

**BRENT SPENCE  
BRIDGE CORRIDOR**



**TEAM  
KENTUCKY**  
TRANSPORTATION  
CABINET

 **Ohio**  
Department of  
Transportation

**INVESTING IN LOCAL COMMUNITIES.  
GROWING AMERICA'S ECONOMY.**

This public hearing is being held to allow property owners, residents, local officials, and other interested persons to review and comment on the preferred alternative and Supplemental Environmental Assessment (EA) for the Brent Spence Bridge Corridor Project. We encourage you to look at the information, speak with the project team, and give your comments about the project.

The hearing will include both a formal presentation and comment period and an informal open-house period. If you would like to make a public comment after the presentation, please make sure to sign up in advance at the welcome table.

## Project Description

The Brent Spence Bridge (BSB) Corridor Project is being jointly developed by the Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT). It will improve 7.8 total miles of I-71 and I-75 from south of Dixie Highway (US-25) in Kentucky to north of the Western Hills Viaduct in Ohio.

## Purpose and Need

The project purpose and need includes:

- Improving traffic flow and level of service;
- Improving safety;
- Correcting geometric deficiencies (such as narrow shoulders); and
- Maintaining connections to key regional and national transportation corridors.

## Project Cost

The total project cost estimate is \$3.6 billion, which includes all costs required to deliver the project, including but not limited to planning, design, property acquisition, construction, construction management services, and agency labor.

## Construction Phases and Timeline

The project will be delivered in three phases:

- Phase I - Findlay St. to Marshall Avenue (OH)  
Construction from 2029 to 2032
- Phase II - Linn Street to Findlay Street (OH)  
Construction from 2026 to 2031
- Phase III - Dixie Highway (KY) to Linn Street (OH)  
Construction from 2024 to 2030

## Refined Alternative I (Concept I-W)

KYTC and ODOT began planning the BSB Corridor Project in 2004. In 2012, KYTC and ODOT prepared an Environmental Assessment (EA) that evaluated the potential environmental impacts of two feasible alternatives, and the Federal Highway Administration (FHWA) issued a Finding of No Significant Impact (FONSI) identifying Alternative I as the selected alternative.

Since 2012, KYTC and ODOT have identified a set of refinements to improve the project's design, simplify its construction, and reduce costs. The updated design of Selected Alternative I (from the 2012 EA/FONSI) has been named Refined Alternative I (Concept I-W). An overview of Refined Alternative I (Concept I-W) is included in this handout.

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## Refinements Since the 2012 EA/FONSI

Refined Alternative I (Concept I-W) accomplishes the following:

- Reduces the project footprint;
- Improves how the project will operate; and
- Creates no substantial new or increased impacts.

The below boxes summarize how Refined Alternative I (Concept I-W) compares to Selected Alternative I (from the 2012 EA/FONSI). The box on the left describes refinements that have been incorporated into the project's design since 2012. The box on the right describes what has not changed since 2012.

### Refinements Since 2012

- Refined how traffic will travel across the Ohio River to reduce the width of the new companion bridge from 172 feet to 107 feet.
- Reconfigured the ramps in downtown Cincinnati to open up approximately 10 acres of land for potential redevelopment and/or civic space.
- Tied into the City of Cincinnati's new location for the Western Hills Viaduct.
- Reconfigured the Ezzard Charles Drive bridge over I-75 to provide one, two-way bridge with an additional 50 feet of space on each side to improve safety and support potential future civic space or retail development by the City of Cincinnati.
- Moved the entrance ramp to northbound I-75 from Freeman Avenue to Ezzard Charles Drive (about 1,000 feet north) to improve access from Ohio's West End neighborhood, reduce costs, and simplify construction.
- Optimized the number of lanes on Simon Kenton Way and Bullock Street in the City of Covington to reduce impacts while maintaining smooth traffic flow.
- Extended Simon Kenton Way to 5th Street in the City of Covington to improve north-south access and connectivity.
- Incorporated more flexibility in the design of the new companion bridge to allow the progressive design-build team to pursue innovative and cost-effective designs.
- Refined and optimized roadway layouts and retaining wall design to reduce project impacts.
- Updated the project design to meet the most current KYTC and ODOT design criteria.

### Features That Have Not Changed Since 2012

- The layout of the mainline interstate from Dixie Highway (US-25) in Kentucky to Linn Street in Ohio;
- The number of interstate and local (collector-distributor) lanes;
- The concept of providing local lanes (collector-distributor roadway system) between West 12th Street/MLK Jr. Boulevard in Kentucky and Ezzard Charles Drive in Ohio; or
- The collector-distributor roadway system between Dixie Highway (US-25) and Kyles Lane (KY-1072) (Kentucky).

## Future Design Refinements

Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. KYTC and ODOT will further evaluate innovation concepts developed by the design-build team for Phase III.

***Innovations that improve project quality, reduce costs, shorten schedule, support the project goals and objectives, and have support at the local level may be incorporated into the project.***

KYTC and ODOT will gather feedback about potential innovations from local agencies that may be affected by any changes. Each local agency will be responsible for gathering public feedback on innovations as part of their review and comment process. If KYTC, ODOT, and FHWA determine that an innovation will be incorporated into the project, the public will be informed of the decision. Information provided to the public will include a description of the innovation, an explanation of the expected benefits, and the reasons for the decision.



## New Companion Bridge

A new companion bridge will be built west of the existing BSB to carry interstate traffic across the Ohio River. The existing BSB will remain and will carry local traffic as part of a proposed collector-distributor roadway system. The new companion bridge will be either an arch or a cable-stayed structure, which will be determined based on a technical analysis by the design-build team. KYTC and ODOT will coordinate with a project Aesthetics Committee to make sure the new bridge will be an iconic addition to the region.

## Project Funding

Kentucky and Ohio will pay for the work in their individual states and will equally share the cost of the new companion bridge. In December 2022, KYTC and ODOT received federal funding grants totaling \$1.635 billion. Funding for the Kentucky work was included in a budget bill that was signed in 2022. Funding for the Ohio work was included in the Ohio Transportation budget bill passed in 2023.

## Property Impacts

The land needed to build the project is called right-of-way. KYTC and ODOT will acquire about 51.2 acres of right-of-way to build Refined Alternative I (Concept I-W). Property impacts require 4 residential, 1 partial commercial, and 24 full commercial relocations (including 14 tenants in one structure).

KYTC began acquiring right-of-way in Kentucky under the 2012 FONSI in early 2022 and has already contacted the majority of impacted property owners. ODOT began acquiring land in Ohio in 2014 and has acquired 70 of the 79 Ohio parcels under the 2012 FONSI and has contacted all impacted property owners. KYTC and ODOT are continuing to acquire the remaining parcels under the 2012 FONSI.

The acquisition of property for right-of-way has been, and will continue to be, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Representatives from KYTC and ODOT are available at today's hearing to answer questions about right-of-way.

## Goebel Park Complex

Refined Alternative I (Concept I-W) will acquire 2.84 acres of permanent right-of-way and 0.07 acre of temporary right-of-way from the Goebel Park Complex, which includes Goebel Park, Kenney Shields Park, and the SFC Jason Bishop Memorial Dog Park. Other impacts to the complex include the loss of 360 feet of walking trail, 2 basketball courts



**These renderings show what the new companion bridge might look like. Top photo: Arch bridge type. Bottom photo: Cable-stayed bridge type.**

and associated resources, and proximity impacts to the outdoor pool.

KYTC has coordinated with the City of Covington and has identified measures to offset (mitigate) impacts to the Goebel Park Complex. A list of these measures is located on Page 4.

FHWA intends to make a determination of *de minimis* impacts to the Goebel Park Complex. *De minimis* impacts are generally minor in nature and - after taking into account avoidance, minimization, mitigation, and enhancement measures - will not result in an adverse effect to the park. The public can provide comments about impacts to the Goebel Park Complex during the comment period for the supplemental EA. FHWA will make the final *de minimis* impact determination based on the outcome of the public comment process and written concurrence from the City of Covington.

## Environmental Impacts

Refined Alternative I (Concept I-W) has been designed to avoid and minimize environmental impacts as much as possible and is expected to have the following impacts to the human and natural environment. (*continued on Page 4*)

## Environmental Impacts *(from Page 3)*

- Minor strip right-of-way acquisition from 2 schools, 1 church, and 1 hospital;
- Minor impacts to vehicular access;
- Residential and commercial relocations (see Page 3 for additional details);
- 2.38 acres impacts to low-quality wetlands;
- 1,018 feet impacts to poor quality streams;
- 350 feet permanent and 283 feet temporary impacts to the Ohio River;
- Removal of 90 acres of habitat for three threatened or endangered bat species;
- Noise impacts east/west of I-71/I-75 from Dixie Highway to the existing BSB in Kentucky;
- Noise impacts east of I-75 from I-71 to Marshall Avenue in Ohio with isolated noise impacts west of I-75;
- Minor visual impacts;
- Temporary traffic, air quality, noise, erosion, and utility impacts during construction;
- Impacts to the Goebel Park Complex (see Page 3 and above for additional details);
- Temporary impacts to the Firefighters Memorial and Ezzard Charles Park;
- 0.72 acre impacts to Queensgate Playground and Ballfield, including tree removal;
- Minor right-of-way from the Hillsdale Subdivision and Elberta Apartments Historic Districts;
- Right-of-way acquisition and removal of 2 contributing elements from the Lewisburg Historic District;
- Removal of 204 feet of historic Longworth Hall;
- No disproportionately high and adverse effects on minority and low-income populations;
- No substantial impacts on older adults, individuals with limited English proficiency, adults with disabilities, zero-car households, disadvantaged communities, or children; and
- Minimal impacts to air quality or green house gases and climate change.

## Mitigation and Enhancement Measures

KYTC and ODOT have committed to implementing measures (called mitigation measures) to offset unavoidable impacts and have added several enhancements to further benefit local communities:

- Aesthetic improvements;
- New and improved pedestrian and bicycle connections;

## Proposed Measures to Offset Impacts to the Goebel Park Complex

- Funding for the development of a new Goebel Park Complex Master Plan by the City of Covington (approximately \$100,000);
- Donation of 2.23 acres of land currently occupied by the West 5th Street ramp to replace land impacted by the project;
- Reconstructed walking trail within the complex;
- Funding for the replacement and enhancement of the basketball courts or other outdoor recreation facilities within the park (approximately \$94,500);
- Funding for temporary basketball courts within another area of the Goebel Park Complex if the courts will be impacted before replacement facilities are constructed (up to \$75,000); and
- Funding for a relocated outdoor pool and associated facilities or other comparable aquatic facility serving the same purpose within the park (approximately \$1,337,400).

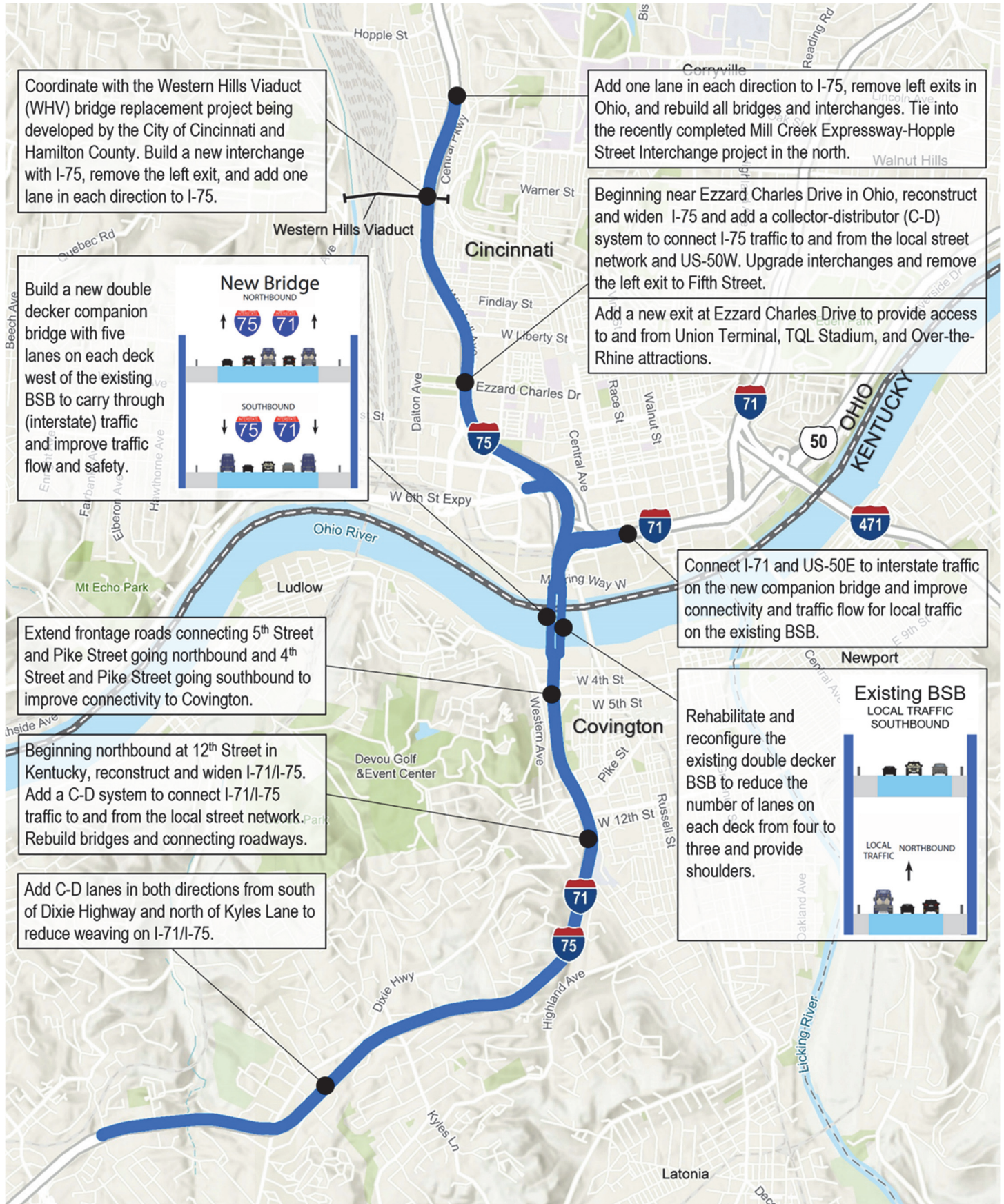
## Mitigation and Enhancement Measures *(continued)*

- Drainage and stormwater improvements to reduce flooding and combined sewer overflows;
- 10 acres of land opened up for potential redevelopment and/or civic space in downtown Cincinnati;
- Workforce development and training programs;
- Interpretive display in West End (Ohio);
- Widened bridge on Ezzard Charles Drive (Ohio) for potential civic space or retail development;
- Noise and noise/visual screening barriers;\*
- Measures to manage temporary construction impacts;
- Avoidance, minimization, and mitigation for impacts to wetlands, streams, and threatened and endangered species;
- Mitigation for impacts to public parks and historic properties and measures to protect them during construction;
- Plan notes for proper removal, handling, and disposal of regulated materials; and
- Measures to protect drinking water resources.

\* *Additional public involvement will be conducted for noise and noise/visual screening barriers.*



# Brent Spence Bridge Corridor Project Overview



## Supplemental EA

The Supplemental EA was made available for public review on February 9, 2023. The public availability period will extend to March 8, 2024. Interested parties may review the supplemental EA at today's hearing and at the following locations:

- [PublicInput.com/bsbc](https://PublicInput.com/bsbc)
- Kenton County Public Library Covington Branch  
502 Scott Street  
Covington, Kentucky 41011
- Cincinnati and Hamilton County Public Library West End Branch  
805 Ezzard Charles Drive  
Cincinnati, Ohio 45203

## Comments

Comments may be submitted using any of the methods listed below. KYTC, ODOT, and FHWA will consider and respond to all comments before issuing a final decision on the supplemental EA. Comments provided via any one of the methods listed below will be afforded equal weight in the project record. Comments must be received by **no later than March 8, 2024** to be considered in the decision-making process.

- Public verbal comments will be accepted during the formal presentation portion of each hearing. Individuals desiring to offer verbal comments at the in-person hearings must register in advance at the welcome table. Comments will be limited to 2 minutes.
- Verbal comments may be dictated one-on-one to a court reporter during the informal open-house portion of each hearing (in-person hearings only).
- Written comment forms may be returned to the comment box available at each hearing (in-person hearings only).
- Website: [PublicInput.com/bsbc](https://PublicInput.com/bsbc) or using the QR code below
- Email: [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov)
- Phone: 1-800-831-2142
- Mail:  
ODOT District 8 Office  
Attn: Keith Smith  
505 South State Route 741  
Lebanon, OH 45036-9518

Scan this QR code to access the supplemental EA and to provide comments.



**Please provide comments by no later than  
March 8, 2024.**