

Comment Number	Nature of Comment	Comment	Response
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</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</p>

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<b>001B (cont.)</b>	Storm and Sanitary Ft. Wright Ramps (cont.)	and entrances to I75 at Fort Wright. As we understand these, as drawn, place an economic burden on merchants on Dixie Hwy near Kyles Lane. Additionally, those exits are the main entrance to Fort Wright and need to be convenient and welcoming to motorist traveling along I75. The city with its engineering team would like to meet with the transportation planners so we can, 1) understand the drawings, and 2) arrive at an understanding that negates our concerns about the impact to The City.	exists, and the access to Ft. Wright will be unchanged. Furthermore, value engineering efforts and design refinements have reduced footprint of the project in these areas. The project will be constructed largely within the existing transportation right-of-way. No commercial merchants will be displaced in these areas, although one residence will be displaced.  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. 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 Bent Spence Bridge is Kyles Lane. The city would like to discuss enhancing the aesthetics of that overpass and welcoming motorist to the city. An opportunity exists for the state to partner with the city on this upgrade to welcoming motorist to Kentucky. 2) Several Fort Wright residents who live east of I75 approached the city concerning noise abatement of traffic which will be closer to them and increasing. Addressing these concerns is imperative.	A Project Aesthetics Committee was formed as a subgroup of the Project Advisory Committee (PAC) to evaluate aesthetic treatments through the corridor, including corridor themes during the project's initial development stages. The Aesthetics Committee is scheduled to reconvene in 2022 to continue its evaluation of aesthetics throughout the BSB corridor.  KYTC is currently conducting a noise analysis to identify any noise impacts associated with the BSB Corridor Project and to identify mitigation measures for any identified impacts.  KYTC will continue to coordinate the projects aesthetic and noise components with the City of Ft. Wright through the project's design and construction phases.
<b>006</b>	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: <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>

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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.
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.

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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.
032	Noise Air Quality Right-of-Way	07/17/2022 - Web Comment - As a resident of West Covington who will be impacted by this expansion, what will you be doing to reduce noise levels and pollution that will subsequently come from this proposal? Also, how can I find out what streets will be impacted and potentially fall to eminent domain?	KYTC is currently conducting a noise analysis to identify any noise impacts associated with the BSB Corridor Project and to identify mitigation measures for any identified impacts. Air quality analyses conducted for the project showed reduced vehicle emissions due to reduced traffic in the corridor.  Mapping showing relocations associated with the project will be available at the project's public hearing.

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

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045	Right-of-Way	07/26/2022 - Web Comment - My daughter's home is located at [REDACTED] Watkins Street, in Covington, which is right next to the 12th Street ramp to Southbound I-71/I-75. Will her home be taken for the bridge expansion?	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?  Which side of I71/75 - East or West - will this new ROAD be?  How will this new ROAD connect to the existing I71/75 in Ft. Mitchell?	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.
048	Traffic	07/28/2022 – Email – Two main questions. By my calculations, the respective peak hours increase 75% from 2017 to the projection. The respective peak periods (the peak 4 or 5 hours) increase 30%. As you shared, we are assuming the peak periods would be consistent with pro-covid (at worst). This discrepancy creates real design challenges or opportunities for cost savings/design improvements.  I can't speak specifically to design capacity of expressway lanes, but the current bridge with 8 narrow lanes with really-really troubling movements can run 91k vehicles at the respective AM/PM periods. The Companion Bridge with really great geometry and very normal movement has 73K vehicles on 10 lanes.  If peak flow was consistent pre-covid, could you put 71 and local traffic on the original bridge?  It probably all comes down to the black box, so just throwing out some observations.	Under the existing conditions, there are not enough lanes on I-71/I-75 to serve all the traffic attempting to travel through the corridor. As a result, the area serves as a bottleneck that constrains the number of vehicles that can pass through during peak periods, resulting in slowed traffic and backups across the BSB. The proposed improvements will add lanes to I-71/I-75, dramatically reducing these bottlenecks and allowing more traffic to pass through the corridor without slowing or stopping due to congestion. The apparent 75-percent increase in traffic volumes does not necessarily result from an increase in the number of vehicles desiring to travel through the corridor. Rather, it is an increase in the number of vehicles that are actually able to move unrestricted through the corridor during peak travel periods due to a reduction in traffic congestion. The remaining traffic growth is based on the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) travel demand model, which accounts for population and economic growth, among other factors.  The preferred alternative for the BSB Corridor Project was analyzed using pre-COVID traffic as a base condition. Traffic volumes for the year 2050 were then forecasted using the OKI regional travel demand model. Based on analyses conducted using these volumes, the original BSB could not accommodate all I-71 and local traffic volumes.

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049	Project Mailing List	07/31/2022 - Web Comment - Please give me updates on any meetings open to public concerning the new bridge plans. Is it too late to give opinion on design of new bridge? Why is this important to me? A new exciting design will draw people to the area and show that Ohio/Kentucky are progressive states.	This individual was added to the project mailing list. There will be public involvement activities scheduled to allow interested persons to provide feedback on the project. All individuals included on the project mailing list will be notified of future public involvement activities.
050	Project Schedule	08/09/2022 - Web Comment - What is timeline for the project?	Construction on Phase I of the BSB Corridor Project (Findlay Street to Marshall Avenue) is anticipated to begin in 2028 and be complete in 2031. Construction on Phase II (Linn Street to Findlay Street) is anticipated to begin in 2025 and end in 2029. Construction on Phase III (the remainder of the project corridor, including the companion bridge over the Ohio River) is anticipated to begin in 2023 and be complete in 2029.
051	Project Risk Register	8/9/2022 - Web Comment - Could you email me an Excel or Word version of the Project Risk Register please? It is a very good register! Thank you	The requested information was provided to this individual on September 27, 2022.
052	Roadway/Bridge Design	08/09/2022 - Web Comment - Who is doing the design/engineering for the new bridge?	The project will utilize a Progressive Design-Build method for design and construction. A Request for Proposals is currently scheduled for January 2023. At that time, prospective design-build teams will prepare technical submittals. KYTC and ODOT will review the submittals, compile a "shortlist" of the most highly qualified proposers, conduct interviews, and select one design-build team to deliver the project. More information about the design-build process can be found at: <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.

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



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061	Information Request	<p>10/09/2022 - Web Comment - Hello, I am requesting that the public comment paper titled "Working Position Paper: Redesign of the Brent Spence Bridge Project" by Ryan Laber, P.E as provided to ODOT and KYTC via email on 1/17/2022 be provided to me via email and made available on the project website for public review. Currently, the proposition paper is not available under the documents section of this website.</p> <p>It is not possible for one to make an informed opinion of the project team's response ("Ohio Department of Transportation Response to Public Comment: Working Position Paper: Redesign of the Brent Spence Bridge Project", dated approx. 10/1/2022) to this public comment without making the original public comment available.</p>	<p>The "Working Position Paper" was provided as requested.</p> <p>Because the "Working Position Paper" was not prepared by KYTC or ODOT as part of the BSB Corridor Project development but rather was submitted as a public comment, it will not be posted in the document center of the project website. However, it will continue to be provided upon request.</p>
062	Information Request	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.

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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.
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>

Comment Number	Nature of Comment	Comment	Response
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>
069	Project Footprint Quality of Life	10/25/2022 - ODOT Web Site - I would like to see this project do it's best to right the wrongs of highway planning. Reconnecting previously unconnected areas, shrinking the size of the highway and interchange footprint, and possibly adding mass transit to the mixture. I75 is currently a blight on the city of Cincinnati, especially near downtown and the West End, and with this project, it could be transformed to mitigate the negative effects of urban freeways.	<p>While the project's primary needs are to solve transportation problem, ODOT has also pursued other quality of life goals in the project's development. To that end, ODOT has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, improve water quality by separating storm water from the sanitary system, balance regional and local traffic needs, and reduce community impacts throughout the project's development.</p> <p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p>
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 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>

Comment Number	Nature of Comment	Comment	Response
072	Traffic	10/25/2022 - ODOT Web Site - The traffic studies from 2021 for this interchange show that no more than 9% southbound and 5% northbound traffic actually use any of the on or off ramps to downtown. Does this meet any current ODOT minimums for requiring these ramps?	ODOT does not have a minimum required traffic volume for interstate ramps and is continuing to coordinate the project's design with the City of Cincinnati to support local access and mobility needs.
073	Project Footprint	10/25/2022 - ODOT Web Site - Looking over the project there feels like a significantly better way to accomplish the goals set forward while still giving more land back to Cincinnati, I would not proceed with the project, it will be a disaster	Your comments have been forwarded to the project team for their consideration and will be included in the public record.
074	Project Footprint Roadway/Bridge Design	10/26/2022 - ODOT Web Site - Not shrinking the footprint of the project, similar to Fort Washington way would be a multi-generational mistake.	Your comments have been forwarded to the project team for their consideration and will be included in the public record.
075	Project Footprint	10/25/2022 - ODOT Web Site - This plan is a continued overbuild of a highway system through an urban area. We have an opportunity to improve flow AND reduce the footprint of the highway and you are doing neither. It's just more lanes. How many studies prove the uselessness of that until we learn? Scrap it and start over.	Your comments have been forwarded to the project team for their consideration and will be included in the public record.
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>

Comment Number	Nature of Comment	Comment	Response
077	Transit Multimodal Project Footprint Roadway/Bridge Design	<p>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 &amp; Kentucky sides of the bridge. Transit usage is growing in Cincinnati: the streetcar is setting ridership records every month this year, a BRT plan is being finalized now, the 2021 Infrastructure Investment and Jobs Act included funding for passenger rail expansion which could be used to restart the 3C+D Amtrak rail service, a transit connection between Cincinnati and CVG is consistently the most-requested routes in planning discussions ... [edited for brevity] ... In summary, at the very least it should be demonstrated that the new bridge is future-proofed to add bus &amp; 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 &amp; 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 &amp; 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.</p>	<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
078	Roadway/Bridge Design	10/26/2022 - ODOT Web Site - The Bridge Forward design meets and exceeds the proposed plans for the bridge. It has the potential to spend less money, reduces the impact of the highway on our city and environment, and provides better outcomes for the community while still achieving the desired traffic improvements. At the very least concepts from the Bridge Forward design should be reviewed and potentially incorporated.	Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. ODOT carefully evaluated the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="#">HERE</a>
079	Project Footprint Multimodal	10/26/2022 - ODOT Web Site - I do not think expanding the already massive footprint of the interstate benefits the people of the area or the cities of Cincinnati and Covington. The massive expansion proposed will limit opportunities for growth and further divide Cincinnati's urban core. There is no need for that many entrance and exit ramps. People can drive an extra few blocks to get into the interstate. Also, the new companion bridge or the Brent Spence could have some pedestrian and bicycle infrastructure added. Overall, the project seems to aim to create even more disruption and hostile infrastructure sprawl into the heart of our city, rather than connecting our area in a way that benefits the people who live here.	Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, and reducing the width of the companion bridge. In addition, 10 acres of excess ODOT property adjacent to Cincinnati's Central Business District will be transferred to the City of Cincinnati upon the project's completion. Finally, ODOT is continuing to coordinate with the City of Cincinnati to refine local ramps in support of local accessibility, access, and redevelopment goals. 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.
080	Design-Build Process	10/28/2022 - Web Comment - Hello there! Singh & Associates, Inc. is very interested in participating on this transformational project. As an Ohio Unified Certification Program (UCP) Disadvantaged Business Enterprise (DBE), our firm can help the project team fulfill the DBE participation goals, provide high-quality engineering services for roadway lighting/electrical, and bring new firm expertise and services to the Ohio & Kentucky transportation markets.  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.	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>  Questions and comments can also be submitted on the procurement website.

Comment Number	Nature of Comment	Comment	Response
081	Roadway/Bridge Design Project Footprint	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.	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>
082	General Opposition	11/1/2022 - ODOT Web Site - We don't need a highway interchange downtown. Such a waste of space.	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.
083	Roadway/Bridge Design Project Footprint	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>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>[UPDATED RESPONSE]</p> <p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. 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 land and improve mobility for all modes of transportation.</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</p>

Comment Number	Nature of Comment	Comment	Response
<b>083 (cont.)</b>	Roadway/Bridge Design Project Footprint (cont.)		<p>addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p> <p>ODOT is closely coordinating the aesthetic plans for the project with the City of Cincinnati to further its goals to create vibrant urban spaces in locations throughout the corridor.</p>
<b>084</b>	Roadway/Bridge Design Project Footprint	<p>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>	<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>
<b>085</b>	Roadway/Bridge Design Project Footprint	<p>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</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> <p>[UPDATED RESPONSE]</p> <p>In November and December 2022, ODOT and KYTC held 12 small-scale outreach meetings in neighborhoods directly adjacent to the project's construction limits to share updates on the project and to offer residents the opportunity to share feedback with the project team. In December, ODOT and KYTC held one daytime and one evening broad-scale neighborhood outreach meeting in each state to engage neighborhoods that are near the project corridor but will not be directly impacted. All comments received are considered in the project's development, and responses are provided for every comment.</p>



Comment Number	Nature of Comment	Comment	Response
085 (cont.)	Roadway/Bridge Design Project Footprint (cont.)	<p>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 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-striped 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</p>	<p>ODOT and KYTC are currently preparing a supplemental Environmental Assessment (EA) that will include a summary of all public involvement activities, including comments received. Once the supplemental EA is made available to the public, hearings will be scheduled to provide additional opportunities for public feedback. More opportunities for public feedback will occur during the project's design-build phase.</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. The pedestrian and bicycle facilities incorporated into the project will improve connectivity to transit, employment, healthcare, cultural, recreational, and commercial destinations.</p> <p>The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model. The Brent Spence Bridge Corridor incorporates a collector-distributor system specifically designed to improve traffic flow and accessibility for local traffic. Traffic will access downtown Cincinnati on a lower speed (45 mph) collector-distributor system, and the existing Brent Spence Bridge will be returned to three standard lanes with shoulders.. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards.</p> <p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the</p>

Comment Number	Nature of Comment	Comment	Response
085 (cont.)	Roadway/Bridge Design Project Footprint (cont.)	<p>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-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>	<p>remaining design activities to identify opportunities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.</p> <p>Tolling the I-71/I-75 corridor is not permitted in the State of Kentucky. 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. Furthermore, origin and destination studies indicate that 30 percent of the trucks in the Brent Spence Bridge corridor travel to and from local routes, serving an important economic link for the City of Cincinnati.</p> <p>ODOT carefully evaluated the designs offered by the Bridge-Forward Cincinnati Coalition with input from a multidisciplinary group of roadway engineers, traffic engineers, and environmental professionals and documented the findings in a detailed response. (provided on the project website <a href="#">HERE.</a>) ODOT has also scheduled a working session with Bridge-Forward to discuss their ideas about the project.</p>

Comment Number	Nature of Comment	Comment	Response
086	Roadway/Bridge Design Project Footprint	11/2/2022 - Email Comment - West End Community Council Support for Bridge Forward Design Recommendations for the Brent Spence Bridge Project and Feasibility Assessments [edited for brevity] Please accept this notice as full documented support from the West End Community Council for the Brent Spence Bridge project design improvements proposed by the Bridge Forward Coalition and for the appropriate feasibility assessments to be conducted.	Thanks for passing on your document concerning the Brent Spence Project design. Our project team is looking forward to discussing the project with your community on November 22nd. We are continuing to work on the Brent Spence Bridge Corridor project with our stakeholders to capture opportunities to address shared community priorities. We look forward to sharing our progress with your community later this month.
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 that 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>



<p>088</p>	<p>Public Input Project Development Process Traffic</p>	<p>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>	<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> <p>[UPDATED RESPONSE]</p> <p>In November and December 2022, ODOT and KYTC held 12 small-scale outreach meetings in neighborhoods directly adjacent to the project's construction limits to share updates on the project and to offer residents the opportunity to share feedback with the project team. In December, ODOT and KYTC held one daytime and one evening broad-scale neighborhood outreach meeting in each state to engage neighborhoods that are near the project corridor but will not be directly impacted. All comments received are considered in the project's development, and responses are provided for every comment. Copies of all comments and responses are available on the project website <a href="#">HERE</a>.</p> <p>ODOT and KYTC are currently preparing a supplemental Environmental Assessment (EA) that will include a summary of all public involvement activities, including comments received. Once the supplemental EA is made available to the public, hearings will be scheduled to provide additional opportunities for public feedback. More opportunities for public feedback will occur during the project's design-build phase.</p>
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Comment Number	Nature of Comment	Comment	Response
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.
091	Aesthetics	11/12/2022 - Web Comment - Brent Spence Bridge Corridor Aesthetics Committee - Committee Members 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 wile for the State and the City.	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.
091A	Project Development Process	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.  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.	Comment noted.

Comment Number	Nature of Comment	Comment	Response
092	Project Mailing List	11/18/2022 - Web Comment - I would like to stay up to date with the project.	This individual was added to the project mailing list.
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.	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> :

<b>Comment Number</b>	<b>Nature of Comment</b>	<b>Comment</b>	<b>Response</b>
096	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.
097	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.
098	Project Mailing List	11/28/2022 - Web Comment - Please add me to information distribution list.	This individual was added to the project mailing list.
099	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
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>: 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
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
<p><b>104</b> <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>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
<b>104 (cont.)</b>	Project Development Process Roadway/Bridge Design Multimodal (cont.)	<p>Cincinnati City Council should be encouraged to adopt these policies as soon as possible. Ideally, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA.</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
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 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
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.
112A	Project Development Process	<p>12/12/2022 - Email Comment - At a community outreach meeting, ODOT stated that this would be moving forward as a reviewed EA. With it progressing forward as a reviewed EA, I'm worried there will not be enough community/public input on this project. I looked into what is required public input wise for an EA and it appears to be at the discretion of ODOT on how much they want to take in. I have reached out to ODOT with questions and comments about the project, but they have yet to give clear answers or reply in some cases.</p> <p>Will FHWA be allowing for public comments directly to them for this project? I understand the timeline for this project is very fast paced, but I feel that a project with this large of an impact and severity needs to have more than a few one hour meetings with the community.</p> <p>I'm a bit confused on how the EIS to EA occurred for this project as a whole. The FONSI posted in 2012 states that since it's remaining in the "mainline" of the I75/71 footprint it is an EA, is this the only reason why it received an EA rather than an EIS? I'm not an expert by any means, but doesn't this fall under 23 CFR 771.115(a)(2)?</p>	<p>The Ohio and Kentucky Divisions of FHWA in cooperation with ODOT and KYTC are continuing National Environmental Policy Act (NEPA) studies for the proposed Brent Spence Bridge (BSB) Corridor project carrying Interstates 71 &amp; 75 over the Ohio River in the cities of Cincinnati and Covington. As you are aware, in 2012 after completion of the EA, FHWA determined Alternative I will have no significant impact on the human or natural environment. Since the Finding of No Significant Impact (FONSI) in 2012, Alternative I has been refined and a supplemental environmental assessment (EA) is being prepared to evaluate impacts of these refinements (Concept I-W).</p> <p>FHWA concluded that a supplemental EA is the proper level of review for this project under the National Environmental Policy Act. An EA is appropriate when a proposed action is not classified as a categorical exclusion, but does not clearly require an environmental impact statement (EIS). Preparation of the supplemental EA is currently underway and has included/will continue to include different opportunities for public involvement (meetings, emailed or mailed comments). The supplemental EA findings will allow FHWA, ODOT and KYTC to determine if an EIS is warranted, as you suggested. If not, FHWA will issue a Finding of No Significant Impact (FONSI). FHWA encourages your participation in the public involvement process. FHWA, as well as ODOT and KYTC are all accepting public comments for this project. All comments received will be addressed prior to the NEPA determination.</p>

Comment Number	Nature of Comment	Comment	Response
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.
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.

Comment Number	Nature of Comment	Comment	Response
120	Information Request	12/16/2022 - Web Comment - I would greatly appreciate it if you could please provide the following. • BSB Concept I-W Plan (Appendices) • BSB Concept I-M Plan • Appendix E: BSB Potential Design Exceptions. E-1: Concept I-W Design Documentation – Map; E-2: Concept I-W Design Documentation – Table; E-3: Concept I-M Design Documentation – KY Map; E-4: Concept I-M Design Documentation – OH Map; E-5: Concept I-M Design Documentation – Table	The requested information was provided to this individual.
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
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, afterall, 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
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 / IIJA 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
121A (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
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:  <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:  <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
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
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>[UPDATED RESPONSE] <i>New rail facilities were not considered a feasible alternative for this project. Since there are no regional plans for new rail facilities in the foreseeable future, provisions for inclusion of a rail corridor have not been a part of the Brent Spence project. New rail facilities would need to be evaluated as part of a separate project. However, the current design will not preclude the future consideration of a rail corridor,</i></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>[UPDATED RESPONSE] 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. Preliminary investigations indicate that adding bike lanes to the Clay Wade Bailey Bridge may be feasible. KYTC and ODOT will further evaluate adding bike lanes to the Clay Wade Bailey Bridge during the project's progressive design-build phase.</p>

Comment Number	Nature of Comment	Comment	Response
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>	<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> <p>[UPDATED RESPONSE]            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. 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 progressive design-build process to identify opportunities to incorporate refinements to further reduce the project footprint and reclaim additional land.</p>

Comment Number	Nature of Comment	Comment	Response
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: <a href="https://brentspencebridgecorridor.com/">https://brentspencebridgecorridor.com/</a></p>
131	Information Request	12/30/2022 - Web Comment - 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
132A	Public Input	<p>01/02/2023 - Email Comment - I am a resident of the Cincinnati Central Business District (CBD) neighborhood and live within a half-block of the project area (the 300 block of W 4th St). A CBD neighborhood outreach meeting was held on 11/29/2022. Despite being a resident of the target neighborhood for the meeting and taking adequate steps to stay informed on the project, I did not receive any communication from ODOT/the project team that a CBD neighborhood outreach meeting was being held. My knowledge of the meeting came from a colleague who has no affiliation to the project team or its partners. Had it not been for that colleague, I would not have known the meeting was happening. Thus, the purpose of this letter is to document in the public comment register key facts that demonstrate the project team has circumnavigated their own communication tools regarding the impacted neighborhood outreach period which has resulted in a disingenuous public outreach where not all residents of impacted neighborhoods were aware of the engagement opportunity.</p> <p>To begin, the project's E-newsletter, the means for communicating project updates and news, failed to adequately advertise the outreach meetings. I signed up for and have received the project's newsletters beginning with the 10/21/2022 edition as well as the 11/10 and 12/5 editions. The 11/10 newsletter is the first communication regarding the neighborhood outreach; however, no communication was given for the meeting dates, times, or locations. The newsletter did not even indicate which neighborhoods the project team would be visiting nor was any information provided on where an individual could go to learn more of the neighborhood meetings or view the self-service comment website (<a href="http://www.publicinput.com/bsbc">www.publicinput.com/bsbc</a>). This lack of notice comes despite text on the project website's newsletter sign up form indicating notice of upcoming meetings would be provided by signing up. The full text of the 11/10 newsletter is provided in Appendix A and the website sign up message is provided in Appendix B.</p> <p>The 12/5 edition did include the remaining events; however, when comparing with the full list of outreach meetings (Appendix C), 5 KY meetings were already held and 2 OH meetings were also already held (an additional KY meeting was held on 12/5- same day notice is hardly effective public engagement). While the newsletter references past meetings, there was no mention of which neighborhoods were</p>	<p>Thank you for sharing your concerns to the Brent Spence Bridge Corridor web site regarding the public involvement process for the Brent Spence Bridge Corridor Project. ODOT and KYTC value feedback as an important part of the project development process.</p> <p>ODOT and KYTC conducted the neighborhood outreach and other public involvement activities in accordance with the Public Engagement Plan developed for the project. The meetings were part of a targeted outreach plan tailored to each, specific neighborhood to provide community members within the neighborhood the opportunity to learn more about the project, ask questions of the project team, and provide feedback. The specific neighborhoods were chosen because a demographic analysis showed that they contained underserved populations and are directly adjacent to the project, where community impacts would be most likely to occur.</p> <p>In Ohio, individual, neighborhood meetings were held in November and December in the CUF (Clifton Heights-University Heights-Fairview), Central Business District (CBD), Camp Washington, and West End neighborhoods. Respectively, the meetings were held November 15, November 29, December 12, and December 20. These public involvement meetings were conducted during the established community council meetings in which community leaders hold regular meetings to provide their residents with information specific their neighborhood.</p> <p>Similarly, KYTC held meetings targeted to neighborhoods that are within the corridor between Covington and the Dixie Highway interchange; due the greater number of affected neighborhoods, it was deemed necessary to hold more meetings in Kentucky. The outreach strategy was outlined in an Environmental Justice Methodology memo and the project Public Engagement Plan, both of which were reviewed by FHWA.</p> <p>For those meetings held in Ohio, the decision on how to notify the neighborhood groups was based on discussions with city of Cincinnati, which is most familiar with the community councils and could provide contact information. Community Councils are recognized by the City and, historically, ODOT has engaged these councils as part of our outreach on projects we sponsor. We then</p>



Comment Number	Nature of Comment	Comment	Response
132A (cont.)	Public Input (cont.)	<p>already visited. Additionally, no message accompanied that list inviting members of already-visited neighborhoods to attend a future meeting outside of their neighborhood.</p> <p>Since the 12/5 newsletter did not even reference the self-service input website (<a href="http://www.pulicinput.com/bsbc">www.pulicinput.com/bsbc</a>), members of already visited neighborhoods who missed their neighborhood meeting as a result of the lack of communication by the project team are left to think their next opportunity to engage is the public hearings in July/August. By only publicizing the outreach meetings mid-way through the scheduled calendar, the project team has conceded that they ineffectively notified the public of the outreach period which has resulted in citizens missing their opportunity to engage. The 12/5 newsletter is available in Appendix D.</p> <p>The next logical place to look for updates, the project’s website (<a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a>), did not list the public comment period until the outreach meetings were well underway. Using the Internet Archive Wayback Machine (a service that archives partial snapshots of websites at random intervals), bounds can be placed on when the first mention of the public outreach period is made. The “Public Involvement and Comments” page, which contains a summary of the outreach meeting neighborhoods and dates, was not published until sometime after December 12th, 2022 and December 23rd, 2022. This is known because the snapshot taken on December 12th does not have a link in the home page menu to the “Public Involvement and Comments” page; the snapshot on December 23rd does have the link. Assuming the best case of a website update just after the December 12th snapshot, 8 KY meetings and 2 OH meetings already occurred (an additional 1 meeting occurred on 12/12 in each state). Moreover, the current language on the “Public Involvement and Comments” page does not even contain the time or location, nor does it reference the self-service input website (<a href="http://pulicinput.com/bsbc">pulicinput.com/bsbc</a>). Again, the website content has not been kept up to date to inform the public in a timely manner of the opportunities to engage and provide input to the project which demonstrates the project team is not using their established communication tools to engage with impacted neighborhoods. The website snapshots are provided in Appendix E.</p>	<p>worked with the community councils to promote the meetings via their established procedures and communication methods. Depending on the neighborhood, these advertising methods included neighborhood web sites, social media (Facebook), announcements at prior meetings, and email notifications. Information about the availability of project materials and the opportunity to comment online through PublicInput.com and the web site was also distributed through the community councils. As these meetings were for targeted audiences and not the public at large, the project team did not feel that placing the information in the Brent Spence Bridge Corridor e-newsletter would be appropriate. However, responding to feedback received during the neighborhood outreach, ODOT chose to advertise the Camp Washington and West End meetings, as well as Kentucky neighborhood meetings, in the December 5 project e-newsletter. In addition, the project web site’s newly created Public Involvement page included the dates for all the neighborhood meetings, past and future.</p> <p>In addition to the neighborhood-specific meetings, ODOT conducted two, larger community public involvement meetings on December 13 as well as similar meeting in Kentucky on December 14. These were an extended part of this targeted outreach to reach neighborhoods that were near the project but not directly adjacent to the corridor or to capture community members unable to attend their specific neighborhood meeting. For this meeting, fliers advertising the meetings were sent to the following community councils: Lower Price Hill, Mount Auburn, Over the Rhine, Mount Auburn-Walnut Hills, and Pendleton. The meeting was promoted on the project website, the project’s December e-newsletter, ODOT District 8’s events page, Facebook, Twitter, Nextdoor.com, and several media outlets. Information was also provided to Cincinnati City council, and the city shared information regarding these meetings on their social media platforms as well.</p> <p>The PublicInput.com site was opened for public comments concurrent with the first neighborhood meeting on November 15, and this comment period was concluded January 5, sixteen days after the last neighborhood meeting. This was to ensure that comments from the targeted neighborhood meetings were captured and that adequate time existed to fully evaluate and respond to feedback</p>

Comment Number	Nature of Comment	Comment	Response
132A (cont.)	Public Input (cont.)	<p>In light of the aforementioned observations, the project team was questioned during the CBD meeting how the outreach meetings were communicated to the public. Given there was no information in the project newsletter nor the website prior to the CBD meeting, I questioned how the meetings were being publicized. The response from the presenter, Mr. Stefan Spinoso, was that the project team reached out to the neighborhood community councils to distribute the information. While the community councils are often viewed as the voice of the community, membership is voluntary, and their leadership is voluntary. When seeking public input, the entire public of the impacted neighborhoods needs to be made aware of their opportunity to provide input. Reaching out to community councils, because of their voluntary makeup, only addressed a portion of the targeted neighborhoods. It was irresponsible for the project team to put the responsibility of publicizing the outreach meetings on the community councils, especially in place of using the project team's own communication tools.</p> <p>In conclusion, the facts contained herein demonstrate the haphazard, figure-it-out-as-we-go communication plan being carried out by the project team to seek input from the impacted neighborhoods. The project team's own communication tools, the project website and newsletter, failed to communicate the dates, times, locations, or impacted neighborhoods until several meetings had already been held. The project team relied on the community councils to publicize the meeting information which did not reach every citizen of the impacted neighborhoods. As a result, the impacted neighborhood public outreach period did not effectively provide an opportunity for every citizen of the impacted neighborhoods to engage and provide feedback to the project team.</p> <p>Therefore, to ensure that the entire public of the impacted neighborhoods has been made aware of their opportunity to learn about the project and comment, I request that the impacted neighborhood comment period be repeated with a communication plan that guarantees the entire public of the impacted neighborhoods has been made aware of their opportunity to engage.</p>	<p>received - including making decisions regarding mitigation and enhancement measures - prior to finalizing the Environmental Justice Analysis Report and the supplemental Environmental Assessment (EA), submitted to FHWA on February 16, 2023.</p> <p>Additionally, anyone may submit comments on the project website <a href="#">Brent Spence Bridge Corridor</a> at any time. Those comments and questions are captured and addressed accordingly, and then being shared on the project website each month. It is important to note that the project website is a very dynamic, evolving site, and it is being updated regularly with information pertaining to project development, public involvement information, meetings, and procurement.</p> <p>In addition to the comments you have already shared with the project team and the Federal Highway Administration, you may continue to submit comments via the project web site as listed above, as well as during the public hearings which will be held this summer. Although a date has yet to be established, these meetings will be announced through the project web site, both agencies' web sites, the e-newsletter, social and traditional media, our partners at the cities of Cincinnati and Covington, and other identified resources to assure that we engage with our communities on both sides of the Ohio River.</p> <p>Again, we thank you for your comments, your attendance at the November 29<sup>th</sup>, 2022 CBD meeting, and your participation in the public involvement process for this monumental project. As we move forward with this major new construction project, we will continue following the Public Engagement Plan while also evolving our process to meet the needs of the community. It is the goal of the project team to provide all members of the general public multiple opportunities and resources to comment on the project.</p>

Comment Number	Nature of Comment	Comment	Response
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: <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.  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
135A	Alternatives	<p>01/03/2023 - Email Comment - So I'm just confused as an outside observer looking to move to Cincinnati or Covington because of the opportunity for urban growth. In Cincinnati, a city famous for unbelievable destruction of a city's urban fabric in the name of highways, the plan is to create more lanes? With 1.6 or however many billion dollars there is no plan to at least add rail or public transit option? This is not the future younger generations want. We want to correct the mistakes of the past. At least have a street car option or something. Have you ever heard of induced demand? Evidence based policy? So disappointed in this city.</p>	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p>

Comment Number	Nature of Comment	Comment	Response
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.
136A	Alternatives	<p>01/04/2023 - Email Comment - I hope you are well. I write to you today to express my dissatisfaction with the current Brent Spence Bridge companion proposal. While I (as well as many other Cincinnati residents) have outwardly expressed their dissatisfaction over the past year and more, it seems to have fallen on deaf ears — whether that be at in-person meetings, in official public comments, or even just on social media. My comments today will be rather lengthy. I honestly would prefer to keep the feedback short and sweet, but at this point in time I see no other way to get the attention of ODOT and those planning for our city's future. Additionally, I will try my best to include references/URLs within this public comment to support the points laid out.</p> <p>First and foremost, it is of the utmost importance that something be done about the Brent Spence Bridge. It has been in official need of a replacement since 1998 according to the Federal Highway Administration (<a href="https://www.oki.org/brentspencebridge/">https://www.oki.org/brentspencebridge/</a>). I am 100% in favor of repairs, a replacement, or a companion to the current bridge, and I'm sure those who utilize it regularly and see the first-hand dilapidation would agree. If the companion bridge is to be built, so be it. It would provide another link within the greater Cincinnati and larger Midwest regions that will prove invaluable in the coming years as Cincinnati continues to urbanize and densify. The issues begin to arise when we examine who (drivers) and what (cars and trucks) will utilize the new span, and the opportunity cost of what instead could be built in its place.</p> <p>The current proposed companion bridge (<a href="https://www.cincinnati.com/story/news/traffic/2022/08/29/how-much-traffic-will-brent-spence-companion-bridge/65407695007/">https://www.cincinnati.com/story/news/traffic/2022/08/29/how-much-traffic-will-brent-spence-companion-bridge/65407695007/</a>) allots 10 new lanes to exclusively car and truck traffic. While this bridge is set</p>	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition, which included burying the freeway. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>. ODOT is also coordinating with Bridge-Forward to schedule a working session to discuss their ideas about the project.</p> <p>The current design will open up an additional 9.5 acres of land for potential redevelopment adjacent to Cincinnati's Central Business District. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as</p>

Comment Number	Nature of Comment	Comment	Response
136A (cont.)	Alternatives (cont.)	<p>aside for “express traffic,” ODOT will effectively be doubling the number of 71/75 lanes across the Ohio River, inducing demand for car and truck travel. As I’m sure ODOT is aware, more highway lanes (especially without tolls) lead to more drivers utilizing the lanes (example from Houston with additional hyperlinks embedded: <a href="https://brokensidewalk.com/2015/induced-demand-in-action/">https://brokensidewalk.com/2015/induced-demand-in-action/</a>). See this link for further evidence: <a href="https://t4america.org/wp-content/uploads/2020/03/Congestion-Report-2020-FINAL.pdf">https://t4america.org/wp-content/uploads/2020/03/Congestion-Report-2020-FINAL.pdf</a>. Whether or not these cars or trucks are just passing through via the “express companion bridge” or entering the city via the “local Brent Spence bridge,” they are polluting our downtown and taking up valuable space that could be allotted to people who live in the city and tax-generating real-estate. Moreover, this problem does not go away with electric cars. Sure they do not with CO2 emissions, but electric cars take up just as much space/volume as regular cars, actually weigh significantly more than ICE-powered cars, and still pollute via tire degradation: <a href="https://www.theguardian.com/environment/2022/jun/03/car-tyres-produce-more-particle-pollution-than-exhausts-tests-show">https://www.theguardian.com/environment/2022/jun/03/car-tyres-produce-more-particle-pollution-than-exhausts-tests-show</a>. What ODOT is doing with their outdated logic by inviting this enormous amount of additional car traffic into downtown Cincinnati will hurt businesses in the Central Business District and residents who live car-free or car-light (of which a significant portion of Cincinnatians are doing, and it’s only increasing: <a href="https://usa.streetsblog.org/2021/10/22/u-s-cities-have-more-car-free-households-than-you-think/">https://usa.streetsblog.org/2021/10/22/u-s-cities-have-more-car-free-households-than-you-think/</a>) with increased pollution and congestion.</p> <p>Speaking more on the “space” portion of my above comment, the acreage dedicated to Ohio approach interchange is immense. While the proposed footprint is smaller than the current interchange on the West Side, it is a marginal decrease at best. Originally in the 1950s-60s, ODOT bulldozed and raised the West End of Cincinnati to make way for the interstate. More than 10,000 homes, businesses, and buildings were essentially deleted from existence to make way for what stands today. An area the size of Over the Rhine occupying the flat, sprawling plain west of downtown was simply wiped clean in the name of highway construction, what planning documents call “slum clearance” and a landing spot for light industry (<a href="https://www.citybeat.com/news/echoes-of-a-lost-west-end-12219411">https://www.citybeat.com/news/echoes-of-a-lost-west-end-12219411</a>). 25,000 people lived in the 297 acre neighborhood of</p>	<p>the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT’s Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: <a href="http://www.oki.org/studies/pdf/northsouth/ns-complete.pdf">www.oki.org/studies/pdf/northsouth/ns-complete.pdf</a>.</p> <p>The 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>In addition to ODOT, there are multiple stakeholders in the tri-state region when it comes to transportation. There are regional mass transit agencies, local governments, an airport authority, and two additional states that all play a role in addressing the transportation needs of the region. As we have for decades, we’ll work hand-in-hand with them to project and meet the current and future needs of the region.</p> <p>KYTC and ODOT are cognizant of historic freeway construction that</p>

Comment Number	Nature of Comment	Comment	Response
136A (cont.)	Alternatives (cont.)	<p>Kenyon-Barr (images: <a href="https://twitter.com/JoshJunker2/status/1608548164784762882">https://twitter.com/JoshJunker2/status/1608548164784762882</a>). Today the "neighborhood" (if you can call it that) is known as Queensgate — home to a total of 120 people at the time of this article (2017).</p> <p>With the opportunity to right the wrongs of the past and create a forward-looking, interconnected multi-modal city, ODOT can amend their plans for the Ohio approach to follow that of Bridge Forward Cincinnati (<a href="https://www.bridge-forward.org/">https://www.bridge-forward.org/</a>). Bridge Forward puts forth a plan that still calls for the construction of a companion bridge, but buries the Ohio approach so that over 30 acres of land can be reclaimed. In adopting this approach, ODOT could effectively create 30 acres for businesses and high density homes to be developed — all of which would repay taxes to the city and state governments. This would be an incredible investment in the city's future while still fixing the issues at hand with the current Brent Spence bridge.</p> <p>There is, however, one issue with the plan — it calls for a &gt;5% grade on part of the approach (<a href="https://local12.com/news/local/i-75-interchange-odot-review-plan-30-new-acres-city-blocks-not-feasible-downtown-cincinnati-queensgate-brent-spence-covington-northern-kentucky-nky-bridge-forward-local-12-wkrc-tristate-ohio-ky-indiana-news">https://local12.com/news/local/i-75-interchange-odot-review-plan-30-new-acres-city-blocks-not-feasible-downtown-cincinnati-queensgate-brent-spence-covington-northern-kentucky-nky-bridge-forward-local-12-wkrc-tristate-ohio-ky-indiana-news</a>) which is larger than allowed by federal interstate highway standards (<a href="https://en.wikipedia.org/wiki/Interstate_Highway_standards">https://en.wikipedia.org/wiki/Interstate_Highway_standards</a>). I would urge ODOT to not let this one sticking point, which they call out as being THE blocker here, to de-rail a once-in-a-generation opportunity to develop western downtown and reconnect Cincinnati with its West End. Exceptions can be made, plans can be altered; however, ODOT has not even assembled a Bridge Forward-inspired alternative for us to compare or analyze. Should they put in the work, I believe that ODOT could find a way to fit most or all of Bridge Forward's plan into their proposal while still following federal guidelines for interstate construction. Again, I want to emphasize that this would be more than just a fix for the bridge — it would be an investment in the city's future — a future that will be shaped by more than just cars.</p> <p>With all that said, I pose the following questions to ODOT and request written, detailed responses to each one. Please see below:</p>	<p>has impacted communities and have incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, lowering design speeds, reducing shoulder widths, implementing retaining walls, and reducing the width of the companion bridge. In West End, the project will be built almost entirely within the existing highway footprint, and the project will not relocate any residents in West End. Furthermore, the project includes features to enhance connections in existing neighborhoods, such as installing bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p>

Comment Number	Nature of Comment	Comment	Response
136A (cont.)	Alternatives (cont.)	<p>Questions:</p> <ul style="list-style-type: none"> <li>• Will ODOT amend their proposal or even create a new alternative for the Ohio approach to reconnect downtown Cincinnati with the West Side, bury the freeway, and reclaim 30 acres of land that could be used to generate tax revenue and further fund improvements to our city?</li> <li>• What is ODOT doing to ensure forward-compatibility of the new companion bridge with other modes of transit such as, but not limited to: bus rapid transit, streetcar/tram, light rail, heavy rail, inter-city rail, and high speed rail?</li> <li>• What is ODOT's outlook on cars as the dominant mode of transportation in the Cincinnati/Northern Kentucky region? Are they projecting any mode-changes within the next decade or so?</li> <li>• Will ODOT ever consider funding large-scale rail projects?</li> <li>• What is ODOT doing to rectify the razing of the West End in the 50s and 60s? Are there currently efforts to reconnect the neighborhoods affected by the proposal ODOT has put forward?</li> </ul> <p>All of the above, from the additional bridge to the Ohio approach and everything in between, can be summarized with the following sentence: this is not a 21st century solution. What ODOT has proposed is a 20th century solution. Their proposal exasperates past mistakes and injustices to those who lived in the path of the current Ohio-side interchange and does nothing to rectify that all while ignoring their own numbers which say traffic across the bridge has been decreasing steadily since 2014:  <a href="https://odot.public.ms2soft.com/tcds/tsearch.asp?loc=odot">https://odot.public.ms2soft.com/tcds/tsearch.asp?loc=odot</a>. Their proposal is focused solely on cars and trucks with zero provisions for future rail options whether those be local, regional, or inter-city. It should be noted that the Cincinnati Connector has regained its ridership faster than every city but Atlanta's rail system and has posted record-high ridership totals for 4 months in a row (<a href="https://twitter.com/bradleywthomas/status/1600861667554103297?s=20&amp;t=cXJSVR5tXjINkXROeBD10Q">https://twitter.com/bradleywthomas/status/1600861667554103297?s=20&amp;t=cXJSVR5tXjINkXROeBD10Q</a>).</p> <p>Therefore, I urge ODOT to reconsider their plans for the Ohio approach and amend them to incorporate Bridge Forward's basic outline of burying the companion bridge's Ohio-side approach to reclaim 30 acres of tax revenue-generating land. Trucks and cars, especially as we transition to electric vehicles, will forever be a part</p>	



Comment Number	Nature of Comment	Comment	Response
136A (cont.)	Alternatives (cont.)	<p>of our region and transportation plan. The times of dedicating acres and acres of land to them rather than people and residents of the city, though, are over. This project is scheduled to be complete in 2030 — a 2030 that will look drastically different from the 2023 we are just getting to know today. Will ODOT build a project based on the mistakes and mis-logic of the past? Or will they work to be innovators in the space of 21st century highway reconstruction and help propel Cincinnati to be one of the country's leaders when it comes to urban design and people-oriented cities?</p> <p>In closing, I again urge ODOT to work with Bridge Forward to construct an Ohio approach and companion bridge that will benefit all of Cincinnati for decades and decades to come.</p>	
137	Project Mailing List	01/04/2023 - Web Comment - Keep me posted. Thanks	This individual was added to the project mailing list.
138	Alternatives	<p>01/05/2023 - Web Comment -</p> <ol style="list-style-type: none"> <li>1. COMPANION BRIDGE WILL NOT WORK</li> <li>2. HILLSIDE IS NOT STABLE ENOUGH</li> <li>3. WILL REQUIRE EMINITE DOMAINE OF LAND NEAR 140 FEET WIDE.</li> <li>4. CONSTRUCTION COSTS WILL MOVE IT TO COMPLETION NEAR \$7B.</li> <li>5. TRUCKS WILL CONTINUE TO SLOW BECAUSE OF THE GRADE RISE.</li> </ol> <p>CONCLUSION.. NOT FEASEABLE</p> <p>1960 THEY NEW THERE WOULD BE A PROBLEM.</p> <ol style="list-style-type: none"> <li>1. CANTALEVER DESIGN LIMITED CAPACITIY</li> <li>2. GRADE LEVEL WOULD SLOW TRUCK TRAFFIC</li> </ol> <p>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 &lt;\$2B. THIRD DECK ADDS NEW PILLINGS FIFTEEN FEET OUT IN RIVER (REQUIRES BARGES TO BE A LITTLE THINNER) AND ADDS MORE SUPPORT STRENGTH TO THE CANTELIVER.</p>	<p>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.</p>

Comment Number	Nature of Comment	Comment	Response
139	Construction	01/05/2023 - Web Comment - Ladies and Gentlemen 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. 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. Seeing your landmark project Brent Spence Bridge Rehabilitation, we would be keen to support you or your contractors with our expertise.	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.
140	Information Request	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! [REDACTED]	This individual was contacted by a member of the project team.
141	Construction	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.	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.
142	Construction	01/05/2023 - Web Comment - Has this project been awarded to a GC yet	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>
143	N/A	01/05/2023 - Web Comment - MAP OF CINCINNATI & COVINGTON	Comment noted.

Comment Number	Nature of Comment	Comment	Response
143A	Alternatives	<p>01/05/2023 - Email Comment - Please see the attached file of petitions regarding the Brent Spence Corridor Project. Please enter these into the public record.</p> <p>Text from attached letters: I'm writing to you today in hopes that you will oppose the Brent Spence Bridge Corridor expansion project. The project won't solve the bridge's traffic and safety problems, but it will harm local communities, cost taxpayers billions of dollars, and only heightens our reliance on cars and fossil fuels.</p> <p>Highway expansion projects harm already vulnerable populations. This expansion project will promulgate plumes of dust and fumes, worsening air pollution and health outcomes in nearby communities in the long term while interrupting people's everyday lives in the short term. After months of negotiation, Covington residents are still giving up over a dozen properties to the state to build this highway. And despite all of this, the project likely will not even solve the problems it is setting out to fix. Research strongly suggests that expanding highway capacity attracts more vehicles and increases traffic, the reverse effect of what KYTC's proposed plan is supposed to achieve.</p> <p>Our region carries the burden from hundreds of trucks crossing the bridge corridor daily, but most of the freight crossing the bridge is neither made here nor delivered here. The chronic truck congestion on the bridge makes it extremely unsafe. Rather than spend billions on an un-aesthetic, unnecessary highway, Kentucky and Ohio should be investing in the livelihoods of its residents. Funding should be shifted to expanding transit options and multi-modal transportation projects while reducing non-local truck traffic. We should be reducing air pollution and greenhouse gas emissions, not creating opportunities to worsen them.</p> <p>We cannot remain fully dependent on cars as transportation. As we have seen recently, the financial precariousness of car ownership places a mounting burden on American families. Investing in better public transit systems will reduce traffic congestion, reduce the cost to taxpayers while seeing a more beneficial use of their money, and improve the quality of life in neighboring communities.</p> <p>I am hoping that you will not support expanding the Brent Spence highway but rather invest in our communities, our transportation system, and our health and safety.</p>	<p>Thank you for your comment regarding the Brent Spence Bridge Corridor Project. The provided petition and accompanying form letters have been included in the project record.</p> <p>The Brent Spence Bridge Corridor Project is a direct outcome of a major planning study known as the North South Transportation Initiative (Initiative) that was conducted by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) in 2004. The study considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The study and subsequent update concluded that additional highway capacity (five lanes) were needed south of the I-74/I-75 interchange, including the Brent Spence Bridge.</p> <p>The agencies (ODOT and KYTC) then established the Brent Spence Bridge Corridor Project to address the highway capacity needs. At the onset of the project and continuing through today, the identified goals of the Brent Spence Bridge Corridor Project are:</p> <ul style="list-style-type: none"> <li>• Improve traffic flow and level of service</li> <li>• Improve safety</li> <li>• Correct geometric deficiencies</li> <li>• Maintain connections to key regional and national transportation corridors</li> </ul> <p>The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and seek to enhance travel for other modes of transportation, including bicycle and pedestrian, within the project corridor. In addition to engineering feasibility studies, the project has followed and will continue to follow the National Environmental Policy Act (NEPA) to evaluate environmental impacts from the project. As such, the project team has worked to reduce the project footprint and impacts, specifically to properties located within Covington.</p>

Comment Number	Nature of Comment	Comment	Response
143B	Public Input	01/05/2023 - Email Comment - Please see attached for a progress report taken today of results from a survey that Bridge Forward Cincinnati has been circulating in the community, here. Each response is from a unique respondent. Final results and an analysis will be forwarded when the survey period is complete.	Comment noted.
143C	Alternatives	01/05/2023 - Email Comment - Please also see attached for letters of support for Bridge Forward's design direction goals to date from local Community Councils. More will follow. The final attachment is procurement language that Bridge Forward is requesting be included in the initial RFQ or as an addendum to the RFQ.  [Attached letters from: Camp Washington Community Council (undated), Over the Rhine Community Council (12/20/2022), West End Community Council (10/25/2021 and 10/28/2022).]	The provided letters of support for Bridge Forward's design direction goals have been added to the project record. We are continuing to work on the Brent Spence Bridge Corridor Project with our stakeholders to capture opportunities to address shared community priorities.  The specific language in the progressive design-build contract documents is developed and vetted through a rigorous process led by a multidisciplinary team of industry and legal professionals. The draft contract documents released on January 13, 2023 include requirements for the design-build team to develop draft alternative design concepts and an innovation plan that improve project quality, reduce costs, shorten schedule, and support the project goals and objectives. Stated objectives in the draft contract documents include: building a good project by building a project with a context sensitive design that fits within the community, minimizing footprint to maximize public investment and potential for developable space, improving neighborhood connectivity across the interstate, providing strong aesthetic value, minimizing physical intrusion, and designing for sustained quality of life, among others. Draft alternative concepts will be evaluated through a collaborative effort with ODOT and KYTC and other community partners, as appropriate, and will consider long term maintenance and operation costs. The draft contract documents also require adherence to all environmental commitments in the supplemental EA.
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: <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>

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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 Resource	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.

Comment Number	Nature of Comment	Comment	Response
147	Roadway/Bridge Design	<p>01/09/2023 - Web Comment - I was reviewing the documents for the KY aesthetics committee from August of 2022. The proposed street designs and under pass designs around the bridge concern me. Firstly, does the highway off-ramp to 5th street need to have two lanes? Currently the off-ramp has only one lane and it seems more than sufficient. Eliminating the second lane would reduce the project's footprint and likely lead to a reduction in costs even if minimal.</p> <p>Secondly, turning radii of the proposed intersections along 5th and Crescent look very generous, which will likely encourage cars to speed. Please consider tightening the turning radii as this will greatly improve the safety of streets for all users. Vehicles will move slower. Pedestrians will have less distance to travel across the roads leaving less time interacting with vehicles in the street.</p> <p>Another thing I would encourage you all to look at is the necessity of slip lanes, as well as the four lane intersection of Crescent and West 3rd. Given those are the streets that enter Botany Hills and the Kenton Hills neighborhoods, the intersection should be more welcoming. The current and proposed designs create a confusing intersection that is hostile to drivers and pedestrians. Please consider reducing the number of lanes and "dieting" the intersection.</p>	<p>Regarding the number of lanes on the 5th Street off-ramp, there is only one lane exiting the collector-distributor northbound to 5th Street. The second lane at the 5th Street intersection is from the local street connecting 9th Street and 5th Street. The number of lanes on the 5th Street ramp is based on traffic operational analyses completed for the project, which consider the traffic projected to travel in the corridor through the year 2050. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Covington design standards.</p> <p>For your comment regarding the intersection of 5th and Crescent, the plans shown in the exhibits are still preliminary. Once on board, a Design Build Team will develop more detailed project plans that will take a better look at the intersections within the project limits. To promote safety for bicycles and pedestrians, the ramp connections and other intersections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Covington design standards.</p>

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148	Roadway/Bridge Design	01/09/2023 - Web Comment - How come the new bridge can't be a bridge for traffic taking I75 (4/5 lanes) while Brent Spence Bridge (reduced to 3 lanes) is a bridge solely for traffic going from I71/75 onto Fort Washington Way and onto Columbus? Both bridges could still have exits/on ramp to/from downtown Cincinnati thus meaning the insane spaghetti looking ramps of an interchange on the Cincinnati side would likely take up less? I feel this idea should very much be considered since we only get to do this right once!	<p>The project will build a new double-decker companion bridge that will carry through (Interstate) traffic. The project will also build a collector-distributor system that will provide access to and from local destinations. The existing Brent Spence Bridge will be used for local traffic as part of the collector-distributor system. Access to I-71 will be provided via the new companion bridge and the existing Brent Spence Bridge. Ramps to and from the Interstate will provide access to the collector-distributor system, from which travelers will be able to access local destinations. Adding additional exits/on ramps to and from downtown Cincinnati from the through (Interstate) lanes would increase the number of ramps on the Cincinnati side and would take up substantially more space than the current design.</p> <p>Various configurations of lanes at the crossing of the Ohio River have been considered throughout the project's development, including suggestions similar to what the commenter describes. The preferred solution, Concept I-W, has been found to best meet the goals identified for the project.</p>
149	Public Input	01/10/2023 - Web Comment - what is the public participation process for the BS bridge and the corridor?	<p>KYTC and ODOT completed a series of 16 targeted neighborhood outreach meetings for the project in November and December 2023. The public is also able to submit comments via the project website (<a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a>). Public hearings scheduled in July/August of 2023 will provide another opportunity for public participation. The public can also access information about the project by visiting the project website, signing up for project updates, and viewing the project's social media accounts: <a href="https://www.facebook.com/BrentSpenceInfo">https://www.facebook.com/BrentSpenceInfo</a> and <a href="https://twitter.com/brentspenceinfo">https://twitter.com/brentspenceinfo</a>.</p>
150	Construction	01/10/2023 - Web Comment - I simply wanted to know if this contract has been awarded. I also would like to know who the contract was awarded to. Our company has several deck barges and spud barges that may be able to help with the project. I appreciate your time.	<p>The draft Request for Proposals (RFP) for progressive design-build teams was 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: <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>

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151	Roadway/Bridge Design	01/10/2023 - Web Comment - Will the NEW Brent Spence Bridge for I-71-75 also be a double-decker bridge?	Yes. The new companion bridge will be a double-decker structure. The top deck will carry five lanes of northbound traffic, and the bottom deck will carry five lanes of southbound traffic.
152	Construction	01/10/2023 - Web Comment - --Could you send me information on who is doing the work on this bridge? I heard you needed welders, etc. I have bridge building experience. Have supervised total construction of bridges, experienced welder, etc. Just need to know who I need to contact to get more information on working on this project. Thanks for you help any help is greatly appreciated.	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.
153	Noise	01/11/2023 - Web Comment - I live on the corridor very close to the highway and want to do everything I can to get the walls built so that it isn't as loud for the residents.	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both KYTC and ODOT are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.
154	Noise	01/11/2023 - Web Comment - I, along with the members in my household, are in full support of a sound wall to improve the quality of living on W Maple as well as avoid potential problems involved. <ul style="list-style-type: none"> <li>* Property values on West Maple will, undoubtedly, go down should noise levels increase.</li> <li>* Currently as a resident of West Maple, we can't hold a conversation in our front yard with friends and neighbors given the intense noise levels.</li> <li>* West Maple currently has the highest noise level reading in all of Fort Mitchell. This will only get worse with this project, and even with a sound wall, this West Maple Avenue will still be the highest noise level reading in all of Fort Mitchell.</li> <li>* Even before this project, the noise from the traffic and trucks, specifically, wake us up in the middle of the night. This will only get worse as traffic increases.</li> <li>* The sound wall along West Maple has been deemed unreasonable, meaning it doesn't affect enough people to make it cost effective; however, the taxes paid by the residents of West Maple are significant given the home values associated with this area.</li> </ul> We pay WAY to much to the city to not be considered for this sound wall. It affects our lives!	<p>You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>



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155	Noise	<p>01/11/2023 - Web Comment - I, along with the members in my household, are in full support of a sound wall to improve the quality of living on W Maple as well as avoid potential problems involved.</p> <ul style="list-style-type: none"> <li>* Property values on West Maple will, undoubtedly, go down should noise levels increase.</li> <li>* Currently as a resident of West Maple, we can't hold a conversation in our front yard with friends and neighbors given the intense noise levels.</li> <li>* West Maple currently has the highest noise level reading in all of Fort Mitchell. This will only get worse with this project, and even with a sound wall, this West Maple Avenue will still be the highest noise level reading in all of Fort Mitchell.</li> <li>* Even before this project, the noise from the traffic and trucks, specifically, wake us up in the middle of the night. This will only get worse as traffic increases.</li> <li>* The sound wall along West Maple has been deemed unreasonable, meaning it doesn't affect enough people to make it cost effective; however, the taxes paid by the residents of West Maple are significant given the home values associated with this area. We pay WAY too much to the city to not be considered for this sound wall. It affects our lives!</li> </ul>	<p>You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>

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156	Noise	<p>01/11/2023 - Web Comment - I, along with the members in my household, are in full support of a sound wall to improve the quality of living on W Maple as well as avoid potential problems involved.</p> <p>* Property values on West Maple will, undoubtedly, go down should noise levels increase.</p> <p>* Currently as a resident of West Maple, we can't hold a conversation in our front yard with friends and neighbors given the intense noise levels.</p> <p>* West Maple currently has the highest noise level reading in all of Fort Mitchell. This will only get worse with this project, and even with a sound wall, this West Maple Avenue will still be the highest noise level reading in all of Fort Mitchell.</p> <p>* Even before this project, the noise from the traffic and trucks, specifically, wake us up in the middle of the night. This will only get worse as traffic increases.</p> <p>* The sound wall along West Maple has been deemed unreasonable, meaning it doesn't affect enough people to make it cost effective; however, the taxes paid by the residents of West Maple are significant given the home values associated with this area. We pay WAY too much to the city to not be considered for this sound wall. It affects our lives!</p>	<p>You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
157	Noise	<p>01/11/2023 - Web Comment - Hello, I reside on W Maple Ave, and am very hopeful that this team can help us resolve the noise pollution that exists on the interstate immediately behind our street. Driving to work today, I noticed that there are sound walls just north of Dixie Hwy on the interstate. Any help you can offer would be tremendously appreciated. The cars and mostly trucks driving south on I-75 wake me up routinely throughout the night. Thank you for listening.</p>	<p>You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>

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158	Noise	01/11/2023 - Web Comment - I am in favor of a sound wall or other device to minimize I-75 traffic noise on West Maple Ave in Fort Mitchell, Ky.	<p>You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
159	BSB Companion Bridge	01/12/2023 - Web Comment - How will a name for the new bridge be chosen?	The process for naming the new bridge has not been established.
160	Noise	<p>01/12/2023 - Web Comment - I am writing this to express my strong support for a Sound/Noise Wall along the I-71/75 South Expressway running along West Maple Avenue. We have lived on West Maple for roughly 8 years, and it is frightening how much the noise has increased since we moved in.</p> <p>CURRENTLY, WEST MAPLE HAS THE HIGHEST NOISE LEVEL READING IN ALL OF FORT MITCHELL. We are not able to hold a conversation with neighbors and/or entertain in our front or side yards given the significant disruption/noise levels in the area. I am not exaggerating when I say that my dog, Huey, can't even here me call him from the porch when he is in the front yard. We also have sound proof windows on the entire front of the house, and the noise from the traffic/trucks on the expressway (especially at night) is disrupting and wakes us up often several times a night. It's frightening to think about how much worse the noise levels will get as the Expressway expands and traffic increases.</p> <p>Between the increase in additional traffic noise and the potential reverberation from the Sound Wall running along the opposite side of</p>	<p>You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>

Comment Number	Nature of Comment	Comment	Response
160 (cont.)	Noise (cont.)	<p>the Expressway (near Beechwood School), the noise levels will be unbearable.</p> <p>It is extremely upsetting that a Sound Wall in our area is not currently a part of the recommendation based, primarily, on the number of residents living on our street. As residents of Fort Mitchell, we pay significant state, county and city taxes and deserve the same quality of life as others living in the cities affected by this project. There is no question that if we do not secure a Sound Wall for this area, there will be significant negative implications to those of us living on this street (i.e., our quality of life will decline, our homes will become less desirable and; therefore, our home values will decrease).</p> <p>Based on the future (post project) Noise Level Reading, EVEN WITH A SOUND WALL, WEST MAPLE WILL STILL HAVE THE HIGHEST NOISE LEVEL READING IN ALL OF FORT MITCHELL. This is simply crazy and unacceptable. Given all of this, not providing support for this Sound Wall is simply unacceptable.</p> <p>In closing, I respectfully ask that you revise your proposal/draft to include a Sound Wall along I-75/71 South Expressway along West Maple Avenue in Fort Mitchell.</p>	
161	Noise	<p>01/12/2023 - Web Comment - I am writing to voice my concern about the expansion of I75 through Ft. Mitchell. I understand the reasoning behind this and the expansion itself is not my issue. My issue is the fact that there is no plan to put a sound wall in on the "Old Fort Mitchell" side of the expressway. From my understanding, there is a plan in place to put a sound wall on the Beechwood School side, however not our side, which will make it even worse. It will bring all of our property values down if the noise gets any worse than it already is. Please rethink this and put up a sound wall!</p>	<p>You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>

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162	Project Mailing List	01/12/2023 - Web Comment - I would like to receive updates on this project.	This individual was added to the project mailing list.
163	Construction	01/13/2023 - Web Comment - I'm with United Rentals. I'm looking to learn who the general contractors will be. I can help with the equipment that will be required to perform coffer dams	<p>The draft Request for Proposals (RFP) for progressive design-build teams was 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.</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>
164	Noise	<p>01/14/2023 - Web Comment - Thank you for seeking feedback on the perceived benefit of including a sound wall to the Brent Spence Corridor Project serving the residents of Ft. Mitchell, KY.</p> <p>I have a good and longtime friend who lives 100 yards from Interstate 71 in Montgomery, Ohio, approximately 20 miles from the proposed project. When Interstate 71 was improved many years ago a sound wall was built which he can see today from his home.</p> <p>He told me this week that the sound wall was of immense benefit to him and his neighbors as it greatly reduced the sounds of traffic 24/7, improving their quality of life.</p> <p>I believe in similar fashion the residents of the corridor in KY leading to the bridge who will be affected by any roadway additions would benefit from a sound wall as did the residents of Interstate 71 in Cincinnati. I am thus asking for similar consideration. Thank you.</p>	<p>Thank you for your comment regarding the Brent Spence Bridge Corridor Project. You provided a comment regarding noise walls in Kentucky. KYTC has identified several locations along the Brent Spence Bridge Corridor for potential noise walls to mitigate noise impacts in accordance with its noise policy, including several areas in Fort Mitchell. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>In Fort Mitchell, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>

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165	Roadway/Bridge Design	01/15/2023 - Web Comment - I know the plans have been agreed to and changes to it have zero percent of happening. But. I'd like to know who came up with No facelift to the existing bridge and who thought up using the same Blueprint from the big Mac bridge. The steel of the 75 bridge isn't getting any younger and down the road Will have issues you should try to avoid now. Doing so the old bridge SHOULD look the same as the new bride. As for the new bride. I'm guessing the designer has no imagination at all. Do they want to paint it blue and yellow also? When the plans were presented and agreed on, BOTH people or groups of people should have been fired. If you'll notice, no to buildings on either side of the river look the same. Why would you COPY an existing bridge and not replace any of the steel on the old? It's another case of people in charge have no clue. Just a bunch of Gumby's. Which equals SAD COMMENTARY.	<p>Alternatives that removed the existing Brent Spence Bridge were evaluated during the project's development. Those analyses concluded that the existing bridge has a long life, and removing it to build a wider companion bridge was not cost effective. However, the proposed project will include a deck replacement and steel repairs on the existing bridge.</p> <p>The design of the new companion bridge is not yet determined. It may be an arch design or a cable stayed design. The decision about bridge types was made in close coordination with the project Aesthetic Committee, which will continue to have input on the appearance of the new companion bridge throughout the project's design-build phase.</p>
166	Noise	01/16/2023 - Web Comment - As a resident of [REDACTED] West Maple Ave. in Ft. Mitchell, we can't hold a conversation in our front yard with friends and neighbors given the intense noise levels. Even before this project, the noise from the traffic and trucks, specifically, wake us up in the middle of the night. This will only get worse as traffic increases and becomes closer to our properties. Please install sound barrier along West Maple Ave.	<p>Thank you for your comment regarding the Brent Spence Bridge Corridor Project. You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>

Comment Number	Nature of Comment	Comment	Response
167	Noise	<p>01/16/2023 - Web Comment - I live at [REDACTED] W. Maple Avenue in Fort Mitchell with my wife, [REDACTED], my 6 year old son, [REDACTED], and my 3 year old twin boys, [REDACTED]. As you might imagine, the boys LOVE to play outside. Unfortunately, there is not much of a back yard as the homes are built on a steep hill, so they are forced to play in the front yard. The noise coming from the interstate is constantly an issue for us. If the boys get too far from the house, they can't hear us yell at them to come back. It is difficult for my wife and I to carry on a conversation out front. Even sitting on the back deck at night, the noise is relentless. After hearing that a sound wall has been proposed across from us, we were thrilled!!! After looking into this possibility more, I'm getting the impression that because our street doesn't have dozens of homes, that the sound wall isn't reasonable. I would beg that this be reconsidered. My mother lives in one of the condos down the street, they butt up against the interstate and it is way worse. And there are dozens and dozens of residents down that way. If there is anything that can be done reconsider the feasibility and reasonableness of this wall, please let me know. If i need to attend meetings or write to my Congressman, that is what I will do. Even the slightest decrease in the noise pollution would greatly improve our lives.</p>	<p>Thank you for your comment regarding the Brent Spence Bridge Corridor Project. You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
168	Noise	<p>01/16/2023 - Web Comment - I live on West Maple and am in strong support of a wall to help reduce the noise. It is already difficult to have a conversation outside with neighbors and my 3 children cannot hear their friends when playing in our front yard.</p> <p>Added noise with additional traffic would be terrible. Please put up a wal to block the noise.</p>	<p>Thank you for your comment regarding the Brent Spence Bridge Corridor Project. You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>

Comment Number	Nature of Comment	Comment	Response
169	Noise	01/17/2023 - Web Comment - I am a resident of West Maple Avenue in Fort Mitchell, KY. While I am excited about the upcoming changes to our city regarding the bridge and expressway updates, I am concerned with how this will impact the quality of life in my neighborhood. While a wonderful street to live on, West Maple Avenue is already VERY noisy, and I fear that the expressway expansion with no sound wall will further interrupt our everyday lives. Current state, the noise from the expressway often times wakes me and my family up in the middle of the night, and we are unable to gather on our front porch without struggling to hear each other speak. As do many of our neighbors, we spend ample amounts of time during the spring and summer months in the back yard and on our back deck. We already hear a lot of noise from the expressway, and I am sure this will only get much worse with no sound wall. Lastly, my neighbors and I are extremely nervous of how the changes to the expressway with no sound wall will impact the value of our homes down the road, which we would not be able to control. All of this being said, please consider the addition of a sound wall to the expressway near West Maple Avenue so that the residents of our beloved street do not have to bear any further noise or distraction. Thank you so much!	<p>Thank you for your comment regarding the Brent Spence Bridge Corridor Project. You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
170	Construction	01/17/2023 - Web Comment - What day in the 1st week in Feb with they announce companies that are doing the work on the bridge.  [REDACTED]	<p>The draft Request for Proposals (RFP) for progressive design-build teams was 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.</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>
171	Project Mailing List	01/19/2023 - Web Comment - Trying to sign up for updates only. Thank you.	This individual was added to the project mailing list.



Comment Number	Nature of Comment	Comment	Response
172	Multimodal	01/19/2023 - Web Comment - Seeing as Covington and Cincinnati are currently connected for local traffic via the Clay Wade Bailey Bridge and the current plan calls for the existing Brent Spence Bridge to serve as an additional local traffic bridge, would the project consider protected bicycle lanes to be added to the Brent Spence Bridge ?	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. Preliminary investigations indicate that adding bike lanes to the Clay Wade Bailey Bridge may be feasible. KYTC and ODOT will further evaluate adding bike lanes to the Clay Wade Bailey Bridge during the project's progressive design-build phase.
173	Noise	01/19/2023 - Web Comment - I am the owner of [REDACTED] W Maple Avenue, Ft Mitchell, KY. I am writing to plead for a sound wall along this stretch of 71/75. The noise from the highway now is very bad (the highest in the whole corridor already). With the expansion it will increase, by your own studies, even more. Please remember that though apparently we do not have quite enough people affected, however, the homes on W Maple are higher value than much of Ft Mitchel and the property taxes as well as personal taxes are significantly higher. Property values (and taxes) will go down with the higher noise levels.	<p>Thank you for your comment regarding the Brent Spence Bridge Corridor Project. You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
174	Right-of-Way	<p>01/19/2023 - Web Comment - On the Ohio side, is there a property acquisition Map showing parcels to be purchased for the I-75 project? Will the mid rise hotel in Queensgate be acquired and removed? Part of the power structure along the Ohio River will have to be purchased and demolished for the project. Has this been acquired ?</p> <p>Has property purchase begun on the KY side?</p> <p>I am a former Cincinnati resident now living in California and have been following this proposed project for years - glad it is finally moving forward !!!</p>	<p>Maps showing proposed right-of-way limits (where properties will be impacted) for the project can be accessed here: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-06_Corridor-Exhibit.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-06_Corridor-Exhibit.pdf</a>.</p> <p>The mid-rise hotel in Queensgate will not be acquired or removed as part of the Brent Spence Bridge Corridor Project. ODOT has already acquired the majority of the property required for the project. Duke Energy facilities near the Ohio River were relocated in 2019. KYTC began purchasing property in Kentucky in 2022.</p>

Comment Number	Nature of Comment	Comment	Response
175	Noise	01/20/2023 - Web Comment - I am a resident at [REDACTED] w maple ave. Ft Mitchell, KY. I have spoken with neighbors and agree that we are in need of a sound wall to be added to the I-75 project as it can get very loud behind our home.	<p>Thank you for your comment regarding the Brent Spence Bridge Corridor Project. You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
176	Noise	<p>01/20/2023 - Email Comment - We were at the Ft. Mitchell KY information meeting and spoke with the staff afterward. My wife [REDACTED] subsequently spoke with Mr. Craig Craig to discuss noise abatement.</p> <p>I know that in the next few days there were several noise measurements taken in the neighborhood (not at peak noise times, but nonetheless measurements were taken).</p> <p>We wondered if the process is moving forward and if need to provide any further input. Appreciate any follow-up that you or Mr., Craig can provide.</p>	<p>Thank you for your comment regarding the Brent Spence Bridge Corridor Project.</p> <p>You requested information regarding a noise wall near your residence on Summit Lane. The Kentucky Transportation Cabinet's (KYTC's) noise policy considers abatement for areas within 500 feet of the proposed edge of pavement for the highway, and Summit Lane is outside of that distance. However, based on requests we received at the neighborhood outreach meeting in Fort Mitchell, KYTC conducted additional analysis to study extending the recommended noise wall north and west of Dixie Highway. Based on that analysis, KYTC determined that constructing a noise wall along I 71/I-75 would not substantially reduce noise in the vicinity of Summit Lane, and is therefore, not recommending a noise wall in this location.</p>

Comment Number	Nature of Comment	Comment	Response
177	Noise	01/23/2024 - Email Comment - I live right behind the Mercedes dealer and would see it [a noise wall] as a helpful deterrent to more noise. Please keep us posted on what is needed with this project.	<p>Thank you for the clarification. The Kentucky Transportation Cabinet (KYTC) analyzed the residences north of the Mercedes dealership in Fort Mitchell and did not identify noise impacts in this area. Future noise levels were predicted to be below thresholds established by KYTC's noise policy. Therefore, KYTC is not recommending a noise wall in this area.</p> <p>Also, you may direct future questions about the BSB Corridor Project in Kentucky to Stacey Hans, the KYTC project manager. Her email address is <a href="mailto:Stacey.hans@ky.gov">Stacey.hans@ky.gov</a>.</p>
178	Right-of-Way	I currently live on 11st st in Covington, KY to the west of I-71/75. I see in the rendering that my street is shown in the phase 3 portion. I am wondering when/if I will hear whether I will be required to relocate. Additionally, if I do not need to relocate, how will the widening of the interstate affect my current home and those closer to the interstate? Will the interstate be expanded closer to my home?	<p>The Brent Spence Bridge Project will widen I-71/I-75 near 11th Street in Covington. Two homes on 11th Street in Kentucky will be required to relocate due to impacts from the project. Without knowing the exact location of your residence, I can't determine specific impacts to your property. However, mapping on the project website shows the limits of the new interstate and homes that will be relocated: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-06_Corridor-Exhibit.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-06_Corridor-Exhibit.pdf</a>.</p> <p>The Kentucky Transportation Cabinet (KYTC) will formally notify property owners and residents in this area about the relocation process after the project's supplemental Environmental Assessment is approved. Please keep in mind that if you are impacted, you are entitled to compensation for the property (if you own) but also relocation expenses (if you own or rent). Please don't hesitate to reach out if you have any additional questions.</p>
179	Public Input	01/26/2023 - Email Comment - Please video tape all future meetings so they can be viewed online. Many interested parties cannot attend in person, for various reasons such as being disabled, lack of transportation, out of town and 100 other reasons so please, tape these meetings to truly serve our whole community.	<p>Summaries of all the neighborhood outreach meetings, including the Q&amp;A, presentations, and exhibits from each meeting are posted on the project website: <a href="https://brentspencebridgecorridor.com/public-involvement-and-comments/">https://brentspencebridgecorridor.com/public-involvement-and-comments/</a>. The public hearings currently scheduled for July/August 2023 will have a virtual option for those who can't attend in-person.</p>

Comment Number	Nature of Comment	Comment	Response
180	Construction	01/23/2023 - Web Comment - Good afternoon. My name is [REDACTED] with Hercules Machinery. We are a pile driving equipment supplier located in Indiana. I was wondering if there is a bidders list for the project? If so, could you possibly help me to locate it. Thank you in advance for your time.	<p>The draft Request for Proposals (RFP) for progressive design-build teams was 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.</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>
181	Noise	<p>01/24/2023 - Web Comment - Please allow this letter to serve as my formal request for you to include a wall when expanding the I75 bridge project.</p> <p>I recently moved to 125 W Maple Ave FtMitchell,Ky. I have never lived in a condo but never expected the noise i would experience. I cannot use my deck or patio due to the expressway noise and i am awakened from large trucks and motorcycles during the night. Anything you can do to get approval for this wall will be greatly appreciated.</p> <p>Another lane on the expressway will make my property value decrease. This was to be my home for retirement.</p>	<p>Thank you for your comment regarding the Brent Spence Bridge Corridor Project. You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
182	Information Request	01/26/2023 - Web Comment - I would like to schedule a call with the project team please.	A member of the project team contacted this individual.

Comment Number	Nature of Comment	Comment	Response
183	Noise	01/26/2023 - Web Comment - I want to know how my house will be affected. I live at [REDACTED] Kyles Lane in Ft. Wright, KY. I already hear all of the traffic. How much worse is it going to be?	<p>Thank you for your inquiry regarding the Brent Spence Bridge Corridor Project. Based on current design, the project will not directly impact this residence. Kyles Lane and the ramp from northbound I-71/I-75 will be rebuilt in the existing location. Exhibits showing the current corridor configuration can be found here:  <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-06_Corridor-Exhibit.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-06_Corridor-Exhibit.pdf</a>.</p> <p>Noise walls recommended along I-71/I-75 will lower noise levels at this location in future conditions. Detailed maps showing predicted noise levels near Kyles Lane can be found in the presentation from the Ft. Wright neighborhood meeting, which is included in the meeting summary on the project website:  <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2023/01/2022-12-01_Fort-Wright-Neighborhood-Meeting-Summary.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2023/01/2022-12-01_Fort-Wright-Neighborhood-Meeting-Summary.pdf</a>.</p>
184	Information Request	01/26/2023 - Web Comment - Hi is there anyway someone can contact me about a picture on your website? We would like to use it but need permission. Thanks!	A member of the project team contacted this individual.
185	Project Mailing List	01/26/2023 - Web Comment - Please send updates	This individual was added to the project mailing list.
186	Project Mailing List	01/27/2023 - Web Comment - [REDACTED]	This individual was added to the project mailing list.
187	Project Mailing List	01/29/2023 - Web Comment - Thank you for the opportunity to keep abreast of this vital project.	This individual was added to the project mailing list.
188	Project Mailing List	01/30/2023 - Web Comment - Thanks for adding me to the email/updates list!	This individual was added to the project mailing list.
189	Construction	01/31/2023 - Web Comment - I would like the link and or advice on prequalification. Our company is an MBE that specializes in Construction Management (CM) and project control (Cost Schedule and document control)	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. Information about prequalification for both ODOT and KYTC is provided in the presentation from the DBE Information Session held on December 7, 2022. That presentation can be accessed here (beginning with slide 27): <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>Contact information for specific prequalification questions is also provided in the presentation.</p>

Comment Number	Nature of Comment	Comment	Response
190	Construction	02/03/2023 - Web Comment - What is the timeline for this new bridge? When is construction expected to start and when will it be finished?	Thank you for your interest in the Brent Spence Bridge Project. The groundbreaking for the Brent Spence Bridge Corridor Project is anticipated to occur in late 2023 with construction beginning in earnest in 2024. The sequence of construction will not be determined until after the design-build team is selected and develops plans, but construction on the new companion bridge is not anticipated to begin until late 2024 or 2025. The project is expected to be substantially complete in 2029.
191	Historic Preservation	01/28/2023 - Online submission to Governor Mike DeWine - Mr. DeWine, Sir, I know the new bridge to replace or supplement the Brent Spence I-75 / I-71 Bridge over the Ohio River from Cincinnati to Newport Ky and its upcoming replacement. There are concerns that I think should be addressed. The building IS on the National Register of Historic Places as of 1986. Link attached. <a href="https://catalog.archives.gov/id/71988967">https://catalog.archives.gov/id/71988967</a> The B&O Freight and Warehouse saignage on the end of the building next to the Brent Spence Bridge. Another sign like that is on the opposite side as well and that end of the structure will have to be removed to make room for the new bridge. Thoughts are to have the signs, on both sides of the building moved to the west end of that structure and remounted as a best scenario. Otherwise would like to salvage the signs but they are large letters. Looks like at 4 or 5 feet tall, each. Not sure what else to do but remount them. In addition to the building we feel the signage is also as important as it reflects our transportation history. It means a lot to many in the area. The B&O was the Nations first railroad so the signage should be viewed as a reminder. Local railroad clubs and individuals have limited funds to say the least and would not be able to afford a project like this so I would like to ask that the State for help in saving that bit of history for us and future generations. It would seem that funding the new bridge would allow a small portion of those funds and equipment to help move the signs, PLEASE. Please reply by email Sir. It would be appreciated greatly and Thank You for your help and consideration in this matter.	<p>Thank you for your feedback about the Brent Spence Bridge Corridor Project and your interest in historic preservation.</p> <p>The project will demolish 204 feet of the B&amp;O Freight Terminal/Longworth Hall building located along Pete Rose Way in Cincinnati. This structure, constructed as a warehouse for the Baltimore &amp; Ohio Railroad, currently operates as a mixed-use office and retail space. To mitigate the impacts to Longworth Hall, ODOT committed to completing various repair, upgrade, restoration, enhancement, and refurbishment measures on the remaining structure. These commitments were documented in a Memorandum of Agreement (MOA) between FHWA, ODOT, and Ohio Historic Preservation Office (OHPO) executed on June 28, 2012. A First Amendment to the MOA was executed on June 22, 2017, and a Second Amendment was executed on May 24, 2022. Both amendments extended the period of the MOA.</p> <p>The mitigation measures included in the MOA include refurbishing the original lettering across the top of the building. The mitigation measures also include installing exterior storm windows, restoring the east wall to an approximation of its original appearance using materials salvaged during demolition, adding a cornerstone commemorating the date of construction on one side and the date of the renovation on the other side, repairing masonry, constructing a plaque/interpretive signing describing change to the property that have occurred over time, and returning removed materials that retain historic integrity and nature to the building owner to be used in future repairs or expansion.</p>

Comment Number	Nature of Comment	Comment	Response
192	Information Request	02/08/2023 - Web Comment - How much freight in dollars/day is transported across the Brent Spence Bridge?	Thank you for your interest in the Brent Spence Bridge (BSB) Project. The BSB corridor forms a critical freight route connecting Canada to Florida, carrying more than \$2 billion of freight every day and more than \$700 billion of freight every year.
193	Construction	02/08/2023 - Web Comment - I work for Nelson Stud Welding and I want to ensure that our studs are used in this bridge project. Our studs are made in Ohio with American steel and meet all welding standards. The best part about using our studs is our service....I will be on jobsite to assist all stud Welding to ensure the job is on schedule. None of our competitors do this. Please feel free to contact me.	Thank you for your interest in the Brent Spence Bridge Corridor 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.
194	Construction	02/08/2023 - Web Comment - I was hoping to connect with someone about the Brent Spence Bridge Corridor project. Is there a plan-holders list available?	Thank you for your interest in the Brent Spence Bridge Corridor Project. 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.
195	Construction	02/08/2023 - Web Comment - Please be kind to send more information on new planned bridge. works description bid opportunities SBA opportunities	<p>Thank you for your interest in the Brent Spence Bridge Corridor 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 work description and procurement process. This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities.</p> <p>Information about SBA opportunities is provided in recent Diversity and Inclusion presentations for the project. Those presentations can be accessed using the following links:  <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/11/2022-11-07-Final-BSBC-Slides.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/11/2022-11-07-Final-BSBC-Slides.pdf</a>,  <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>, <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2023/01/DI-Committee-Slides-2023_01_25.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2023/01/DI-Committee-Slides-2023_01_25.pdf</a>.</p>

Comment Number	Nature of Comment	Comment	Response
196	Construction	02/08/2023 - Web Comment - As a domestic manufacturer of fence and security products, Ameristar offers design input, drawings, specifications, budget numbers, and samples to assist in the design process. If you have an immediate need we can meet virtually to discuss and review your project. With time we can schedule an in person meeting for your team and I will be happy to make arrangements to visit and review the full range of Ameristar solutions. Please let me know what works best for the Brent Spence team.	Thank you for your interest in the Brent Spence Bridge Corridor 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.
197	Project Mailing List	02/10/2023 - Web Comment - I'm interested to get updates on how the project progresses	This individual was added to the project mailing list.
198	Project Mailing List	02/10/2023 - Web Comment - Up to date we own property along Dixie Highway	This individual was added to the project mailing list.
199	Construction	02/11/2023 - Web Comment - Could you please share how West Covington will be impacted while the building of the new bridge plans to take years.  It feels as this area of Covington has been forgotten. Also, where will the staging areas for construction and materials be located?	Thank you for your interest in the BSB Corridor Project and potential impacts to West Covington. KYTC is working with the City of Covington to mitigate impacts during construction. During construction, KYTC will develop an overall Traffic Management Plan and a detailed MOT plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Covington, and all relevant agencies within the city will have an opportunity to review and provide input into all aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force. Staging areas for construction and materials have not yet been identified. The Design-Build team will work to identify construction staging areas as they develop the detailed design plans for the project. The design-build team will be selected in May 2023 and will begin working on the detailed design at that time.



Comment Number	Nature of Comment	Comment	Response
200	Construction	02/13/2023 - Web Comment - I am with Quinn Consulting Services, Inc. and we are an ODOT DBE certified firm that provides Construction Management and Inspection services. We are a VA based firm that just completed the \$3.2B VDOT I-66 Outside the Beltway Express Toll Lanes project. We have provided lead QAM and QA inspection services for this project. We are interested in providing CM/CEI services for the Brent Spence Bridge project. When/how can we register for the upcoming DBE matchmaking event that is supposed to take place in March?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You can sign up for the ODOT/KYTC Brent Spence Bridge Corridor Project Networking Meet and Greet even on March 7, 2023 using this link: <a href="https://www.eventbrite.com/e/odot-kytc-brent-spence-bridge-corridor-project-networking-meet-greet-tickets-529800857627">https://www.eventbrite.com/e/odot-kytc-brent-spence-bridge-corridor-project-networking-meet-greet-tickets-529800857627</a>
201	Construction	02/14/2023 - Web Comment - I represent a company called Uneath. We provide a map-based communication and collaboration tool. We work with both owners such as PG&E and Duke, and contractors such as Kiewit and Aldridge Electric.  We've been hearing from our customers that our platform would be useful on large-scale infrastructure projects, as it allows users to geolocate and layer their drawings, aerial images, photos, documents, etc. on a live map. From there, users can walk around in their drawings via the mobile app and see where data is located relative to their current location. We've also heard from some of our customers that Uneath is "sort of like a combination of Bluebeam and Google Earth."  Do you think a map-based communication tool might be worth exploring for this project? We'd be happy to meet with a couple of members of the team to give a brief overview/demonstration of the platform, to see if it's something that may provide value.	A member of the project team contacted this individual to discuss the opportunity.
202	Information Request	02/14/2023 - Web Comment - Hi, my name is [REDACTED] and I am a student at the University of Cincinnati. I am reaching out to see if someone from the Project Team or Owners Group would be interested in speaking to my club, American Society of Civil Engineers. This would be during the Fall Semester. Thankyou in advance.	A member of the project team contacted this individual to discuss the speaking opportunity.

Comment Number	Nature of Comment	Comment	Response
203	Construction	02/16/2023 - Web Comment - Where can I find a list of all the items o be purchased for the bridge project?	Thank you for your interest in the Brent Spence Bridge Corridor Project. A list of all the items to be purchased for the project has not been prepared, as the design has not yet progressed to the point that such a list can be prepared. For more information, including project's Request for Proposals and Technical Requirements, please visit the project's procurement website: <a href="https://www.eventbrite.com/e/odot-kytc-brent-spence-bridge-corridor-project-networking-meet-greet-tickets-529800857627">https://www.eventbrite.com/e/odot-kytc-brent-spence-bridge-corridor-project-networking-meet-greet-tickets-529800857627</a>
204	Construction	02/17/2023 - Web Comment - Where or how can I find names of the companies that are awarded the contracts to do the work on the Brent Spence Bridge Corridor? I would like to know who they are so I can reach out to them about staffing. Thank you!	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC do not have a list of contractors for the 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.</p> <p>In addition, the project website has information for those interested in working on the project: <a href="https://brentspencebridgecorridor.com/work-with-us/">https://brentspencebridgecorridor.com/work-with-us/</a></p> <p>You may also sign up for a networking event on March 7, 2023 using this link: <a href="https://www.eventbrite.com/e/odot-kytc-brent-spence-bridge-corridor-project-networking-meet-greet-tickets-529800857627">https://www.eventbrite.com/e/odot-kytc-brent-spence-bridge-corridor-project-networking-meet-greet-tickets-529800857627</a></p>
205	Construction	02/17/2023 - Web Comment - When is this project estimated to begin?	Thank you for your interest in the Brent Spence Bridge Project. The groundbreaking for the project is anticipated to occur in late 2023 with construction beginning in earnest in 2024. The project is expected to be substantially complete in 2029.
206	Public Input	02/21/2023 - Email Comment - The below email was sent on 1/4/2023 which included the attached letter [Comment 132A]. Over a month has passed since it was sent. When can I expect a response?	A response to the original email/letter (Comment 132A) was sent on February 24, 2023.

Comment Number	Nature of Comment	Comment	Response
207	Construction	<p>02/24/2023 - Email Comment - I'm [REDACTED] from China, we are a professional lighting manufacturer.</p> <p>We have developed a new LED flexible light strip now, which has a low operating voltage and will not cause safety hazards. It also has stable shockproof performance, focuses on waterproofing, and has a longer lifespan.</p> <p>This lamp is suitable for decoration and lighting on buildings, bridges, gardens, furniture, signboards, commercial, etc., it can adding endless joy and festivals to various festivals such as Christmas, Halloween, Valentine's Day, Easter, National Day, etc.</p> <p>If it is possible, can I send you more details of this LED flexible light strip for your reference please?</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC have not yet selected the design-build team for the 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.</p> <p>In addition, the project <a href="#">website</a> has information for those interested in working on the project: You may also email your product information to the following address: <a href="mailto:BSBProcurement@dot.ohio.gov">BSBProcurement@dot.ohio.gov</a></p>
208	Information Request	<p>02/21/2023 - Web Comment - Wondering if you would be willing to forward the BIP grant application that you submitted for this with appendices? I'm working with FDOT down in Florida and we're considering a large-scale project like this. I'm happy to submit a public records request if you need me to. If you're able to forward electronically, that would be perfect.</p>	<p>A copy of the BIP grant application was forwarded to this individual.</p>
209	Information Request	<p>02/21/2023 - Web Comment - I am very interested in the new bridge and any information I can get. I am a senior at Clark Montessori and doing a project on the bridge. Is there a way I can virtually watch any meetings?</p>	<p>A member of the project team contacted this individual.</p>
210	Construction	<p>02/22/2023 - Web Comment - Looking for a listing of the Pre-qualified Design Build teams identified for this project.</p> <p>Also, did ODOT advertise a Request for Qualifications before the RFP. Please advise.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. Because the project is following a progressive design-build process, ODOT and KYTC did not advertise a separate Request for Qualification before the Request for Proposals was released. ODOT and KYTC do not have a list of pre-qualified design-build teams for the project. Proposals will be due from design-build teams on March 31, 2023.</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>

Comment Number	Nature of Comment	Comment	Response
211	Miscellaneous	02/22/2023 - Web Comment - I understand you are trying to keep this project local, but we would appreciate the opportunity to help with anyone with extended stay needs. I am the Area Director of Sales for Sonesta. My Sonesta ES Suites Cincinnati Blue Ash location has fully equipped kitchens that include ovens. We are the perfect home away from home. We provide a nice, safe, yet affordable place to stay. I can send you a virtual tour of our property, if interested.	Comment noted. A member of the project team returned a call received on this issue from the commenter.
212	Project Mailing List	02/23/2023 - Web Comment - Just wanted to be included in the information website	This individual was added to the project mailing list.
213	Public Input	02/26/2023 - Email Comment - Please see attached for additional survey results from unique respondents submitted between 1/5/23 and 2/21/23 (with PII removed), and for a letter from the Mt. Aururn Community Council.	Comment noted.
214	Information Request	03/02/2023 - Email Comment - I am looking at the 2006 Planning Study Report available at <a href="https://brentspencebridgecorridor.com/documents/">https://brentspencebridgecorridor.com/documents/</a> , but I can't find the appendices anywhere online. Can you either send me a link or the actual appendices themselves, and especially Appendix D, which lists all of the 25 or so alternatives that were initially considered? I would very much appreciate it.	The requested information was provided to this individual.
215	Construction	02/28/2023 - Web Comment - I would like to find out the names of the contracting teams that have expressed an interest in this project. We are expansion joint fabricators and would like to reach out to them.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. Due to confidentiality concerns, ODOT and KYTC are not able to provide a list of contracting teams that have expressed an interest in the 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.</p> <p>In addition, the project website has information for those interested in working on the project: <a href="https://brentspencebridgecorridor.com/work-with-us/">https://brentspencebridgecorridor.com/work-with-us/</a></p> <p>You may also email your product information to the following address: <a href="mailto:BSBProcurement@dot.ohio.gov">BSBProcurement@dot.ohio.gov</a></p>

Comment Number	Nature of Comment	Comment	Response
216	Alternatives	02/28/2023 - Web Comment - Our downtown is landlocked between the hills, river, and I-75. I believe that we should consider Bridge Forward's ( <a href="https://www.bridge-forward.org/">https://www.bridge-forward.org/</a> ) ideas to reclaim land around the Ohio side of the I-75 approach to the proposed bridge. This reclaimed land along with their other ideas could be the catalyst to re-development of the entire West End / Queen's Gate area. Now is the time to slow this thing down and get it right since we will have to live with the result for generations.	<p>Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf</a>.</p> <p>ODOT and the City of Cincinnati have also held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project, West End, and Queensgate. The City of Cincinnati has also invited a representative of Bridge Forward to participate in an advisory committee it is forming to represent local concerns in the development and construction of the BSB Corridor Project.</p>
217	Project Mailing List	03/01/2023 - Web Comment - I would like to obtain notifications on this important project.	This individual was added to the project mailing list.
218	Construction	03/01/2023 - Web Comment - Is there a way to know who is bidding on the design-build? Is there a copy of the RFP available? We are trying to submit bids to subs for aggregates.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC do not have a list of teams bidding on the progressive design-build 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, including links to the request for proposals (RFP). This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities.</p> <p>In addition, the project website has information for those interested in working on the project: <a href="https://brentspencebridgecorridor.com/work-with-us/">https://brentspencebridgecorridor.com/work-with-us/</a></p> <p>You may also email your product information to the following address: <a href="mailto:BSBProcurement@dot.ohio.gov">BSBProcurement@dot.ohio.gov</a></p>
219	BSB Companion Bridge	03/02/2023 - Web Comment - A COMPANION BRIDGE IS A FAILURE. THE ANSWER LIES BACK IN 1960.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Your comment has been included in the project record.

Comment Number	Nature of Comment	Comment	Response
220	Stakeholder Input	03/03/2023 - Web Comment - I would like to know why certain economic development organizations were not included on the list. For instance, the Greater Cincinnati & Northern Kentucky African American Chamber of Commerce was not included. Representatives of that organization attended at least two meetings and offered to sponsor outreach programs. There are other organizations that are working on this as well. It appears to be an oversight which may be indicative of how inclusion will be addressed in this project.	Thank you for your feedback about the Brent Spence Bridge Corridor Project and for your participation on the Diversity and Inclusion Committee. The membership on this committee is dynamic and has grown since the original list was published on the project website. ODOT and KYTC agree that the most current membership of the Diversity and Inclusion Committee should be reflected on the project website and will update the list accordingly. We will also work to keep the list updated moving forward. Thank you again for your feedback, and we look forward to collaborating with you as the project moves forward.
221	Stakeholder Input	03/03/2023 - Web Comment - The Greater Cincinnati & Northern Kentucky African American Chamber are on the Outreach Advisory Committee. We have attended and actively participated in the meetings, yet we were not listed. Why? Answer that question.	Thank you for your feedback about the Brent Spence Bridge Corridor Project and for your participation on the Diversity and Inclusion Committee. The membership on this committee is dynamic and has grown since the original list was published on the project website. ODOT and KYTC agree that the most current membership of the Diversity and Inclusion Committee should be reflected on the project website and will update the list accordingly. We will also work to keep the list updated moving forward. Thank you again for your feedback, and we look forward to collaborating with you as the project moves forward.
222	Construction	03/06/2023 - Web Comment - ***Contractor Housing*** Hello we are pre-leasing housing for the upcoming bridge project. Please let us know is we can help any construction companies secure their housing needs.	Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC anticipate that the design-build team will be announced in May 2023 and under contract by June 2023. You may reach out to the selected design-build team at that time.
223	Construction	03/06/2023 - Web Comment - Hello, my name is [REDACTED] and I am the Northern Kentucky Regional Procurement Consultant for the KY APEX Accelerator (formerly known as the KYPTAC). We assist small businesses in obtaining local, state, and federal government contracts and assist in the completion of socio-economic small business certification application, including DBE.  I am writing to offer our support in helping to meet the DBE goals for the Brent Spence Bridge project. Would someone be available to participate in a 45-minute Zoom meeting to discuss the type of subcontracting opportunities that are available?	A member of the project team contacted this individual.

Comment Number	Nature of Comment	Comment	Response
224	Construction	03/07/2023 - Web Comment - Looking for the latest on the bridge project. Will there be associated structures for maintenance, etc.?	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The technical requirements are provided 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> <p>ODOT and KYTC have longstanding maintenance agreements in place with respects to bridges over the Ohio River. The maintenance of the new companion bridge will be covered by the Interstate Cooperative Agreement: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2023/02/2023.2.17-OH-KY-Interstate-Cooperate-Agreement_Fully-Executed.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2023/02/2023.2.17-OH-KY-Interstate-Cooperate-Agreement_Fully-Executed.pdf</a></p>
225	Construction	03/08/2023 - Web Comment - I am certain that the team that has been assembled for the design of the bridge is very capable and efficient, but I would like to offer a suggestion. The Weirton-Steubenville Bridge (Veterans Memorial Bridge) crossing the Ohio River is nationally recognized. This was designed by the T.Y. Linn Group. The Walsh Group out of Chicago is one of the largest bridge designers in the country. Would it make sense to get some perspective from a different source?	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC are currently requesting proposals from design-build teams interested in working on the project. This request for proposals is open to all firms that meet the qualifications outlined in the procurement documents, which are available here: <a href="https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspxopen">https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspxopen</a>. Proposals from prospective design-build teams are due on March 31, 2023.</p> <p>An extensive bridge type selection process was undertaken by the project team that included public involvement and input from the project Aesthetics Committee. See the Executive Summary of the process here: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/Bridge-Type-Selection-Executive-Summary-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/Bridge-Type-Selection-Executive-Summary-1.pdf</a>. As the design continues to be refined, the Aesthetics Committee will continue to be engaged.</p>