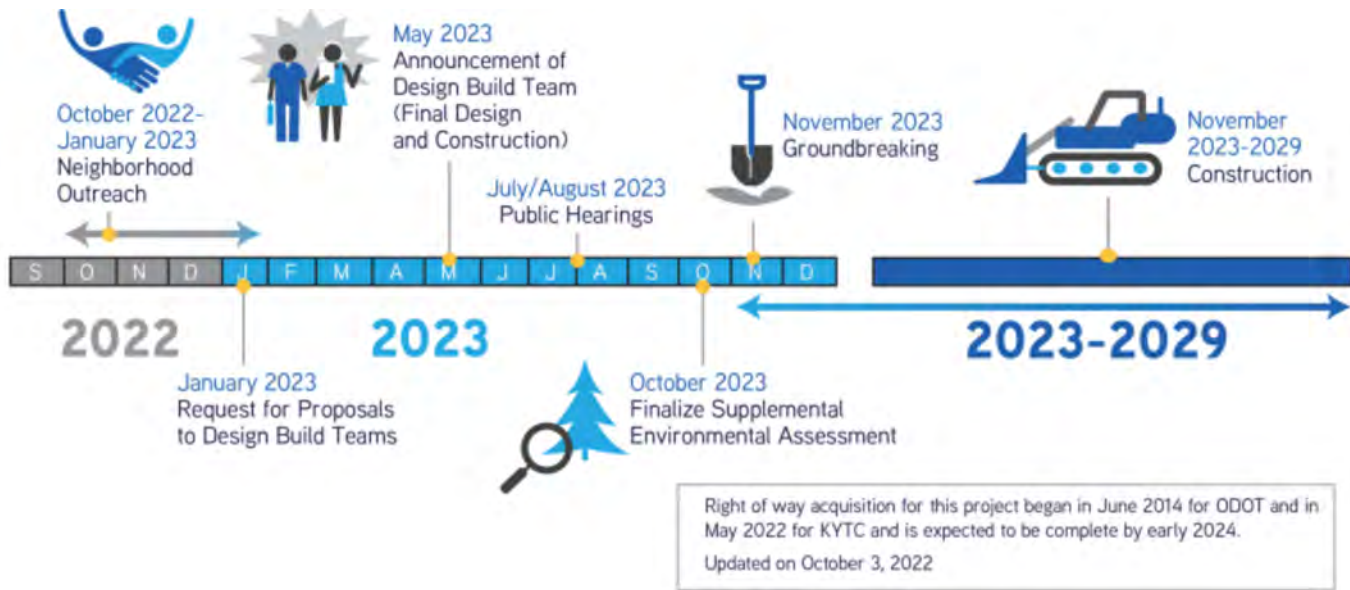
[CONTACT US](#)



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 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, 12/12/2022

**KENTUCKY BROAD NEIGHBORHOOD OPEN HOUSE MEETING**

Wednesday, December 14, 2022 (afternoon and evening)  
View the presentation from the neighborhood meeting.

**OHIO NEIGHBORHOOD MEETINGS**

- CUF, 11/15/2022
- CBD Riverfront, 11/29/2022
- Camp Washington, 12/12/2022

West End, 12/20/2022

**OHIO BROAD NEIGHBORHOOD OPEN HOUSE MEETING**

Tuesday, December 13, 2022 (afternoon and evening)  
View the presentation from the neighborhood meeting.

**PUBLIC HEARINGS**

Public hearings will be held in July/August of 2023, once the Supplemental Environmental Assessment (EA) is made publicly available. The Supplemental EA and information and exhibits about the project and its expected impacts to the human and natural 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 held. Public hearing dates, times, and locations have not been determined yet. You can be notified when the meetings are scheduled.



s, times, and locations  
g up for project update

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.

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

NAME

NAME

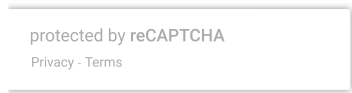
EMAIL

EMAIL

MESSAGE

SIGN UP

ZIP CODE



SUBMIT

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



CONTACT US



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



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

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Attachment 2: Sign-In Sheet



# West End

Community Council

PO Box 14424  
Cincinnati, Ohio 45250

## General Body Meeting

Location: Lincoln Recreation Center

Date: 12/20/22

Time: 6:00 PM

	Name	Email	Mailing Address
1	NOSH OBSTEN	on file	on file
2	Deborah Stone		
3	Stanford Porel		
4	Fannie Shaw		
5	Don S Marshall		
6	Clare Pollock		
7	Chamy WALTER		
8	Galen Gordon		
9	Emma Norbut		
10	Kim Hale-McCarty		
11	Sharon Watkins		
12	J P Lunsol		
13	Wendene Nelson		
14	Keloni Parks		
15	Joseph Besta		
16	Tommy Arnold		
17	KIKKI APPLETON		
18			
19			
20			

▼ About this call

People

Info

Chat

Activities



Jodi Heflin (You)



West End Commun...

Meeting host



Amber Kelly



Andre Mauldin



Anita D. Robinson



Antoine Mauldin



Jason Mickey



Jemelle Howard



Jim Benedict



Keith Blake



Keith Blake

Presentation



Larry Collins

Participants and Bicycles

Participants across 1-75

Participants path

Participants use path along Winchell

Participants connections to local

Participants

You

Keith +20



LaShonda Wright



▼ About this call

People

Info

Chat

Activities



Keith Blake  
Presentation



Larry Collins



LaShonda Wright



M Mallory



Mark Alexander



NaQuia Chante



Nick Johnson



Noah O'Brien



+1 513-\*\*\*-\*\*\*09



+1 513-\*\*\*-\*\*\*37



+1 513-\*\*\*-\*\*\*67



+1 513-\*\*\*-\*\*\*91

A call gallery at the bottom of the screen shows two active call thumbnails. The first thumbnail is labeled 'You' and shows a landscape with mountains and a sun. The second thumbnail is labeled 'Keith +20' and shows a city street scene. Both thumbnails have a mute icon in the top right corner.



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## Attachment 3: Photographs

## West End Neighborhood Meeting

December 20, 2022



Photograph 1. West End Neighborhood Meeting held on December 20, 2022



Photograph 2. West End Neighborhood Meeting held on December 20, 2022

**West End Neighborhood Meeting**  
**December 20, 2022**



Photograph 3. West End Neighborhood Meeting held on December 20, 2022



Photograph 4. West End Neighborhood Meeting held on December 20, 2022



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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 the West End neighborhood the opportunity to share feedback with the Project Team
- Agenda
  - General project overview
  - Project specifics in the West End area
  - Discussion/feedback from West End residents



The reason we're here tonight is to give a brief overview of the Brent Spence Bridge Corridor Project both for those of you who aren't familiar with the project and for those of you who have been following the progress over the past decade. We're also here to give specific details about what the project will look like in and near the West End neighborhood. Most importantly, tonight we're focusing on hearing from the residents of West End. We're here to answer your questions and to listen to your feedback about the project.

## Project History

2000	
2005	← 2004   ODOT & KYTC begin BSB Corridor Project
	Alternatives Development & Evaluation Preliminary Engineering Impact Assessment Public & Stakeholder Input
2010	← 2012   EA & FONSI - Preferred Alternative I
	Design Refinements Cost/Impact Reductions Enhancements Property Acquisition Funding Identification
2015	
2020	← 2022   Concept I-W

For those of you who haven't been following the project for the last 15 years, let's go over a quick history.

In 2004, ODOT and KYTC formally began studying ways to improve 7.8 miles of I-71 and I-75 in Kentucky and Ohio. In Ohio, that includes I-75 from the Brent Spence Bridge to just north of the Western Hills Viaduct. Through a series of preliminary engineering and planning studies, we developed several potential alternatives for improving the corridor. We completed preliminary engineering and evaluated the impacts of each alternative. We also held several public meetings to gather feedback on the alternatives. The whole process led to the development of an Environmental Assessment (which is abbreviated "EA" on this slide) that compared the benefits and impacts of the alternatives and recommended one alternative – called the preferred alternative - to move forward into detailed design and construction. After reviewing the EA and gathering more feedback through public hearings, the Federal Highway Administration issued a decision called a "Finding of No Significant Impact" (also called a FONSI, as shown on this slide), which marked the formal approval the project and allowed the preferred alternative – Alternative I – to move into the next stages of design.


Since the approval of the FONSI in 2012, ODOT has been studying ways to improve the design, simplify the construction, reduce costs, reduce impacts, and incorporate additional enhancements into the project. These studies resulted in several refinements to Preferred Alternative I, which we are referring to as "Concept I-W" and what we will be presenting to you tonight.

Also since 2012, ODOT has purchased most of the land needed to build the project. In addition, we've begun detailed design from Linn Street to the northern project limits.

## Project Description

### Ohio

- Widen I-75
- Rebuild all overpass bridges and interchanges
- Build a collector-distributor system
- Tie into Mill Creek Expressway-Hopple Street Interchange project
- Tie into the Western Hills Viaduct project
- Add a northbound exit to Ezzard Charles Drive
- Connect to I-71 and US-50E



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

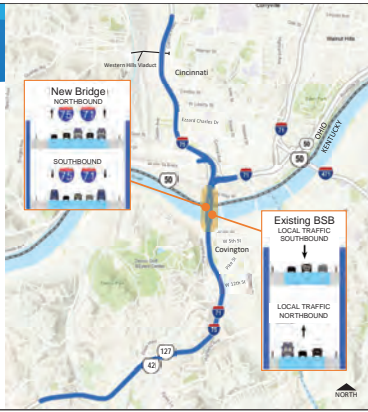
In Ohio, the project will add one lane in each direction to I-75, remove left exits, and rebuild all bridges and interchanges. (#) Beginning near Ezzard Charles Drive, a collector-distributor system will be added to connect I-75 traffic to and from the local street network and US-50 West. (#) In the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



## Project Description

### Brent Spence Bridge

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



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

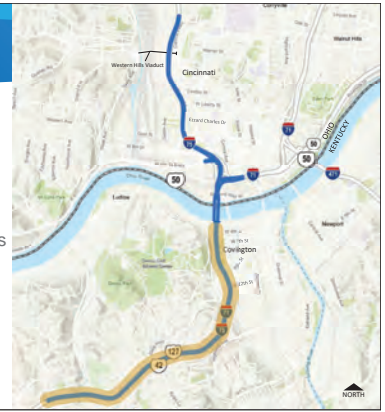
Let's move south to the Brent Spence bridge crossing. The project will build a new double decker companion bridge with five lanes on each deck west of the existing BSB. The new bridge will carry through (interstate) traffic. (#)

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

## Project Description

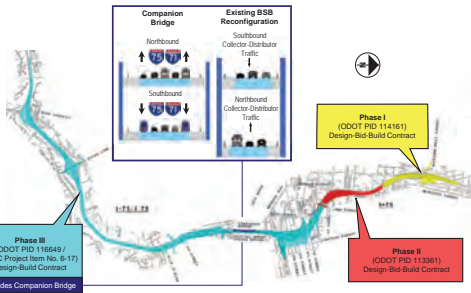
### Kentucky

- Widen I-71/I-75
- Rebuild all overpass bridges and interchanges
- Extend frontage roads in Covington
- Construct collector-distributor systems in Covington and Ft. Mitchell/Ft. Wright



In Kentucky, the project will widen I-71 and I-75 and rebuild all overpass bridges and interchanges. The project will also extend existing frontage roads to improve connectivity in Covington. A collector-distributor system will also be built beginning in Covington to connect interstate traffic to and from the local street network. Lastly, collector-distributor ramps will be built in Fort Mitchell and Fort Wright to reduce the need for traffic to weave between ramps and the through lanes on the interstate.

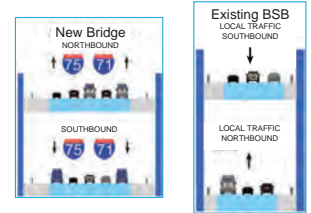
## Project Description



The project is going to be built in three phases. Phase I (shown in yellow) will stretch from Findlay Street to the north. Phase II (shown in red) will stretch from Linn Street to Findlay Street. Phase III (shown in blue) will build everything else, including the new companion bridge. Phase I, which is located in the northern portion of West End 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, which is located in the heart of West End is also under design with construction expected to begin in 2025. Phase III, extends into the southern portions of West End will be built under a progressive design-build contract which will begin in 2023.

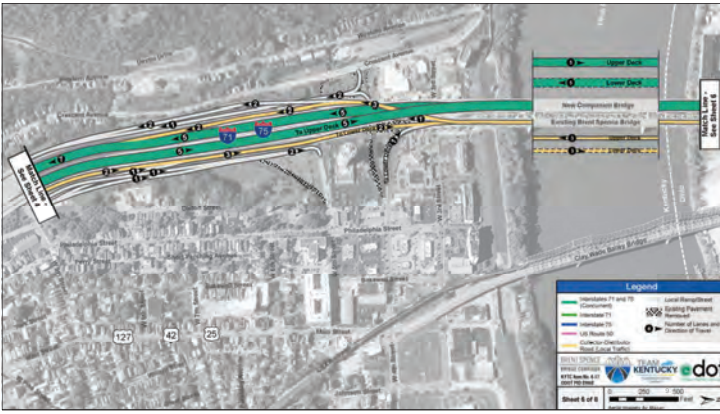
## What Has Changed?

- 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

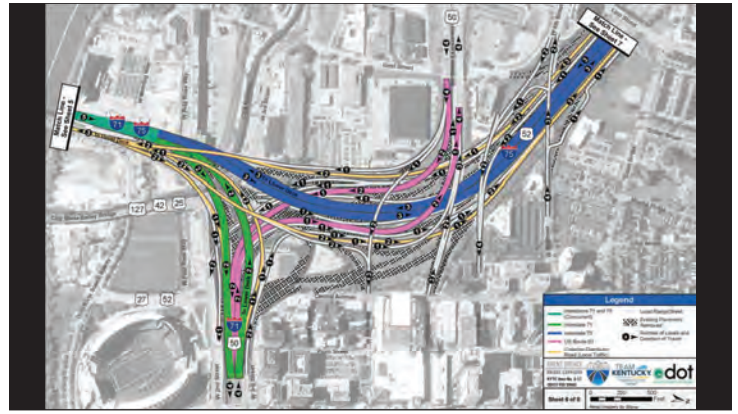


As mentioned earlier, since the 2012 EA and FONSI, ODOT has been studying ways to improve the design, simplify the construction, reduce costs, reduce impacts, and incorporate additional enhancements. One of the biggest changes is how traffic will travel across the Ohio River. The Preferred Alternative identified in 2012 mixed local and interstate traffic on both bridges. The 2012 design also placed northbound and southbound traffic on the same bridge decks, which required additional width for a median to safely separate opposing traffic.

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



This slide shows how traffic will move across the Ohio River. Interstate traffic (shown in green) will use the companion bridge and stay on the interstate corridor to travel through Covington and Cincinnati. Local traffic will use ramps and the collector-distributor system to travel to destinations in Cincinnati and Covington.



This slide shows how traffic will through Cincinnati. The blue lines show how I-75 traffic will travel to and from the companion bridge. The green lines show how traffic 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.

Other changes since 2012 include reducing shoulder widths on I-71, I-75, and collector-distributor roads to 10 feet to match current design standards. Previous design standards were 12 feet. In addition, the design speeds on I-71, I-75, and the collector-distributor roads were adjusted to match the posted speed limits – which is 55mph for the interstate and 45 mph for the collector-distributor roads. This is 5 mph less than the 2012 design and allows us to reduce the overall area needed to build the roadways. We also reduced the number of lanes on some of the frontage roads in Kentucky.



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

### What Has Changed?

- Reconfigured Downtown Cincinnati Ramps

Additional changes evaluated

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

**Note: Click to walk through ramp changes (marked by #)** | Another change is the layout of the ramps in Downtown Cincinnati. First, ODOT optimized the interchange layout to use land formerly occupied by the Dunnhumby building. More recently, the City asked ODOT to evaluate ramp changes to open up additional land for redevelopment. (#) Based on the City's request, the 4th street ramp to NB I-75 was removed. (#) To provide access for traffic that would have used 4th Street, a new entrance ramp to NB I-75 was added to 3rd Street. (#) The SB exit to 5th Street was removed, which also resulted in fewer lanes on the SB collector-distributor road and at the Central Avenue intersection. The 7th Street exit was also widened to provide additional lanes for traffic that would have used the 5th Street exit. (#) The NB exit to 5th Street was moved closer to the highway to intersect the US 50 ramp at a traffic light, and one more lane was added to the US 50 ramp to make sure all traffic could move smoothly through the light. (#) The 6th Street connection to Winchell Avenue was removed and replaced with a new connection between 6th Street and the NB collector-distributor road. (#) All these changes will open up about 9.5 acres of land for redevelopment, which has been a consistent comment we've been hearing from the public in the last several months.

ODOT has also received several comments about depressing I-75 through downtown Cincinnati and extending downtown streets to form an urban street grid similar to Fort Washington Way. Because I-75 first passes over the railroad, it would have to descend at very steep grades (around 8%) in order to be depressed through downtown. This doesn't meet current design standards which state the maximum grade must be 5%. In addition, such steep grades would introduce safety concerns, particularly given the large number of trucks that travel on I-75. Since I-75 cannot be lowered, local streets would need to be raised to form an urban street grid across I-75, which would increase the project footprint. Finally, building an urban street grid would require starting and ending US 50 on either side of I-75. Moving all local traffic to an urban street grid as opposed to the collector-distributor system currently included in Concept I-W would also substantially increase traffic on the local streets in Covington.



This drawing shows what the Downtown interchange area might look like once the project is built.

## What Has Changed?

- Northbound I-75 entrance ramp moved from Freeman to Winchell
- One Ezzard Charles Drive bridge
- Minimize work along Winchell



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

Turning our focus to the heart of West End, 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.

## Noise

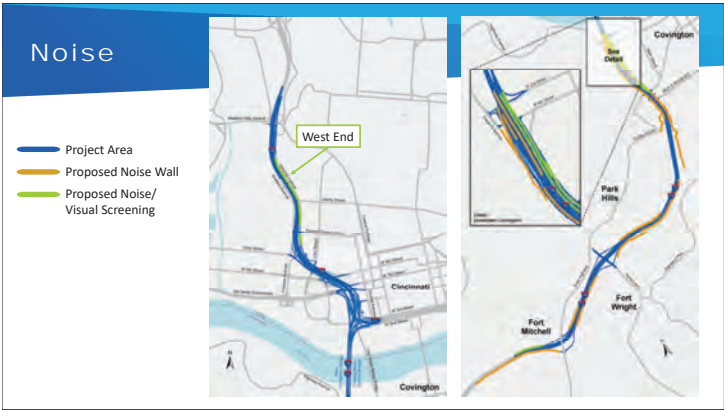
- ODOT Noise Policy
- Developed in partnership with FHWA
- Define thresholds for whether a noise barrier is feasible and reasonable
  - Are areas of frequent human exterior use present?
  - Does the noise level exceed certain established thresholds?
  - Does the noise level substantially increase?
  - 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



Now let's dig into how the project will impact West End, starting with noise. 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.



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. We will show some examples of what specific locations in West End will look like in just a few slides.

## Pedestrians and Bicycles

- Connections across I-75
  - Sidewalks
  - Shared use paths
  - Bike lanes
- New shared use path along Winchell Avenue
- Improved connections to local destinations

The project will install bicycle and pedestrian infrastructure on connections across I-75 like what is shown here for 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 in West End. 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 connection 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 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 view shows what the new, two-way bridge on Ezzard Charles Drive will look like. Notice the wide shared use path on the right and the sidewalk on the left. Also notice the planters, screenwall, and decorative lighting on the bridge. The bridge lights and traffic signal supports will be black and meet City aesthetic standards.




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

**BRENT SPENCE**  
BRIDGE CORRIDOR




# THANK YOU!

For more detailed information or to provide feedback visit:  
[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)



[BRENTSPENCEBRIDGECORRIDOR.COM](http://BRENTSPENCEBRIDGECORRIDOR.COM)



This concludes our formal presentation. We would like to hear your thoughts about the project. You can also visit a [Publicinput.com](http://Publicinput.com) to review information about the project and provide your feedback.

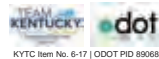


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## Attachment 5: Exhibits



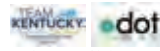
**Brent Spence Bridge Corridor - Ohio**  
 (Looking North Near Ezzard Charles Drive)



KYTC Item No. 6-17 | ODOT PID 89068



**Ezzard Charles Drive (Looking West) - Ohio**



KYTC Item No. 6-17 | ODOT PID 89068



**Findlay Street (Looking West) - Ohio**



KYTC Item No. 6-17 | ODOT PID 89068





