

**BRENT SPENCE**  
**BRIDGE CORRIDOR**



BRENT SPENCE BRIDGE CORRIDOR PROJECT

# **PUBLIC INVOLVEMENT SUMMARY**

## **Part 4**

KYTC PROJECT ITEM NO. 6-17 | ODOT PID 89068  
JANUARY 11, 2024

This report consists of 4 parts. Click to access [Part 1](#), [Part 2](#), and [Part 3](#).



---

# PUBLIC INVOLVEMENT SUMMARY

This report consists of 4 parts. [Click below to access each part.](#)

## [Part 1](#)

Report Sections 1-9

Appendix A: Draft Travel Survey Analysis

Appendix B: Project Advisory Committee

Appendix C: Aesthetic Committee

Appendix D: Stakeholder and Public Outreach

Activities Appendix E: E-Newsletters

Appendix F: Press Releases

## [Part 2](#)

Appendix G: Targeted Environmental Justice/Neighborhood Outreach Meeting Summaries

## [Part 3](#)

Appendix H: 2012-2021 Comments and Responses

Appendix I: 2022-Present Comments and Responses

Appendix J: Alternative Concepts Letters and Responses

Appendix K: Bridge Forward Coalition

Appendix L: Westway Comments and Responses

Appendix M: Response to Cincinnati & Chamber Comments

## [Part 4](#)

Appendix N: Cincinnati Process Improvements Emails

Appendix O: Neighborhood Outreach Comments and Responses

Appendix P: Open-House Project Update Meetings

Appendix Q: Public Engagement Plan



---

**Appendix N:**  
**Cincinnati Process Improvements Emails**



**From:** Joshua Junker <[info@sg.actionnetwork.org](mailto:info@sg.actionnetwork.org)>  
**Sent:** Sunday, November 13, 2022 11:37 PM  
**To:** Shepherd, Gloria (FHWA) <[Gloria.Shepherd@dot.gov](mailto:Gloria.Shepherd@dot.gov)>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Executive Director Gloria Shepherd,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide.
- Minimize the number of lane miles using high-speed directional ramps.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all

interested parties. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

Specifically, I request that the Cincinnati City Council make the following policies:

- Instruct the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOT), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”
- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities can be incorporated into the project’s Purpose and Need, and can be used to shape the basis of design of the project during the project’s Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project’s design to the benefit of the City’s future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.
- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:
  - o The assumptions used in the Project’s traffic forecasting projections;
  - o The feasibility of utilizing alternative design concepts proposed from sources other than ODOT;
  - o The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

Policymaking engagement from Cincinnati elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project.

None of the items I am advocating for in this letter need to impact the Project's funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

Joshua Lawrence Junker

Joshua Junker

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** Brian Boland <[info@sg.actionnetwork.org](mailto:info@sg.actionnetwork.org)>  
**Sent:** Monday, November 14, 2022 12:14 AM  
**To:** Shepherd, Gloria (FHWA) <[Gloria.Shepherd@dot.gov](mailto:Gloria.Shepherd@dot.gov)>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Executive Director Gloria Shepherd,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide.
- Minimize the number of lane miles using high-speed directional ramps.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all

interested parties. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

Specifically, I request that the Cincinnati City Council make the following policies:

- Instruct the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOT), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”
- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities can be incorporated into the project’s Purpose and Need, and can be used to shape the basis of design of the project during the project’s Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project’s design to the benefit of the City’s future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.
- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:
  - o The assumptions used in the Project’s traffic forecasting projections;
  - o The feasibility of utilizing alternative design concepts proposed from sources other than ODOT;
  - o The economic impact analysis of potential expansion of the CBD.



These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

Policymaking engagement from Cincinnati elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project.

None of the items I am advocating for in this letter need to impact the Project's funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

Brian Boland

[Redacted signature block]

**From:** Brian Evans <[info@sg.actionnetwork.org](mailto:info@sg.actionnetwork.org)>  
**Sent:** Monday, November 14, 2022 4:05 PM  
**To:** Shepherd, Gloria (FHWA) <[Gloria.Shepherd@dot.gov](mailto:Gloria.Shepherd@dot.gov)>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Executive Director Gloria Shepherd,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide.
- Minimize the number of lane miles using high-speed directional ramps.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all

interested parties. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

Specifically, I request that the Cincinnati City Council make the following policies:

- Instruct the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”
- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities can be incorporated into the project’s Purpose and Need, and can be used to shape the basis of design of the project during the project’s Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project’s design to the benefit of the City’s future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.
- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:
  - o The assumptions used in the Project’s traffic forecasting projections;
  - o The feasibility of utilizing alternative design concepts proposed from sources other than ODOT;
  - o The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

Policymaking engagement from Cincinnati elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project.

None of the items I am advocating for in this letter need to impact the Project's funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

Brian Evans

[Redacted signature block]

**From:** Scott Hand <[info@sg.actionnetwork.org](mailto:info@sg.actionnetwork.org)>  
**Sent:** Monday, November 14, 2022 8:02:32 PM  
**To:** Shepherd, Gloria (FHWA) <[Gloria.Shepherd@dot.gov](mailto:Gloria.Shepherd@dot.gov)>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Executive Director Gloria Shepherd,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide.
- Minimize the number of lane miles using high-speed directional ramps.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all

interested parties. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

Specifically, I request that the Cincinnati City Council make the following policies:

- Instruct the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOT), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”
- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities can be incorporated into the project’s Purpose and Need, and can be used to shape the basis of design of the project during the project’s Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project’s design to the benefit of the City’s future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.
- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:
  - o The assumptions used in the Project’s traffic forecasting projections;
  - o The feasibility of utilizing alternative design concepts proposed from sources other than ODOT;
  - o The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

Policymaking engagement from Cincinnati elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project.

None of the items I am advocating for in this letter need to impact the Project's funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

A redacted signature block consisting of four horizontal grey bars of varying lengths, stacked vertically. The bars are positioned to the left of the page, below the closing text.

**From:** Tyler Thompson <[info@sg.actionnetwork.org](mailto:info@sg.actionnetwork.org)>  
**Sent:** Monday, November 14, 2022 7:28:26 PM  
**To:** Shepherd, Gloria (FHWA) <[Gloria.Shepherd@dot.gov](mailto:Gloria.Shepherd@dot.gov)>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Executive Director Gloria Shepherd,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide.
- Minimize the number of lane miles using high-speed directional ramps.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all



interested parties. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

Specifically, I request that the Cincinnati City Council make the following policies:

- Instruct the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOT), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”
- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities can be incorporated into the project’s Purpose and Need, and can be used to shape the basis of design of the project during the project’s Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project’s design to the benefit of the City’s future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.
- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:
  - o The assumptions used in the Project’s traffic forecasting projections;
  - o The feasibility of utilizing alternative design concepts proposed from sources other than ODOT;
  - o The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

Policymaking engagement from Cincinnati elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project.

None of the items I am advocating for in this letter need to impact the Project's funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

[Redacted signature block]

**From:** Richard Wendel <[info@sg.actionnetwork.org](mailto:info@sg.actionnetwork.org)>  
**Sent:** Monday, November 14, 2022 6:34:49 PM  
**To:** Shepherd, Gloria (FHWA) <[Gloria.Shepherd@dot.gov](mailto:Gloria.Shepherd@dot.gov)>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Executive Director Gloria Shepherd,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide.
- Minimize the number of lane miles using high-speed directional ramps.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all

interested parties. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

Specifically, I request that the Cincinnati City Council make the following policies:

- Instruct the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOT), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”
- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities can be incorporated into the project’s Purpose and Need, and can be used to shape the basis of design of the project during the project’s Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project’s design to the benefit of the City’s future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.
- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:
  - o The assumptions used in the Project’s traffic forecasting projections;
  - o The feasibility of utilizing alternative design concepts proposed from sources other than ODOT;
  - o The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

Policymaking engagement from Cincinnati elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project.

None of the items I am advocating for in this letter need to impact the Project's funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

Richard Wendel III

Richard Wendel

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

**From:** Daniel Edie <[info@sg.actionnetwork.org](mailto:info@sg.actionnetwork.org)>  
**Sent:** Tuesday, November 15, 2022 4:04 PM  
**To:** Shepherd, Gloria (FHWA) <[Gloria.Shepherd@dot.gov](mailto:Gloria.Shepherd@dot.gov)>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Executive Director Gloria Shepherd,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide.
- Minimize the number of lane miles using high-speed directional ramps.
- Achieve best expenditure of public dollars measured in life-cycle return on investment

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the

power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities an all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.
- The absolute best way that City Council can secure a right to positively influence the project is by instructing the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOTE), because of their unique roles in the management of the local

transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City’s rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project’s traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project’s funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,



Daniel Edie



**From:** Ryan Laber <[info@sg.actionnetwork.org](mailto:info@sg.actionnetwork.org)>

**Sent:** Tuesday, November 15, 2022 1:08 PM

**To:** Shepherd, Gloria (FHWA) <[Gloria.Shepherd@dot.gov](mailto:Gloria.Shepherd@dot.gov)>

**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update)

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Executive Director Gloria Shepherd,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;
- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the

power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities an all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.
- The absolute best way that City Council can secure a right to positively influence the project is by instructing the City Manager to ensure that the City and Dept. of Transportation

& Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City’s rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project’s traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project’s funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

Ryan Laber

[Redacted]

[Redacted]

[Redacted]

▪

From: Sean Newman

Date: Tue, Nov 15, 2022 at 8:39 PM

Subject: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update)

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;
- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT

should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities in all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.

--- The absolute best way that City Council can secure a right to positively influence the project is by instructing the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become "Cooperating Agencies" in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a "Cooperating Agency," the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project's NEPA process, which will end up shaping the Project's design. This policy is totally consistent with USDOT's October 2022 "Promising Practices for Meaningful Public Involvement in Transportation Decision-Making."

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City's rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project's progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project's traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project's funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

Sean Newman  
snewman7700@gmail.com  
4727 Glenway Ave  
Cincinnati, Ohio 45238

From: Joe Bredestege

Date: Wed, Nov 16, 2022 at 10:19 AM

Subject: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update)

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;
- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT



should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities in all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.

--- The absolute best way that City Council can secure a right to positively influence the project is by instructing the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become "Cooperating Agencies" in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a "Cooperating Agency," the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project's NEPA process, which will end up shaping the Project's design. This policy is totally consistent with USDOT's October 2022 "Promising Practices for Meaningful Public Involvement in Transportation Decision-Making."

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City's rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project's progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project's traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project's funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

Joe Bredestege  
jackoweese@gmail.com  
1162 Rulison Ave  
Cincinnati, Ohio 45238

---

**From:** Remy Brundage <info@sg.actionnetwork.org>

**Sent:** Saturday, November 19, 2022 8:15 PM

**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>

**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Ohio Division,

I write today as a military service member currently away from Cincinnati on active duty orders. I would love to one day move back to Cincinnati and see continued progress and development in terms of city growth and planning. I am concerned that the City of Cincinnati is squandering a once in a lifetime opportunity by not taking advantage of federal regulations to play a more active role during the environmental analysis and public engagement phase of the Brent Spence Bridge Corridor project.

Specifically, I am concerned that the City and its Department of Transportation and Engineering (DOTE) is relying on the Ohio Department of Transportation (ODOT) to conduct the required NEPA analysis without engaging significantly in the process. The City and DOTE, because of their unique roles in the management of the local transportation network and land use planning, should request that they become "Cooperating Agencies" in the ongoing National Environmental Policy Act (NEPA) process for the Brent Spence Bridge project. Playing a more active role would give the City and its citizens a greater voice in the outcome of the project's NEPA process, which will impact quality of life in the City for generations to come.

ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Bridge project. The City has a great deal at stake depending on the final design of the new Brent Spence Bridge and

connecting roadways. In the past, DOTE has reported to policy makers when called upon to do so, through a committee of Council. This is a relic of our City-Manager form of governance. Although the city manager conducts the day-to-day business of the City, it is Council's responsibility to set policy, and the Mayor's responsibility to advocate for that policy. Therefore, both the City Council and the City Administration must step up to participate in the NEPA process.

In October 2022 the U.S. Department of Transportation issued a guidance document, "Promising Practices for Meaningful Public Involvement in Transportation Decision-Making", that provides direction to USDOT funding recipients about how to meet the requirements of meaningful public involvement under Title VI of the Civil Rights Act of 1964, and NEPA. Given the Brent Spence Bridge project's potential impacts on Environmental Justice communities, having the City and DOTE play a more active role is absolutely consistent with this new USDOT guidance.

The City and the Greater Cincinnati Regional Chamber of Commerce were encouraged to voice local and community goals to be included in the project's Purpose and Need. The articulated goals were limited to acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project to the benefit of the City's future go far beyond this one goal. As of today, the City has chosen not to reach out separately from ODOT to its directly impacted and larger regional communities to invite input to validate these goals. This must change promptly.

Although ODOT has agreed to a progressive design-build process, the agency has not actively engaged the market in the most important and critical benefits of this process – encouraging innovation by the successful design-build team to achieve the City's (not sufficiently articulated) goals. ODOT remains focused on 1960s solutions. Its preferred alternative, labeled I-W, reinforces an overly designed and car-centric solution to a 21st Century challenge. All one needs to do is take a drive up I-75 to Evendale, completed last year, to experience the current execution of a hard-scape collector-distributor with high-speed directional ramps as being proposed for downtown Cincinnati. It is both a safety and aesthetic nightmare.

In order to achieve a transformative experience for the citizens of our region, the following activities are necessary and should be undertaken immediately:

- The City of Cincinnati requests Cooperating Agency status;
- The City includes discussion of the Brent Spence Bridge Corridor project on ALL committee agendas since it impacts all aspects of City operations, but especially the Climate, Environment and Infrastructure Sub-committee.
- The City adopts a set of measurable priority goals that can guide project design, such as:
  - Maximize the amount of returned land contiguous to the City's urban core;
  - Maximize the amount of walkable street frontage that is conducive to street-facing development within the project footprint;
  - Minimize walking distances between the CBD and Queensgate;
  - Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide.
  - Reduce the number of lane miles using high-speed directional ramps.
  - Achieve best expenditure of public dollars measured in life-cycle return on investment.
- The City formally requests that design alternatives other than I-W be explored and considered during Phase 1A – proof of concept during the progressive design-build process;
- The City requests an independent economic impact analysis of potential expansion of its CBD;
- The City requests an independent evaluation of assumptions used in traffic forecasting projections;
- The City request an independent evaluation of the feasibility of alternatives proposed from sources other than the Bi-State Management Team.

These are reasonable asks for a 3 Billion dollar investment.

These activities, at a minimum, should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build (DB) teammate, before the City of Cincinnati establishes its design-build advisory committee to work with the DB team, and before the Environmental Document is completed and signed by FHWA.

The Brent Spence Bridge project represents a once-in-a-lifetime opportunity to improve mobility, economic vitality, and livability in our City. It is imperative that City officials devote the time and resources necessary to make the new bridge a cornerstone of a brighter future for all.

Very Respectfully,  
Remy F Brundage

Remy Brundage



---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Monday, November 21, 2022 8:20 AM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

---

**From:** Robin Brundage <info@sg.actionnetwork.org>  
**Sent:** Saturday, November 19, 2022 5:51 PM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Ohio Division,

I write today, concerned that the City of Cincinnati is squandering a once in a lifetime opportunity by not taking advantage of federal regulations to play a more active role during the environmental analysis and public engagement phase of the Brent Spence Bridge Corridor project.

Specifically, I am concerned that the City and its Department of Transportation and Engineering (DOTE) is relying on the Ohio Department of Transportation (ODOT) to conduct the required NEPA analysis without engaging significantly in the process. The City and DOTE, because of their unique roles in the management of the local transportation network and land use planning, should request that they become "Cooperating Agencies" in the ongoing National Environmental Policy Act (NEPA) process for the Brent Spence Bridge project. Playing a more active role would give the City and its citizens a greater voice in the outcome of the project's NEPA process, which will impact quality of life in the City for generations to come.

ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Bridge project. The City has a great deal at stake depending on the final design of the new Brent Spence Bridge and connecting roadways. In the past, DOTE has reported to policy makers when called upon to do so, through a committee of Council. This is a relic of our City-Manager form of

governance. Although the city manager conducts the day-to-day business of the City, it is Council's responsibility to set policy, and the Mayor's responsibility to advocate for that policy. Therefore, both the City Council and the City Administration must step up to participate in the NEPA process.

In October 2022 the U.S. Department of Transportation issued a guidance document, "Promising Practices for Meaningful Public Involvement in Transportation Decision-Making", that provides direction to USDOT funding recipients about how to meet the requirements of meaningful public involvement under Title VI of the Civil Rights Act of 1964, and NEPA. Given the Brent Spence Bridge project's potential impacts on Environmental Justice communities, having the City and DOTE play a more active role is absolutely consistent with this new USDOT guidance.

The City and the Greater Cincinnati Regional Chamber of Commerce were encouraged to voice local and community goals to be included in the project's Purpose and Need. The articulated goals were limited to acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project to the benefit of the City's future go far beyond this one goal. As of today, the City has chosen not to reach out separately from ODOT to its directly impacted and larger regional communities to invite input to validate these goals. This must change promptly.

Although ODOT has agreed to a progressive design-build process, the agency has not actively engaged the market in the most important and critical benefits of this process – encouraging innovation by the successful design-build team to achieve the City's (not sufficiently articulated) goals. ODOT remains focused on 1960s solutions. Its preferred alternative, labeled I-W, reinforces an overly designed and car-centric solution to a 21st Century challenge. All one needs to do is take a drive up I-75 to Evendale, completed last year, to experience the current execution of a hard-scape collector-distributor with high-speed directional ramps as being proposed for downtown Cincinnati. It is both a safety and aesthetic nightmare.

In order to achieve a transformative experience for the citizens of our region, the following activities are necessary and should be undertaken immediately:

- The City of Cincinnati requests Cooperating Agency status;
- The City includes discussion of the Brent Spence Bridge Corridor project on ALL committee agendas since it impacts all aspects of City operations, but especially the Climate,

Environment and Infrastructure Sub-committee.

- The City adopts a set of measurable priority goals that can guide project design, such as:
  - Maximize the amount of returned land contiguous to the City's urban core;
  - Maximize the amount of walkable street frontage that is conducive to street-facing development within the project footprint;
  - Minimize walking distances between the CBD and Queensgate;
  - Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide.
  - Reduce the number of lane miles using high-speed directional ramps.
  - Achieve best expenditure of public dollars measured in life-cycle return on investment.
- The City formally requests that design alternatives other than I-W be explored and considered during Phase 1A – proof of concept during the progressive design-build process;
- The City requests an independent economic impact analysis of potential expansion of its CBD;
- The City requests an independent evaluation of assumptions used in traffic forecasting projections;
- The City request an independent evaluation of the feasibility of alternatives proposed from sources other than the Bi-State Management Team.

These are reasonable asks for a 3 Billion dollar investment.

These activities, at a minimum, should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build (DB) teammate, before the City of Cincinnati establishes its design-build advisory committee to work with the DB team, and before the Environmental Document is completed and signed by FHWA.

The Brent Spence Bridge project represents a once-in-a-lifetime opportunity to improve mobility, economic vitality, and livability in our City. It is imperative that City officials devote the time and resources necessary to make the new bridge a cornerstone of a brighter future for all.

Very Respectfully,  
Robin Brundage

Robin Brundage

██  
██  
██



---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Monday, November 21, 2022 8:21 AM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

---

**From:** Rakshit Chandrasaha <info@sg.actionnetwork.org>  
**Sent:** Saturday, November 19, 2022 6:46 PM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Ohio Division,

I write today, concerned that the City of Cincinnati is squandering a once in a lifetime opportunity by not taking advantage of federal regulations to play a more active role during the environmental analysis and public engagement phase of the Brent Spence Bridge Corridor project.

Specifically, I am concerned that the City and its Department of Transportation and Engineering (DOTE) is relying on the Ohio Department of Transportation (ODOT) to conduct the required NEPA analysis without engaging significantly in the process. The City and DOTE, because of their unique roles in the management of the local transportation network and land use planning, should request that they become "Cooperating Agencies" in the ongoing National Environmental Policy Act (NEPA) process for the Brent Spence Bridge project. Playing a more active role would give the City and its citizens a greater voice in the outcome of the project's NEPA process, which will impact quality of life in the City for generations to come.

ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Bridge project. The City has a great deal at stake depending on the final design of the new Brent Spence Bridge and connecting roadways. In the past, DOTE has reported to policy makers when called upon to do so, through a committee of Council. This is a relic of our City-Manager form of

governance. Although the city manager conducts the day-to-day business of the City, it is Council's responsibility to set policy, and the Mayor's responsibility to advocate for that policy. Therefore, both the City Council and the City Administration must step up to participate in the NEPA process.

In October 2022 the U.S. Department of Transportation issued a guidance document, "Promising Practices for Meaningful Public Involvement in Transportation Decision-Making", that provides direction to USDOT funding recipients about how to meet the requirements of meaningful public involvement under Title VI of the Civil Rights Act of 1964, and NEPA. Given the Brent Spence Bridge project's potential impacts on Environmental Justice communities, having the City and DOTE play a more active role is absolutely consistent with this new USDOT guidance.

The City and the Greater Cincinnati Regional Chamber of Commerce were encouraged to voice local and community goals to be included in the project's Purpose and Need. The articulated goals were limited to acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project to the benefit of the City's future go far beyond this one goal. As of today, the City has chosen not to reach out separately from ODOT to its directly impacted and larger regional communities to invite input to validate these goals. This must change promptly.

Although ODOT has agreed to a progressive design-build process, the agency has not actively engaged the market in the most important and critical benefits of this process – encouraging innovation by the successful design-build team to achieve the City's (not sufficiently articulated) goals. ODOT remains focused on 1960s solutions. Its preferred alternative, labeled I-W, reinforces an overly designed and car-centric solution to a 21st Century challenge. All one needs to do is take a drive up I-75 to Evendale, completed last year, to experience the current execution of a hard-scape collector-distributor with high-speed directional ramps as being proposed for downtown Cincinnati. It is both a safety and aesthetic nightmare.

In order to achieve a transformative experience for the citizens of our region, the following activities are necessary and should be undertaken immediately:

- The City of Cincinnati requests Cooperating Agency status;
- The City includes discussion of the Brent Spence Bridge Corridor project on ALL committee agendas since it impacts all aspects of City operations, but especially the Climate,

Environment and Infrastructure Sub-committee.

- The City adopts a set of measurable priority goals that can guide project design, such as:
  - Maximize the amount of returned land contiguous to the City's urban core;
  - Maximize the amount of walkable street frontage that is conducive to street-facing development within the project footprint;
  - Minimize walking distances between the CBD and Queensgate;
  - Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide.
  - Reduce the number of lane miles using high-speed directional ramps.
  - Achieve best expenditure of public dollars measured in life-cycle return on investment.
- The City formally requests that design alternatives other than I-W be explored and considered during Phase 1A – proof of concept during the progressive design-build process;
- The City requests an independent economic impact analysis of potential expansion of its CBD;
- The City requests an independent evaluation of assumptions used in traffic forecasting projections;
- The City request an independent evaluation of the feasibility of alternatives proposed from sources other than the Bi-State Management Team.

These are reasonable asks for a 3 Billion dollar investment.

These activities, at a minimum, should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build (DB) teammate, before the City of Cincinnati establishes its design-build advisory committee to work with the DB team, and before the Environmental Document is completed and signed by FHWA.

The Brent Spence Bridge project represents a once-in-a-lifetime opportunity to improve mobility, economic vitality, and livability in our City. It is imperative that City officials devote the time and resources necessary to make the new bridge a cornerstone of a brighter future for all.

Very Respectfully,

Rakshit Chandrasana

████████████████████  
████████████████  
████████████████████

---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Monday, November 21, 2022 8:16 AM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

---

**From:** Justin Herald <info@sg.actionnetwork.org>  
**Sent:** Saturday, November 19, 2022 2:15 PM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

**CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.**

FHWA Ohio Division,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;
- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities an all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.
- The absolute best way that City Council can secure a right to positively influence the

project is by instructing the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City’s rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project’s traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project’s funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Respectfully,

Justin

Justin Herald

[Redacted]

[Redacted]

[Redacted]

**From:** Justin Herald <[info@sg.actionnetwork.org](mailto:info@sg.actionnetwork.org)>

**Sent:** Saturday, November 19, 2022 2:14:58 PM

**To:** Shepherd, Gloria (FHWA) <[Gloria.Shepherd@dot.gov](mailto:Gloria.Shepherd@dot.gov)>

**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Executive Director Gloria Shepherd,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;
- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the



power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities an all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.
- The absolute best way that City Council can secure a right to positively influence the project is by instructing the City Manager to ensure that the City and Dept. of Transportation

& Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City’s rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project’s traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project’s funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Respectfully,  
Justin

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Monday, November 21, 2022 8:18 AM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

---

**From:** Dr. Julie Luna Torres <info@sg.actionnetwork.org>  
**Sent:** Saturday, November 19, 2022 2:44 PM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

**CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.**

FHWA Ohio Division,

I write today, concerned that the City of Cincinnati is squandering a once in a lifetime opportunity by not taking advantage of federal regulations to play a more active role during the environmental analysis and public engagement phase of the Brent Spence Bridge Corridor project.

Specifically, I am concerned that the City and its Department of Transportation and Engineering (DOTE) is relying on the Ohio Department of Transportation (ODOT) to conduct the required NEPA analysis without engaging significantly in the process. The City and DOTE, because of their unique roles in the management of the local transportation network and land use planning, should request that they become "Cooperating Agencies" in the ongoing National Environmental Policy Act (NEPA) process for the Brent Spence Bridge project. Playing a more active role would give the City and its citizens a greater voice in the outcome of the project's NEPA process, which will impact quality of life in the City for generations to come.

ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Bridge project. The City has a great deal at stake depending on the final design of the new Brent Spence Bridge and connecting roadways. In the past, DOTE has reported to policy makers when called upon to do so, through a committee of Council. This is a relic of our City-Manager form of

governance. Although the city manager conducts the day-to-day business of the City, it is Council's responsibility to set policy, and the Mayor's responsibility to advocate for that policy. Therefore, both the City Council and the City Administration must step up to participate in the NEPA process.

In October 2022 the U.S. Department of Transportation issued a guidance document, "Promising Practices for Meaningful Public Involvement in Transportation Decision-Making", that provides direction to USDOT funding recipients about how to meet the requirements of meaningful public involvement under Title VI of the Civil Rights Act of 1964, and NEPA. Given the Brent Spence Bridge project's potential impacts on Environmental Justice communities, having the City and DOTE play a more active role is absolutely consistent with this new USDOT guidance.

The City and the Greater Cincinnati Regional Chamber of Commerce were encouraged to voice local and community goals to be included in the project's Purpose and Need. The articulated goals were limited to acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project to the benefit of the City's future go far beyond this one goal. As of today, the City has chosen not to reach out separately from ODOT to its directly impacted and larger regional communities to invite input to validate these goals. This must change promptly.

Although ODOT has agreed to a progressive design-build process, the agency has not actively engaged the market in the most important and critical benefits of this process – encouraging innovation by the successful design-build team to achieve the City's (not sufficiently articulated) goals. ODOT remains focused on 1960s solutions. Its preferred alternative, labeled I-W, reinforces an overly designed and car-centric solution to a 21st Century challenge. All one needs to do is take a drive up I-75 to Evendale, completed last year, to experience the current execution of a hard-scape collector-distributor with high-speed directional ramps as being proposed for downtown Cincinnati. It is both a safety and aesthetic nightmare.

In order to achieve a transformative experience for the citizens of our region, the following activities are necessary and should be undertaken immediately:

- The City of Cincinnati requests Cooperating Agency status;
- The City includes discussion of the Brent Spence Bridge Corridor project on ALL committee agendas since it impacts all aspects of City operations, but especially the Climate,

Environment and Infrastructure Sub-committee.

- The City adopts a set of measurable priority goals that can guide project design, such as:
  - Maximize the amount of returned land contiguous to the City's urban core;
  - Maximize the amount of walkable street frontage that is conducive to street-facing development within the project footprint;
  - Minimize walking distances between the CBD and Queensgate;
  - Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide.
  - Reduce the number of lane miles using high-speed directional ramps.
  - Achieve best expenditure of public dollars measured in life-cycle return on investment.
- The City formally requests that design alternatives other than I-W be explored and considered during Phase 1A – proof of concept during the progressive design-build process;
- The City requests an independent economic impact analysis of potential expansion of its CBD;
- The City requests an independent evaluation of assumptions used in traffic forecasting projections;
- The City request an independent evaluation of the feasibility of alternatives proposed from sources other than the Bi-State Management Team.

These are reasonable asks for a 3 Billion dollar investment.

These activities, at a minimum, should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build (DB) teammate, before the City of Cincinnati establishes its design-build advisory committee to work with the DB team, and before the Environmental Document is completed and signed by FHWA.

The Brent Spence Bridge project represents a once-in-a-lifetime opportunity to improve mobility, economic vitality, and livability in our City. It is imperative that City officials devote the time and resources necessary to make the new bridge a cornerstone of a brighter future for all.

Very Respectfully,

Dr. Julie Luna Torres

████████████████████  
████████████████████  
████████████████████

---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Monday, November 21, 2022 8:16 AM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

---

**From:** Dr. Benjamin Wissel <info@sg.actionnetwork.org>  
**Sent:** Saturday, November 19, 2022 1:57 PM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Ohio Division,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;
- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities an all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.
- The absolute best way that City Council can secure a right to positively influence the



project is by instructing the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City’s rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project’s traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project’s funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

Benjamin Wissel, PhD

Dr. Benjamin Wissel

[REDACTED]

[REDACTED]

[REDACTED]

---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Monday, November 21, 2022 8:19 AM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

---

**From:** Jacob Witte <info@sg.actionnetwork.org>  
**Sent:** Saturday, November 19, 2022 4:11 PM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Ohio Division,

I write today, concerned that the City of Cincinnati is squandering a once in a lifetime opportunity by not taking advantage of federal regulations to play a more active role during the environmental analysis and public engagement phase of the Brent Spence Bridge Corridor project.

Specifically, I am concerned that the City and its Department of Transportation and Engineering (DOTE) is relying on the Ohio Department of Transportation (ODOT) to conduct the required NEPA analysis without engaging significantly in the process. The City and DOTE, because of their unique roles in the management of the local transportation network and land use planning, should request that they become "Cooperating Agencies" in the ongoing National Environmental Policy Act (NEPA) process for the Brent Spence Bridge project. Playing a more active role would give the City and its citizens a greater voice in the outcome of the project's NEPA process, which will impact quality of life in the City for generations to come.

ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Bridge project. The City has a great deal at stake depending on the final design of the new Brent Spence Bridge and connecting roadways. In the past, DOTE has reported to policy makers when called upon to do so, through a committee of Council. This is a relic of our City-Manager form of

governance. Although the city manager conducts the day-to-day business of the City, it is Council's responsibility to set policy, and the Mayor's responsibility to advocate for that policy. Therefore, both the City Council and the City Administration must step up to participate in the NEPA process.

In October 2022 the U.S. Department of Transportation issued a guidance document, "Promising Practices for Meaningful Public Involvement in Transportation Decision-Making", that provides direction to USDOT funding recipients about how to meet the requirements of meaningful public involvement under Title VI of the Civil Rights Act of 1964, and NEPA. Given the Brent Spence Bridge project's potential impacts on Environmental Justice communities, having the City and DOTE play a more active role is absolutely consistent with this new USDOT guidance.

The City and the Greater Cincinnati Regional Chamber of Commerce were encouraged to voice local and community goals to be included in the project's Purpose and Need. The articulated goals were limited to acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project to the benefit of the City's future go far beyond this one goal. As of today, the City has chosen not to reach out separately from ODOT to its directly impacted and larger regional communities to invite input to validate these goals. This must change promptly.

Although ODOT has agreed to a progressive design-build process, the agency has not actively engaged the market in the most important and critical benefits of this process – encouraging innovation by the successful design-build team to achieve the City's (not sufficiently articulated) goals. ODOT remains focused on 1960s solutions. Its preferred alternative, labeled I-W, reinforces an overly designed and car-centric solution to a 21st Century challenge. All one needs to do is take a drive up I-75 to Evendale, completed last year, to experience the current execution of a hard-scape collector-distributor with high-speed directional ramps as being proposed for downtown Cincinnati. It is both a safety and aesthetic nightmare.

In order to achieve a transformative experience for the citizens of our region, the following activities are necessary and should be undertaken immediately:

- The City of Cincinnati requests Cooperating Agency status;
- The City includes discussion of the Brent Spence Bridge Corridor project on ALL committee agendas since it impacts all aspects of City operations, but especially the Climate,

Environment and Infrastructure Sub-committee.

- The City adopts a set of measurable priority goals that can guide project design, such as:
  - Maximize the amount of returned land contiguous to the City's urban core;
  - Maximize the amount of walkable street frontage that is conducive to street-facing development within the project footprint;
  - Minimize walking distances between the CBD and Queensgate;
  - Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide.
  - Reduce the number of lane miles using high-speed directional ramps.
  - Achieve best expenditure of public dollars measured in life-cycle return on investment.
- The City formally requests that design alternatives other than I-W be explored and considered during Phase 1A – proof of concept during the progressive design-build process;
- The City requests an independent economic impact analysis of potential expansion of its CBD;
- The City requests an independent evaluation of assumptions used in traffic forecasting projections;
- The City request an independent evaluation of the feasibility of alternatives proposed from sources other than the Bi-State Management Team.

These are reasonable asks for a 3 Billion dollar investment.

These activities, at a minimum, should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build (DB) teammate, before the City of Cincinnati establishes its design-build advisory committee to work with the DB team, and before the Environmental Document is completed and signed by FHWA.

The Brent Spence Bridge project represents a once-in-a-lifetime opportunity to improve mobility, economic vitality, and livability in our City. It is imperative that City officials devote the time and resources necessary to make the new bridge a cornerstone of a brighter future for all.

Very Respectfully,

Jacob Witte

[Redacted]

[Redacted]

[Redacted]

---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Monday, November 21, 2022 8:22 AM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

---

**From:** Barbara Didrichsen <info@sg.actionnetwork.org>  
**Sent:** Sunday, November 20, 2022 7:55 AM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Ohio Division,

I write today, concerned that the City of Cincinnati is squandering a once in a lifetime opportunity by not taking advantage of federal regulations to play a more active role during the environmental analysis and public engagement phase of the Brent Spence Bridge Corridor project.

Specifically, I am concerned that the City and its Department of Transportation and Engineering (DOTE) is relying on the Ohio Department of Transportation (ODOT) to conduct the required NEPA analysis without engaging significantly in the process. The City and DOTE, because of their unique roles in the management of the local transportation network and land use planning, should request that they become "Cooperating Agencies" in the ongoing National Environmental Policy Act (NEPA) process for the Brent Spence Bridge project. Playing a more active role would give the City and its citizens a greater voice in the outcome of the project's NEPA process, which will impact quality of life in the City for generations to come.

ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Bridge project. The City has a great deal at stake depending on the final design of the new Brent Spence Bridge and connecting roadways. In the past, DOTE has reported to policy makers when called upon to do so, through a committee of Council. This is a relic of our City-Manager form of

governance. Although the city manager conducts the day-to-day business of the City, it is Council's responsibility to set policy, and the Mayor's responsibility to advocate for that policy. Therefore, both the City Council and the City Administration must step up to participate in the NEPA process.

In October 2022 the U.S. Department of Transportation issued a guidance document, "Promising Practices for Meaningful Public Involvement in Transportation Decision-Making", that provides direction to USDOT funding recipients about how to meet the requirements of meaningful public involvement under Title VI of the Civil Rights Act of 1964, and NEPA. Given the Brent Spence Bridge project's potential impacts on Environmental Justice communities, having the City and DOTE play a more active role is absolutely consistent with this new USDOT guidance.

The City and the Greater Cincinnati Regional Chamber of Commerce were encouraged to voice local and community goals to be included in the project's Purpose and Need. The articulated goals were limited to acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project to the benefit of the City's future go far beyond this one goal. As of today, the City has chosen not to reach out separately from ODOT to its directly impacted and larger regional communities to invite input to validate these goals. This must change promptly.

Although ODOT has agreed to a progressive design-build process, the agency has not actively engaged the market in the most important and critical benefits of this process – encouraging innovation by the successful design-build team to achieve the City's (not sufficiently articulated) goals. ODOT remains focused on 1960s solutions. Its preferred alternative, labeled I-W, reinforces an overly designed and car-centric solution to a 21st Century challenge. All one needs to do is take a drive up I-75 to Evendale, completed last year, to experience the current execution of a hard-scape collector-distributor with high-speed directional ramps as being proposed for downtown Cincinnati. It is both a safety and aesthetic nightmare.

In order to achieve a transformative experience for the citizens of our region, the following activities are necessary and should be undertaken immediately:

- The City of Cincinnati requests Cooperating Agency status;
- The City includes discussion of the Brent Spence Bridge Corridor project on ALL committee agendas since it impacts all aspects of City operations, but especially the Climate,

Environment and Infrastructure Sub-committee.

- The City adopts a set of measurable priority goals that can guide project design, such as:
  - Maximize the amount of returned land contiguous to the City's urban core;
  - Maximize the amount of walkable street frontage that is conducive to street-facing development within the project footprint;
  - Minimize walking distances between the CBD and Queensgate;
  - Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide.
  - Reduce the number of lane miles using high-speed directional ramps.
  - Achieve best expenditure of public dollars measured in life-cycle return on investment.
- The City formally requests that design alternatives other than I-W be explored and considered during Phase 1A – proof of concept during the progressive design-build process;
- The City requests an independent economic impact analysis of potential expansion of its CBD;
- The City requests an independent evaluation of assumptions used in traffic forecasting projections;
- The City request an independent evaluation of the feasibility of alternatives proposed from sources other than the Bi-State Management Team.

These are reasonable asks for a 3 Billion dollar investment.

These activities, at a minimum, should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build (DB) teammate, before the City of Cincinnati establishes its design-build advisory committee to work with the DB team, and before the Environmental Document is completed and signed by FHWA.

The Brent Spence Bridge project represents a once-in-a-lifetime opportunity to improve mobility, economic vitality, and livability in our City. It is imperative that City officials devote the time and resources necessary to make the new bridge a cornerstone of a brighter future for all.

Very Respectfully,

Barbara Didrichsen





---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Monday, November 21, 2022 8:24 AM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

---

**From:** Arielle M Goldberg <info@sg.actionnetwork.org>  
**Sent:** Sunday, November 20, 2022 4:05 PM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

**CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.**

FHWA Ohio Division,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;
- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities an all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.
- The absolute best way that City Council can secure a right to positively influence the

project is by instructing the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City’s rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project’s traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project’s funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

Arielle M Goldberg





---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Monday, November 21, 2022 8:27 AM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Improving the Brent Spence Bridge Cincinnati Approach

---

**From:** Dylan Lurk <info@sg.actionnetwork.org>  
**Sent:** Sunday, November 20, 2022 10:41 PM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Improving the Brent Spence Bridge Cincinnati Approach

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Ohio Division,

Hello,

As a resident of W. 4th St in Cincinnati, I live a half block from the 4th street on-ramp to 75 north and consequently a half block from the Brent Spence Bridge Corridor project area. As a daily user of the downtown Cincinnati street grid as a driver and pedestrian, and a daily user of I-75, I am writing today because I am concerned that ODOT's current plans for the Brent Spence Corridor Project do not deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern remains true despite the Chamber of Commerce adjustments announced on 11/10/22. Currently, ODOT is aggressively pursuing a project rooted in a design that was conceived in 2012. Minor updates have occurred since then, but none of the updates meaningfully correct for decades of car-centric decisions. The Project is using stale & antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the

West End, and minimize the walking distance of each of those connections;

- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;
- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.

I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT should set the expectations that (A) the Project's design-build team

(DBT) will work with the City through the duration of the Project to incorporate the measurable priorities in all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.

--- The absolute best way that City Council can secure a right to positively influence the project is by instructing the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City’s rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project’s traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the aforementioned measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project’s funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City

Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,  
Dylan Lurk  
Resident, W. 4th St  
Cincinnati, OH 45202

Dylan Lurk  
[Redacted]  
[Redacted]  
[Redacted]



---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Monday, November 21, 2022 8:26 AM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

---

**From:** Christopher Randall <info@sg.actionnetwork.org>  
**Sent:** Sunday, November 20, 2022 10:09 PM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

**CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.**

FHWA Ohio Division,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;
- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities an all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.
- The absolute best way that City Council can secure a right to positively influence the

project is by instructing the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City’s rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project’s traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project’s funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,  
Christopher Randall

Christopher Randall



---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Monday, November 21, 2022 8:25 AM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

---

**From:** Comfort Wendel <info@sg.actionnetwork.org>  
**Sent:** Sunday, November 20, 2022 4:36 PM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Ohio Division,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;
- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities an all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.
- The absolute best way that City Council can secure a right to positively influence the

project is by instructing the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City’s rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project’s traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

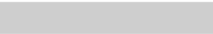
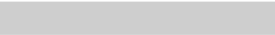
These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project’s funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

Comfort Wendel

Comfort Wendel





---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Monday, November 21, 2022 2:34 PM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

---

**From:** Alex Browne <info@sg.actionnetwork.org>  
**Sent:** Monday, November 21, 2022 2:28 PM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

**CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.**

FHWA Ohio Division,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;
- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities an all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.
- The absolute best way that City Council can secure a right to positively influence the

project is by instructing the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City’s rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project’s traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project’s funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

Alex Browne





**From:** Alex Browne <[info@sg.actionnetwork.org](mailto:info@sg.actionnetwork.org)>

**Sent:** Monday, November 21, 2022 2:28 PM

**To:** Shepherd, Gloria (FHWA) <[Gloria.Shepherd@dot.gov](mailto:Gloria.Shepherd@dot.gov)>

**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Executive Director Gloria Shepherd,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;
- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the

power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities in all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.
- The absolute best way that City Council can secure a right to positively influence the project is by instructing the City Manager to ensure that the City and Dept. of Transportation

& Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City’s rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project’s traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project’s funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

Alex Browne

[Redacted]

[Redacted]

[Redacted]



---

**From:** Stevens, Rise (FHWA) on behalf of FHWA, Ohio (FHWA)  
**Sent:** Friday, November 25, 2022 12:37 PM  
**To:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

FYI

---

**From:** Alexander Antony <info@sg.actionnetwork.org>  
**Sent:** Wednesday, November 23, 2022 1:13 PM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Ohio Division,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;
- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.

- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities an all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.

- The absolute best way that City Council can secure a right to positively influence the project is by instructing the City Manager to ensure that the City and Dept. of Transportation &

Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City’s rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project’s traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project’s funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

Alexander Antony





**From:** Alexander Antony <[info@sg.actionnetwork.org](mailto:info@sg.actionnetwork.org)>

**Sent:** Wednesday, November 23, 2022 1:12:40 PM

**To:** Shepherd, Gloria (FHWA) <[Gloria.Shepherd@dot.gov](mailto:Gloria.Shepherd@dot.gov)>

**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Executive Director Gloria Shepherd,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;
- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the

power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities an all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.
- The absolute best way that City Council can secure a right to positively influence the project is by instructing the City Manager to ensure that the City and Dept. of Transportation

& Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City’s rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project’s traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project’s funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

Alexander Antony

[REDACTED]

[REDACTED]

[REDACTED]



---

**From:** Stevens, Rise (FHWA) on behalf of FHWA, Ohio (FHWA)  
**Sent:** Friday, November 25, 2022 12:37 PM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA); Long, Timothy (FHWA)  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

FYI

---

**From:** James McDermott <info@sg.actionnetwork.org>  
**Sent:** Wednesday, November 23, 2022 8:33 PM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Ohio Division,

I write today, concerned that the City of Cincinnati is squandering a once in a lifetime opportunity by not taking advantage of federal regulations to play a more active role during the environmental analysis and public engagement phase of the Brent Spence Bridge Corridor project.

Specifically, I am concerned that the City and its Department of Transportation and Engineering (DOTE) is relying on the Ohio Department of Transportation (ODOT) to conduct the required NEPA analysis without engaging significantly in the process. The City and DOTE , because of their unique roles in the management of the local transportation network and land use planning, should request that they become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Brent Spence Bridge project. Playing a more active role would give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will impact quality of life in the City for generations to come.

ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Bridge project. The City has a great deal at stake depending on the final design of the new Brent Spence Bridge and connecting roadways. In the past, DOTE has reported to policy makers when called upon to do so, through a committee of Council. This is a relic of our City-Manager form of governance.

Although the city manager conducts the day-to-day business of the City, it is Council's responsibility to set policy, and the Mayor's responsibility to advocate for that policy. Therefore, both the City Council and the City Administration must step up to participate in the NEPA process.

In October 2022 the U.S. Department of Transportation issued a guidance document, "Promising Practices for Meaningful Public Involvement in Transportation Decision-Making", that provides direction to USDOT funding recipients about how to meet the requirements of meaningful public involvement under Title VI of the Civil Rights Act of 1964, and NEPA. Given the Brent Spence Bridge project's potential impacts on Environmental Justice communities, having the City and DOTE play a more active role is absolutely consistent with this new USDOT guidance.

The City and the Greater Cincinnati Regional Chamber of Commerce were encouraged to voice local and community goals to be included in the project's Purpose and Need. The articulated goals were limited to acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project to the benefit of the City's future go far beyond this one goal. As of today, the City has chosen not to reach out separately from ODOT to its directly impacted and larger regional communities to invite input to validate these goals. This must change promptly.

Although ODOT has agreed to a progressive design-build process, the agency has not actively engaged the market in the most important and critical benefits of this process – encouraging innovation by the successful design-build team to achieve the City's (not sufficiently articulated) goals. ODOT remains focused on 1960s solutions. Its preferred alternative, labeled I-W, reinforces an overly designed and car-centric solution to a 21st Century challenge. All one needs to do is take a drive up I-75 to Evendale, completed last year, to experience the current execution of a hard-scape collector-distributor with high-speed directional ramps as being proposed for downtown Cincinnati. It is both a safety and aesthetic nightmare.

In order to achieve a transformative experience for the citizens of our region, the following activities are necessary and should be undertaken immediately:

- The City of Cincinnati requests Cooperating Agency status;
- The City includes discussion of the Brent Spence Bridge Corridor project on ALL committee agendas since it impacts all aspects of City operations, but especially the Climate,

Environment and Infrastructure Sub-committee.

- The City adopts a set of measurable priority goals that can guide project design, such as:
  - Maximize the amount of returned land contiguous to the City's urban core;
  - Maximize the amount of walkable street frontage that is conducive to street-facing development within the project footprint;
  - Minimize walking distances between the CBD and Queensgate;
  - Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide.
  - Reduce the number of lane miles using high-speed directional ramps.
  - Achieve best expenditure of public dollars measured in life-cycle return on investment.
- The City formally requests that design alternatives other than I-W be explored and considered during Phase 1A – proof of concept during the progressive design-build process;
- The City requests an independent economic impact analysis of potential expansion of its CBD;
- The City requests an independent evaluation of assumptions used in traffic forecasting projections;
- The City request an independent evaluation of the feasibility of alternatives proposed from sources other than the Bi-State Management Team.

These are reasonable asks for a 3 Billion dollar investment.

These activities, at a minimum, should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build (DB) teammate, before the City of Cincinnati establishes its design-build advisory committee to work with the DB team, and before the Environmental Document is completed and signed by FHWA.

The Brent Spence Bridge project represents a once-in-a-lifetime opportunity to improve mobility, economic vitality, and livability in our City. It is imperative that City officials devote the time and resources necessary to make the new bridge a cornerstone of a brighter future for all.

Very Respectfully,

James McDermott



---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Monday, November 28, 2022 9:35 AM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

---

**From:** Samuel Deetz <info@sg.actionnetwork.org>  
**Sent:** Saturday, November 26, 2022 12:08 AM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

**CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.**

FHWA Ohio Division,

I am writing today because I am concerned about the Brent Spence Corridor Project. While I do not live in the Cincinnati region, I visit every year for the Western and Southern Open and therefore would like to share the following thoughts on the project.

I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;

- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities an all ways possible including innovative design concepts during Phase 1A and later

phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.

--- The absolute best way that City Council can secure a right to positively influence the project is by instructing the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City’s rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project’s traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project’s funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,  
Samuel Deetz

Samuel Deetz

[Redacted]

[Redacted]

[Redacted] 1

---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Monday, November 28, 2022 3:24 PM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

---

**From:** Chris Colley <info@sg.actionnetwork.org>  
**Sent:** Monday, November 28, 2022 2:23 PM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

**CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.**

FHWA Ohio Division,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;
- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.



However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities an all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.
- The absolute best way that City Council can secure a right to positively influence the

project is by instructing the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City’s rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project’s traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project’s funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

Chris Colley

[Redacted text block]

---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Tuesday, November 29, 2022 10:31 AM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

---

**From:** Alex Lamers <info@sg.actionnetwork.org>  
**Sent:** Tuesday, November 29, 2022 10:27 AM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (A))

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Ohio Division,

I am writing today because I am concerned about the Brent Spence Corridor Project. I do not believe that ODOT's current plans will deliver to this City what it deserves: the best possible product, rooted in modern design thinking, appropriate for its urban context. This concern is true even after the Chamber of Commerce adjustments announced on 11/10/22. Without input from the Cincinnati City Council, ODOT will deliver the Project using antiquated design thinking, without encouraging innovative suggestions/solutions from the marketplace/industry, and after doing only performative public engagement.

Unlike the current design, I believe the City deserves a Project that is guided by the following, measurable priorities:

- Maximize the amount of returned land contiguous to the City's urban core;
- Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;
- Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;
- Minimize the number of lane miles using high-speed directional ramps;
- Achieve best expenditure of public dollars measured in life-cycle return on investment.

However, I am not advocating for a specific design. Rather I am asking the Cincinnati City Council to set policies for the Project that will ensure the best possible environmental process and project development process are followed. Although the City will not own or operate the Project, because the Project passes through the City, the Cincinnati City Council has the power to make policy that will ensure a top-notch process is followed, to the satisfaction of all interested parties. Fortunately, the process proposed here is designed to work within the existing parameters of the Project's funding, schedule, and environmental permits, not against them. By ensuring a top-notch process is followed, the Cincinnati City Council will ensure the best possible product, positively impacting our city for generations to come. For a \$2.8 billion project, this is a reasonable ask, and it is worth the requisite time, attention, and resources.

To be clear, policymaking engagement from Cincinnati's elected leaders is needed. ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Corridor Project. Firm policy should be articulated by City Council, so that a concerted, coordinated effort across City government can be made to achieve these policies.

Specifically, I request that the Cincinnati City Council make the following policies:

- Formally adopt a set of measurable priorities for the Project. This set of formally-adopted, measurable priorities should be incorporated into the project's Purpose and Need, and can be used to shape the basis of design of the project during the project's Phase 1A—proof of concept phase. To date, the City and the Greater Cincinnati Regional Chamber of Commerce have articulated a limited goal of acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project's design to the benefit of the City's future go far beyond this one goal. Specifically, I ask that the City Council adopt the list of measurable goal I have stated earlier in this letter.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. The agreement with ODOT should set the expectations that (A) the Project's design-build team (DBT) will work with the City through the duration of the Project to incorporate the measurable priorities an all ways possible including innovative design concepts during Phase 1A and later phases, that (B) the DBT will be selected in large part based on their ability to do this, and that (C) the City will have a critical, deciding vote during the selection of the DBT.
- The absolute best way that City Council can secure a right to positively influence the

project is by instructing the City Manager to ensure that the City and Dept. of Transportation & Engineering (DOTE), because of their unique roles in the management of the local transportation network and land use planning, become “Cooperating Agencies” in the ongoing National Environmental Policy Act (NEPA) process for the Project. By becoming a “Cooperating Agency,” the City will have the right to play a more active role in the Project. This will give the City and its citizens a greater voice in the outcome of the project’s NEPA process, which will end up shaping the Project’s design. This policy is totally consistent with USDOT’s October 2022 “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.”

--- The second-best way that City Council can formally define its rights & powers in the Project would be to enter into one or more Memorandums of Understanding with ODOT, defining the City’s rights in the project. The City of Covington took this second approach successfully with KYTC.

- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project’s progressive design-build process.

- Formally request to ODOT and the FHWA that sufficiently-funded, good-faith, independent analyses be conducted, immediately, of the following:

--- The assumptions used in the Project’s traffic forecasting projections;

--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;

--- The economic impact analysis of potential expansion of the CBD.

These policies should be adopted as soon as possible. At a minimum, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter need to impact the Project’s funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will be ensuring the best possible product out of this Project, for our city, for generations to come.

Very Respectfully,

Alex Lamers

████████████████████



---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Wednesday, November 30, 2022 8:02 AM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

---

**From:** Aaron West <info@sg.actionnetwork.org>  
**Sent:** Tuesday, November 29, 2022 10:17 PM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Ohio Division,

I write today, concerned that the City of Cincinnati is squandering a once in a lifetime opportunity by not taking advantage of federal regulations to play a more active role during the environmental analysis and public engagement phase of the Brent Spence Bridge Corridor project.

Specifically, I am concerned that the City and its Department of Transportation and Engineering (DOTE) is relying on the Ohio Department of Transportation (ODOT) to conduct the required NEPA analysis without engaging significantly in the process. The City and DOTE, because of their unique roles in the management of the local transportation network and land use planning, should request that they become "Cooperating Agencies" in the ongoing National Environmental Policy Act (NEPA) process for the Brent Spence Bridge project. Playing a more active role would give the City and its citizens a greater voice in the outcome of the project's NEPA process, which will impact quality of life in the City for generations to come.

ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Bridge project. The City has a great deal at stake depending on the final design of the new Brent Spence Bridge and connecting roadways. In the past, DOTE has reported to policy makers when called upon to do so, through a committee of Council. This is a relic of our City-Manager form of



governance. Although the city manager conducts the day-to-day business of the City, it is Council's responsibility to set policy, and the Mayor's responsibility to advocate for that policy. Therefore, both the City Council and the City Administration must step up to participate in the NEPA process.

In October 2022 the U.S. Department of Transportation issued a guidance document, "Promising Practices for Meaningful Public Involvement in Transportation Decision-Making", that provides direction to USDOT funding recipients about how to meet the requirements of meaningful public involvement under Title VI of the Civil Rights Act of 1964, and NEPA. Given the Brent Spence Bridge project's potential impacts on Environmental Justice communities, having the City and DOTE play a more active role is absolutely consistent with this new USDOT guidance.

The City and the Greater Cincinnati Regional Chamber of Commerce were encouraged to voice local and community goals to be included in the project's Purpose and Need. The articulated goals were limited to acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project to the benefit of the City's future go far beyond this one goal. As of today, the City has chosen not to reach out separately from ODOT to its directly impacted and larger regional communities to invite input to validate these goals. This must change promptly.

Although ODOT has agreed to a progressive design-build process, the agency has not actively engaged the market in the most important and critical benefits of this process – encouraging innovation by the successful design-build team to achieve the City's (not sufficiently articulated) goals. ODOT remains focused on 1960s solutions. Its preferred alternative, labeled I-W, reinforces an overly designed and car-centric solution to a 21st Century challenge. All one needs to do is take a drive up I-75 to Evendale, completed last year, to experience the current execution of a hard-scape collector-distributor with high-speed directional ramps as being proposed for downtown Cincinnati. It is both a safety and aesthetic nightmare.

In order to achieve a transformative experience for the citizens of our region, the following activities are necessary and should be undertaken immediately:

- The City of Cincinnati requests Cooperating Agency status;
- The City includes discussion of the Brent Spence Bridge Corridor project on ALL committee agendas since it impacts all aspects of City operations, but especially the Climate,

Environment and Infrastructure Sub-committee.

- The City adopts a set of measurable priority goals that can guide project design, such as:
  - Maximize the amount of returned land contiguous to the City's urban core;
  - Maximize the amount of walkable street frontage that is conducive to street-facing development within the project footprint;
  - Minimize walking distances between the CBD and Queensgate;
  - Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide.
  - Reduce the number of lane miles using high-speed directional ramps.
  - Achieve best expenditure of public dollars measured in life-cycle return on investment.
- The City formally requests that design alternatives other than I-W be explored and considered during Phase 1A – proof of concept during the progressive design-build process;
- The City requests an independent economic impact analysis of potential expansion of its CBD;
- The City requests an independent evaluation of assumptions used in traffic forecasting projections;
- The City request an independent evaluation of the feasibility of alternatives proposed from sources other than the Bi-State Management Team.

These are reasonable asks for a 3 Billion dollar investment.

These activities, at a minimum, should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build (DB) teammate, before the City of Cincinnati establishes its design-build advisory committee to work with the DB team, and before the Environmental Document is completed and signed by FHWA.

The Brent Spence Bridge project represents a once-in-a-lifetime opportunity to improve mobility, economic vitality, and livability in our City. It is imperative that City officials devote the time and resources necessary to make the new bridge a cornerstone of a brighter future for all.

Very Respectfully,

Aaron West

████████████████████  
████████████████████  
████████████████████

---

**From:** FHWA, Ohio (FHWA)  
**Sent:** Friday, December 2, 2022 12:03 PM  
**To:** Leffler, Laurie (FHWA); Griffith, Robert (FHWA); Lopez, Dina (FHWA)  
**Cc:** Long, Timothy (FHWA)  
**Subject:** FW: Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

---

**From:** Blake Carter <info@sg.actionnetwork.org>  
**Sent:** Friday, December 2, 2022 11:58 AM  
**To:** FHWA, Ohio (FHWA) <Ohio.FHWA@dot.gov>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements (11.15.22 Update (B))

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Ohio Division,

Highways have destroyed historically robust, diverse, and prosperous sections of large cities in Ohio, however no community has been hit as hard as Cincinnati. What was once one of the largest economic centers of growth has steadily declined into a shadow of what it used to be.

I write today, concerned that the City of Cincinnati is squandering a once in a lifetime opportunity by not taking advantage of federal regulations to play a more active role during the environmental analysis and public engagement phase of the Brent Spence Bridge Corridor project.

Specifically, I am concerned that the City and its Department of Transportation and Engineering (DOTE) is relying on the Ohio Department of Transportation (ODOT) to conduct the required NEPA analysis without engaging significantly in the process. The City and DOTE, because of their unique roles in the management of the local transportation network and land use planning, should request that they become "Cooperating Agencies" in the ongoing National Environmental Policy Act (NEPA) process for the Brent Spence Bridge project. Playing a more active role would give the City and its citizens a greater voice in the outcome of the project's NEPA process, which will impact quality of life in the City for generations to come.

ODOT has traditionally relied on the City DOTE to speak for the people of Cincinnati. DOTE has historically represented an engineering-only perspective, and for certain smaller-scale projects, this approach is appropriate. Not so for the Brent Spence Bridge project. The City has a great deal at stake depending on the final design of the new Brent Spence Bridge and connecting roadways. In the past, DOTE has reported to policy makers when called upon to do so, through a committee of Council. This is a relic of our City-Manager form of governance. Although the city manager conducts the day-to-day business of the City, it is Council's responsibility to set policy, and the Mayor's responsibility to advocate for that policy. Therefore, both the City Council and the City Administration must step up to participate in the NEPA process.

In October 2022 the U.S. Department of Transportation issued a guidance document, "Promising Practices for Meaningful Public Involvement in Transportation Decision-Making", that provides direction to USDOT funding recipients about how to meet the requirements of meaningful public involvement under Title VI of the Civil Rights Act of 1964, and NEPA. Given the Brent Spence Bridge project's potential impacts on Environmental Justice communities, having the City and DOTE play a more active role is absolutely consistent with this new USDOT guidance.

The City and the Greater Cincinnati Regional Chamber of Commerce were encouraged to voice local and community goals to be included in the project's Purpose and Need. The articulated goals were limited to acquiring minimal additional acreage for the Convention Center expansion. The opportunities for improving the project to the benefit of the City's future go far beyond this one goal. As of today, the City has chosen not to reach out separately from ODOT to its directly impacted and larger regional communities to invite input to validate these goals. This must change promptly.

Although ODOT has agreed to a progressive design-build process, the agency has not actively engaged the market in the most important and critical benefits of this process – encouraging innovation by the successful design-build team to achieve the City's (not sufficiently articulated) goals. ODOT remains focused on 1960s solutions. Its preferred alternative, labeled I-W, reinforces an overly designed and car-centric solution to a 21st Century challenge. All one needs to do is take a drive up I-75 to Evendale, completed last year, to experience the current execution of a hard-scape collector-distributor with high-speed directional ramps as being proposed for downtown Cincinnati. It is both a safety and aesthetic nightmare.

In order to achieve a transformative experience for the citizens of our region, the following activities are necessary and should be undertaken immediately:

- The City of Cincinnati requests Cooperating Agency status;
  - The City includes discussion of the Brent Spence Bridge Corridor project on ALL committee agendas since it impacts all aspects of City operations, but especially the Climate, Environment and Infrastructure Sub-committee.
  - The City adopts a set of measurable priority goals that can guide project design, such as:
    - Maximize the amount of returned land contiguous to the City's urban core;
    - Maximize the amount of walkable street frontage that is conducive to street-facing development within the project footprint;
    - Minimize walking distances between the CBD and Queensgate;
    - Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide.
    - Reduce the number of lane miles using high-speed directional ramps.
    - Achieve best expenditure of public dollars measured in life-cycle return on investment.
  - The City formally requests that design alternatives other than I-W be explored and considered during Phase 1A – proof of concept during the progressive design-build process;
  - The City requests an independent economic impact analysis of potential expansion of its CBD;
  - The City requests an independent evaluation of assumptions used in traffic forecasting projections;
  - The City request an independent evaluation of the feasibility of alternatives proposed from sources other than the Bi-State Management Team.
- These are reasonable asks for a 3 Billion dollar investment.

These activities, at a minimum, should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build (DB) teammate, before the City of Cincinnati establishes its design-build advisory committee to work with the DB team, and before the Environmental Document is completed and signed by FHWA.

The Brent Spence Bridge project represents a once-in-a-lifetime opportunity to improve mobility, economic vitality, and livability in our City. It is imperative that City officials devote the time and resources necessary to make the new bridge a cornerstone of a brighter future for all.

Very Respectfully,  
Blake Carter, Esq.

Blake Carter

[Redacted]

[Redacted]

[Redacted]

**From:** [REDACTED]  
**Sent:** Wednesday, December 7, 2022 2:04 PM  
**To:** Shepherd, Gloria (FHWA) <[Gloria.Shepherd@dot.gov](mailto:Gloria.Shepherd@dot.gov)>  
**Subject:** Brent Spence Corridor - Cincinnati Process Improvements and Opportunity

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

FHWA Executive Director Gloria Shepherd,

Hi. I am writing to you today regarding the Brent Spence Bridge Corridor Project. In November, the Ohio Department of Transportation (ODOT) released an updated plan for removing the 4th street exit ramp to northbound Interstate 75 and freeing up ten acres of land just west of Central Avenue, the western edge of Cincinnati's Central Business District. I commend this effort as it is a good faith effort that ODOT is open to refining the now ten-year-old plan. However, I believe more can be done to achieve federal, regional, state and city objectives for this project.

Specifically, those goals include the following:

- Return the maximum amount of contiguous land to the City's urban core to achieve city and regional objectives;
- Maximize the amount of sidewalk-supported street frontage that is conducive to street-facing development within and adjacent to the project footprint;
- Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the distance to cross each of those connections;
- Embrace the NACTO Urban Street Design Guide in developing streets, blocks, and other elements;
- Minimize the number of lane miles using high-speed directional ramps;
- Maximize the economic development potential of new real estate located within the urban core, increasing the city's tax base, which can lead to lower taxes.

While I am not advocating for a specific design, I strongly encourage all involved agencies to consider the evolution of community priorities around building resilient, environmentally

sustainable, pedestrian-focused communities while enhancing non-automobile-based mobility options and repositioning to a place-based economy. These goals are significantly different from the ones the city and region prioritized when substantial planning concluded on the project in 2012/2013.

It has come to my attention that the City of Cincinnati is not a "Cooperating Agency" in the NEPA process. This is something that needs to be rectified as it is clear the City of Cincinnati, along with Covington, KY, will bare the physical impacts of the bridge construction. City Council can accomplish the following objectives:

- Formally adopt a set of measurable priorities for the Project.
- Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process.
- Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project's progressive design-build process.
- Formally request to ODOT and the FHWA that sufficiently funded, good-faith, independent analyses be conducted immediately of the following:
  - The assumptions used in the Project's traffic forecasting projections;
  - The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;
  - The economic impact analysis of the potential expansion of the CBD.

Cincinnati City Council should be encouraged to adopt these policies as soon as possible. Ideally, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.

None of the items I am advocating for in this letter should impact the Project's funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will ensure the best possible product out of this Project for our city for generations to come.



Very Respectfully,

-John

[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]



PO Box 1977  
Westerville, OH 43086  
[ericka.copeland@sierraclub.org](mailto:ericka.copeland@sierraclub.org)

---

February 8, 2023

Mayor Aftab Pureval  
Cincinnati City Council  
801 Plum Street  
Cincinnati, Ohio 45202

*Via email*

RE: **Brent Spence Bridge Project**

Dear Mayor & Council,

The Sierra Club is concerned about the impacts of a potential Brent Spence Bridge Project (“Project”) on the health and safety of communities in the region, on our environment, on the economy and budgets of local residents, and on the budgets of local governments.

Sierra Club participates on the Brent Spence Bridge Advisory Committee, and we look forward to further engaging in the Project’s federal environmental review process under the National Environmental Policy Act (NEPA). We write today in order to urge the City of Cincinnati to engage in these planning and environmental review processes to the maximum extent possible under the law.

Specifically, we are asking the City of Cincinnati to demand that the Federal Highway Administration (FHWA) deem Cincinnati a “cooperating agency” as defined under NEPA and its implementing regulations. As we will document below, the City’s active participation could result in significant cost savings for the city and local residents, as well as important environmental safeguards for the region.

At the City’s January 18, 2023, Climate, Environment & Infrastructure Committee meeting, the Department of Transportation and Engineering addressed the City’s potential opportunity to become a Cooperating Agency. We would like to offer some clarifying information which will ensure that the City of Cincinnati understands both the extent of this opportunity and the critical importance of the City’s participation.

While the Ohio Department of Transportation (ODOT) has a “Program Assignment” from the Secretary of Transportation to assume the Secretary’s responsibilities under NEPA for certain

projects in Ohio,<sup>1</sup> FHWA continues to have full authority for the environmental review of this Project, which connects Ohio and Kentucky and is therefore an interstate undertaking.<sup>2</sup>

FHWA therefore has the authority to identify “cooperating agencies” under NEPA. According to 40 CFR 1508.1(e), a “cooperating agency” under NEPA can be “any . . . local agency with agreement of the lead agency [and that has] special expertise with respect to any environmental impact involved in a . . . major Federal action that may significantly affect the quality of the human environment.”

The City of Cincinnati has “special expertise with respect to” the impacts of the Project and should be identified formally as a cooperating agency under NEPA. Specifically, the City has special expertise with regards to environmental impacts including, but not limited to:

- stormwater runoff related to both the quantity and quality of the stormwater from the Brent Spence Bridge Project on the Metropolitan Sewer District (MSD) combined sewers,
- a greater volume of stormwater in the combined sewer system, where the City and the County are defendants to a federal consent decree to reduce combined sewer overflows which are primarily caused by stormwater,
- stormwater pollutants from the expanded highway including heavy metals and road salt,
- the negative impact of expanded highway lanes and higher traffic loads on increasing stormwater runoff,
- flooding as a result of Project construction and operation,
- subsidence, landslides, erosion and other ground movements,
- local air quality, especially air toxics which are highest near the interstate and the adjacent environmental justice communities,
- Cincinnati’s efforts to prevent and mitigate the effects of climate change from the transportation sector, and
- the lack of transportation options for environmental justice communities, including making sure that the Brent Spence Bridge Project has adequate accommodations for public transit, including rail, bus lanes and bus rapid transit.

Environmental justice communities should not suffer the negative impacts of the interstate and be excluded from affordable modes of transportation.

The City should contact FHWA immediately and demand a cooperating agency agreement predicated on the City’s unique position vis-a-vis the Project.

---

<sup>1</sup> [https://www.environment.fhwa.dot.gov/nepa/program\\_assignment.aspx](https://www.environment.fhwa.dot.gov/nepa/program_assignment.aspx).

<sup>2</sup> FHWA letter July 28, 2006 “The FHWA, Ohio Division Office will serve as the lead Federal agency for this project. ODOT and KYTC will serve as joint lead agencies.”

Notably, Hamilton County also possesses special expertise with regards to the potential impacts of the Project, and we are also asking that the County engage as a cooperating agency in the NEPA process.

The City's active participation is needed to achieve significant cost savings for itself and for local residents, as well as to ensure important environmental safeguards for the Greater Cincinnati region. The City should incur **no financial obligations as a cooperating agency** except possibly staff time that is already being spent on the Project, or for any extra work or studies that the City might request or prepare. **The City and its residents will incur significant additional costs if stormwater associated with the Project is not adequately managed.**

Recently, construction on I-75 has resulted in large amounts of sediment flowing into the Mill Creek and likely MSD's combined sewer system. Sediment in the Mill Creek piles up behind the barrier dam which will ultimately need to be dredged out at the City's expense. Sediment in sewers causes them to become clogged and can cause expensive sewer backups. These impacts have created hardships for both the City and MSD ratepayers alike.

**MSD ratepayers should not be responsible for highway stormwater runoff.** The ratepayers are already paying for the burden of the legacy of interstate runoff, which has caused untreated raw sewage to go into Mill Creek and the Ohio River. The City is under a consent decree to vastly reduce these overflows of hundreds of millions of gallons of stormwater mixed with untreated sewage, not increase them. As has been done in Kentucky, this Project should address the legacy runoff and prevent additional runoff from more impervious surfaces from going into combined sewers. **We need to leverage this Project in a positive way to comply with the consent decree and reduce costs to ratepayers.**

The City should ensure that those impacts are either avoided or mitigated in the Project planning phase. Two Memoranda of Understanding with the City of Covington and the Kentucky Transportation Cabinet (KYTC) provide strong evidence that Cincinnati can also demand and receive significant funding for both staff support and stormwater mitigation.<sup>6</sup> **Please do all that you can to make sure that Cincinnati is at the table and heard.**

We urge you to work with FHWA, ODOT, Hamilton County and KYTC, along with the City of Covington and other affected jurisdictions, to achieve cooperating agency status for the Brent Spence Bridge Project, and to fully participate in the NEPA process.

Finally, we urge you to go beyond the discussion at Council's January 18, 2023, Climate, Environment and Infrastructure Committee meeting and establish a more comprehensive set of goals and objectives related to the protection of our environment and of public health and safety, and related to the Project's impacts on the City and its residents, and the effects on sewer rate payers, MSD operations and more.

We look forward to a transparent, robust public input process and discussion about all of the issues raised in this letter.

Thank you for your time and for your work on this important Project.

Sincerely,

Chris Curran, Transportation Chair  
Sierra Club Miami Group

Ericka Copeland, State Director  
Sierra Club Ohio

Cc: Federal Highway Administration  
Hamilton County Board of County Commissioners  
Ohio Department of Transportation  
United States Environmental Protection Agency

---

**Appendix O:**  
**Neighborhood Outreach Comments and Responses**





## NEIGHBORHOOD COMMENT AND RESPONSE SUMMARY Brent Spence Bridge Corridor Project (PID 89068 | Item No. 6-17)

### Introduction

KYTC and ODOT developed a “PublicInput.com” website specific to neighborhoods in and near the project area from November 15, 2022 to January 5, 2023. KYTC and ODOT also accepted written comments during this time. This document summarizes the comments received between November 15, 2022 and January 5, 2023 as part of the neighborhood outreach efforts and provides a response to each comment received.

The PublicInput.com website had several questions embedded throughout. Not every participant entered comments for every question. Some participants commented on several questions, while some participants only commented on one or a few questions. The comments and responses tabulated on the following pages are grouped according to the questions that were posted on the PublicInput.com website.

- A - Do you have any comments on the refinements that have been incorporated into the project since 2012? (78 comments)
- B - Do you think you will experience any positive benefits (such as shorter commute times, etc.) due to the project in Ohio? If so, please describe. (38 comments)
- C - Do you think you will experience any negative impacts due to the project in Ohio? If so, please describe. (23 comments)
- D - Do you think you will experience any positive benefits (such as shorter commute times, etc.) due to the project in Kentucky? If so, please describe. (29 comments)
- E - Do you think you will experience any negative impacts due to the project in Kentucky? If so, please describe. (21 comments)
- F - Do you have any concerns regarding the proposed configuration of the rehabilitated Brent Spence Bridge or the new companion bridge? (32 comments)
- G - Do you have any comments about noise in the Brent Spence Bridge Corridor? (19 comments)
- H - Do you think the project will improve bike and pedestrian access in your neighborhood? If so, in what ways? (29 comments)
- I - Do you have any additional comments, thoughts or questions that you'd like to share with us? (30 comments)
- J - Please suggest additional ways you think KYTC and ODOT can improve the inclusiveness of our public outreach efforts. (24 comments)
- K – Written comment forms (47 comments)

**A - Do you have any comments on the refinements that have been incorporated into the project since 2012?**

Comment Number	Comment	Response
A01	What changed?	<p>Changes in the project's design were described on the "Design Changes Since 2012" and "Impact Changes Since 2012" portions of the PublicInput.com site. Changes included modifying the configuration of the I-75 Interchange with the Western Hills Viaduct, moving the northbound exit ramp to I-75 from Freeman Avenue to Winchell Avenue, reducing shoulder widths, reconfiguring the Ezzard Charles bridge over I-75, lowering design speeds, reconfiguring the existing BSB and the new companion bridge, reducing the number of lanes on frontage roads in Kentucky, and reconfiguring the ramps in downtown Cincinnati, among others.</p> <p>In addition, project costs have been reduced by 8-percent, relocations have been reduced by over 90%, and land impacts in Kentucky have been substantially reduced. Land impacts in Ohio have been refined to include property owned by the City of Cincinnati which was not accounted for in the 2012 EA/FONSI.</p>
A02	Most of the refinements are nice improvements. I'm especially happy to see the improvements to the WHV and the opening up of land for redevelopment downtown. The new configuration of the convergence of 71 and 75 downtown is difficult to follow - does every option need its own road/lane? Could this be further combined and even more re-developable land opened up?	<p>ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The lanes and ramps provided were determined based on traffic analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati.</p>
A03	I live in Cincinnati & worked downtown. I drove I 74E & I 75S daily. The highways were accessible & when there were accidents on these highways, there were alternate routes to get me to work on time.	<p>ODOT wants to continue to foster the strong working relationship it has with the City of Cincinnati to mitigate impacts during construction. During construction, ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati Department of Transportation and Engineering and all relevant agencies within the City will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the City. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>



Comment Number	Comment	Response
<b>A04</b>	Please include sound walls on the northern Kentucky side (north of 12th St). The negative impact to the residents of Maistrose will be severe without them.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
<b>A05</b>	I met	Comment noted.
<b>A06</b>	As a resident of Mainstrasse, a sound wall will make a huge difference in the noise pollution. As it is, there's so much noise but with the additions the noise would be horrendous. Please strongly consider adding a sound wall. This would not only impact residents, but businesses, events, and tourism.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
<b>A07</b>	I met with the city team on this as my property backs up to Goebel park at the north end of Dalton. Just today I saw the change in sound decibels that will greatly affect my property and property value. I 100% support the addition of sound barriers to this project	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in the vicinity of Goebel Park and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
<b>A08</b>	With the historic homes in our area, sound has always been an issue. Now you are adding many changes and taking away what protections we have. That will drastically effect quality of life in our neighborhoods. Has me concerned for sleeping children etc. as these are already issues we deal with here in Covington due to the historic homes. There are many other factors where sound is affected. Please re-review these plans and consider the PEOPLE that live in this city. Make some sort of sound barrier to adjust for the new roadway configuration or this absolutely will not work. Thank you	KYTC has identified several noise walls that meet its noise policy and may be constructed in Covington. Furthermore, KYTC is conducting a technical study to evaluate additional walls to provide noise reduction and to shield views of the highway in areas that did not warrant noise walls per KYTC's policy. KYTC will base their final recommendations on the technical feasibility of the noise walls and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.

Comment Number	Comment	Response
<b>A09</b>	Yes! The noise is going to be insane. I've been a resident of Covington for almost 10 years. This chaos may make me move. The housing market is already over the top and now many of us will need to relocate due to the construction or the noise left after. There NEEDS to be noise barriers.	KYTC has identified several noise walls that meet its noise policy and may be constructed in Covington. Furthermore, KYTC is conducting a technical study to evaluate additional walls to provide noise reduction and to shield views of the highway in areas that did not warrant noise walls per KYTC's policy. KYTC will base their final recommendations on the technical feasibility of the noise walls and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
<b>A10</b>	I understand sound walls cannot be included along every stretch of highway, but when you can clearly see how many dozens of homes in Mainstrasse are impacted by this change, it shouldn't be optional.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
<b>A11</b>	We need sound walls! As a property owner on Philadelphia St, the sounds of the highway already impact the neighborhood, quality of life, property values. Please incorporate sound walls at you said you would, in order to improve the environment of the up and coming Covington neighborhood of Mainstrasse.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
<b>A12</b>	Please include sound walls, especially in Mainstrasse. The walkability, or at least enjoying the walkability, of the neighborhood will be very negatively impacted without sound walls. Nobody wants to walk or play or live next to an Interstate with vehicles going 70+ mph with no noise barrier between. The vibration caused by the traffic is a concern for the historical homes in the Mainstrasse neighborhood, and sound walls would somewhat help dampen that. Not putting in sound walls would be disregarding the people who live in these neighborhoods, especially low income people who have no other choice but to live next to the Interstate, or those who have invested in a home to improve the neighborhood. Please do not sacrifice the quality of lives in the neighborhoods the save some money.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.

Comment Number	Comment	Response
<b>A13</b>	Please reinstate the sound walls to the project near Northern Kentucky and the Mainstrasse neighborhood. Every effort should be made to minimize the impact that this project will have on this vibrant and historic area.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
<b>A14</b>	After seeing diagrams on the before/after change in sound intensity/decibel level, it's pretty clear that sound walls are a vital component to maintaining pleasant daily living in Mainstrasse, for residents and visitors alike, and I am fairly relieved that we lost an opportunity to buy a home on the west side of Main Street as a result. As a frequent patron and future resident of the area, please consider that the neighborhood already deals with an elevated train on the east side, which drowns out any outdoor conversation on the north side of the village. Also consider that the baseline decibel levels are quite conservative compared to what already exists on Main Street's west side.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
<b>A15</b>	We need a noise barrier on the Interstate between north of 12th in Covington to mitigate the effects of noise pollution. It would be unethical to build this massive structure and do nothing to address the negative quality of life impact due to noise pollution. I live on Philadelphia St. in Mainstrasse.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
<b>A16</b>	It is absolutely vital to build a noise barrier(s) on the Interstate between north of 12th in Covington in order to mitigate the effects of noise pollution. The impact of noise pollution due to lack of barriers will be detrimental to our Mainstrasse community.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.



Comment Number	Comment	Response
<b>A17</b>	KYTC should implement any and all noise mitigation measures, including installing noise walls, to offset the increased noise pollution this project will bring to our neighborhood.	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.
<b>A18</b>	It's beyond me how anyone working on this project could completely disregard the noise level issues for the residents of Mainstrasse. As a resident and homeowner on Philadelphia St my family and I will be directly impacted by this change. Not ensuring proper sound mitigation shows a clear and callous disregard for the hundreds of families directly impacted by this project.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
<b>A19</b>	The noise is way too high. There is a lot of money invested in downtown Covington, we need sound barriers.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences near downtown Covington and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
<b>A20</b>	We need sound protection and noise abatement. Even the current traffic is too noisy. When it's this obvious how bad it will be, how can they consider not adding noise protections?	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.
<b>A21</b>	We need sound barrier walls to protect our property values in Covington. Now that sound study has been completed, it's a matter of sleeping and not sleeping from the massive roar produced by the highway. I'm on Crescent Ave and already here the highway but fear this project will only make things worse without the walls.	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy, including along Crescent Avenue. KYTC will conduct additional coordination with the people who will benefit from the walls along Crescent Avenue during the project's design-build phase.

Comment Number	Comment	Response
A22	<p>The included “Noise Story Board” recognizes, “In the Mainstrasse neighborhood, a noise wall system stretching from West 4th Street to Pike Street was found to be feasible” with the concept falling out of “reasonable” status due to design concepts. Further, in July 2022, the City of Covington revised its noise ordinance to reflect the following guidance: ““Excessive” daytime noise (8 a.m. to 10 p.m. Sunday-Thursday, and 8 a.m. to 11 p.m. Friday and Saturday) is defined as any sound that is plainly audible at a distance of 100 feet. “Excessive” nighttime noise (10 p.m. to 8 a.m. Sunday night through Friday morning, and 11 p.m. to 8 a.m. Friday night through Sunday morning) is defined as any sound that is plainly audible at a distance of 25 feet. “Plainly audible” means any sound able to be detected by a person of reasonable hearing ability, or a sound that produces an average reading over a five-minute period in excess of 55 dBA (decibels weighted to approximate the way the human ear hears).” It makes no sense that we would want to then intentionally ignore the work completed to establish an ordinance that may have a negative impact on the residents and visitors to the Mainstrasse community. As a Mainstrasse resident, owning a home on Philadelphia St, and investing in the community, I will attest to the noise levels from I-71/75 are enough that ANY reduction will far outweigh the “design criteria” for the project. Considering the 8% total cost reduction due to reducing impact areas and improving land use, the addition of noise barriers in this corridor should remain well within “reasonable” to find a design standard that works for all. I urge KYTC to reconsider and ensure the residents and businesses in Mainstrasse, have a (noise) pollution free community to share with the surrounding region.</p>	<p>Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>



A23

The refinements are entirely inadequate. You are failing to make this transportation system harmonious with the city of Cincinnati. You will induce demand, increase noise pollution, increase particulate pollution from brakes and tires, and continue the legacy of harmful urban highways. Until tolls are an option, ODOT should stop the project and accept the no build option.

Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.

In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here:

[www.oki.org/studies/pdf/northsouth/ns-complete.pdf](http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf)

KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.

The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.

Tolling the I-71/I-75 corridor is not permitted in the State of Kentucky. The project needs to be constructed to improve congestion, provide for safer travel for all modes, and maintain important connections.



Comment Number	Comment	Response
A24	I live on Edgewood Rd (incorrectly labelled as Drive on maps) in Ft Mitchell. 1. Please consider road surfaces other than concrete to lessen noise. 2. Does Mercedes Benz have sound wall veto power over homeowners living behind the dealership? 3. Has there been any consideration of adding light rail to the bridge to connect downtown Cincinnati with Covington and beyond?	<p>KYTC is considering alternative pavement types and is coordinating with the Kentucky Transportation Center to evaluate quiet pavement types for the Brent Spence Bridge Corridor Project.</p> <p>When determining if noise walls will be built, the people who will benefit from the wall (called benefitted receptors) have input into the decision. Property owners and residents/tenants have an equal say in the process.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>

Comment Number	Comment	Response
A25	I'd like to understand more about the noise impact and what will be done to reduce noise from the encroachment of the Interstate into the mainstrasse neighborhood. Sound suppressing solutions must be a part of the final plan.	<p>KYTC evaluated several noise walls and noise wall systems in Covington. Some of them were warranted based on KYTC's Noise Policy. However, in Mainstrasse, a noise wall system was found to be feasible but not reasonable because it was not cost effective and did not meet design goals for overall noise reduction.</p> <p>Recognizing that traffic noise is a concern, KYTC is currently conducting a technical study to further evaluate a system of noise/visual screening walls to help provide about a 3-6 decibel noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will document their decision about this noise wall system in a technical memo based on the technical feasibility and public comments. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>Additional information about noise in Mainstrasse can be found in the presentation from the Mainstrasse neighborhood meeting conducted on November 21, 2022 and available at: <a href="https://brentspencebridgecorridor.com/public-involvement-and-comments/">https://brentspencebridgecorridor.com/public-involvement-and-comments/</a>.</p>
A26	Is it good practice to reduce the design speed of the roadway to match an arbitrary posted speed, as opposed to completing the design first and then determining what the correct posted speed should be?	<p>Standard engineering practice, as described in the American Association of Highway and Transportation Officials (AASHTO) "A Policy on Geometric Design of Highways and Streets" (the Green Book) and ODOT and KYTC design manuals is to establish a design speed for a facility based on its function (i.e. Interstate vs. local road) and then design the roadway to match the design speed.</p> <p>Laws in each state establish posted speed limits on different types of roadways. In the 2012 EA/FONSI, the standard practice was to establish a design speed that was 5 mph greater than the posted speed. The most current version of the AASHTO Green Book and ODOT and KYTC design manuals allow the design speed to either match the posted speed or be 5 mph greater than the legal speed, depending on the context of the area. This allowed the design speeds for the Interstates to be lowered by 5 mph, which reduced the project footprint throughout the corridor. Typically design speeds of collector-distributor roads match speeds of the Interstate; however, for this project, the design speeds have been lowered by an additional 10 mph, which is the maximum allowed by the standards.</p>



Comment Number	Comment	Response
<b>A27</b>	Please include sound walls along Crescent Ave in Lewisburg. The reduction in noise will be great, and it removes the visual blight of the roadways and billboards.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Noise walls along Crescent Avenue in Lewisburg were found to be warranted based on KYTC's Noise Policy. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>Additional information about noise in Lewisburg can be found in the presentation from the Lewisburg and Botany Hills neighborhood meeting conducted on December 6, 2022 and available at: <a href="https://brentspencebridgecorridor.com/public-involvement-and-comments/">https://brentspencebridgecorridor.com/public-involvement-and-comments/</a>.</p>
<b>A28</b>	I live at 684 Western Ave. between Lewisburg and Botany hills and I along with a few other neighbors attended the Dec. 6th meeting at the Holiday Inn. I am pleased with the overall plan and design. My only input would be this. Since I live directly above the Beaumont Homes development on Crescent Ave, it is important for me that the sound buffering wall in this area be included in the project. The fence would benefit no one. It is also very important for me and my neighbors, I would argue, that Beaumont Homes be able to market their development as having views of the city of Covington and Cincinnati. Having said that, constructing a 24' tall wall along Crescent Ave. will likely block the view of the City of Covington from the 3rd floor of their homes which is where the basic living space is proposed. With the bedrooms being proposed to be on the second floor, I would suggest that the sound buffering wall be constructed but that it should only be in the range of 14' to 16' in height. This will give Beaumont Homes the ability to market their development as having City Views while also providing those of us directly behind their development some sound buffering.	KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Noise walls along Crescent Avenue in Lewisburg were found to be warranted based on KYTC's Noise Policy. The heights of the walls were identified as what is necessary to provide noise reduction for the residences in that area. Reducing the height of noise walls will not provide the required noise reduction. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase to confirm they are wanted and to get input on the characteristics of the noise walls.
<b>A29</b>	What are the traffic numbers that justify 4 travel lanes in each direction on Route 50 (6th street) west of I-75?	The traffic projections prepared as part of the 2012 Interchange Modification Study for the Brent Spence Bridge project estimated that 49,350 vehicles will travel on US-50 west of I-75 in the year 2035. ODOT and KYTC are in the process of updating the projected traffic volumes for the design year 2049. That data will be published on the project website ( <a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a> ) when it is complete.
<b>A30</b>	It would be worth it to the city to consider opening up more developable land. Can more be done to consolidate the collector/distributor network?	ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.



Comment Number	Comment	Response
<b>A31</b>	Fort Mitchell - as an elected member to city council, I would like to advocate on behalf of the residents of West Maple for a wall for noise prevention.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. However, in the vicinity of West Maple Avenue, a noise wall was not found to be cost effective.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
<b>A32</b>	You continue to try to squeeze more traffic through the city - this is not a good long term solution - you may minimize impact here but you are still adding lanes and tearing up more of the city - it is time for more progressive innovative solutions - we should not sacrifice our city to through traffic	<p>The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.</p> <p>Maintaining connections to key regional and national transportation corridors via I-71/I-75 is part of the project's purpose and need. In Ohio, ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati. ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. In Kentucky, KYTC has substantially reduced the project footprint, reducing required residential relocations from over 40 to 4 and commercial relocations from 6 to 5.</p>

Comment Number	Comment	Response
A33	<p>This project needs to be narrowed as much as possible and capped as much as possible. Expanding highways is detrimental to the communities they run through. We don't need this new bridge, but if we are going to build something, it should have the most limited footprint possible.</p>	<p>In Ohio, ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati. ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. In Kentucky, KYTC has substantially reduced the project footprint, reducing required residential relocations from over 40 to 4 and commercial relocations from 6 to 5. The project team will continue to look for opportunities to reclaim land and reduce footprint through alternative technical concepts and innovation as part of the progressive design build contract scheduled to begin this year.</p> <p>ODOT and KYTC considered options for capping I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the roadway to support a freeway cap while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land uses. A freeway cap could be constructed either by leaving I-75 at the current elevation or by lowering the Interstate. If the existing I-75 elevation is maintained, a freeway cap would need to be constructed 20 to 30 feet over the highway to provide adequate clearance for the freeway lanes. Given the proximity of Western Avenue and Winchell Avenue, the freeway cap would either need to extend over these roads, or they would need to be raised up to be level with the top of the cap. Transitioning from the top of the highway cap back to the elevations of the surrounding land uses in a way that provides accessible and open connections east and west of I-75 would substantially increase the project's footprint beyond what is considered reasonable and would impact low-income housing, schools, parks, historic structures, commercial and industrial businesses, and local streets. These</p>

Comment Number	Comment	Response
<p><b>A33</b> (cont.)</p>		<p>impacts could be reduced through the extensive use of retaining walls along either I-75 or Western and Winchell Avenues. However, the retaining walls would render the cap inaccessible from surrounding land uses and would only serve to create an even greater barrier through downtown Cincinnati and the West End neighborhood. Building a freeway cap by lowering I-75 would avoid the need for retaining walls; however, the Interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier. Furthermore, capping the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection.</p> <p>I-75 is elevated above the surrounding land uses north of Ezzard Charles Drive. Capping the highway in this area would further exacerbate the concerns with geometric feasibility, impacts to surrounding land uses, and local accessibility discussed for portions of I-75 to the south.</p>
<p><b>A34</b></p>	<p>Just don't build a new bridge please</p>	<p>Comment noted.</p>
<p><b>A35</b></p>	<p>Why doesn't ODOT and KYDOT encourage and recommend drivers to use the ring roads as they were intended? We aren't solving the problem of poor traffic flow by adding more lanes. This has been debunked many times over. We need a data-based solution on easing the network as a whole and not just tear down more urban fabric so people can drive through. I work for a Dutch company that is currently doing traffic flow projects in Ohio. This massive expense to not actually provide a solution to the problems is a travesty. This is an immense waste of taxpayer money.</p>	<p>The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model developed by the Ohio-Kentucky-Indiana Regional Council of Governments.(OKI) that considers the region's traffic network as a whole.</p> <p>Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. This includes accommodating traffic that is using the Interstate system. Diversion of traffic would place them on other routes that are also experiencing congestion.</p>

Comment Number	Comment	Response
<b>A36</b>	A separate highway for tractor trailers and passenger cars is needed to reduce traffic because it's so hilly. no reason it should take an hour to get home for a usual 15 minute trip. Not to mention all the accidents because of the congestion.	<p>Origin and destination studies conducted for the Brent Spence Bridge Corridor indicate that trucks traveling in the corridor come from several locations, including I-71, I-75, US-50, I-471, with around 30 percent traveling to and from other local routes. Building separated truck lanes would substantially increase the project's footprint and costs while only accommodating a relatively small portion of the truck traffic in the corridor.</p> <p>The project will improve traffic flow by widening I-71/I-75 to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.</p>
<b>A37</b>	Ideally I would like to see more land opened up for potential redevelopment within the city core through better design. 9.5 acres is a good start though.	ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim land for potential redevelopment.
<b>A38</b>	Start construction as soon as possible!	Comment noted.
<b>A39</b>	The I-W proposal is much better than the original 2012 proposal!	Comment noted.
<b>A40</b>	Do not build this. There is already data out there (strongtowns.org) that suggests it wasn't even needed prior to covid, much less after when people are working from home more now. Do your due diligence and see if we even need to spend 3 billion on this. I highly doubt we do and in fact a simple toll might be enough to divert enough traffic so this can add the breakdown lanes back. There is simply no reason to tear down yet more of Cincinnati and Covington for a bridge which mainly services people and freight passing through.	The preferred alternative for the BSB Corridor Project was analyzed using pre-COVID traffic as a base condition. Traffic volumes for the year 2050 were then forecasted using the OKI regional travel demand model. Based on analyses conducted using these volumes, there is not sufficient capacity to accommodate all traffic projected to travel through the corridor.
<b>A41</b>	Do more to reclaim some of the immense amount of livable land lost to the highways. The Bridge Forward plan should really be used. This is a once in a lifetime chance to try to make things right. <a href="https://www.bridge-forward.org/">https://www.bridge-forward.org/</a>	<p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land. ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>.</p>

Comment Number	Comment	Response
A42	<p>Ezzard Charles is a prime candidate for a road diet and the opportunity to serve as a main street for the West End, with human scale development and pedestrian/bike friendly streetscapes. While the updated plan makes some improvements over I75 (consolidated bridge, mixed use paths, sound walls) there is still an opportunity to greatly enhance this design and allow for future development to seamlessly reconnect the West End and Queensgate. First, the new proposal appears to offset Ezzard Charles from its current alignment. I'd like to see the center of the new street/bridge line up with the center of Cincinnati Union Terminal, preserving the iconic terminating vista which currently exists. I also think it is crucial that this new plan allows for the potential to build retail caps along the north and south section of the street, similar to what ODOT did for Columbus along N High Street over 640. As Ezzard Charles develops as a connection between these two neighborhoods, this will allow for future development to maintain a streetwall which will tie the communities together and make for a more attractive biking and walking option.</p>	<p>The proposed alignment of the Ezzard Charles bridge was developed based on engineering analyses and coordination with the City of Cincinnati to improve traffic operations and safety while providing enhanced pedestrian and bicycle amenities and avoiding impacts to local park areas.</p> <p>Provisions for retail caps north and south of Ezzard Charles Drive are not included in the BSB Corridor Project. Current zoning does not allow retail as described in the comment. Ezzard Charles Drive is a parkway bookended by the Cincinnati Museum Center and Music Hall. Based on city zoning and land use plans, the Ezzard Charles Drive corridor should have a park-like feel with greenery, trees, and other landscaping flanking the roadway and buildings that are set further back. The proposed Ezzard Charles Drive bridge over I-75 matches this theme. In addition, retail caps would introduce several design, construction, and operation complexities that would result in prohibitive costs.</p> <p>The current project design lowers I-75 about 3 to 4 feet to provide the necessary clearance to Ezzard Charles Drive. Constructing retail caps would result in a much wider bridge and would require I-75 to be lowered even further to accommodate the extra width. This would result in impacts to an existing 84-inch combined sewer just south of Ezzard Charles Drive.</p> <p>Retail caps would also result in several design and operation complexities on the surface streets. The wider bridge would likely require the entrance ramp to I-75 to be relocated, which would require Winchell Ave. to be widened for a longer distance. The construction could also impact areas of Laurel Park that the City of Cincinnati has stated a desire to avoid. In addition, the proximity of Western Avenue and Winchell Avenue would not allow for the construction of parking or delivery areas to serve future retail establishments. Trucks would likely need to park on Ezzard Charles Drive and block a lane of traffic to make deliveries. On-street parking is not permitted on the roadways immediately surrounding the Ezzard Charles Bridge due to the presence of freeway ramps, bus stops, and the proximity to intersection areas. These conditions would still be present if retail caps were constructed, severely limiting parking options for any future retail customers.</p> <p>[UPDATED RESPONSE]   ODOT received a request from the City of Cincinnati to investigate decking or an expanded bridge at Ezzard Charles Drive subsequent to the above comment and response. ODOT is committed to maintaining the strong working relationship it has with the City of Cincinnati and is currently in the process of evaluating caps at Ezzard Charles Drive based on the City's request. ODOT will continue to coordinate with the City of Cincinnati Department of Transportation and Engineering regarding the installation of caps at this location.</p>

Comment Number	Comment	Response
<b>A43</b>	I still don't understand why we have a major interchange in the city core. It was a mistake originally and expanding it will only exacerbate the mistake. I'd prefer that through traffic was routed around I-275 which would allow Cincinnatians to figure out solutions to our local needs without regional and national needs destroying more of our city.	Maintaining connections to key regional and national transportation corridors via I-71/I-75 is part of the project's purpose and need. ODOT and KYTC have collaborated with stakeholders to reduce the project's footprint. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area, including the Cincinnati core. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access and not meet the primary goals of the project.
<b>A44</b>	Beyond the ever apparent environmental pollution of this project, catering to the demand for more car infrastructure is irresponsible as a state government and discordant with the need for efficient urban expansion. Residents of Covington and Cincinnati will find this a mistake costing them their health and robbing our cities of any future attraction to grow.	Comment noted. The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.
<b>A45</b>	Highway expansion in 2022 will devastate our city. Consider alternatives that Strongtowns or Bridge Forward insists.	ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition, which reflects concepts advocated by Strongtowns. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a> .
<b>A46</b>	I-71 should have never shared space with I-75. What is now I-471 should have extended all the way to Walton, and that should have been the path of I-71. It is not too late to make that happen. The Brent Spence corridor will always be overcrowded with two Interstates sharing it.	Reducing congestion and maintaining connections to key regional and national corridors, including I-71 and I-75, are primary goals of the project. The proposed design meets the project's identified goals. New Interstate connections or extensions would need to be evaluated as part of a separate, stand-alone project.
<b>A47</b>	Adding more lanes is a ridiculous option in 2022 and will not solve traffic issues. Money would be better spent routing traffic further away from the city. 71 should take the 471 corridor only and 75 should have its lanes reduced to 2 each direction in this area along a new bridge. Return more land to the city for housing and development.	Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively

Comment Number	Comment	Response
<p><b>A47</b> (cont.)</p>		<p>affect traffic flow, connectivity, and access and not meet the primary goals of the project.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. Most recently, ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p>
<p><b>A48</b></p>	<p>The FONSI is completely stale and should be totally re-investigated. It is a decade old. Just because it was extended twice, with no real investigation, when the project was dead, doesn't mean it's not stale. ODOT's stance that the SEA is a "limited look" will open them to legal liability, and rightfully so.</p>	<p>ODOT and KYTC are currently developing a Supplemental Environmental Assessment (EA) that will thoroughly assess and document revised impacts, policy updates, project changes, and coordination that has occurred since the approval of the 2012 EA/FONSI.</p>



Comment Number	Comment	Response
<b>A49</b>	The entire interchange should be shifted to the west along Freeman Ave and Mehring Way. Eat into the sprawled industrial park for the highway and give us more room downtown.	ODOT has worked with the City of Cincinnati to reduce the project's footprint to the greatest extent possible. Shifting I-75 to the west in the Cincinnati area would result in numerous impacts and required relocations of industrial, commercial, rail, and utility properties that provide economic value to the City and the region. Concepts of shifting the alignment to the west were considered and eliminated during previous project efforts. These decisions were documented in the Environmental Assessment.
<b>A50</b>	How will the new access ramps directly to I-75 at the new 4-way intersection on Third Street affect the Clay Wade Bailey Bridge? Will the directional traffic be changed and will the access to Second Street in Ohio be modified? New traffic increases to Covington on the CWB and if so will this divert from the reconfigured BSB.	The Clay Wade Bailey Bridge is projected to have a 3% increase in traffic by 2050 when compared to the traffic projected to travel over the bridge if the project is not constructed. Traffic operational analysis has shown that this increase does not create new operational concerns for the Clay Wade Bailey Bridge. Access to West 2nd Street will continue to be provided once the project is built.
<b>A51</b>	Will the new interchange construction affect the possibility of daily Amtrak service under the bridges on the CSX tracks in the future as currently proposed in the Amtrak Connects US plan and under study by the FRA?	The Brent Spence Bridge Project is being coordinated with CSX Transportation. The project will not preclude the possibility of future daily Amtrak service on the CSX tracks.
<b>A52</b>	Great to see the engineers considering the opportunity to recapture land for future redevelopment. Would love to see the redesign of the overpasses consider the needs of the local neighborhoods and make an effort to connect Union Terminal and Queensgate to the West End.	The project will provide enhanced sidewalks and shared use paths on Ezzard Charles Drive, providing direct connections to Union Terminal. The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.
<b>A53</b>	The refinements since 2012 are a great start but I believe the project can be refined even more. The highways have created a spaghetti road mess that has brought down the West side of the CBD, reducing the one-mileage and returning the city grid as much as possible would give this project national recognition and local support.	ODOT and the City of Cincinnati collaborated to reduce the project's footprint in downtown Cincinnati. The lanes and ramps were based on traffic analysis of existing and future volumes. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access in downtown Cincinnati. ODOT and the City recently collaborated on refinements to the Downtown ramps that will open up 9.5 acres of land for potential redevelopment.  Due to geometric constraints, the I-75 mainline and access ramps cannot be depressed, which would require local Cincinnati cross streets to be raised substantially to pass over I-75 to form an urban city grid. Elevating the downtown Cincinnati cross streets over I-75 would substantially increase the project footprint. This additional footprint would result in new impacts to existing businesses and potential developable land.

Comment Number	Comment	Response
<b>A54</b>	<p>This project will permanently separate the Queensgate, Camp Washington, and the rest of the West End communities from Cincinnati. Not only will this cause an increase in noise pollution it will also sever acres of land from Cincinnati which the city will desperately need in the future if we wish to grow. The original project decimated the black community of the West End and this current proposal does nothing to help heal that wound. The Bridge Forward Proposal does this and should be adopted. While 10 acres of land have been opened up why not go for the full 30. This design must be changed</p>	<p>The proposed design of the Brent Spence Bridge Project will not introduce any new barriers or separations in or between Queensgate, Camp Washington, and the West End neighborhoods. I-75 be widened in its current location, and existing connections will be maintained. The project also will not sever any land from Cincinnati. In fact, ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>.</p> <p>To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening barriers along I-75 from the Queensgate Playgrounds and Ballfields to Bank Street.</p> <p>Research has shown that the noise/visual screening barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments and will help to block the view between I-75 and the West End neighborhood.</p>
<b>A55</b>	<p>Please continue searching for ways to open up more land in the Cincinnati CBD. This will be far more valuable to the city itself than any of the roadway improvements.</p>	<p>ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p>

Comment Number	Comment	Response
<b>A56</b>	I wish our bridges were more robust and offered more routes for each different type of traveler (commuter, local, public transit, etc). i would rather see more bridges esp. pedestrian friendly bridges than another stupid stadium (eyeroll).	<p>In Ohio, pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p> <p>In Kentucky, new shared use paths and sidewalks will be included along the frontage roads. Also new and rebuilt sidewalks will be included under the MLK/West 12th Street, Pike Street, West 9th Street, West 5th Street, and West 3rd Street bridges. A new shared use path will be built under the West 9th Street and West 5th Street bridges, which will tie into the shared use paths in Goebel Park. The shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river.</p> <p>Throughout the project area, the shared use paths, sidewalks, and bike lanes will improve connections to existing transit stops.</p>
<b>A57</b>	I hope we can incorporate a transformative Brent Spence Corridor Project. I strongly support the following priorities for the Project's design, which should inform all stages of design development, including innovative concepts and alternative concepts: • Maximize the amount of returned land contiguous to the City's urban core; • Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint; • Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections; • Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide or similar; • Minimize the number of lane miles using high-speed directional ramps; and • Achieve best expenditure of public dollars measured in life-cycle return on investment. According to ODOT / KYTC, the Project will be build using a "progressive design-build process." This approach allows ODOT / KYTC, the design-build team (DBT), impacted municipalities, and the local community to consider and address major Project topics in a more open format. The DBT will work with ODOT / KYTC to create the basis of design, overall project requirements, and final design intent, before work substantially begins, during what is being called Phase 1A and Phase 1B of the Project. Therefore, I am calling upon ODOT, the City of Cincinnati, and Hamilton County to ensure that an expectation is set, at least in contract language	<p>ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO</p>

Comment Number	Comment	Response
<p><b>A57 (cont.)</b></p>	<p>with the DBT, and ideally in an addendum to the Project’s RFQ, for a very robust Phase 1A and Phase 1B of the Project. Specifically, I demand the following expectations be set for Phase 1A and Phase 1B of the Project: • Incorporation of innovative design concepts; • Re-evaluation of assumptions used in the Project’s traffic forecasting projections; • Use of alternative design concepts proposed from sources other than BSMT; • Investigation of adding additional scopes of work and/or additional features to the Project, the associated pools of federal funding which may be available for additional scopes, and the likelihood of securing said federal funding; I call upon the City and County to assume codified roles in the Project, such as Cooperating Agency and/or Participating Agency. In doing so, there will be much more local control over the Project’s outcome. Also, in doing so, the City / County will have an opportunity to ensure that the DBT is selected in large part based on its demonstrated ability to deliver a context-sensitive urban project while working closely with a large municipality to develop innovative design direction.</p>	<p>Urban Street Design Guide, and the NACTO Transit Design Guide.</p> <p>ODOT and KYTC evaluated over 25 alternatives for meeting the purpose and need identified for the Brent Spence Bridge Corridor. The proposed improvements were found to have the best balance of benefits, costs, and impacts.</p> <p>ODOT and KYTC are in the process of updating the projected traffic volumes for the design year 2049. That data will be published on the project website (<a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a>) when it is complete.</p> <p>The progressive design-build process will provide opportunities to incorporate innovative and alternative technical design concepts provided they do not substantially deviate from the project’s scope, as described in the Supplement Environmental Assessment (when approved) or the project’s identified purpose and need.</p> <p>The City of Cincinnati and Hamilton County have been involved in the Project Advisory Committee and Aesthetics Design Committee since the project’s inception. In addition, ODOT regularly coordinates design details directly with the City and County and has refined the design in several locations in response to feedback received. This collaboration will continue through the procurement and construction phases of the project, with the City of Cincinnati and Hamilton County being involved in the evaluation of the design-build teams.</p>
<p><b>A58</b></p>	<p>The ODOT design feels inadequate in regards to an overall solution that considers the look, feel, functionality and livability of the surrounding cityscape and residential neighborhoods to be impacted. BridgeForward.org has made an attempt for an alternate design that incorporates some of these elements that at a minimum should be considered or improved upon. Please slow down the process and use this opportunity to move forward with a comprehensive approach that will better connect Cincinnati and Covington while improving the two cities, attracting more business and tourism. Raise the bar for the Queen City, please!</p>	<p>While the project’s primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project’s development. To that end, the project team has intentionally incorporated features that reduce the project’s footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project’s development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>.</p>

Comment Number	Comment	Response
A59	Reduce width of interchange west of downtown. Please review the Bridge Forward proposal. Designate a right of way for future rail connection between Cincinnati and Covington.	<p>ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati. ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>

Comment Number	Comment	Response
A60	why are we building out a bridge that won't alleviate traffic considering the cargo volume in greater Cincy is just going to increase with Amazon's presence and other logistics hubs moving here? Also do you know what induced demand is?	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>

Comment Number	Comment	Response
A61	<p>We know adding lanes does not help traffic congestion. This is not the solution. Building more traffic lanes is expensive and almost never fruitful. ODOT needs to focus efforts towards public transportation through high speed rail. In this project specifically, the priorities should be to return land to the city's urban core, maximize walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint, maximize pedestrian connections, maximize walkable and safe local streets, minimize lane miles using high speed directional ramps, and achieve best expenditure of public dollars measured in life-cycle return on investment.</p>	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: <a href="https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p>
A62	<p>I write to you today, advocating for a transformative Brent Spence Corridor Project. I strongly support the following priorities for the Project's design, which should inform all stages of design development, including innovative concepts and alternative concepts: • Maximize the amount of returned land contiguous to the City's urban core; • Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint; • Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections; • Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide or similar; • Minimize the number of lane miles using high-speed directional ramps; and • Achieve best expenditure of public dollars measured in life-cycle return on investment. According to ODOT / KYTC, the Project will be build using a "progressive design-build process." This approach allows ODOT / KYTC, the design-build team (DBT), impacted municipalities, and the local community to consider and address major Project topics in a more open format. The DBT will work with ODOT / KYTC to create the basis of design, overall project requirements, and final design intent, before work substantially begins, during what is being called Phase 1A and Phase</p>	<p>ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of</p>

Comment Number	Comment	Response
<p><b>A62 (cont.)</b></p>	<p>1B of the Project. Therefore, I am calling upon ODOT, the City of Cincinnati, and Hamilton County to ensure that an expectation is set, at least in contract language with the DBT, and ideally in an addendum to the Project's RFQ, for a very robust Phase 1A and Phase 1B of the Project. Specifically, I demand the following expectations be set for Phase 1A and Phase 1B of the Project: • Incorporation of innovative design concepts; • Re-evaluation of assumptions used in the Project's traffic forecasting projections; • Use of alternative design concepts proposed from sources other than BSMT; • Investigation of adding additional scopes of work and/or additional features to the Project, the associated pools of federal funding which may be available for additional scopes, and the likelihood of securing said federal funding; I call upon the City and County to assume codified roles in the Project, such as Cooperating Agency and/or Participating Agency. In doing so, there will be much more local control over the Project's outcome. Also, in doing so, the City / County will have an opportunity to ensure that the DBT is selected in large part based on its demonstrated ability to deliver a context-sensitive urban project while working closely with a large municipality to develop innovative design direction.</p>	<p>national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide.</p> <p>ODOT and KYTC evaluated over 25 alternatives for meeting the purpose and need identified for the Brent Spence Bridge Corridor. The proposed improvements were found to have the best balance of benefits, costs, and impacts.</p> <p>ODOT and KYTC are in the process of updating the projected traffic volumes for the design year 2049. That data will be published on the project website (<a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a>) when it is complete.</p> <p>The progressive design-build process will provide opportunities to incorporate innovative and alternative technical design concepts provided they do not substantially deviate from the project's scope, as described in the Supplement Environmental Assessment (when approved) or the project's identified purpose and need.</p> <p>The City of Cincinnati and Hamilton County have been involved in the Project Advisory Committee and Aesthetics Design Committee since the project's inception. In addition, ODOT regularly coordinates design details directly with the City and County and has refined the design in several locations in response to feedback received. This collaboration will continue through the procurement and construction phases of the project, with the City of Cincinnati and Hamilton County being involved in the evaluation of the design-build teams.</p>
<p><b>A63</b></p>	<p>I strongly oppose any expansion of or new investment in a car-centric approach to the 71/75 corridor through downtown Cincinnati and Northern Kentucky communities. The costs - human, financial, and otherwise - can and should be redirected into approaches that transform the region into a leader of community re-integration and resident-first development. Rather than doubling down on the morally dubious decisions of the past, this is a once-in-a-generation opportunity to overcome that questionable legacy and position our region as a leader in equitable and sustainable transportation re-development.</p>	<p>Comment noted.</p>





Comment Number	Comment	Response
A64	I think the overall footprint of the project should be reduced and as much land as possible placed back into useful service. Also, roads that lead to the highway can be better suited to an urban environment by incorporating sidewalks (with tree-lined collector strips), on-street parking, stop lights and stop lights, and other elements which will reduce travel speeds up to the point of merger. the ideas that Bridge Forward have put forth should be incorporated completely.	<p>While the project’s primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project’s development. To that end, the project team has intentionally incorporated features that reduce the project’s footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project’s development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p> <p>The ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT’s Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>.</p>
A65	We do not need to be expanding the highway in any sense. It is bad for the city and should never have been built there	Comment noted.
A66	This highway is unnecessary and a massive misallocation of our resources. Shame on all leaders for pushing through with this	Comment noted.



## PUBLIC COMMENT AND RESPONSE SUMMARY

### Brent Spence Bridge Corridor Project (PID 89068 | Item No. 6-17)

Comment Number	Comment	Response
A67	Missing a once in a lifetime opportunity to reduce the footprint of the existing bridge and actually improve traffic by removing ramps. Additionally not considering multiple transit options is inexcusable.	<p>ODOT and KYTC have incorporated several features that reduce the footprint of the roads leading to the bridge in both Ohio and Kentucky, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, implementing retaining walls, and reducing the width of the companion bridge.</p> <p>The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from Covington and downtown Cincinnati.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: <a href="https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p>

Comment Number	Comment	Response
A68	<p>This doesn't go far enough. This is a once in a century opportunity to undo damage done by the federal highway administration and ODOT did 80 years ago. Use some creativity and figure out a way to narrow and simplify the interchange even more. It is so preposterous to me that ODOT wouldn't consider decoupling US 50 from this interchange. It is obvious to me, not a traffic engineer, that US 50 causes all the problems here. Make it a local through road and finesse some connections at Freeman. It boggles my mind that ODOT would consider spending so much money to get nearby the exact same interchange. With nearly 30 acres possible to grab back from the greedy land use of past decision makers, getting 9 acres of potential development just makes it look like the engineers responsible for this design are too proud of their irresponsible design, too lazy to figure out how to make the leanest possible option work, and too ignorant to understand the deleterious impact these highways have on inner cities. I've heard ODOT official Stefan Spinoza say something to the effect of "We are engineers. We aren't in the business of building cities," to which I scoff. These highway engineers have had a monopoly on the destruction of cities over the past century and it's time to wake up. Grow up, do your job, listen to your constituents and do better. Use some creativity to not just solve a problem, but solve a problem with a solution that has as many positive impacts as it possibly can: 1) minimize highway footprint even at the expense of slowing traffic (this isn't a cornfield, people, it's one of the best cities in the nation) 2) maximize developable land 3) preserve the ability to reconnect historic street grid patterns to restitch Downtown, the West End, and Queensgate.</p>	<p>Maintaining connections to key regional and national transportation corridors, including US-50, is part of the project's purpose and need.</p> <p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati.</p> <p>ODOT considered options to extend existing city streets across I-75 to form an urban grid. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/Response-to-Public-Comment-Westway_Attachments-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/Response-to-Public-Comment-Westway_Attachments-1.pdf</a>.</p>
A69	<p>I think the bridge forward Ohio plan is much better than yours and you should incorporate their plan into yours their plan gives the city 35 arches to potentially develop your plan is being forced on us without us being able to change it to make it better and I don't like that . I don't think your plan does a good job projecting what Cincinnati's future vision for it's transportation options are</p>	<p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>.</p>
A70	<p>What happened to designs that recaptured lost West End neighborhood land? It is my understanding that correcting poor urban planning that disproportionately displaced minority populations will score high on finding requests.</p>	<p>Over 25 alternatives were considered during the development of the Brent Spence Bridge Corridor Concept. The preferred alternative was selected because it provided the best balance of meeting the identified transportation needs while minimizing impacts to human and natural environmental to the greatest extent possible. The preferred alternative has minimal impacts in the West End neighborhood.</p>

Comment Number	Comment	Response
A71	Work to decrease the footprint and don't add new lanes! Review the bridge forward proposal for some inspiration on how to make this project actually improve the communities surrounding the highway... We have a unique opportunity to make some incredible improvements to the city/region here	<p>ODOT and KYTC have incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, lowering design speeds, reducing shoulder widths, implementing retaining walls, and reducing the width of the companion bridge.</p> <p>The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>.</p>
A72	We absolutely do not want more traffic coming through our city of Covington. Look at the studies that show harmful effects to residents when "super highways" are added to neighborhoods. Respectfully, please rethink these millions of dollars you will spend for cars, many of them passing through when we already have I-275, I-71, and I-75. We need that money on education or healthcare. The roads are fine as is.	In the existing condition, traffic congestion and incidents on the BSB force traffic (including trucks) onto the local street network, often overburdening the system. Likewise, bottlenecks on I-71/I-75 also negatively affect traffic flow on the surface streets that feed the Interstate. The construction of a new companion bridge and C-D system will improve traffic flow on I-71/I-75, which, in turn, is anticipated to reduce traffic congestion and improve safety on the local street network. The new companion bridge also introduces additional resiliency into the local and regional transportation network by providing additional options for maintaining cross-river traffic if an incident or future construction or maintenance activities occur, avoiding the need for traffic to divert onto the local street network.
A73	Regarding the Ezzard Charles Drive overpass: I would encourage the development of an overpass connects the Cincinnati Union Terminal on one end Music Hall on the other that matches those historic landmarks. This should be done by making the Interstate less apparent/visible using green space and dedicated bicycle/shared paths (reducing the focus of automobile traffic). Also, the overpass should be designed with the potential to support a tram line in the future.	<p>The project will provide enhanced sidewalks and shared use paths on Ezzard Charles Drive, providing direct connections to Union Terminal. In addition, the project will install a translucent screen wall on the Ezzard Charles Drive overpass that is planned to have internal lighting and decorative patterns. Furthermore, planters, decorative lighting, and aesthetic treatments will be included on the Ezzard Charles overpass. These improvements are intended to contribute to an urban neighborhood feel on the bridge. The portion of Ezzard Charles Drive connecting to the Music Hall is outside of the project area. Changes in those areas would need to be developed and implemented by the City of Cincinnati.</p> <p>Design of the Ezzard Charles bridge will be coordinated with the City of Cincinnati which will include discussions of necessary future loading requirements.</p>



Comment Number	Comment	Response
A74	I'm disappointed by the lack of consideration for public transit or any kind of light rail to ease traffic. Adding additional space for cars will fail to alleviate the problem long term, especially with the growth of semi-truck shipping exacerbating traffic issues. More consideration should be given to more space-efficient forms of transportation, particularly freight and local passenger rail.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>

Comment Number	Comment	Response
A75	I would be disappointing if any part of Longworth Hall were to be demolished. It is an important piece of Cincinnati history, and is currently home to several businesses.	The alternatives analysis for the Brent Spence Bridge Corridor Project evaluated ways to avoid impacts to Longworth Hall. Out of 25 alternatives that were studied, only one alternative was found to meet the project's purpose and need while avoiding impacts to Longworth Hall. This alternative would have resulted in substantially greater residential and business impacts, including the largest employer in the Queensgate area. This alternative was also projected to cost substantially more than other alternatives under consideration. In addition, the cities of Covington and Cincinnati strongly opposed this alternative. As a result, impacts to 204 feet of Longworth Hall were found to be unavoidable. To mitigate the impacts, ODOT entered into a Memorandum of Agreement committing to completing various repair, upgrade, restoration, enhancement, and refurbishment measures to be completed at Longworth Hall as part of the project.
A76	Please include sound walls. I am a new homeowner at the end of Hermes Ave, in Lewisburg, and it is staggering to me that there is not an existing sound wall already present. This project should absolutely include sound walls for the length, up to the cut in the hill.	KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Noise walls along Bullock Street in Lewisburg - in the vicinity of Hermes Avenue - were found to be warranted based on KYTC's Noise Policy. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
A77	Please include sound walls on east / west side of I-71 / I-75 both north and south of Dixie Highway. Please include sound walls up the exit ramp on Mercedes-Benz side. The MB dealership ripped out much of the sound barriers (trees) which have greatly impacted the sound in our historic neighborhood in Fort Mitchell. In addition, please utilize blacktop and/or lower decibel paving material as the road surface.	KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Noise walls north of Dixie Highway and south of Dixie Highway and east of I-71/I-75 were warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective south of Dixie Highway and west of I-71/I-75.  Recognizing that traffic noise is a concern, KYTC is currently conducting a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences south of Dixie Highway and west of I-71/I-75 and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.

Comment Number	Comment	Response
A78	<p>This is hardly a refinement at all. As a whole, I expect a better plan. This plan and the improvements do not adequately address the concerns surrounding pedestrian safety and west end connectivity. How will this design ensure that cars entering downtown Cincinnati using the second and 5th street ramps don't come speeding off the Interstate, hit a green light and speed straight into downtown. Additionally, how will this design ensure cars leaving the city don't start accelerating prior to actually entering the ramp? Presently, it is common place for cars to accelerate 1-2 blocks prior to the ramp entrance and for cars to be speeding as they enter downtown from the ramps. This is not safe for pedestrians in the area. Why is there a ramp entrance and exit at the Clay Wade Bailey bridge. By your own definition, the local traffic seeking to use the Interstate should be traveling over the Brent Spence. There shouldn't ever be any traffic coming from or seeking to use the Interstate utilizing this connection. Additionally, the 3rd street on ramp to 75N is redundant with this access point. Moreover, the Interstate on-ramp at the clay bade bailey connection point feeds directly onto the mainline. Isn't this a violation of the C-D concept? The fundamental problem along the entire I-75 corridor is merging. This will still cause congestion. Please evaluate moving the 75SB to 50EB connection approximately 1 block North which should free up enough space for 50WB to run under the 75 mainline and adjacent to 75EB. Then compress the ramps east of 75 to free up more space. Use engineering judgment as necessary to make the geometry and elevations work. Please evaluate a concept that keeps the mainline Interstate trenched from Ezzard Charles to somewhere North of Findlay. Make engineering judgement to optimize this concept and to necessary grade modifications to the adjacent roadways (Winchell, western, etc. and their intersecting roads) and use retaining walls to make this concept work. Please evaluate a concept that uses the street grid to manage the collector-distributor work. Extend the street grid over the mainline Interstate (to make the mainline grade work, do not include a 4th street overpass). Put US 50 on the street grid (in the same way that it is in Columbia Tusculum, or in the same way that US 22 and US 127 run on the street grid) and then get rid of the connecting ramps. This will better utilize the entire existing road network and durastically shrink the footprint. Not to mention making the area less of an auto-centric wasteland.</p>	<p>To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards.</p> <p>The entrance to I-75 northbound from the Clay Wade Bailey Bridge was included in the design in response to requests from the City of Covington. Though this ramp connects directly to the interstate mainline, traffic operational analysis has been completed and there are no operation or safety concerns with this solution. The connection will also add redundancy in the system for access to I-75 northbound if there are incidents or closures on the existing Brent Spence Bridge.</p> <p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements (such as modifying ramp alignments and locations) that reclaim additional land.</p> <p>ODOT and KYTC considered options for trenching I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the highway while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor. Furthermore, trenching the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection. Maintaining connections to key regional and national transportation corridors, including US-50 as a free-flow connection, is part of the project's purpose and need.</p>



Comment Number	Comment	Response
A78 (cont.)		<p>Because the I-75 mainline and access ramps cannot be depressed further, local Cincinnati cross streets would need to be raised substantially to pass over I-75 to form an urban city grid. Elevating the downtown Cincinnati cross streets over I-75 would substantially increase the project footprint on the west side of I-75 to tie into existing elevations. This additional footprint would result in new impacts to existing businesses and potential developable land.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land uses. Trenching I-75 in this area would require the freeway to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier.</p> <p>North of Ezzard Charles Drive, I-75 is elevated above the surrounding land uses and roadways. Trenching I-75 between Ezzard Charles Drive and north of Findlay Street would require the highway to be lowered over 40 feet. This would require extensive use of retaining walls and would further exacerbate the concerns with geometric feasibility, traffic operations, and safety. The proximity of Western Avenue and Winchell Avenue further complicate geometric concerns, as such extensive retaining walls would require substantial foundations that could impact these roadways.</p>





**B - Do you think you will you experience any positive benefits (such as shorter commute times, etc.) due to the project in Ohio? If so, please describe.**

Comment Number	Comment	Response
B01	No. This will induce demand and will ultimately make the problem worse because the additional trips will contribute to congestion on surface streets.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>

Comment Number	Comment	Response
B02	<p>No. This project is the definition of a boondoggle. As many others have said, the only way to get rid of congestion is giving people alternatives to driving. Spend our money on transit and bike infrastructure. Alternate forms of transportation benefit everyone. Car drivers get shorter commutes and people who prefer other forms of transportation get the option to go car-free.</p>	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: <a href="https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p>
B03	<p>I live in CUF &amp; drive through the West End. I am thinking this project may cause travel headaches. I won't know about shorter commute times until I drive the route.</p>	<p>ODOT wants to continue to foster the strong working relationship it has with the City of Cincinnati to mitigate impacts during construction. During construction, ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati Department of Transportation and Engineering and all relevant agencies within the City will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the City. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>

Comment Number	Comment	Response
<b>B04</b>	No. The commutes will only be longer & cause more issues.	Traffic operational analyses conducted for the project show that traffic flow will improve and delays will be reduced once the project is built.
<b>B05</b>	No benefits of Ohio projects for Ft Mitchell	Comment noted.
<b>B06</b>	Ms. Hans, Our company (Automanage, LLC) owns retail property adjacent to Notre Dame Academy. Your design for this property in Fort Wright shows a noise barrier/screen in front of at least one parcel along that will have an extremely harmful impact on the viability, visibility and functionality of this exclusively retail site. We would like to speak with you as soon as possible following the holidays to discuss alternative approaches to addressing this matter.	KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. A wall near Notre Dame Academy was warranted based on KYTC's Noise Policy. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
<b>B07</b>	Leading question. West End resident. Impossible to tell if there would be benefits. Seems shortsighted to build something to "decongest traffic" that does not include paths to support future rail needs. Evidence is that wider highways just leads to more people moving further outside the belt loop and the traffic problems persist. Any benefit for the west end would be contingent on more detailed designs of the Linn and Edzard Charles street overpass redesign.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge (BSB) Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The BSB Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the BSB Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The BSB Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The BSB Corridor Project will address traffic congestion, improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>

Comment Number	Comment	Response
<b>B08</b>	<p>Yes, I see three ways this will impact me. First, I live in CUF and often travel to Northern Kentucky. The traffic delays on SB I-75 have caused me to change my plans many times. Second, while I expect truck traffic could increase I doubt it will significantly. It appears freight companies are already willing to eat the cost of traffic delays here so I doubt many are taking alternative routes. This means we are experiencing a lot more air pollution than we would if there were no delays. The third is the effect on the city's reputation. While I'd encourage travelers to visit our city, I'd much rather see them travel thru town unimpeded rather than cursing us for their delays (thru no fault of our own). PS I recommend that truck traffic be directed to the right lanes long before reaching the bridge (maybe as early as Hopple St) in preparation for the cut-in-the-hill.</p>	<p>Comment noted.</p>
<b>B09</b>	<p>Yes, a bit less traffic.</p>	<p>Comment noted.</p>
<b>B10</b>	<p>No it won't create shorter commute times. Your environmental impact shows that the level of service stays roughly the same as what we have today.</p>	<p>Traffic operational analyses conducted for the project show that traffic flow will improve and delays will be reduced once the project is built.</p>
<b>B11</b>	<p>I do not think there will be any positive benefits to this. Either traffic volume is going to increase on the Interstate, or people will drive even faster than they do presently. The ramps system does not ensure that cars are forced to drive slowly once they enter the downtown area (or leave the downtown area). Noise, air, and light pollution will increase, and we further increase our reliance on automobiles. I will have to go significantly out of the way because I missed the decision point to get on the CD system.</p>	<p>The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model. Traffic will access downtown Cincinnati on a lower speed (45 mph) collector-distributor system. The ramp system is also designed to the receiving roadway speed at the merge point. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern. KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies. Roadways will be lighted in accordance with state and local standards which aim to minimize light pollution while providing for safe travel.</p> <p>During the project's planning stages, ODOT and KYTC developed conceptual signing plans to help address concerns about wayfinding and access to local businesses. These plans will continue to be refined and coordinated with local cities during the project's design-build phase.</p>



Comment Number	Comment	Response
<b>B12</b>	Expanding the highway will only encourage more sprawl and lengthier commutes.	The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model. The project is not anticipated to contribute to urban sprawl, as development is already occurring in the corridor.
<b>B13</b>	No. Any potential gain will be on the order of seconds, and only last a couple of years until induced demand brings us back to the original problem.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>



Comment Number	Comment	Response
B14	Absolutely not. Adding more lanes has been proven to induce more demand, travel times, and pollution levels.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p>
B15	It will hopefully make it easier to get to the west side of downtown Cincinnati (where USPS and Cincinnati Museum Center are located). It's confusing and difficult to get there now from the KY side.	Comment noted.

Comment Number	Comment	Response
<b>B16</b>	yes i do. when daily traffic gets bad every aspect of traveling gets more daunting and more dangerous. when i am walking downtown the pile ups of upset grumpy drivers poses a risk to me, and when i'm driving it makes me want to move out of the city all together. when i take public transit there is a noticeable toll on timeliness of the bus lines because of backed up personal vehicles	Comment noted.
<b>B17</b>	No. It's been proven that building larger highways doesn't solve traffic, it makes it worse. A regional transit plan is needed.	In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: <a href="https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a> .
<b>B18</b>	The delays created during construction will outweigh any future savings. Induced demand will fill the roadway back up to capacity	<p>ODOT and KYTC are working with local cities to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities.</p> <p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called</p>

Comment Number	Comment	Response
<p><b>B18</b> (cont.)</p>		<p>for four lanes in each direction on I-75, traffic analyses completed as part of ODOT’s Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>
<p><b>B19</b></p>	<p>NO NO NO NO NO. ADDING MORE LANES JUST MEANS MORE TRAFFIC. IF YOU BUILD IT (EXTRA LANES) THEY WILL COME (TRAFFIC). I write to you today, advocating for a transformative Brent Spence Corridor Project. I strongly support the following priorities for the Project’s design, which should inform all stages of design development, including innovative concepts and alternative concepts:</p> <ul style="list-style-type: none"> <li>• Maximize the amount of returned land contiguous to the City’s urban core;</li> <li>• Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;</li> <li>• Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;</li> <li>• Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide or similar;</li> <li>• Minimize the number of lane miles using high-speed directional ramps; and</li> <li>• Achieve best expenditure of public dollars measured in life-cycle return on investment.</li> </ul> <p>According to ODOT / KYTC, the Project will be build using a “progressive design-build process.” This approach allows ODOT / KYTC, the design-build team (DBT), impacted municipalities, and the local community to consider and address major Project topics in a more open format. The DBT will work with ODOT / KYTC to create the basis of design, overall project requirements, and final design intent, before work substantially begins, during what is being called Phase 1A and Phase 1B of the Project. Therefore, I am calling upon ODOT, the City of Cincinnati, and Hamilton County to ensure that an expectation is set, at least in contract language with the DBT, and ideally in an addendum to the Project’s RFQ, for a very robust Phase 1A and Phase 1B of the Project. Specifically, I demand the following expectations be set for Phase 1A and Phase 1B of the Project:</p> <ul style="list-style-type: none"> <li>• Incorporation of innovative design concepts;</li> <li>• Re-evaluation of assumptions used in the Project’s traffic forecasting</li> </ul>	<p>ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT’s Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide.</p> <p>ODOT and KYTC evaluated over 25 alternatives for meeting the purpose and need identified for the Brent Spence Bridge Corridor. The proposed improvements were found to have the best balance of benefits, costs, and impacts. ODOT and KYTC are updating the traffic volumes for the design year 2049. When complete, the data will be published on <a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a>.</p>



Comment Number	Comment	Response
<b>B19 (cont.)</b>	<p>projections; • Use of alternative design concepts proposed from sources other than BSMT; • Investigation of adding additional scopes of work and/or additional features to the Project, the associated pools of federal funding which may be available for additional scopes, and the likelihood of securing said federal funding; I call upon the City and County to assume codified roles in the Project, such as Cooperating Agency and/or Participating Agency. In doing so, there will be much more local control over the Project's outcome. Also, in doing so, the City / County will have an opportunity to ensure that the DBT is selected in large part based on its demonstrated ability to deliver a context-sensitive urban project while working closely with a large municipality to develop innovative design direction.</p>	<p>The progressive design-build process will provide opportunities for innovative and alternative technical design concepts provided they do not substantially deviate from the project's scope, as described in the supplement Environmental Assessment (when approved) or the project's identified purpose and need.</p> <p>The City of Cincinnati and Hamilton County have been involved in the Project Advisory Committee and Aesthetics Committee since the project's inception. ODOT regularly coordinates design details directly with the City and County and has refined the design in several locations in response to their feedback. This collaboration will continue through the procurement and construction phases of the project, with the City and County involved in evaluating design-build teams.</p>
<b>B20</b>	None; I anticipate no positive benefits personally.	Comment noted.
<b>B21</b>	Widening roads to solve traffic congestion is kind of like loosening your belt to solve a weight problem. More lanes simply induces more demand.	<p>Traffic projections are based on a regional travel-demand model which assigns routes based on information for individuals, households, lanes, trips, and travel times. Projections show that adding lanes will increase volumes in the Brent Spence Bridge (BSB) Corridor. Some increase is due to travelers shifting trips they were already making from other congested routes. Some travelers will also make new trips they would not have made without the improvements (induced trips). The project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional model through 2050.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the BSB Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The BSB Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The BSB Corridor Project will address traffic congestion, improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>

Comment Number	Comment	Response
<b>B22</b>	No, ODOT has even indicated that traffic will not be reduced by adding a new bridge.	Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. The project is designed to accommodate automobile and truck traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.
<b>B23</b>	This project will not impact my commute time as I travel on local streets from my neighborhood to downtown, vi bike, bus, and occasionally car. I will have to live through a decade of construction and my tax dollars to get something that looks effectively the same as it does today. I'm saddened there is no thought for how fixed transit connecting to the airport could be integrated, which I find terribly irresponsible in the face of the climate crisis. I have very little trust in ODOT to do what is best for the future of the environment and generally feel like in the great story of Cincinnati, that this project is just one huge mistake replacing a massive mistake.	<p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>
<b>B24</b>	I will experience no benefits from this. I do not travel across the bridge much- living downtown and typically walking, biking or taking transit to KY. If we want to focus on improving the core of our region, we should focus on other designs that will lead to the positive benefits of improving the neighborhoods surrounding the highway.	While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.



Comment Number	Comment	Response
B25	I'm doubtful that more cars/trucks passing through will lead to anything but more traffic and all that comes with it. But a redesigned approach could mean more land for redevelopment, which would be better for the downtown area than traffic passing through.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p>

Comment Number	Comment	Response
<b>B26</b>	Absolutely no benefits. More asthma in children.	The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.
<b>B27</b>	As a resident of OTR that commutes northward, I do not believe this will improve my commute time. The biggest impact I foresee is an increase of automobile traffic in and around the OTR/West End neighborhoods. Designing a corridor to favor automobile traffic as the preferred mode of transportation will only set us up for failure in our neighborhoods for decades to come.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>ODOT is working with the City of Cincinnati to mitigate impacts during construction. During construction, ODOT will develop an overall Traffic Management Plan, a detailed Maintenance of Traffic (MOT) plan, and an Incident Management Plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities.</p>
<b>B28</b>	None	Comment noted.

Comment Number	Comment	Response
<b>B29</b>	I see no benefits to this. You are adding a bridge next to the current, old bridge and increasing traffic and congestion in the city. It would be a better use of these funds	The project is designed to improve traffic flow by accommodating traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.
<b>B30</b>	No. Traffic volume will increase to fill the new space. More lanes do not decrease congestion long term. Viable public transport, rail, diverting freight, and tolling through traffic will reduce congestion and fix commute times.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on information for individuals, households, lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>Reducing congestion and maintaining connections to key regional and national corridors are primary project goals. This includes accommodating freight traffic that is using the Interstate system. Diverting trucks would place them on other routes that are also experiencing congestion and would not be possible to enforce given the need to provide access for local truck traffic. The proposed design meets the project's goals while also safely accommodating all types of vehicles.</p>

Comment Number	Comment	Response
		Tolling the I-71/I-75 corridor is not permitted in the State of Kentucky.
<b>B31</b>	much improved safety and less congestion	Comment noted.
<b>B32</b>	Through traffic will benefit the most; local traffic will still be congested	The project is designed to accommodate both through and local traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.
<b>B33</b>	No. More land should be reclaimed to be used for people instead of cars. <a href="https://www.bridge-forward.org/">https://www.bridge-forward.org/</a>	<p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment-w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment w-Executive-Summary-1.pdf</a>.</p>
<b>B34</b>	Possibly temporarily, but I would appreciate more thought put into additional public transportation options alongside this.	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: <a href="https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>



Comment Number	Comment	Response
B35	No benefits can be considered in good faith when downstream effects include reduced air quality, increased noise pollution and further congested roadways when departing the project areas.	<p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>

Comment Number	Comment	Response
<b>B36</b>	No I believe it will only make traffic worse in the area. Public money would be better spent on public transit instead.	In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: <a href="https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a> .
<b>B37</b>	This is a leading question. Is this really what a fair environmental process look like? This is comically bad. To answer the question: no. This project's 17-year-old P&N statement is one of the worst in the industry, nationally. The goal of the project should be to make the Interstate disappear as much as possible, as perceived from the urban core street grids and neighborhoods. This project moves in the opposite direction. The project needs a total rehaul, and the progressive design build between the Ohio river and Ezzard Charles should be used to get that done.	The purpose and need for the Brent Spence Bridge Corridor Project was developed based on extensive study of the transportation problems and needs in the project area. The development of the project's purpose and need followed all applicable federal and state requirements and was vetted through public, stakeholder, and agency involvement and approved in accordance with procedures outlined in the National Environmental Policy Act (NEPA).  ODOT and KYTC will be using a Progressive Design Build process which will incorporate evaluation of alternative technical concepts and innovations.
<b>B38</b>	No, it still follows the same flawed route. The highway should be entirely rethought. Move everything out of the downtown area, at least to freeman Ave or better yet the rail yard. Repurpose ft washington way for express bus routes and local traffic across town. Let 71 run into KY along 471 and meet up with 75 near the airport.	ODOT has worked with the City of Cincinnati to reduce the project's footprint to the greatest extent possible. Shifting I-75 to the west in the Cincinnati area would result in numerous impacts and required relocations of industrial, commercial, rail, and utility properties that are provide economic value to the City and the region.  Reducing congestion and maintaining connections to key regional and national corridors, including I-71 and I-75, are primary goals of the project. The proposed design meets the project's identified goals. New Interstate connections or extensions would need to be evaluated as part of a separate, stand-alone project.



**C - Do you think you will experience any negative impacts due to the project in Ohio? If so, please describe.**

Comment Number	Comment	Response
<b>C01</b>	Yes. Travel difficulties from CUF to OTR to NKY.	<p>ODOT wants to continue to foster the strong working relationship it has with the City of Cincinnati to mitigate impacts during construction. During construction, ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati Department of Transportation and Engineering and all relevant agencies within the City will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the City. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>
<b>C02</b>	With all the different split offs, I think it's likely that drivers will unintentionally drive in the wrong lane. Negative impacts could be drivers who are confused and danger to other drivers if they try to correct at the last moment. Construction has the potential to negatively impact traffic flow.	<p>ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. ODOT recognizes the significant safety concern with wrong way driving from ramp connections and design of these connections will include all necessary signing to alert drivers.</p> <p>ODOT wants to continue to foster the strong working relationship it has with the City of Cincinnati to mitigate impacts during construction. During construction, ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and</p>



Comment Number	Comment	Response
C02 (cont.)		<p>mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati Department of Transportation and Engineering and all relevant agencies within the City will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the City. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>
C03	<p>Yes. Only negative. The construction will cause backups, the additional interchanges and noise pollution will cause more issues.</p>	<p>ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p> <p>The Brent Spence Bridge Corridor Project will rebuild existing interchanges, but it will not build new interchanges where they do not exist today. The project as designed also will improve safety for all transportation users, vehicles, bicyclists, and pedestrians.</p> <p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>



Comment Number	Comment	Response
C04	Yes, the noise. For sure. We need to have noise walls	<p>In Ohio, noise was not evaluated for areas west of I-75, because there are too few noise-sensitive areas, and they are located far apart from one another. In addition, a noise wall north of the Western Hills Viaduct and east of I-75 was not warranted because it could not provide the minimum level of sound reduction and was not cost effective per ODOT's Noise Policy. As a result, the Ohio noise analysis focused on impacts in the West End neighborhood on the east side of I-75.</p> <p>In West End, noise walls were not warranted because there were not areas of frequent human exterior use next to the highway. For example, the existing apartment complexes and buildings don't have outdoor patios or other similar areas.</p> <p>In 2012, ODOT stated that it would build noise walls between Freeman Avenue and Bank Street based on the noise analyses that were conducted at that time. Even though these noise walls are no longer warranted according to ODOT's noise policy, ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will noise/visual screening barriers along I-75 from the Queensgate Playgrounds and Ballfields to Bank Street.</p> <p>Research has shown that the noise/visual screening barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments and will help to block the view between I-75 and the West End neighborhood.</p>



<p><b>C05</b></p>	<p>Yes. We will ultimately have more local traffic because of the induced demand. This will also increase particulate and noise pollution.</p>	<p>Traffic projections are based on a regional travel-demand model which assigns routes based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>Tolling the I-71/I-75 corridor is not permitted in the State of Kentucky. The project needs to be constructed to improve congestion, provide for safer travel for all modes, and maintain important connections.</p>
-------------------	--	---

Comment Number	Comment	Response
C06	This project will damage the health of the already distressed communities that had just started to recover from the damage done in the 1950s. Downtown already gets smoggy from I75, adding another bridge with 10 more lanes won't help it.	The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.
C07	Yes I use the Gest to Linn street ramp that's being demolished frequently. I used to bike to work at Gest street and still bike frequently through the West End. I'm very disappointed that the highway's footprint is looking to be expanded because I-75 makes walking and biking in the West End & Queensgate a much worse experience in terms of safety, aesthetics, and convenience. Cars getting off highways are especially dangerous and inconsiderate drivers, so I'm worried the proposed exit added at Ezzard Charles especially will affect my safety and chance of being struck.	<p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT and the City of Cincinnati are continuing to collaborate on pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p> <p>The new exit from northbound I-75 to Ezzard Charles Drive will join the collector-distributor system. A new shared use path is being constructed along Winchell Avenue in the area where the proposed northbound exit from the collector-distributor to Ezzard Charles Drive will occur. The shared use path will be on the opposite side of the road to avoid conflicts with vehicular traffic, and crossings will occur at the lower-speed local street intersection of Winchell Avenue and Ezzard Charles Drive. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The shared use path will also tie into the existing bike lanes further north along Winchell Ave.</p>



Comment Number	Comment	Response
C08	Yes, it will lead to worse emissions, more noise and worse health outcomes in the West End, Over-the-Rhine and Downtown. It will lead to additional deaths and injuries by increase the speed and volume of traffic	<p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening walls along I-75 the Queensgate Playground and Ballfield to Bank Street in the West End neighborhood. The Over-the-Rhine neighborhood was not evaluated for noise impacts because it is located too far from the highway. Downtown Cincinnati was not evaluated for noise impact because it does not have any noise sensitive areas.</p> <p>The improvements incorporated into the project are expected to improve safety throughout the project area but reducing congestion-related crashes, improving the layout of interchange ramps, and separating high-speed Interstate traffic from lower-speed local traffic.</p>
C09	We are losing too much space to a highway system through the center of the city.	<p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. Most recently, ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.</p>

Comment Number	Comment	Response
C10	More strain on already damaged west end community. More noise pollution. More emissions. Worse health outcomes for local residents.	<p>ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening barriers along the I-75 from the Queensgate Playground and Ballfields to Bank Street in the West End neighborhood.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p>
C11	As someone that drives from Ohio to Kentucky for work I have serious concerns about potential traffic and rerouting during what will inevitably be a lengthy construction process. I am also worried that these proposals will not solve all of the issues concerning the BSB and feel it is important to consider how some of this money could potentially be better spent on a more robust public transit system.	<p>ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p> <p>Studies have shown that transit improvements alone cannot solve the transportation problems in the Brent Spence Bridge Corridor. The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p>



<b>Comment Number</b>	<b>Comment</b>	<b>Response</b>
<b>C12</b>	Yes, the highway takes up too much space in our downtown as it is and this doesn't add enough land back.	ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.
<b>C13</b>	Yes, construction traffic congestion backing up into NKY.	During construction, ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati Department of Transportation and Engineering and all relevant agencies within the City will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the City. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.



Comment Number	Comment	Response
C14	<p>Yes. The continued segregation of Queensgate, West End, Camp Washington means depressed land values for property owners and limits ability to walk or bike for short trips. The new interchange is confusing and dangerous and will create more accidents and delays. Increased particulate pollution from vehicle emissions and tire wear, this combined with added noise pollution will cause health problems for nearby residents. Expanding highways encourages more suburban sprawl and dis-investment in the urban core, thus continuing our dependence on car ownership. Spending tax money on large unneeded projects limits our ability to develop pedestrian and transit facilities or perform maintenance on existing infrastructure. Construction will take years and cause difficulty to users and residents alike. Highways are visually obtrusive and it detracts from the beauty of our great city. Forward-thinking cities are trying to remove highways and grow their urban cores, why are we doing the opposite?</p>	<p>The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p> <p>The transportation needs for the project are documented in the project's purpose and need statement. Analyses completed during the project's development indicate that the proposed improvements will improve traffic flow and safety in the Brent Spence Bridge Corridor.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening barriers along I-75 from the Queensgate Playgrounds and Ballfields to Bank Street.</p> <p>Research has shown that the noise/visual screening barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments and will help to block the view between I-75 and the West End neighborhood.</p> <p>The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model. The project is not anticipated to contribute to urban sprawl, as development is already occurring in the corridor.</p> <p>During construction, ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities.</p>

<p><b>C15</b></p>	<p>Yes; I anticipate significant travel disruptions, increased noise and air pollution, and even greater community division throughout both the construction/development phase and throughout the life of the completed project.</p>	<p>During construction, ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati Department of Transportation and Engineering and all relevant agencies within the City will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the City. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p> <p>Analyses completed during the project's development indicate that the proposed improvements will improve traffic flow and safety in the Brent Spence Bridge Corridor.</p> <p>ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening barriers along I-75 from the Queensgate Playgrounds and Ballfields to Bank Street.</p> <p>Research has shown that the noise/visual screening barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments and will help to block the view between I-75 and the West End neighborhood.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>The proposed design of the Brent Spence Bridge Project will not introduce any new barriers or separations between communities. I-75 be widened in its current location, and existing connections will be maintained.</p>
-------------------	--	--



Comment Number	Comment	Response
C16	<p>While the Bridge needs to be replaced, additional lanes should not be constructed. More importantly, the footprint of the roads leading to the bridge (in both Ohio and Kentucky) should be reduced. Where possible, the Interstate highway portions of the project should be submerged with ground-level streets (complete with sidewalks, street trees, bike paths, etc.) made dominant. When complete, people walking within 20' of the Interstate highway shouldn't even know it's there. This is an urban area which should NOT be further destroyed as though this is 1952 and the urban core doesn't matter.</p>	<p>ODOT and KYTC have incorporated several features that reduce the footprint of the roads leading to the bridge in both Ohio and Kentucky, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, implementing retaining walls, and reducing the width of the companion bridge.</p> <p>The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from Covington and downtown Cincinnati.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p> <p>ODOT thoughtfully considered trenching I-75 through Downtown Cincinnati. The results can be found in a response to comments on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>.</p>

<p><b>C17</b></p>	<p>Yes, out billions for additional traffic, negative environmental impacts, and years of construction.</p>	<p>Traffic projections are based on a regional travel-demand model which assigns routes based on detailed information for individuals, households, lanes, trips, and travel times. Projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge (BSB) Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. Some travelers will also make new trips they would not have made without the highway improvements (induced trips). The BSB Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through 2050.</p> <p>In 2004, the OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the BSB Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The BSB Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The BSB Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>The project's effects on the human and natural environment were thoroughly investigated in a 2012 Environmental Assessment (EA), which resulted in a Finding of No Significant Impact. ODOT and KYTC are currently developing a Supplemental EA that will thoroughly assess and document revised impacts, policy updates, project changes, and coordination that has occurred since the approval of the 2012 EA/FONSI. Once completed, the Supplemental EA will be made available to the public for review and comment.</p> <p>ODOT and KYTC are working with local cities to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan, a detailed Maintenance of Traffic (MOT) plan, and an Incident Management Plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities.</p>
-------------------	---	--



Comment Number	Comment	Response
C18	Yes. Two words: induced demand	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>
C19	We are missing out on a once in century opportunity to improve our urban core	Comment noted.



Comment Number	Comment	Response
C20	More cars/trucks passing through the the city at higher speeds will mean more pollution, more noise, and more crashes.	<p>The project is designed to accommodate automobile and truck traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model. The project will improve traffic flow by providing additional lanes. In addition, the project will improve safety by reducing congestion-related crashes and separating high-speed Interstate traffic from lower-speed local traffic.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening barriers along I-75 from the Queensgate Playgrounds and Ballfields to Bank Street.</p> <p>Research has shown that the noise/visual screening barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments and will help to block the view between I-75 and the West End neighborhood.</p>
C21	Yes. More traffic pollution means more health issues for the community	<p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p>

Comment Number	Comment	Response
C22	<p>Yes. The biggest impact I foresee is an increase of automobile traffic in and around the OTR/West End neighborhoods. Designing a corridor to favor automobile traffic as the preferred mode of transportation will only set us up for failure in our neighborhoods for decades to come.</p>	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>ODOT is working with the City of Cincinnati to mitigate impacts during construction. During construction, ODOT will develop an overall Traffic Management Plan, a detailed Maintenance of Traffic (MOT) plan, and an Incident Management Plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities.</p>



# PUBLIC COMMENT AND RESPONSE SUMMARY

## Brent Spence Bridge Corridor Project (PID 89068 | Item No. 6-17)

Comment Number	Comment	Response
C23	Please consider light rail in the development of this bridge to CVG.	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>



**D - Do you think you will you experience any positive benefits (such as shorter commute times, etc.) due to the project in Kentucky? If so, please describe.**

<b>Comment Number</b>	<b>Comment</b>	<b>Response</b>
<b>D01</b>	Easier to travel into Ohio for local commuters.	Comment noted. Thank you.
<b>D02</b>	Not at all. It will cause longer commutes during construction and then once it's complete... I will still travel the same.	ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.
<b>D03</b>	Locals of the areas immediately impacted by the project will infrequently take the Brent Spence Bridge for commuting downtown and have numerous other methods to connect to the highway or neighboring Newport. Perhaps traffic and parking will improve in the Mainstrasse area as few people may be inclined to visit on account of the noise.	In the existing condition, traffic congestion and incidents on the BSB force traffic (including trucks) onto the local street network, often overburdening the system. Likewise, bottlenecks on I-71/I-75 also negatively affect traffic flow on the surface streets that feed the Interstate. The construction of a new companion bridge and C-D system will improve traffic flow on I-71/I-75, which, in turn, is anticipated to reduce traffic congestion and improve safety on the local street network. The new companion bridge also introduces additional resiliency into the local and regional transportation network by providing additional options for maintaining cross-river traffic if an incident or future construction or maintenance activities occur, avoiding the need for traffic to divert onto the local street network.
<b>D04</b>	We hope to be easier to go to Cincinnati	Comment noted.



Comment Number	Comment	Response
D05	Travel might be easier, but it will be much worse for the years the project takes to complete which will lead to a massive increase of traffic to my residential street rerouting traffic. Sound pollution will also increase substantially, we need sound barrier walls	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT and KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>
D06	No	Comment noted.
D07	No. There are virtually no benefits to Kentucky in this project. Why would adding an even more massive highway system to a unique historical area be beneficial?	Comment noted. The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.



Comment Number	Comment	Response
<b>D08</b>	As an enhancement, a separated grade crossing of I-71/I-75 at or near Dixie Highway would provide great benefit to two sides of Fort Mitchell which are somewhat disconnected to each other. In addition to walkers/runners who must navigate the freeway on and off ramps, since Beechwood Schools do not have bussing, many children walk across the existing at-grade crossing points. Some drivers are not trained well to look for pedestrians; short pedestrians are even harder to see peripherally. Consider re-acquiring the undeveloped Green Line right-of-way to connect Fort Mitchell Avenue to West Maple and add a pedestrian bridge to Beechwood Schools property.	Based on feedback provided at the Fort Mitchell neighborhood meeting on November 30, 2022, KYTC is investigating methods for improving pedestrian safety across the Dixie Highway bridge over I-71/I-75, specifically at the ramp intersections. At this time a dedicated pedestrian bridge is not under consideration.
<b>D09</b>	Most likely, no, as I tend to only take local streets on my commute to and from work.	Comment noted.
<b>D10</b>	When the project is completed, yes. During construction it will be a nightmare for 6 years.	ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.
<b>D11</b>	No, it will be even worse for Kentucky than Ohio	Comment noted.



Comment Number	Comment	Response
<b>D12</b>	This will have no benefits for the residents of Northern Kentucky. Added sound pollution, construction delays, and congestion to a historical neighborhood will be devastating	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, KYTC is evaluating additional walls to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>KYTC is working with Northern Kentucky cities to mitigate impacts during construction. During construction, KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Covington Impacted cities will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p> <p>KYTC has conducted studies to determine if the project will impact historic buildings and districts. Mitigation plans for impacts to historic resources have been documented in a Memorandum of Agreement (MOA) for the Lewisburg Historic District. KYTC is currently in the process of updating its MOA, which will be made available to the public once it is complete.</p>
<b>D13</b>	No benefits. Adding more concrete and more congestion to a historic district has no benefits.	<p>KYTC has conducted studies to determine if the project will impact historic buildings and districts. Mitigation plans for impacts to historic resources have been documented in a Memorandum of Agreement (MOA) for the Lewisburg Historic District. KYTC is currently in the process of updating its MOA, which will be made available to the public once it is complete.</p>
<b>D14</b>	improved safety and less congestion which will reduce commute times.	Comment noted.

Comment Number	Comment	Response
D15	There will be less congestion for through traffic on the cut in the hill; local traffic will still suffer	The project is designed to accommodate both through and local traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.
D16	No. I will still avoid driving in this area unless absolutely necessary.	Comment noted.
D17	<p>No. Unfortunately, the sad truth is State and Federal DOTs are going to force their freeway expansion project onto our communities no matter how much public opposition there is. They are simply checking a box in their review process and will proceed however they see fit, at our expense. If the goal of this project was actually “investing in local communities” and “growing America’s economy” as the project website states, the proposal would not add an inch to the I71/75 corridor. This project will lock the Cincinnati area into 50 more years of car dependency and will stunt our future growth potential. While other Midwest cities are expanding their public transportation and bicycle/pedestrian networks, our region is expanding an urban freeway. The added lanes and bridge must be maintained once they are built, and our society cannot continue building car-centric infrastructure when we cannot afford to maintain what we already have. Local communities will be left to bear the noise, pollution, increased commercial traffic, and decade of construction gridlock that come along with this project. By ODOT’s own admission, and according to the principals of induced demand, traffic levels will simply increase to fill the added capacity shortly after this project is completed, leaving us with a \$4B+ scar through our region’s most densely populated areas that accomplishes nothing. There are many other ways to improve congestion, such as investing in public transit or implementing congestion pricing to incentivize non-local traffic to seek alternate routes. These options should be fully explored before this plan is allowed to proceed.</p>	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT’s Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>Tolling the I-71/I-75 corridor, including congestion pricing, is not permitted in the State of Kentucky.</p>

Comment Number	Comment	Response
<p><b>D18</b></p>	<p>Long-term, yes. During the multi-year construction, real planning needs to be done to address how traffic will be affected. Will construction be paused or adjusted for high-impact times such as Labor Day, Memorial Day, Thanksgiving? Other projects have ignored how commuter and itinerant traffic is impacted. Real research should be done on rolling, temporary, or long-term rerouting of semi traffic around the 71/75 impacted area, onto 275</p>	<p>ODOT and KYTC are working with local cities to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT and KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p> <p>Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. This includes accommodating freight traffic that is using the Interstate system. Diversion of trucks would place them on other routes that are also experiencing congestion and would not be possible to enforce given the need to provide access for local truck traffic. The proposed design meets the project's identified goals while also safely accommodating all types of vehicles.</p>
<p><b>D19</b></p>	<p>Leading question. This plan creates an even larger infrastructure barrier between west and east Covington.</p>	<p>Existing connections between west and east Covington will be maintained once the project is completed. In addition, KYTC is working with the City of Covington to identify opportunities to improve east-west connectivity for bicycles and pedestrians as part of the Brent Spence Bridge Corridor Project.</p>



Comment Number	Comment	Response
D20	Ultimately, it may reduce the number of backups from the highway onto Dixie Highway. The Noise walls are appreciated and will help mitigate some of the impact, but largely, this project will improve moving Interstate traffic and do little to improve NKY communities...just adding space for more truck traffic barreling through our communities.	<p>Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. This includes accommodating freight traffic that is using the Interstate system.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p>
D21	yes. northern kentucky and cincinnati are basically part of the same city theres just a state border that splits us... therefore when northern kentucky gets backed up with traffic it affects all of cincinnati as well.	Comment noted.

**D22**

I write to you today, advocating for a transformative Brent Spence Corridor Project. I strongly support the following priorities for the Project's design, which should inform all stages of design development, including innovative concepts and alternative concepts: • Maximize the amount of returned land contiguous to the City's urban core; • Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint; • Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections; • Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide or similar; • Minimize the number of lane miles using high-speed directional ramps; and • Achieve best expenditure of public dollars measured in life-cycle return on investment.

According to ODOT / KYTC, the Project will be build using a "progressive design-build process." This approach allows ODOT / KYTC, the design-build team (DBT), impacted municipalities, and the local community to consider and address major Project topics in a more open format. The DBT will work with ODOT / KYTC to create the basis of design, overall project requirements, and final design intent, before work substantially begins, during what is being called Phase 1A and Phase 1B of the Project. Therefore, I am calling upon ODOT, the City of Cincinnati, and Hamilton County to ensure that an expectation is set, at least in contract language with the DBT, and ideally in an addendum to the Project's RFQ, for a very robust Phase 1A and Phase 1B of the Project. Specifically, I demand the following expectations be set for Phase 1A and Phase 1B of the Project: • Incorporation of innovative design concepts; • Re-evaluation of assumptions used in the Project's traffic forecasting projections; • Use of alternative design concepts proposed from sources other than BSMT; • Investigation of adding additional scopes of work and/or additional features to the Project, the associated pools of federal funding which may be available for additional scopes, and the likelihood of securing said federal funding; I call upon the City and County to assume codified roles in the Project, such as Cooperating Agency and/or Participating Agency. In doing so, there will be much more local control over the Project's outcome. Also, in doing so, the City / County will have an opportunity to ensure that the DBT is selected in large part based on its demonstrated ability to deliver a context-sensitive urban project while working closely with a large municipality to develop innovative design direction.

ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.

The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide.

ODOT and KYTC evaluated over 25 alternatives for meeting the purpose and need identified for the Brent Spence Bridge Corridor. The proposed improvements were found to have the best balance of benefits, costs, and impacts.

ODOT and KYTC are in the process of updating the projected traffic volumes for the design year 2049. That data will be published on the project website ([www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)) when it is complete.

The progressive design-build process will provide opportunities to incorporate innovative and alternative technical design concepts provided they do not substantially deviate from the project's scope, as described in the Supplement Environmental Assessment (when approved) or the project's identified purpose and need.

The City of Cincinnati and Hamilton County have been involved in the Project Advisory Committee and Aesthetics Design Committee since the project's inception. In addition, ODOT regularly coordinates design details directly with the City and County and has refined the design in several locations in response to feedback received. This collaboration will continue through the procurement and construction phases of the project, with the City of Cincinnati and Hamilton County being involved in the evaluation of the design-build teams.





Comment Number	Comment	Response
D23	No.	Comment noted.
D24	No, traffic will not be reduced and the lack of planning for additional transit options means we are not moving forward.	<p>Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. The project is designed to accommodate automobile and truck traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: <a href="https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p>
D25	If you all knock down more historic buildings just for cars I will not be living in this community as long as I planned	Comment noted.
D26	Yes. Non-local traffic, i.e. semi tractor trailers, should be segregated from Brent Spence traffic, reducing overall morning and afternoon commute times and reducing lane jockeying on bridge.	Comment noted.



Comment Number	Comment	Response
D27	Please utilize sound walls in Fort Mitchell south of Dixie Highway on west side.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. A noise wall was not found to be cost effective south and west of Dixie Highway.</p> <p>Recognizing that traffic noise is a concern, KYTC is currently conducting a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. KYTC will document their decision about this noise wall system in a technical memo based on the technical feasibility and public comments. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
D28	Yes, less delays and safer traffic pattern when heading NB on I-71/75. An additional lane on SB could compensate for the traffic slowdown while trucks navigate the cut-in-the-hill.	Comment noted.
D29	This project is a disaster in Covington. It will create a massive superhighway, create an ugly monstrosity in Covington, negatively impact property values, allow people to speed faster through the urban core.	Comment noted.

**E - Do you think you will you experience any negative impacts due to the project in Kentucky? If so, please describe.**

Comment Number	Comment	Response
<b>E01</b>	Semi truck traffic is already a negative impact for other drivers on the cut in the hill. I'm curious if the new traffic pattern will do anything to make it better or worse.	The grades on the "cut-in-the-hill" will be similar to what they are today when the Brent Spence Bridge Corridor Project is constructed. However, there will be additional lanes on I-71/I-75, which will improve traffic flow through this area. The traffic design and operational analysis of the proposed design did take into account the grades of the various roadways to ensure adequate performance.
<b>E02</b>	Significant increase of noise pollution to the Mainstrasse neighborhood.	Recognizing that traffic noise is a concern in this area, KYTC is conducting a technical study to further evaluate walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise walls and public comments. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
<b>E03</b>	The noise pollution from traffic plus the traffic changes during construction.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>

Comment Number	Comment	Response
E04	<p>Reiterating a lot of what was said in the first section that asked for comments: the noise and decibel level will have a demonstrated and decidedly negative impact on daily living in the Mainstrasse area and patronage to may see an impact as a result. Other negative implications could be the traffic felt on minor neighborhood arteries locally with future development at the former IRS site in Covington and the lack of safety measures ensuring walkability and bike-ability along and across 12th St (requiring new traffic patterns, street design, or similar improvements as seen along Liberty St in Cincinnati). It would be prudent to ensure the neighborhoods on either the north and south side of 12th St were more connected as part of this overhaul.</p>	<p>Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>While the project's primary needs are to solve transportation problems, KYTC has also pursued other quality of life goals in the project's development. To that end, KYTC has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. KYTC and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor, including on West 12th Street. The incorporation of new sidewalks and shared use paths will improve mobility and access for alternative modes of transportation.</p> <p>Traffic impacts due to future development at the former IRS site in Covington are outside of the scope of the Brent Spence Bridge Corridor Project.</p>
E05	<p>Yes, the noise. We need noise wall block</p>	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>
E06	<p>Noise. Sound barrier walls are a MUST.</p>	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>
E07	<p>Yes</p>	<p>Comment noted.</p>
E08	<p>It's already</p>	<p>Comment noted.</p>

Comment Number	Comment	Response
E09	<p>With the increased anticipated traffic volume with or without improvements to the roadway, there will be increased negative noise impact. A sound barrier wall needs to be considered for the area of the roadway facing West Maple despite not meeting the threshold for number of homes/communities. As a proposed sound wall will be effective for noise reduction and as the area is used recreationally by more than the homeowners in the area, the benefit would be beyond the identified structures. Walkers/runners and golfers all would enjoy a reduction in noise in this particular area.</p>	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. However, in the vicinity of West Maple Avenue, a noise wall was not found to be cost effective.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>Additional information about noise in Fort Mitchell can be found in the presentation from the Fort Mitchell neighborhood meeting conducted on November 30, 2022 and available at:  <a href="https://brentspencebridgecorridor.com/public-involvement-and-comments/">https://brentspencebridgecorridor.com/public-involvement-and-comments/</a>.</p>
E10	<p>It might be more chaotic and inefficient to both enter and exit the Interstate for Covington residents. Being forced to exit to and enter from 12th Street is already a pain, especially for people who live closer to the river</p>	<p>The concept of express and local lanes on an Interstate facility is not unique and has a proven track record of improving traffic flow and safety for both high-speed Interstate traffic and lower-speed local traffic throughout the country. Not all traffic will enter and exit the local street network at 12th Street. Rather, local traffic will travel along a two- to three-lane collector-distributor roadway to reach local access points.</p>
E11	<p>Increased noise and pollution</p>	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p>

Comment Number	Comment	Response
E12	Increased noise pollution. increased emissions. Lower property values in historic district.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, KYTC is evaluating additional walls to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>KYTC has conducted studies to determine if the project will impact historic buildings and districts. Mitigation plans for impacts to historic resources have been documented in a Memorandum of Agreement (MOA) for the Lewisburg Historic District. KYTC is currently in the process of updating its MOA, which will be made available to the public once it is complete.</p>
E13	No.	Comment noted.
E14	The northbound merge from Kyles Lane will carry extra traffic from Dixie highway, making the Kyles entrance ramp much busier. Will need a much longer merge lane going down the hill! And then how would this entrance traffic access the new bridge for through traffic?	Once the project is built, the northbound entrance from Kyles Lane will be an add lane to I-71/I-75 as opposed to the merge it is today. Traffic operational analyses show the add lane will be able to handle the projected traffic volumes, and it will improve traffic flow and safety in this area. Traffic that enters I-71/I-75 from Kyles Lane will have the same option as other motorists to stay on the Interstate and travel across the new companion bridge or enter the collector-distributor system to access local destinations. This decision point will occur at approximately St. Elizabeth Hospital, at the bottom of the cut-in-the-hill.

Comment Number	Comment	Response
E15	This will just add more trucks going through our communities. This will result in increased noise, pollution, and congestion on local roads during backups.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>In the existing condition, traffic congestion and incidents on the BSB force traffic (including trucks) onto the local street network, often overburdening the system. Likewise, bottlenecks on I-71/I-75 also negatively affect traffic flow on the surface streets that feed the Interstate. The construction of a new companion bridge and C-D system will improve traffic flow on I-71/I-75, which, in turn, is anticipated to reduce traffic congestion and improve safety on the local street network. The new companion bridge also introduces additional resiliency into the local and regional transportation network by providing additional options for maintaining cross-river traffic if an incident or future construction or maintenance activities occur, avoiding the need for traffic to divert onto the local street network.</p>
E16	This project does nothing to control stormwater runoff outside of the willow run watershed. The added pavement will only worsen existing erosion of local streams and the landslide between Highland Pk and the Highland Cemetery. Better stormwater management is needed in the areas outside of Willow Run!	<p>KYTC will follow all federal, state, and local requirements for stormwater management during and after construction of the project. KYTC will strive to separate the highway drainage from combined sewer systems. Where separation is not feasible, adequate detention per KYTC standards will be provided.</p> <p>Best Management Practices (BMPs) from KYTC's Standard Specifications will be used during and after construction to control erosion and sediment.</p>
E17	Yes; I anticipate further destruction/debilitation of Northern Kentucky's unique communities and increased difficult when traveling to and from them for both business and personal purposes.	<p>In an effort to minimize impacts to the unique communities within the corridor, KYTC incorporated value engineering and engineering refinements into the project's design that have substantially reduced the project's footprint in Northern Kentucky. The number of residents who will need to relocate because of the project from over 40 to 4, all of which are in Kentucky. Likewise, business relocations in Kentucky have been reduced from 6 to 5.</p> <p>Analyses completed during the project's development indicate that the proposed improvements will improve traffic flow, safety, and access to local destinations in the Brent Spence Bridge Corridor.</p>

Comment Number	Comment	Response
E18	Yes, additional traffic, noise, and air pollution. Oh and the HUGE price tag.	<p>Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. The project is designed to accommodate automobile and truck traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.</p> <p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>ODOT and KYTC have implemented a number of value engineering features to reduce the project's cost to the greatest extent practical. ODOT and KYTC will continue to investigate ways to minimize costs during the project's design-build phase.</p>
E19	The current plan does not include a noise barrier south of Dixie Highway (west of I-71/I-75). This will negatively impact my neighborhood. *I live on Edgewood Rd. in Ft. Mitchell. The noise level is already high due to current automobile, train and airplane traffic. The noise will increase without a noise barrier. Current noise produced from the highway causes the windows in our house to rattle. We do not sleep with our windows open when the weather is cool because the traffic is too loud. *There are multiple studies showing negative health effects associated with noise pollution in your living environment. *Noise pollution decreases property values. Please construct a noise barrier south of Dixie Highway (west of I-71/I-75).	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. Noise impacts were not identified in the vicinity of Edgewood Road because it is too far from the Interstate. In addition, a noise wall was not found to be cost effective south of Dixie Highway and west of I-71/I-75.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
E20	No, as a local (CUF) I will adapt to the traffic pattern changes. For out-of-towners and those from the suburbs who only visit on occasion, could signage is needed. I agree with those seeking noise barriers, traffic moving at highway speed, rather than a crawl at peak times, is probably louder.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>





Comment Number	Comment	Response
E21	<p>The noise, air, and light pollution will drastically negatively impact property values. Not to mention, there will be a hideous Interstate in plain view for much of the area. The unwillingness of the project group to install noise barriers or explore other innovative noise and light pollution-mitigation measures is a disgrace to the communities (e.g. why not consider enclosing the Interstate in some kind of translucent tunnel)</p>	<p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern. KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies. Roadways will be lighted in accordance with state and local standards which aim to minimize light pollution while providing for safe travel.</p> <p>ODOT and KYTC are closely coordinating the aesthetic plans for the project with the Cities of Cincinnati, Covington, Fort Wright, and Fort Mitchell to improve the visual character throughout the corridor. Items being discussed include landscaping, streetscapes, gateways, and treatments for piers, abutments, retaining walls, and noise walls. Multiple aesthetics meetings will be planned throughout the design process to finalize plans for aesthetics throughout the corridor.</p>

**F - Do you have any concerns regarding the proposed configuration of the rehabilitated Brent Spence Bridge or the new companion bridge?**

Comment Number	Comment	Response
F01	Will Interstate Traffic users, such as trucks, using the local bridge be ticketed? Now trucks use I75 instead of I275 to save time, causing accidents. Will local bridge traffic be enforced for residents to use?	The new companion bridge and existing Brent Spence will act as a system for all types of vehicles. Trucks starting or making stops in Covington and Cincinnati will use the existing bridge. It is intended trucks traveling through the region would use the new companion bridge. Because trucks will be using both bridges, there will not be any specific traffic enforcement established.
F02	Increased noise pollution in Mainstrasse neighborhood.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
F03	What local businesses will be affected? What homes will have to be destroyed? How will you contain the noise?	<p>The project will require 13 commercial and 4 residential properties to relocate. The locations of relocations are shown in mapping available on the project website: <a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a>.</p> <p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>
F04	Yes, the noise. We need a solution for the noise for sure. It's way too loud	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.
F05	The noise. We need sound barriers. It's already very loud and this will only make things louder with widening of roads	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.



Comment Number	Comment	Response
<b>F06</b>	So when the new bridge gets to capacity due to induced demand, where will the next 10 lane bridge go?	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>
<b>F07</b>	The new bridge should have a design that does not look out of place next to the old bridge (or the old bridge should add some of the design elements of the new bridge). The two proposed designs would look odd next to the current bridge. Putting a beautiful, shiny new bridge next to the current bridge accentuates the current bridge's crappy, unappealing features.	The requirements for the appearance of the new companion bridge have been coordinated with and is based on decisions made by the project aesthetic committee, which considered the overall aesthetic of the bridge and impacts to the surrounding viewsheds. KYTC and ODOT will continue to work with the project aesthetic committee to finalize details for the new companion bridge during the project's design-build phase.
<b>F08</b>	It shouldn't be built.	Comment noted.



Comment Number	Comment	Response
F09	<p>Studies in other cities looking at similar proposals show that increasing the number of lanes only increases the amount of traffic. Adding more interchanges also increases congestion, so what studies have been commissioned that show these proposals will actually alleviate traffic?</p>	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>ODOT and KYTC have completed numerous traffic operational studies of the proposed improvements. Those studies are available on the project website: <a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a>. ODOT and KYTC are in the process of updating the projected traffic volumes for the design year 2049 and preparing an updated Interchange Modification Study for the corridor. That information will also be available on the project website when it is complete.</p>

Comment Number	Comment	Response
F10	Why are we building a new bridge next to a bridge that is falling down?	<p>The existing Brent Spence Bridge is structurally sound. As part of the project, the upper and lower decks on the existing bridge will be replaced, and some repairs will be made to the structural steel to ensure that the bridge is structurally sound for the design life of the project. Building a new companion bridge next to the existing Brent Spence Bridge will improve traffic flow and safety by providing additional lanes across the Ohio River and separating high-speed Interstate traffic from lower-speed local traffic.</p>
F11	Increased capacity will not decrease congestion long term. More traffic volume will fill the space and will not fix current traffic issues. Have any other traffic alleviating options been considered? (Local rail or other public transit, diverting freight traffic, tolls, etc?)	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>



Comment Number	Comment	Response
F11 (cont.)		<p>Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. This includes accommodating freight traffic that is using the Interstate system. Diversion of trucks would place them on other routes that are also experiencing congestion and would not be possible to enforce given the need to provide access for local truck traffic. The proposed design meets the project's identified goals while also safely accommodating all types of vehicles.</p> <p>Tolling the I-71/I-75 corridor is not permitted in the State of Kentucky.</p>
F12	<p>Are the displacement numbers accurate for the proposed new bridge or are those displacement numbers for another part of the project? I am struggling to understand how so few businesses and residents could be displaced with the new proposed bridge.</p>	<p>Value engineering and engineering refinements have reduced the amount of residents who will need to relocate because of the project from over 40 to 4, all of which are in Kentucky. Likewise, business relocations throughout the entire corridor have been reduced from 14 to 13.</p>
F13	<p>No. Please get started as soon as possible. We have been waiting for this for over 20 years!</p>	<p>Comment noted.</p>
F14	<p>Access to/from both the Covington and Cincinnati downtown(s) is vital. Reducing exits and entrances is not desirable.</p>	<p>In general, existing entrance and exit locations will remain once the Brent Spence Bridge Project is constructed. In coordination with the City of Cincinnati, the northbound entrance from 4th Street was removed and replaced with a northbound entrance from 3rd Street. In addition, the southbound exit to 5th Street was removed, although the southbound exit to 7th Street was widened to accommodate additional traffic. Finally, the northbound entrance at Freeman Avenue (south of Ezzard Charles Drive) was relocated to Winchell Avenue (north of Ezzard Charles Drive). In Covington, the West 4th Street entrance to I-75 will be reopened once the project is built. Traffic operational analyses show that the project will accommodate the traffic projected to travel in the corridor in the design year 2050.</p>

Comment Number	Comment	Response
F15	Yes, more should be done to follow the Bridge Forward plans to reclaim livable land that was lost to the highways. <a href="https://www.bridge-forward.org/">https://www.bridge-forward.org/</a>	<p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>.</p>
F16	Glad to see that there will be breakdown / emergency lanes!	Comment noted.
F17	The added lanes are unneeded. The new bridge should keep the lanes the same or reduce.	<p>The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.</p> <p>Maintaining connections to key regional and national transportation corridors via I-71/I-75 is part of the project's purpose and need. The number of lanes was determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes would negatively affect traffic flow, connectivity, and access.</p>
F18	No ugly bridges!!! Build an asymmetric cable stayed!	The final decision about the bridge type will be made during the project's design-build phase and will incorporate feedback from the Project Aesthetic Committee as well as local stakeholders. This comment will be considered as part of that process.

Comment Number	Comment	Response
<b>F19</b>	It does nothing to solve the underlying problems with our highway design. The a huge interchange cuts off downtown from usable land to the west. The number of exits should be reduced greatly, all should come off the right side of the highway to reduce accidents. The interchange with 71 should happen south of the city rather than downtown.	<p>The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.</p> <p>Maintaining connections to key regional and national transportation corridors via I-71/I-75 is part of the project's purpose and need. In Ohio, ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati.</p> <p>Improvements to the safe operation of the system is a primary goal of the project. The preferred alternative addresses the existing issues associated with ramp designs and separates local and thru traffic by creating a collector-distributor system. These solutions will improve the safety aspect of the corridor.</p>
<b>F20</b>	The Cable bridge seems like less painting and maintenance. After so many years of the BSB being an eyesore, choose the one that's easier to maintain over it's lifecycle.	The final decision about the bridge type will be made during the project's design-build phase. This comment will be considered as part of that process. Life cycle cost analysis was part of the consideration that led to the two final bridge types under consideration.
<b>F21</b>	In the current designs, the very historic Longworth Hall is scheduled to be partially demolished by the new bridge. How can this be avoided as so the sister building to Camden Yards be kept fully intact?	<p>The alternatives analysis for the Brent Spence Bridge Corridor Project evaluated ways to avoid impacts to Longworth Hall. Out of 25 alternatives that were studied, only one alternative was found to meet the project's purpose and need while avoiding impacts to Longworth Hall. This alternative would have resulted in substantially greater residential and business impacts, including the largest employer in the Queensgate area. This alternative was also projected to cost substantially more than other alternatives under consideration. In addition, the cities of Covington and Cincinnati strongly opposed this alternative. As a result, impacts to 204 feet of Longworth Hall were found to be unavoidable.</p> <p>To mitigate the impacts, ODOT entered into a Memorandum of Agreement committing to completing various repair, upgrade, restoration, enhancement, and refurbishment measures to be completed at Longworth Hall as part of the project.</p>



Comment Number	Comment	Response
F22	Yes, the bridge is not being build far enough West. Lots of very valuable land could be made available in Cincinnati CBD.	<p>ODOT has worked with the City of Cincinnati to reduce the project's footprint to the greatest extent possible. Shifting I-75 to the west in the Cincinnati area would result in numerous impacts and required relocations of industrial, commercial, rail, and utility properties that provide economic value to the City and the region.</p> <p>ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land for development.</p>
F23	<p>I write to you today, advocating for a transformative Brent Spence Corridor Project. I strongly support the following priorities for the Project's design, which should inform all stages of design development, including innovative concepts and alternative concepts:</p> <ul style="list-style-type: none"> <li>• Maximize the amount of returned land contiguous to the City's urban core;</li> <li>• Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;</li> <li>• Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections;</li> <li>• Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide or similar;</li> <li>• Minimize the number of lane miles using high-speed directional ramps; and</li> <li>• Achieve best expenditure of public dollars measured in life-cycle return on investment.</li> </ul> <p>According to ODOT / KYTC, the Project will be build using a "progressive design-build process." This approach allows ODOT / KYTC, the design-build team (DBT), impacted municipalities, and the local community to consider and address major Project topics in a more open format. The DBT will work with ODOT / KYTC to create the basis of design, overall project requirements, and final design intent, before work substantially begins, during what is being called Phase 1A and Phase 1B of the Project. Therefore, I am calling upon ODOT, the City of Cincinnati, and Hamilton County to ensure that an expectation is set, at least in contract language with the DBT, and ideally in an addendum to the Project's RFQ, for a very robust Phase 1A and Phase 1B of the Project. Specifically, I demand the following expectations be set for Phase 1A and Phase 1B of the Project:</p> <ul style="list-style-type: none"> <li>• Incorporation of innovative design concepts;</li> <li>• Re-evaluation of assumptions used in the Project's traffic forecasting projections;</li> <li>• Use of alternative design concepts proposed from sources other than BSMT;</li> <li>• Investigation of adding additional scopes of work and/or additional features to the Project, the associated pools of federal funding which may be available for additional scopes, and the likelihood of securing said federal funding;</li> </ul> <p>I call upon the City and County to assume codified roles in the</p>	<p>ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide.</p> <p>ODOT and KYTC evaluated over 25 alternatives for meeting the purpose and need identified for the Brent Spence Bridge Corridor. The proposed improvements were found to have the best balance of benefits, costs, and impacts.</p> <p>ODOT and KYTC are in the process of updating the projected traffic volumes for the design year 2049. That data will be published on the project website (<a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a>) when it is complete.</p>

Comment Number	Comment	Response
<p><b>F23 (cont.)</b></p>	<p>Project, such as Cooperating Agency and/or Participating Agency. In doing so, there will be much more local control over the Project's outcome. Also, in doing so, the City / County will have an opportunity to ensure that the DBT is selected in large part based on its demonstrated ability to deliver a context-sensitive urban project while working closely with a large municipality to develop innovative design direction.</p>	<p>The progressive design-build process will provide opportunities to incorporate innovative and alternative technical design concepts provided they do not substantially deviate from the project's scope, as described in the Supplement Environmental Assessment (when approved) or the project's identified purpose and need.</p> <p>The City of Cincinnati and Hamilton County have been involved in the Project Advisory Committee and Aesthetics Design Committee since the project's inception. In addition, ODOT regularly coordinates design details directly with the City and County and has refined the design in several locations in response to feedback received. This collaboration will continue through the procurement and construction phases of the project, with the City of Cincinnati and Hamilton County being involved in the evaluation of the design-build teams.</p>
<p><b>F24</b></p>	<p>Yes, I have significant concerns about aspects of the project. I am concerned about the expenses and inconveniences that will be born by local communities to encourage through traffic which by definition bypasses Cincinnati/Northern Kentucky communities, adding no benefit and only to leave behind air, noise, and ground pollution. I am concerned about the decision to double-down on historic decisions that were morally questionable when originally made and are vastly outdated now. Finally I am concerned about our region squandering a generational opportunity to invest in a transformational approach to transportation that could reposition Cincinnati/Northern Kentucky as a regional, national and even global leader in this arena.</p>	<p>The project is anticipated to improve traffic flow and safety both for through-traveling Interstate traffic and traffic with local destinations. A collector-distributor system will be built parallel to I-71/I-75 to provide access to and from local destinations. ODOT and KYTC will work with the cities of Cincinnati and Covington to develop signing plans that adequately inform travelers about opportunities to access local destinations.</p> <p>ODOT and KYTC are currently developing a Supplemental Environmental Assessment (EA) that will thoroughly assess and document revised impacts, policy updates, project changes, and coordination that has occurred since the approval of the 2012 EA/FONSI. As part of that effort, the Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern. Furthermore, KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>

Comment Number	Comment	Response
F25	A complete lack of public transit. Traffic will not be reduced.	<p>Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. The project is designed to accommodate automobile and truck traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: <a href="https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p>
F26	No fixed transit. A mid-20th century solution for mid-21st century problems is the type of incompetence we citizens expect from ODOT.	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: <a href="https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as</p>



Comment Number	Comment	Response
<b>F26 (cont.)</b>		express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a> .
<b>F27</b>	If we are spending the money on a new bridge, it should have an iconic design the city can be proud of	The final decision about the bridge type will be made during the project's design-build phase. This comment will be considered as part of that process.
<b>F28</b>	I don't see any considerations for bridge uses that could actually help reduce traffic and it's negative impacts. Where are the lanes for public transit or pedestrian/bicycle crossing?	The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project. Pedestrian and bicycle accommodations are not planned on the new companion bridge or the existing Brent Spence bridge because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge.
<b>F29</b>	It appears that no consideration has been given for access of first responders to incidents on the companion bridge. It would require Covington Police and Fire to respond all the way from Kyles Lane or make the loop to Ezzard Charles, all the while fighting the traffic the incident is creating and delaying their response. This extended delay creates unnecessary hazards for those involved in an incident on the companion bridge. Look at the damaged caused by the fire a couple years ago. Imagine if those fire units were delayed another 10 minutes because they had to go all the way up the cut in the hill, get off at Kyles and come back.	The project is being coordinated with first responders and the Regional Incident Management Task Force to ensure that first responders can access all locations within the project corridor in a timely and efficient manner. ODOT and KYTC are investigating moveable concrete barriers to help facilitate access for first responders.



Comment Number	Comment	Response
F30	<p>I agree that a new bridge should be built to support the current traffic lanes in a new structure. However, in the local/collector lanes the addition of bus, bicycle/shared path, and rail should be included in the design. The Brent Spence bridge was built in 1960, and now 60-70 years later we are updating its design. The new corridor should be built for the transportation infrastructure we (as residents of the Cincinnati/Northern Kentucky area) want and will be utilizing decades in the future, not the status quo. There are currently only 3 possible ways to cross on bicycle/shared path and 2 by rail in the Cincinnati area (with both bridges dating back to the late 1800s and rebuilt in the 1920s). Adding additional capacity in both rail and bicycle/shared path is critical to building a sustainable transportation future.</p>	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>In Ohio, pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p> <p>In Kentucky, new shared use paths and sidewalks will be included along the frontage roads. Also new and rebuilt sidewalks will be included under the MLK/West 12th Street, Pike Street, West 9th Street, West 5th Street, and West 3rd Street bridges. A new shared use path will be built under the West 9th Street and West 5th Street bridges, which will tie into the shared use paths in Goebel Park. The shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river.</p> <p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project. Pedestrian and bicycle accommodations are not planned on the new companion bridge or the existing Brent Spence Bridge because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge.</p>



Comment Number	Comment	Response
F31	How will local vs. non-local traffic be enforced?	Vehicles will be able to choose whether to travel in the through-traffic Interstate lanes or the local collector-distributor lanes based on where their trips begin and end. Vehicles will be able to travel along the length of the collector-distributor system if desired.
F32	Of the two designs I think the Tied Arch design is better. It looks like the Cable Stayed design would divide traffic prior to getting on the bridge. There are bound to be confused drivers heading north who don't realize that I-75 and I-71 split is at the end of the bridge. Being able to change lanes all the way across would help them and also allow for traffic to move around a disabled vehicle.	Traffic will enter and exit the new companion bridge using the same roadways and ramps regardless of the bridge type. The final decision about the bridge type will be made during the project's design-build phase. This comment will be considered as part of that process.

**G - Do you have any comments about noise in the Brent Spence Bridge Corridor?**

Comment Number	Comment	Response
G01	The noise will be unbearable on the Cincinnati CBD side. I work downtown and frequently have to mute my microphone due to Interstate traffic. The noise barriers proposed also damage valuable views on both sides, trying to hide the damage that has been done.	Noise walls were not evaluated in downtown Cincinnati due to the lack of noise sensitive receptors.
G02	The noise walls are an absolute must along Crescent Avenue. Not only will they reduce noise pollution, but they will also remove the visual blight of Interstate traffic.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Noise walls along Crescent Avenue in Lewisburg were found to be warranted based on KYTC's Noise Policy. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>Additional information about noise in Lewisburg can be found in the presentation from the Lewisburg and Botany Hills neighborhood meeting conducted on December 6, 2022 and available at: <a href="https://brentspencebridgecorridor.com/public-involvement-and-comments/">https://brentspencebridgecorridor.com/public-involvement-and-comments/</a>.</p>
G03	Instead of installing a large gray noise wall, why not consult with an organization like ArtWorks Cincinnati to paint a neighborhood mural?	<p>ODOT and KYTC are coordinating the aesthetic plans for the corridor with the Cities of Cincinnati, Covington, Fort Wright, Fort Mitchell, and the Project Aesthetics Committee. ODOT and KYTC will discuss this opportunity with these groups and include any final recommendations in the aesthetic plans for the corridor. It should be noted that in Ohio, vertical surfaces will have an Ashlar Stone aesthetic treatment. KYTC is in the process of developing aesthetic guidelines that will establish treatments for walls in Kentucky.</p>
G04	Instead of installing a large gray noise wall, why not consult with an organization like ArtWorks Cincinnati to paint a neighborhood mural on Crescent Ave? It may create a more welcoming and inviting statement.	<p>ODOT and KYTC are coordinating the aesthetic plans for the corridor with the Cities of Cincinnati, Covington, Fort Wright, Fort Mitchell, and the Project Aesthetics Committee. ODOT and KYTC will discuss this opportunity with these groups and include any final recommendations in the Aesthetic plans for the corridor. It should be noted that in Ohio, vertical surfaces will have an Ashlar Stone aesthetic treatment. KYTC is in the process of developing aesthetic guidelines that will establish treatments for walls in Kentucky.</p>

<p><b>G05</b></p>	<p>The highway should be capped to reduce noise.</p>	<p>ODOT and KYTC considered options for capping I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the roadway to support a freeway cap while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land uses. A freeway cap could be constructed either by leaving I-75 at the current elevation or by lowering the Interstate. If the existing I-75 elevation is maintained, a freeway cap would need to be constructed 20 to 30 feet over the highway to provide adequate clearance for the freeway lanes. Given the proximity of Western Avenue and Winchell Avenue, the freeway cap would either need to extend over these roads, or they would need to be raised up to be level with the top of the cap. Transitioning from the top of the highway cap back to the elevations of the surrounding land uses in a way that provides accessible and open connections east and west of I-75 would substantially increase the project's footprint beyond what is considered reasonable and would impact low-income housing, schools, parks, historic structures, commercial and industrial businesses, and local streets. These impacts could be reduced through the extensive use of retaining walls along either I-75 or Western and Winchell Avenues. However, the retaining walls would render the cap inaccessible from surrounding land uses and would only serve to create an even greater barrier through downtown Cincinnati and the West End neighborhood. Building a freeway cap by lowering I-75 would avoid the need for retaining walls; however, the Interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier. Furthermore, capping the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection.</p> <p>I-75 is elevated above the surrounding land uses north of Ezzard Charles Drive. Capping the highway in this area would further exacerbate the concerns with geometric feasibility, impacts to surrounding land uses, and local accessibility discussed for portions of I-75 to the south.</p>
-------------------	--	--





Comment Number	Comment	Response
G06	Capping highways is a better solution to decrease noise pollution	<p>ODOT and KYTC considered options for capping I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the roadway to support a freeway cap while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land. A freeway cap could be constructed either by leaving I-75 at the current elevation or by lowering the Interstate. If the existing elevation is maintained, a freeway cap would need to be constructed 20 to 30 feet over the highway to provide adequate clearance. Given the proximity of Western Avenue and Winchell Avenue, the freeway cap would either need to extend over these roads, or they would need to be raised up to be level with the top of the cap. Transitioning from the top of the highway cap back to the elevations of the surrounding land uses in a way that provides accessible and open connections east and west of I-75 would substantially increase the project's footprint beyond what is considered reasonable and would impact low-income housing, schools, parks, historic structures, commercial and industrial businesses, and local streets. These impacts could be reduced through the extensive use of retaining walls along either I-75 or Western and Winchell Avenues. However, the retaining walls would render the cap inaccessible from surrounding land uses and would only serve to create an even greater barrier through downtown Cincinnati and the West End neighborhood. Building a freeway cap by lowering I-75 would avoid the need for retaining walls; however, the Interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier. Furthermore, capping the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection.</p> <p>I-75 is elevated above the surrounding land uses north of Ezzard Charles Drive. Capping the highway in this area would further exacerbate the concerns with geometric feasibility, impacts to surrounding land uses, and local accessibility discussed for portions of I-75 to the south.</p>

Comment Number	Comment	Response
G07	The noise walls on Crescent Avenue specifically really diminish the view.	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy, including along Crescent Avenue. In accordance with its noise policy, KYTC will conduct additional coordination with the people who will benefit from the walls along Crescent Avenue during the project's design-build phase before making the final decision about whether or not the walls will be built.
G08	It's loud, and will probably only get louder.	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.
G09	Source elimination is better than risk mitigation. Reduction of cars on the road is a better way to eliminate noise. A green beltway around the highway would be another better option.	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: <a href="https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>Reducing congestion and maintaining connections to key regional and national corridors, including I-71 and I-75, are primary goals of the project. The proposed design meets the project's identified goals. New Interstate or beltways would need to be evaluated as part of a separate, stand-alone project.</p>
G10	The issue of highway noise is further evidence that highways are a poor solution to transportation needs. Without noise abatement, highways are loud and disruptive to residents and businesses around them. With noise abating walls/barriers highways become even more massive visual obstructions that divide neighborhoods and communities from one another.	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.



Comment Number	Comment	Response
<b>G11</b>	Yes, adding additional traffic will increase noise and air pollution. No wall can fix this.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p>
<b>G12</b>	The current plan does not include a noise barrier south of Dixie Highway (west of I-71/I-75). This will negatively impact my neighborhood. *I live on Edgewood Rd. in Ft. Mitchell. The noise level is already high due to current automobile, train and airplane traffic. The noise will increase without a noise barrier. Current noise produced from the highway causes the windows in our house to rattle. We do not sleep with our windows open when the weather is cool because the traffic is too loud. *There are multiple studies showing negative health effects associated with noise pollution in your living environment. *Noise pollution decreases property values. Please construct a noise barrier south of Dixie Highway (west of I-71/I-75).	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. Noise impacts were not identified in the vicinity of Edgewood Road because it is too far from the Interstate. In addition, a noise wall was not found to be cost effective south and west of Dixie Highway.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
<b>G13</b>	I would like a noise barrier south of Dixie Highway (west of I-75). I live in Fort Mitchell and right now the noise pollution is already a problem. The BSB Project will increase noise pollution and negatively impact the residents of Fort Mitchell. Please put up a noise barrier south of Dixie Highway.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective south of Dixie Highway and west of I-71/I-75.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>

Comment Number	Comment	Response
<b>G14</b>	Please include sound walls on east / west side of I-71 / I-75 both north and south of Dixie Highway. Please include sound walls up the exit ramp on Mercedes-Benz side. The MB dealership ripped out much of the sound barriers (trees) which have greatly impacted the sound in our historic neighborhood in Fort Mitchell. In addition, please utilize blacktop and/or lower decibel paving material as the road surface.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Noise walls north of Dixie Highway and south of Dixie Highway and east of I-71/I-75 were warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective south of Dixie Highway and west of I-71/I-75.</p> <p>Recognizing that traffic noise is a concern, KYTC is currently conducting a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences south of Dixie Highway and west of I-71/I-75 and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
<b>G15</b>	I don't agree with the recommendation to not put up noise barriers for the West End. Does this take into consideration people trying to enjoy time outside? Also, while current structures do not have porches and decks some future construction may wish to include them, but by that time we may not have the funds to add barriers. Do it now while the funding is available.	<p>ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening barriers along I-75 from the Queensgate Playgrounds and Ballfields to Bank Street.</p> <p>Research has shown that the noise/visual screening barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments and will help to block the view between I-75 and the West End neighborhood.</p>
<b>G16</b>	I live within a half block of the downtown Cincinnati interchange. I have not direct view of the Interstate, but I can hear the traffic, plain as day, from my residence with all the doors and windows closed. If you are unwilling to help the community that you are destroying by not installing noise barriers, please look to the free market for innovative solutions to reduce noise pollution. Perhaps there is a pavement type that can help reduce noise, or some kind of active noise cancelling system. Use baffled & heightened jersey walls to help.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>



Comment Number	Comment	Response
G17	Cap the highways, the noise will be, and currently is, awful on the Ohio side as well. Why was this not investigated?	<p>ODOT and KYTC considered options for capping I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the roadway to support a freeway cap while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land uses. A freeway cap could be constructed either by leaving I-75 at the current elevation or by lowering the Interstate. If the existing I-75 elevation is maintained, a freeway cap would need to be constructed 20 to 30 feet over the highway to provide adequate clearance for the freeway lanes. Given the proximity of Western Avenue and Winchell Avenue, the freeway cap would either need to extend over these roads, or they would need to be raised up to be level with the top of the cap. Transitioning from the top of the highway cap back to the elevations of the surrounding land uses in a way that provides accessible and open connections east and west of I-75 would substantially increase the project's footprint beyond what is considered reasonable and would impact low-income housing, schools, parks, historic structures, commercial and industrial businesses, and local streets. These impacts could be reduced through the extensive use of retaining walls along either I-75 or Western and Winchell Avenues. However, the retaining walls would render the cap inaccessible from surrounding land uses and would only serve to create an even greater barrier through downtown Cincinnati and the West End neighborhood. Building a freeway cap by lowering I-75 would avoid the need for retaining walls; however, the Interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier. Furthermore, capping the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection.</p> <p>I-75 is elevated above the surrounding land uses north of Ezzard Charles Drive. Capping the highway in this area would further exacerbate the concerns with</p>



Comment Number	Comment	Response
G17 (cont.)		<p>geometric feasibility, impacts to surrounding land uses, and local accessibility discussed for portions of I-75 to the south.</p> <p>In Ohio, noise was not evaluated for areas west of I-75, because there are too few noise-sensitive areas, and they are located far apart from one another. In addition, a noise wall north of the Western Hills Viaduct and east of I-75 was not warranted because it could not provide the minimum level of sound reduction and was not cost effective per ODOT's Noise Policy. As a result, the Ohio noise analysis focused on impacts in the West End neighborhood on the east side of I-75.</p> <p>In West End, noise walls were not warranted because there were not areas of frequent human exterior use next to the highway. For example, the existing apartment complexes and buildings don't have outdoor patios or other similar areas.</p> <p>In 2012, ODOT stated that it would build noise walls between Freeman Avenue and Bank Street based on the noise analyses that were conducted at that time. Even though these noise walls are no longer warranted according to ODOT's noise policy, ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening barriers I-75 from the Queensgate Playgrounds and Ballfields to Bank Street.</p> <p>Research has shown that the noise/visual screening barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments and will help to block the view between I-75 and the West End neighborhood.</p>

Comment Number	Comment	Response
G18	The Ft Mitchell wall by Beechwood is essential - lots of road noise throughout the community that will only get worse. Walls need native landscaping and relief/impression/artwork to be additive to the community aesthetic.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. A wall near Beechwood Road and Beechwood School was warranted based on KYTC's Noise Policy. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>KYTC is coordinating the aesthetic plans for the corridor with the City of Fort Mitchell and the Project Aesthetics Committee. KYTC is in the process of developing aesthetic guidelines that will establish landscaping and treatments for walls and other structural elements.</p>
G19	“In West End, noise walls were not warranted because there were not areas of frequent human exterior use next to the highway. For example, the existing apartment complexes and buildings don't have outdoor patios or other similar areas.” Queensgate playground is a neighborhood park located directly on the highway. If there were noise barriers around the West End, would more residents have patios and take advantage of outdoor activities? Statements on the West End appear like hand waives that could use more through and evidence.	<p>ODOT has evaluated noise impacts for existing land uses. A noise wall in front of Queensgate playground was not found to be cost-effective based on ODOT's Noise Policy.</p> <p>ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening barriers along I-75 from the Queensgate Playgrounds and Ballfields to Bank Street.</p> <p>Research has shown that the noise/visual screening barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments and will help to block the view between I-75 and the West End neighborhood.</p>

**H - Do you think the project will improve bike and pedestrian access in your neighborhood? If so, in what ways?**

Comment Number	Comment	Response
H01	I hope so. I am happy to see pedestrian improvements. Just hope these improvements are not at the expense of cars. It seems to me the city is concentrating on bike lanes when there are far more drivers than cyclists.	The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation with no anticipated negative effects to vehicular traffic flow.
H02	I hope it does we need better walking and biking paths. A lot of our locals do walk/bike around. I would more as well if I felt safe enough. but first we will have to see how many locals relocate during the construction & after due to the noise.	<p>While the project's primary needs are to solve transportation problems ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p> <p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>
H03	Please include a noise barrier between Kenny shields , Goebel park, and the Interstate	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction in the vicinity of Goebel Park and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
H04	I am hopeful, yet skeptical, that traffic patterns and street design will encourage bike and pedestrian use as opposed to solely making it convenient for drivers. Safe bike and pedestrian use are key infrastructure considerations in urban neighborhood redevelopment when traffic volume, traffic noise, and the environment are of concern. Bike and pedestrian use add little to the noise, carbon impact, and wear on such infrastructure.	<p>Comment noted.</p> <p>The design of the project will utilize approved standards that are intended to safely encourage bike and pedestrian use while accommodating the needs of cars and trucks.</p>



Comment Number	Comment	Response
H05	No. I live in lower price hill. This only continues to divide the city. A sidewalk with some shrubbery separating high speed traffic does not make me feel safer or more connected with Cincinnati.	The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide.
H06	Yes. As someone who lives in Lewisburg and frequents the Mainstrasse areas, the bridge and 71/75 corridor has always been a huge barrier. The sidewalk along west 5th street terminates near the existing entrance ramps, and cars traveling at high speeds make it a huge safety concern for cyclists and pedestrians.	The BSB Corridor Project includes several element to improve bicycle and pedestrian connections in the Covington area. New shared use paths and sidewalks will be included along the frontage roads. Also new and rebuilt sidewalks will be included under the MLK/West 12th Street, Pike Street, West 9th Street, West 5th Street, and West 3rd Street bridges. A new shared use path will be built under the West 9th Street and West 5th Street bridges, which will tie into the shared use paths in Goebel Park. The shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river.
H07	The project could best improve bike and pedestrian access by removing the highway altogether. Or at least extremely tapering the footprint of it and reclaiming the land. Biking or walking through these areas between Queensgate and downtown is a nightmare. The shared paths would be a nice addition though.	<p>The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards.</p> <p>The pedestrian and bicycle facilities incorporated into the project will improve connectivity to transit, employment, healthcare, cultural, recreational, and commercial destinations.</p>

Comment Number	Comment	Response
H08	The proposed buffers for the shared use paths/sidewalks are not sufficient, especially in those areas. Better barriers are needed.	The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide. The design of shared-use paths and sidewalks will also be in accordance with City of Cincinnati design standards.
H09	Highways cut off communities. This should be burried/capped to reconnect the city	<p>ODOT and KYTC considered options for capping I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the roadway to support a freeway cap while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land uses. A freeway cap could be constructed either by leaving I-75 at the current elevation or by lowering the Interstate. If the existing I-75 elevation is maintained, a freeway cap would need to be constructed 20 to 30 feet over the highway to provide adequate clearance for the freeway lanes. Given the proximity of Western Avenue and Winchell Avenue, the freeway cap would either need to extend over these roads, or they would need to be raised up to be level with the top of the cap. Transitioning from the top of the highway cap back to the elevations of the surrounding land uses in a way that provides accessible and open connections east and west of I-75 would substantially increase the project's footprint beyond what is considered reasonable and would impact low-income housing, schools, parks, historic structures, commercial and industrial businesses, and local streets. These impacts could be reduced through the extensive use of retaining walls along either I-75 or Western and Winchell Avenues. However, the retaining walls would render the cap inaccessible from surrounding land uses and would only serve to create an even greater barrier through downtown Cincinnati and the West End neighborhood. Building a freeway cap by lowering I-75 would avoid the need for retaining walls; however, the Interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints</p>

Comment Number	Comment	Response
		<p>of the CSX rail lines discussed earlier. Furthermore, capping the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection.</p> <p>I-75 is elevated above the surrounding land uses north of Ezzard Charles Drive. Capping the highway in this area would further exacerbate the concerns with geometric feasibility, impacts to surrounding land uses, and local accessibility discussed for portions of I-75 to the south.</p>
H10	Any proposed or existing bike lanes should be protected otherwise they become hazards for bikers and unused.	The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide. The design of shared-use paths and sidewalks will also be in accordance with City of Cincinnati design standards.
H11	Yes, please start construction as soon as possible.	Comment noted.
H12	Maybe a little. More should be done to reconnect neighborhoods, and fix the destruction from the highways. <a href="https://www.bridge-forward.org/">https://www.bridge-forward.org/</a>	<p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p>
H13	No change to my area, Ft Wright KY	Comment noted.
H14	Not enough bike and ped.	Comment noted.

Comment Number	Comment	Response
H15	Yes, however I don't think enough of the project and funds is directed to biking and pedestrian paths. These and public transportation should be a primary focus with personal vehicle needs considered secondary.	<p>While the project's primary needs are to solve transportation problems associated with the I-71/I-75 corridor, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: <a href="https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>
H16	Why are there not more connections across the highway? This is a massive infrastructure barrier that hampers the economic development of the region's core city. We need NEW connections, not just bike lanes on existing connections. Make an actual improvement, please. It's crazy to think that the P&N is totally silent on local connectivity, and this has influenced the design substantially	While the project's primary needs are to solve transportation problems associated with the I-71/I-75 corridor, ODOT and KYTC have also incorporated features that promote and improve bicycle and pedestrian connectivity, including new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes that will improve mobility and access for alternative modes of transportation.
H17	Should have a 3 tier curb to separate car pedestrian and bike traffic effectively.	The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide. The design of shared-use paths and sidewalks will also be in accordance with City of Cincinnati design standards.

Comment Number	Comment	Response
H18	This again does nothing to keep connect the west side of this city or improve developable space.	<p>While the project’s primary needs are to solve transportation problems associated with the I-71/I-75 corridor, ODOT and KYTC have also incorporated features that promote and improve bicycle and pedestrian connectivity east and west of the Interstate, including new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes that will improve mobility and access for alternative modes of transportation.</p> <p>ODOT has incorporated several features that reduce the project’s footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. Most recently, ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.</p>
H19	No- the project doesn't appear to address the Dixie Highway overpass, which is a vital route for many Beechwood kids to/from school. Improving safety and setbacks from traffic on the overpass would help tremendously with a safer route to school and decrease the car backups during dropoff and pickup.	Based on feedback provided at the Fort Mitchell neighborhood meeting on November 30, 2022, KYTC is investigating methods for improving pedestrian safety across the Dixie Highway bridge over I-71/I-75, specifically at the ramp intersections.
H20	NO NO NO NO NO. IF YOU ADD MORE CARS IT ACTIVELY DETRACTS FROM PEDESTRIAN QUALITY OF TRIP.	<p>The project is designed to accommodate traffic projected to travel through the corridor by the year 2050, which is the standard design horizon for large infrastructure projects. The traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on available capacity, projected trips, and calculated travel times. Although some travel patterns may change with improved capacity on I-71 and I-75, the project is not anticipated to create additional travel demand that is not already anticipated to exist by the year 2050.</p> <p>While the project’s primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project’s development. To that end, the project team has intentionally incorporated features that reduce the project’s footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project’s development. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p>

Comment Number	Comment	Response
H21	you're only dividing the city more. highways are barriers to community and travel. think of literally anything beside cars in the project.	<p>The proposed design of the Brent Spence Bridge Project will not introduce any new barriers or separations between communities. I-75 be widened in its current location, and existing connections will be maintained.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p>
H22	No, I don't believe it will improve bike and pedestrian access in the downtown Cincinnati/Northern Kentucky region.	<p>In Ohio, pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p> <p>In Kentucky, new shared use paths and sidewalks will be included along the frontage roads. Also new and rebuilt sidewalks will be included under the MLK/West 12th Street, Pike Street, West 9th Street, West 5th Street, and West 3rd Street bridges. A new shared use path will be built under the West 9th Street and West 5th Street bridges, which will tie into the shared use paths in Goebel Park. The shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river.</p>



Comment Number	Comment	Response
H23	No, highways are dangerous for pedestrians and bikers. They cut off access for those without personal automobiles.	While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.
H24	Definitely will not improve it. Even if it doesn't make it worse, this design is resulting in the opportunity cost of missing out on improving my community	While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.
H25	We certainly need better pedestrian and bicycle infrastructure across our city, and ideally included in all new project designs. This could help create more pedestrian/bike friendly connections in the bridge approach communities, but what about crossing the River?	Pedestrian and bicycle accommodations are not planned on the new companion bridge or the existing Brent Spence bridge because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge.

Comment Number	Comment	Response
H26	No, this project shows that automobiles are the favored mode of transportation (much more space/lanes increased for that mode) and bicycles/pedestrians come second (slight improvement to current state but less than automobiles).	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: <a href="https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p>
H27	No, please improve this in the updated plan. Consider capping highway	<p>ODOT and KYTC considered options for capping I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the roadway to support a freeway cap while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land uses. A freeway cap could be constructed either by leaving I-75 at the current elevation or by lowering the Interstate. If the existing I-75 elevation is maintained, a freeway cap would need to be constructed 20 to 30 feet over the highway to provide adequate clearance for the freeway lanes. Given the proximity of Western Avenue and Winchell Avenue, the freeway cap would either need to extend over these roads, or they would</p>



Comment Number	Comment	Response
H27 (cont.)		<p>need to be raised up to be level with the top of the cap. Transitioning from the top of the highway cap back to the elevations of the surrounding land uses in a way that provides accessible and open connections east and west of I-75 would substantially increase the project's footprint beyond what is considered reasonable and would impact low-income housing, schools, parks, historic structures, commercial and industrial businesses, and local streets. These impacts could be reduced through the extensive use of retaining walls along either I-75 or Western and Winchell Avenues. However, the retaining walls would render the cap inaccessible from surrounding land uses and would only serve to create an even greater barrier through downtown Cincinnati and the West End neighborhood. Building a freeway cap by lowering I-75 would avoid the need for retaining walls; however, the Interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier. Furthermore, capping the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection.</p> <p>I-75 is elevated above the surrounding land uses north of Ezzard Charles Drive. Capping the highway in this area would further exacerbate the concerns with geometric feasibility, impacts to surrounding land uses, and local accessibility discussed for portions of I-75 to the south.</p>
H28	It looks like you are designing bike/pedestrian paths away from the cars and trucks. As long as I can bike without worrying about being run over by a distracted driver I will be more motivated to use my bike.	Comment noted.



Comment Number	Comment	Response
H29	<p>No the bike and pedestrian access being designed here is just to check a box. Pedestrian bridges are still a barrier. To be an effective connection, the facilities must be at grade and wide and open. We are in need of dedicated bike lanes in this project that will be "nice" to ride on. If I can hear or see the Interstate while biking, I get anxiety. It has the psychological effect that you are in a dangerous situation, even if there is a physical barrier. We must look at every new installation of a bike and pedestrian facility as a way to increase adoption and getting people out of their cars. To do that, the facilities must make the user feel safe in that environment. What I have seen for the project as a whole will not effectively do that. Though, I do appreciate the wide paths with large planters on the overpasses. But how will users feel safe with underpasses where you can't grow plants, or along the facilities that run parallel to the Interstate or on the arterial local streets?? Additionally, I feel the pedestrian connection improvements are an embarrassing nod at the thousands of residents who were displaced with the initial construction.</p>	<p>The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide. The design of shared-use paths and sidewalks will also be in accordance with City of Cincinnati design standards.</p> <p>ODOT and KYTC will construct dedicated bicycle and pedestrian facilities that are buffered from adjacent roadways. In addition to the facilities on overpasses, Ohio will accommodate dedicated and buffered bike lanes under the Liberty Street, Findlay Street, and Bank Street bridges. A buffered shared use path will be accommodated under the Harrison Street bridge. In addition, a new buffered shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, away from traffic entering and exiting I-75.</p> <p>In Kentucky, new buffered shared use paths will be included along the lower-speed frontage roads and under the West 9th Street and West 5th Street bridges, which will tie into the shared use paths in Goebel Park. The buffered shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river.</p>

**I - Do you have any additional comments, thoughts or questions that you'd like to share with us?**

Comment Number	Comment	Response
I01	At the Ezzard Charles bridge, instead of screen walls, a decorative bridge (like the ones over 71 in downtown) would look much better. Or maybe some type of green wall (plants) would look nicer. The screens on Ezzard Charles in the concept drawings look out of place - the views from Ezzard Charles to and from the Museum Center side and the West End currently offer wide open views and the screen walls on the bridge seem out of place and out of character with its surroundings.	ODOT is closely coordinating the aesthetic plans for the project with the City of Cincinnati to further their goals to create vibrant urban spaces in locations throughout the corridor. Items being discussed include landscaping, streetscapes, gateways, and treatments for piers, abutments, retaining walls, and noise walls. Multiple aesthetics meetings will be planned throughout the design process to finalize plans for aesthetics throughout the corridor. It should be noted that the screen walls that will be incorporated on overpass bridges, including Ezzard Charles, will be translucent and are planned to have internal lighting and decorative patterns as part of the enhancements.
I02	It's a huge project. Good Luck & Be Safe.	Comment noted.
I03	For the Kentucky side, extending the noise wall north of Pike to 5th St will be critical to maintaining the character and vitality of the existing neighborhoods' residences and businesses that are contributing valued land relative to the need for another bridge for Cincinnati-only-bound traffic. (East of I-71/I-75 between West 5th Street and Pike Street is currently not required for noise abatement)	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences between West 5th Street and Pike Street and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
I04	The current design on the Ohio side is not acceptable. The bridge forward plan is much better.	ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a> .  ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.
I05	Overall, this project and the so-called "re-design" is atrocious. There is nothing in this project that gives me any confidence that ODOT is planning for the future or considering the past. In this area of Cincinnati especially (the "urban basin"), the West End was absolutely decimated by highway destruction disproportionately affecting people of color. Here is a link to a satellite image comparing the West End before highway construction and after highway construction: <a href="https://twitter.com/JoshJunker2/status/1598517233323499520">https://twitter.com/JoshJunker2/status/1598517233323499520</a> . ODOT has a duty to its constituents to acknowledge this destruction and correct it moving forward.	ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a> . ODOT is also coordinating with Bridge-Forward to schedule a working session to discuss their ideas about the project.  The project is designed to accommodate traffic projected to travel through the

Comment Number	Comment	Response
<p><b>I05 (cont.)</b></p>	<p>The current proposed plan is essentially exactly the same plan as what's currently built. An absolute "spaghettified" monstrosity completely dividing downtown Cincinnati from its West side neighborhoods EXCLUSIVELY FOR THE BENEFIT OF CARS AND THEIR DRIVERS. At this point in the 21st century, it's important to realize that the automobile and car-centric design is contributing to climate change. ODOT stands for the Ohio Department of Transportation. It is not the Ohio Department of Cars. It is absolutely appalling and an egregious misuse of power to redesign the Brent Spence bridge and it's Cincinnati-side approach with solely the thought of optimizing for vehicle traffic -- vehicle traffic, not to mention, which has BEEN ON THE STEADY DECLINE ACROSS THE BRIDGE SINCE 2014 BY ODOT's OWN NUMBERS (<a href="https://odot.public.ms2soft.com/tcds/tsearch.asp?loc=odot">https://odot.public.ms2soft.com/tcds/tsearch.asp?loc=odot</a>). I urge ODOT to work with the Bridge Forward project to work together on its simplified approach that will not only allow Cincinnati to reconnect its downtown with its West side, but also prepare the region for dense, urban growth and the potential for other forms of transportation (bus, streetcar extension, LRT etc.) to flourish in the reclaimed land. A re-birth of Cincinnati's West End and urban basin that was wiped out by the original Brent Spence approach and expansion is necessary if Cincinnati wants to be considered a modern, 21st century city and attract modern, 21st century business, people, and growth.</p>	<p>corridor by the year 2050 based on a regional travel-demand model. The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>Finally, ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.</p>
<p><b>I06</b></p>	<p>For the redesign of the Brent Spence bridge corridor, please look into trenching I-75 or even burying it to help reconnect the city. Not only would this bring a huge quality of life improvement, but increase the value of the land as well, bringing in more money to the city and the state.</p>	<p>ODOT thoughtfully considered trenching I-75 through Downtown Cincinnati. The results can be found in a response to comments on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>.</p>
<p><b>I07</b></p>	<p>I'd prefer that the main leg of I-71/75 was rerouted around I-275. Cutting up more of our urban core is doubling down on the mistakes of the past.</p>	<p>Maintaining connections to key regional and national transportation corridors via I-71/I-75 is part of the project's purpose and need. ODOT and KYTC have collaborated with stakeholders to reduce the project's footprint. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access and not meet the primary goals of the project.</p>

Comment Number	Comment	Response
<b>108</b>	Right now we have the opportunity to reimagine our city's future by repairing some of the damage caused by thoughtless urban planning. The current proposal perpetuates the same car-centric planning that butchered our city's urban core and bulldozed through the Queensgate and West End neighborhoods. The Bridge Forward plan goes much further to reclaim space for people instead of cars and connect these historic neighborhoods.	<p>ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>.</p> <p>ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.</p>
<b>109</b>	It's a huge waste of money. 3+ billion dollars largely to rebuild what we already have and destroying more buildings. Adding lanes when we should be scaling back the size of our highways so we can undo the destruction I-75's caused in the West End. There's a real opportunity here to condense the highways and ramps and reclaim valuable real estate. ODOT needs to go back to the drawing board before trying to push this design through.	<p>Maintaining connections to key regional and national transportation corridors via I-71/I-75 is part of the project's purpose and need. ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati. ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment.</p> <p>ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.</p>
<b>110</b>	Can you include an auxiliary lane from Buttermilk Pike entrance ramp northbound to the new collector distributor ramp at the Dixie Highway Interchange? That would help a lot.	The Buttermilk Pike interchange is not located in the project area. The Brent Spence Bridge Corridor Project ties into existing I-71/I-75 just south of Dixie Highway. The project limits were determined based on the traffic and safety characteristics of the corridor.
<b>111</b>	\$3.0 to \$3.8 Billion is far to expensive. The drivers who use the bridge should pay for it. If they don't want to pay for it, we shouldn't build it.	Tolling the Brent Spence Bridge - which requires travelers who use the bridge to pay to travel across it - is restricted by law in the State of Kentucky.

Comment Number	Comment	Response
I12	These designs don't seem to fix the actual issues which are the joining of 2 major highways in a highly urban area and the resulting destruction/separation of communities. This is an opportunity to really think creatively about how to solve an issue created 60 years ago, but instead we're doubling down and further dividing the city. Cost is obviously a factor on making dramatic changes, but it's hard to justify \$3B on something that likely won't solve the primary issue and will be overcrowded in 20 years.	The primary issues to be addressed by the Brent Spence Bridge Corridor Project were identified in the project's purpose and need statement and include improving traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. The evaluation conducted on Concept I-W indicates it will meet the project's purpose and need. The full evaluation of the proposed project will be provided in the Supplemental Environmental Assessment, which will be made available to the public once it is complete.
I13	Adding some fancy bushes and planters next to a deafening highway is so cute and will in no way be overgrown with weeds and trash due to motorists littering. I cannot wait to play in the grass next to the highway with my kids as our eardrums rupture :)	Comment noted.
I14	<i>Please consider other alternatives and capping the highways. Too much valuable land has already been ceded to asphalt that could be reclaimed for our city.</i>	<p>ODOT and KYTC considered options for capping I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the roadway to support a freeway cap while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land uses. A freeway cap could be constructed either by leaving I-75 at the current elevation or by lowering the Interstate. If the existing I-75 elevation is maintained, a freeway cap would need to be constructed 20 to 30 feet over the highway to provide adequate clearance for the freeway lanes. Given the proximity of Western Avenue and Winchell Avenue, the freeway cap would either need to extend over these roads, or they would need to be raised up to be level with the top of the cap. Transitioning from the top of the highway cap back to the elevations of the surrounding land uses in a way that provides accessible and open connections east and west of I-75 would substantially increase the project's footprint beyond what is considered reasonable and would impact low-income housing, schools, parks, historic structures, commercial and industrial businesses, and local streets. These impacts could be reduced through the extensive use of retaining walls along either I-75 or Western and Winchell Avenues. However, the retaining walls would render</p>



Comment Number	Comment	Response
<b>I14</b> (cont.)		<p>the cap inaccessible from surrounding land uses and would only serve to create an even greater barrier through downtown Cincinnati and the West End neighborhood. Building a freeway cap by lowering I-75 would avoid the need for retaining walls; however, the Interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier. Furthermore, capping the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection.</p> <p>I-75 is elevated above the surrounding land uses north of Ezzard Charles Drive. Capping the highway in this area would further exacerbate the concerns with geometric feasibility, impacts to surrounding land uses, and local accessibility discussed for portions of I-75 to the south.</p> <p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p>
<b>I15</b>	Please start construction as soon as possible.	Comment noted.
<b>I16</b>	How about electronic tolling for the through traffic?	Tolling the I-71/I-75 corridor is not permitted in the State of Kentucky.
<b>I17</b>	Do more to reclaim lost and useless highway land. The Bridge Forward plans are a good start. <a href="https://www.bridge-forward.org/">https://www.bridge-forward.org/</a>	<p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>.</p>

Comment Number	Comment	Response
118	<p>Think of incision if the future instead of expanding the ideas of the 60's. Incorporate of and planning for more public transportation, biking, and pedestrian options should be the primary goal. Three billion dollars is a lot to spend and still fail at offering me an option to get to Kentucky without taking a car.</p>	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: <a href="https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>Several options exist to travel between Ohio and Kentucky without taking a car. The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project. Pedestrian and bicycle accommodations across the Ohio River exist on the Clay Wade Bailey Bridge.</p>
119	<p>Why are we being told that Jan 5th is the deadline for public comments, when the SEA isn't complete until summer? Why is the project design being represented as "set in stone" by media who attend your public meetings? If so, what is the point of the public meeting and public feedback. Public engagement when done right is not a check box activity. Obviously this is not being done right. ODOT is biased and public engagement should be done by an independent third party.</p>	<p>January 5, 2023 is the deadline for public comments as part of the neighborhood outreach meetings conducted in November and December 2022. A public comment period that extends 14 to 30 days after a public meeting is standard industry practice. The public comment period for the neighborhood outreach activities (which included 16 individual meetings) lasted for 51 days and for 16 days after the final meeting. Although the public comment period related to the neighborhood outreach meetings ended on January 5, 2023, comments will continue to be accepted on the project website: <a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a>. All comments received are considered in the project's development, and responses are provided for every comment. Comments and responses can be reviewed at: <a href="https://brentspencebridgecorridor.com/public-involvement-and-comments/">https://brentspencebridgecorridor.com/public-involvement-and-comments/</a>.</p> <p>The Supplemental Environmental Assessment (EA) will include a summary of all public involvement activities, including comments received. Once the Supplemental EA is made available to the public, hearings will be scheduled to provide additional opportunities for public feedback. Additional opportunities for public feedback will occur during the project's design-build phase.</p>



Comment Number	Comment	Response
120	Getting the aesthetics right would be a huge benefit to public acceptance. Residents already don't like a major highway bisecting our communities. Landscaping and native plantings along the noise walls and at the interchanges will help with placemaking within the community and lessen the hatred of this concrete/asphalt monstrosity. Good design makes all the difference.	ODOT and KYTC are closely coordinating the aesthetic plans for the project with the Cities of Cincinnati, Covington, Fort Wright, and Fort Mitchell to further their goals to create vibrant urban spaces in locations throughout the corridor. Items being discussed include landscaping, streetscapes, gateways, and treatments for piers, abutments, retaining walls, and noise walls. Multiple aesthetics meetings will be planned throughout the design process to finalize plans for aesthetics throughout the corridor.
121	Should have more consideration for rail and for connecting the West End to Queensgate and Union Terminal.	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p>
122	Please consider removing the interchange from Cincinnati CBD to improve the quality of life for the people who live and work there.	Maintaining connections to key regional and national transportation corridors via I-71/I-75 is part of the project's purpose and need. ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati. ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment.

Comment Number	Comment	Response
I22 (cont.)		<p>While the project’s primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project’s development. To that end, the project team has intentionally incorporated features that reduce the project’s footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project’s development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p>
I23	<p>I write to you today, advocating for a transformative Brent Spence Corridor Project. I strongly support the following priorities for the Project’s design, which should inform all stages of design development, including innovative concepts and alternative concepts: • Maximize the amount of returned land contiguous to the City’s urban core; • Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint; • Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections; • Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide or similar; • Minimize the number of lane miles using high-speed directional ramps; and • Achieve best expenditure of public dollars measured in life-cycle return on investment. According to ODOT / KYTC, the Project will be build using a “progressive design-build process.” This approach allows ODOT / KYTC, the design-build team (DBT), impacted municipalities, and the local community to consider and address major Project topics in a more open format. The DBT will work with ODOT / KYTC to create the basis of design, overall project requirements, and final design intent, before work substantially begins, during what is being called Phase 1A and Phase 1B of the Project. Therefore, I am calling upon ODOT, the City of Cincinnati, and Hamilton County to ensure that an expectation is set, at least in contract language with the DBT, and ideally in an addendum to the Project’s RFQ, for a very robust Phase 1A and Phase 1B of the Project. Specifically, I demand the following expectations be set for Phase 1A and Phase 1B of the Project: • Incorporation of innovative design concepts; • Re-evaluation of assumptions used in the Project’s traffic forecasting projections; • Use of alternative design concepts proposed from sources other than BSMT; • Investigation of adding additional scopes of work</p>	<p>ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT’s Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide.</p> <p>ODOT and KYTC evaluated over 25 alternatives for meeting the purpose and need identified for the Brent Spence Bridge Corridor. The proposed improvements were found to have the best balance of benefits, costs, and impacts.</p>

Comment Number	Comment	Response
<p><b>I23 (cont.)</b></p>	<p>and/or additional features to the Project, the associated pools of federal funding which may be available for additional scopes, and the likelihood of securing said federal funding; I call upon the City and County to assume codified roles in the Project, such as Cooperating Agency and/or Participating Agency. In doing so, there will be much more local control over the Project's outcome. Also, in doing so, the City / County will have an opportunity to ensure that the DBT is selected in large part based on its demonstrated ability to deliver a context-sensitive urban project while working closely with a large municipality to develop innovative design direction.</p>	<p>ODOT and KYTC are in the process of updating the projected traffic volumes for the design year 2049. That data will be published on the project website (<a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a>) when it is complete.</p> <p>The progressive design-build process will provide opportunities to incorporate innovative and alternative technical design concepts provided they do not substantially deviate from the project's scope, as described in the Supplement Environmental Assessment (when approved) or the project's identified purpose and need.</p> <p>The City of Cincinnati and Hamilton County have been involved in the Project Advisory Committee and Aesthetics Design Committee since the project's inception. In addition, ODOT regularly coordinates design details directly with the City and County and has refined the design in several locations in response to feedback received. This collaboration will continue through the procurement and construction phases of the project, with the City of Cincinnati and Hamilton County being involved in the evaluation of the design-build teams.</p>
<p><b>I24</b></p>	<p>I urge community, state, and regional leaders to abandon the current plan and seize this rare opportunity to re-envision transportation throughout downtown Cincinnati and Northern Kentucky. This is the chance to right historic mistakes, build for the next century, and turn our region into a national and global leader in transportation thinking.</p>	<p>Comment noted.</p>
<p><b>I25</b></p>	<p>Slightly tweaked a design from a decade ago feels lazy. We have a huge opportunity to do this right! Consider the chance to take back valuable land and provide multiple transit options.</p>	<p>ODOT and KYTC have incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, lowering design speeds, reducing shoulder widths, implementing retaining walls, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus,</p>



Comment Number	Comment	Response
125 (cont.)		<p>commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here:  <a href="https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p>
126	Please review the Bridge Forward plan!	<p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website:  <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>.</p>
127	<p>Not enough attention is being paid to systemic environmental issues, including how an expanded bridge would impact the environment and how the environment will impact the bridge. Consider the increases in rainfall that are causing mudslides that close roads around town. We need to be considering climate resilience in all new infrastructure projects and incorporating green infrastructure wherever possible so that our investments aren't undermined (sometimes literally) by extreme weather. Green infrastructure can also help reduce storm sewer overflows and keep pollutants out of our waterways, saving money and making the city a better place to live.</p>	<p>The project's effects on the human and natural environment were thoroughly investigated in a 2012 Environmental Assessment (EA), which resulted in a Finding of No Significant Impact. ODOT and KYTC are currently developing a Supplemental EA that will thoroughly assess and document revised impacts, policy updates, project changes, and coordination that has occurred since the approval of the 2012 EA/FONSI. Once completed, the Supplemental EA will be made available to the public for review and comment.</p> <p>ODOT and KYTC will be incorporating stormwater best management practices into the final design and are coordinating with the local sewer districts to separate highway runoff from the combined sewer systems in the project area.</p>
128	<p>Please put yourselves in the shoes of those that will be negatively impacted by noise pollution. If it was your family, your yard, would you consider the noise barrier reasonable/feasible? You should not use a financial calculation for the basis of your decision when the health and wellbeing of families is at stake.</p>	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>

Comment Number	Comment	Response
129	Please minimize sound and intrusion into the surrounding communities at all cost. I am advocating for sound walls south of Dixie Highway on west side including in front of Mercedes Benz	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. A noise wall was not found to be cost effective south and west of Dixie Highway.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
130	<p>Why are we spending well in excess of \$3B to produce a form factor of an Interstate that is humongous, that only does lip service to the atrocities of the thousands of displaced residents and businesses from it's initial construction, that hardly bats an eye at the concerns of noise, light, and air pollution. We are going to subject our region to even more pain during the construction. Every project along the I-75 corridor in Cincinnati makes traffic significantly worse during construction prior to finishing. For a project that will last through the end of this decade, that is a lot to ask for the local residents and businesses. Again, just for the result to be a product that constricts the urban core from growing. The project construction will make living in the urban core unbearable due to the traffic congestion and noise. It will be genuinely crappy waking up, listening to suring the day, and falling asleep to the sounds of construction "beep beep beep" noises every day through the end of this decade. When the project is over, we will be left with a super highway that has substantially increased the amount of runoff, inadequately reduced noise, causes more pollution, and make an unbearable divide even more egregious. The redesign does not adequately address the concerns of the public. It is clear that this organization really has little interest in addressing the needs of the public. The evidence is in how you try to analyze your way out of installing noise barriers. The "improvements" presented are a check-the-box attempt but they do nothing to improve the quality of life. Spending \$3B+ for a project with the only objective of improving traffic throughput is a poor use of tax payer funds. We should be looking for a design that seeks to optimize multiple design goals with those public funds. There is one. It was presented by Bridge Forward. All the ODOT+KYTC team did was hire a consultant to find holes in the plan instead of actually taking a genuine look at the concept and iterating on it to make it work. If the agencies poured a fraction of the resources into analyzing the concept and making it work that they are pouring into their public outreach, I am</p>	<p>ODOT and KYTC are working with local cities to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan, a detailed Maintenance of Traffic (MOT) plan, and an Incident Management Plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT and KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern. KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies. Roadways will be lighted in accordance with state and local standards which aim to minimize light pollution while providing for safe travel. Facilities to manage stormwater and separate stormwater runoff from combined sanitary sewers will be included in both Ohio and Kentucky.</p> <p>ODOT and KYTC have incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnumby building, lowering design speeds, reducing shoulder widths, implementing retaining walls, and reducing the width of the companion bridge. ODOT and KYTC will continue to work with local cities throughout the remaining design activities to identify opportunities to incorporate refinements that</p>



Comment Number	Comment	Response
130 (cont.)	confident the proposal would shine. Stop being lazy and look at ways to make the Bridge Forward concept work, instead of immediately shooting the plan down at all it's flaws.	<p>reclaim additional land.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>. ODOT is also coordinating with Bridge-Forward to schedule a working session to discuss their ideas about the project.</p>

**J - Please suggest additional ways you think KYTC and ODOT can improve the inclusiveness of our public outreach efforts.**

Comment Number	Comment	Response
<p><b>J01</b></p>	<p>Please work with together with the Bridge Forward folks. Where more can be done to incorporate their ideas and suggestions, it would be a win-win. Also I encourage all involved to be future-minded and design with the potential to add light rail across the river (potential future airport connection and light rail connections to Covington).</p>	<p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>. ODOT is also coordinating with Bridge-Forward to schedule a working session to discuss their ideas about the project.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>
<p><b>J02</b></p>	<p>List road updates on NextDoor &amp; Twitter.</p>	<p>During construction, road updates will be provided on the project website, the project Twitter account, the project Facebook page, ODOT's website, KYTC's website, press releases, and other sources.</p>
<p><b>J03</b></p>	<p>Actually work with Bridge Forward (<a href="https://www.bridge-forward.org/">https://www.bridge-forward.org/</a>) to amend the currently proposed plan. Recently, a single ramp/approach was removed and ODOT deemed it a compromise. The city does not need another road interpretation of a Skyline spaghetti 3-way full of intertwined ramps and approaches. Traffic across the bridge has been declining since 2014; a simplified Ohio-side approach will allow for the reconnection of countless neighborhoods. It is a people first approach at Bridge Forward -- not a car-first approach. Please consider the people in the city you are designing for. As my previous comment mentioned, I encourage you to consider future rail and bus transit -- for example, a streetcar extension to Union Station or the addition of rail across the river to Kentucky and CVG. Again, the Ohio Department of Transportation is in charge of TRANSPORTATION which encompasses much more than just cars.</p>	<p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>. ODOT is also coordinating with Bridge-Forward to schedule a working session to discuss their ideas about the project.</p> <p>ODOT and KYTC have conducted extensive public involvement with the neighborhoods impacted by the project since the project's inception. Most recently, ODOT and KYTC have been meeting with every impacted community to provide the opportunity to learn about the project, ask questions, and offer feedback. ODOT will use the feedback to continue its work with the City of Cincinnati throughout the remaining design activities to incorporate refinements</p>



Comment Number	Comment	Response
J03 (cont.)		<p>that reclaim land and improve mobility for all modes of transportation.</p> <p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>
J04	The comment button here was confused with a "Complete" or "Finish" button.	Comment noted.
J05	n/a	Comment noted.



Comment Number	Comment	Response
<b>J06</b>	Ask people's opinions on the ground and in person.	<p>ODOT and KYTC conducted a series of in-person meeting with impacted communities along the corridor. This targeted outreach is tailored to each neighborhood and is utilizing methods that exist within each community to notify their community members of the opportunity to learn more about the project, ask questions of the project team, and provide feedback. ODOT and KYTC also held in-person daytime and evening meetings targeted to neighborhoods further removed from the immediate project area. These meetings were advertised through existing neighborhood groups, on the project website, in project newsletters, and via social media.</p> <p>There will also be two Public Hearings in July/August 2023 to present findings included in the supplemental Environmental Assessment currently under development by ODOT and KYTC.</p>
<b>J07</b>	Offer a Zoom or virtual option for attending the meetings. This would allow more people to participate. Also, upload videos of the meetings to the website. Send postcards or flyers to residents that contain QR code/website to access information and surveys.	<p>ODOT and KYTC will continue to engage the public through public hearings scheduled in July/August 2023 and at key stages in during the design-build process. This targeted outreach was tailored to each neighborhood and is utilizing methods that exist within each community to notify their community members of the opportunity to learn more about the project, ask questions of the project team, and provide feedback. ODOT and KYTC will consider this feedback when advertising future public involvement opportunities. In addition, the public hearings scheduled for July/August will have a virtual option. ODOT and KYTC will work to keep the public informed of the project's progress through the project website (<a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a>), newsletters, social media, and other sources.</p>
<b>J08</b>	Be honest. Are you actually open to design direction changes or not. If not, can a decade old FONSI really be relied upon? If you are, then stop telling people "this is what the design is." People disengage from a obviously bad faith process.	<p>ODOT and KYTC have strived to be open and transparent about all project decisions. All public comments are considered in the project's development.</p>
<b>J09</b>	Actually read the comments here and take people's opinions into account. Those of us that live in the city limits are tired of this highway tearing our city in half. We want it fixed.	<p>All comments received are considered in the project's development, and responses are provided for every comment. Comments and responses can be reviewed at: <a href="https://brentspencebridgecorridor.com/public-involvement-and-comments/">https://brentspencebridgecorridor.com/public-involvement-and-comments/</a>.</p>
<b>J10</b>	Post this survey to neighborhood Facebook pages and on Instagram to get input from younger community members.	<p>Information about public comment opportunities associated with neighborhood outreach activities was distributed to neighborhood groups in and near the project area. Several neighborhood groups posted the information on their Facebook pages. In addition, opportunities for public comment will continue to be advertised on the project website, the project Twitter account, the project Facebook page, ODOT's website, KYTC's website, press releases, and other sources.</p>

Comment Number	Comment	Response
J11	Bridge Forward! Respond directly to every comment on this survey. Communicate why rail is not being considered as a part of the project.	<p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>.</p> <p>Individual responses are prepared for all comments received for the project. Comments and responses can be viewed here: <a href="https://brentspencebridgecorridor.com/public-involvement-and-comments/">https://brentspencebridgecorridor.com/public-involvement-and-comments/</a>.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>
J12	Please communicate with Bridge Forward. To bury your head in the ground and shut them out is a mistake and will not be good for press coverage.	<p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>. ODOT is also coordinating with Bridge-Forward to schedule a working session to discuss their ideas about the project.</p> <p>ODOT is scheduling a working session with Bridge Forward to discuss the project.</p>

**J13**

I write to you today, advocating for a transformative Brent Spence Corridor Project. I strongly support the following priorities for the Project's design, which should inform all stages of design development, including innovative concepts and alternative concepts: • Maximize the amount of returned land contiguous to the City's urban core; • Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint; • Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections; • Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide or similar; • Minimize the number of lane miles using high-speed directional ramps; and • Achieve best expenditure of public dollars measured in life-cycle return on investment.

According to ODOT / KYTC, the Project will be build using a "progressive design-build process." This approach allows ODOT / KYTC, the design-build team (DBT), impacted municipalities, and the local community to consider and address major Project topics in a more open format. The DBT will work with ODOT / KYTC to create the basis of design, overall project requirements, and final design intent, before work substantially begins, during what is being called Phase 1A and Phase 1B of the Project. Therefore, I am calling upon ODOT, the City of Cincinnati, and Hamilton County to ensure that an expectation is set, at least in contract language with the DBT, and ideally in an addendum to the Project's RFQ, for a very robust Phase 1A and Phase 1B of the Project. Specifically, I demand the following expectations be set for Phase 1A and Phase 1B of the Project: • Incorporation of innovative design concepts; • Re-evaluation of assumptions used in the Project's traffic forecasting projections; • Use of alternative design concepts proposed from sources other than BSMT; • Investigation of adding additional scopes of work and/or additional features to the Project, the associated pools of federal funding which may be available for additional scopes, and the likelihood of securing said federal funding; I call upon the City and County to assume codified roles in the Project, such as Cooperating Agency and/or Participating Agency. In doing so, there will be much more local control over the Project's outcome. Also, in doing so, the City / County will have an opportunity to ensure that the DBT is selected in large part based on its demonstrated ability to deliver a context-sensitive urban project while working closely with a large municipality to develop innovative design direction.

ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.

The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide.

ODOT and KYTC evaluated over 25 alternatives for meeting the purpose and need identified for the Brent Spence Bridge Corridor. The proposed improvements were found to have the best balance of benefits, costs, and impacts.

ODOT and KYTC are in the process of updating the projected traffic volumes for the design year 2049. That data will be published on the project website ([www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)) when it is complete.

The progressive design-build process will provide opportunities to incorporate innovative and alternative technical design concepts provided they do not substantially deviate from the project's scope, as described in the Supplement Environmental Assessment (when approved) or the project's identified purpose and need.

The City of Cincinnati and Hamilton County have been involved in the Project Advisory Committee and Aesthetics Design Committee since the project's inception. In addition, ODOT regularly coordinates design details directly with the City and County and has refined the design in several locations in response to feedback received. This collaboration will continue through the procurement and construction phases of the project, with the City of Cincinnati and Hamilton County being involved in the evaluation of the design-build teams.

Comment Number	Comment	Response
J14	BRIDGE FORWARD IS THE ONLY WAY	ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a> .
J15	Please consider working with Bridge Forward so we can have a real solution focused on benefiting everyone in the region.	ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a> . ODOT is also coordinating with Bridge-Forward to schedule a working session to discuss their ideas about the project.  ODOT is scheduling a working session with Bridge Forward to discuss the project.
J16	Work closely with Bridge Forward project!	ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a> . ODOT is also coordinating with Bridge-Forward to schedule a working session to discuss their ideas about the project.
J17	Actual transparency and community involvement. The “listening” sessions with the public have been ridiculous	Individual responses are prepared for all comments received for the project. Comments and responses can be viewed here: <a href="https://brentspencebridgecorridor.com/public-involvement-and-comments/">https://brentspencebridgecorridor.com/public-involvement-and-comments/</a> .
J18	Consider attending events that are not related to transportation. This projects effects everyone, but only transportation minded citizens will seek out the information.	Representatives from KYTC and ODOT have given presentations about the project to a wide variety of groups interested in the project, including community councils, neighborhood groups, rotary clubs, chambers of commerce, business groups, and elected officials. Most recently, in November and December 2022, KYTC and ODOT held sixteen neighborhood meetings that were coordinated through local community councils and neighborhood groups in and near the corridor.
J19	This project is an absolute waste of resources. A simple toll would reduce demand, fixing the congestion and safety issues. Since KY banned tolls, let their residents deal with the congestion until they change their priorities. This is a bad project. Just cancel it.	Comment noted.
J20	Please continue reaching out and holding public meetings, especially at community centers in the area. I work a decently flexible Monday to Friday job and even for me it's been difficult to be able to attend a hearing in person.	ODOT and KYTC will continue to engage the public through public hearings scheduled in July/August 2023 and at key stages in during the design-build process.

Comment Number	Comment	Response
J21	<p>Hello Keith Smith, I live at [redacted] Covington, KY and my interest is as an area resident. I have a couple of general comments about the project. We have seen the renderings and although are concerned with the height and look of the KY side of the bridge project with the noise barriers. We are indeed interested and in total favor of putting in noise barriers where possible and where it functionally makes a difference. I work from home and the highway is noisy enough as it is. To be quite honest, there are times during bad weather that it's difficult to distinguish a semi/tractor-trailer howling on the Interstate vs. the tornado siren. Yes - it's confused me a few times. Another concern is safety and security during and after the project completion, specifically with NKY's homeless and transient population(s). NKY's excellent programs do attract a number of individuals and I just want to ensure that the bridge's construction area(s) and bridge under areas do not provide sanctuary for these population(s) that could affect the safety and stability of the area. Thank you and you're all doing an excellent job. I look forward to the final bridge design and I am hopeful that it will redefine the Cincinnati skyline for the next hundred years!</p>	<p>Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>KYTC will continue to coordinate with the City of Covington regarding security in areas under bridges.</p>
J22	<p>Work with sound engineer to minimize sound.</p>	<p>ODOT and KYTC have worked with qualified professionals to evaluate noise. KYTC has identified several locations for potential noise walls in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant walls according to their noise policies.</p>
J23	<p>It was really bad that you didn't start publicizing this site and the community engagement meeting until they were well underway. Why be so shy about it? What is the organization so afraid of? So what if a larger portion of the community shows up. That is what your job is... engage with the public. Listen to what they have to say. And then act accordingly.</p>	<p>The neighborhood meetings were part of a targeted effort to offer in-person meetings with impacted communities. The outreach was tailored to each neighborhood and used methods that exist within each community to notify their members of the opportunity to learn more about the project, ask questions of the project team, and provide feedback. Depending on the neighborhood, the meetings were advertised through methods that included web sites, emails, social media notifications, announcements at prior meetings, and printed flyers. Information about meetings was also provided on the project website, the Dec. project newsletter, Facebook; Twitter, NextDoor.com, and several media outlets.</p> <p>ODOT and KYTC consider all feedback received on the project. Individual responses are prepared for all comments received and can be viewed here: <a href="https://brentspencebridgecorridor.com/public-involvement-and-comments/">https://brentspencebridgecorridor.com/public-involvement-and-comments/</a></p>
J24	<p>Actually listen to what the public has to say instead of immediately shooting them down or referring them to some half-relevant already-addressed public comment.</p>	<p>ODOT and KYTC consider all feedback received on the project. Individual responses are prepared for all comments received and can be viewed here: <a href="https://brentspencebridgecorridor.com/public-involvement-and-comments/">https://brentspencebridgecorridor.com/public-involvement-and-comments/</a></p>

**K - Written Comment Forms**

Comment Number	Comment	Response
<b>K01</b>	If this projects intended strategy is to plan for the year 2050 and does not include planning for trains then it has entirely missed the mark. It is clearly working on behalf of fossil fuel industry directives and all of the work that has been done is irrelevant and wasteful. Scrap your entire plan and start over.	In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a> .
<b>K02</b>	-Please include the noise walls in the plan! -Please no extension of public road from Pike to 5th St.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>KYTC continues to evaluate the extension of Simon Kenton Way to 5th Street. This comment will be considered as part of that process.</p>

Comment Number	Comment	Response
K03	Top Concerns: -Want noise walls! -Traffic mitigation and enforcement during construction.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT and KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>
K04	Noise / sound walls need to extend south beyond Pike - the current proposed noise walls that extend to Kyles Ln are much needed and wanted.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Noise walls east of I-71/I-75 and between Pike Street and Kyles Lane were found to be warranted based on KYTC's Noise Policy. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>

Comment Number	Comment	Response
K05	Will there be people uprooted? If so, are they getting a fair price for their property? How long will the project take and what about the traffic? Will there be long delays?	<p>Value engineering and engineering refinements have reduced the amount of residents who will need to relocate because of the project from over 40 to 4, all of which are in Kentucky. Likewise, business relocations throughout the entire corridor have been reduced from 14 to 13. The acquisition of property for right-of-way – including residential and business relocations – has been, and will continue to be, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).</p> <p>Construction of the Brent Spence Bridge Corridor Project is anticipated to begin in 2023 and finish in 2029.</p> <p>ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT and KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>
K06	The updated designs are much better than the original plans. We appreciate the effort to retain so many existing homes and businesses. We also appreciate the adjacent infrastructure plans such as storm sewers and other utilities. Thanks for all the extra outreach.	Comment noted.
K07	-Great presentation and presenter Stacey; -Extremely valuable information and insight; -Noise walls are a must for Peaselsburg residents (Thank You); -Eliminating Willow Run combined water flow will truly assist in deterring flooding in our neighborhood; -Timeline seems reasonable; -Keep project transparency.	Comment noted.



Comment Number	Comment	Response
K08	Sound barrier essential.	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.
K09	I personally like the noise wall.	For recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
K10	Great presentation - thanks for this opportunity!	Comment noted.
K11	The Ft Mitchel Point Neighborhood is concerned about increased noise from the highway. We are hopeful that some noise abatement structure will be part of the project.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. In Fort Mitchell, some noise walls were found to be warranted, and one (in the vicinity of West Maple Avenue) was not.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
K12	Need a sound wall.	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.
K13	Concern regarding [redacted]; Was told property was on the demo list but did not hear back.	The residence at this address will not be relocated as part of the project.
K14	Not everyone is connected to the internet. Perhaps a postcard might be helpful.	This targeted outreach was tailored to each neighborhood and is utilizing methods that exist within each community to notify their community members of the opportunity to learn more about the project, ask questions of the project team, and provide feedback. ODOT and KYTC will consider this feedback when advertising future public involvement opportunities.
K15	Please keep public informed of progress.	ODOT and KYTC will work to keep the public informed of the project's progress through the project website ( <a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a> ), newsletters, social media, and other sources.



Comment Number	Comment	Response
K16	Our concern is the impact on our home - value of our home. This will hurt us.	KYTC has not completed appraisals for residential properties that will not be acquired by the project. However, the project is not expected to substantially diminish property values in the project area.
K17	Heat maps were very effective for noise impacts.	Comment noted.
K18	This will reduce the value of my home b/c of the traffic nightmares and construction until at least 2029. This does not appear to be fair to Fr. Wright residents.	<p>Comment noted. Because an address was not provided, a specific response regarding impacts at this location cannot be provided.</p> <p>ODOT and KYTC are working with local cities, including Fort Wright, to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT and KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. All relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>

Comment Number	Comment	Response
<b>K19</b>	I am concerned about the disruption to businesses and residences w/ this project. I'm also concerned about the merging on and off of the Interstates - e.g., where the split occurs - N or S - what kind of signage / electronic device will be in place so that it is clear what road to take? Can cars get off the Corridor Bridge to go into downtown Cinci or Cov? Decrease in sound for those who live close by?	<p>ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p> <p>During the project's planning stages, ODOT and KYTC developed conceptual signing plans to help address concerns about wayfinding and access to local businesses. These plans will continue to be refined and coordinated with local cities during the project's design-build phase.</p> <p>To access Cincinnati or Covington, cars must use the local, collector-distributor system. The new companion bridge will not provide access to the central business districts.</p> <p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>
<b>K20</b>	Interested in historic preservation.	ODOT and KYTC conducted studies to determine if the project will impact historic buildings and districts. Mitigation for impacts to historic resources has been documented in Memorandums of Agreement (MOA) for each resource. ODOT renewed its MOA in 2022. KYTC is currently in the process of updating its MOA.

Comment Number	Comment	Response
K21	Nice presentation	Comment noted.
K22	Community engagement is critical. As much as practical will be key to adoption. What are projected project cost and tax impact? If you wish to get in touch with Mutter Gottes neighborhood - [redacted]	<p>ODOT and KYTC will continue to engage the public through public hearings scheduled in July/August 2023 and at key stages in during the design-build process.</p> <p>The total project cost is estimated at \$3.6 billion. ODOT and KYTC have not estimated tax impacts. Because commercial and residential displacements have been minimized to the greatest extent practical, the impact to the local tax base is expected to be minimal.</p> <p>KYTC has been in contact with the Mutter Gottes neighborhood and hosted a meeting in that neighborhood on December 5, 2022.</p>
K23	Please project exits and entrances to and from north Covington, especially at 4th and 5th Streets.	The current project plans include ramps at West 5th Street and West 4th Street in Covington.
K24	Definitely build the sound walls!!! Thx!; Is it possible to increase local bridge traffic to 55 mph? 45 mph seems too slow for the bridge.; 9th Street already has a speed problem, especially at 9th and Bakewell and 9th and Willard. Can you add stop signs at each intersection to help w/ the added traffic? I'm worried about pedestrian safety on 9th.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>The posted speed on the local collector-distributor system, which will include the existing Brent Spence Bridge, will be 45 mph. This is expected to improve safety by allowing movements entering from or exiting to the local street network to occur at lower speeds.</p> <p>The traffic control at specific intersections (stop signs, signals, or other) will be determined during the project's design-build process based on traffic operational studies.</p> <p>The project will build a shared-use path on the north side of West 9th Street that will connect to new shared-use paths along the outside of Simon Kenton Way and Bullock Street and continuing into Goebel Park. In addition, the project will rebuild sidewalk on the south side of West 9th Street that will connect to sidewalks along the inside of Simon Kenton Way and Bullock Street. Pedestrian crossings will be accommodated at the West 9th Street intersections with Simon Kenton Way and Bullock Street. In addition, the area under West 9th Street will be lighted to improve security for pedestrians and cyclists.</p>

Comment Number	Comment	Response
<b>K25</b>	<p>The impact of Colerain and Spring Grove when traffic gets rerouted. Will this leave Camp Washington roads destroyed once construction is complete. Can we get a commitment (in writing) that these roads will be restored?</p> <p>Tree canopy at Western Hills viaduct and along loop removed. Please continue to present to the neighborhood.</p>	<p>ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. In addition, ODOT will work with the City of Cincinnati to conduct before/after surveys of roadways impacted by increased traffic during construction. ODOT will restore roadways to pre-construction conditions once the project is complete. These measures will be documented as project commitments in the Supplemental Environmental Assessment for the project. Environmental commitments are part of the federal approval process and are required actions that must be completed during subsequent project phases.</p> <p>ODOT has minimized tree canopy removal to the greatest extent possible in the project corridor. Tree removal will only occur within the project right-of-way. ODOT will work with the City of Cincinnati to determine landscaping for areas where existing roadways and ramps are vacated.</p> <p>ODOT and KYTC will continue to engage the public through public hearings scheduled in July/August 2023 and at key stages in during the design-build process.</p>
<b>K26</b>	Glad to see that access to Spring Grove is addressed in the current iteration of the project.	Comment noted.
<b>K27</b>	Great presentation - Great change to make companion bridge thru traffic only!	Comment noted.
<b>K28</b>	Serious concern with the streets of Camp Washington being torn up by traffic diverted by BSB construction and seeking a community benefits agreement to restore them after the project is completed.	ODOT will work with the City of Cincinnati to conduct before/after surveys of roadways impacted by increased traffic during construction. ODOT will restore roadways to pre-construction conditions once the project is complete. These measures will be documented as project commitments in the Supplemental Environmental Assessment for the project. Environmental commitments are part of the federal approval process and are required actions that must be completed during subsequent project phases.
<b>K29</b>	I would like to see the pie shaped areas at the entrance and exit from/to I-75 at Dixie Highway improved from gravel and trash to landscaped areas that are fitting with the surrounding areas.	KYTC is coordinating the aesthetic plans for the Dixie Highway interchange with the City of Fort Mitchell. Items being discussed include landscaping to create a gateway into Fort Mitchell and treatments for piers, abutments, retaining walls, and noise walls. Multiple aesthetics meetings will be planned throughout the design process to finalize plans for aesthetics throughout the corridor.

Comment Number	Comment	Response
<p><b>K30</b></p>	<p>Each weekday morning and most weekday evenings there exists a traffic backup at the intersection of Buttermilk Pike and Dixie Highway (in front of my office). The backup gets particularly worse when there is an accident or construction on I-71/75 between Ft Mitchell and the BSB. I'm concerned about how you plan to smoothly handle the traffic travelling north on Dixie Highway in Northern Kentucky during approximately five years of construction of the new corridor. This will be a problem for all commuters heading north to Ohio.</p>	<p>KYTC is working with the cities of Fort Mitchell, Fort Wright, and Covington to mitigate impacts during construction. During construction, KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. All relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>
<p><b>K31</b></p>	<p>We have been homeowners on West Maple Ave. since 1999. At that time the I-75 highway was at original design. Shortly after 2000, ODOT cut down most of our tree barrier to enlarge and redesign the ramp and lanes. The noise then became substantially louder. The new pavement was added and the noise increased again. It is at the point now that is unacceptable. It is already hurting property sales, especially of the condominiums. I am a certified Real Estate Appraiser as well as a Realtor in Kentucky. Please consider the impact on both property value as well as "quality of living" in our homes. We need a sound wall!!</p>	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. However, in the vicinity of West Maple Avenue, a noise wall was not found to be cost effective.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>KYTC has not completed appraisals for residential properties that will not be acquired by the project. However, the project is not expected to substantially diminish property values in the project area. KYTC is also working to incorporate enhancements such as aesthetic treatments and multimodal facilities to improve quality of life throughout the corridor.</p>

Comment Number	Comment	Response
K32	A sound barrier wall is needed on southbound I-75 just south at the Fort Mitchell Ave exit and south of the Mercedes dealership to reduce the traffic noise from the heavy flow of vehicles both night and day on this section of I-75. Thank you for your consideration on this issue.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective south and west of Dixie Highway.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences in this area and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
K33	I strongly support all forms of noise mitigation for this project. Sound walls, surface material, speed limits, trees, etc. should all be employed. I'd also like prohibitions on the use of "jack brakes." The best way for us in Mainstrasse to preserve our "sense of place" is not to be able to see the hillside to the west, but to be able to have a conversation with our neighbors without having to shout over the Interstate traffic. Having said that, if you could provide renderings of what the new Interstate will look like with sound walls from various vantage points in the Mainstrasse, this will enable us residents to make an informed decision. The renderings currently on the site, from Pike and Simon Kenton, and Crescent are insufficient for us Mainstrasse residents. Thanks.	<p>Recognizing that traffic noise is a concern, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase. The project team prepared renderings showing what the new Interstate would look like with and without noise walls looking from the clock tower in Goebel Park/Mainstrasse. Those renderings can be viewed on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/Renderings-for-Boards-Reduced.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/Renderings-for-Boards-Reduced.pdf</a>.</p>
K34	Bring affected households into the conversation from the beginning. The BSB project was already decided before Covington residents were brought in.	<p>Public involvement on the Brent Spence Bridge Corridor Project began in 2005. From 2005 to 2012, the project team held 5 public meetings and 2 public hearings to receive feedback on the project. Residents of Covington were invited to those meetings. Public involvement has continued to the present and will continue into the future as KYTC and ODOT are continuing to accept feedback on the project.</p>

Comment Number	Comment	Response
<b>K35</b>	As a resident of Fort Mitchell and of West Maple for 24 years, I am strongly in favor of, and requesting, a noise wall on I-71/75 on the west side. As traffic has increased over the years, the noise has increased as well, and we are unable to enjoy our patio or deck because of it. Please consider this request!	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
<b>K36</b>	We are an area resident and we would love the optional Noise Wall added from Pike Street to Goebel Park. We have been longtime residents who have owned a home here on York Street for the past 26 years and whose grandparents lived here before that since the early 1900s. We have seen this community come back to life and a noise wall is greatly needed and would be appreciated by many residents who have invested in this neighborhood.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences between Pike Street and Goebel Park and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
<b>K37</b>	Thank You for putting this neighborhood outreach meeting together tonight here in Fort Wright and Thank You for taking your time to be here and listen to our input. Some points which I feel are important and would like to pass along: When it rains the water flow from I75 between Kyles Lane north to the bridge is directed off the expressway into the sewer systems in Covington. This system is a combined sanitary and storm system. This diversion of water causes the system to overflow, creating health hazards and violations of the Consent Decree Northern Kentucky is operating under. These overflows are costly to all Northern Kentucky residents and businesses. A while back, transportation officials had made presentations to citizens, cities, and others including SD1. David Rager who was then the Executive Director of SD1 and his engineering team met with those transportation officials. Out of those meetings a verbal commitment was made to Northern Kentucky that waters from the I75 corridor in this area be capture and transported to the Ohio River in storm water piping to be designed into and added to the project. No more water was allowed to flow into this combine sewer system. This note is a reminder of that commitment, so those attributes are included in the design.	<p>KYTC has committed to strive to separate the highway drainage from combined sewer systems as part of the BSB Corridor Project. Where separation is not feasible, adequate detention per KYTC standards will be provided. Furthermore, KYTC committed to participate with Sanitation District No. 1 of Northern Kentucky (SD1) efforts to bring applicable agencies together to discuss, investigate, and evaluate mutually beneficial arrangements.</p> <p>Since those original commitments were made, the City of Covington has reassumed storm water responsibility from SD1. The City is responsible for storm water runoff until it reaches the combined sewer system, at which point it becomes the responsibility of SD1. Given this development, KYTC has been engaged in on-going coordination with both the City of Covington and SD1. These efforts have included several meetings and the preparation of a Willow Run Storm Water Separation Feasibility Study Report (March 2022) to evaluate alternative drainage layouts for storm and sanitary separation. These coordination efforts will be on-going during the projects design, construction, and maintenance phases.</p>



Comment Number	Comment	Response
<p><b>K37</b> <b>(cont.)</b></p>	<p>Another point that needs to be addressed are the proposed exits and entrances to I75 at Fort Wright. As I understand the drawings, places an economic burden on merchants located on Dixie Hwy near Kyles Lane. Additionally, those exits are the main entrance to Fort Wright and need to be convenient and welcoming to motorist traveling along I75. Please meet with the city and its engineering team so all can, 1) understand the drawings, and 2) arrive at an understanding that negates the impact to The City.</p> <p>When traveling North on I75 say to Dayton, several overpasses have been decorated by, I am assuming local cities, making them very attractive, welcoming, and pleasing to motorist. An opportunity exists to accomplish the same here in Kentucky. The first overpass south of the Brent Spence Bridge is Kyles Lane. Please discuss with the city of Fort Wright about enhancing the aesthetics of that overpass and welcoming motorist to the city. An opportunity exists for the state to partner with the city on this upgrade to welcoming motorist to Kentucky.</p> <p>Several Fort Wright residents who live east of I75 approached the city concerning noise abatement of traffic which will be closer to them and increasing. Addressing these concerns is imperative.</p> <p>I attended a meeting where a discussion of what improvements were made along Route 65 through Bowling Green Kentucky. Additionally, I drove to New Carlisle Ohio Saturday. I noticed the landscaping at exits, entrances, and medians along the way. In both these opportunities, I was struck by the thought that it would be remiss if the new corridor did not incorporate landscaping, signage, and fencing improvements that are evidenced elsewhere along Interstate routes. This would leave a very positive impression of Kentucky to all passing through.</p>	<p>The preferred alternative for the Brent Spence Bridge Corridor project will widen I-71/I-75 through Ft. Wright, Kentucky and will rebuild the Kyles Lane and Dixie Highway interchanges. However, the configuration of these interchange will match what currently exists, and the access to businesses located on Dixie Highway near Kyles Lane will be unchanged. Furthermore, value engineering efforts and design refinements have reduced footprint of the project in these areas. The project will be constructed largely within the existing transportation right-of-way. No commercial merchants will be displaced in these areas, although one residence will be displaced.</p> <p>KYTC is closely coordinating the aesthetic plans for the Kyles Lane interchange with the City of Fort Wright. Items being discussed include landscaping to create a gateway into Fort Wright and treatments for piers, abutments, retaining walls, and noise walls. Multiple aesthetics meetings will be planned throughout the design process to finalize plans for aesthetics throughout the corridor.</p> <p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. In Fort Wright, noise walls east and west of the Interstate were warranted based on KYTC's Noise Policy. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
<p><b>K38</b></p>	<p>Great presentation - great change to make the companion bridge thru traffic only!</p>	<p>Comment noted.</p>

Comment Number	Comment	Response
<b>K39</b>	Would like to know how the project will be affecting the Covington, Ft. Wright areas, what homes/businesses will be taken, routes changed for travel.	In Covington and Fort Wright, the project will require a combined total of 4 residences and 5 businesses to relocate. Travel patterns will be very similar to those that exist today. The primary change will be that traffic will access local destinations in Covington and downtown Cincinnati via a 45 mph collector-distributor system that utilizes the existing Brent Spence Bridge while through-traveling traffic will stay on the Interstate and utilize the new companion bridge. In addition, a collector-distributor road will be built between the Dixie Highway and Kyles Lane interchanges in Fort Mitchell and Fort Wright. All traffic will access Dixie Highway and Kyles Lane via the new collector-distributor road. More information about the project, including drawings of the proposed improvements can be found on the project website: <a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a> .
<b>K40</b>	The noise walls are depressing. They will be a target for graffiti. Why can't they be living walls? Why can't they have plants, vines that will enhance the living environment (birds, butterflies, etc.) and be soothing in contrast to more concrete.	ODOT and KYTC are coordinating the aesthetic plans for the corridor with the Cities of Cincinnati, Covington, Fort Wright, Fort Mitchell, and the Project Aesthetics Committee. In Ohio, vertical surfaces will have an Ashlar Stone aesthetic treatment. KYTC is in the process of developing aesthetic guidelines that will establish treatments for noise walls in Kentucky.
<b>K41</b>	I want the noise wall in my area [Mainstrasse]! It would bring the noise level down tremendously!	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
<b>K42</b>	Noise Barriers for all borders. Potential beautification of noise barriers similar to those murals along the river in Cov.; Consider impacts to local traffic and our ease of use and time. Greenup and Scott should remain 1 way unless there are plans to improve Madison prior to this project. It being convenient to get around (anywhere is 15 min) is a big part of the reason to live in Covington.	<p>ODOT and KYTC are coordinating the aesthetic plans for the corridor with the Cities of Cincinnati, Covington, Fort Wright, Fort Mitchell, and the Project Aesthetics Committee. ODOT and KYTC will discuss this opportunity with these groups and include any final recommendations in the aesthetic plans for the corridor. It should be noted that in Ohio, vertical surfaces will have an Ashlar Stone aesthetic treatment. KYTC is in the process of developing aesthetic guidelines that will establish treatments for walls in Kentucky.</p> <p>The project team has evaluated impacts to local traffic during the project's planning and will continue to consider local traffic when developing the Traffic Management Plan and Maintenance of Traffic Plan during the design-build phase.</p> <p>Improvements to Greenup Street, Scott Street and Madison Avenue are outside of the limits of this project.</p>

Comment Number	Comment	Response
K43	Adding lanes does not solve traffic. Houston, have expanded highways and nothing but gridlock. Please do not spend 3 billion on moving traffic through my city. I want people to live and enjoy it.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>

Comment Number	Comment	Response
<b>K44</b>	Thank you for the detailed presentation for the community. I would very much like there to be a sound barrier added to the portion of the Interstate that passes through Covington near Goebel Park. I also would not like the connector road between 12th and 5th Street. The community very much appreciates taking our input, so please continue to do so when possible.	<p>Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in the vicinity of Goebel Park and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>KYTC continues to evaluate the extension of Simon Kenton Way to 5th Street (the neighborhood street connector from 9th Street to 5th Street). This comment will be considered as part of that process.</p>
<b>K45</b>	<ol style="list-style-type: none"> <li>1. Pedestrian and bicycling infrastructure should be included in the project. These should include fully designed bike lanes and pedestrian paths separate from vehicular traffic. They should connect Kentucky and Ohio seamlessly and join up with paths and lanes on both sides of the bridge so that those exiting bridges do not have to cross fast moving lanes of vehicular traffic without traffic lights or signage. They should also be included in as much of the area impacted by the project as possible in order to increase the ease of use for people who want to use bikes or walk in the Cincinnati area and encourage less use of motor vehicles. Walkways for pedestrians and lanes for bikes should be separated from each other to decrease friction between bikers and walkers. Both should be clearly marked so drivers, bikers and walkers clearly understand which areas are designated for which type of transportation. When bikes must share the road with drivers, sharrows should be painted on the road and there should be Share the Road signs.</li> <li>2. The bridge and surrounding area should be designed so as to facilitate the efficiency and ease of use of mass transit, for example, dedicated lanes for buses on bridges and surrounding areas and well designed bus stops in areas impacted by this project that would make commuting by bus more amenable. A BRT system should be considered.</li> <li>3. Covington has many historic houses. As few historic houses as possible should be torn down for this project.</li> <li>4. Aesthetics are important especially in neighborhoods. The use of ashlar for noise walls and to add architectural definition to bridges and other aspects of the project, as shown in the presentations, is a good idea.</li> <li>5. The presentations state that building a noise wall next to the highway in Mainstrasse is "feasible but not reasonable" and seem to suggest that the issue of</li> </ol>	<p>In Ohio, pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p> <p>In Kentucky, new shared use paths and sidewalks will be included along the frontage roads. Also new and rebuilt sidewalks will be included under the MLK/West 12th Street, Pike Street, West 9th Street, West 5th Street, and West 3rd Street bridges. A new shared use path will be built under the West 9th Street and West 5th Street bridges, which will tie into the shared use paths in Goebel Park. The shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river. Pedestrian and bicycle accommodations are not planned on the new companion bridge or the existing Brent Spence bridge because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge.</p> <p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p> <p>KYTC has worked to minimize the project footprint to avoid impacts to historic structures. Residential relocations have been reduced from over 40 to 4. Many of</p>

Comment Number	Comment	Response
<p><b>K45 (cont.)</b></p>	<p>noise will not be mitigated until 2050, if I understood correctly. A noise wall or some other way to reduce noise should be integrated into the project from the start.</p>	<p>the avoided relocations were located in historic districts.</p> <p>ODOT and KYTC are closely coordinating the aesthetic plans for the project with the Cities of Cincinnati, Covington, Fort Wright, and Fort Mitchell to further their goals to create vibrant urban spaces in locations throughout the corridor. Items being discussed include landscaping, streetscapes, gateways, and treatments for piers, abutments, retaining walls, and noise walls. Multiple aesthetics meetings will be planned throughout the design process to finalize plans for aesthetics throughout the corridor.</p> <p>All recommended noise walls and noise/screening barriers will be constructed at the same time as the highway improvements. Noise studies consider impacts for what is called the design year, which is at least 20 years into the future. Recommended noise walls have been designed to mitigate noise impacts from when the project is constructed through the year 2050.</p>
<p><b>K46</b></p>	<p>Firstly I will compliment the restrained footprint of the proposed project. I appreciate the design team efforts to minimize the occupancy of the project on the site. This site is urban and must be challenging to increase use without further damaging the already historically abused and neglected existing urban fabric. I do value the efforts to reduce the affected land and maximize efficiency in the use of the space. It seems that in the Ohio side simultaneously traffic flow capacity is upgraded as green space is increased.</p> <p>I also appreciate the many efforts to increase urban permeability by improving pedestrian and cycling connections between the east and the west in both Ohio and Kentucky therefore reducing the barrier effect so pervasive in the US with its well documented negative social segregation consequences. I understand that the original concept included demolishing 40 homes and now its only 4. This is commendable. I urge you to reduce residential demolitions to none.</p> <p>However having said this I do have concerns that I believe have not been yet successfully resolved or even considered by the proposed scheme. This project presents a historic opportunity to strengthen alternative, pedestrian and cycling connections between the Ohio and Kentucky sides of the Cincinnati metropolitan area. This opportunity to improve the north-south axis seems to be sadly wasted by the design even if west-east connectivity is improved. Most current commuter traffic flows north-south while the east-west traffic is negligible. A protected, segregated path for bicycles should be included in the scope connecting the core</p>	<p>Preliminary investigations indicate that adding bike lanes to the Clay Wade Bailey Bridge may be feasible. KYTC and ODOT will further evaluate adding bike lanes to the Clay Wade Bailey Bridge during the project's progressive design-build phase.</p> <p>Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase, in this case, the residents along Crescent Avenue and in the Lewisburg Historic District (west of I-71/I-75) during the project's design-build phase.</p>



Comment Number	Comment	Response
<b>K46 (cont.)</b>	<p>of Covington with the Cincinnati riverside. This should not be hard or costly. Many Covington residents work in Cincinnati. The Covington population would benefit enormously if provided with safe cycling and pedestrian routes into Ohio. Cycling offers enormous benefits in mitigating congestion, pollution and improving energy efficiency and independence and housing affordability. Cycling and pedestrian traffic should be also segregated from each other.</p> <p>I understand that the highway corridor is not idoneous to include a non vehicular component, this is why I suggest expanding the scope of the project to include the Clay Wade Bailey bridge. Please do improve this bridge. It is a very valuable asset that is being overlooked in the overall design strategy.</p> <p>I also wish to comment about the noise barrier walls proposed for the western edge of the highway on the Kentucky side. Judging by the renderings presented to the community they are absolutely horrible. These walls will undoubtedly provoke a probably catastrophic loss of value of the properties in front of it. This is not just a matter of architectural design. It is a matter of scale, views, urbanism, and loss of a sense of ownership of the spaces surrounding them. Please reconsider the installation of these walls or consider alternative noise reduction strategies. Thank you for the opportunity to present you my concerns.</p>	



Comment Number	Comment	Response
K47	<p>1. Sound mitigation Include soundwalls south of Dixie Highway on west side. Sound to cover Mercedes dealership. Unclear why this was excluded. Use lower sound generating materials for road surface (i.e. blacktop).</p> <p>2. Light rail inclusion in the project/future expansion for light rail to CVG.</p>	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective south of Dixie Highway on the west side of I-71/I-75.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences south of Dixie Highway and west of I-71/I-75 and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase. The noise wall was not extended in front of the Mercedes dealership because it is not considered a noise sensitive receptor in accordance with KYTC's noise policy.</p> <p>KYTC is considering alternative pavement types and is coordinating with the Kentucky Transportation Center to evaluate quiet pavement types for the Brent Spence Bridge Corridor Project.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>

---

**Appendix P:**  
**Open-House Project Update Meetings**







---

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

---

## Summary

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

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

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

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

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



---

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

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

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

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



---

Attachment 1: Advertising and Media

---

**From:** Jake Ryle <[jake.ryle@subscriptions.kentucky.gov](mailto:jake.ryle@subscriptions.kentucky.gov)>

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

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



**FOR IMMEDIATE RELEASE**

**Media Contact:**

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

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

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

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

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

No preregistration is required.

## Open House Schedule

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

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

## About the Brent Spence Bridge Corridor Project

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

\*\*\*



SUBSCRIBER SERVICES: [Manage Subscriptions](#)



---

**From:** Ohio Department of Transportation <[OhioTransportation@info.dot.ohio.gov](mailto:OhioTransportation@info.dot.ohio.gov)>

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

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

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



**Media Contact:**

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

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

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

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

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

No preregistration is required.

### Open House Schedule

**Kentucky:**

Wednesday, Aug. 23, 4-7 p.m.

Radisson Hotel

668 West 5<sup>th</sup> Street

Covington, KY 41011

Ohio:

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

### About the Brent Spence Bridge Corridor Project

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

\*\*\*



Stay Connected with the project:



SUBSCRIBER SERVICES:  
[Manage Subscriptions](#) | [Help](#)



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

**To:** [Redacted]

**Cc:** [Redacted]

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

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

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

**Purpose:** To share updates on the BSB Corridor Project

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

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

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

Thanks

**Mark Becherer**  
Vice President

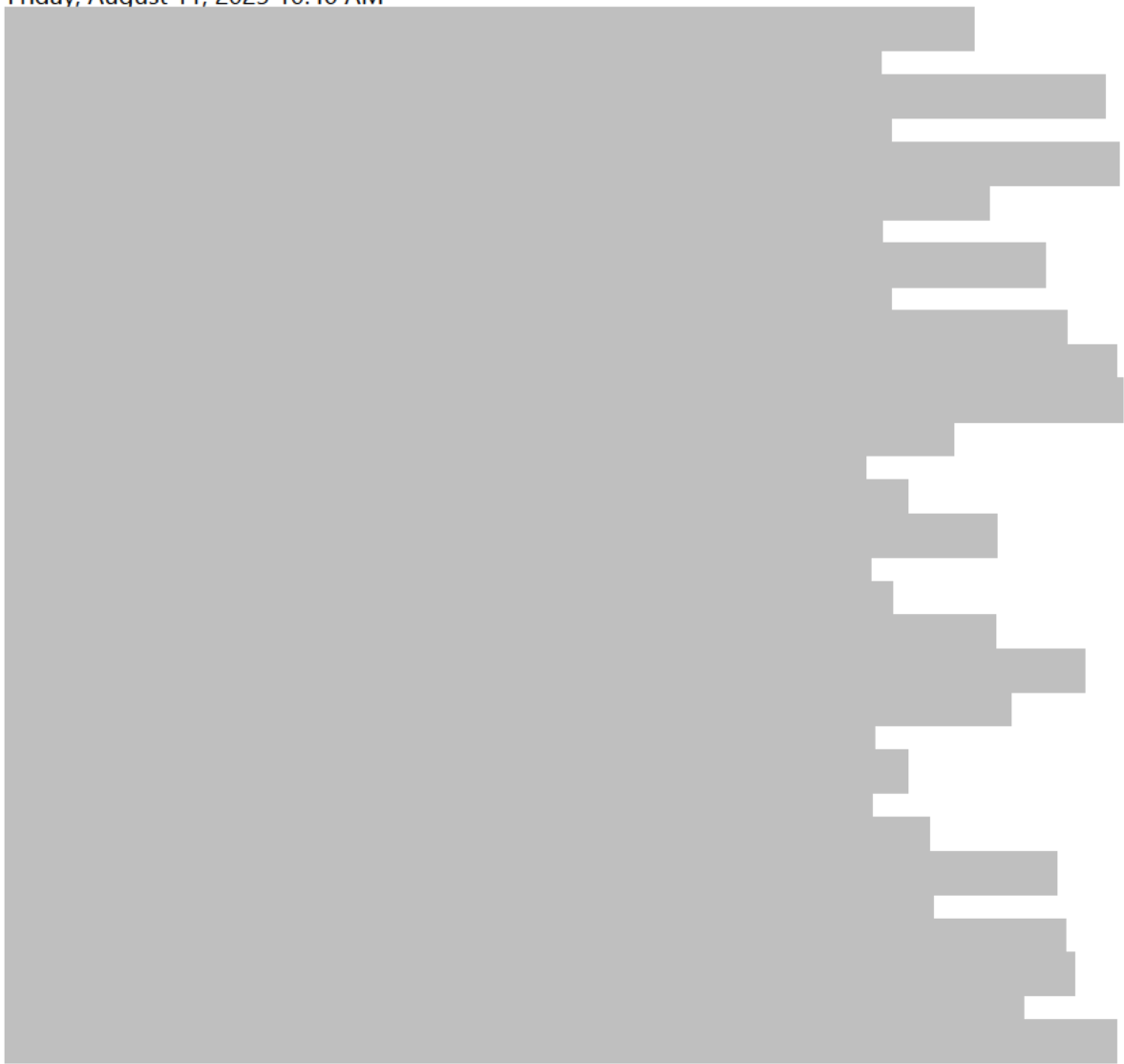


**HNTB CORPORATION**  
401 B Street, Suite 301 San Diego, CA 92101 | [www.hntb.com](http://www.hntb.com)



---

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



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

All – See the attached flyer for upcoming Brent Spence Bridge Corridor Open Houses. Please share within your organizations and join us at one or both open houses.

---

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

**Purpose:** To share updates on the BSB Corridor Project

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

**Kentucky:** Wednesday, August 23, 2023 | 4:00pm – 7:00pm  
Radisson Hotel  
668 West 5<sup>th</sup> Street, Covington, KY 41011

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

**Sherry R. Kish**

Office: (614) 493-5510

Cell: (614) 507-0504

Email: [skish@hntb.com](mailto:skish@hntb.com)

**HNTB CORPORATION**

88 East Broad Street, Suite 1600 | Columbus, OH 43215 | [hntb.com](http://hntb.com)

 **100+ YEARS OF INFRASTRUCTURE SOLUTIONS**

[Twitter](#) | [LinkedIn](#) | [Facebook](#) | [Instagram](#)

**BRENT SPENCE**  
**BRIDGE CORRIDOR**



**TEAM KENTUCKY**  
TRANSPORTATION CABINET



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

## You're Invited

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

**Purpose:** To share updates on the BSB Corridor Project

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

**Kentucky:** Wednesday, August 23, 2023 | 4:00pm – 7:00pm  
Radisson Hotel  
668 West 5<sup>th</sup> Street, Covington, KY 41011

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

You may also view information on the project website by scanning the code at right or by visiting [www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com).

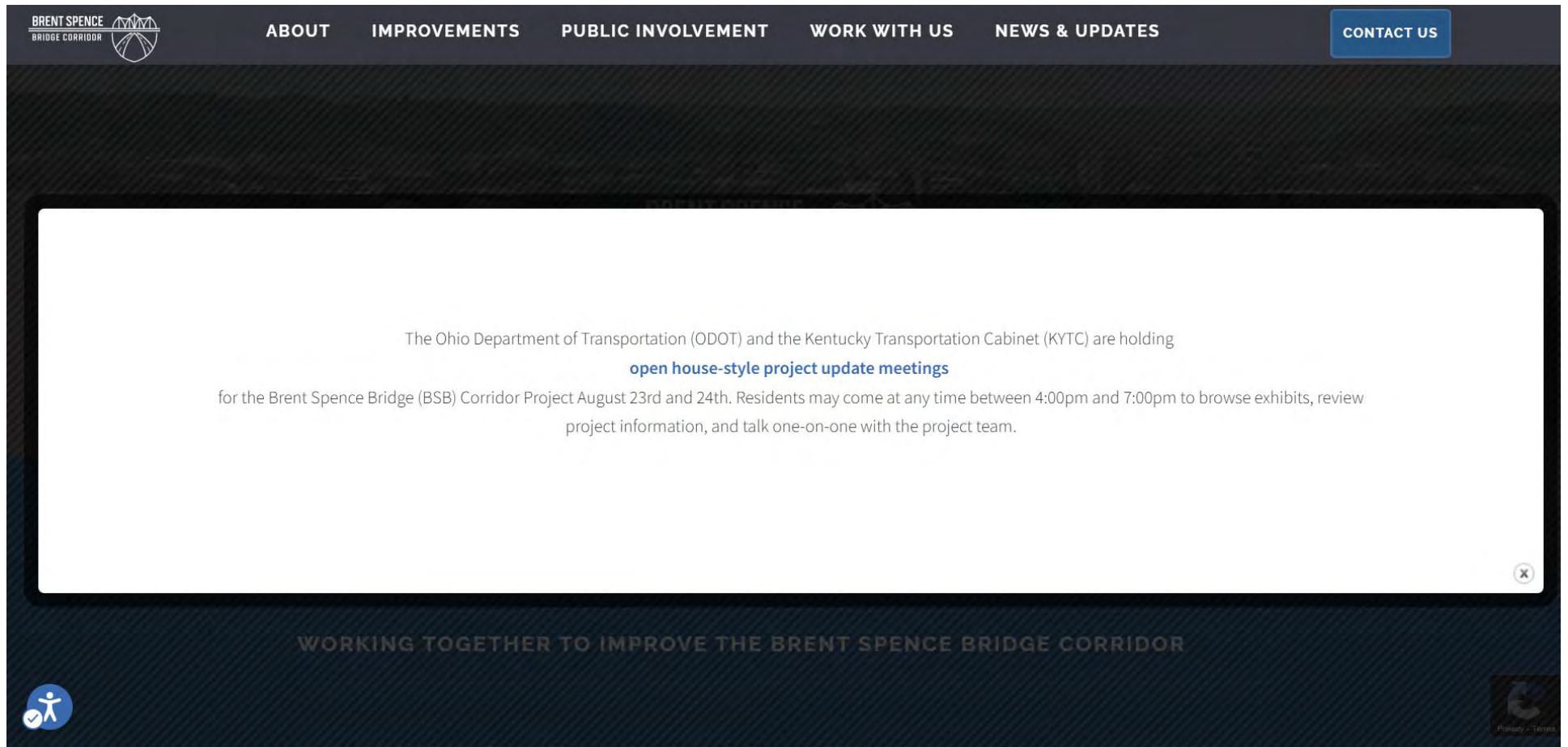
Si desea que los materiales para esta reunión son traducidos a español, contacte a Domingo Martinez tan pronto que sea posible a [Domingo.Martinez@dot.ohio.gov](mailto:Domingo.Martinez@dot.ohio.gov) o por teléfono a (513) 933-6136.



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

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

Accessed: 8/9/2023



The screenshot shows the website's header with navigation links: ABOUT, IMPROVEMENTS, PUBLIC INVOLVEMENT, WORK WITH US, NEWS & UPDATES, and a CONTACT US button. The main content area features a white box with the following text:

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

At the bottom of the page, there is a dark blue footer with the text "WORKING TOGETHER TO IMPROVE THE BRENT SPENCE BRIDGE CORRIDOR" and a small icon of a person with a checkmark.

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

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

### KENTUCKY

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

### OHIO

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

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

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

[Proposed Improvements](#)

[Construction Phases](#)

[Traffic Flow Exhibit](#)

[Potential Impact Summary](#)

[BSB Corridor Mapping](#)

[Enhancement and Mitigation](#)

[Multimodal Features](#)

[Cincinnati Local Streets](#)

[Selected Renderings](#)

[Progressive Design – Build Innovation Process](#)

[Advertising Flyer](#)

[Comments Are Welcome](#)

[Project Fact Sheet 1](#)

[Project Fact Sheet 2](#)

[Collector-Distributor Handout](#)

[Additional Renderings](#)

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

## Brent Spence Bridge Corridor August 8, 2023 eNewsletter



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

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

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

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

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

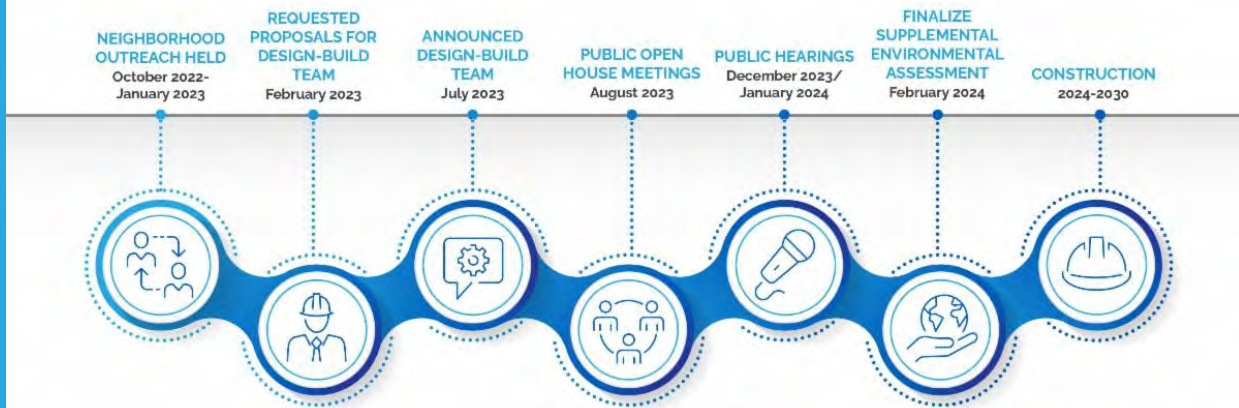
### Open House Schedule

#### Kentucky

Wednesday, Aug. 23 | 4-7 p.m.  
Radisson Hotel  
668 West 5<sup>th</sup> Street, Covington, Ky., 41011

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

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



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

## SHARE YOUR THOUGHTS AND IDEAS

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

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

## Stay Connected

There are several ways to stay connected with the Brent Spence Bridge Corridor Project.

[Visit our website](#)

[Sign up for updates](#)

[Submit a comment](#)

© 2022 Brent Spence Bridge Corridor. All Rights Reserved.

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

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

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

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





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

Posted: 8/10/2023

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

**Save the Date**

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

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

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

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

**BRENT SPENCE  
BRIDGE CORRIDOR** 

**SAVE THE DATE!**

The image is a Facebook post for the Brent Spence Bridge Corridor project. It features a dark blue background with a calendar grid and a red pushpin. The text is white and blue. The post includes the project name, a date and time, an invitation to an open house, details about the events, and logos for the project, the Ohio Department of Transportation (dot), and TEAM KENTUCKY.

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

Posted: 8/10/2023



**Brent Spence Bridge Corridor** @BSBCorridor · Aug 10



All are invited to our open house events hosted by @ODOT\_Statewide & @KYTC

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

Aug. 23, Radisson Hotel, Covington

Aug. 24, Longworth Hall, Cincinnati



Source: Cincinnati Enquirer, published 8/20/2023

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

By, Patricia Gallagher Newberry, Cincinnati Enquirer

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

Get Joe Biden to town to crow about federal support.

Hire primary contractors to launch the project.

Get a shovel in the ground.

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

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

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

What will be built when?

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

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

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

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

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

What's the order of the bridge work?

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

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

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

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

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

What does the project include besides bridge work?

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

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

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

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

What's happening with Bridge Forward?

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

extended into Queensgate.

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

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

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

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

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

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

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

How can the public learn more or weigh in?

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

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

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

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

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



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

## Brent Spence Bridge Corridor Project August Open House Event - Kentucky

Radisson Hotel-Covington

About

Discussion

Interested

Going

Invite

### Details

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

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

Covington, Kentucky





Home & Garden

Music & Audio

Parties

**Radisson Hotel-Covington**  
39.085540, -84.521800

### Guests

[See all](#)

**3**  
GOING

**11**  
INTERESTED

### Go With Friends



Steve Lane

Invite



Dawn Garrison Trapp

Invite



C Terry Morgan

Invite

### Share to Groups

[See all](#)



**Strongsville high school class of 2021**  
Private group · 261 members

Share



**Strongsville Boy Scout Troop 226**  
Private group · 309 members

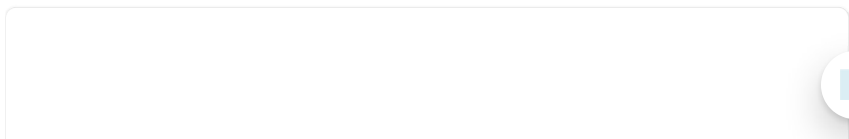
Share



**Lakeview Church of God Parma**  
Public group · 123 members

Share

### Meet Your Host





24

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

## Brent Spence Bridge Corridor Project August Open House Event - Ohio

Longworth Hall

About

Discussion

Interested

Going

Invite

### Details

- 2 people responded
- Event by Brent Spence Bridge Corridor
- Longworth Hall
- Duration: 3 hr
- Public · Anyone on or off Facebook

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

Cincinnati





### Longworth Hall

700 W Pete Rose Way, Cincinnati, OH

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

### Guests

[See all](#)

**1**  
GOING

**1**  
INTERESTED

### Go With Friends



Steve Lane

Invite



Dawn Garrison Trapp

Invite



C Terry Morgan

Invite

### Share to Groups

[See all](#)



**Strongsville high school class of 2021**

Private group · 261 members

Share



**Strongsville Boy Scout Troop 226**

Private group · 309 members

Share



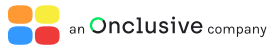
**Lakeview Church of God Parma**

Public group · 123 members

Share

### Meet Your Host





Aug 22, 2023 8:42 AM EDT

Pos.

FOX19 NOW at 7





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

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

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

# BSB 8.24.23

 <b>Total National TV Audience</b> 29,337	<b>Total National TV Publicity</b> USD \$4,902	<b>Total Local TV Audience</b> 29,337	<b>Total Local TV Publicity</b> USD \$4,902
 <b>Total Radio Audience</b> 377,417	<b>Total Publicity Value</b> USD \$922		

Total Number of Clips 7

[Collapse All Clips](#)



Play

 **WVXU**

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

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



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

[Read Less](#)



Play

 **Good Morning Cincinnati at 7am**

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

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



Play

 **FOX19 NOW at 7**

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

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



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



Play

 **SPNLOU**

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

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





Play

### FOX19 NOW at 6:30

5

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

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

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

Read More



Play

### WXXU

6

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

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

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



Play

### Bill Cunningham

7

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

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

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

NOTE: This report contains copyrighted material and may be used for internal review, analysis or research only. Any editing, reproduction, or publication is prohibited. Please visit our website for full terms of use. For complete coverage, please login to your Critical Mention account. Estimated audience data provided by Nielsen. Estimated publicity value data provided by Nielsen and SQAD.

Visit us at [www.criticalmention.com](http://www.criticalmention.com)



---

Attachment 2: Sign-In Sheets



## BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

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

Please print clearly • Contact information is optional



## BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

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

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



## BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

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

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





# BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

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

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



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

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



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



## BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

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

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



## BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

Name

Representing

Address

City

State

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

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



## BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

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

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



## BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

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

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



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

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

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



## BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

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

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





## BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

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

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



## BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

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

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



## BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

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

Please print clearly • Contact info



## BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

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

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



## BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

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

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



## BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

Name	Representing	Address	Phone	Email
1. <u>Couturier Olivia</u>				
2. <u>MIYAN LIK</u>	<u>SELF</u>			
3. <u>Peter LaPlante</u>	<u>SELF</u>			
4. <u>MELISSA WEGMAN</u>	<u>WEGMAN</u>			
5. <u>Mary Loftis Don</u>	<u>GLendale</u>			
6. <u>Eric Anspech</u>	<u>self</u>			
7. <u>Jody Robinson</u>	<u>Self</u>			
8. <u>Amy Alig</u>	<u>Self</u>			
9. <u>TERRY SEFCHEK</u>	<u>U</u>			
10. <u>JAKE STREMMER</u>	<u>HDR</u>			
11. <u>Michael Metzger</u>	<u>U/uma</u>			
12. <u>Jun Xie</u>	<u>Self</u>			
13. <u>Lauren Hendrix</u>	<u>Self</u>			
14. <u>BORIS Djokovic</u>	<u>Cell Site Engineering</u>			
15. <u>Bred Schutte</u>	<u>AERO Sales</u>			
16. <u>Lynn Johnson</u>	<u>JHP</u>			
17.				
18.				
19.				
20.				

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



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

Name	Representing	Address	Phone	Email
1. <u>RICK ROSADO</u>	<u>ALTA VISTA CORPORATE</u>			
2. <u>TOM ALLEN</u>	<u>Self</u>			
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				
16.				
17.				
18.				
19.				
20.				

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



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

Project Team ONLY!

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

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





---

## Attachment 3: Photographs

Open House Project Update Meeting  
August 23, 2023



Open House Project Update Meeting  
August 23, 2023



Open House Project Update Meeting  
August 24, 2023



Open House Project Update Meeting  
August 24, 2023





---

Attachment 4: Presentation

**BRENT SPENCE**  
**BRIDGE CORRIDOR**



# Project Update Meeting

August 23 and 24, 2023



INVESTING IN LOCAL COMMUNITIES. GROWING AMERICA'S ECONOMY.  
[brentspencebridgecorridor.com](http://brentspencebridgecorridor.com)



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

# Welcome

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



2

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



# Project History



In 2004, ODOT and KYTC formally began studying ways to improve 7.8 miles of I-71 and I-75 in Kentucky and Ohio. Through a series of preliminary engineering and planning studies, we developed several potential alternatives for improving the corridor. We completed preliminary engineering and evaluated the impacts of each alternative and developed an Environmental Assessment that compared the benefits and impacts of the alternatives and recommended one alternative – called the selected alternative - to move forward into detailed design and construction.

Since 2012, KYTC has been studying ways to improve the design, simplify the construction, reduce costs, reduce impacts, and incorporate additional enhancements into the project. These studies resulted in several refinements to Selected Alternative I, which we are referring to as “Concept I-W.” Exhibits available at tonight’s meeting provide details about Concept I-W.

# Purpose and need

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



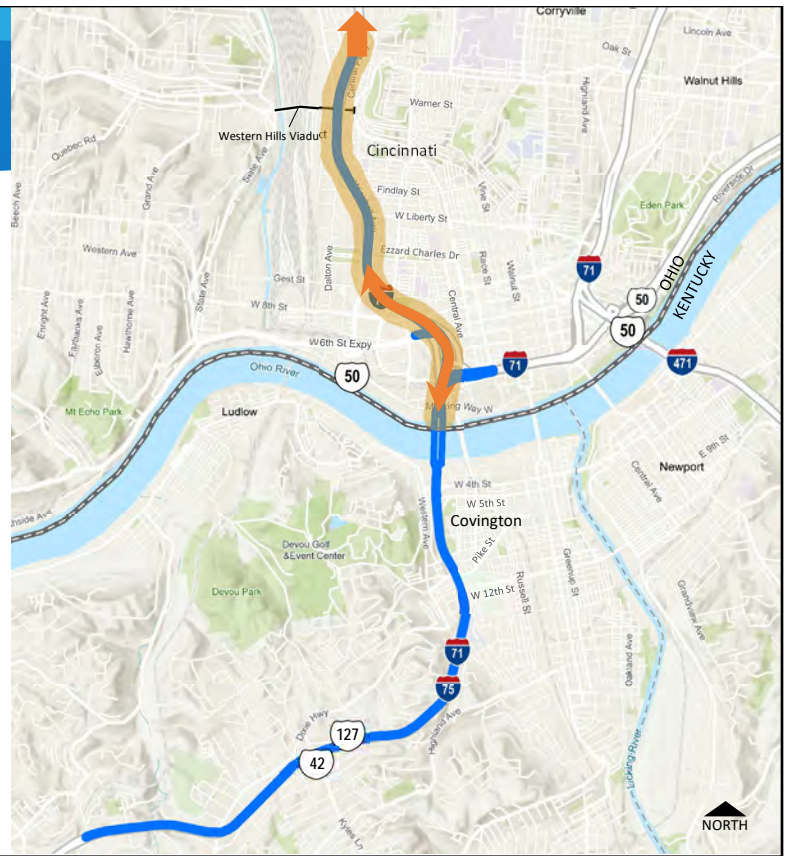
4

The project purpose and need was established early in the project development and has not changed since the 2012 environmental approval. It includes improving traffic flow and level of service (which is a measure of how well traffic moves along a roadway), improving safety, correcting geometric deficiencies (such as narrow shoulders), and maintaining connections to key regional and national transportation corridors.

# Project Description

## Ohio

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



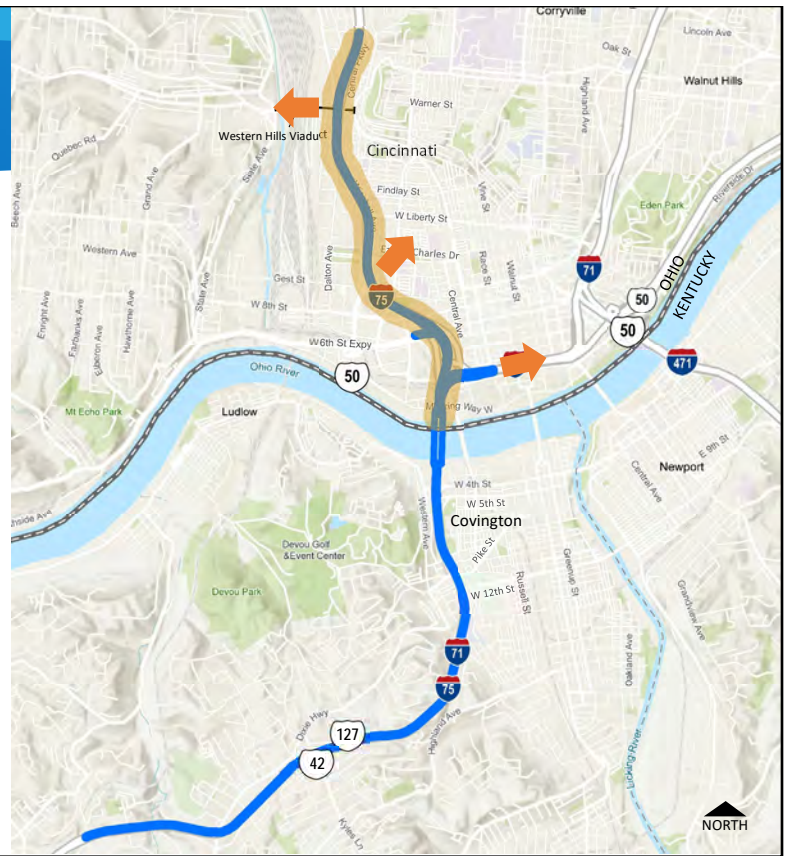
Note: Project details will come in with click (marked by #).

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

# Project Description

## Ohio

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



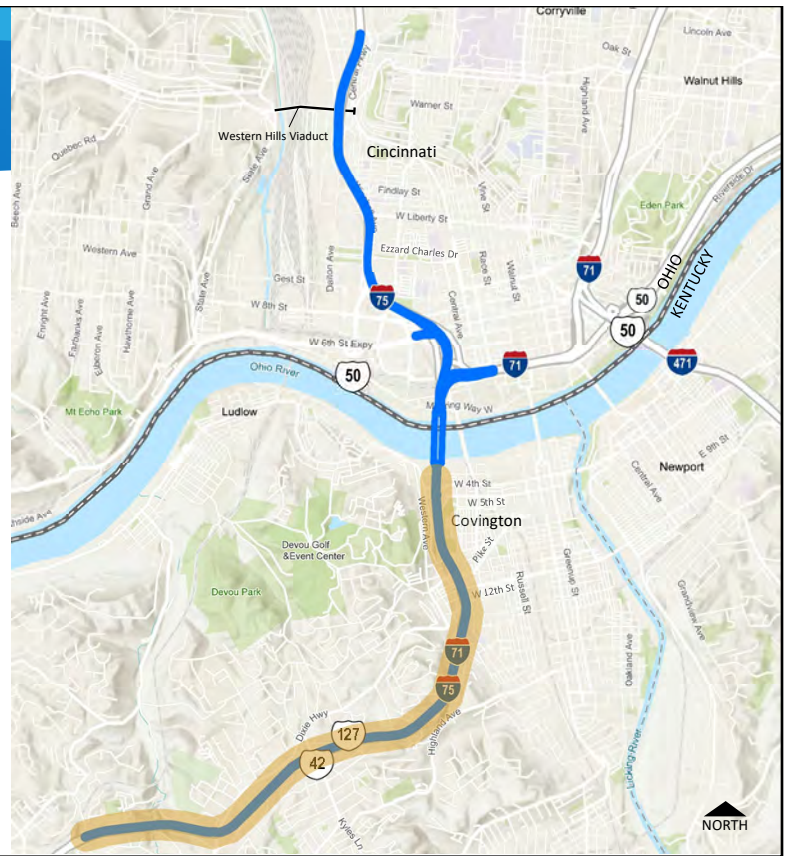
Note: Project details will come in with click (marked by #).

The project will rebuild the I-75 interchange at the Western Hills Viaduct and tie into the new bridge replacement project being developed by the City of Cincinnati and Hamilton County. (#) A new northbound exit will be built at Ezzard Charles Drive to improve access to Union Terminal, TQL Stadium, and Over-the-Rhine. (#) Lastly, the project will connect to I-71 and US-50 East.

# Project Description

## Kentucky

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

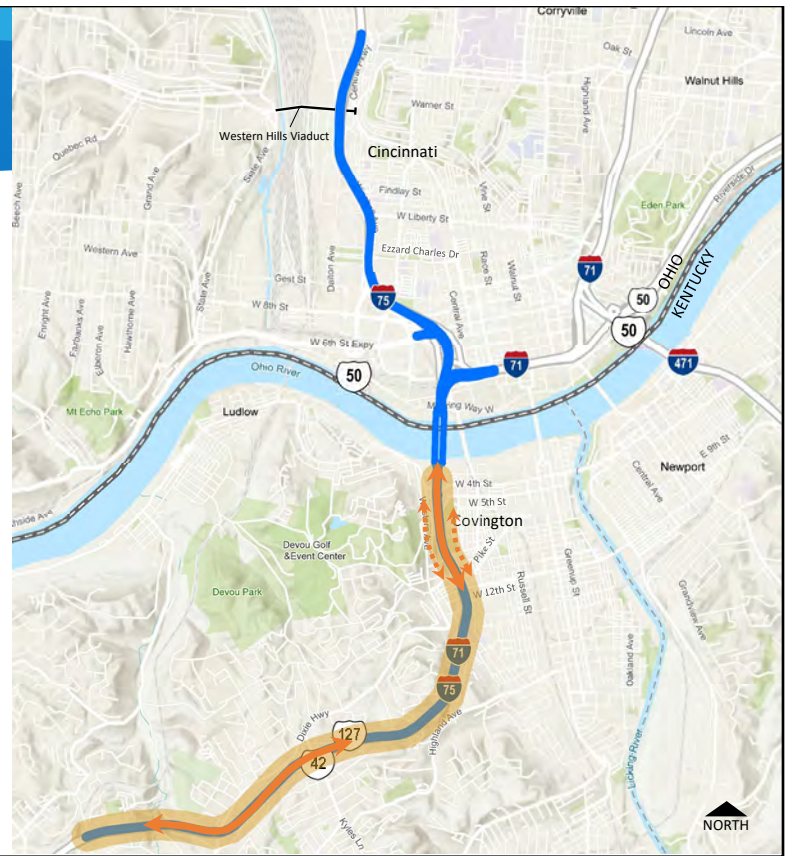


In Kentucky, the project will reconstruct and widen I-71 and I-75 and rebuild all overpass bridges and interchanges.

# Project Description

## Kentucky

- Extend frontage roads in Covington
- Construct a collector-distributor system from 12th Street north
- Construct collector-distributor systems between Dixie Highway and Kyles Lane



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

The project will also extend existing frontage roads connecting 5th Street and Pike Street going northbound and 4th Street and Pike Street going southbound to improve connectivity in Covington. (#) A collector-distributor system will also be built beginning northbound at 12th Street to connect interstate traffic to and from the local street network. (#) Lastly, collector-distributor lanes will be built from south of Dixie Highway and north of Kyles Lane to reduce the need for traffic to weave between ramps and the through lanes on the interstate. Additional information about collector-distributor systems and how through and local traffic will move through the corridor are available for review at this open house public meeting.

# Project Description

## Brent Spence Bridge

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



Between Ohio and Kentucky, the project will build a new double decker companion bridge with five lanes on each deck west of the existing BSB. The new bridge will carry through (interstate) traffic across the Ohio River.

# Project Description

## Brent Spence Bridge

- Rehabilitate and reconfigure existing bridge
  - Three lanes each deck
  - Inside/outside shoulders
  - Carry local traffic



The existing double-decker Brent Spence bridge will be rehabilitated and reconfigured to reduce the number of lanes on each deck from four to three and provide inside and outside shoulders. The existing bridge will carry local traffic only as part of the proposed collector-distributor roadway system described earlier.



# Project Description

## New Companion Bridge

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



11

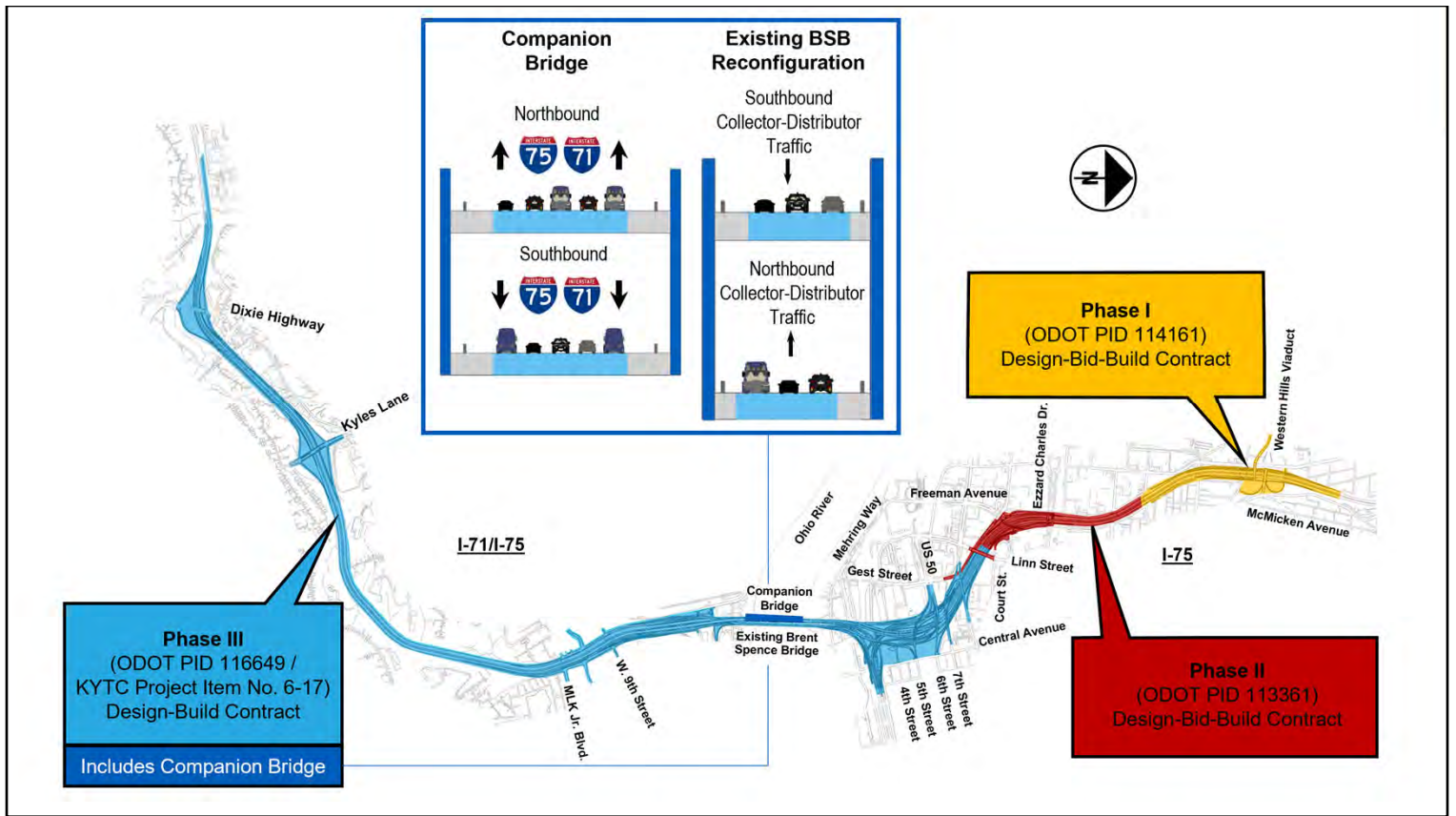
The exact design of the new companion bridge has not yet been determined. Two bridge types are being considered to allow the design-team to pursue innovative and cost-effective designs to the greatest extent possible. These include an arch bridge and a cable-stayed bridge. The bridge type will be chosen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



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



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



The Brent Spence Bridge Corridor Project is going to be built in three phases. Phase I (shown in yellow) will stretch from Findlay Street to the north. Phase II (shown in red) will stretch from Linn Street to Findlay Street. Phase III (shown in blue) will build everything else, including the new companion bridge. Phase I is currently under design with construction expected to begin in 2029. Phase II is also under design with construction expected to begin in 2026. Phase III will be built under a progressive design-build contract, and construction will begin in 2024.

# Progressive Design-Build Process

## Progressive Design-Build

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



BRENT SPENCE BRIDGE CORRIDOR PROJECT

### **REQUEST FOR PROPOSALS (RFP) PROGRESSIVE DESIGN-BUILD CONTRACT**

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

FEBRUARY 17, 2023



**TEAM  
KENTUCKY**  
TRANSPORTATION  
CABINET

15

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

# Progressive Design-Build Process

## Progressive Design-Build

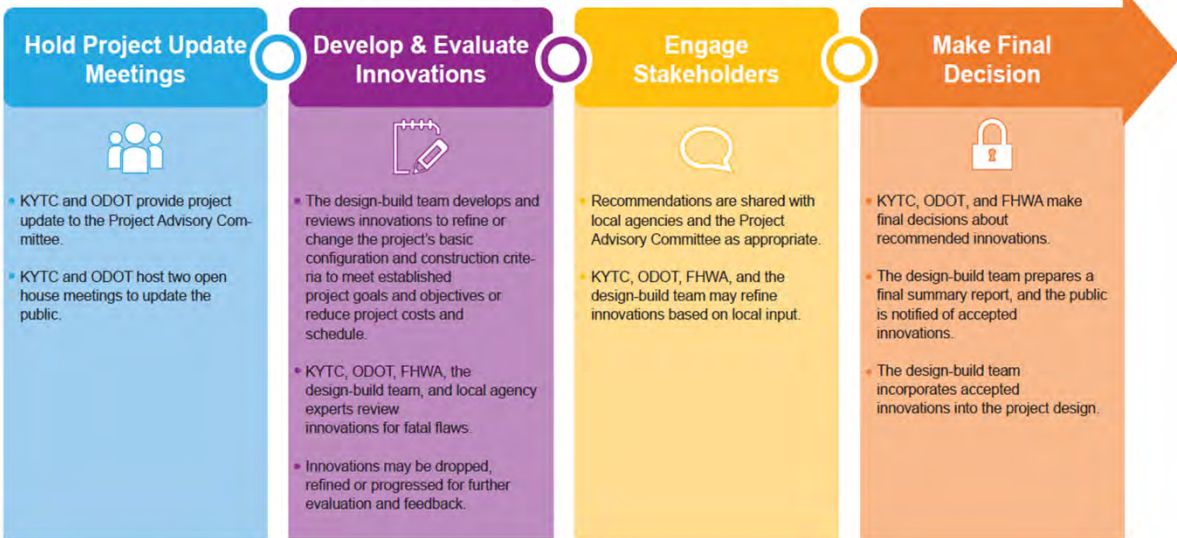
- Prices materials closer to construction
- Allows for innovation concepts
- Provides more opportunities for outreach
  - Local agency coordination
  - Traffic and incident management
  - Aesthetics



16

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

## Progressive Design-Build Innovation Process



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



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



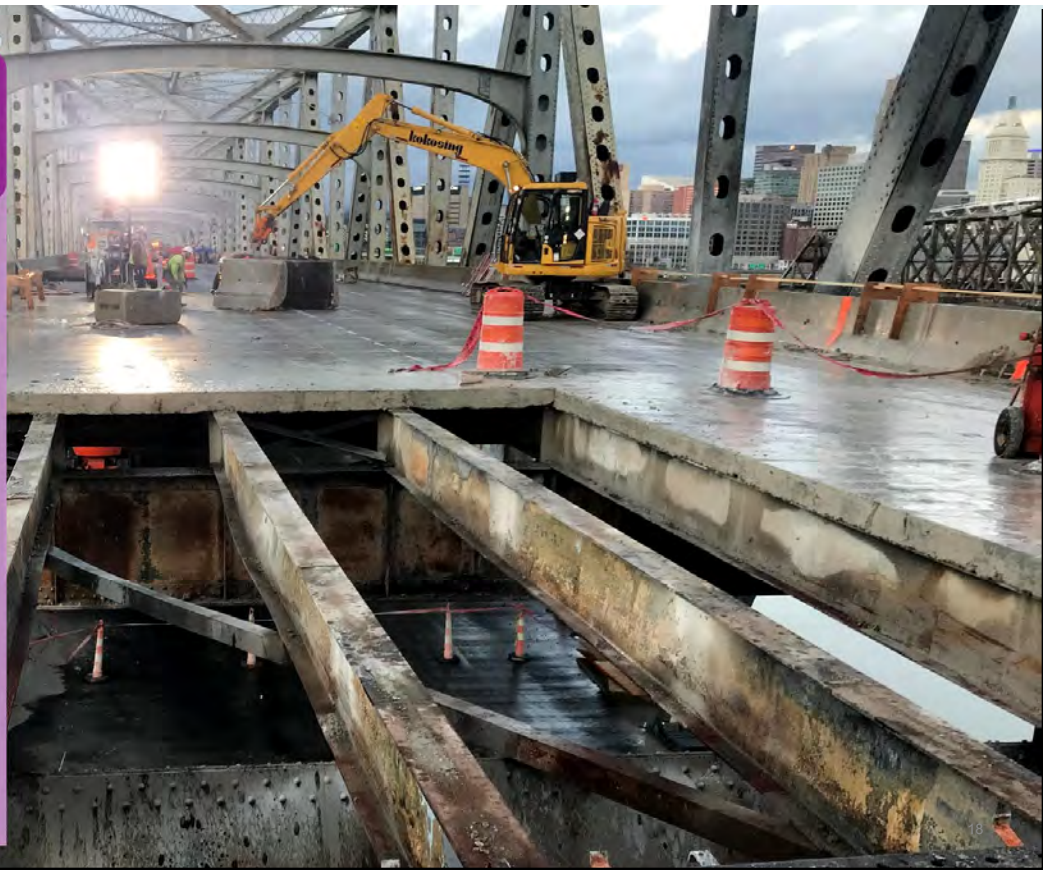
Local entities will gather public feedback from their constituencies as part of their review and comment process for recommended innovations.

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

## Develop & Evaluate Innovations

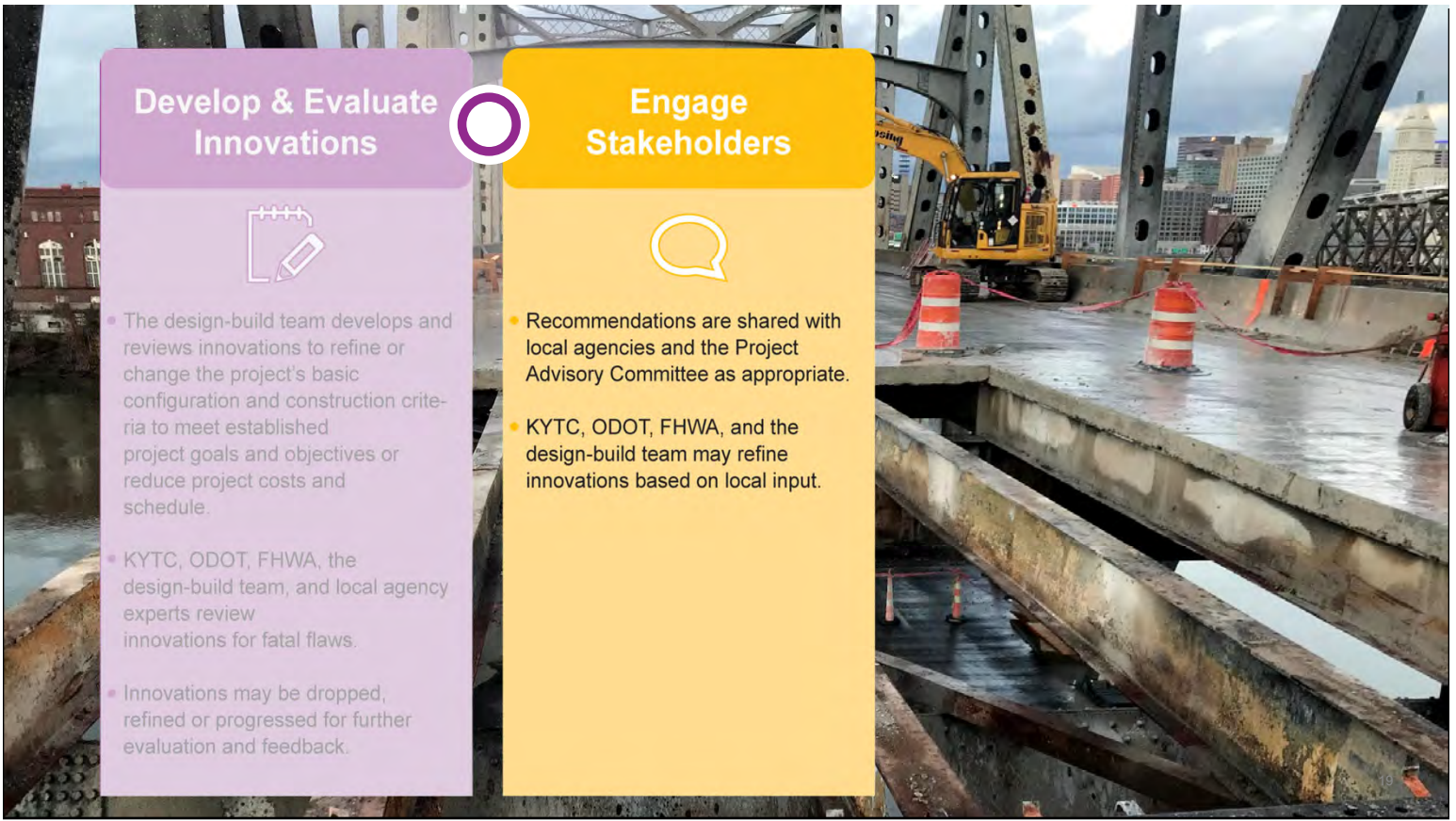


- The design-build team develops and reviews innovations to refine or change the project's basic configuration and construction criteria to meet established project goals and objectives or reduce project costs and schedule.
- KYTC, ODOT, FHWA, the design-build team, and local agency experts review innovations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



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





## Develop & Evaluate Innovations



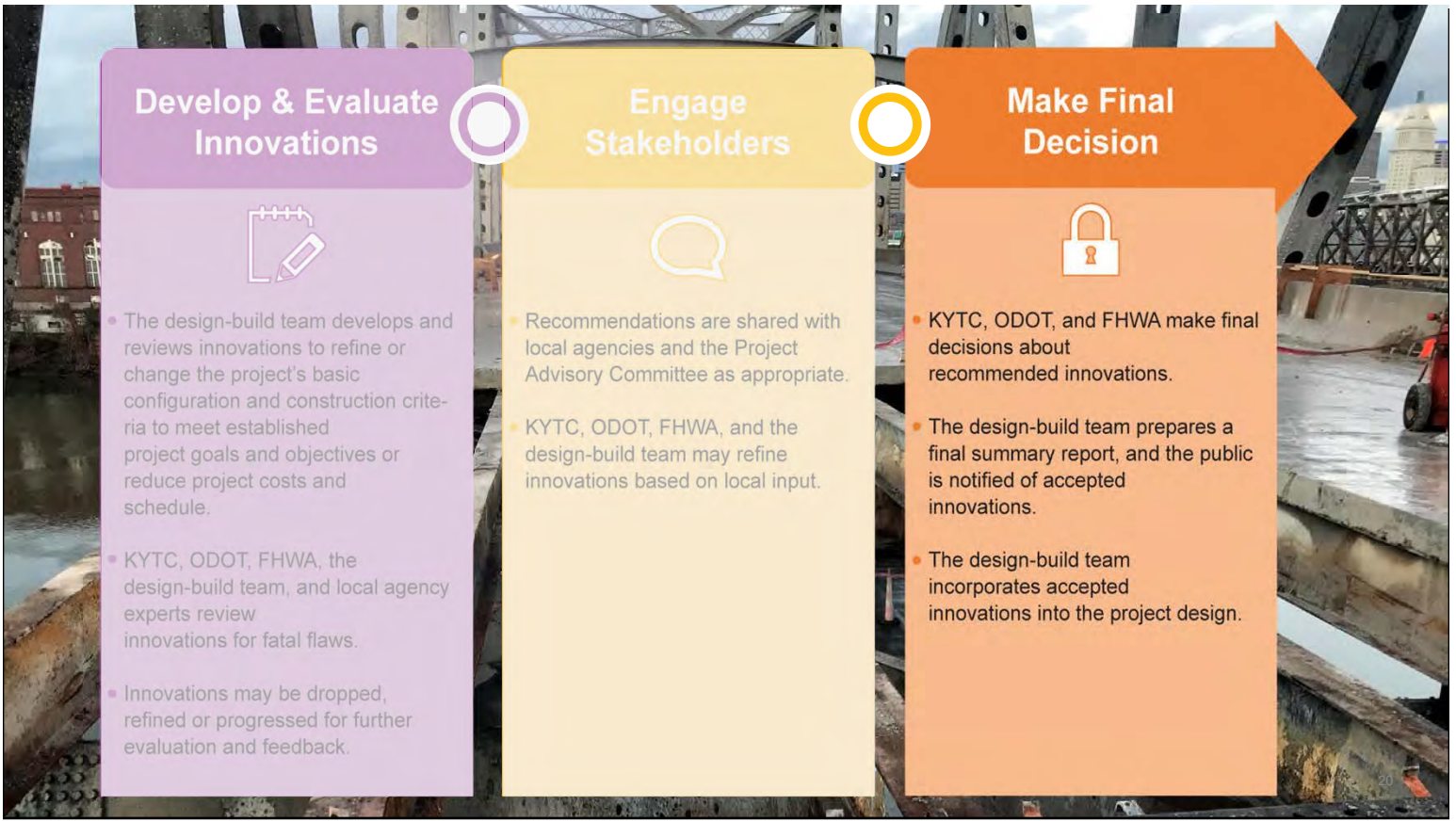
- The design-build team develops and reviews innovations to refine or change the project's basic configuration and construction criteria to meet established project goals and objectives or reduce project costs and schedule.
- KYTC, ODOT, FHWA, the design-build team, and local agency experts review innovations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

## Engage Stakeholders



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

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



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

# Design & Construction



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

# Environmental Process Update

## Potential Environmental Impacts

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



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

# Environmental Process Update

## Mitigation Measures

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



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

# Environmental Process Update

## Enhancement Measures

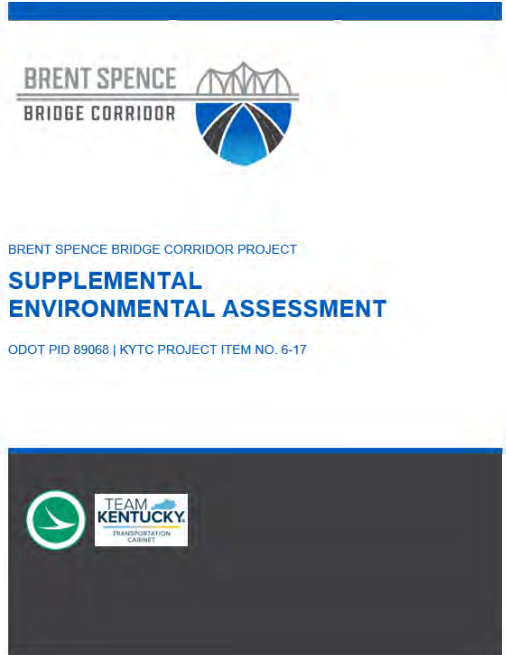
- Aesthetic treatments
- Pedestrian and bicycle improvements
- Noise/visual screening walls
- Separating highway runoff
- Land for potential redevelopment
- Workforce development and training



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

# Environmental Process Update

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



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



# THANK YOU!

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



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



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

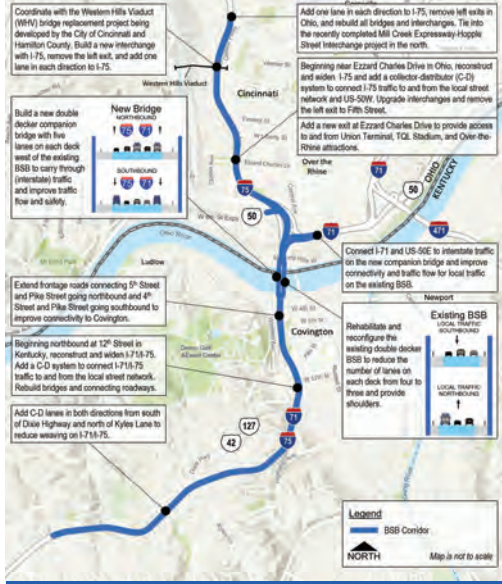




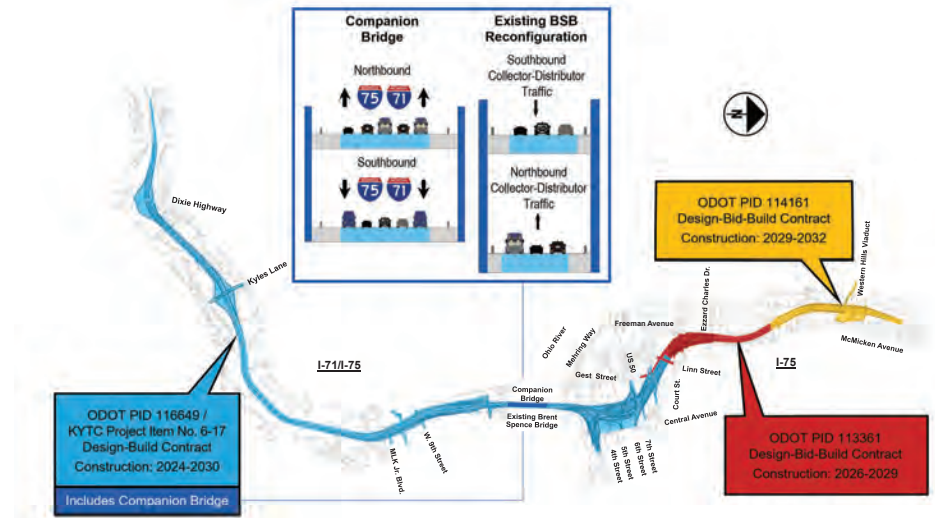
---

Attachment 5: Exhibits

## Brent Spence Bridge Corridor Project Proposed Improvements



KYTC Item No. 6-17 | ODOT PID 89068



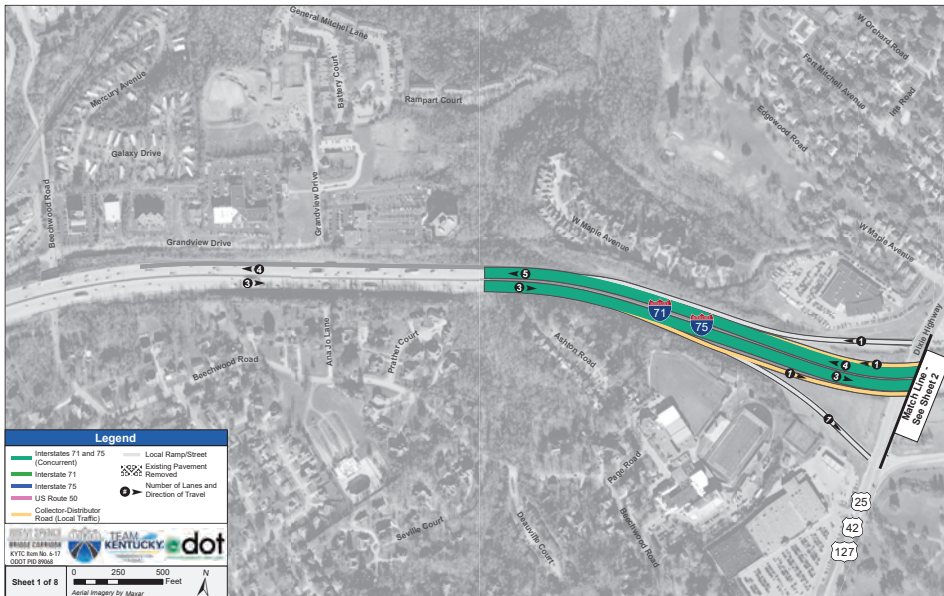
The Brent Spence Bridge Corridor Project will be delivered in three phases, which are shown in blue, red, and yellow above.

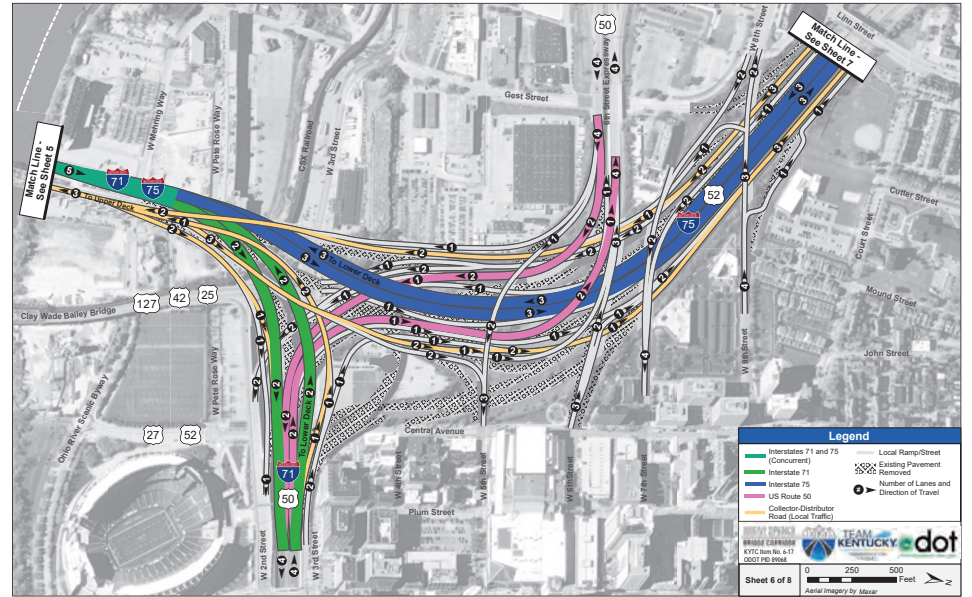
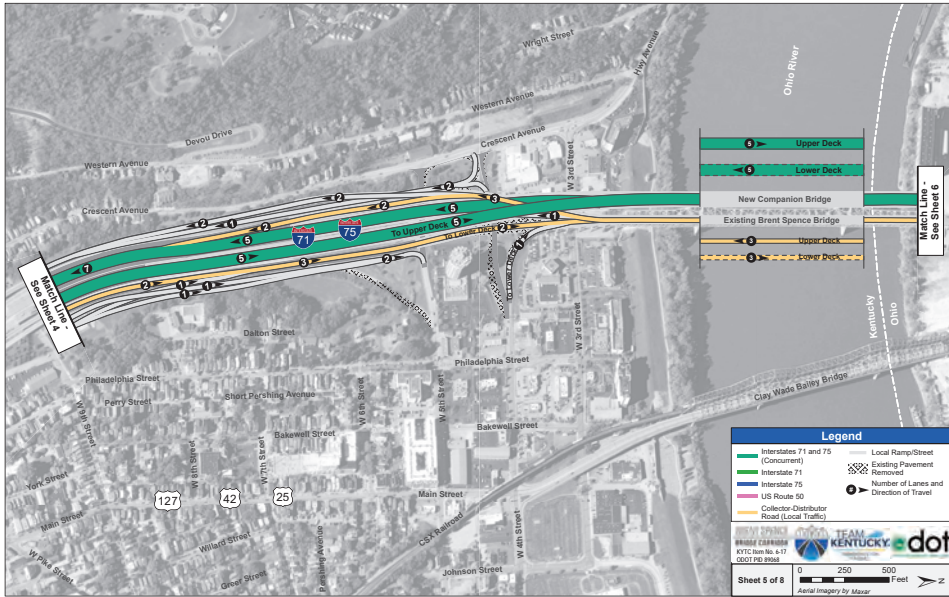
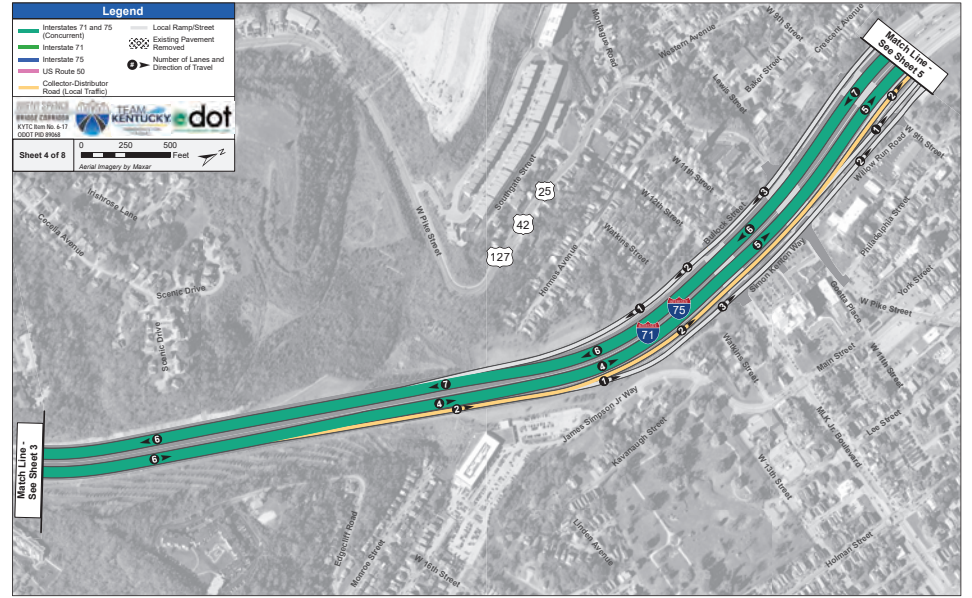
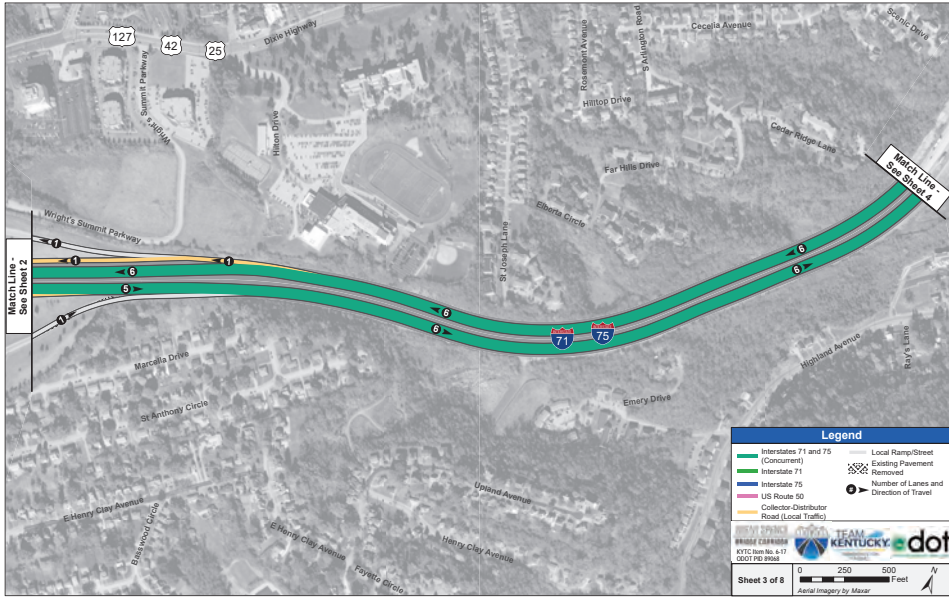


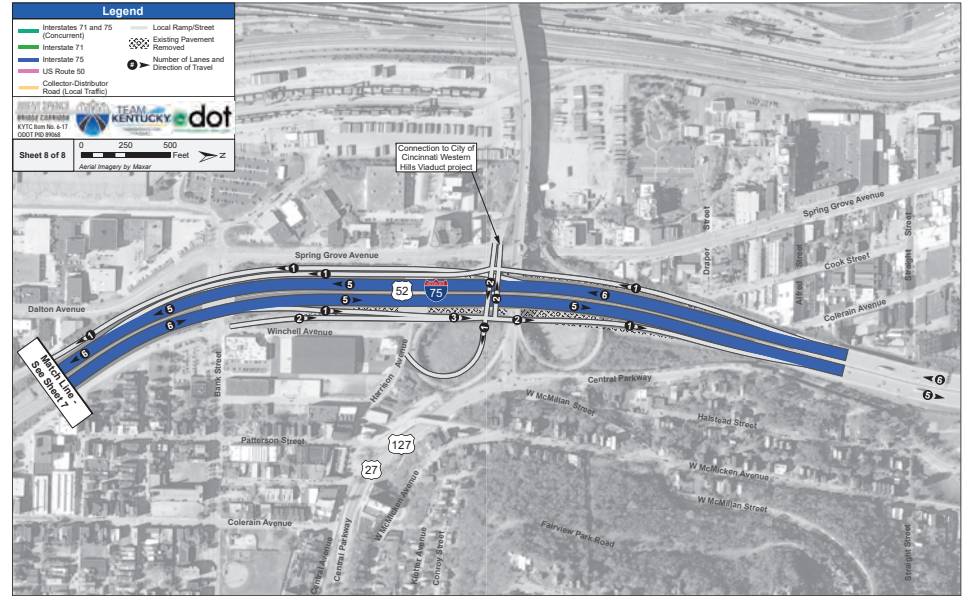
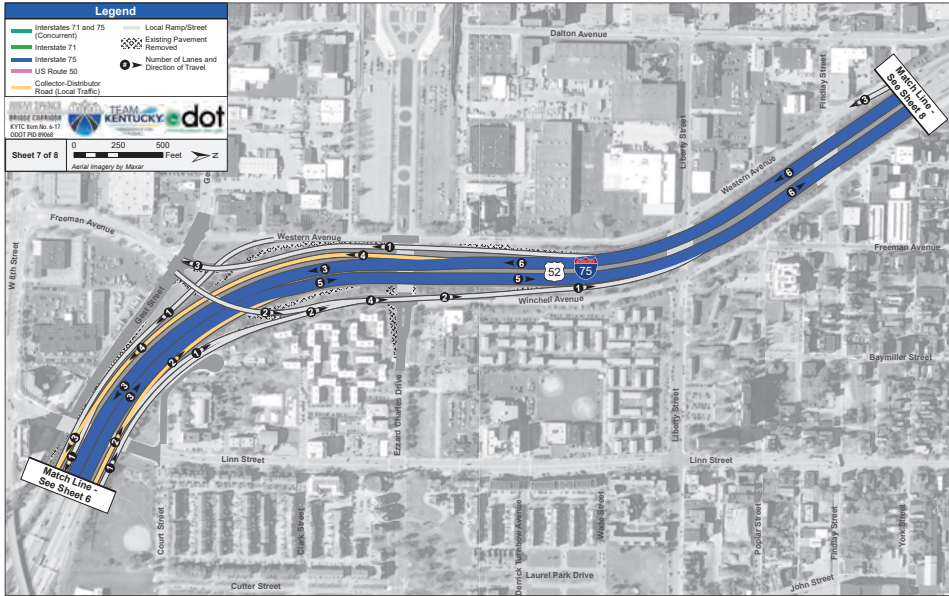
## Brent Spence Bridge Corridor Project Construction Phases



KYTC Item No. 6-17 | ODOT PID 89068



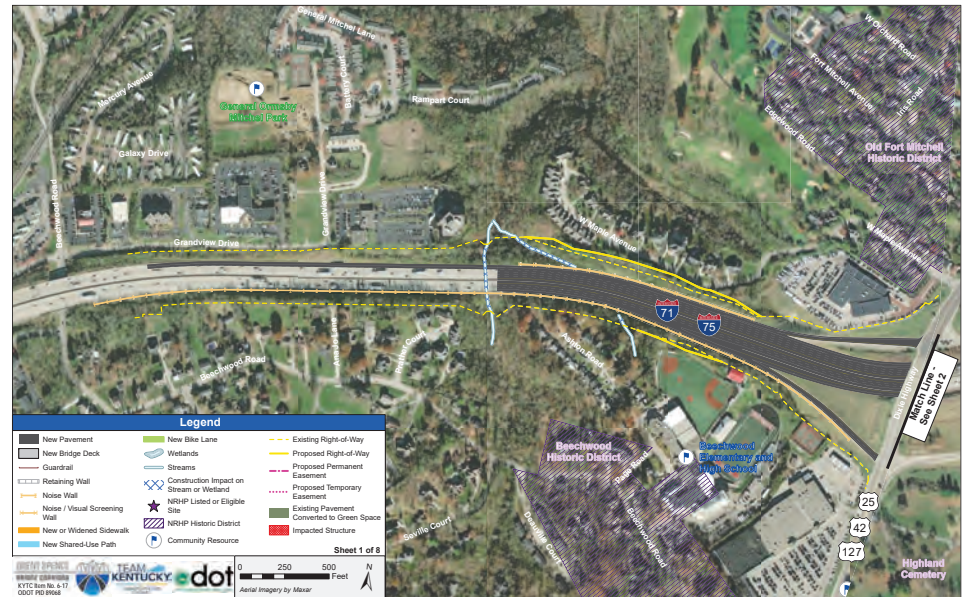




### Potential Impact Summary

Environmental Resource	Original (2012) Impacts	Current Potential Impacts
Land Use	53.4 acres <sup>1</sup>	51.2 acres
Neighborhood and Community Cohesion	<ul style="list-style-type: none"> <li>Minor impacts</li> <li>Pedestrian/bicycle access at limited, select locations</li> </ul>	<ul style="list-style-type: none"> <li>Impacts avoided</li> <li>Enhanced pedestrian/bicycle access and improved walkability on local streets that cross I 71/I-75 and at intersections</li> </ul>
Goebel Park Complex	<ul style="list-style-type: none"> <li>2.58 acres (2.4 acres new land returned to park)</li> <li>350 feet of walking trail</li> <li>Basketball court and parking lot</li> <li>Proximity impacts to outdoor pool</li> </ul>	<ul style="list-style-type: none"> <li>2.84 acres<sup>2</sup> (2.23 acres new land returned to park)</li> <li>360 feet of walking trail</li> <li>Basketball court and associated resources</li> <li>Proximity impacts to outdoor pool</li> </ul>
Queensgate Playground and Ball Field	0.9 acres	0.72 acres
Relocations	~80 residential units <sup>3</sup> ~30 commercial <sup>4</sup>	4 residential units 27 full, 1 partial commercial
Historic Longworth Hall	204 feet removed	204 feet removed
Lewisburg Historic District	21 full acquisitions 7 partial acquisitions	3 full acquisitions 8 partial acquisitions (strip right-of-way)
Low-income and minority populations	Minor Impacts	Reduced impacts and increased benefits
Wetlands	1.38 acres – no high quality	2.38 acres – no high quality
Streams and Rivers	3,340+ feet – no exceptional	1,368 feet – no exceptional
Floodplains	New pier construction	Same as original
Threatened/Endangered Species Habitat	52 acres (typical for 1 bat species)	90 acres (typical for 3 bat species)
Noise	Impacts throughout Kentucky and in some locations in Ohio	Currently under study
Air Quality	Currently under study	Currently under study
Construction Impacts	Normal temporary impacts <sup>5</sup>	Normal temporary impacts <sup>5</sup>

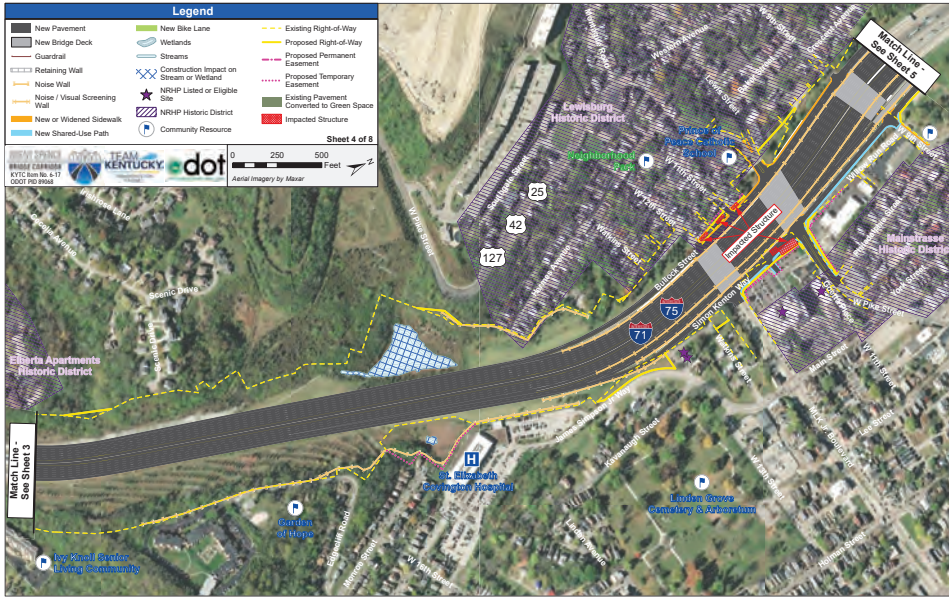
1. Total includes 22.01 acres of property owned by the City of Cincinnati that was not quantified in the original impacts.  
 2. Increased impacts due to the extension of Simon Kenton Way and new stormwater facilities. Additional mitigation will occur to offset these impacts.  
 3. Total includes estimated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

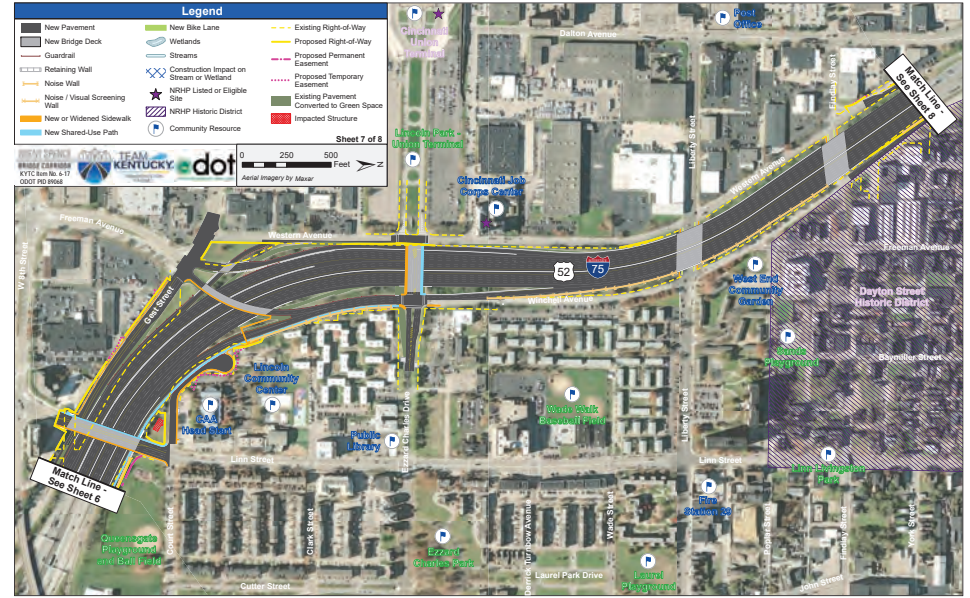


## Brent Spence Bridge Corridor Project



KYTC Item No. 6-17 | ODOT PID 89068





## Enhancing the Community and Offsetting Potential Impacts

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

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



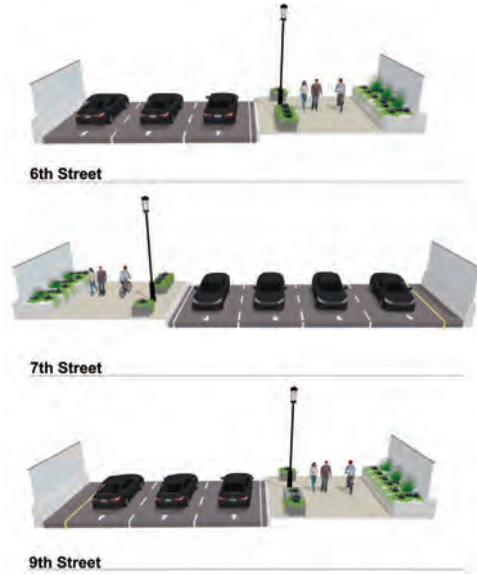
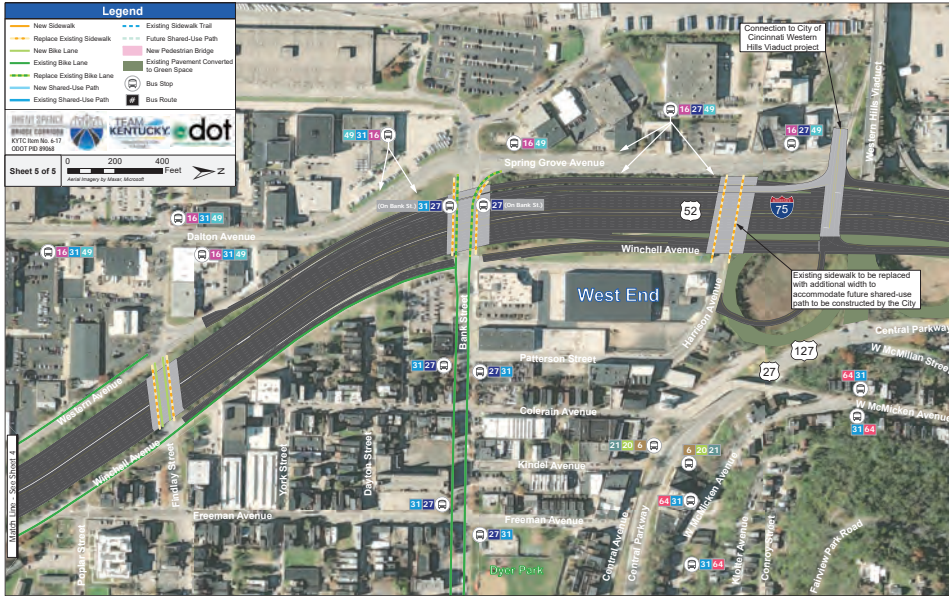
Brent Spence Bridge Corridor Project



KYTC Item No. 6-17 | ODOT PD 89068



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



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



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





Kyles Lane Overpass  
(Looking South)



KYTC Item No. 6-17 | ODOT PID 89068



Kyles Lane Overpass  
(Looking South)



KYTC Item No. 6-17 | ODOT PID 89068



Goebel Park (Looking North) - Kentucky



KYTC Item No. 6-17 | ODOT PID 89068



Firefighters Memorial (Looking Southwest) - Ohio



KYTC Item No. 6-17 | ODOT PID 89068



Ezzard Charles Drive (Looking West) - Ohio



KYTC Item No. 6-17 | ODOT PID 89068

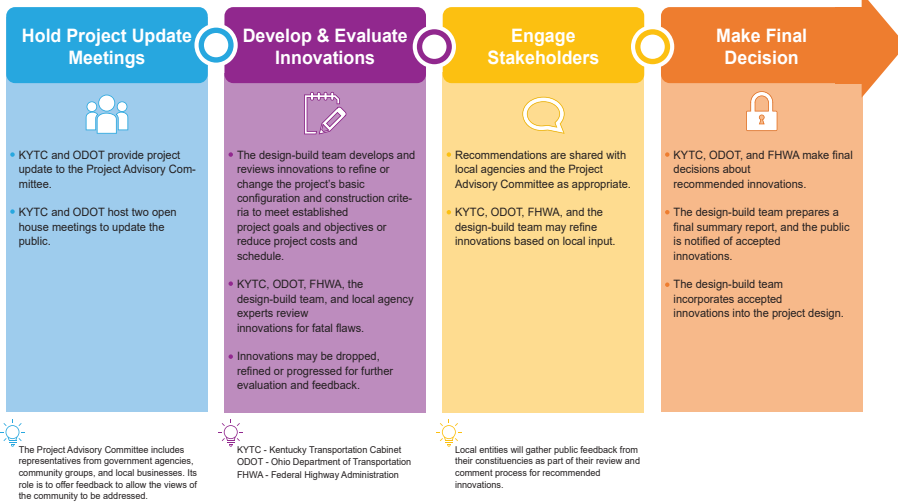


Ezzard Charles Drive (Looking West) - Ohio

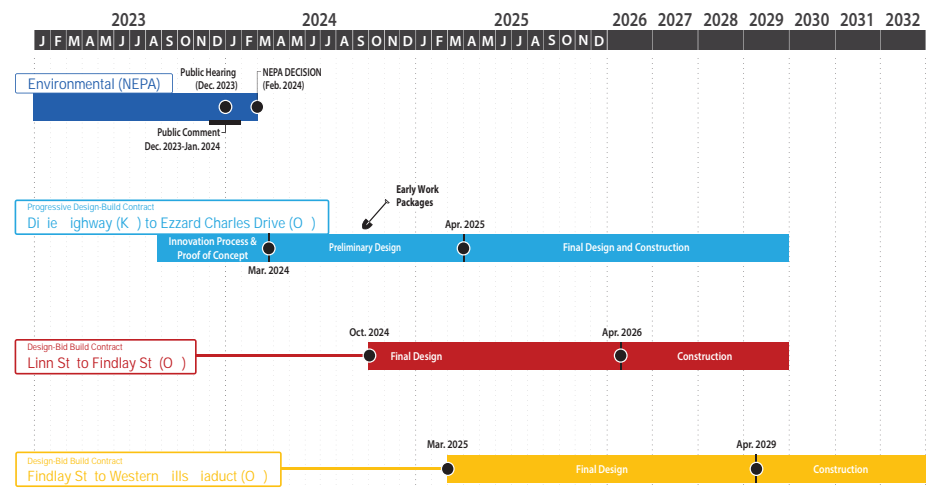


KYTC Item No. 6-17 | ODOT PID 89068

### Progressive Design-Build Innovation Process



### Project Schedule



Brent Spence Bridge Corridor Project



KYTC Item No. 6-17 | ODOT PID 89068



Brent Spence Bridge Corridor Project



KYTC Item No. 6-17 | ODOT PID 89068

## Comments Are Welcome!

### Provide feedback today...

Submit comments by the following methods:

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



Escanee el código QR para proporcionar un comentario.



Please comment by no later than  
September 8, 2023

### Sign up for future updates...

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

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



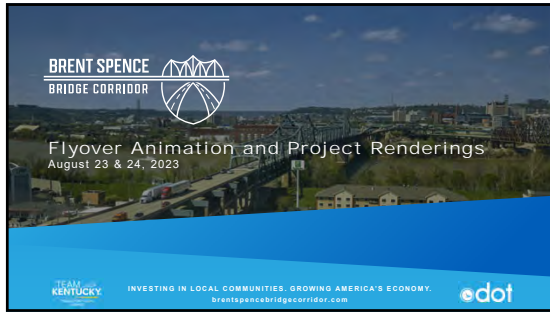
Escanee el código QR para registrarse y recibir actualizaciones.



**Brent Spence Bridge Corridor Project**



KYTC Item No. 6-17 | ODOT PID 89068



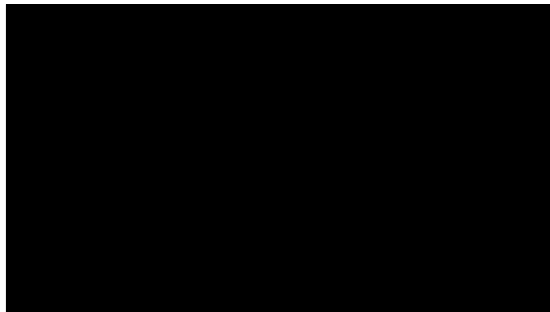
1



2



3



4



5



6



7



8



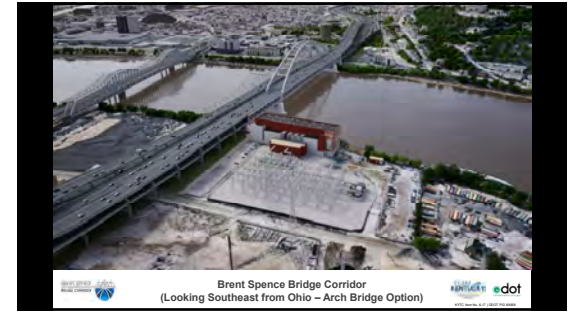
9



10



11



12



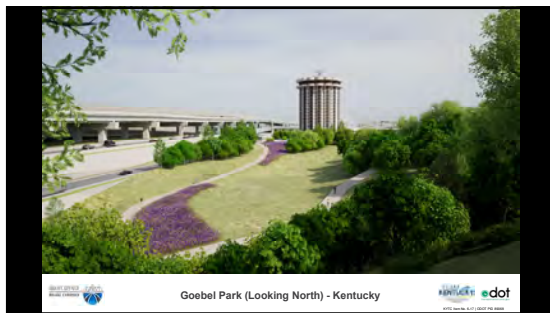
13



14



15



16



17



18



19



20



21



22



23



24



25



26



27



28



29



30



31



32



33



34



35



36



37





---

[Attachment 6: Handouts](#)

## Brent Spence Bridge Corridor Project

### Project Description

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

### Purpose & Need

The project purpose and need includes:

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

### Construction Phases and Timeline

The BSB Corridor Project will be delivered in three phases:

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

### New Companion Bridge

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

### Environmental Impacts

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

### Property Impacts

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

### Comments

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

**Website:** [brentspencebridgecorridor.com](http://brentspencebridgecorridor.com)

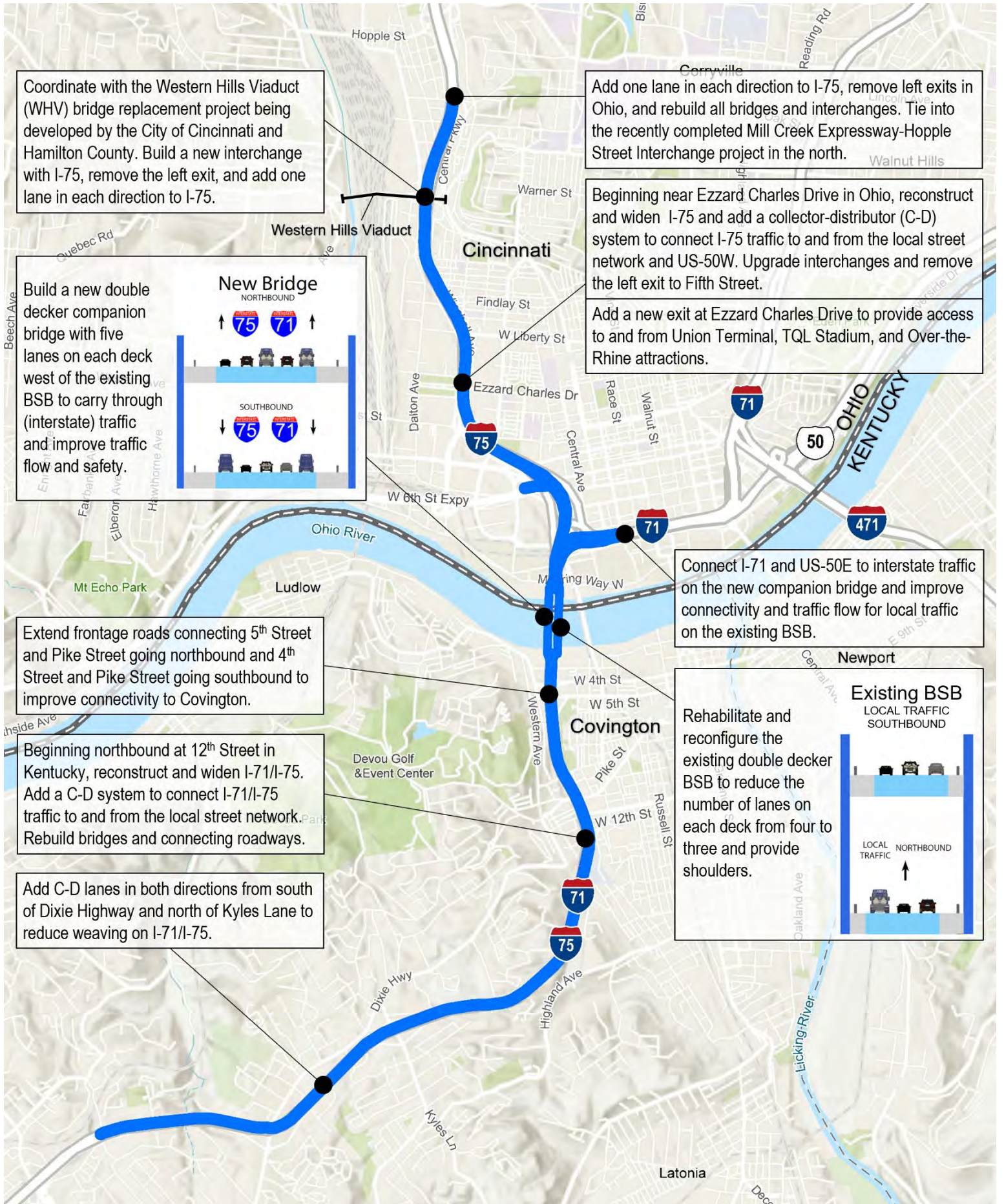
**Email:** [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov)

**Phone:** 1-800-831-2142

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



# Brent Spence Bridge Corridor Project Overview



**BRENT SPENCE**  
**BRIDGE CORRIDOR**



# INVESTING IN LOCAL COMMUNITIES, GROWING AMERICA'S ECONOMY.



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



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

## Fully-Funded, Advancing to Construction

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



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



For more information, please visit  
[BrentSpenceBridgeCorridor.com](https://BrentSpenceBridgeCorridor.com)  
Follow us on Twitter and Facebook



## Reduced Footprint Better Meets Project and Community Needs

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

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

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

## Safer, More Efficient Travel, Along with Community Improvements

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



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



## Collector-Distributor System

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

### What is a collector-distributor system?

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

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

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

### Where will C-D roads be built?

They will be built at these locations:

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



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

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

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

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

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

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

### **How will drivers access I-71 in Ohio?**

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

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

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

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

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



---

Attachment 7: Comment and Response Summary



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

Comment Number	Nature of Comment	Comment	Response
53	Traffic Aesthetics Noise	08/24/2023 - Written Comment - Surprised that no connectivity was added in Queensgate -Still no Price Hill direct access to I-75 N -"Green" Space added was minimal -No sound barrier or berms added near parks or residential (proposed) Central and Goebel Park -Kyles Lane overpass adds no green or live infrastructure all brick take for tower and green.	<p>Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The purpose and need for the project did not identify any specific needs related to additional connectivity in Queensgate or interstate access to and from Price Hill other than maintaining connections to the existing corridor. Refined Alternative I (Concept I-W) maintains all existing connections to Queensgate and Price Hill. In addition, the project will include new and rebuilt sidewalks and shared use paths on local streets that cross I-75, which will improve pedestrian and bicycle connectivity to and from Queensgate.</p> <p>KYTC and ODOT have incorporated several features that reduce the project footprint in both Kentucky and Ohio, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, implementing retaining walls, and reducing the width of the companion bridge.</p> <p>ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up approximately 10 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>KYTC and ODOT have proposed several sound walls to reduce noise levels in residential areas and parks (including the Goebel Park Complex and the Queensgate Playground and Ball Field) along the BSB corridor.</p> <p>KYTC has been coordinating the aesthetics of the Kyles Road interchange with the City of Fort Wright and will continue those efforts into the project's detailed design phase.</p>
54	Alternatives	08/24/2023 - Written Comment - Have the designs considered included making the current BSB on-way North (I-71 on lower deck, I-75 on upper) and making the new bridge one-way South?  If not, why not? The design could simplify the ramp designs, have smaller footprint, and possibly be cheaper to build.	<p>Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. There is not sufficient width on the existing BSB to carry all three lanes of I-75 traffic in addition to standard interstate shoulder widths. Other concepts have considered carrying I-71 northbound traffic on the existing BSB; however, those concepts had a greater project footprint and resulted in greater impacts, particularly in Covington.</p>

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

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

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

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

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

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



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

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

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

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

---

**Appendix Q:**  
**Public Engagement Plan**



# Public Engagement Plan

## BRENT SPENCE BRIDGE CORRIDOR PROJECT

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

The Brent Spence Bridge (BSB) corridor consists of 7.8 total miles of I-71 and I-75 located between the Western Hills Viaduct in Ohio and the Dixie Highway in Kentucky. This corridor is located within the Greater Cincinnati/Northern Kentucky metropolitan area and is a major route for regional and local mobility for people, goods, and services. Regionally, the BSB carries both I-71 and I-75 traffic over the Ohio River and connects to I-74, I-275, and US-50. The corridor is one of the busiest trucking routes in the United States, connecting Michigan to Florida via I-75. The BSB corridor also facilitates local travel by providing access to downtown Cincinnati in Hamilton County, Ohio and Covington in Kenton County, Kentucky.

This *Public Engagement Plan* provides a framework for the public involvement efforts associated with the proposed Brent Spence Bridge Corridor Project. This document serves to ensure appropriate outreach efforts are made during the development of the supplemental Environmental Assessment (EA) for the project. The plan considers those who are unable to attend public meetings, do not have access to print media or the internet, or are not inclined to participate in a public forum.

Public involvement efforts will comply with all laws, regulations, and Executive Orders pertaining to public involvement and environmental justice.

Post-award public involvement activities will be addressed as part of a separate effort.

### Related Dates:

- Original PI Plan (for the 2012 EA/FONSI): October 2005
- Finding Of No Significant Impact (FONSI): August 9, 2012
- Previous Reevaluations: February 11, 2015 and March 15, 2018
- Updated PI Plan (for the Supplemental Environmental Assessment: June 2022
  - Revised November 2022
  - Revised July 2023
  - Revised September 2023
  - Revised December 2023

*Prepared for  
KYTC and ODOT  
December 2023*

Prepared by:  
HNTB Corporation



# Table of Contents

<b>1</b>	<b>Project Overview</b> .....	<b>1</b>
1.1	Project Description .....	1
1.2	Project History .....	1
1.3	Purpose and Need .....	3
1.4	Goals and Objectives of the Public Involvement Process .....	3
<b>2</b>	<b>Project Management</b> .....	<b>3</b>
2.1	Project Team .....	4
2.2	Project Team Responsibilities .....	4
2.3	Project Schedule .....	4
2.4	Project Issues, Potential Controversy, and Risks .....	5
<b>3</b>	<b>Public Engagement Plan</b> .....	<b>5</b>
3.1	Public Involvement History .....	5
3.2	Community Demographics .....	5
3.3	Key Stakeholders .....	6
<b>4</b>	<b>Planned Engagement Strategy, Tools and Activities</b> .....	<b>8</b>
4.1	Targeted Environmental Justice/Neighborhood Outreach .....	8
4.2	Open House Project Update Meetings .....	9
4.3	Public Hearings .....	10
4.4	Stakeholder Group Meetings .....	10
4.5	BSB Corridor Website .....	11
4.6	ODOT Project Websites .....	11
4.7	Newsletters .....	11
4.8	Social Media .....	11
4.9	Media Relations .....	12
4.10	Design and Construction .....	12
<b>5</b>	<b>Implementation Schedule</b> .....	<b>13</b>
<b>6</b>	<b>Comments, Responses and Follow-up</b> .....	<b>15</b>

## List of Tables

Table 1. Project Team .....	4
Table 2. Project Schedule .....	4
Table 3. Public Involvement Schedule.....	14
Table 4. Ongoing Public and Stakeholder Coordination Schedule.....	14

## List of Figures

Figure 1. Brent Spence Bridge Corridor Project Phases .....	2
---	---

## Appendices

- Appendix A. Demographic Mapping
- Appendix B. Project Area Neighborhoods

## Acronyms

3CDC	Cincinnati Center City Development Corporation
BSB	Brent Spence Bridge
C-D	Collector-Distributor
CVG	Cincinnati/Northern Kentucky International Airport
EA	Environmental Assessment
FONSI	Finding of No Significant Impact
KYTC	Kentucky Transportation Cabinet
ODOT	Ohio Department of Transportation
OKI	Ohio-Kentucky-Indiana Council of Governments
PAC	Project Advisory Committee
PID	Project Identification
SEA	Supplemental Environmental Assessment
SORTA	Southwest Ohio Regional Transit Authority
TANK	Transit Authority of Northern Kentucky



# 1 Project Overview

The Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) have worked cooperatively since 2004 in the development of the BSB Corridor Project. This *Public Engagement Plan* provides a framework for the public involvement efforts associated with the preparation of a Supplemental Environmental Assessment (SEA) for the project. The following sections describe the BSB Corridor Project proposed improvements, history, and purpose and need. The goals and objectives for public involvement are also addressed.

## 1.1 Project Description

The BSB corridor consists of 7.8 miles of I-71 and I-75 located between the Western Hills Viaduct in Ohio and the Dixie Highway in Kentucky. The project will:

- Reconstruct I-71/I-75 and add one lane in each direction;
- Rebuild the overpass bridges and interchanges in the corridor, including adding a new northbound exit at Ezzard Charles Drive in Ohio;
- Construct a collector-distributor (C-D) roadway system between West 12<sup>th</sup> Street in Kentucky and Ezzard Charles Drive in Ohio;
- Extend frontage roads connecting Pike Street to West 4<sup>th</sup> Street and West 5<sup>th</sup> Street in Kentucky;
- Add C-D lanes between Dixie Highway (US-25) and Kyles Lane (KY-1072) in Kentucky;
- Rehabilitate and reconfigure the existing double-deck BSB to carry traffic as part of the C-D roadway system; and
- Build a new double-deck companion bridge west of the existing BSB to carry through (interstate) traffic.

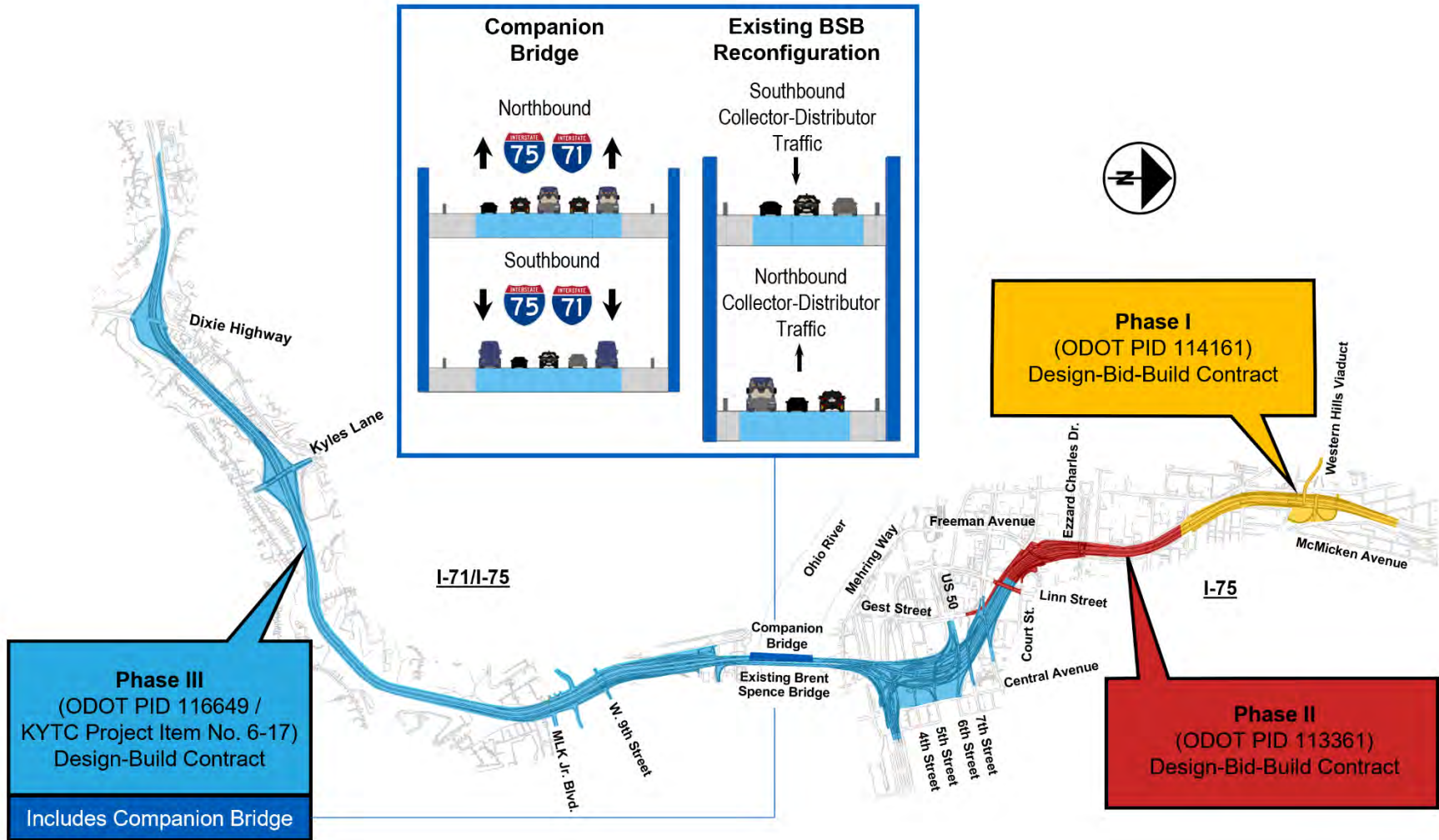
The project will be constructed in three phases, as shown in Figure 1. In Ohio, the overall Brent Spence Bridge Corridor Project (PID 75119) contains seven components (PIDs 89068, 89077, 103411, 105851, 113361, 114161, 116649). Project HAM Demo 444 W. Third St. (PID 103411), demolition of the dunnhumby USA building, was completed in November 2017. Project HAM IR 75 0.22 Demo (PID 105851), various demolition sites, was completed in October 2018. The SEA is being completed under PID 89068.

## 1.2 Project History

On October 14, 2004, KYTC and ODOT recognized the need to improve the BSB corridor and formally entered into an agreement to jointly develop and deliver a project to replace the existing BSB over the Ohio River. In October 2005, a *Public Involvement Plan* was developed to guide the alternatives development and evaluation process. Preliminary engineering and planning studies coupled with public and stakeholder involvement were documented in the project's Environmental Assessment (EA) completed in March 2012. On August 9, 2012, the Federal Highway Administration (FHWA) issued a Finding of No Significant Impact (FONSI) identifying Alternative I as the selected alternative for the BSB Corridor Project. Reevaluations of the EA/FONSI subsequently completed in 2015 and 2018 concluded that the 2012 FONSI remained valid.

Since 2012, KYTC and ODOT have worked to identify and evaluate measures to reduce the cost of the project and to improve the design and constructability. Those efforts resulted in a set of refinements to Selected Alternative I that have been designated Refined Alternative I (Concept I-W), referred to hereinafter as Concept I-W.

Figure 1. Brent Spence Bridge Corridor Project Phases



In 2021, ODOT secured the funding to complete detailed design and prepare contract plans for Phases I and II of the project. ODOT also secured the funding to construct Phase II beginning in 2025. In November 2021, the United States Congress passed the Infrastructure Investment and Jobs Act - also known as the “Bipartisan Infrastructure Law” - which created new programs to fund key infrastructure priorities and create more funding opportunities for local governments. In December 2022, KYTC and ODOT received federal funding grants worth \$1.635 billion for the remaining elements of the BSB Corridor Project and have developed detailed funding plans for their portions of the project costs.

KYTC and ODOT are currently reevaluating the technical studies for the BSB Corridor Project to account for any project and regulatory changes that have occurred since the original studies were prepared and to update impact assessments based on the current design of Concept I-W. These efforts will culminate in the preparation of an SEA.

### **1.3 Purpose and Need**

The purpose of the BSB Corridor Project is to:

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

### **1.4 Goals and Objectives of the Public Involvement Process**

KYTC and ODOT will engage stakeholders (inclusive of the public) to understand the project’s community impacts. Public feedback and any associated mitigation and enhancement measures will be incorporated into the project record as part of the SEA. Specifically, the public involvement activities for this project will:

- Continue ongoing public involvement efforts to maintain active communication with interested parties;
- Engage existing project stakeholders and define any potential new stakeholders;
- Continue to engage the established Project Advisory Committee and Aesthetics Committee;
- Be inclusive of all people in the community; and
- Foster transparency by providing reasonable public access to project information.

To accomplish these goals, an open, proactive public involvement process will be designed to solicit input from the local neighborhoods, the community at large, stakeholder groups, and others who may be affected by and benefit from the project.

## **2 Project Management**

The following sections describe the overall management of the public involvement activities, including the project team and their roles, project schedule, issues, and potential risks.

## 2.1 Project Team

KYTC and ODOT are the sponsoring agencies and will be responsible for public involvement activities with support from the consultant team. Key staff are listed in Table 1. Team members will be updated as needed as the project progresses through the NEPA, design, and construction project phases.

**Table 1. Project Team**

Name	Organization	Role
Stacee Hans	KYTC	KYTC Project Manager
Tom Arnold, P.E.	ODOT	ODOT Project Manager
Keith Smith, P.E.	ODOT	District 8 Environmental Coordinator
Mark Becherer, P.E.	HNTB	Consultant Project Manager
Jodi Heflin, P.E.	HNTB	NEPA Task Lead

## 2.2 Project Team Responsibilities

HNTB (and its subconsultants) will be responsible for scheduling, preparing materials for, attending, and providing summaries of outreach activities for the project’s NEPA phase. HNTB will also be responsible for maintaining a list of public comments received and drafting responses to comments.

KYTC and ODOT will be responsible for reviewing and approving all materials and attending meetings. KYTC and ODOT will also be responsible for reviewing draft responses to public comments, editing as necessary, coordinating with FHWA, and disseminating responses.

HNTB’s subconsultant, Rasor Communications, will maintain the project website and social media channels. KYTC and ODOT will review content prior to publication.

## 2.3 Project Schedule

Project milestone dates are listed in Table 2. These dates are subject to change as the project development progresses and will be updated as needed.

**Table 2. Project Schedule**

Project Milestone	Date
Supplemental EA Approval/Public Availability	4 <sup>th</sup> Quarter 2023 - 1 <sup>st</sup> Quarter 2024
Public Hearings	1 <sup>st</sup> Quarter 2024
NEPA Decision	1 <sup>st</sup> Quarter 2024 - 2 <sup>nd</sup> Quarter 2024
Construction of Phase III	2025-2030
Construction of Phase II	2026-2031
Construction of Phase I	2029-2032

## 2.4 Project Issues, Potential Controversy, and Risks

To date, most public comments have been centered around general traffic and design questions. Public concerns are expected relative to impacts both during and after construction, such as displacement, noise, air quality, access, and traffic. Some comments address potential project benefits such as improving access and mobility, reducing combined sewer overflows, aesthetics, and adding multi-modal features.

Opposition to the project may occur by either individuals or organized groups. If opposition groups arise, they will be given the opportunity to voice concerns during public meetings or one-on-one meetings. One organized local group has actively lobbied for a redesign of the I-75 corridor north of the Ohio River to Linn Street, with the intent to create an urban street grid with more developable land. KYTC and ODOT have met with this group on multiple occasions to obtain its feedback and share project details and have prepared formal responses to comments as appropriate. KYTC and ODOT will continue to proactively consider and respond to comments offered by this and other groups.

## 3 Public Engagement Plan

This section describes the history of public involvement for the BSB project as well as the community demographics and stakeholder groups.

### 3.1 Public Involvement History

Public involvement activities that occurred prior to 2012 are documented in the project's EA/FONSI. Public and stakeholder outreach activities that have occurred since the 2012 EA/FONSI include:

- Conducting a Travel Survey Analysis;
- Updating the membership of the Project Advisory Committee (PAC) and Aesthetics Committee to reflect the most current stakeholder groups present in the area and to reflect current staff positions;
- Holding one PAC meeting;
- Holding several Aesthetics Committee and Aesthetics subcommittee meetings;
- Conducting ongoing outreach efforts to allow stakeholders and the public to stay informed about the project, gather feedback, and answer questions;
- Delivering project update presentations to business groups, industry groups, and the Architectural Foundation of Cincinnati;
- Updating the project website (<https://brentspencebridgecorridor.com/>); and
- Distributing electronic project newsletters (e-newsletters).

### 3.2 Community Demographics

The project area was analyzed to determine potential areas where the following populations may reside: minority, low-income, older adults (over 64), individuals with limited English proficiency (LEP), adults with disabilities, and zero-car households. These populations were found to exist in the study area and are shown in Appendix A.

Past public involvement activities have revealed concerns related to noise, air quality, relocations, visual impacts, access, connectivity, and traffic during construction. Outreach activities described in Section 4 will confirm the locations of various population groups, provide project updates, and solicit feedback regarding the project's potential effects and potential mitigation and enhancement measures.

### 3.3 Key Stakeholders

The following sections describe the key stakeholders for the BSB project and list the local agencies, community groups, and businesses who are members of project committees.

#### 3.3.1 Project Advisory Committee (PAC)

A Project Advisory Committee (PAC) was formed early in the project development process (during the development of the 2012 EA/FONSI) to better align the project with regional and community needs. Members include representatives from government agencies, community groups, and local businesses.

The role of the PAC is to review various components of the project and offer feedback to allow the views of the community to be addressed as the project is developed and implemented. The PAC members act as liaisons between their respective organizations and communities and the project team. The PAC also assists with distributing information provided by the project team. Participants in the PAC have been updated throughout the course of the project to reflect the most current stakeholder groups present in the area and to reflect current staff positions. The current PAC member organizations are listed below.

#### Local Agencies

- Boone County Engineer
- Boone County Fiscal Court
- Campbell County Fiscal Court
- City of Cincinnati
- City of Cincinnati Community and Economic Development
- City of Cincinnati Department of Transportation and Engineering
- Cincinnati Park Board
- City of Covington, City Manager
- City of Covington, Economic Development Director
- City of Covington, Mayor
- City of Ft. Mitchell
- City of Ft. Wright
- City of Park Hills
- Governor's Southwest Ohio Regional Liaison
- Hamilton County Commissioners
- Hamilton County Engineer
- Hamilton County Regional Planning Commission
- Kenton County Engineer
- Kenton County Fiscal Court

- Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
- Planning and Development Services of Kenton County
- Southwest Ohio Regional Transit Authority (SORTA)
- Transit Authority of Northern Kentucky (TANK)

#### Local Community Groups

- Cincinnati Center City Development Corporation (3CDC)
- Center for Great Neighborhoods
- Cincinnati Business Committee
- Cincinnati USA Regional Chamber
- Citizens for Civic Renewal
- Port of Greater Cincinnati Development Authority
- Lewisburg Neighborhood Association
- Northern Kentucky Tri-Ed
- Northern Kentucky Chamber of Commerce
- Queensgate Business Alliance
- Sierra Club
- SouthBank Partners
- West End Community Council

#### Local Businesses

- Castellini Management Co.
- Cincinnati Bengals
- Cincinnati Bulk Terminals, LLC
- Cincinnati Museum Center
- Cincinnati/Northern Kentucky International Airport (CVG)
- Cincinnati Reds
- Duke Energy
- Government Strategies Group
- National Underground Railroad Freedom Center

### **3.3.2 Aesthetics Committee**

A sub-group of the PAC – referred to as the Aesthetics Committee – was formed to evaluate aesthetic treatments through the corridor, including structure type and corridor theme. Meetings of the Aesthetics Committee are planned to discuss opportunities to incorporate aesthetic treatments into the project. The Aesthetics Committee members are listed below.

- American Institute of Architects - Cincinnati Chapter
- American Institute of Architects Students - University of Cincinnati
- American Society of Civil Engineers Students - University of Cincinnati
- Cincinnati USA Regional Chamber of Commerce
- Cincinnati Historic Library and Archives
- Cincinnati Railroad Club
- City of Cincinnati

- City of Cincinnati - Park Planning
- City of Covington
- Hamilton County Regional Planning Commission
- Kenton County Historical Society
- Kenton County Planning and Development Services
- Kentucky Transportation Cabinet
- Michael Schuster Associates
- Northern Kentucky University
- Northern Kentucky Urban & Community Forestry Council
- The Ohio River Way, Inc.
- University of Kentucky Department of Engineering
- University of Cincinnati

At several stages in the project development process, the Aesthetics Committee is engaged as a whole to provide feedback on corridor-wide considerations. In addition, smaller subsets of the Aesthetics Committee are engaged for targeted feedback on specific project locations. ODOT is coordinating with an Ohio Aesthetics Subcommittee. KYTC is coordinating with a Covington Aesthetics Subcommittee and a Fort Mitchell/Fort Wright Aesthetics Subcommittee.

### 3.3.3 Other Stakeholders

KYTC and ODOT are engaged in ongoing outreach efforts to allow stakeholders and the public to stay informed about the project, gather feedback, and answer questions. Other stakeholders can be added to the project's mailing list via a form available on the project website. All interested parties that are added to the mailing list will receive project updates, newsletters, and notices of upcoming public involvement opportunities.

## 4 Planned Engagement Strategy, Tools and Activities

The following sections describe the planned public involvement activities for the BSB project.

### 4.1 Targeted Environmental Justice/Neighborhood Outreach

KYTC and ODOT have identified and mapped the neighborhoods surrounding the project and the demographics associated with each (see Appendix A and Appendix B) and have developed a strategy for engaging communities at the neighborhood level, with a focus on environmental justice (EJ) communities. The EJ/neighborhood outreach strategy includes:

- Conducting phone interviews with all the neighborhood associations in the study area to determine contact information, constituencies/membership, advertising strategies, meeting schedules, and potential meeting locations that are accessible for persons with disabilities and those who are transit dependent. If a neighborhood does not have an organized council, KYTC and ODOT will coordinate with the city where the neighborhood is located and PAC members, as applicable, to determine the best ways to reach that neighborhood.
- KYTC and ODOT will work with impacted neighborhoods to schedule opportunities to attend their regularly scheduled meetings to present the most recent project



information and dialogue about the needs of each community considering the project impacts. If necessary, KYTC and ODOT will obtain feedback about additional measures that may be incorporated into the project for unaddressed impacts. If an EJ community/neighborhood does not have an organized council, some meetings may be combined for small, geographically continuous areas. In addition, the cities of Fort Mitchell, Fort Wright, and Park Hills operate as independent cities without smaller, defined neighborhoods; therefore, meetings in these areas will be organized through city officials.

- KYTC and ODOT will hold one broad-scale EJ/neighborhood outreach meeting (daytime and evening) in each state to engage EJ communities and neighborhoods within the study area but not directly impacted by the project. These meetings will be targeted toward and advertised through methods identified by neighborhood organizations during early coordination efforts with the goal of engaging local communities and gathering feedback. These meetings are not intended as general public meetings; rather, they will focus on community-specific impacts and needs.
- KYTC and ODOT will develop a “PublicInput.com” website specific to the EJ/neighborhood outreach that will be available for the entire EJ/neighborhood outreach timeframe. The site will “go live” when the first neighborhood outreach meeting is held and be removed 15 days after the final meeting.

For the purposes of EJ/neighborhood outreach, impacted neighborhoods will be defined as those directly adjacent to the construction limits, as no permanent adverse impacts to traffic, noise, air quality, access, or mobility are anticipated beyond the immediate project area (see Appendix B). During the EJ/neighborhood outreach, the project team will dialogue with each community to determine the level of traffic diversion that has historically occurred during maintenance activities that have restricted lanes on the BSB to gain a better understanding of traffic diversion during construction and potential strategies to address any anticipated adverse effects.

An analysis of census data indicates a higher proportion of Spanish-speaking persons in some areas adjacent to the project. Advertising materials will include information in Spanish offering translation and interpretation services. If a request is received, KYTC and/or ODOT will offer the translation/interpretation services. In addition, visitors to the PublicInput.com site can click on a “translate” button on the home screen to automatically translate the website text into Spanish and several other languages.

KYTC and ODOT will prepare responses to all comments received and make them publicly available. If required, additional measures will be incorporated into the project to address impacts identified through the outreach activities.

## 4.2 Open House Project Update Meetings

A public touchpoint to explain the project, its current status, and upcoming activities will be scheduled approximately six months prior to the public hearings (see Section 4.3). One meeting will be held in each state. Each will be open house style with no formal presentation and will be scheduled at locations within the project area with adequate parking, accessible by public transportation, and accessible to persons with disabilities. Spanish translation services will be offered.

The meetings will be advertised for two weeks via social media, the project website, the project electronic mailing list, and press releases. Meeting information will be distributed to the PAC, chambers of commerce, community councils, and local municipalities to share with their constituencies.

A comment period will begin when the meetings are advertised and conclude two weeks after the meetings. KYTC and ODOT will prepare responses to all comments received and make them publicly available.

### **4.3 Public Hearings**

Agencies and the public will have the opportunity to review the SEA and other project information and provide comments to KYTC and ODOT for 30 days after it is made publicly available. During that time, one in-person public hearing will be scheduled in Kentucky, and one in-person public hearing will be scheduled in Ohio. There will be no virtual component to the in-person public hearings. A separate virtual public hearing will be held to provide a third opportunity for public input. The public availability of the supplemental EA and the public hearings will be advertised through direct mailings to U.S. postal routes the environmental justice study area, social media, press releases, print media, the project website, the project e-newsletter, and advertisements disseminated to the same neighborhoods that were engaged during the targeted neighborhood/EJ outreach.

The public hearings will provide opportunities for attendees to review exhibits and other project information. In addition, members of the project team will be available to answer questions. Verbal and written comments will be accepted at the hearing, as well. The comment period for the SEA will last for 30 days after the notice of SEA public availability. Similar to the EJ/neighborhood outreach meetings, ODOT and KYTC will offer translation/interpretation services during the public hearing and comment periods.

Following the public hearing, a Public Hearing Summary will be prepared to document the hearing process, the comments received, and responses to comments. The Public Hearing Summary will be made available to the public on the project website and in hard-copy format upon request.

### **4.4 Stakeholder Group Meetings**

Meetings will be held with the PAC to discuss project status, SEA efforts and findings, and concerns raised throughout the project. One meeting occurred in June 2022, and two additional meetings are planned prior to the public hearings.

Meetings will also be held with the Aesthetics Committee and subcommittees to provide information and obtain feedback prior to the completion of the SEA. These meetings will identify aesthetic themes and designs in the corridor. One full Aesthetics Committee meeting, two Ohio subcommittee meetings, three Covington subcommittee meetings, and three Fort Wright/Fort Mitchell subcommittee meetings have been held. Additional meetings are planned as the project progresses through design and construction. Updates on the Aesthetic Committee meetings will be shared with the PAC prior to the public hearings.

Summaries of the PAC and Aesthetics Committee meetings will be published on the project website after each meeting.

## 4.5 BSB Corridor Website

The project team will maintain an independently hosted project website. HNTB and its subconsultants will prepare content for the site and submit to KYTC and ODOT for approval. Information will be updated regularly. The website describes four project sections (Ohio, Kentucky, the Brent Spence Bridge, and the New I-71/75 Bridge) and includes descriptions and facts for each. Other areas of the website include information relative to funding, a document center, the environmental process, current news coverage and newsletters, area maps, information for individuals and businesses that desire to work on the project, and pages dedicated to traffic and construction updates. There is also a section where individuals can sign up for periodic project updates and to submit questions or comments. The website will provide information about upcoming public involvement activities, and the website address will be included on all public involvement materials.

## 4.6 ODOT Project Websites

In addition to the website for the overall BSB Corridor Project, ODOT maintains separate project-specific websites for the three separate construction phases and the new companion bridge which can be accessed via the “Projects” page on ODOT’s website (<https://www.transportation.ohio.gov/projects>). These project websites will direct individuals to the BSB Corridor Project website at least until construction begins. They may be used during the construction phases to provide up to date construction information for the individual construction phases.

## 4.7 Newsletters

The project team will prepare electronic project newsletters that summarize key project information, provide project updates, and list information about upcoming public involvement opportunities. KYTC and ODOT will review newsletter content and layout prior to publication. Electronic copies of the newsletters will be distributed to the project mailing list, made available on the BSB Corridor website, and provided in hard-copy format upon request. Newsletters will also be translated into Spanish and made available to the public.

## 4.8 Social Media

A Facebook page ([www.facebook.com/BSBCorridor](http://www.facebook.com/BSBCorridor)), a Threads feed ([www.threads.net/@bsbcorridor](https://www.threads.net/@bsbcorridor)), and X channel (formerly known as Twitter) ([twitter.com/BSBCorridor](https://twitter.com/BSBCorridor)) will be established. Rasor Communications, will:

- Develop and post relevant content, including visual imagery;
- Monitor and respond to questions and comments; and
- Analyze engagement to inform ongoing outreach efforts.

In addition, the project team may develop informational videos for the project that may be posted on social media sites such as YouTube.

KYTC and ODOT will review all social media content prior to publication, including responses to questions and comments.

## 4.9 Media Relations

The project team will work together to keep the media well-informed about project development, project-related issues, and public involvement opportunities. Whereas KYTC and ODOT will take the lead on media relations, the consultant staff will be available to assist as needed, including preparing media kits, writing and distributing news releases and alerts, coordinating interviews, preparing speaking points, etc. A list of key media contacts will be maintained and updated. The list includes the names, media affiliations and contact information for those local media contacts likely to be covering the project.

## 4.10 Design and Construction

KYTC and ODOT are committed to a robust public and stakeholder involvement process during the design and construction phases of the BSB Corridor Project. To facilitate public involvement and outreach, this Public Engagement Plan will be updated to guide public and stakeholder engagement during the design and construction phases of the project. At a minimum, the following opportunities for public and stakeholder involvement will occur:

- When innovations are proposed, KYTC and ODOT will share recommendations with local cities and counties and will gather feedback from local agencies that may be affected by any changes. Each local entity will be responsible for soliciting public feedback on innovations as part of their review and comment process. When KYTC, ODOT, and FHWA determine that an innovation will be incorporated into the project, the public will be informed of the decision.
- KYTC will coordinate with the Northern Kentucky cities along the corridor and Kentucky first responders to ensure the completed project accommodates emergency response access to the C-D and mainline roadways.
- KYTC, ODOT, and the design-build team will regularly engage with the BSB Corridor Diversity & Inclusion Outreach Committee during the Phase III progressive design-build contract.
- KYTC will continue to coordinate with the City of Covington during the implementation of measures to mitigate adverse effects to the Lewisburg Historic District.
- ODOT will continue to coordinate with the Cincinnati Preservation Association during the implementation of measures to mitigate adverse effects to Longworth Hall.
- KYTC will provide information about the demolition contractor to the Kenton County Historical Society and the City of Covington Historic Preservation Office to allow the interested parties to discuss the possibility of material recovery and salvage.
- ODOT will provide the Ohio Section 106 consulting parties an opportunity to review and comment on final design plans in Ohio.
- KYTC will conduct a noise abatement public meeting and surveys with benefited receptors at each location where noise barriers are proposed and will coordinate with the City of Covington to evaluate the use of transparent noise barriers to preserve views of Goebel Park from the highway and to preserve views of the skyline and across I-71/I-75 from surrounding neighborhoods.

- ODOT will conduct noise abatement public involvement with benefited receptors where noise abatement has been determined to be feasible and reasonable.
- KYTC and ODOT will engage the Aesthetics Committee and the Aesthetics subcommittees to finalize and confirm aesthetic treatments in the corridor.
- Local cities and counties will be given the opportunity to review and comment on the traffic management plan, the MOT plan, and the incident management plan for all project phases. These plans will also be coordinated with the regional incident management task force. KYTC and ODOT will also continue to communicate and coordinate construction activities with local cities and counties.
- KYTC and ODOT will continue utility coordination throughout design and construction for each project phase.
- KYTC will continue to coordinate with the City of Covington regarding its new master planning efforts for the Goebel Park Complex, the schedule for construction activities affecting the complex, and the transfer of replacement land within the complex.
- ODOT will continue to coordinate construction activities affecting the Firefighters Memorial and Ezzard Charles Park with the City of Cincinnati.
- Prior to construction, ODOT will coordinate with the City of Cincinnati to develop cost sharing and maintenance agreements for the widened portions of the Ezzard Charles Drive bridge over I-75.
- KYTC and ODOT will continue to coordinate with the Project Advisory Committee to provide project updates and gather feedback during the design and construction of the project.
- For all project phases, information about design decisions, construction sequencing, project highlights, and construction schedules will be shared with the public through project website updates, social media, e-newsletters, local media, presentations to local groups, and virtual project updates. Information about ongoing project activities will be shared on a regular basis, and information about milestones (such as the start of a construction phase) will be shared as appropriate. Specific to the Phase III progressive design-build contract, the public will be informed of major decisions, as appropriate.
- KYTC and ODOT will establish multiple methods for the public to make inquiries about the project during detailed design and construction (including via the project website, email, direct mailings, and phone) and will provide timely responses to inquiries that are received.

## 5 Implementation Schedule

Table 3 includes the schedule for key public involvement opportunities for the BSB Corridor Project.

**Table 3. Public Involvement Schedule**

<b>Activity</b>	<b>Timing</b>
Project Advisory Committee Meeting	2 <sup>nd</sup> Quarter 2022
EJ/Neighborhood Outreach Meetings	4 <sup>th</sup> Quarter 2022
Project Advisory Committee Meeting	3 <sup>rd</sup> Quarter 2023
Open House Project Update Meetings	3 <sup>rd</sup> Quarter 2023
Supplemental EA/Public Availability	4 <sup>th</sup> Quarter 2023 - 1 <sup>st</sup> Quarter 2024
Project Advisory Committee	1 <sup>st</sup> Quarter 2024
Public Hearings	1 <sup>st</sup> Quarter 2024
NEPA Decision	1 <sup>st</sup> Quarter 2024 - 2 <sup>nd</sup> Quarter 2024

Table 4 lists the minimum public and stakeholder engagement activities to occur during final design and construction.

**Table 4. Ongoing Public and Stakeholder Coordination Schedule**

<b>Activity</b>	<b>Timing</b>
Stakeholder Coordination and Public Notification for Innovation Concepts	Phase III - Proof-of-Concept
Stakeholder coordination for emergency response access in Kentucky	Phase III - Project Development
Diversity & Inclusion Outreach Committee Coordination	Phase III - Proof-of-Concept, Project Development, Construction
Kentucky Coordination with City of Covington for Lewisburg Mitigation	Phase III - Project Development, Construction, Post-Construction
Ohio Section 106 Consulting Party Coordination	Phases I and II - Plan Development Phase III - Project Development
Kentucky Section 106 Consulting Party Notification of Demolition Contractor	Phase III - Construction
Kentucky Noise Abatement Public Meeting and Surveys	Phase III - Project Development
Ohio Noise Abatement Public Involvement	Phases 1 and II - Plan Development
Aesthetics Committee and Subcommittees Coordination	Phases I and II - Plan Development Phase III - Proof-of-Concept, Project Development
Stakeholder Coordination for Traffic Management Plan, Maintenance of Traffic Plan, and Incident Management Plan	Phases I and II - Detail Design Phase III - Project Development
Utility Coordination	Phases I and II - Plan Development, Construction Phase III - Proof-of-Concept, Project Development, Construction

Activity	Timing
<i>Table 4 (cont.)</i>	
Coordination with City of Covington for New Goebel Park Master Plan, Schedule, and Replacement Land	Phase III - Project Development, Construction, Post-Construction
Coordination with City of Cincinnati for Work Near Firefighters Memorial and Ezzard Charles Park	Phases II and III - Construction
Coordination with City of Cincinnati for Cost Sharing and Maintenance Agreements for Ezzard Charles Drive Bridge	Phase II - Design, Construction
PAC Meetings	Phase III - Proof-of-Concept (Innovation Concepts) and Project Development Phase I, II, and III - Begin of Construction Phases
Public Information Activities	Ongoing

## 6 Comments, Responses and Follow-up

Throughout the duration of this project, individuals expressing interest in the project will be added to the project mailing list. Comments received from the public in the period leading up to the public availability of the SEA will be collected and addressed through the following process:

- On an approximately weekly basis, the consultant team will compile comments received from the project website and emails to ODOT and KYTC.
- The consultant team will prepare draft responses.
- KYTC/ODOT will review/edit responses.
- KYTC/ODOT will send responses to the comments.
- Comments received during outreach activities will be compiled and handled in the same way as above.
- The compiled comments and responses will be posted on the project website on a monthly basis and included in a *Public Involvement Summary*, which will be incorporated into the SEA.
- FHWA will be provided a copy of comments and responses on an approximately monthly basis.
- Screenshots of social media questions, comments, and responses will be provided in the *Public Involvement Summary* and SEA, as appropriate.
- All information provided via electronic media will be made available in hard copy format upon request.

Once the SEA is made publicly available, the public will be provided a minimum 30-day period to provide comments on the SEA. Comments received from the public during the SEA public availability period will be collected and addressed through the following process:

- The consultant team will compile comments received and provide to KYTC/ODOT/FHWA.
- On an approximately weekly basis, the consultant team will prepare initial draft responses.
- KYTC/ODOT/FHWA will review, edit, and finalize responses.
- The compiled comments and finalized responses will be incorporated into the *Public Hearing Summary*, which will be made available to the public via the project website after it is finalized and approved by FHWA.

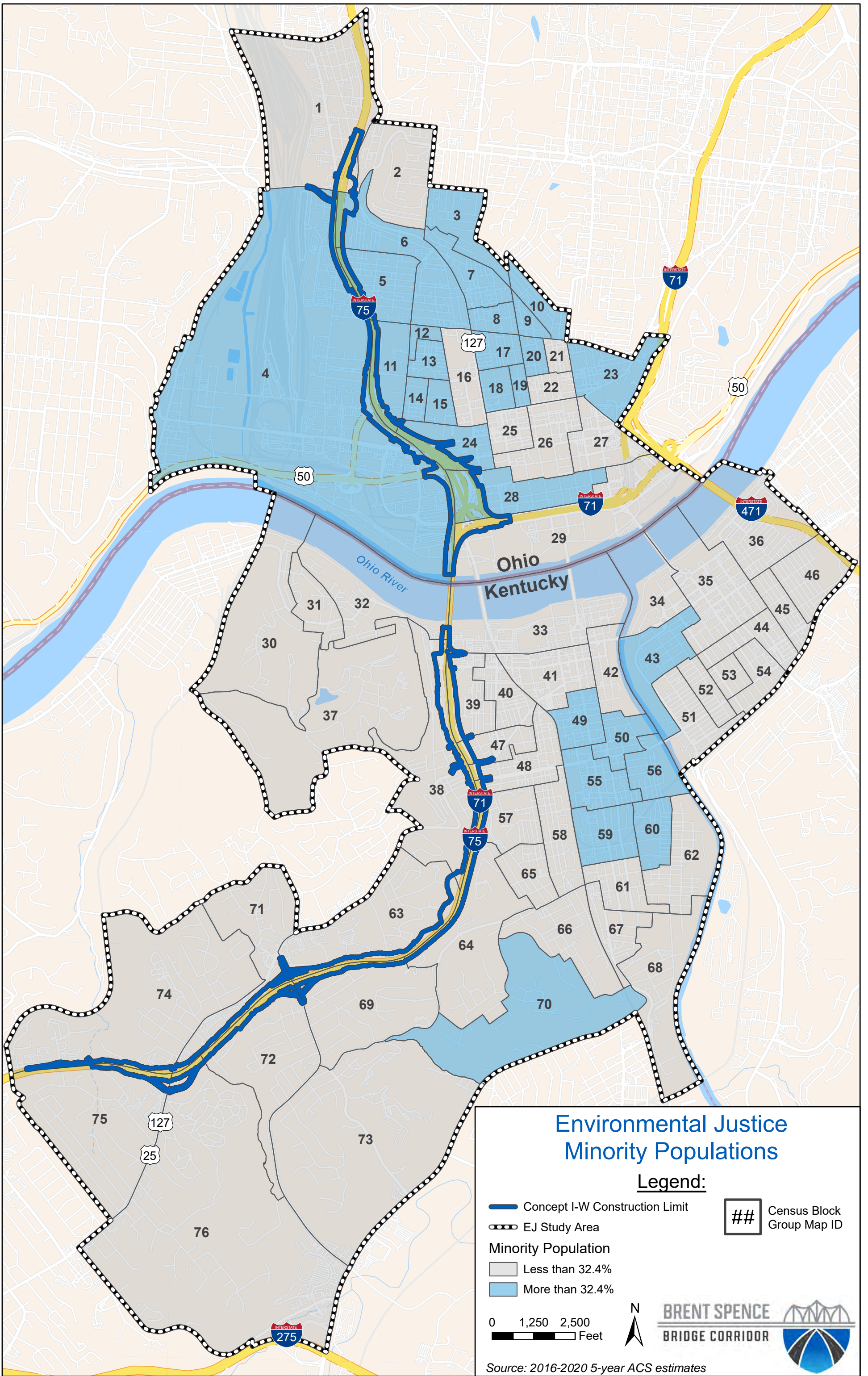


# Appendix A

## Demographic Mapping






*Notes:*

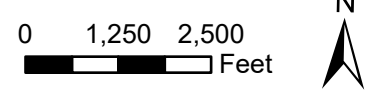
- 1. The following populations were included: minority, low-income, older adults (over 64), individuals with limited English proficiency (LEP), adults with disabilities, and zero-car households.*
- 2. A U.S. Census block group was determined to contain a specific population if it exceeded the average for in the study area.*
- 3. Low-income was defined as up to 1.99 times the poverty thresholds established by the U.S. Census Bureau.*
- 4. Disability is analyzed using US Census data for persons 18 years and older with disabilities.*



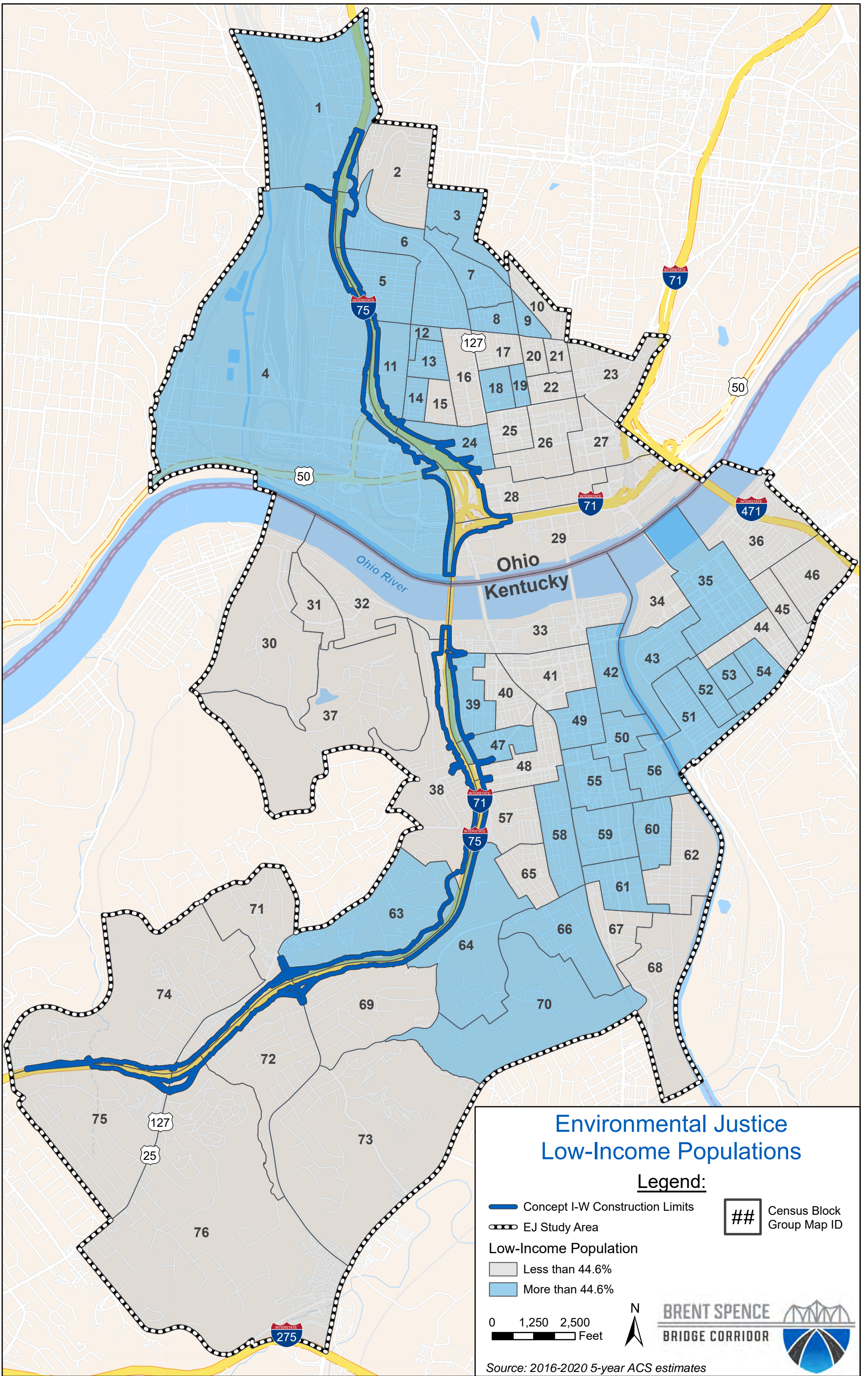
## Environmental Justice Minority Populations

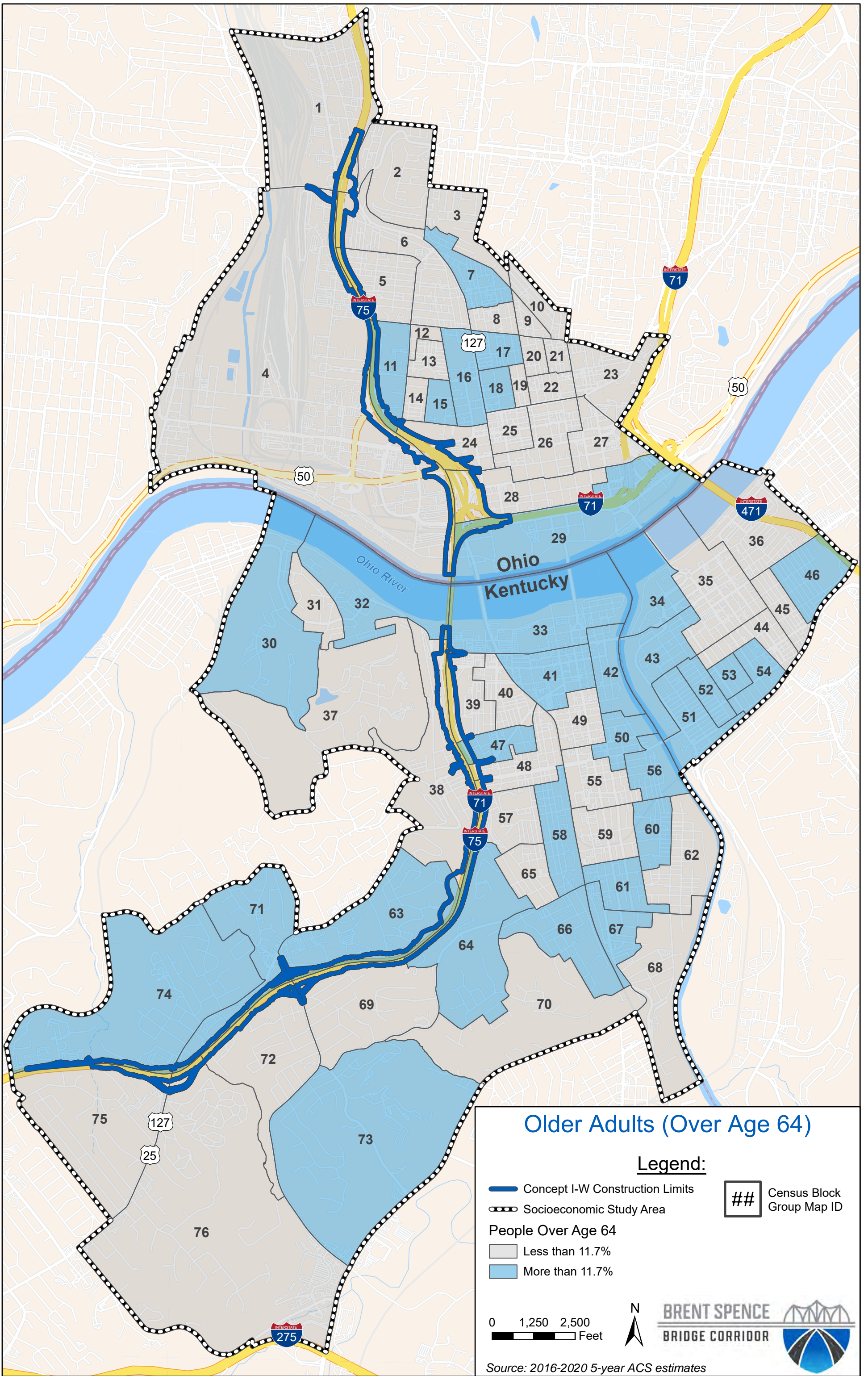
### Legend:

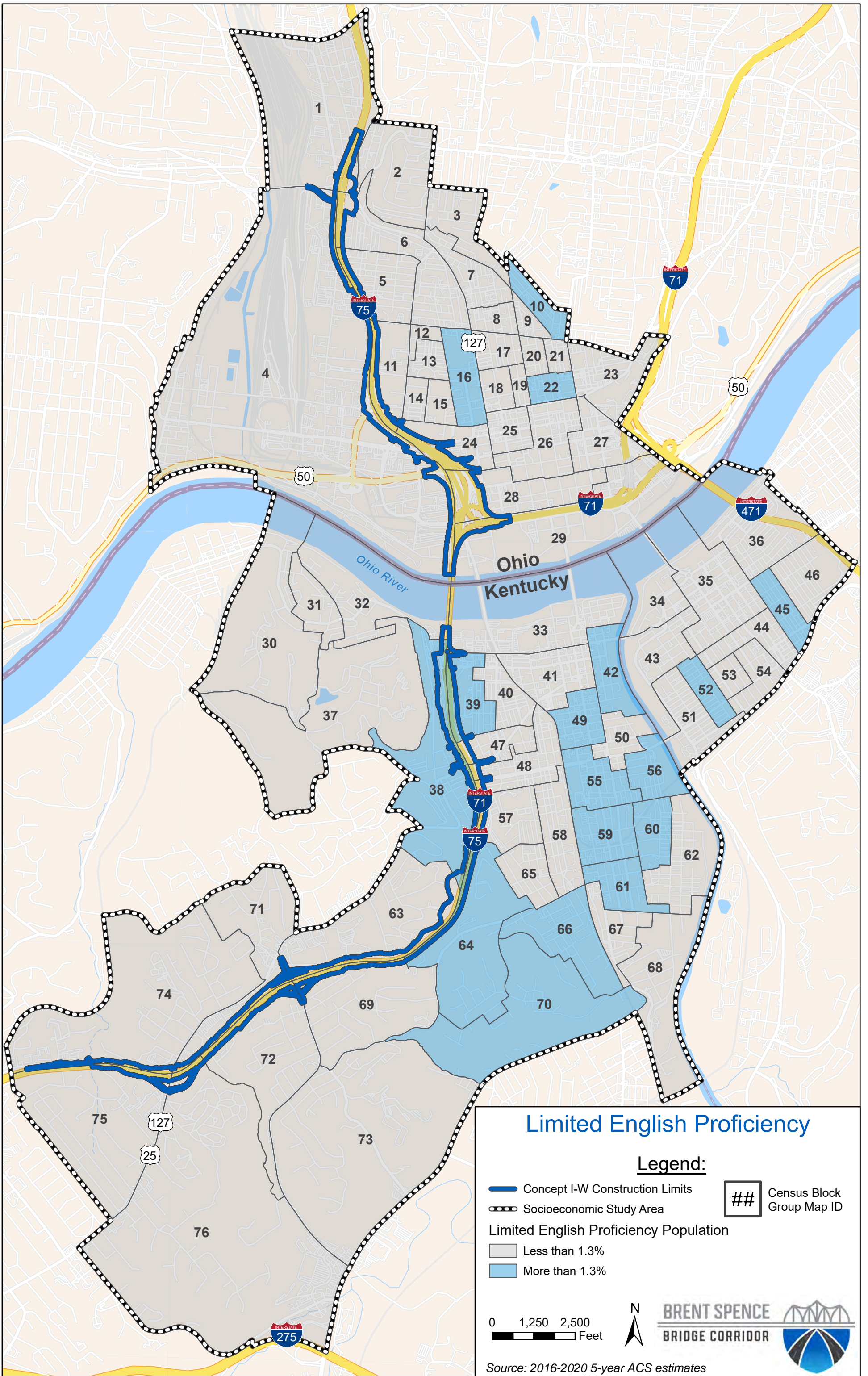
-  Concept I-W Construction Limit
-  EJ Study Area
-  Census Block Group Map ID
- Minority Population**
-  Less than 32.4%
-  More than 32.4%



Source: 2016-2020 5-year ACS estimates












## Limited English Proficiency

### Legend:

-  Concept I-W Construction Limits
-  Socioeconomic Study Area
-  Less than 1.3%
-  More than 1.3%
-  ## Census Block Group Map ID

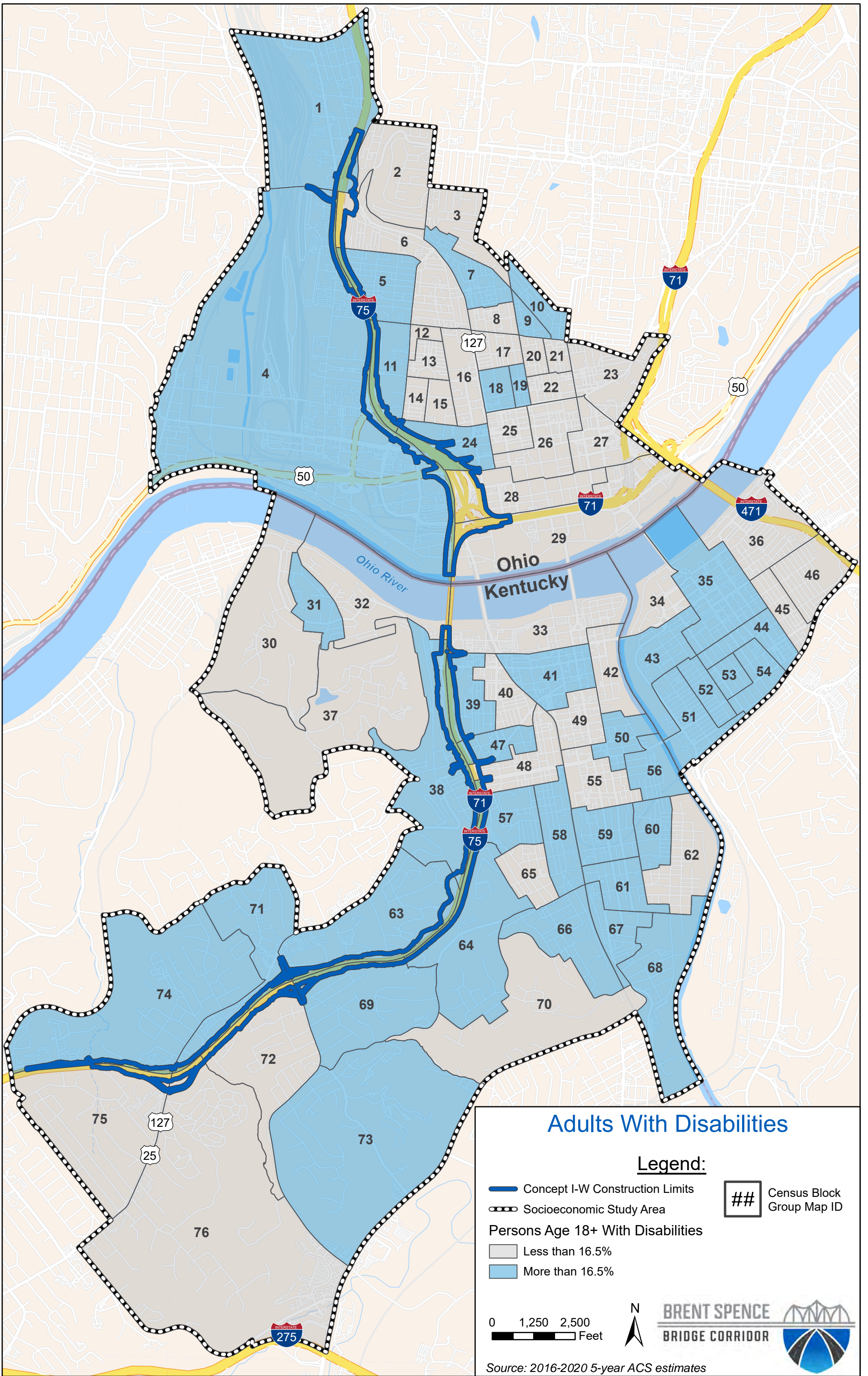
0 1,250 2,500 Feet

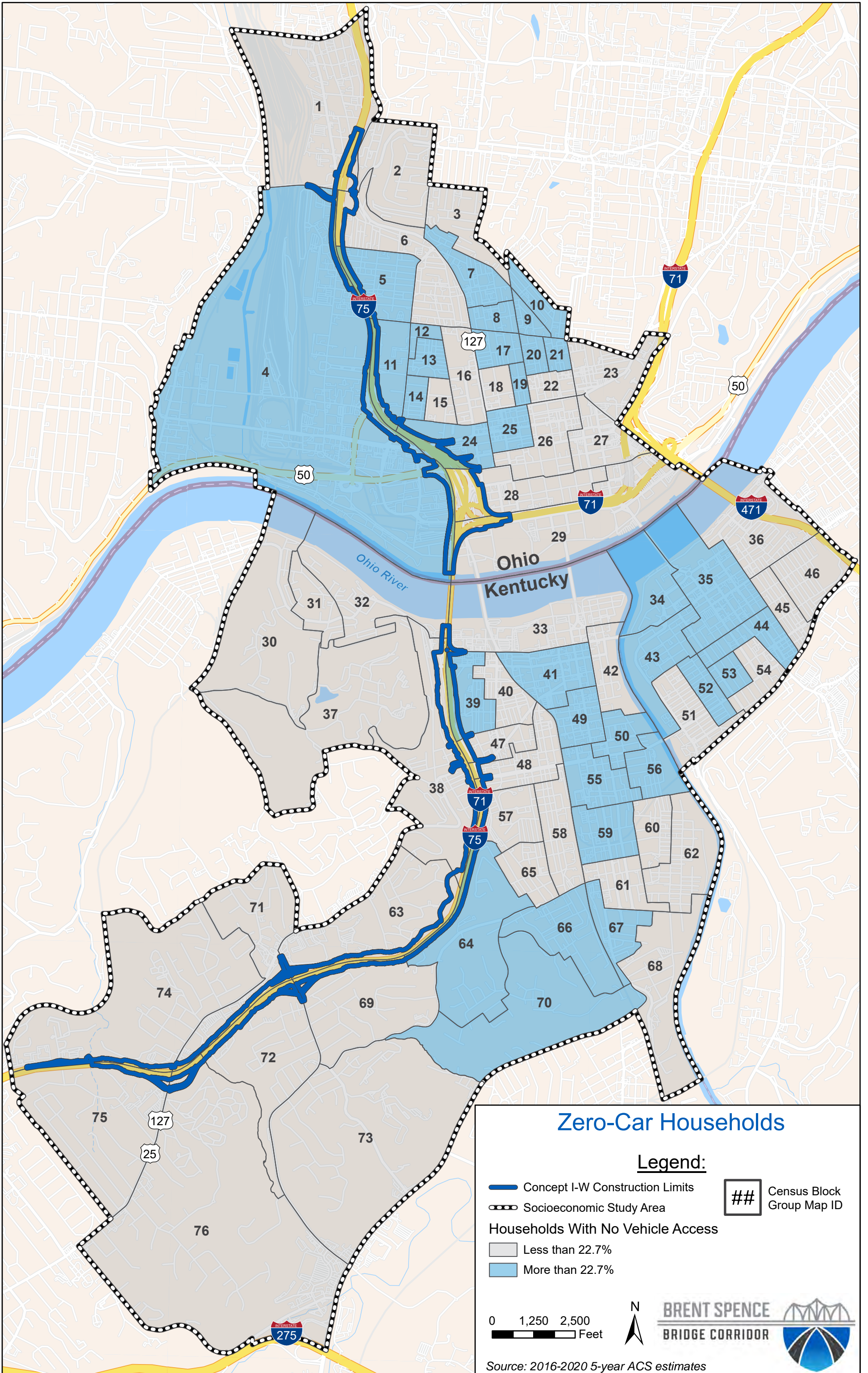


**BRENT SPENCE**  
BRIDGE CORRIDOR



Source: 2016-2020 5-year ACS estimates





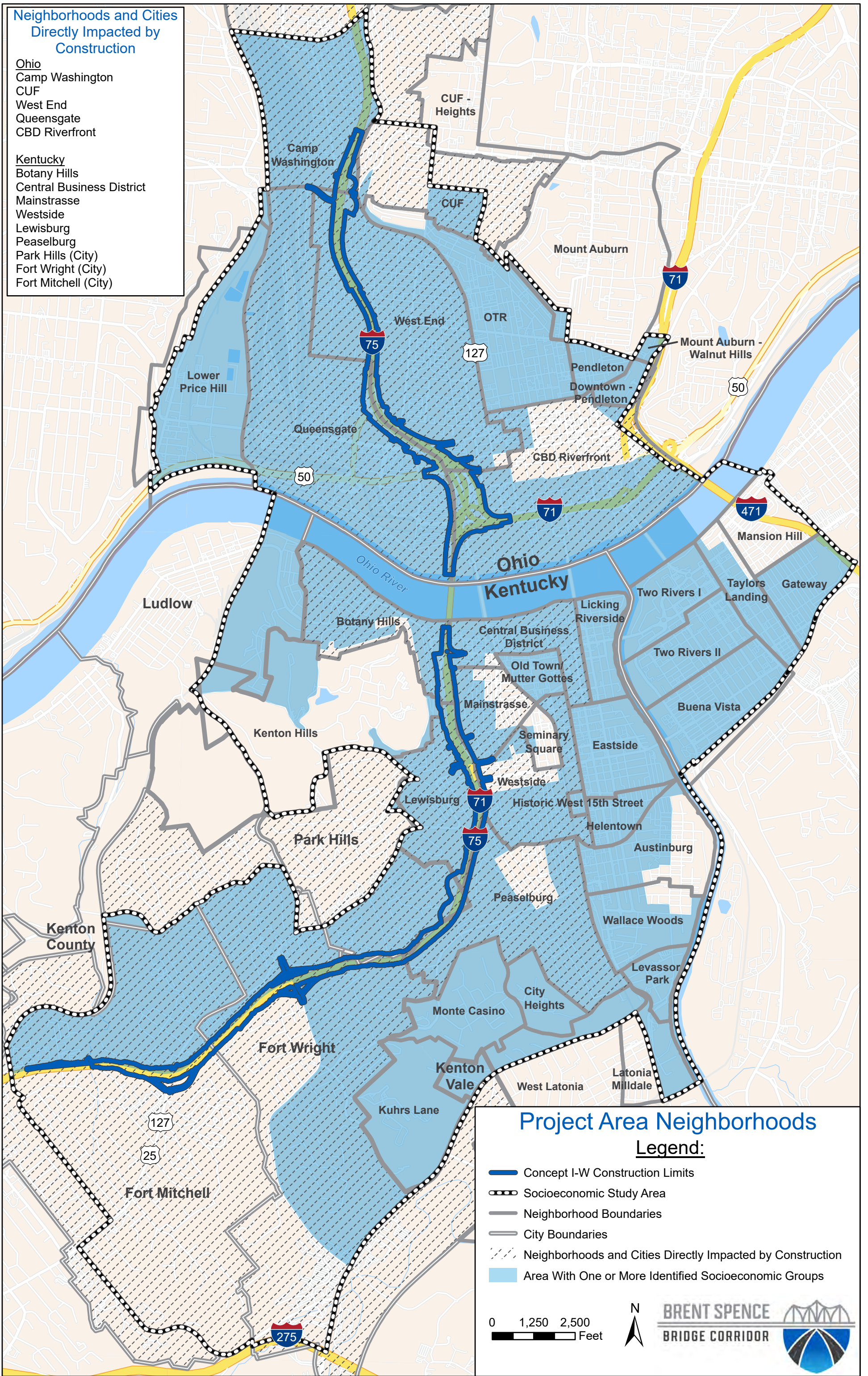
# Appendix B

## Project Area Neighborhoods



**Neighborhoods and Cities Directly Impacted by Construction**

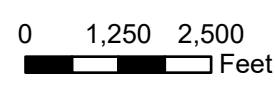
- Ohio
- Camp Washington
- CUF
- West End
- Queensgate
- CBD Riverfront
  
- Kentucky
- Botany Hills
- Central Business District
- Mainstrasse
- Westside
- Lewisburg
- Peaselburg
- Park Hills (City)
- Fort Wright (City)
- Fort Mitchell (City)



**Project Area Neighborhoods**

**Legend:**

- Concept I-W Construction Limits
- Socioeconomic Study Area
- Neighborhood Boundaries
- City Boundaries
- Neighborhoods and Cities Directly Impacted by Construction
- Area With One or More Identified Socioeconomic Groups



**BRENT SPENCE**  
BRIDGE CORRIDOR

