

Comment Number	Nature of Comment	Comment	Response
001	Storm and Sanitary Ft. Wright Ramps	<p>06/12/2022 - Email - I am on the Fort Wright City Council and past member of the Board of Sanitation District No. 1 thus these two points.</p> <p>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. Dave 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 project. No more water was to be directed to Covington. Not sure of this part, maintenance of this piping was to be the responsibility of the transportation cabinet. This note is a reminder of that commitment, so those attributes are included in the design.</p> <p>The second point that needs to be addressed are the proposed exits and entrances to I75 at Fort Wright. As we understand these, as drawn, place an economic burden on merchants 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. The city with its engineering team would like to meet with the transportation planners so we can, 1) understand the drawings, and 2) arrive at an understanding that negates our concerns about the impact to The City.</p>	<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> <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 Ft. Wright 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 will continue to coordinate the projects impacts with the City of Ft. Wright through the project's design and construction phases.</p>

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002	Bridge Closures	07/02/2022 - Web Comment - I use I-71 from Louisville to get to Columbus Ohio. My last trip I was very excited that the southbound trip over the bridge was no longer detoured. Is the northbound repair work done? I travel from the St Louis area and used to take I-70 to Columbus but it is a royal mess around Indianapolis and I prefer to take 64 to 71. Please let me know as I can take another bridge but it is not as convenient as the Brent Spence Bridge. Thank you.	The Brent Spence Bridge is not under any long-term closures. Travelers can review real-time traffic information to determine if their routes are affected by work zones or other incidents at: https://goky.ky.gov/ and https://ohgo.com/ .
003	Project Mailing List	07/05/2022 - Web Comment - I'd like to receive the BSB updates.	This individual was added to the project mailing list.
004	Project Mailing List	07/06/2022 - Web Comment - Please register me.	This individual was added to the project mailing list.
005	Aesthetics Noise	07/09/2022 - Web Comment - I am on the Fort Wright City Council. These thoughts are in addition to my previous suggestions. 1) When traveling North on I75 say to Dayton several overpasses have been decorated by 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. The city would like to discuss 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. 2) 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.	A Project Aesthetics Committee was formed as a subgroup of the Project Advisory Committee (PAC) to evaluate aesthetic treatments through the corridor, including corridor themes during the project's initial development stages. The Aesthetics Committee is scheduled to reconvene in 2022 to continue its evaluation of aesthetics throughout the BSB corridor. KYTC is currently conducting a noise analysis to identify any noise impacts associated with the BSB Corridor Project and to identify mitigation measures for any identified impacts. KYTC will continue to coordinate the projects aesthetic and noise components with the City of Ft. Wright through the project's design and construction phases.
006	Construction	07/11/2022 - Web Comment - Is there a site already in place for suppliers to sign up and/or provide capabilities statements?	There is an option on the BSB Corridor Project Procurement Information website to submit contact information and submit comments or questions: www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/
007	Project Mailing List	07/15/2022 - Web Comment - Please add me to your contact list to receive project updates.	This individual was added to the project mailing list.
008	General Support	07/15/2022 - Web Comment - Looking forward to getting this done.	Comment noted.
009	Project Mailing List	07/15/2022 - Web Comment - Please add me to the mailing for updates. Thanks.	This individual was added to the project mailing list.

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010	General Support	07/15/2022 - Web Comment - Thanks.	Comment noted.
011	Project Mailing List	07/15/2022 - Web Comment - Please send updates.	This individual was added to the project mailing list.
012	Pike Street	07/15/2022 - Web Comment - How is the corridor going to affect Pike Street in Covington, KY?	Near Pike Street, Preferred Alternative I (Concept I-W) will widen I-71/I-75 from 7 to 11 lanes and will build two parallel collector-distributor (C-D) roadways to provide access to local streets. Traffic will exit I-71/I-75 and travel down the C-D road to access Pike Street. In addition, portions of Pike Street will be rebuilt to accommodate the widened interstate and C-D roads.
013	Project Mailing List	07/15/2022 - Web Comment - Subscribe.	This individual was added to the project mailing list.
014	Project Mailing List	07/15/2022 - Web Comment - Hello, we are one of 7 state welcome centers for KY. We would like to stay informed about the bridge project.	This email address was added to the project mailing list.
015	BSB Companion Bridge	07/15/2022 - Web Comment - Why are they making the new bridge smaller. That is where a large amount of traffic is.	The Preferred Alternative (Concept I-W) will rehabilitate and reconfigure the existing double decker Brent Spence Bridge (BSB) to reduce the number of lanes on each deck from four to three and increase inside and outside shoulder widths. The existing BSB will serve local traffic. In addition, it will construct a double decker companion bridge with five lanes on each deck west of the existing BSB. The new companion bridge will serve through (interstate) traffic. With both bridges, the total number of lanes across the Ohio River will increase from 8 to 16. Traffic analyses completed for the project show these lanes will restore acceptable traffic flow across the river.
016	Project Mailing List	07/15/2022 - Web Comment - Signing up.	This individual was added to the project mailing list.
017	Project Mailing List	07/15/2022 - Web Comment - Receive updates.	This individual was added to the project mailing list.
018	Project Mailing List	07/15/2022 - Web Comment - Please keep me informed. Thanks.	This individual was added to the project mailing list.
019	Traffic	07/15/2022 - Web Comment - I know everyone is happy the bridge is getting done. My concern is, is it going to be able to handle future traffic 40 yrs from now. I'm a big believer I-71 needs to be pushed around 275. Why is this so hard to understand.	The Brent Spence Bridge Corridor Project has been designed to support traffic projected to travel through the corridor through the year 2050, which is the standard design horizon for large infrastructure projects. Studies conducted by KYTC concluded that bypass options do not postpone the need for a new Brent Spence Bridge or the need for improvements to I-71/I-75.



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020	Project Mailing List	07/16/2022 - Web Comment - Please sign me up for updates.	This individual was added to the project mailing list.
021	General Support	07/16/2022 - Web Comment - The new 2022 revision is awesome. Way to go Governor's! I can't wait 'till this is shovel ready! God Speed!	Comment noted.
022	Project Mailing List	07/16/2022 - Web Comment - Sign me up.	This individual was added to the project mailing list.
023	Project Mailing List	07/16/2022 - Web Comment - Please sign me up for regular updates.	This individual was added to the project mailing list.
024	Project Mailing List	07/16/2022 - Web Comment - Trying to sign up for updates in the Brent Spence bridge.	This individual was added to the project mailing list.
025	Project Mailing List	07/16/2022 - Web Comment - Please provide updates on the Brent Spence project.	This individual was added to the project mailing list.
026	Project Mailing List	07/16/2022 - Web Comment - Add me to your update list please.	This individual was added to the project mailing list.
027	Project Mailing List	07/16/2022 - Web Comment - Updates on Brent Spence bridge please.	This individual was added to the project mailing list.
028	Project Mailing List	07/16/2022 - Web Comment - Sign me up	This individual was added to the project mailing list.
029	Project Mailing List	07/16/2022 - Web Comment - Please send bridge updates to my email	This individual was added to the project mailing list.
030	Project Mailing List	07/17/2022 - Web Comment - I'd like to be on email update list.	This individual was added to the project mailing list.
031	Project Mailing List	07/17/2022 - Web Comment - Signing up for emails about the project updates	This individual was added to the project mailing list.
032	Noise Air Quality Right-of-Way	07/17/2022 - Web Comment - As a resident of West Covington who will be impacted by this expansion, what will you be doing to reduce noise levels and pollution that will subsequently come from this proposal? Also, how can I find out what streets will be impacted and potentially fall to eminent domain?	KYTC is currently conducting a noise analysis to identify any noise impacts associated with the BSB Corridor Project and to identify mitigation measures for any identified impacts. Air quality analyses conducted for the project showed reduced vehicle emissions due to reduced traffic in the corridor. Mapping showing relocations associated with the project will be available at the project's public hearing.
033	Project Mailing List	07/17/2022 - Web Comment - I would like to get updates on the project.	This individual was added to the project mailing list.

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034	Project Mailing List	07/18/2022 - Web Comment - Please provide updates on the Brent Spence Bridge and associated area improvements.	This individual was added to the project mailing list.
035	Project Mailing List	07/18/2022 - Web Comment - Please send updates.	This individual was added to the project mailing list.
036	Project Mailing List	07/18/2022 - Web Comment - Please sign me up.	This individual was added to the project mailing list.
037	Roadway/Bridge Design	07/18/2022 - Web Comment - I am assuming there will be a divider between the north and southbound lanes on the updated drawing. It doesn't seem very safe to have north and south bound traffic side by side without a barrier between them. People aren't always good at holding their lane. We have enough bad accidents when everybody travels in the same direction. I am also curious what type of protection will be on the outer lanes to prevent vehicles from being jettisoned into the river. It seems to be a common practice to just put a short concrete wall on the edges, which has proven to be deadly for disabled vehicles in the past.	All northbound and southbound traffic on I-71 and I-75 will be separated with a median barrier. The outside lanes on the bridges over the river will be protected by a bridge parapet that meets all current safety standards. In addition, standard shoulders will be provided on the existing and new companion Brent Spence Bridges to provide room to accommodate disabled vehicles.
038	Project Mailing List	07/21/2022 - Web Comment - I wanted to sign up to receive updates on the project.	This individual was added to the project mailing list.
039	Project Mailing List	07/21/2022 - Web Comment - Send updates.	This individual was added to the project mailing list.
040	Project Mailing List	07/21/2022 - Web Comment - I am an acoustic design consultant and working with several clients on potential highway noise from the project. Please send project updates. Thank you.	This individual was added to the project mailing list.
041	Project Mailing List	07/21/2022 - Web Comment - Please include me in any updates, thanks.	This individual was added to the project mailing list.
042	Project Mailing List	07/21/2022 - Web Comment - Looking forward to updates on the new bridge.	This individual was added to the project mailing list.
043	Project Mailing List	07/22/2022 - Web Comment - Sign me up.	This individual was added to the project mailing list.
044	Project Mailing List	07/22/2022 - Web Comment - Please keep me updated on the progress of the bridge project.	This individual was added to the project mailing list.

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045	Right-of-Way	07/26/2022 - Web Comment - My daughter's home is located at [REDACTED] Watkins Street, in Covington, which is right next to the 12th Street ramp to Southbound I-71/I-75. Will her home be taken for the bridge expansion?	Based on current plans, the property located at 607 Watkins Street is a potential partial acquisition (strip taking - a portion of the land, but not the structure) and could be impacted by the project. We have secured the services of a consulting firm to assist in the right of way process for the project. For additional information, please contact Mark Askin with Strand Associates (information provided).
046	Contact Information	07/27/2022 - Web Comment - Is there an email address to which public comments can be sent, in lieu of using this online form?	Emailed comments may be directed to: mailto:info@brentspencebridgecorridor.com .
047	Roadway/Bridge Design	07/28/2022 - Web Comment - On the KY side of the 'Through Traffic Bridge' - where is the 'alternate I71/75' ROAD going to be? Which side of I71/75 - East or West - will this new ROAD be? How will this new ROAD connect to the existing I71/75 in Ft. Mitchell?	My apologies in the delay of the response to your inquiry regarding project impacts associated with the Brent Spence Bridge Corridor Project, specific to property located along Watkins Street in Covington. Based on current plans, the property located at 607 Watkins Street is a potential partial acquisition (strip taking - a portion of the land, but not the structure) and could be impacted by the project.
048	Traffic	07/28/2022 – Email – Two main questions. By my calculations, the respective peak hours increase 75% from 2017 to the projection. The respective peak periods (the peak 4 or 5 hours) increase 30%. As you shared, we are assuming the peak periods would be consistent with pro-covid (at worst). This discrepancy creates real design challenges or opportunities for cost savings/design improvements. I can't speak specifically to design capacity of expressway lanes, but the current bridge with 8 narrow lanes with really-really troubling movements can run 91k vehicles at the respective AM/PM periods. The Companion Bridge with really great geometry and very normal movement has 73K vehicles on 10 lanes. If peak flow was consistent pre-covid, could you put 71 and local traffic on the original bridge? It probably all comes down to the black box, so just throwing out some observations.	Under the existing conditions, there are not enough lanes on I-71/I-75 to serve all the traffic attempting to travel through the corridor. As a result, the area serves as a bottleneck that constrains the number of vehicles that can pass through during peak periods, resulting in slowed traffic and backups across the BSB. The proposed improvements will add lanes to I-71/I-75, dramatically reducing these bottlenecks and allowing more traffic to pass through the corridor without slowing or stopping due to congestion. The apparent 75-percent increase in traffic volumes does not necessarily result from an increase in the number of vehicles desiring to travel through the corridor. Rather, it is an increase in the number of vehicles that are actually able to move unrestricted through the corridor during peak travel periods due to a reduction in traffic congestion. The remaining traffic growth is based on the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) travel demand model, which accounts for population and economic growth, among other factors. 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, the original BSB could not accommodate all I-71 and local traffic volumes.

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049	Project Mailing List	07/31/2022 - Web Comment - Please give me updates on any meetings open to public concerning the new bridge plans. Is it too late to give opinion on design of new bridge? Why is this important to me? A new exciting design will draw people to the area and show that Ohio/Kentucky are progressive states.	This individual was added to the project mailing list. There will be public involvement activities scheduled to allow interested persons to provide feedback on the project. All individuals included on the project mailing list will be notified of future public involvement activities.
050	Project Schedule	08/09/2022 - Web Comment - What is timeline for the project?	Construction on Phase I of the BSB Corridor Project (Findlay Street to Marshall Avenue) is anticipated to begin in 2028 and be complete in 2031. Construction on Phase II (Linn Street to Findlay Street) is anticipated to begin in 2025 and end in 2029. Construction on Phase III (the remainder of the project corridor, including the companion bridge over the Ohio River) is anticipated to begin in 2023 and be complete in 2029.
051	Project Risk Register	8/9/2022 - Web Comment - Could you email me an Excel or Word version of the Project Risk Register please? It is a very good register! Thank you	The requested information was provided to this individual on September 27, 2022.
052	Roadway/Bridge Design	08/09/2022 - Web Comment - Who is doing the design/engineering for the new bridge?	The project will utilize a Progressive Design-Build method for design and construction. A Request for Proposals is currently scheduled for January 2023. At that time, prospective design-build teams will prepare technical submittals. KYTC and ODOT will review the submittals, compile a "shortlist" of the most highly qualified proposers, conduct interviews, and select one design-build team to deliver the project. More information about the design-build process can be found at: www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement .
053	Roadway/Bridge Design	08/11/2022 - Web Comment - I believe there should be a separate bridge for trucks and cars.	Given the complex geometry of the Covington and Cincinnati approaches to the Brent Spence Bridge, it would not be feasible to construct separate bridges for trucks and cars that maintain all interstate movements and local connections to the Covington and Cincinnati street networks for both trucks and cars.
054	Right-of-Way	08/12/2022 - Web Comment - Hello, I have a rental property on W 12th St in Covington and I'm wondering if it might be taken for the new bridge. How and when will property owners be notified of this? The property is currently empty so I could make some major improvements, but don't want to do so if it will just be torn down in a year or two. The address is [REDACTED].	The property located at 635 W 12th Street in Covington is not within the construction limits of the proposed project and will not need to be acquired. KYTC has begun notifying some of the owners of properties impacted by construction of the BSB Corridor Project by certified letter. We will continue to work through this process and will conduct follow up meetings with individual property owners.

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055	Information Request	08/23/2022 - Web Comment - Please make Appendix E to the 2012 EA available. Thanks.	Appendix E was provided to this individual on 9/26/2022
056	Roadway/Bridge Design	08/22/2022 - Web Comment - I thought the new bridge design was a suspension bridge.	The new bridge design may be an arch bridge or a cable-stayed bridge. The decision about the final bridge design will be made during the project's design-build stage.
057	General Support	08/29/2022 - Web Comment - Keep at it.	Comment noted.
058	Project Mailing List	09/13/2022 - Web Comment - Please include me in the distribution list. Thanks.	This individual was added to the project mailing list.
059	Information Request	09/22/2022 - Web Comment - Can you share the engineering study appendices per the documents web page states they are available upon request. Thank you.	The requested information was provided to this individual on 9/26/2022
060	Alternatives	<p>10/08/2022 - Email - [Edited for brevity] The Brent Spence Bridge Corridor Project now has a chance to start because of the Bipartisan Infrastructure Law. However, this project is only the beginning of the necessary interstate infrastructure projects not only in the Cincinnati region but for the interstate system in Ohio, Kentucky, and across the nation, as even this project will reach traffic capacity design limits in the next 20 years, truth both for I-75 and I-70. I am advocating planning for alternatives to Interstate 75 and Interstate 70, both transcontinental routes, that will interconnect Midwestern states to the ports of the Atlantic and Pacific more directly ...</p> <p>Unfortunately, ODOT and KYTC have limited options when it comes to improving I-75 capacity. The Brent Spence Bridge is now 60 years old and functionally obsolete, and MUST be replaced, no question. I-75 will have to be widened by at least one lane in either direction through Cincinnati. However, this will also reach its limit in 20 years. Some proposals like the 4-lane Eastern Bypass are expensive and functionally obsolete from the beginning. Building I-75 subsurface 60 years after it was first build will be excessively expensive and produce a highway with a dangerous steep grade between the bridge and the subsurface section. ODOT was correct to reject both plans ...</p> <p>Three Future Interstate Corridors should be created by Congress as alternative traffic routes for I-75 and I-70: 1) Future I-73 2) Future I-66 3) Future I-50/Future I-60/Future I-70.</p>	<p>Comment noted.</p> <p>Potential future Interstate corridors are beyond the purpose and need and scope of the BSB Corridor Project.</p>

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061	Information Request	<p>10/09/2022 - Web Comment - Hello, I am requesting that the public comment paper titled "Working Position Paper: Redesign of the Brent Spence Bridge Project" by Ryan Laber, P.E as provided to ODOT and KYTC via email on 1/17/2022 be provided to me via email and made available on the project website for public review. Currently, the proposition paper is not available under the documents section of this website.</p> <p>It is not possible for one to make an informed opinion of the project team's response ("Ohio Department of Transportation Response to Public Comment: Working Position Paper: Redesign of the Brent Spence Bridge Project", dated approx. 10/1/2022) to this public comment without making the original public comment available.</p>	<p>The "Working Position Paper" was provided as requested.</p> <p>Because the "Working Position Paper" was not prepared by KYTC or ODOT as part of the BSB Corridor Project development but rather was submitted as a public comment, it will not be posted in the document center of the project website. However, it will continue to be provided upon request.</p>
062	Information Request	<p>10/19/2022 - Web Comment - Is it possible for you to send through a copy of the Appendices A to F that support the Design Summary report please?</p>	<p>The appendices to the Design Summary Report were provided as requested.</p>
063	Project Footprint	<p>10/25/2022 - ODOT Web Site - There is a once in a lifetime opportunity to reimagine this corridor. Please listen and hear citizens and community members who are loudly expressing interest in almost any other plan than the current. Giving the land that is current a sprawl of urban highway, back to the city would create some much opportunity for our city. At the very least, please add caps to the current plan. Additional retail and pedestrian space replacing the current mess would lead to so much growth for our city, both in pride and in dollars, similar to the banks. There are unfortunately many who are unaware of this project, and that alternatives actually exist, but who would absolutely cherish new city space.</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, and reducing the width of the companion bridge. In addition, 10 acres of excess ODOT property adjacent to Cincinnati's Central Business District can be transferred to the City of Cincinnati upon the project's completion. Finally, ODOT is continuing to coordinate with the City of Cincinnati to identify other refinements that will open up additional land to support Cincinnati in advancing its urban redevelopment goals.</p>

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064	Traffic Project Footprint	10/25/2022 - ODOT Web Site - The dual bridge plan will only invite more traffic to the highways thus negating any initial positive gains in how long it takes to get through this section of the city. We need to be using this federal funding to find ways to make traveling off interstates more efficient and accessible. Please rethink this plan and find ways to give back public/private land and encourage public transportation.	<p>The Brent Spence Bridge Corridor Project has been designed to support traffic projected to travel in the corridor through the year 2050, which is the standard design horizon for large infrastructure projects.</p> <p>As currently planned, 10 acres of excess ODOT property adjacent to Cincinnati's Central Business District can be transferred to the City of Cincinnati upon the project's completion. ODOT is continuing to coordinate with the City of Cincinnati to identify other refinements that will open up additional land to support Cincinnati in advancing its urban redevelopment goals.</p> <p>The project will construct sidewalks, shared use paths, and bike lanes that will connect to existing public transit stops.</p>
065	General Opposition	10/25/2022 - ODOT Web Site - Ideally, the Brent Spence should be sunk; the period in which the Brent Spence was not operating was functional and superior than normal operations. Through trucking should *not* go through the Cincinnati basin Short of this, the bridge should be rail and bike/ped only; there is no valid reason for automobiles and trucks to pass through the city at this juncture.	Your comments have been forwarded to the project team for their consideration and will be included in the public record.
066	Project Footprint Project Development Process	10/25/2022 - ODOT Web Site - Hello! If we're spending \$3 Billion on a vanity project for ODOT, we should at least do something worthwhile with it. This project gives us the opportunity to reduce the footprint of I-75 through downtown Cincinnati, correcting a terrible mistake made decades ago, and reconnecting a neighborhood decimated by racist transit policy. ODOT's refusal to consider any changes to their decades old plan, and refusal to further engage with residents or the City disgusts me as a lifelong Ohioan. Your response to the "Westway Emails" was filled with underhanded disrespect and proves how little you care about the input of regular Ohioans. Ten years is an incredibly long time; needs and wants change. Has ODOT approached the City at all within the past two-years to see if their preference to maintain the Downtown connections to I-75 has changed? Has ODOT truly considered significant deviation from the plans made 10 years ago? If so, I would like for those to be made public. Those alternatives should be presented and considered on equal ground as the current proposal. ODOT's handling of this project has been sorely disappointing. Be better.	<p>ODOT has coordinated closely with the City of Cincinnati during all stages of the project's development, including reductions to the project's footprint, access to downtown, redevelopment goals, aesthetics, multimodal accommodations, and other items. ODOT's partnership with the City of Cincinnati will continue through the project's design and construction.</p> <p>Since 2012, ODOT and KYTC have completed a number of additional studies and incorporated refinements into the preferred alternative for the Brent Spence Bridge Corridor Project. The documentation of these efforts is publicly available on the project website at: brentspencebridgecorridor.com. In addition, the public will be provided the opportunity to review project materials and provide formal comments at public hearings currently scheduled for July/August 2023.</p>

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067	Traffic	10/25/2022 - ODOT Web Site - The Brent Spencer Bridge could certainly use a facelift, however traffic crossing the bridge has been dropping for several years. It is unclear why an entirely new bridge is needed. If the desire is to improve traffic conditions, why are new designs not considering removing on/off ramps that are often the cause for such congestion. The removal of these ramps would greatly benefit the cities in both sides of the river.	<p>The Brent Spence Bridge Corridor Project has been designed to support traffic projected to travel in the corridor through the year 2050, which is the standard design horizon for large infrastructure projects.</p> <p>While the project must improve traffic flow on I-75, it must also maintain ramps that provide local access and mobility. ODOT is continuing to coordinate with the City of Cincinnati to refine local ramps in support of local accessibility, access, and redevelopment goals.</p>
068	Roadway/Bridge Design	10/25/2022 - ODOT Web Site - I urge the project planners to consider the redesign of the "highway spaghetti monster" proposed by Bridge Forward. This project would cost comparatively the same while increasing the amount of prime real estate available in the downtown Cincinnati area. This is an opportunity cost that could effectively pay for itself over a 50 year period. In my opinion and the opinion of most rational tax payers, this would be the best use of tax dollars in a project of this magnitude and permanence.	<p>ODOT carefully evaluated the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: HERE</p>
069	Project Footprint Quality of Life	10/25/2022 - ODOT Web Site - I would like to see this project do it's best to right the wrongs of highway planning. Reconnecting previously unconnected areas, shrinking the size of the highway and interchange footprint, and possibly adding mass transit to the mixture. I75 is currently a blight on the city of Cincinnati, especially near downtown and the West End, and with this project, it could be transformed to mitigate the negative effects of urban freeways.	<p>While the project's primary needs are to solve transportation problem, ODOT has also pursued other quality of life goals in the project's development. To that end, ODOT has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, improve water quality by separating storm water from the sanitary system, balance regional and local traffic needs, and reduce community impacts throughout the project's development.</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>

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070	Public Input	10/25/2022 - ODOT Web Site - Is there going to be an opportunity for public input on what the design of the bridge and surrounding interchange is going to be? Many in the community believe an alternate design should be considered that buries the highway and reconnects downtown similar to Fort Washington way and we would like an opportunity to provide our input.	The public will be provided the opportunity to review project materials and provide formal comments at public hearings currently scheduled for July/August 2023. ODOT has evaluated options for depressing I-75 similar to Fort Washington Way based on public comments received to date. Responses to those comments can be viewed on the project's website: HERE and HERE
071	Roadway/Bridge Design	10/25/2022 - ODOT Web Site - Right size and cap the highway between 4th and Ezzard Charles!!! The people of Cincinnati want downtown to be reconnected to our west side!! Most of it is already at the required depth to cap!!!	ODOT has evaluated options for depressing I-75 and constructing an urban street grid in Cincinnati based on public comments received to date. A response to those comments can be viewed on the project's website: HERE
072	Traffic	10/25/2022 - ODOT Web Site - The traffic studies from 2021 for this interchange show that no more than 9% southbound and 5% northbound traffic actually use any of the on or off ramps to downtown. Does this meet any current ODOT minimums for requiring these ramps?	ODOT does not have a minimum required traffic volume for interstate ramps and is continuing to coordinate the project's design with the City of Cincinnati to support local access and mobility needs.
073	Project Footprint	10/25/2022 - ODOT Web Site - Looking over the project there feels like a significantly better way to accomplish the goals set forward while still giving more land back to Cincinnati, I would not proceed with the project, it will be a disaster	Your comments have been forwarded to the project team for their consideration and will be included in the public record.
074	Project Footprint Roadway/Bridge Design	10/26/2022 - ODOT Web Site - Not shrinking the footprint of the project, similar to Fort Washington way would be a multi-generational mistake.	Your comments have been forwarded to the project team for their consideration and will be included in the public record.
075	Project Footprint	10/25/2022 - ODOT Web Site - This plan is a continued overbuild of a highway system through an urban area. We have an opportunity to improve flow AND reduce the footprint of the highway and you are doing neither. It's just more lanes. How many studies prove the uselessness of that until we learn? Scrap it and start over.	Your comments have been forwarded to the project team for their consideration and will be included in the public record.

Comment Number	Nature of Comment	Comment	Response
076	Roadway/Bridge Design	10/26/2022 - ODOT Web Site - I have been following this project for over a decade. I believe that the planning and public outreach for this project has been inadequate from the start. The project has been under development for so long that society's values have changed. The availability of funding is not a good reason to skip proper planning. The potential to return land to the urban core should be studied and a true conversation should be had about the impact of urban highways on the city should be acknowledged and mitigated. Are you actually open to design changes that would improve urban form? Or is this just a box checking exercise? Have modern views on urban highways been incorporated into this decades long project? How?	<p>ODOT has incorporated several features that reduce the project's footprint. As currently planned, 10 acres of excess ODOT property adjacent to Cincinnati's Central Business District will be transferred to the City of Cincinnati upon the project's completion. ODOT is also continuing to coordinate with the City of Cincinnati to identify other refinements that will open up additional land to support Cincinnati in advancing its urban redevelopment goals.</p> <p>In collaboration with the City of Cincinnati, ODOT has also incorporated features that support urban form, such as enhanced streetscape amenities, aesthetic treatments, and bicycle and pedestrian infrastructure to improve connectivity to transit, employment, healthcare, cultural, recreational, and commercial destinations.</p>
077	Transit Multimodal Project Footprint Roadway/Bridge Design	10/26/2022 - ODOT Web Site - 1.Cincinnati has made great gains in growing the pedestrian path network along the Ohio riverfront and this new bridge should include pedestrian/bike facilities also. Adequate protection measures and lighting should be added to the design accordingly. This can absolutely be accomplished on a limited access vehicle bridge ... [edited for brevity]. 2.New bridge should include designated transit lanes for bus and capacity for future rail including designated ROWs for a rail approach on the Ohio & Kentucky sides of the bridge. Transit usage is growing in Cincinnati: the streetcar is setting ridership records every month this year, a BRT plan is being finalized now, the 2021 Infrastructure Investment and Jobs Act included funding for passenger rail expansion which could be used to restart the 3C+D Amtrak rail service, a transit connection between Cincinnati and CVG is consistently the most-requested routes in planning discussions ... [edited for brevity] ... In summary, at the very least it should be demonstrated that the new bridge is future-proofed to add bus & rail transit when those efforts become a priority. I encourage your team to please revisit the proposal set forth by Vision Zero Cincinnati to expand transit in this river crossing. This proposal has been endorsed by leaders of City of Cincinnati and merits consideration. 3.Every effort should be made to reduce the physical footprint of the highway, on/off ramps, and associated structures. The "spaghetti" of highways and fly-over ramps next to downtown Cincinnati is confusing and dangerous for drivers to navigate, a physical boundary to East-West travel & development, a	<p>Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. 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 because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge. Furthermore, any new rail crossings of the Ohio River will need to be evaluated as part of a separate project.</p> <p>ODOT carefully evaluated the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: HERE</p>

Comment Number	Nature of Comment	Comment	Response
077 (cont.)	Transit Multimodal Project Footprint Roadway/Bridge Design (cont.)	poor use of valuable land, and an eyesore to anyone who experiences it. The reduction of the highway footprint should prioritize returning contiguous, usable, parcels of land back to the city. Small slivers of freed-up property here & there are useless for any new meaningful purpose and will only become more grass for ODOT to mow. I encourage your team to please revisit the proposal set forth by the Bridge Forward Coalition to reduce the highway's physical footprint to return entire blocks of land to the city for new housing, offices, and business uses. This proposal has been endorsed by leaders of City of Cincinnati and merits consideration.	
078	Roadway/Bridge Design	10/26/2022 - ODOT Web Site - The Bridge Forward design meets and exceeds the proposed plans for the bridge. It has the potential to spend less money, reduces the impact of the highway on our city and environment, and provides better outcomes for the community while still achieving the desired traffic improvements. At the very least concepts from the Bridge Forward design should be reviewed and potentially incorporated.	Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. ODOT carefully evaluated the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: HERE
079	Project Footprint Multimodal	10/26/2022 - ODOT Web Site - I do not think expanding the already massive footprint of the interstate benefits the people of the area or the cities of Cincinnati and Covington. The massive expansion proposed will limit opportunities for growth and further divide Cincinnati's urban core. There is no need for that many entrance and exit ramps. People can drive an extra few blocks to get into the interstate. Also, the new companion bridge or the Brent Spence could have some pedestrian and bicycle infrastructure added. Overall, the project seems to aim to create even more disruption and hostile infrastructure sprawl into the heart of our city, rather than connecting our area in a way that benefits the people who live here.	<p>Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. 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, and reducing the width of the companion bridge. In addition, 10 acres of excess ODOT property adjacent to Cincinnati's Central Business District will be transferred to the City of Cincinnati upon the project's completion. Finally, ODOT is continuing to coordinate with the City of Cincinnati to refine local ramps in support of local accessibility, access, and redevelopment goals.</p> <p>Pedestrian and bicycle accommodations are not planned on the new companion bridge because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge.</p>

Comment Number	Nature of Comment	Comment	Response
080	Design-Build Process	<p>10/28/2022 - Web Comment - Hello there! Singh & Associates, Inc. is very interested in participating on this transformational project. As an Ohio Unified Certification Program (UCP) Disadvantaged Business Enterprise (DBE), our firm can help the project team fulfill the DBE participation goals, provide high-quality engineering services for roadway lighting/electrical, and bring new firm expertise and services to the Ohio & Kentucky transportation markets.</p> <p>Please reach out directly if there are ways to position our firm to be on the progressive design-build teams that will be pursuing this once-in-a-generation opportunity.</p>	<p>Information regarding the progressive design-build procurement can be accessed on the BSB Project Procurement Information website: www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/</p> <p>Questions and comments can also be submitted on the procurement website.</p>
081	Roadway/Bridge Design Project Footprint	<p>11/1/2022 - ODOT Web Site - It is critical to the future of our city and region that we do not proceed with a plan that doesn't fully leverage the immense amount of tax money being spent on it. Reducing and trenching the proposed highways and ramps to return land to productive use, reconnect the street grid, and put the focus back in people and not vehicles is important to allowing the city to grow for the next 50 years. Reducing the negative impact of vehicles on our cities where we live, work, and play is possible and this project can be transformative in a positive way, but only if we don't keep designing highways like we have in the past.</p>	<p>Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. ODOT has evaluated options for trenching I-75 based on public comments received to date. Responses to those comments can be viewed on the project's website: HERE and HERE</p>
082	General Opposition	<p>11/1/2022 - ODOT Web Site - We don't need a highway interchange downtown. Such a waste of space.</p>	<p>Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. Your comments have been forwarded to the project team for their consideration and will be included in the public record.</p>
083	Roadway/Bridge Design Project Footprint	<p>11/1/2022 - ODOT Web Site - Asking planners to consider the proposal put forward by the Bridge Forward project. This is an historic opportunity to reconnect neighborhoods destroyed as part of the original I-75 build. If a companion bridge is to be built, it should majorly reduce the highway footprint connecting to downtown Cincinnati to allow for a modern, well-connected, and multimodal urban environment. No more "spaghetti mess"!</p>	<p>Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. ODOT carefully evaluated the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: HERE</p>

Comment Number	Nature of Comment	Comment	Response
084	Roadway/Bridge Design Project Footprint	11/1/2022 - ODOT Web Site - I feel very strongly that ODOT needs to do whatever is possible to reclaim land in any Brent Spence Bridge corridor plan. Downtown Cincinnati has effectively been walled-off from westward expansion by the I-75 highway and all of its associated ramps and exits. This is a once in a lifetime opportunity to address past mistakes that led to displacement and disinvestment of the downtown core. Any plans to create a new bridge and traffic pattern should take care to maximize the public benefit, and shaving a few seconds off of travel time, on average, to someone's trip should not be the priority when comparing to the opportunity to make a truly transformational project. The Bridge Forward plan is a great starting point for this.	<p>Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. ODOT carefully evaluated the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: HERE</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, and reducing the width of the companion bridge. In addition, 10 acres of excess ODOT property adjacent to Cincinnati's Central Business District will be transferred to the City of Cincinnati upon the project's completion. Finally, ODOT is continuing to coordinate with the City of Cincinnati to refine local ramps in support of local access and redevelopment goals.</p>
085	Roadway/Bridge Design Project Footprint	11/1/2022 - ODOT Web Site - The Brent Spence Bridge Corridor Project as it is currently proposed would be a disaster for Cincinnati and for all its residents, and it is absolutely crucial that ODOT reconsider its plans and engage with the local community. The project area, Interstate 75 between the Western Hills Viaduct and the Ohio River, was home to tens of thousands of majority Black and working class residents when the highway was originally built. The construction of the highway displaced nearly all of these people, and turned a once-thriving neighborhood into a wide expanse of concrete, parking lots, and frontage and collector roads. This has had numerous devastating consequences for the citizens of Cincinnati; chief among them is the disastrous effect this has had on the livability of neighborhoods in the basin. The highway serves as a near-impassable moat separating Queensgate and the West End, and the surrounding streets are wide arterials meant to handle high speed traffic coming off the highways. In neighborhoods where a majority of residents do not own a car and rely on walking and biking for transportation, the highway and these roads are major safety barriers for accessing jobs and homes. Moreover, the transformation of hundreds of acres of the city's urban core into highway related development has had a dramatic negative impact on the city's economic and social development. Not only does it significantly decrease the amount of revenue-generating land in the city's most valuable real estate, but the city is left to spend millions every year	Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. Your comments have been forwarded to the project team for their consideration and will be included in the public record.



Comment Number	Nature of Comment	Comment	Response
085 (cont.)	Roadway/Bridge Design Project Footprint (cont.)	<p>financing the supportive infrastructure for the highway - widening roads and building parking structures to accommodate the increased traffic the highway brings - while not collecting any revenue from the highway itself. All of this, for a highway that exists predominantly to support non-local through-traffic as a shipping corridor. That Cincinnati should bear the burden of supporting such a massive piece of infrastructure to benefit its own citizenry would be one thing, but to bear the burden in support of truckers and through-haulers who largely do not contribute to Cincinnati's local economy at all is ridiculous on its face. Interstate 275 was built as a bypass for a reason - it is only 5-10 minutes longer to get from the north side of the loop to the south side via 275 than it is via 75, a negligible difference for through traffic. If ODOT were serious about proposing economically efficient and safety-conscious solutions to the current traffic regime, they would construct toll gates immediately inside the 275 loop on Interstates 75, 71, and 471, that would toll drivers only after they have passed through both a north and south toll. This would encourage through-traffic to use the 275 Loop to bypass Cincinnati without penalizing local drivers who actually live here and support our local economy. The reduced traffic (largely from freight trucks) would then allow the current Brent Spence Bridge to be re-stripped back down to 3 lanes per deck as it was originally designed, making the bridge safe by current design standards without seeing significant congestion increases. However, as ODOT seems intent on building a new companion bridge come hell or high water, it would be beneficial to at least consider community input before spending billions to dramatically change the landscape of our community. Local engineers, planners, and activists have come together to propose the Bridge Forward plan, a proposal that would allow the companion bridge to be built while also reclaiming usable land for the city and allowing our community to grow and develop in a way that it has not been able to since the highway was built over 50 years ago. While the decision makers at ODOT are largely unelected positions, the Bridge Forward plan has large grassroots support from both community members and actual elected officials, including the mayor and city council of Cincinnati. It is my understanding that this plan was presented to ODOT during a community feedback period and I must admit I find ODOT's official response to be upsettingly dismissive and flippant. It is clear in their response that ODOT did not</p>	



Comment Number	Nature of Comment	Comment	Response
085 (cont.)	Roadway/Bridge Design Project Footprint (cont.)	seriously consider the plan or its technical aspects, often quoting misleading or outright false aspects of the plan to justify their non-consideration. For example, in their response ODOT cited a proposed 4th Street overpass over the highway as a reason the plan could not be constructed, as the highway grade would not support an overpass at this location. However, Bridge Forward has clarified that the 4th Street overpass was included in promotional material but not in technical material or the presentation given to ODOT. Additionally, many statewide and ODOT officials have claimed that such a proposal would require a complete reworking of environmental review studies and preliminary approval documents, which would unacceptably delay construction timelines. This is also not true - Bridge Forward has completed relevant environmental studies and the plan can be approved while federal funds are still available for construction - but even if it were true, it lies squarely on ODOT that plans for the companion bridge have been sitting in public record for nearly a decade with no public comment, and community feedback was only accepted *after* it has been decided that any significant changes to the proposed plan would be unacceptable. In all, I find the way that ODOT has handled the process for this project to be shameful, destructive, and wholly undemocratic. As it stands, statewide officials would have us spend billions in taxpayer dollars to double-down on the destructive mistakes of the last century and further damage our community for the sake of non local freight benefactors, all while intentionally delaying public comment until it is too late to be meaningful and flippantly dismissing the serious concerns raised by the community when they are given. I am imploring ODOT to reconsider its approach to this project and give serious consideration to the feedback it has received from the residents of this city who want their public infrastructure to reflect the values and interests of their community.	
086	Roadway/Bridge Design Project Footprint	11/2/2022 - Email Comment - West End Community Council Support for Bridge Forward Design Recommendations for the Brent Spence Bridge Project and Feasibility Assessments [edited for brevity] Please accept this notice as full documented support from the West End Community Council for the Brent Spence Bridge project design improvements proposed by the Bridge Forward Coalition and for the appropriate feasibility assessments to be conducted.	Thanks for passing on your document concerning the Brent Spence Project design. Our project team is looking forward to discussing the project with your community on November 22nd. We are continuing to work on the Brent Spence Bridge Corridor project with our stakeholders to capture opportunities to address shared community priorities. We look forward to sharing our progress with your community later this month.



Comment Number	Nature of Comment	Comment	Response
087	Project Development Process	11/9/2022 - Web Comment - Cincinnati DOTE recently asked to be a contributing partner with ODOT on this project so that the city's needs are met with this plan. Why were they rejected for this? Sen. Sharrod Brown just released a public statement that he hopes ODOT acts in good faith with the communities bearing the BSB corridor. Why are you not listening to the people that will be affected by this??? Why did you not listen to the people that will be affected by this??? Why did the public comment section of this website go down????	<p>ODOT has been closely coordinating with the City of Cincinnati, including the Department of Transportation Engineering (DOTE), during all stages of the project's development. Most recently, ODOT and the City collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT and the City are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. Furthermore, the City will review the Statements of Qualifications (SOQ) for the progressive design-build team and provide feedback to the project evaluators, ensuring that the priorities and perspectives of local government are reflected in the selection process. ODOT will also collaborate with the City on other key project considerations such as the maintenance of traffic and incident management plans for construction.</p> <p>ODOT had previously established individual websites for the different construction phases of the project. The decision was recently made to redirect all websites to the general project website: https://brentspencebridgecorridor.com/. This will help to ensure consistent information is shared for the Brent Spence Bridge Corridor Project and to streamline the comment and response process. Comments are now, and will continue to be, accepted on this general project website. The individual ODOT websites will be reactivated to provide up-to-date information for each phase during construction.</p>



Comment Number	Nature of Comment	Comment	Response
088	Public Input Project Development Process Traffic	11/9/2022 - Web Comment - Why is there no public comment on this project? Why are you pushing the city out of the planning of this project? This project is unnecessary because traffic has remained the same for decades on the bridge, by expanding it you will encourage more traffic and we need to reduce cars on the road and encourage alternate forms of transportation, like biking and bus.	<p>Public feedback has been an important part of the development of the Brent Spence Bridge Corridor Project. Several public meetings and two public hearings were held during the development of the preferred alternative. Most recently, ODOT has carefully evaluated and responded to proposals submitted as part of the public comment process. In addition, ODOT and KYTC are currently working to gather feedback about the project at the neighborhood level. In addition, the public will be provided the opportunity to review project materials and provide formal comments at public hearings currently scheduled for July/August 2023.</p> <p>ODOT has coordinated closely with the City of Cincinnati during all stages of the project's development, including reductions to the project's footprint, access to downtown, redevelopment goals, aesthetics, pedestrian and bicycle facilities, and other items. ODOT's partnership with the City of Cincinnati will continue through the project's design and construction.</p> <p>The Brent Spence Bridge Corridor Project has been designed to support traffic projected to travel in the corridor through the year 2050, which is the standard design horizon for large infrastructure projects.</p>
089	Traffic	11/10/2022 - Web Comment - Is it possible to design semi-truck only express lanes with barriers starting well north of the new bridge (say before Ezra Charles) and exiting well south (say after Kyles Lane) to limit these trucks mixing in with local traffic while providing the truckers with a quicker route through the bridge congestion?	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 barrier-separated truck lanes from Ezzard Charles Drive to Kyles Lane would substantially increase the project's footprint and costs while only accommodating a relatively small portion of the truck traffic in the corridor.
090	Information Request	11/11/2022 - Web Comment - In the Brent Spence Bridge Fast Facts there is an duplicated fact. The first one is the same as the last one.	Thank you for bringing this to our attention. Our communications team has been made aware of the duplication, and it will be corrected.