

Comment Number	Nature of Comment	Comment	Response
1	Noise Roadway/Bridge Design Right-of-Way	<p>08/11/2023 - Web Comment - I live on Leslie Ave facing the current brick wall at the south bound Ft. Mitchell exit. Are there renderings or samples of what the new wall will look like? What material is being used? Can we see it in person? What is the distance of the new wall up the exit ramp? Are we able to keep our "T" turnaround? In the "flyover renderings" there is not a full "T". Everyone that turns around, turns to the left along with the Ft. Mitchell snow removal plow in the winter. Will all the trees along the existing brick wall be replaced?</p> <p>Note: This is hwy project round 2 for most of us on this street. We planted most of the trees by the current brick wall ourselves once the "S" curve project was complete. Now that they are mature trees, they most likely are going to be removed for this project. We would like those trees that we paid for replaced if at all possible.</p> <p>The "S" curve project was rough for all of us on Leslie trying to live here during construction.</p> <p>I question why #4 Leslie is not being acquisition ed? KYDT is "renting" some of their property. After the acquisition of properties with the "S" curve project. Why are you not inquiring about that property? People that were "on the end" were able to be bought out even though their houses stayed.</p>	<p>In response to the question about the noise wall proposed along southbound I-71/I-75 in the vicinity of Leslie Avenue, the proposed noise wall will be approximately 1,300 feet long and will extend approximately the same distance up the exit ramp as it does today. The project may require the removal of some trees for the construction of the widened highway and the proposed noise wall. KYTC will limit tree removal to the greatest extent possible. KYTC is actively coordinating aesthetic and landscaping details with the City of Fort Mitchell. The specific design and aesthetic details of proposed noise walls will be coordinated with the residents who will benefit from the walls during the project's detailed design stage.</p> <p>Regarding the questions about the "T" turnaround, in conjunction with the project, KYTC will construct a similar area to accommodate vehicles that need to turn around on Leslie Avenue.</p> <p>KYTC recognizes that the construction of any major improvement project will have temporary impacts to surrounding communities. KYTC will work with the City of Fort Mitchell to minimize temporary construction impacts to the greatest extent possible.</p> <p>Finally, in response to the questions about acquiring additional properties along Leslie Avenue. In accordance with State and Federal laws, KYTC will only acquire properties that are directly impacted by the project. The Brent Spence Bridge Corridor Project does not impact any homes along Leslie Avenue; therefore, they will not be acquired.</p>
2	Roadway/Bridge Design	<p>08/11/2023 - Web Comment - Are we are going to be able to incorporate some sort of speed zones on the streets leading up to the bridge, such as my street Highway Avenue which is ridiculous with cars speeding and not stopping for pedestrians in marked crosswalks areas to do so. My partner and I have had 5 cars totalled due to cars speeding in a residential area and not paying attention. The new bridge is going to be fantastic; however let's help the streets leading up to it too.</p>	<p>The speed limits on I-71/I-75 and the proposed collector-distributor system will be established based on state and federal requirements. The evaluation and implementation of traffic calming measures on local streets will continue to be the responsibility of the appropriate local agency.</p>

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3	Alternatives	<p>08/12/2023 - Web Comment - The Brent Spence Bridge widening will only prove to be a temporary solution to increasing traffic on I-75, I-71, I-74, I-471, and I-275 . Traffic study after traffic study across the nation shows that widening highways eventually only increases congestion. I-75 will not be capable of handling the increasing freight and general congestion within 10 years after the Brent Spence Bridge widening is completed. NOW is the time to start planning an alternative future interstate corridor to not only bypass Cincinnati but also Dayton and I-75 in general southward. The Ohio Valley Regional Planning Commission is planning a feasibility of the I-73/I-74 corridor and the Ohio Legislature passed a resolution for ODOT to begin this feasibility study. Both the I-74 extension and I-73 were opposed by the people of Cincinnati and Columbus. West Virginia has cancelled further funding of the U.S. 52 King Coal Highway which is the route for I-73. Virginia has likewise cancelled I-73 in the state. Even proposed concepts like the Eastern Cincy Bypass have been studied and found unfeasible. Widening I-75 will only raise more and more opposition.</p> <p>That leaves only one option not explored, building a north-south future interstate corridor as an alternative to I-75, a Future I-73 or Future I-67. This new interstate corridor should begin at I-75 in Findlay, follow U.S. 68 south, then follow either OH 73 or U.S. 35 to Chillicothe then U.S. 23 to Portsmouth. From Portsmouth, the new interstate route would follow U.S. 23 through Kentucky and Virginia to connect to I-26 in Kingsport Tennessee to form a traffic alternative to I-75 and major freight corridor from Findlay Ohio to the port at Charleston South Carolina. This should be the focus of the I-73/I-74 feasibility study of OVRPC and ODOT as directed by the Ohio State Legislature</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is designed to accommodate traffic projected to travel through the corridor by the year 2050, which is the standard design horizon for large infrastructure projects. The traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on available capacity, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>Your comments about other potential projects are noted. Other regional and statewide improvements will be independently studied and evaluated as appropriate as ODOT continues to manage the existing and future transportation needs in the state.</p> <p>More information on ODOT's Statewide Planning can be found here: <a href="https://www.transportation.ohio.gov/programs/statewide-planning-research/welcome">https://www.transportation.ohio.gov/programs/statewide-planning-research/welcome</a></p>
4	Miscellaneous	<p>08/14/2023 - Web Comment - Does this team have a board of directors? If so, who are they? Is there a CEO or Executive Director for this group? Might be interested in having someone from a high level speak to a community service club that I am a member of.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. Speaking requests can be directed to the Ohio Department of Transportation's District 8 Public Involvement Officer at <a href="mailto:d08.pio@dot.ohio.gov">d08.pio@dot.ohio.gov</a> or the Kentucky Transportation Cabinet's District 6 Public Information Officer at <a href="mailto:KYTC.District6Info@ky.gov">KYTC.District6Info@ky.gov</a>.</p>

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5	Noise	08/15/2023 - Web Comment - Hello, I'm a resident (11th street in Lewisburg of Covington) and see on the latest proposal, there are noise walls to be added. I am wondering if these are expected to be the tall 23' walls, or similar to the existing wall height.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The proposed noise wall in the vicinity of 11th Street in Lewisburg are anticipated to be 12 feet high. However, additional analysis and design of the noise walls will be conducted for the project by the Design Build Team and that information shared as part of the noise wall public engagement process.
6	Construction	08/16/2023 - Web Comment - I would like to introduce you to Sarens.  We offer crane rental services, heavy lifting, and engineered transport for our clients. With state-of-the-art equipment and value engineering, we offer our clients creative and intelligent solutions to today's heavy lifting and engineered transport challenges.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a> .  Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: <a href="https://brentspencebridgecorridor.com/work-with-us/">https://brentspencebridgecorridor.com/work-with-us/</a>
7	Construction	08/16/2023 - Web Comment - My name is [REDACTED], I am the Regional Manager for Kwik Bond Polymers. I would like to be considered as a material supplier for the upcoming Brent Spence Bridge project.  Please consider PPC as the overlay or wearing course for the bridge deck on the Brent Spence Bridge project. If you haven't filed an ATC for PPC, please consider doing so.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a> .  Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: <a href="https://brentspencebridgecorridor.com/work-with-us/">https://brentspencebridgecorridor.com/work-with-us/</a>
8	Alternatives	08/16/2023 - Web Comment - At the very beginning of the project information collection phase, EPHIA, the community council of East Price Hill (located only 5 minutes from I-75 to the west) submitted a request that this major project include linking direct access to I-75 both north and south from east bound US-50. I do not know that we ever received a correspondence letter. However, after looking at the proposed renderings of this project, it appears that the US-50 to North I-75 linkage will remained unchanged. Is this appearance correct? And if so, why? There is a large amount of both automobile and truck traffic that are significantly delayed access to NB I-75 due to the current routing and now seems to be the time to correct that linkage.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project purpose and need is to improve traffic flow and safety in the I-71/I-75 corridor while maintaining key regional connections. While the existing connections to and from US-50 are maintained, new direct access to northbound I-75 is not added. Traffic operational analysis show that the proposed design will accommodate projected traffic through the year 2049, which is the design year for this project. Building new direct access from eastbound US-50 to northbound I-75 is beyond the purpose and need for this project and would substantially increase the project's footprint and costs.

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9	Alternatives Air Quality	<p>08/16/2023 - Web Comment - This project's current design (as shown in the flyer over rendering) appears to be over-constructed and highly focused on moving motor-vehicle traffic. The local communities hosting this project Cincinnati and Covington will be negatively impacted by the continued large-scale investment in infrastructure that promotes and incentivizes driving personal automobiles through our neighborhoods and communities. I've lived in Cincinnati, OH for 6 years now and hope that this project's design will focus on taking back more land that is advertised currently, i.e., working with the Bridge Forward Team. I'm very interested in understanding why we continue to utilize traffic "models" that predict these continued large volumes of traffic when more residents are moving closer into the core and living car-lite within the Urban base.</p> <p>I currently work in pediatric medicine and I continue to be concerned over the continued deterrent to air quality that motor vehicles cause, which will be further increased by induced demand by the temporarily improved travel times using the bridge. Kids and adults should not have to continue to be subjected to poor air conditions at the expense of moving personal vehicles and freight traffic. Here's one of many articles highlighting these issues:  <a href="https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7461703/#:~:text=Pre%2D%20and%20postnatal%20exposure%20to,gain%2C%20and%20excess%20childhood%20adiposity">https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7461703/#:~:text=Pre%2D%20and%20postnatal%20exposure%20to,gain%2C%20and%20excess%20childhood%20adiposity</a>.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is designed to accommodate traffic projected to travel through the corridor by the year 2049, which is the standard design horizon for large infrastructure projects. The traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on available capacity, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2049.</p> <p>ODOT is continuing to collaborate with the City of Cincinnati to incorporate community priorities into the project. One of these priorities includes maximizing the amount of land returned to the City once the project is complete. ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project, West End, and Queensgate. ODOT has responded to Bridge Forward's most recent concept, and that response is available here:  <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf</a></p> <p>ODOT will continue to share the Bridge Forward concept and other suggestions with the design-build team. In addition, the City of Cincinnati has invited a representative of Bridge Forward to participate in an advisory committee it is forming to represent local concerns in the development and construction of the BSB Corridor Project.</p> <p>In response to your concerns about air quality. The project team is evaluating the project's effects to air quality as part of the environmental process. Based on the current schedule, the project's environmental documents, including the results of air quality analyses, will be available for review and comment in late 2023.</p>

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10	Miscellaneous	08/23/2023 - Written Comment - The room did not accommodate the large crowd. Noise level was an issue. Team KY - you should know better.	Thank you for attending the Brent Spence Bridge Corridor Project Update Meeting. Your comment has been included in the project record.
11	Noise	08/23/2023 - Written Comment - Construct a noise wall along west side of Banklick Street from 9th Street, south beyond Watkins Street entrance ramp (similar to what is proposed along the Goebel Park Boundary). This road is already busy, and a drag strip which will get much busier and noisier with these improvements. Otherwise, looking forward to this long-awaited project.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Based on the address provided and subsequent comments from the same commenter, it is assumed the comment pertains to Bullock Street. KYTC evaluated a number of configurations for the noise walls proposed on the west side of I-75. The proposed configuration provides the greatest amount of noise reduction for the residences in Lewisburg.
12	Alternatives	08/23/2023 - Written Comment - If companion bridge was on east side of original Brent Spence, there would be a great view of downtown Cincy. As it is today, you will get a great view of the rusty Brent Spence, which is not a very attractive welcome to Ohio/Cincinnati.	<p>Thank you for attending the Brent Spence Bridge Corridor Project Update Meeting. Your comment has been included in the project record. KYTC and ODOT are committed to building an iconic, aesthetically pleasing bridge. Once the bridge type is determined, the project Aesthetics Committee will be engaged to provide feedback on the aesthetic elements of the new companion bridge and the existing BSB.</p> <p>Early planning concepts did investigate new bridges east of the existing Brent Spence Bridge. These concepts were removed from consideration for various reasons, including impacts to utilities, environmental impacts, and design issues.</p>
13	Miscellaneous	08/23/2023 - Written Comment - Thank you for the presentation. It was very informative.	Thank you for attending the Brent Spence Bridge Corridor Project Update Meeting. Your comment has been included in the project record.
14	Construction	08/23/2023 - Written Comment - (1) How much reinforcement bar is required for the bridge deck and overpasses? (2) What is the life cycle requirements (# of years) for the bridge? (3) What materials are being considered to meet those requirements (type of rebar)? (4) Are there any "Buy America" or local buy considerations for the bridge project?	<p>Thank you for attending the Brent Spence Bridge Corridor Project Update Meeting. The project's design has not yet progressed to the point where the specific design requirements for type, and quantity of reinforcement have been determined.</p> <p>The project will comply with the applicable provisions of the Infrastructure Investment and Jobs Act, which includes the Buy America requirements.</p>



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15	General Project Support Traffic Construction BSB Companion Bridge	<p>08/23/2023 - Written Comment - Thanks for having the meeting! It was informative. Since the last meeting, there have been changes. After attending this meeting, I now understand the direction of the project. Build the bridge ASAP! It is long overdue. Twenty years in the making and not one port-a-potty has arrived.</p> <p>Suggestions for the meeting: (1) The PowerPoint slides did not show a completion data. The completion data was mentioned in the audio. My relatives, in northern Ohio, have been asking about a completion date. (2) It would have been nice to have a group meeting where citizens can ask questions. It would have helped the media coverage. One of the previous meetings was conducted in this manner. Business owners in Mainstrasse were concerned about losing business if a driver had to make a decision ten miles back in Ohio.</p> <p>General comments: (1) No tolls. There was nothing mentioned about tolls in the PowerPoint slides. Local commuters should not have to pay for a federal interstate highway. (2) Keep construction delays/gridlock to a minimum. I am tired of gridlock due to construction. What kind of delays will we see during construction? All bridges and interchanges will be rebuilt. (3) I don't have a strong opinion about the type of bridge. An arch bridge would be a companion to the Big Mac/Daniel Carter Beard Bridge. However, I wouldn't be able to tell drivers to take the "arch" bridge. (4) Come up with a good name for the bridge that matches the design of the bridge. When the local media gives a traffic report regarding an incident on a bridge . . . drivers do not [know] which bridge is affected. Most drivers understand that the "Big Mac" bridge is the I-471 bridge versus being the Daniel Carter Beard Bridge.</p> <p>I do not need a response to these comments and questions. Estimated cost?</p> <p>Additional question: Will any other groups be able to delay the construction of this bridge?</p>	<p>Thank you for attending the Brent Spence Bridge Corridor Project Update Meeting and for your support of the project. Your feedback about the meeting has been included in the project record. The Brent Spence Bridge Corridor Project will be completed in three phases. Construction of the portion from Dixie Highway (KY) to Ezzard Charles Drive (OH) is anticipated to be substantially complete by 2030. Construction of the portion from Linn Street to Findlay Street (OH) is anticipated to be complete in 2031. Construction of the portion from Findlay Street to the Western Hills Viaduct (OH) is anticipated to be complete in 2032.</p> <p>In late 2022, KYTC and ODOT held a series of small-scale and large-scale neighborhood meetings to provide project details, allow the public to ask questions, and collect feedback from local communities. Members of the project team were available at the open house project update meetings to answer questions, speak with the media, and speak with business owners about any concerns they may have about the project. The project will be signed so that drivers are well informed of decision points for accessing local destinations.</p> <p>Tolling the I-71/I-75 corridor is not permitted in the State of Kentucky, and the project does not include tolls.</p> <p>During construction, KYTC and ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, KYTC and ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. Local cities will have an opportunity to review and provide input into all aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>

Comment Number	Nature of Comment	Comment	Response
15 (cont.)	General Project Support Traffic Construction BSB Companion Bridge (cont.)		<p>KYTC and ODOT are committed to building an iconic, aesthetically pleasing bridge. KYTC and ODOT will determine the final bridge type for the new companion bridge based on a technical evaluation performed by the design-build team. Once the bridge type is determined, that information will be made available to the public, and the project Aesthetics Committee will be engaged to provide feedback on the aesthetic elements of the new companion bridge and the existing BSB.</p> <p>The process for naming the new bridge has not been established.</p> <p>The project is estimated to cost \$3.6 billion.</p> <p>KYTC and ODOT are unable to comment on potential actions of other groups or any potential effects on the project.</p>
16	Project Development Process Stormwater Multimodal	08/24/2023 - Written Comment - It is imperative that the entire length of the project include careful planning to ensure tax dollars are invested wisely. There is an imperative need to address stormwater runoff and the long-running CSO issue affecting the Ohio River and Mill Creek. This will save time and money. Connections must be made to Queensgate and the West End that are safe for pedestrians and cyclists – promoting less reliance on cars and voiding induced demand, which would impair air quality.	<p>Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. KYTC and ODOT have followed a rigorous process of studying ways to improve the BSB corridor. This process began in 2004 and involved the development and evaluation of several potential alternatives and several public meetings and hearings to gather public feedback. In 2012, the Federal Highway Administration issued a “Finding of No Significant Impact” for the selected alternative. Most recently, KYTC and ODOT have been studying ways to improve the design, simplify the construction, reduce costs, reduce impacts, and incorporate additional enhancements into the project. These studies resulted in several refinements to the selected alternative. KYTC and ODOT are currently in the process of updating environmental studies for the project to reflect change in the project’s design, site conditions, and regulatory requirements. The results of this process will be documented in a supplemental Environmental Assessment, which will be made available for public review and presented at public hearings for the project.</p> <p>KYTC will separate all interstate runoff from the BSB corridor from the existing combined sewer system. In addition, the project will replace a portion of the Willow Run trunk line with a new 120-inch pipe from St. Elizabeth Hospital to West 9th Street in Covington. These measures will substantially reduce the volume flowing into the combined sewer system and reducing local flooding and the frequency of combined sewer overflows. The stormwater system along the BSB corridor in Ohio will be completely replaced, and the</p>

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16 (cont.)	Project Development Process Stormwater Multimodal (cont.)		<p>new system will be designed to meet current ODOT standards. The project will separate highway drainage from the existing combined sewer system in Ohio, and ODOT will partner with the Metropolitan Sewer District of Greater Cincinnati to build infrastructure to drain directly to Mill Creek and/or the Ohio River.</p> <p>The project will install bicycle and pedestrian infrastructure in and between the Cincinnati Central Business District, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p>
17	Alternatives Aesthetics	<p>08/24/2023 - Written Comment - The northbound CD system should be converted to city streets from 3rd Street to 7th Street. The only movement that needs to be preserved is NB I-77/71 to US 50W. No other movement will be materially impacted by this improvement.</p> <p>The aesthetics are a mess on the Covington side. In KYTC Item No. 6-17, slides (not presented at the open house) show the ugly approach to Cincinnati – the skyline is no longer visible from the Goebel Park area of the interstate. The height of the project creates the equivalent of a Berlin Wall between east and west Covington. The houses on Crescent Avenue will become slums with the huge blank wall as proposed.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The project purpose and need is to improve traffic flow and safety in the I-71/I-75 corridor while maintaining key regional connections. The project is designed to accommodate traffic projected to travel through the corridor by the year 2049, which is the standard design horizon for large infrastructure projects. The traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on available capacity, projected trips, and calculated travel times. The northbound collector-distributor system is required to provide acceptable traffic operations in the project area. In addition, eliminating all access points except for northbound I-75 and I-71 to US-50W does not meet the project's purpose and need.</p> <p>KYTC is coordinating with the City of Covington to further its goals of creating vibrant urban spaces throughout the corridor. Items being discussed include landscaping, streetscapes, gateways, and treatments for piers, abutments, retaining walls, and noise walls. Based on feedback received during the neighborhood outreach activities and from the City of Covington, KYTC has committed to coordinating with the City of Covington during detailed design to evaluate the use of transparent noise walls in some locations to preserve views of Goebel Park from the highway and to preserve views of the skyline and across I-71/I-75 from surrounding neighborhood, including along Crescent Avenue.</p>



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18	Alternatives	08/24/2023 - Written Comment - Being from the west side I think this another way to IGNORE the west side of town. What happened to the BRIDGE FORWARD plan which would be much more advantageous to the west side. Price Hill, Covedale, Westwood besides all the townships on the west. Instead they would be building condos in the west end which many OTR people can't afford. They got pushed out and then moved to the west side and not improve anything. Let's try another option.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project, West End, and Queensgate. ODOT has responded to Bridge Forward's most recent concept, and that response is available here: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf</a></p> <p>ODOT will continue to share the Bridge Forward concept and other suggestions with the design-build team. In addition, the City of Cincinnati has invited a representative of Bridge Forward to participate in an advisory committee it is forming to represent local concerns in the development and construction of the BSB Corridor Project.</p>
19	Alternatives Stormwater	08/24/2023 - Written Comment - I would encourage ODOT to make the design as beneficial to the City of Cincinnati by returning land to the city. I am in favor of the Bride Forward Plan that minimizes the footprint of the sprawling interchange and re-introduces a city grid. In addition, I want ODOT to make sure that any MSD/sewer work is accounted for to minimize sewer overflow. The city deserves the best from this 3.6 billion \$ project.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project, West End, and Queensgate. ODOT has responded to Bridge Forward's most recent concept, and that response is available here: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf</a></p> <p>ODOT will continue to share the Bridge Forward concept and other suggestions with the design-build team. In addition, the City of Cincinnati has invited a representative of Bridge Forward to participate in an advisory committee it is forming to represent local concerns in the development and construction of the BSB Corridor Project.</p> <p>The stormwater system along the BSB corridor in Ohio will be completely replaced, and the new system will be designed to meet current ODOT standards. The project will separate highway drainage from the existing combined sewer system in Ohio, and ODOT will partner with the Metropolitan Sewer District of Greater Cincinnati to build infrastructure to drain directly to Mill Creek and/or the Ohio River.</p>

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20	Alternatives	08/24/2023 - Written Comment - The Cincinnati approach needs to follow the design of Fort Washington Way over 25 years ago. It maintains through traffic and connects local traffic into/from downtown while not disrupting the urban core. Rather, let's use this project to strengthen and grow the urban core! The "Bridge Forward" plan/vision is the best approach for the regional AND local economy!	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC considered options for trenching I-75 in Ohio similar to Fort Washington Way. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the highway while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor. Furthermore, trenching the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection. Maintaining connections to key regional and national transportation corridors, including US-50 as a free-flow connection, is part of the project's purpose and need.</p> <p>ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project, West End, and Queensgate. ODOT has responded to Bridge Forward's most recent concept, and that response is available here: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf</a></p> <p>ODOT will continue to share the Bridge Forward concept and other suggestions with the design-build team. In addition, the City of Cincinnati has invited a representative of Bridge Forward to participate in an advisory committee it is forming to represent local concerns in the development and construction of the BSB Corridor Project.</p>

Comment Number	Nature of Comment	Comment	Response
21	Alternatives	08/24/2023 - Written Comment - Cap Ezzard Charles area. Reconnect Colerain Avenue across.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT is currently in the process of evaluating caps at Ezzard Charles Drive based on a request received from the City of Cincinnati. ODOT will continue to coordinate with the City of Cincinnati Department of Transportation and Engineering regarding the installation of caps at this location.</p> <p>The abutments for the new Western Hills Viaduct bridge present a large obstruction that would preclude reconnecting Colerain Avenue across I-75.</p>
22	Alternatives	08/24/2023 - Written Comment - Hoping that alternative plans will be considered with respect to west side access as well as development around the bridge and just not an avenue past Cincinnati. Please consider Bridge Forward plans in bringing new growth along with a new bridge.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up approximately 10 acres of land for potential redevelopment. ODOT is continuing to collaborate with the City of Cincinnati to incorporate community priorities into the project. Two of these priorities include maximizing the amount of land returned to the City once the project is complete and improving mobility for all modes of transportation.</p> <p>ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project, West End, and Queensgate. ODOT has responded to Bridge Forward's most recent concept, and that response is available here: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf</a></p> <p>ODOT will continue to share the Bridge Forward concept and other suggestions with the design-build team. In addition, the City of Cincinnati has invited a representative of Bridge Forward to participate in an advisory committee it is forming to represent local concerns in the development and construction of the BSB Corridor Project.</p>

Comment Number	Nature of Comment	Comment	Response
23	Alternatives	08/24/2023 - Written Comment - I look forward to continued vetting of improved connectivity of the street grid into Queensgate to create economic development of housing and business attraction. It's the only geographic area for downtown to grow. Reducing the R.O.W. can also grow the footprint of downtown, but the acreage is not as valuable as perimeter frontage of that acreage. Please continue to utilize the Bridge Forward team and City BSB Advisory Committee for feedback into the innovation and proof of concept periods. While we recognize a nominal impact to the budget, at less than 5% of project cost (\$100 M in a \$3.6B project) it's a great investment that could make a \$3B economic impact over time.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT is continuing to collaborate with the City of Cincinnati to incorporate community priorities into the project. Two of these priorities include maximizing the amount of land returned to the City once the project is complete and improving mobility for all modes of transportation.</p> <p>ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project, West End, and Queensgate. Cost is not the only factor that is considered when evaluating alternatives. The project's purpose and need must also be met, including providing acceptable traffic operations and safe roadways. ODOT has responded to Bridge Forward's most recent concept, and that response is available here: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf</a></p> <p>ODOT will continue to share the Bridge Forward concept and other suggestions with the design-build team. In addition, the City of Cincinnati has invited a representative of Bridge Forward to participate in an advisory committee it is forming to represent local concerns in the development and construction of the BSB Corridor Project.</p>
24	BSB Companion Bridge	08/24/2023 - Written Comment - i think you should do the cable stay bridge idea and put lights for lines. i am a kid	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. Your comment has been included in the project record. KYTC and ODOT will determine the final bridge type for the new companion bridge based on a technical evaluation performed by the design-build team. Once the bridge type is determined, that information will be made available to the public, and the project Aesthetics Committee will be engaged to provide feedback on the aesthetic elements of the new companion bridge and the existing BSB, including lighting.</p>

Comment Number	Nature of Comment	Comment	Response
25	Alternatives	08/21/2023 - Web Comment - I strongly support the sinking of 75 and 30 for the redevelopment of Queens Gate and downtown Cincinnati's neighborhoods. This is a once-in-a-lifetime opportunity to do what is right for the city and not just what is best for the State of Ohio and interstate commerce. Please consider the spectacular impact this will have upon our urban revival and give the city's future top priority!	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC considered options for trenching I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Ave. and 3rd St. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the highway while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor. Furthermore, trenching the highway would likely require the removal of I-75 connections with 5th, 6th, 7th, and 8th streets. and would not be able to accommodate US-50, which is an important regional connection. Maintaining connections to key regional and national transportation corridors, including US-50 as a free-flow connection, is part of the project's purpose and need.</p> <p>Because the I-75 mainline and access ramps cannot be depressed further, local Cincinnati cross streets would need to be raised substantially to pass over I-75 to form an urban city grid. Elevating the downtown Cincinnati cross streets over I-75 would substantially increase the project footprint on the west side of I-75 to tie into existing elevations. This additional footprint would result in new impacts to existing businesses and potential developable land.</p> <p>Between 5th St. and Ezzard Charles Dr., there are several areas where I-75 is relatively level with the surrounding land uses. Trenching I-75 in this area would require the freeway to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier.</p> <p>North of Ezzard Charles Dr., I-75 is elevated above the surrounding land uses and roadways. Trenching I-75 between Ezzard Charles Dr. and north of Findlay St. would require the highway to be lowered over 40 feet. This would require extensive use of retaining walls and would further exacerbate the concerns with geometric feasibility, traffic operations, and safety. The proximity of Western Avenue and Winchell Ave. further complicate geometric concerns, as such extensive retaining walls would require substantial foundations that could impact these roadways.</p>

Comment Number	Nature of Comment	Comment	Response
26	Construction	08/21/2023 - Web Comment - I am interested in exploring a VE Design using high performance steel fibers to replace a portion of the rebar in the bridge decks to lower carbon footprint, lower first cost and provide a durable crack free bridge deck. Who should I talk with about this?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding the design: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a> .
27	Roadway/Bridge Design	08/21/2023 - Web Comment - Many drivers and passengers get a horrible feeling of claustrophobia while driving on the lower deck of the Brent Spence. Please consider widening the actual lanes (especially if you plan to reduce the lanes from 4 to 3). While I understand the need to widen the shoulders, that won't help the claustrophobia problem. By widening the remaining 3 lanes, giving drivers more room to breathe, it may significantly reduce the number of accidents on the bridge.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Once the project is completed, the lanes on the existing Brent Spence Bridge will be 11- and 12-foot-wide, which meets KYTC and ODOT design standards.
28	Right-of-Way	08/21/2023 - Web Comment - I own 605 and 608 W 11th St Covington, is the state still going to take 605 and a portion of 608 and what is the time frame	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The current plans for the project are consistent with previous plans shared with you and as such, still require a full acquisition of the property at 605 West 11th Street and a strip of temporary easement from the eastern edge of 608 West 11th Street. Maps showing proposed right-of-way limits (where properties will be impacted) for the project can be accessed here: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-06_Corridor-Exhibit.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-06_Corridor-Exhibit.pdf</a>. Impacted structures are shown with red hatching on the exhibit.</p> <p>While the Kentucky Transportation Cabinet (KYTC) initiated the process of acquiring property along the corridor needed to build the project, we made a commitment to not purchase properties located within environmentally sensitive areas (such as Lewisburg Historic District) until environmental documentation for the project is complete. We anticipate that environmental step to be complete and the ROW process starting next Spring.</p> <p>As a reminder, you are entitled to compensation for the property (if you own) but also relocation expenses (if you own or rent). Please don't hesitate to reach out if you have any additional questions.</p>
29	General Support	08/22/2023 - Web Comment - Glad to see that this is finally being done!	Thank you for your support for the Brent Spence Bridge Corridor Project. Your comment has been included in the project record.



Comment Number	Nature of Comment	Comment	Response
30	Construction	08/22/2023 - Web Comment - I wanted to know if there was a Service Disabled Veteran-Owned Business / Disability-IN component for the bridge project? Please let me know.	Thank you for your interest in the Brent Spence Bridge Corridor Project. There is not a specific goal for veteran-owned businesses / disability-IN for the project.
31	Construction	08/22/2023 - Web Comment - Bridge Funds have been approved. The Texas Turnaround is part of the plan. Phase 1 includes the Companion Bridge, and I assume, other incidental traffic improvement connections to various lanes, ramps, etc., located in both Cincinnati, Covington and Ft Wright. The Construction Schedule has been deemed to be 2024-2030. Based upon certain computer and commuter modeling, what can the local residents and multi-state Interstate traffic realistically envision over some incremental time period to help reduce the existing traffic backups? Will some benefits be realized in two (2); others in four (4); and, the remainder in six (6) years?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project benefits cannot be fully realized until the project is completed, because continued construction activity will be taking place in the corridor. During construction, KYTC and ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities.
32	Construction	08/23/2023 - Web Comment - On behalf of T. Parker & Co., LLC - Creative, Marketing, Branding, I would like to wish Brent Spence Bridge Corridor project team a sincere "CONGRATULATIONS" on the launch of such an exciting and promising venture.  We are sincerely interested in meeting with you to discuss how we can assist as a creative thought partner in delivering creative messaging and information to the community and surrounding areas of this wonderful project.  Please email us at [REDACTED] with any information on upcoming opportunities that will allow us to join your small business network and to provide, creative, marketing and communication services to promote Brent Spence Bridge Corridor project. For immediate needs, please call me directly at [REDACTED].	Thank you for your interest in the Brent Spence Bridge Corridor Project. KYTC and ODOT already have vendors under contract to support the services described.

Comment Number	Nature of Comment	Comment	Response
33	Construction	08/23/2023 - Web Comment - how do i pre qualify to work on the project?	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. Information about pre-qualification in Ohio and Kentucky is provided on the "Construction/Contractor Resources" page of the project website: <a href="https://brentspencebridgecorridor.com/work-with-us/construction-contractor-resources/">https://brentspencebridgecorridor.com/work-with-us/construction-contractor-resources/</a></p> <p>You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a>. You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a>.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: <a href="https://brentspencebridgecorridor.com/work-with-us/">https://brentspencebridgecorridor.com/work-with-us/</a></p>
34	Construction	08/23/2023 - Web Comment - We are a facilities maintenance company and hauling. We are located in Cleveland Ohio and have been in business since 1996. We would to be a part of this amazing project.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a>. You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a>.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: <a href="https://brentspencebridgecorridor.com/work-with-us/">https://brentspencebridgecorridor.com/work-with-us/</a></p>
35	Project Mailing List	08/23/2023 - Web Comment - Information on Brent Spence Bridge Corridor	This individual was added to the project mailing list.

Comment Number	Nature of Comment	Comment	Response
36	Quality of Life Multimodal Project Schedule	<p>08/23/2023 - Web Comment - Seeing some good work in the proposals so far. I'm ashamed by the lack of trees able to provide shade. Have any of you walked outside during the summers in Cincinnati?</p> <p>Since we won't be changing any dependencies on automotives with this, can we get a few more bike lanes?</p> <p>If this can be accomplished even within 2 years of expected completion I'll be surprised. But thanks for taking paychecks to craft out something that might help some people and their motorized vehicles. Hopefully I can escape this hellhole before construction gets too bad.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The project team has worked to avoid and minimize tree clearing to the greatest extent possible and will look for ways to further reduce impacts to trees during detailed design activities.</p> <p>In Kentucky, the project will build new shared-use paths and sidewalks parallel to I-71/I-75 along Simon Kenton Way and Bullock Street. Also, new and rebuilt sidewalks will be included under the MLK/West 12th Street, Pike Street, West 9th Street, West 5th Street, and West 3rd Street bridges. A new shared-use path will be built under the West 5th Street bridge, which will tie into the shared-use paths in the Goebel Park Complex. The shared-use path will be extended along Crescent Avenue to connect to the existing shared-use path along the Ohio River.</p> <p>In Ohio, the project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End neighborhoods. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles Drive, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared-use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p> <p>Based on the most current data available, construction of Phase I in Ohio is anticipated to be complete by 2032. Phase II is anticipated to be complete in 2031, and Phase III is anticipated to be complete in 2030.</p>
37	Construction	08/24/2023 - Web Comment - I am a disabled veteran who would like to be a part of this historical project.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a>. You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a>.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: <a href="https://brentspencebridgecorridor.com/work-with-us/">https://brentspencebridgecorridor.com/work-with-us/</a></p>

Comment Number	Nature of Comment	Comment	Response
38	Construction	08/24/23 - Web Comment - Please include me in your notifications and advertisements for any construction projects requiring permanent highway signs for this project, as we are a sign manufacturer/supplier.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a>. You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a>.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: <a href="https://brentspencebridgecorridor.com/work-with-us/">https://brentspencebridgecorridor.com/work-with-us/</a></p>
39	Multimodal Noise	<p>08/24/2023 - Web Comment - Thank you for a well thought out project plan. I live at [REDACTED] W 11th Street, Covington KY and am making two minimal design requests.</p> <ol style="list-style-type: none"> <li>1. Please consider adding a raised crosswalk on Banklick Street, on the north side of W 11th Street. Today, Banklick serves as a drag strip, and a raised crosswalk / speedhump prior to reaching 11th street will provide a safe measure for pedestrians to cross. A raised crosswalk will also slow traffic considerably, and help "police" the numerous offenses on this stretch of road. Making Banklick a Collector Road from 9th street to the 12th street entrance will only exacerbate this existing problem.</li> <li>2. Thank you for the noise wall along the interstate through this section of expressway. A noise wall is very much needed and appreciated. Please consider adding a second noise wall along the west side of Banklick Street, from 9th Street through the 12th Street entrance ramp (similar to the double noise wall proposed along Goebel Park.) When Banklick becomes the Collector road, it will be even busier and noisier than it is today.</li> </ol>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. Based on the address provided and description, it is assumed the comment pertains to Bullock Street. In regard to your concerns about adding a raised crosswalk/speedhump on Bullock Street north of W. 11th Street, the project plans currently include a sidewalk along the west side of Bullock Street. For safety reasons, sidewalks will not be provided on the east side of Bullock, and a crosswalk at W. 11th Street will not be required. Crosswalks will be provided W. 12th Street and Pike Street to allow pedestrians to cross under the highway.</p> <p>KYTC evaluated a number of configurations for the noise walls proposed on the west side of I-75. The proposed configuration provides the greatest amount of noise reduction for the residences in Lewisburg.</p>

Comment Number	Nature of Comment	Comment	Response
40	Construction	08/24/2023 - Web Comment - We are an MBE GC with Capacity.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a>. You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a>.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: <a href="https://brentspencebridgecorridor.com/work-with-us/">https://brentspencebridgecorridor.com/work-with-us/</a></p>
41	Project Footprint	08/24/2023 - Web Comment - Let's make the best use of this land for our future generations	<p>KYTC and ODOT have incorporated several features that reduce the footprint of the roads leading to the bridge in both Kentucky and Ohio, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, implementing retaining walls, and reducing the width of the companion bridge.</p> <p>ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up approximately 10 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p>
42	Project Mailing List	08/24/2023 - Web Comment - Interested in learning more!	This individual was added to the project mailing list.
43	Construction	08/25/2023 - Web Comment - My company provides courier, trucking and warehousing services in Ohio, Kentucky and Indiana. Is there someone I can speak with about opportunities with the Brent Spence Bridge Corridor?	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a>. You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a>.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: <a href="https://brentspencebridgecorridor.com/work-with-us/">https://brentspencebridgecorridor.com/work-with-us/</a></p>

Comment Number	Nature of Comment	Comment	Response
44	Alternatives	<p>08/24/2023 - Written Comment - I-75 is currently a hard boundary that limits urban growth. Whether or not there is demand now, eventually there will be demand for downtown and downtown-adjacent land. While the current plan does free up some land, it still has I-75 as a boundary, with almost no potential for strong connectivity to the west of the highway. I would advise making adjustments to at least provide clear space to have one or two city streets at minimum to cross I-75 at ground level, either by elevating the highway further to the north, or submerging it in a similar way to Fort Washington Way, in order to make future development possible without needing to reconstruct this project.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC considered options for trenching I-75 similar to Fort Washington Way in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the highway while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor. Furthermore, trenching the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection. Maintaining connections to key regional and national transportation corridors, including US-50 as a free-flow connection, is part of the project's purpose and need.</p> <p>Because the I-75 mainline and access ramps cannot be depressed further, local Cincinnati cross streets would need to be raised substantially to pass over I-75 to form an urban city grid. Elevating the downtown Cincinnati cross streets over I-75 would substantially increase the project footprint on the west side of I-75 to tie into existing elevations. This additional footprint would result in new impacts to existing businesses and potential developable land.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land uses. Trenching I-75 in this area would require the freeway to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier.</p> <p>I-75 is already elevated above the surrounding land uses and roadways north of Ezzard Charles Drive, and local streets cross under the highway and connect existing land uses in this area.</p>



Comment Number	Nature of Comment	Comment	Response
45	Alternatives	08/24/2023 - Written Comment - On sheet 8 with the WH Viaduct the ramp to Spring Grove via Harrison should instead be a new one-way street that the east bound ramp T's into. This will double access to Spring Grove from West and also add local East connections to Harrison/Spring Grove that are more direct and avoid Brighton.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The suggested changes at the Western Hills Viaduct would create operational concerns with the proximity of this new intersection to the ramps at I-75. There are reasonable existing connections from Central Parkway to Brighton Place to Harrison Avenue to serve the same origins and destinations as the proposed one way road that will remain after the project is built.
46	Multimodal Traffic	08/24/2023 - Written Comment - Bus lane on "Brent Spence"?  Like the bike lane and pedestrian walkways.  Petition to require trucks with no stops inside 275 to use 275 to lighten traffic during construction.  Very well designed info space video print conversations with very knowledgeable ODOT staff!	Thank you for your interest in the Brent Spence Bridge Corridor Project and for the positive feedback about the bicycle and pedestrian improvements and the public meetings. The project will not include dedicated bus lanes but will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. The project will not preclude future transit opportunities and improvements. The shoulders will be built full depth, which would allow bus on shoulder if that is implemented in the future.  During construction, a maintenance of traffic (MOT) plan will be developed and implemented to maintain traffic operations and minimize disruption to the surrounding communities. The MOT plan and the project communications plan will include provisions for communicating with trucking companies and mapping services to notify them of detours and delay information related to the project.
47	Traffic Multimodal Environment	08/24/2023 - Written Comment - My biggest concerns are: - Design based on old designs and data - Not considering the impact to our urban core of pass through traffic - further creating a division in our city that is impacting people of color and community cohesion and opportunities and many of these people don't even have cars. - Environmental impact more roadway, induced demand, air, tires, brakes, water runoff. - Lack of rail included in the plan. - I recall a time when trucks were not allowed in the lot of the hill and BSB.  We have money to build but no offering of how do we maintain this much infrastructure. If peak hours are a concern then use tolls accordingly that can be made fair for low income users. Transit is not encouraged single use cars and semis are without encouraging	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is being designed in accordance with the most current standards and data. This includes accommodating projected traffic through the year 2049, which is the standard design horizon for large infrastructure projects. The traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on available capacity, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model through the year 2049.

Comment Number	Nature of Comment	Comment	Response
47 (cont.)	Traffic Multimodal Environment (cont.)		<p>While the project’s primary needs are to solve transportation problems, KYTC and ODOT have also pursued other quality of life goals in the project’s development and have intentionally incorporated features that reduce the project’s footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts. KYTC and ODOT are continuing to collaborate with local cities regarding aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p> <p>KYTC and ODOT are preparing a Supplemental Environmental Assessment (EA) that is evaluating the project’s effects on the human and natural environment, including travel patterns and access; low-income and minority populations; zero-car households, traffic operations, air quality, noise, and stormwater. The Supplemental EA is expected to be available for public review in late 2023. Public hearings will also be scheduled during that time.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed <a href="#">HERE</a>.</p> <p>Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. This includes accommodating freight traffic that is using the interstate system. Diversion of trucks would place them on other routes that are also experiencing congestion and would not be possible to enforce given the need to provide access for local truck traffic. The proposed design meets the project’s identified goals while also safely accommodating all types of vehicles. Tolling the I-71/I-75 corridor is not permitted in Kentucky, and the project does not include tolls.</p>

Comment Number	Nature of Comment	Comment	Response
48	General Support	08/24/2023 - Written Comment - As a Hamilton County resident and aspiring/hopeful commodity supplier for electrical products, I am grateful for the community involvement and transparency during this entire process. Also, the cable stay design is the clear-cut greater idea! It marries our past with the future.	Thank you for your support of the Brent Spence Bridge Corridor Project. Your comment has been included in the project record.
49	Alternatives	08/24/2023 - Written Comment - The huge network of ramps immediately West of Central St. in downtown Cincinnati between 2nd and 4th St. remains a huge barrier to connections West and takes up too much space. The space used by the roads could be reduced by treating US 50 as streets rather than as a freeway. US 50 could follow a grid of streets through the area, and be reconstructed as streets to the West through Queensgate. This would allow the interchange West of Central St. to be more simple and take up less space.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Maintaining connections to key regional and national transportation corridors, including US-50 as a free-flow connection, is part of the project's purpose and need.
50	Alternatives	08/24/2023 - Written Comment - The Ohio side ramps need to consolidate the collector roads into a single collector like 2nd/3rd streets around FWW.  Consider looping US-50 West on 3rd Street to Linn Street instead of jogging it so sharply. It avoids the Bridge Forward plans trench, (Even though the trench would also be worth the extra cost due to the new development it would unlock).	Thank you for your interest in the Brent Spence Bridge Corridor Project. KYTC and ODOT performed a high-level analysis of the traffic operations associated with consolidating the collector roads as described in the comment during the review of early Bridge Forward concepts. The high-level analysis showed substantial queues on the local street network which could result in gridlock. A more detailed system-wide analysis of this or similar concepts may be performed during the innovation period for the progressive design-build contract.  The purpose and need for the BSB Corridor Project did not identify any specific needs related to the US-50 corridor beyond maintaining connections to the existing corridor. As such, the project scope addresses transportation needs along the I-75 corridor while maintaining existing connections to US-50 in Cincinnati. Furthermore, the continuity of US-50 east and west of I-75 must be maintained. Relocating and realigning US-50 west of I-75 would need to be investigated as part of a separate regional project with an approved purpose and need specific to that undertaking. That project would need to address a number of issues, including but not limited to: historic opposition to moving US-50 due to potential impacts to Longworth Hall; impacts to businesses and access in Queensgate; impacts to regional travel connections; and impacts to traffic operations along I-71, I-75, US 50, Freeman Avenue, and other local routes.

Comment Number	Nature of Comment	Comment	Response
51	Alternatives	08/24/2023 - Written Comment - Love to see improved traffic but also make use of space to make Cincinnati a more vibrant community. I fully support Bridge Forward's innovative approach. Now is the time to make Cincinnati the best it can be. Quoting the iconic Buddy Larosa "Good. Better. Best. Make your good better and your better best."	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project.</p> <p>While the project's primary needs are to solve transportation problems, KYTC and ODOT have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. KYTC and ODOT are continuing to collaborate with local cities regarding aesthetic treatments and pedestrian and bicycle facilities in the finished corridor.</p> <p>ODOT is continuing to collaborate with the City of Cincinnati to incorporate community priorities into the project. Two of these priorities include maximizing the amount of land returned to the City once the project is complete and improving mobility for all modes of transportation.</p> <p>ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project, West End, and Queensgate. ODOT has responded to Bridge Forward's most recent concept, and that response is available here: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf</a></p> <p>ODOT will continue to share the Bridge Forward concept and other suggestions with the design-build team. In addition, the City of Cincinnati has invited a representative of Bridge Forward to participate in an advisory committee it is forming to represent local concerns in the development and construction of the BSB Corridor Project.</p>

Comment Number	Nature of Comment	Comment	Response
52	Traffic Alternatives Historic Resources	<p>08/24/2023 - Written Comment - If solving or easing congestion is the goal, then adding capacity isn't the answer. I don't understand why 4 travel lanes in each direction (current across the river) merging into 5 travel lanes on either side of the river in OH and KY should be expanded to 8 travel lanes across the river (proposed 5 lane double decker companion bridge, and restoring Brent Spence to 3 travel lanes each direction). The bottle neck would be worse as 8 lanes go across the river and would have to merge into 6 travel lanes (proposed additional lane from current 5 lanes). Additionally, There's no demand for this increased vehicle capacity, The (10 year) traffic projections and real traffic data go in opposite directions. Right size the bridge (companion), move it to the east side of the Brent Spence, or pursue a no-build option. This open house is held in a building ODOT wants to tear down 100' of for the new bridge. Longworth Hall is property listed on the National Register of Historic Places by the US Dept of Interior. Don't Demolish 100' of it for a highway expansion project we don't need.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is designed to accommodate traffic projected to travel through the corridor by the year 2049, which is the standard design horizon for large infrastructure projects. The traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on available capacity, projected trips, and calculated travel times. The Brent Spence Bridge Corridor Project is designed to accommodate all trips projected by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model through the year 2049.</p> <p>Early planning concepts investigated new bridges east of the existing Brent Spence Bridge. These concepts were removed from consideration for various reasons, including impacts to utilities, environmental impacts, and design issues.</p> <p>KYTC and ODOT are currently preparing a Supplemental Environmental Assessment that is evaluating the project's effects on the human and natural environment, which addresses the No-Build Option. The Supplemental Environmental Assessment is expected to be available for public review in late 2023. Public hearings will also be scheduled during that time.</p> <p>The alternatives analysis for the Brent Spence Bridge Corridor Project evaluated ways to avoid impacts to Longworth Hall. Out of 25 alternatives that were studied, only one alternative was found to meet the project's purpose and need while avoiding impacts to Longworth Hall. This alternative would have resulted in substantially greater residential and business impacts, including the largest employer in the Queensgate area. This alternative also increased impacts to the Lewisburg Historic District and was also projected to cost substantially more than other alternatives under consideration. In addition, the cities of Covington and Cincinnati strongly opposed this alternative. As a result, impacts to 204 feet of Longworth Hall were found to be unavoidable.</p> <p>To mitigate the impacts to Longworth Hall, ODOT has committed to complete various repair, upgrade, restoration, enhancement, and refurbishment measures at Longworth Hall as part of the project.</p>

Comment Number	Nature of Comment	Comment	Response
53	Traffic Aesthetics Noise	08/24/2023 - Written Comment - Surprised that no connectivity was added in Queensgate -Still no Price Hill direct access to I-75 N -"Green" Space added was minimal -No sound barrier or berms added near parks or residential (proposed) Central and Goebel Park -Kyles Lane overpass adds no green or live infrastructure all brick take for tower and green.	<p>Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The purpose and need for the project did not identify any specific needs related to additional connectivity in Queensgate or interstate access to and from Price Hill other than maintaining connections to the existing corridor. Refined Alternative I (Concept I-W) maintains all existing connections to Queensgate and Price Hill. In addition, the project will include new and rebuilt sidewalks and shared use paths on local streets that cross I-75, which will improve pedestrian and bicycle connectivity to and from Queensgate.</p> <p>KYTC and ODOT have incorporated several features that reduce the project footprint in both Kentucky and Ohio, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, implementing retaining walls, and reducing the width of the companion bridge.</p> <p>ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up approximately 10 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>KYTC and ODOT have proposed several sound walls to reduce noise levels in residential areas and parks (including the Goebel Park Complex and the Queensgate Playground and Ball Field) along the BSB corridor.</p> <p>KYTC has been coordinating the aesthetics of the Kyles Road interchange with the City of Fort Wright and will continue those efforts into the project's detailed design phase.</p>
54	Alternatives	08/24/2023 - Written Comment - Have the designs considered included making the current BSB on-way North (I-71 on lower deck, I-75 on upper) and making the new bridge one-way South?  If not, why not? The design could simplify the ramp designs, have smaller footprint, and possibly be cheaper to build.	<p>Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. There is not sufficient width on the existing BSB to carry all three lanes of I-75 traffic in addition to standard interstate shoulder widths. Other concepts have considered carrying I-71 northbound traffic on the existing BSB; however, those concepts had a greater project footprint and resulted in greater impacts, particularly in Covington.</p>



Comment Number	Nature of Comment	Comment	Response
55	Information Request	<p>08/29/2023 - Email Comment - I am an architect and professor at the University of Cincinnati, and we have just begun a large-scale studio project with my graduate students to develop a new future vision for the City of Cincinnati. In doing so, we will be working with numerous public and private entities here in the city. We are currently in progress on a 1500 scale 3d printed working model to help in the process. (pictures attached)</p> <p>So if possible, it would be great to get the most current BSB information somehow digitally so that we can incorporate it into our models. Would that be possible?</p> <p>And then as I believe I may have also mentioned, on a more professional level, I have a small design-oriented architectural practice down here in OTR and we would be very interested in any kind of design service involvement with the project. So if you might be able to advise and/or direct us accordingly, it would be much appreciated.</p>	<p>Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The current design files are Design Files (DF) are available on the BSB Corridor Project – Procurement Info website: <a href="https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/ReferenceFiles/Forms/AllItems.aspx?RootFolder=%2FDivisions%2FConstructionMgt%2Fdesign-build%2Fbsb-project-procurement%2FReferenceFiles%2FDF&amp;FolderCTID=0x012000788444CECB0331429039DB5FFEA91695&amp;View=%7B9337CEDA-0EAF-4CC3-995A-142CC25C12FF%7D">https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/ReferenceFiles/Forms/AllItems.aspx?RootFolder=%2FDivisions%2FConstructionMgt%2Fdesign-build%2Fbsb-project-procurement%2FReferenceFiles%2FDF&amp;FolderCTID=0x012000788444CECB0331429039DB5FFEA91695&amp;View=%7B9337CEDA-0EAF-4CC3-995A-142CC25C12FF%7D</a></p> <p>For potential opportunities with the design-build team, you can reach them directly at the following email: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a>.</p> <p>This website also has some additional information: <a href="https://brentspencebridgecorridor.com/work-with-us/construction-contractor-resources/">https://brentspencebridgecorridor.com/work-with-us/construction-contractor-resources/</a></p>
56	Aesthetics Alternatives	<p>08/30/2023 - Email Comment - My suggestion has to do with making the project more beautiful.</p> <p>According to the existing diagram the new companion bridge will be built on the west side of the BSB. Now, think what the city skyline will look like as you travel north from KY to Ohio. Instead of a beautiful view of the city skyline, you will get an expansive view of the perpetually rusty BSB. Not a good way to show off the city. As a matter of fact, I would call it a poor introduction of the city.</p> <p>My suggestion is to construct the new bridge on the Eastern side of the existing BSB where there will be no obstruction between it and the downtown skyline which will make the entrance into the city much more attractive.</p> <p>If you keep the existing plan you will be solidifying Cincy's reputation as a rust belt city.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. KYTC and ODOT are committed to building an iconic, aesthetically pleasing bridge. Once the bridge type is determined, the project Aesthetics Committee will be engaged to provide feedback on the aesthetic elements of the new companion bridge and the existing BSB.</p> <p>Early planning concepts did investigate new bridges east of the existing Brent Spence Bridge. These concepts were removed from consideration for various reasons, including impacts to utilities, environmental impacts, and design issues.</p>
57	Public Input	<p>08/31/2023 - Email Comment - Please see attached, and please include in the project record, a report summarizing the community conversation event that took place at Union Terminal on 6/21/23.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The provided information has been included in the project record.</p>

Comment Number	Nature of Comment	Comment	Response
58	Construction	8/28/2023 - Web Comment - I'm with the Hobart Institute of Welding Technology in Troy, Ohio. I'm looking to offer our training and certification services to anyone on the job that needs welding certs etc... to work on the project. We are happy to listen to contractor needs and help put together training to get employees ready for the task in front of them.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding training opportunities for the project using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a> .
59	Construction	08/28/2023 - Web Comment - I have not been able to find any information on the expectations for traffic during this 6 year minimum construction period. I'm assuming this project may go over 6 years. Regardless, what are the plans to divert and/or allow traffic to still flow efficiently during this construction timeline? What do we expect traffic to look like going north or south on or near the BSB?  In addition, have local and national trucking companies been informed of the plans for this project and what they can expect?	Thank you for your interest in the Brent Spence Bridge Corridor Project. During construction, KYTC and ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, KYTC and ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. Local cities will have an opportunity to review and provide input into all aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.

Comment Number	Nature of Comment	Comment	Response
60	Alternatives	<p>08/28/2023 - Web Comment - I very much share the concerns of the Greater Cincinnati Coalition For Transit and Sustainable Development. Why invest \$3.6 in expanding a method of transportation which is unsustainable? The Earth's ecosystems are clearly telling us that we need to envision new/old ways of moving about and interacting within our communities. This project simply keeps the tri-state area locked into the same paradigm for at least the remainder of this century. Adding a bridge and ten new lanes for small occupancy vehicles is not the solution we need. What are needed are vibrant walking communities with businesses that people regularly use combined with a public transportation system that includes light rail and buses and that is safe, reliable and available at frequent intervals. Cincinnati has neighborhood business districts that need reviving, looking to cities like Chicago that have kept their local business districts alive. Building this bridge and its many extra lanes will be another example of Cincinnati entering the game too late. We completed beautiful Cincinnati Union Terminal in 1933 just as the automobile was assuming ascendancy. By 1945, as soldiers returned from war, Union Terminal was already beginning its swift decline. The ecosystems that currently inhabit the Earth cannot afford for us to hang onto the car as our primary means of interacting with the environment. We should prop up this method of transportation by infusing \$3.6 into this bridge and lane increase project.</p>	<p>Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The project is a direct outcome of a major planning study known as the <a href="#">North South Transportation Initiative (Initiative)</a> that was conducted by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) in 2004. The study considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The study and subsequent update concluded that additional highway capacity was needed south of the I-74/I-75 interchange, including the Brent Spence Bridge.</p> <p>The BSB Corridor Project was established to address the highway capacity needs. At the onset of the project and continuing through today, the identified goals of the Brent Spence Bridge Corridor Project are to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors</p> <p>The BSB Corridor Project will address traffic congestion and substantially improve safety within the project corridor. In addition to engineering feasibility studies, the project has followed and will continue to follow the National Environmental Policy Act (NEPA) to evaluate environmental impacts from the project. As such, the project team has worked to reduce the project footprint and impacts.</p> <p>The Initiative also evaluated transit opportunities within the corridor. Work being completed with the BSB Corridor Project does not preclude the implementation of transit options within the Cincinnati/Northern Kentucky region. Transit projects must be developed and championed regionally, and ODOT and KYTC are ready to support this effort when advanced at a regional level.</p> <p>While the project's primary needs are to solve transportation problems, KYTC and ODOT have pursued other quality of life goals in the project's development and have intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. KYTC and ODOT are continuing to collaborate with local cities regarding aesthetic treatments and pedestrian and bicycle facilities in the finished corridor.</p>

Comment Number	Nature of Comment	Comment	Response
61	Roadway/Bridge Design	08/29/2023 - Web Comment - would love to see all connections in nky and cincinnati	Thank you for your interest in the Brent Spence Bridge Corridor Project. The current proposal for the corridor maintains all existing connections in northern Kentucky and Cincinnati, with minor changes to the ramps in downtown Cincinnati. A map showing how through and local traffic will move through the corridor is provided on the project website: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-11-09_Traffic-Flow-With-Lanes-1.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-11-09_Traffic-Flow-With-Lanes-1.pdf</a>
62	Construction	08/29/2023 - Web Comment - I own a Service-Disabled Veteran-Owned Small Business [REDACTED] - Storch Marine Towing & Assistance. I have experience providing safety boat services on the Ohio River in the Cincinnati area. I'm certain that there will be times when work over the river requires such services, for instance, for temporary closures of the river to commercial and recreational traffic during certain operations. I would like the opportunity to bid on such work.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a> .  Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: <a href="https://brentspencebridgecorridor.com/work-with-us/">https://brentspencebridgecorridor.com/work-with-us/</a>
63	Alternatives	08/29/2023 - Email Comment - The City would like ODOT to pursue decking or expanded bridge at Ezzard Charles over I-75. The City and FHWA are investing significant dollars in the West End on Linn Street and Ezzard Charles Blvd. Improving the crossing of Ezzard Charles over I-75 is a great complement to those improvements.  As plans develop, and it's determined how large the area can be on either side of the bridge, we can make the determination if this should be civic space or low-rise buildings for development.  We look forward to working with ODOT making this happen.	ODOT is currently in the process of evaluating caps at Ezzard Charles Drive based on this request from the City of Cincinnati. ODOT will continue to coordinate with the City of Cincinnati Department of Transportation and Engineering regarding the installation of caps at this location.
64	Construction	08/31/2023 - Web Comment - WE are a DBE Land Surveying and Civil Engineering firm With ODOT. Land Consultants is over 45 years old and employs 11 people with an office in Cincinnati. Please forward me contacts with Walsh and other so we can introduce ourselves.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a> .  Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: <a href="https://brentspencebridgecorridor.com/work-with-us/">https://brentspencebridgecorridor.com/work-with-us/</a>

Comment Number	Nature of Comment	Comment	Response
65	Alternatives	<p>08/31/2023 - Web Comment - I have sent this once before but have not received a response as of yet. At the very beginning of this process (years ago) EPHIA (East Price Hill Improvement Association), the community council of East Price Hill in Cincinnati, sent in a request that this project include routing so EB-US 50 will have direct access to I-75N and that I-75S will have direct access to WB-US 50.</p> <p>I am not sure we have ever gotten a response but this lack of direct access causes un-needed delays in travel and increased traffic on local roadways in the Queensgate area neighborhood. I am unable to verify from looking at the renderings if this in fact will be accomplished. Can you please respond to my comment via email or hard copy letter.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The project purpose and need is to improve traffic flow and safety in the I-71/I-75 corridor while maintaining key regional connections. While the existing connections to and from US-50 are maintained, new direct access from eastbound US-50 to northbound I-75 and from southbound I-75 to westbound US-50 is not added. Traffic operational analysis show that the proposed design will accommodate projected traffic through the year 2049, which is the design year for this project. Building new direct access between US-50 and I-75 is beyond the purpose and need for this project and would substantially increase the project's footprint and costs.</p> <p>As requested, ODOT provided the above response to the commenter via email on September 5, 2023.</p>
66	Construction	<p>08/31/2023 - Web Comment - My name is [REDACTED] and I live in Frankfort and work out of Lexington. I am a National Freight Broker and I am trying to learn the process on getting set up to be able to bid on transportation bids when agency's are needing trucks to haul products. I was hoping to just learn the vetting process. Thank you for your time and consideration.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a>. You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a>.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: <a href="https://brentspencebridgecorridor.com/work-with-us/">https://brentspencebridgecorridor.com/work-with-us/</a></p>
67	Project Mailing List	<p>08/31/2023 - Web Comment - I am very interested in attending any public meetings that discuss the design or construction of this project. As a registered professional engineer, I'm very interested in this project.</p>	<p>This individual was added to the project mailing list.</p>

Comment Number	Nature of Comment	Comment	Response
68	Construction	08/31/2023 - Web Comment - What are the JV's plans for assisting the SBE/DBE firms with estimating service help, toward these firms having accurate detailed estimates and scopes of work that, they can/would quote on this mega project?? Have assisted both Walsh and Kokosing on other projects here in the Cincinnati area.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a>. You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a>.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: <a href="https://brentspencebridgecorridor.com/work-with-us/">https://brentspencebridgecorridor.com/work-with-us/</a></p> <p>In addition, please visit the "DBE/D&amp;I Resources" page on the project website for a list of upcoming networking events: <a href="https://brentspencebridgecorridor.com/work-with-us/dbe-di-resources/">https://brentspencebridgecorridor.com/work-with-us/dbe-di-resources/</a></p>
69	Alternatives	09/01/2023 - Web Comment - THE ANSWER IS A THIRD DECK!!!!!!!!!! QUEENSGATE STAYS. DEVOUE PARK IS NOT [REDACTED]. 3* INCLINE FOR TRUCKS 3 YEARS TIME. COST LESS THAN \$2B. INFO BASED ON CALFORNIAN DEPARTMENT OF HIGHWAYS	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The alternatives evaluation process and engineering study conducted for the project has shown that the new companion bridge is feasible and the preferred alternative for addressing the traffic flow and safety problems in the corridor. Adding a third deck to the existing Brent Spence Bridge would not satisfy the project's purpose and need, because it would not provide enough lanes to carry the traffic projected to travel through the corridor. The Brent Spence Bridge Corridor Project (including the new companion bridge) is estimated to cost \$3.6 billion, with construction anticipated to be substantially complete on all project phases by 2032. The project will not change the grade on the cut-in-the-hill in Kentucky. While additional land will be required to build the project, ODOT and KYTC have worked to reduce the project's footprint. The project will not impact Devou Park, and the amount of land acquired in Queensgate has been minimized to the greatest extent possible.</p>
70	Project Mailing List	09/01/2023 - Web Comment - Please keep me updated . I am looking forward to see this great project when completed .	This individual was added to the project mailing list.



Comment Number	Nature of Comment	Comment	Response
71	Project Development Process	09/08/2023 - Email Comment - Is this headline an accurate lens into the BSMT's current thinking? Is the contracted design team being told the same thing, just as the innovation period kicks off? Or, are they being incentivized to achieve more of the established project goals? [Referenced headline posted on X by Christian Houser @ChrisianWKRC12 on August 29, 2023: Transportation leaders say they have squeezed as much usable space as reasonably possible from the interchange that will connect the Brent Spence companion bridge to the Ohio side of the river. Retweeted by @mbruning81 with the following: You can read the full report here: <a href="https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf">https://brentspencebridgecorridor.com/wp-content/uploads/2023/08/2023-08-29_Bridge-Forward-Response_Final.pdf</a> ]	[The referenced headline] is not [accurate], hence my link to the full report for people to read. I had reached out to Christian Hauser asking for him to correct that, which he did soon thereafter. (A screengrab of the news story from Local 12 was included.) I also retweeted similar tweet from another reporter with the same link to the full report.
72	Construction	09/05/2023 - Web Comment - Looking for a union skilled labor job.	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding opportunities to work on the project using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a>. You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a>.</p> <p>Additional links to resources for firms that want to work on the project are available on the "Work With Us" page on the project website: <a href="https://brentspencebridgecorridor.com/work-with-us/">https://brentspencebridgecorridor.com/work-with-us/</a></p> <p>In addition, please visit the "DBE/D&amp;I Resources" page on the project website for a list of upcoming networking events: <a href="https://brentspencebridgecorridor.com/work-with-us/dbe-di-resources/">https://brentspencebridgecorridor.com/work-with-us/dbe-di-resources/</a></p>
73	Construction	09/06/2023 - Web Comment - I am the sales Director of Country Inn & Suites. I would like to send a bid in for your company to stay at our hotel when the project on the brent spence bridge starts. I can offer your company a rate of \$89.00 + tax making the rate \$100.00. here a few things about our hotel. We have 135 Guest rooms and Suites. Complimentary Hot Breakfast, Complimentary High-Speed Wi-Fi, Business Center, Fitness Center, Guest Laundry on-site, Outdoor pool. Please feel free to contact me if you have any questions	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding potential hotel accommodations using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a> .



Comment Number	Nature of Comment	Comment	Response
74	Noise Traffic	<p>09/07/2023 - Web Comment - Please consider adding the following two items to the project:</p> <ol style="list-style-type: none"> <li>1. A second noise wall on the west side of Bullock Street. Even though there is a proposed noise wall along the interstate, Bullock will become much noisier with this new alignment and increased traffic. I noticed a similar second sound wall on the opposite side of the interstate along Goebel Park.</li> <li>2. A raised crosswalk on Bullock Street, from the north side of W. 11th Street. Bullock is already traveled at a very high rate of speed from everyday traffic, and at times has been a drag strip for racing. Adding a raised crosswalk / speedhump in this location will slow traffic, while maintaining throughput, and providing a safer intersection for the residents of Lewisburg who routinely cross at this location.</li> </ol>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. KYTC evaluated a number of configurations for the noise walls proposed on the west side of I-75. The proposed configuration provides the greatest amount of noise reduction for the residences in Lewisburg.</p> <p>In regard to your concerns about adding a raised crosswalk/speedhump on Bullock Street north of W. 11th Street, the project plans currently include a sidewalk along the west side of Bullock Street. For safety reasons, sidewalks will not be provided on the east side of Bullock, and a crosswalk at W. 11th Street will not be required. Crosswalks will be provided W. 12th Street and Pike Street to allow pedestrians to cross under the highway.</p>
75	Noise	<p>09/08/2023 - Web Comment - I have attempted to get the report cited in the following comment to Keith stone, but the email continues to be blocked. If possible, please let me know how to get the report into the comments so that it can be considered. Comments and report for consideration:</p> <p>Dear Mr. Stone: I am a City of Covington resident and member of the City's appointed project advisory committee for aesthetic and related issues. One of the subjects our group has discussed is traffic noise and the ability to effectively manage and mitigate the impacts, without worsening the impact in other areas. Increased traffic noise from I-75/I-71, and the solutions to mitigate the noise, is something our neighborhoods and thousands of residents will have to live with daily. In many ways, it will dominate the aesthetic character and quality of life of our City. Mitigating the noise in the extended shadow of the barrier while reflecting the noise to the surrounding hillsides is not a desirable outcome. One of the attractions of Covington is the vistas that are available - from throughout the city to the hillsides, from the hillsides to both Covington and Cincinnati, and across the swath that is the current I71/75 highway.</p> <p>I think it is fair to say that many, including committee members, neighborhood leaders, individual Citizens, and business owners</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project and your participation on the Project Advisory Committee. KYTC is in possession of the referenced report located at the following link <a href="https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/final-reports/ucprc-rp-2010-04.pdf">https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/final-reports/ucprc-rp-2010-04.pdf</a>.</p> <p>The noise analyses completed for the project fully considered how noise walls would impact the overall noise and acoustic environment. KYTC has explored a range of methods for reducing traffic noise in addition to traditional noise walls. Some of those measures, such as pavement design, may be incorporated into the project's design.</p> <p>As the commenter mentions, during stakeholder and public outreach, some concerns were raised about noise barriers blocking views of Covington for motorists traveling on I-71/I-75. Concerns were also raised about noise barriers blocking views across I-71/I-75 from adjacent areas such as along Crescent Avenue. KYTC recently awarded a pilot project to install a section of transparent noise barriers for analysis for future applicability. As such, KYTC has committed to coordinating with the City of Covington to evaluate the use of transparent noise barriers in some locations to preserve views of Goebel Park from the highway and to preserve views of the skyline</p>

Comment Number	Nature of Comment	Comment	Response
75 (cont.)	Noise (cont.)	<p>worry that the Brent Spence Bridge project will make a bad noise situation worse, despite conventional noise walls proposed at a few locations. Throughout the open meeting forums, only traditional, concrete, reflecting type, noise walls have been illustrated. There appears to have been little demonstrated effort to find alternative methodologies or approaches.</p> <p>The attached report is one I recently became aware of and circulated to our advisory group. It addresses, or at least recognizes, some of the noise management issues of concern to our committee. I am forwarding here for ODOT, KYTC and federal agencies to consider in developing appropriate impact mitigation strategies for the City of Covington.</p> <p>Report by Caltrans, Danish Road Institute, and University of California Pavement Research Center – FHWA No. CA101735D</p>	<p>and across I 71/I-75 from surrounding neighborhoods.</p> <p>Finally, in accordance with the KYTC Noise Analysis and Abatement Policy, a noise abatement public meeting and surveys will be conducted with benefited receptors at each location where noise and noise/visual screening barriers are proposed in Kentucky.</p>
76	Multimodal	<p>09/08/2023 - Web Comment - I am a resident of Covington KY in a historic neighborhood to the west of the current corridor. One of the stated goals of the project is to increase connectivity between neighborhoods so that the the highway does not pose a barrier to crossing.</p> <p>To date in all the updates, public meetings and renderings, there has not been a single mention of creating a pathway above the proposed highway - a pedestrian/ cyclist crossing. This can easily be accomplished from the curve of Dixie Hwy across to the St Elizabeth Hospital site. The land on both sides is almost the same elevation and the highway is at it lowest with respect to the new bridge. This could serve many additional functions such as gateway lighting , traffic signage or exercise trails leading to Devou Park.</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project. The current project plans include new and rebuilt sidewalks across I-71/I-75 under the MLK/West 12th Street, Pike Street, West 9th Street, West 5th Street, and West 3rd Street bridges. A new shared use path will be built under the West 9th Street and West 5th Street bridges, which will tie into the shared use paths in Goebel Park. The shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river. The proposed pedestrian and bicycle accommodations connect existing residential and recreational areas and tie into existing and planned pedestrian and bicycle infrastructure.</p> <p>A new pedestrian/bicycle overpass across I-71/I-75 in the vicinity of St. Elizabeth Covington Hospital would not connect to any existing residential or recreational areas or any existing or planned pedestrian or bicycle networks. In addition, constructing a pedestrian/bicycle overpass in this area would require additional right-of-way acquisition and would present feasibility concerns due to the incorporation of noise walls along the west and east sides of the highway. While the project does not currently include any new pedestrian/bicycle bridges over I-71/I-75, the project would not preclude the construction of such facilities in the future if supported by local development patterns, plans, and initiatives.</p>

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77	Noise	<p>09/08/2023 - Web Comment - I am a City of Covington resident and member of the City's appointed project advisory committee for aesthetic and related issues. One of the subjects our group has discussed is traffic noise and the ability to effectively manage and mitigate the impacts, without worsening the impact in other areas. Increased traffic noise from I-75/I-71, and the solutions to mitigate the noise, is something our neighborhoods and thousands of residents will have to live with daily. In many ways, it will dominate the aesthetic character and quality of life of our City. Mitigating the noise in the extended shadow of the barrier while reflecting the noise to the surrounding hillsides is not a desirable outcome. One of the attractions of Covington is the vistas that are available - from throughout the city to the hillsides, from the hillsides to both Covington and Cincinnati, and across the swath that is the current I71/75 highway.</p> <p>I think it is fair to say that many, including committee members, neighborhood leaders, individual Citizens, and business owners worry that the Brent Spence Bridge project will make a bad noise situation worse, despite conventional noise walls proposed at a few locations. Throughout the open meeting forums, only traditional, concrete, reflecting type, noise walls have been illustrated. There appears to have been little demonstrated effort to find alternative methodologies or approaches.</p> <p>The attached report is one I recently became aware of and circulated to our advisory group. It addresses, or at least recognizes, some of the noise management issues of concern to our committee. I am forwarding here for ODOT, KYTC and federal agencies to consider in developing appropriate impact mitigation strategies for the City of Covington.</p> <p>Report by Caltrans, Danish Road Institute, and University of California Pavement Research Center – FHWA No. CA101735D</p>	<p>Thank you for your interest in the Brent Spence Bridge Corridor Project and your participation on the Project Advisory Committee. KYTC is in possession of the referenced report located at the following link <a href="https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/final-reports/ucprc-rp-2010-04.pdf">https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/final-reports/ucprc-rp-2010-04.pdf</a>.</p> <p>The noise analyses completed for the project fully considered how noise walls would impact the overall noise and acoustic environment. KYTC has explored a range of methods for reducing traffic noise in addition to traditional noise walls. Some of those measures, such as pavement design, may be incorporated into the project's design.</p> <p>As the commenter mentions, during stakeholder and public outreach, some concerns were raised about noise barriers blocking views of Covington for motorists traveling on I-71/I-75. Concerns were also raised about noise barriers blocking views across I-71/I-75 from adjacent areas such as along Crescent Avenue. KYTC recently awarded a pilot project to install a section of transparent noise barriers for analysis for future applicability. As such, KYTC has committed to coordinating with the City of Covington to evaluate the use of transparent noise barriers in some locations to preserve views of Goebel Park from the highway and to preserve views of the skyline and across I 71/I-75 from surrounding neighborhoods.</p> <p>Finally, in accordance with the KYTC Noise Analysis and Abatement Policy, a noise abatement public meeting and surveys will be conducted with benefited receptors at each location where noise and noise/visual screening barriers are proposed in Kentucky.</p>