

BRENT SPENCE
BRIDGE CORRIDOR



Public Hearing

In-Person | February 20 and 21, 2024

Virtual | February 22, 2024



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Welcome

Hearing purpose

- Present the refined preferred alternative
- Receive public comments



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Thank you for attending today's public hearing for the Brent Spence Bridge Corridor Project. We're now beginning the formal portion of today's hearing. I'm Jodi Heflin, and I'm with HNTB, which is one of the engineering firms working for KYTC and ODOT as they evaluate the environmental effects of the project. I'm going to give a presentation where we'll provide a brief project history and overview and then discuss the environmental impacts of the project, as well as measures to offset those impacts and provide additional benefits. Before we get started, let's go over a few ground rules.

Welcome

Ground rules

- Formal hearing proceedings
- Formal presentation
 - Please hold questions and comments
- Formal spoken comment period
 - Must pre-register
 - 2-minute limit
- Transcribed by a court reporter



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As I mentioned, these are formal hearing proceedings; so, we're going to ask that you refrain from asking questions or offering comments during this presentation. Immediately following the presentation, representatives from KYTC and ODOT will receive formal spoken comments. If you would like to make a comment during that time and haven't done so already, please pre-register at the sign-in table. Ground rules for the formal comment period will be covered when we get to that point, but please plan on limiting comments to 2 minutes and know that KYTC and ODOT will not be answering questions or responding to comments during the formal comment period. KYTC and ODOT will formally respond to all comments in writing after the conclusion of the comment period for the supplemental Environmental Assessment. If you have questions on any of the materials covered today, the project team will be available to talk with you after the formal proceedings are over. Lastly, please be aware that we have a court reporter present who will be transcribing everything that I say during this presentation, as well as everything that is said during that spoken comment period.

Project History



In 2004, KYTC and ODOT formally began studying ways to improve I-71 and I-75 in Kentucky and Ohio. After extensive study and public involvement, one preferred alternative was identified, which we call Selected Alternative I. Selected Alternative I received environmental approval in 2012.

Since 2012, KYTC and ODOT have been studying ways to improve the project’s design, reduce costs and impacts, and provide additional enhancements. These studies resulted in a suite of refinements to Selected Alternative I, which we are referring to as “Refined Alternative I.”

In 2021, KYTC and ODOT began preparing a Supplemental Environmental Assessment. We went through an extensive process of updating all the original environmental field studies and the impact analysis to reflect Refined Alternative I. The information contained in the Supplemental Environmental Assessment is what is being presented in today’s hearing.

Purpose and Need

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



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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.



Refined Alternative I (Concept I-W)

DOES NOT:

- Change the mainline layout
- Change the number of lanes
- Change collector-distributor roadway concept

Several key design elements have not changed since the 2012 environmental approval. Refined Alternative I does not substantially change:

- The mainline layout from Dixie Highway (US-25) (Kentucky) to Marshall Avenue (Ohio);
- The number of lanes through the corridor; and
- The project continues to incorporate a collector-distributor roadway system (collector-distributor systems will be explained in more detail in a couple slides).

A nighttime photograph of a city skyline, likely San Francisco, featuring a prominent bridge in the foreground and the Transamerica Pyramid skyscraper on the right. The image is partially obscured by a blue triangular graphic on the right side.

Refined Alternative I (Concept I-W)

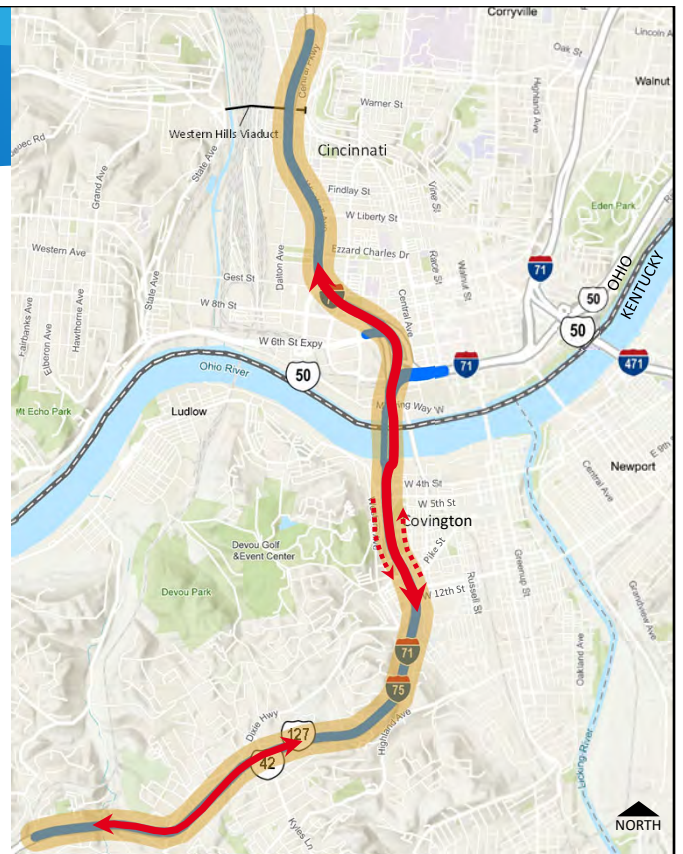
- Reduces project footprint
- Improves how the project will operate
- Creates no substantial new or increased impacts

Refined Alternative I (Concept I-W) does reduce the project footprint and associated impacts. It improves how the project will operate, and it does this without creating any substantial new or increased impacts.

Project Description

I-71 and I-75

- Widen I-71/I-75
- Rebuild all overpass bridges and interchanges
- Build a collector-distributor system
- Extend frontage roads in Covington
- Construct collector-distributor lanes between Dixie Highway and Kyles Lane



Let's briefly describe the primary features of Refined Alternative I. The project will widen 7.8 miles of I-71/I-75 from Marshall Avenue in Ohio to south of Dixie Highway in Kentucky and rebuild all bridges and interchanges. A collector-distributor system will be added between Ezzard Charles Drive in Ohio to about 12th Street in Kentucky. 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.

The project will also extend existing frontage roads along Bullock Street and Simon Kenton Way in Covington to improve north-south connectivity.

Lastly, collector-distributor lanes will be built between Kyles Lane and Dixie Highway.

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 as part of the proposed collector-distributor roadway system.

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

New Companion Bridge

- Arch or cable-stayed bridge



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The exact design of the new companion bridge has not yet been determined. Two bridge types are being considered . . .



The first is an arch bridge, and this shows what a standard arch-type bridge looks like.



The other is a cable-stayed bridge, and this shows what a standard cable-stayed bridge looks like.

Project Description

New Companion Bridge

- Arch or cable-stayed bridge
- Iconic and aesthetically pleasing
- On-going coordination with the project Aesthetics Committee



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The final bridge type will be chosen based on a technical analysis by the project team. Regardless of the type that is chosen, KYTC and ODOT will work with the design team to ensure an iconic, visually stunning bridge is ultimately built. KYTC and ODOT will also continue to coordinate with an Aesthetics Committee that was established for the project to receive local input on the design and appearance of the new companion bridge.



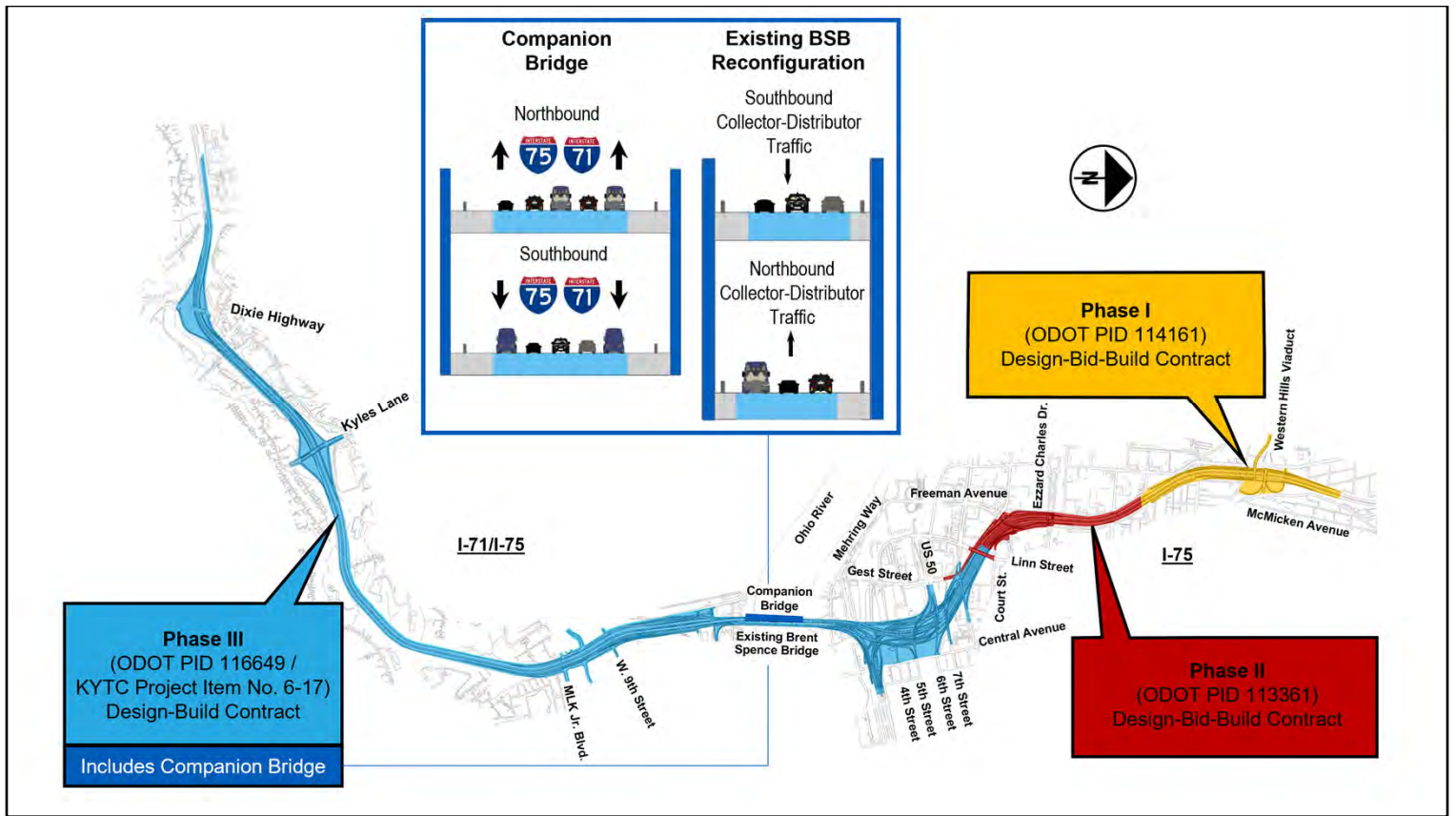
Project Cost

\$3.6 Billion

(includes planning, design, property acquisition, construction, construction management services, agency labor)

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The total project cost estimate is \$3.6 billion, which includes all costs required to deliver the project, from planning all the way through to construction.



The project is going to be built in three phases. Phase I (shown in yellow) will stretch from Marshall Avenue to Findlay Street. Phase I is currently under design with construction expected to begin in 2029. Phase II (shown in red) will stretch from Findlay Street to Linn Street. Phase II is also under design with construction expected to begin in 2026. Phase III (shown in blue) will build everything else, including the new companion bridge. Phase III will be built under a progressive design-build contract, and construction will begin in 2025 with some limited work possibly in late 2024.

Future Design Refinements

Progressive Design-Build

- Refined Alternative I (Concept I-W) = Base Design
- Innovation concepts
 - Improve project quality
 - Reduce costs
 - Shorten schedule
 - Support project goals
 - Support at the local level



Image by snowing on Freepik 17

The progressive design-build contract offers a unique opportunity for the design-build team to develop further innovations for the design of that southern 6 miles of the corridor. Refined Alternative I represents the base design for the project, and it is what is evaluated in the Supplemental Environmental Assessment and what is being presented at this public hearing. KYTC and ODOT are going to evaluate innovation concepts developed by the design-build team. Innovations that improve project quality, reduce costs, shorten schedule, support the project goals and objectives, and have support at the local level may be incorporated into the project.

Future Design Refinements

Innovation Period

- Develop ideas to optimize the base design
- Further evaluate and vet suggestions
 - Work with local cities and counties
 - Currently underway



Image by snowing on Freepik 18

The design-build team is currently working through an innovation period where they are developing dozens of refinement options, including ideas that have been generated through coordination with local municipalities and public comments that have been received over the last two years. Innovations are still being evaluated in terms of cost and constructability, and KYTC and ODOT will spend the next several months working with the municipalities to vet feasible suggestions. In addition, they want to be able to review comments from these public hearings before making any final decisions. Based on the current schedule, the project team anticipates sharing refinements to the base design around May of this year.



Environmental Impacts

Anticipated impacts to the
human and natural
environment

The next several slides will discuss the impacts of the base design – Refined Alternative I - on both the human and natural environment.

Environmental Impacts

Supplemental Environmental Assessment

- Evaluates impacts to over 30 different resource areas
- Impacts avoided and minimized as much as possible
- Only minor impacts to most of the areas that were studied
- Net benefits in several areas



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The supplemental Environmental Assessment evaluated the project's potential impacts to over 30 different resource areas. KYTC and ODOT have avoided and minimized impacts as much as possible. As a result, only minor impacts are anticipated to most of the areas that were evaluated. The project was also found to have net benefits in several areas, such as community cohesion and the visual look of the corridor.

The following slides will cover resource areas that will experience more notable impacts. First, we'll focus primarily on impacts, and then we'll outline the measures incorporated into the project to mitigate those impacts and to measures to provide additional community benefits.

Environmental Impacts

Land Use and Relocations

- 51.2 acres of land needed to build the project
- 4 residential relocations
- 1 partial commercial relocation
- 24 full commercial relocations
 - One radio tower
 - 14 tenants in 1 building



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51.2 acres of additional land will be acquired to build the project. This will include relocating 4 residences, the relocation of part of one business, and 24 full commercial relocations. Those full commercial relocations include a radio tower in Kentucky. Also, 14 of the business relocations are tenants who are located in areas of Longworth Hall that will be removed for the project. Those tenants are being provided relocations services, and they will have the option to relocate to other open office space within Longworth Hall if they desire.

Environmental Impacts

Kentucky Property Acquisition

- Began in early 2022
- Majority of property owners contacted
- Property acquisition in Lewisburg after environmental approval



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In early 2022, KYTC began acquiring properties in Kentucky under the original environmental approval and has already contacted the majority of impacted property owners. KYTC has not yet begun to acquire properties in Lewisburg. Once the Supplemental Environmental Assessment is approved, KYTC will begin contacting impacted property owners and start the land acquisition process in Lewisburg.

Environmental Impacts

Ohio Property Acquisition

- Began in 2014
- 70 of 79 parcels acquired
- All property owners contacted



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ODOT began acquiring land in Ohio in 2014 and has acquired 70 of the 79 Ohio parcels under the original environmental approval, and 5 of the impacted businesses have already been relocated. ODOT has already contacted all impacted property owners and is continuing to acquire the remaining parcels.

Representatives from KYTC and ODOT are available at today's hearing to answer questions about land acquisition.

Environmental Impacts

Wetland, Streams, Rivers, and Floodplains

- 2.83 acres wetland impacts
- 1,018 feet impacts to poor quality streams
- 350 feet permanent impacts to the Ohio River
- Construction within a floodplain
- KYTC and ODOT will obtain necessary permits



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The project will include 2.83 acres of permanent wetland impacts, along with 1,018 feet of permanent impacts to streams and rivers and 350 feet of permanent impacts to the Ohio River. The piers for the new companion bridge will also be built within the floodplain for the Ohio River. All of these activities require permits or approvals from various state and federal agencies. KYTC and ODOT will obtain all necessary permits and approvals before beginning any activities that impact these resources.

Environmental Impacts

Threatened or Endangered Species

- 90 acres forested habitat impacts
 - Indiana bat
 - Northern long-eared bat
 - Tricolored bat
- Mussel habitat impacts in Ohio River



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The project will remove about 90 acres of vegetation that provides habitat for threatened and endangered bats. For our environmental studies, we call these areas “forested” habitat, but that includes a wide range of trees and shrubs that can be as small as three inches, and it even includes trees that have died but are still standing. In the project area, a lot of the habitat that will be removed includes shrubs and trees that have grown up next to the highway. Work in the Ohio River could also impact habitat for mussel species.

Environmental Impacts

Noise

- Increased traffic noise in residential and recreational areas in Kentucky and Ohio



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Noise analyses concluded most residential and recreational areas within 500 feet of the project will be impacted by increased traffic noise.

Environmental Impacts

Temporary Construction Impacts

- Typical for large construction projects
 - Traffic
 - Air quality
 - Dust
 - Noise
 - Erosion
- Temporary and minimized as much as possible



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As is typical for large construction projects, additional impacts related to traffic, air quality, dust, noise, and erosion are anticipated during construction of the project. These impacts will be temporary, and KYTC and ODOT will work to minimize them as much as possible.

Environmental Impacts

Historic Properties

- Lewisburg Historic District (KY) – 3 houses removed and minor land acquisition
- Longworth Hall (OH) – 204 feet removed



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The project will have an adverse effect on two historic properties. Three houses will be removed from the Lewisburg Historic District, two of which are historic structures. A small amount of land will also be acquired from other properties in the Lewisburg Historic District. The project will also remove 204 feet from the eastern end of Longworth Hall. ODOT is in the process of purchasing the full Longworth Hall building as part of its negotiations with the property owner, and ODOT plans to use space in the building for offices and may use some outside areas for staging during construction. However, this change in ownership will not result in any additional impacts to the historic integrity of Longworth Hall.

Environmental Impacts

Public Parks

- Goebel Park Complex (KY)
 - 2.84 acres acquired
 - 360 feet of walking trail removed
 - Basketball courts removed



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The project will also impact public parks. For the purposes of this project, KYTC is referring to the three interconnected parks – Goebel Park, Kenney Shields Park, and the Jason Bishop Memorial Dog Park – as the Goebel Park Complex. The project will acquire 2.84 acres of land from the Goebel Park Complex, including the removal of 360 feet of walking trails and the basketball courts.

Environmental Impacts

Public Parks

- Queensgate Playground and Ball Field
 - 0.72 acres of land acquisition
 - Ballfield reconfiguration
 - Noise barrier or fence



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Under the original environmental approval, ODOT has already acquired 0.72 acres of land from the Queensgate Playground and Ball Field. In 2014, the ODOT provided funding to the City to reconfigure the ball fields to make room for the project and to build a new playground. No additional impacts are anticipated for the Queensgate Playground and Ballfield. During construction, ODOT will either build a noise barrier or a 10-foot chain link fence along the park and highway boundary to fulfill the commitments from the original environmental approval.

An aerial photograph of a highway interchange with multiple lanes and overpasses. The scene includes green trees, a grassy area, and buildings in the background under a clear blue sky. A large blue trapezoidal shape is overlaid on the right side of the image, containing white text.

Mitigation Measures

Measures incorporated into the project to offset unavoidable impacts

KYTC and ODOT have committed to implementing several measures to offset unavoidable impacts, which will be presented in the following slides.

Mitigation Measures

Wetland, Streams, and Rivers

- Credits for wetland and stream restoration
- 3-4 acres restored for every 1 acre of impacts
- Sediment and erosion control
- Water quality treatment (OH)



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To offset wetland and stream impacts, KYTC will purchase credits from mitigation sites that specialize in restoring wetlands and streams. The exact acreage that will be restored will be determined during the permitting process, but it is typical for 3-4 acres to be restored for every one acre of impact. The project will also implement best management practices for sediment and erosion control both during and after construction. The Ohio portion of the project is also required to include mitigation for water quality due to increased stormwater runoff. ODOT is coordinating mitigation options with the Metropolitan Sewer District of Greater Cincinnati and the Ohio Environmental Protection Agency.

Mitigation Measures

Threatened or Endangered Species

- Tree clearing minimized
- Seasonal tree clearing restrictions
- Imperiled Bat Conservation Fund (KY)
- Mussel relocation



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Impacts to habitat for threatened and endangered species will be mitigated by removing only the trees needed to build the project. In addition, trees will only be removed during times of the year when bats are not typically present. KYTC will also make a contribution to the Imperiled Bat Conservation Fund, which is a program that focuses on conservation efforts for these species. All of the mussels in the Ohio River will also be relocated to other areas upstream of the project before construction begins in the river.

Mitigation Measures

Temporary Construction Impacts

- Coordination with local cities, transit agencies, and incident management task force
- Traffic management, maintenance of traffic, and incident management plans
- Regular construction updates



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KYTC and ODOT are committed to closely coordinating with local cities and agencies to minimize construction as much as possible. They will also develop Traffic Management, Maintenance of Traffic, and Incident Management plans to minimize traffic disruptions. Finally, the public can expect to receive regular updates on construction activities to allow them to plan accordingly.

Mitigation Measures

Temporary Construction Impacts (cont.)

- Measures to control dust and protect air quality
- Measures to manage construction noise
- Sediment and erosion control
- Restoration of local roadways impacted by construction (OH)



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KYTC and ODOT will also implement a dust control plan and other measures to minimize dust during construction, measures to minimize diesel emissions, a program to monitor air quality, measures to manage construction noise, and control sedimentation and erosion. ODOT has also committed to restore roadways impacted by increased traffic during construction to pre-construction conditions.

Mitigation Measures

Lewisburg Historic District (KY)

- Historic records for structures to be removed
- \$1.2 million facade grant program
- Protection, monitoring, and repair of historic structures from vibration during construction



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KYTC will mitigate the adverse effects to the Lewisburg Historic District by creating a historic record of structures that will be removed. KYTC is also establishing a \$1.2 million grant program that will be administered by the City of Covington to improve and rehabilitate the facades of other structures within the Lewisburg Historic District. The project team will also implement measures to protect and monitor historic structures during construction activities that may generate substantial vibration. Damage that may occur will be repaired.

Mitigation Measures

Longworth Hall (OH)

- New exterior storm windows
- East wall restoration
- Restoration and storage of windows
- Brick repairs
- Refurbished lettering
- Commemorative cornerstone
- Interpretative plaque or signage



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ODOT will mitigate adverse effects on Longworth Hall by installing new exterior storm windows on the entire building. After the removal of 204 feet from the building's east end, any windows removed will be restored. Some will be used in the restoration of the east wall, and the rest will be stored for future reuse on the building. Bricks on the entire building will be repaired, and the lettering on the top of the building will be refurbished. A commemorative cornerstone and signs will also be added to provide information about the building's history.

Mitigation Measures

Goebel Park Complex

- Goebel Park Complex Master Plan (\$100,000)
- 2.23 acres of replacement land (net impact = 0.6 acre)
- Reconstructed walking trail
- Replacement basketball courts or other outdoor recreation facilities (\$94,500)
- Relocated outdoor pool or other comparable aquatic facility (\$1,337,400)
- Temporary basketball courts (\$75,000)



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KYTC has coordinated with the City of Covington and has identified measures to mitigate impacts to the Goebel Park Complex. KYTC will provide \$100,000 to the City of Covington to develop a Master Plan for the Goebel Park Complex. Once the project is constructed, about 2.23 acres of land that is currently occupied by the 5th Street ramp will be turned over to the Goebel Park Complex. The project will remove 2.84 acres of land that is low-lying and prone to flooding and replace it with 2.23 acres of land that is at higher elevation and not prone to flooding. The net result is that the Goebel Park Complex will be 0.6 acres smaller after the project is built. The project will also replace the walking trail. KYTC will also provide funding to replace the basketball courts or build an equivalent outdoor recreation facility to be determined during the City's master planning process. KYTC will also provide funding to relocate the outdoor pool or build a comparable aquatic facility as identified in the City's new master plan. Finally, if the project must remove the basketball courts before the replacement facilities are built, KYTC will provide up to \$75,000 of additional funds to temporarily relocate the basketball courts within another area of the park.

Mitigation Measures

Goebel Park Complex

- *De minimis* impact
 - Minor in nature
 - No adverse effect to the park
 - Considers avoidance, minimization, mitigation, and enhancement measures
- Public comment
- City concurrence
- FHWA determination



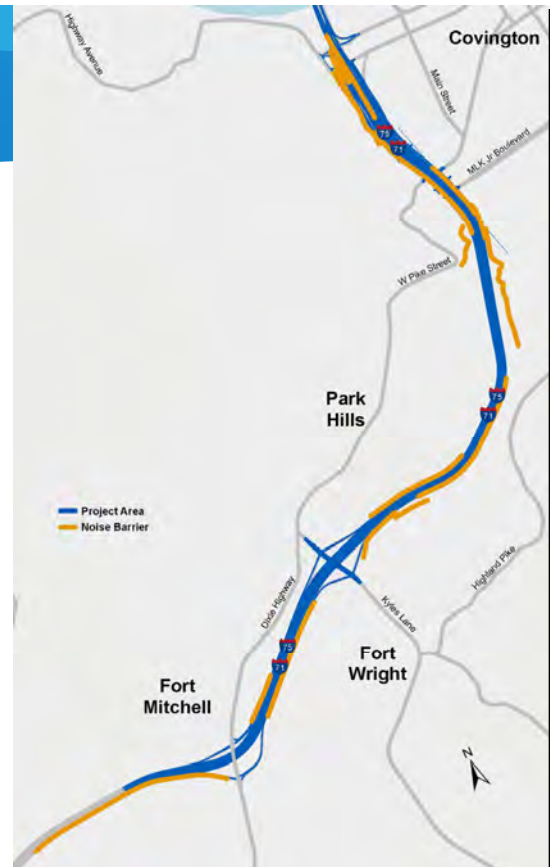
39

The Federal Highway Administration intends to make a determination of *de minimis* impacts to the Goebel Park Complex. *De minimis* impacts are generally minor in nature and - after taking into account avoidance, minimization, mitigation, and enhancement measures - will not result in an adverse effect to the park. The public can provide comments about impacts to the Goebel Park Complex at this hearing or during the comment period for the supplemental EA. After the public comment period is over, KYTC will obtain written concurrence from the City of Covington. FHWA will make the final *de minimis* impact determination based on the outcome of the public comment process and concurrence from the City.

Mitigation Measures

Noise Barriers

- Feasible and reasonable per State policy
- 7 proposed noise barriers in Kentucky



Noise barriers must meet a series of criteria to determine if they are feasible and reasonable before they can be proposed for construction. Kentucky and Ohio each have their own noise policies that outline the specific criteria for determining if a noise barrier is feasible and reasonable. KYTC is proposing 7 noise barriers that were found to be feasible and reasonable according to its noise policy. The noise barriers are generally on both sides of the highway and stretch from around 4th Street to south of Dixie Highway.

Mitigation Measures

Noise Barriers

- 5 proposed noise barriers in Ohio



ODOT is proposing 5 noise barriers that were found to be feasible and reasonable according to its noise policy. The noise barriers are all on the east side of I-75 and will stretch from Bank Street through the Queensgate Playground and Ball Field.

Mitigation Measures

Noise Barriers

- Separate noise public involvement
- Determined by noise policies in each state



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Each state will conduct additional public involvement with the property owners and tenants who will benefit from proposed noise barriers during the final design phases for the project. Again, each state will follow its noise policy when conducting noise public involvement.



Enhancement Measures

Measures incorporated into the project to further benefit surrounding communities

In addition to the mitigation measures just discussed, KYTC and ODOT will also implement several enhancement measures to introduce additional benefits to the surrounding communities.

Enhancement Measures

Noise/Visual Screening Barriers

- Above and beyond requirements of the noise policy
- 2 proposed noise/visual screening barriers in Kentucky
- Potential transparent noise walls



Two locations did not meet the requirements for noise barriers in Kentucky, but KYTC is still proposing barriers in these locations to provide enhanced noise reduction above and beyond the requirements of its policy. The first location is east of the highway, from 4th Street to Pike Street in Covington. The second location is west of the highway, near Maple Avenue in Fort Mitchell. KYTC is calling these barriers “noise/visual screening barriers,” but they will be the same construction as the proposed noise barriers in other locations.

KYTC has also heard there may be interest in transparent noise barriers in some locations and is going to evaluate options to provide transparent noise barriers during that noise public involvement described earlier.

Enhancement Measures

Aesthetics

- Project Aesthetics Committee
- Local Aesthetics Subcommittees
- Iconic new companion bridge
- Landscaping and streetscaping
- Gateways
- Piers, abutments, parapets, retaining walls, noise and noise/visual screening barriers
- Translucent screen walls on Ohio bridges



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KYTC and ODOT will continue to work with the project Aesthetics Committee to help develop an aesthetically pleasing, iconic new companion bridge and to incorporate aesthetics into the existing bridge. Subcommittees for Ohio, Covington, and Fort Wright/Fort Mitchell will be engaged to develop landscaping, streetscaping, gateways, and aesthetic treatments for design features such as bridge piers and retaining walls. In Ohio, translucent screen walls with interior lighting will be included on all overpass bridges.

Enhancement Measures

Pedestrian and Bicycle Improvements

- New/rebuilt sidewalks, shared-use paths, and bike lanes
- Increased transportation options
- Improved connections to transit and other destinations



The project will build new or replace existing sidewalks, shared-use paths, or bike lanes on local streets that cross or are parallel to the interstate. These improvements will increase the options available to pedestrians and bicyclists and enhance connections in the surrounding communities.

Enhancement Measures

Downtown Cincinnati

- Refinements to downtown ramps
- Approximately 10 acres opened up
- Potential redevelopment and/or public use



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In coordination with the City, ODOT incorporated refinements to the downtown Cincinnati ramps will open up approximately 10 acres for potential redevelopment and/or public use.

Enhancement Measures

Ezzard Charles Drive Bridge

- 50 feet of additional green space on each side
- Potential future civic space or future retail development by the City of Cincinnati
- Design funded by ODOT
- Construction cost shared by ODOT and City



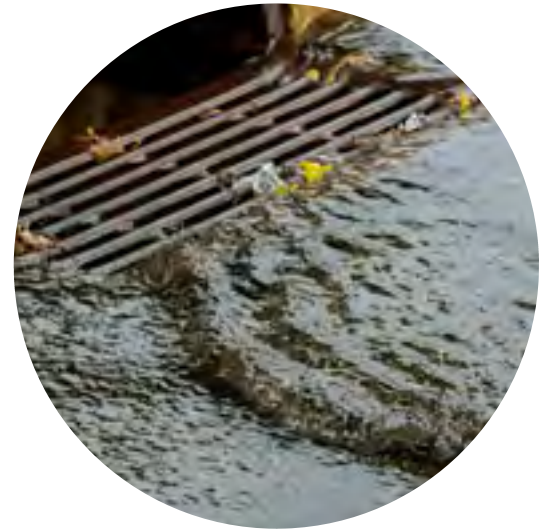
48

The Ezzard Charles Drive bridge in Ohio will include an additional 50 feet of green space on each side that could support potential future civic space or retail development by the City of Cincinnati. ODOT will fund the cost of the bridge design and will share the construction cost with the City.

Enhancement Measures

Stormwater

- Separation of interstate runoff
- Measures to address flooding in Peaselburg (KY)
- Coordination with local cities and sanitation/sewer districts



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ODOT and KYTC will separate all interstate runoff in the corridor from the existing combined sewer system, which will reduce the volume flowing into the combined sewer system. In addition, KYTC has committed to implementing measures to address flooding in the Peaselburg neighborhood. KYTC and ODOT will continue to coordinate with local agencies and their respective sanitation and sewer districts to finalize stormwater details during the final design process.

Enhancement Measures

Workforce Development

- Disadvantaged business enterprise participation
- On-the-job training
- Workforce development
- Diversity & Inclusion Outreach Committee



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During the progressive design-build contract, KYTC and ODOT will establish goals for disadvantaged business enterprise participation in both the design and construction portions of the contract. KYTC and ODOT will also develop an on-the-job training program and a workforce development plan. KYTC and ODOT have also formed a Diversity & Inclusion Outreach Committee to provide feedback and support those efforts.

Supplemental Environmental Assessment

- Full impact evaluation
- Complete list of mitigation and enhancement measures
- www.PublicInput.com/bsbc



As discussed earlier, this presentation has given an overview of the notable impacts, mitigation, and enhancements for the project. Additional details are provided in the hearing exhibits and handout. You can also review the full impact evaluation, including a comparison to the impacts from the original environmental approval, and proposed mitigation and enhancement measures in the Supplemental Environmental Assessment at the web address listed here. Hard copies of the supplemental Environmental Assessment are also available for viewing at the Covington and West End public libraries.



Public Comments

- Verbal comments
- Written forms
- Email
- Phone
- Mail
- Website
(www.PublicInput.com/bsbc)

Comments due:
March 8, 2024

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Comments on the supplemental Environmental Assessment can be submitted via all the methods listed here. Additional details are provided in the hearing handout. Comments provided via any one of the methods listed on this slide will be afforded equal weight in the project record. KYTC, ODOT, and FHWA will consider and respond to all comments before issuing a final decision on the supplemental EA. Comments must be received no later than March 8, 2024 to be considered in the decision-making process.

The hearing moderator and representatives from KYTC and ODOT will be invited up front to begin the formal comment period.

Verbal Comments

- Speakers must register
- Organizations should select a single spokesperson
- 2-minute limit
 - Potential for additional 2 minutes at end
 - Can follow up with written comments



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If you wish to offer public verbal comments, you must pre-register. If you have not yet registered but wish to speak, registration cards are available at the sign-in table. Please wait until your name is called to make your way to the front to speak. Any member of the public is permitted to speak; however, organizations should select a single spokesperson. All comments made during the public comment period will be recorded and become part of the public record.

To facilitate fair and orderly expression of comments, speakers will be given two minutes to state their comments. Speakers may not give away, assign, or yield unused time. Unused time is automatically forfeited. Speakers will only be called during the designated time. As the moderator, only I may call speakers. Speakers may not call other speakers. Once all registered speakers have presented, I will ask if anyone else would like to register to speak. If there are no additional speakers, those who previously presented may be permitted to speak for an additional two (2) minutes, if they choose. If desired, the speaker may follow-up on verbal comments in writing. This is not a requirement and will not provide the verbal comments additional weight.

Verbal Comments

Guidelines

- Speak into the microphone
- State your name and relationship to the project (resident, business owner, interested citizen, organization, etc.)
- Speak clearly
- Keep comments relevant to the project
- Be as specific as possible



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When I call your name, please proceed to the microphone and state your name and relationship to the project (such as whether you are a resident, business owner, interested citizen, or represent a specific organization). Please remember to speak clearly so your comments can be accurately recorded. Please keep comments relevant to the Brent Spence Bridge Corridor Project and be as specific as possible.

Verbal Comments

Conduct

- Respectful and considerate
- Respect time limits
- Demeaning or derogatory words or actions not permitted
- Respect the moderator's instructions



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Commenters should conduct themselves as follows:

- Participants must be respectful and considerate of the opinions of others
- Participants must be considerate of the time allocated for others to speak
- Demeaning and derogatory words or actions may result in attendee(s) being asked to leave
- As the moderator, I will administer the rules and will:
 - Interrupt, warn, or terminate a participant's statements when the statements are too lengthy, personally directed, abusive, obscene, or irrelevant
 - Ask any individual to leave the hearing when that person does not observe reasonable decorum

Verbal Comments

2:00

START



RESET

LIST



THANK YOU!

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This concludes the formal hearing proceedings. Please take some time to review the exhibits that are set up around the room and to talk with members of our project team. For more information or to offer feedback, please visit www.PublicInput.com/bsbc.