



Brent Spence Bridge Corridor Project Open-House Project Update Meetings August 23 and 24, 2023

Summary

Two open-house project update meetings were held in Kentucky and Ohio. The first meeting was held on August 23, 2023 from 4:00 pm to 7:00 pm at the Radisson Hotel (668 West 5th Street, Covington, Kentucky). The second meeting was held on August 24, 2023 from 4:00 pm to 7:00 pm at Longworth Hall (700 W. Pete Rose Way, Cincinnati, Ohio). The meetings were advertised via the following methods (see Attachment 1):

- The project website (www.brentspencebridgecorridor.com);
- Press releases by the Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) on August 9, 2023;
- Distribution of an advertising flyer to the Project Advisory Committee on August 9, 2023;
- Posts on the project social media pages on August 10, 2023;
- Distribution of an advertising flyer to the project Diversity and Inclusion Committee on August 11, 2023;
- A notification to members of the project mailing list on August 11, 2023;
- Facebook events for each meeting; and
- Coverage in local print and television media.

Attendees at the meeting included the Federal Highway Administration, KYTC, ODOT, the project team, local agencies, and members of the public. In total, 181 members of the public attended the meeting on August 23, 2023, excluding the project team. In addition, 137 members of the public attended the meeting on August 24, 2023, excluding the project team. See Attachment 2 for sign-in sheets from both meetings. Photographs are included in Attachment 3.

The meetings followed an open-house format. Attendees were invited to view a pre-recorded presentation and to browse exhibits providing details about the project. A looping presentation showing a flyover animation of the proposed project and multiple renderings of what the completed project might look like was also available for viewing. Members of the project team were present to answer questions and respond to feedback throughout the meetings. A transcript of the presentation is provided in Attachment 4. Copies of the exhibits and the flyover/rendering presentation are provided in Attachment 5. Two project fact sheets, a handout explaining collector-distributor system, and comment forms were also provided (see Attachment 6).

The project advertisements and project website provided information offering Spanish translation services upon request. Spanish written comment forms were also available at the public meetings. No requests for



Spanish translation services or Spanish comment forms were received. Both locations were accessible to persons with disabilities and via local transit.

The comment period for the open-house project update meetings began on August 9, 2023 and concluded on September 8, 2023. Comments were collected via written forms returned at the meetings, email, phone, direct mail, and the project website. During the comment period, the following were received:

- 46 comments received via the project website;
- 26 comment forms returned at the public meetings; and
- 5 comments received via email.

No comments were received via phone or direct mail. Attachment 7 includes responses to all comments received during the comment period. The comment and response summary will also be posted on the project website (www.brentspencebridgecorridor.com). Individuals on the project mailing list will be notified when the comments and responses are made publicly available.



Attachment 1: Advertising and Media

From: Jake Ryle <jake.ryle@subscriptions.kentucky.gov>

Date: Wednesday, August 9, 2023 at 5:11 PM

Subject: Brent Spence Bridge Corridor Project Team Invites Public to August Open House Events



FOR IMMEDIATE RELEASE

Media Contact:

KYTC: [Chuck Wolfe](#) - (502) 892-9038

ODOT: [Matt Bruning](#) - (614) 512-5121

Brent Spence Bridge Corridor Project Team Invites Public to August Open House Events

CINCINNATI - The Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) will conduct two open house events this month to update the public on the \$3.6 billion Brent Spence Bridge Corridor Project.

One meeting will be held in Kentucky and one in Ohio to allow the public to browse exhibits, review project information, provide comments, and talk one-on-one with the project team. The public is encouraged to attend at any time during the three-hour event at their convenience.

No preregistration is required.

Open House Schedule

Kentucky: Wednesday, Aug. 23, 4-7 p.m.
Radisson Hotel
668 West 5th Street
Covington, KY 41011

Ohio: Thursday, Aug. 24, 4-7 p.m.
Longworth Hall
700 West Pete Rose Way
Cincinnati, OH 45203

About the Brent Spence Bridge Corridor Project

The Brent Spence Bridge Corridor Project is designed to improve approximately eight miles of Interstates 71 and 75 through Kentucky and Ohio, including the addition of a new companion bridge to the west of the existing Brent Spence Bridge to reduce congestion, improve traffic flow and safety, and maintain key regional and national transportation corridors. More information about the Brent Spence Bridge Project is available at www.BrentSpenceBridgeCorridor.com.



SUBSCRIBER SERVICES: [Manage Subscriptions](#)



From: Ohio Department of Transportation <OhioTransportation@info.dot.ohio.gov>

Sent: Wednesday, August 9, 2023 5:11 PM

Subject: NEWS RELEASE: Brent Spence Bridge Corridor Project Team Invites Public to August Open House Events

Having trouble viewing this email? [View it as a Web page.](#)



Media Contact:

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ODOT: [Matt Bruning](#) - (614) 512-5121

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Stay Connected with the project:



SUBSCRIBER SERVICES:
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From: Mark Becherer
Sent: Wednesday, August 9, 2023 5:44 PM

To: [Redacted]

Cc: [Redacted]

Subject: Brent Spence Bridge Corridor Open Houses Flyer -- PAC Notice
Attachments: 13-Advertising Flyer.pdf

All – See the attached flyer for upcoming Brent Spence Bridge Corridor Open Houses. Please share within your organizations and join us at one or both open houses. We will review the contents of the Open House during our January 21, 2023 meeting. Look forward to seeing you there.

The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) are holding **open house project update meetings** for the Brent Spence Bridge (BSB) Corridor Project.

Purpose: To share updates on the BSB Corridor Project

Format: Open-house-style meetings. Residents may come at any time between 4:00pm and 7:00pm to browse exhibits, review project information, and talk one-on-one with the project team.

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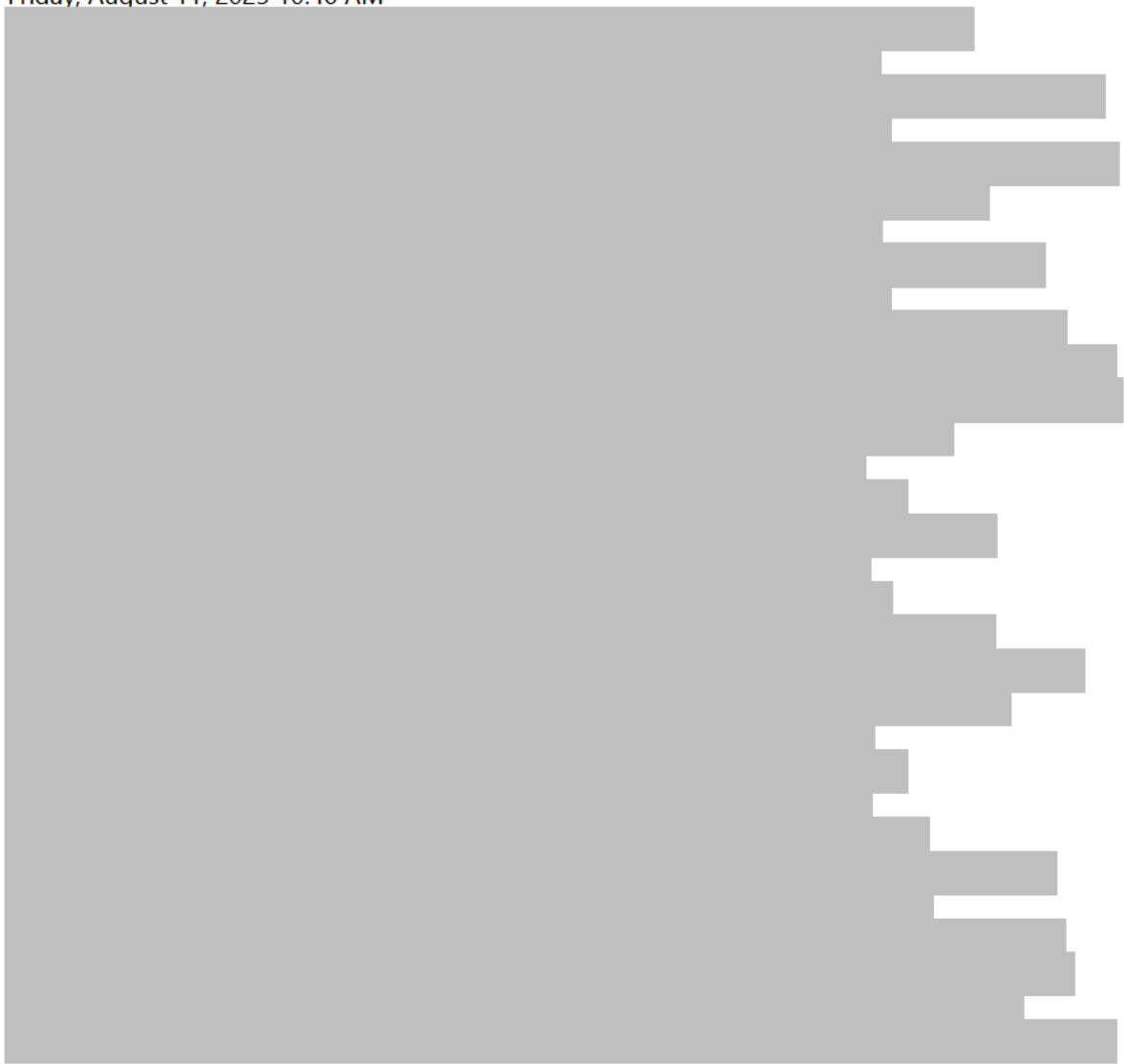
Thanks

Mark Becherer
Vice President



HNTB CORPORATION
401 B Street, Suite 301 San Diego, CA 92101 | www.hntb.com

From: Sherry Kish
Sent: Friday, August 11, 2023 10:46 AM
To:



Subject: Hughley-Culbertson, Wanda (FHWA)
Brent Spence Bridge Corridor Open House Notice
Attachments: 13-Advertising Flyer.pdf

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Sherry R. Kish

Office: (614) 493-5510

Cell: (614) 507-0504

Email: skish@hntb.com

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BRENT SPENCE
BRIDGE CORRIDOR



TEAM KENTUCKY
TRANSPORTATION CABINET



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

You're Invited

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Longworth Hall
700 W. Pete Rose Way, Cincinnati, OH 45203

You may also view information on the project website by scanning the code at right or by visiting www.brentspencebridgecorridor.com.

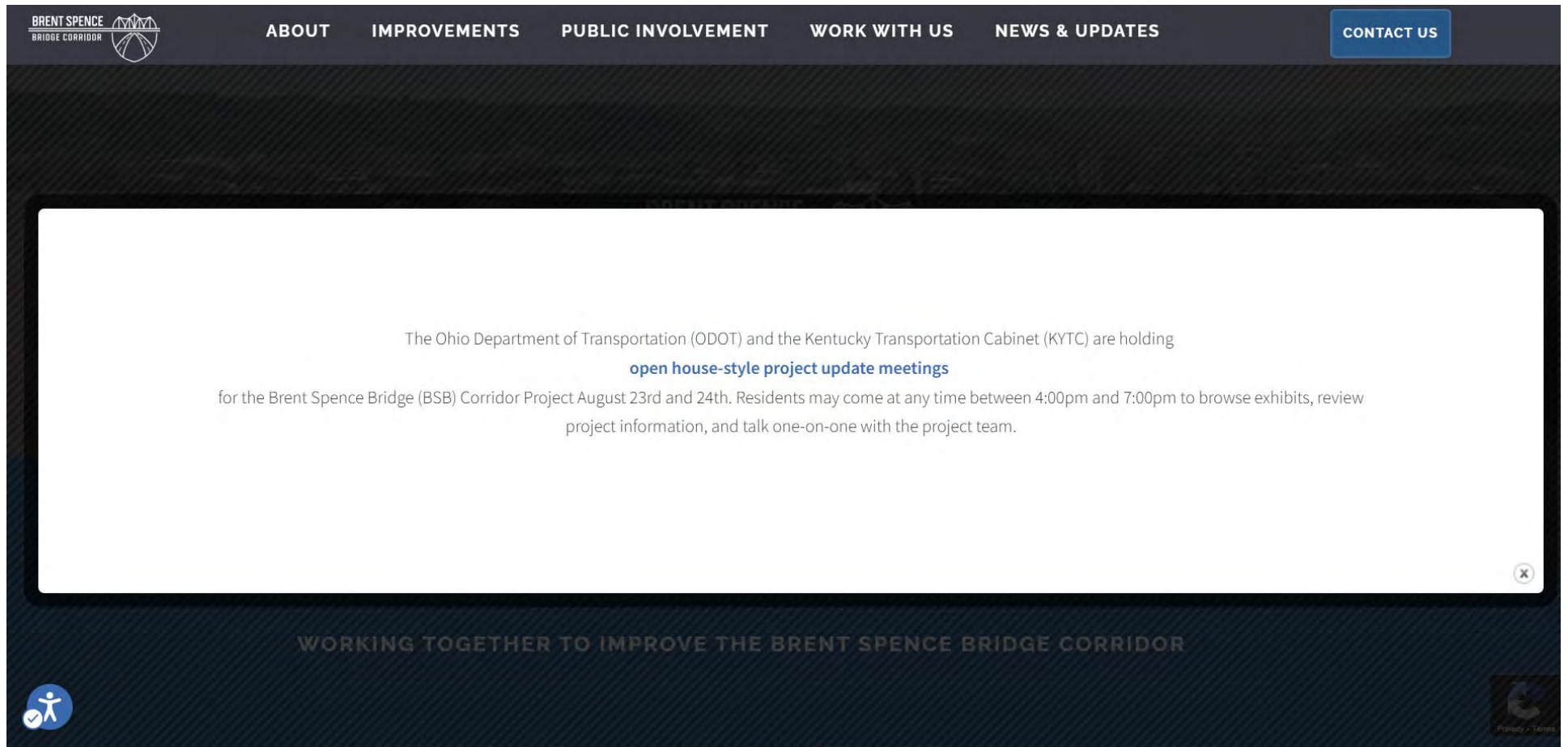
Si desea que los materiales para esta reunión son traducidos a español, contacte a Domingo Martinez tan pronto que sea posible a Domingo.Martinez@dot.ohio.gov o por teléfono a (513) 933-6136.



Public participation is solicited without regard to race, color, sex, age, national origin, or disability. The Ohio Department of Transportation is committed to providing access and inclusion and reasonable accommodation in its services, activities, programs, and employment opportunities in accordance with the Americans with Disabilities Act (ADA) and other applicable laws. To request a reasonable accommodation due to a disability, or language interpretation or translation services to participate in this meeting please contact Keith Smith, 1-800-831-2142 or Keith.Smith@dot.ohio.gov as soon as possible.

Source: <https://brentspencebridgecorridor.com/>

Accessed: 8/9/2023



The screenshot shows the website for the Brent Spence Bridge Corridor project. The top navigation bar includes links for ABOUT, IMPROVEMENTS, PUBLIC INVOLVEMENT, WORK WITH US, NEWS & UPDATES, and a CONTACT US button. The main content area features a white box with the following text:

The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) are holding [open house-style project update meetings](#) for the Brent Spence Bridge (BSB) Corridor Project August 23rd and 24th. Residents may come at any time between 4:00pm and 7:00pm to browse exhibits, review project information, and talk one-on-one with the project team.

At the bottom of the page, there is a tagline: "WORKING TOGETHER TO IMPROVE THE BRENT SPENCE BRIDGE CORRIDOR". In the bottom left corner, there is an accessibility icon (a person with a checkmark), and in the bottom right corner, there is a small icon with the text "Privacy - Terms".

PUBLIC OPEN HOUSE UPDATE MEETINGS – AUGUST 23-24, 2023

The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) are holding **open house-style project update meetings** for the Brent Spence Bridge (BSB) Corridor Project. Residents may come at any time between 4:00pm and 7:00pm to browse exhibits, review project information, and talk one-on-one with the project team.

KENTUCKY

Wednesday, August 23, 2023 | 4:00pm – 7:00pm Radisson Hotel
668 West 5th Street, Covington, KY 41011

OHIO

Thursday, August 24, 2023 | 4:00pm – 7:00pm Longworth Hall
700 W. Pete Rose Way, Cincinnati, OH 45203

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

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[Proposed Improvements](#)

[Construction Phases](#)

[Traffic Flow Exhibit](#)

[Potential Impact Summary](#)

[BSB Corridor Mapping](#)

[Enhancement and Mitigation](#)

[Multimodal Features](#)

[Cincinnati Local Streets](#)

[Selected Renderings](#)

[Progressive Design – Build Innovation Process](#)

[Advertising Flyer](#)

[Comments Are Welcome](#)

[Project Fact Sheet 1](#)

[Project Fact Sheet 2](#)

[Collector-Distributor Handout](#)

[Additional Renderings](#)

From: Brent Spence Bridge Corridor <info@brentspencebridgecorridor.com>
Sent: Friday, August 11, 2023 6:30 AM
To:
Subject: Brent Spence Bridge Corridor Project Update - Open Houses in August

Brent Spence Bridge Corridor August 8, 2023 eNewsletter



Brent Spence Bridge Corridor Project Team Invites Public to August Open House Events

The Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) will conduct two open house events this month to update the public on the \$3.6 billion Brent Spence Bridge Corridor Project.

One meeting will be held in Kentucky and one in Ohio to allow the public to browse exhibits, review project information, provide comments, and talk one-on-one with the project team members.

The graphic below provides a list of past and upcoming project milestones. The design-build team of Walsh Kokosing was announced July 27 by Governors Mike DeWine and Andy Beshear. Upcoming activities after the open house events include public hearings, which will occur later this year or early next, with the finalization of the supplemental environmental assessment expected in February. Construction will begin in 2024.

There is no formal presentation and preregistration is not required for the open house events. Attendees may arrive at their convenience during each three-hour event. All open house exhibits and materials are available on the [project website here](#).

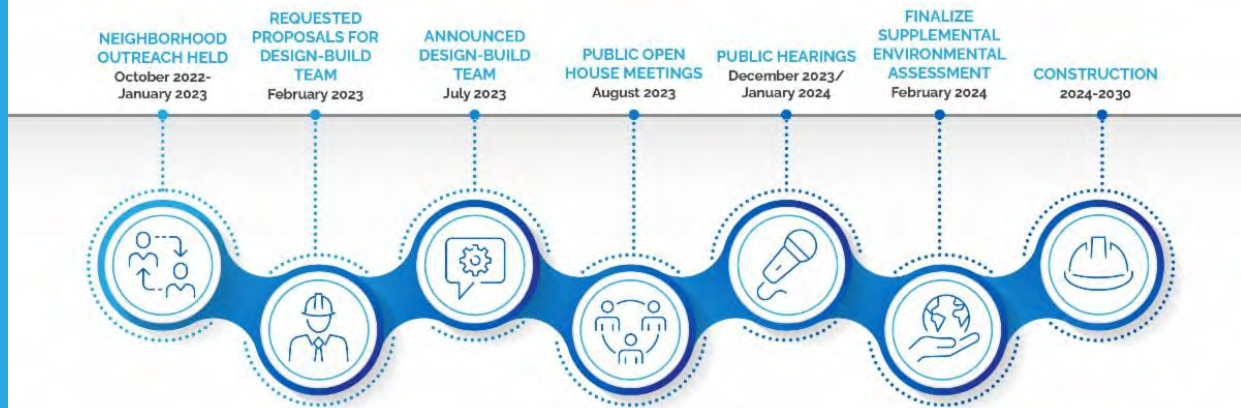
Open House Schedule

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668 West 5th Street, Covington, Ky., 41011

Ohio
Thursday, Aug. 24 | 4-7 p.m.
Longworth Hall
700 West Pete Rose Way, Cincinnati, 45203

The project team has updated the project timeline to reflect an adjustment to the environmental process. This change does not have an impact on the construction schedule or overall completion of the project.



Right of way acquisition for this project began in June 2014 for ODOT and May 2022 for KYTC and is expected to be complete in 2024. Updated: August 03, 2023

SHARE YOUR THOUGHTS AND IDEAS

The Brent Spence Bridge Corridor Project team welcomes comments and feedback from the public. To submit a question or comment, visit the project [website](#) and click on the “Contact Us” button in the upper right-hand corner.

Responses to all public comments can be viewed on the [Public Involvement and Comments](#) section of the website. This section features project exhibits, summaries of outreach activities, and responses to questions posed to the project team during meetings or via email. The document with the responses from all sources is updated monthly.

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 powered by



Source: <https://www.facebook.com/BSBCorridor/>

Posted: 8/10/2023

Brent Spence Bridge Corridor
August 10 at 12:26 PM · 🌐

Save the Date

All are invited to our open house events hosted by the [Ohio Department of Transportation](#) and the [Kentucky Transportation Cabinet](#).

Hear the latest [Brent Spence Bridge Corridor](#) updates, browse exhibits and talk one-on-one with members of the project team.

Hours: 4 to 7 p.m. Come at any time.

Aug. 23, Radisson Hotel, Covington
Aug. 24, Longworth Hall, Cincinnati

**BRENT SPENCE
BRIDGE CORRIDOR** 

SAVE THE DATE!

The image is a Facebook post for the Brent Spence Bridge Corridor. It features a dark background with a calendar grid showing a red pushpin on the date August 23. The text is white and blue, providing details about open house events on August 23 and 24. Logos for the Brent Spence Bridge Corridor, the Ohio Department of Transportation (dot), and TEAM KENTUCKY are included at the bottom.

Source: <https://twitter.com/BSBCorridor/>

Posted: 8/10/2023



Brent Spence Bridge Corridor @BSBCorridor · Aug 10



All are invited to our open house events hosted by @ODOT_Statewide & @KYTC

Hear the latest @BSBCorridor updates, browse exhibits and talk one-on-one with the project team. Hours: 4 to 7 pm. Come at any time.

Aug. 23, Radisson Hotel, Covington

Aug. 24, Longworth Hall, Cincinnati



Source: Cincinnati Enquirer, published 8/20/2023

Brent Spence Bridge timeline spans a decade; Public invited to attend open houses this week

By, Patricia Gallagher Newberry, Cincinnati Enquirer

Likely items on the 2023 punch list for the **Brent Spence Bridge** Corridor team:

Get Joe Biden to town to crow about federal support.

Hire primary contractors to launch the project.

Get a shovel in the ground.

With Nos. 1 and 2 complete - the president visited in January and contractors came on in July - officials are now moving toward an "early 2024" groundbreaking, a change from an earlier November target. "Substantial construction" will soon follow.

As they firm up the calendar for \$3.6 billion worth of construction, here's what's next for what will be the "largest project ... ever built" by **Ohio** and **Kentucky** transportation departments, in the words of **Ohio** Department of Transportation (ODOT) spokesman Matt Bruning.

First on the list: Open houses for the public this Wednesday and Thursday.

What will be built when?

Bridge work will come first. That's what will begin "later in 2024 or early 2025" and continue to 2030, Bruning said.

That phase of work will include reconfiguration of the existing **Brent Spence Bridge**, reducing both decks from four to three lanes for local traffic. It will also include construction of a new yet-to-be named companion bridge to the immediate west to carry Interstate 71 and Interstate 75 traffic.

Phase two of construction will run from Linn Street to Findlay Street, starting in 2026 and ending in 2029.

The final phase will include work from Findlay to just past the Western Hills Viaduct. That will happen between 2029 and 2032.

Given the complexity of the work, "timelines may shift slightly from time to time," Bruning said. "However, we will continue to work with all parties to keep the project on target."

What's the order of the bridge work?

The companion bridge will be built before the upgrades on the existing bridge, according to Walsh Kokosing Design-Build Team, the firm selected in July to lead the project. That will allow the new bridge to absorb traffic from the existing bridge when that work is under way.

Vehicles will be able to use one or the other bridge throughout the project, Bruning confirmed.

But interruptions are possible. "Traffic impacts, road closures and delays are expected to maintain a safe work zone," the project website says.

Walsh Kokosing, by the way, is the primary contractor for just the first phase of work, with a \$3.1 billion contract.

Work on the final two miles will happen under separate contracts, worth a combined \$500 million. Contractors can bid for the second phase of work beginning in February 2026 and the third leg beginning in October 2028.

What does the project include besides bridge work?

In all, eight miles of **I-71** and **I-75** will see construction during the project. When complete, the interstates will be wider; on- and off-ramps will be reconfigured; and streets over the interstates will be safer for pedestrians and bikes.

Additionally, **Ohio** and **Kentucky** officials say they will fix flooding and sewer overflow issues in communities along the path.

In **Cincinnati**, **I-75** will get a northbound exit at Ezzard Charles Drive, providing more access to West End, Over-the-Rhine, **Cincinnati** Museum Center and TQL Stadium. **I-75** will also include a new interchange onto the Western Hills Viaduct.

Additionally, officials must win approval of an updated environmental assessment. They expect a response from the federal government on that by February.

What's happening with Bridge Forward?

The **Cincinnati** grassroots group known as Bridge Forward continues to advocate for sinking **I-75** and U.S. 50 as they pass by Downtown to allow for the city street grid to be

extended into Queensgate.

That design would add \$65 million to \$80 million to the project cost, state officials have told Bridge Forward.

"It's a chip shot to get to that," former **Cincinnati** mayor and Bridge Forward supporter John Cranley said. "It really makes Queensgate a potential neighborhood."

Bruning confirmed the \$65-to-\$80 million estimate as "very preliminary," adding that **Ohio** and **Kentucky** are not looking to add costs to the project. "We cannot answer where those additional funds would come from," he said.

Bridge Forward leaders are investigating possible funding sources, founder Brian Boland said.

"We are confident that the local support is there if ODOT will allow the local leaders to have the final say," he said.

The group is currently seeking support from members of the **Ohio** Statehouse **Cincinnati** delegation, having won endorsement from **Cincinnati** City Council and Hamilton County Commission this spring.

Said Rep. Bill Seitz, a Republican from Green Township: "I am for getting this project completed without one minute's further delay and otherwise am ambivalent about the suggested changes."

How can the public learn more or weigh in?

Members of the public can see exhibits, offer comment and talk with transportation officials at this week's open houses.

Wednesday, 4-7 p.m., at the Radisson Hotel, 668 W. Fifth St., Covington.

Thursday, 4-7 p.m., at Longworth Hall, 700 W. Pete Rose Way, **Cincinnati**.

A public hearing is expected in December, with details to come.

Comments and questions can also be submitted online, where answers to earlier questions are posted.



WEDNESDAY, AUGUST 23, 2023 AT 4 PM – 7 PM EDT

Brent Spence Bridge Corridor Project August Open House Event - Kentucky

Radisson Hotel-Covington

About

Discussion

Interested

Going

Invite

Details

- 14 people responded
- Event by Brent Spence Bridge Corridor
- Radisson Hotel-Covington
- Duration: 3 hr
- Public · Anyone on or off Facebook

The Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) will conduct two open house events this month to update the public on the \$3.6 billion B... [See more](#)

Covington, Kentucky





Home & Garden

Music & Audio

Parties

Radisson Hotel-Covington
39.085540, -84.521800

Guests

[See all](#)

3
GOING

11
INTERESTED

Go With Friends



Steve Lane

Invite



Dawn Garrison Trapp

Invite



C Terry Morgan

Invite

Share to Groups

[See all](#)



Strongsville high school class of 2021
Private group · 261 members

Share



Strongsville Boy Scout Troop 226
Private group · 309 members

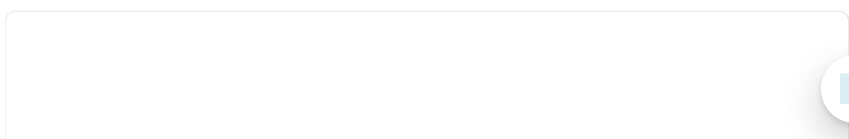
Share



Lakeview Church of God Parma
Public group · 123 members

Share

Meet Your Host





24

THURSDAY, AUGUST 24, 2023 AT 4 PM – 7 PM EDT

Brent Spence Bridge Corridor Project August Open House Event - Ohio

Longworth Hall

About

Discussion

Interested

Going

Invite

Details

2 people responded

Event by Brent Spence Bridge Corridor

Longworth Hall

Duration: 3 hr

Public · Anyone on or off Facebook

The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) will conduct two open house events this month to update the public on the \$3.6 billion B... [See more](#)

Cincinnati



Longworth Hall

700 W Pete Rose Way, Cincinnati, OH

Longworth Hall, located on the west edge of downtown, is home to many of Cincinnati's creative firms and organizations.

Guests

[See all](#)

1
GOING

1
INTERESTED

Go With Friends



Steve Lane

Invite



Dawn Garrison Trapp

Invite



C Terry Morgan

Invite

Share to Groups

[See all](#)



Strongsville high school class of 2021

Private group · 261 members

Share



Strongsville Boy Scout Troop 226

Private group · 309 members

Share



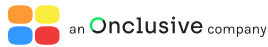
Lakeview Church of God Parma

Public group · 123 members

Share

Meet Your Host





Aug 22, 2023 8:42 AM EDT



Pos.

FOX19 NOW at 7



Channel WXIX (Fox)	Local Broadcast Time Aug 22, 2023 8:42 AM EDT
Market Cincinnati, OH DMA: 36	National Audience 21.8k
Genre News	National Publicity \$5,448
Program Type Local	Local Audience 21.8k
Language English	Local Publicity \$5,448

in ohio." "this is a massive project th likes of which we've never seen in ohio." people living near the **brent spence bridge** corridor project are being updated on progress ... o-dot and the kentucky transportation cabinet are hosting two open houses soon ... the 3-point-6 billion dollar project includes the addition of a new companion **bridge** -- but the final design has not been selected ... however it*could look like this rendering ... at the open houses -- people will be able to see the latest drawings and speak with the project's team.... i think it's important to note that project is not only about getting people on the interstate across the ohio river but it's also a lot of connections between downtown cincinnati and those west end neighborhoods, so there will be a lot of pedestrian accommodations on those interstate crossings. o-dot says they hope to break ground on the project in early 20-24 and have it completed in 20-31.....

YOU AGREE to not publicly broadcast, transfer, display, or otherwise publicly exhibit any part of this clip by any means including posting to social media or a public web site on the Internet. Playback of this clip is intended for private, research, educational and non-commercial use only. Any resale, redistribution, downloading or storage of this clip is strictly prohibited.

BSB 8.24.23

 Total National TV Audience 29,337	Total National TV Publicity USD \$4,902	Total Local TV Audience 29,337	Total Local TV Publicity USD \$4,902
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 Total Radio Audience 377,417	Total Publicity Value USD \$922
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Total Number of Clips 7

[Collapse All Clips](#)



Play

 **WVXU**

Time Aug 24, 2023 8:32 AM EDT
Local Broadcast Time 8:32 AM EDT
Call Sign WVXU (NPR)
Market DMA: 36 Cincinnati, OH
Language English

Est. Audience 64,600
Est. Publicity Value USD \$188



folks in northern kentucky got to ask questions last night and see maps of proposed **brent spence bridge** court or revamp projects the ohio the open house was organized by ohio and kentucky transportation officials as the **project** prepares to move into its design phases phases cummington resident ginger dawson says she's worried about highway exits in covington being too far removed from the city cutting down on visits from travelers otherwise she's looking forward to the long awaited improvements apparently it's going to start towards the end of twenty twenty four and a lot of other things are going to be starting around that same time so it's going to be kind of an exciting time i think officials have secured the necessary three point six billion dollars in funding picked to design build team and shared broad outlines plans include a new bridge that will carry highway traffic leaving the brent spence for local traffic there's another session this afternoon at four o'clock at longworth hall in cincinnati staying cool in

[Read Less](#)



Play

 **Good Morning Cincinnati at 7am**

Time Aug 24, 2023 7:09 AM EDT
Local Broadcast Time 7:09 AM EDT
Category News
Call Sign WSTRDT (MNT)
Market DMA: 36 Cincinnati, OH
Language English



say he did not have a valid driver's license. >>you can now learn more about the new companion bridge being built next. to the **brent spence bridge**, the 1st open house for the **project** was held. last night in covington in tonight's meeting is at longworth hall from 4 to 7. representatives from the kentucky transportation cabinet, and the ohio



Play

 **FOX19 NOW at 7**

Time Aug 24, 2023 7:06 AM EDT
Local Broadcast Time 7:06 AM EDT
Category News
Call Sign WXIX (Fox)
Market DMA: 36 Cincinnati, OH
Language English

Est. National Audience 14,473
Est. National Publicity Value USD \$1,888
Est. Local Audience 14,473
Est. Local Publicity Value USD \$1,888



leaders from the college are expected to attend. you have another chance tonight -- to weigh in on the proposal for the **brent spence bridge** corridor project. this is video from last night's open house in covington. the 3-point-6 billion dollar project includes the addition of a new companion **bridge**. right now -- the design for the project is still being finalized. people at last night's meeting were able to see the proposed designs and talk with the project team. the second open house is tonight



Play

 **SPNLOU**

Time Aug 24, 2023 4:01 AM EDT
Local Broadcast Time 4:01 AM EDT
Call Sign SPNLOU (Spectrum News)
Market DMA: 48 Louisville, KY
Language English



center in the commonwealth. >> the kentucky transportation cabinet and the ohio department of transportation of started open meetings on the **brent spence bridge corridor project**. the meeting tonight was in covington. tomorrow



FOX19 NOW at 6:30

5

Time Aug 23, 2023 6:42 PM EDT
Local Broadcast Time 6:42 PM EDT
Category News
Call Sign WXIX (Fox)
Market DMA: 36 Cincinnati, OH
Language English

Est. National Audience 14,864
Est. National Publicity Value USD \$3,014
Est. Local Audience 14,864
Est. Local Publicity Value USD \$3,014

Play

right now.. an open house is underway - for people to ask questions and learn more about the brent spence **corridor project**. our kendall hyde was there and has more .. the **brent spence bridge** companion bridge **project** design is still being finalized. today -- the design team held an open house.... to allow the public to see the designs and talk one-on-one with the **project** team. for the next two days.. the ohio department of development will be holding open houses. the goal is to allow the public to see the designs and talk one-on- one with the **project** team. the open house features dozens of

Read More



WXXU

6

Time Aug 23, 2023 5:35 PM EDT
Local Broadcast Time 5:35 PM EDT
Call Sign WXXU (NPR)
Market DMA: 36 Cincinnati, OH
Language English

Est. Audience 86,399
Est. Publicity Value USD \$202

Play

residents of cincinnati and northern kentucky will get a chance to get the latest updates about the **brent spence bridge corridor project** tonight and tomorrow transportation officials are holding an open house at the edison hotel in covington tonight another is at longworth hall in cincinnati tomorrow both run from four until seven o'clock attendees will be able to talk to members of odot and the kentucky transportation cabinet teams working on the bridge they can see exhibits and provide feedback the three point six billion dollar **project** looks to add a companion bridge and revamped the **corridor** carrying seventy one and seventy five over the ohio river



Bill Cunningham

7

Time Aug 23, 2023 3:04 PM EDT
Local Broadcast Time 3:04 PM EDT
Category Talk
Call Sign WLWAM (ABC News Radio)
Market DMA: 36 Cincinnati, OH
Language English

Est. Audience 226,418
Est. Publicity Value USD \$532

Play

department of transportation says the groundbreaking for the **brent spence bridge project** will not be this year as originally planned but spokesman matt bruning tells us it'll be early next year instead and bruning says that's not going to delay the plan completion date at any time new informational meetings are going to be held for the public that this afternoon four to seven at the radisson hotel in covington and tomorrow at longworth hall four to seven as

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Visit us at www.criticalmention.com



Attachment 2: Sign-In Sheets



BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8/23/2023)

Name	Representing	Address	Phone	Email
1. Stefan Spiros	ODOT DB			
2. Gary Valentine	KYTC THE OFFICE			
3. Erica Johnson	HNTB			
4. Erica Schneider	ODOT - OES			
5. Tim Hill	ODOT - OES			
6. Edie Parker	ODOT - OES			
7. PHILLIP LANDWEHR	myself			
8. MARY C. LANDWEHR	myself			
9. Mark Bealer	Studio 66			
10. Diel Jayne	resident			
11. Andy Baker	Enthusiast			
12. Justin N. Phillips	Labors Local 265			
13. Tony James	IOOE Local 18			
14. Kathleen Fuller	ODOT DB			
15. Alex Kloentz	Rudd equipment			
16. Matt Mueller	myself			
17. Chris Spadao	Myself			
18. Keith Fess	Sauls Seismic, Inc			
19. Scott Bradford	Self			
20. Aaron Johnson	FWA			

Please print clearly • Contact information is optional



BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8/23/2023)

Name	Representing	Address	Phone	Email
1. <u>Joang Rotten</u>				
2. <u>Carl Boeckman</u>	<u>self</u>			
3. <u>Brian Williams</u>	<u>City of Cincinnati</u>			
4. <u>Mour Diop</u>	<u>FHWA - Ky</u>			
5. <u>Thomas Ross</u>	<u>Local 18</u>			
6. <u>John Ballantyne</u>	<u>FHWA - Ky</u>			
7. <u>Carter Skaggs</u>	<u>Enquirer</u>			
8. <u>Glenn Storrs</u>	<u>self</u>			
9. <u>RICHARD BINSTAD</u>	<u>SELF</u>			
10. <u>Jess Insler</u>	<u>Laborers Local 265</u>			
11. <u>Amy Higgins</u>	<u>self</u>			
12. <u>Nick Swartzell</u>	<u>UVXU</u>			
13. <u>Fayez Traver</u>	<u>Tasico Hospitality</u>			
14. <u>Melissa Kelley</u>	<u>Eastside/personal</u>			
15. <u>Deana Sretlik</u>	<u>resident</u>			
16. <u>Diana Yankit</u>	<u>RLP</u>			
17. <u>Bob Porter</u>	<u>CONGRESSMAN MASSIE</u>			
18. <u>Shawn Moak</u>	<u>Woodhull</u>			
19. <u>RYAN STEWART</u>	<u>RYAN STEWART (LOCAL 2)</u>			
20. <u>ICY WILLIAMS</u>	<u>WK PBT</u>			

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



BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8/23/2023)

Name	Representing	Address	Phone	Email
1. <u>WAYNE MEYER</u>				
2. <u>Anthony Brice Jr</u>	<u>LaBareos Local 265</u>			
3. <u>Jamie Wood</u>	<u>KYTC</u>			
4. <u>PAMMY HENNESSY</u>	<u>BRANDSFWAY</u>			
5. <u>CAROL SHARP</u>	<u>Leslie Ave</u>			
6. <u>KEVIN KEMMER</u>	<u>SELF</u>			
7. <u>Gregory Hawk</u>	<u>RCS</u>			
8. <u>Robert Stephens</u>	<u>SELF</u>			
9. <u>VICTOR L. BACON</u>	<u>DBE/MBE Heavy Contracting GECO Enterprises, INC</u>			
10. <u>DRussell</u>	<u>Me</u>			
11. <u>Molly Frulin</u>	<u>Holiday Inn Express Suites Cincinnati</u>			
12. <u>Troy Burkhardt</u>	<u>TROY BURKHART</u>			
13. <u>ERIC KRAEUTLE</u>	<u>Nucor Harris Resin</u>			
14. <u>Jeanne Pangallo</u>	<u>SELF</u>			
15. <u>Simon Neelham</u>	<u>PAMP</u>			
16. <u>Katherine Bruce</u>	<u>WALSH</u>			
17. <u>Paul Hawk</u>	<u>Self</u>			
18. <u>Nathan Granger</u>	<u>Link nky</u>			
19. <u>Jenna Stewart</u>				
20. <u>BEET STEWART</u>				

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BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8/23/2023)

Name	Representing	Address	Phone	Email
1. <u>KAREN & MATT STEENKEN</u>	<u>LESLIE AVE</u>			
2. <u>Mike Helmers</u>	<u>Janell INC</u>			
3. <u>Barry Barger</u>	<u>Prestress Services</u>			
4. <u>JOHN DURKMAN</u>	<u>MMG Corp Conn</u>			
5. <u>LARRY BROWN</u>	<u>ODOT</u>			
6. <u>Bob Yeager</u>	<u>KYTC</u>			
7. <u>Nick Crumshaw</u>	<u>Local 265</u>			
8. <u>Misty Hawati</u>	<u>Rodd</u>			
9. <u>George & Barbara Hill</u>				
10. <u>Keith Shepherd</u>	<u>Nucor Harris Beard</u>			
11. <u>JB Smith</u>	<u>Crescent Springs, Ky</u>			
12. <u>Jack McFarland</u>	<u>DAAP</u>			
13. <u>Dawn Filled</u>	<u>Resident</u>			
14. <u>Mike Emark</u>	<u>Ex KYTC</u>			
15. <u>Mary R Kroger</u>				
16. <u>B. H. Kroger</u>				
17. <u>Nikki Hill</u>	<u>PRIME AE</u>			
18. <u>Julio Martinez</u>	<u>DAAP</u>			
19. <u>Joe Meyer</u>	<u>Covington</u>			
20. <u>ALEX PARFAM</u>	<u>CINCY</u>			

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BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8/23/2023)

Name	Representing	Address	Phone	Email
1. <u>Rachel Kule</u>	<u>city</u>			
2. <u>Cierra Bickel</u>	<u>local hotel</u>			
3. <u>Bill OsterHage</u>	<u>FT WRIGHT</u> <small>(Spring Hill Suites)</small>			
4. <u>MS</u>	<u>me</u>			
5. <u>DAVID BAKON</u>	<u>FRANWORKERS</u>			
6. <u>Larry Bentka</u>	<u>self</u>			
7. <u>JOAN WEISS</u>	<u>self</u>			
8. <u>MIKE Schraer</u>	<u>LAMAR</u>			
9. <u>Megan Bankemper</u>	<u>Sen. McConneils office</u>			
10. <u>DEBORAH NOE</u>	<u>-</u>			
11. <u>BERNARD H KROGER III</u>	<u>SELF</u>			
12. <u>MICHAEL MCKENTON</u>	<u>VC/WWW</u>			
13. <u>Jodi Melitz</u>	<u>AWTB</u>			
14. <u>Nancy Strickman</u>	<u>self</u>			
15. <u>Steve Almon</u>	<u>MMMA</u>			
16. <u>Peter Loayza</u>				
17. <u>Juvita SAJAN</u>				
18. <u>Kathleen Laurin</u>	<u>Resident</u>			
19. <u>Brett Bluffing</u>	<u>KY Concrete Assn.</u>			
20. <u>Melissa</u>				



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BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8/23/2023)

Name	Representing	Address	Phone	Email
1. Robert Hill	HW Lochner			
2. Jarrod Tiemeier	Ironworkers Local 44			
3. Joe Warkany	Self			
4. Joe Danneli	Self			
5. Cyndie Kirk	DNK			
6. Cory Wilson	KYTC DL			
7. Alex Mattingly	Crestview Hills			
8. MICHAEL LANGE	CORINGTON			
9. JOE STRAIN	self			
10. HILDA RIVERA	UC			
11. Megan Welch	UC			
12. Alissa Gonda	UC			
13. Catherine Hardin	resident corinto			
14. MARK MALLORY	RESIDENT			
15. Scott Baldwin	RESIDENT			
16. Jaxx Rye	KYTC			
17. Jason Smith	KYTC			
18. Sharnik Reddy	PDSKC			
19. Louie Wartman	Self			
20. Mary Todd	Self			

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BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8/23/2023)

Name

Representing

Address

City

State

Zip

- | Name | Representing | Address | City | State | Zip |
|----------------------------|---|---------|------|-------|-----|
| 1. Dr. John Stephenson | Former Super. of DAR of
Transportation | | | | |
| 2. STEVE HAYDEN | RESIDENT | | | | |
| 3. John Deatrick | self | | | | |
| 4. Rick Record | CITY of Covington | | | | |
| 5. James Heatherly | KYTC Public Info | | | | |
| 6. Army Clay | Road | | | | |
| 7. Mim Rador | Road | | | | |
| 8. Sate Hesseling | OKI | | | | |
| 9. James Bellinger | KYTC | | | | |
| 10. Peggy Sellmeres | Resident | | | | |
| 11. MIKE DRAPER | DLZ | | | | |
| 12. Tina Stottlender | resident | | | | |
| 13. John Boh | resident | | | | |
| 14. MIKE ROBERTS | AMERICAN BUS | | | | |
| 15. Lois Taylor | | | | | |
| 16. Heather + Nick Lammeli | | | | | |
| 17. Courtney Kleier | self | | | | |
| 18. Andy Resel | OKI | | | | |
| 19. ROB HANS | Resident | | | | |
| 20. Tom + Nancy Hampel | Resident | | | | |

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BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8/23/2023)

Name	Representing	Address	Phone	Email
1. <u>Jeff Greer</u>				
2. <u>Ginger Dawson</u>	<u>Myself</u>			
3. <u>Tyler Andrew</u>				
4. <u>TOM GYFTAKIS</u>	<u>Myself</u>			
5. <u>Ann Rospert & Paul Kaelin</u>	<u>self</u>			
6. <u>Jeannette Trifilio</u>	<u>JHT Fitness</u>			
7. <u>CARL GANDOLA</u>	<u>-</u>			
8. <u>DMUN</u>	<u>SELF</u>			
9. <u>JOE SCHWERLINE</u>	<u>Self</u>			
10. <u>Anna Keller</u>	<u>KY PATH</u>			
11. <u>evy Perler</u>	<u>KY PATH</u>			
12. <u>Vanessa Njamen</u>	<u>Myself</u>			
13. <u>Greg Kuntz, gas</u>	<u>Myself</u>			
14. <u>Vince Robinson</u>	<u>TRIMARC</u>			
15. <u>JAN WEGAND</u>	<u>Myself</u>			
16. <u>Audrey Daykeer</u>	<u>Myself</u>			
17. <u>Greg Rechten</u>	<u>myself</u>			
18. <u>Victor Canfield</u>	<u>SELF</u>			
19. <u>Aria W</u>	<u>Self</u>			
20. <u>Laura Murray</u>	<u>SELF AZZ</u>			

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BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8/23/2023)

Name	Representing	Address	Phone	Email
1. HANNAH WEBSTER	CINCINNATI (UC)			
2. Joseph Martin				
3. DEBRA WASH				
4. BARRY BURKE	Self			
5. Deb McQuary				
6. Jim Thew	self			
7. Wim Rumsford	BELZONIA			
8. Emilie Dressler	self			
9. Michael Sylvester	Self			
10. Becca Stadthander / Wil Tulbert	self			
11. Richard & Eleanor Goering	self			
12. Kris Lark	North American Stainl			
13. LAURA MAX	Self			
14. Burk Laetteder	Self			
15. Mary Leonard	"			
16. EMILY WOLFF	BUSINESS			
17. PAUL WECKMAN	BUSINESS			
18. NATHAN ALLEY	SIERRA CLUB			
19. Wanda Wise	Self			
20. Rodney Brown	Self			

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BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8/23/2023)

Name	Representing	Address	Phone	Email
1. <u>Bud Lockner</u>	<u>Me</u>			
2. <u>Kerry Devers</u>	<u>Me</u>			
3. <u>John Eble</u>				
4. <u>Carol & Joe Daugherty</u>	<u>ourselves, Park Hills residents</u>			
5. <u>Sean McGroy</u>	<u>self</u>			
6. <u>Brent Cooper</u>	<u>NRV Chamber</u>			
7. <u>DYLAN LUK</u>	<u>SELF</u>			
8. <u>TRAVIS Huber</u>	<u>Me</u>			
9. <u>José Muñoz</u>	<u>SELF</u>			
10. <u>Shaia Gray</u>	<u>self</u>			
11. <u>Steve Slack</u>	<u>SELF</u>			
12. <u>Abbie Howell</u>	<u>self</u>			
13. <u>AJ Skubak</u>	<u>self</u>			
14. <u>John McDougall</u>	<u>self</u>			
15. <u>Pat Frew</u>	<u>Covington Business Council</u>			
16. <u>Suzan Stuber</u>	<u>3FORM</u>			
17. <u>Lijoy Walker</u>	<u>HMB</u>			
18. _____	_____	_____	_____	_____
19. _____	_____	_____	_____	_____
20. _____	_____	_____	_____	_____

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BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8-24-23)

Name	Representing	Address	Phone	Email
1. Julie Guilfoyle	MG Excavating			
2. Bob Park	SIERRA CLUB			
3. Janet & Dave Schneider	Public			
4. Maelene Purdie	SI Purdie Clearing, LLC			
5. Mary Jacobs	DRC			
6. Michael Smith	Clemson County Board of Commissioners			
7. Tally Gibson	Quality Inn			
8. ANDY KITCHENS II	OPERA LOCAL # 132			
9. Tyler Reusch	Adleta Construction			
10. Tony James	Ivoo Land 18			
11. Helen McMillan	Self			
12. Adrian Stuckey	RWB			
13. Jay Williams	W/RDBT - WEB			
14. Scott James	CBT			
15. SACK WEISS	CBT			
16. Cindy Taylor	Atlas			
*17. Amy Clay	Road			
18. Valeria Swape	DEI			
19. Billy Martin	Public			
20. Alea Litke	Longworth Hall			

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BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8-24-23)

Name	Representing	Address	Phone	Email
1. Jason Faia	Global Supply Inc			
2. Thomas Deutsch	SpringDot			
3. Was Stracham	Local 18 inc			
4. Daniel Todd	PRIME CMS			
5. Greg Gutzwiller	All Star Construction			
6. L Leads				
7. EARL WILGERBERG	Contractors Materials Co			
8. Donald Joseph Schwering				
9. David Lindberg				
10. Jeno Cappanelli				
11. Andrew				
12. Tom ROLF	LONGWORTH HALL			
13. Dan Prevatt				
14. Steve Richter				
15. Joseph M. Glisson	JTL Electric Inc			
16. DARLA TOVAR	EXTENSION CONST.			
17. Rick Hulefid				
18. STEVE KENAT				
19. DANA BOLL	KEEP NORWOOD COOL			
20. Gary Workman	PACK Power Services			

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BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8-24-23)

Name	Representing	Address	Phone	Email
1. <u>Kyle Mulligan</u>	<u>MG Excavating</u>			
2. <u>MIKE GLOTFELTER</u>	<u>M/S&P / DRE</u>			
3. <u>Joshua Junker</u>	<u>Bridge Forward</u>			
4. <u>Greg Forté</u>	<u>Alby Development</u>			
5. <u>Valda Flanagan-Kolno</u>	<u>Web Ventures</u>			
6. <u>Bob Scherer</u>	<u>Cint Consulting</u>			
7. <u>LARRY BROWN</u>	<u>ODOT</u>			
8. <u>Jermaine Carter</u>	<u>Mason Construction</u>			
9. <u>LARRY BRYANT</u>	<u>RWB</u>			
*10. <u>Pamela Baughman</u>	<u>FHWA</u>			
11. <u>YASHA Doss</u>	<u>CANNON DESIGN</u>			
12. <u>Tom Shrovet</u>	<u>SHP</u>			
13. <u>Richard Wendel</u>	<u>-</u>			
14. <u>Dave Friedman</u>	<u>Contractors Materials</u>			
15. <u>Brian Boland</u>	<u>Bridge forward</u>			
16. <u>Alexis Cole</u>	<u>Nucor Brandenburg</u>			
17. <u>MARTIN GREM</u>	<u>WKDBT</u>			
18. <u>BIGATE</u>	<u>Public</u>			
19. <u>Zoe Gizza</u>	<u>AIA CUCCHINATTI - MEP DESIGN</u>			
20. <u>Marty Cunningham</u>				

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BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8-24-23)

Name	Representing	Address	Phone	Email
1. <u>Fatih Newberry</u>	<u>Cincinnati Engerra</u>			
2. <u>Jeff Taylor</u>	<u>Self</u>			
3. <u>JOSEPH CIACCHI</u>	<u>CEMENT MASONS' UNION #132</u>			
4. <u>Bryan Williams</u>	<u>Citrol Cincinnati</u>			
5. <u>Matt Fierro</u>	<u>ATI</u>			
6. <u>Jeff Jacobs</u>	<u>Megan Construction</u>			
7. <u>Rodrigo Williams</u>	<u>RWB Construction</u>			
8. <u>KEVIN NORTON</u>	<u>NORTON OUTDOOR AD.</u>			
9. <u>Bunette Kirk</u>	<u>DNK Architects</u>			
10. <u>CARYL</u>	<u>CET/HANKTV</u>			
11. <u>Bill Schwellen</u>	<u>LEED ASSOC</u>			
12. <u>Groher Holben</u>	<u>Nucor Brandenburg</u>			
13. <u>Abbie Smith/Benedict Leonard</u>	<u>Bridge → ward</u>			
14. <u>Anthony Bice JR</u>	<u>LaBareus Local 265</u>			
15. <u>RYAN MINNICH</u>	<u>CONCERNED CITIZEN</u>			
16. <u>Stacey Abum</u>	<u>Local</u>			
17. <u>Ed Sanders</u>	<u>John R Jurgensen Company</u>			
18. <u>James Milligan</u>	<u>BEAURET Corp</u>			
19. <u>Maurice Wagoner</u>	<u>Once the Rhine</u>			
20. <u>Gregory Parker</u>	<u>African American Chamber</u>			

Please print clearly • Contact info



BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8-24-23)

Name	Representing	Address	Phone	Email
1. Rickey L. Jordan	RLJ Enterprises			
2. James Insley	Laborers 265			
3. Myron L. Hughes	Blue Rose Supply			
4. Nikki Cranstow	Laborers Local 265			
5. Mariah Paul	Companies By Design			
6. Javier Jones	DBA Refresh Property Lynch			
7. Charlie Ploegat	self			
8. Lori Green	self			
9. Brian Sill	Cincinnati Bengals			
10. + Sabel Beck	Hyatt			
11. Katie Cepero	WCPO 9			
12. Kathy Herrmann				
13. John Hunt	Delo Energy			
14. DEE-AN KENNEDY	Myse 110			
15. MARCIA HARTSOCK				
16. Alexis Jones	J & B Steel Erectors			
17. JUSTIN SHUTTSERMAN	JUSTIN CONSTRUCTION			
18. ADAM JOHNSON	FLWA			
19. KEVIN DONOVAN	SELF			
20. Duane Haring	Cincinnati Bengals			

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BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8-24-23)

Name	Representing	Address	Phone	Email
1. Peter Zakowicz	Self			
2. Gregory Lang	River West Group			
* 3. Tim Brandtetter	HTB			
4. Cecelia/Mark Ann Bocan	self			
5. Johann + Todd Herrmann	Self			
6. Beth Boland	Bridge Forward			
7. Sally Dannemiller	Sierra Club			
8. Anna Wulff	Green Hill Community Services			
9. JOSH OWINGS	SELF			
10. STEVE SUMNS	SELF			
11. Bill WINDHAM	Self			
12. Robert Edgecress	SRF			
13. Anand Patil				
14. Matt Jacob	Self			
15. Christina Lempain	Kemba Credit Union			
16. Joe Wegman	Wegman Co.			
17. Manuel Barnes	MBS Consultants			
18. CHRIS CURRAN	Sierra Club			
19. JAMIE KIRCHOFF	self			
20. Zack Tucker	self			

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



BRENT SPENCE BRIDGE CORRIDOR PROJECT

Open House Project Update Meeting (Date: 8-24-23)

Name	Representing	Address	Phone	Email
1. <u>Couturier Olivia</u>				
2. <u>MIYAN LUK</u>	<u>SELF</u>			
3. <u>Peter LaPlante</u>	<u>SELF</u>			
4. <u>MELISSA WEGMAN</u> <u>WEGMAN</u>	<u>QBA - Owensboro</u>			
5. <u>Mary Loftis Don</u>	<u>Glendale</u>			
6. <u>Eric Amspach</u>	<u>self</u>			
7. <u>Jody Robinson</u>	<u>self</u>			
8. <u>Amy Alig</u>	<u>Self</u>			
9. <u>TERRY SEFCIK</u>	<u>U</u>			
10. <u>JAKE STREMMER</u>	<u>HDR</u>			
11. <u>Michael Metzger</u>	<u>U/ma</u>			
12. <u>Jun Xie</u>	<u>Self</u>			
13. <u>Lauren Hendrix</u>	<u>self</u>			
14. <u>BORIS Djokovic</u>	<u>Cell Site Engineering</u>			
15. <u>Bred Schutte</u>	<u>AERO Sales</u>			
16. <u>Lynn Johnson</u>	<u>JHP</u>			
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

Open House Project Update Meeting (Date: 8-24-23)

Name	Representing	Address	Phone	Email
1. <u>RICK ROSADO</u>	<u>ALTA VISTA CORPORATE</u>			
2. <u>TOM ALLEN</u>	<u>Self</u>			
3.				
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Please print clearly • Contact information is optional but must be included if you wish to receive updates.



BRENT SPENCE BRIDGE CORRIDOR PROJECT

Project Team ONLY!

Open House Project Update Meeting (Date: 8-24-23)

Name	Representing	Address	Phone	Email
1. <u>Stefan Spinkose</u>	<u>ODOT</u>			
2. <u>Erica Schneider</u>	<u>ODOT OES</u>			
3. <u>Tim Hill</u>	<u>"</u>			
4. <u>Edie Parker</u>	<u>"</u>			
5. <u>Gary Valentine</u>	<u>KYTC SHE OFFICE</u>			
6. <u>Tommy Arnold</u>	<u>ODOT</u>			
7. <u>Jodi Heflin</u>	<u>HNTB</u>			
8. <u>Mark Beckman</u>	<u>HNTB</u>			
9. <u>Stacey Hays</u>	<u>KYTC</u>			
10. <u>Nikki Booder</u>	<u>KYTC</u>			
11. <u>Lindsay Warner</u>	<u>HMB</u>			
12. <u>Mimi Abbott</u>	<u>KYTC</u>			
13. <u>Jill Smithson</u>	<u>ODOT</u>			
14. <u>Karla Smith</u>	<u>ODOT</u>			
15. <u>Mandi Dillon</u>	<u>ODOT</u>			
16. <u>Jack Marchbanks</u>	<u>ODOT</u>			
17. <u>Scott Cox</u>	<u>HNTB</u>			
18. <u>Bob Yeager</u>	<u>KYTC</u>			
19.				
20.				

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



Attachment 3: Photographs

Open House Project Update Meeting
August 23, 2023



Open House Project Update Meeting
August 23, 2023



Open House Project Update Meeting
August 24, 2023



Open House Project Update Meeting
August 24, 2023





Attachment 4: Presentation

BRENT SPENCE
BRIDGE CORRIDOR



Project Update Meeting

August 23 and 24, 2023



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



Good evening, and welcome to the open house project update meeting for the Brent Spence Bridge Corridor Project.

Welcome

- Meeting purpose
 - Share updates on the Brent Spence Bridge (BSB) Corridor Project
- Agenda
 - Project history and overview
 - Progressive design-build process
 - Environmental process update



2

The purpose of tonight's open house public meeting is to provide details about the Brent Spence Bridge Corridor Project. We'll also give updates on where the project currently stands and what's coming next. 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 as you look at the information that is available at this open house. In this presentation, we'll give a brief project history and overview of the project's primary features. We'll also introduce the progressive design-build process that will be used to deliver nearly 6 miles of the project. Finally, we'll provide an update on the project's environmental process.

Project 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. 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 and developed an Environmental Assessment that compared the benefits and impacts of the alternatives and recommended one alternative – called the selected alternative - to move forward into detailed design and construction.

Since 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 Selected Alternative I, which we are referring to as “Concept I-W.” Exhibits available at tonight’s meeting provide details about Concept I-W.

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 environmental approval. It includes improving traffic flow and level of service (which is a measure of how well traffic moves along a roadway), improving safety, correcting geometric deficiencies (such as narrow shoulders), and maintaining connections to key regional and national transportation corridors.

Project Description

Ohio

- Widen I-75
- Rebuild all overpass bridges and interchanges
- Build a collector-distributor system
- Tie into the Mill-Creek Expressway-Hopple Street Interchange Project



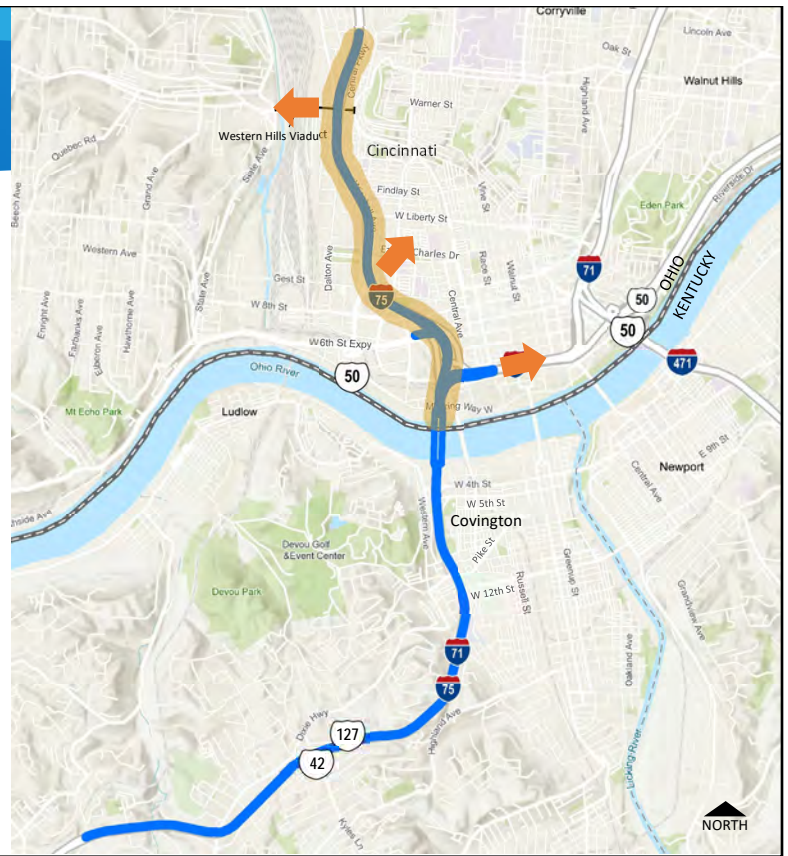
Note: Project details will come in with click (marked by #).

In Ohio, the project will add one lane in each direction to I-75, remove left exits, and rebuild all bridges and interchanges. (#) A collector-distributor system will be added between Ezzard Charles Drive and downtown Cincinnati. A collector-distributor system is a network of roads alongside a highway that “collects” traffic exiting from a highway and “distributes” it to local roadways. It also “collects” traffic from local roadways and “distributes” it onto the highway. (#) In the north, the project will tie into the recently completed Mill Creek Expressway-Hopple Street Interchange project.

Project Description

Ohio

- Tie into the Western Hills Viaduct project
- Add a northbound exit to Ezzard Charles Drive
- Connect to I-71 and US-50E



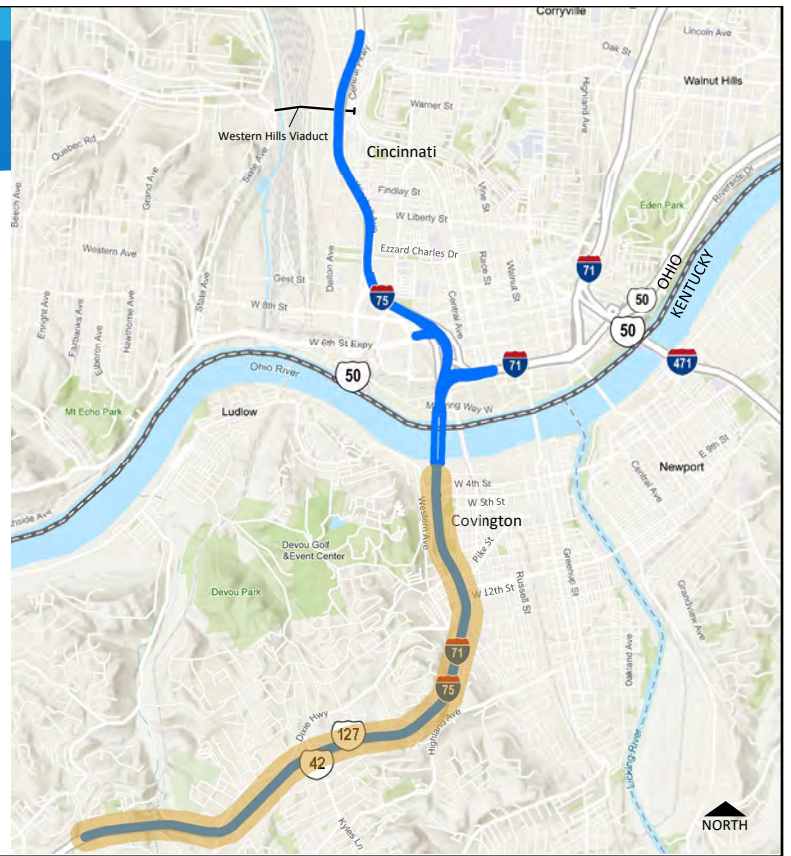
Note: Project details will come in with click (marked by #).

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, the project will connect to I-71 and US-50 East.

Project Description

Kentucky

- Reconstruct and widen I-71/I-75
- Rebuild all overpass bridges and interchanges

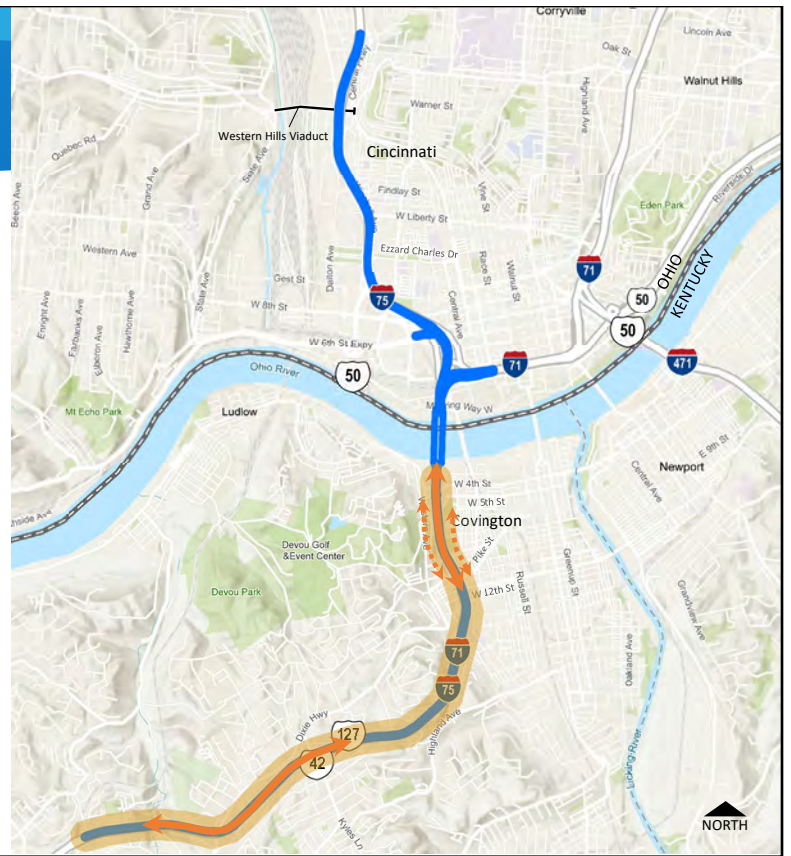


In Kentucky, the project will reconstruct and widen I-71 and I-75 and rebuild all overpass bridges and interchanges.

Project Description

Kentucky

- 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 #).

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. Additional information about collector-distributor systems and how through and local traffic will move through the corridor are available for review at this open house public meeting.

Project Description

Brent Spence Bridge

- New double-decker companion bridge
 - 5 lanes each deck
 - Carry through (interstate) traffic



Between Ohio and Kentucky, 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 across the Ohio River.

Project Description

Brent Spence Bridge

- Rehabilitate and reconfigure existing bridge
 - Three lanes each deck
 - Inside/outside shoulders
 - Carry local 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 provide inside and outside shoulders. The existing bridge will carry local traffic only as part of the proposed collector-distributor roadway system described earlier.

Project Description

New Companion Bridge

- Innovative and cost-effective design
- Arch or Cable-Stayed bridge type
- Iconic and aesthetically pleasing
- On-going coordination with the project Aesthetics Committee



11

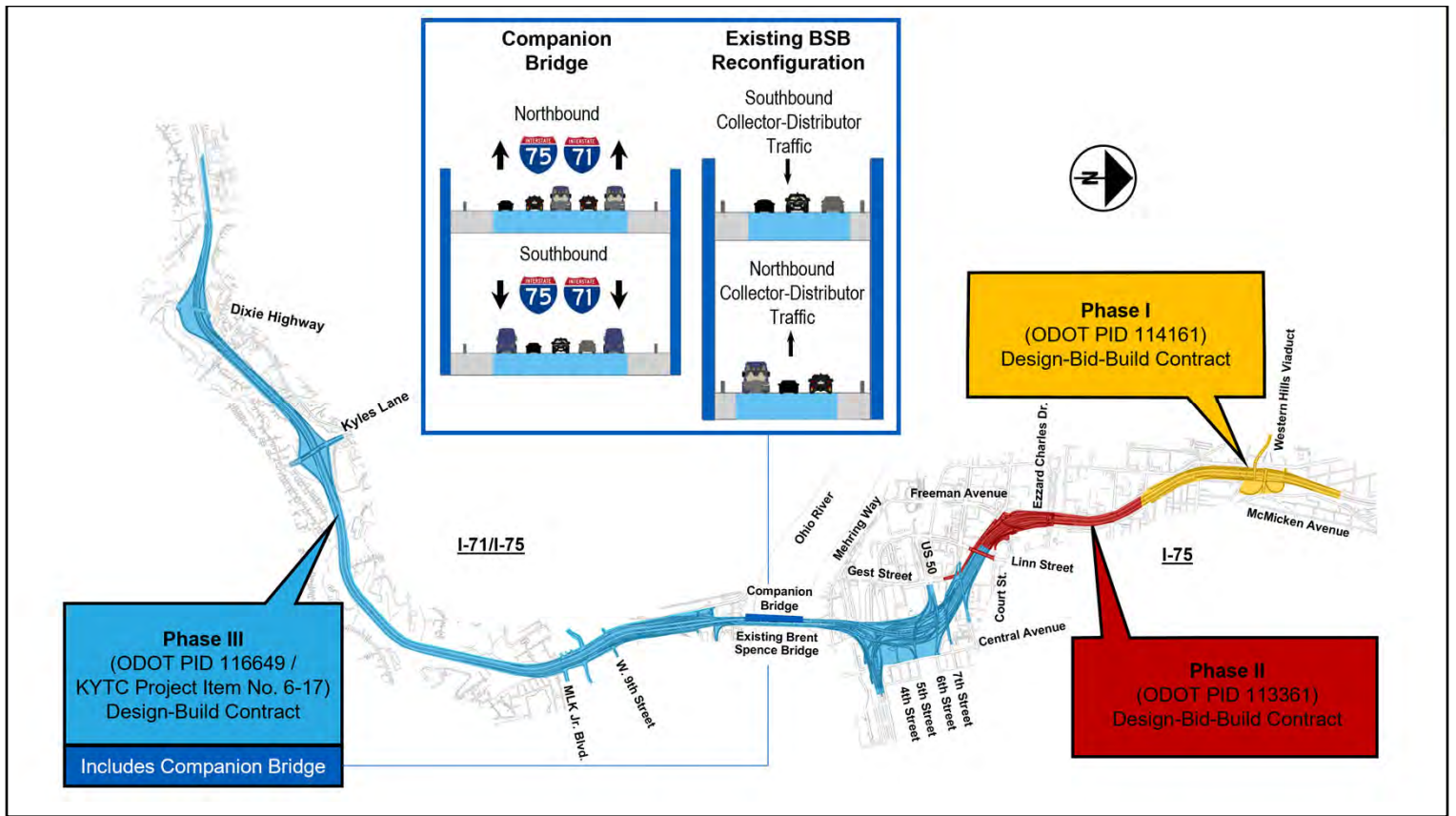
The exact design of the new companion bridge has not yet been determined. Two bridge types are being considered to allow the design-team to pursue innovative and cost-effective designs to the greatest extent possible. These include an arch bridge and a cable-stayed bridge. The bridge type will be chosen based on a technical analysis by the design-build team. Regardless of the type that is ultimately chosen, KYTC and ODOT will work with the design-build team to ensure an iconic, aesthetically pleasing bridge is ultimately built. KYTC and ODOT will also continue to coordinate with an Aesthetics Committee that was established to provide local input on the design and appearance of the Brent Spence Bridge Corridor, including the new companion bridge and the existing Brent Spence Bridge. For the bridges, the Aesthetics Committee will provide feedback on features such as lighting, color, tower or pier texture and color, railings, and other features.



This rendering shows what a cable-stayed bridge might look like if that design is chosen.



This rendering shows what an arch bridge might look like if that design is chosen.



The Brent Spence Bridge Corridor 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 2029. Phase II is also under design with construction expected to begin in 2026. Phase III will be built under a progressive design-build contract, and construction will begin in 2024.

Progressive Design-Build Process

Progressive Design-Build

- Selection based on qualifications and pricing approach
- Offsets construction market uncertainties
 - Inflation
 - Supply chain
 - Availability of materials



BRENT SPENCE BRIDGE CORRIDOR PROJECT

REQUEST FOR PROPOSALS (RFP) PROGRESSIVE DESIGN-BUILD CONTRACT

ODOT PID 116649 | KYTC PROJECT ITEM NO. 6-17
ODOT CONSTRUCTION PROJECT 23-3000

FEBRUARY 17, 2023



**TEAM
KENTUCKY**
TRANSPORTATION
CABINET

15

Moving forward with a progressive design-build process for Phase III brings several benefits to the project. For example, the design-build team was selected based on qualifications while considering their pricing approach rather than qualifications and just a fixed or lowest bidder price. This approach helps to minimize uncertainties such as the effects of inflation, supply chains, and availability of materials.

Progressive Design-Build Process

Progressive Design-Build

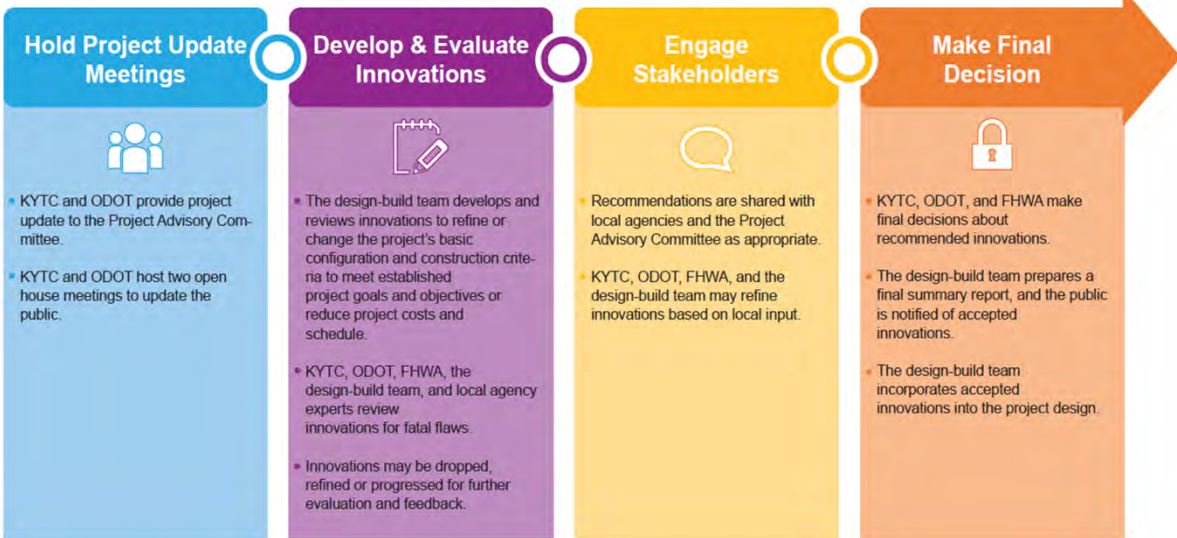
- Prices materials closer to construction
- Allows for innovation concepts
- Provides more opportunities for outreach
 - Local agency coordination
 - Traffic and incident management
 - Aesthetics



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Progressive design-build also allows the project team to price materials closer to construction allowing for more accurate cost estimates. KYTC and ODOT will also be able to work collaboratively with the design-build team to finalize the project's design. Opportunities will be available for local communities and agencies to provide feedback as the project finalizes details for items such as traffic management, incident management, aesthetic treatments, streetscapes, landscapes, and gateways.

Progressive Design-Build Innovation Process



The Project Advisory Committee includes representatives from government agencies, community groups, and local businesses. Its role is to offer feedback to allow the views of the community to be addressed.



KYTC - Kentucky Transportation Cabinet
ODOT - Ohio Department of Transportation
FHWA - Federal Highway Administration



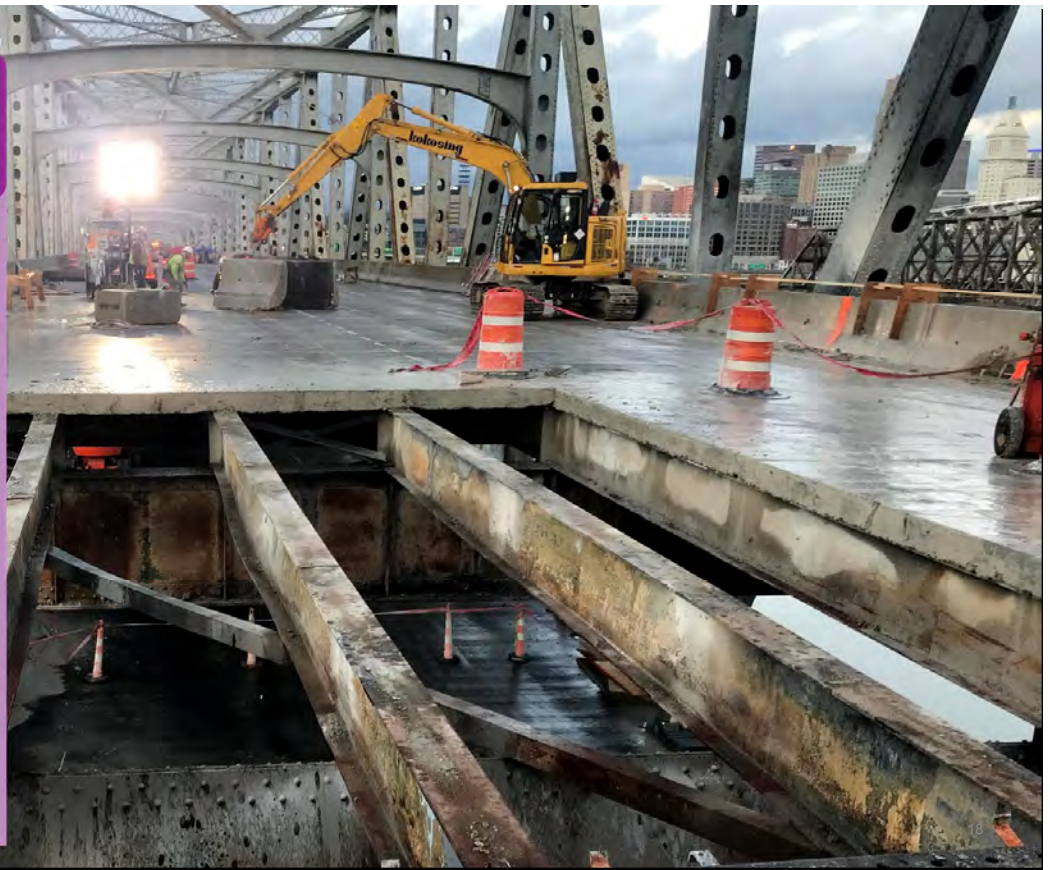
Local entities will gather public feedback from their constituencies as part of their review and comment process for recommended innovations.

Now that the progressive design-build team has been chosen, the project team will begin an innovation process for the phase III contract.

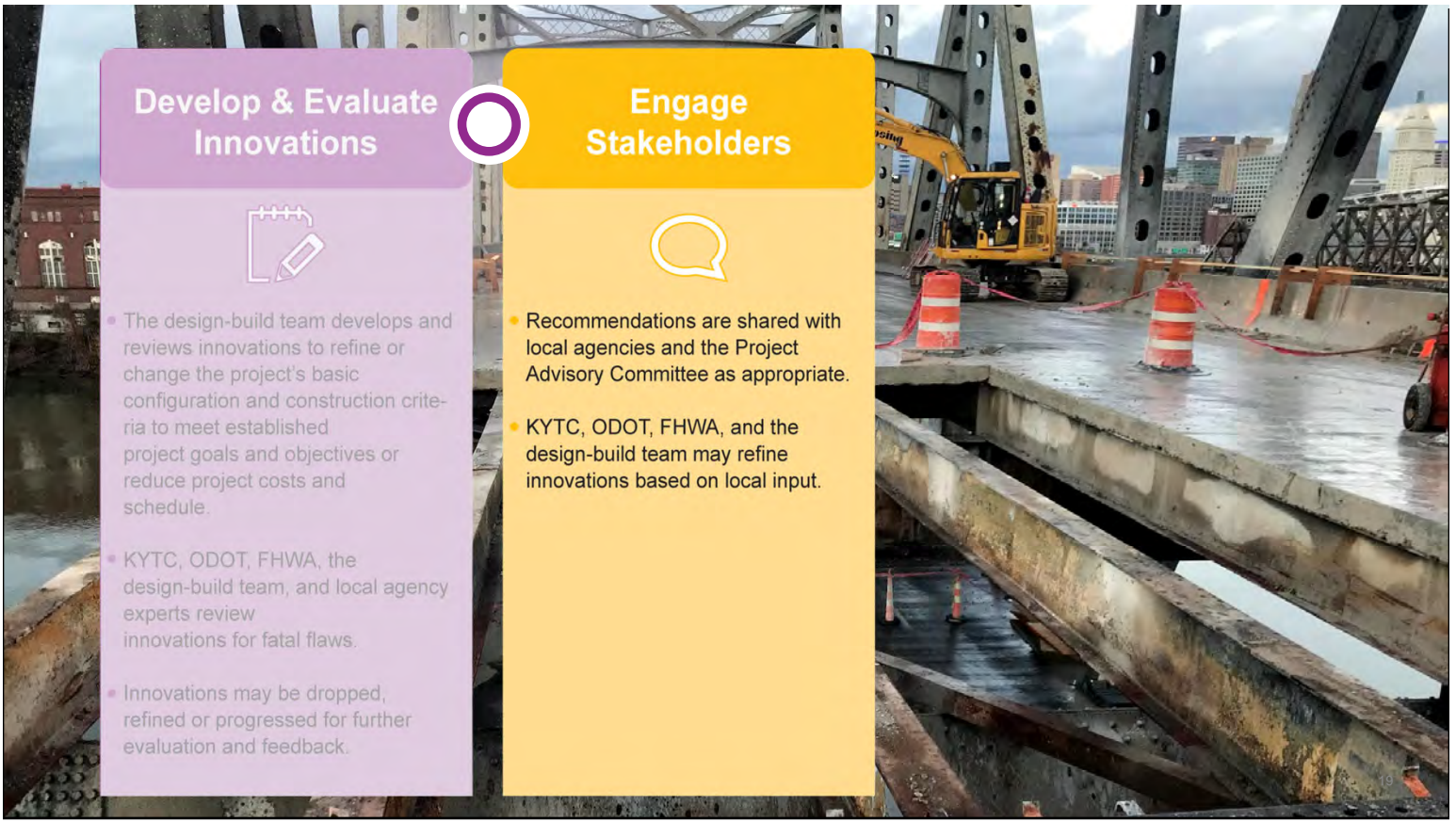
Develop & Evaluate Innovations



- The design-build team develops and reviews innovations to refine or change the project's basic configuration and construction criteria to meet established project goals and objectives or reduce project costs and schedule.
- KYTC, ODOT, FHWA, the design-build team, and local agency experts review innovations for fatal flaws.
- Innovations may be dropped, refined or progressed for further evaluation and feedback.



During this time, the design-build team will identify and evaluate ways to refine or change the project's basic configuration and construction criteria to meet established project goals and objectives or reduce project costs and schedule.



Develop & Evaluate Innovations



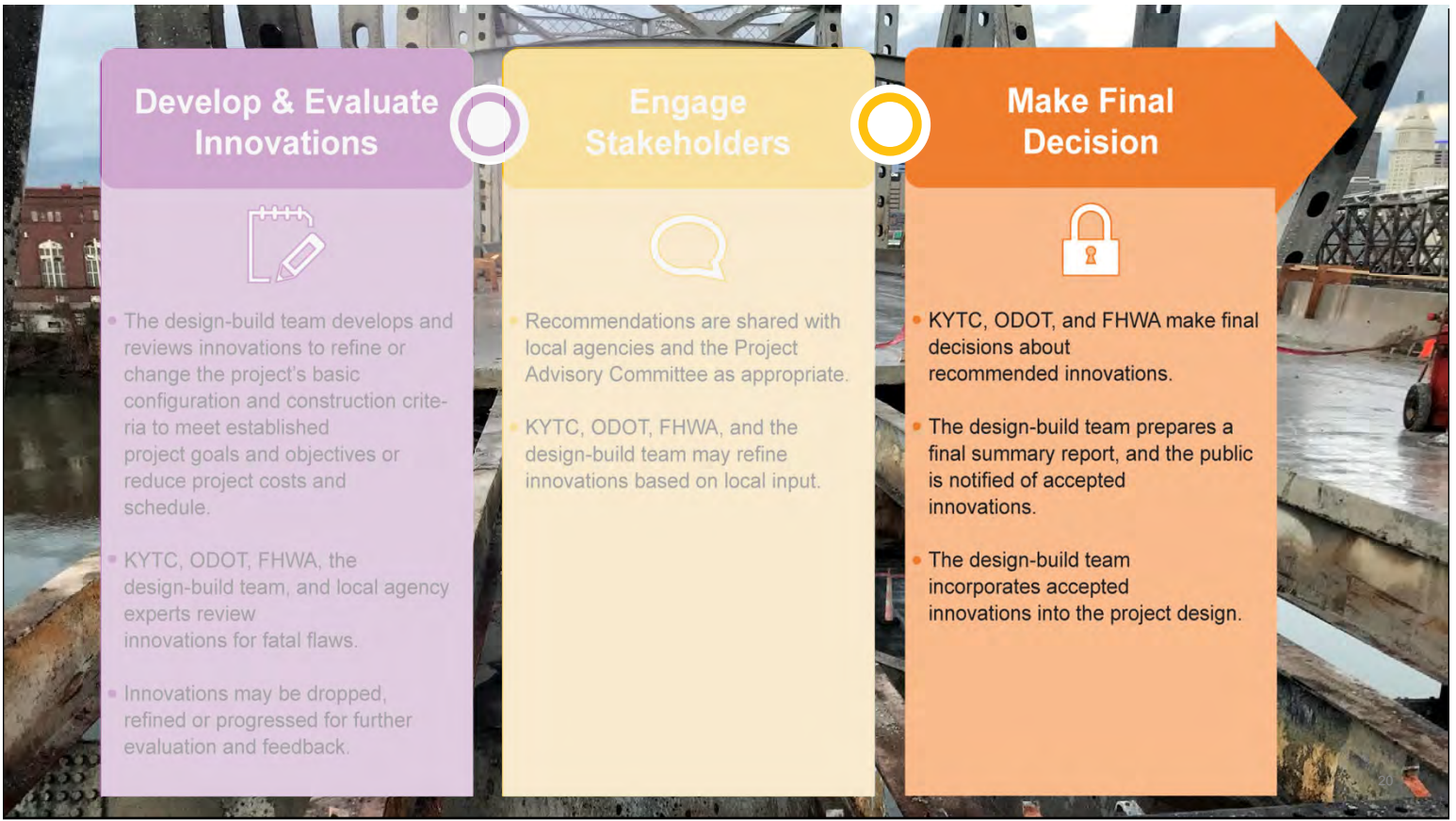
- The design-build team develops and reviews innovations to refine or change the project's basic configuration and construction criteria to meet established project goals and objectives or reduce project costs and schedule.
- KYTC, ODOT, FHWA, the design-build team, and local agency experts review innovations for fatal flaws.
- Innovations may be dropped, refined or progressed for further evaluation and feedback.

Engage Stakeholders



- Recommendations are shared with local agencies and the Project Advisory Committee as appropriate.
- KYTC, ODOT, FHWA, and the design-build team may refine innovations based on local input.

Before making final decisions about proposed innovations, the project team will share recommendations with local agencies and the Project Advisory Committee and will gather feedback from local agencies that may be affected by any changes. The public will have the opportunity to provide feedback through their local agencies and the Project Advisory Committee.



KYTC, ODOT, and the Federal Highway Administration will consider the design-build team's technical analysis and local agency feedback before making any final decisions about proposed innovations, and the public will be notified of accepted innovations.

Design & Construction

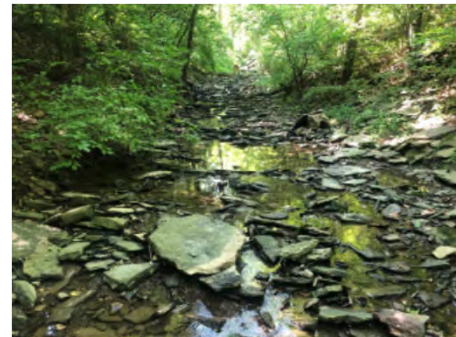


Once the innovation process is completed, the project will move forward with design, and construction is expected to begin early in 2024.

Environmental Process Update

Potential Environmental Impacts

- Right-of-way
- Parks
- Historic properties
- Noise
- Wetlands, streams, rivers, and floodplains
- Threatened and endangered species
- Temporary construction impacts



KYTC and ODOT are currently in the process of evaluating the projects effects on the human and natural environment. The project will need to acquire about 51 acres of additional land (called right-of-way) to build the Brent Spence Bridge Corridor Project. In addition, the project will require four residents and 27 businesses to relocate. The project may also result in noise impacts and may impact the Goebel Park Complex, the Queensgate Playground and Ball Field, the Lewisburg Historic District, and historic Longworth Hall. Potential impacts to wetlands, streams, rivers, floodplains, and threatened and endangered species are also being evaluated by the project team. Short-term traffic, noise, and air quality impacts may also occur while the project is being built, although these impacts would be temporary and would only last until construction is over.

Environmental Process Update

Mitigation Measures

- Noise walls
- Park improvements
- Management of temporary construction impacts
- Investments in historic resources
- Off-site improvements for wetlands, streams, and threatened and endangered species



KYTC and ODOT have avoided and minimized impacts as much as possible and are developing ways to offset unavoidable impacts. These are called mitigation measures. Some mitigation measures, such as noise walls and improvements to local parks, will be built with the project. Other mitigation measures, such as measures to offset potential impacts to wetlands, streams, and threatened and endangered species, will occur off-site.

Environmental Process Update

Enhancement Measures

- Aesthetic treatments
- Pedestrian and bicycle improvements
- Noise/visual screening walls
- Separating highway runoff
- Land for potential redevelopment
- Workforce development and training



KYTC and ODOT are also developing several project features to provide enhancements to local communities. These include aesthetic treatments, new and improved pedestrian and bicycle connections, additional noise and visual screening walls, separating highway runoff from combined sewers in Kentucky and Ohio to reduce flooding and overflow events, opening up 10 acres of land for potential redevelopment in downtown Cincinnati, and providing increased opportunities for disadvantaged business enterprise participation, on-the-job training, and workforce development in the progressive design build contract.

Environmental Process Update

- Supplemental EA available for public review – late 2023
- Public hearings – late 2023
- Expected environmental approval – early 2024



BRENT SPENCE BRIDGE CORRIDOR PROJECT

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

ODOT PID 89068 | KYTC PROJECT ITEM NO. 6-17



As mentioned earlier, environmental approval for the project was received in 2012. Since that time, regulations and site conditions have changed, and KYTC and ODOT have refined the project’s design. In 2022, KYTC and ODOT began preparing updates to the 2012 environmental studies to evaluate potential impacts of the project based on these changes. A supplemental Environmental Assessment is expected to be available for public review later this year, and public hearings will be held in both Kentucky and Ohio. The Federal Highway Administration’s final decision for the environmental process is expected to occur in early in 2024.



THANK YOU!

For more detailed information or to provide feedback visit:
www.brentspencebridgecorridor.com



BRENTSPENCEBRIDGECORRIDOR.COM

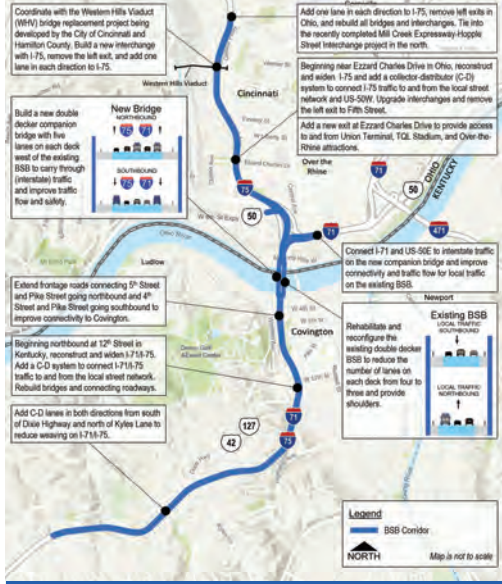


This concludes our presentation. Please take some time to review the exhibits available at tonight's open house public meeting and to talk with members of our project team. For more information or to offer feedback, please visit the project website at brentspencebridgecorridor.com.

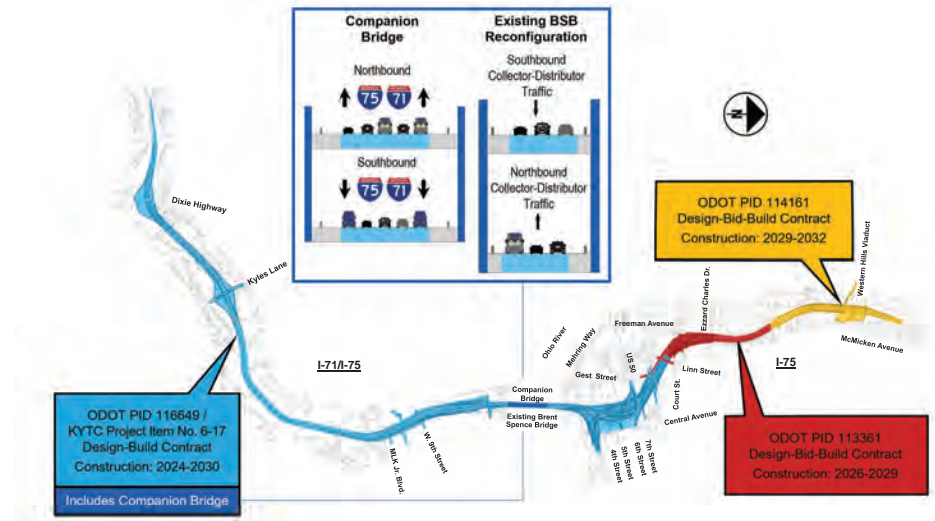


[Attachment 5: Exhibits](#)

Brent Spence Bridge Corridor Project Proposed Improvements



KYTC Item No. 6-17 / ODOT PID 6906



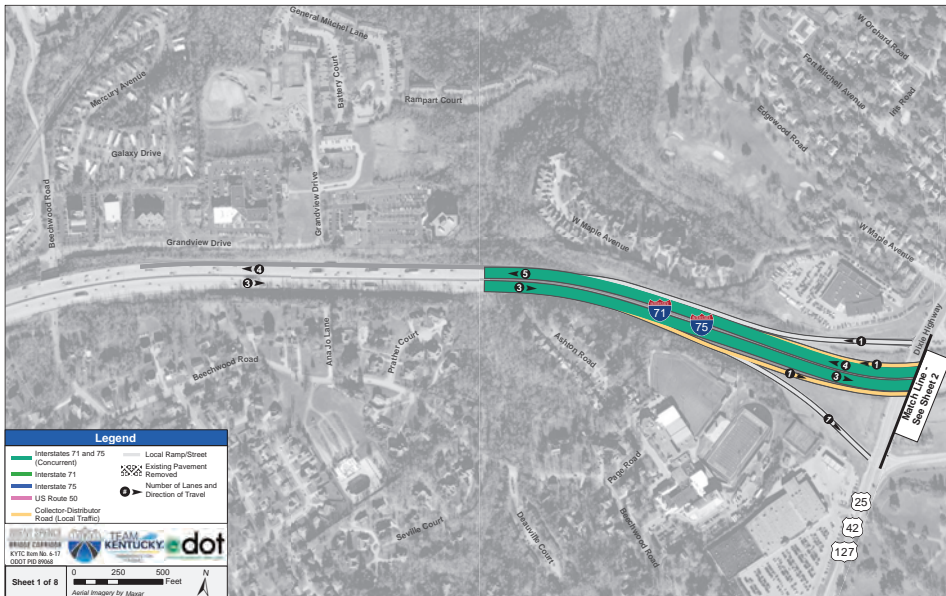
The Brent Spence Bridge Corridor Project will be delivered in three phases, which are shown in blue, red, and yellow above.

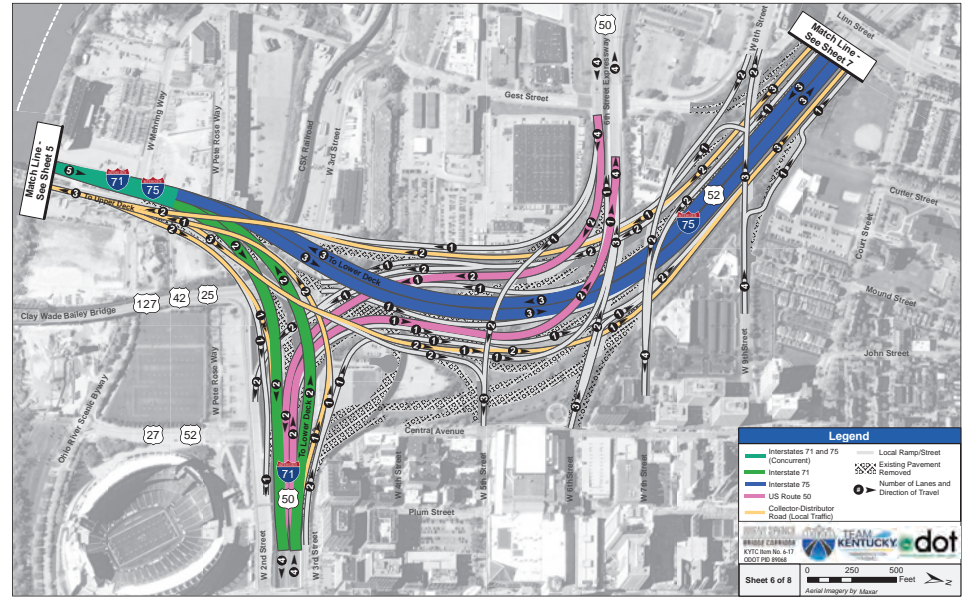
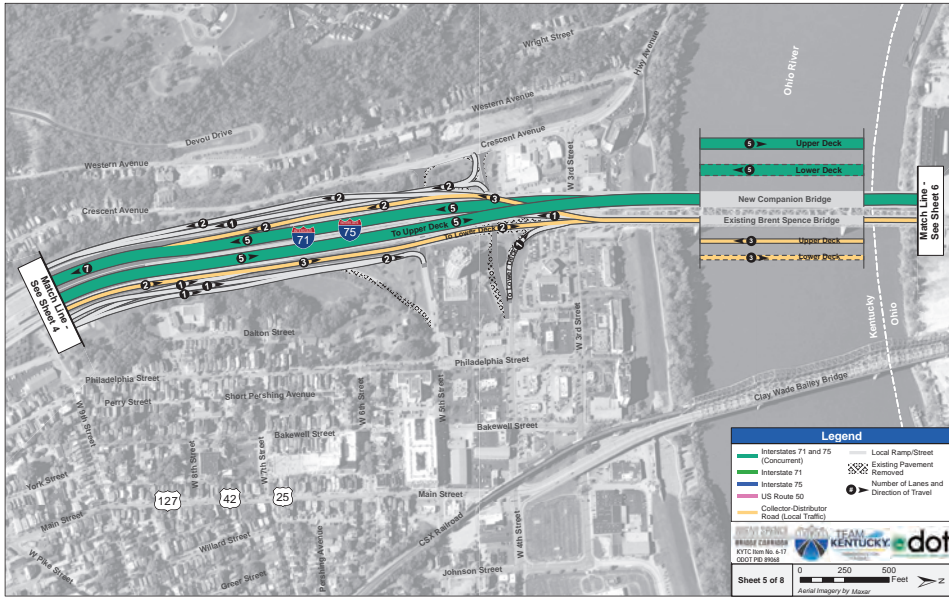
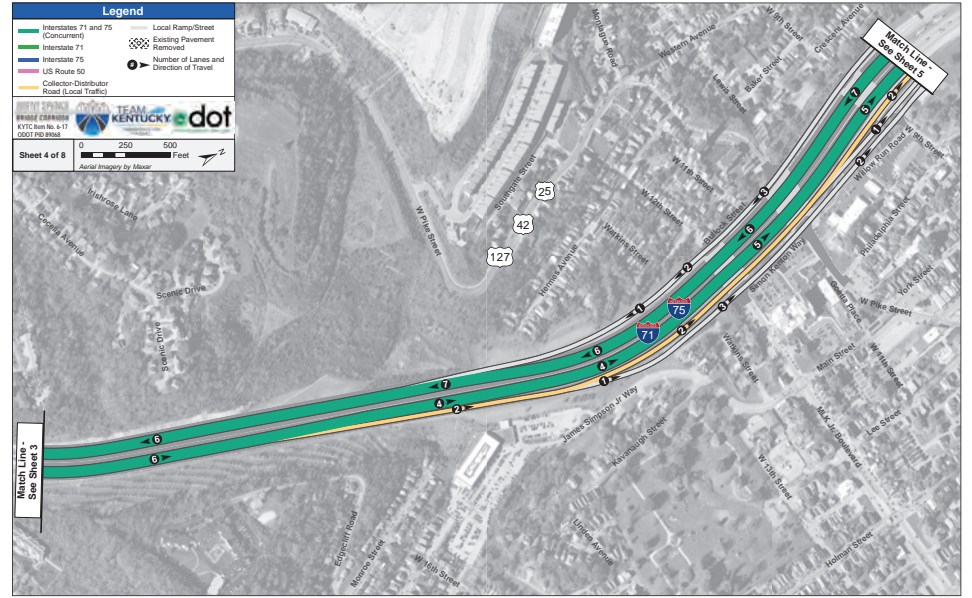
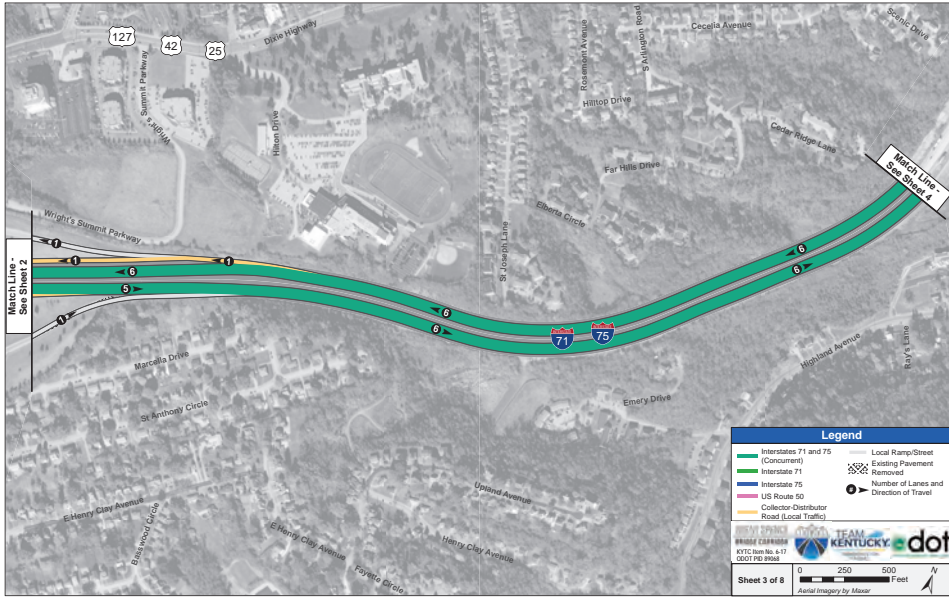


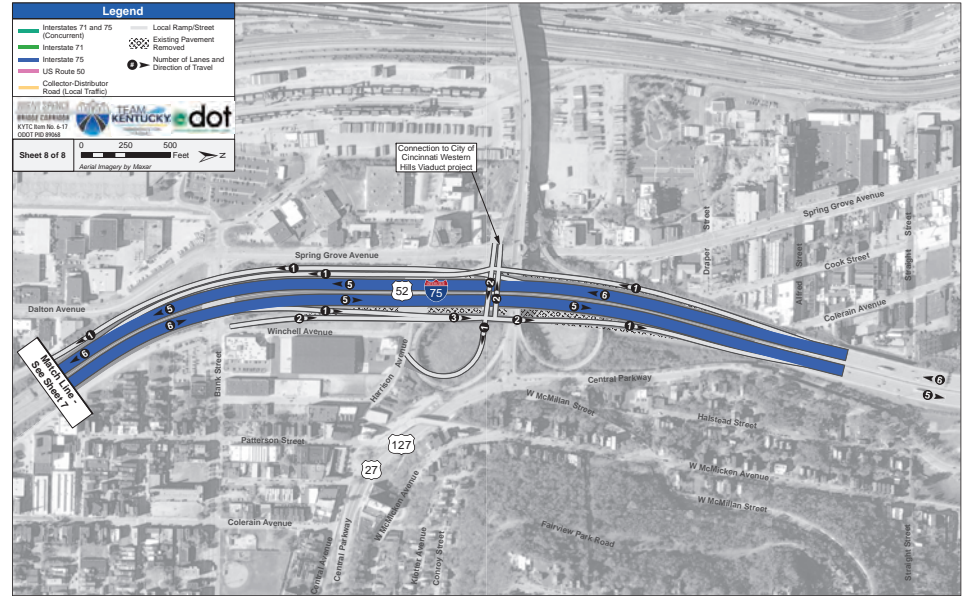
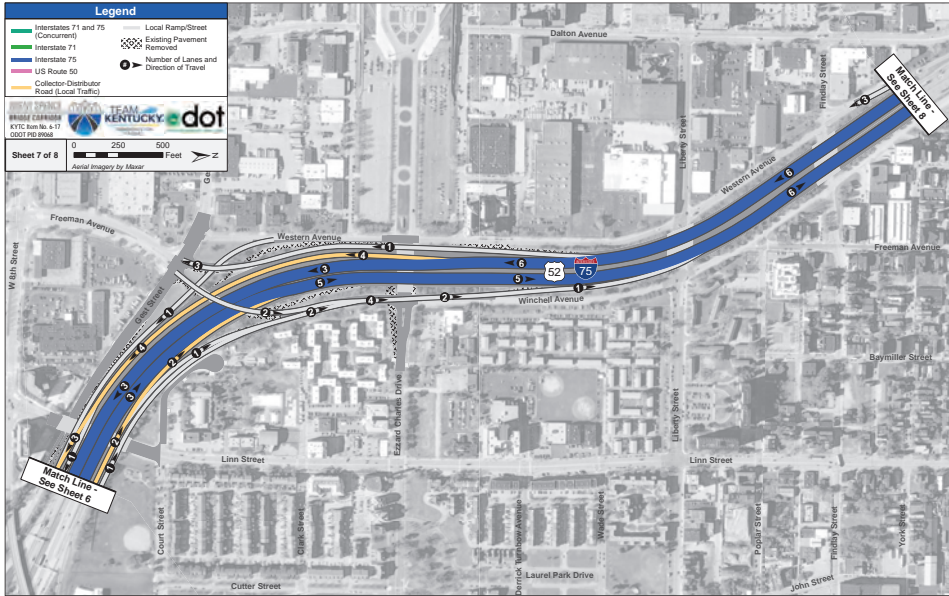
Brent Spence Bridge Corridor Project Construction Phases



KYTC Item No. 6-17 / ODOT PID 6906







Potential Impact Summary

Environmental Resource	Original (2012) Impacts	Current Potential Impacts
Land Use	53.4 acres ¹	51.2 acres
Neighborhood and Community Cohesion	<ul style="list-style-type: none"> Minor impacts Pedestrian/bicycle access at limited, select locations 	<ul style="list-style-type: none"> Impacts avoided Enhanced pedestrian/bicycle access and improved walkability on local streets that cross I 71/I-75 and at intersections
Goebel Park Complex	<ul style="list-style-type: none"> 2.58 acres (2.4 acres new land returned to park) 350 feet of walking trail Basketball court and parking lot Proximity impacts to outdoor pool 	<ul style="list-style-type: none"> 2.84 acres² (2.23 acres new land returned to park) 360 feet of walking trail Basketball court and associated resources Proximity impacts to outdoor pool
Queensgate Playground and Ball Field	0.9 acres	0.72 acres
Relocations	~80 residential units ³ ~30 commercial ⁴	4 residential units 27 full, 1 partial commercial
Historic Longworth Hall	204 feet removed	204 feet removed
Lewisburg Historic District	21 full acquisitions 7 partial acquisitions	3 full acquisitions 8 partial acquisitions (strip right-of-way)
Low-income and minority populations	Minor Impacts	Reduced impacts and increased benefits
Wetlands	1.38 acres – no high quality	2.38 acres – no high quality
Streams and Rivers	3,340+ feet – no exceptional	1,368 feet – no exceptional
Floodplains	New pier construction	Same as original
Threatened/Endangered Species Habitat	52 acres (typical for 1 bat species)	90 acres (typical for 3 bat species)
Noise	Impacts throughout Kentucky and in some locations in Ohio	Currently under study
Air Quality	Currently under study	Currently under study
Construction Impacts	Normal temporary impacts ⁵	Normal temporary impacts ⁵

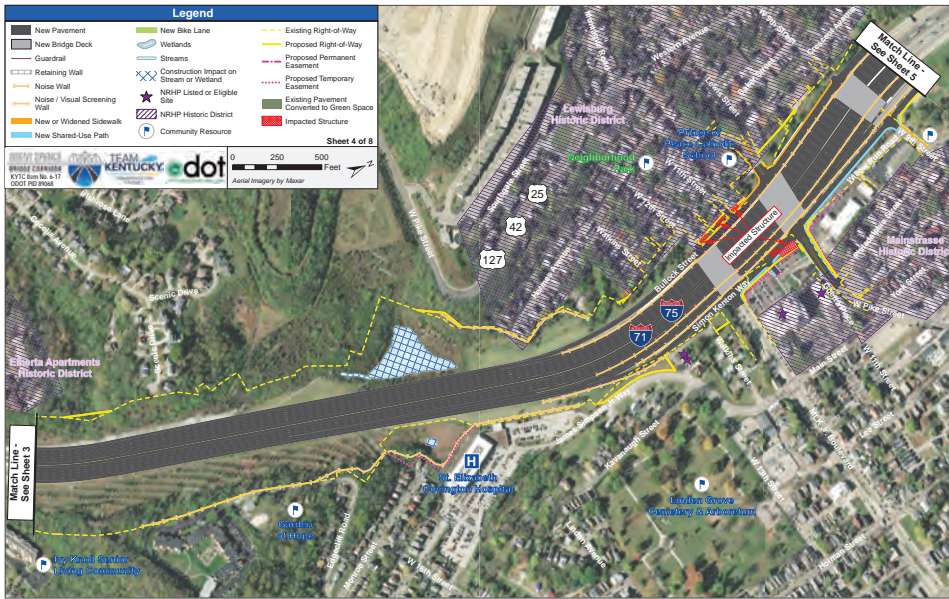
1. Total includes 22.01 acres of property owned by the City of Cincinnati that was not quantified in the original impacts.
 2. Increased impacts due to the extension of Simon Kenton Way and new stormwater facilities. Additional mitigation will occur to offset these impacts.
 3. Total includes estimated number of relocated households. The original impacts counted apartment buildings as one unit and would have relocated a substantially greater number of households.
 4. Total includes commercial tenants relocated in Longworth Hall. The original impacts counted the demolition of 204 feet of Longworth Hall as one commercial relocation.
 5. Construction of the project may result in temporary noise, air quality, and access impacts.



Brent Spence Bridge Corridor Project



KYTC Item No. 6-17 | ODOT PID 89068



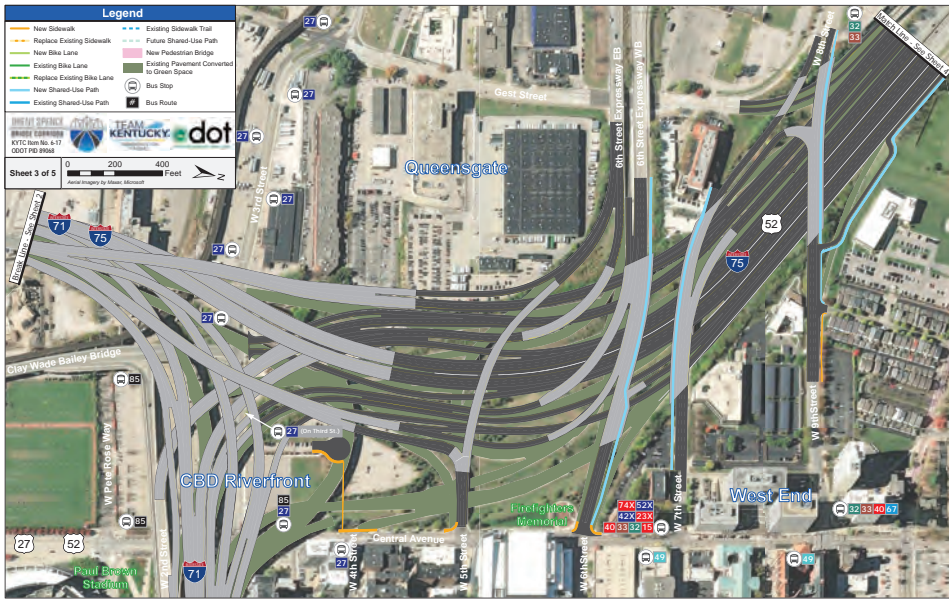


Enhancing the Community and Offsetting Potential Impacts

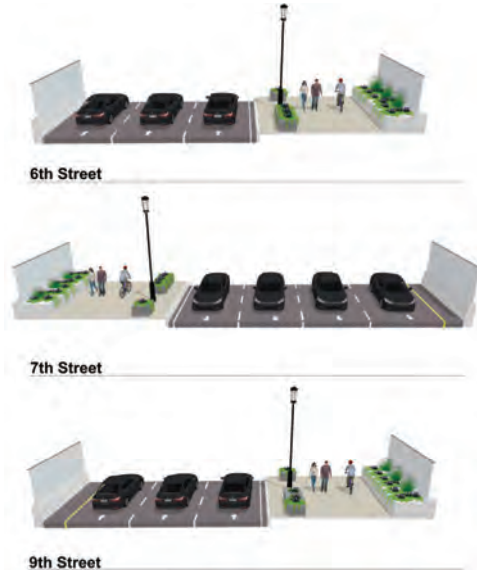
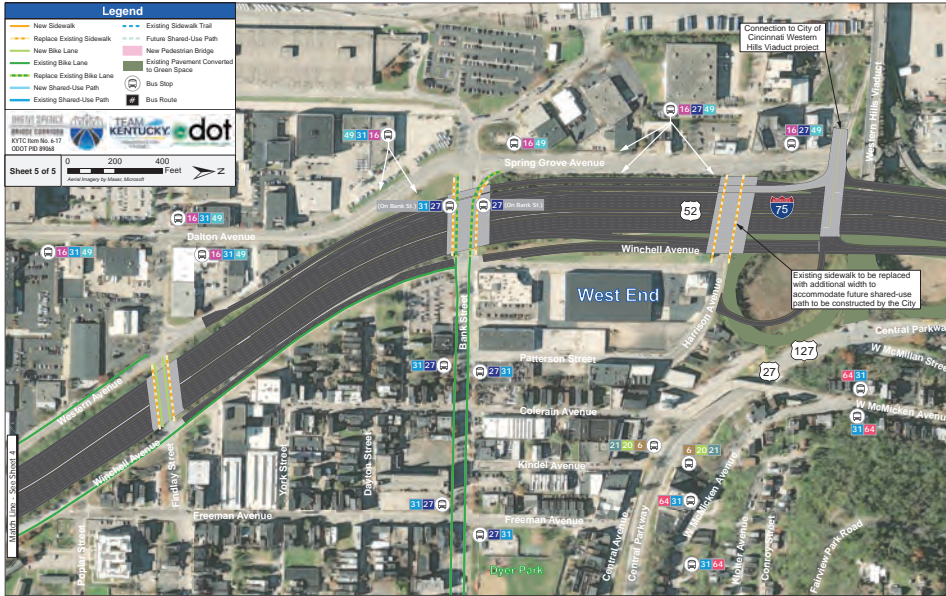
Environmental commitments are being developed to enhance the community and address permanent and temporary impacts.

- Corridor-wide aesthetic enhancements
- Mitigating potential noise impacts and proposing additional noise/visual screening walls above and beyond state policy
- New and improved pedestrian and bicycle connections on local streets that are parallel to or cross I-71/I-75
- Measures to manage potential temporary traffic, dust, noise, and air quality impacts during construction, including coordination with local agencies and the public
- Reduced flooding and combined sewer overflows by separating interstate stormwater runoff and improving existing drainage systems in Kentucky and Ohio
- Minimization and mitigation for potential wetland and stream impacts
- 10 acres of land opened up for potential redevelopment in downtown Cincinnati
- Avoidance, minimization, and mitigation for potential impacts to threatened and endangered species
- Disadvantaged business enterprise participation, on-the-job training, and workforce development during the progressive design-build contract
- Mitigation for potential impacts to the Goebel Park Complex, Queensgate Playground and Ball Field, Louisburg Historic District, and Longworth Hall





Brent Spence Bridge Corridor Project
Cincinnati Local Street Bridges over I-75



Brent Spence Bridge Corridor
(Looking Northeast from Kentucky – Cable Stayed Option)



Brent Spence Bridge Corridor
(Looking Northeast from Kentucky – Arch Bridge Option)





Kyles Lane Overpass
(Looking South)



KYTC Item No. 6-17 | ODOT PID 89068



Kyles Lane Overpass
(Looking South)



KYTC Item No. 6-17 | ODOT PID 89068



Goebel Park (Looking North) - Kentucky



KYTC Item No. 6-17 | ODOT PID 89068



Firefighters Memorial (Looking Southwest) - Ohio



KYTC Item No. 6-17 | ODOT PID 89068



Ezzard Charles Drive (Looking West) - Ohio



KYTC Item No. 6-17 | ODOT PID 89068

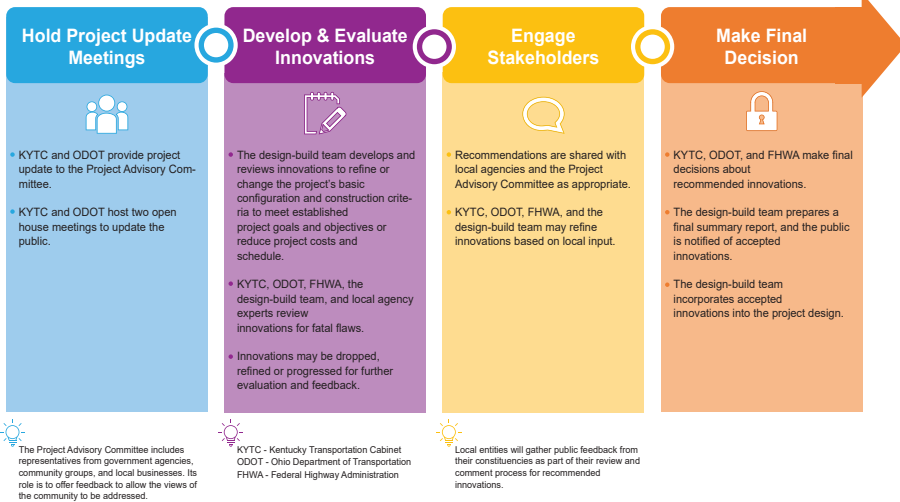


Ezzard Charles Drive (Looking West) - Ohio

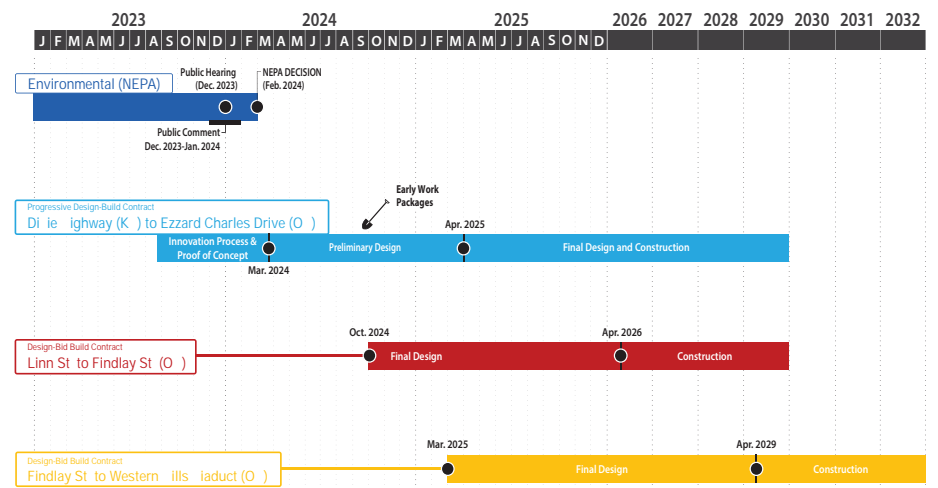


KYTC Item No. 6-17 | ODOT PID 89068

Progressive Design-Build Innovation Process



Project Schedule



Brent Spence Bridge Corridor Project



KYTC Item No. 6-17 | ODOT PID 89068



Brent Spence Bridge Corridor Project



KYTC Item No. 6-17 | ODOT PID 89068

Comments Are Welcome!

Provide feedback today...

Submit comments by the following methods:

- Visit www.brentspencebridgecorridor.com or scan the QR code
- Fill out a form at this meeting
- Email: Keith.Smith@dot.ohio.gov
- Phone: 1-800-831-2142
- Mail: Ohio Department of Transportation, District 8
Attn: Keith Smith
505 South State Route 741
Lebanon, OH 45036-9518



Escanee el código QR para proporcionar un comentario.



Please comment by no later than
September 8, 2023

Sign up for future updates...

Join the 1,500+ people who receive the monthly BSB Corridor Project E-newsletter:

- Visit <https://brentspencebridgecorridor.com/public-involvement/#footer>
- Scan the QR code



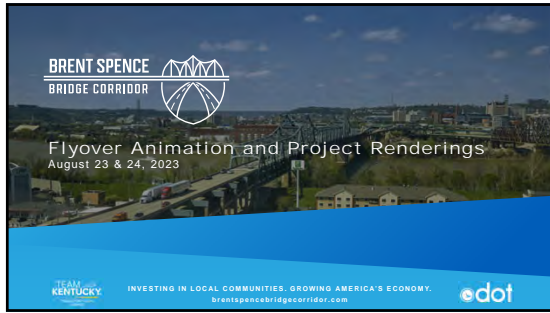
Escanee el código QR para registrarse y recibir actualizaciones.



Brent Spence Bridge Corridor Project



KYTC Item No. 6-17 | ODOT PID 89068



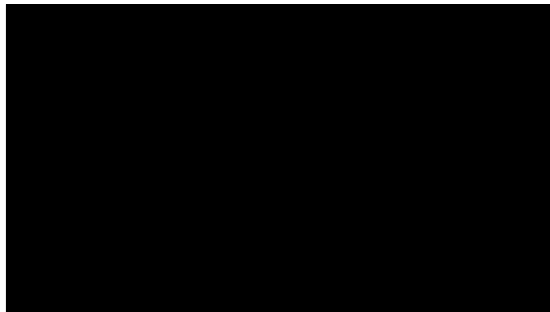
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Brent Spence Bridge Corridor
(Looking Northwest from Kentucky)

10



Brent Spence Bridge Corridor
(Looking Southeast from Ohio – Cable Stayed Option)

11



Brent Spence Bridge Corridor
(Looking Southeast from Ohio – Arch Bridge Option)

12



Brent Spence Bridge Corridor - Kentucky
(Looking Southeast)

13



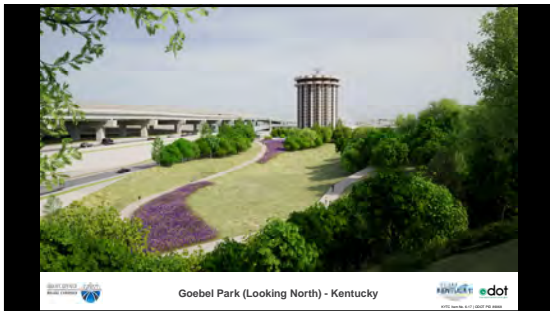
Kyles Lane Overpass
(Looking South)

14



Kyles Lane Overpass
(Looking South)

15



Goebel Park (Looking North) - Kentucky

16



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

17



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

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[Attachment 6: Handouts](#)

Brent Spence Bridge Corridor Project

Project Description

The \$3.6 billion Brent Spence Bridge (BSB) Corridor Project is being jointly developed by the Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT). It will improve 7.8 total miles of I-71 and I-75 from south of Dixie Highway (US-25) in Kentucky to north of the Western Hills Viaduct in Ohio. An overview of the project improvements is included on the back of this fact sheet.

Purpose & Need

The project purpose and need includes:

- Improving traffic flow and level of service;
- Improving safety;
- Correcting geometric deficiencies (such as narrow shoulders); and
- Maintaining connections to key regional and national transportation corridors.

Construction Phases and Timeline

The BSB Corridor Project will be delivered in three phases:

- Dixie Highway (KY) to Ezzard Charles Drive (OH) | Construction from 2024 to 2030
- Linn Street to Findlay Street (OH) | Construction from 2025 to 2029
- Findlay Street to Western Hills Viaduct (OH) | Construction from 2029 to 2032

New Companion Bridge

A new companion bridge will be built west of the existing BSB to carry interstate traffic across the Ohio River. The existing BSB will remain and will carry local traffic as part of a proposed collector-distributor roadway system. The new companion bridge will be either an arch or a cable-stayed structure, which will be determined based on a technical analysis by the design-build team. KYTC and ODOT are coordinating with a project Aesthetics Committee to make sure the new bridge will be an iconic addition to the region.

Environmental Impacts

The project has the potential to impact some public parks, historic properties and districts, wetlands, streams and rivers, threatened and endangered species, floodplains, and noise levels. Short-term, temporary impacts may also occur during construction. The project has been designed to avoid and minimize environmental impacts as much as possible, and environmental commitments are being developed to address permanent and temporary impacts. KYTC and ODOT have committed to implementing measures (called mitigation measures) to offset unavoidable impacts and have added several enhancements to further benefit local communities. These enhancements include aesthetic improvements, new and improved pedestrian and bicycle connections, drainage and stormwater improvements, additional land for potential redevelopment, and workforce development and training programs.

Property Impacts

KYTC and ODOT will need to acquire about 51.2 acres of land to build the project, including 4 residential and 27 full commercial relocations.

Comments

Please send us your feedback by **no later than September 8, 2023**.

Website: brentspencebridgecorridor.com

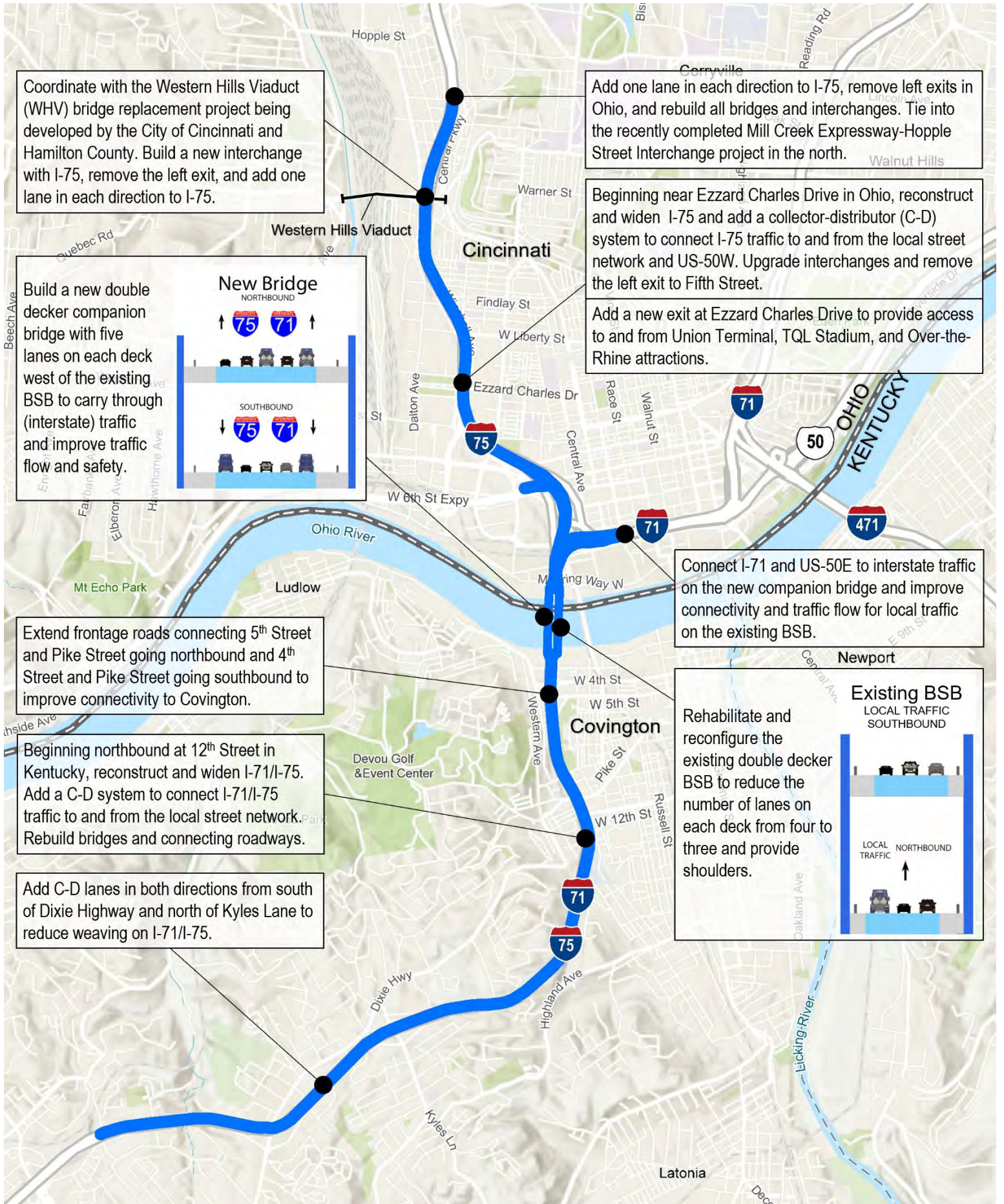
Email: Keith.Smith@dot.ohio.gov

Phone: 1-800-831-2142

Mail:
ODOT District 8 Office
Attn: Keith Smith
505 South State route 741
Lebanon, OH 45036-9518



Brent Spence Bridge Corridor Project Overview





INVESTING IN LOCAL COMMUNITIES, GROWING AMERICA'S ECONOMY.



The Brent Spence Bridge Corridor Project will transform an eight-mile portion of the I-71/75 interstate corridor between Kentucky and Ohio. This once-in-a-generation opportunity will improve quality of life for the millions of Americans who use the federal highway system in this region and beyond. It also presents the opportunity to invest in local businesses and grow our workforce while improving safety and travel along one of the nation's most important corridors for commerce and freight.



The Brent Spence Bridge is the critical link in this important eight-mile stretch of interstate between the Western Hills Viaduct in Ohio and Dixie Highway in Kentucky. The bridge is structurally sound and will remain in service for decades to come, carrying local traffic via fewer lanes to improve safety.

Fully-Funded, Advancing to Construction

The current anticipated project cost is \$3.6 billion, which will be shared by Ohio and Kentucky. The cost of the companion bridge and updates to the existing bridge will be split 50/50 by Ohio and Kentucky, with each paying for the approach work occurring in their respective state. The current estimates for each state are \$2 billion for Ohio and \$1.6 billion for Kentucky.



On Dec. 29, 2022, Ohio and Kentucky were awarded federal funding grants totaling \$1.635 billion from the Bipartisan Infrastructure & Jobs Investment Act for the Brent Spence Bridge Corridor Project, giving the green light to move toward construction. The funding fulfills pledges from Gov. Mike DeWine and Gov. Andy Beshear to pursue every federal dollar available to pay for the bridge project without tolls.

Reduced Footprint Better Meets Project and Community Needs

In 2012, the Federal Highway Administration (FHWA) approved a plan for a new companion bridge to the west of the existing Brent Spence Bridge to address capacity and mobility issues. The original design of the new bridge in 2012 called for a width of 172 feet. However, the project team conducted a value engineering study, reducing the width in the current design to 107 feet – a reduction of almost 40%.

With this refinement and the use of retaining walls throughout the corridor, the overall width of the project has been significantly reduced, including up to a 95% reduction in residential relocations in Kentucky.

In November of 2022, the project team also worked with the City of Cincinnati to reconfigure ramps to the downtown area, creating 10 acres of additional land available for development in the city.

Safer, More Efficient Travel, Along with Community Improvements

The project includes a number of features and enhancements that will improve travel and safety throughout the corridor, as well as provide benefits to local communities:



- The existing Brent Spence Bridge will be reduced from four lanes to three and the shoulders will be re-established.
- Interstate and local traffic will be separated. The new companion structure will carry I-71/75 traffic. Local traffic will use the existing Brent Spence Bridge, which will greatly reduce traffic weaving on the approaches to the bridges. This will also improve access to the Covington and Cincinnati business districts.
- Cincinnati and western neighborhoods will be better connected with new or improved bike and pedestrian paths on local streets that cross I-71/I-75.
- Both states will address stormwater runoff from the highway as part of this project to reduce flooding and combined sewer overflows.
- Noise walls will be built in multiple locations to reduce sound levels throughout the corridor.
- The project will fund measures to offset impacts and add amenities in parks in Kentucky and Ohio.



Collector-Distributor System

Improving Traffic Flow, Local Access and Safety in the Brent Spence Bridge Corridor

What is a collector-distributor system?

It's a network of roads alongside a highway that streamlines traffic flow as it enters and exits the highway. The name implies the system "collects" traffic exiting from a highway and "distributes" it to local roadways. Similarly, it "collects" traffic from local roadways and "distributes" it onto the highway. Connecting highways and local streets, collector-distributor (C-D) systems can be one or more lanes. The purpose is to reduce the number of exit and entrance points on the highway while providing access to and from local roads.

How will the C-D system improve traffic flow and safety?

It will separate through and local traffic lanes, keeping them apart for longer distances. This eliminates weaving, which can disrupt traffic flow and potentially result in crashes. Furthermore, traffic will enter and exit the local street grid from the C-D system at lower speeds, making these movements easier and reducing the potential for crashes.

Where will C-D roads be built?

They will be built at these locations:

- Northbound between Dixie Highway and Kyles Lane interchanges (KY). Northbound motorists traveling to either Dixie Highway or Kyles Lane will exit I-71/I-75 onto the new C-D road just south of Dixie Highway (see decision point diamond #1). Vehicles will either exit onto Dixie Highway



from the C-D road or continue on and exit onto Kyles Lane (note yellow dots on map). Local drivers may enter the C-D road at either Dixie Highway or Kyles Lane to head northbound and merge onto I-71/75. This allows drivers to exit and enter local roadways without disrupting through traffic on the highway.

- **Southbound between Kyles Lane and Dixie Highway (KY).**
Mirroring the northbound C-D roadway, southbound motorists heading to either Kyles Lane or Dixie Highway will exit I-71/I-75 onto the new C-D road just north of Kyles Lane (see decision point diamond #2). Drivers will either exit onto Kyles Lane or continue on the C-D road, where they can exit onto Dixie Highway. Local traffic will also be able to enter the C-D road at either Kyles Lane or Dixie Highway southbound and eventually merge with I-71/75 southbound.
- **Northbound from north of St. Elizabeth Hospital (KY) to north of Freeman Avenue (OH).**
Northbound motorists traveling to Covington or downtown Cincinnati will exit I-71/I-75 onto the new C-D road near the bottom of the cut-in-the-hill (see decision point diamond #3). From the C-D road, drivers will be able to access MLK Jr. Blvd./ W. 12th St., Pike St., W. 9th St., and 5th St.. Drivers traveling to Cincinnati will continue over the existing Brent Spence Bridge to access W. 2nd St., I-71 North, W. 5th St., W. 6th St., and Winchell Ave., in Ohio. Local drivers may also enter this C-D road heading northbound from these exits in Covington and downtown Cincinnati and eventually merge onto I-75 just north of Freeman Avenue.
- **Southbound from north of Ezzard Charles Drive (OH) to south of West 5th Street (KY).**
Southbound motorists traveling to downtown Cincinnati and Covington will exit I-75 onto the C-D road just north of Ezzard Charles Drive (see decision diamond point #4). From there, drivers can access W. 7th St., W. 3rd St., and W. 2nd St. in Ohio. Those traveling to Covington will continue on the existing Brent Spence Bridge to access W. 5th St., W. 9th St., Pike St., W. 11th St., and W. 12th St./MLK Jr. Blvd. in Kentucky. Local drivers may also enter the C-D road and head southbound from downtown Cincinnati across the Brent Spence Bridge to merge onto I-71/I-75 south of W. 5th St. in Kentucky. Drivers from Covington can access southbound I-75 near the bottom of the cut-in-the-hill via an extended frontage road along Bullock Street.

How will the collector-distributor system cross the Ohio River?

The C-D system will cross the Ohio River on the existing Brent Spence Bridge. The bridge will be restriped to provide three lanes with standard shoulders, and the speed limit will be lowered to 45 miles per hour.

Where do drivers who want to stay on the interstate go?

Travelers who want to stay on the I-71/75 interstate will cross the Ohio River on the new companion bridge, which will be five lanes in each direction at a speed limit of 55 miles per hour. These lanes will not have access points to go on and off the highway, which will provide more consistent traffic flow and better capacity.

How will drivers access I-71 in Ohio?

Traveling northbound, motorists can access I-71 from both the through-traffic interstate lanes and the C-D system. Traveling southbound, traffic can access I-71 from the through-traffic interstate lanes and from the C-D system via W. 2nd Street.

In Covington and Cincinnati, where do travelers have to decide whether to stay on the interstate or exit to the collector-distributor system to access local roads?

Traveling northbound, drivers will decide whether to remain on I-71/I-75 or to exit to the C-D system at the bottom of the cut-in-the-hill near St. Elizabeth Hospital. Motorists will be able to access I-71 from both the through and local lanes. Traveling southbound, drivers will decide whether to remain on I-75 or exit to the C-D system just north of Ezzard Charles Drive. Refer to decision diamonds on map.

What will happen if drivers accidentally exit to the C-D system?

They will be able to stay on the C-D road across the Brent Spence Bridge and ultimately re-enter the highway.



Attachment 7: Comment and Response Summary

Comment Number	Nature of Comment	Comment	Response
1	Noise Roadway/Bridge Design Right-of-Way	<p>08/11/2023 - Web Comment - I live on Leslie Ave facing the current brick wall at the south bound Ft. Mitchell exit. Are there renderings or samples of what the new wall will look like? What material is being used? Can we see it in person? What is the distance of the new wall up the exit ramp? Are we able to keep our "T" turnaround? In the "flyover renderings" there is not a full "T". Everyone that turns around, turns to the left along with the Ft. Mitchell snow removal plow in the winter. Will all the trees along the existing brick wall be replaced?</p> <p>Note: This is hwy project round 2 for most of us on this street. We planted most of the trees by the current brick wall ourselves once the "S" curve project was complete. Now that they are mature trees, they most likely are going to be removed for this project. We would like those trees that we paid for replaced if at all possible.</p> <p>The "S" curve project was rough for all of us on Leslie trying to live here during construction.</p> <p>I question why #4 Leslie is not being acquisition ed? KYDT is "renting" some of their property. After the acquisition of properties with the "S" curve project. Why are you not inquiring about that property? People that were "on the end" were able to be bought out even though their houses stayed.</p>	<p>In response to the question about the noise wall proposed along southbound I-71/I-75 in the vicinity of Leslie Avenue, the proposed noise wall will be approximately 1,300 feet long and will extend approximately the same distance up the exit ramp as it does today. The project may require the removal of some trees for the construction of the widened highway and the proposed noise wall. KYTC will limit tree removal to the greatest extent possible. KYTC is actively coordinating aesthetic and landscaping details with the City of Fort Mitchell. The specific design and aesthetic details of proposed noise walls will be coordinated with the residents who will benefit from the walls during the project's detailed design stage.</p> <p>Regarding the questions about the "T" turnaround, in conjunction with the project, KYTC will construct a similar area to accommodate vehicles that need to turn around on Leslie Avenue.</p> <p>KYTC recognizes that the construction of any major improvement project will have temporary impacts to surrounding communities. KYTC will work with the City of Fort Mitchell to minimize temporary construction impacts to the greatest extent possible.</p> <p>Finally, in response to the questions about acquiring additional properties along Leslie Avenue. In accordance with State and Federal laws, KYTC will only acquire properties that are directly impacted by the project. The Brent Spence Bridge Corridor Project does not impact any homes along Leslie Avenue; therefore, they will not be acquired.</p>
2	Roadway/Bridge Design	<p>08/11/2023 - Web Comment - Are we are going to be able to incorporate some sort of speed zones on the streets leading up to the bridge, such as my street Highway Avenue which is ridiculous with cars speeding and not stopping for pedestrians in marked crosswalks areas to do so. My partner and I have had 5 cars totalled due to cars speeding in a residential area and not paying attention. The new bridge is going to be fantastic; however let's help the streets leading up to it too.</p>	<p>The speed limits on I-71/I-75 and the proposed collector-distributor system will be established based on state and federal requirements. The evaluation and implementation of traffic calming measures on local streets will continue to be the responsibility of the appropriate local agency.</p>

Comment Number	Nature of Comment	Comment	Response
3	Alternatives	<p>08/12/2023 - Web Comment - The Brent Spence Bridge widening will only prove to be a temporary solution to increasing traffic on I-75, I-71, I-74, I-471, and I-275 . Traffic study after traffic study across the nation shows that widening highways eventually only increases congestion. I-75 will not be capable of handling the increasing freight and general congestion within 10 years after the Brent Spence Bridge widening is completed. NOW is the time to start planning an alternative future interstate corridor to not only bypass Cincinnati but also Dayton and I-75 in general southward. The Ohio Valley Regional Planning Commission is planning a feasibility of the I-73/I-74 corridor and the Ohio Legislature passed a resolution for ODOT to begin this feasibility study. Both the I-74 extension and I-73 were opposed by the people of Cincinnati and Columbus. West Virginia has cancelled further funding of the U.S. 52 King Coal Highway which is the route for I-73. Virginia has likewise cancelled I-73 in the state. Even proposed concepts like the Eastern Cincy Bypass have been studied and found unfeasible. Widening I-75 will only raise more and more opposition.</p> <p>That leaves only one option not explored, building a north-south future interstate corridor as an alternative to I-75, a Future I-73 or Future I-67. This new interstate corridor should begin at I-75 in Findlay, follow U.S. 68 south, then follow either OH 73 or U.S. 35 to Chillicothe then U.S. 23 to Portsmouth. From Portsmouth, the new interstate route would follow U.S. 23 through Kentucky and Virginia to connect to I-26 in Kingsport Tennessee to form a traffic alternative to I-75 and major freight corridor from Findlay Ohio to the port at Charleston South Carolina. This should be the focus of the I-73/I-74 feasibility study of OVRPC and ODOT as directed by the Ohio State Legislature</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is designed to accommodate traffic projected to travel through the corridor by the year 2050, which is the standard design horizon for large infrastructure projects. The traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on available capacity, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>Your comments about other potential projects are noted. Other regional and statewide improvements will be independently studied and evaluated as appropriate as ODOT continues to manage the existing and future transportation needs in the state.</p> <p>More information on ODOT's Statewide Planning can be found here: https://www.transportation.ohio.gov/programs/statewide-planning-research/welcome</p>
4	Miscellaneous	<p>08/14/2023 - Web Comment - Does this team have a board of directors? If so, who are they? Is there a CEO or Executive Director for this group? Might be interested in having someone from a high level speak to a community service club that I am a member of.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. Speaking requests can be directed to the Ohio Department of Transportation's District 8 Public Involvement Officer at d08.pio@dot.ohio.gov or the Kentucky Transportation Cabinet's District 6 Public Information Officer at KYTC.District6Info@ky.gov.</p>

Comment Number	Nature of Comment	Comment	Response
5	Noise	08/15/2023 - Web Comment - Hello, I'm a resident (11th street in Lewisburg of Covington) and see on the latest proposal, there are noise walls to be added. I am wondering if these are expected to be the tall 23' walls, or similar to the existing wall height.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The proposed noise wall in the vicinity of 11th Street in Lewisburg are anticipated to be 12 feet high. However, additional analysis and design of the noise walls will be conducted for the project by the Design Build Team and that information shared as part of the noise wall public engagement process.
6	Construction	08/16/2023 - Web Comment - I would like to introduce you to Sarens. We offer crane rental services, heavy lifting, and engineered transport for our clients. With state-of-the-art equipment and value engineering, we offer our clients creative and intelligent solutions to today's heavy lifting and engineered transport challenges.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com . You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/ . Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: https://brentspencebridgecorridor.com/work-with-us/
7	Construction	08/16/2023 - Web Comment - My name is [REDACTED], I am the Regional Manager for Kwik Bond Polymers. I would like to be considered as a material supplier for the upcoming Brent Spence Bridge project. Please consider PPC as the overlay or wearing course for the bridge deck on the Brent Spence Bridge project. If you haven't filed an ATC for PPC, please consider doing so.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com . You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/ . Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: https://brentspencebridgecorridor.com/work-with-us/
8	Alternatives	08/16/2023 - Web Comment - At the very beginning of the project information collection phase, EPHIA, the community council of East Price Hill (located only 5 minutes from I-75 to the west) submitted a request that this major project include linking direct access to I-75 both north and south from east bound US-50. I do not know that we ever received a correspondence letter. However, after looking at the proposed renderings of this project, it appears that the US-50 to North I-75 linkage will remained unchanged. Is this appearance correct? And if so, why? There is a large amount of both automobile and truck traffic that are significantly delayed access to NB I-75 due to the current routing and now seems to be the time to correct that linkage.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project purpose and need is to improve traffic flow and safety in the I-71/I-75 corridor while maintaining key regional connections. While the existing connections to and from US-50 are maintained, new direct access to northbound I-75 is not added. Traffic operational analysis show that the proposed design will accommodate projected traffic through the year 2049, which is the design year for this project. Building new direct access from eastbound US-50 to northbound I-75 is beyond the purpose and need for this project and would substantially increase the project's footprint and costs.

Comment Number	Nature of Comment	Comment	Response
9	Alternatives Air Quality	<p>08/16/2023 - Web Comment - This project's current design (as shown in the flyer over rendering) appears to be over-constructed and highly focused on moving motor-vehicle traffic. The local communities hosting this project Cincinnati and Covington will be negatively impacted by the continued large-scale investment in infrastructure that promotes and incentivizes driving personal automobiles through our neighborhoods and communities. I've lived in Cincinnati, OH for 6 years now and hope that this project's design will focus on taking back more land that is advertised currently, i.e., working with the Bridge Forward Team. I'm very interested in understanding why we continue to utilize traffic "models" that predict these continued large volumes of traffic when more residents are moving closer into the core and living car-lite within the Urban base.</p> <p>I currently work in pediatric medicine and I continue to be concerned over the continued deterrent to air quality that motor vehicles cause, which will be further increased by induced demand by the temporarily improved travel times using the bridge. Kids and adults should not have to continue to be subjected to poor air conditions at the expense of moving personal vehicles and freight traffic. Here's one of many articles highlighting these issues: https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7461703/#:~:text=Pre%2D%20and%20postnatal%20exposure%20to,gain%2C%20and%20excess%20childhood%20adiposity.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is designed to accommodate traffic projected to travel through the corridor by the year 2049, which is the standard design horizon for large infrastructure projects. The traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on available capacity, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2049.</p> <p>ODOT is continuing to collaborate with the City of Cincinnati to incorporate community priorities into the project. One of these priorities includes maximizing the amount of land returned to the City once the project is complete. ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project, West End, and Queensgate. ODOT has responded to Bridge Forward's most recent concept, and that response is available here: https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf</p> <p>ODOT will continue to share the Bridge Forward concept and other suggestions with the design-build team. In addition, the City of Cincinnati has invited a representative of Bridge Forward to participate in an advisory committee it is forming to represent local concerns in the development and construction of the BSB Corridor Project.</p> <p>In response to your concerns about air quality. The project team is evaluating the project's effects to air quality as part of the environmental process. Based on the current schedule, the project's environmental documents, including the results of air quality analyses, will be available for review and comment in late 2023.</p>

Comment Number	Nature of Comment	Comment	Response
10	Miscellaneous	08/23/2023 - Written Comment - The room did not accommodate the large crowd. Noise level was an issue. Team KY - you should know better.	Thank you for attending the Brent Spence Bridge Corridor Project Update Meeting. Your comment has been included in the project record.
11	Noise	08/23/2023 - Written Comment - Construct a noise wall along west side of Banklick Street from 9th Street, south beyond Watkins Street entrance ramp (similar to what is proposed along the Goebel Park Boundary). This road is already busy, and a drag strip which will get much busier and noisier with these improvements. Otherwise, looking forward to this long-awaited project.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Based on the address provided and subsequent comments from the same commenter, it is assumed the comment pertains to Bullock Street. KYTC evaluated a number of configurations for the noise walls proposed on the west side of I-75. The proposed configuration provides the greatest amount of noise reduction for the residences in Lewisburg.
12	Alternatives	08/23/2023 - Written Comment - If companion bridge was on east side of original Brent Spence, there would be a great view of downtown Cincy. As it is today, you will get a great view of the rusty Brent Spence, which is not a very attractive welcome to Ohio/Cincinnati.	<p>Thank you for attending the Brent Spence Bridge Corridor Project Update Meeting. Your comment has been included in the project record. KYTC and ODOT are committed to building an iconic, aesthetically pleasing bridge. Once the bridge type is determined, the project Aesthetics Committee will be engaged to provide feedback on the aesthetic elements of the new companion bridge and the existing BSB.</p> <p>Early planning concepts did investigate new bridges east of the existing Brent Spence Bridge. These concepts were removed from consideration for various reasons, including impacts to utilities, environmental impacts, and design issues.</p>
13	Miscellaneous	08/23/2023 - Written Comment - Thank you for the presentation. It was very informative.	Thank you for attending the Brent Spence Bridge Corridor Project Update Meeting. Your comment has been included in the project record.
14	Construction	08/23/2023 - Written Comment - (1) How much reinforcement bar is required for the bridge deck and overpasses? (2) What is the life cycle requirements (# of years) for the bridge? (3) What materials are being considered to meet those requirements (type of rebar)? (4) Are there any "Buy America" or local buy considerations for the bridge project?	<p>Thank you for attending the Brent Spence Bridge Corridor Project Update Meeting. The project's design has not yet progressed to the point where the specific design requirements for type, and quantity of reinforcement have been determined.</p> <p>The project will comply with the applicable provisions of the Infrastructure Investment and Jobs Act, which includes the Buy America requirements.</p>

Comment Number	Nature of Comment	Comment	Response
15	General Project Support Traffic Construction BSB Companion Bridge	<p>08/23/2023 - Written Comment - Thanks for having the meeting! It was informative. Since the last meeting, there have been changes. After attending this meeting, I now understand the direction of the project. Build the bridge ASAP! It is long overdue. Twenty years in the making and not one port-a-potty has arrived.</p> <p>Suggestions for the meeting: (1) The PowerPoint slides did not show a completion data. The completion data was mentioned in the audio. My relatives, in northern Ohio, have been asking about a completion date. (2) It would have been nice to have a group meeting where citizens can ask questions. It would have helped the media coverage. One of the previous meetings was conducted in this manner. Business owners in Mainstrasse were concerned about losing business if a driver had to make a decision ten miles back in Ohio.</p> <p>General comments: (1) No tolls. There was nothing mentioned about tolls in the PowerPoint slides. Local commuters should not have to pay for a federal interstate highway. (2) Keep construction delays/gridlock to a minimum. I am tired of gridlock due to construction. What kind of delays will we see during construction? All bridges and interchanges will be rebuilt. (3) I don't have a strong opinion about the type of bridge. An arch bridge would be a companion to the Big Mac/Daniel Carter Beard Bridge. However, I wouldn't be able to tell drivers to take the "arch" bridge. (4) Come up with a good name for the bridge that matches the design of the bridge. When the local media gives a traffic report regarding an incident on a bridge . . . drivers do not [know] which bridge is affected. Most drivers understand that the "Big Mac" bridge is the I-471 bridge versus being the Daniel Carter Beard Bridge.</p> <p>I do not need a response to these comments and questions. Estimated cost?</p> <p>Additional question: Will any other groups be able to delay the construction of this bridge?</p>	<p>Thank you for attending the Brent Spence Bridge Corridor Project Update Meeting and for your support of the project. Your feedback about the meeting has been included in the project record. The Brent Spence Bridge Corridor Project will be completed in three phases. Construction of the portion from Dixie Highway (KY) to Ezzard Charles Drive (OH) is anticipated to be substantially complete by 2030. Construction of the portion from Linn Street to Findlay Street (OH) is anticipated to be complete in 2031. Construction of the portion from Findlay Street to the Western Hills Viaduct (OH) is anticipated to be complete in 2032.</p> <p>In late 2022, KYTC and ODOT held a series of small-scale and large-scale neighborhood meetings to provide project details, allow the public to ask questions, and collect feedback from local communities. Members of the project team were available at the open house project update meetings to answer questions, speak with the media, and speak with business owners about any concerns they may have about the project. The project will be signed so that drivers are well informed of decision points for accessing local destinations.</p> <p>Tolling the I-71/I-75 corridor is not permitted in the State of Kentucky, and the project does not include tolls.</p> <p>During construction, KYTC and ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, KYTC and ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. Local cities will have an opportunity to review and provide input into all aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>

Comment Number	Nature of Comment	Comment	Response
15 (cont.)	General Project Support Traffic Construction BSB Companion Bridge (cont.)		<p>KYTC and ODOT are committed to building an iconic, aesthetically pleasing bridge. KYTC and ODOT will determine the final bridge type for the new companion bridge based on a technical evaluation performed by the design-build team. Once the bridge type is determined, that information will be made available to the public, and the project Aesthetics Committee will be engaged to provide feedback on the aesthetic elements of the new companion bridge and the existing BSB.</p> <p>The process for naming the new bridge has not been established.</p> <p>The project is estimated to cost \$3.6 billion.</p> <p>KYTC and ODOT are unable to comment on potential actions of other groups or any potential effects on the project.</p>
16	Project Development Process Stormwater Multimodal	08/24/2023 - Written Comment - It is imperative that the entire length of the project include careful planning to ensure tax dollars are invested wisely. There is an imperative need to address stormwater runoff and the long-running CSO issue affecting the Ohio River and Mill Creek. This will save time and money. Connections must be made to Queensgate and the West End that are safe for pedestrians and cyclists – promoting less reliance on cars and voiding induced demand, which would impair air quality.	<p>Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. KYTC and ODOT have followed a rigorous process of studying ways to improve the BSB corridor. This process began in 2004 and involved the development and evaluation of several potential alternatives and several public meetings and hearings to gather public feedback. In 2012, the Federal Highway Administration issued a “Finding of No Significant Impact” for the selected alternative. Most recently, KYTC and ODOT have 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 the selected alternative. KYTC and ODOT are currently in the process of updating environmental studies for the project to reflect change in the project’s design, site conditions, and regulatory requirements. The results of this process will be documented in a supplemental Environmental Assessment, which will be made available for public review and presented at public hearings for the project.</p> <p>KYTC will separate all interstate runoff from the BSB corridor from the existing combined sewer system. In addition, the project will replace a portion of the Willow Run trunk line with a new 120-inch pipe from St. Elizabeth Hospital to West 9th Street in Covington. These measures will substantially reduce the volume flowing into the combined sewer system and reducing local flooding and the frequency of combined sewer overflows. The stormwater system along the BSB corridor in Ohio will be completely replaced, and the</p>

Comment Number	Nature of Comment	Comment	Response
16 (cont.)	Project Development Process Stormwater Multimodal (cont.)		<p>new system will be designed to meet current ODOT standards. The project will separate highway drainage from the existing combined sewer system in Ohio, and ODOT will partner with the Metropolitan Sewer District of Greater Cincinnati to build infrastructure to drain directly to Mill Creek and/or the Ohio River.</p> <p>The project will install bicycle and pedestrian infrastructure in and between the Cincinnati Central Business District, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a 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.</p>
17	Alternatives Aesthetics	<p>08/24/2023 - Written Comment - The northbound CD system should be converted to city streets from 3rd Street to 7th Street. The only movement that needs to be preserved is NB I-77/71 to US 50W. No other movement will be materially impacted by this improvement.</p> <p>The aesthetics are a mess on the Covington side. In KYTC Item No. 6-17, slides (not presented at the open house) show the ugly approach to Cincinnati – the skyline is no longer visible from the Goebel Park area of the interstate. The height of the project creates the equivalent of a Berlin Wall between east and west Covington. The houses on Crescent Avenue will become slums with the huge blank wall as proposed.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The project purpose and need is to improve traffic flow and safety in the I-71/I-75 corridor while maintaining key regional connections. The project is designed to accommodate traffic projected to travel through the corridor by the year 2049, which is the standard design horizon for large infrastructure projects. The traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on available capacity, projected trips, and calculated travel times. The northbound collector-distributor system is required to provide acceptable traffic operations in the project area. In addition, eliminating all access points except for northbound I-75 and I-71 to US-50W does not meet the project's purpose and need.</p> <p>KYTC is coordinating with the City of Covington to further its goals of creating vibrant urban spaces throughout the corridor. Items being discussed include landscaping, streetscapes, gateways, and treatments for piers, abutments, retaining walls, and noise walls. Based on feedback received during the neighborhood outreach activities and from the City of Covington, KYTC has committed to coordinating with the City of Covington during detailed design to evaluate the use of transparent noise walls in some locations to preserve views of Goebel Park from the highway and to preserve views of the skyline and across I-71/I-75 from surrounding neighborhood, including along Crescent Avenue.</p>

Comment Number	Nature of Comment	Comment	Response
18	Alternatives	08/24/2023 - Written Comment - Being from the west side I think this another way to IGNORE the west side of town. What happened to the BRIDGE FORWARD plan which would be much more advantageous to the west side. Price Hill, Covedale, Westwood besides all the townships on the west. Instead they would be building condos in the west end which many OTR people can't afford. They got pushed out and then moved to the west side and not improve anything. Let's try another option.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project, West End, and Queensgate. ODOT has responded to Bridge Forward's most recent concept, and that response is available here: https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf</p> <p>ODOT will continue to share the Bridge Forward concept and other suggestions with the design-build team. In addition, the City of Cincinnati has invited a representative of Bridge Forward to participate in an advisory committee it is forming to represent local concerns in the development and construction of the BSB Corridor Project.</p>
19	Alternatives Stormwater	08/24/2023 - Written Comment - I would encourage ODOT to make the design as beneficial to the City of Cincinnati by returning land to the city. I am in favor of the Bride Forward Plan that minimizes the footprint of the sprawling interchange and re-introduces a city grid. In addition, I want ODOT to make sure that any MSD/sewer work is accounted for to minimize sewer overflow. The city deserves the best from this 3.6 billion \$ project.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project, West End, and Queensgate. ODOT has responded to Bridge Forward's most recent concept, and that response is available here: https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf</p> <p>ODOT will continue to share the Bridge Forward concept and other suggestions with the design-build team. In addition, the City of Cincinnati has invited a representative of Bridge Forward to participate in an advisory committee it is forming to represent local concerns in the development and construction of the BSB Corridor Project.</p> <p>The stormwater system along the BSB corridor in Ohio will be completely replaced, and the new system will be designed to meet current ODOT standards. The project will separate highway drainage from the existing combined sewer system in Ohio, and ODOT will partner with the Metropolitan Sewer District of Greater Cincinnati to build infrastructure to drain directly to Mill Creek and/or the Ohio River.</p>

Comment Number	Nature of Comment	Comment	Response
20	Alternatives	08/24/2023 - Written Comment - The Cincinnati approach needs to follow the design of Fort Washington Way over 25 years ago. It maintains through traffic and connects local traffic into/from downtown while not disrupting the urban core. Rather, let's use this project to strengthen and grow the urban core! The "Bridge Forward" plan/vision is the best approach for the regional AND local economy!	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC considered options for trenching I-75 in Ohio similar to Fort Washington Way. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the highway while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor. Furthermore, trenching the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection. Maintaining connections to key regional and national transportation corridors, including US-50 as a free-flow connection, is part of the project's purpose and need.</p> <p>ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project, West End, and Queensgate. ODOT has responded to Bridge Forward's most recent concept, and that response is available here: https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf</p> <p>ODOT will continue to share the Bridge Forward concept and other suggestions with the design-build team. In addition, the City of Cincinnati has invited a representative of Bridge Forward to participate in an advisory committee it is forming to represent local concerns in the development and construction of the BSB Corridor Project.</p>

Comment Number	Nature of Comment	Comment	Response
21	Alternatives	08/24/2023 - Written Comment - Cap Ezzard Charles area. Reconnect Colerain Avenue across.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT is currently in the process of evaluating caps at Ezzard Charles Drive based on a request received from the City of Cincinnati. ODOT will continue to coordinate with the City of Cincinnati Department of Transportation and Engineering regarding the installation of caps at this location.</p> <p>The abutments for the new Western Hills Viaduct bridge present a large obstruction that would preclude reconnecting Colerain Avenue across I-75.</p>
22	Alternatives	08/24/2023 - Written Comment - Hoping that alternative plans will be considered with respect to west side access as well as development around the bridge and just not an avenue past Cincinnati. Please consider Bridge Forward plans in bringing new growth along with a new bridge.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up approximately 10 acres of land for potential redevelopment. ODOT is continuing to collaborate with the City of Cincinnati to incorporate community priorities into the project. Two of these priorities include maximizing the amount of land returned to the City once the project is complete and improving mobility for all modes of transportation.</p> <p>ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project, West End, and Queensgate. ODOT has responded to Bridge Forward's most recent concept, and that response is available here: https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf</p> <p>ODOT will continue to share the Bridge Forward concept and other suggestions with the design-build team. In addition, the City of Cincinnati has invited a representative of Bridge Forward to participate in an advisory committee it is forming to represent local concerns in the development and construction of the BSB Corridor Project.</p>

Comment Number	Nature of Comment	Comment	Response
23	Alternatives	08/24/2023 - Written Comment - I look forward to continued vetting of improved connectivity of the street grid into Queensgate to create economic development of housing and business attraction. It's the only geographic area for downtown to grow. Reducing the R.O.W. can also grow the footprint of downtown, but the acreage is not as valuable as perimeter frontage of that acreage. Please continue to utilize the Bridge Forward team and City BSB Advisory Committee for feedback into the innovation and proof of concept periods. While we recognize a nominal impact to the budget, at less than 5% of project cost (\$100 M in a \$3.6B project) it's a great investment that could make a \$3B economic impact over time.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT is continuing to collaborate with the City of Cincinnati to incorporate community priorities into the project. Two of these priorities include maximizing the amount of land returned to the City once the project is complete and improving mobility for all modes of transportation.</p> <p>ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project, West End, and Queensgate. Cost is not the only factor that is considered when evaluating alternatives. The project's purpose and need must also be met, including providing acceptable traffic operations and safe roadways. ODOT has responded to Bridge Forward's most recent concept, and that response is available here: https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf</p> <p>ODOT will continue to share the Bridge Forward concept and other suggestions with the design-build team. In addition, the City of Cincinnati has invited a representative of Bridge Forward to participate in an advisory committee it is forming to represent local concerns in the development and construction of the BSB Corridor Project.</p>
24	BSB Companion Bridge	08/24/2023 - Written Comment - i think you should do the cable stay bridge idea and put lights for lines. i am a kid	Thank you for your interest in the Brent Spence Bridge Corridor Project. Your comment has been included in the project record. KYTC and ODOT will determine the final bridge type for the new companion bridge based on a technical evaluation performed by the design-build team. Once the bridge type is determined, that information will be made available to the public, and the project Aesthetics Committee will be engaged to provide feedback on the aesthetic elements of the new companion bridge and the existing BSB, including lighting.

Comment Number	Nature of Comment	Comment	Response
25	Alternatives	08/21/2023 - Web Comment - I strongly support the sinking of 75 and 30 for the redevelopment of Queens Gate and downtown Cincinnati's neighborhoods. This is a once-in-a-lifetime opportunity to do what is right for the city and not just what is best for the State of Ohio and interstate commerce. Please consider the spectacular impact this will have upon our urban revival and give the city's future top priority!	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC considered options for trenching I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Ave. and 3rd St. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the highway while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor. Furthermore, trenching the highway would likely require the removal of I-75 connections with 5th, 6th, 7th, and 8th streets. and would not be able to accommodate US-50, which is an important regional connection. Maintaining connections to key regional and national transportation corridors, including US-50 as a free-flow connection, is part of the project's purpose and need.</p> <p>Because the I-75 mainline and access ramps cannot be depressed further, local Cincinnati cross streets would need to be raised substantially to pass over I-75 to form an urban city grid. Elevating the downtown Cincinnati cross streets over I-75 would substantially increase the project footprint on the west side of I-75 to tie into existing elevations. This additional footprint would result in new impacts to existing businesses and potential developable land.</p> <p>Between 5th St. and Ezzard Charles Dr., there are several areas where I-75 is relatively level with the surrounding land uses. Trenching I-75 in this area would require the freeway to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier.</p> <p>North of Ezzard Charles Dr., I-75 is elevated above the surrounding land uses and roadways. Trenching I-75 between Ezzard Charles Dr. and north of Findlay St. would require the highway to be lowered over 40 feet. This would require extensive use of retaining walls and would further exacerbate the concerns with geometric feasibility, traffic operations, and safety, The proximity of Western Avenue and Winchell Ave. further complicate geometric concerns, as such extensive retaining walls would require substantial foundations that could impact these roadways.</p>

Comment Number	Nature of Comment	Comment	Response
26	Construction	08/21/2023 - Web Comment - I am interested in exploring a VE Design using high performance steel fibers to replace a portion of the rebar in the bridge decks to lower carbon footprint, lower first cost and provide a durable crack free bridge deck. Who should I talk with about this?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding the design: WalshKokosingBrentSpence@walshgroup.com . You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/ .
27	Roadway/Bridge Design	08/21/2023 - Web Comment - Many drivers and passengers get a horrible feeling of claustrophobia while driving on the lower deck of the Brent Spence. Please consider widening the actual lanes (especially if you plan to reduce the lanes from 4 to 3). While I understand the need to widen the shoulders, that won't help the claustrophobia problem. By widening the remaining 3 lanes, giving drivers more room to breathe, it may significantly reduce the number of accidents on the bridge.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Once the project is completed, the lanes on the existing Brent Spence Bridge will be 11- and 12-foot-wide, which meets KYTC and ODOT design standards.
28	Right-of-Way	08/21/2023 - Web Comment - I own 605 and 608 W 11th St Covington, is the state still going to take 605 and a portion of 608 and what is the time frame	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The current plans for the project are consistent with previous plans shared with you and as such, still require a full acquisition of the property at 605 West 11th Street and a strip of temporary easement from the eastern edge of 608 West 11th Street. Maps showing proposed right-of-way limits (where properties will be impacted) for the project can be accessed here: https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-06_Corridor-Exhibit.pdf. Impacted structures are shown with red hatching on the exhibit.</p> <p>While the Kentucky Transportation Cabinet (KYTC) initiated the process of acquiring property along the corridor needed to build the project, we made a commitment to not purchase properties located within environmentally sensitive areas (such as Lewisburg Historic District) until environmental documentation for the project is complete. We anticipate that environmental step to be complete and the ROW process starting next Spring.</p> <p>As a reminder, you are entitled to compensation for the property (if you own) but also relocation expenses (if you own or rent). Please don't hesitate to reach out if you have any additional questions.</p>
29	General Support	08/22/2023 - Web Comment - Glad to see that this is finally being done!	Thank you for your support for the Brent Spence Bridge Corridor Project. Your comment has been included in the project record.

Comment Number	Nature of Comment	Comment	Response
30	Construction	08/22/2023 - Web Comment - I wanted to know if there was a Service Disabled Veteran-Owned Business / Disability-IN component for the bridge project? Please let me know.	Thank you for your interest in the Brent Spence Bridge Corridor Project. There is not a specific goal for veteran-owned businesses / disability-IN for the project.
31	Construction	08/22/2023 - Web Comment - Bridge Funds have been approved. The Texas Turnaround is part of the plan. Phase 1 includes the Companion Bridge, and I assume, other incidental traffic improvement connections to various lanes, ramps, etc., located in both Cincinnati, Covington and Ft Wright. The Construction Schedule has been deemed to be 2024-2030. Based upon certain computer and commuter modeling, what can the local residents and multi-state Interstate traffic realistically envision over some incremental time period to help reduce the existing traffic backups? Will some benefits be realized in two (2); others in four (4); and, the remainder in six (6) years?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project benefits cannot be fully realized until the project is completed, because continued construction activity will be taking place in the corridor. During construction, KYTC and ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities.
32	Construction	08/23/2023 - Web Comment - On behalf of T. Parker & Co., LLC - Creative, Marketing, Branding, I would like to wish Brent Spence Bridge Corridor project team a sincere "CONGRATULATIONS" on the launch of such an exciting and promising venture. We are sincerely interested in meeting with you to discuss how we can assist as a creative thought partner in delivering creative messaging and information to the community and surrounding areas of this wonderful project. Please email us at [REDACTED] with any information on upcoming opportunities that will allow us to join your small business network and to provide, creative, marketing and communication services to promote Brent Spence Bridge Corridor project. For immediate needs, please call me directly at [REDACTED].	Thank you for your interest in the Brent Spence Bridge Corridor Project. KYTC and ODOT already have vendors under contract to support the services described.

Comment Number	Nature of Comment	Comment	Response
33	Construction	08/23/2023 - Web Comment - how do i pre qualify to work on the project?	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. Information about pre-qualification in Ohio and Kentucky is provided on the "Construction/Contractor Resources" page of the project website: https://brentspencebridgecorridor.com/work-with-us/construction-contractor-resources/</p> <p>You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: https://brentspencebridgecorridor.com/work-with-us/</p>
34	Construction	08/23/2023 - Web Comment - We are a facilities maintenance company and hauling. We are located in Cleveland Ohio and have been in business since 1996. We would to be a part of this amazing project.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: https://brentspencebridgecorridor.com/work-with-us/</p>
35	Project Mailing List	08/23/2023 - Web Comment - Information on Brent Spence Bridge Corridor	This individual was added to the project mailing list.

Comment Number	Nature of Comment	Comment	Response
36	Quality of Life Multimodal Project Schedule	<p>08/23/2023 - Web Comment - Seeing some good work in the proposals so far. I'm ashamed by the lack of trees able to provide shade. Have any of you walked outside during the summers in Cincinnati?</p> <p>Since we won't be changing any dependencies on automotives with this, can we get a few more bike lanes?</p> <p>If this can be accomplished even within 2 years of expected completion I'll be surprised. But thanks for taking paychecks to craft out something that might help some people and their motorized vehicles. Hopefully I can escape this hellhole before construction gets too bad.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The project team has worked to avoid and minimize tree clearing to the greatest extent possible and will look for ways to further reduce impacts to trees during detailed design activities.</p> <p>In Kentucky, the project will build new shared-use paths and sidewalks parallel to I-71/I-75 along Simon Kenton Way and Bullock Street. Also, new and rebuilt sidewalks will be included under the MLK/West 12th Street, Pike Street, West 9th Street, West 5th Street, and West 3rd Street bridges. A new shared-use path will be built under the West 5th Street bridge, which will tie into the shared-use paths in the Goebel Park Complex. The shared-use path will be extended along Crescent Avenue to connect to the existing shared-use path along the Ohio River.</p> <p>In Ohio, the project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End neighborhoods. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles Drive, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a 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.</p> <p>Based on the most current data available, construction of Phase I in Ohio is anticipated to be complete by 2032. Phase II is anticipated to be complete in 2031, and Phase III is anticipated to be complete in 2030.</p>
37	Construction	08/24/2023 - Web Comment - I am a disabled veteran who would like to be a part of this historical project.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: https://brentspencebridgecorridor.com/work-with-us/</p>

Comment Number	Nature of Comment	Comment	Response
38	Construction	08/24/23 - Web Comment - Please include me in your notifications and advertisements for any construction projects requiring permanent highway signs for this project, as we are a sign manufacturer/supplier.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: https://brentspencebridgecorridor.com/work-with-us/</p>
39	Multimodal Noise	<p>08/24/2023 - Web Comment - Thank you for a well thought out project plan. I live at [REDACTED] W 11th Street, Covington KY and am making two minimal design requests.</p> <ol style="list-style-type: none"> 1. Please consider adding a raised crosswalk on Banklick Street, on the north side of W 11th Street. Today, Banklick serves as a drag strip, and a raised crosswalk / speedhump prior to reaching 11th street will provide a safe measure for pedestrians to cross. A raised crosswalk will also slow traffic considerably, and help "police" the numerous offenses on this stretch of road. Making Banklick a Collector Road from 9th street to the 12th street entrance will only exacerbate this existing problem. 2. Thank you for the noise wall along the interstate through this section of expressway. A noise wall is very much needed and appreciated. Please consider adding a second noise wall along the west side of Banklick Street, from 9th Street through the 12th Street entrance ramp (similar to the double noise wall proposed along Goebel Park.) When Banklick becomes the Collector road, it will be even busier and noisier than it is today. 	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. Based on the address provided and description, it is assumed the comment pertains to Bullock Street. In regard to your concerns about adding a raised crosswalk/speedhump on Bullock Street north of W. 11th Street, the project plans currently include a sidewalk along the west side of Bullock Street. For safety reasons, sidewalks will not be provided on the east side of Bullock, and a crosswalk at W. 11th Street will not be required. Crosswalks will be provided W. 12th Street and Pike Street to allow pedestrians to cross under the highway.</p> <p>KYTC evaluated a number of configurations for the noise walls proposed on the west side of I-75. The proposed configuration provides the greatest amount of noise reduction for the residences in Lewisburg.</p>

Comment Number	Nature of Comment	Comment	Response
40	Construction	08/24/2023 - Web Comment - We are an MBE GC with Capacity.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: https://brentspencebridgecorridor.com/work-with-us/</p>
41	Project Footprint	08/24/2023 - Web Comment - Let's make the best use of this land for our future generations	<p>KYTC and ODOT have incorporated several features that reduce the footprint of the roads leading to the bridge in both Kentucky and Ohio, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, implementing retaining walls, and reducing the width of the companion bridge.</p> <p>ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up approximately 10 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p>
42	Project Mailing List	08/24/2023 - Web Comment - Interested in learning more!	This individual was added to the project mailing list.
43	Construction	08/25/2023 - Web Comment - My company provides courier, trucking and warehousing services in Ohio, Kentucky and Indiana. Is there someone I can speak with about opportunities with the Brent Spence Bridge Corridor?	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: https://brentspencebridgecorridor.com/work-with-us/</p>

Comment Number	Nature of Comment	Comment	Response
44	Alternatives	<p>08/24/2023 - Written Comment - I-75 is currently a hard boundary that limits urban growth. Whether or not there is demand now, eventually there will be demand for downtown and downtown-adjacent land. While the current plan does free up some land, it still has I-75 as a boundary, with almost no potential for strong connectivity to the west of the highway. I would advise making adjustments to at least provide clear space to have one or two city streets at minimum to cross I-75 at ground level, either by elevating the highway further to the north, or submerging it in a similar way to Fort Washington Way, in order to make future development possible without needing to reconstruct this project.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC considered options for trenching I-75 similar to Fort Washington Way in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the highway while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor. Furthermore, trenching the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection. Maintaining connections to key regional and national transportation corridors, including US-50 as a free-flow connection, is part of the project's purpose and need.</p> <p>Because the I-75 mainline and access ramps cannot be depressed further, local Cincinnati cross streets would need to be raised substantially to pass over I-75 to form an urban city grid. Elevating the downtown Cincinnati cross streets over I-75 would substantially increase the project footprint on the west side of I-75 to tie into existing elevations. This additional footprint would result in new impacts to existing businesses and potential developable land.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land uses. Trenching I-75 in this area would require the freeway to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier.</p> <p>I-75 is already elevated above the surrounding land uses and roadways north of Ezzard Charles Drive, and local streets cross under the highway and connect existing land uses in this area.</p>

Comment Number	Nature of Comment	Comment	Response
45	Alternatives	08/24/2023 - Written Comment - On sheet 8 with the WH Viaduct the ramp to Spring Grove via Harrison should instead be a new one-way street that the east bound ramp T's into. This will double access to Spring Grove from West and also add local East connections to Harrison/Spring Grove that are more direct and avoid Brighton.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The suggested changes at the Western Hills Viaduct would create operational concerns with the proximity of this new intersection to the ramps at I-75. There are reasonable existing connections from Central Parkway to Brighton Place to Harrison Avenue to serve the same origins and destinations as the proposed one way road that will remain after the project is built.
46	Multimodal Traffic	08/24/2023 - Written Comment - Bus lane on "Brent Spence"? Like the bike lane and pedestrian walkways. Petition to require trucks with no stops inside 275 to use 275 to lighten traffic during construction. Very well designed info space video print conversations with very knowledgeable ODOT staff!	Thank you for your interest in the Brent Spence Bridge Corridor Project and for the positive feedback about the bicycle and pedestrian improvements and the public meetings. The project will not include dedicated bus lanes but will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. The project will not preclude future transit opportunities and improvements. The shoulders will be built full depth, which would allow bus on shoulder if that is implemented in the future. During construction, a maintenance of traffic (MOT) plan will be developed and implemented to maintain traffic operations and minimize disruption to the surrounding communities. The MOT plan and the project communications plan will include provisions for communicating with trucking companies and mapping services to notify them of detours and delay information related to the project.
47	Traffic Multimodal Environment	08/24/2023 - Written Comment - My biggest concerns are: - Design based on old designs and data - Not considering the impact to our urban core of pass through traffic - further creating a division in our city that is impacting people of color and community cohesion and opportunities and many of these people don't even have cars. - Environmental impact more roadway, induced demand, air, tires, brakes, water runoff. - Lack of rail included in the plan. - I recall a time when trucks were not allowed in the lot of the hill and BSB. We have money to build but no offering of how do we maintain this much infrastructure. If peak hours are a concern then use tolls accordingly that can be made fair for low income users. Transit is not encouraged single use cars and semis are without encouraging	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is being designed in accordance with the most current standards and data. This includes accommodating projected traffic through the year 2049, which is the standard design horizon for large infrastructure projects. The traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on available capacity, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model through the year 2049.

Comment Number	Nature of Comment	Comment	Response
47 (cont.)	Traffic Multimodal Environment (cont.)		<p>While the project's primary needs are to solve transportation problems, KYTC and ODOT have also pursued other quality of life goals in the project's development and have intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts. KYTC and ODOT are continuing to collaborate with local cities regarding aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p> <p>KYTC and ODOT are preparing a Supplemental Environmental Assessment (EA) that is evaluating the project's effects on the human and natural environment, including travel patterns and access; low-income and minority populations; zero-car households, traffic operations, air quality, noise, and stormwater. The Supplemental EA is expected to be available for public review in late 2023. Public hearings will also be scheduled during that time.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed HERE.</p> <p>Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. This includes accommodating freight traffic that is using the interstate system. Diversion of trucks would place them on other routes that are also experiencing congestion and would not be possible to enforce given the need to provide access for local truck traffic. The proposed design meets the project's identified goals while also safely accommodating all types of vehicles. Tolling the I-71/I-75 corridor is not permitted in Kentucky, and the project does not include tolls.</p>

Comment Number	Nature of Comment	Comment	Response
48	General Support	08/24/2023 - Written Comment - As a Hamilton County resident and aspiring/hopeful commodity supplier for electrical products, I am grateful for the community involvement and transparency during this entire process. Also, the cable stay design is the clear-cut greater idea! It marries our past with the future.	Thank you for your support of the Brent Spence Bridge Corridor Project. Your comment has been included in the project record.
49	Alternatives	08/24/2023 - Written Comment - The huge network of ramps immediately West of Central St. in downtown Cincinnati between 2nd and 4th St. remains a huge barrier to connections West and takes up too much space. The space used by the roads could be reduced by treating US 50 as streets rather than as a freeway. US 50 could follow a grid of streets through the area, and be reconstructed as streets to the West through Queensgate. This would allow the interchange West of Central St. to be more simple and take up less space.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Maintaining connections to key regional and national transportation corridors, including US-50 as a free-flow connection, is part of the project's purpose and need.
50	Alternatives	08/24/2023 - Written Comment - The Ohio side ramps need to consolidate the collector roads into a single collector like 2nd/3rd streets around FWW. Consider looping US-50 West on 3rd Street to Linn Street instead of jogging it so sharply. It avoids the Bridge Forward plans trench, (Even though the trench would also be worth the extra cost due to the new development it would unlock).	Thank you for your interest in the Brent Spence Bridge Corridor Project. KYTC and ODOT performed a high-level analysis of the traffic operations associated with consolidating the collector roads as described in the comment during the review of early Bridge Forward concepts. The high-level analysis showed substantial queues on the local street network which could result in gridlock. A more detailed system-wide analysis of this or similar concepts may be performed during the innovation period for the progressive design-build contract. The purpose and need for the BSB Corridor Project did not identify any specific needs related to the US-50 corridor beyond maintaining connections to the existing corridor. As such, the project scope addresses transportation needs along the I-75 corridor while maintaining existing connections to US-50 in Cincinnati. Furthermore, the continuity of US-50 east and west of I-75 must be maintained. Relocating and realigning US-50 west of I-75 would need to be investigated as part of a separate regional project with an approved purpose and need specific to that undertaking. That project would need to address a number of issues, including but not limited to: historic opposition to moving US-50 due to potential impacts to Longworth Hall; impacts to businesses and access in Queensgate; impacts to regional travel connections; and impacts to traffic operations along I-71, I-75, US 50, Freeman Avenue, and other local routes.

Comment Number	Nature of Comment	Comment	Response
51	Alternatives	08/24/2023 - Written Comment - Love to see improved traffic but also make use of space to make Cincinnati a more vibrant community. I fully support Bridge Forward's innovative approach. Now is the time to make Cincinnati the best it can be. Quoting the iconic Buddy Larosa "Good. Better. Best. Make your good better and your better best."	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project.</p> <p>While the project's primary needs are to solve transportation problems, KYTC and ODOT have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. KYTC and ODOT are continuing to collaborate with local cities regarding aesthetic treatments and pedestrian and bicycle facilities in the finished corridor.</p> <p>ODOT is continuing to collaborate with the City of Cincinnati to incorporate community priorities into the project. Two of these priorities include maximizing the amount of land returned to the City once the project is complete and improving mobility for all modes of transportation.</p> <p>ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project, West End, and Queensgate. ODOT has responded to Bridge Forward's most recent concept, and that response is available here: https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf</p> <p>ODOT will continue to share the Bridge Forward concept and other suggestions with the design-build team. In addition, the City of Cincinnati has invited a representative of Bridge Forward to participate in an advisory committee it is forming to represent local concerns in the development and construction of the BSB Corridor Project.</p>

Comment Number	Nature of Comment	Comment	Response
52	Traffic Alternatives Historic Resources	<p>08/24/2023 - Written Comment - If solving or easing congestion is the goal, then adding capacity isn't the answer. I don't understand why 4 travel lanes in each direction (current across the river) merging into 5 travel lanes on either side of the river in OH and KY should be expanded to 8 travel lanes across the river (proposed 5 lane double decker companion bridge, and restoring Brent Spence to 3 travel lanes each direction). The bottle neck would be worse as 8 lanes go across the river and would have to merge into 6 travel lanes (proposed additional lane from current 5 lanes). Additionally, There's no demand for this increased vehicle capacity, The (10 year) traffic projections and real traffic data go in opposite directions. Right size the bridge (companion), move it to the east side of the Brent Spence, or pursue a no-build option. This open house is held in a building ODOT wants to tear down 100' of for the new bridge. Longworth Hall is property listed on the National Register of Historic Places by the US Dept of Interior. Don't Demolish 100' of it for a highway expansion project we don't need.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is designed to accommodate traffic projected to travel through the corridor by the year 2049, which is the standard design horizon for large infrastructure projects. The traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on available capacity, projected trips, and calculated travel times. The Brent Spence Bridge Corridor Project is designed to accommodate all trips projected by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model through the year 2049.</p> <p>Early planning concepts investigated new bridges east of the existing Brent Spence Bridge. These concepts were removed from consideration for various reasons, including impacts to utilities, environmental impacts, and design issues.</p> <p>KYTC and ODOT are currently preparing a Supplemental Environmental Assessment that is evaluating the project's effects on the human and natural environment, which addresses the No-Build Option. The Supplemental Environmental Assessment is expected to be available for public review in late 2023. Public hearings will also be scheduled during that time.</p> <p>The alternatives analysis for the Brent Spence Bridge Corridor Project evaluated ways to avoid impacts to Longworth Hall. Out of 25 alternatives that were studied, only one alternative was found to meet the project's purpose and need while avoiding impacts to Longworth Hall. This alternative would have resulted in substantially greater residential and business impacts, including the largest employer in the Queensgate area. This alternative also increased impacts to the Lewisburg Historic District and was also projected to cost substantially more than other alternatives under consideration. In addition, the cities of Covington and Cincinnati strongly opposed this alternative. As a result, impacts to 204 feet of Longworth Hall were found to be unavoidable.</p> <p>To mitigate the impacts to Longworth Hall, ODOT has committed to complete various repair, upgrade, restoration, enhancement, and refurbishment measures at Longworth Hall as part of the project.</p>

Comment Number	Nature of Comment	Comment	Response
53	Traffic Aesthetics Noise	<p>08/24/2023 - Written Comment - Surprised that no connectivity was added in Queensgate</p> <ul style="list-style-type: none"> -Still no Price Hill direct access to I-75 N -"Green" Space added was minimal -No sound barrier or berms added near parks or residential (proposed) Central and Goebel Park -Kyles Lane overpass adds no green or live infrastructure all brick take for tower and green. 	<p>Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The purpose and need for the project did not identify any specific needs related to additional connectivity in Queensgate or interstate access to and from Price Hill other than maintaining connections to the existing corridor. Refined Alternative I (Concept I-W) maintains all existing connections to Queensgate and Price Hill. In addition, the project will include new and rebuilt sidewalks and shared use paths on local streets that cross I-75, which will improve pedestrian and bicycle connectivity to and from Queensgate.</p> <p>KYTC and ODOT have incorporated several features that reduce the project footprint in both Kentucky and Ohio, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, implementing retaining walls, and reducing the width of the companion bridge.</p> <p>ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up approximately 10 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>KYTC and ODOT have proposed several sound walls to reduce noise levels in residential areas and parks (including the Goebel Park Complex and the Queensgate Playground and Ball Field) along the BSB corridor.</p> <p>KYTC has been coordinating the aesthetics of the Kyles Road interchange with the City of Fort Wright and will continue those efforts into the project's detailed design phase.</p>
54	Alternatives	<p>08/24/2023 - Written Comment - Have the designs considered included making the current BSB on-way North (I-71 on lower deck, I-75 on upper) and making the new bridge one-way South?</p> <p>If not, why not? The design could simplify the ramp designs, have smaller footprint, and possibly be cheaper to build.</p>	<p>Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. There is not sufficient width on the existing BSB to carry all three lanes of I-75 traffic in addition to standard interstate shoulder widths. Other concepts have considered carrying I-71 northbound traffic on the existing BSB; however, those concepts had a greater project footprint and resulted in greater impacts, particularly in Covington.</p>

Comment Number	Nature of Comment	Comment	Response
55	Information Request	<p>08/29/2023 - Email Comment - I am an architect and professor at the University of Cincinnati, and we have just begun a large-scale studio project with my graduate students to develop a new future vision for the City of Cincinnati. In doing so, we will be working with numerous public and private entities here in the city. We are currently in progress on a 1500 scale 3d printed working model to help in the process. (pictures attached)</p> <p>So if possible, it would be great to get the most current BSB information somehow digitally so that we can incorporate it into our models. Would that be possible?</p> <p>And then as I believe I may have also mentioned, on a more professional level, I have a small design-oriented architectural practice down here in OTR and we would be very interested in any kind of design service involvement with the project. So if you might be able to advise and/or direct us accordingly, it would be much appreciated.</p>	<p>Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The current design files are Design Files (DF) are available on the BSB Corridor Project – Procurement Info website: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/ReferenceFiles/Forms/AllItems.aspx?RootFolder=%2FDivisions%2FConstructionMgt%2Fdesign-build%2Fbsb-project-procurement%2FReferenceFiles%2FDF&FolderCTID=0x012000788444CECB0331429039DB5FFEA91695&View=%7B9337CEDA-0EAF-4CC3-995A-142CC25C12FF%7D</p> <p>For potential opportunities with the design0-build team, you can reach them directly at the following email: WalshKokosingBrentSpence@walshgroup.com.</p> <p>This website also has some additional information: https://brentspencebridgecorridor.com/work-with-us/construction-contractor-resources/</p>
56	Aesthetics Alternatives	<p>08/30/2023 - Email Comment - My suggestion has to do with making the project more beautiful.</p> <p>According to the existing diagram the new companion bridge will be built on the west side of the BSB. Now, think what the city skyline will look like as you travel north from KY to Ohio. Instead of a beautiful view of the cincy skyline, you will great expansive view of the perpetually rusty BSB. Not a good way to show off the city. As a matter of fact, I would call it a poor introduction of the city.</p> <p>My suggestion is to construct the new bridge on the Eastern side of the existing BSB where there will be no obstruction between it and the downtown skyline which will make the entrance into the city much more attractive.</p> <p>If you keep the existing plan you will be solidifying Cincy's reputation as a rust belt city.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. KYTC and ODOT are committed to building an iconic, aesthetically pleasing bridge. Once the bridge type is determined, the project Aesthetics Committee will be engaged to provide feedback on the aesthetic elements of the new companion bridge and the existing BSB.</p> <p>Early planning concepts did investigate new bridges east of the existing Brent Spence Bridge. These concepts were removed from consideration for various reasons, including impacts to utilities, environmental impacts, and design issues.</p>
57	Public Input	<p>08/31/2023 - Email Comment - Please see attached, and please include in the project record, a report summarizing the community conversation event that took place at Union Terminal on 6/21/23.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The provided information has been included in the project record.</p>

Comment Number	Nature of Comment	Comment	Response
58	Construction	8/28/2023 - Web Comment - I'm with the Hobart Institute of Welding Technology in Troy, Ohio. I'm looking to offer our training and certification services to anyone on the job that needs welding certs etc... to work on the project. We are happy to listen to contractor needs and help put together training to get employees ready for the task in front of them.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding training opportunities for the project using the following email address: WalshKokosingBrentSpence@walshgroup.com . You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/ .
59	Construction	08/28/2023 - Web Comment - I have not been able to find any information on the expectations for traffic during this 6 year minimum construction period. I'm assuming this project may go over 6 years. Regardless, what are the plans to divert and/or allow traffic to still flow efficiently during this construction timeline? What do we expect traffic to look like going north or south on or near the BSB? In addition, have local and national trucking companies been informed of the plans for this project and what they can expect?	Thank you for your interest in the Brent Spence Bridge Corridor Project. During construction, KYTC and ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, KYTC and ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. Local cities will have an opportunity to review and provide input into all aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.

Comment Number	Nature of Comment	Comment	Response
60	Alternatives	<p>08/28/2023 - Web Comment - I very much share the concerns of the Greater Cincinnati Coalition For Transit and Sustainable Development. Why invest \$3.6 in expanding a method of transportation which is unsustainable? The Earth's ecosystems are clearly telling us that we need to envision new/old ways of moving about and interacting within our communities. This project simply keeps the tri-state area locked into the same paradigm for at least the remainder of this century. Adding a bridge and ten new lanes for small occupancy vehicles is not the solution we need. What are needed are vibrant walking communities with businesses that people regularly use combined with a public transportation system that includes light rail and buses and that is safe, reliable and available at frequent intervals. Cincinnati has neighborhood business districts that need reviving, looking to cities like Chicago that have kept their local business districts alive. Building this bridge and its many extra lanes will be another example of Cincinnati entering the game too late. We completed beautiful Cincinnati Union Terminal in 1933 just as the automobile was assuming ascendancy. By 1945, as soldiers returned from war, Union Terminal was already beginning its swift decline. The ecosystems that currently inhabit the Earth cannot afford for us to hang onto the car as our primary means of interacting with the environment. We should prop up this method of transportation by infusing \$3.6 into this bridge and lane increase project.</p>	<p>Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The project is a direct outcome of a major planning study known as the North South Transportation Initiative (Initiative) that was conducted by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) in 2004. The study considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The study and subsequent update concluded that additional highway capacity was needed south of the I-74/I-75 interchange, including the Brent Spence Bridge.</p> <p>The BSB Corridor Project was established to address the highway capacity needs. At the onset of the project and continuing through today, the identified goals of the Brent Spence Bridge Corridor Project are to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors</p> <p>The BSB Corridor Project will address traffic congestion and substantially improve safety within the project corridor. In addition to engineering feasibility studies, the project has followed and will continue to follow the National Environmental Policy Act (NEPA) to evaluate environmental impacts from the project. As such, the project team has worked to reduce the project footprint and impacts.</p> <p>The Initiative also evaluated transit opportunities within the corridor. Work being completed with the BSB Corridor Project does not preclude the implementation of transit options within the Cincinnati/Northern Kentucky region. Transit projects must be developed and championed regionally, and ODOT and KYTC are ready to support this effort when advanced at a regional level.</p> <p>While the project's primary needs are to solve transportation problems, KYTC and ODOT have pursued other quality of life goals in the project's development and have intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. KYTC and ODOT are continuing to collaborate with local cities regarding aesthetic treatments and pedestrian and bicycle facilities in the finished corridor.</p>

Comment Number	Nature of Comment	Comment	Response
61	Roadway/Bridge Design	08/29/2023 - Web Comment - would love to see all connections in nky and cincinnati	Thank you for your interest in the Brent Spence Bridge Corridor Project. The current proposal for the corridor maintains all existing connections in northern Kentucky and Cincinnati, with minor changes to the ramps in downtown Cincinnati. A map showing how through and local traffic will move through the corridor is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-11-09_Traffic-Flow-With-Lanes-1.pdf
62	Construction	08/29/2023 - Web Comment - I own a Service-Disabled Veteran-Owned Small Business [REDACTED] - Storch Marine Towing & Assistance. I have experience providing safety boat services on the Ohio River in the Cincinnati area. I'm certain that there will be times when work over the river requires such services, for instance, for temporary closures of the river to commercial and recreational traffic during certain operations. I would like the opportunity to bid on such work.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com . You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/ . Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: https://brentspencebridgecorridor.com/work-with-us/
63	Alternatives	08/29/2023 - Email Comment - The City would like ODOT to pursue decking or expanded bridge at Ezzard Charles over I-75. The City and FHWA are investing significant dollars in the West End on Linn Street and Ezzard Charles Blvd. Improving the crossing of Ezzard Charles over I-75 is a great complement to those improvements. As plans develop, and it's determined how large the area can be on either side of the bridge, we can make the determination if this should be civic space or low-rise buildings for development. We look forward to working with ODOT making this happen.	ODOT is currently in the process of evaluating caps at Ezzard Charles Drive based on this request from the City of Cincinnati. ODOT will continue to coordinate with the City of Cincinnati Department of Transportation and Engineering regarding the installation of caps at this location.
64	Construction	08/31/2023 - Web Comment - WE are a DBE Land Surveying and Civil Engineering firm With ODOT. Land Consultants is over 45 years old and employs 11 people with an office in Cincinnati. Please forward me contacts with Walsh and other so we can introduce ourselves.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com . You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/ . Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: https://brentspencebridgecorridor.com/work-with-us/

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65	Alternatives	<p>08/31/2023 - Web Comment - I have sent this once before but have not received a response as of yet. At the very beginning of this process (years ago) EPHIA (East Price Hill Improvement Association), the community council of East Price Hill in Cincinnati, sent in a request that this project include routing so EB-US 50 will have direct access to I-75N and that I-75S will have direct access to WB-US 50.</p> <p>I am not sure we have ever gotten a response but this lack of direct access causes un-needed delays in travel and increased traffic on local roadways in the Queensgate area neighborhood. I am unable to verify from looking at the renderings if this in fact will be accomplished. Can you please respond to my comment via email or hard copy letter.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The project purpose and need is to improve traffic flow and safety in the I-71/I-75 corridor while maintaining key regional connections. While the existing connections to and from US-50 are maintained, new direct access from eastbound US-50 to northbound I-75 and from southbound I-75 to westbound US-50 is not added. Traffic operational analysis show that the proposed design will accommodate projected traffic through the year 2049, which is the design year for this project. Building new direct access between US-50 and I-75 is beyond the purpose and need for this project and would substantially increase the project's footprint and costs.</p> <p>As requested, ODOT provided the above response to the commenter via email on September 5, 2023.</p>
66	Construction	<p>08/31/2023 - Web Comment - My name is [REDACTED] and I live in Frankfort and work out of Lexington. I am a National Freight Broker and I am trying to learn the process on getting set up to be able to bid on transportation bids when agency's are needing trucks to haul products. I was hoping to just learn the vetting process. Thank you for your time and consideration.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: https://brentspencebridgecorridor.com/work-with-us/</p>
67	Project Mailing List	<p>08/31/2023 - Web Comment - I am very interested in attending any public meetings that discuss the design or construction of this project. As a registered professional engineer, I'm very interested in this project.</p>	<p>This individual was added to the project mailing list.</p>

Comment Number	Nature of Comment	Comment	Response
68	Construction	08/31/2023 - Web Comment - What are the JV's plans for assisting the SBE/DBE firms with estimating service help, toward these firms having accurate detailed estimates and scopes of work that, they can/would quote on this mega project?? Have assisted both Walsh and Kokosing on other projects here in the Cincinnati area.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: https://brentspencebridgecorridor.com/work-with-us/</p> <p>In addition, please visit the "DBE/D&I Resources" page on the project website for a list of upcoming networking events: https://brentspencebridgecorridor.com/work-with-us/dbe-di-resources/</p>
69	Alternatives	09/01/2023 - Web Comment - THE ANSWER IS A THIRD DECK!!!!!!!!!! QUEENSGATE STAYS. DEVOUE PARK IS NOT [REDACTED]. 3* INCLINE FOR TRUCKS 3 YEARS TIME. COST LESS THAN \$2B. INFO BASED ON CALFORNIAN DEPARTMENT OF HIGHWAYS	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The alternatives evaluation process and engineering study conducted for the project has shown that the new companion bridge is feasible and the preferred alternative for addressing the traffic flow and safety problems in the corridor. Adding a third deck to the existing Brent Spence Bridge would not satisfy the project's purpose and need, because it would not provide enough lanes to carry the traffic projected to travel through the corridor. The Brent Spence Bridge Corridor Project (including the new companion bridge) is estimated to cost \$3.6 billion, with construction anticipated to be substantially complete on all project phases by 2032. The project will not change the grade on the cut-in-the-hill in Kentucky. While additional land will be required to build the project, ODOT and KYTC have worked to reduce the project's footprint. The project will not impact Devou Park, and the amount of land acquired in Queensgate has been minimized to the greatest extent possible.</p>
70	Project Mailing List	09/01/2023 - Web Comment - Please keep me updated . I am looking forward to see this great project when completed .	This individual was added to the project mailing list.

Comment Number	Nature of Comment	Comment	Response
71	Project Development Process	09/08/2023 - Email Comment - Is this headline an accurate lens into the BSMT's current thinking? Is the contracted design team being told the same thing, just as the innovation period kicks off? Or, are they being incentivized to achieve more of the established project goals? [Referenced headline posted on X by Christian Houser @ChrisianWKRC12 on August 29, 2023: Transportation leaders say they have squeezed as much usable space as reasonably possible from the interchange that will connect the Brent Spence companion bridge to the Ohio side of the river. Retweeted by @mbruning81 with the following: You can read the full report here: https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf]	[The referenced headline] is not [accurate], hence my link to the full report for people to read. I had reached out to Christian Hauser asking for him to correct that, which he did soon thereafter. (A screengrab of the news story from Local 12 was included.) I also retweeted similar tweet from another reporter with the same link to the full report.
72	Construction	09/05/2023 - Web Comment - Looking for a union skilled labor job.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: https://brentspencebridgecorridor.com/work-with-us/</p> <p>In addition, please visit the "DBE/D&I Resources" page on the project website for a list of upcoming networking events: https://brentspencebridgecorridor.com/work-with-us/dbe-di-resources/</p>
73	Construction	09/06/2023 - Web Comment - I am the sales Director of Country Inn & Suites. I would like to send a bid in for your company to stay at our hotel when the project on the brent spence bridge starts. I can offer your company a rate of \$89.00 + tax making the rate \$100.00. here a few things about our hotel. We have 135 Guest rooms and Suites. Complimentary Hot Breakfast, Complimentary High-Speed Wi-Fi, Business Center, Fitness Center, Guest Laundry on-site, Outdoor pool. Please feel free to contact me if you have any questions	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding potential hotel accommodations using the following email address: WalshKokosingBrentSpence@walshgroup.com . You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/ .

Comment Number	Nature of Comment	Comment	Response
74	Noise Traffic	<p>09/07/2023 - Web Comment - Please consider adding the following two items to the project:</p> <ol style="list-style-type: none"> 1. A second noise wall on the west side of Bullock Street. Even though there is a proposed noise wall along the interstate, Bullock will become much noisier with this new alignment and increased traffic. I noticed a similar second sound wall on the opposite side of the interstate along Goebel Park. 2. A raised crosswalk on Bullock Street, from the north side of W. 11th Street. Bullock is already traveled at a very high rate of speed from everyday traffic, and at times has been a drag strip for racing. Adding a raised crosswalk / speedhump in this location will slow traffic, while maintaining throughput, and providing a safer intersection for the residents of Lewisburg who routinely cross at this location. 	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. KYTC evaluated a number of configurations for the noise walls proposed on the west side of I-75. The proposed configuration provides the greatest amount of noise reduction for the residences in Lewisburg.</p> <p>In regard to your concerns about adding a raised crosswalk/speedhump on Bullock Street north of W. 11th Street, the project plans currently include a sidewalk along the west side of Bullock Street. For safety reasons, sidewalks will not be provided on the east side of Bullock, and a crosswalk at W. 11th Street will not be required. Crosswalks will be provided W. 12th Street and Pike Street to allow pedestrians to cross under the highway.</p>
75	Noise	<p>09/08/2023 - Web Comment - I have attempted to get the report cited in the following comment to Keith stone, but the email continues to be blocked. If possible, please let me know how to get the report into the comments so that it can be considered. Comments and report for consideration:</p> <p>Dear Mr. Stone: I am a City of Covington resident and member of the City's appointed project advisory committee for aesthetic and related issues. One of the subjects our group has discussed is traffic noise and the ability to effectively manage and mitigate the impacts, without worsening the impact in other areas. Increased traffic noise from I-75/I-71, and the solutions to mitigate the noise, is something our neighborhoods and thousands of residents will have to live with daily. In many ways, it will dominate the aesthetic character and quality of life of our City. Mitigating the noise in the extended shadow of the barrier while reflecting the noise to the surrounding hillsides is not a desirable outcome. One of the attractions of Covington is the vistas that are available - from throughout the city to the hillsides, from the hillsides to both Covington and Cincinnati, and across the swath that is the current I71/75 highway.</p> <p>I think it is fair to say that many, including committee members, neighborhood leaders, individual Citizens, and business owners</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project and your participation on the Project Advisory Committee. KYTC is in possession of the referenced report located at the following link https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/final-reports/ucprc-rp-2010-04.pdf.</p> <p>The noise analyses completed for the project fully considered how noise walls would impact the overall noise and acoustic environment. KYTC has explored a range of methods for reducing traffic noise in addition to traditional noise walls. Some of those measures, such as pavement design, may be incorporated into the project's design.</p> <p>As the commenter mentions, during stakeholder and public outreach, some concerns were raised about noise barriers blocking views of Covington for motorists traveling on I-71/I-75. Concerns were also raised about noise barriers blocking views across I-71/I-75 from adjacent areas such as along Crescent Avenue. KYTC recently awarded a pilot project to install a section of transparent noise barriers for analysis for future applicability. As such, KYTC has committed to coordinating with the City of Covington to evaluate the use of transparent noise barriers in some locations to preserve views of Goebel Park from the highway and to preserve views of the skyline</p>

Comment Number	Nature of Comment	Comment	Response
75 (cont.)	Noise (cont.)	<p>worry that the Brent Spence Bridge project will make a bad noise situation worse, despite conventional noise walls proposed at a few locations. Throughout the open meeting forums, only traditional, concrete, reflecting type, noise walls have been illustrated. There appears to have been little demonstrated effort to find alternative methodologies or approaches.</p> <p>The attached report is one I recently became aware of and circulated to our advisory group. It addresses, or at least recognizes, some of the noise management issues of concern to our committee. I am forwarding here for ODOT, KYTC and federal agencies to consider in developing appropriate impact mitigation strategies for the City of Covington.</p> <p>Report by Caltrans, Danish Road Institute, and University of California Pavement Research Center – FHWA No. CA101735D</p>	<p>and across I 71/I-75 from surrounding neighborhoods.</p> <p>Finally, in accordance with the KYTC Noise Analysis and Abatement Policy, a noise abatement public meeting and surveys will be conducted with benefited receptors at each location where noise and noise/visual screening barriers are proposed in Kentucky.</p>
76	Multimodal	<p>09/08/2023 - Web Comment - I am a resident of Covington KY in a historic neighborhood to the west of the current corridor. One of the stated goals of the project is to increase connectivity between neighborhoods so that the the highway does not pose a barrier to crossing.</p> <p>To date in all the updates, public meetings and renderings, there has not been a single mention of creating a pathway above the proposed highway - a pedestrian/ cyclist crossing. This can easily be accomplished from the curve of Dixie Hwy across to the St Elizabeth Hospital site. The land on both sides is almost the same elevation and the highway is at it lowest with respect to the new bridge. This could serve many additional functions such as gateway lighting , traffic signage or exercise trails leading to Devou Park.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The current project plans include new and rebuilt sidewalks across I-71/I-75 under the MLK/West 12th Street, Pike Street, West 9th Street, West 5th Street, and West 3rd Street bridges. A new shared use path will be built under the West 9th Street and West 5th Street bridges, which will tie into the shared use paths in Goebel Park. The shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river. The proposed pedestrian and bicycle accommodations connect existing residential and recreational areas and tie into existing and planned pedestrian and bicycle infrastructure.</p> <p>A new pedestrian/bicycle overpass across I-71/I-75 in the vicinity of St. Elizabeth Covington Hospital would not connect to any existing residential or recreational areas or any existing or planned pedestrian or bicycle networks. In addition, constructing a pedestrian/bicycle overpass in this area would require additional right-of-way acquisition and would present feasibility concerns due to the incorporation of noise walls along the west and east sides of the highway. While the project does not currently include any new pedestrian/bicycle bridges over I-71/I-75, the project would not preclude the construction of such facilities in the future if supported by local development patterns, plans, and initiatives.</p>

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77	Noise	<p>09/08/2023 - Web Comment - I am a City of Covington resident and member of the City's appointed project advisory committee for aesthetic and related issues. One of the subjects our group has discussed is traffic noise and the ability to effectively manage and mitigate the impacts, without worsening the impact in other areas. Increased traffic noise from I-75/I-71, and the solutions to mitigate the noise, is something our neighborhoods and thousands of residents will have to live with daily. In many ways, it will dominate the aesthetic character and quality of life of our City. Mitigating the noise in the extended shadow of the barrier while reflecting the noise to the surrounding hillsides is not a desirable outcome. One of the attractions of Covington is the vistas that are available - from throughout the city to the hillsides, from the hillsides to both Covington and Cincinnati, and across the swath that is the current I71/75 highway.</p> <p>I think it is fair to say that many, including committee members, neighborhood leaders, individual Citizens, and business owners worry that the Brent Spence Bridge project will make a bad noise situation worse, despite conventional noise walls proposed at a few locations. Throughout the open meeting forums, only traditional, concrete, reflecting type, noise walls have been illustrated. There appears to have been little demonstrated effort to find alternative methodologies or approaches.</p> <p>The attached report is one I recently became aware of and circulated to our advisory group. It addresses, or at least recognizes, some of the noise management issues of concern to our committee. I am forwarding here for ODOT, KYTC and federal agencies to consider in developing appropriate impact mitigation strategies for the City of Covington.</p> <p>Report by Caltrans, Danish Road Institute, and University of California Pavement Research Center – FHWA No. CA101735D</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project and your participation on the Project Advisory Committee. KYTC is in possession of the referenced report located at the following link https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/final-reports/ucprc-rp-2010-04.pdf.</p> <p>The noise analyses completed for the project fully considered how noise walls would impact the overall noise and acoustic environment. KYTC has explored a range of methods for reducing traffic noise in addition to traditional noise walls. Some of those measures, such as pavement design, may be incorporated into the project's design.</p> <p>As the commenter mentions, during stakeholder and public outreach, some concerns were raised about noise barriers blocking views of Covington for motorists traveling on I-71/I-75. Concerns were also raised about noise barriers blocking views across I-71/I-75 from adjacent areas such as along Crescent Avenue. KYTC recently awarded a pilot project to install a section of transparent noise barriers for analysis for future applicability. As such, KYTC has committed to coordinating with the City of Covington to evaluate the use of transparent noise barriers in some locations to preserve views of Goebel Park from the highway and to preserve views of the skyline and across I 71/I-75 from surrounding neighborhoods.</p> <p>Finally, in accordance with the KYTC Noise Analysis and Abatement Policy, a noise abatement public meeting and surveys will be conducted with benefited receptors at each location where noise and noise/visual screening barriers are proposed in Kentucky.</p>