

**Public Involvement Activities from Steps 1 – 5 of Project  
Development Process**

**Potential Employment and Property  
Impact Survey  
January 2009**



www.brentspencebridgecorridor.com

January 26, 2009

CPS Graphics  
700 W. Pete Rose Way  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 700 W. Pete Rose Way is potentially impacted by Alternative(s) C, D, E, F, & G currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for CPS Graphics at 700 W. Pete Rose Way?  
8
2. If the final alternative selected would require CPS Graphics to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinosa, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700

Respectfully,

Stefan C. Spinosa  
Project Manager  
The Ohio Department of Transportation



www.brentspencebridgecorridor.com

January 26, 2009

Madison Park Productions  
700 W. Pete Rose Way  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 700 W. Pete Rose Way is potentially impacted by Alternative(s) C,D,E,F, & G currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for Madison Park Productions at 700 W. Pete Rose Way? 4
2. If the final alternative selected would require Madison Park Productions to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio \_\_\_\_\_


Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinoso@dot.state.oh.us](mailto:Stefan.spinoso@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinoso  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

Hamilton Co. Sheriff's Office  
644 Linn St. Suite 301  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 644 Linn St. Suite 301 is potentially impacted by Alternative(s) B currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for Hamilton Co. Sheriff's Office at 644 Linn St. Suite 301? 20
2. If the final alternative selected would require Hamilton Co. Sheriff's Office to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinoso@dot.state.oh.us](mailto:Stefan.spinoso@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinoso  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

Provest Lawriter  
644 Linn St. Suite 700  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 644 Linn St. Suite 700 is potentially impacted by Alternative(s) B currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

- 1. What is the current number of employees working for Provest Lawriter at 644 Linn St. Suite 700?

60

- 2. If the final alternative selected would require Provest Lawriter to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati

Out of the State of Ohio

Out of the Greater Cincinnati Region

Business Would Close

*May Consolidate  
Operations to our  
Tampa FL Corp. Office  
if this Building were to  
close.*



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinosa, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

Stefan E. Spinosa

Project Manager  
The Ohio Department of Transportation



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

Wymore Associated  
644 Linn St. Suite 802  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 644 Linn St. Suite 802 is potentially impacted by Alternative(s) B currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>


We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for Wymore Associated at 644 Linn St. Suite 802? 6
2. If the final alternative selected would require Wymore Associated to be relocated, would the relocation most likely be (check all that apply)
  - Out of the City of Cincinnati
  - Out of the State of Ohio \_\_\_\_\_
  - Out of the Greater Cincinnati Region \_\_\_\_\_
  - Business Would Close \_\_\_\_\_

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinoso  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
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Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

Phoenix Graphis, Inc.  
817 W. Court St.  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 817 W. Court St. is potentially impacted by Alternative(s) C & D currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for Phoenix Graphis, Inc. at 817 W. Court St.?

8

2. If the final alternative selected would require Phoenix Graphis, Inc. to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

*Relocate  
in Cinti*

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinoso

Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700





895 West Mehring Way • Cincinnati, OH 45203  
(513) 621-4800 • Fax (513) 621-5182

February 6, 2009

Ohio Department of Transportation District 8  
505 South SR 741  
Lebanon, OH 45036  
Attn: Stefan Spinosa

RE: Brent Spence Bridge Project

Dear Mr. Spinosa,

Cincinnati Bulk Terminals, LLC (CBT) is in receipt of your letter dated January 26, requesting potential employment and property impact information at 800 W. Fifth St. CBT no longer has operations at this address. However, CBT and its subsidiary, Port of Cincinnati, LLC (POC), operate four river terminals located between the Duke Power transfer station and the Mill Creek that may be impacted by the Brent Spence Bridge project. CBT and POC currently employ over 60 people. Additionally, numerous truck drivers operate from our facility on a daily basis. While these employees and contractors rely on us directly for employment, CBT and POC also have a regional effect by providing many of the raw materials utilized by local companies including but not limited to the coal that they rely on to supply their power. Our customers include Procter & Gamble, Duke Energy, AK Steel, University Hospital, Northstar-Bluescope Steel and many others.

Relocating to another location would be very difficult for both companies. There are many permitting, space and logistical issues that would have to be addressed in order to relocate. Please realize that CBT and POC currently operate on just over a mile of river front property which has access to CSX and Rail America rail lines. In order to provide the same services CBT and POC would have to find similar property with easy access to the railroad and highway systems. Finding such a location that is not in a bend of the river would be very difficult if not impossible in the Cincinnati area.

CBT would welcome the opportunity to discuss this project and its effect on our operation in more detail. Please contact me should you need additional information or if you would like to meet with me in order to discuss this project in more detail.

Sincerely,

Cincinnati Bulk Terminals, LLC

A handwritten signature in blue ink, appearing to read "Jack Weiss", is written over the typed name.

Jack Weiss  
President

02-06-09P03:25 RCVD



www.brentspencebridgecorridor.com

January 26, 2009

Down Syndrome Association  
644 Linn St. Suite 1128  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 644 Linn St. Suite 1128 is potentially impacted by Alternative(s) B currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

- 1. What is the current number of employees working for Down Syndrome Association at 644 Linn St. Suite 1128? 10
- 2. If the final alternative selected would require Down Syndrome Association to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639

~~We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinosa, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.~~

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

Stefan C. Spinosa  
Project Manager  
The Ohio Department of Transportation



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

SubCon Trak  
700 W. Pete Rose Way  
Cincinnati, Ohio 45202

Re: Potential Employment and Property Impact Survey

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway Interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 700 W. Pete Rose Way is potentially impacted by Alternative(s) C, D, E, F, & G currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for SubCon Trak at 700 W. Pete Rose Way?  
1

2. If the final alternative selected would require SubCon Trak to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

*None would apply.*

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-8639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan E. Spinoso  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-8639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

Fox 19 TV Station  
635 W. Seventh St.  
Cincinnati, Ohio 45202

Re: Potential Employment and Property Impact Survey

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct Interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 635 W. Seventh St. is potentially impacted by Alternative(s) F, G currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for Fox 19 TV Station at 635 W. Seventh St.?  
121

2. If the final alternative selected would require Fox 19 TV Station to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati

Out of the State of Ohio

Out of the Greater Cincinnati Region

Business Would Close

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinoso@dot.state.oh.us](mailto:Stefan.spinoso@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinoso  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
District 8  
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Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
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Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

Duke Energy  
644 Linn St. Suite 101  
Cincinnati, Ohio 45202

Re: Potential Employment and Property Impact Survey

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 644 Linn St. Suite 101 is potentially impacted by Alternative(s) B currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

- 1. What is the current number of employees working for Duke Energy at 644 Linn St. Suite 101?  
40
- 2. If the final alternative selected would require Duke Energy to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinosa, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinosa  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
District 8  
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Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

Alzheimer's Disease Association  
644 Linn St. Suite 1026  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 644 Linn St. Suite 1026 is potentially impacted by Alternative(s) B currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for Alzheimer's Disease Association at 644 Linn St. Suite 1026? 20
2. If the final alternative selected would require Alzheimer's Disease Association to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinosa, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinosa  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
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Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

BS Company  
1136 Harrison Ave.  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 1136 Harrison Ave. is potentially impacted by Alternative(s) B,C,D,E,F, & G currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for ~~BS Company~~ <sup>NOBLE FINISHING CO.</sup> at 1136 Harrison Ave.?

3

2. If the final alternative selected would require BS Company to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinosa, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan E. Spinosa  
Project Manager  
The Ohio Department of Transportation



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421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



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January 26, 2009

GOP Limited  
644 Linn St. Suite 936  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway Interchange in Kentucky and the Western Hills Viaduct Interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 644 Linn St. Suite 936 is potentially impacted by Alternative(s) B currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for GOP Limited at 644 Linn St. Suite 936?  
13
2. If the final alternative selected would require GOP Limited to be relocated, would the relocation most likely be (check all that apply)
  - Out of the City of Cincinnati
  - Out of the State of Ohio \_\_\_\_\_
  - Out of the Greater Cincinnati Region \_\_\_\_\_
  - Business Would Close

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinoso  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700





www.brentspencebridgecorridor.com

January 26, 2009

Samuel Boulmetis Architectural  
644 Linn St. Suite 1212  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct Interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 644 Linn St. Suite 1212 is potentially impacted by Alternative(s) B currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

- 1. What is the current number of employees working for Samuel Boulmetis Architectural at 644 Linn St. Suite 1212?   3
- 2. If the final alternative selected would require Samuel Boulmetis Architectural to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

~~Business Would Close \_\_\_\_\_~~



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinosa, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinosa  
Project Manager  
The Ohio Department of Transportation



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

Zoellner Garten & Co.  
644 Linn St. Suite 634  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 644 Linn St. Suite 634 is potentially impacted by Alternative(s) B currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for Zoellner Garten & Co. at 644 Linn St. Suite 634? 4-5
2. If the final alternative selected would require Zoellner Garten & Co. to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati POSSIBLE

Out of the State of Ohio POSSIBLE

Out of the Greater Cincinnati Region NO

Business Would Close NO

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinoso@dot.state.oh.us](mailto:Stefan.spinoso@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinoso  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

George Fern Co.  
645 Linn St.  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway Interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 645 Linn St. is potentially impacted by Alternative(s) B currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

- 1. What is the current number of employees working for George Fern Co. at 645 Linn St.? 40
- 2. If the final alternative selected would require George Fern Co. to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio X

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinoso  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



Ed FWT

January 26, 2009

Loftspring Harris & Marjorie Family  
1830 Dalton Ave.  
Cincinnati, Ohio 45202

www.brentspencebridgecorridor.com

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 1830 Dalton Ave. is potentially impacted by Alternative(s) C, F, & G currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

- 1. What is the current number of employees working for Loftspring Harris & Marjorie Family at 1830 Dalton Ave.? 13
- 2. If the final alternative selected would require Loftspring Harris & Marjorie Family to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati maybe

Out of the State of Ohio maybe

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinoso@dot.state.oh.us](mailto:Stefan.spinoso@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinoso  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700

Stefan Spinosa /Production /D08/ODOT  
02/02/2009 02:09 PM

To "Amy Donovan" <adonovan@laswellsteel.com>  
cc craig@pbworld.com  
bcc  
Subject Re: Impact Survey 

Thank you for the information.

Stefan C. Spinosa, P.E., Technical Services Engineer  
Ohio Department of Transportation, District 8  
505 South SR 741, Lebanon, OH 45036  
Phone: 513-933-6639 FAX: 513-933-8252  
stefan.spinosa@dot.state.oh.us  
"Amy Donovan" <adonovan@laswellsteel.com>



"Amy Donovan" <adonovan@laswellsteel.com>

02/02/2009 01:29 PM

To <stefan.spinosa@dot.state.oh.us>  
cc  
Subject Impact Survey

Stefan,

Laswell Steel Services no longer has office space at Longworth Hall 700 Pete Rose Way.

Thank you,

**Amy Donovan**  
Business Manager  
Laswell Steel Services, LLC  
Newport, Ky Office  
ph: 859-814-8775  
fx: 859-814-8776  
Adonovan@laswellsteel.com



www.brentspencebridgcorridor.com

January 26, 2009

Cincinnati Fire Bureau
700 W. Pete Rose Way
Cincinnati, Ohio 45202

Re: Potential Employment and Property Impact Survey

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 700 W. Pete Rose Way is potentially impacted by Alternative(s) C,D,E,F, & G currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

http://www.brentspencebridgcorridor.com/Alternatives-Preliminary5.html

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

- 1. What is the current number of employees working for Cincinnati Fire Bureau at 700 W. Pete Rose Way? 19
2. If the final alternative selected would require Cincinnati Fire Bureau to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

No Impact. [checkmark]

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at Stefan.spinoso@dot.state.oh.us

Respectfully,

Stefan C. Spinoso
Project Manager
The Ohio Department of Transportation



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009  
Butternut Bread  
747 W. Fifth St.  
Cincinnati, Ohio 45202

RECEIVED JAN 27 2009

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 747 W. Fifth St. is potentially impacted by Alternative(s) B currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for Butternut Bread at 747 W. Fifth St?  
200
2. If the final alternative selected would require Butternut Bread to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinosa, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinosa  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

High Craft Printing Co.  
1120 Harrison Ave.  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 1120 Harrison Ave. is potentially impacted by Alternative(s) Parcel Only currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for High Craft Printing Co. at 1120 Harrison Ave.? 2
2. If the final alternative selected would require High Craft Printing Co. to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinosa, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinosa

Project Manager  
The Ohio Department of Transportation

**High-Craft Printing  
1120 Harrison Avenue  
Cincinnati, Ohio 45214**



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700





www.brentspencebridgecorridor.com

January 26, 2009

K4 Architecture LLC  
555 Gest St.  
Cincinnati, Ohio 45232

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 555 Gest St. is potentially impacted by Alternative(s) currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

- 1. What is the current number of employees working for K4 Architecture LLC at 555 Gest St.?  
45
- 2. If the final alternative selected would require K4 Architecture LLC to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_  
 Out of the State of Ohio \_\_\_\_\_  
 Out of the Greater Cincinnati Region \_\_\_\_\_  
 Business Would Close \_\_\_\_\_

*Within City of Cincinnati*



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
 Stefan C. Spinoso  
 Project Manager  
 The Ohio Department of Transportation



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

Cristofoli Keeling Inc.  
700 W. Pete Rose Way  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 700 W. Pete Rose Way is potentially impacted by Alternative(s) C,D,E,F, & G currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for Cristofoli Keeling Inc. at 700 W. Pete Rose Way? 3-10
2. If the final alternative selected would require Cristofoli Keeling Inc. to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati X

Out of the State of Ohio X - possibly

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinoso@dot.state.oh.us](mailto:Stefan.spinoso@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinoso  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700

01-30-09P03:23 RCVD



www.brentspencebridgecorridor.com

January 26, 2009  
MPEMR LLC  
1850 Dalton Ave.  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 1850 Dalton Ave. is potentially impacted by Alternative(s) C, E, & G currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for MPEMR LLC at 1850 Dalton Ave.?  
18
2. If the final alternative selected would require MPEMR LLC to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinosa, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinosa  
Project Manager  
The Ohio Department of Transportation

01-30-09P03:23 RCVD



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

Fuller Ford  
900 W. Eighth St.  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 900 W. Eighth St. is potentially impacted by Alternative(s) B currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for Fuller Ford at 900 W. Eighth St.? 60
2. If the final alternative selected would require Fuller Ford to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinoso@dot.state.oh.us](mailto:Stefan.spinoso@dot.state.oh.us)

Respectfully,

  
Stefan E. Spinoso  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

UPS
500 Gest St.
Cincinnati, Ohio 45203

Re: Potential Employment and Property Impact Survey

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project.

The business located at 500 Gest St. is potentially impacted by Alternative(s) B, F, & G currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

- 1. What is the current number of employees working for UPS at 500 Gest St.? 919
2. If the final alternative selected would require UPS to be relocated, would the relocation most likely be (check all that apply)
Out of the City of Cincinnati X
Out of the State of Ohio X
Out of the Greater Cincinnati Region
Business Would Close

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinosa, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at Stefan.spinosa@dot.state.oh.us

Respectfully,

Stefan E. Spinosa
Project Manager
The Ohio Department of Transportation



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

CBT Solutions on Demand  
737 W. Sixth St.  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 737 W. Sixth St. is potentially impacted by Alternative(s) b currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for CBT Solutions on Demand at 737 W. Sixth St? 105
2. If the final alternative selected would require CBT Solutions on Demand to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati X

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinoso@dot.state.oh.us](mailto:Stefan.spinoso@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinoso  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

Wegman Investments LTD  
1101 York St.  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 1101 York St. is potentially impacted by Alternative(s) E & G currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for Wegman Investments LTD at 1101 York St?  
20
2. If the final alternative selected would require Wegman Investments LTD to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinoso  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

American Diabetes Assoc.  
644 Linn St. Suite 304  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 644 Linn St. Suite 304 is potentially impacted by Alternative(s) B currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for American Diabetes Assoc. at 644 Linn St. Suite 304? 10
2. If the final alternative selected would require American Diabetes Assoc. to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinoso@dot.state.oh.us](mailto:Stefan.spinoso@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinoso  
Project Manager  
The Ohio Department of Transportation



Kentucky Transportation Cabinet  
District 6  
421 Buttermill Pike  
Covington, KY 41017  
859-341-2700





www.brentspencebridgecorridor.com

January 26, 2009

Junior Achievement  
644 Linn St. Suite 1024  
Cincinnati, Ohio 45202

Re: Potential Employment and Property Impact Survey

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct Interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 644 Linn St. Suite 1024 is potentially impacted by Alternative(s) B currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for Junior Achievement at 644 Linn St. Suite 1024? 8
2. If the final alternative selected would require Junior Achievement to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

*We would stay  
in the City of  
Cinti.*

Business Would Close



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinoso@dot.state.oh.us](mailto:Stefan.spinoso@dot.state.oh.us)

Respectfully,

*[Signature]*  
Stefan C. Spinoso  
Project Manager  
The Ohio Department of Transportation

*The Ohio Dept.*



Kentucky Transportation Cabinet  
District 6  
421 Buttermill Pike  
Lexington, KY 40503

Kentucky Transportation Cabinet  
District 6  
Milk Pike



www.brentspencebridgecorridor.com

January 26, 2009

Railhouse Entertainment  
700 W. Pete Rose Way  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 700 W. Pete Rose Way is potentially impacted by Alternative(s) C,D,E,F, & G currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for Railhouse Entertainment at 700 W. Pete Rose Way? 12
2. If the final alternative selected would require Railhouse Entertainment to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinosa, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinosa  
Project Manager  
The Ohio Department of Transportation



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

Whiskey Dicks  
700 W. Pete Rose Way  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 700 W. Pete Rose Way is potentially impacted by Alternative(s) C,D,E,F, & G currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

- 1. What is the current number of employees working for Whiskey Dicks at 700 W. Pete Rose Way?

32

- 2. If the final alternative selected would require Whiskey Dicks to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinosa, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinosa  
Project Manager  
The Ohio Department of Transportation



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

January 26, 2009

Newtown Fill Inc.  
700 W. Pete Rose Way  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 700 W. Pete Rose Way is potentially impacted by Alternative(s) C, D, E, F, & G currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for Newtown Fill Inc. at 700 W. Pete Rose Way?  
9
2. If the final alternative selected would require Newtown Fill Inc. to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinosa, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan E. Spinosa  
Project Manager  
The Ohio Department of Transportation



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com



January 26, 2009  
Hilltop Concrete Corp.  
612 Mehring Way  
Cincinnati, Ohio 45202

**Re: Potential Employment and Property Impact Survey**

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at 612 Mehring Way is potentially impacted by Alternative(s) E, F, & G currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for Hilltop Concrete Corp. at 612 Mehring Way?  
100+
2. If the final alternative selected would require Hilltop Concrete Corp. to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati \_\_\_\_\_

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close

*-IF business could not be relocated to give front property within the city of Cincinnati it would likely be forced to close and all jobs lost.*

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

Stefan E. Spinoso  
Project Manager  
The Ohio Department of Transportation

*Survey completed by  
Kevin M. Sheehan  
President  
Hilltop Basic Resources, Inc.  
(513)-684-8251*



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



www.brentspencebridgecorridor.com

Not included in survey.

January 26, 2009

ARTIMIS  
602 W. Fourth St. 508 W. Third St.  
Cincinnati, Ohio 45202

Re: Potential Employment and Property Impact Survey

Dear Sir:

The Ohio Department of Transportation and the Kentucky Transportation Cabinet are in the process of evaluating six conceptual alternatives for the rehabilitation of the Interstate 75 corridor between the Dixie Highway interchange in Kentucky and the Western Hills Viaduct interchange in Ohio as part of the Brent Spence Bridge project. As part of our evaluation we are attempting to quantify the potential employment and business impacts associated with each alternative.

The business located at ~~602 W. Fourth St.~~ <sup>508 West Third St</sup> is potentially impacted by Alternative(s) B, C, E, F, & G currently under consideration. The conceptual drawings for the alternatives can be viewed on the project website at the following address:

<http://www.brentspencebridgecorridor.com/Alternatives-Preliminary5.html>

We are requesting your assistance in our evaluation of the alternatives by providing answers to the following questions:

1. What is the current number of employees working for ARTIMIS at ~~602 W. Fourth St.~~ <sup>508 W. Third St</sup>? 18
2. If the final alternative selected would require ARTIMIS to be relocated, would the relocation most likely be (check all that apply)

Out of the City of Cincinnati

Out of the State of Ohio \_\_\_\_\_

Out of the Greater Cincinnati Region \_\_\_\_\_

Business Would Close \_\_\_\_\_

We appreciate your assistance in our evaluation and ask that you fax your answers back to The Ohio Department of Transportation, District 8 at 513-933-8252 by February 4, 2009. Responses can also be mailed back to Stefan Spinoso, Ohio Department of Transportation, District 8, 505 S. SR 741, Lebanon, Ohio 45036. Your responses will be used to determine an accurate assessment of potential impacts as a result of this project.

If you have any questions or concerns, please contact me at 513-933-6639 or by electronic mail at [Stefan.spinosa@dot.state.oh.us](mailto:Stefan.spinosa@dot.state.oh.us)

Respectfully,

  
Stefan C. Spinoso  
Project Manager  
The Ohio Department of Transportation



Ohio Dept. of Transportation  
District 8  
505 South SR 741  
Lebanon, OH 45036  
513-933-6639



Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700

October 8, 2008

Mr. Rob Hans  
Chief District Engineer  
KYTC District 6  
P.O. Box 17130  
Covington, Kentucky 41017

**RE: Brent Spence Bridge**

Dear Mr. Hans:

Please accept this letter as the City of Covington's evaluation of the economic impact of the various Alternatives currently under consideration to replace the Brent Spence Bridge between Covington, Kentucky, and Cincinnati, Ohio.

**Direct Economic Loss**

Covington City staff have carefully examined the various Brent Spence Bridge replacement alternatives and assessed the Direct Economic Loss of each. From that analysis, Alternative B, the "Queensgate Alternative" reduces the City's property and payroll tax revenue by 1.5 to 3 times the amount of Alternatives C, D, F, and G, and 8 times the amount of Alternative E, the sub-Alternative 3-1-2 of which is also the City's stated preference. As you are aware, Alternative B has a larger footprint than all other Alternatives, which explains the proportionately greater economic loss.

In addition, the total loss in property value and property tax revenue for all other taxing jurisdictions is outlined below. The purpose of including this information in our analysis is to demonstrate the permanent negative economic impact of the various Alternatives to property tax revenue for all other taxing jurisdictions, including the Commonwealth of Kentucky, Kenton County, Covington School District, Kenton County Library District, Northern Kentucky District Health District, and other special taxing districts.

<b>Alternative</b>	<b>Property Value Loss (in millions)</b>	<b>Annual Property Tax Revenue Loss</b>
B	\$ 22.5	\$ 383,000
C	\$ 15.6	\$ 296,000
D	\$ 15.7	\$ 267,000
E	\$ 14.5	\$ 248,000
F	\$ 19.0	\$ 324,000
G	\$ 19.2	\$ 328,000

### **Indirect Economic Loss**

The Indirect Economic Loss of each Alternative, in terms of reduced southbound access to Covington and its businesses and other destination points, is more difficult to quantify. However, since Alternatives B, C, D, F, and G do not provide direct southbound access from I-71 and I-75 to Covington, which the current southbound access configuration provides, it is reasonable to assume that these Alternatives have greater Indirect Economic Loss than the Direct Economic Loss outlined above.

Southbound travelers, prompted to exit at Covington for tourism, shopping, lodging, fuel, food, etc, by sight of the Ohio River and the Covington riverfront, will have already missed that opportunity with no direct access provided by Alternatives B, C, D, F, and G. As you are aware, the southbound access from I-71 and I-75 in Alternatives B, C, D, F, and G requires drivers to make the decision to exit to Covington some three miles north of the Ohio River and the City of Covington, completely out of sight of the City and its riverfront area. Only Alternative E, sub-Alternative 3-1-2, provides direct southbound access to Covington from I-71 and I-75.

The City of Covington greatly appreciates the work and cooperation exhibited to date by all parties to the Brent Spence Bridge replacement project, and requests that serious consideration and weight be given to the City's concerns outlined herein.

As always, thank you for your time and consideration.

Jay Fossett  
City Manager

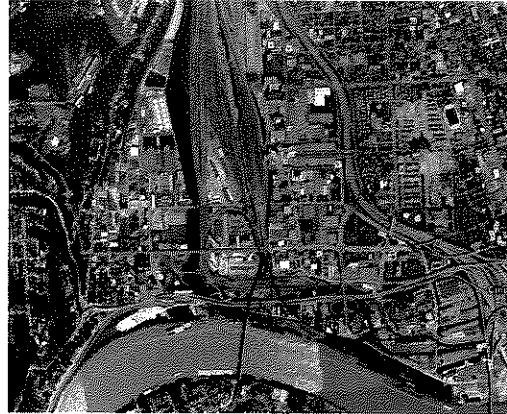
Cc: Mayor and City Commissioners  
Mr. Mark Policinski, OKI  
Larry Klein, Assistant City Manager



# **Public Comments Received**

# QUEENSGATE AREA ISSUES, CONSIDERATIONS AND RECOMMENDATIONS

FOR  
IMPLEMENTATION OF  
THE BRENT SPENCE  
BRIDGE PROJECT  
(HAM-71/75-  
0.00/0.22)



Submitted to the Ohio Department of Transportation and the  
Federal Highway Administration

September 23, 2008

By the



CITY OF CINCINNATI  
Mark Mallory, Mayor  
Milton Dohoney, City Manager

**Public Comments Received  
(non-website submittals)  
August 28, 2006**

Name	Comment	Response
<p>John Jay Fossett City Manager Covington, KY</p>	<p>1. The Central Area Loop Study completed in December 2001 addressed several issues with the existing and projected traffic patterns along Fourth and Fifth Streets (KY. Route 8) in Covington. Of particular concerns are those areas in the west end of the corridor from Main Street to the I-75 ramps. A variety of recommendations have been presented in the report ranging from geometric modifications at the Fourth Street/Main Street/Clay Wade Bailey Bridge intersection to widening near the entrance and exit ramps of I-75.</p> <p>We are concerned with the alternatives that would direct additional traffic onto the Clay Wade Bailey Bridge without specifically addressing the geometric and level of service deficiencies with the existing Fourth and Fifth Streets configurations. We would recommend that corridor-wide impacts be considered and addressed along Route 8 as the project moves forward.</p> <p>2. Although the current alternatives preserve the current access to Fourth and Fifth Street, additional consideration should be given to improving the safety and geometry of the proposed entrance and exit ramps. In addition, these are gateways to our city and communities and consideration should be given to improving the existing visual clutter, as well as the confusing local road cross connections. Both of these improvements would create an aesthetically appealing and safe entryway into our City.</p> <p>3. The Queensgate alternatives will potential impact areas along Crescent and Western Avenue in Covington. Given the current and proposed development in this area, the city would object to encroachment within these areas.</p> <p>4. Goebel Park, located east of the existing Fifth Street exit ramp, would potentially be impacted due to the widening required for the additional I-71/I-75 traffic lanes. We would request that impact to this important park be minimized.</p> <p>5. Development plans are underway for the Saint Elizabeth medical complex south of 12<sup>th</sup> Street adjacent to the existing 12<sup>th</sup> and Pike Street exit ramp. We would request that encroachments and impacts to this site be minimized.</p> <p>6. We ask that residential concerns and business impacts be considered during constructability reviews so as to minimize disruption to the neighborhoods and business communities during and after construction.</p> <p>7. With the ever increasing population of the tri-state area, efficient and viable transportation becomes increasingly important. We encourage and promote improvements to local traffic between neighboring communities within the entire corridor.</p>	<p>At this stage of development, ODOT and KYTC are working to define the basic alignment for the project. Once this is known, more design details and the possibility of specific local roadway improvements will be considered.</p> <p>Queensgate alignments have either been dismissed or not recommended for further study due to community impact and cost issues. These alignments also met with public opposition due to the significant impact to residential neighborhoods in Covington and to the business community in Cincinnati.</p> <p>Our study indicated that the mainline alternatives being recommended for further study provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p> <p>At this stage of project development, all alternatives being carried forward will have some impact to Goebel Park. Members of the project team met with City officials on September 30, 2008 to discuss these potential impacts.</p> <p>At this stage of development, ODOT and KYTC are working to define the basic alignment for the project. Once this is known, more design details can be developed to better assess the potential for impacts to this site. The project team will continually try to minimize any project impacts to the extent possible as the project develops.</p> <p>This project will improve and fundamentally change access between the freeway system and the urban areas of Covington and Cincinnati. By providing a system of local C-D road connections, access between Covington, Cincinnati and other communities adjacent to this project will also improve.</p>

**Website Comment/Feedback Forms  
March 2006 - July 2007**

Name	Comments	Responses
<p>John Compton <a href="mailto:Johncompton88@msn.com">Johncompton88@msn.com</a></p>	<p>Speaking as a member of the general public that DOES NOT live in the Cincinnati area, but drives thru several times a month.....may I suggest that the new bridge be located to the west of the new one, this way the curves could be straitened out (downtown Cincinnati). Also I would like to suggest the 71/75 split should be in Kentucky with 71 still on the Brent Spence bridge. I also believe the new bridge should be a very majestic structure; with enough versatility to be able easily be expandable to handle future traffic needs.</p>	<p>All alternatives currently being carried forward include alignments adjacent to the existing I-71/I-75 corridor.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p> <p>At this stage of development, ODOT and KYTC are working to define the basic alignment for the project. Once this is known, other design details such as bridge type will be addressed. The project has formed an Aesthetics Committee representing many community interests to provide further input on the type and style of structure to be built.</p>
<p>Mary Sutton <a href="mailto:msutton@clearchannel.com">msutton@clearchannel.com</a> 513-470-6809 513-241-0358 (f)</p>	<p>The purpose of contact info is to be on the list to stay informed.</p>	<p>Contact information has been added to the project list.</p>

**Website Comment/Feedback Forms  
March 2006 - July 2007**

Name	Comments	Responses
<p>Jeff Perholtz <a href="mailto:jperholtz@insightbb.com">jperholtz@insightbb.com</a> 859-431-3069</p>	<p>As a small business owner and proud resident of Western Avenue I am deeply concerned about several of the proposed plans. Along with countless other residents of Western, my wife and I have quite a determination to beautify this area and make it an even more wonderful place to live. We are quite proud and protective of our "country-fied" city paradise. The quality of new housing and relentless rehabilitation efforts up and down our street clearly reflect a universal determination to better out community. It would be an indescribable insult to squander the progress we have made and supporting a majority of these plans would be an uncharacteristically "corporate/big business" move for a historically docile community like Covington.</p> <p>I am mainly concerned with the following:</p> <ul style="list-style-type: none"> <li>- The possible destruction of our home and the thought of relocating elsewhere.</li> <li>- Noise. The thought of waking up every five minutes to the sound horns and jake-brakes. The drone of traffic on the Brent Spence is for the most part tolerable, but I could not imagine it any closer.</li> <li>- The loss of our wonderful view of downtown.</li> <li>- The repercussions of a closer freeway will have on our property value</li> <li>- The loss of privacy</li> </ul> <p>With all of that being said, we are realists and understand that something must be done. However, we will do everything in our power to protect our community from being destroyed. I can only hope that this great city will stand shoulder to shoulder with its citizens, most of who would conservatively like to see the least amount of change. Is it not true that our way of life is more important than the destruction of a Cinergy power plant on the other side of the river? I'm sure the threatened citizens of Cincinnati would agree.</p> <p>We would like to take an active roll in fighting for an appropriate alternative. Please let us know what we can do to participate.</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study due to impacts to Longworth Hall. Alternative B (formerly Alternative #2) is being recommended for elimination from further study.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p> <p>At this stage of development, ODOT and KYTC are working to define the basic alignment for the project. Once this is known, more detailed noise analysis will be undertaken. Sound barriers will be more thoroughly evaluated for this project as it moves forward in the project development process.</p> <p>Other design details such as bridge type will also be addressed at a later time. In addition, the project has formed an Aesthetics Committee representing many community interests to provide further input on the type and style of structure to be built.</p> <p>Contact information has been added to the project list.</p>
<p>Ryan Vose <a href="mailto:voserw@gmail.com">voserw@gmail.com</a></p>	<p>I just read the article today regarding the possible ideas for the bridge. The article quoted Jim Olman complaining about a new bridge possibly hurting Queensgate businesses. I hope that your committee looks past these small business interests and design the most efficient bridge regardless of what businesses you might have to tear down. This bridge is a vital link in I-75 and takes precedence of local business. I understand the individual business's concern, but for the greater good of the Cincinnati area the bridge must be top priority.</p>	<p>All alternatives currently being carried forward include alignments similar to those mentioned in this comment (adjacent to the existing I-71/I-75 corridor).</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p>

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<b>Name</b>	<b>Comments</b>	<b>Responses</b>
Ryan Ziemba <a href="mailto:rziemba@cinci.rr.com">rziemba@cinci.rr.com</a> 513-289-5093	I'm disappointed and curious why you abandoned project #3. It had the most promise for many reasons. One reason is to demolish the old bridge. If you keep the existing structure and add yet another bridge then all we do is clutter up the river! The other thing this project does is open up the river bank for even more development! Do we want people to come downtown or not? Let's give people a reason to. I sure as well don't care if I come downtown, unless it's for a baseball game maybe three times a year.	This comment has been documented. One of the reasons that the Queensgate alignments were carried forward is to separate local, I-71, and I-75 traffic to provide capacity and safety across the bridge. The disadvantage of the Queensgate alignments is that they take additional land for right of way that is currently planned for redevelopment, irrespective of whether the existing bridge is retained or not.
Nick Azbell <a href="mailto:boiinnng@hotmail.com">boiinnng@hotmail.com</a>	I would hope that when this is all said and done that signs are posted ordering all trucks to stay to the right/left or whatever becomes necessary when going up the cut in the hill. That's the main problem right now, trucks are not warned ahead of time that they need to move over, and when the steepness of the hill forces them to slow down, it causes widespread backup.	That problem has been noted. Enforcement of the existing signs and new ones is needed. Also, additional truck climbing lanes are proposed for consideration.

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Name	Comments	Responses
<p>Mitchell Landwehr  <a href="mailto:m.landwehr@insightbb.com">m.landwehr@insightbb.com</a>            859-586-5170</p>	<p>I think this project is going to be one of the most important and influential undertakings that the Northern Kentucky community will receive in decades. The current traffic situation during rush hour in the morning and evening hours has a demoralizing effect on the Northern Kentucky workforce commuting to and from Cincinnati. The amount of time and stress level during this time reduces workforce productivity. Fatigue from having to leave home/work earlier causes more wrecks and increases speeding.</p> <p>The current traffic system between the Buttermilk Pike exit extending over the I-75 bridge has been improved over the years, but the main bottleneck is the bridge and the lanes leading into and out of the bridge. Many lanes are converging into the bridge entrance lanes from Covington. Once onto the bridge, more crossing traffic patterns converge from the Covington entrance ramps. If you are in the left hand lane northbound on the bridge, you must cross these converging traffic patterns to get to the I-71 exit ramp. This is very dangerous and slows the already bottlenecked flow even more adding to the problem backing up all the way up the cut-in-the-hill. This does not include what happens when there are wrecks or flashing police lights for minor fender benders.</p> <p>Please put up signs that say "Minor fender benders must, by penalty of law, pull of the road into emergency lanes."</p> <p>My next and final point is the need for special hazard lanes for police to use during traffic stops and the wrecks. There must be a way to include these on the bridge itself and the I-75 cut-in-the-hill. When people see flashing police lights they slow down and change lanes, as the law requires. Please add hazard lanes or zones to the bridge to provide uninterrupted emergency resolution while allowing continuous traffic flow. If this is not considered, all of your hard work will be a waste because small traffic stops like these foil the traffic flow model with the human rubber neck element.</p>	<p>All alternatives currently being carried forward include alignments adjacent to the existing Brent Spence Bridge structure.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p> <p>In addition, the alternatives moving forward include a system of collector-distributor roads that will provide access between local and regional traffic. Specific ramp locations will be further evaluated as the project moves forward.</p> <p>It is anticipated that the mainline of I-71/75 will be widened to six lanes in each direction through the cut-in-the-hill section. The project will also feature full width shoulders on either side of the mainline freeway and the new bridge structure. This will allow for better mobility for incident responders.</p>

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<p>Jeffrey Reser  <a href="mailto:Jeffrey_reser@earthlink.net">Jeffrey_reser@earthlink.net</a>            859-491-4555</p>	<p>My young family of four lives in West Covington along river where we enjoy a spectacular view of the River and Cincinnati.            Any plans to build a new bridge much northwestward of the current bridge would only disrupt the upward evolution of our neighborhood in its current socio-economic trajectory.            West Covington holds great promise and is becoming an attractive bedroom community centrally located, green and just far enough away from the bridge to be picturesque. The bridge noise is not overwhelming at present.            Move the bridge and all that could change -- putting the neighborhood back into a downward spiral from which it may never recover.            Additionally, the quality of Devou Park would be somewhat compromised. We are in favor of a larger (and BTW, more beautiful) bridge to be constructed right next to and in the space of the current bridge.            Thank you for considering the opportunity cost to the emerging upscale West Covington community.</p>	<p>Public meetings will be held in April. Please plan to come and make your opinion known. Your comments will be included in the project documentation.</p>
<p>John Schlagetter  <a href="mailto:jschlagetter@yahoo.com">jschlagetter@yahoo.com</a></p>	<p>Alternate 1 appears to reclaim the most high value Downtown and West End real estate. Would be helpful to see farther north where the new alignment ties in to the existing roadway. I assume the Freeman Avenue exit goes away? It appears a Route 50 West exit is feasible. How does each Alternate align/coordinate with thinking on the Sixth Street Viaduct re-do?</p>	<p>All alternatives currently being carried forward include alignments adjacent to the existing Brent Spence Bridge structure.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p> <p>In addition, the alternatives moving forward include a system of collector-distributor roads that will provide access between local and regional traffic. Specific ramp locations will be further evaluated as the project moves forward.</p>



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<p>Mike King  <a href="mailto:mking@altaquip.com">mking@altaquip.com</a>            513-674-6411            513-674-6469 (f)            Colerain Township</p>	<p>Everyone involved has done a great job in looking at alternatives and presenting them to the general public. This is a tough challenge. However, I was curious if anyone has ever looked at a tunnel as an alternative to a bridge. This idea crossed my mind as I was passing through a tunnel in Baltimore a few months ago. I know tunnels are very expensive, but it could mean less disruption to the bridge during the construction process.</p> <p>I was just wondering because I had not seen it addressed in any of the alternatives.</p>	<p>Several options to improve the Brent Spence Bridge have been studied over the years. At the outset of this project, a total of 27 separate alternatives were evaluated against a set of criteria including safety, congestion, cost and community impacts.</p> <p>The alternatives being advanced at this stage of study represent the best mix of these selection criteria.</p> <p>A series of new roadway and alignment options have been evaluated in this study. However, these alternatives have been eliminated from further consideration, mostly due to cost and adverse impact to the communities in their path.</p> <p>The specific alternative discussed in this comment was eliminated from further study due to cost.</p> <p>All alternatives currently being carried forward include alignments adjacent to the existing Brent Spence Bridge structure.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p>
<p>Tim Coffey  <a href="mailto:tcoffey@wondergroup.com">tcoffey@wondergroup.com</a>            513-357-2950            513-621-1162</p>	<p>I hope that we will not adopt a patchwork approach. This bridge will define the aesthetic of the city and the region for decades. We can do something bold and exciting or add to the industrial sprawl that is typical of a rustbelt city. Either approach will make a statement about who we are as a region.</p>	<p>All alternatives currently being carried forward include alignments adjacent to the existing Brent Spence Bridge structure.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p>

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<p>Scott Macmann  <a href="mailto:scmacmann@mac.com">scmacmann@mac.com</a>            513-702-2341</p>	<p>My thoughts:</p> <ol style="list-style-type: none"> <li>1. Queensgate Alternatives. As attractive as it might seem, putting a couple of miles of interstate highway right through an urban industrial and commercial area will cost several fortunes and cause huge disruptions of business. This seems very very wasteful and destructive.</li> <li>2. I think alternative 5 is the best of the choices. But I would put I-75 entirely on the west side and I-71 entirely on the east side (side byside) which would maximize keeping the traffic separated.</li> <li>3. The Brent Spence is not only ugly, but being 40 years old... is it really going to be safe? Our engineering today is so much more advanced than it was 40 yrs ago. We should tear it down.</li> </ol>	<p>Alignments through the Queensgate area have been dismissed from further study. These alignments have met with public opposition due to the significant impact to the business community. In addition, the City of Cincinnati is currently working to develop land parcels in the path of these alignments.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p> <p>Numerous studies have been completed on the structural sufficiency of the existing Brent Spence Bridge. Most recently, the Engineering Feasibility Study conducted by KYTC concluded that the structure is sound and could be maintained for several years by replacing the bridge deck when necessary. The most vital issues on this project are congestion and traffic safety.</p> <p>The Engineering Feasibility Study can be found on the project website (<a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a>). Inspection reports for the bridge can also be found by contacting KYTC at (859) 341-2700, or at <a href="http://www.transportation.ky.gov/D6/D6.asp">www.transportation.ky.gov/D6/D6.asp</a>.</p> <p>At this stage of project development, ODOT and KYTC are working to define the basic alignment for the project. Once this is known, design details such as bridge type will also be addressed. In addition, the project has formed an Aesthetics Committee representing many community interests to provide further input on the type and style of structure to be built.</p>

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<p>Greg Riley <a href="mailto:gjr@ssastructural.com">gjr@ssastructural.com</a></p>	<p>As a structural engineer, I would like to see a cable-stayed bridge. It would be a nice contrast to the existing truss-bridges and compliment the Roebling very well.</p>	<p>At this stage of development, ODOT and KYTC are working to define the basic alignment for the project. Once this is known, design details such as bridge type will also be addressed. In addition, the project has formed an Aesthetics Committee representing many community interests to provide further input on the type and style of structure to be built.</p>
<p>Lawrence Turner <a href="mailto:lwtur@aol.com">lwtur@aol.com</a> 513-251-5179</p>	<p>I prefer choice #2. It separates the fast through traffic from local traffic, saves the Brent Spence Bridge for local traffic and only requires building one bridge.</p>	<p>Alignments through the Queensgate area have been dismissed from further study.</p> <p>These alignments have met with public opposition due to the significant impact to the business community. In addition, the City of Cincinnati is currently working to develop vacant land in the path of these alignments.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p>
<p>Paul Spencer <a href="mailto:spencepd@gmail.com">spencepd@gmail.com</a> Mt. Lookout</p>	<p>I think the only way to improve the terrible congestion through downtown I-75 is to use Alternate 1 or 2. Building a straight stretch of highway along with a new bridge designed for a high volume of traffic seems to be the right way to get this project completed. The other solutions only patch up the problem and we will always have continued accidents and congestion in the downtown area. That would be a shame since we all have to live with this decision for many years to come.</p> <p>I like Alternate 2 because it gets all of our traffic out of our city. But only if we can somehow regain the land of the current I-75 system. Simplifying that stretch of road (removing lanes, exit ramps, etc) broadens our land within Cincinnati for development. It could also connect a large plot of land to the west of the current I-75 with the downtown of Cincinnati. If this is not possible, then lets save the west side land and not build those 71/75 entry ramps, and just use Alternate 1.</p> <p>Thanks for listening.</p>	<p>Alignments through the Queensgate area have been dismissed from further study.</p> <p>These alignments have met with public opposition due to the significant impact to the business community. In addition, the City of Cincinnati is currently working to develop vacant land in the path of these alignments.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p>

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<p>John Stein  <a href="mailto:Jstein2@fuse.net">Jstein2@fuse.net</a>            859-635-7960            Alexandria City Councilman</p>	<p>Please view this site in Charleston SC <a href="http://ravenelbridge.net">http://ravenelbridge.net</a></p> <p>The Ravenel Bridge replaced 2 large bridges that crossed two large rivers.            I hope your dept. can come up with nice design, unlike the Taylor Southgate erector set bridge.</p>	<p>Your comments will be included in the project record. ODOT and KYTC will hold public meetings in late April and your participation is encouraged ODOT and KYTC will not be choosing the bridge type or final location for about 18 months. There is an Aesthetics Committee led by Michael Moore, the City Architect for the City of Cincinnati. A number of local officials and experienced design professionals are involved.</p>
<p>Jim Hungler  <a href="mailto:Jimmy9@fuse.net">Jimmy9@fuse.net</a>            513-315-4644</p>	<p>I would encourage NO TRUCK TRAFFIC, except local routes, inside of the 275 beltway on southbound 75. Instead, I would suggest, detouring via westbound 275 and have Kentucky build a bypass thru the western countryside that will connect back with 75 in the area south of Richwood/Mt. Zion.</p>	<p>Regarding the potential for a truck ban, OKI performed a Truck Ban Study that was completed in 2007. Essentially, it concluded that a truck ban would not effective in terms of providing either congestion relief or safety improvements. The study further estimated that a truck ban would have a detrimental impact to the local economy given the amount of deliveries that are made within the I-275 beltway. Please refer to <a href="http://www.oki.org">www.oki.org</a> for information on that study.</p>

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<p>Paul Martin <a href="mailto:Paul.martin@earthlink.net">Paul.martin@earthlink.net</a> 937-207-8435</p>	<p>I drive I-75 to Cincinnati from the Dayton area daily, and regularly see the type of traffic on the Brent Spence bridge and the entire I-75 corridor through Cincinnati, and experience the congestion the traffic brings. The congestion is a huge waste of time and gasoline, and alternatives need to be implemented much sooner than the 2015-2020 time frame.</p> <p>It seems to me that about 15% of the traffic consists of semi trucks, most of which appear to be through traffic. If the bridge (and I-75 through town in general) is currently carrying twice the design traffic load, why is the bypass (I-275) not required for through trucks, especially at rush hours (6-9 am and 3-6 pm)? Requiring trucks with no commercial purpose inside of the I-275 loop to use the bypass, if only during high volume periods, would significantly reduce the traffic flow on the bridge and other traffic bottlenecks (i.e., the Reagan merge / Lockland split issue).</p> <p>Traffic on the bridge and the I-75 corridor is always heavy, but the only real congestion issues occur in the rush hour periods.</p> <p>Another alternative for the bridge issue could be to route I-71 concurrently with I-471 / I-275, eliminating the I-71 traffic across the Brent Spence bridge. Has this been considered?</p>	<p>Some of the trucks have origins or destinations within the 275 corridor, so these must use the system as is. Enforcing a truck diversion has been tried here and elsewhere and found difficult to implement. It is against FHWA policy to forcibly divert trucks, who pay considerable road use and fuel taxes, from using any part of the roadway system, except for hazardous cargo routes. Diverting trucks into other communities also runs into opposition. Diverting trucks also adds one hour to their trip time through the region, increasing the number of miles they must travel, and increases the number of lane miles affected by the heavy trucks' wear and tear. Since drivers' shifts are limited to 8-10 hrs, this reduces by 60 miles or more, the distance that a driver can drive in a shift. This shifts an economic burden on the truck industry which they have resisted. However, truck bans occurred during construction projects such as Fort Washington Way. Enforcement is critical to catch and prosecute "blockade running". 3500 tickets were written during that three year project and caught only a fraction of the truck diversion violators. About 30 percent of the trucks ran through the diversion.</p> <p>Resheilding the I-71/I-471 routes has been discussed. Cars would use 275 to connect to I-471 to I-71 over the Daniel Carter Beard Bridge (Big Mac) instead of using Fort Washington Way. This shifts the wear and tear to the very robust Brent Spence Bridge to a lower capacity bridge. I-471 has capacity problems as well which this concept worsens. It works for cars but just moves the truck problem as I-471 is steeper than 75 and has a lower capacity interchange at 275 in Kentucky.</p>

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Name	Comments	Responses
<p>Alan Burke The CAPlan Group, Inc. <a href="mailto:alanburke@caplan-group.com">alanburke@caplan-group.com</a> 859-991-4049</p>	<p>Have you considered a 71/75 option to tunnel under the Ohio River to provide the following...</p> <ul style="list-style-type: none"> <li>A) More usable land mass on each side of the river,</li> <li>B) Less 'pinch points' and exchanges/intersections on each side of the river,</li> <li>C) A tunnel would provide a much needed 'attraction' for the Greater Cincinnati Area,</li> <li>D) Possible cost reduction,</li> <li>E) Improved river traffic flow,</li> <li>F) Improved environmental/aesthetics.</li> </ul> <p>We would be willing to complete this study.</p>	<p>A tunnel was one of the alternatives initially considered. It was eliminated from further consideration due to cost concerns. The interchange at the north end of the bridge is too large and complex for a tunnel and connections to Fort Washington Way and Covington would have to be eliminated. Grades and connections were evaluated from south of Kyles Lane to Ezzard Charles and found to be too steep to connect. The tunnel needs 20-30 feet of cover under the river to avoid shipping damage. Even at the maximum grade, the tunnel would be more than 1.5 miles long and cost more than \$1Billion. It was considered in detail and not recommended for further study.</p>

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<p>Matthew D. Birck <a href="mailto:birckmd@muohio.edu">birckmd@muohio.edu</a></p>	<p>After reading the proposed alternatives for the Brent Spence Bridge project, I was curious to know why a tunnel was not included among the alternatives. Understandably a tunnel would be more costly, but certainly that should not be a deciding factor in the preliminary stage of a feasibility study for its omission from consideration. I'm also assuming that it is not geologically infeasible, considering that the Water Works has an 8-ft diameter pipe running directly beneath the Ohio River.</p> <p>I'd appreciate if someone could send me a reasonable explanation for the exclusion of a traffic tunnel as one of the functional alternatives for this critical project. Thank you.</p>	<p>A tunnel was considered and a conceptual alternative developed. The tunnel portal began well south of Kyles Lane and daylighted at Ezzard Charles Drive for the mainline of I-75. The tunnel needs to be 4 lanes in each direction plus shoulders for emergencies given the current and future needs of I-75, assuming the tunnel does not carry I-71 as well (see below). This makes each tunnel, if circular in cross section, nearly 80 feet outside diameter. It needs at least 20 feet of cover under the River so the invert of the tunnel is nearly 100 feet lower than the bottom of the Ohio River. Chasing the grades at a maximum of six percent set the tunnel portal locations and the tunnel length.</p> <p>The tunnel could not carry both I-71 and I-75 due to the interchange at US50, I-71 and I-75 southeast of downtown Cincinnati. The interchange with Fort Washington way cannot be underground due to breadth and grade separation required for local access etc.</p> <p>Because of these complications and the Purpose and Need requirements (laneage, local and through access, cost) the tunnel was not carried forward.</p>

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<p>Jim Pan 824 Crescent Av Covington, KY 41011 <a href="mailto:PJ11022002@yahoo.com">PJ11022002@yahoo.com</a> 859-291-2841</p>	<p>I would not be able to make it to Thursday's public hearing due to a business trip. Here are my initial thoughts on the alternatives: Alternative 1 and 2 have 1) Major negative impact on the surrounding areas in Covington. There has been a condo booming in the area along the hill (Western, Crescent, Pike). The new queen city bridge would ruin all the development. It would be costly as acquiring these properties would not be cheap. 2) Eliminating the exit of I-75 on 5th in Covington would have a big negative impact in the economic development of Covington river front. 3) The bridge really needs to be well designed to be a signature of the region and a symbol and image for the progressive region for the further. The old, ugly Brent Spence bridge would make it really hard. Alternative 4 and 5 are better in those regards. But it still has some negative impact on the neighborhood on the west side of the highway in Covington as the highway will be much closer to those houses (I am one of the owners). Structured buffers and landscaping are necessary to reduce these negative impacts.</p>	<p>The impacts to Western and Crescent avenues in Covington are being documented and others brought these up. The right of way costs in Kentucky and Queensgate will be quantified to help with decision making. The 4th and 5th street ramps will be replaced with alternative access points for Covington intended to improve access. Current ramps are very short tight radii which have resulted in a number of crashes.</p> <p>The urban design of the roadway near your property and the aesthetic designs of the bridge are noted concerns. These will be considered in the next phase of work.</p>
<p>Mike Frazier <a href="mailto:mfrazier@cinci.rr.com">mfrazier@cinci.rr.com</a> 513-351-6636</p>	<p>I own seven houses on Wright St and Western Ave in Covington and like to know how this will affect my property. Who and what contact information can you give?</p> <p>Hi Fred Craig. Thank you for your prompt response!!!! The property I own since the early 80s are as follows: 205 Western Ave., 207 Western Ave., 209 Western Ave., 211 Western Ave. I also own 210 and 212 Wright St. and 214 Wright St. all Covington KY 41011. How will this effect the value of said property. May I have your direct telephone number, again?</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study due to impacts to Longworth Hall. Alternative B (formerly Alternative #2) is being recommended for elimination from further study.</p> <p>Neighborhood impacts are expected for Western and Crescent avenues in all alternatives being recommended for further study. These impacts are taken into consideration as each project alternative is evaluated.</p>



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<p>John and Jennifer Stein <a href="mailto:Jstein2@fuse.net">Jstein2@fuse.net</a> 859-635-7960</p>	<p>Please consider the serious impacts to the hillside neighborhoods and the approach to Devou Park. A lot of people depend on that route to their home and the park. There are also hillside issues, excavation, damage to hillside homes, due to possible use of explosives and auguring to loosen the earthworks. Why not build it up against the east side of the existing bridge? The cut over would seem much easier to manage from the east. There are no homes in that area. Noise would be tremendous if it were built to the west. It also keeps you away from the West End Electric substation network grid. Also please build us a bridge that is pleasing to the eye, not an erector set. Consider Charleston S.C. Ravenel Bridge design or the Maysville, KY bridge. Thank You</p>	<p>ODOT and KYTC will consider noise, geotechnical and construction impacts during the next phase of the work and will make that information available on the project web site.</p> <p>The bridges on the east side of the existing bridge would have substandard geometry or require reconstruction of part of Fort Washington Way. Bridges on the west of the existing have community impacts and would have to miss or move the substation.</p> <p>There is an Aesthetics Committee that will provide input on the bridge design. PB designed the Ravenel Bridge and the Owensboro bridge which is like the Maysville bridge. The bridge type and design will be considered in the next phase.</p>
<p>Linda Jones <a href="mailto:lkj@djj.com">lkj@djj.com</a> 859-331-8971 513-419-6235 (f)</p>	<p>You can't possibly consider closing the interstate bridge to replace it! There is too much traffic everyday that would clog other arteries to and from the two states. Build another bridge and open it and then rehab the current bridge. I know that takes time and money, but not only does it help the current travelers, but it's a better long range plane.</p>	<p>Although specific construction details have not been worked out as yet, maintenance of traffic during construction will be one of the highest priorities for both ODOT and KyTC.</p>
<p>Rex Goon <a href="mailto:Rw41042@fuse.net">Rw41042@fuse.net</a></p>	<p>Cincinnati voted down mass transit but it is obvious that we will someday need to build some form of mass transit train system across the Ohio river. Why not look ahead to the future and include that into the new bridge. Someday we will finally come to the realization that we need mass transit it will cost a fortune later to add a bridge for that purpose.</p>	<p>Current rail transportation plans within the region have identified a potential Ohio River crossing adjacent to the Clay Wade Bailey bridge.</p>
<p>William Holiday <a href="mailto:Wp_doc_holiday@fuse.net">Wp_doc_holiday@fuse.net</a> 859-468-2871 859-341-4924 (f)</p>	<p>How long can you keep building new bridges and winding roads? Let us get real and build a light rail system or a subway system and get these cars off the road.</p>	<p>Regarding transit projects, the City of Cincinnati is currently in the early stages of advancing a street car project to serve the downtown area. Contact was referred to the City for more specific information.</p>
<p>Dennis Andrew Gordon, Exec Dir <a href="mailto:dgordon@nkpc.org">dgordon@nkpc.org</a> 859-331-8980 859-331-8987 (f)</p>	<p>Your list of Advisory Committee Members includes Keith Logsdon of my staff. I would appreciate it if you would identify him as a representative of: N KY Area Planning Commission; or, simply NKAPC. Listing him as a representative of "Northern Kentucky" is pretty vague and indesciptive of our agency. Thank you for your attention to this matter.</p>	<p>the correction will be made.</p>

**Website Comment/Feedback Forms  
March 2006 - July 2007**

Name	Comments	Responses
<p>Mary Christina Stadlander  <a href="mailto:tin.stadlander@nlrb.gov">tin.stadlander@nlrb.gov</a>            859-261-8016</p>	<p>I attended the May 4 presentation in Park Hills and would like to express my comments as follows: I am not in favor of any bridge proposal that would involve the disruption of my current living conditions, especially Proposals 1 and 2. I do not want a bridge or expressway any closer than it already is.</p> <p>We have lived here at 606 Western Avenue since 1980. I love the location and love my home. We have put our blood, sweat and tears into making it a wonderful place that we enjoy coming home to. I do not want to be displaced by "Eminent Domain," which, in my opinion, should never have been passed by the Supreme Court! I am fearful of this.</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study due to impacts to Longworth Hall. Alternative B (formerly Alternative #2) is being recommended for elimination from further study.</p> <p>These alignments have met with public opposition due to the significant impact to the business community. In addition, the City of Cincinnati is currently working to develop vacant land in the path of these alignments.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p>
<p>Brendan Weaver  <a href="mailto:weaverbo@email.uc.edu">weaverbo@email.uc.edu</a>            513-207-4344</p>	<p>In an era of raising gas prices and increased environmental concern, isn't it about time for a sustainable solution? Rail would be a great start and make fiscal sense in the long run.</p>	<p>Regarding transit projects, the City of Cincinnati is currently in the early stages of advancing a street car project to serve the downtown area. Contact was referred to the City for more specific information.</p>

# **Project Newsletters**



www.brentspencebridgecorridor.com

# E-Newsletter

Issue 1  
June 2007

## Project Update

Environmental, traffic, and engineering studies have continued since the last Brent Spence Bridge Advisory Committee Meeting in July of 2006. At that time, the project team was just finishing up with Step 4 of the ODOT Project Development Process, which ends the planning process and initiates the environmental and preliminary engineering work.

At that time five preliminary alternatives were advanced for further study. These included a series of sub-alternatives relating to each alternative. In the past several months, the project team has performed a more detailed analysis of each alternative. A more detailed analysis of overall system performance has also been conducted.

The project has moved into Step 5 of the ODOT Project Development Process. This step involves more detailed environmental work and field studies. Preliminary engineering for each alternative is continuing. These efforts will be documented in a Conceptual Alternatives Study (CAS) that will be completed and presented to the public in the Fall.

## Conceptual Alternatives Study

The next major deliverable from the project team will be the Conceptual Alternatives Study. The CAS will present specific evaluation criteria applied to the remaining alternatives and a comparative analysis of the alignments. This analysis will include advantages and disadvantages of each alignment and their associated environmental and community impacts. Some of the alignments may be eliminated during this phase if they do not conform to the Project's Purpose and Need or if greater potential for negative impacts is identified.

In addition to the environmental field work and reports that are to be included in the CAS, engineering/ design characteristics will be included for each alternative. The CAS will document legal and design speeds, functional classification, projected traffic volumes, number of lanes, lane widths, and curve data for each alternative. Contact with present utility providers for collection of utility information will also be documented.

The comparison matrix developed during Steps 1-4 will be updated for the alternatives, and will be included in the CAS report. The matrix will show the comparative cost, impacts, advantages and disadvantages for each of the alternatives, as well as some aesthetic evaluation.

## Environmental Field Studies

Leading up to preparation of the CAS report, the project team has made a number of environmental report submissions. These include:

- **Phase I Historical/Archaeological Survey.** This report is complete and has been approved by both ODOT and KYTC. It is currently being reviewed by State Historic Preservation Offices (SHPO) in both states.
- **Phase I Ecological Report.** This report documents the evaluation of potential impact of the presented alternatives to water resources, plant and animal species, habitat and farmland. This report is complete and has been approved by both ODOT and KYTC.



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505 South SR 741  
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Kentucky Transportation Cabinet  
District 6  
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- **Environmental Site Assessment Screening.** This report documents the existence of hazardous waste sites and landfills within the alternative corridors. This report is being reviewed by both states.
- **Socio-Economic Report.** This report identified environmental justice and Civil rights Act issues in the current community. It has been completed and will be submitted to KYTC and ODOT as part of the Conceptual Alternatives Study.
- **Relocation Assistance Program Survey.** This survey identified residential and business relocations that have been associated with each of the alternatives. This report is complete and approved.

**Schedule:**

Task	2006					2007					2008									
	J	J	A	S	O	J	F	M	A	M	J	J	A	S	O	J	F	M	A	M
<b>Step 5 - Develop Conceptual Alternative Alignments</b>	[Blue bar spanning 2006 J-J and 2007 J-J]																			
Phase I Historical/Archaeological Survey (8/07)										X										
Phase I Ecological Studies (4/07)								X												
Environmental Site Assessment Screening (8/07)									X											
Step 5 Design Activities (11/06 through 8/07)																				
Conceptual Alternatives Study Report (9/07)															X					
Concurrence Point/Agency and Public Input (7/07 thru 12/07)																				
<b>Step 6 - Develop Feasible Alternative Alignments</b>																				
Develop Alternative Design Elements																				
Phase II Historical/Archaeological Survey (5/08)																				X
Phase I Environmental Site Assessment (1/08)																			X	
Step 6 Design Activities (1/08 thru 5/08)																				
Assessment of Feasible Alternatives Report (8/08)																				X
Concurrence Point/Agency and Public Input (6/08 thru 12/08)																				

**Upcoming Meetings:**

The current schedule calls for upcoming project meetings, based on the progress of conceptual engineering work. These meetings are anticipated as follows:

- An Aesthetics Committee meeting is proposed for late August, 2007.
- A Project Advisory Team meeting will be held in early September, 2007.
- Public meetings are tentatively scheduled for October 2007.

**Future Communications:**

The project team will communicate with the Advisory and Aesthetics Committees through the E-Newsletter on a regular basis for the remainder of the study. This newsletter is a supplement of the project newsletter that is widely distributed as part of the Public Involvement process.



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# E-Newsletter

Issue 2  
August 2007

[www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)

## Project Update

Environmental, traffic, and engineering studies have continued over the past year. The Brent Spence Bridge project is currently in Step 5 of the ODOT Project Development Process. The project team has performed a detailed analysis of each alternative that was advanced for further study. A more detailed analysis of overall system performance has also been conducted and documented in a Travel Lane Evaluation Study. Detailed environmental work and field studies for this step are wrapping up and being documented in the Conceptual Alternatives Study (CAS) that will be completed and presented to the public in the Fall of 2007. Concurrence Point #2 will mark the end of Step 5.

## Conceptual Alternatives Study

Progress has continued on the Conceptual Alternatives Study. The CAS is the culmination of environmental and engineering work completed throughout Step 5 of the Project Development Process. The CAS will present specific evaluation criteria applied to the alternatives and a comparative analysis of the alignments carried through from Step 4. This analysis will include advantages and disadvantages of each alignment and their associated environmental and community impacts. Some of the alignments may be eliminated during this phase if they do not conform to the Project's Purpose and Need or if greater potential for negative impacts is identified. The CAS will include a comparison matrix showing the comparative cost, impacts, advantages and disadvantages for each of the alternatives, as well as some aesthetic evaluation.

Environmental field work and reports that will be included in the CAS are: Phase I Historical/Archaeological Survey, Phase I Ecological Report, Environmental Site Assessment Screening, Socio-Economics, and Relocation Assistance Program Survey/Conceptual Stage Relocation Report. In addition to the environmental field work and reports that are to be included in the CAS, engineering/ design characteristics will be included for each alternative. The CAS will document legal and design speeds, functional classification, projected traffic volumes, number of lanes, lane widths, and curve data for each alternative.

The CAS is scheduled to be delivered to ODOT and KYTC at the beginning of September 2007.

## Travel Lane Evaluation Study

The Travel Lane Evaluation Study report has been approved by ODOT and KYTC and will be documented in the CAS. The report documents the analysis of how four, five, six, and seven travel lanes would affect traffic levels and the level of service in the corridor. It further discusses existing constraints at the termini of the project such as existing number of lanes and how other projects, such as the Mill Creek Expressway and Thru the Valley projects, affect the traffic flow and levels of service for the Brent Spence Bridge project.



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### Schedule

Task	2006					2007					2008										
	J	J	A	S	O	J	F	M	J	J	A	S	O	J	F	M	J	J	A	S	O
<b>Step 5 - Develop Conceptual Alternative Alignments</b>																					
Phase I Historical/Archaeological Survey (8/07)																					
Phase I Ecological Studies (4/07)								X													
Environmental Site Assessment Screening (8/07)									X												
Step 5 Design Activities (11/06 through 8/07)																					
Conceptual Alternatives Study Report (8/07)																					
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Assessment of Feasible Alternatives Report (8/08)																					
Concurrence Point/Agency and Public Input (8/08 thru 12/08)																					

### Upcoming Meetings

The current schedule calls for upcoming project meetings, based on the progress of conceptual engineering work. These meetings are anticipated as follows:

- An Aesthetics Committee meeting is planned for late August 2007. Items to cover will include review of evaluation design criteria and a case study example.
- A Project Advisory Team meeting will be held in early September 2007. Items to cover include results of environmental field studies, design work, results of the lane evaluation study, and alternative recommendations.
- Public meetings are tentatively scheduled for October 2007. The public will have the opportunity to comment on the results of the CAS and alternative recommendations.

### Future Communications

The project team will continue to communicate with the Advisory and Aesthetics Committees through the E-Newsletter on a regular basis for the remainder of the study. This newsletter is a supplement of the project newsletter that is widely distributed as part of the Public Involvement process.



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U.S. Department of Transportation  
 Federal Highway Administration

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## Background

The Brent Spence Bridge corridor is a pivotal section of one of our nation's most important highway systems. Spanning hundreds of miles from Miami to Canada, Interstate 75 (I-75) is among our longest and busiest interstate transportation routes. The Brent Spence Bridge is a vital link on the I-75 corridor, enabling the highway to cross the Ohio River. In our community, the Brent Spence Bridge corridor is a major thoroughfare for local and regional travel. The Bridge itself is an interstate connection for both I-71 and I-75 traffic.

Currently, the Brent Spence Bridge and the corridor support a level of use that far exceeds its original design. Specific problems include growing traffic congestion, safety concerns, and design deficiencies. These issues threaten the overall efficiency of moving people and goods within the region. The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) have initiated the study of the rehabilitation of the Interstate 71/75 corridor, including the Brent Spence Bridge, to increase capacity and improve safety in this critical transportation corridor.

This is the first in a series of newsletters designed to communicate with those interested in the project. Other vehicles for communication are highlighted throughout the newsletter. Your input is valuable to the project and you are encouraged to stay engaged in this important process as it proceeds. The improvements in this corridor will make it easier to travel safely throughout the region.

## [www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)

For more information about the Brent Spence Bridge Replacement/Rehabilitation project, visit [www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com). The Brent Spence Bridge project web site is updated regularly and provides more detailed information about:

- The project's history
- The Advisory and Aesthetic committees
- The project schedule
- Related studies and study documents
- Project alternatives
- The project approach (the ODOT Project Development Process)
- Project contacts

Feedback Forms are also available on the web site for you to submit any comments, questions or suggestions related to the Brent Spence Bridge project. Your input is welcome and we look forward to hearing what you have to say!

## Project Purpose

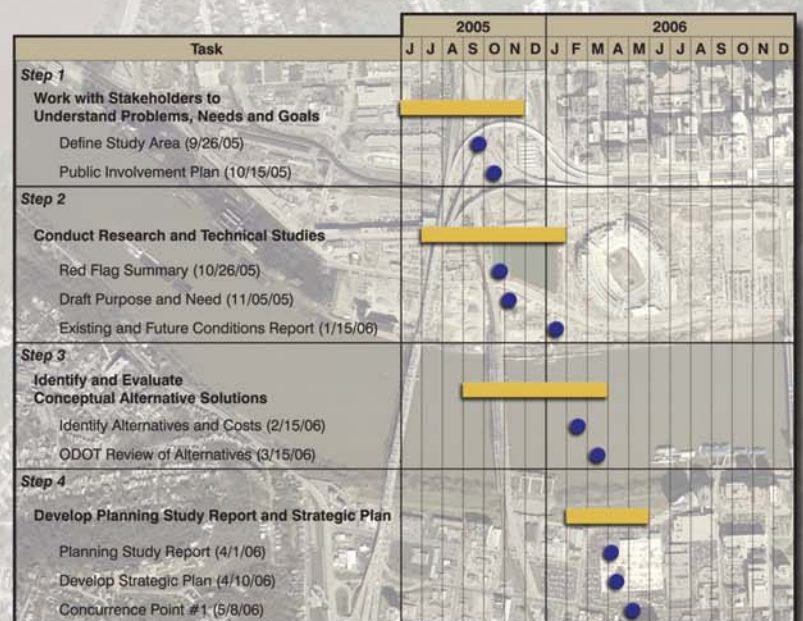
The purpose of the Brent Spence Bridge Replacement/Rehabilitation project is to increase capacity and improve safety along this vital transportation corridor. The project aims to:

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

Following ODOT's Project Development Process, the initial phase will identify and study a series of feasible alternatives. The preferred solution should be affordable, functional, aesthetically pleasing and ultimately constructible. Ideally, it would maximize the use of existing rights of way; minimize major disruptions to traffic, businesses and neighborhoods, and respect the areas natural and cultural resources.

## The Project Schedule

The rehabilitation of the Brent Spence Bridge corridor is one of the largest infrastructure projects currently being undertaken by the two states. Before construction can begin, a tremendous effort must go into examining the issues and problems in the corridor, identifying conceptual and preferred alternative solutions, conducting necessary environmental and socio-economic studies, designing the project, managing land acquisition and right-of-way issues. The schedule below outlines the project and study process.



Advisory Committee members represent the following organizations:

The Brent Spence Bridge Advisory Committee meets regularly and reviews various project components. Committee members act as liaisons between their respective groups and the project team, and are asked to disseminate information among their organizations.

An Advisory Committee has been formed to ensure the Brent Spence Bridge project meets local and regional needs. This committee works closely with ODOT and KYTC to make certain that the Brent Spence Bridge project team clearly understands community issues, needs and goals. It represents the community's interests as it identifies and evaluates conceptual alternative solutions, and develops a Strategic Plan for implementing the project.

- 3CDC
- ARTIMIS
- Boone County Fiscal Court
- Campbell County Fiscal Court
- Cincinnati Bengals
- Cincinnati Bulk Terminals, LLC
- Cincinnati Business Committee
- Cincinnati Park Board
- Cincinnati Reds
- Cincinnati USA Regional Chamber
- Cincinnati/Northern Kentucky International Airport
- Energy Electric
- Citizens for Civic Renewal
- City of Cincinnati
- City of Covington
- City of Ft. Wright, Kentucky
- City of Park Hills, Kentucky
- Federal Highway Administration (FHWA)
- Hamilton County
- Kenton County
- Lewisburg Neighborhood Association
- National Underground Railroad Freedom Center
- Northern Kentucky University
- Northern Kentucky Chamber of Commerce
- Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
- Port of Greater Cincinnati Development Authority
- Sierra Club
- SouthBank Partners
- Southwest Ohio Regional Transit Authority (SORTA)
- Transit Authority of Northern Kentucky (TANK)
- UPS, Kentucky District
- West End Community Council





# Brent Spence Bridge Replacement/Rehabilitation Project

## PROJECT STUDY AREA

### The Study Area

The Brent Spence Bridge project corridor extends between Northern Kentucky and Cincinnati, Ohio. The study area:

- Is 6.5 miles long
- Encompasses a total of 2.82 square miles
- Begins just south of the I-75/Kyles Lane interchange in Kentucky
- Ends just north of the Western Hills Viaduct interchange on I-75 in Cincinnati, Ohio

### I-75 PROGRAM

**THRU THE VALLEY**

**I-75 Mill Creek Expressway**

**BRENT SPENCE BRIDGE**

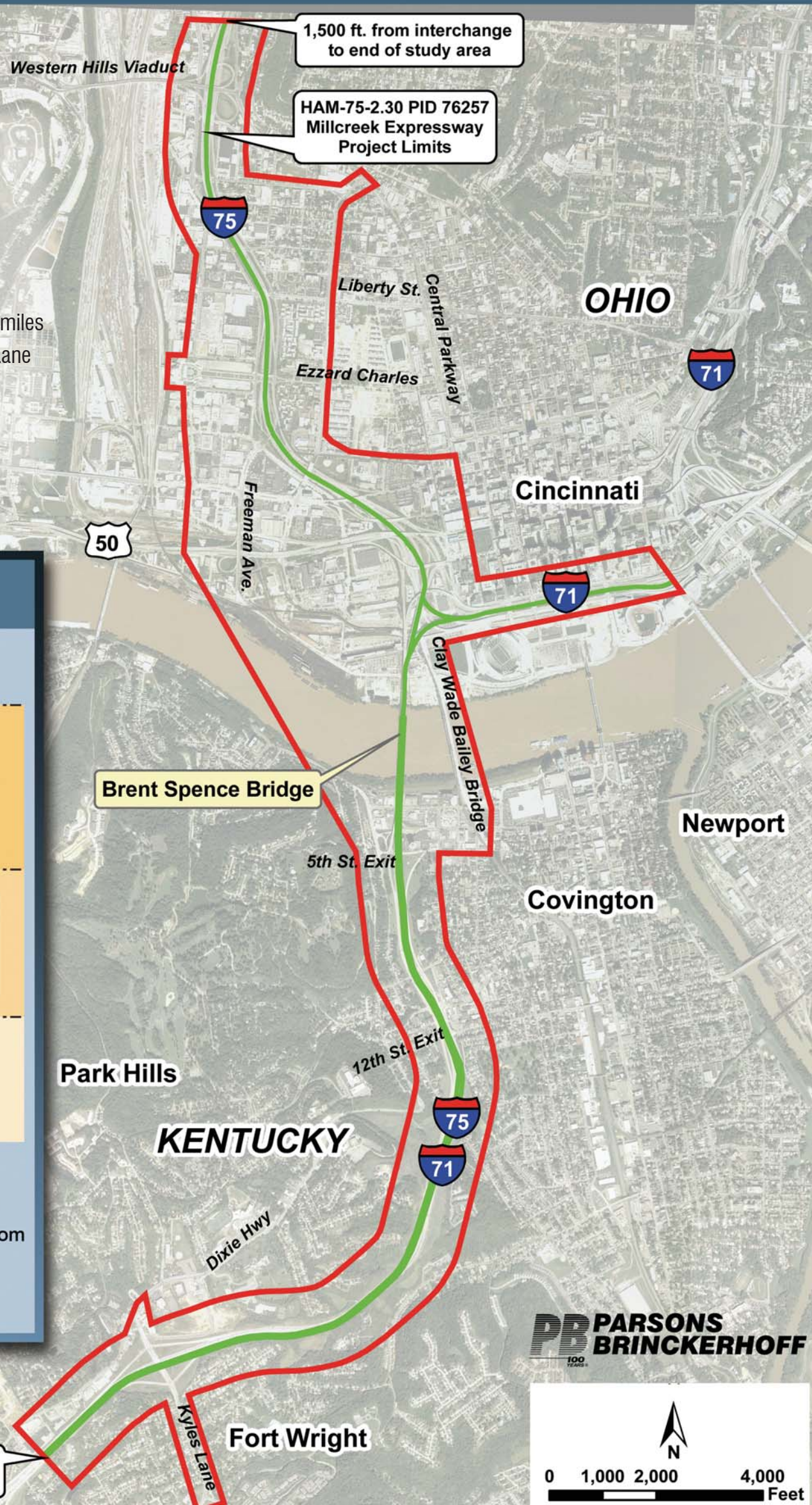
[www.thruthevalley.com](http://www.thruthevalley.com)

[www.i75millcreekexpressway.com](http://www.i75millcreekexpressway.com)

[www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)

[www.dot.state.oh.us](http://www.dot.state.oh.us)

[www.kytc.state.ky.us](http://www.kytc.state.ky.us)



**PB PARSONS BRINCKERHOFF**  
100 YEARS

N

0 1,000 2,000 4,000 Feet

### Legend

Study Area

Interstates

2,800 ft. from interchange to end of study area

## Section 106

Section 106 of the National Historic Preservation Act (NHPA) establishes a program to preserve the historical and cultural foundation of the nation as a living part of community life. It requires consideration of historic preservation in many Federal actions nationwide. Section 106 requires coordination between the Department of Transportation, local historians and public officials on the inventory of the historical properties and the potential impacts of projects. The historians and local officials are known as consulting parties in the Section 106 process.

For further information regarding the Section 106 process, please visit the Advisory Council on Historic Preservation (ACHP) Web site: [www.achp.gov/citizensguide.html](http://www.achp.gov/citizensguide.html).

As part of the Brent Spence Bridge Replacement/Rehabilitation project, consideration must be given to any potentially affected properties or sites listed, or eligible for listing, on the National Register of Historic Places (NRHP). An inventory of buildings over 50 years of age in the study area has been completed. The inventory identifies properties eligible for listing on the NRHP. The information contained in the inventory must be reviewed and accepted by the Ohio Department of Transportation and the Kentucky Transportation Cabinet as well as the State Historic Preservation Office (SHPO) of both states. Upon its acceptance by all parties, the information will be mapped and used to refine the proposed alignments of the new or rehabilitated Brent Spence Bridge.

If you desire consulting party status, you may write a letter to KYTC or ODOT. Your letter should explain why your participation would be valuable to the successful resolution of issues. Consulting party status provides an opportunity to share views, offer ideas, and recommend solutions with the Ohio Department of Transportation, Kentucky Transportation Cabinet and other consulting parties. Consulting Party status and Section 106 Review apply only to the cultural and historic resources component of the study.

The list of consulting parties and an application for consulting party status are available on the project Web site: [www.brentspencebridgecorridor.com/public.html](http://www.brentspencebridgecorridor.com/public.html)

## What's New?

Five Build alternatives and the No Build alternative are being studied in greater detail. Evaluations of environmental, community and cultural resources are being conducted to determine impacts from each of the alternatives.

A Relocation Assistance Program (RAP), which is known as a Conceptual Stage Relocation Report (CSRR) in Kentucky, is in draft form. The report considers the social and economic resources in the study area. It provides estimates of the number and characteristics of the residential and business properties within a specified area that could be affected by the project. Numbers vary for each of the six alternatives. At this time the RAP is preliminary. The number of potential displacements will be adjusted, and possibly reduced, as alternatives and the impact area are revised and refined.

Federal and state laws require the study of ecological resources within the study area. Field investigations have identified the existing conditions. Evaluation of the potential impacts of each of the alternatives on the aquatic and terrestrial ecology, streams, wetlands, and threatened and endangered species will continue through the process. The environmental and engineering teams will continue to work together to consider impacts on natural resources as the alternatives are refined. Additional ecological surveys may be necessary once decisions are made about pier locations along or in the Ohio River.

The study of potential contamination from hazardous materials is called an Environmental Site Assessment (ESA). Sites have been identified using historic maps, historic aerial photographs, and Sanborn Fire Insurance maps. The sites will be investigated in greater detail as alternatives are refined and a preferred alternative is selected.

Concurrent to the evaluations of environmental impacts, the design elements of the five Build alternatives and proposed sub-alternatives continue to be refined. Design details include horizontal and vertical alignments, lane capacity, ramp configurations, and connections to local communities. In addition to the main bridge span that crosses the Ohio River, there are over 50 structures in the study. This includes overpass bridges and entrance and exit ramps. Detailed designs must be developed for each structure. The main span has special considerations. Vertical clearance over the navigation channel of the Ohio River must satisfy the requirements of the US Coast Guard. The Coast Guard has jurisdiction over the Ohio River as a navigable waterway.

As the study progresses and detailed information is developed, the number of alternatives will be refined and reduced until one final preferred alternative is determined.



## Stay Connected

The best way to stay informed about the Brent Spence Bridge Rehabilitation/Replacement project is to visit the project Web site: [www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)

The project Web site is updated regularly and provides more detailed information relative to the project's history, schedule and its development. In addition, more detailed information on each alternative is available. Feedback forms are also available on the web site for easy submission to the project team.

Another way to stay connected is the Project Hotline telephone number: (513)639-2172

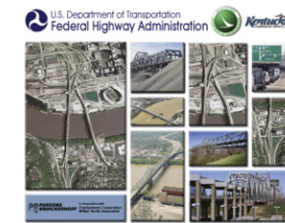
Official project contacts for ODOT and KYTC are as follows:

Stefan Spinoso, PE, Technical Services Engineer  
ODOT, District 8  
505 South SR 741  
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Phone: (513) 933-6639  
E-mail: stefan.spinoso@dot.state.oh.us

Robert Hans, PE, Transportation Engineering Branch Manager-Planning  
Kentucky Department of Highways, District 6  
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## Status Update – Where are we now?

Originally opened in 1963, the Brent Spence Bridge and its approaches are key elements of the nation's Interstate Highway System. The Bridge carries local, I-71, and I-75 traffic through the Greater Cincinnati/Northern Kentucky region. This important river crossing is vital to state, national and international commerce. It is a major thoroughfare for local and regional mobility. This section of interstate highway currently supports a level of traffic that far exceeds its original design. Traffic congestion, safety concerns, visibility and design deficiencies are all major factors in the need for this project.

The project study area is located along a six and one-half mile segment of I-75 between Kyles Lane in Kentucky and the Western Hills Viaduct in Ohio. The original design capacity was 80,000 vehicles per day. Current traffic volumes reach 150,000 vehicles daily and are projected to increase to 200,000 vehicles per day by 2025.

To date, environmental red flags have been identified; existing traffic and safety data have been analyzed; and specific goals for the project have been developed. From this data evaluation effort, six conceptual project alternatives have been identified as possible solutions including the No Build alternative. The No Build alternative will not make any changes in the current configuration except for minor safety improvements and existing and committed maintenance projects. The five Build alternatives have been selected for further study from a total of 25 developed through this project and previous study efforts. The alternatives for further study are described in more detail in the Alternatives to be Carried Forward section of this newsletter.

The importance of the Brent Spence Bridge project to the local community was emphasized at a series of public open house meetings held in early May 2006. The meetings were attended by more than 300 interested citizens.

## Alternatives to be Carried Forward

A total of 25 conceptual alternatives, including the No Build alternative, were initially studied and evaluated for the Brent Spence Bridge Replacement/Rehabilitation Project. These alternatives were evaluated in a two-step screening process.

Evaluation criteria included congestion mitigation, safety, engineering, environmental resource impacts, access/accessibility, construction cost, and constructability. The comparison matrix is available for viewing at the project Web site: [www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)

Stakeholders reviewed, evaluated, and provided input on which alternatives meet the goals of the project. Based its ability to meet the project and need and stakeholders' goals and measures of success, alternatives were either dismissed or advanced. A total of six alternatives, including the No Build alternative, and twelve sub-alternatives were advanced for further development and study.

### Conceptual Alternatives Carried Forward for Further Development and Study

**No Build Alternative:** Minor, short-term safety improvements

#### I-75 Mainline Alternatives:

- **Alternative 1 - Queensgate Alignment for I-75:** Construct a new bridge (2x5 lanes) for I-75 traffic only through Queensgate and rehab the existing bridge (2x2 lanes) for I-71 and local traffic
- **Alternative 2 - Queensgate Alignment for I-75 and I-71:** Construct a new bridge (2x7 lanes) for I-75 and I-71 traffic through Queensgate and rehab the existing bridge (2x2 lanes) for local traffic only
- **Alternative 3 - New Bridge West of Existing Bridge for I-75:** Construct a new double-deck bridge (2x5 lanes) just west of the existing bridge for I-75 traffic only and new/rehab the existing bridge (2x2 lanes) for I-71 and local traffic
- **Alternative 4 - New Bridge West of Existing Bridge for all Traffic:** Construct a new double-deck bridge (2x5 lanes on top) for I-75 and (2x3 lanes on bottom) for I-71 and local traffic just west of the existing bridge and remove the existing bridge
- **Alternative 5 - New Bridges for I-75:** Construct new bridges (2x5 lanes) for I-75 traffic on both sides of the existing bridge and rehab the existing bridge (2x3 lanes) for I-71 and local traffic

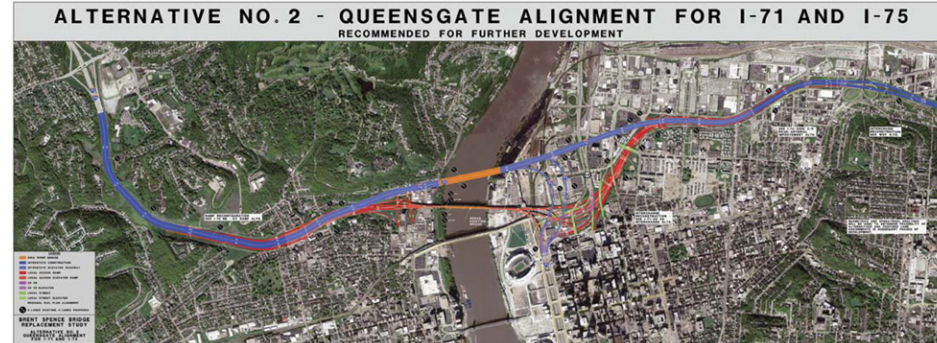
#### Sub-Alternatives:

- **I-75 northbound at KY 12th Street Ramp:** Provides access to a proposed development south of Linden Grove Cemetery
- **I-71/US 50 Interchange (for Queensgate Alignments):** Eliminates left hand entrances and exits and simplifies navigation and access of roadway
- **I-71/I-75/US 50 Interchange:** Eliminates left hand entrances and exits and provides adequate interchange traffic between I-75, I-71, US 50, and downtown Cincinnati
- **I-75 Ohio Collector:** Improves local traffic flow with the construction of a new distributor road and arterial improvements.
- **Western Hills Viaduct Interchange:** Eliminates left-hand exits from northbound I-75 and provides full movement at the interchange

### Alternative 1



### Alternative 2



### Alternative 3



### Alternative 4



### Alternative 5



### Existing Conditions



**Summary of Public Meetings  
Concurrence Point #1**



## **Brent Spence Bridge Replacement/Rehabilitation Project Public Involvement Meetings Summary**

**May 2, 2006**  
**Cincinnati Museum Center**  
**1301 Western Avenue**  
**Cincinnati, Ohio**  
**3:00pm to 8:00pm**

**May 4, 2006**  
**Gardens of Park Hills**  
**1622 Dixie Highway**  
**Park Hills, Kentucky**  
**3:00pm to 8:00pm**

### **Meeting Purpose and Displays**

A series of public involvement meetings for the Brent Spence Bridge Replacement / Rehabilitation Project were held for Concurrence Point #1 to present work completed in Steps 1 through 4 of the ODOT Project Development Process. The purpose of the meetings was to inform the public about the project purpose and need, secondary source data collected, project goals and measures of success, and conceptual alternatives recommended for further development and study.

The meetings were held on May 2, 2006 at the Cincinnati Museum Center (Losantiville Café), 1301 Western Avenue, Cincinnati, Ohio and on May 4, 2006 at the Gardens of Park Hills (Vista Room), 1622 Dixie Highway, Park Hills, Kentucky. Both meetings were held from 3:00 pm to 8:00 pm. The meetings were in an open house format that allowed participants to review information at their own pace. No formal presentation was given. Project team representatives were available to answer questions and take comments. Approximately 100 people (excluding the project team) attended the first meeting held in Ohio. Approximately 220 people attended the second meeting held in Kentucky.

Exhibits displayed included project background; existing traffic data; environmental resources; the evaluation matrix for all alternatives considered; and conceptual alternative solutions considered and dismissed. Copies of technical studies completed to date were also available for review. Comment sheets, a project informational handout, and the current project newsletter were provided.

### **Summary of Formal (Written) Comments**

Comment sheets and a tape recorder were available to provide comments to the project team. A two-week comment period followed the meetings. Comments were submitted either through the project website, electronic mail, in writing or on the project hotline. A total of 58 comments were received during the comment period. All comments received have been recorded and summarized.

Based on the public comments received, there was a general consensus that improvements were needed in the I-71/I-75 corridor. The following summarizes primary public comments from Concurrence Point #1:

- It was suggested that transit alternatives be considered instead of only roadway solutions.
- The potential for displacements and affects on property were expressed concerns.
- The potential of increased traffic noise resulting from the addition of lanes was expressed as a concern.
- All of the alternatives were desirable for various reasons, none were recommended for elimination.
- The project team was praised for the information presented.
- Several questions were raised about the schedule for right-of-way acquisitions and construction.
- It was noted that Alternatives 1 and 2 would disturb several properties due to the new bridge being separate from the existing bridge, which would require more right-of-way (along Western Ave in Covington and the Queensgate community in Cincinnati).
- Alternatives 1 and 2 were preferred by several citizens because they separate through traffic from local traffic and would help solve problems of congestion.
- It was recommended that the project team keep design features in mind as the bridge is an aesthetic feature that has the potential to add benefit to the cities.
- Concern was expressed about the affect of the project on existing exits (i.e. KY 5<sup>th</sup> Street and KY 12<sup>th</sup> Street) due to the changes in access associated with Alternatives 1 and 2.
- Quality of life and viewshed issues were raised as the new structure could impact existing neighborhoods in Covington and change the view across the Ohio River from Kentucky.
- Residential and commercial property owners would like to be kept informed of study progress; several people requested that they be added to the mailing list.

**Public Involvement Meeting Comments Received  
May 4, 2006 – Gardens of Park Hills, Park Hills, Kentucky**

Name /Address	Comment	Response
<p>Louis Wartman 1572 St. Anthony Circle Ft Wright, KY 41011 (859) 578-9096</p>	<p>My major concern is the noise that will be generated by this project. I realize that noise studies will be conducted. I would like to volunteer my property for one of these studies. I would like to know about property acquisition and noise abatement.</p>	<p>A preliminary noise screening study has been completed for the project. At this stage of development, we are working to define the basic alignment for the project. Once this is known, more detailed noise analysis will be undertaken. Sound barriers will be more thoroughly evaluated for this project as it moves forward in the project development process.</p>
<p>Nancy Hampel 1997 Pieck Dr Ft Wright, KY 41011</p>	<p>What about sound barriers on the KY side, like Ohio has done on I-71?</p> <p>It seems that staying as close as possible to the current configuration for the bridges is the least disruptive to areas of Northern Kentucky.</p> <p>I believe the effort to maintain neighborhoods is very important.</p>	<p>A preliminary noise screening study has been completed for the project. At this stage of development, we are working to define the basic alignment for the project. Once this is known, more detailed noise analysis will be undertaken. Sound barriers will be more thoroughly evaluated for this project as it moves forward in the project development process.</p> <p>All alternatives recommended for further study include alignments adjacent to the current freeway configuration.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p>

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Name /Address	Comment	Response
<p>Marc R Rulli 4551 Elderberry Court Burlington, KY 41005 (859) 743-0477 <a href="mailto:MRulli@fuse.net">MRulli@fuse.net</a> Gold Star Chili, Covington, KY</p>	<p>The options that move the thru traffic off of the existing bridge (option 1, 2, 3), I think would negatively impact the traffic flow around the 5th Street exit. I was told there are 155,000 vehicles moving across the current bridge. I was also told 75% of the 155,000 vehicles are thru-traffic. I can not give an exact count of my guests that are thru-traffic guests, but 90,000 less people accessing 5<sup>th</sup> Street and 12<sup>th</sup> Street in Covington would be significantly less vehicles in Downtown/Riverfront Covington. The 5<sup>th</sup> Street exit is the only food and gas exit when traveling south for a significant amount of miles/time. Please understand the value that the 5<sup>th</sup> Street exit provides to the local community and the people passing thru. I need to be aware and want to be an active participant in the project.</p>	<p>While this project will change several local entrance and exit ramp configurations, access to KY 5<sup>th</sup> Street in Covington will be maintained through a system of local collector-distributor roads. This new system will improve and fundamentally change access between the freeway system and the urban areas of Covington and Cincinnati. It will eliminate lane weaving and allow for more efficient flow of traffic, while keeping local access points consistent with those available in the existing roadway network.</p>



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Name /Address	Comment	Response
<p>Jeffrey Reser 1203 Highway Ave West Covington, KY 41011</p>	<p>West Covington is upwardly mobile on a socio-economic scale. Much is being re-gentrified and there is a growing interest in the picturesque community with beautiful river views/city views.</p> <p>Bridge alternatives 1 and 2 would adversely affect the quality of life in West Covington by placing a larger, noisier bridge twice as close to the residences. Our family and neighbors are in favor of options 3, 4 and 5 which keep the new bridge about where it currently is now.</p> <p>Please consider the opportunity cost to our community.</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study due to impacts to Longworth Hall. Alternative B (formerly Alternative #2) is recommended for elimination from further study.</p> <p>Our study indicated that the mainline alternatives (more similar to alternatives 3, 4 and 5) recommended for further study provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p> <p>A preliminary noise screening study has been completed for the project. At this stage of development, we are working to define the basic alignment for the project. Once this is known, more detailed noise analysis will be undertaken. Sound barriers will be more thoroughly evaluated for this project as it moves forward in the project development process.</p>
<p>Dora Vorchern 1103 Ridgeway Court Covington, KY 41011 (513) 379-0779</p>	<p>Options 3, 4 and 5 are the best. They will disrupt least number of citizens.</p> <p>From a sustainability point of view, these options also re-use more of the existing infrastructure.</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study due to impacts to Longworth Hall. Alternative B (formerly Alternative #2) is recommended for elimination from further study.</p> <p>Our study indicated that the mainline alternatives (more similar to alternatives 3, 4 and 5) recommended for further study provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p>

**Public Involvement Meeting Comments Received  
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Name /Address	Comment	Response
<p>Rebecca Weber 730 Lewis St Covington, KY 41011 (859) 491-5073 <a href="mailto:rweber@huff.com">rweber@huff.com</a> Lewisburg Neighborhood</p>	<p>The Advisory Committee has a city employee listed as a representative for the Lewisburg Neighborhood Association. While I feel city representation is essential to this project, I feel concerned citizens from Lewisburg should be included on the committee. Also there should be representation from the West Covington Neighborhood.</p> <p>I appreciate the opportunity to see the plans and hope that more public forums will continue.</p>	<p>Contact information has been added to the project list.</p> <p>Input from members of the general public is encouraged at all times. The project website stays current with the most recent project information.</p> <p>Any official requests for Advisory Committee membership will be forwarded to KYTC for consideration.</p>

**Public Involvement Meeting Comments Received  
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Name /Address	Comment	Response
<p>Dawn Ramsey 837 Perry St Covington, KY 41011 (859) 291-2412 <a href="mailto:Dawn.ramsey@insight.bb.com">Dawn.ramsey@insight.bb.com</a></p>	<ul style="list-style-type: none"> <li>• Please add me to the mailing list.</li> <li>• 2 – Please add large portions of city residents to mailing list, i.e. all of Mainstrasse.</li> <li>• 3 – Recognize that hazardous waste removal, while expensive, may be of benefit to the community. How about having a positive impact (beside just improved traffic flow)?</li> <li>• 4 – Engage neighborhood coalitions – the Center for Great Neighborhoods in Covington has an active community organizing program. Most neighborhoods in Covington have a neighborhood association. They will provide major info on what’s happening “on the ground.”</li> <li>• 5 – Expand project study area (east/west) – it is very unrealistic at the moment. It doesn’t even include all of Philadelphia St in Covington. Philadelphia parallels the interstate and all homes will be impacted by any construction.</li> <li>• 6 – Prefer alternative which includes separate (7 lane?) bridge for 71/75 and leaves existing Brent Spence for local traffic only (Alternative 2).</li> <li>• 7 – Prefer alternative which would improve entrance to Clay Wade Bailey Bridge. Bridge very under utilized currently. Good bridge which should be used more.</li> </ul>	<p>Contact information added to mailing list.</p> <p>KYTC has been very active in presenting the project details to neighborhood groups and the city government structure in Covington.</p> <p>The study area limits have been set based on federal guidelines. Acquisition of residential property on Philadelphia Street is not being considered at the present time.</p> <p>All alternatives currently being carried forward include alignments similar to those mentioned in this comment (adjacent to the existing alignment).</p> <p>None of the alternatives recommended for further study improves the entrance to the Clay Wade Bailey Bridge.</p>

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Name /Address	Comment	Response
<p>Bernie Wagner 10955 Arcaro Union, KY 41091 (859) 384-0481</p>	<p>There are 3 checkpoints on I-75: the I-74/75 interchange; the bridge itself; I-275 off of I-75/71 south there is not enough distance for trucks to get out of the far right lane before the I-275 exit comes. Also, the trucks can't get over from I-71, drivers won't allow them. Consequently, the trucks heading south going up the hill in the far left lane – this is slowing all traffic. As to the 5 alternatives: The politicians will most likely support #5 because it looks to be the least costly and disruptive. However, in my opinion Alternative 2 appears to be the best long-term solution. Alternatives 2, 3, 4 don't appear to solve the main problem – but they do get rid of left-hand exits. I go for Alternative 2 – separate I-75 and I-71 traffic.</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study due to impacts to Longworth Hall. Alternative B (formerly Alternative #2) is recommended for elimination from further study.</p> <p>Our study indicated that the mainline alternatives (more similar to alternatives 3, 4 and 5) recommended for further study provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p> <p>The new project is intended to include signage to direct truck traffic into the appropriate lanes. However, compliance with these signs will rely on how this policy is enforced, similar to the situation as it exists today.</p>

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Name /Address	Comment	Response
<p>David Vorherr 1103 Ridgeway Court/421 Western Ave Covington, KY 41011 (513) 385-2411</p>	<p>I prefer options 3 and 5. I do not want to see Crescent Ave. cut up by option 4 if that is the case. The Western Ave. neighborhood has seen a dramatic increase in property value and desirability over the last twenty years. No neighborhoods have been improved by being cut up or seen their proximity to an enlarge highway make them more desirable. Look at what Cincinnati did to protect and preserve Mt. Adams with the highway threatened that hillside and its desirable homes and businesses. I drive I-75 every day to go to and from work and I would rather find an alternative route for several years to allow the Brent Spence Bridge to stay more or less in the same place. It would be bad to loose the Kentucky businesses on either side of the bridge but it would be worse and expensive to loose the homes and people. Once gone they are gone forever! No property taxes, no income taxes and no patrons to the business in Mainstrasse, Covington, etc.</p>	<p>Neighborhood impacts are expected for Western and Crescent avenues in all alternatives being recommended for further study. These impacts are taken into consideration as each project alternative is evaluated.</p> <p>Our study indicated that the mainline alternatives (more similar to alternatives 3 and 5) recommended for further study provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p>
<p>Leslie Hendricks 512 Western Ave Covington, KY 41011 <a href="mailto:Leslie.hendricks@cbre.com">Leslie.hendricks@cbre.com</a></p>	<p>I live at 512 Western Ave and love it. Please don't do Alternative 1 or 2.</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study due to impacts to Longworth Hall. Alternative B (formerly Alternative #2) is recommended for elimination from further study.</p> <p>Neighborhood impacts are expected for Western and Crescent avenues in all alternatives being recommended for further study. These impacts are taken into consideration as each project alternative is evaluated.</p>

**Public Involvement Meeting Comments Received  
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Name /Address	Comment	Response
<p>Jeff Hendricks 512 Western Ave Covington, KY 41011 <a href="mailto:Jeff.hendricks@fuse.net">Jeff.hendricks@fuse.net</a></p>	<p>1 and 2 take our place. I think I prefer 3, 4, or 5.</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study due to community impact and cost issues. Alternative B (formerly Alternative #2) is being recommended for elimination from further study for the same reasons.</p> <p>Neighborhood impacts are expected for Western and Crescent avenues in all alternatives being recommended for further study. These impacts are taken into consideration as each project alternative is evaluated.</p> <p>Our study indicated that the mainline alternatives (more similar to #s 3 and 5) recommended for further study provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p>
<p>Steve Morrison 666 W. 3<sup>rd</sup> Street Covington, KY 41011 (859) 431-4040 <a href="mailto:Smorrison@docrusk.com">Smorrison@docrusk.com</a></p>	<p>I am concerned about the property that I own and operate my business Rusk Heating and Cooling, Inc. from. Please keep me informed of all plans that would effect me and my business. This includes: 1 - Will I have to relocate with one or all five plans? No one can tell me how I will be affected with either plan. 2 – If I am able to stay will I be able to work during construction. 3 – If I stay will it effect my property value and if so how will I be compensated? 4 – Do I need a lawyer? 5 – Option 3 concerns me if all traffic directed away from downtown, this will effect all property value around me.</p>	<p>Specific impacts on most individual properties are not yet known at this time. Currently, the project team is working to identify a basic project alignment. Further details in regard to specific properties will be known as the project progresses.</p> <p>Given its location, it is likely that the alternatives being advanced will have some impact to this business.</p>

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Name /Address	Comment	Response
<p>Richard B.L. Fowler 13 Observatory Point Drive Wilder, KY 41076 (859) 441-5348 OASIS, Inc.</p>	<p>In my judgment, Alternate 2 seems the most workable in spite of the industrial impact in Cincinnati and the residential impact in Covington. The wetland study is of concern south of 12<sup>th</sup> Street in Covington. Drainage from the west is worse by experience.</p> <p>Keeping the current bridge with reduced traffic yet maintaining 3 to 4 lanes is a must. This is especially important during the construction phase of the new bridge. Diverting I-75 traffic as a "bypass" looks good. Having I-71 provide local traffic looks workable if the interchanges have enough distance for thinking and planning while driving.</p> <p>How about the light rail corridor and planning for the rapid transit system?</p>	<p>Alternative B (formerly Alternative #2) is being recommended for elimination from further study due to community impact and cost issues.</p> <p>At this stage of development, ODOT and KYTC are working to define the basic alignment for the project. Once this is known, other design details such as designing an appropriate drainage system will be developed.</p> <p>Detailed maintenance of traffic plans will also be developed to handle traffic during construction of this project.</p> <p>Regarding transit projects, a Regional Rail Plan is in place and would not be precluded by this project.</p>
<p>Charles D. King Box 852 Covington, KY 41012 (859) 491-3608 Covington Urban Design Review Board</p>	<p>Alternate 3 – least disruptive to Covington and its businesses</p> <p>12<sup>th</sup> ramp alternative 2 – most interesting but one probably needed earlier</p>	<p>Our study indicated that the mainline alternatives (more similar to alternatives 3 and 5) recommended for further study provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p> <p>While this project will change several entrance and exit ramp configurations, all local access will be maintained through a system of local collector-distributor roads. This new system will improve and fundamentally change access between the freeway system and the urban areas of Covington and Cincinnati. It will eliminate lane weaving and allow for more efficient flow of traffic, while keeping local access points consistent with those available in the existing roadway network.</p>

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Name /Address	Comment	Response
Joe Stratman 3 Highview Dr Ft. Wright, KY 41011 (859)344-1434 <a href="mailto:Strats10@fuse.net">Strats10@fuse.net</a>	Are there plans to erect sound barriers as far south as River Drive in Fort Wright. Sound is annoying now and will only get worse with increased traffic. This has been very informative. The representatives were very well versed and were extremely helpful and professional.	A preliminary noise screening study has been completed for the project. At this stage of development, we are working to define the basic alignment for the project. Once this is known, more detailed noise analysis will be undertaken. Sound barriers will be more thoroughly evaluated for this project as it moves forward in the project development process.
James Lewis Vaughan Sr. 647 Dalton St Covington, KY 41011 (859) 431-5613 <a href="mailto:Puff_1964@yahoo.com">Puff_1964@yahoo.com</a>	Are there going to be noise barriers installed to keep noise and dust down to a minimum? Will home owners be notified before plans are initiated? Will home owners be kept up to date on future meetings?	At this stage of development, we are working to define the basic alignment for the project. Once this is known, more detailed noise analysis will be undertaken. Sound barriers will be more thoroughly evaluated for this project as it moves forward in the project development process.  There will be several opportunities for formal public input as the project moves forward. Informal input in the form of letters, e-mails or questions submitted via the project website are encouraged at any time <a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a>
Gayle and Ray Laible 913 Highway Ave Covington, KY 41017 <a href="mailto:laible@fuse.net">laible@fuse.net</a>	Prefer Alternatives 3, 4 or 5 on Interstate 71/75	Comment noted.



**Public Involvement Meeting Comments Received  
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Name /Address	Comment	Response
<p>Kathy Rowland 1509 Kavanaugh Street Covington, KY 41011 581-3036</p>	<p>Worried about noise level behind my home. Already get the noise but will this make it greater. Barriers would be nice.</p>	<p>A preliminary noise screening study has been completed for the project. At this stage of development, we are working to define the basic alignment for the project. Once this is known, more detailed noise analysis will be undertaken. Sound barriers will be more thoroughly evaluated for this project as it moves forward in the project development process.</p>
<p>Edwin E. Bales 906 Highland Ave Ft. Wright, KY 41011 (513) 226-0349</p>	<p>When the present 75/71/Cut in the Hill the water runs off in to houses and it destroys the street or avenue. Water comes into houses.</p>	<p>At this stage of development, we are working to define the basic alignment for the project. Once this is known, more detailed design efforts will begin, including project drainage issues.</p>
<p>Bob Beatrice 211 Grandview Dr. Ft. Mitchell, KY 41017 331-3232 Gold Star Chili, Covington</p>	<p>As a property owner at 4<sup>th</sup> and Bakewell in Covington, Kentucky this project will have tremendous impact on my business. Options 1-3 appear to have the greatest impact in this area. It will have impact not only on my business but all businesses in that area. Any option that directs a significant flow of traffic away or prohibits the ease of access to the area will be devastating. All the options require decisions to be made to stop at the 5<sup>th</sup> Street exit in Covington well in advance to approaching the area. Adequate signage along the interstate to both sides of the river will be important to the business community.</p>	<p>All alternatives currently being carried forward include alignments similar to those mentioned in this comment (adjacent to the existing alignment).</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p> <p>In addition, the alternatives moving forward include a system of collector-distributor roads that will provide access between local and regional traffic. Specific ramp locations will be further evaluated as the project moves forward in the project development process.</p> <p>A detailed signage plan was developed for each of the alternatives recommended for further study.</p>

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Name /Address	Comment	Response
<p>Michael A Thornton 9268 Tranquility Drive Florence, KY 41042 253-0974</p>	<p>Logically, Alternative 1 seems the most likely solution, facilitating a quicker north-south transition of I-75 traffic, as well as providing a secondary means of transit over the refurbished Brent Spence/I-71 bridge.</p> <p>P.S. Skip the environmental studies; there's already a bridge there! The catfish(??) won't mind another.</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study impacts to Longworth Hall.</p> <p>The process by which projects are planned is open and transparent as mandated by federal law and by law in both the State of Ohio and the Commonwealth of Kentucky. This kind of process guarantees standing to all individuals who have some stake in how the project is developed. The open process is also necessary to ensure that those directly impacted by the project are aware of it and the potential for impact.</p> <p>Regarding transit projects, the City of Cincinnati is currently in the early stages of advancing a street car project to serve the downtown area.</p>
<p>Mr. and Mrs. Phillip Landwehr 3061 Winding Trails Dr Edgewood, KY 41017 (859) 331-3498</p>	<p>Thanks for very good, informative and well put on sessions. We appreciate everything you all have and are doing in this project.</p> <p>Comments: No particular preference as to alternates.</p>	<p>Comment noted.</p>

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Name /Address	Comment	Response
<p>Jeff Perholtz 333 Western Ave Covington, KY 41011 <a href="mailto:jperholtz@insight.bb.com">jperholtz@insight.bb.com</a></p>	<p>Strongly oppose to Alternatives 1 and 2 As a small business owner and proud resident of Western Avenue I am deeply concerned about several of the proposed plans. My wife and I have quite a determination to beautify this area and make it an even more wonderful place to live. We are quite proud and protective of our “country-fied” city paradise. The quality of new housing and relentless rehabilitation efforts up and down our street clearly reflect a universal determination to better out community. It would be an indescribable insult to squander the progress we have made and supporting a majority of these plans would an uncharacteristically “corporate/big business” move for a historically docile community like Covington. I am concerned with the following:</p> <ul style="list-style-type: none"> <li>- The possible destruction of our home and the thought of relocating elsewhere.</li> <li>- Noise. The thought of waking up every five minutes to the sound horns and jake-brakes. The drone of traffic on the Brent Spence is for the most part tolerable, but I could not imagine it any closer.</li> <li>- The loss of our wonderful view of downtown.</li> <li>- The repercussions of a closer freeway will have on our property value</li> <li>- The loss of privacy</li> </ul> <p>With all of that being said, we are realists and understand that something must be done. However, we will do everything in our power to protect our community from being destroyed. I can only hope that this great city will stand shoulder to shoulder with its citizens, most of who would conservatively like to see the least amount of change. Is it not true that our way of life is more important than the destruction of a Cinergy power plant on the other side of the river? I'm sure the threatened citizens of Cincinnati would agree.</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study impacts to Longworth Hall. Alternative B (formerly Alternative #2) is recommended for elimination from further study.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p> <p>At this stage of development, ODOT and KYTC are working to define the basic alignment for the project. Once this is known, detailed noise analysis will be undertaken. Sound barriers will be thoroughly evaluated for this project as it moves forward in the project development process.</p> <p>Other design details such as bridge type will also be addressed at a later time. In addition, the project has formed an Aesthetics Committee representing many community interests to provide further input on the type and style of structure to be built.</p> <p>Contact information has been added to the project list.</p>

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Name /Address	Comment	Response
<p>Nancy L. and Jerry J. Spivey 1576 St. Anthony Drive Fort Wright, KY 41011 <a href="mailto:nlspivey@netzero.net">nlspivey@netzero.net</a></p>	<p>The presentation was very well illustrated. A major concern is the use of taxpayer money to prepare the different alternatives, hold the meeting, etc., since this project is slated for 2015 and many different courses of action can come up in the meantime, like lack of funding.</p>	<p>The process by which projects are planned is open and transparent as mandated by federal law and by law in both the State of Ohio and the Commonwealth of Kentucky. This kind of process guarantees standing to all individuals who have some stake in how the project is developed. The open process is also necessary to ensure that those directly impacted by the project are aware of it and the potential for impact.</p>
<p>George Schuhmacher 307 W 21 Street Covington, KY 41014-1113</p>	<p>Overall a good presentation. Many informed people who could answer question and were on-site available. Think Plan 1 is best. Traffic needs an additional way out and in, especially traffic going through. Need separate way for I-71/I-75. #1 would avoid all local congestions and hopefully relieve present "jam-ups." New Queensgate way would have to be well marked.</p>	<p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p>

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Name /Address	Comment	Response
<p>Ruth Crider 6209 Kingsgate Drive Burlington, KY 41005</p>	<p>I just read 'Bridge plans bring worries.' What a negative headline!</p> <p>Why not consider a bridge (one of the three proposed) at the end of Route 237 in Hebron, KY. Boone County is growing not only business-wise but also residential. Boone County owns land on Route 8 which Route 237 flows into.</p> <p>I traveled from Burlington to Cincinnati for years since I worked downtown. I always wondered why a bridge was not constructed near the Greater Cincinnati/Northern Kentucky airport to accommodate Ohioans who travel I-71/I-75 to Routes 237 to the airport and also Northern Kentuckians who travel/work in Ohio.</p> <p>I believe if the airport was contacted, they would realize the convenience for not only travelers but, also, their employees.</p> <p>Help get the traffic load off the dangerous I-75 hill. Maybe the Cincinnati Enquirer's headline would read: 'Airport and Boone Co. citizens thrilled with bridge plans!'</p>	<p>Several options to improve the Brent Spence Bridge have been studied over the years. At the outset of this project, a total of 27 separate alternatives were evaluated against a set of criteria including safety, congestion, cost and community impacts.</p> <p>The alternatives being advanced at this stage of study represent the best mix of these selection criteria.</p> <p>A series of other new roadway and alignment options have been evaluated in this study. However, these alternatives have been eliminated from further consideration, mostly due to cost and adverse impact to the communities in their path.</p> <p>The alternative discussed in this comment would virtually eliminate all current rail freight traffic in the heavily used Queensgate Rail Yard. In addition, it would have severe impacts to the business and residential communities in several Cincinnati neighborhoods west of the Mill Creek (South Cumminsville, North Fairmont, Camp Washington and South Fairmont). In Northern Kentucky, similar impacts would be felt in the communities of Ludlow, Fort Mitchell and potentially to Devou Park.</p>

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May 4, 2006 – Gardens of Park Hills, Park Hills, Kentucky**

Name /Address	Comment	Response
<p>Mike Delmonaco 1132 Cedar Ridge Lane #3 Park Hills, KY 41011</p>	<p>I don't like looping junction, space utilization causes a need for them, expand width from standard 12 feet to 16 feet lanes.</p> <p>Divert truck traffic southbound onto I-275, Ronald Reagan and Norwood Lateral (through). Option, for US 50 westbound, too much infrastructure centralized.</p>	<p>The standard 12 foot lane width is mandated by federal design standards and is consistent with freeway facilities throughout the region and country.</p> <p>Regarding the potential for a truck ban, OKI performed a Truck Ban Study that was completed in 2007. It concluded that a truck ban would not be effective in terms of providing either congestion relief or safety improvements. The study further estimated that a truck ban would have a detrimental impact to the local economy given the amount of deliveries that are made within the I-275 beltway. Please refer to <a href="http://www.oki.org">www.oki.org</a> for information on that study.</p>

**Public Involvement Meeting Comments Received  
May 2, 2006 – Cincinnati Museum Center, Cincinnati, Ohio**

Name/Address	Comment	Response
<p>James Justin Mercier, PE 518 Academy Drive Austin, Texas 78704 (512) 416-2346 <a href="mailto:jmercier@dot.state.tx.us">jmercier@dot.state.tx.us</a></p>	<p>My selections are either Alignment 1 or 2 because either one provides an alternate route for through traffic which will reduce the congestion on the collectors (the old alignment). Reducing the congestion there will reduce crashes and other conflicts. The collectors will also allow traffic to assume the pattern before merging into the main lanes with less or no disturbance.</p> <p>The separate bridges also allow a way for traffic to bypass the scene of an incident (crash, stall) which is more likely to occur on the collector (existing) bridge.</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study due to impacts to Longworth Hall. Alternative B (formerly Alternative #2) is recommended for elimination from further study. These alignments have met with public opposition due to the significant impact to the business community. In addition, the City of Cincinnati is currently working to develop vacant land in the path of Alternative B.</p> <p>All alternatives currently being considered involve the separation of local and regional traffic. This configuration would eliminate lane weaving and allow for more efficient flow of traffic, while keeping local access points consistent with those available in the existing roadway network.</p>
<p>Karla Ruth 523 Elizabeth St Cincinnati, OH 45203 (513) 721-3393</p>	<p>Options 1 and 2 are too problematic for communities and low income areas in Cincinnati. Our city cannot rebuild these communities if highways are built through them. Option 3 seems to be the best alternative. Let's not build more bridges away from existing ones. It is worth the money to address hazardous material issues.</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study due to impacts to Longworth Hall. Alternative B (formerly Alternative #2) is recommended for elimination from further study. These alignments have met with public opposition due to the significant impact to the business community. In addition, the City of Cincinnati is currently working to develop vacant land in the path of Alternative B.</p>

**Public Involvement Meeting Comments Received  
May 2, 2006 – Cincinnati Museum Center, Cincinnati, Ohio**

Name/Address	Comment	Response
<p>Sybil Ortego 816 Dayton St Cincinnati, OH 45214 <a href="mailto:Stortego@fuse.net">Stortego@fuse.net</a></p>	<p>Alternatives 1 and 2 disturb too much of West End properties. Alternative 3 seems the least disruptive with Alternative 4 running second. Alternative 5 I don't care for.</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study due to impacts to Longworth Hall. Alternative B (formerly Alternative #2) is recommended for elimination from further study. These alignments have met with public opposition due to the significant impact to the business community. In addition, the City of Cincinnati is currently working to develop vacant land in the path of Alternative B.</p> <p>Alternative H (formerly Alternative #5) was also eliminated from further consideration.</p> <p>The mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p>
<p>E. Davis Downtown Cincinnati, OH 45203</p>	<p>The roundabout seems cool conceptually, but I couldn't get my mind around the concept. Taxpayers will be happy with exits and interchanges staying the same, but if you plan around the businesses and keep them here we'll understand. The double-decker is the worst idea, still needs emergency lanes. Moving 75 and leaving 71 seems to work best with improvements to existing structure, but improvements needed for current bridge aesthetically.</p>	<p>All roundabouts have been removed from further consideration.</p> <p>All alternatives currently being considered involve the separation of local and regional traffic. This configuration would eliminate lane weaving and allow for more efficient flow of traffic, while keeping local access points consistent with those available in the existing roadway network.</p> <p>At this point in project development, ODOT and KYTC are working to determine a general project alignment to be designed in more detail as the project moves forward. A determination of the specific type of bridge will be made at that time.</p>



**Public Involvement Meeting Comments Received  
May 2, 2006 – Cincinnati Museum Center, Cincinnati, Ohio**

Name/Address	Comment	Response
<p>Eric Alto 5750 Glengate Lane Cincinnati, OH 45212 <a href="mailto:Eric.alto@ge.com">Eric.alto@ge.com</a></p>	<ul style="list-style-type: none"> <li>• Public forum well received and excellent support.</li> <li>• Timing/funding appears to be concern.</li> <li>• What about other loop alternatives for by-passing truck thoroughfare.</li> <li>• Alt 1 and 2 had excellent lay-outs; efficiency looked to be very evident.</li> <li>• Bridges in Cincinnati are aesthetic feature of city that adds benefit; keep design features in mind as project evolves with regard to growing city to businesses, people and transport.</li> </ul>	<p>Though construction funding has not yet been identified, this project is considered to be the highest transportation priority in the region by the local communities involved, by both states and by the regional transportation agency, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI).</p> <p>Regarding the potential for a truck ban, OKI performed a Truck Ban Study that was completed in 2007. Essentially, it concluded that a truck ban would not be effective in terms of providing either congestion relief or safety improvements. The study further estimated that a truck ban would have a detrimental impact to the local economy given the amount of deliveries that are made within the I-275 beltway. Please refer to <a href="http://www.oki.org">www.oki.org</a> for information on that study.</p> <p>Alternative A (formerly Alternative #1) has been dismissed from further study due to impacts to Longworth Hall. Alternative B (formerly Alternative #2) is recommended for elimination from further study. These alignments have met with public opposition due to the significant impact to the business community. In addition, the City of Cincinnati is currently working to develop vacant land in the path of Alternative B.</p> <p>Regarding the type of bridge to be designed and built, those decisions will be considered in more detail as the project moves forward. At this point in project development, ODOT and KYTC are working to determine a general project alignment to be designed.</p>

**Public Involvement Meeting Comments Received  
May 2, 2006 – Cincinnati Museum Center, Cincinnati, Ohio**

Name/Address	Comment	Response
<p>Joe Vogel City of Cincinnati DOT&amp;E (513) 352-1523</p>	<p>Comments reflect personal views only Consultants, ODOT and KYTC are doing a great job on this difficult project. Keep up the good work. Supportive of current alternatives moving forward. Two specific comments:</p> <ol style="list-style-type: none"> <li>1) Western Hills Viaduct modifications should be cautious about affecting anything west of the existing right-of-way of I-75 because the WHV is a historic structure and the arch over Spring Grove Avenue is majestic.</li> <li>2) Sub-Alt 3 – Street grid extension – strongly favor this but would like to see the exist 75 in a trench with elevated collector-distributors like Fort Washington Way/2<sup>nd</sup> St/3<sup>rd</sup> St. I know much effort has gone into this so far but if ramp speeds were lowered and they were looked at more like city streets, I think this would be even better.</li> </ol>	<p>The potential for future improvements to the Western Hills Viaduct are being considered in this project. Its historic status is a consideration in developing improvement options for this structure.</p> <p>All of the alternatives moving forward include a system of collector-distributor roads that will provide access between local and regional traffic.</p>
<p>Mary Jo Bazely P.O. Box 5096 Cincinnati, OH 45205 <a href="mailto:maryjob@fuse.net">maryjob@fuse.net</a> Price Hill Civic</p>	<ul style="list-style-type: none"> <li>• Very concerned about entering and exiting I-75 north and southbound.</li> <li>• Want to improve ease of exiting and entering from US 50.</li> <li>• Likes sub-alternative 2 for US 50.</li> </ul>	<p>All of the alternatives moving forward include a system of collector-distributor roads that will provide access between local and regional traffic.</p> <p>US 50 ramp connections to I-75 in sub-alternative two have been eliminated form further consideration because of the very difficult geometric issues presented and the associated cost when compared to the projected traffic that would use these facilities.</p>

**Public Involvement Meeting Comments Received  
May 2, 2006 – Cincinnati Museum Center, Cincinnati, Ohio**

Name/Address	Comment	Response
<p>Margo Warminski 342 W. 4<sup>th</sup> St Cincinnati, OH 45202 (513)721-4506 Cincinnati Preservation Association</p>	<p>Alternatives 1 and 2, the Queensgate Alignments, appear to have the least impact on the B&amp;O Freight Terminal (Longworth Hall), an important cultural resource. They could also provide an additional public benefit by directing more truck traffic out of the downtown core.</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study due to impacts to Longworth Hall. Alternative B (formerly Alternative #2) is recommended for elimination from further study. These alignments have met with public opposition due to the significant impact to the business community. In addition, the City of Cincinnati is currently working to develop vacant land in the path of Alternative B.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p>
<p>Chris Moran 2859 Gilna Court Cincinnati, OH 45211 (513)481-6058</p>	<p>Prefer Alternative 3 as being least obstructive and taking a smaller footprint. Maintaining some traffic flow across the river during construction is important and some improvement to approach to the bridge from southbound 71 would help. Please ensure some capacity on bridge across the river for transit, specifically rail.</p>	<p>All alternatives currently recommended for further study are adjacent to the existing alignment, similar to the former Alternative #3.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p> <p>Current rail transportation plans within the region have identified a potential Ohio River crossing adjacent to the Clay Wade Bailey bridge.</p>
<p>Debbie Reinhart 520 Western Ave Covington, KY 41011 <a href="mailto:Ray_Reinhart@yahoo.com">Ray_Reinhart@yahoo.com</a></p>	<p>We are concerned about being “left” more so than being taken. Because: Noise and increased traffic will impact quality of living...noise already significant with current bridges; View – if bridge elevation is higher, will ruin view and property value; resale opportunities already compromised by speculation. All in all, my preference as well as my neighbor’s would be to take the property so we may move on and the sooner we know this we can begin to make plans.</p>	<p>This contact has been added to the project list. Specific impacts to Western Avenue in Covington are not known at this time. More about these impacts will be known as the project develops and specific alignments are recommended for further study.</p> <p>Issues such as noise, traffic and view areas are considered in the evaluation of all alternatives.</p>

**Public Involvement Meeting Comments Received  
May 2, 2006 – Cincinnati Museum Center, Cincinnati, Ohio**

Name/Address	Comment	Response
<p>Pat O'Callaghan, Jr. 619 Linn St Cincinnati, OH 45203 (513) 721-5503 Queensgate Food Service</p>	<p>Both Alternatives 1 and 2 would be far too disruptive to the longstanding businesses of Queensgate. I really hope you can find a less destructive way of fixing traffic issues.</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study due to impacts to Longworth Hall. Alternative B (formerly Alternative #2) is recommended for elimination from further study. These alignments have met with public opposition due to the significant impact to the business community. In addition, the City of Cincinnati is currently working to develop vacant land in the path of Alternative B.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p>
<p>Michael Schweitzer 700 W. Pete Rose Way Cincinnati, OH 45203 (513) 721-6000 Longworth Hall</p>	<p>My primary concern is the impact the construction will have on Longworth Hall. I am worried that such a large project surrounding our building will reduce occupancy to such a degree that our building is no longer commercially viable. Further, if Longworth is "squeezed" between two bridges, our property's value may decrease. Is there a chance federal monies can be made available to purchase Longworth Hall at fair market value?</p>	<p>The project study area includes many historic structures, including Longworth Hall. The project has studied several alternatives to date and potential impacts to historical properties have been a major concern. It is likely that all alternatives being recommended for further study would have minimal impact to Longworth Hall.</p>

**Public Involvement Meeting Comments Received  
May 2, 2006 – Cincinnati Museum Center, Cincinnati, Ohio**

Name/Address	Comment	Response
<p>Adrienne Carmichael 1639 Sycamore St. A Cincinnati, OH 45202 <a href="mailto:ucurchin@hotmail.com">ucurchin@hotmail.com</a></p>	<p>Alternative 3 is the 2<sup>nd</sup> best alternative in my opinion – a double-decker bridge will take up less space and renovating the existing bridge is better than tearing it down and starting somewhere else. Building a bridge should consider the option which will cause the least amount of destruction of the environment, business and buildings. I am also concerned that bicycles and pedestrian’s pathways are improved in the process. Also, all non-local truck and semi traffic should be routed around the city and not through downtown. Of course the #1 option is the No Build alternative. If we can find solutions without building new development, this is best. Development is expensive, destructive to the environment and to the flow already created. Not building at all should be given the most consideration with global warming creating extreme environmental problems people should be driving less. We should not plan for more cars to drive through our area but rather plan for less and create more and more options like light rail and better and more bus and train services so people can drive cars less and yet still get around easily. This should be our concern and the idea of our engineering plans. Use email only – no mail please.</p>	<p>All alternatives currently being carried forward include alignments similar to those mentioned in this comment (adjacent to the existing alignment).</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p> <p>Regarding transit projects, the City of Cincinnati is currently in the early stages of advancing a street car project to serve the downtown area. In addition, a Regional Rail Plan is in place and would not be precluded by this project.</p>

**Public Involvement Meeting Comments Received  
May 2, 2006 – Cincinnati Museum Center, Cincinnati, Ohio**

Name/Address	Comment	Response
<p>John Carmichael 1639 Sycamore St Cincinnati, OH 45202</p>	<p>The option for a new bridge should be chosen first and foremost by which option creates the least destruction of environment, infrastructure, businesses, homes to buildings in Ohio to Kentucky. The old bridge should definitely be rehabbed. All possible consideration should be given to maintaining and improving pedestrian and bicycling access and corridors which go through the areas in Cincinnati and Covington. Don't allow this project to end up making things worse. Remember: better, not worse. Also, give great consideration to how this project could be created to improve bus and other mass transit in southwest Ohio/Northern Kentucky. In order to help relieve congestion non-local truck and semi traffic should in the future be re-routed off of this problematic I-75, I-71 corridor and should instead be sent around I-275.</p> <p>I support first the no-build option. Instead, we should be focusing on how to improve the environment, quality of life, car and truck congestion, business, etc. by creating better transportation alternatives – light rail, commuter rail, improved bus systems (especially connecting through Ohio to Kentucky), cycling and pedestrian. Thriving cities such as Portland, OR are more and more using no-build options combined with improved (and much used) alternative transportation options of all of these types. Our future quality of life and future environmental quality depend on getting off of oil dependency and switching to alternatives. In the near future, passenger train service through our region to other destinations should be increased and improved so there would be less need for people to travel so much and so ineffectively by interstate car travel. Likewise for freight – more materials moving by freight rail means fewer 80,000 pound semis damaging our roads and bridges. Fuel wise, freight rail is also about 10 times more efficient than freight on semis.</p> <p>If something ends up being built, option 3 seems at this point to contain the least destruction and damage.</p>	<p>Our study indicated that the mainline alternatives recommended for further study provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities. Direct impacts are taken into consideration in the evaluation of each alternative.</p> <p>Regarding transit projects, the City of Cincinnati is currently in the early stages of advancing a street car project to serve the downtown area.</p> <p>In addition, a Regional Rail Plan is in place that would utilize the Clay Wade Bailey Bridge. That plan would not be precluded by this project.</p>

**Public Involvement Meeting Comments Received  
May 2, 2006 – Cincinnati Museum Center, Cincinnati, Ohio**

Name/Address	Comment	Response
<p>Charles S. Tappan 1150 W. 8<sup>th</sup> St Cincinnati, OH 45203 <a href="mailto:chiptappan@aol.com">chiptappan@aol.com</a> Tappan Properties</p>	<p>After studying all 5 alternatives closely, we would probably favor Alternative 2.</p> <ul style="list-style-type: none"> <li>• Separates local traffic from through traffic for both I-75 and I-71.</li> <li>• Best preserves access via existing bridge, ramps and U.S. 50 to our buildings at 1150 W. 8<sup>th</sup> St and 19 Broadcast Plaza.</li> </ul> <p>Concerns</p> <ul style="list-style-type: none"> <li>• Overall impact on Queensgate area once done.</li> <li>• Disruption in Queensgate area during construction.</li> </ul>	<p>Alternative B (formerly Alternative #2) is recommended for elimination from further study. This alignment has met with public opposition due to the significant impact to the business community. In addition, the City of Cincinnati is currently working to develop vacant land in the path of this alignment.</p> <p>Constructability and maintenance of traffic during construction are considerations for each alternative during the evaluation process.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p>
<p>Randy Merten 1150 West 8<sup>th</sup> St Cincinnati, OH 45203 <a href="mailto:rmerten@fuse.net">rmerten@fuse.net</a> Tappan Properties</p>	<p>Would prefer to endure pain up front to reap the benefits for the future.</p> <p>Alternative 2 looks as if it would be more city (CBD) friendly. Regional traffic would flow away from commuters going into downtown and Queensgate, Western Hills, etc. The impact on the community would be the question. Would the elevated ramps from I-71 create needed parking for CBD?</p>	<p>Alternative B (formerly Alternative #2) is recommended for elimination from further study. This alignment has met with public opposition due to the significant impact to the business community. In addition, the City of Cincinnati is currently working to develop vacant land in the path of this alignment.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p> <p>Ramps connecting I-71 to the new Brent Spence Bridge facility would be elevated in all alternatives being considered.</p>

**Public Involvement Meeting Comments Received  
May 2, 2006 – Cincinnati Museum Center, Cincinnati, Ohio**

Name/Address	Comment	Response
<p>Georgia W. Crowell 10001 Brehm Road Cincinnati, OH 45252 aimsbooks@fuse.net</p>	<p>I prefer Alternative 1 since it seemed the simplest and the construction would cause the least disruption with existing traffic. Since I only go downtown or to Kentucky a few times a month, the exits and lane changes are confusing and I am sure they are even more so for anyone coming through for the first time. All the other alternatives seem to make it even more confusing.</p> <p>I strongly suggest that you put in HOV lanes. I asked about this and was given several reasons why it was impractical for Cincinnati, but it should be a requirement for any new construction, especially with so many commuters going back and forth to Kentucky and the necessity of getting good reliable transportation (taxis, shuttles and hopefully, eventually buses) to the airport. Why are you even thinking about light rail when there is not even a bus there now?</p> <p>I was in Boston recently and found HOV lanes convenient. Anyone who is stuck in traffic and looks over to see the HOV lane moving will definitely consider either carpooling or taking public transportation. Anything that encourages saving gasoline should now be essential.</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study.</p> <p>This alignment has met with public opposition due to the significant impact to the business community. In addition, the City of Cincinnati is currently working to develop vacant land in the path of this alignment.</p> <p>HOV lanes are not currently being considered for this project. Previous studies on this corridor concluded that HOV lanes would not provide better travel efficiency or reduce congestion in this corridor.</p>



**Public Involvement Meeting Comments Received  
May 2, 2006 – Cincinnati Museum Center, Cincinnati, Ohio**

Name/Address	Comment	Response
<p>Bill Burwinkel, CEO National Marketshare Group, Inc. 2155 West Eighth Street Cincinnati, OH 45204 <a href="http://www.nmsg.com">www.nmsg.com</a></p>	<p>Alternate 1 and Alternate 2 would result in a catastrophic negative impact from an economic point of view to Queensgate. Situating the bridge as described in either one of these options would precipitate loss of jobs, business opportunity and impact the region with loss of earnings and property taxes. Alternates 3, 4, and 5 warrant closer observation as they are developed and we would like to see the following considerations:</p> <ul style="list-style-type: none"> <li>• It is difficult to see what is actually happening to US 50. Would it be possible to see existing and new routes in a 3-D format?</li> <li>• We would like to see clear exit opportunity for traffic from northbound and southbound traffic to Ezzard Charles. This is the main exit for the Cincinnati Museum Center and Music Hall.</li> <li>• Create a second clear exit south of Ezzard Charles Drive to Queensgate. This could be a Freedom Center and Stadium exit and benefit the south end of Queensgate.</li> <li>• We also believe it is important for there to be clear access from Queensgate to Fort Washington Way and I-71 North. Presently, traffic must cross four lanes of traffic from Ezzard Charles to make this exit.</li> <li>• We believe consideration should be made to minimize/eliminate truck traffic on State Street.</li> </ul>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study due to impacts to Longworth Hall. Alternative B (formerly Alternative #2) is recommended for elimination from further study. These alignments have met with public opposition due to the significant impact to the business community. In addition, the City of Cincinnati is currently working to develop vacant land in the path of Alternative B.</p> <p>Our study indicated that the mainline alternatives (similar to former alternatives 3, 4, and 5) recommended for further study provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p> <p>Regarding US 50, all existing connections to the freeway system will be maintained in this project.</p> <p>While this project will change several local entrance and exit ramp configurations, access to Ezzard Charles Drive will be maintained through a system of local collector-distributor roads. This new system will improve and fundamentally change access between the freeway system and the urban areas of Covington and Cincinnati. It will eliminate lane weaving and allow for more efficient flow of traffic, while keeping local access points consistent with those available in the existing roadway network.</p> <p>State Avenue is not within the study limits of this project.</p>
<p>Leo Taske 3643 Shortridge Circle Cincinnati, OH 45247 <a href="mailto:Leotaske1@aol.com">Leotaske1@aol.com</a></p>	<p>When coming north thru the bridge at night with a truck on both sides, my wife goes crazy. If they need to make it two decks, make sure it is well lighted.</p>	<p>Safety is a major consideration in the Brent Spence Bridge project.</p>

**Public Involvement Meeting Comments Received  
May 2, 2006 – Cincinnati Museum Center, Cincinnati, Ohio**

Name/Address	Comment	Response
<p>Mike Emerine 2535 Spring Grove Avenue Cincinnati, OH 45214 <a href="mailto:Mike.emerine@kaobrand.com">Mike.emerine@kaobrand.com</a></p>	<p>None of the proposed Western Hills Viaduct sub-alternatives provide for vehicle access to Spring Grove Avenue. Can this be added to a new sub-alternative? Reason: there is significant truck volume to/from our business and other manufacturing sites along Spring Grove Avenue that now exits I-75 at Hopple Street or US 50 W to Dalton Avenue. Access to Spring Grove Avenue at Western Hills Viaduct would alleviate much of this traffic through adjacent neighborhoods.</p>	<p>Access between Spring Grove Avenue and the Western Hills Viaduct is currently being evaluated. It is anticipated that this access will be maintained by the Brent Spence Bridge project.</p>
<p>Laura H. Chapman 2159 Colerain Avenue Cincinnati, OH 4521</p>	<p>Extremely helpful in depicting and explaining the options. I had questions about the assumptions –</p> <ul style="list-style-type: none"> <li>• Increments in our nation’s dependency on oil and automotive transport.</li> <li>• Not much progress on public transport by other means.</li> </ul> <p>Staff well-prepared to answer questions. Clear visuals at various levels of detail.</p>	<p>Currently, the City of Cincinnati and other communities in the region are considering new transit options to serve their needs. The Brent Spence Bridge project will closely coordinate with these plans so that they can be carried forward in a consistent manner.</p>

**Website Comment/Feedback Forms  
August 2007 – June 2008**

Name	Comments	Response
<p>Diana (Jones) Darden  <a href="mailto:didarden@hotmail.com">didarden@hotmail.com</a>            469-233-3477</p>	<p>I am a native of Ohio now living in Texas. Lately I have been discovering the “art” of our covered bridges and so, ran on to this site. This is very interesting to me, as I have crossed this bridge many times, I’m sure I will follow the progress. The planning and efficiency of the whole thing just amazed me! Ohio is so great (God’s country). I miss it after 30 years away. Even so it did cross my mind that the plans are so detailed some evil-doer may use these plans in some hateful manner. I couldn’t help but think of 911 when I saw how public the plans are made. Please assure me you have thought of this, as I’m sure you have.</p> <p>While it’s no wonder Ohio has always been recognized for this type of business, I would give up being able to view all these mind-blowing and incredible plans for the safety of my beloved home and its people. I grew up around Waverly, Ohio and spent many days in the beautiful Ohio State Forestry (between Chillicothe and Waverly off Hwy 23). My grandparents lived in Louisville, Kentucky. We passed over the bridges to Kentucky about twice a year. Recently I discovered a beautiful painting in an antique art magazine of “The Old Covered Bridge,” named just that. You must see the painting.</p>	<p>The process by which projects are planned is open and transparent as mandated by federal law and by law in both the State of Ohio and the Commonwealth of Kentucky. This kind of process guarantees standing to all individuals who have some stake in how the project is developed. The open process is also necessary to ensure that those directly impacted by the project are aware of it and the potential for impact.</p> <p>Special consideration will be given to security issues during planning, design and construction of this new facility. In addition, the design team for this project has received specific guidance on how to evaluate and minimize damage caused by potential terrorist attacks. Critical design elements of this bridge are continually evaluated in this manner.</p>

**Website Comment/Feedback Forms  
August 2007 – June 2008**

Name	Comments	Response
<p>Thomas F. Von Hoene  <a href="mailto:Tlvonhoene3@current.net">Tlvonhoene3@current.net</a>            513-922-5541</p>	<p>I suggest that the replacement bridge be built approximately one mile west of the current bridge where the railroad bridge crosses to Ludlow. Access would be from U.S. 50 on the Ohio side and in Kentucky, a new road parallel to the existing railroad up the hill connecting to I-75 at the top of the hill. This would be similar to the I-471 bridge and road on the east side of downtown. I would further suggest a new road from the I-74/I-75 interchange along the railroad tracks behind Union Terminal to the new bridge location. This plan provides quick access to the airport from downtown, alleviates congestion in the immediate downtown area from I-75 traffic, and eliminates the cut in the hill problem on I-75 in Northern Kentucky.</p>	<p>Several options to improve the Brent Spence Bridge have been studied over the years. At the outset of this project, a total of 27 separate alternatives were evaluated against a set of criteria including safety, congestion, cost and community impacts.</p> <p>The alternatives being advanced at this stage of study represent the best mix of these selection criteria.</p> <p>A series of other new roadway and alignment options have been evaluated in this study. However, these alternatives have been eliminated from further consideration, mostly due to cost and adverse impact to the communities in their path.</p> <p>The alternative discussed in this comment would virtually eliminate all current rail freight traffic in the heavily used Queensgate Rail Yard. In addition, it would have severe impacts to the business and residential communities in several Cincinnati neighborhoods west of the Mill Creek (South Cumminsville, North Fairmont, Camp Washington and South Fairmont). In Northern Kentucky, similar impacts would be felt in the communities of Ludlow, Fort Mitchell and potentially to Devou Park.</p>

**Website Comment/Feedback Forms  
August 2007 – June 2008**

Name	Comments	Response
<p>Joe Creaghead <a href="mailto:jhcreaghead@yahoo.com">jhcreaghead@yahoo.com</a> 859-341-8663</p>	<p>Has anyone looked at the alternative of constructing a new and separate I-71 from the intersection with I-75 near Walton to I-275/471 near the AA highway? This would allow all I-71 traffic to bypass the Brent Spence Bridge (along with other if they choose). Although the cost of building such a connector would not be inexpensive, it must be a competitive alternative to the \$3.0 billion price tag now being talked about. The road would be approximately 18-20 miles in length with perhaps no large bridges unless crossing the Licking before joining I-275 was chosen. In 1996 the weighted average cost per mile to construct interstate highways was just under \$21 million. By 2012 that number may be closer to \$40 million. Still, for 20 miles, that is \$800 million, a far cry from the \$3.0 billion being discussed. Further, such a road would open up Southern Kenton and Campbell counties to growth, the type of which we now see in Boone County and in Northeastern Cincinnati. While this would not eliminate the need to maintain the Brent Spence Bridge, it would certainly lower the cost while creating significant economic benefit to the Southeastern portion of Greater Cincinnati.</p>	<p>Several options to improve the Brent Spence Bridge have been studied over the years. At the outset of this project, a total of 27 separate alternatives were evaluated against a set of criteria including safety, congestion, cost and community impacts.</p> <p>The alternatives being advanced at this stage of study represent the best mix of these selection criteria.</p> <p>A series of new roadway and alignment options have been evaluated in this study. However, these alternatives have been eliminated from further consideration, mostly due to cost and adverse impact to the communities in their path.</p>
<p>Brian Lamm <a href="mailto:Brian5475E@yahoo.com">Brian5475E@yahoo.com</a></p>	<p>I feel that even though a bridge at Anderson Ferry was turned down, it needs to be built. People in NKY and Westside Cincinnati have to go all the downtown just to cross into NKY. Both communities are losing out in business revenue created by such a bridge. It would relieve a lot of traffic from the Brent Spence Bridge. Cincinnati Westside residents are moving out of the area because it is "locked in". We need to build this solution, and make our communities grow with a new bridge at Anderson Ferry.</p>	<p>Several options to improve the Brent Spence Bridge have been studied over the years. At the outset of this project, a total of 27 separate alternatives were evaluated against a set of criteria including safety, congestion, cost and community impacts.</p> <p>The alternatives being advanced at this stage of study represent the best mix of these selection criteria.</p> <p>In the case of a new structure west of downtown, this alternative was specifically addressed in an Engineering Feasibility Study completed by the Kentucky Transportation Cabinet prior to work on this project. This alternative was eliminated due to a number of factors including cost and the relatively low volume of traffic served.</p>
<p>Dawn M. Bell <a href="mailto:Dawn.bell@insightbb.com">Dawn.bell@insightbb.com</a></p>	<p>I would like to receive updates on this project.</p>	<p>Contact information was added to the project contact list.</p>

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Name	Comments	Response
<p>Tom Emmert <a href="mailto:fclef@zoomtown.com">fclef@zoomtown.com</a></p>	<p>The study seems very narrowly focused on maintaining all the present and planned I-75 traffic volume (local plus interstate) within the present downtown Cincinnati-Covington corridor. A very significant portion of this traffic is in fact trying to traverse Dayton and Cincinnati metro areas, with no particular reason to enter either city.</p> <p>Why has not a “beeline” bypass been publicly considered? One possible routing might be from the Troy-Piqua area to Miamitown, and another short segment passing west of Greater Cincinnati-Northern Kentucky Airport to the Walton area.</p> <p>Advantages:</p> <ol style="list-style-type: none"> <li>1) A virtually straight-line road, without the tortuous serpentine routing of I-75 in Dayton and Cincinnati. Obviously a preferable route on the map.</li> <li>2) Diverting through traffic (noise, emissions, congestion, wear &amp; tear) from the Dayton and Cincinnati metro areas.</li> <li>3) Relief of present I-75 facilities including the Brent Spence Bridge, permitting upgrade or replacement without such extensive temporary workarounds.</li> </ol>	<p>Several options to improve the Brent Spence Bridge have been studied over the years. At the outset of this project, a total of 27 separate alternatives were evaluated against a set of criteria including safety, congestion, cost and community impacts.</p> <p>The alternatives being advanced at this stage of study represent the best mix of these selection criteria.</p> <p>A series of new roadway and alignment options have been evaluated in this study. However, these alternatives have been eliminated from further consideration, mostly due to cost and adverse impact to the communities in their path.</p>

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<p>Ken Stratman <a href="mailto:stratmkf@ucmail.uc.edu">stratmkf@ucmail.uc.edu</a></p>	<p>I haven't had time to review this information since the talks began. Why hasn't anyone considered re-routing the interstate along the railroad line to the west of the interstate? It could start between Buttermilk Pike and Dixie Highway Exits in NKY by cutting westward to meet the tracks and follow them through to Ludlow KY. This would bypass the HUGE traffic annoyance of the "cut in the hill". Then across the river near the existing railroad bridge into the Mill Creek Valley and rail yards. Then this can follow up the Mill Creek and meet somewhere south of Western Hills Viaduct and the current 75 corridor, or follow northward to 74 so you can start with a clean slate on that portion of the interstate? Just a suggestion.</p>	<p>Several options to improve the Brent Spence Bridge have been studied over the years. At the outset of this project, a total of 27 separate alternatives were evaluated against a set of criteria including safety, congestion, cost and community impacts.</p> <p>The alternatives being advanced at this stage of study represent the best mix of these selection criteria.</p> <p>A series of new roadway and alignment options have been evaluated in this study. However, these alternatives have been eliminated from further consideration, mostly due to cost and adverse impact to the communities in their path.</p> <p>The alternative discussed in this comment would virtually eliminate all current rail freight traffic in the heavily used Queensgate Rail Yard. In addition, it would have severe impacts to the business and residential communities in several Cincinnati neighborhoods west of the Mill Creek (South Cumminsville, North Fairmont, Camp Washington and South Fairmont). In Northern Kentucky, similar impacts would be felt in the communities of Ludlow, Fort Mitchell and potentially to Devou Park.</p>

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James A. Thompson jasat43@msn.com	Build a tunnel from just south of 275 along the 75 corridor, to the 75 71 split. Give truck traffic mandated direction to travel thru the tunnel. Automobile and local traffic on the surface. Rehab the current BSB. Charge a toll with EZ passes for the trucks.	Several options to improve the Brent Spence Bridge have been studied over the years. At the outset of this project, a total of 27 separate alternatives were evaluated against a set of criteria including safety, congestion, cost and community impacts.  The alternatives being advanced at this stage of study represent the best mix of these selection criteria.  A series of new roadway and alignment options have been evaluated in this study. However, these alternatives have been eliminated from further consideration, mostly due to cost and adverse impact to the communities in their path.  The specific alternative discussed in this comment was eliminated from further study due to cost.
Mike Turcotte mpt64@yahoo.com	What designs for the new bridge are on the boards at this time? Also, is general input allowed to submit designs?	The project website ( <a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a> ) includes project documents and all of the alternatives currently being considered. As always, public input is welcomed and encouraged at any time during project development.
Tony Taylor sll1alt@ups.com	In looking at the conceptual designs, I noticed that some come very close to the UPS building on Gest Street, even going through the property. Will the designs be above the UPS property, or would eminent domain take effect in the situation that UPS's property be needed? To my eye only 1 of the considered designs would affect UPS. Is this a correct statement?	It is correct that alignments through the Queensgate area would have a direct impact on the UPS facility on Gest Street. The extent of this impact would be determined at a later time if such an alignment were pursued and when more details are developed.
Roger Titkemeyer rtitkemeyer@redi-rockstructures.com	Redi-Rock would like to be considered for this project. We are a large block (up to 2500 pounds) retaining wall product currently under application for ODOT approval. Our look is second to none and is being specified on projects throughout the Greater Cincinnati area. Please visit <a href="http://www.redi-rock.com">www.redi-rock.com</a> for a closer look.	Decisions regarding specific materials to be used in construction are yet to be considered. At this point in project development, ODOT and KYTC are working to determine a general project alignment to be designed in more detail as the project moves forward in the project development process.



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Joseph L, Giesey, Jr. gieseyjl@fuse.net	I suggest that you adopt Alternative # 1 for the best overall end results, because the future traffic will not lessen in numbers, but grow more in size and this plan will help to alleviate a future condition similar to what we are experiencing at the present time.	Alternative A (former Alternative #1) was eliminated from further consideration due to impacts to Longworth Hall.
Brett malcolm coldiron brettcoldion@hotmail.com	I own a lot of property in the probable right of way (Wright street). I need to know as soon as possible if this property will be taken by the state for the project. No sense in building houses if they are to be torn down. When can I expect to know this? Hopefully before 2010.	Alignments that would potentially impact this property have been dismissed from further study.
GREG DEPENBROCK <a href="mailto:DEP@ZOOMTOWN.COM">DEP@ZOOMTOWN.COM</a>	Business owner at 670 West Third, requesting any and all information concerning our property and planning of new bridge, thanks	Information has been sent to this contact as well as adding this information to our contact list.
Ruth L. Fitzgerald (859) 581-0504	Please keep residents informed as you progress on the project as some are highly concerned about whether their home will be acquired to make way for the project. My Mom lives at 532 West 13th Street, Covington KY 41011. She is two houses up from I-75. Please place her on any mailing list. She has no e-mail.	Contact information has been added to the project list.
Gregory Gibbs ggibbs@cbtcompany.com	Hello, Could I please get on the mailing list for public meetings and updates. Thank You.	Contact information has been added to the project list.
Dianna Spang dspang54@aol.com	I live on Western Ave. and would like to know when the final decisions will be made. I can't find a schedule anywhere. I think it's unfair to all of us who may be impacted by this project to keep us waiting to find out if we are going to have to move. A schedule letting us know what to expect and when to expect it would be nice. If it's here and I've missed it, my apologies.	Contact information has been added to the project list and the project schedule has been updated on the project website.
Bruce Biser biserb@ties2.net	In researching prior work on this bridge, did you uncover any information about concrete repairs to the decks performed in the mid-1970s by Gast Construction? I worked for the company for two summers, the first summer spent in a valley with a concrete saw cutting forklift notches in "jersey" barriers because foam blocks melted in the forms. I'm writing a murder-mystery and any information about that project (especially timelines) or Gast Construction would be appreciated. Thanks and best wishes in improving this bridge (I'm also a former Minnesota DOT employee).	Contact was directed to KYTC for specific response to question regarding original bridge construction.

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<p>Bobby mechanicalmidget@yahoo.com</p>	<p>Redesigning Brent Spence is great. A striking new bridge would be awesome, But all I've heard is the gigantic traffic stories that will definitely become a reality. It takes some 15 years for a bridge to finally be approved and built? There is relief and it's a major suggestion. This city is in talks to use those rail lines connected to Union Terminal and other rail lines for a mass-transit train system. They even plan to build a station connecting to UT. Having this before the bridge is built would benefit the construction greatly because people who work downtown and in Newport would use the trains to get there instead of driving. This is why it's so vital to have a mass transit system because Cincinnati is growing rapidly with more people moving down there. If it's in your power, talk to whoever you can about getting those trains going. Even the street cars we USED TO HAVE! good luck.</p>	<p>At this point in project development, ODOT and KYTC are working to determine a general project alignment to be designed in more detail as the project moves forward in the project development process. A determination of the specific type of bridge will be made at that time.</p> <p>In addition, the project has formed an Aesthetics Committee representing many community interests to provide further input on the type and style of structure to be built.</p> <p>Regarding transit projects, the City of Cincinnati is currently in the early stages of advancing a street car project to serve the downtown area. Contact was referred to the City for more specific information.</p>
<p>James G. Cornetet cornetet@adelphia.net</p>	<p>Do we have to wait until our bridge crashes into the Ohio River like Interstate 35W bridge before we act? How can Sen. Ted Stevens get a \$250 million bridge built to "NOWHERE" and I have been waiting for 20 years and nothing and I am told it might be another 10 to 20 years. SAD....</p>	<p>The federally approved project development process for this project seeks to very thoroughly study alternatives that best fit the need, while minimizing impact to the community and environment. It also assures involvement with individuals who are potentially impacted.</p> <p>In addition, funds for this project have not yet been identified at federal, state or local levels.</p> <p>Structural studies of the existing Brent Spence Bridge have indicated that it is sound and has many years of structural life left. The issue with this project is related to congestion and driver safety more than it is with the structural integrity of the Brent Spence Bridge.</p>

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<p>Jonathan Sherry jsherry@cinci.rr.com</p>	<p>I've been looking over the designs and one thought keeps coming back to me over and over again. These designs don't put in enough lanes to account for future growth. By the time its completed the traffic will undoubtedly have increased beyond expectations, and then it will be right back to the drawing board and the public's coffers for the next big thing. I think one extra lane each way in every design would be much wiser in the long run. Also, with regard to plans such as Mainline 1 where the Brent Spence is kept and rehabbed, I think its ludicrous to bring it down to 2 lanes each way since I-71 traffic will only increase. 3 would be fine with an outside safety lane. Personally I like Mainline 1 best as it requires the least amount of reconfiguration of Fort Washington Way. Especially since it wasn't that long ago that project was completed. And the fact that it makes I-75 almost completely skirt downtown seems like it would speed things up considerably.</p> <p>However, I STRONGLY oppose the idea of making the bridge a tollway to recoup the costs. That would essentially wipe out any congestion savings and anger motorists. We're not on the scale of some place like Chicago where we need tollways, and there's no easy alternative to I-75 to avoid a tollway either. So you've basically got a captive population who wouldn't have much choice but either pay the toll or crowd local roads to get to other bridges. Perhaps the better plan would be to bring down the costs by finding contractors that won't pad their pockets quite so much. I can't see why the whole project couldn't be done for under \$500 million, and in far less time. And while I know you can't ban trucks from passing through town, it would still be nice if ODOT and KYDOT would put up signs SUGGESTING BOTH commercial vehicles and motorists traveling through to bypass on I-275.</p> <p>Just try driving I-75 through Cincinnati on a holiday weekend, such as the upcoming Labor Day weekend, and watch how many Ontario and Michigan license plates you see clogging already congested roadways, particularly the Brent Spence.</p>	<p>This project will be designed to accommodate traffic projected into the year 2035. In addition, communities in the region are working to develop alternative transportation options that could also reduce the vehicle demand in the project area.</p> <p>It should be noted that widening the existing freeway approaches significantly could greatly impact the communities that currently border I-71 and I-75.</p> <p>Alternative #1 (Alternative A) has been recommended for elimination from further consideration due to impacts to Longworth Hall.</p> <p>Any decisions relative to building the new bridge as a toll facility will be considered later in project development. At the current time, this project is not being constructed as a toll facility.</p>

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<p>Diane Codner dgcodner@bellsouth.net</p>	<p>Given the collapse of the I-35 bridge crossing the Mississippi into Minneapolis, where can I locate the current deficiency status on the Brent Spence Bridge?</p>	<p>Numerous studies have been done on the structural sufficiency of the existing Brent Spence Bridge. Most recently, the Engineering Feasibility Study conducted by KYTC concluded that the structure is sound and could be maintained for several years by replacing the bridge deck when necessary. The most vital issues on this project are congestion and traffic safety.</p> <p>The Engineering Feasibility Study can be found on the project website (<a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a>). Inspection reports for the bridge can also be found by contacting KYTC at (859) 341-2700, or at <a href="http://www.transportation.ky.gov/D6/D6.asp">www.transportation.ky.gov/D6/D6.asp</a>.</p>
<p>Maria Werle mjwerle@fuse.net</p>	<p>Thanks for NOT taking this informative site down in the wake of the Minneapolis tragedy. Many other sites are mysteriously down for reconstruction.</p> <p>I'd love more information on the timeline of this project and to understand better why construction will not begin until 2015, if it is considered a "priority" and has been considered dangerous since 1986 (no shoulder). The bridge I cross daily has been unsafe since I was 10? I've grown up crossing this bridge. Travel between the states and commerce is very important to Cincinnati and Northern Kentucky.</p> <p>I hope the new structure is not a double decker, a concept that makes me nervous upon every northbound travel across the river, since we are on a fault line too.</p>	<p>At this point in project development, ODOT and KYTC are working to determine a general project alignment to be designed in more detail as the project moves forward. A determination of the specific type of bridge will be made at that time.</p>
<p>Kelly Bossong Gymshoe565@hotmail.com</p>	<p>In regards to recent events...Is the rebuilding of the Brent Spence Bridge going to be reevaluated for a time frame a little sooner than 2015?</p>	<p>The federally approved project development process for the Brent Spence Bridge project seeks to very thoroughly study alternatives that best fit the need, while minimizing impacts to the community and environment. It also assures involvement with individuals who are potentially impacted.</p>

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<p>Moss powershield@fuse.net</p>	<p>Comment on the article in the Cincinnati Enquirer Monday 8/13/07 on the Brent Spence Bridge (BSB). The following two items at a minimum should be done now until 2040:</p> <ol style="list-style-type: none"> <li>1. Trucks should be diverted to 275 (both ends) during rush hour traffic: 6 to 9 am and 4 to 7 pm.</li> <li>2. The left lane on 71 or 75 should be truck prohibitive when there are more than two lanes.</li> </ol> <p>I live in Florence and work off Mason/Montgomery Rd. and travel 75/71 every day since January 1996. I have to cross the BSB by 6:30 am in the mornings to miss the delays. Try to leave work before 4:50 pm to try to keep the drive under an hour. Under normal traffic it is a 35 to 40 minute drive. Traffic and problems could be 75 to 90 minutes or even 8.5 hours one day Dec 05.</p> <p>Issues:</p> <ol style="list-style-type: none"> <li>1. Trucks in the left lane slow traffic down. If the lane stops a truck gets way behind.</li> <li>2. The south bound lanes in Kentucky from the BSB to top of hill. There is no enforcement of the truck lane restriction to keep them in the right two lanes. From 5 pm to 6:30 pm it is a crawl to get up the hill (backs up both 71 &amp; 75 north on the south bound lane for at least two miles). All lanes are full and trucks are in the left center lane and once an awhile a truck is in the left lane. At the top of the hill speeds are back to 60 mph. The new BSB WILL NOT FIX THIS PROBLEM SOUTH BOUND UP THE HILL!!! The present idea is to drop 6 to 8 lanes going south across the BSB onto 4 lanes going up the hill.</li> </ol>	<p>The Ohio-Kentucky-Indiana Regional Council of Governments performed a Truck Ban Study that was completed in 2007. It concluded that a truck ban would not be effective in terms of providing either congestion relief or safety improvements. The study further estimated that a truck ban would have a detrimental impact to the local economy given the amount of deliveries that are made within the I-275 beltway. Please refer to <a href="http://www.oki.org">www.oki.org</a> for information on that study.</p> <p>The new project is intended to include signage to direct truck traffic into the appropriate lanes. However, compliance with these signs will rely on how this policy is enforced, similar to the situation as it exists today.</p>
<p>Elizabeth</p>	<p>As a concerned Ohio resident, I support you fully in this planning. I am a commuting student at a college in Northern Kentucky and I cross over the Brent Spence Bridge everyday. It is such a dangerous section of road, and there have been several times I have been in near-accidents on the Brent Spence Bridge, especially with semi-trucks.</p> <p>Thank you for working so hard at this project.</p>	<p>Thanks for the comment. More information on the project can be found at <a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a></p>
<p>John Compton johncompton88@msn.com</p>	<p>I would like to suggest...</p> <ol style="list-style-type: none"> <li>1. Split 71/75 in KY</li> <li>2. Curve US 50 along the river to join directly up with IR71 (as if continuing on 71 you will exit at the REPLACEMENT Brent Spence Bridge) if you do not exit; you will be on US 50 (new Alignment) I could make a map if you would like.</li> </ol>	<p>Alternatives to provide new alignments for both I-71 in Kentucky and US 50 in Ohio have been studied as part of this project. However these alternatives have been eliminated from further consideration due to factors such as community impact, cost and projected travel demand.</p>

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<p>Michael K Jones mjones19@cinci.rr.com</p>	<p>I think we have a bunch of wimpy don't do a lot politicians representing us in Washington. The Greater Cincinnati/Southwest Ohio, and Northern Ky. elected Federal Congressmen and US Senators need to make this bridge project a top priority issue. I'm tired of hearing about our "fiscally conservative" reps. trying to keep government spending down, yet they vote for the biggest federal budgets and deficits that increase every year. They seem to speak about eliminating "pork barrel spending," but maybe they should be a little bit for it, and obtain the funds needed to get this job done. I think the last I heard is we are spending \$12 billion a month in Iraq. In my opinion we need politicians in Washington who are going to fight to obtain federal monies for us like some of the other "pork barrel spenders ". For example Stevens in Alaska, Byrd WVA. What have Steve Chabot and John Boehner gotten for SW Ohio? These guys need to get the funding for this project! In the meantime put a truck ban into effect. Make the trucks drop their trailers north of Cincinnati and south of Florence, load them on railroad cars and pick them up at the North or South drop off/ pick up points.</p>	<p>Though construction funding has not yet been identified, this project is considered to be the highest transportation priority in the region by the local communities involved, by both states and by the regional transportation agency, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI).</p> <p>Regarding the potential for a truck ban, OKI performed a Truck Ban Study that was completed in 2007. Essentially, it concluded that a truck ban would not effective in terms of providing either congestion relief or safety improvements. The study further estimated that a truck ban would have a detrimental impact to the local economy given the amount of deliveries that are made within the I-275 beltway. Please refer to <a href="http://www.oki.org">www.oki.org</a> for information on that study.</p>
<p>Zach feinze@email.uc.edu</p>	<p>I noticed that the membership list still lists the University of Cincinnati architecture space as "TBD." I was curious as to what the status is on that position.</p>	<p>Ron Kull is representing the University of Cincinnati on the Project Aesthetics Committee</p>
<p>Jason Reser jreser@reserbicycle.com</p>	<p>It's important to save Longworth Hall, as it is truly one of a kind and one of the only remaining vestiges of our railroad past. Building a new bridge and keeping the old one to split the traffic makes a lot of sense to me.</p>	<p>The project study area includes many historic structures, including Longworth Hall. The project has studied several alternatives to date and potential impacts to historical properties have been a major concern. It is likely that the alternatives being advanced would all have minimal impact to Longworth Hall.</p>

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<p>Richard Folden carolynfolden@aol.com</p>	<p>My house is located on the east edge of Winchell Ave, about fifty-seventy-five feet from the freeway. I would like to know what effects the plans will have on my home. At this time I get a lot of freeway noise as it is, what additional problems will this cause me in the future, I have both noise and vibration problems now. I have learned to live with it now but the extra lanes will increase the levels I am now forced to live with, will the question be answered at the April 1, 2008, meeting at Lincoln center. I want to do some remodeling to my home and yard, but if the freeway plans conflicts with them it would be a waste of my time and investment. These are just a few of my concerns.</p>	<p>It is anticipated that improvements made to I-75 in the downtown Cincinnati area will be made largely within existing rights-of-way.</p> <p>In addition, all of the alternatives being carried forward call for the conversion of Winchell Avenue into an access road to connect local traffic to I-75 northbound. This is not a major functional change from the existing condition.</p>
<p>Andrew Salach andy.salach@xtek.com</p>	<p>I own the property at 405 Western Avenue in Covington. I'd like to be updated on any future developments especially since two of the alternatives would be going through my street. When will the final plan be chosen?</p>	<p>Contact information has been added to the project list. Specific impacts to Western Avenue in Covington are not known at this time. More about these impacts will be known as the project develops and specific alignments are recommended for further study.</p>
<p>Steve Moss powershield@fues.net</p>	<p>From KY- Travel the 75/71 and 71 every weekday, Florence to Mason.</p> <p>Continuous complaint is to keep the TRUCKS out of the one or two left lane, period.</p> <p>Now- with the delays (years not months) in just the planning phase the cost will be 1.5 to 2 time any current construction estimate. At this point there are TOO many alternatives. The construction was to start in 2015 and the design (if I remember correctly) was based on the year 2020. With the delays, the bridge will be at or over capacity again by the time it is built. If you have a toll and you project the gas cost no one will be traveling over the bridge. Get the work moving faster. What ever the Feds want just get it done ASAP.</p>	<p>The new project is intended to include signage to direct truck traffic into the appropriate lanes. However, compliance with these signs will rely on how this policy is enforced, similar to the situation as it exists today.</p> <p>As the project develops, only the alternatives that best meet the evaluation criteria will be advanced. This criteria includes congestion, safety and community impacts among other factors.</p>
<p>John Matthews Email : jmatthews@optiviausa.com</p>	<p>Website was very informative. Keep up the good work!</p>	<p>Comment noted.</p>

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<p>Robert P. Harder bharder@ups.com</p>	<p>United Parcel Service, Inc. concurs with the City of Cincinnati on their opposition to Alternatives One and Two. Both alternatives appear to impact our ability to operate our business.</p>	<p>Alternative A (formerly Alternative #1) has currently been dismissed from further study. Alternative B (formerly Alternative #2) has been recommended for elimination from further study due to cost and community impact issues.</p>
<p>LH Chapman chapmanLH@aol.com</p>	<p>Please do not UNDO the huge city investments in the West End and Queensgate by putting more ramps into this community. Also, I see no point in the roundabout planned for the Western Hills Viaduct. The volume and flow of traffic at this intersection is not that much of a problem. The roundabout will cause accidents that will lead to long backups of traffic.</p>	<p>Specific alignments mentioned in this comment have either been dismissed or recommended for elimination from further study due to community impact and cost issues.</p> <p>Alternatives A and B have been met with public opposition due to the significant impact to the business community. In addition, the City of Cincinnati is currently working to develop vacant land in the path of Alternative B.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p> <p>Regarding the Western Hills Viaduct, all alternatives including roundabouts have also been removed from further consideration.</p>



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Name	Comments	Response
<p>Russ Bauer Email : russb@fuse.net</p>	<p>I would support the first alternative for the new bridge through the Queensgate area. Planners must consider the BIG picture here. This concept moves the interstate out away from the city center through a predominately industrial area and will free up land for development by the city that currently is concrete roadway. It also would allow traffic to continue through the corridor during most of the construction which will be years.</p> <p>It also addresses fixing the current I-75 mess of highway from Union Terminal to the river by streamlining the flow by straightening sections out.</p> <p>I just hope cost does not become the driver for this project. This is as important to our region as the "BIG DIG" was to Boston. If it costs a billion dollars, then that's what it costs.</p>	<p>Alternative A (formerly Alternative #1) has been dismissed from further study due to impacts to Longworth Hall.</p> <p>The Queensgate alternatives would not eliminate the existing I-75 roadway. The alternatives would move I-75 traffic onto a new alignment while the existing roadway network would be converted to serve local traffic.</p> <p>These alignments have also met with public opposition due to the significant impact to the business community. In addition, the City of Cincinnati is currently working to develop vacant land in the path of Alternative B.</p> <p>Our study indicated that the mainline alternatives being advanced provide similar or improved levels of safety and congestion relief, while having significantly less impact to local communities.</p>
<p>Ralph Lodewick</p>	<p>As I understand it, the Ohio River is part of KY. I am sick and tired of seeing one report after another regarding how great KY's business environment is. To see ODOT involved in this project bugs me.</p> <p>Let the KYTC figure this out, it's their bridge after all. They have to give as much as they get. They can suburbanize the Newport Riverfront with strip malls, etc...but when the going gets tough (Brent Spence) who do they turn to? Ohio, Ohio, Ohio.</p> <p>Let's quit giving away the store. We should see if KY can become more than a parasite.</p>	<p>The study area for the project is 7.3 miles in length and runs from Dixie Highway on the south to the Western Hills viaduct on the north. The approach work necessary to complete this project on this Ohio side is every bit as complicated as work on the actual bridge structure.</p> <p>Given the nature of this project, and the customers using it to access the region, it is essential that both states work together so that the project provides the best possible traffic efficiency and safety given its numerous constraints.</p>

**Website Comment/Feedback Forms  
August 2007 – June 2008**

Name	Comments	Response
<p>Steve Pillion ppcofc@hotmail.com</p>	<p>I chose "others", as this idea kind of crosses all borders. Have there been any suggestions of implementing either solar panels, or wind turbines on the top of the bridge? This idea may be aesthetically appealing if implemented with a design in the turbine. With the river being in a valley wind turbines should catch plenty of wind to generate energy. Solar panels would capture the rays on any sunny day (obviously).</p> <p>If implemented correctly, none of this should be a distraction to drivers.</p> <p>Other than generating "green power", this could possibly generate funding to pay for the bridge. Since you are generating power and not necessarily using any, other than lights at night and such, the electric company would be supplying refunds for the bridge power and thus paying for at least a portion of the bridge itself. Once the bridge is paid off, the money could then go to the State government, or better yet the Cincinnati and Covington governments to pay for future road repairs, or general government funding. Any way, that is my idea, so thanks for reading it.</p>	<p>At this point in project development, ODOT and KYTC are working to determine a general project alignment to be designed in more detail as the project moves forward in the project development process. A determination of the specific type of bridge will be made at that time.</p> <p>Similarly, any specifics about bridge design and innovative funding alternatives of this nature will be considered at a later time in project development.</p> <p>Public and community input is encouraged in all phases of project development as it moves forward.</p>
<p>Robert Fox rfox738@yahoo.com</p>	<p>Consider separating the highway (75, 71) into separate lanes for trucks and separate lanes for cars. If 2 bridges are used, one for trucks and one for cars. This will contribute to safety, as well as improve traffic flow across the bridge.</p>	<p>Separating traffic as discussed in this comment would be very costly in terms of providing two parallel roadways that essentially serve traffic for similar destinations. Costs and the potential for community would increase as duplicate exit ramps, requiring more land would be needed.</p> <p>The alternatives currently being considered involve the separation of local and regional traffic. This configuration would eliminate lane weaving and allow for more efficient flow of traffic, while keeping local access points consistent with those available in the existing roadway network.</p>

**Website Comment/Feedback Forms  
August 2007 – June 2008**

Name	Comments	Response
Adam Curry adamcurry@gmail.com	As a concerned citizen that lives in Cincinnati and who is always thinking of better ways to handle situations, has anyone given the proposed the idea of extending the light railway across the either the new bridge, or the existing BSB? I know that that project is also a ways away from completion, but as for someone who lives close to downtown, it would be quite a treat for tourism and shopping if we could freely travel from one side of the river to the other without driving. Also, as a Bengals season ticket holder, I know that many people park on the other side of the river and walk over, it could help business on both sides of the river if there was an easy method of travel.	Current rail transportation plans within the region have identified a potential Ohio River crossing adjacent to the Clay Wade Bailey bridge.

**Comments Received at Public  
Hearing Held by City of Cincinnati on  
June 24, 2008**

## **APPENDIX B**

### **Written Testimony Received at June 24, 2008 Public Hearing**

June 24, 2008

Thanks for having this meeting for the Brent Spence Corridor section.

200800856

My name is Jenny Edwards and I emphasize my role as a private citizen more than representing a group. However, my service in this community is as both the elected Corresponding Secretary for the West End Community Council and the presiding officer of the Dayton Street Neighborhood Association. In the former capacity my chairmanship is of the Safety Committee. Both the WECC representation of Section 106 (Historical) Consulting Parties group. and the Advisory Committee are now part of my work for the council. Mr. Norman Kattelman also serves on the Historical Consulting parties.

We are seated in an area here on the edge of The West End and of the Queensgate area. While West End provides people power and clients with buying power to the economy of the Queensgate area, Queensgates reciprocates with daily basic needed business like gasoline dealers, banking, credit unions, auto dealers, several restaurants, an employment opportunities through 40 plus employers across the street in the, I believe it's the 644 Linn Building. We do not take for granted their placement, as, in the West End, it seems like we are heartened to hear we have business districts, only to be told that there is really not way to activate them in such a "tired" group as the West Endies, or households with lower economic impact. Much of that thought will change in the next 2-3 years.

We are glad to see that city council has taken a stand against the first two routings that seem to take aim at the majority of power businesses that have a positive reciprocal relationship to the West End Neighbors. We hope that the other 5 ideas can be designed to avoid our business base along the local freeway.

The final matter of design I would like to address is that, because we have so many access points into and out of the West End we often seem like the easiest entrance and exit community for dealers in matters associated with crime. Our neighborhood of the West End features too many "quick visitors" to the West End bearing Kentucky and Indiana License plates to score matters that do not allow the community to prosper.

If the designers that be can pair with out local District One and Capt. Theresa Theegte and Chief Thomas Streicher, Local Sheriff's department directed by Sheriff Simon Leis, And the state's of Ohio and Kentucky's Highway patrols to look at these matters to pinch off some of these easier routings, perhaps some of the traffic of "illegal trafficking" be lessened.

Again, we greatly appreciate Councilmember Qualls and her team, slong with all officials gathered here this evening for giving us an ear for these matters.

Sincerely,

Jenny Edwards  
818 Dayton Street #1W  
Cincinnati, Ohio 45214-2293 cell 513-374-0463

# City of Cincinnati



Department of City Planning

Two Centennial Plaza  
Suite 700  
805 Central Avenue  
Cincinnati, Ohio 45202  
Phone (513) 352-4851  
Fax (513) 352-4853

June 24, 2008

## Brent Spence Bridge Alternatives

Charles C. Graves III  
Director of City Planning

### Comments:

*See attached,*

*Speaking comments will be  
briefed,*

### Contact Information: Name/Address/Phone/e-mail:

*Jerry Edwards*

*818 Dayton Street #1 Cincinnati OH 45214-2293*

*513-384-4056 1374-0463*

Send comments to: Steve Briggs  
Senior City Planner  
City Planning Department  
Centennial Plaza Two  
805 Central Avenue, Suite 700  
Cincinnati, Ohio 45202

513-352-4840  
513-352-4853 [FAX]  
[steve.briggs@cincinnati-oh.gov](mailto:steve.briggs@cincinnati-oh.gov)



619 Linn Street • Cincinnati, OH 45203  
(513) 721-5503 • (513) 721-5519 Fax

20080857

June 23, 2008

Roxanne Qualls  
Cincinnati City Council  
801 Plum Street  
Cincinnati OH 45202

RE: Brent Spence Bridge  
Access Route Proposals # 1 and #2

Dear Council Member Qualls,

Hello. My name is Pat O'Callaghan, Jr., and I am the president of Queensgate Foodservice, an employee-owned, Cincinnati-based, independent foodservice distributor. We have approximately 90 employee/ owners, some of whom also live within the "Empowerment Zone." Thank you for giving me the opportunity to offer input in to this important decision, which will have profound ramifications for me and my partners.

As a \$50-million distributor, we are a seven-day-a-week operation, and on any given morning we have from 15 to 25 full trucks and vans leaving our facility, en route to the finest restaurants, hotels, caterers, country clubs, and other operations in Ohio, Kentucky, and Indiana. Additionally, we have 15 salespeople who are constantly driving from between our facility and their customers throughout Greater Cincinnati.

I have personally worked in Queensgate since the early nineties, and I am therefore very familiar with the neighborhood. That is why we chose our current location when we founded the company in 1999, despite having other, potentially more financially lucrative opportunities to locate in the suburbs or Northern Kentucky. We even proudly named our company after the neighborhood. The centrality of our location, as well as our quick and easy, 24/7 access to major highways, makes us uniquely suited to serve our hundreds of wonderful customers in all directions from downtown Cincinnati.

This easy access to the highways is absolutely essential to the feasibility of our operation, particularly in the era of \$4-plus gas prices. Access Route Proposals #1 and #2 would cause major disruption to our operations. These options would add significant costs to our operations, putting us at a competitive disadvantage to larger competitors located away from the center of the city, and eventually endangering the viability of our employee-owned company.

There are several other businesses in Queensgate who have relatively similar operations, and who will surely experience similar difficulties as a result of the proposed changes in alternatives #1 and #2. The employee/ owners of Queensgate Foodservice are opposed to Access Route Proposals #1 and #2, and we ask that you consider less harmful proposals.

Thank you again for allowing our input in to this matter. We look forward to continuing this discussion, in order to find a healthy long-term plan for the placement of the bridge.

Sincerely,

Pat O'Callaghan, Jr.  
CEO  
Queensgate Foodservice  
513.470.1000 (cell)



# Management Group, Ltd.

710 Mt. Hope Ave., No. 4, Cincinnati, OH 45204-1420

Phone: (513) 251-9444

Fax: (513) 786-8300

June 20, 2008

200800858

Roxanne Qualls  
Cincinnati City Council  
801 Plum Street  
Cincinnati OH 45202

RE: Brent Spence Bridge Access Route Proposals # 1 and #2

Dear Council Member Qualls,

As a property owner in Lower Price Hill, I'd like to express my concerns regarding Access Route Proposals #1 and #2.

The I-75/I-71 corridor through Cincinnati and Northern Kentucky serves as a primary commercial artery moving people and goods and generating economic benefit for Queensgate. In the planning for reconstruction and potential realignment of the Brent Spence Bridge, there are two alternatives—#1 and #2—with which we take issue.

We respect it is very likely that no "ideal" alternative exists that can deliver the greatest access, convenience and safety without any changes that would impact our businesses. However, these two alternatives fail minimal tests of maintaining or enhancing current access to Queensgate and Lower Price Hill.

It is the combination of impacts represented by Alternatives #1 and #2 that inform my opposition:

- a) *the two alternatives reduce number and position of off-ramps to Queensgate and Lower Price Hill, impeding accessibility; positioning of ramps could impact property owners and impede future development of their property.*
- b) *with fewer direct access points to I-75, traffic (especially truck traffic) would clog surface streets for longer distances, slowing local traffic, contributing to pollution from exhaust at slow or idling speeds, and discouraging pedestrian traffic.*
- c) *in business, time is money; with more time required to exit off the expressway and arrive at the destination for business transactions, productivity suffers.*

These two alternatives should be permanently removed from consideration for their negative impact on both current and future economic development in Queensgate and Lower Price Hill.

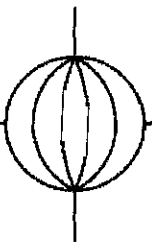
We urge the City of Cincinnati to continue work on identifying an optimal solution that maintains and enhances mobility, access and safety in support of Queensgate's and Lower Price Hill's economic development.

Sincerely,



William J Burwinkel  
Managing Member  
Management Group, LLC  
513-265-6083

cc: Holly Childs, Director Dept of Economic Development  
Milton Dohoney, City Manager  
Honorable Mark Mallory, Mayor  
Chris Bortz, Chair Economic Development Committee  
Eileen Enabnit, Director Dept of Transportation & Engineering



NATIONAL MARKETSHARE GROUP inc.

200800859

June 20, 2008

Roxanne Qualls  
Cincinnati City Council  
801 Plum Street  
Cincinnati OH 45202

RE: Brent Spence Bridge Access Route Proposals # 1 and #2

Dear Council Member Qualls:

As President of National Marketshare Group inc I'd like to express my concerns regarding Route Proposals #1 and # 2. The I-75/I-71 corridor through Cincinnati and Northern Kentucky serves as a primary commercial artery moving people and goods and generating economic benefit for Queensgate lower Price Hill. In the planning for reconstruction and potential realignment of the Brent Spence Bridge, there are two alternatives—#1 and #2—with which we take issue.

We respect it is very likely that no "ideal" alternative exists that can deliver the greatest access, convenience and safety without any changes that would impact our businesses. However, these two alternatives fail minimal tests of maintaining or enhancing current access to Queensgate and Lower Price Hill.

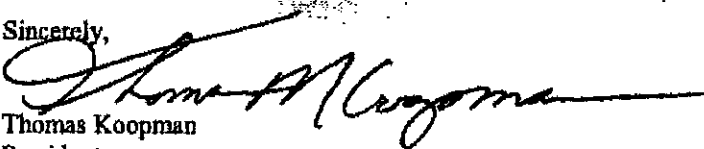
From our viewpoint—it is the combination of impacts represented by Alternatives #1 and #2 that cause our opposition:

- a) *the two alternatives reduce number and position of off-ramps to Queensgate and Lower Price Hill, impeding accessibility; positioning of ramps could impact property owners and impede future development of our Business and property.*
- b) *with fewer direct access points to I-75, traffic (especially truck traffic) would clog surface streets for longer distances, slowing local traffic, contributing to pollution from exhaust at slow or idling speeds, and discouraging pedestrian traffic.*
- c) *in business, time is money; with more time required to exit off the expressway and arrive at the destination for business transactions, productivity suffers.*

These two alternatives should be permanently removed from consideration for their negative impact on both current and future economic development in Queensgate and Lower Price Hill.

We urge the City of Cincinnati to continue work on identifying an optimal solution that maintains and enhances mobility, access and safety in support of Queensgate's and Lower Price Hill's economic development.

Sincerely,

  
Thomas Koopman  
President  
[Tom.k@nmsg.com](mailto:Tom.k@nmsg.com)  
513-244-8049

cc: Holly Childs, Director Dept of Economic Development  
Milton Dohoney, City Manager  
Honorable Mark Mallory, Mayor  
Chris Bortz, Chair Economic Development Committee  
Eileen Enabnit, Director Dept of Transportation & Engineering

CORPORATE HEADQUARTERS  
2155 West Eighth Street Cincinnati, Ohio 45204-2051  
[www.nmsg.com](http://www.nmsg.com)

Cincinnati USA Regional Chamber  
Comments on the Proposed Alternatives for the Brent Spence Bridge  
Presented to  
The Transportation and Infrastructure Subcommittee  
Cincinnati City Council

These Comments Presented By:

Tom Ewing

Sr. Legislative & Policy Analyst  
Cincinnati USA Regional Chamber  
June 24, 2008

200800860

Councilmember Roxanne Qualls and Members of the Transportation and Infrastructure Subcommittee:

Good evening.

My name is Tom Ewing and on behalf of the Cincinnati USA Regional Chamber I appreciate the opportunity to participate in this evening's hearing and to comment on some of the critical topics inherent in the right-of-way (ROW) decisions for the I-75/Brent Spence Bridge project.

The Cincinnati USA Regional Chamber is the region's largest business organization. The Chamber has over 5500 private and public sector members. The functioning of the Brent Spence Bridge and the I-75/I-71 interstate corridors are critical to thousands of the Chamber's business members, from small one-person shops to some of our nation's largest corporations, such as Toyota, UPS and GE Aircraft Engines.

In addition, the development and redevelopment of the cities of Cincinnati and Covington are imperatives for our Chamber. This is a region with a great riverfront and great riverfront development. That infrastructure is important for the success of everyone who lives and works here. Therefore, the decisions and progress with the Brent Spence Bridge must complement and enhance the special aesthetics that characterize great river cities and the opportunities for older American cities to change and grow and remain vibrant and attractive in a modern world economy.

These complicated urban interests form a complex context for an interstate bridge project. We have to take full advantage of new opportunities while retaining and strengthening our unique local attributes. We appreciate your awareness of these challenges and your close attention to making the best possible decisions – decisions that enhance and improve local and regional transportation as well as more proximate, but nevertheless critical, issues pertaining to urban development, economies and quality of life.

300 Carew Tower  
4-4 Civic Center  
Cincinnati, Ohio 45202-2212  
phone 513 579-3100  
fax 513 579-3001

For reasons detailed below, the Cincinnati USA Regional Chamber supports the City of Cincinnati's request to forego further analysis of Brent Spence Bridge Right-of-Way Alternatives 1 and 2 – sometimes referred to as the “Queensgate bridge” alternatives. Our support for the City's request is based on the following observations:

- A “Queensgate bridge” would split Queensgate in two.
- The Queensgate alignments (1 & 2) are projected to impact 183 businesses and residences. Conversely, Alternatives 3 and 4 are projected to affect 123 and 133 commercial and residential properties, respectively. This is a part of our City due for new development and opportunity. We want to keep those opportunities intact.
- It's likely that a “Queensgate bridge” is more costly than Alternatives 3 & 4.
- A “Queensgate bridge” raises the unacceptable prospect of a second interstate right-of-way adjacent to downtown, since the original ROW would remain in use.
- The idea of an elevated, interstate structure in a dense urban landscape is a throwback to transportation “solutions” that communities all across the country are struggling to replace. This project can remain in the existing ROW.

A decision to end additional work on two of four Alternatives raises questions as to whether the two remaining Alternatives can meet the project's official Purpose and Need, which are listed below:

- Improve traffic flow and level of service;
- Improve safety;
- Correct geometric deficiencies; and,
- Enhance connections to key regional and national transportation corridors.

A review of the “Alternatives Comparison Matrix” in Appendix D of the Brent Spence Bridge Planning Study Report (September 2006) shows that Project and Need are not compromised nor reduced by a decision to exclude Alternatives 1 & 2. Alternatives 3 & 4 can provide the required transportation benefits pertaining to “congestion mitigation”, “safety” and “engineering.” It's also important to point out that Alternatives 3 & 4 have more favorable construction cost estimates than Alternatives 1 & 2.

In conclusion –

- This project needs to stay within the existing ROW, a location with fewest impacts.
- The aesthetic, human-scale impacts of a Queensgate bridge are reasons enough to end further analysis of Alternatives 1 and 2.
- Alternatives 1 and 2 do not present outstanding benefits for congestion mitigation, safety or cost.
- This project's Purpose and Need can be met with Alternatives 3 & 4.

On behalf of the Chamber I appreciate the chance to comment. We hope that by excluding two Alternatives this process can move more quickly and that limited planning resources can be used most efficiently. I would be happy to respond to any questions about the Chamber's comments and priorities.

(end)



W X I X · C I N C I N N A T I

19 Broadcast Plaza  
635 West 7th Street  
Cincinnati, Ohio 45203

513.421.1919  
www.FOX19.com

200800861

June 19, 2008

Roxanne Qualls  
Cincinnati City Council  
801 Plum Street  
Cincinnati OH 45202

RE: Brent Spence Bridge Access Route Proposals # 1 and #2

Dear Council Member Qualls,

My name is John Long, and I am the Vice President and General Manager of FOX19. As a broadcast television station and news operation located in the Queensgate Area, in the Historic Stowe School Building, FOX19 has a major interest in the continued strength and development of the Queensgate section of Cincinnati.

The I-75/I-71 corridor through Cincinnati and Northern Kentucky serves as a primary commercial artery moving people and goods and generating economic benefit for Queensgate. In the planning for reconstruction and potential realignment of the Brent Spence Bridge, there are two alternatives—#1 and #2—with which we take issue.

We respect it is very likely that no “ideal” alternative exists that can deliver the greatest access, convenience and safety without any changes that would impact our businesses. However, these two alternatives fail minimal tests of maintaining or enhancing current access to Queensgate.

The I-75/I-71 Corridor is a major artery for the news professionals at FOX19. Alternatives #1 and #2 reduce number and position of off-ramps to Queensgate, which would limit the ability of FOX19’s news crews to access major parts of the Cincinnati area on which they report, and would increase the amount of time required for news people to reach breaking news locations.

With fewer direct access points to I-75, traffic (especially truck traffic) would clog surface streets for longer distances, slowing local traffic, contributing to pollution from exhaust at slow or idling speeds, and discouraging pedestrian traffic. This increased traffic could also negatively impact the safety of both pedestrians and drivers in the Queensgate area.

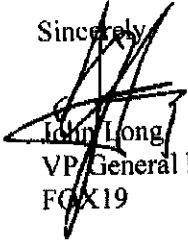
As you are aware, in business, time is money; with more time required to exit off the expressway and arrive at the destination for business transactions, productivity suffers. It could also negatively impact client relationships, so vital to the television business, if FOX19’s location is more difficult and time consuming to reach.

These two alternatives should be permanently removed from consideration for their negative impact on both current and future economic development in Queensgate.

**RAYCOM**  
Media

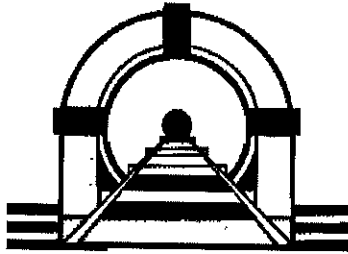
We urge the City of Cincinnati to continue work on identifying an optimal solution that maintains and enhances mobility, access and safety in support of Queensgate's economic development.

Sincerely,



John Long  
VP General Manager  
FGX19

2 00800862



# QUEENSGATE BUSINESS ALLIANCE

COMMENTS BY JIM OLMAN, BOARD CHAIR--QUEENSGATE BUSINESS ALLIANCE

6/24/08 PUBLIC HEARING ON BRENT SPENCE BRIDGE ACCESS

+My name is Jim Olman. I'm a real estate broker and developer, representing Olman & Company and Queensgate South; and I appear in my capacity as board chair for the Queensgate Business Alliance.

+Queensgate Business Alliance represents over 40 entities active in Queensgate--businesses that have chosen Queensgate as their business address for, among other attributes, its easy access to I-75.

+For Queensgate, what these Alternative Access Routes #1 and #2 boil down to is FLOW.

+It's about traffic flow-- constant, free of congestion, safe, well-lighted and well-marked, properly maintained thoroughfares that contribute to commercial activity. These two Alternatives would significantly reduce the number of on-off ramps, which reduces accessibility, forces more traffic to idle on surface streets, slowing things down and causing congestion. This is not good for the second element of our FLOW--cash flow.

+Traffic flow generates cash flow--whether it's customers to the Frisch's on Eighth & Freeman, to the Ramada which is the site of this hearing, or to the Dalton Ave. Post Office, or visitors to the Museum Center, or Butternut Bread Trucks or Queensgate FoodService semis making their deliveries--it's about commerce, customers, dollars and cents. And how much 'sense' would it make to take away multiple access points and slow down the flow of traffic? Then you slow down and even eliminate cash flow and that's bad for business.

We do not want businesses, employees, customers and traffic to leave Queensgate because getting here is just too difficult due to restrictions to traffic flow. There are other alternatives under review that would maintain or enhance traffic flow AND cash flow.

+These other alternatives should be considered for how they enhance access and traffic flow without increasing congestion and impeding commerce. These alternatives deserve our attention.

+In Queensgate, our motto is "Business Done Here." Business is all we are and all we do. Restricting traffic flow restricts our cash flow, and the only alternatives worthy of serious consideration for I-75 access are those that help more business 'get done here'.

Thank you!



20090086-3

**Written Statement to the City of Cincinnati  
Subcommittee on Transportation and Infrastructure  
Regarding Brent Spence Bridge Project Alternatives**

**Presented by Sandra Shipley  
Vice President of Exhibits and Museum Planning**

**June 24, 2008**

Chairwoman Qualls and members of the Subcommittee, thank you for the opportunity to present Cincinnati Museum Center's views and position on the Brent Spence Bridge Project, specifically regarding Alternatives #1 and #2. We respectfully request that this written statement be accepted into the record.

Over the past several years, Cincinnati Museum Center at Union Terminal (CMC) has drawn 1 to 1.2 million visitors to Queensgate annually – in fact, Museum Center's visitorship exceeds that of any other museum in the State of Ohio. In 2002, an economic impact study conducted by the University of Cincinnati rated Museum Center with a total economic impact (in 2001 dollars) of \$75.6 million annually, which generated \$25.7 million in household income and supported 1,121 full- and part-time jobs regionally. Cincinnati Museum Center directly employs 165 FTE's and 135 PPE's (32 hrs or less per week), and each year has more than 67,892.40 volunteer hours donated by more than 750 active volunteers to the institution. Additionally, Museum Center's activities generated more than \$1.9 million (in 2001 dollars), annually, in income, property, and sales tax revenues for Hamilton county, the City of Cincinnati and other taxing jurisdictions within the county.

Cincinnati Museum Center is an important year-round employer and visitor destination for the City and region. For purposes of the Brent Spence Project Alternatives discussion, it is important to review current access, and its challenges, to the institution. Current access to Museum Center from I-75 is hampered in the following ways:

- North Bound, I-75: No direct access to Ezzard Charles Drive or Western Avenue. Patrons are instructed to exit on St. Rt. 50 and then to Linn Street, travelers must then wind their way through Queensgate to our entrance on Western Avenue.
- South Bound, I-75: Signed access to Western Avenue is direct, however, a more direct (and dangerous) access point is the Ezzard Charles Drive exit, which some patrons use.



Understanding that there are no perfect solutions for the I-75 Brent Spence Bridge redevelopment project, after carefully reviewing all the alternatives presented, Cincinnati Museum Center supports those plans that (overall):

- Improve access to Ezzard Charles Drive, to and from North and South bound I-75;
- Utilize the collector/distributor system to provide more direct and safer access to Union Terminal, Queensgate and the West End. This is an important necessity for Museum Center's patrons, as well as for other area businesses and residents; and
- Facilitate the use of clear signage for all Downtown Cincinnati exits, including to major arts, cultural and other "destinations".

Given this criteria, Cincinnati Museum Center supports project Alternative #4, with Arterial Improvements Sub-Alt #2. The new Collector/Distributors provide more direct and safer access for our visitors from both North and South on I-75. This is an important necessity for CMC's patrons as well as those businesses and residents located in Queensgate and the West End. This access is more direct and eliminates the current circuitous access through Queensgate for North Bound traffic.

Cincinnati Museum Center has deep concerns and reservations about Alternatives #1 and #2. We do not support pursuing these Alternatives, as they would result in catastrophic negative impacts for both Queensgate and Cincinnati Museum Center. Situating a bridge, as described in these options, would precipitate the loss of jobs, business opportunities and impact the region with loss of earnings and property taxes. Furthermore, Cincinnati Museum Center's Geier Collections and Research facility is located at 5<sup>th</sup> and Gest Streets – this area would be most impacted by the new bridge construction that Alternates #1 and #2 proposes. This facility was identified in the *Red Flag Summary Report* and, while not historic, it is a vital part Museum Center's operation.

While bridge construction itself is many years away, it is difficult to assess how the planning and future development of the Queensgate area will evolve. However, certain assumptions can be made through current operations and initiatives in the region. For example, Union Terminal is currently the hub for Cincinnati's AMTRAK traffic on the Cardinal (DC to Chicago) line. While this traffic is currently limited, the plans for future increased use of passenger rail should be an important consideration (from the aspect of access points along the I-75 corridor).

In Summary, Cincinnati Museum Center is opposed to the continued consideration of Brent Spence Bridge Alternates #1 and #2. The proposed Alternate that most meets Museum Center's needs is Alternate #4, with Arterial Improvements Sub-Alt #2, because of it's improved access to Ezzard Charles Drive and Queensgate from both North and South bound I-75.

Media Inquiries:  
Rodger Pille, Director of Media Relations  
(513) 287-7054

June 24, 2008

200800864

Chairwoman Qualls and Members of the Subcommittee:

Good evening, I am Chip Wood, Vice President Business and Community Relations for Duke Energy Ohio and Duke Energy Kentucky. Thank you for the opportunity to provide input regarding the replacement of the Brent Spence Bridge to the City of Cincinnati Transportation and Infrastructure Subcommittee.

Duke Energy recently completed an analysis of the impact that each bridge alternative might have on the electric and gas infrastructure serving Greater Cincinnati. While all of the alternatives being considered will have significant impact on Duke Energy's existing infrastructure, the construction and relocation costs and reliability risks associated with the Queensgate alternatives (1 and 2) are significantly higher than the other alternatives

For these reasons, Duke Energy opposes Alternatives 1 and 2.

Duke Energy currently has four transmission lines that cross the Ohio River into the Queensgate area. These lines are critical for Duke Energy to provide reliable electric service to downtown Cincinnati and Northern Kentucky. Alternatives 1 and 2 will require the relocation of these transmission lines which will add millions to the bridge replacement project. In addition, we do not see any clear options as to how we can reroute the lines during the construction period in a way that will ensure reliable service for the area.

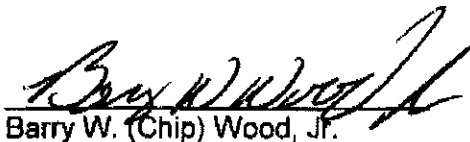
I would like to share a few highlights of the incremental costs associated with the Queensgate alternatives.

- Alternative 1 requires the relocation of four transmission lines currently crossing the Ohio River and two additional spans that connect these lines to the West End substation located adjacent to the existing Brent Spence Bridge. In addition, this alternative requires the relocation of the West End Substation. The cost difference for Alternative 1 versus Alternatives 3 or 4 is estimated to be \$20MM if the lines are replaced with overhead lines but could escalate to approximately \$65MM if these transmission lines are either buried or attached to the bridge for aesthetic reasons.
- Alternative 2 requires the relocation of four transmission lines crossing the river, but does not require the relocation of West End Substation. The cost difference for Alternative 2 versus Alternatives 3 or 4 is approximately \$2MM if the lines remain overhead and escalates to \$45MM if the lines are buried or attached to the bridge for aesthetic reasons.

In conclusion, I ask on behalf of Duke Energy that these costs and impact to reliability be considered when determining a final alternative for the Brent Spence Bridge project. I have included in each of your packets an Appendix of the required work and preliminary cost estimates for each of the alternatives, a map of our gas and electric facilities currently in use in Queensgate and adjacent to the existing Brent Spence Bridge and a letter outlining our position.

Thank you again for the opportunity to speak on this matter. We look forward to working closely with all stakeholders as this project progresses.

Respectfully submitted,



Barry W. (Chip) Wood, Jr.  
VP, Business and Community Relations  
Duke Energy OH & KY



*BARRY W. (CHIP) WOOD*  
*Vice President*  
*Business and Community Relations*

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June 24, 2008

Transportation and Infrastructure Subcommittee  
Cincinnati City Council  
801 Plum St., Rm. 352  
Cincinnati, OH 45202

Chairwoman Qualls and Members of the Committee:

Duke Energy appreciates the opportunity to provide input to the City of Cincinnati regarding the Brent Spence Bridge Alternatives. Duke Energy recently completed an initial assessment of the cost and reliability impact for each of the various alternatives still under consideration. While all four of the alternatives being considered will have significant impact on Duke Energy's existing infrastructure, the incremental costs and reliability risks associated with the Queensgate Alternatives (Alternatives 1 and 2) are significantly higher. For these reasons, Duke Energy opposes Brent Spence Bridge Alternatives 1 and 2.

I have included an overview of the impact each alternative would have on Duke Energy's infrastructure so it may be considered when determining a final alternative. A map of our gas and electric facilities currently in use in Queensgate and adjacent to the existing Brent Spence Bridge is included. We have also provided an overview of the required work and preliminary cost estimate to relocate these facilities in kind. These have been prepared for each of the alternatives being considered (Appendixes A, B, C and D) using customary and ordinary replacement in kind. No betterments or improvements are included, nor are any right of way costs. Attachments that provide a visual representation of how the alternatives affect Duke Energy are also included.

In summary, Duke Energy estimates the costs associated with the various alternatives to be:

**Alternative 1: \$42,000,000 to \$87,000,000**

Low end assumes:

**Queensgate Bridge;** four (4) overhead transmission lines (consisting of three (3) 138KV circuits & one (1) 69KV circuit) will cross over the new Queensgate bridge at various locations over the Ohio River and two (2) transmission lines (consisting of one (1) 138KV circuit & one (1) 69KV circuit) will cross over new Queensgate bridge in Ohio.

**New bridge adjacent to the Brent Spence Bridge;** West End Substation adjacent to existing Brent Spence Bridge and four (4) transmission lines (consisting of two (2) overhead 138KV circuits & two (2) underground 138KV circuits) will need to be relocated.

High end assumes:

**Queensgate Bridge;** four (4) transmission lines (consisting of three (3) 138KV circuits & one (1) 69KV circuit) will be placed in conduit attached to the new Queensgate bridge or buried in conduit under the Ohio River;

**New bridge adjacent to the Brent Spence Bridge;** West End Substation adjacent to existing Brent Spence Bridge and four (4) transmission lines (consisting of two (2) overhead 138KV circuits & two (2) underground 138KV circuits) will need to be relocated.

June 24, 2008

**Alternative 2: \$24,000,000 to \$67,000,000**

Low end assumes:

**Queensgate Bridge;** four (4) overhead transmission lines (consisting of three (3) 138KV circuits & one (1) 69KV circuit) will cross over the new Queensgate bridge at various locations over the Ohio River and two (2) transmission lines (consisting of one (1) 138KV circuit & one (1) 69KV circuit) will cross over new Queensgate bridge in Ohio.

High end assumes:

**Queensgate Bridge;** four (4) transmission lines (consisting of three (3) 138KV circuits & one (1) 69KV circuit) will be placed in conduit attached to the new Queensgate bridge or buried in conduit under the Ohio River;

Other:

Alternative 2 has an exit ramp going over the south car port, vehicle garage and parking lot at Duke Energy's Queensgate facility.

**Alternative 3: \$22,500,000**

**New bridge adjacent to the Brent Spence Bridge;** West End Substation adjacent to existing Brent Spence Bridge and four (4) transmission lines (consisting of two (2) overhead 138KV circuits & two (2) underground 138KV circuits) will need to be relocated.

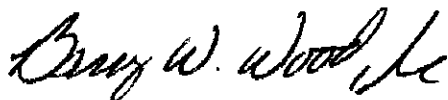
**Alternative 4: \$22,500,000**

**New bridge adjacent to the Brent Spence Bridge;** West End Substation adjacent to existing Brent Spence Bridge and four (4) transmission lines (consisting of two (2) overhead 138KV circuits & two (2) underground 138KV circuits) will need to be relocated.

Please note that these estimates are based on 2008 construction costs and are not based on detailed engineering plans or actual construction bids. Our historical escalation rates over the past three years have been 30% per year and we anticipate future escalation rates to be 15% per year.

We sincerely appreciate the opportunity to be involved in this process of finding a proposed alternative for the Brent Spence Bridge. Duke Energy looks forward to working in partnership with ODOT, KyTC and the local governmental entities in Ohio, Kentucky and at the federal level. Our goal is to work with our community leaders to develop the best alternative for this important project. We welcome the opportunity to review the various alternatives and assist in finding solutions that can work best for all stakeholders. Should you need any additional details, please contact me at 513-419-5450.

Sincerely,



Barry W. (Chip) Wood, Jr.  
Vice President, Business and Community Relations  
Duke Energy Ohio and Duke Energy Kentucky

Attachments

**Alternative 1:**

New Bridge built through Queensgate and a new bridge just west of the existing Brent Spence Bridge

See Attachments

Drawing Option 1A: Transmission lines overhead crossing over new Queensgate Bridge

Drawing Option 1B: Transmission lines in conduit attached to new Queensgate Bridge

Drawing Option 1C: Transmission lines cross Ohio River underground

All the above Options also include relocating Duke Energy's West End Substation adjacent to the existing Brent Spence Bridge and four (4) transmission lines (consisting of two (2) overhead 138KV circuits & two (2) underground 138KV circuits) on our existing property. This will allow the room required for the new bridge adjacent to the Brent Spence Bridge.

**Impact to Duke Energy:**

- All substation and transmission line work will need to be completed before bridge construction can start. Project duration will be 24 to 30 months for engineering, procurement of materials and construction.
- Duke Energy loses existing property for future expansion relocating the West End Substation.

**Transmission:**

Option 1A: Transmission lines overhead crossing over new Queensgate Bridge

- **Queensgate Bridge** ; four (4) overhead transmission lines (consisting of three (3) 138KV circuits & one (1) 69KV circuit) will cross over the new Queensgate bridge at various locations over the Ohio River and two (2) transmission lines (consisting of one (1) 138KV circuit & one (1) 69KV circuit) will cross over new Queensgate bridge in Ohio.
- **New bridge adjacent to the Brent Spence Bridge**; four (4) transmission lines (consisting of two (2) overhead 138KV circuits & two (2) underground 138KV circuits) will need to be relocated.

Option 1B: Transmission lines in conduit attached to new Queensgate Bridge

- **Queensgate Bridge** ; four (4) transmission lines (consisting of three (3) 138KV circuits & one (1) 69KV circuit) will be placed in conduit attached to the new Queensgate bridge. The conduit design and additional weigh and safety requirements must be added into the bridge design.
- **New bridge adjacent to the Brent Spence Bridge**; four (4) transmission lines (consisting of two (2) overhead 138KV circuits & two (2) underground 138KV circuits) will need to be relocated.

Option 1C: Transmission lines cross Ohio River underground

- **Queensgate Bridge** ; four (4) transmission lines (consisting of three (3) 138KV circuits & one (1) 69KV circuit) will be buried in conduit under the Ohio River;
- **New bridge adjacent to the Brent Spence Bridge**; four (4) transmission lines (consisting of two (2) overhead 138KV circuits & two (2) underground 138KV circuits) will need to be relocated.

**Distribution:**

- Approximately 21 transmission/distribution poles will need to be relocated on Crescent and Western on the Kentucky side of the Ohio River. There does not appear to be a place to relocate these lines due to existing development.
- Approximately 12 transmission/distribution poles will need to be relocated in the Queensgate area

**Substations**

- The existing West End substation adjacent to the Brent Spence Bridge will need to be relocated west on Duke Energy's property to accommodate the new bridge to be built just west of the existing bridge.
- Additional overhead to underground substations will be required if transmission lines are not allowed to cross over the new Queensgate bridge.

**Right-of-Way**

- The estimates do not include right of way, land acquisition costs, or temporary access during construction. Duke Energy will required dedicate right of way under its transmission lines as well as access on public rights of way for utility poles and cable. See attachments for right of way requirements. Transmission right of way requires 150' width.

**Estimated Costs:**

Option 1A:	Transmission lines overhead crossing over new Queensgate Bridge	\$42,000,000
Option 1B:	Transmission lines in conduit attached to new Queensgate Bridge	\$72,000,000
Option 1C	Transmission lines cross Ohio River underground	\$87,000,000

## Appendix B

### Alternative 2:

New bridge built through the Queensgate area.

#### See Attachments

Drawing Option 2A: Transmission lines overhead crossing over new Queensgate Bridge

Drawing Option 2B: Transmission lines in conduit attached to new Queensgate Bridge

Drawing Option 2C: Transmission lines cross Ohio River underground

#### Impact to Duke Energy:

- All substation and transmission line work will need to be completed before bridge construction can start. Project duration will be 24 to 30 months for engineering, procurement of materials and construction.
- Alternative 2 has an exit ramp going over the south car port, vehicle garage and parking lot at Duke Energy's Queensgate facility.

#### Transmission:

Option 2A: Transmission lines overhead crossing over new Queensgate Bridge

- **Queensgate Bridge** ; four (4) overhead transmission lines (consisting of three (3) 138KV circuits & one (1) 69KV circuit) will cross over the new Queensgate bridge at various locations over the Ohio River and two (2) transmission lines (consisting of one (1) 138KV circuit & one (1) 69KV circuit) will cross over new Queensgate bridge in Ohio.

Option 2B: Transmission lines in conduit attached to new Queensgate Bridge

- **Queensgate Bridge** ; four (4) transmission lines (consisting of three (3) 138KV circuits & one (1) 69KV circuit) will be placed in conduit attached to the new Queensgate bridge. The conduit design and additional weigh and safety requirements must be added into the bridge design.

Option 2C: Transmission lines cross Ohio River underground

**Queensgate Bridge** ; four (4) transmission lines (consisting of three (3) 138KV circuits & one (1) 69KV circuit) will be buried in conduit under the Ohio River;

#### Distribution:

- Approximately 21 transmission/distribution poles will need to be relocated on Crescent and Western on the Kentucky side of the Ohio River. There does not appear to be a place to relocate these lines due to existing development.
- Approximately 12 transmission/distribution poles will need to be relocated in the Queensgate area

#### Substations

- Additional overhead to underground substations will be required if transmission lines are not allowed to cross over the new Queensgate bridge.

#### Right-of-Way

- The estimates do not include right of way, land acquisition costs, or temporary access during construction. Duke Energy will required dedicate right of way under its transmission lines as well as access on public rights of way for utility poles and cable. See attachments for right of way requirements. Transmission right of way requires 150' width.

#### Estimated Costs:

Option 2A:	Transmission lines overhead crossing over new Queensgate Bridge	\$22,000,000
Option 2B:	Transmission lines in conduit attached to new Queensgate Bridge	\$52,000,000
Option 2C	Transmission lines cross Ohio River underground	\$67,000,000

## Appendix C

### Alternative 3:

New bridge built just west of the existing Brent Spence Bridge (Sub-alternatives 3.1, 3.2 and 3.3 each impact Duke Energy and the existing West End substation similarly).

#### Impact to Duke Energy:

- All substation and transmission circuit work will need to be completed before bridge construction can start. Project duration will be 24 to 30 months for engineering, procurement of materials and construction.
- Duke Energy loses existing property for future expansion relocating the West End Substation.

#### Transmission:

- Existing transmission line crossings spanning the Ohio River will not be impacted.
- Four (4) transmission lines (consisting of two (2) overhead 138KV circuits from Queensgate and Crescent & two (2) underground 138KV circuits from Charles to Duke Energy's West End substation) will need to be relocated.

#### Distribution:

- Minimal impact to existing distribution system

#### Substations

- The existing West End substation adjacent to the Brent Spence Bridge will need to be relocated west on Duke Energy's property to accommodate the new bridge to be built just west of the existing bridge.

#### Right-of-Way

- The estimates do not include right of way, land acquisition costs, or temporary access during construction. Duke Energy will required dedicate right of way under its transmission lines as well as access on public rights of way for utility poles and cable. See attachments for right of way requirements. Transmission right of way requires 150' width.

#### Estimated Costs:

Alternative 3:	Relocate existing West End substation and transmission lines	\$22,500,000
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## Appendix D

### Alternative 4:

New bridge built just west of the existing Brent Spence Bridge. Rehab existing Brent Spence Bridge. (Sub-alternatives 4.1 and 4.2 each impact Duke Energy and the existing West End substation similarly).

#### Impact to Duke Energy:

- All substation and transmission circuit work will need to be completed before bridge construction can start. Project duration will be 24 to 30 months for engineering, procurement of materials and construction.
- Duke Energy loses existing property for future expansion relocating the West End Substation.

#### Transmission:

- Existing transmission line crossings spanning the Ohio River will not be impacted.
- Four (4) transmission lines (consisting of two (2) overhead 138KV circuits from Queensgate and Crescent & two (2) underground 138KV circuits from Charles to Duke Energy's West End substation) will need to be relocated.

#### Distribution:

- Minimal impact to existing distribution system

#### Substations

- The existing West End substation adjacent to the Brent Spence Bridge will need to be relocated west on Duke Energy's property to accommodate the new bridge to be built just west of the existing bridge.

#### Right-of-Way

- The estimates do not include right of way, land acquisition costs, or temporary access during construction. Duke Energy will required dedicate right of way under its transmission lines as well as access on public rights of way for utility poles and cable. See attachments for right of way requirements. Transmission right of way requires 150' width.

#### Estimated Costs:

Alternative 4: Relocate existing West End substation and transmission lines      \$22,500,000



# City of Cincinnati

200800865



Department of City Planning

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Cincinnati, Ohio 45202  
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Fax (513) 352-4853

June 24, 2008

## Brent Spence Bridge Alternatives

Charles C. Graves III  
Director of City Planning

### Comments:

THE CITY OF COVINGTON, KENTUCKY'S MOST PREFERRED ALTERNATIVE IS #3, SUB-ALT. 3.1.2

OUR LEAST PREFERRED ALTERNATIVES ARE #1 + #2, THE "GUZENSCHAE" ALTERNATIVES.

ALT #3 IS THE ONLY ONE OF THE ALTERNATIVES THAT PROVIDES FOR SOUTHBOUND I-75 MAINLINE ACCESS TO COVINGTON, ALL OTHER ALTERNATIVES REQUIRE DRIVER DECISION TO EXIT TO COVINGTON, NEAR WESTERN HILLS.

### Contact Information: Name/Address/Phone/e-mail:

LARRY KLEIN, ASST CITY MANAGER, CITY OF COVINGTON  
638 MADISON AVENUE, COV 40111

Send comments to: Steve Briggs  
Senior City Planner  
City Planning Department  
Centennial Plaza Two  
805 Central Avenue, Suite 700  
Cincinnati, Ohio 45202

859 ~~372~~ 292 2160

IKlein@COVINGTONKY.GOV

513-352-4840  
513-352-4853 [FAX]  
[steve.briggs@cincinnati-oh.gov](mailto:steve.briggs@cincinnati-oh.gov)

# City of Cincinnati



200800866

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Fax (513) 352-4853

June 24, 2008

Charles C. Graves III  
Director of City Planning

## Brent Spence Bridge Alternatives

### Comments:

CRA holds a historic preservation easement on Howard Hall which is also listed in the National Register of Historic Places. It is important to us that bridge alternatives minimize encroachment upon this important historic structure.

### Contact Information: Name/Address/Phone/e-mail:

Margo Wurminski, Cincinnati Preservation Ass'n, 343 W 4th St 45202  
margo@cinohiopreservation.org

Send comments to: Steve Briggs  
Senior City Planner  
City Planning Department  
Centennial Plaza Two  
805 Central Avenue, Suite 700  
Cincinnati, Ohio 45202

513-352-4840  
513-352-4853 [FAX]  
[steve.briggs@cincinnati-oh.gov](mailto:steve.briggs@cincinnati-oh.gov)

**Wahl, Ron**

*entered into record*

**From:** J Fay [jdfayotr@gmail.com]  
**Sent:** Wednesday, June 25, 2008 12:13 AM  
**To:** Quails, Roxanne  
**Cc:** Bortz, Chris; Berding, Jeff; Monzel, Chris; Crowley, David; Cranley, John; Thomas, Cecil; Ghiz, Leslie; Cole, Laketa; Mallory, Mark; Dohoney, Milton; david.pepper@hamilton-county.gov; todd.portune@hamilton-co.gov; pat.dewine@hamilton-co.gov  
**Subject:** Demand Minimum Footprint for Brent-Spence

200800874

Roxanne,

I had another engagement, but came to the Ramada Inn shortly before 9 p.m., but just missed you.

Though I have not seen all of the proposed alternatives, I think we should retain a MINIMUM FOOTPRINT for the interstate bridge.

The benefit of the I-75 to our Downtown and nearby neighborhoods is minimal as most of the proposed revamps of I-75 reduce or entirely eliminate entrances/exits from the river out to Hopple Street. Why, then, would we even consider tearing down buildings and losing businesses to widen a route to carry trucks and vehicles through our city on the way from Michigan to Florida...with many of those truck depots/distribution centers in the state of Kentucky or in counties to our north. Our valuable real-estate adjacent to downtown only benefits those areas, and is given up for their increased jobs, while our tax base continues to be eroded. We can't/won't give up ANY businesses!

Additionally, I-71 should be redirected to coincide with I-471 across the river and I-275 around the south loop to I-75 in Kentucky. This would reduce some of the thru traffic currently directed over the Brent Spence. Fort Washington Way should NOT be part of the I-71 expressway.

Thanks for your interest in this important topic, and thanks for listening.

Julie Fay  
513-260-8434  
[jdfayotr@gmail.com](mailto:jdfayotr@gmail.com)

**Wahl, Ron**

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**From:** Tom & Mary Croft [croftplace@cinci.rr.com] 200800875  
**Sent:** Friday, June 27, 2008 11:41 PM  
**To:** Qualls, Roxanne  
**Cc:** 'Zelman, David'; 'Tom & Mary Croft'; 'Cornell, Matt'; 'Bill Burwinkel'; 'Mary Ann Miller'; 'Pam Zelman'; 'Howard Stafford'; 'Tom Gamel'; 'Michael Wagle'; marmstrong@zoomtown.com; 'Jack Degano'; 'Bob FitzPatrick'; 'Richard W. Devine'; Kelly, Martha  
**Subject:** Brent Spence Alternatives

Roxanne -

Thank you for hosting the June 24 City Council Transportation and Infrastructure Committee hearing on alternatives to increase I-75 traffic capacity via the Brent Spence bridge. The deficiencies of alternatives that would require a new bridge to the west of the Brent Spence, cutting through the established Queensgate business district, were very evident. These alternatives, referred to as Alternatives #1 and #2, are destructive of existing productive business enterprise, disruptive of local traffic patterns and neighborhood life, significantly more costly than other alternatives, and provide no more capacity than other alternatives.

Following the hearing, I examined the exhibits showing the alternatives superimposed on maps of the existing roadways. This revealed an additional important aspect of the plans that was not raised in the hearing statements, i.e., the connectivity of U.S. 50 (Waldvogel Viaduct and River Road) to I-75. The linkage of US 50 to I-75 via Freeman Avenue is extremely important to the West Side and should not be degraded. Most of the alternatives move the ramp from Freeman Avenue onto I-75 northbound significantly to the north of its current location, reducing access of U.S. 50 to I-75. This is not consistent with the importance of U.S. 50 as an arterial link between the West Side and the rest of the City.

I discussed this with the Martha Kelly after the hearing. She told me that her department had also noticed this issue. They addressed it by incorporating an entry ramp from Freeman onto I-75 that closely matches the current alignment, which was included in one of the exhibits on display that she walked me through. Looking at the packet of alternatives available to attendees at the hearing, I believe that "Figure 5", which I assume corresponds to Alternative #5, is the one we discussed. This linkage should be incorporated into the final design for I-75's improvement.

I will be discussing this with the leadership of East Price Hill Improvement Association, Price Hill Civic Club, Lower Price Hill Community Council, and River West Working Group, who I am quite certain share this interest. In the mean time, please have this email put into the record of the hearing.

Thank you.

Tom Croft