

| Comment Number | Nature of Comment                   | Comment  | Response   |
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| 001            | BSB Companion Bridge                | 06/01/2022 - ODOT Website Comment - The new companion bridge should include a pedestrian facility, so that people don't have to detour a mile out of their way to cross the river.   | The Brent Spence carries limited access vehicle traffic and the current alternative is continuing with this pattern. As such pedestrian facilities are not planned on the freeway components. The region has multiple pedestrian crossings of the Ohio River with the closest being the Clay Wade Bailey bridge 600' east of the existing Brent Spence Bridge.   |
| 001A           | Roadway/Bridge Design               | 06/08/2022 - ODOT Website Comment - With plans for a second bridge, consider using 1 for truck traffic and one for automobile traffic, separating the two would make for a more efficient and safe roadway. In fact it would be worth studying in areas where you have the space to make truck only lanes, to keep trucks from making lane changes. and bottlenecking traffic, and keeping cars from cutting in and out of the truck traffic.  | Thanks for your comment concerning the Brent Spence Bridge Corridor project. We understand your concerns with the intermixing of two different vehicle classifications; however, we will not be considering independent truck lanes. We are making improvements to separate the traffic wanting to access local destinations with those traveling through the central business districts. Local destination traffic will utilize a collector-distributor system. This should minimize the weaving of traffic in the corridor.  |
| 001B           | 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</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,</p> |

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| <b>001B (cont.)</b> | Storm and Sanitary Ft. Wright Ramps (cont.) | 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.   | 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.<br><br>KYTC will continue to coordinate the projects impacts with the City of Ft. Wright through the project's design and construction phases.  |
| <b>002</b>          | 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: <a href="https://goky.ky.gov/">https://goky.ky.gov/</a> and <a href="https://ohgo.com/">https://ohgo.com/</a> .   |
| <b>003</b>          | 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.   |
| <b>004</b>          | Project Mailing List                        | 07/06/2022 - Web Comment - Please register me.   | This individual was added to the project mailing list.   |
| <b>005</b>          | Aesthetics Noise                            | 07/09/2022 - Web Comment - I am on the Fort Wright City Council. These thoughts are in addition to my previous suggestions.<br><br>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.<br><br>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.<br><br>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.<br><br>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. |

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| 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:<br><a href="http://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/">www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/</a>  |
| 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.  |
| 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.  |

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| 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. |
| 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.  |

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| 032            | Noise<br>Air Quality<br>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.<br><br>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.   |
| 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<br>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.   |

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| 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.   |
| 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?  | 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 [REDACTED] in Covington. Based on current plans, the property located at [REDACTED] is a potential partial acquisition (strip taking - a portion of the land, but not the structure) and could be impacted by the project.  |
| 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: <a href="mailto:info@brentspencebridgecorridor.com">mailto:info@brentspencebridgecorridor.com</a> .   |
| 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?<br><br>Which side of I71/75 - East or West - will this new ROAD be?<br><br>How will this new ROAD connect to the existing I71/75 in Ft. Mitchell? | Preferred Alternative I (Concept I-W) will rehabilitate and reconfigure the existing double decker Brent Spence Bridge to carry local traffic and build a new double decker companion bridge just west of the existing BSB to carry through (interstate) traffic. The I-71/I-75 lanes will be realigned to provide access to the new companion bridge just north and south of the Ohio River. I-71/I-75 will remain along the same alignment for the remainder of the project corridor, including in Ft. Mitchell. |

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| 048            | Traffic               | <p>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.</p> <p>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.</p> <p>If peak flow was consistent pre-covid, could you put 71 and local traffic on the original bridge?</p> <p>It probably all comes down to the black box, so just throwing out some observations.</p> | <p>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.</p> <p>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.</p> |
| 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.   |

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| 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: <a href="http://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement">www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement</a> . |
| 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.   |
| 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  |



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| 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>   |
| 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> |

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| 062            | Information Request       | 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?  | The appendices to the Design Summary Report were provided as requested.  |
| 063            | Project Footprint         | 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. | 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.  |
| 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.  | 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. 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. The project will construct sidewalks, shared use paths, and bike lanes that will connect to existing public transit stops. |
| 065            | General Opposition        | 10/25/2022 - ODOT Web Site - 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.   |

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| 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: <a href="http://brentspencebridgecorridor.com">brentspencebridgecorridor.com</a>. 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> |
| 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.   | ODOT carefully evaluated the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="#">HERE</a>  |

| Comment Number | Nature of Comment                    | Comment   | Response  |
|----------------|--------------------------------------|---|---|
| 069            | Project Footprint<br>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> |
| 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.   | <p>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 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: <a href="#">HERE</a> and <a href="#">HERE</a></p>   |
| 071            | Roadway/Bridge<br>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: <a href="#">HERE</a>   |
| 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.  |

| Comment Number | Nature of Comment  | Comment   | Response   |
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| 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.   |
| 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 | <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: <a href="#">HERE</a></p> |

| Comment Number               | Nature of Comment   | Comment  | Response  |
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| <b>077</b><br><b>(cont.)</b> | Transit<br>Multimodal<br>Project Footprint<br>Roadway/Bridge<br>Design<br>(cont.) | 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 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. |   |
| <b>078</b>                   | Roadway/Bridge<br>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: <a href="#">HERE</a>   |
| <b>079</b>                   | Project Footprint<br>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.   | 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 Dunnumby 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. 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. |

| Comment Number | Nature of Comment                       | Comment   | Response   |
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| 080            | Design-Build Process                    | <p>10/28/2022 - Web Comment - Hello there! Singh &amp; 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 &amp; 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: <a href="http://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/">www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/</a></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: <a href="#">HERE</a> and <a href="#">HERE</a></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: <a href="#">HERE</a></p>   |

| Comment Number | Nature of Comment                       | Comment   | Response   |
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| 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: <a href="#">HERE</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, 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 financing the supportive infrastructure for the highway - widening | <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>  |



| Comment Number | Nature of Comment                               | Comment   | Response |
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| 085<br>(cont.) | Roadway/Bridge Design Project Footprint (cont.) | <p>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 seriously consider the plan or its technical aspects, often quoting misleading or outright false aspects of the plan to justify their non-</p> |          |

| Comment Number | Nature of Comment                               | Comment   | Response  |
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| 085<br>(cont.) | Roadway/Bridge Design Project Footprint (cont.) | <p>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.</p> |   |
| 086            | Roadway/Bridge Design Project Footprint         | <p>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.</p>   | <p>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.</p> |

| Comment Number | Nature of Comment           | Comment   | Response  |
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| 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 bear the BSB corridor. Why are you not listening 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 <a href="#">project website</a>. 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  |
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| 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.   |

| <b>Comment Number</b> | <b>Nature of Comment</b>    | <b>Comment</b>  | <b>Response</b>   |
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| <b>091</b>            | Aesthetics                  | <p>11/12/2022 - Web Comment - Brent Spence Bridge Corridor Aesthetics Committee - Committee Members</p> <p>Traveling north on I75 and I71 to Dayton and Columbus almost all overpasses have a pleasing welcoming message artfully designed on the overpasses. Traveling south into Kentucky the Kyles Lane overpass is the first a motorist encounters. With your leadership combining State of Kentucky officials and City of Fort Wright officials a very decorative welcoming and pleasing message can be created welcoming motorist to both Kentucky and Fort Wright. This would be a very long-lasting positive impression these motorists will receive. Please consider tackling this endeavor, it will be worth while for the State and the City.</p>  | <p>KYTC has been collaborating with City of Fort Wright officials and the project Aesthetics Committee to develop aesthetic guidelines for the Brent Spence Bridge Corridor. While trying to maintain a consistent theme throughout the corridor, we are working with the City of Fort Wright to establish design items and finishes that also tie into existing elements within the City. Items being explored include landscaping, streetscapes, gateways, and façade treatments for piers/abutments/retaining walls/noise walls. Multiple aesthetics meetings will be held throughout the design process to finalize plans for aesthetics throughout the corridor.</p> |
| <b>091A</b>           | Project Development Process | <p>11/14/2022 - Email Comment - [Pertaining to the response to Comment 087] That 9.5 acres was already on the original plan and from what I've heard from sources in city hall, ODOT has refused the city's request to be a contributing member for this project. Please allow Cincinnati to have a larger say in what happens in our city. That plan unveiled does nothing to help connect downtown to the neighborhood just west of the highway.</p> <p>None of the things that the city has requested have been accepted by ODOT. Please allow Cincinnati and it's residents directly affected are by this to the table. There has been no real public engagement other than online forms. When ODOT meets with the public on Nov 29 it will be very apparent that no one outside of ODOT likes this plan.</p> | <p>Comment noted.</p>   |
| <b>092</b>            | Project Mailing List        | <p>11/18/2022 - Web Comment - I would like to stay up to date with the project.</p>   | <p>This individual was added to the project mailing list.</p>   |

| Comment Number | Nature of Comment | Comment  | Response   |
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| 093            | Public Input      | 11/19/2022 - Email Comment - Thank you for coming to speak to us. I have a couple of quick questions: 1. Can community input still affect the design of the bridge; and 2. If so, how is community input weighted?   | <p>Hello! Thank you for allowing us to join Camp Washington's Community Council Meeting on December 12. ODOT and KYTC are currently in the process of meeting with all the neighborhoods that are directly adjacent to the Brent Spence Bridge Corridor to share project details, answer questions, and receive feedback from the residents who reside closest to the project. Larger-scale meetings are also planned for mid-December.</p> <p>ODOT and KYTC consider and evaluate all public comments received for the project, and public comments have influenced many aspects of the design to date. While a preferred alternative for the Brent Spence Bridge Corridor has been identified, there are opportunities to refine the design in response to community concerns. A recent example is the re-working of several ramps to open up additional land for redevelopment in downtown Cincinnati in response comments from the City. Community feedback is evaluated in terms of engineering feasibility, compliance with state and federal laws, costs, impacts, and benefits before any decisions to incorporate changes in the project's design are made.</p> |
| 094            | Traffic           | 11/22/2022 - Web Comment - ODOT has admitted the bridge will not reduce traffic, but rather induce more people to drive. Cincinnati already cannot afford to maintain it's expensive car infrastructure in it's current state. How does building another bridge, encouraging more people to drive, prevent the city from sinking deeper into debt? | <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>The Brent Spence Bridge Project will be funded through a combination of federal and state funds, and ODOT and KYTC are responsible for maintaining the interstate infrastructure. None of the cities in the corridor are anticipated to incur debt related to the Brent Spence Bridge Corridor Project.</p>   |
| 095            | Traffic           | 11/23/2022 - Web Comment - I work for PVS Chemicals in Sharonville, OH and our drivers are stating that hazmat is not permitted on the bridge now. Our question is if we have a local delivery in Northern KY, do we have to go around on I-275 or other bridges. Please let me know as soon as you can.   | <p>We suggest you contact the Department of Vehicle Regulation in Kentucky for any questions related to Hazardous Cargo (HC) hauling. Resources are also available through the Federal Motor Carrier Safety Administration and the Public Utility Commission of Ohio. There are no designated HC routes in Southwest Ohio. Kentucky HC Routes can be viewed <a href="#">here</a>:</p>  |

| <b>Comment Number</b> | <b>Nature of Comment</b> | <b>Comment</b>   | <b>Response</b>  |
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| <b>096</b>            | Noise                    | 11/23/2022 - Web Comment - I live on W 7th St between Bakewell and Philadelphia. I would like to see sound walls brought back into this project again.   | Thank you for your comment regarding the installation of noise walls as part of the Brent Spence Bridge Corridor Project. Recognizing that traffic noise is a concern for residents located close to the corridor, KYTC is currently conducting a technical study to further evaluate a system of noise/visual screening walls to help provide noise reduction and to shield views of the highway. Based on the technical feasibility of constructing a beneficial wall and comments received from individuals who reside in this area, KYTC will determine if a wall will be constructed and document that decision in a technical memo. This comment has been noted as part of KYTC's evaluation of noise walls in this area.  |
| <b>097</b>            | Noise                    | 11/23/2022 - Web Comment - I would like to give feedback as a resident of the MainStrasse area of Covington, I will be negatively impacted by this project if it moves forward without the noise reduction efforts put in place before it is completed. I would like to see the sound reduction walls and the green spaces installed as part of this plan. | Thank you for your comment regarding the installation of noise walls as part of the Brent Spence Bridge Corridor Project. Recognizing that traffic noise is a concern for residents located close to the corridor, KYTC is currently conducting a technical study to further evaluate a system of noise/visual screening walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. Based on the technical feasibility of constructing a beneficial wall and comments received from individuals who reside in this area, KYTC will determine if a wall will be constructed and document that decision in a technical memo. This comment has been noted as part of KYTC's evaluation of noise walls in the Mainstrasse area. |
| <b>098</b>            | Project Mailing List     | 11/28/2022 - Web Comment - Please add me to information distribution list.   | This individual was added to the project mailing list.   |
| <b>099</b>            | Project Mailing List     | 11/29/2022 - Web Comment - I'd like to get updates on the Brent Spence companion bridge.   | This individual was added to the project mailing list.   |

| Comment Number | Nature of Comment   | Comment   | Response   |
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| 100            | Public Input        | 11/29/2022 - Web Comment - Please update your website to show upcoming public engagement meetings.  | <p>ODOT and KYTC are in the process of reaching out to individual 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.</p> <p>Information about an upcoming broad neighborhood meeting in Ohio can be found <a href="#">here</a>:<br/>Information about an upcoming broad neighborhood meeting in Kentucky can be found <a href="#">here</a>:</p> <p>In addition, ODOT and KYTC are in the process of creating a new Public Involvement page for the project website.</p> |
| 101            | Information Request | 11/30/2022 - Web Comment - I saw that there were DGN files provided in the procurement section of ODOT's site. This file type is very hard to work with outside of microstation. Are you able to provide DWG or SHP files of these to the public? They do not need to be held to the same QC as the DGNs. | The DGN files offered in the procurement section of ODOT's site were provided in DWG format. It is important to note that the project design is developed using the DGN files. ODOT cannot guarantee the accuracy or quality of the DWG files.   |
| 102            | Information Request | 12/2/2022 - Web Comment - I am interested in learning more about the Corridor Project. Is it possible to obtain copies of the applications submitted to the DOT for the Bridge Investment Program and the Multimodal Discretionary Grant Program. I am a resident of the city of Cincinnati.              | Electronic copies of the grant applications were provided to this individual on 12/5/2022.   |



| Comment Number | Nature of Comment  | Comment   | Response  |
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| 103            | Noise  | 12/7/2022 - Email Comment - Hello, I'm a homeowner at [REDACTED] W. Maple Avenue], Fort Mitchell, KY 41011. I am for a sound wall being installed behind our homes.   | <p>Thank you for your comment regarding a sound wall in the West Maple Avenue Vicinity. 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 system was not found to be cost effective</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.</p> <p>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>  |
| 104            | Project Development Process Roadway/Bridge Design Multimodal | <p>12/7/2022 - Email Comment - 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.</p> <p>Specifically, those goals include the following:</p> <ul style="list-style-type: none"> <li>- Return the maximum amount of contiguous land to the City's urban core to achieve city and regional objectives;</li> <li>- Maximize the amount of sidewalk-supported 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 distance to cross each of those connections;</li> <li>- Embrace the NACTO Urban Street Design Guide in developing</li> </ul> | <p>Thank you for the comments regarding the recent revisions to the project design in the vicinity of the Central Business District.</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. The ultimate vision for this land and other areas adjacent to the project footprint - including economic development potential - will be developed by the City of Cincinnati.</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</p> |

| Comment Number                       | Nature of Comment   | Comment  | Response   |
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| <p><b>104</b><br/><b>(cont.)</b></p> | <p>Project Development Process Roadway/Bridge Design Multimodal (cont.)</p> | <p>streets, blocks, and other elements;</p> <ul style="list-style-type: none"> <li>- Minimize the number of lane miles using high-speed directional ramps;</li> <li>- 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.</li> </ul> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>- Formally adopt a set of measurable priorities for the Project.</li> <li>- Enter into a formal agreement with ODOT, specifying the rights &amp; powers that the City will have throughout the Project's environmental process and development process.</li> <li>- 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.</li> <li>- Formally request to ODOT and the FHWA that sufficiently funded, good-faith, independent analyses be conducted immediately of the following: <ul style="list-style-type: none"> <li>--- The assumptions used in the Project's traffic forecasting projections;</li> <li>--- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities;</li> <li>--- The economic impact analysis of the potential expansion of the CBD.</li> </ul> </li> </ul> <p>Cincinnati City Council should be encouraged to adopt these policies</p> | <p>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>The pedestrian and bicycle facilities incorporated into the project will improve connectivity to transit, employment, healthcare, cultural, recreational, and commercial destinations. In addition, the aesthetic treatments, wide sidewalks or shared-use paths, planters, translucent screen walls incorporated into the overpass bridges will help to foster urban placemaking throughout the project area.</p> <p>Cooperating agencies are defined by federal law and are limited to federal agencies that have jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project. State and local agencies of similar qualifications can also be designated as cooperating agencies. Several federal agencies have been designated cooperating agencies for the project. In addition, several state and federal agencies have also been designated as participating agencies, which are agencies with an interest in the project but a lower degree of authority than a cooperating agency. While it has not requested to be included as a participating or cooperating agency, the City of Cincinnati has 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 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 being involved in the evaluation of the design-build teams.</p> <p>ODOT encourages you to share your thoughts regarding the Cincinnati City Council directly with your council representative.</p> |

| Comment Number     | Nature of Comment  | Comment  | Response  |
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| <b>104 (cont.)</b> | Project Development Process Roadway/Bridge Design Multimodal (cont.) | <p>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.</p> <p>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.</p> |   |
| <b>105</b>         | Right-of-Way   | 12/2/2022 - Web Comment - What is going to happen to property owners whose property lies in the path of this monstrosity? Get told you have to move?   | 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). |
| <b>106</b>         | Traffic  | 12/4/2022 - Web Comment - Will the only way to access I-71 N from Kentucky be from the current Brent Spence Bridge?  | Travelers will be able to access northbound I-71 from both the existing Brent Spence Bridge and the new companion bridge.   |
| <b>107</b>         | Project Funding  | 12/5/2022 - Web Comment - Way past time for Senator McConnell to step and focus on his home state. If anyone can divert the government's funds (pork barrel) Mitch can. Maybe some of the special crop Kentucky leads the nation with. Not getting any younger, Senator. The only way to a long life is aging. :)  | Comment noted.  |
| <b>108</b>         | Information Request  | 12/7/2022 - Web Comment - Is it possible for you to email the slides from today's meeting? Also, is it possible to receive a list of all attendees today?  | The slides and a list of attendees from the DBE Matchmaker Event on December 7, 2022 were provided to this individual.  |

| Comment Number | Nature of Comment          | Comment   | Response  |
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| 109            | Noise                      | 12/8/2022 - Web Comment - People who live next to I-75 in Covington ky right now have no sound barriers now so are we going to be living right on the highway in Lewisburg when the new bridge is built? People on 12th street and Hermes ave need information.   | <p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy, including in Lewisburg in the vicinity of West 12th Street and Hermes Avenue. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>Please visit <a href="http://www.PublicInput.com/bsbc">www.PublicInput.com/bsbc</a> to view additional materials about the project, including a presentation from a Lewisburg/Botany Hills neighborhood meeting that took place on December 6, 2022.</p> <p>More meetings for Kentucky neighborhoods are scheduled on December 14, 2022. The meetings will occur from 12pm-2pm and 5pm-7pm at the Kenton County Fiscal Court (Riedlin Schott Community Room), 1840 Simon Kenton Way, Covington, KY. The meetings will be open-house format with a short presentation at 12:30pm and 5:30pm.</p>   |
| 110            | Project Footprint<br>Noise | 12/8/2022 - Web Comment - I live at [REDACTED] Western Avenue in Covington and am curious how the project will impact my residence. I see the bridge from my house everytime I look out my window and live just to the west of the current structure. Will the new companion bridge to the west bring traffic closer to my house ?? How will it affect my property value, noise, etc. | <p>Once constructed, the new companion bridge will be closer to Western Avenue than the existing highway. KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy, including in Lewisburg near Western Avenue. The recommended noise wall will reduce predicted noise levels by 1 to 4 decibels at your residence. KYTC will conduct additional coordination with the people who will benefit from sound walls during the project's design-build phase. Because KYTC will not be acquiring any residences along Western Avenue, determinations of property values were not prepared.</p> <p>Additional meetings for Kentucky neighborhoods are scheduled on December 14, 2022. The meetings will occur from 12pm-2pm and 5pm-7pm at the Kenton County Fiscal Court (Riedlin Schott Community Room), 1840 Simon Kenton Way, Covington, KY. The meetings will be open-house format with a short presentation at 12:30pm and 5:30pm.</p> |

| Comment Number | Nature of Comment    | Comment  | Response  |
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| 111            | Traffic              | 12/8/2022 - Web Comment - This additional bridge is unnecessary. You need to direct all thru truck traffic to the I-275 loop. Even a trucker who wishes to use the Sharonville rest area must use I-275, regardless of direction. Only trucks making freight deliveries will then be allowed on I-75 inside the loop. Northbound trucks needing I-71 will also be on the bridge, but for that reason only. This will decrease overall truck traffic on the bridge. Let's stop wasting taxpayer money because we think construction is a sport.   | 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. |
| 112            | Incident Management  | 12/8/2022 - Web Comment - As a former first responder I'm concerned about access for not only emergency equipment by clean up and removal services from an accident scene. The sooner these responders can get in and out of an emergency area the sooner the traffic flow can continue.   | ODOT and KYTC are coordinating with first responders in Cincinnati, Covington, Fort Wright, and Fort Mitchel to ensure that the project's design accommodates access for incident management. In addition, KYTC and ODOT will coordinate with first responders to develop an incident management plan during construction of the project.   |
| 113            | Traffic              | 12/13/2022 – Email Comment - [Pertaining to the response to Comment 111] But, you're wrong. Did you forget how to put up signs? You already have a sign directing HAZMAT trucks to use I-71. You put up electronic signs at every construction site, and you have the (sometimes accurate) overhead ones, giving traffic estimates. Is it really a stretch of strained resources putting up a sign diverting thru truck traffic--trucks which are not making stops within the I-275 loop--onto I-275 at both of its junctions with I-75? Or, do you simply have too much money you can't allocate otherwise? | Comment noted.  |
| 114            | Project Mailing List | 12/12/2022 - Web Comment - It was GREAT meeting those of you on the project that I did. I am very interested and would like to keep updated on this project to bid.  | You have been added to the project mailing list. In addition, please visit <a href="https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx">https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx</a> for project procurement information.   |

| Comment Number | Nature of Comment   | Comment   | Response  |
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| 115            | Traffic             | 12/14/2022 - Web Comment - Here's a quick, inexpensive, easy solution. Make all vehicles that weigh over 10K GVWR take I-275. Piggyback onto the existing electronic weigh station bypass systems to allow local deliveries.  | 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. |
| 116            | Project Schedule    | 12/14/2022 - Web Comment - when is construction to start?   | If the necessary funding is secured, the project's groundbreaking is scheduled for November 2023 with construction beginning in earnest in 2024.  |
| 117            | Information Request | 12/14/2022 - Web Comment - I live on west 11th Street - will it be closed?  | Upon project completion, West 11th Street in Covington will continue to operate similar as it does today, connecting Bullock Street and Hermes Avenue. However, during construction, there will be intermittent times where the roadway will be closed for construction activities.   |
| 118            | General Support     | 12/15/2022 - Web Comment - THANKS   | Comment noted.  |
| 119            | Information Request | 12/15/2022 - Web Comment - Please e-mail me the Final Design Summary Appendix with the maps/drawings that illustrate the design of the Brent Spence new bridge and the approach ramps.  | This requested information was provided to this individual.   |
| 120            | Information Request | 12/16/2022 - Web Comment - I would greatly appreciate it if you could please provide the following.<br><ul style="list-style-type: none"> <li>• BSB Concept I-W Plan (Appendices)</li> <li>• BSB Concept I-M Plan</li> <li>• Appendix E: BSB Potential Design Exceptions.<br/> E-1: Concept I-W Design Documentation – Map<br/> E-2: Concept I-W Design Documentation – Table<br/> E-3: Concept I-M Design Documentation – KY Map<br/> E-4: Concept I-M Design Documentation – OH Map<br/> E-5: Concept I-M Design Documentation – Table</li> </ul> | The requested information was provided to this individual.  |

| Comment Number | Nature of Comment | Comment  | Response   |
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| 121            | Traffic           | <p>12/16/2022 - Web Comment - I live in Norwood and work in Florence, so I regularly drive this corridor. I'm concerned that a companion bridge will only bring a small and temporary speed-up to traffic through Cincinnati, after spending billions of dollars and causing years of slow traffic due to construction closures. A new bridge will draw more traffic to the region and encourage more locals to drive across it. Study after study of enlarged or new highways show that the extra capacity they create is quickly consumed, and bottlenecks return.</p> <p>Driving on the Brent Spence on a rainy night feels precarious, that's true. The lane lines are difficult to see, and the lanes have been striped to be very narrow to fit four lanes across. So restripe it to three lanes and add more signage to guide people to the lane(s) they should use to continue on I-75 or I-71.</p> <p>Of course the Brent Spence is only one of the bottlenecks on this corridor. A new companion bridge won't ease the grade on the cut in the hill or the curve at Dixie Highway or simplify the many on- and off-ramps west of downtown. It won't smooth the slowdowns from vehicles merging onto I-75 or I-71 from the Norwood Lateral. I-71 between the Lateral and Ronald Reagan will still be as slow as a restaurant drive-thru during rush hour.</p> <p>The only way to actually reduce traffic congestion is to take cars off the road, and the best way to do that is to expand and improve mass transit. I know this companion bridge project has been in the work for many years, and it represents a once-in-a-generation investment in the Cincinnati/Northern Kentucky region. But it's the wrong project for the people who live in region and for those transporting goods through the Midwest. I hope you'll reconsider building a companion bridge.</p> | <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>The Brent Spence Bridge Corridor project will restripe the existing Brent Spence Bridge to return it to three standard lanes with shoulders. In addition, the existing bridge will provide access for local traffic only at a reduced 45-mph speed. The project will incorporate signing to guide travelers along I-71 and I-75 and to local destinations.</p> <p>While the project will not substantially change the grade on the cut-in-the-hill, additional capacity on I-71/I-75 will help to improve traffic flow through this area. In addition, the project will allow movements to and from the ramps in Cincinnati to occur off the highway, on lower-speed collector-distributor roads, improving traffic flow and safety through the Central Business District. Problems on I-71 east of Cincinnati would need to be addressed as part of a separate project.</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. Other transit improvements, such as rail transit will need to be evaluated as part of a separate project.</p> |

| Comment Number | Nature of Comment           | Comment  | Response  |
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| 121A           | Project Development Process | <p>12/16/2022 - Email Comment - I'd like to ask that the FHWA please begin proactively reaching out to all 10 of the City of Cincinnati's elected officials, as well as all relevant Hamilton County elected officials. As evidenced by the Mayor's request to ODOT that the City become a Cooperating Agency, there is serious interest in the Brent Spence project among local elected leaders. However, many are first-time office holders, and they do not have experience navigating the complex processes associated with a multi-billion dollar infrastructure project being delivered by a state agency. I can tell you that elected officials in City Hall want to get engaged on this project, and they want to drive the outcome, but they do not know how. My understanding is that the project's design direction and Progressive Design-Build procurement and delivery should be substantially steered by feedback collected during the Supplemental EA process and by the City's own adopted priorities for the project. However, many in City Hall do not understand the opportunity to substantially shape the outcome of this project.</p> <p>You shared that the FHWA is the lead agency for this project. I would ask that -- just as ODOT through the SEA process has been asked to reach out to residents and businesses in the vicinity of the project in order to educate them about the project and collect their feedback -- so should FHWA reach out to City of Cincinnati and Hamilton County elected officials, educating them about the environmental process, progressive design-build delivery, and opportunities for municipal involvement. As the Environmental Program Manager for this project, you are familiar with the ways that NEPA / CEQ have contemplated significant municipal involvement in projects like this one and indeed ways that NEPA / CEQ have codified avenues for municipal involvement, such as Cooperating Agency, Participating Agency, etc. The elected officials in Cincinnati and Hamilton County are not familiar with these opportunities. And, just as neighbors of the project deserve to be engaged in a way that is accessible for them, our elected officials, too, should be approached where they are, in language they understand, in a way that addresses their concerns and desires. They are, after all, the people's representatives.</p> <p>To be clear, FHWA is the correct agency to make this outreach, and it should be made as soon as possible. Unfortunately, to date, ODOT has provided the City with dissembled information regarding its</p> | <p>The City of Cincinnati has been engaged with this project throughout its development. FHWA staff have been and continue to be available to the elected officials of the City to help all interested parties understand the environmental process. FHWA is following the established policies and procedures for implementing the National Environmental Policy Act of 1969 as amended (NEPA) and for project procurement. Coordination with the City will continue as the project design progresses and throughout construction.</p> <p>Thank you for your interest in this project.</p> |



| Comment Number | Nature of Comment                   | Comment   | Response |
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| 121A (cont.)   | Project Development Process (cont.) | <p>opportunity to shape the project (i.e. become a Cooperating Agency), and months have been squandered as a result. This cannot be allowed to happen again.</p> <p>While I earnestly appreciate your reaching out to me with this information, Bridge Forward should not be relied upon by the FHWA to educate elected leaders. Bridge Forward is a volunteer, grassroots organization. Bridge Forward is not viewed as an authoritative source on NEPA, CEQ, or infrastructure delivery. Additionally, we know that local leaders have been told, perhaps even by ODOT, to stop talking to Bridge Forward, or else they risk jeopardizing the project's funding and schedule.</p> <p>Despite that, Bridge Forward has identified in the community a groundswell of interest in and support for making this interstate project as good of a product for the urban core of Cincinnati as it possibly can be. And, for a \$3 billion, decade-old plan that was pulled off the shelf and teed up for construction as soon as the BIL / IJJA was signed (notwithstanding two no-hurdle FONSI extensions), Bridge Forward has acted in an extremely responsible way. We have not opposed this project, but rather made good-faith efforts to work within the project's development and environmental processes to allow for needed design updates and for as much local control through elected leadership (not simply department of transportation staff) as possible. We feel this responsible approach, including but not limited to the following, focused on education of opportunities for local control, should be verified and communicated to all local elected leadership, by FHWA:</p> <ul style="list-style-type: none"> <li>• Opportunity for local jurisdictions to become a Cooperating Agency (or, Participating Agency, etc.);</li> <li>• Opportunity, through an RFQ addendum and/or through contract language, to codify the expectation for a very robust Phase 1A - Proof of Concept Phase - and Phase 1B - Project Development Phase - for the project, including:               <ul style="list-style-type: none"> <li>o Incentivization of innovative design concepts;</li> <li>o Re-evaluation of assumptions used in the Project's traffic forecasting projections by a detached third-party;</li> <li>o Use of alternative design concepts proposed from sources other than BSMT; and</li> <li>o Investigation of adding additional scopes of work and/or</li> </ul> </li> </ul> |          |

| Comment Number  | Nature of Comment                   | Comment   | Response |
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| 121A<br>(cont.) | Project Development Process (cont.) | <p>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;</p> <ul style="list-style-type: none"> <li>• Opportunity to ensure that the design-build team (DBT) is selected in large-part based on its demonstrated ability to deliver a project in a context-sensitive urban project while working closely with a municipality to develop innovative design direction during a PDB; and</li> <li>• Opportunity for the City to submit priorities to the BSMT, which would shape all phases of the PDB, which we anticipate will consist of the following:               <ul style="list-style-type: none"> <li>o Maximize the amount of returned land contiguous to the City's urban core;</li> <li>o Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint;</li> <li>o 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>o Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide;</li> <li>o Minimize the number of lane miles using high-speed directional ramps; and</li> <li>o Achieve best expenditure of public dollars measured in life-cycle return on investment.</li> </ul> </li> </ul> <p>The forthcoming announcement of funding for this project will be a milestone for the region. We need to make sure the funding is deployed correctly and the best possible project is delivered, according to the stated priorities of the federal funding sources themselves, and according to law.</p> |          |

| Comment Number | Nature of Comment   | Comment   | Response   |
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| 122            | Information Request | 12/21/2022 - Web Comment - KDG is an MBE with extensive CM/CI and project controls experience. Any pre-qualification requirements and process information will be much appreciated.   | <p>Anticipated prequalification requirements for the Brent Spence Bridge Corridor Project are located here:<br/> <a href="https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Documents/20221216-UpdateInfo/BSBC_Prequalifications%20Announcement.pdf">https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Documents/20221216-UpdateInfo/BSBC_Prequalifications%20Announcement.pdf</a></p> <p>Information on the prequalification process can be found in this presentation: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-07-BSBC-Event-Slides_Combined.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-07-BSBC-Event-Slides_Combined.pdf</a></p> <p>Please visit the project procurement website to access the most up-to-date procurement information and to sign up for email alerts:<br/> <a href="https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx">https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx</a></p> |
| 123            | Right-of-Way        | 12/21/2022 - Web Comment - will any buildings on Crescent Ave., Baker St., or Lewis St. in Covington, Ky be taken for the new bridge construction?  | No buildings on Crescent Avenue, Baker Street, or Lewis Street will be impacted by the Brent Spence Bridge Corridor Project.   |
| 124            | Noise               | 12/23/2022 - Web Comment - Hello. My name is [REDACTED] and I am the Condo Association President of "The Views" off Dixie Highway and on behalf of the entire community, we strongly support noise barrier walls and an ordinance to outlaw engine braking for trucks traveling north on I71/75 down the cut in the hill. | <p>Thank you for your recent email regarding the Brent Spence Bridge Corridor Project, specifically the support for noise walls. KYTC evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Noise walls along Bullock Street in Lewisburg - east of "The Views" - 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>Regarding the request for an ordinance to outlaw engine braking for trucks, KYTC does not restrict the use of engine breaks on interstate highways as they are considered a safety feature for trucks.</p>   |

| Comment Number | Nature of Comment                     | Comment   | Response   |
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| 125            | BSB Companion Bridge Project Schedule | 12/24/2022 - Web Comment - Why have no time frames been given for the phases particularly the bridge over the Ohio portion. Is the Brent Spence bridge being removed and replaced with a whole new bridge or repaired with a so-called companion bridge being built. The information is very confusing to time and scope. | A new double-decker companion bridge that is five lanes in each direction will be built to carry through-traveling interstate traffic. The existing Brent Spence Bridge will not be removed. Only the decks (the surface that vehicles drive on) will be replaced, and some of the structural steel in the bridge will be repaired. The existing bridge will be restriped to three lanes in each direction with standard shoulders and will carry local traffic traveling to and from Covington and downtown Cincinnati. The project will be built in three phases. Construction on Phase III, which includes the new companion bridge and the existing Brent Spence Bridge, will begin in late 2023/early 2024 and will last five years. A graphic showing the different project phases and the anticipated construction timeline can be accessed here: <a href="https://brentspencebridgecorridor.com/ohio/">https://brentspencebridgecorridor.com/ohio/</a> |
| 126            | Project Footprint                     | 12/27/2022 - Web Comment - I think reducing the ramps and space used on the Ohio side would take advantage of this opportunity the best. So much wasted area in a key part of the community.  | 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 new 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. 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.  |
| 127            | BSB Companion Bridge                  | 12/29/2022 - Web Comment - Can you send me pictures of the new bridge's design.   | The design of the new companion bridge is not yet determined. It may be a tied arch design or a cable stayed design. Pictures showing what the tied arch design might look like can be found 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> . A picture showing what the cable stayed design might look like is attached to this message.   |

| Comment Number | Nature of Comment            | Comment   | Response   |
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| 128            | Multimodal Project Footprint | <p>12/29/2022 - Web Comment - Dear responsible parties at ODOT and KYTC for the I-71/75 corridor improvement,</p> <p>Thank you for your work so far in the development of plans to update and improve the I-71/75 corridor along with the Brent Spence Bridge Replacement. The need to invest and improve our transportation infrastructure is paramount to both a healthy economy/supply chain and safety of the public. Also, thank you for your consideration of public feedback. As a resident of Cincinnati, in the Over-The-Rhine district, I would like to submit the following points for consideration:</p> <p>First, on the Brent Spence bridge renderings and lane assignments, 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>Second, on the total land area taken up by the I-71/75 interchange and I-75 corridor on the Ohio side of the project, I agree that it can't be completely reduced to its previous zero-impact as the corridor does need to exist. I propose that the reduction of access to the interstates would benefit the local community more through the reduction of traffic and reduction of land needed for collector roads and on/off ramps. As a resident of OTR, I want to encourage people to explore the neighborhood (including attending events at TQL stadium) through non-individual automobile ways. We need to be building a better system of public transportation in and around our neighborhoods to encourage people not to use their automobile.</p> <p>Third, specifically regarding the overpass of I-75 on Ezzard Charles Drive, I would encourage the development of an overpass connects the Cincinnati Union Terminal on one end Music Hall on the other.</p> | <p>The project has not incorporated rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New rail facilities would need to be evaluated as part of a separate project.</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> <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> |

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| 128 (cont.)    | Multimodal Project Footprint (cont.) | <p>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> <p>Finally, thank you for your consideration. I know that these processes take time and resources but listening to the communities in and around these projects is vital to developing a greater Cincinnati Area that we all will be proud to call home in the next 50 years.</p> |  |
| 129            | Project Schedule                     | 12/30/2022 - Web Comment - The document about says the project will start in the north with Phase 1 but the timeframe listed of 2028 thru 2031 is significantly later than the time frame given for Phases 2 and 3.   | <p>The project phases are numbered from north to south. However, they will not be constructed in that order. As currently planned, Phase I will be constructed last. However, the timeframe for this particular phase will be adjusted to coordinate with the City of Cincinnati's Western Hills Viaduct Project.</p> <p>The Western Hills Viaduct project and the Brent Spence Bridge project overlap and coordination is on-going to develop the construction phasing and schedule for this area of the project.</p> |
| 130            | Right-of-Way                         | 12/30/2022 - Web Comment - How do I find out if my house is one that will be affected by this project? I live at [REDACTED] in Fort Mitchell- just NE of the Dixie Hwy S- bound exit ramp. It's a concern because I have 3 children in the Beechwood School District.   | <p>Thank you for your recent inquiry regarding potential impacts from the Brent Spence Bridge Corridor Project. Given the address provided in your email, your property will not be impacted by the project based on current plans.</p> <p>Thank you again for your interest in the project and I encourage you to continue to follow via the website:<br/><a href="https://brentspencebridgecorridor.com/">https://brentspencebridgecorridor.com/</a></p>   |
| 131            | Information Request                  | 12/30/2022 - Web Comment - Dear Sir or Madam:<br><br>Please send me the appendices to the DESIGN SUMMARY REPORT dated AUGUST 23, 2022.  | The requested information was provided to this individual.   |
| 132            | Project Mailing List                 | 01/02/2023 - Web Comment - Please place me on the B—S Bridge update email list.   | This individual was added to the project mailing list.   |

| Comment Number | Nature of Comment  | Comment  | Response  |
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| 133            | Construction       | 01/03/2023 - Web Comment - What is the projected advertisement for construction bid date? 2023? 2024?  | The draft Request for Proposals (RFP) for progressive design-build teams will be released on January 13, 2023. The final RFP will be advertised on February 17, 2023. Additional information can be found on the project's procurement website:<br><a href="https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx">https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx</a>  |
| 134            | Historic Resources | 01/03/2023 - Web Comment - I was looking over the BS Bridge Corridor PDFs and there are some placed marked with a purple star. The legend says these are "NRHP Listed or Eligible Site" what does that mean to the structures? Are they going to be taken or might be taken?             | On the project mapping, a purple star means that a structure (such as a building or a bridge) has been identified as either being listed on or eligible for listing on the National Register of Historic Places (NRHP). In addition, historic districts are shown on the project mapping with purple hatching. The purple stars and hatching only indicate that historic resources are present in and near the project area. Impacts to historic resources has been avoided and minimized to the greatest extent possible. The project will impact some areas within the Lewisburg Historic District (KY), and it will remove approximately 204 feet of Longworth Hall (OH), which is listed on the NRHP.<br><br>KYTC is currently developing a Memorandum of Agreement to mitigate the impacts to the Lewisburg Historic District. In addition, ODOT entered into a Memorandum of Agreement committing to completing various repair, upgrade, restoration, enhancement, and refurbishment measures to be completed at Longworth Hall to mitigate impacts from the project. |
| 135            | Construction       | 01/03/2023 - Web Comment - Good afternoon, looking for a plan holders list for the bridge project. Poseidon Barge fabricates, sells, and rents portable sectional barges for floating cranes, excavators, drill rigs and other types of construction equipment. Thank you for your help! | ODOT and KYTC do not have a list of contractors for the Brent Spence Bridge Corridor Project. Proposals will be due from design-build teams on March 31, 2023. Please visit <a href="https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx">https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx</a> for information on the project's procurement process. This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities.   |

| Comment Number | Nature of Comment    | Comment  | Response  |
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| 136            | Alternatives         | 01/04/2023 - Web Comment - How about making that bridge light rail ready to link downtown to the airport? It would bring business downtown to and from the airport, have stops along the way to drop and pick-up people off at their places of work in and around the airport and increase the potential for economic growth. This would give us alternatives that would reduce the pollution of all the cars going back and forth. We could use the light rail already in the city of Cincinnati.   | The project has not incorporated light rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New light rail facilities would need to be evaluated as part of a separate project.   |
| 137            | Project Mailing List | 01/04/2023 - Web Comment - Keep me posted. Thanks  | This individual was added to the project mailing list.  |
| 138            | Alternatives         | 01/05/2023 - Web Comment - 1. COMPANION BRIDGE WILL NOT WORK<br>2. HILLSIDE IS NOT STABLE ENOUGH<br>3. WILL REQUIRE EMINITE DOMAINE OF LAND NEAR 140 FEET WIDE.<br>4. CONSTRUCTION COSTS WILL MOVE IT TO COMPLETION NEAR \$7B.<br>5. TRUCKS WILL CONTINUE TO SLOW BECAUSE OF THE GRADE RISE.<br>CONCLUSION.. NOT FEASEABLE<br>1960 THEY NEW THERE WOULD BE A PROBLEM.<br>1. CANTALEVER DESIGN LIMITED CAPACITIY<br>2. GRADE LEVEL WOULD SLOW TRUCK TRAFFIC<br>ANSWER. . . THIRD DECK 100 FEET WIDE, BYPASSING DOWNTOWN EXITS. 5* GRADE, FROM HOPPLE STREET TO KYLES LANE. TIME TO COMPLETION LESS THAN FOUR YEARS. COST THEN \$20MM, TODAY <\$2B. THIRD DECK ADDS NEW PILLINGS FIFTEEN FEET OUT IN RIVER (REQUIRES BARGES TO BE A LITTLE THINNER) AND ADDS MORE SUPPORT STRENGH TO THE CANTELIVER. | 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. The Brent Spence Bridge Corridor Project (including the new companion bridge) is estimated to cost \$3.6 billion. 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 change the grade on the cut-in-the-hill in Kentucky. 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. |



| Comment Number | Nature of Comment   | Comment   | Response  |
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| 139            | Construction        | <p>01/05/2023 - Web Comment - Ladies and Gentlemen</p> <p>This is [REDACTED] from Hebetec Engineering Ltd <a href="http://www.hebetec.com">www.hebetec.com</a> in Switzerland. We are a small company, part of the worldwide known Vinci group.</p> <p>Our passion is lifting, lowering, and hauling of heavy and very heavy loads. Among others we are specialized in Works related with building and demolishing bridges. Within the past years we took part on several demolition projects in the US such as Oakland Bay Bridge CA or Tappan Zee Bridge NJ. We also do large sliding projects, e.g., Lennetal Bridge in Germany, where we slid an entire, pre-constructed concrete bride of over 3.200ft length and 33.000tons weight, laterally by 65ft in one piece.</p> <p>Seeing your landmark project Brent Spence Bridge Rehabilitation, we would be keen to support you or your contractors with our expertise.</p> | <p>Please visit <a href="https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx">https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx</a> for information on the project's procurement process. This web site also includes a form to sign up for email alerts to be notified of any future match-making opportunities.</p>   |
| 140            | Information Request | <p>01/05/2023 - Web Comment - I'd like to speak to the public relations person who is handling the Brent Spence Bridge communications to the public. What's Happening! in Boone, Campbell, and Kenton Counties would like to keep the citizens apprised of the plans for the Brent Spence Bridge Project and how it will impact their lives, commutes, and quality of life. For the past 33 years, we have mailed a semi-annual, full-color publication to every household in the NKY corridor. Please email or call me at [REDACTED] to discuss partnering with us. Thank you!</p> <p>[REDACTED]</p>   | <p>This individual was contacted by a member of the project team.</p>   |
| 141            | Construction        | <p>01/05/2023 - Web Comment - I am interested in receiving information about bidding this project as a supplier. We are a DBE certified company that specializes in drilling, heavy construction equipment, perm and temp casing, tooling, etc. for sale or rental. The size of our equipment ranges from 2'(610mm) to 14'(4268mm) in diameter.</p>   | <p>Please visit <a href="https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx">https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx</a> for information on the project's procurement process. This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities.</p>   |
| 142            | Construction        | <p>01/05/2023 - Web Comment - Has this project been awarded to a GC yet</p>   | <p>The draft Request for Proposals (RFP) for progressive design-build teams will be released on January 13, 2023. The final RFP will be advertised on February 17, 2023. The design-build contract will be awarded on May 31, 2023. Additional information can be found on the project's procurement website: <a href="https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx">https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx</a></p> |

| Comment Number | Nature of Comment  | Comment   | Response  |
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| 143            | N/A                | 01/05/2023 - Web Comment - MAP OF CINCINNATI & COVINGTON  | Comment noted.  |
| 144            | Construction       | 01/06/2023 - Web Comment - When are RFPs due?   | The draft Request for Proposals (RFP) for progressive design-build teams will be released on January 13, 2023. The final RFP will be advertised on February 17, 2023. Proposals from design-build teams are due on March 31, 2023. The design-build contract will be awarded on May 31, 2023. Additional information can be found on the project's procurement website:<br><a href="https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx">https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx</a>  |
| 145            | Construction       | 01/06/2023 - Web Comment - I am a licensed professional Civil Engineer in Ohio. I would be thrilled to work on the new bridge project.  | Please visit <a href="https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx">https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx</a> for information on the project's procurement process. This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities.  |
| 146            | Historic Resources | 01/06/2023 - Web Comment - I have noticed, after looking at the renderings of the new bridge, that a major portion of the B&O Freight Terminal will be demolished. I am not sure if anyone is aware or not, but this building is listed on the National Register of Historic Places. As a supporter of historic preservation, I implore you to consider the historic aspects of this building and find a way to avoid demolishing this historic building. As a starting point, may I direct you to the Golden Gate Bridge? When it was initially designed, Fort Point, a historic fortification on the shores of San Francisco Bay, was to be demolished. But, after a redesign of the bridge, an arch span was incorporated into one of the approaches that straddled the fort. Hopefully, this may be an option to preserve this historic freight terminal. | ODOT and KYTC are aware of Longworth Hall's historic significance. 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. |
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